

Poulton

Design & Access Statement

March 2026



BENNETTS
ASSOCIATES

Document Control

Document Title	Planning Design & Access Statement
Number	1811-BA-XX-XX-RP-A-005
Revision	P03
Date	25th March 2026
Company	Bennetts Associates Architects
Address	Bennetts Associates Architects 38-42 Mosley Street, Manchester M2 3AZ

Contents

1.0	Introduction	01
2.0	Site Context	14
3.0	Surroundings & Process	26
4.0	Proposed Design	36
5.0	Public Realm	71
6.0	Access	81

Appendices

A	Schedule of areas	103
B	Architectural drawings	105
C	Schedule of external materials	127

Introduction

1.1	Summary
1.2	Project Timeline
1.3	Applicant & Project Team
1.4	Scheme Brief, Objectives and Develop Process
1.5	Project Development 2019 - 2023
1.6	Project Development 2023 - 2026
1.7	Building Height
1.8	Ground Floor & Basement Development
1.9	Material Palette

1.1 Summary

Purpose of Report

This document relates to Plot O, Poulton and is a new application capturing amendments to the design of the development which originally gained planning consent in spring 2020, followed by a re-submission and approval for planning in 2023 .

The purpose of this document is to explain the drivers behind the amendments of the scheme while demonstrating that the key design principles for the development remain as per the previously consented design. It outlines the process, analysis and design principles that have informed the proposal and illustrates how the local physical, social and environmental context has influenced the project.

The Poulton was originally submitted for planning as part of an application which included the Masterplan, Mayfield Park and Plot N, the Mobility Hub. Each of these elements were originally presented in separate Design and Access statements. This document supports a stand alone planning application while still making reference to the original Masterplan and Mayfield Park Design and Access statements where applicable.

A full summary of the planning application strategy for Poulton in relation to the original planning application is provided in the Planning Statement Addendum prepared by Deloitte.

Document Structure

This document aligns with guidance on Design and Access Statements, in particular with CABE's 'Design and Access Statements – How to write, read and use them.' The document comprises of four main sections;

Site Context – describes the context of the application, evaluating the historic and present day.

Surroundings and Process – describes and analyses the future SRF context of the site and design development process.

Design Statement - describes changes from the previously consented scheme, overall revised design proposal and architectural influences and response to the local Mayfield context.

Access Statement - describes the approach to access in the widest sense, including the emphasis on inclusive public access to the Site and within the proposed internal layout.

Proposal Overview

The Poulton is a new landmark commercial office building within Phase 1 of Mayfield, which is located within the Mayfield Strategic Regeneration Framework (SRF) area. The Mayfield SRF area lies to the south of Fairfield Street in Manchester city centre, in close proximity to Piccadilly mainline railway station. The Mayfield SRF area is bounded by Fairfield Street to the north; Temperance Street to the north-east; the Mancunian Way Ring Road (A635) to the south; and Baring Street / London Road (A6) to the west.

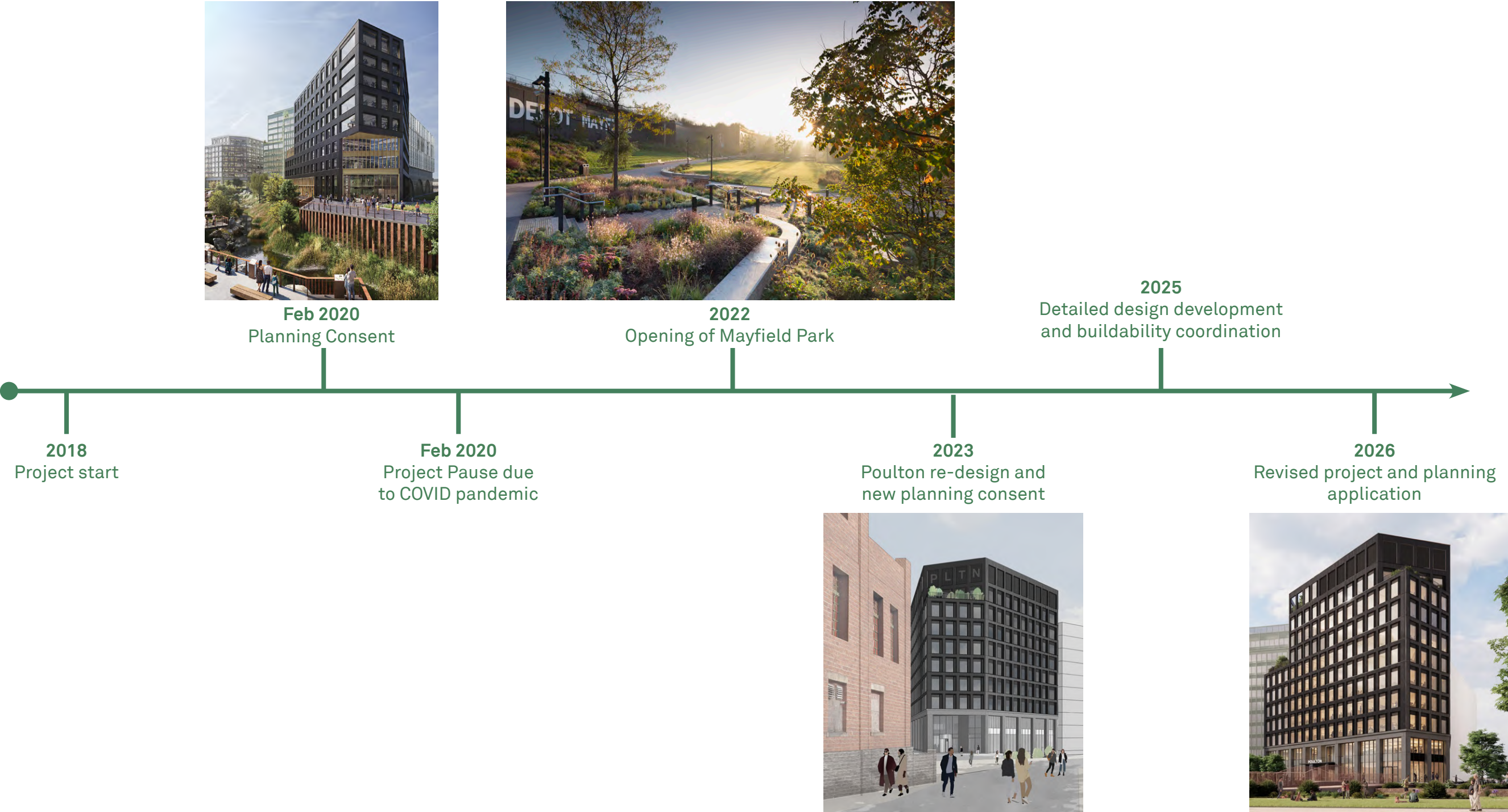
Since the development first received planning permission in 2020, the scheme has undergone a series of refinements in response to evolving industry guidance, sustainability targets, and market expectations. The project was revised and resubmitted for planning in 2023 to align with updated British Council for Offices (BCO) guidance, as well as emerging local and national targets related to sustainability and embodied carbon.

Following further design development, the scheme has been updated again in 2026. This iteration responds to the need to improve buildability, efficiency, and overall deliverability, while ensuring the building continues to meet contemporary workplace requirements. The revised design increases the overall floor area while maintaining sensitivity to the established scale, massing, and urban context of the site.

The original ideas and aspirations are still strongly present within the amended design, which references Mayfield's heritage and in particular historic sites such as the former Mayfield Baths and Wash-House. The ground floor of the Poulton will aspire to form a similar sense of community, acting as an early focal point for the initial Phase 1 of the Mayfield development. Engaging heavily with the park, the dramatic space will be publicly accessible and provide a range of potential amenities and uses to help put Mayfield on the map.

The design philosophy makes a strong focus on an innate character inspired by heritage, a desire to foster a new community, attracting tenants and improving the health and wellbeing of occupants.

1.2 Project Timeline



1.3 Applicant & Project Team

Client

Mayfield will be delivered by The Mayfield Partnership, a public private joint venture partnership between Platform 4, Manchester City Council, Transport for Greater Manchester, and regeneration specialist Landsec. The first phase of the development, the Republic, is currently on site and is being delivered by Landsec. The Applicant for the Poulton proposal is Mayfield Poulton Limited.

The Client has engaged consultants with considerable experience in similar complex, urban, sustainable buildings. All team members are recognised as leading exponents of their disciplines and have won a wide range of awards for completed projects.

This report has been compiled on behalf of the Client, Mayfield Poulton Limited with input from the following appointed consultants:

Client - Mayfield Poulton Limited

Kenny Mbeyela
Project Director

Ben Cartwright
Development Director

Hannah Coulson
Senior Development Manager

Architect - Bennetts Associates

Julian Lipscome
Director

Adrian Lonsdale
Associate Director

Irina Nikova
Project Architect

Quantity Surveyor - Gardiner & Theobald

Bruce Bolton
Quantity Surveyor

Iain Campbell
Quantity Surveyor

Masterplan & Plot N - Studio Egret West

David West
Founding Director

Lucas Lawrence
Director - Plot N Lead

James Cook
Architect - Plot N

Duncan Paybody
Associate Director - Landscape Design Lead

Tara Hiley
Project Landscape Architect

Structural Engineer - Civic Engineers

Julian Broster
Founding Director

Richard Dowdall
Lead Engineer

Chris Pratt
Senior Structural Engineer

Services Engineer - Hoare Lea

Richard Monksmith
Project Partner

Chloe Gallimore
Project Lead

Eric Yuen
Electrical Engineer

Al Plail
Acoustic Lead

Megan Sollis
Fire Engineer

Klaudia Krasowksa
Sustainability Lead

Patrick Hoyle
Vertical Transport Engineer

Facade Consultant - FMDC

Colin Taylor
Director

Manuel Dos Anjos
Associate

Access Consultant - D2E

Paige Smith
Associate

Michael Fairweather
Associate

CDM Advisor - IM2

Graham MacCallum
Associate

Planning Consultant - Deloitte

John Cooper
Partner

Michael Percival
Assistant Director

Josh Wyatt-Smith
Assistant Manager



Proposed view

— View of north-west corner from the park

1.4 Scheme Brief, Objectives and Development Process

Vision

The vision for the proposed development is very much aligned with the original key aspirations for the previously consented scheme. Poulton, also referred to as Plot O, stands on the south bank of the River Medlock, overlooking the new Mayfield Park and depot. Situated at the west end of the park, views wrap the building to the north, east and west and provide a truly unique offering to Manchester's market of commercial floorspace. The Poulton seeks to maximise the potential of this opportunity by bringing the park and its amenity into the building at ground floor. This setting stimulates the office space above and establishes a starting point to make the most desirable office space in Manchester. Fundamental to this vision is the ambition to:

Set the Standard – Mayfield is to be one of Manchester's most unique locations, along with Plot O, the two commercial buildings will set the benchmark.

Make a Mark – as the Mayfield Partnership's first major scheme in Manchester, the first buildings need to help identify the difference between what Mayfield partnership have to offer compared to other developments.

Compete for Occupiers – The Proposed Development will need to offer something that allows it to stand out from the crowd in terms of commercial space in the city.

Support the Pioneer – in its early days, Mayfield will be 'off pitch' as a commercial location and will need to offer something magnetic in its appeal to the pioneering occupiers that will come here.

Objectives

The Poulton is a new office building in a prime location that capitalises on views of the park and its principal address off Baring Street. The ambition for the development is to create a landmark building that is distinctive to the commercial office marketplace, whilst also being deeply rooted in its Mayfield and Manchester context.

To realise this the project team and client have defined a series of key objectives:

- Optimise the building massing and height within the site constraints
- Improve connections with the park, maximise views towards it and the depot.
- Update the development in line with the latest guidance and requirements for commercial buildings
- Prioritise sustainability and reduction in embodied and operational carbon to deliver a design in line with emerging local and national carbon targets
- Develop a commonality between the architectural language of all three buildings which form part of Phase 1 to improve the link between them
- Be distinctive, contextual and world-class
- Offer characterful and flexible commercial space.
- Create a ground floor public amenity space that fosters the activities and communities emerging within the uses in the depot and the park.
- Maximise external amenity space
- Maximise net lettable area
- Maximise office floorplate efficiency

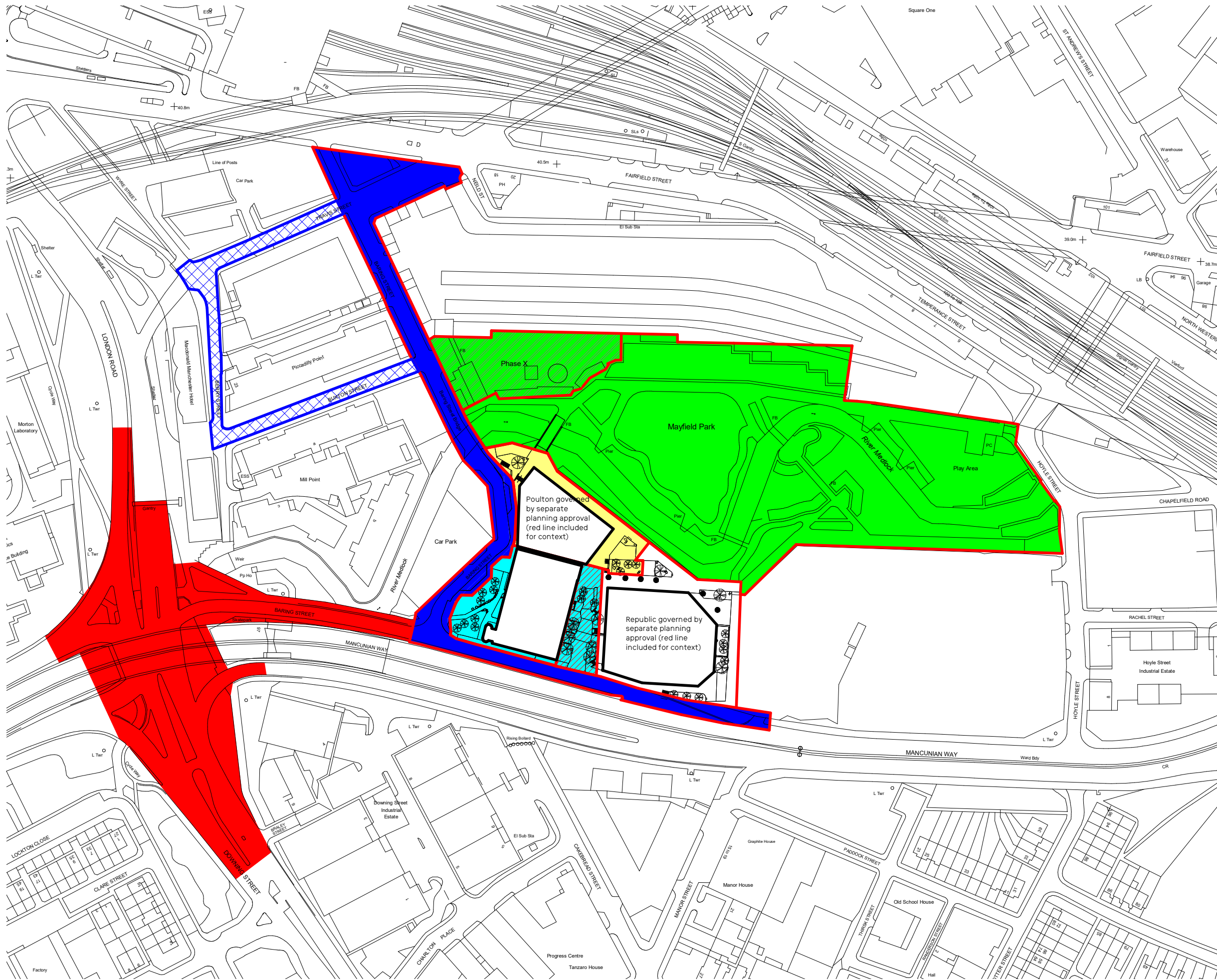
Proposed Development

The original planning application (124972/FO/2019) and subsequent amendment (137350/JO/2023) for Phase 1 of Mayfield comprised of the following elements:

- Demolition and site clearance Mayfield Park
- 2.4 hectare of park provision
- Plot O, Poulton 1 – 9 storey (including ground and mezzanine) with additional roof level for plant and an event space
- Mobility Hub – 10 storeys including ground with open top roof level parking spaces.
- Highways and infrastructure works

Since the approval of application 1 (124972/FO/2019) for Phase 1 the majority of on-site structures have been demolished under a separate Prior Approval process with the Mayfield Park being delivered in 2022.

Details of the planning submission and its wider context are set out in detail within the Planning Statement Addendum prepared by Deloitte.



Key

- Application 1 - Phase B
Public Realm & Highways
- Application 1 - Phase C
Baring Street MSCP,
Public Realm & Highways
- Application 1 - Phase C
Temporary Finish
- Application 1 - Phase D
Public Realm & Highways
- Application 1 - Phase E
Baring Street Office No. 1,
Park, Public Realm &
Highways
- Application 1 - Phase F,
G, H & I, Park and Public
Realm
- Application 1 - TROs only
Refer to specific TRO plan
in Transport Assessment
report submitted with this
application

—Mayfield Phase 1 Site Plan by SEW

For further information and details on the Park, Plot N and Plot M refer to the relevant Planning Application documents and associated design and access proposals

1.5 Project Development 2019 - 2023

Overview

The consented in 2020 scheme was designed to respond to the client requirements and market demands at the time, as well as the proposed design for the SRF and Mayfield Park.

The massing of the proposal responded to its context via three key moves highlighted in the facade strategy with a different treatment to the cladding:

- The entrance which addresses Baring Street and is carved away from the massing at the lower levels to sit under a cantilever.
- The foyer, a double height public space along the elevation facing the park, highlighted in a different facade system and colour to emphasise the connection between the park and the building.
- The terrace, a communal external amenity at level 04, formed by another carve within the massing which also reduces the overshadowing on the park.

The top occupied level of the building was eighth floor which sat below 30m and avoided the need for sprinklers within the development.

Since the proposed development gained planning consent, the Mayfield Park has been delivered with some amendments in response to excavations found during construction with one of the amended areas being around the proposed entrance to Baring Street Office 1. The design for the neighbouring Plot M, part of Phase 1 of the Mayfield SRF, has also since been developed and granted consent.

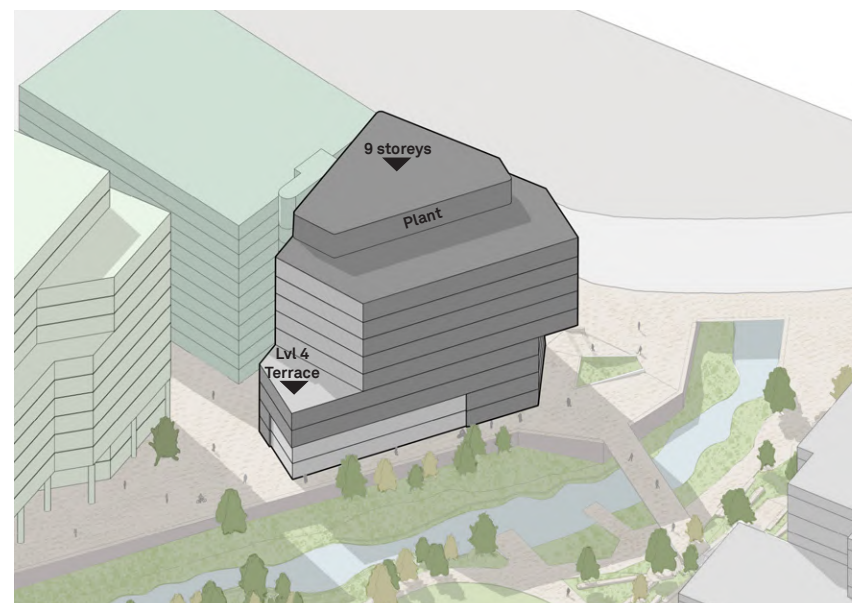
These factors along with changes within the guidance for commercial buildings, national and local targets for sustainability and embodied carbon as well as development within the commercial building market demands have aided the need to re-visit the design of the scheme to bring it in line with current guidance and regulations and to improve it's relationship with the completed park and proposed neighbouring developments.



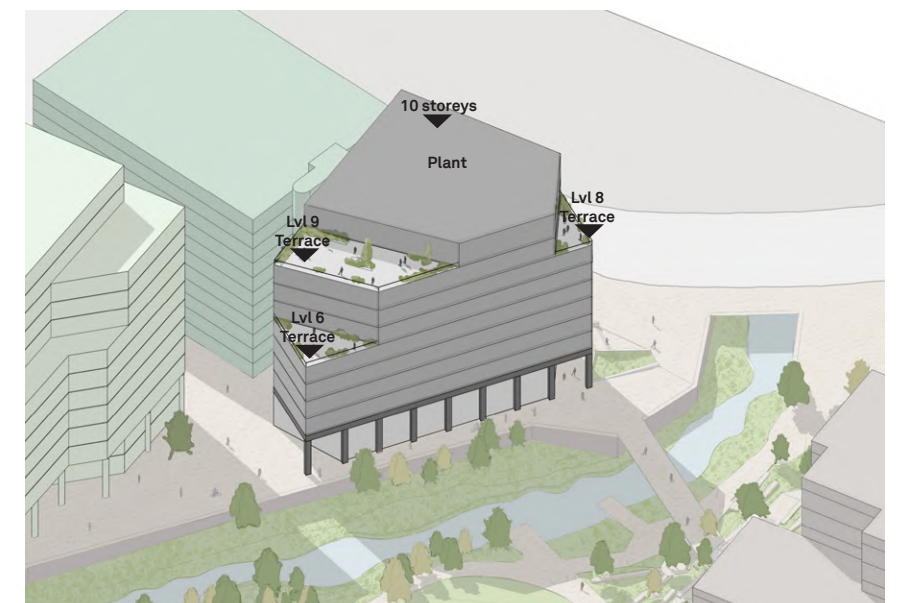
2020 Consented scheme, view from park entrance off Baring Street



2023 Consented scheme, view from park entrance off Baring Street



2020 Consented scheme massing



2023 Consented scheme massing

1.6 Project Development 2023 - 2026

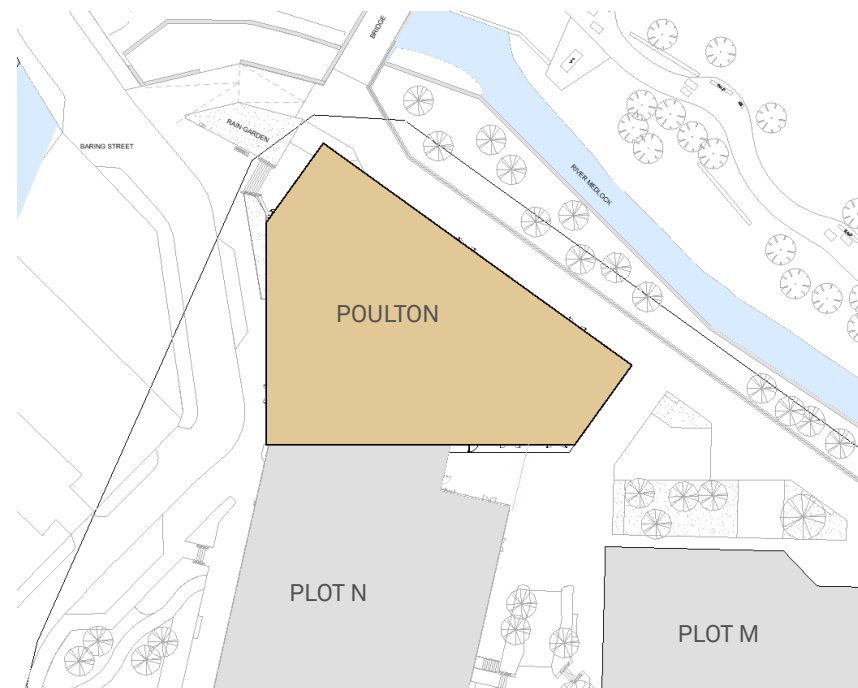
Project Evolution

Following further detailed design development of the 2023 scheme, the project was reviewed to improve the building's buildability, efficiency and overall deliverability, while ensuring the proposal continues to respond to evolving workplace requirements and commercial market expectations.

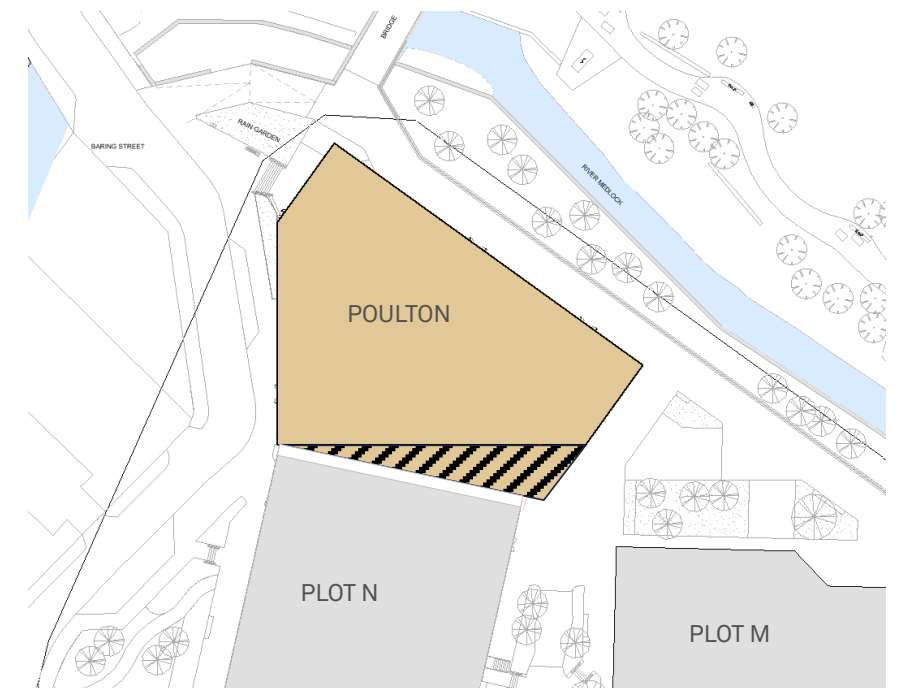
Early contractor engagement informed a detailed review of the interface between the Poulton and the adjacent Mobility Hub. The original proximity of the two buildings presented constraints in terms of construction tolerances, sequencing and access. In response, the design teams undertook a coordinated adjustment of the building footprints to increase the physical separation between the structures. This design move provides a more practical construction zone, improves access for installation and maintenance, and simplifies the structural and façade interfaces between the buildings. The resulting space is utilised as a dedicated service route and is independent from the fire strategy of either building.

In parallel, the commercial office provision has been reassessed to ensure the scheme remains aligned with current market demand for high-quality, flexible workspace. This has resulted in the introduction of an additional storey, increasing the overall floor area in a manner that is carefully integrated within the established scale, massing and urban context of the site.

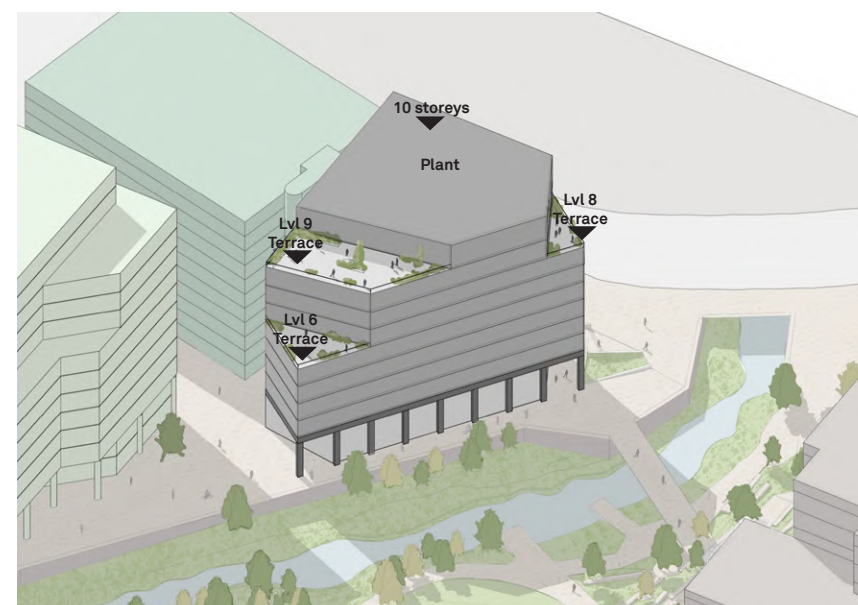
The revised scheme therefore retains the key architectural principles of the consented design, while introducing targeted refinements that improve the clarity of the construction approach, enhance efficiency in delivery, and support the long-term functionality and viability of the building.



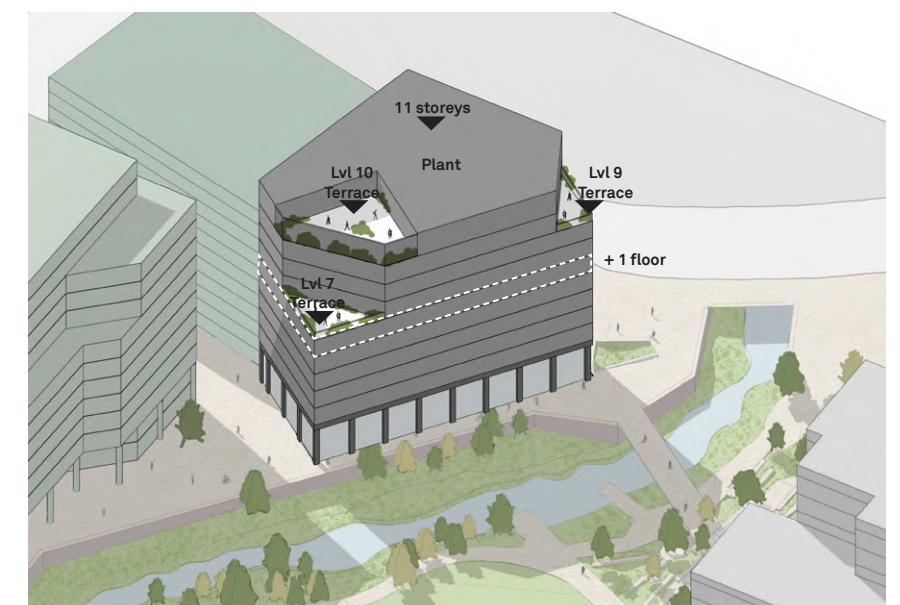
2023 Consented scheme, footprint



2026 Proposed scheme, footprint



2023 Consented scheme, massing



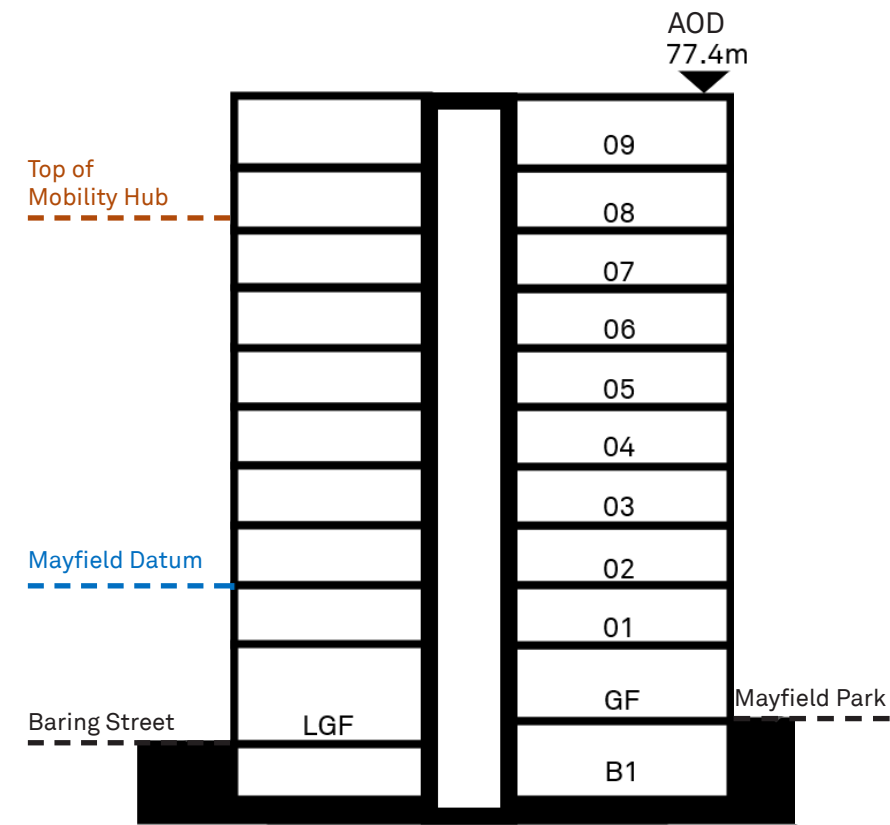
2026 Proposed scheme, massing

1.7 Building Height

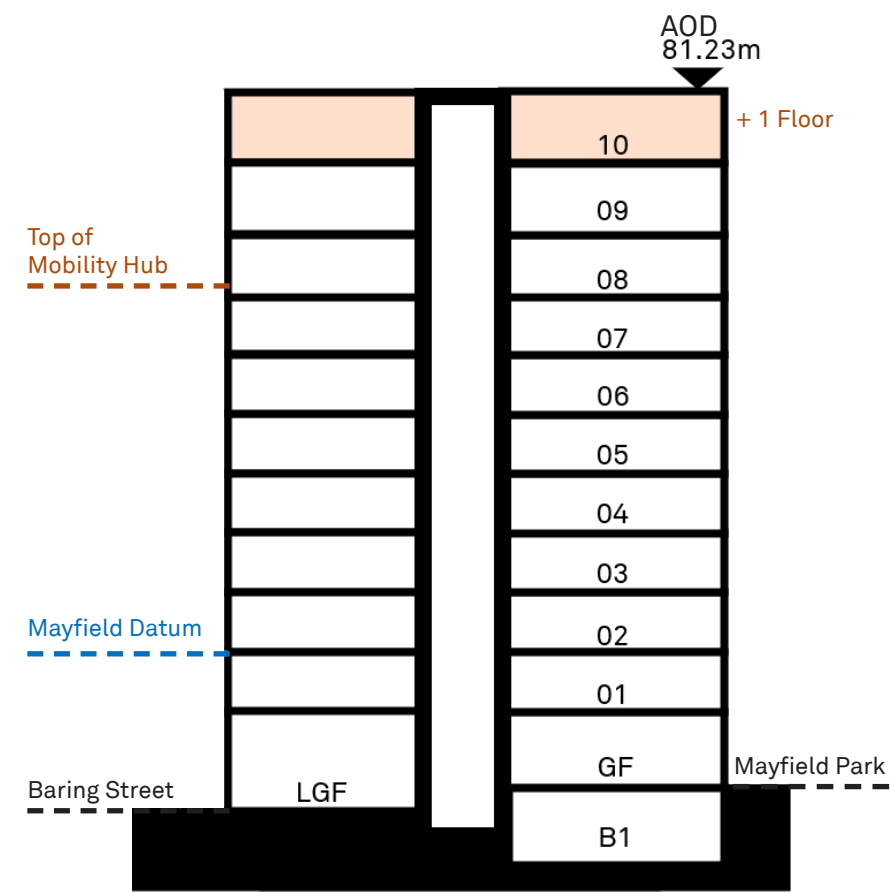
The overall height of the revised building proposal has increased by one additional floor. The clear floor-to-ceiling heights across the building have been determined based on the intended floor uses and relevant industry standards, including the latest British Council for Offices (BCO) guidance.

The proposed clear heights are as follows:

- Ground floor – A clear height of 4.0m is proposed to provide flexibility for a range of potential uses and to support an active and adaptable ground floor environment.
- Typical office floors – A clear height of 2.75m, in line with BCO guidance for high-quality office accommodation.



2023 Consented scheme



2026 Proposed scheme

1.8 Ground Floor & Basement Development

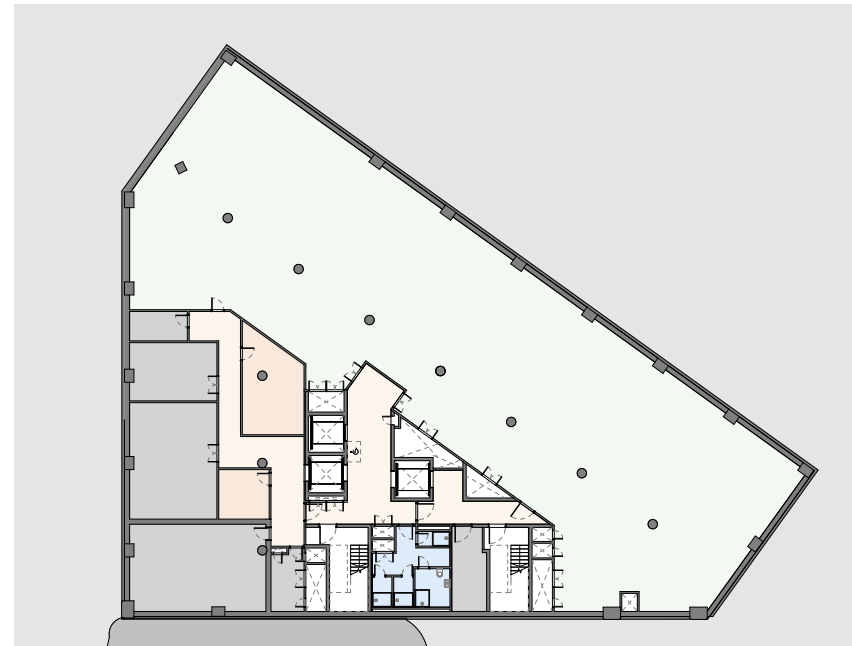
Further design development led to a review of the extent of the basement in response to buildability and operational considerations. The previously consented scheme proposed a basement extending across the full footprint of the building. The revised proposal significantly reduces the basement extent in order to simplify construction.

This reduction has been accommodated by removing the previously proposed retail space within the basement and relocating a number of plant and back-of-house functions to the ground floor. Despite these adjustments, the revised ground floor layout continues to provide a strong and active frontage to the surrounding public realm.

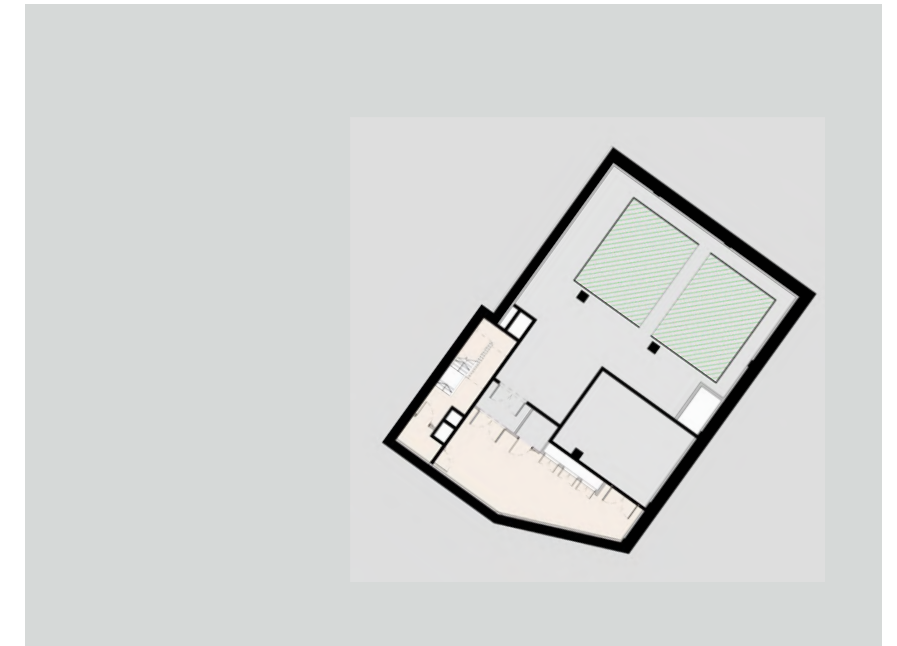
The increase in the overall building footprint has allowed plant and back-of-house areas to be redistributed primarily along the elevation facing the Mobility Hub, ensuring that active uses continue to address the park and key public-facing elevations. In addition, a unit positioned at the corner of the building and addressing both the park and the Republic has been designed to offer a high degree of flexibility. This space can operate either as a standalone reception with completely separate retail unit or as a combined, multifunctional area incorporating reception, flexible workspace and F&B uses, allowing the building to respond to a range of occupier and operational requirements while reinforcing activity at this prominent frontage.

These changes provide several benefits:

- Improvements to the townscape by removing the previously constrained space between the Poulton and the Mobility Hub
- Improvements to buildability and construction sequencing between the two buildings.
- Reduction of the extent of the basement improves construction efficiency.
- Improved ground floor layout with reception and retail spaces aligned with the wider site retail strategy.
- No changes to the active frontage along the elevation facing Mayfield Park.



2023 Consented scheme basement



2026 Proposed scheme basement



2023 Consented scheme ground floor



2026 Proposed scheme ground floor

1.9 Material Palette

Materiality

The façade strategy established in the 2023 scheme remains largely unchanged in the current proposal. The material palette continues to draw inspiration from the industrial character of Mayfield and the robust architectural language of the historic depot structures.

The primary façade retains the use of dark corrugated metal cladding, selected to reference the historic use of corrugated materials across the Mayfield area while providing a contemporary and distinctive architectural expression. The composition of the façade continues to reflect Manchester’s Victorian mill heritage through pronounced window reveals and carefully balanced solid-to-glazing proportions, creating a sense of depth and solidity.

At lower levels, the façade establishes the Mayfield datum, a common architectural language shared by the three Phase 1 buildings. At the Poulton, this datum is expressed through the structural grid, creating deep reveals and a stronger horizontal base defined by a more robust and solid material with concrete finish. Tall areas of glazing are set between the expressed structure to maximise access to daylight and views of the park from the ground floor.

This approach allows the building to maintain a coherent relationship with the wider Mayfield development while preserving a material palette that is durable, contextually grounded and appropriate to the character of the place.



2023 Consented scheme



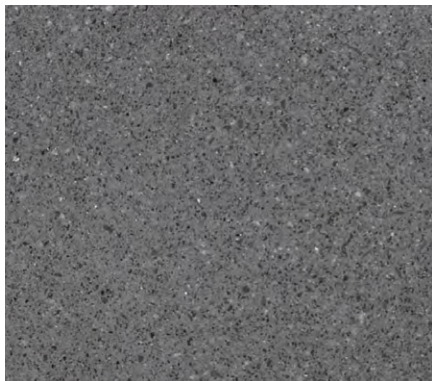
2026 Proposed scheme



01 Corrugated Dark Metal



02 Perforated corrugated metal



03 Concrete finish

2.0

Site Context

- 2.1 Existing Site
- 2.2 Historical Context
- 2.3 Site Heritage
- 2.4 Present Day Context

2.1 Existing Site

Location

Since the decline of the industrial activities that took place in Mayfield, the site sat empty for a long period of time. It's prime position between Manchester Piccadilly and the Mancunian Way is key to unlocking it's potential to become an exciting location ready to be re-imagined as a new creative and productive neighbourhood for the city.

Originally, across the Site sat fragments of Mayfield's rich and industrious past. The Site comprised of an array of demolished former industrial buildings with the River Medlock at their heart. These existing buildings are / were diverse in their palette of materials and colour and produced a rich tapestry throughout the site.

As part of the Phase 1 Mayfield SRF, the Mayfield park was delivered in 2022. The park and adaptive re-use activities located in the depot, have played an instrumental part in creating excitement around the Mayfield development plans while fostering a growing creative and vibrant community. The delivery of the park and its growing community as well as Mayfield's prime location adjacent to Piccadilly Station and the city centre have the potential to not only transform the immediate neighbourhood, but to also act as a catalyst for regeneration and growth of the communities around it.

The vision for Mayfield is to deliver a world class, transformational, distinctive and imaginative commercially-led neighbourhood, anchored by Mayfield Park. The Mayfield Partnership proposes to capitalise on the site's existing assets: the Mayfield Depot; the River Medlock; and its gateway location at the heart of an extensive transport network, to become a destination for work, play and living for all.

The Mayfield area will deliver a series of significant regeneration benefits, which in turn will help drive wider economic growth within Manchester city centre and adjacent neighbourhoods, including Ardwick and the communities of East Manchester, as well as improving connectivity to these areas.



—Manchester Map



PICCADILLY
STATION

PICCADILLY
TRADING ESTATE

MACDONALD
HOTEL

MAYFIELD DEPOT

TRAIN
LINES

RIVER
MEDLOCK

BARING
STREET
OFFICE 1

*DEMOLISHED

*DEMOLISHED

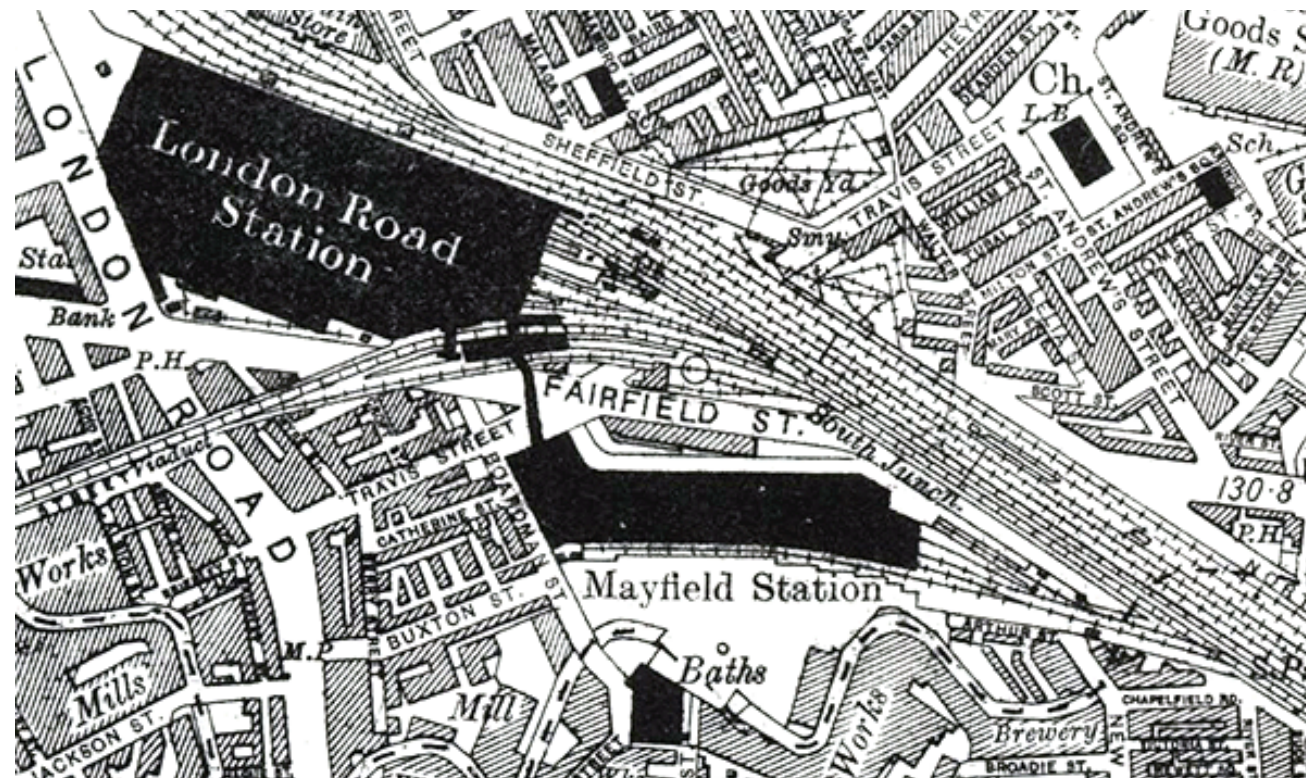
*DEMOLISHED

MANCUNIAN
WAY

ARDWICK

2.2 Historical Context

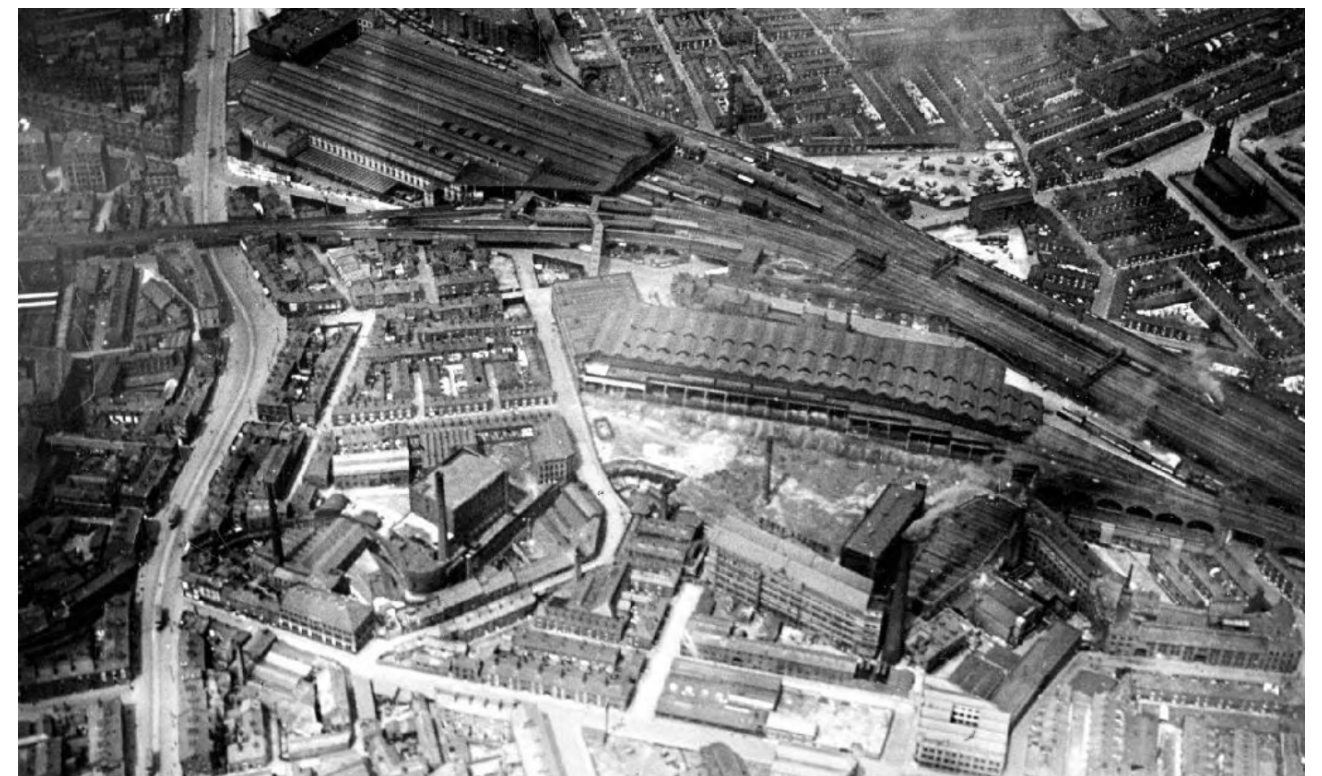
The Mayfield Baths and Wash-House was a decadent treat, a luxury for the everyday worker and their families amongst the soot and grime of the industry surrounding them.



—Mayfield map, 1912
Industrious future, illustrious past.

Mayfield

Mayfield's diverse history is evident in a rich palette of contextual materials and scarred landscape. Through its centre runs the River Medlock which has been covered since the Victorian era, the finer grain of workers slums and industrial cottages have been replaced by larger warehouses and bounded by the busy, elevated Mancunian Way. The revival of Mayfield has been established by many meanwhile uses that have animated the viaducts, depot and the New Gatehouse.



—Mayfield map, 1910
Mayfield Print Works still exists to the south of Mayfield Station.

Thomas Hoyle

Thomas Hoyle put Mayfield on the map when he established the Mayfield Print Works in 1782. The area became synonymous with Hoyle and his factories as Hoyle and his sons successfully mastered methods of rapidly printing colours onto calico cloth. Hoyle brought in colours such as purple, which had previously been reserved for the rich and the clergy, to the everyday Georgian. In its heyday Mayfield Print Works was an intensely populated site with a collection of low rise industrial buildings in a organic arrangement. Mayfield flourished until the turn of the century which brought a changing economy and the decline of the globally renowned Mayfield Print Works.



—Mayfield female baths , 1902
Photograph , 1902.

Baths

For more than a century, the Hoyle's contributed to the industrious Cottonopolis, unleashing the productivity of the tens of thousands of modern workers. Mayfield Baths opened on the then Stove St. in 1858 to support the many families of workers living around the area. The Victorian Mayfield Baths was the second of its kind in Manchester, designed by Thomas Worthington in an Italianate style with roman interior detailing. The gallery or mezzanine was typical of pools in this era, this along with many other links are shared with the existing Victoria Baths in nearby Withington. The complex comprised of: three pools, each 63ft long and 25ft wide; a short-lived boy's penny bath and a myriad of washrooms, each volume appears to vary in their decorative quality. Mayfield Baths were well used by the community, 160,518 bathers were recorded to have used the baths in 1905. The Baths were sadly destroyed in the 1940 Christmas Blitz, and finally demolished in 1947 never to be rebuilt.



—A view looking west through Mayfield Station 1960
Photo by JW Sutherland.

Station / Depot

As the numbers of commuters from Manchester's southern suburbs increased, a secondary station (Mayfield Depot) was built to alleviate pressure on London Road (Piccadilly) Station. This comprised of a further four platforms accessed by a high level footbridge (which was met with hesitation as passengers disapproved of an additional seven minute round trip to their commute). The Station remained open for half a century, surviving two land mines in the 1940's blitz. Mayfield station closed as a passenger station in 1960, 50 years after it opened and began operating as a parcel depot for the Royal Mail until it closed with the modernisation of the rail network.

2.3 Site Heritage

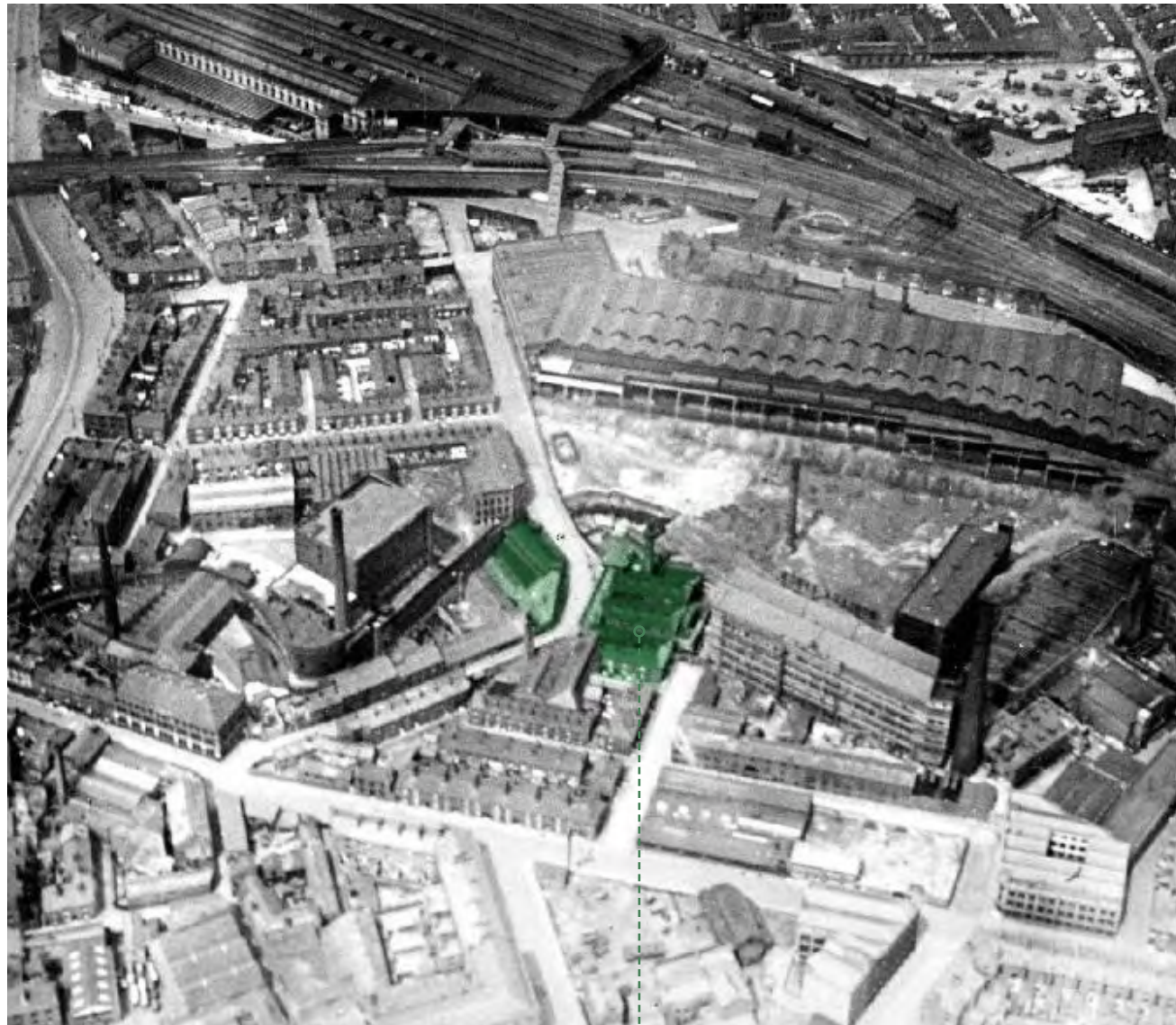
The volume of the Mayfield Baths and Wash-house appear to be situated either side of Baring Street such as the map on the right. The organisation of these plots can be identified from aerials and images of internal spaces.

The west plot was approximately 55ft wide and 95ft long, the east plot was approximately 90ft by 150 ft. These plots were sub-divided into pool lengths. Typical pools were 75ft (or 25 yards) by 40ft, 35ft, and 30ft for first class, second class males and females respectively.

-  River Medlock
-  Mayfield Baths
-  Reservoir and Water Works
-  Proposed Baring Street Office 1

—Right, Annotated map of Mayfield 1872
Plan overlaid with footprint of the Poulton

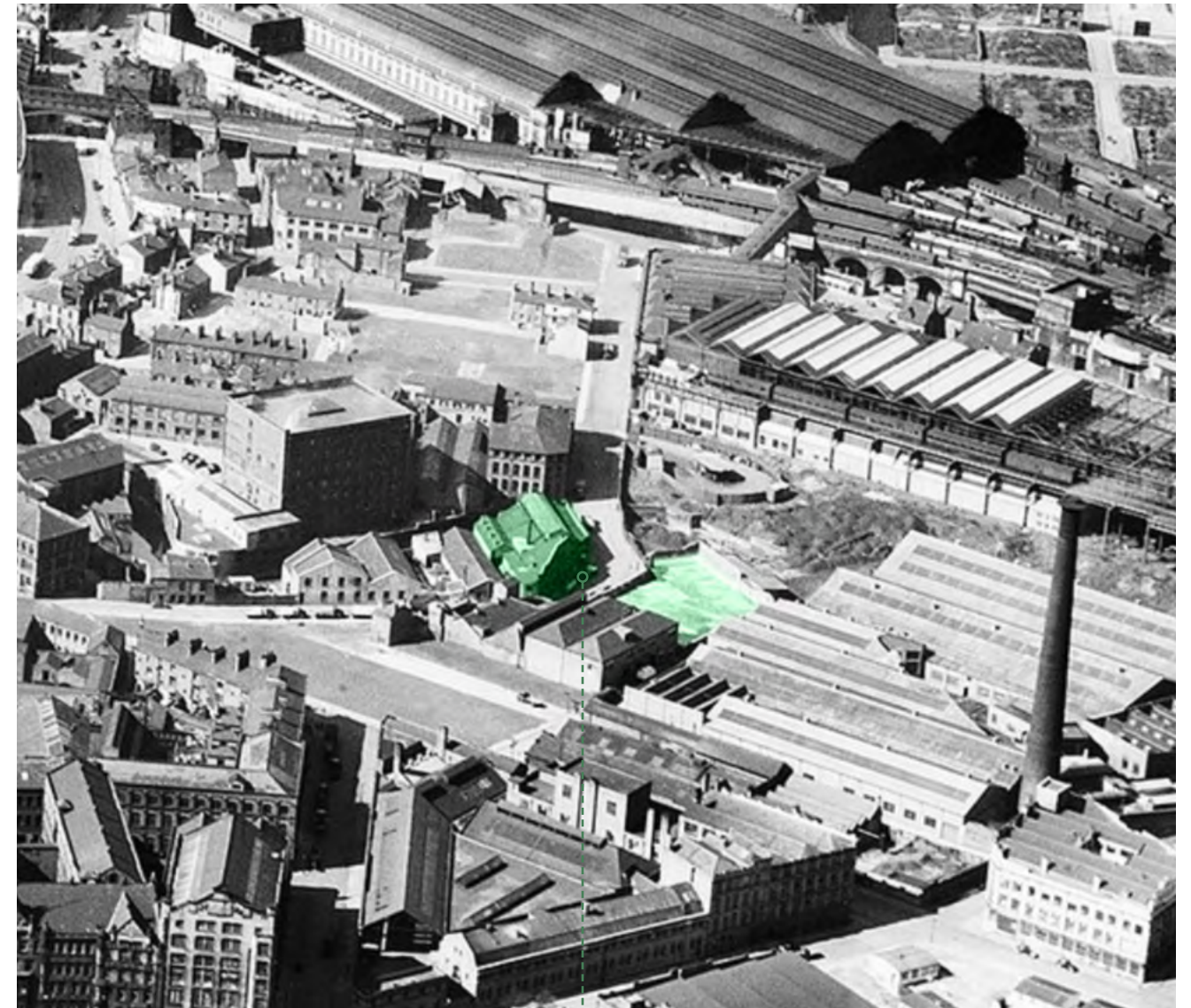




—Pre - War Aerial Image

Modern and metal framed buildings can be identified as the female baths and wash-house.

We know these buildings to be later from the Carnegie Report and likely to be located below the chimney on the above image.



—Post - War Aerial Image

—The building on the west of baring street was likely the male baths.

We know male volumes to be timber framed, designed for leisure notated as swimming in drawings and the Carnegie report.



2.3 Site Heritage

“I am now 88 years of age and remember well my mother doing the family washing at Mayfield Wash-house in the 1930s; I also learned to swim at the Mayfield Swimming Pool. We lived nearby on Tipping Street, a long straight street running from Downing Street to the Fairfield railway arches. It [The Wash-House/Pool] was another world when most families like ours suffered from a deep poverty of the purse – but not of the mind. In those days, we were truly all in it together. Yes, we were poor – very poor - but I think we were enriched by the experience.”

Edward Gill, 08 August 2018

“The council (on the recommendation of the committee) purchased ... Mayfield Baths and Wash-Houses and took possession [in] 1877.... Shortly after the acquisition of these establishments, the wash-houses attached thereto were dispensed with and swimming baths for females substituted.” p.3

“Originally public wash-houses were equipped with an open washing stall, dolly-tub and Peggy, and the washers themselves had to do all the washing and scrubbing. These appliances have been superseded by the rotary washing machines, run by electric motor.. Thus time and hard labour are saved.”p.4

“by a strange mischance of fate, the two original establishments, Mayfield and Leaf Street, were both extensively damaged by enemy action on the same evening in 1940. The Mayfield development was demolished.” p.139

The Carnegie Report. Campbell, 1918.



—A - View North from Baring St.



—B - View south from Baring St.



— C - View south from Baring St.



—Aerial image of Manchester
A historic image showing Baths and Wash-house.



— Illustration of First Class Bath, 1858

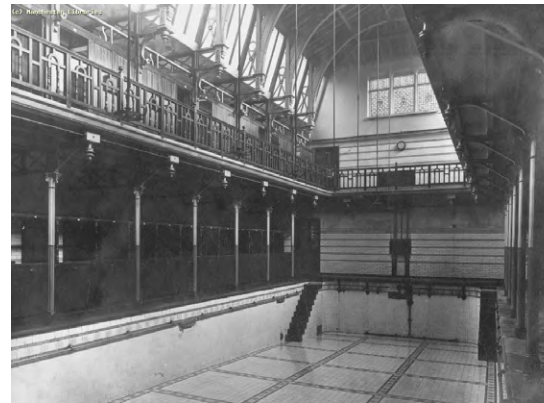
Mayfield Baths & Wash-House

The specifics of the history of Mayfield Baths and Wash-House are a little hazy, although the images on the right show the internal volumes of the Mens first, second and Female pools and their associated wash-houses. The architectural detail seems to vary between the men's and the women's spaces (although this is true of most bath-houses).

The original timber trussed and vaulted ceiling from the 1856 men's plunge pools created a cathedral-like structure in scale and in its detail, a real spectacle for the user. Worthington's pools were luxurious and indulgent, contrasting from the functional, female pool and wash-houses that opened shortly after 1877, the year Manchester Town Hall was completed. The purposes of these pools was to improve the health and wellbeing of the community through the baths and wash-houses act and as such baths were being built all around the city. As a consequence the spaces differ completely in their internal aesthetic.

The aerial image on the facing page hints at the arrangement of these volumes straddling both sides of Baring Street. The chimney rising out of the Site is an indication of the location of the wash-house and their boilers, the volumes south and east would likely be the baths themselves. It was common that each bath would have their own entrance, turnstiles, waiting room, and baths for the classes and gender assigned to use. These entrances are visible on images A, B and C on the facing page.

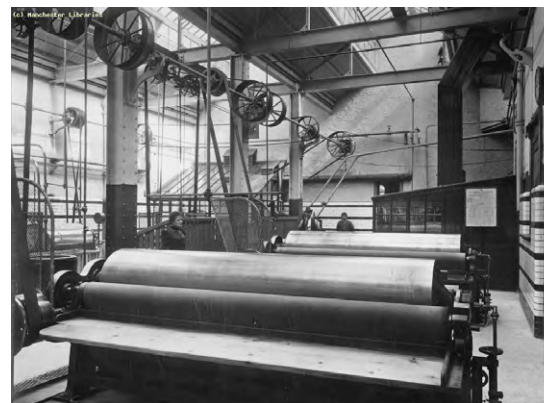
The heart of the community was the baths, home to lavish social gatherings, sporting galas, recreational festivities and essential public amenities of the time.



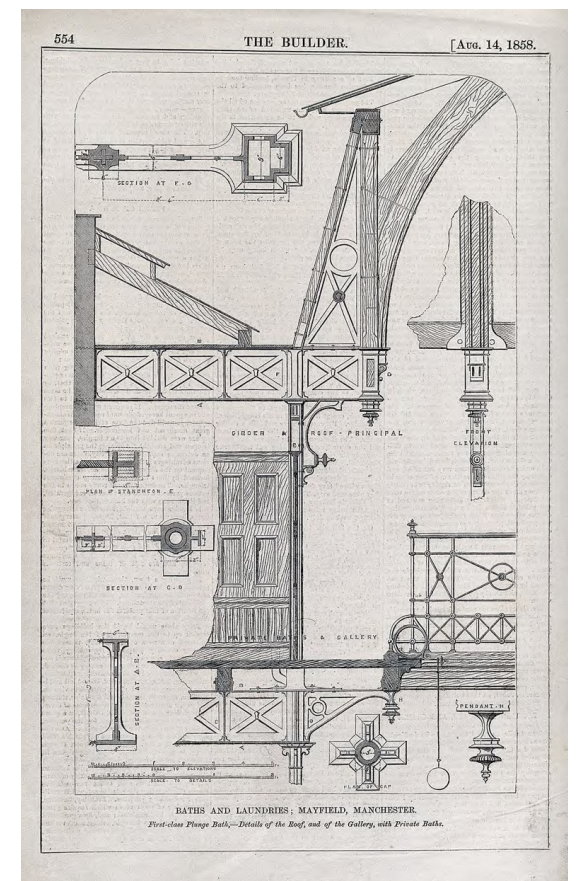
—A timber framed and vaulted ceiling for the men, two volumes



—Steel framed and double pitched ceiling for the women, two spaces



—The drums of the Mayfield washrooms



—Mens First Class Swimming Gallery

2.4 Present Day Context

Boundaries and Access

The Site was originally occupied by a surface carpark and low rise warehouse and industrial units to the east, with the latter being demolished and cleared ahead of the Phase 1 Planning Application in 2020. Since then, the Mayfield Park has been completed and has delivered a rich in biodiversity environment enhanced by entertainment and social meanwhile uses such as Freight Island and The Warehouse Project. The proposed development will seek to extend and further enhance these assets.

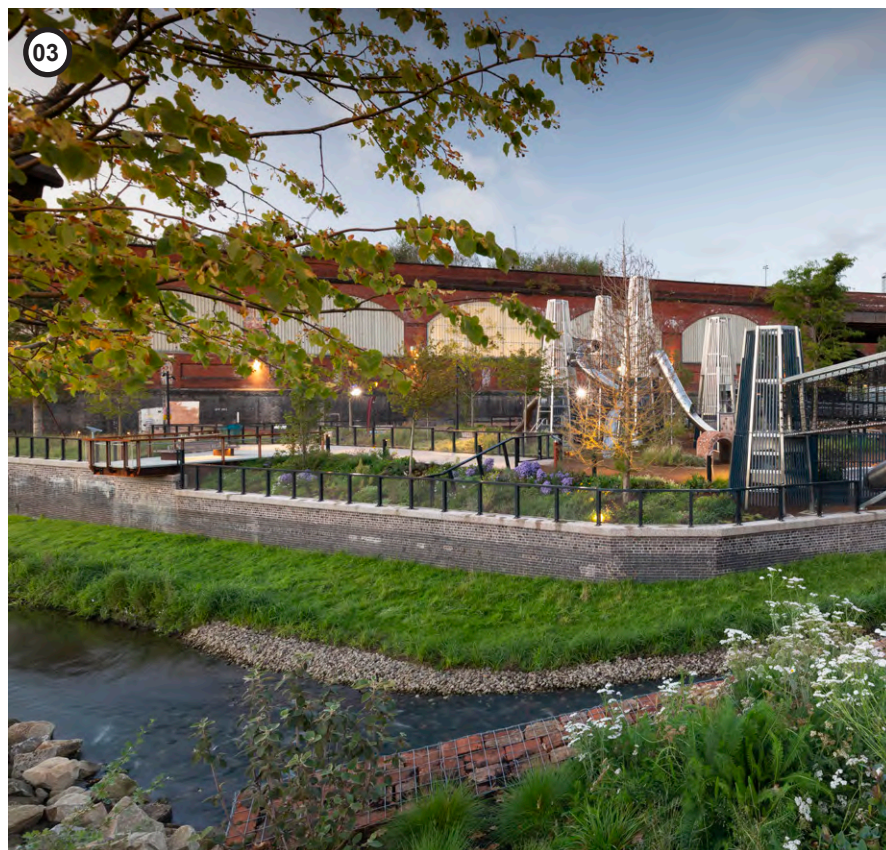
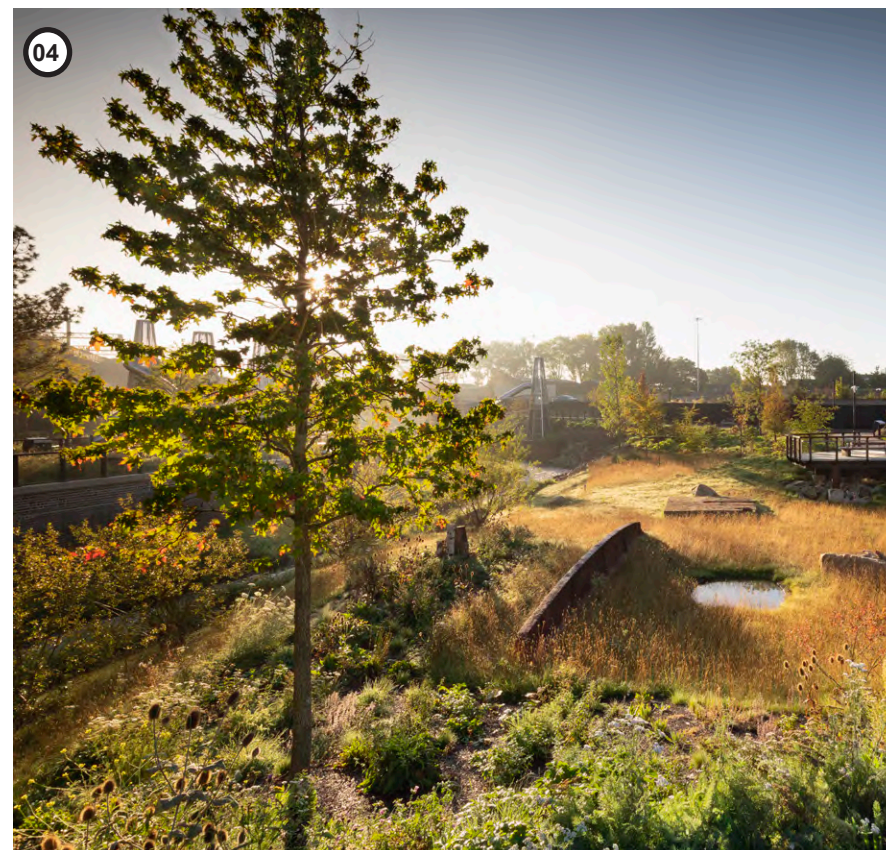
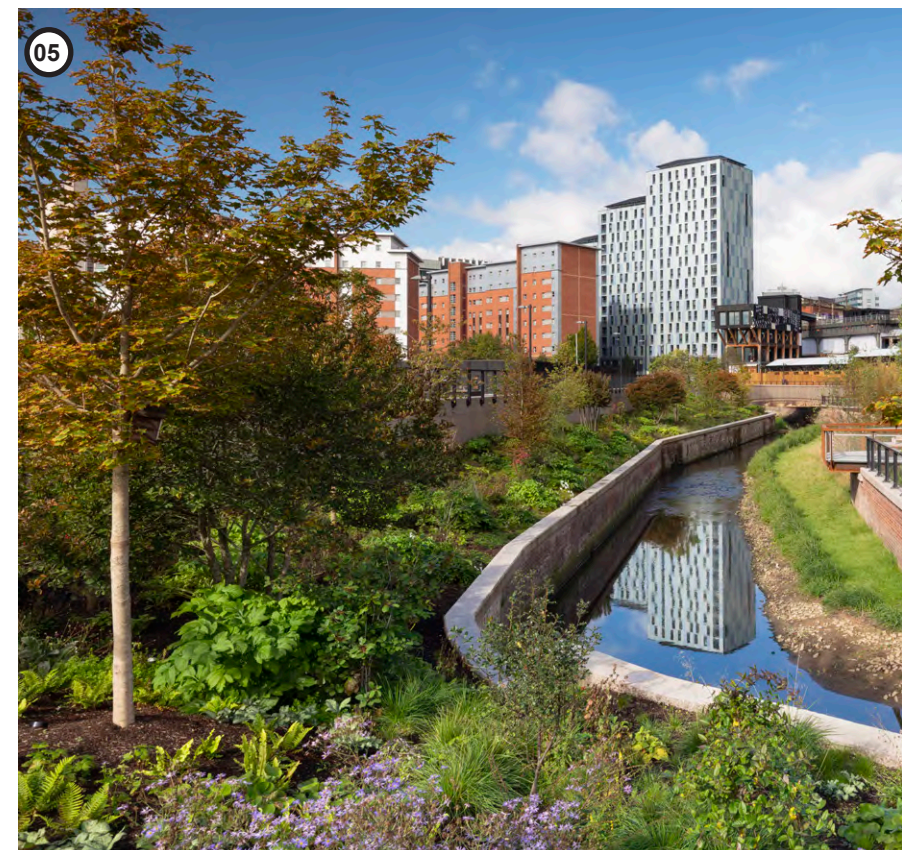
To the east of the site construction of Plot M, the Republic began in 2025 with the building expected to be completed in 2028.

To the north of the Site resides the River Medlock, contained within man-made brick banks. The river was originally culverted but is now exposed to create an exciting and ever-changing landscape meandering through the park.

The Proposed Development is bound to the west by Baring Street, beyond which is located residential-based development, including the Macdonald Hotel and purpose-built student accommodation. Baring Street forms the main pedestrian and vehicular access, connecting the Site to Fairfield Street to the North and the Mancunian Way to the South. Baring Street is currently occupied by taxi rank queuing, serving Manchester Piccadilly.



—Mayfield drone photograph by Jarrell Goh



—Photographs of the completed park by Richard Bloom

Surroundings & Process

3.1	Mayfield SRF
3.2	SRF Principles
3.3	Site Analysis
3.4	Site Challenges
3.5	Architectural Typologies

3.1 Mayfield SRF

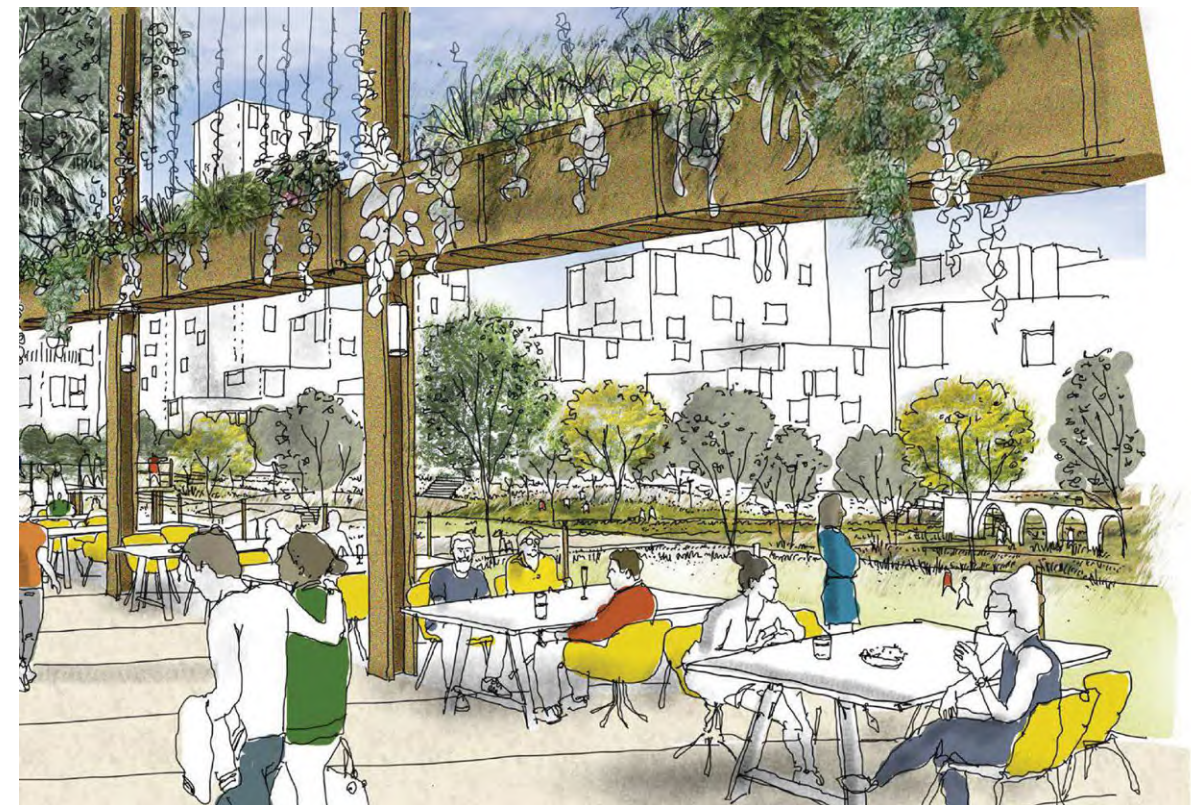
Masterplan Proposals

The vision for Mayfield is focused on delivering a distinctive, imaginative and sustainably developed neighbourhood anchored by its unique asset, Mayfield Park. To culturally embed this emerging district, the Mayfield Partnership seeks to capitalise its existing assets; the depot and the river. As has been tested through events held in Freight Island, The Warehouse Project, and RHS Flower Shower, Mayfield has the potential to act as a catalyst for regeneration, and the transformation of the immediate neighbourhood. The newly completed Mayfield Park will be the heart of this emerging area, incorporating a variety of unique activities for the city centre, and enhancing the river, habitat and its new surrounding architecture. In its development the vision incorporates a palette that reflects the rich and ingrained character of the existing site.

Ingrained between the existing and proposed architecture sit a diverse array of spaces, uses and natural habitats, offering the Mayfield Park user and future tenants the ability to connect to their environment, creating a unique and vibrant opportunity for the wider Manchester community.



—Mayfield Park Sketch
By SEW from Mayfield 2018 SRF.



—Gantry walkway sketch
By SEW from Mayfield 2018 SRF.

3.2 SRF Principles

Key Principles

The ambition of the Mayfield 2018 SRF is to create a destination neighbourhood with a mix of uses starting with the delivery of the major new 6.5 acre park, the impact of which will create a ripple effect in the surrounding area and help to facilitate further regeneration within Manchester's eastern neighbourhoods. To support this the development proposals which form part of the SRF are underpinned by a series of key principles:

Quality of Place: Aspirations for the creating of an exemplary architecture and landscaping, creating a high quality place.

Place Making, Park and Public Realm: Creating a quality of place that builds upon the existing character of Mayfield, with the hustle and bustle of activity, forming an environment that is welcoming and inclusive.

Form and Layout: The 6.5 acres Mayfield Park lies at the heart of the Mayfield area with five distinct neighbourhoods located around it, all demonstrating their own unique character.

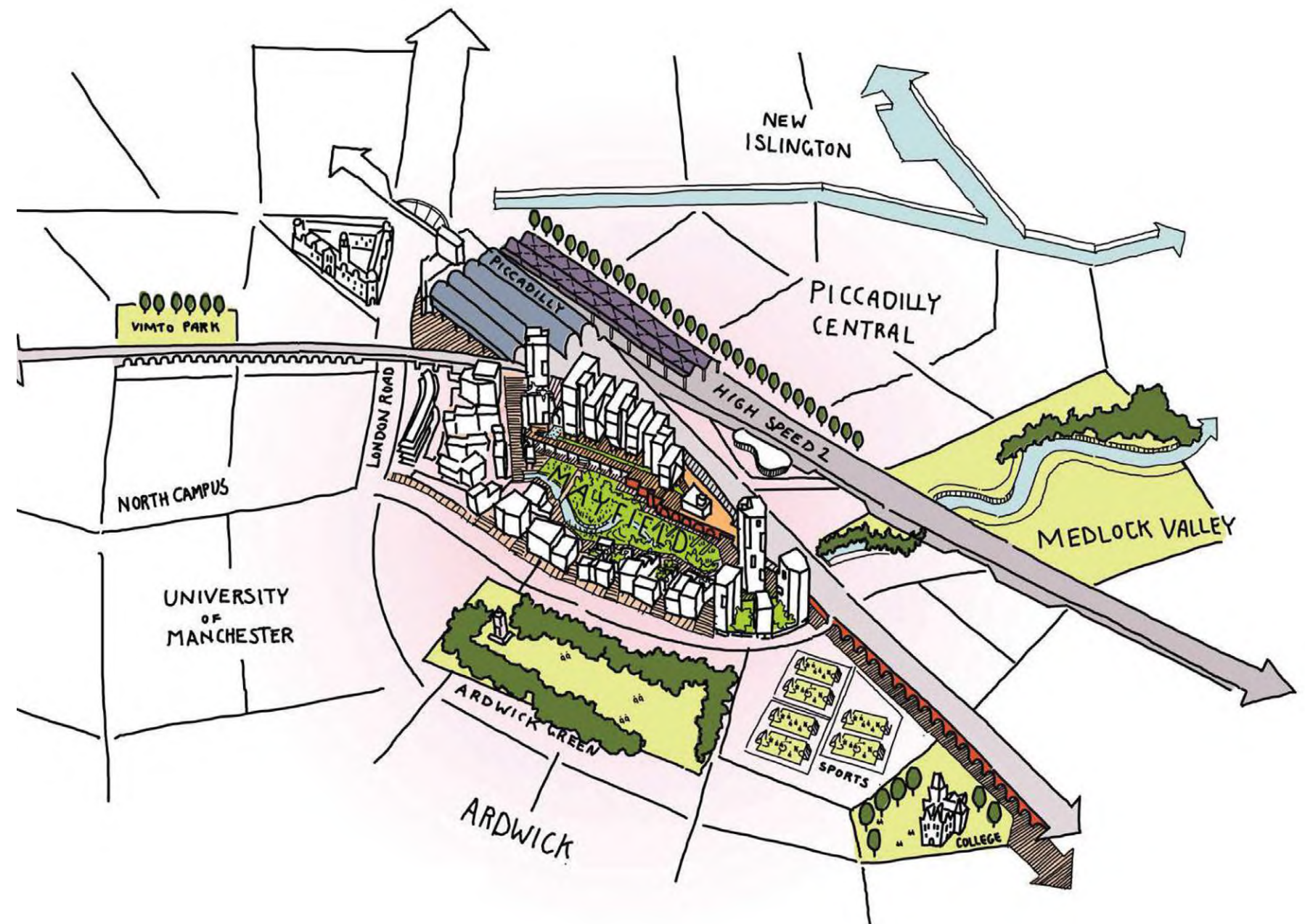
Scale and Massing: Well considered scale and massing to celebrate and provide optimum sunlight to the park, whilst providing opportunity for landmarks to the east and west.

Use and Quantum: Creating a layered and mixed-use neighbourhood split in to five distinct areas, each with its own distinct offering.

Site Frontages: Complimented by the enhancement of key gateways and the softening of existing barriers, site frontages are extremely important, acting as a catalyst for further regeneration.

Transport, Movement and Connectivity: The Mayfield framework area is in a pivotal location and will enhance connectivity east-west and north-south, with improved public realm and prioritising pedestrian and cycle connections to and from the Mayfield area.

Sustainability: An opportunity to create the most sustainable district in Manchester. Bringing new life to a derelict site, creation of new ecological habitats and improving health and wellbeing, combined with a holistic approach to minimise energy use and CO2 emissions.



—Local context diagram
By SEW from Mayfield 2018 SRF.

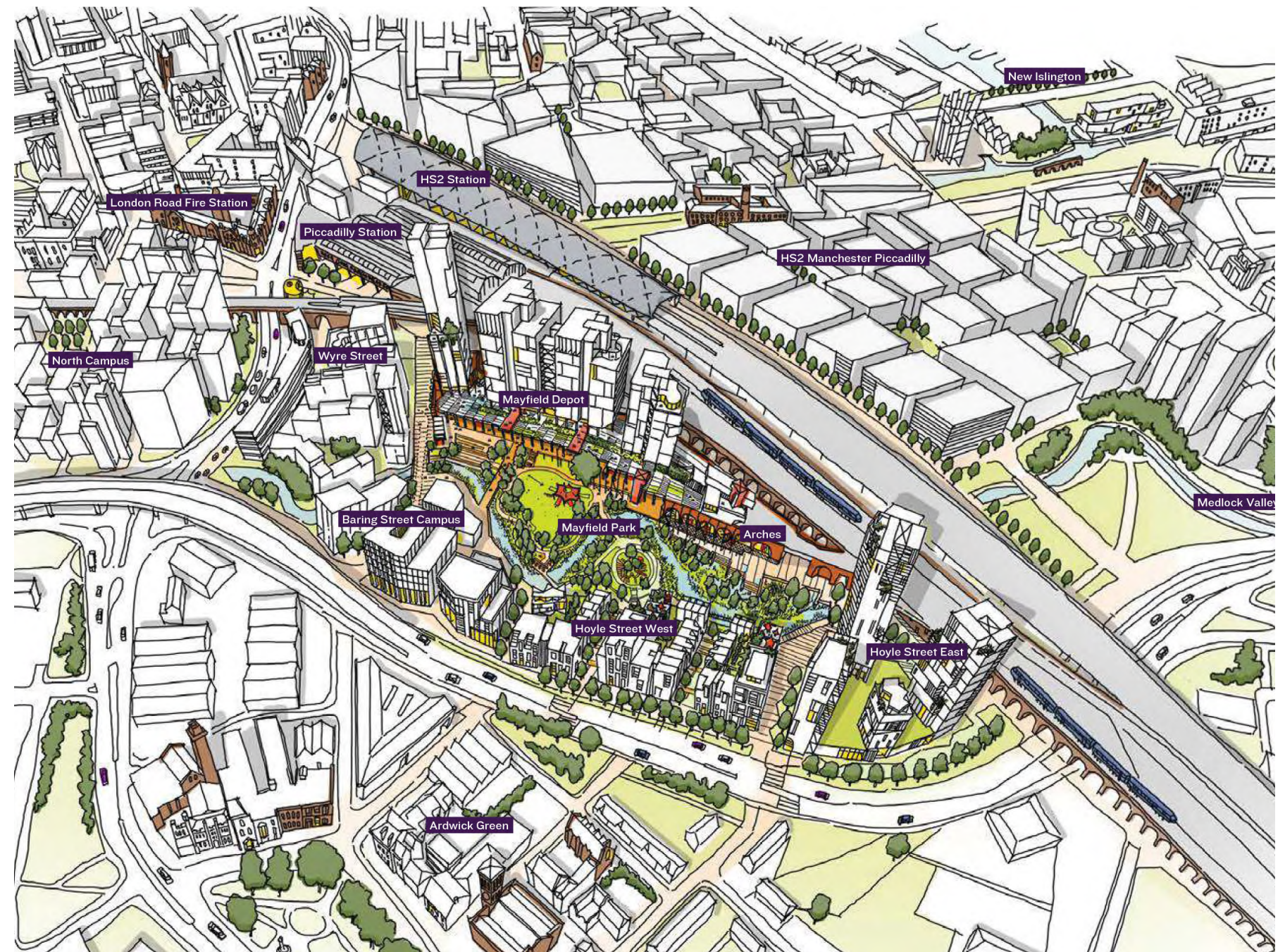
3.3 Site Analysis

SRF Future Context

The 2018 SRF creates a flexible framework plan for the future development of Mayfield. As such the design and use of the Poulton has evolved in direct response to the future masterplan context, as well as complimenting existing site conditions.

The Phase 1 Site is located within the Mayfield Strategic Regeneration Framework (SRF) area. The wider SRF regeneration site extends to approximately 12.14ha / 30 acres overall, of which 8.5ha / 21 acres is subject to either permanent or temporary redevelopment, enabling or highways works.

The following site analysis diagrams assess the Proposed Developments relationship with its future context and the now delivered park.



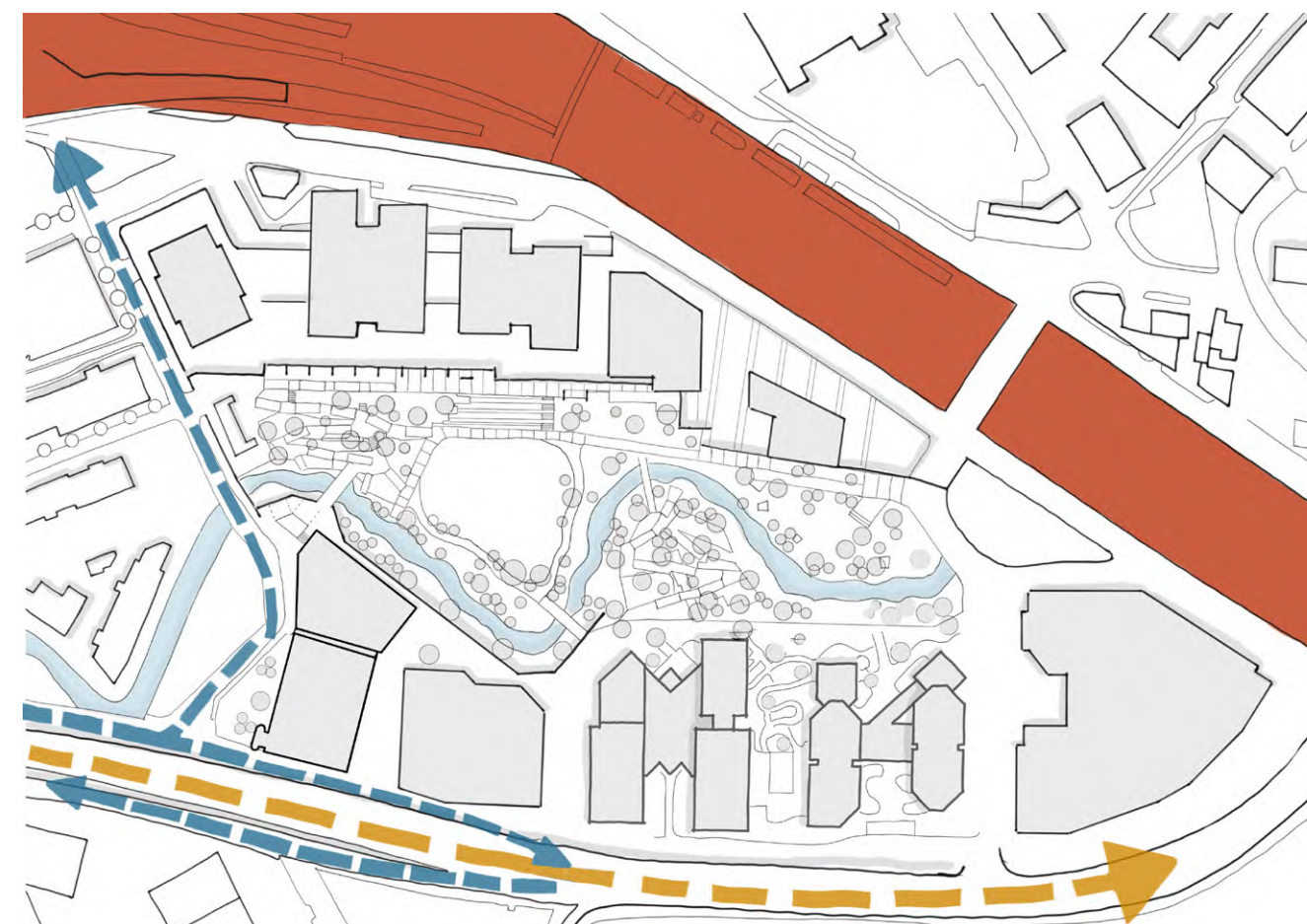
— Indicative Mayfield future context sketch
By SEW from Mayfield 2018 SRF



Environmental

The blue shade shows the direction of views to the city and Piccadilly Station, and green the views of the park. To the south is the main source of noise from the passing Mancunian Way. The form of the office building must also respond to the sun path, allowing sunlight access north to the park.

- View of Park
- View toward City Centre
- Sun path
- ~ Noise



Routes and Access

The Site is located on Baring Street which will give access to the Mancunian Way ring road, a key link to the rest of Manchester. Across Fairfield Street to the north is Piccadilly Station with direct links to the rest of the country. Mayfield Park now promotes walking and cycling links such as the Medlock Valley Way, and the Regional Cycle Route 86.

- Mancunian Way
- Baring Street
- Piccadilly Station

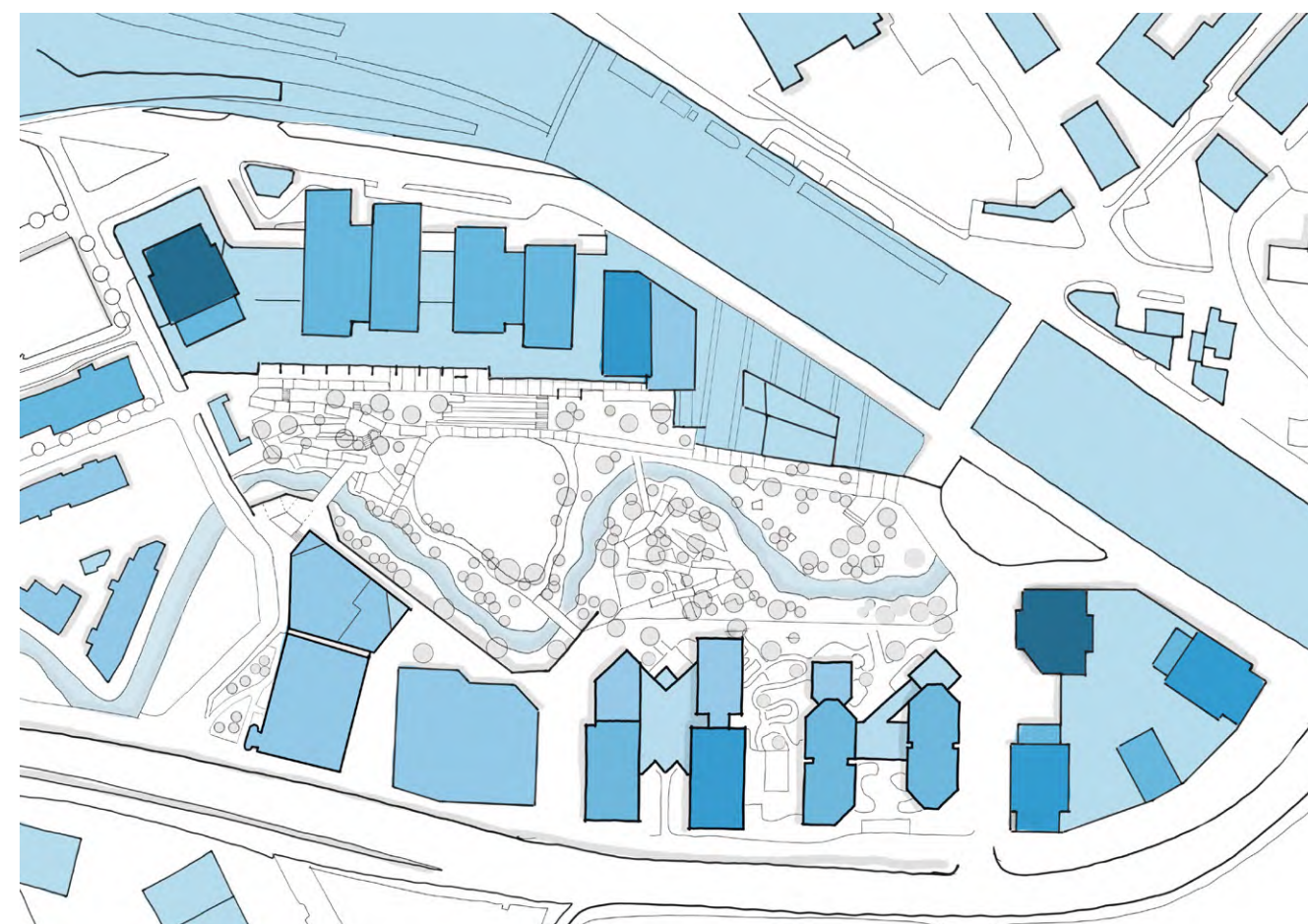
**Refer to SEW Masterplan Design and Access Statement for additional detail and information on the wider Mayfield proposals*



Park and Regeneration

Mayfield Park is the first new inner city park to be delivered in Manchester for over a century. Poulton's location will act as a gateway to this new asset from the city and provide panoramic views from the office space.

- Grass
- Tree
- River Medlock



Building Heights

The proposed SRF area is characterised by a variety of building heights, which will allow the park to have good levels of daylight and sunlight. The above diagram describes the relative building height from light to dark representing low to tall.

- 1-7 Storeys
- 8-14 to Storeys
- 15-25 Storeys
- 26-40 Storeys
- 41-50 Storeys

**Refer to SEW Masterplan Design and Access Statement for additional detail and information on the wider Mayfield proposals*

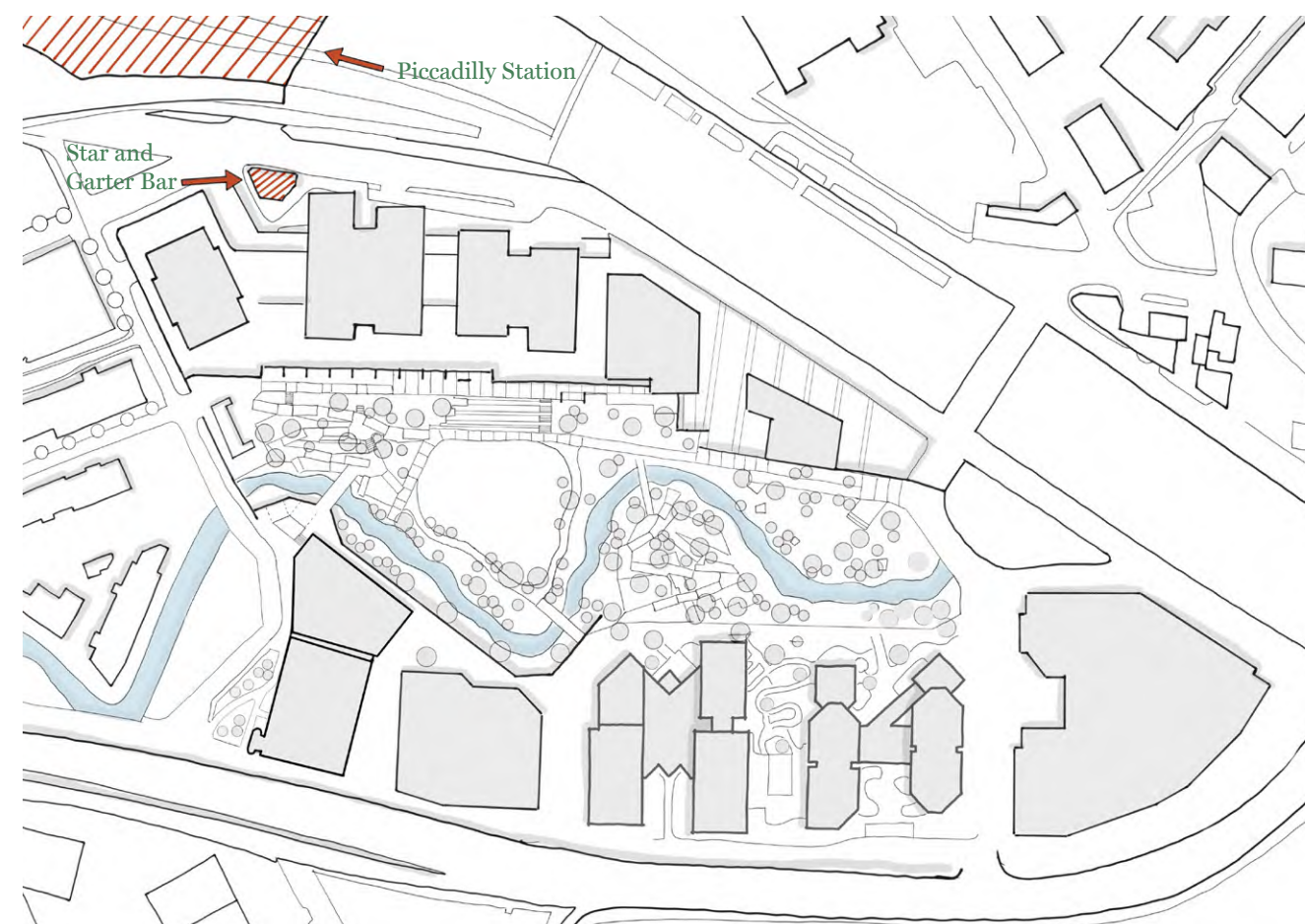


Uses and Occupancy

Mayfield is bound by railway infrastructure to the North, and the Mancunian way to the South, with existing buildings to the West being mostly student residential and hotels. The SRF development proposes a genuine and broad mix of active uses and typologies with predominantly commercial uses to the north-west and residential to the south-east.

- Office
- Residential
- Retail/Leisure
- Mobility Hub
- Hotel
- Train Station
- Church

**Refer to SEW Masterplan Design and Access Statement for additional detail and information on the wider Mayfield proposals*



Heritage and Conservation Area

Mayfield Station was considered for listing in October 2003; however, the quality of the station was considered not sufficient. It is however included on the Historic Environment Record and can therefore be considered a non-designated heritage asset. The Star and Garter pub is the only listed building within the SRF, it was Grade II listed on 20 June 1988.

- ▨ Grade 2 Listed

3.4 Site Challenges

Opportunities and Constraints

The analysis of the site, its surroundings and the future masterplan has led to defining several key constraints and responsive key opportunities. These associated challenges are described below as:

- Part of first delivered buildings within Phase 1 of the SRF – quality to set benchmark
- Highly visible prominent corner site – potential for landmark gateway building
- Triangular site plot – forming interesting building shape
- Light cone sunlight access to park – fueling creative design / massing response
- Baring Street flood risk – increased ground floor focus on higher park side
- Proximity of Mobility Hub to the south – core and back of house functions are arranged along the south elevation to utilise areas with limited access to daylight

- |||| Prominent corner site
- Proximity to Mobility Hub
- Shared public space
- - - Primary pedestrian route
- Interesting building shape
- · - · Level change
- Flood risk
- View of park
- Mancunian Way
- Sun path



—Opportunities and constraints diagram

3.5 Architectural Typologies

Site Character

The rich Victorian and industrial legacy of the site is evident in its permanence, reflected by durable and long-lasting materials that express a distinct engineering character. As such material, detail and typological influences are revealed throughout the site, providing the Proposed Development with many opportunities to connect to its context.

The historical buildings and structures on site are dominated by the use of red brick, engineering brick and painted steel, which is clearly visible for the Mayfield Depot, the Temperance Street viaducts and girder bridges, the Fairfield Street arches, and the Baring Street Bridge over the River Medlock. To these areas playful transition details emerge where the use of white glazed brick stands in contrast to the prominent red brick.

In parallel the heavy structures are layers of complimentary materials, the extensive use of corrugated metal, lightweight steel and the colour green add a more textured and tactile layer appearance. The appearance of these elements is important, as they reflect industrial functionality and do not compete for grandeur against the body of the main historical buildings.



—Mayfield depot
Interior photograph of expressed structural frame.

Proposed Design

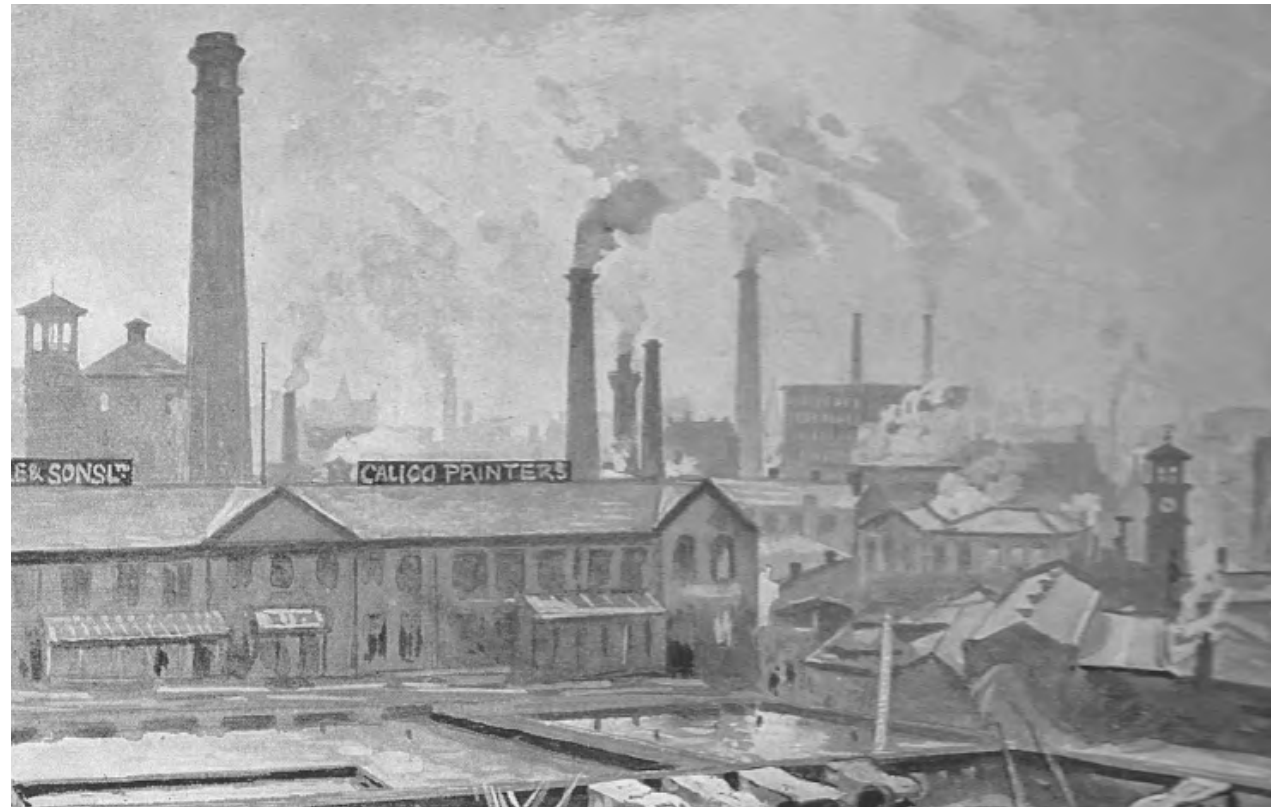
4.1	Architectural Influences
4.2	Building Form
4.3	Materials
4.4	External Appearance
4.5	Entrance
4.6	Elevation Bay Studies
4.7	Layout & Organisation
4.8	Accommodation Schedule
4.9	Sustainability
4.10	Green & Blue Infrastructure
4.11	Lighting Strategy
4.12	Substation

4.1 Architectural Influences

Mayfield

Much of Manchester's history has developed around close-knit, colourful and characterful communities. This is vital part of the approach for the new neighbourhood and is key to the Poulton. A distinctive Mayfield identity will establish an architectural relationship that equals the character of a Mancunian, who is guilty of a civic pride that can't be rivalled, and a radical rebellious charm to match. The design is inspired by an iconic heritage but with a current and contemporary manner, setting the standard for a new Mayfield.

The heritage and history of the Site has inspired a concept based on bringing quality to the public, an amenity that makes no distinction on class or background.



—Historical painting
Hoyles Calico printers.

Warehouses

The Victorian heritage is ingrained in the image of Mayfield. The grand volumes of thundering scale, erected from feats of Victorian engineering elevate Mayfield's innate character. From the Depot to the Mayfield Print Works that Thomas Hoyle established in 1782, Manchester's warehouse typology was very much present on the Site, and has had major influence on the Proposed Development. The proportions, repetition and asymmetry aid to route the building in its context, whilst also providing beneficial quantities of glazing to maximise on daylight and views, and a large extent of solidity to allow material qualities to shine through.



—Mill photograph
Example of Manchester's Victorian industrial heritage.

Industrial

The design of the Proposed Development evokes an emotional connection to soul of the place by reflecting the atmosphere of the spaces through an industrious material palette. Mayfield has a wealth of soul and character like much of many of Manchester's Victorian quarters, however the continued evolution and degrading of the site has arguably added to the charm of the place, providing a more diverse range of industrial architecture and materials, both temporary and permanent. The Poulton has a unique opportunity to draw from this aesthetic and create a complimentary new addition to Mayfield.



—Industrial facade photograph
Devonshire Square, London.

Contemporary

Conceptually drawing from the past but re-imagining the site heritage in contemporary style. Taking forward the enduring qualities of the industrial building stock typically associated with the city which embodies the character and excitement intended for the new building. Common themes of solidity, materiality and functionality have been identified, but reinvested and applied with a modern twist. The robust nature of these concepts lend themselves to an adaptable building, worthy of the modern pioneers of Mayfield and will forge the way for the site's ultimate regeneration; anchored by the distinct qualities of Mayfield.



—Contemporary building photograph
Complimentary use of historical and industrial influence.

4.2 Building Form

Massing

Responding to the unique conditions of the Site within the wider masterplan, the massing has been developed through a series of key moves as outlined on the following page. Each move has been made to integrate the building into its context while making bold gestures through the massing, which articulate these key moves through the resultant form. This has generated an angular building with several set backs which address areas of the park, key pedestrian routes, Baring Street and the approach from Piccadilly.

The setbacks at the base of the building address primary pedestrian routes around the site and highlight the main entrance locations from Baring Street and the shared public space between the Poulton, Mobility Hub and the Republic. The set backs at the upper levels break down the appearance of the massing, in particular when experienced from the park, providing open terraces which face the park on the east, and Piccadilly station on the west. This then informs a natural arrangement of the floorplate which wraps the accommodation around a central core, maximising the views of the park. On the roof is located a communal shared terrace which will offer incredible views of Mayfield, the river and landscaping.

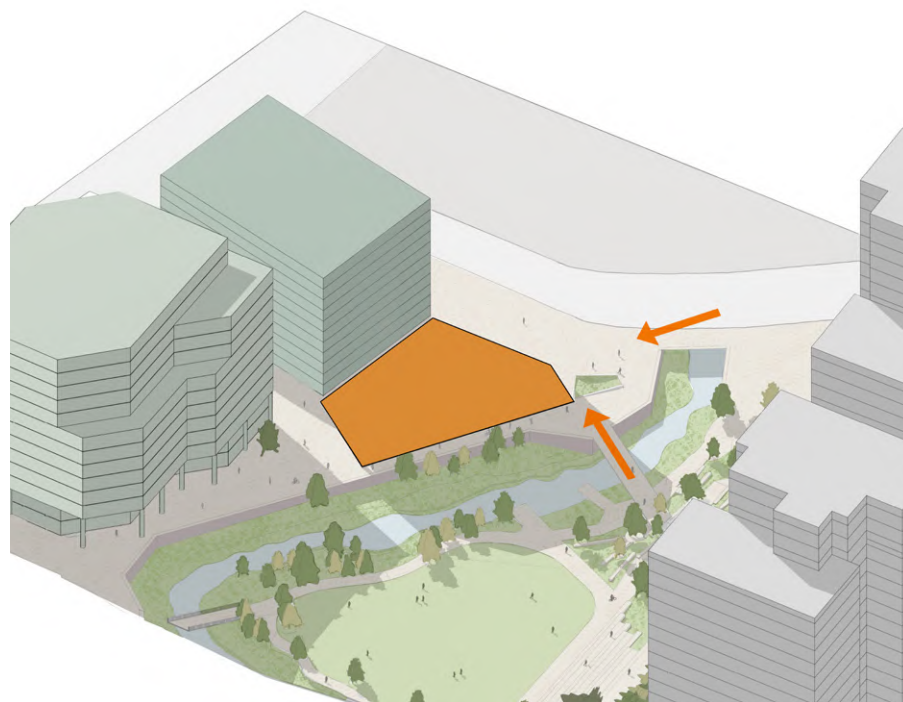
The characterful and bespoke floorplates are then situated between an open and active ground floor foyer space open to the public. The base of the building will tie into the Mayfield datum and have an appearance reflecting the solidity of the surrounding industrial heritage. The entrance will be clearly visible and the connection between external and internal space emphasised.

Height

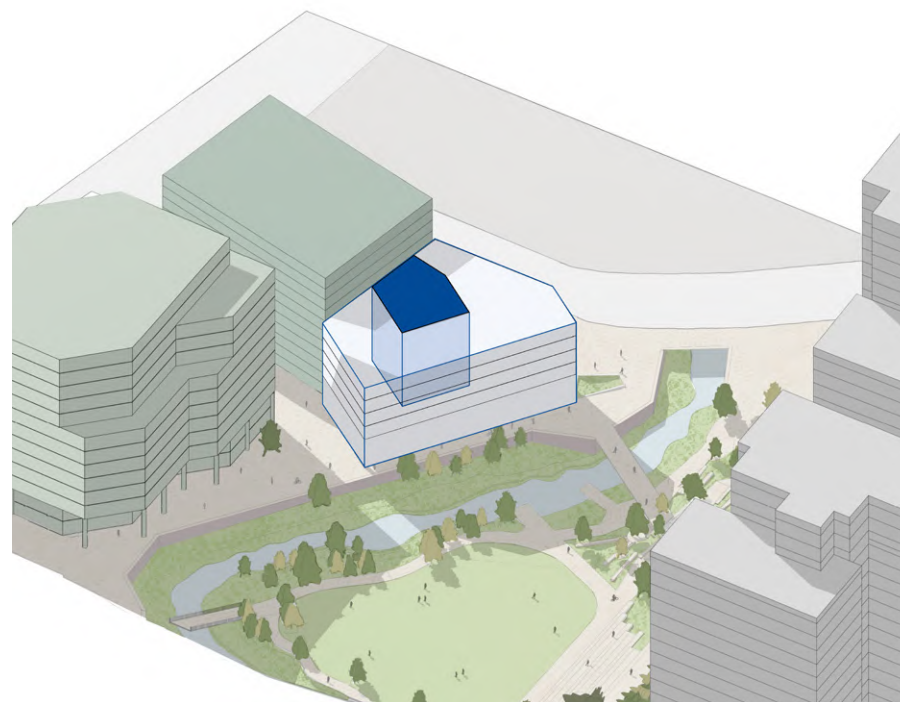
The overall height of the Proposed Development is defined by the site-wide massing approach has been tested from a microclimate perspective, with the Baring Street Campus to the south-west corner of the Masterplan being of a smaller scale to allow sunlight access to the new park. In order to accommodate a roof terrace within the proposed design, the plant at roof level wraps around the West and North-West elevations of the building, bringing it in line with the primary facade. A subsequential daylight analysis has been undertaken to confirm that there is still good daylight access to Mayfield Park. The daylight study and other environmental studies information are appended to this application.

The overall height of the Proposed Development is exceeds 30m AFFL, therefore, the fire strategy for the development incorporates a sprinkler system .

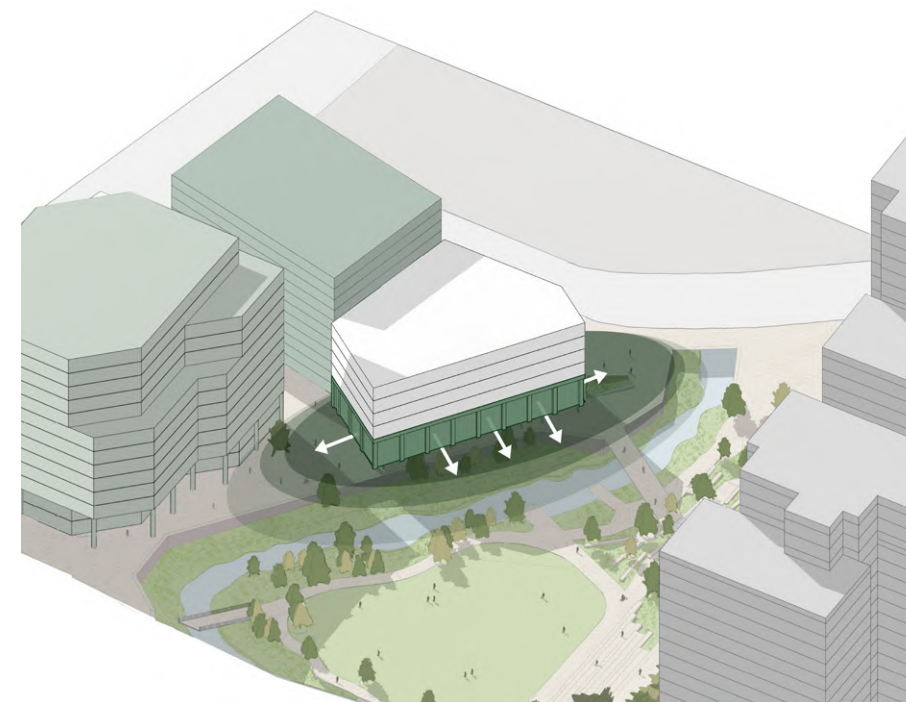
—Opposite
Massing design development diagrams



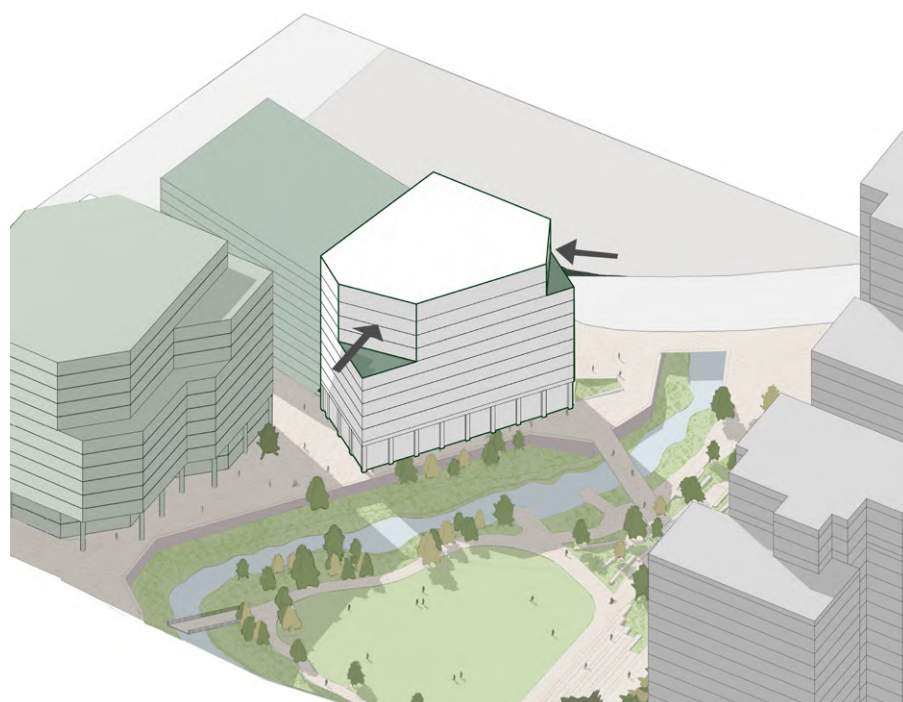
—1. Maximise site footprint and respond to key pedestrian routes



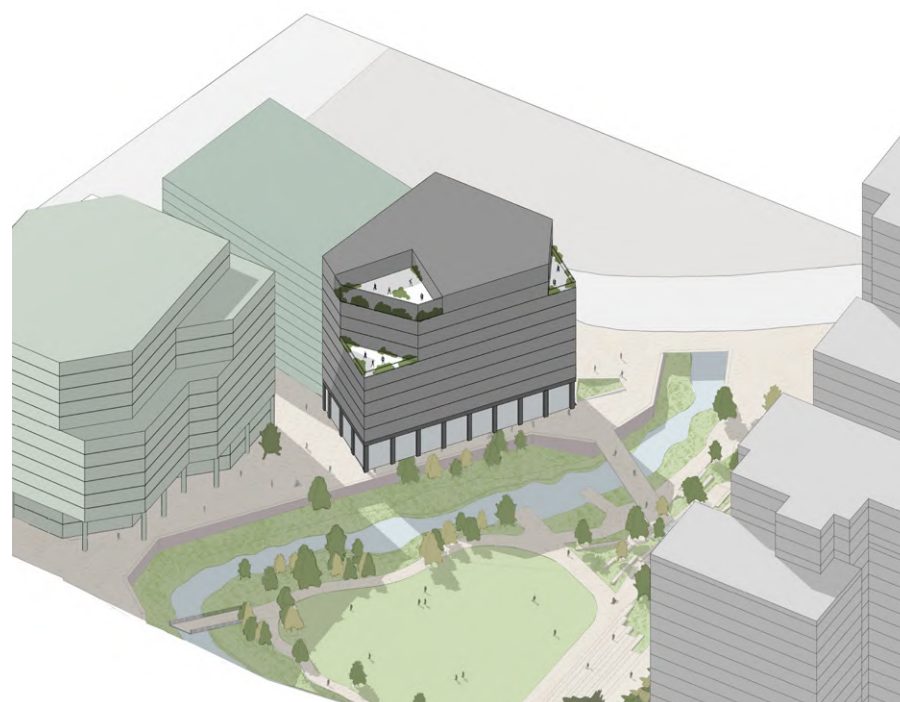
—2. Core located to maximise windows and views



—3. Bringing the park into the building and extending the public space



—4. Massing carved to allow sunlight to park and address key views



—5. Set backs utilised as external amenity space



—6. Facade approach establishes a base and a volume sitting on top

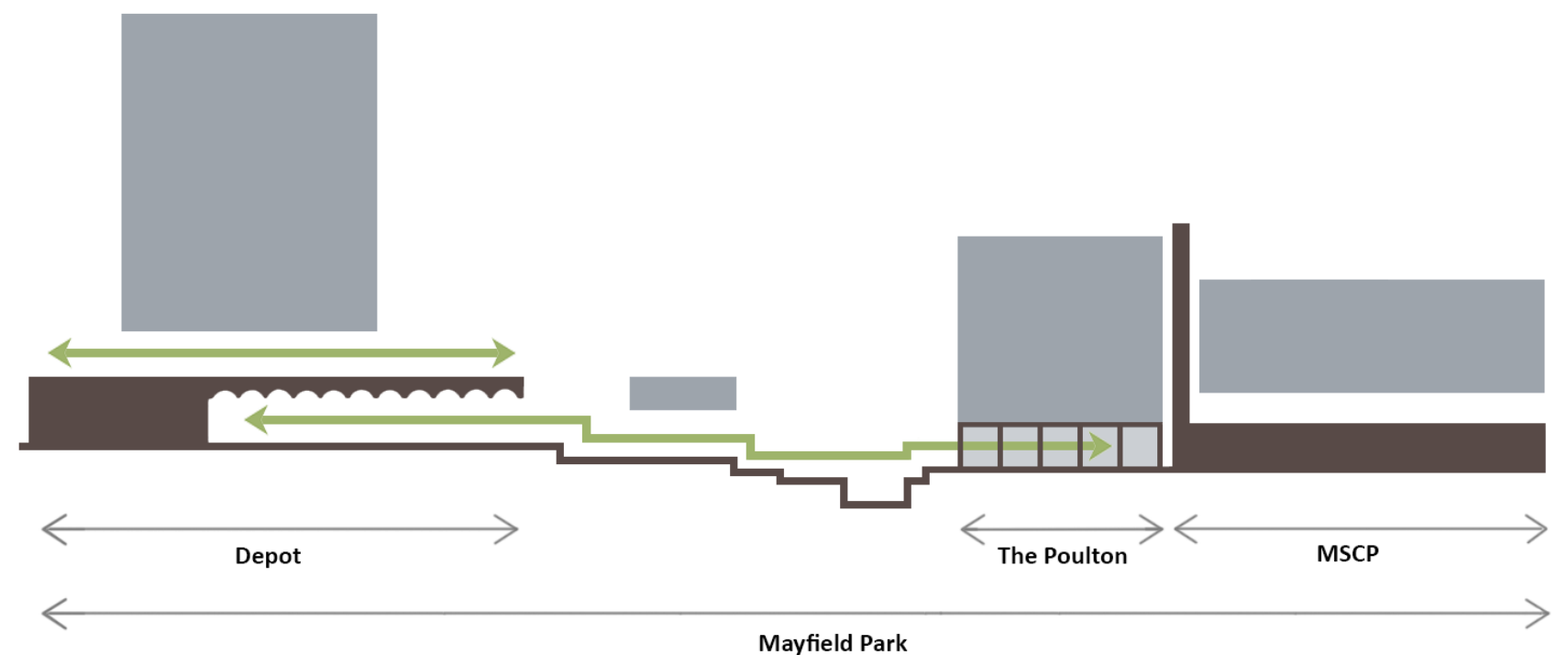
Cladding Concept

The evolution of the external appearance of the massing seeks to express key relationships between the building and its context. The facade approach plays an important role in characterising the development, providing a contextual, contemporary addition to the townscape. The base of the building responds to the Mayfield datum and has depth and solidity. In contrast, the volume above is lighter and responds to the industrial heritage of the site. Dark corrugated metal cladding is used to establish the primary facade language of the building with a kit of parts, such as vent panels and handrails, adding texture to the facade and forming a secondary language.

The Base: establishes the Mayfield datum, a common architectural language for the three developments which form Phase 1. Within the Poulton, the datum is established via an expression of the structural grid of the building to form deep reveals and a choice of more robust and solid materials. Tall glazing sits between the expressed structure, to maximise access to light and views of the park throughout the ground floor.

Top Volume: sitting on top of the base the massing has a distinct and contemporary language with a material palette inspired by the industrial history of the site.

The Terraces: the set backs, which carve the massing to the east and west, respond to key views from and of the development. These setbacks are utilised as external amenity space, doubling the provision from the previously consented scheme.

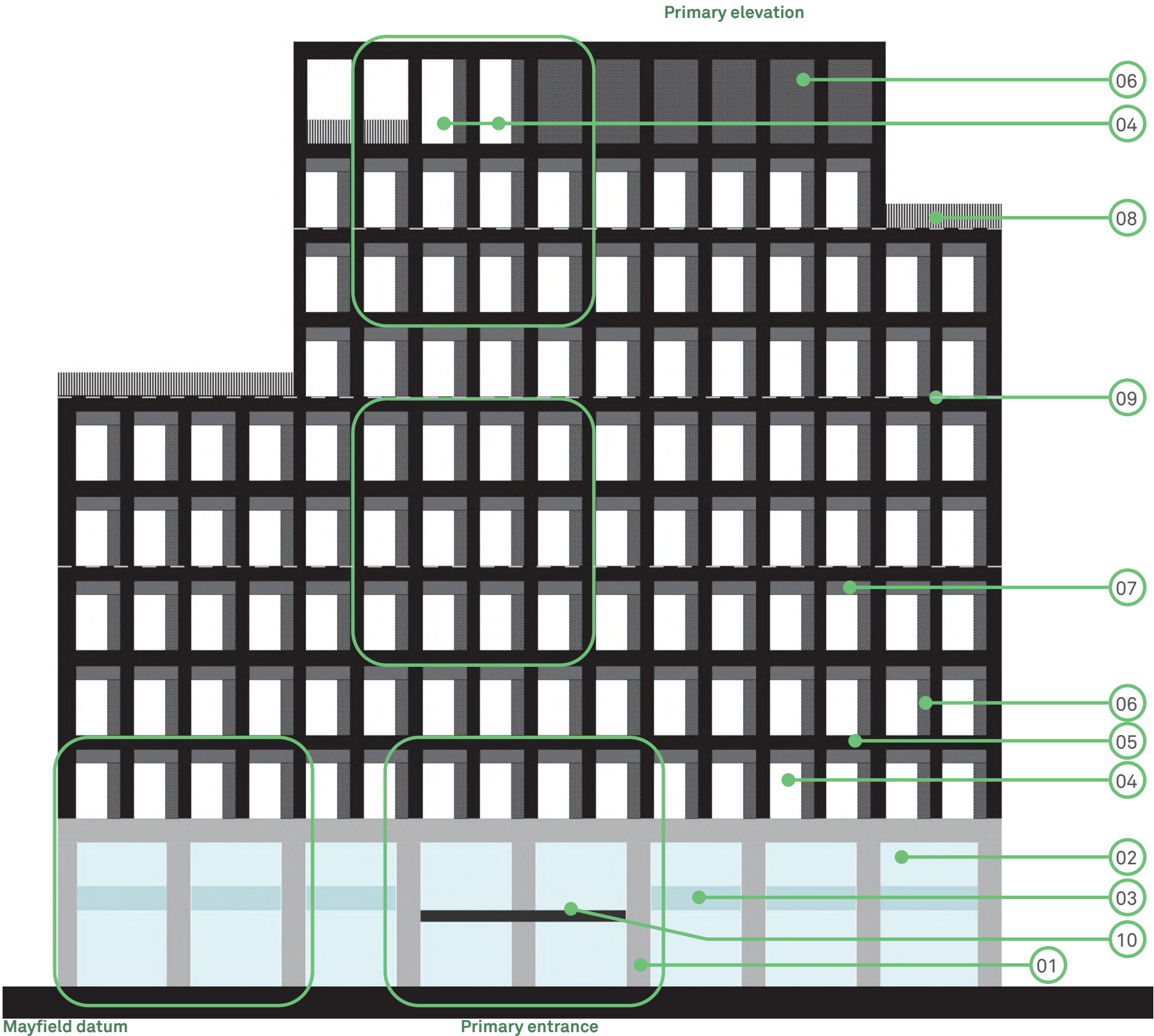


— Mayfield dialogue diagram
Poulton proposed development conceptual relationship with surrounds.

Facade Materiality

Key

- 01. Concrete finish cladding
- 02. Curtain wall system
- 03. Glass spandrel panel
- 04. Window unit
- 05. Corrugated dark metal cladding
- 06. Perforated corrugated dark metal cladding. Secondary facade element applied to ventilation panels and plant screen
- 07. Metal finish spandrel panel to top of window
- 08. Metal balustrade to terraces Providing continuation of secondary facade language, colour to match dark metal cladding.
- 09. Flashing detail
- 10. Canopy to entrance
- Bay studies



4.3 Materials

External Palette

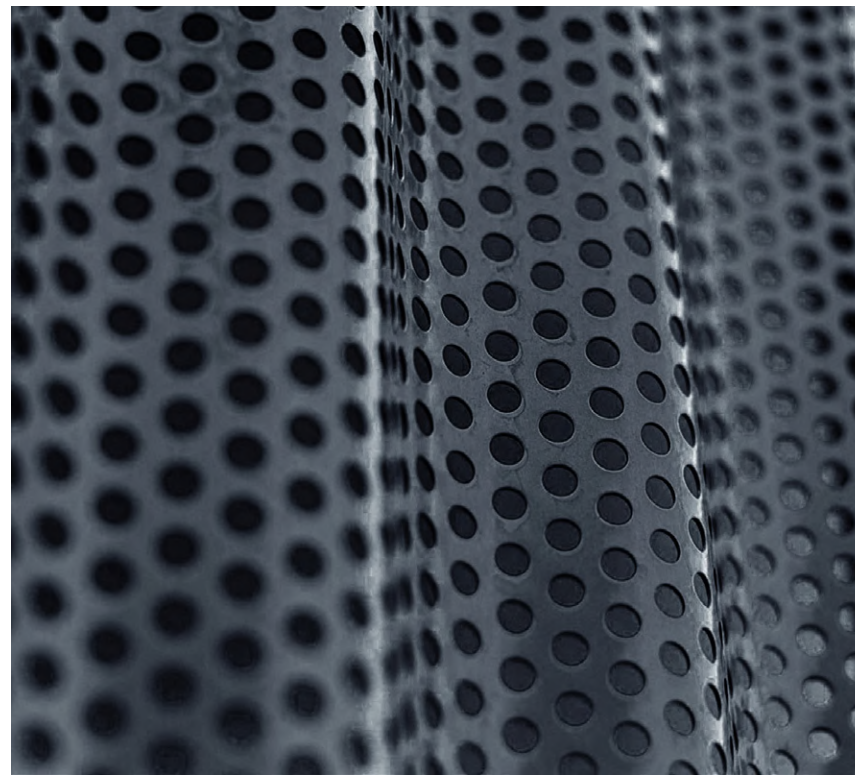
The material palette of the Poulton has been selected to reflect the industrial character of Mayfield but reinterpreted with a modern and contemporary influence.

The texture, colour and variation of solidity have been well consider to both compliment one another, and provide contrast in response to the building form and cladding concept. Detailing will be well considered to ensure the success of interfaces and the longevity of the proposed external façade treatments.



Corrugated metal

Used extensively in Mayfield's more recent history, corrugated / profiled metal is visible throughout the site, from the recently demolished Depot service ramp, industrial unit roofs, fences and the newer Gatehouse building. Corrugated metal has a functional robustness but also provides an undulating texture that catches light and shadow in a playful manner. As such, an increasing number of contemporary developments and high-end houses are using this façade treatment.



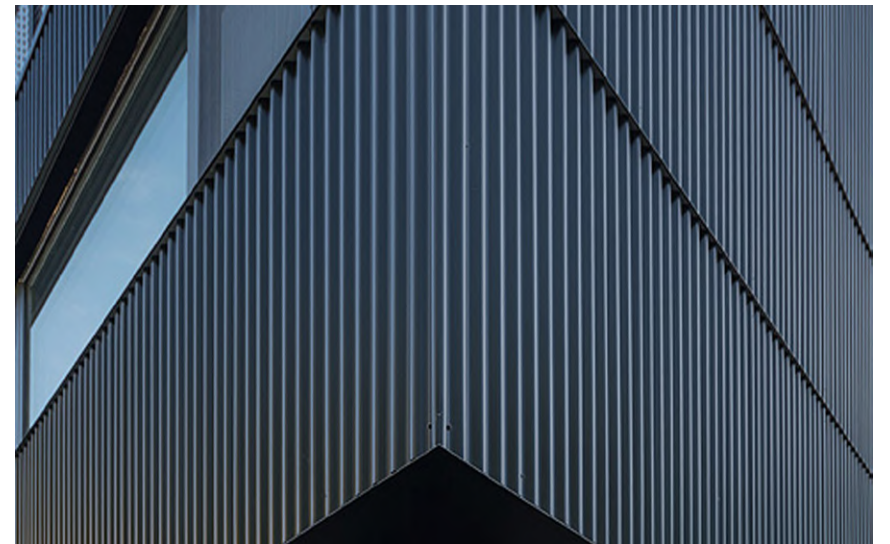
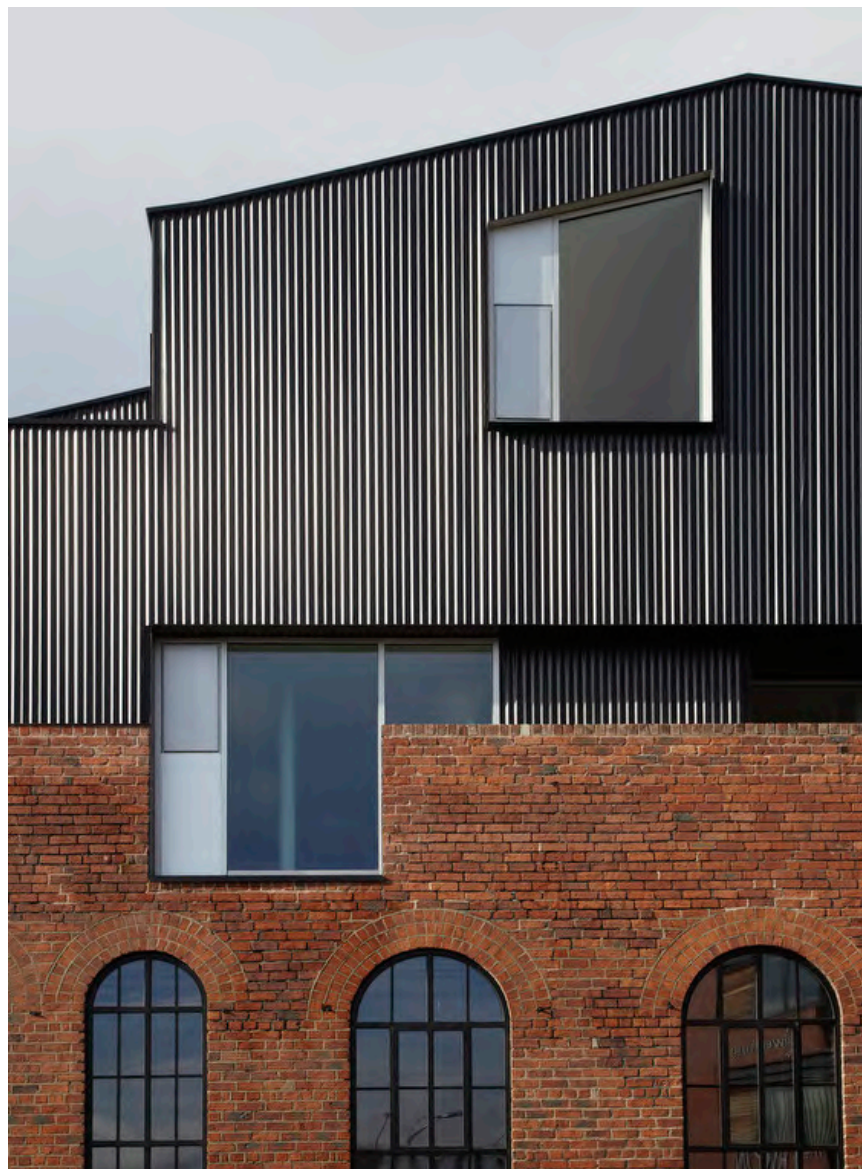
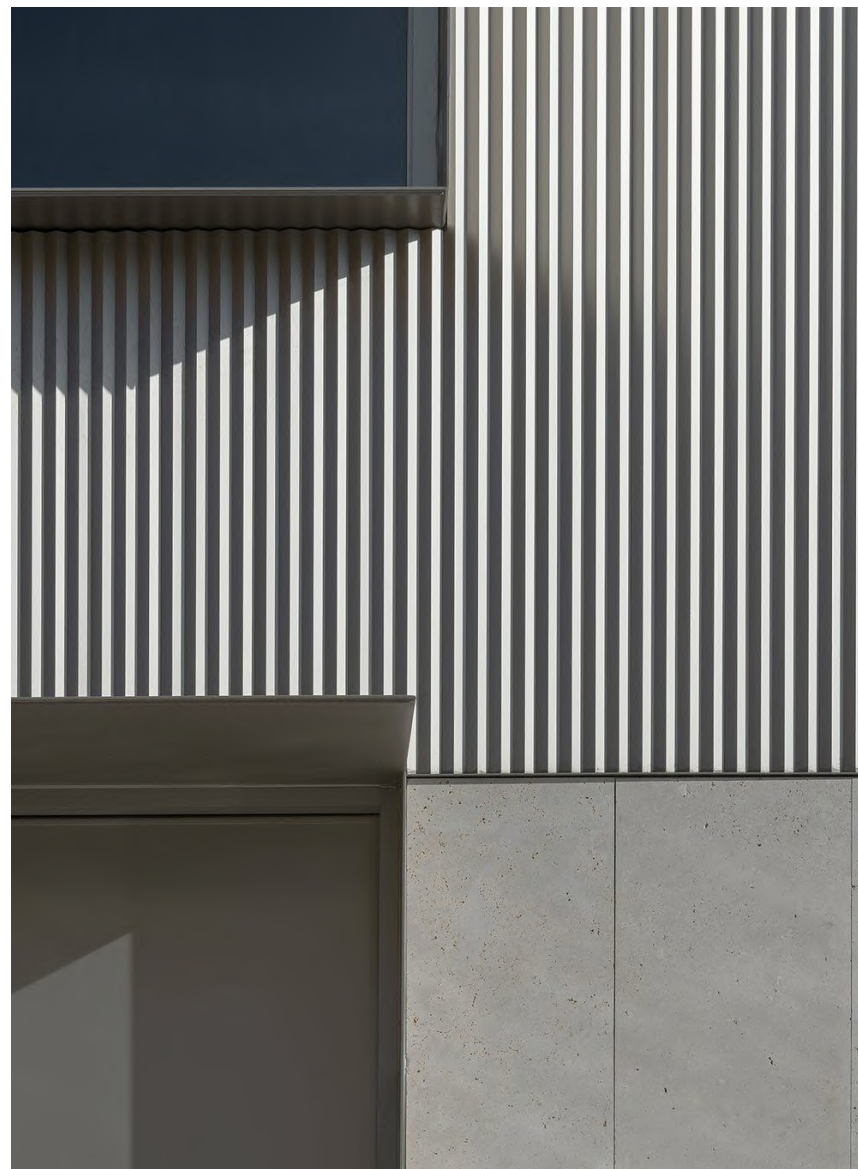
Perforated corrugated metal

Perforated corrugated metal with a tighter sine wave is applied to ventilation panels and plant screen adding a layer of texture and richness to the primary facade.



Concrete

Concrete finish cladding is applied to the expressed structural elements of the Mayfield datum for its robust properties and heavy appearance as a continuation of the material palette within the park.



—Material photographs
Examples of successful application of proposed external materials.



POULTON

Proposed view

— View at north-west corner from Baring Street gatehouse

4.4 External Appearance

Baring Street

A two-storey base establishes the Mayfield datum, creating a shared architectural language between the Poulton, Republic and the Mobility Hub, strengthening the relationship between the three Phase 1 buildings.

At the Poulton, the datum is articulated through the structural rhythm of the façade, where expressed columns create deep reveals and define the ground floor bays. A robust concrete cladding is introduced at this level, forming a durable and grounded base that continues the material palette established within Mayfield Park. The base of the building reflects the robust character of Mayfield and the solidity of surrounding industrial structures, particularly the historic depot buildings. Between the structural bays, double-height curtain walling connects the accessible to the public areas of the building with the park, maximising views and reinforcing the connection between internal spaces and the surrounding landscape.

Above the datum, the building adopts a refined and articulate expression. In line with the previously consented scheme, dark corrugated metal is retained as the principal material across the upper elevations, referencing the historic use of corrugated materials throughout Mayfield while giving the building a distinctive contemporary identity. The cladding is articulated at different scales to add depth and variation across the façade.

Opening ventilation panels, integrated with fixed perforated screens, are incorporated across the elevations to provide access to fresh air while maintaining a consistent façade composition. The window proportions and solid-to-glazed ratio remain consistent with the previously consented scheme, where these proportions were carefully balanced to manage solar gain, reduce overheating risk and support the building's overall environmental performance.



—Aerial axonometric view
From north-west corner of development



Proposed view

— View at north-east corner from Mayfield Park

Mayfield Park

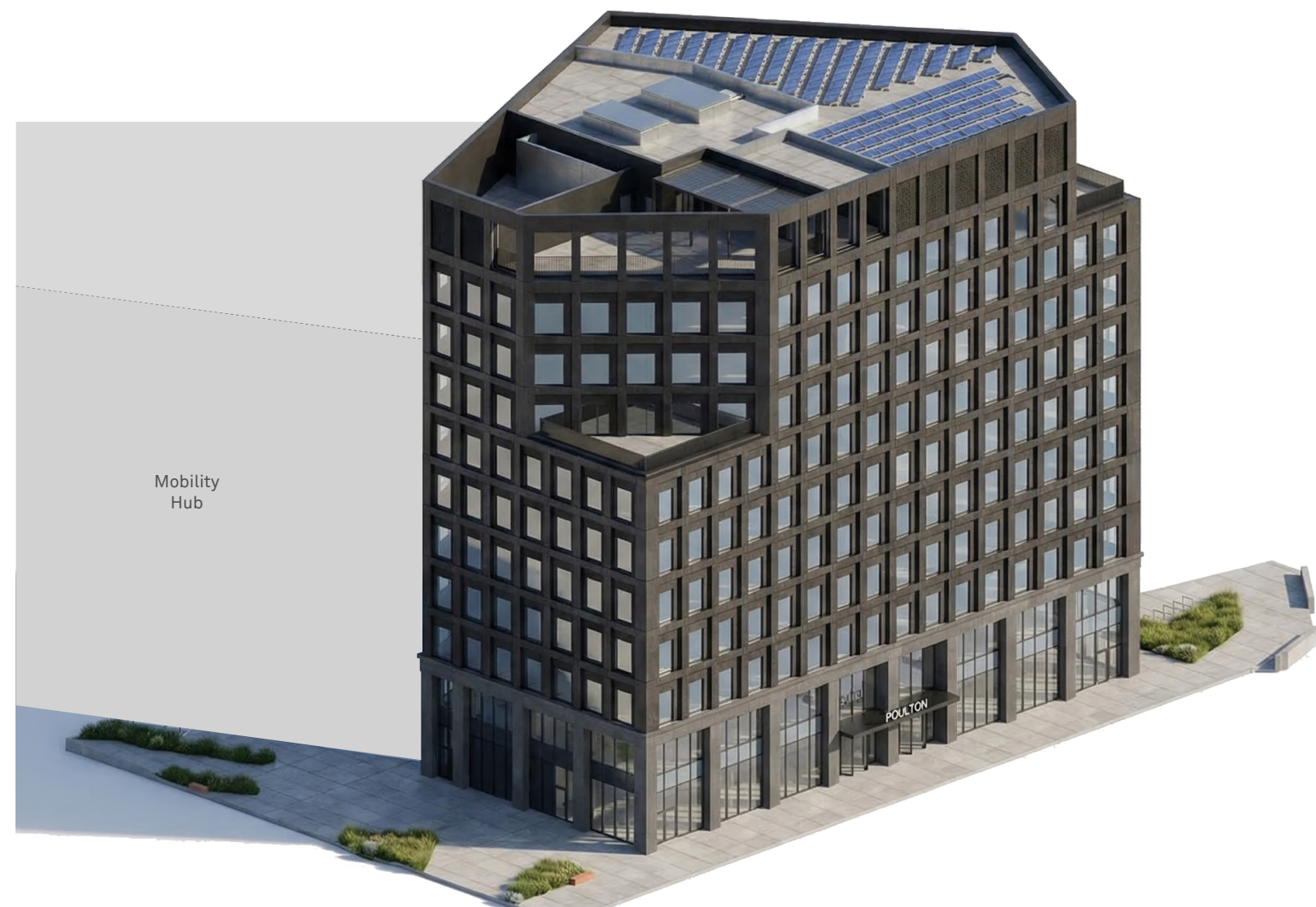
The massing of the building responds carefully to its surrounding context. A set back creates a relief within the building datum along the elevation facing the park to announce the main entrance of the building. Retail space with independent entrances are located either side of the main entrance to activate the pedestrian route around the building.

At upper levels, a series of setbacks reduce the perceived scale of the building when viewed from the park, creating a more elegant form while also providing opportunities for external amenity space. From Baring Street, a setback addresses an important view from Piccadilly Station, while the eastern setback responds to the stepped massing of the Republic and the orientation of the proposed Mobility Hub

The south elevation faces the proposed Mobility Hub and forms part of a service route. Internally, the building core is positioned along the party wall to maximise the flexibility and quality of the office floorplates facing the park. In response to the relationship with the Mobility Hub, solid corrugated metal cladding continues around the exposed areas of this façade to maintain a consistent architectural language.

At roof level, the massing has been designed to improve the overall proportions of the building while accommodating a communal roof terrace alongside the required plant space. The façade continues around the terrace to maintain a coherent architectural form, while balustrades within each bay introduce a subtle variation to the roofscape.

Plant equipment at roof level is carefully screened to minimise visual impact. Ventilation for the plant is provided through perforated screens that maintain a consistent appearance with the ventilation panels used across the elevations below.



—Proposed view
Looking at north-east corner from Mayfield Park.

4.5 Entrance

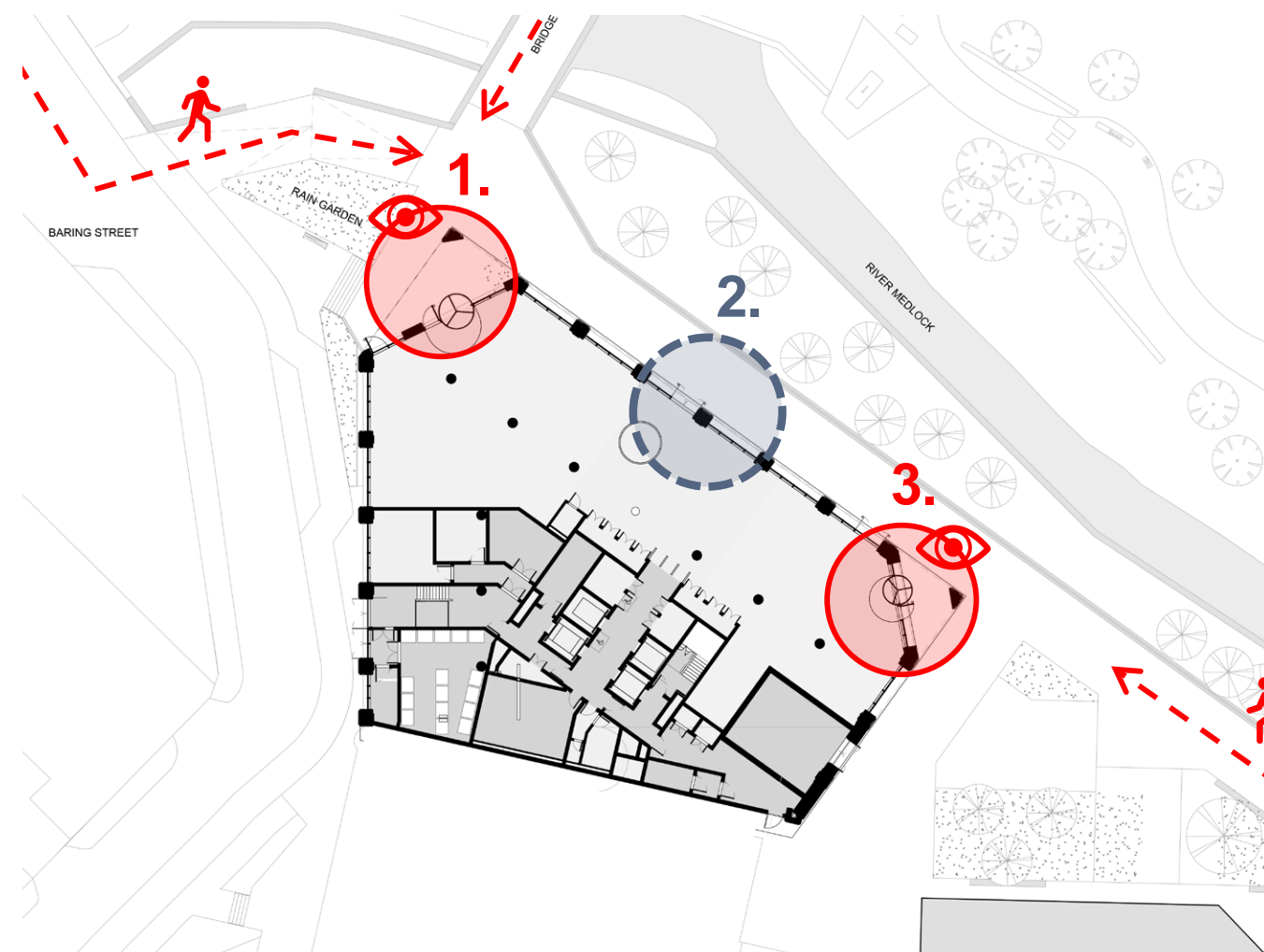
Location

The entrance and access strategy of the 2023 consented scheme was organised around the concept of a large, open ground floor space that blended retail and reception uses. Cutbacks within the Mayfield datum along Baring Street and the park-facing elevation helped to highlight the main entry points to the building and guide pedestrian movement towards them.

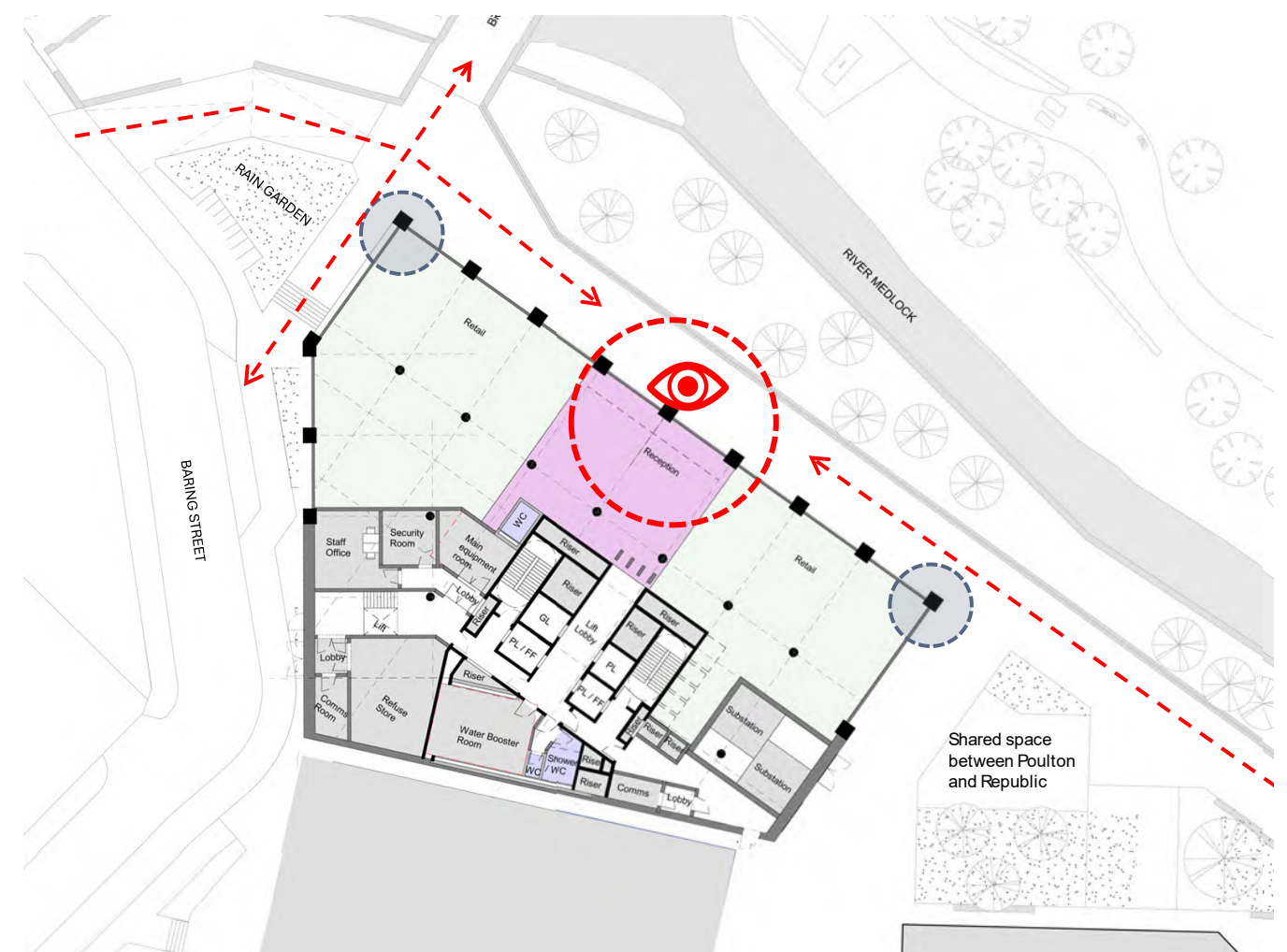
The revised scheme introduces a refined brief for the ground floor, providing an independent retail unit facing Baring Street alongside a reception positioned closer to the building core, with flexible space for a food and beverage offer addressing the shared public space between the Poulton and the Republic. This revised arrangement informed a new approach to the location of the main entrance, allowing for a clearer and more balanced relationship between retail and reception functions.

The principal entrance is now located centrally along the north elevation, providing a more direct and efficient route for building occupants and visitors to reach reception and the lift core. A subtle setback within the façade helps to emphasise the entrance location while maintaining a coherent relationship with the Mayfield datum.

The chamfered elements previously used to denote entrances have been infilled, allowing the retail frontage to be maximised and creating a clearer and more legible point of arrival for visitors approaching the building.



Access and entrance diagram based on consented scheme principles



Proposed access and entrance approach based on revised operational brief

Articulation

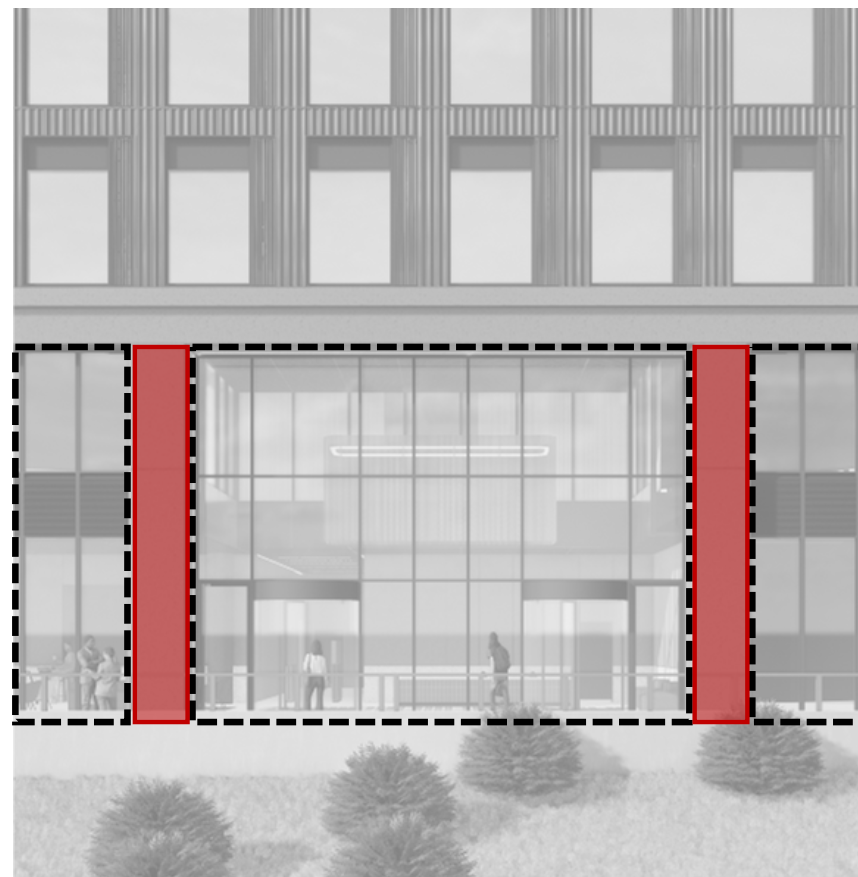
The main entrance is located centrally within the north elevation, set within the established rhythm of the colonnade. A key design consideration was how to clearly articulate the entrance and establish a legible point of arrival while maintaining the structural grid and the consistent architectural language of the building's base.

Three approaches were explored. The first considered removing the central column to create a wider opening. While this increased the physical width of the entrance, it resulted in a disproportionately large void within the colonnade and introduced significant structural implications, requiring the removal of the column through multiple levels and the introduction of a transfer beam. This approach was therefore considered overly disruptive to both the structural logic and the architectural order of the façade.

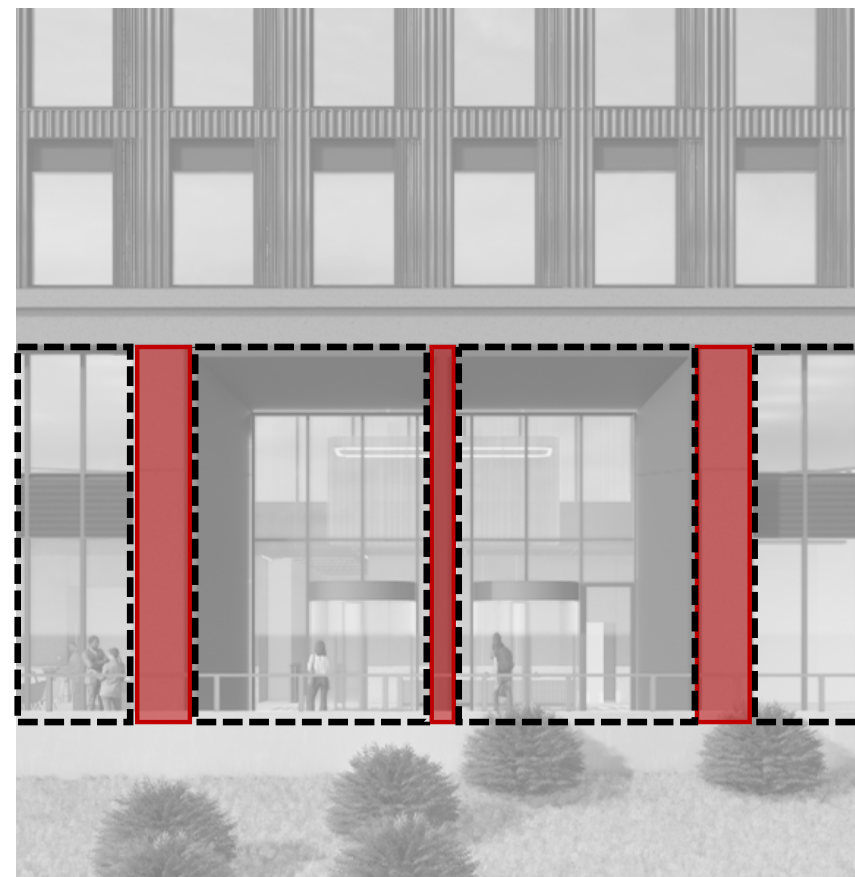
A second approach explored reducing the visual presence of the column by altering its proportions. However, this undermined the strong and consistent rhythm of the colonnade, introducing an element that appeared inconsistent with the otherwise robust architectural language of the base.

The preferred approach retains the established structural rhythm and material continuity of the colonnade while introducing a canopy that visually unifies the two entrance bays. This element establishes a clear threshold and point of arrival, improving the legibility of the entrance from both frontal and oblique approaches. The canopy reinforces the entrance at a human scale while preserving the integrity of the architectural composition.

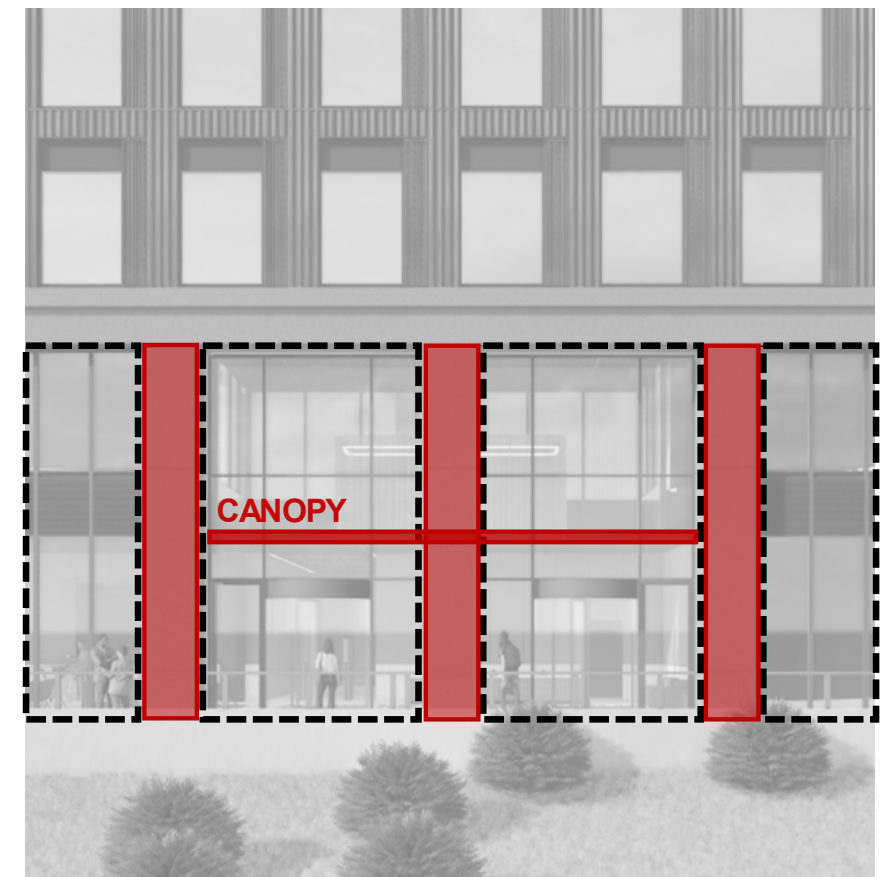
1. Wide entrance, omitted column



2. Column maintained but expressed as different element



2. Colonnade maintained, entrance legibility enhanced





Proposed view
— North elevation facing the park



Proposed view

— View towards the entrance from the bridge / top of ramp from Baring Street



Proposed view
— View upon approach from the Republic

Reception Area

The entrance is recessed from the colonnade line, creating a sheltered threshold that provides protection from the weather and a transitional space prior to entering the building.

A further recess at Level 01 above the entrance forms a double-height void and creates an opportunity for a feature lighting installation. This move helps to express the reception space on the elevation, clearly articulating its presence within the building and reinforcing the hierarchy of the main entrance.



Indicative reception area section



Proposed view
— View from the bridge

4.6 Elevation Bay Studies

Mayfield Datum Bay Study

The structural grid is expressed through a robust and weighty material palette, with glazing set between the structural elements to promote light, transparency and visual connectivity between the building's public areas and the park. Glass spandrel panels are introduced within the façade towards the park, while along Baring Street and the elevation facing the Republic these transition into integrated louvred panels to provide the ventilation requirements for the retail units.

The inclusion of ventilation within these elevations has been carefully considered to support a flexible approach to future tenancy, allowing the building to respond to a range of potential retail and commercial uses over time. The extent and distribution of louvred panels have been minimised through coordination with the wider design team to ensure they are only introduced where necessary.

To reduce visual impact, louvres serving the retail units will be positioned behind a decorative screen integrated within the curtain wall system. For further information on louvre strategy please refer to section focused on core, risers and servicing within this document.



Plan showing extent of louvres at ground floor

- 01. Concrete finish cladding
- 02. Curtain wall system
- 03. Glass spandrel panel
- 04. Glazed double doors



Entrance Bay Study

A canopy spans the two entrance bays, forming a simple architectural gesture that clearly signals the location of the main entrance while working within the established rhythm of the colonnade.

By visually uniting the bays beneath it, the canopy creates a clear point of arrival and improves the legibility of the entrance from a range of approach angles, while maintaining the structural order and architectural language of the building's base.

- 01. Concrete finish cladding
- 02. Curtain wall system
- 03. Canopy, clad in metal, colour and finish to match curtain wall system
- 04. Revolving door
- 05. Single glass pass door
- 06. Opportunity for signage



Upper Volume Typical Elevation

The architectural language of the volume above the Mayfield datum draws on the proportions of Victorian mill architecture. Dark profiled metal cladding is used at two different scales, articulating the primary structural grid and secondary elements to introduce depth and texture to the façade.

At roof level, the façade continues upward and adapts to screen the plant equipment and enclose the roof terrace, ensuring these elements are integrated within the overall form of the building and maintaining a consistent architectural appearance.

- | | |
|-----|--|
| 01. | Corrugated dark metal cladding |
| 02. | Window unit |
| 03. | Perforated corrugated dark metal cladding with tighter sine wave |
| 04. | Metal finish spandrel panel to top of window |
| 05. | Profiled window caps, off-black colour |
| 06. | Profiled continuous drip detail, off-black colour |
| 07. | Perforated dark metal cladding to plant areas |
| 08. | Glazing to amenity space at top of the building |
| 09. | Open area with balustrade to roof terrace |
| 10. | Parapet flashing/ coping off-black colour |



4.7 Layout & Organisation

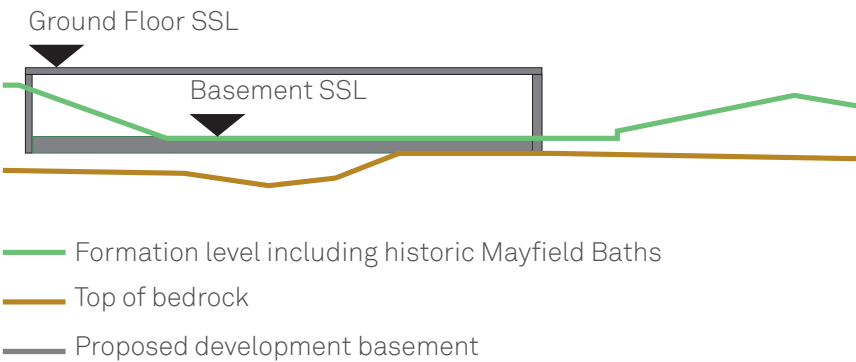
Basement

The proposed basement no longer extends beneath the full footprint of the building and has been significantly reduced in extent following further design development. The revised basement accommodates essential plant and service spaces, including the sprinkler tank, switch room and communications room.

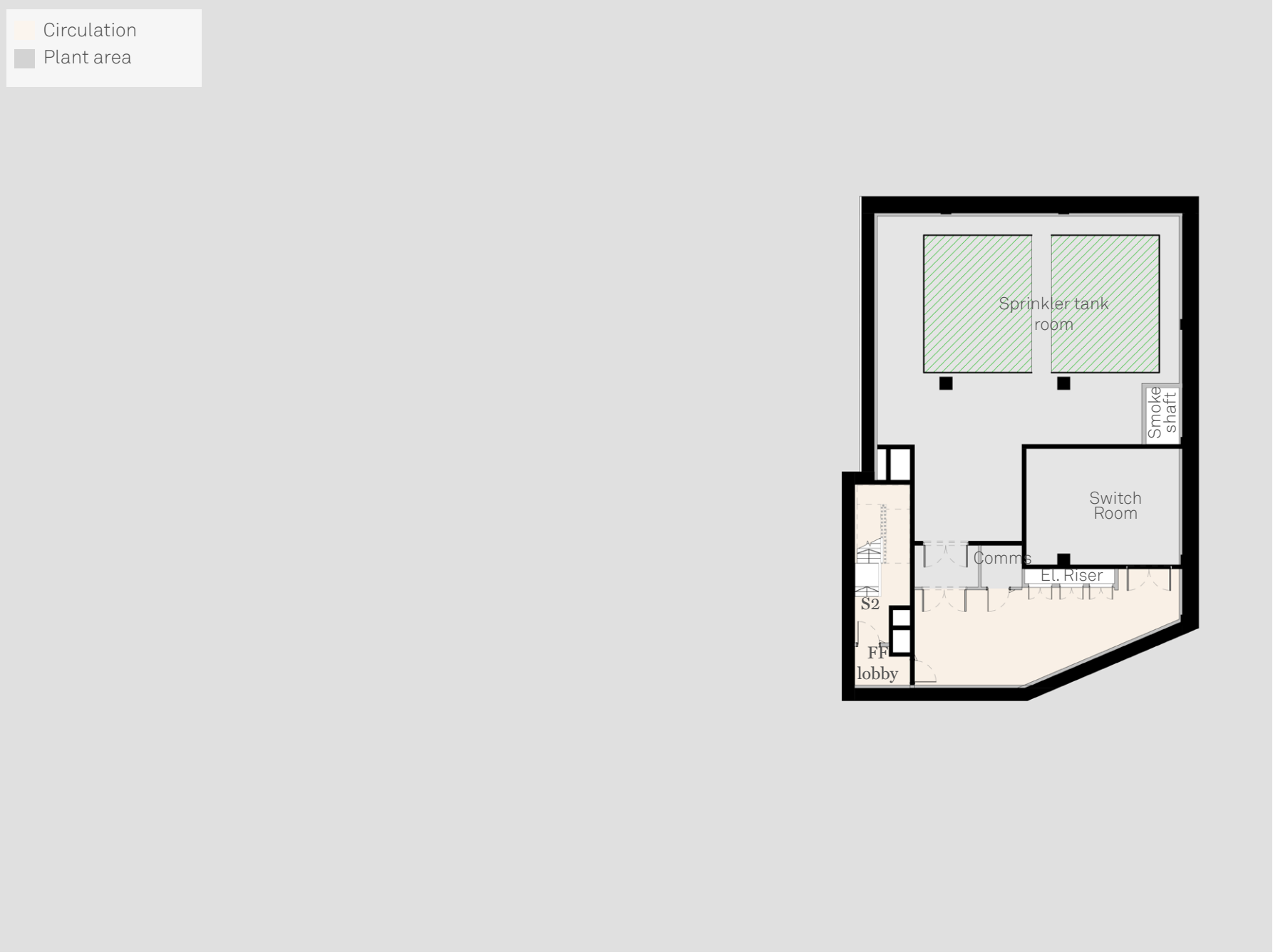
The building core partially continues to the basement level in order to service these areas. The basement structure is designed to achieve a minimum of Grade II water-resisting construction in accordance with BS 8102:2009. The level of the basement has been carefully coordinated with the historic ground levels associated with the Mayfield Baths, helping to minimise the extent of excavation required.

Cycle storage and shower facilities for the scheme are provided within the Mobility Hub as part of a wider cycle provision strategy for Phase 1. Further information on the cycle provision strategy is provided within the relevant documentation for the Mobility Hub.

The reduced basement extent simplifies the construction approach and improves overall building efficiency while continuing to accommodate the essential plant spaces required to support the development.



—Proposed basement and existing conditions



—Proposed basement plan

Ground Floor

The principal entrance for office tenants is located centrally along the north elevation. This position provides a direct and efficient route for building occupants and visitors arriving from Baring Street, Manchester Piccadilly and Mayfield Park to access the reception and lift core. The entrance is recessed from the colonnade line, creating a sheltered threshold.

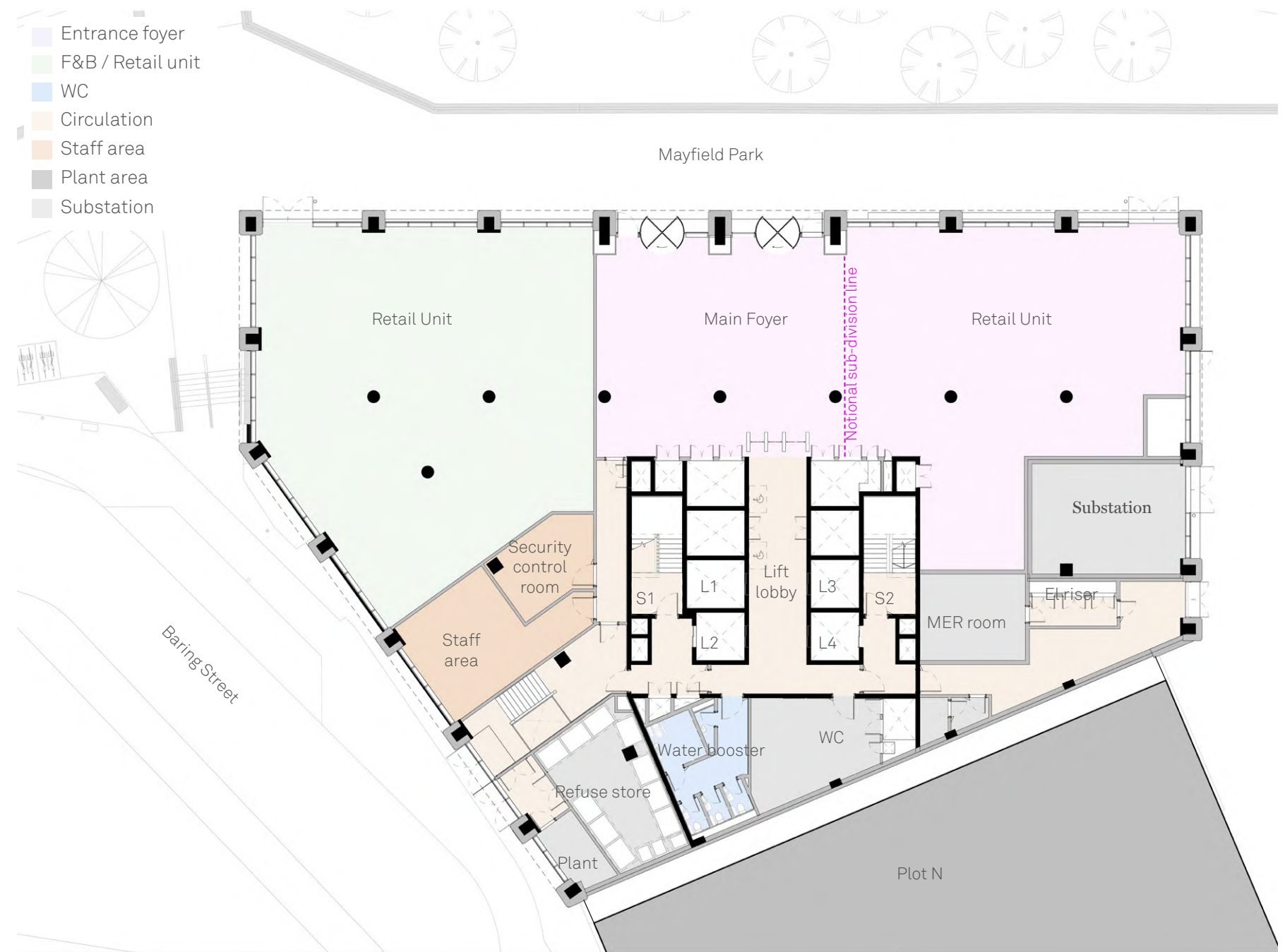
Internally, the reception is positioned adjacent to the central lift core to provide clear wayfinding and efficient circulation to the upper office floors. A double-height volume above the entrance expresses the reception space on the façade and reinforces the hierarchy of the main entrance within the overall composition of the building. The reception area has been designed to allow flexibility in operation, with the potential to function as a standalone space or to be combined with an adjacent unit to create a larger, multifunctional area.

At ground floor level, approximately 80% of the area is allocated to amenity and/or retail uses (Class E and/or Sui Generis), with the remaining 20% serving as reception and waiting space. Several glazed double-door entrances are provided directly from the surrounding pavement, serving both general access and means of escape. These entrances will incorporate appropriate manifestation in accordance with relevant standards.

An independent retail unit is positioned along the Baring Street frontage, helping to activate the street and support the wider retail strategy for the Mayfield masterplan. In addition, a unit located towards the shared public space between the Poulton and the Republic offers further flexibility, allowing for a range of uses including food and beverage, or integration with the reception to create a more open and active ground floor environment.

Back-of-house and plant spaces have been redistributed along the southern elevation facing the Mobility Hub. This arrangement responds to the proximity of the neighbouring building while allowing the primary elevations facing the park and Baring Street to remain active.

The overall layout maintains a strong and active ground floor frontage while providing an efficient internal organisation and a clear hierarchy of entrances and uses.



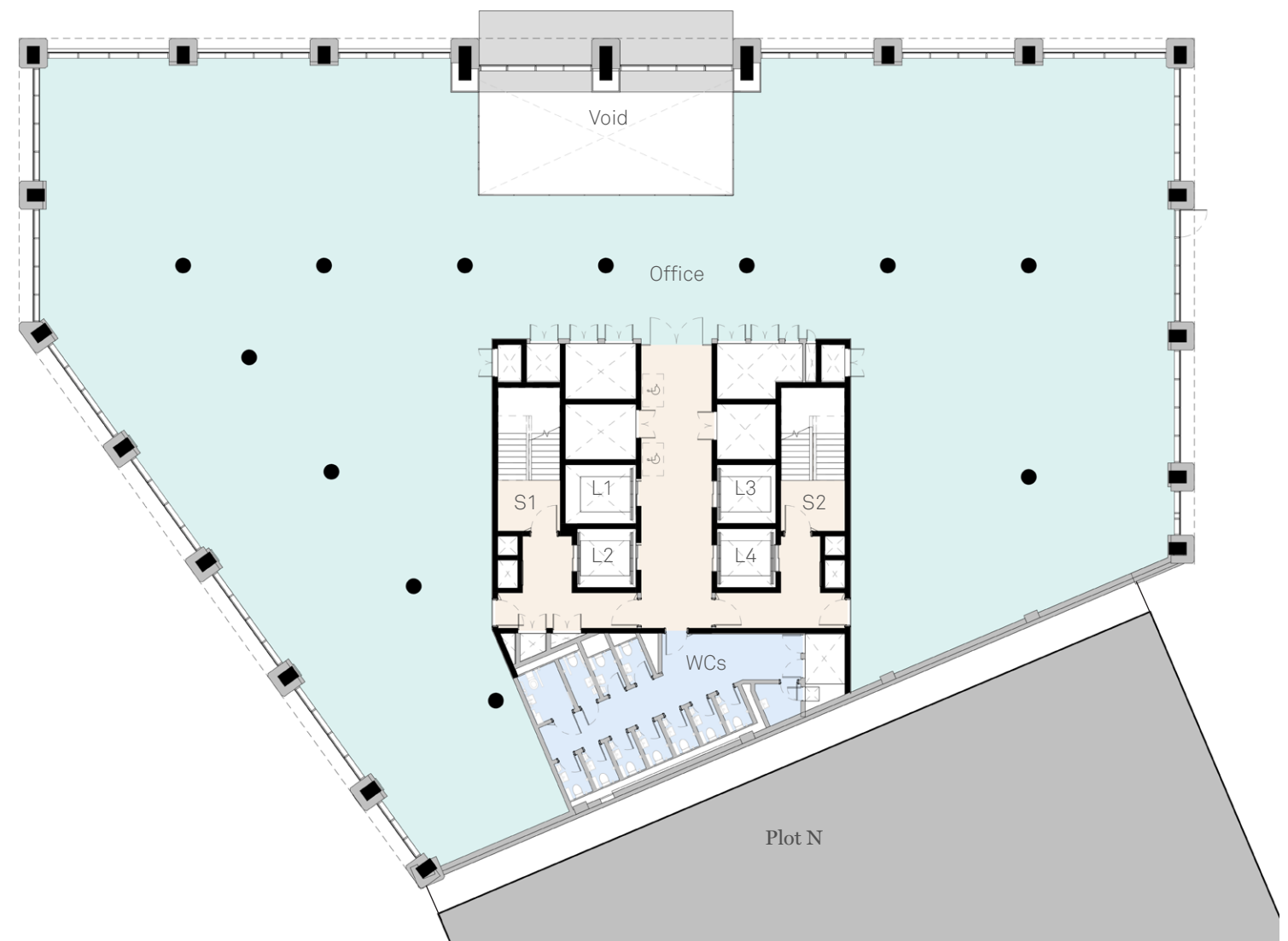
—Proposed ground floor plan

First Floor

The first floor is intended as a lettable office space.

The double height atrium cuts through the floorplate to form a void which is visually connected with the activities within the main foyer space below. To maximise the provision of office space area, the floor extends to meet the facade along all elevations.

- Office
- WCs
- Circulation



—Proposed first floor plan

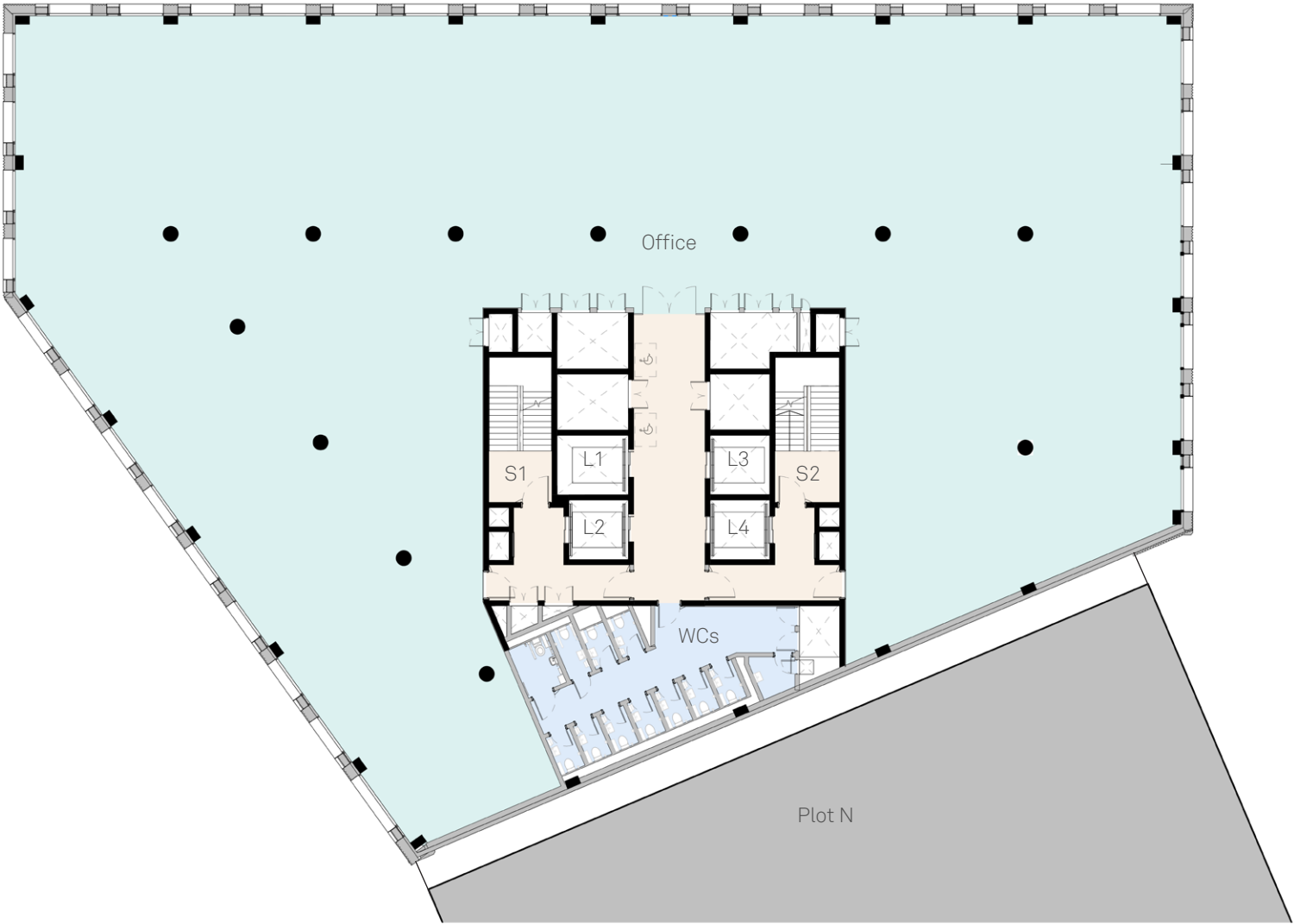
Second-Sixth Floor

Levels two to seven have the largest floorplates within the building. The structural design on all office levels consists of concrete columns and slabs throughout. The structural grid along the facade remains as per the 2023 consented scheme and is based on 6m. To accommodate shorter spans required for the structural approach, the internal grid from facade along the north elevation is based on 9m and approximately 6.6m to the west and 6m to the east.

The layout of the upper levels is arranged to maximise available daylight and views of the park by pushing the core to the centre of the south elevation. This provides a shallow floorplate depth of 12m that is complimented by a simple structure and MEP strategy - key to providing a commercial space that is flexible to be split into multiple tenancies.

The lift and washroom provision are provided to accommodate a 1:10 occupancy ratio, with quantities meeting relevant BCO, Approved Document and British Standard guidance.

- Office
- WCs
- Circulation



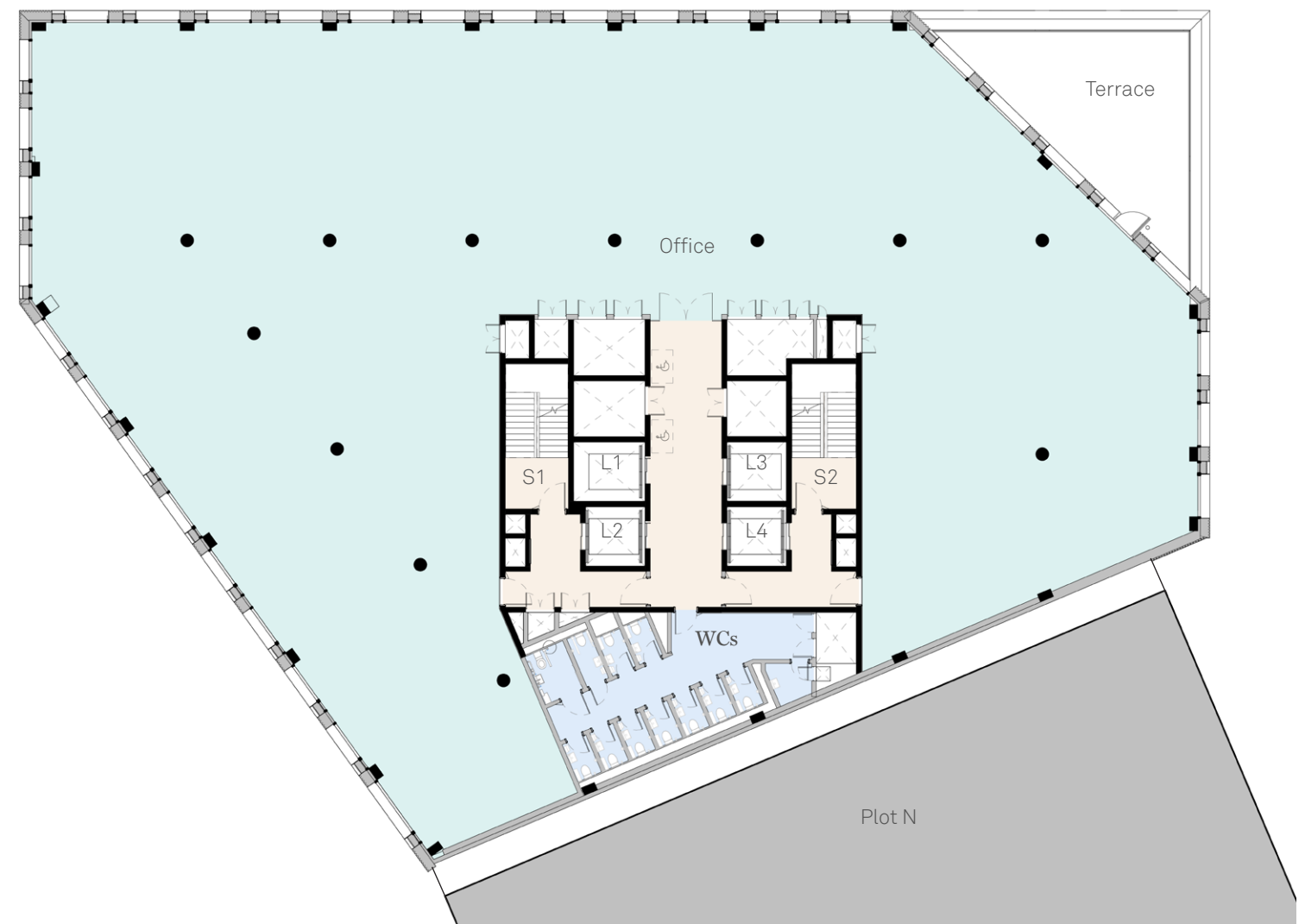
—Proposed second to sixth floor plan

Seventh - Eighth Floor

Levels seven and eight have an identical footprint, slightly reduced in comparison to the levels below. A set back to the east shapes the typical upper floors above level 7 to reduce overshadowing Mayfield park and improve views from the office space towards the park.

Level seven is one of the two levels which offers an external amenity space. The terrace is intended to be used as a private space for the tenants occupying the floor. A communal shared terrace is provided on the top floor of the building.

- Office
- WCs
- Circulation

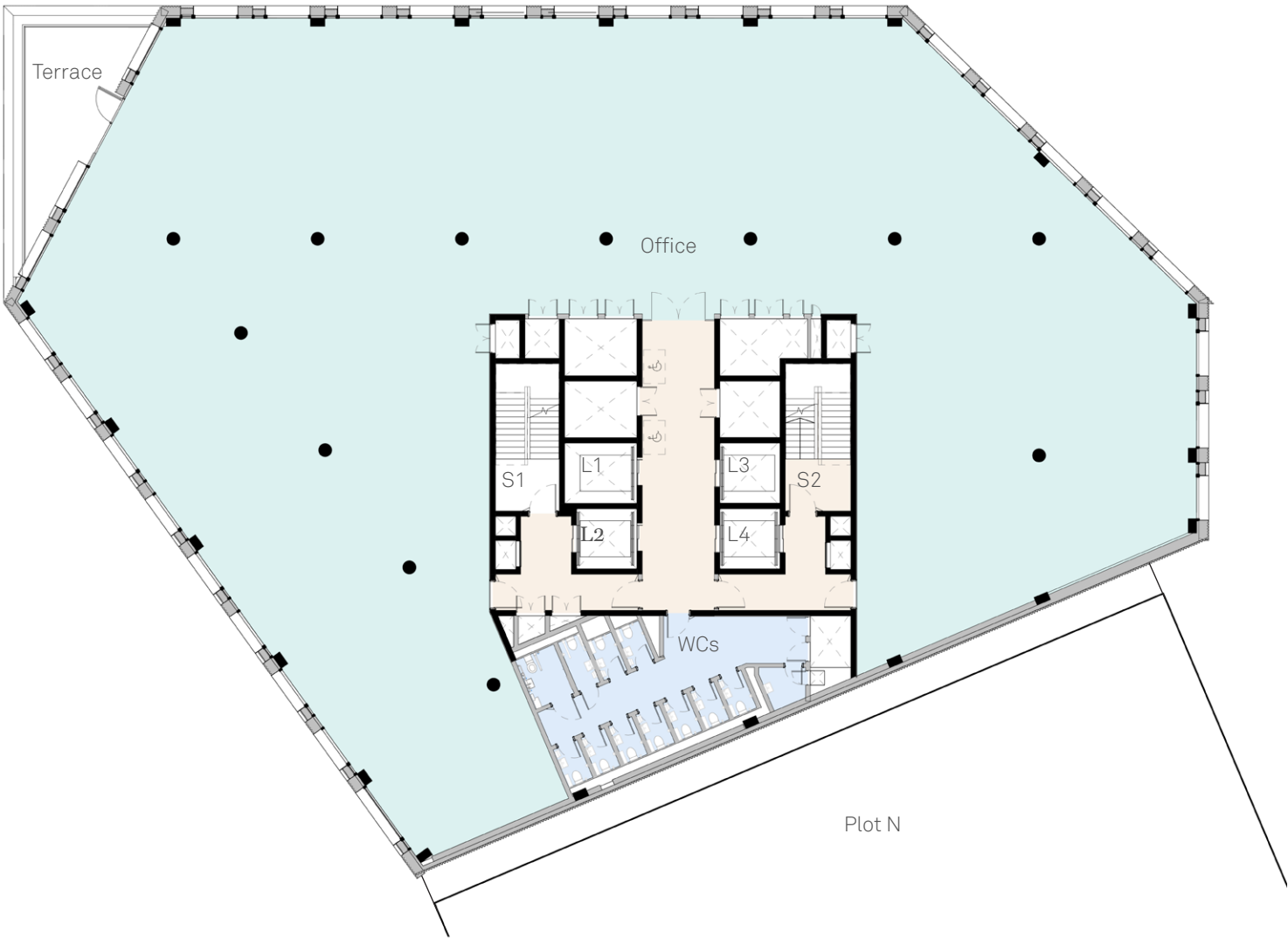


—Proposed seventh to eighth floor plan

Ninth Floor

Level nine has the smallest area within the building as it is shaped by a second set back towards Baring Street within the massing. The office space occupants on level nine would have access to a private external terrace located on the north-west corner of the building with views towards the city.

- Office
- WCs
- Circulation



—Proposed ninth floor plan

Tenth Floor

The main roof level of the Poulton accommodates plant, an internal amenity space, and a shared communal terrace. To maximise the usable terrace area and enable direct access from the core to the amenity space, plant areas are arranged along the north and west elevations. The amenity space acts as a flexible area suitable for holding events or serving as a meeting room.

To the east, a generous communal terrace is accessible to all tenants, offering expansive views across the river and Mayfield Park. A secondary area of plant located along the east-west edge forms part of the terrace enclosure and is integrated within the overall roof layout.

A continuous perimeter enclosure, expressed as an extension of the building's cladding, unifies these elements and provides a cohesive architectural expression to the roof level.

- Amenity space
- WC
- Circulation
- Plant space



—Proposed tenth floor plan

Roof

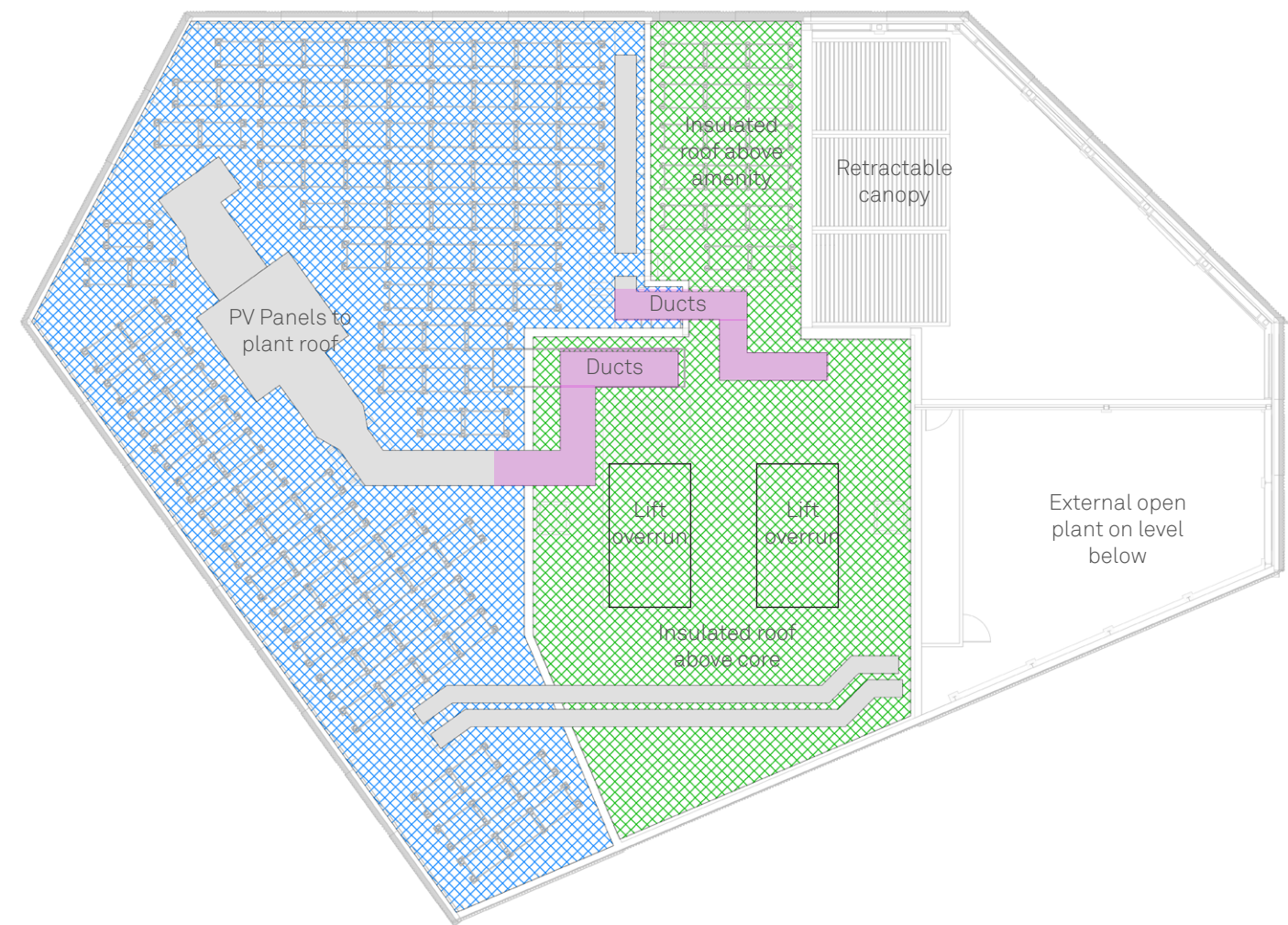
The rooftop of the plant enclosure incorporates metal grillage to accommodate PV panels to be installed above. The roof above the core and amenity space is also utilised to maximise the provision of PV panels within the development.

A louvred canopy provides protection from rain and direct sun within the shared terrace.

The ducts highlighted in pink extend above the parapet level at the top of the building by approximately 1.1m. Increasing the height of the plant enclosure to fully screen the ducts would result in a higher roof profile, which in turn would have an impact on the overall massing of the building and could increase overshadowing of the park.

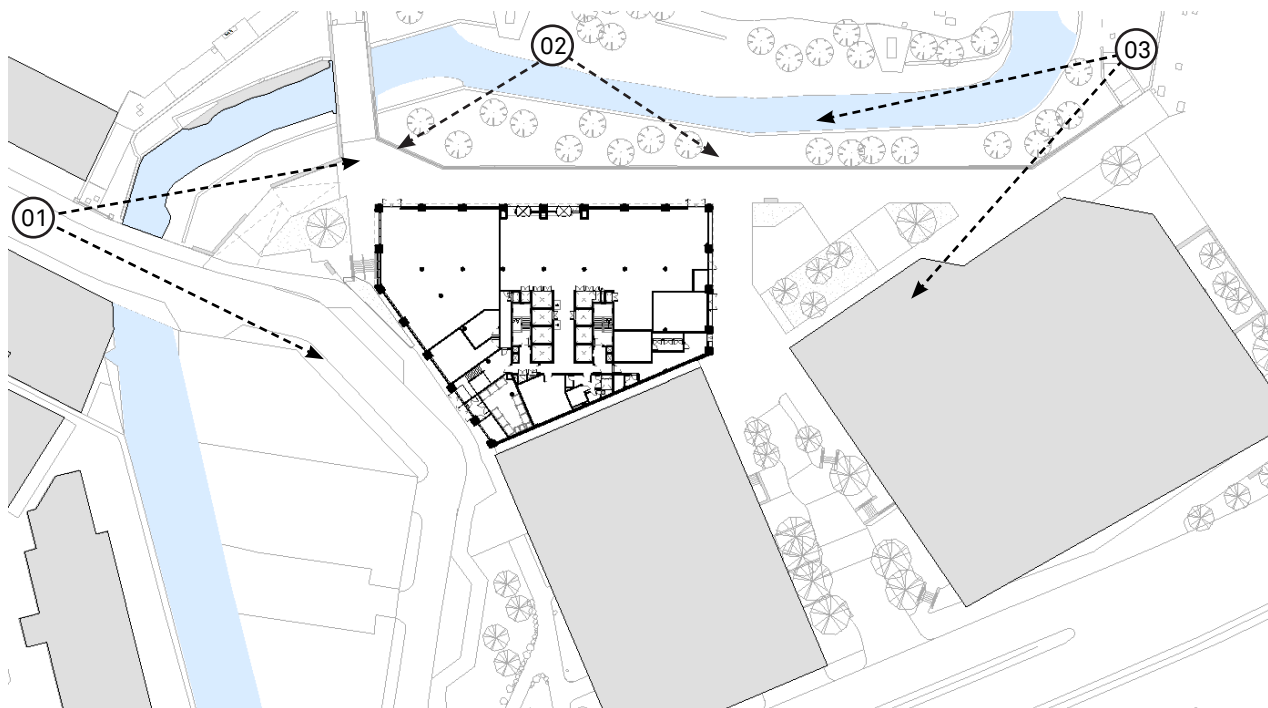
The ducts have been positioned as far towards the centre of the roof as possible. This arrangement ensures that they remain set back from the roof edge and are not visible from ground level when approaching the building, therefore, avoiding the need to increase the height of the plant enclosure.

The following page presents a series of key views demonstrating that, despite extending above the parapet level, the ducts are not visible from ground level and therefore do not affect the appearance of the building.



—Proposed roof plan

Key views from ground confirming no visibility of plant and ducts at roof



Plan showing key views tested from ground upon approach to the building



View from across the park



View from Baring Street



View from the park upon approach from the east

4.8 Accommodation Schedule

Proposed Areas

The proposed use of the development is commercial office, with the respective areas and use classes for the development indicated below :

The Mayfield SRF identifies the Proposed Development as a commercial office opportunity which will contribute to the creation of the mixed-use neighbourhood envisaged for Mayfield.

As such the Proposed Development is predominantly Class E office accommodation on level 1-9 and flexible amenity spaces on ground floor with the potential to house Class E and/or Sui Generis uses. Level 10 houses a managed amenity space Class E, which will primarily be used as a flexible meeting space and occasionally for private events.

The respective areas of the Proposed Development are indicated in the table below:

Level	Use Class	GEA		NIA	
		(GEA sqm)	(GEA sqft)	(NIA sqm)	(NIA sqft)
Basement	Plant	440	4736	0	0
Ground floor	Reception (Class E and/or Sui Generis)			142	1528
Ground floor	Retail (Class E and/or Sui Generis)	1320	14208	535	5759
Level 1 / Mezz	Office (Class E)	1320	14208	934	10053
Level 2	Office (Class E)	1374	14790	1032	11108
Level 3	Office (Class E)	1374	14790	1032	11108
Level 4	Office (Class E)	1374	14790	1033	11119
Level 5	Office (Class E)	1374	14790	1033	11119
Level 6	Office (Class E)	1374	14790	1033	11119
Level 7	Office (Class E)	1298	13972	960	10333
Level 8	Office (Class E)	1301	14004	960	10333
Level 9	Office (Class E)	1261	13573	924	9946
Level 10	Amenity (Class E)	360	3875	60	646
Total (m2)		14170	152525	9678	104173

—Area schedule

Proposed development GEA and NIA areas (refer to appendix A schedule of areas for more detail)

4.9 Sustainability

Environmental and Wellbeing Strategy

The strategy aligns with the one developed for the consented in 2023 scheme with the development aiming to align with the ambition of the Manchester Climate Change Agency (MCCA) roadmap to net zero carbon for new developments. The MCCA strategy targets reducing energy demands, measuring embodied carbon in-use performance and low-carbon energy supply .

The developed approach for the scheme is to focus on targets that better benefit people and the environment of the development by selecting the most appropriate elements of various certification schemes to reflect project specific aspirations, requirements and constraints. The development employs a bespoke solution that captures elements of BREEAM, WELL Building Standard, NABERS and other guidance. The revised scheme also targets to achieve upfront embodied carbon of 600kgCO2e/m2 or less. The sustainability targets are summarised below:

- Embodied carbon modules A1 - A5 – To align with Manchester’s Roadmap to Net Zero Carbon, the proposed development should target an upfront embodied carbon of <600kgCO2e/m2 (Lifecycle modules A1-A5).
- Whole life carbon modules B-C - Along with the upfront embodied carbon target, the development will aim to meet a target of 370kgCO2e/m2(GIA) for modules B-C, therefore meeting the ambitions set out in the Roadmap to Net Zero Carbon New Buildings in Manchester.
- NABERS 5* – The Design for Performance, or NABERS, rating system uses operational energy modelling from early design stages to assess the intended output of the proposed development’s Landlord energy consumption and how this can be modified to allow for a more energy efficient design.
- BREEAM Excellent with aspirations for Outstanding - BREEAM targets encourage significant improvement to Approved Document Part L.
- WELL Enabled Gold with aspirations for Platinum– WELL is the first standard of its kind to focus solely on the health and wellbeing of the building occupants.
- Heat and Building Strategy – Released in October 2021 as a stepping stone to the Future Homes and Buildings Standard 2025, the Government’s Heat and Buildings Strategy outlines the mechanisms required to reduce the cost of low-carbon heating technologies to support transition away from fossil fuels.

For more details for the Poulton refer to Hoare Lea’s Sustainability statement and Energy Strategy accompanying this application.

4.10 Green & Blue Infrastructure

Existing green and Blue Infrastructure

The Site of the Poulton has no notable existing G&BI, however in close proximity to the proposed development are the following featuring:

- Directly North the River Medlock meanders around the Site.
- Plants and trees are established along the banks / walls of the River.
- Due to the man-made nature of the Site there is an absence of typical River habitats.
- A variety of plants can be observed growing from existing brickwork walls throughout.

Refer to the Mayfield Park Design and Access Statement for further details on the existing and proposed G&BI of the Site surrounding Poulton.

Proposed Green & Blue Infrastructure

Manchester's Green and Blue infrastructure strategy highlights the vision and objectives of the city to preserve, enhance and grow its natural green spaces and waterways, promoting the value of attractive and high environmental quality places for people and wildlife to enjoy.

The four key objectives defined in the strategy are:

- Improve quality of existing G&BI
- Use appropriate G&BI as component of new developments
- Improve access to G&BI
- Improve and promote benefits of G&BI

In response, the Poulton makes the following proposals to improve the G&BI infrastructure of the Site:

Environmental contribution

- External amenity flora and to aid pollinator insects population growth.
- Contribute to the wider River Medlock green corridor enhancements.
- Help to regulate climate change, combat urban heat island affect and improve air quality.
- Provide attenuation to manage flow of rainwater to below ground drainage.

Social contribution

- Benefits from access to natural space provided by Mayfield Park.
- Excellent access to local public transport links to wider G&BI.
- Creation of planted external roof terrace spaces for occupants to enjoy.
- Green publicly accessible foyer amenity space, creating early sense of community.
- Enhanced health and wellbeing of building users through beneficial materials and colours.
- Internal planting and views to the Park promote the benefits of biophilia and connection to nature.

Economic contribution

- Form part of the catalyst for regeneration, attracting people and businesses into the area.
- Improved creativity, enjoyment and satisfaction.
- Improved business productivity and reduced absenteeism.
- Improved profitability and growth.

4.11 Lighting Strategy

Spiers and Major

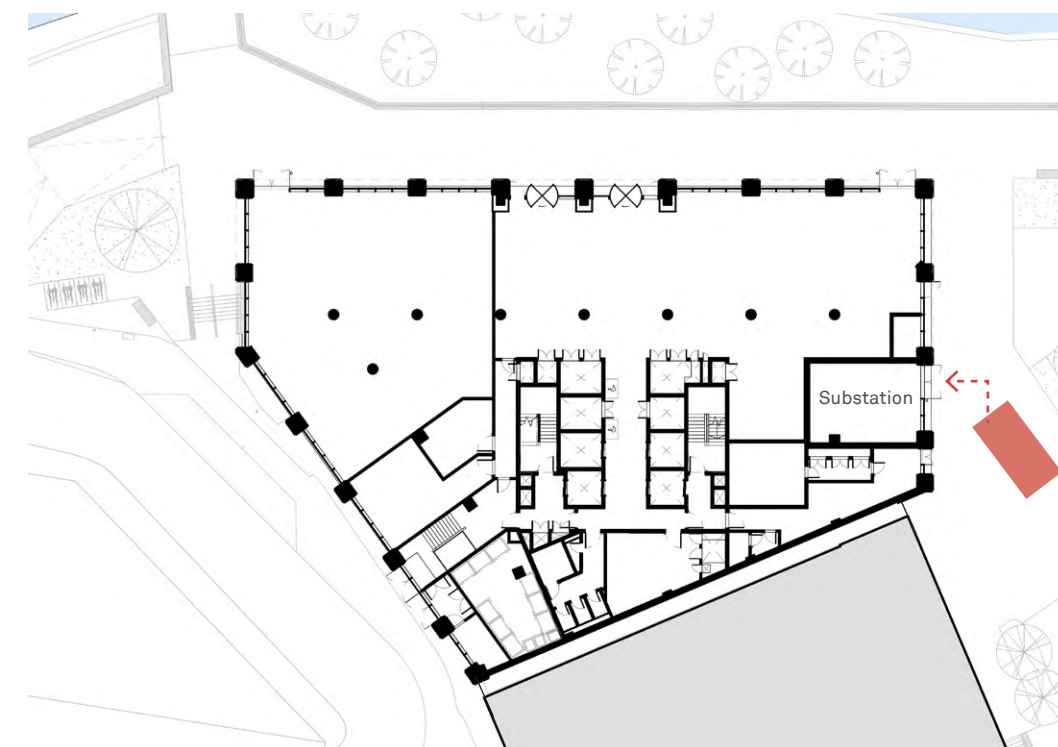
The approach to external lighting across the Mayfield SRF is important as it must act as a unifying and complementary strategy across all building and the public realm and provide a feeling of safety and security in the darker hours of the day.

For details of the external lighting strategy please refer to the Spiers and Major documentation.

4.12 Substation

ENW Substation

The substation is located at ground floor level on the south-east elevation, positioned specifically to be raised above the flood risk zone associated with Baring Street. The substation will have 24 hour secure external access, with vehicle entry from the serving area between the Poulton, Mobility Hub and the Republic.



—Ground floor plan
Highlighting substation location and access.

Public Realm

5.1	Context
5.2	Extending the Park
5.3	Public Realm
5.4	Public Realm - General Arrangement
5.7	Landscape Strategies

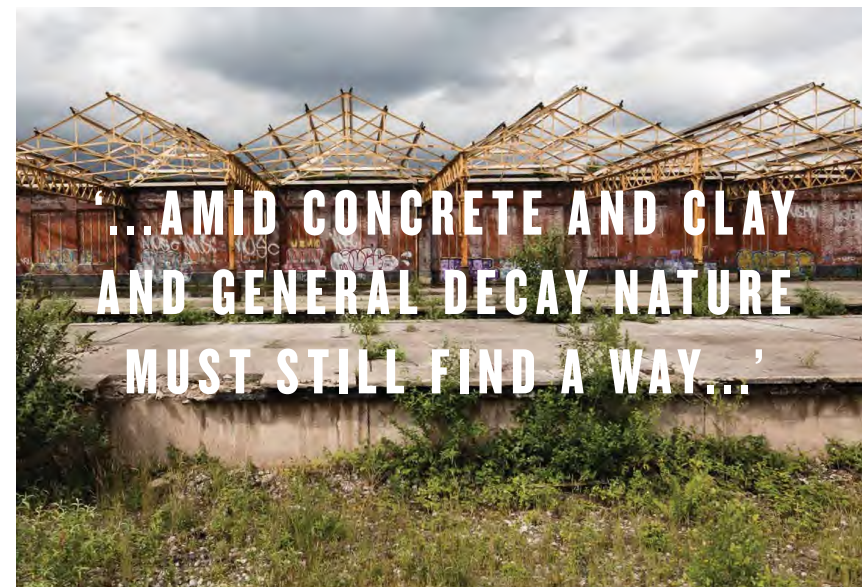
5.1 Context

A Park First Project

Mayfield Park was completed and opened to the public in September 2022. The Mayfield development is unusually a park first project as such the future landscape and public realm phases of the adjoining development plots will aim to extend and continue the quality of the park.

Mayfield's industrial heritage has had a huge influence on the design of the park. It was influenced by the site as it was found, its combination of post-industrial deterioration and colonising planting. The park design has looked to deliver and amplify a nature meets industrial situation and deliver a greenspace with a strong Mancunian grounding and authenticity.

The spatial concept for the park is 'a sequence of spaces', not just one vacuous greenspace but a series of interlocking character areas organised by the meandering river which naturally creates separation between areas as it snakes through the greenspace. The consideration behind this is that a park with multiple character areas can provide more for a variety of users. The phase 1 public realm will continue these design themes to provide the next sequence of space within a wider park setting.



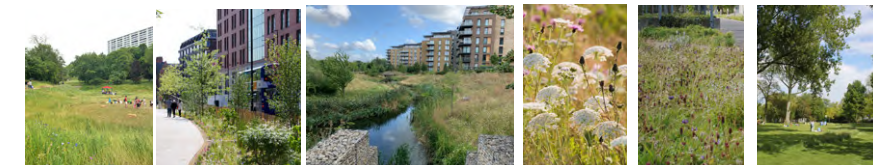
—Mayfield Park Vision



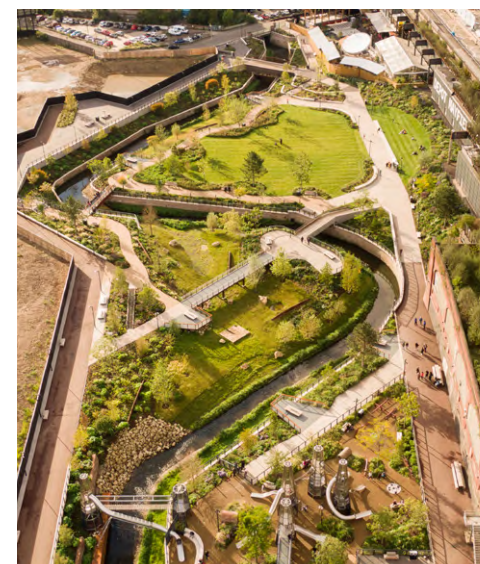
—Mayfield Park Concept
Urban to Wild/Sequence of spaces



—Industrial materials



—Natural planting aesthetic



—Phase 1 Park completed in September 2022

5.2 Extending the park

Buildings In The Park

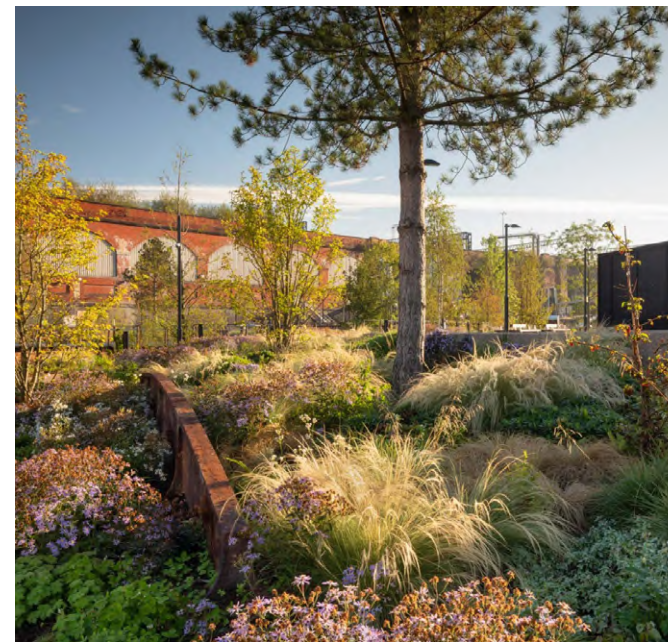
The public realm around the Poulton, Mobility hub and Republic aim to create a park setting. This is about openly interfacing and connecting to the completed Mayfield Park and also embedding more planting, park features, creating a stronger internal and external relationship between buildings and landscape and extending character planting areas to the different spaces in between and around the various building plots.

The following design moves explain how we propose to achieve this:

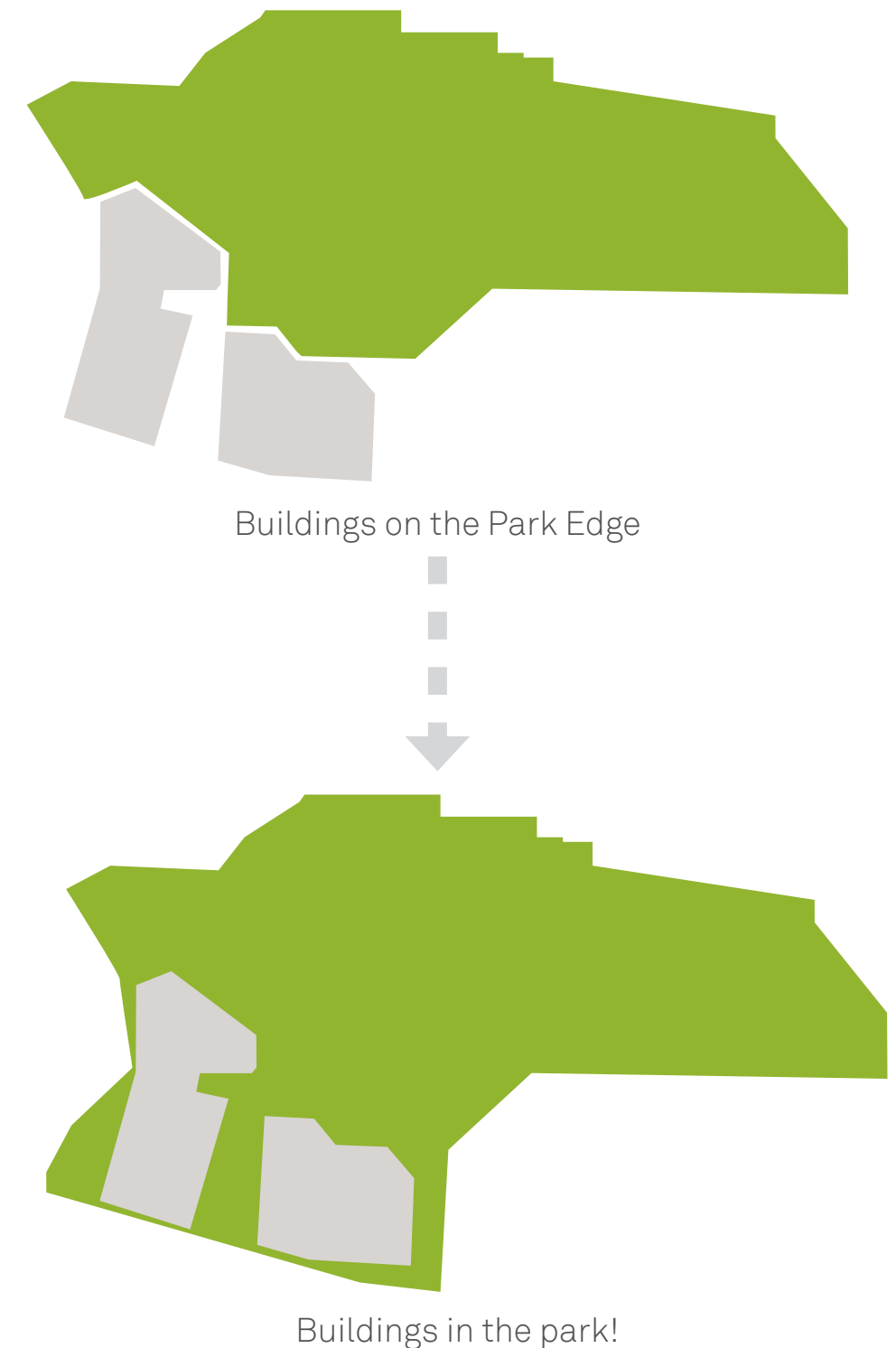
- Introduce more planting, ecology and rain gardens
- Continue the language of bridges, platforms and structures
- Blur landscape to building interfaces by extending floor finishes into ground floor areas
- Respond to ground floor uses making space for outdoor dining
- Create better defined building thresholds by framing entrances with planting
- Extend strong planting characters into all phase 1 public realm areas



—Canal Reach, Kings Cross
Planting up against buildings and columns



—Mayfield Park
Variety of planting tones and textures



5.3 Public Realm

Poulton Within The Wider Masterplan

The adjacent sketch plan illustrates the setting and location of the Poulton within the wider masterplan and its strategic position adjacent to the Park and main entrances into the development.

The Mobility Hub and the Republic fall under separate applications, and contribute to the quality of the Mayfield public realm.



—Emerging Phase 1 public realm sketch plan

5.4 Public Realm - General Arrangement

Poulton Public Realm

The public realm around the Poulton has largely stayed the same. The continuation of the blue brick creates a stronger relationship between the park and buildings whilst the increased level of soft landscaping improves the overall environment and connection with the park. The entrance has been developed to better align with the key bridge connection into the park.



—Previous planning application illustrative plan (2023)

Key

- 1. Extended existing rain garden with feature tree
- 2. Stepped access
- 3. Existing sloped access to main entrance
- 4. Materiality to match Baring Street
- 5. Loading Bay
- 6. Continuation of the external spill out from ground floor use
- 7. Opportunity for external spill out from ground floor use
- 8. Existing riverside walkway



—The Poulton public realm sketch plan

5.5 Landscape Strategies

Sustainable Urban Drainage

Sustainable drainage is an integral part of Mayfield Park. There is a variety of SUDs techniques that have been used to limited the amount of traditional surface water drainage and encourage a variety of planting.

We are looking to introduce some of these elements within the Phase 1 public realm. These include:

- Rain Gardens
- Positive falls to soft landscape
- Increased areas of soft landscape



—Rain gardens
Provides an opportunities to hold and soak surface water whilst increasing the variety of planting types



—Positive falls to planting
Allowing the opportunity for all impermeable surfaces to fall towards soft landscaping



—Increased areas of soft landscape
The reduction in hard standing will naturally slow the flow of surface water



- Rain Garden
- ↗ Falls to existing openings in wall

Materials

Mayfield Park's materials palette plays a key part in the Mancunian grounding and creation of an authentic park. The design has looked to the existing site for influence which has meant resisting the temptation to import fashionable materials from far and wide. Instead, the hard landscape in particular pays tribute to the site's industrial heritage. These materials also contrast and compliment the wild aesthetic of the soft landscape.

The Phase 1 public realm around the Poulton will be a continuation of the material palette found within the park.

All of the hard materials are UK-sourced. To maintain the site's post-industrial aesthetic and Mancunian authenticity we've chosen materials to reflect the details and features we found when we first visited site back in 2016. Concrete uses locally sourced aggregates, including red/pink tones that reference the warmth of the various nearby red brick mill and station buildings. Staffordshire blue brick references the striking blue brick datum of the adjacent depot building and will be sourced from Staffordshire. Natural stone flags are proposed to tie into Baring Street and the wider network towards Picadilly Station.



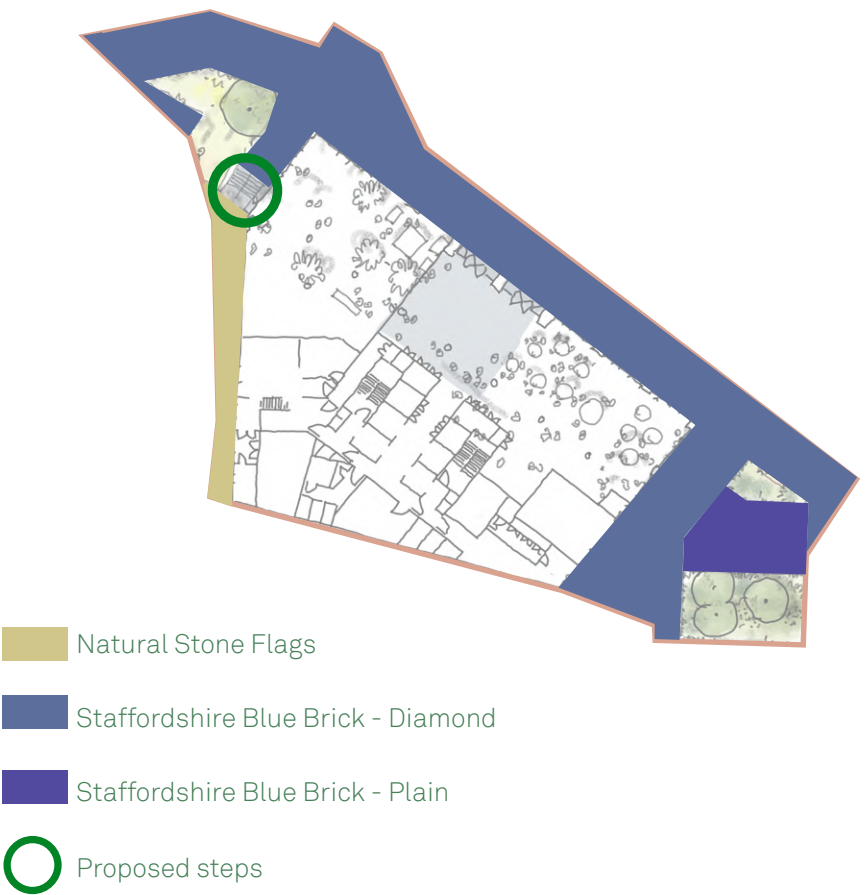
—Staffordshire blue brick paving
To match the riverside walkway footpath within the park



—Steps
To match steps within Mayfield Park.



—Natural stone flags
To match the paving installed along Baring Street



Planting

Mayfield Park features a naturalistic planting design that can adapt to changing climate conditions. The design includes sequences of different plant arrangements, planting beds, and grasslands, to create journeys through distinct character spaces. Planting is mindful of both dry and wet extremes. The plant mixes creates a visually striking yet functional landscape that is able to withstand the spectrum of different environments of the site. Sustainable Urban Drainage Systems are integrated throughout.

For the Poulton public realm the planting will provide the next sequence and series of planting characters. These characters will follow the overall aesthetic established in the main park area but given the shadier aspect of many of the public spaces adjacent to buildings we will propose planting more suited to shade and semi shade. We also intend to use more structural evergreen shrubs and ground covers in these areas to ensure the planting in close proximity to building uses has a lush year round impact.

A prominent specimen tree is proposed within the gateway planting bed to signify the entrance and arrival into Mayfield along the southern walkway.

Tree Planting

Mayfield Park contains 140 newly planted trees with 43 different species. This variety creates seasonal interest, increased climate resilience and biodiversity. The species selection also responds to the varying micro climates across the park; from south facing dry banks to river edges.

The trees within the Phase 1 public realm will help create a pedestrian friendly environment and frame key entrance points to the buildings.

Trees are used in two distinct ways around the Poulton. One being within rain gardens to support the SUDs features and the second will be to create a key wayfinding arrival moment to the front of the Poulton.



—Gateway planting

Variety of herbaceous planting amongst grasses to provide seasonal interest.



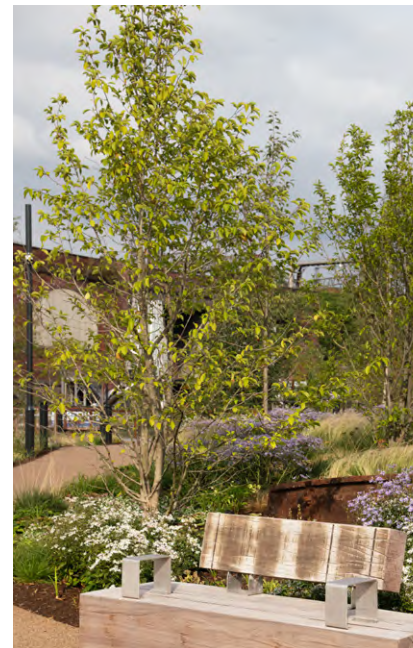
—Shade tolerant planting

Variety of textural shade tolerant shrubs and plants to create a different planting character between the buildings.



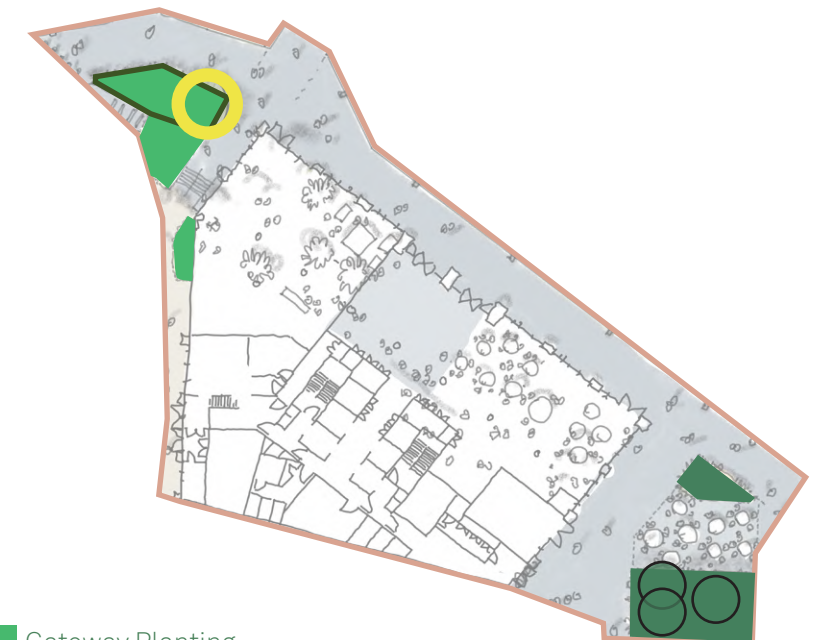
—Precedent image of Specimen Tree

Focal arrival tree signalling the gateway into Mayfield.



—Trees within Mayfield Park

Variety of trees across Mayfield Park



- Gateway Planting
- Existing Gateway Planting
- Shade Tolerant Planting
- Specimen Tree
- Trees within rain garden

Street Furniture

The street furniture within the park reflects Mayfield's industrial past and simple palette of materials.

From standalone benches to informal low concrete wall benches, the variety of seating will provide opportunities for groups and individuals to populate areas across the park. Smaller seating will be found along the quieter secondary routes whilst larger, integrated seating will form part of the main focal areas of the park.

Other furniture such as litter/recycling bins, bollards, cycle stands and water fountains are distributed throughout the Park.

There will be seating opportunities along the Riverside Walkway looking out towards Mayfield Park and each building. Opportunities for spill out areas for ground floor building activation will be provided.



—In-situ concrete wall/bench
Exposed aggregate vertical face and polished horizontal face as per concrete walls and informal seating across the park



—Large timber and corten bench
Relocated and proposed timber and corten benches matching the ones within the park



—Corten cycle stands
Relocated and proposed corten cycle stands matching the ones within the park



—Flexible moveable furniture
Furniture to be introduced outside ground floor units to provide spill out space

Access

6.1	Access Strategy
6.2	Inclusive Access
6.3	Inclusive Access Provision
6.4	Criteria for Inclusive Design
6.5	Access & Circulation Strategy
6.4	Cleaning & Maintenance
6.6	Servicing
6.7	Cleaning & Maintenance
6.8	Safety & Security
6.9	Fire Strategy

6.1 Access Strategy

Introduction

The purpose of this statement is to explain the thought process and analysis behind the proposal on all considerations concerning access to and from the building. It is split into several sections to cover topics relating to inclusive design, vehicular and transport links, cleaning and maintenance, servicing, cycle facilities and fire strategy.

Pedestrian Access

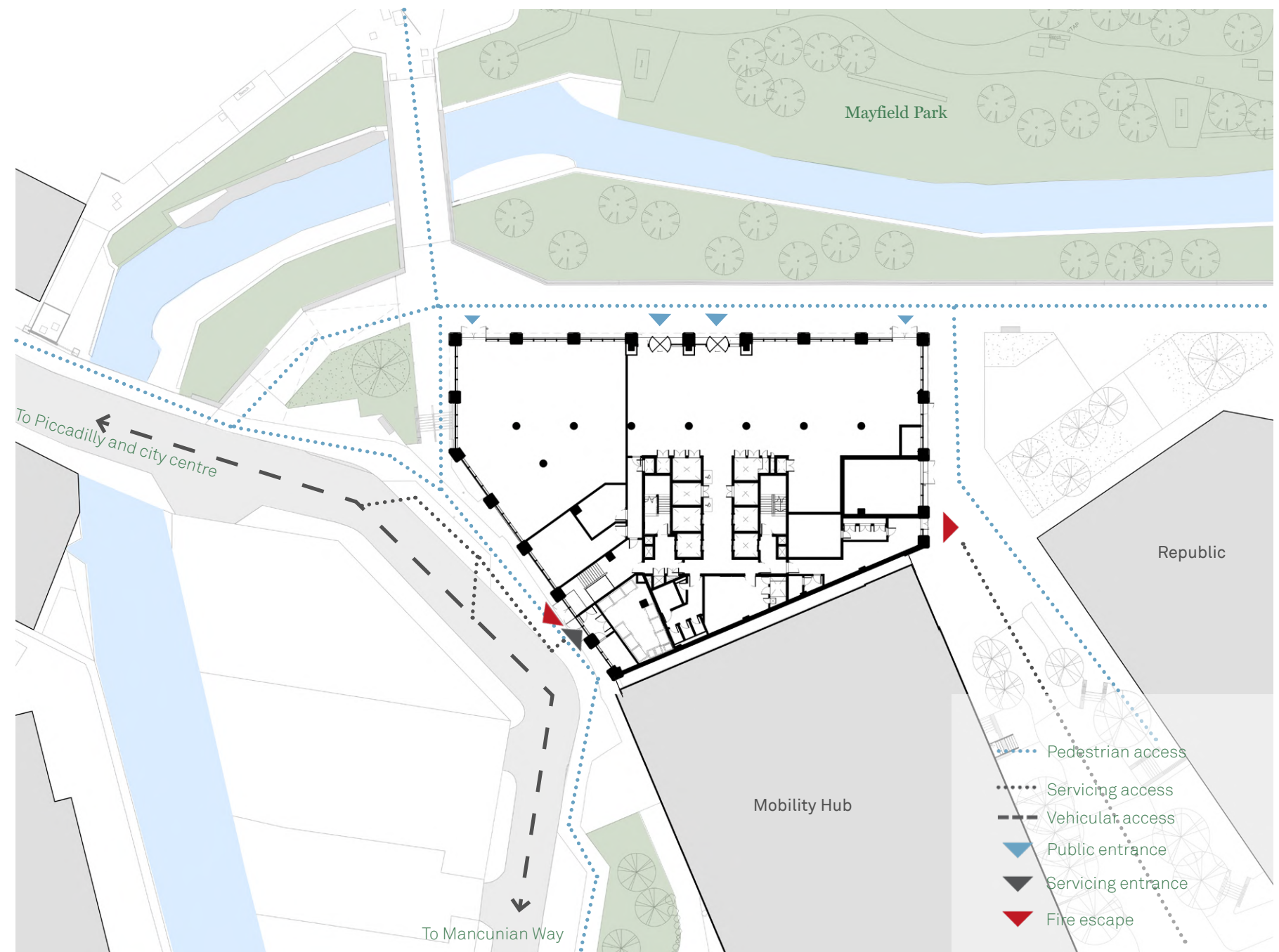
The Primary pedestrian route from the city centre and Manchester Piccadilly is from the North via Baring Street and along the bridge from the park. To provide accessibility the public realm has been ramped to offer all pedestrian access points to the North and East of the proposed development with a consistent level threshold.

From the South and the Mobility Hub a highways footpath route is provided to the external ramp and same route into the development.

Vehicular Access

On the west side of the proposal Baring Street provides the main vehicular access for drop-off, waste collection, deliveries and servicing. Fire services and substation access is planned via the servicing route between Poulton and the Mobility Hub on the west and the Mobility Hub and the Republic on the south-east.

There is no proposed car parking or cycle storage as part of this application, with the Mobility Hub offering provision for the development and wider Mayfield masterplan.



— Ground floor site plan
— External access to proposed development.

6.2 Inclusive Access

The Scheme

The proposed development is a new ten storey office building (Class E) with retail spaces at ground floor (Class E and/or Sui Generis) as part of the Baring Street campus of the Mayfield SRF development. The existing buildings and structures on the site have been cleared prior to this application. There is no car parking on site but the ground floor will contain refuse and plant.

Purpose of the Report

This Access Statement has been prepared to support the Planning Application for the proposed development. The project requires the approval of Manchester City Council and describes and appraises the inclusive design provisions.

Scope of report

This Access Statement describes how the design proposals has been developed with consideration and understanding of the principles of inclusive design.

The scheme has been designed with specific regard to disabled people as:

- Occupants of the development.
- Visitors to the development.

The Access Statement does not describe or evaluate any part of the development that is used solely for inspection, repair or maintenance of any service or fitting, in line with the scope of Schedule 1 of Approved Document Part M (2015 edition) to the Building Regulations 2010.

If a disabled person requires access to these areas as part of their work then their employer is expected to take all reasonable steps to ensure that there are no barriers to them carrying out their work. Any building adjustments that are required would be carried out retrospectively as and when the need is identified.

The meaning of 'disabled' in this Access Statement is the definition stated in the Equality Act 2010.

Method of Review

The Access Statement describes the access provisions using a sequential journey through the proposed building layout. It progresses into the building entrances, circulation and facilities, ending with emergency evacuation. The report considers the requirements of all users, notably those with mobility impairments, blind and partially sighted people and people who are deaf. In doing so it is implicit that issues relating to older people and people with small children are also considered where relevant. Step-free external and internal routes, lifts, stairs, WCs and other access features are highlighted on plans throughout this document.

The standards

The main access standards and regulations referred to in writing the access statement are:

- The Building Regulations 2010, Access to and Use of Buildings, Approved Document M, HMSO, 2015, 2020 and 2024 editions;
- The Building Regulations 2019, Fire Safety, Volume 2- Buildings other than Dwellings, Approved Document B, HMSO, 2019 edition incorporating 2020, 2022, 2025, 2026 and 2029 amendments;
- The Building Regulations 2010, Protection from falling, collision and impact. Approved Document K, HMSO, 2013 edition;
- British Standard 8300-1&2:2018 Design of an accessible and inclusive built environment - Code of Practice, British Standards Institution;
- British Standard 9999:2017 Fire Safety in the Design, Management and use of Buildings - Code of Practice, British Standards Institution.
- Manchester City Council, Design for Access 2, 2003

Interpretation of the Standards

While frequently used documents such as Approved Document M and BS 8300:2018 +A2010 – Design of Buildings and their Approaches to Meet the Needs of Disabled People, provide general advice, other guidance may be more specific.

Access standards are in a continuing state of development with no single authoritative document as a source of reference. Instead several separately authored documents have to be referred to, inevitably revealing anomalies and contradictions. This report also seeks to interpret those standards where there is an absence of clarity.

Overview of Proposals, Access Aims

The project team aims to achieve the following as part of the design development process:

- To maximise access to all parts of the development, its facilities and services for people who are tenants, visitors and members of staff regardless of disability and as required by local, regional and national policy;
- To ensure that required standards for accessibility are met at the outset and as part of mainstream inclusive design wherever possible;
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment;
- To address the anticipated, substantial increase of older people in proportion to the working-age population and their future needs;
- To meet the aims of the Equality Act (2010), where applicable;
- To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people and inclusive design.

6.3 Inclusive Access Provision

Summary

The proposals for the development at this stage demonstrate that a good level of inclusive design can be achieved.

Details of the access provisions are described in the following pages but in brief will include:

- Transport - close proximity to public transport via Manchester Piccadilly;
- Parking - no on-site car parking provision but the Mobility Hub is adjacent to the proposed development with disabled parking provision.
- Cyclists storage and showering facilities - no on-site cycle storage provision but the Mobility Hub is adjacent to the proposed development with disabled cycle storage and shower provision.
- Entrances - direct and convenient approach from street level, well defined within the building façade, and logically located in relation to the surroundings of the Poulton;
- Lifts - four lifts in building core to enable back-up in case of lift failure / maintenance and reduced waiting time.
- Circulation - step-free circulation routes at each level (exception to plant spaces only within roof level).
- Escape - internal escape routes suitable for independent escape, with the availability of two Fire fighting lifts to assist with the safe and efficient evacuation of disabled people if needed;
- Deliveries and services – scissor lift provided for level change and ease of goods and waste movement on the west of the building, level access from the south-east.

Please see set of drawings in this section of the statement to illustrate the strategy.

Office and Amenity / Public Provisions

The commercial elements of the development will comprise of nine floors of offices (Class E), public amenity spaces at ground floor (Class E and/or Sui Generis) and a private managed amenity space for the tenants at level 10 (Class E).

Parking

- No provision for accessible parking within the building, provision instead made within the adjacent Mobility Hub.
- Disabled visitors arriving by taxi will be set-down and collected at Baring Street and / or within 50m of the principal entrance to the offices and amenity space.

Entrances

- The main building entrance will include automatic opening.
- Secondary entrances serving the foyer amenity space will be subject to detail design and Cat-B fit-out and required to meet Approved Document Part M standards.

Circulation

This area will be subject to Cat-B fit-out and compliance with Part M standards.

Emergency Egress

An egress strategy to protected lobbies and refuges will be the responsibility of each office and amenity tenant.

Entrance and Foyer

The main entrance along the north elevation will be serviced by two revolving doors and adjacent power-assisted pass doors. The retail units will have independent entrances proposed at either end of the north elevation.

The power-assisted pass doors at the entrance also serve as fire escape doors for the reception area. The hours of operation of the retail unit doors are subject to tenant management.

The office principal entrance is to be designed to meet the Building Regulations Part M (Section 2) standards and include:

- Manifestation to glazed screens and doors, dependent on their detailed design;
- Any out-of-hours intercom will be located to suit wheelchair users and have a speech reinforcement system included;
- Transitional lighting from outside, and into the foyer will have similar lighting levels;
- An entrance matting area will be provided to remove water as people arrive at the office foyer;
- The internal finishes will seek to avoid highly reflective surfaces that might confuse or disturb people with sensory disabilities, and use materials with adequate slip resistance to the floor surfaces especially when wet.

The reception desk to the office entrance will be located in full view of the entrance doors and fitted with an induction loop. This will ensure that reception staff are able to identify and offer assistance to those visitors and staff who need help when entering or leaving the building.

Terraces

Private on floor terraces are located on levels 7 and 9 and a communal terrace is located on level 10 (refer to previous page). Floor finishes to all terraces will be selected to have appropriate slip resistance.

Vertical circulation - lifts and stairs

The proposed lifts and stairs within the building core provide a consistent and legible arrangement, connecting the upper office levels with the basement, ground floor reception and entrance foyer. This clarity of layout will support intuitive wayfinding throughout the building.

All lifts will be designed to meet the requirements of Approved Document Part M as a minimum, as well as BS EN 81-70, including appropriate controls for people with sensory impairments.

Internal Stairs

The core includes two principal stairs, both serving as fire fighting and escape stairs, providing access to all office levels. Both stairs extend to the roof level to serve the amenity space and communal terrace. At ground level, a separate stair flight provides access to the service entrance and refuse store for maintenance purposes. One of the principal stairs also extends to the basement level.

All stairs will be designed to meet the requirements of Approved Document Part M in terms of profile, riser configuration and handrails, with reference to BS 8300:2018 as best practice guidance where appropriate.

Fire escape stairs will also be designed in accordance with BS9999:2017 and Approved Document B.

Toilets and showers

The toilet provision has been developed in accordance with Approved Document T (AD T), the associated Approved Code of Practice (ACOP), BS 6465-1 and relevant BCO guidance. All cubicles are designed to meet the minimum dimensional requirements set out in Approved Documents T and M.

Across the office floors, a mix of male, female and universal self-contained WCs is provided, including ambulant and accessible cubicles. The proposed approach to the balance of gender-specific and universal provision has been discussed with Building Control at an initial stage, with formal agreement to be confirmed at the next stage of detailed design.

Accessible WCs are provided at each level, with layouts designed to accommodate both left-hand and right-hand transfer arrangements, allowing users to select facilities that best suit their needs. The location of toilet cores is consistent across all office floors, supporting clear wayfinding and ease of use. Travel distances to WCs are maintained within approximately 40 metres.

An accessible staff shower is provided at ground floor level. Additional shower and changing facilities are available within the adjacent Mobility Hub, in line with the wider Phase 1 masterplan strategy.

Wayfinding and orientation

Signage for the building both internally and externally for each occupancy will be located at strategic places and within the central circulation areas at ground level to enable people to navigate easily.

The proposals will be subject to detailed consideration for internal signage at a later stage as part of a tenants fit-out scheme.

Communications

The extent of provision of hearing enhancement systems depends upon future detailed requirements but these may include Induction Loop systems (or Inductive Couplers) at the entry points for staff and public, reception desk and at any security controlled gates and doors and the equivalent speech reinforcement facility at any safe refuge communication points.

Two way communications systems with inductive couplers will be provided within each lift car so that communication in an emergency can be successfully conducted with a person who has impaired hearing / or a speech impairment. This is subject to further specialist advice and most equipment will be provided as and when required by the occupants in the tenanted areas.

The base build will ensure that such installations can be potentially accommodated.

Management policies, practices and procedures

The effectiveness of the access provisions of the building will be dependent on how well the building's management policies and procedures are implemented. Whilst this is not a duty placed directly upon the designers or developers there will be an implicit requirement for suitable handover procedures that will enable the building management and individual tenants to plan and accommodate any special needs of the occupants. This includes the awareness and training of staff responsible for day-to-day contact with the people.

Emergency escape

This guidance should not be relied upon in isolation of the fire strategy, which will take precedence. The safe evacuation of people, including those with disabilities, will be of paramount importance in the fire strategy and evacuation plans for each part of the accommodation.

Vertical escape will be by either fire fighting lifts or protected stairs.

The following measures will be considered in addition to a full fire strategy report and plan:

- An approach to assess the building for risk and to plan a fire evacuation strategy that ensures best practice procedures for disabled people across the whole building.
- Management procedures for the occupants will need to include the training and provision of staff to assist with the evacuation of disabled people from their relevant parts of the building.
- Evacuation in an emergency for people who are unable to use the escape stairs will be either the use of a disabled stair evacuation chair or the use of the Fire fighting lift as part of an agreed strategy with the rescue services and the individual tenants throughout the building. This will require a management agreement with all tenants.
- All designated escape routes will allow people to reach a safe area or a safe refuge location (to await assistance) at each level where there is wheelchair access.
- Each safe refuge will have a two way communications system, within reach of a user sitting in a wheelchair at the location that enables people using the refuge to communicate directly with the fire controlling authority in accordance with BS 9999:2017.
- Alarm systems will provide visual as well as audible signals in an emergency where disabled people may be in an isolated location such as unisex wheelchair accessible toilets, and general toilets. An alternative method for using vibrating pagers may be considered where the occupants have established the individual needs of an occupant through a Personal Emergency Evacuation Plan (PEEP) assessment.

6.4 Criteria for Inclusive Design

Equality Act 2010

The majority of the Equality Act 2010 (the Act) came into force on October 1, 2010. The Act replaces various, separate anti-discrimination laws, including most of the Disability Discrimination Act 2005 (DDA) and subsequent amendments, with further sections replaced over a period of time. The Disability Equality Duty in the DDA continues to apply.

Disability is one of nine 'protected characteristics' defined by Part 2 of the Act. Definitions of discrimination are also described.

Service providers and employers will have ongoing duties, similar to those in the DDA, under the Equality Act. These duties might include removing physical barriers to disabled people, provision of aids and equipment and ensuring management policies and practices do not discriminate against disabled people.

The Act does not contain any specific requirements for the built environment and therefore has no relevance to 'compliance' in respect of physical building standards.

Planning and Compulsory Purchase Act 2004

In April 2010, the government introduced changes to the planning applications process. The circular Guidance on Changes to the Development Control System, effective from 10th April 2010, set out the formal requirements for Design and Access Statements to accompany most applications.

Building Regulations

- The Building Regulations 2010, Access to and Use of Buildings, Approved Document M, HMSO, 2015 edition;
- The Building Regulations 2010 (including 2018 amendments), Fire Safety, Volume 2- Buildings other than Dwellings, Approved Document B, HMSO, 2019 edition;
- The Building Regulations 2010, Protection from falling, collision and impact. Approved Document K, HMSO, 2013 edition;

The Regulations recognise that alternative design solutions to those illustrated within the guidance may be adopted, provided they can be demonstrated to achieve an equivalent or improved level of

performance. Approval of such approaches confirms that the building meets appropriate standards of accessibility for disabled people, in accordance with the requirements of the Equality Act 2010.

British Standards

- British Standard 8300-1&2:2018 Design of an accessible and inclusive built environment - Code of Practice, British Standards Institution;
- British Standard 9999:2017 Fire Safety in the Design, Management and use of Buildings - Code of Practice, British Standards Institution.

These standards include guidance for the safe evacuation of disabled people from buildings in an emergency.

Policy

- National Planning Policy Framework (NPPF), Ministry of Housing, Communities and Local Government, 2024

The NPPF emphasises that developments should create inclusive and accessible environments that are safe, welcoming and usable for all members of the community. It requires that planning decisions ensure developments function well for a wide range of users, including disabled people and those with differing mobility and access needs.

This is supported by local planning policies, which seek to ensure that buildings and spaces are designed to be inclusive, enabling equal access to employment, services and facilities.

Regional policy

- Manchester City Council, Design for Access 2, 2003

Manchester City Council expect developments to comply with standards detailed in its 'Design for Access 2' manual, which identifies the City's philosophy and approach to inclusive design.

General guidance

- Design and Access Statements – How to Write, Read and Use Them, Commission for Architecture and the Built Environment (CABE), 2006
- Guidance on Information Requirements and Validation, Department for Communities and Local Government, 2010

- Access Principles, Disabled Persons Transport Advisory Committee (DPTAC)

All access statements should recognise the DPTAC principles in advising Government and industry, which are as follows:

- Accessibility is a condition of any investment;
- Accessibility must be a mainstream activity;
- Users should be involved in determining accessibility.

Principles of inclusive design

The following key points about inclusive design are from Cabe's 2006 publication 'The Principles of Inclusive Design - They Include You', which also gives more detailed explanations of each point:

- Inclusive design places people at the heart of the design process.
- Inclusive design acknowledges diversity and difference.
- Inclusive design offers choice where a single design solution cannot accommodate all users.
- Inclusive design provides for flexibility in use.
- Inclusive design provides buildings and environments that are convenient and enjoyable to use for everyone.

Generally the scheme design will be developed to ensure that:

- Décor will distinguish the walls from the floors, and doors within walls to all circulation spaces and corridors;
- Any highly reflective surfaces will be carefully chosen so that they avoid causing confusion or might disturb people with sensory disabilities;
- Doors on all circulation routes will be designed with minimum opening pressures of less than 30 Newtons or where this is not possible are either power assisted or on hold open devices;
- All doors on routes to be used by people in wheelchairs will have 300 mm offsets and will be a minimum of 800 mm wide per leaf unless power operated or held open;
- Corridors and lobbies will meet Building Regulations Part M standards and doors that open across corridors will be recessed.

6.5 Access & Circulation Strategy

External Access

Access along the north elevation of the building, where the main entrance and retail entrances are located, is provided via a ramp and a set of stairs from Baring Street. Several glazed double-door entrances are provided direct from the external pavement. These doors are used for both general access and fire escape provision and will include manifestation where required.

The service / waste collection area on the west is accessed from Baring Street. An internal scissor lift is provided to address finished level difference and aid in the movement of goods and waste. The BOH access on the east for the plant areas is step free. A secondary access for deliveries is also provided for the retail unit on the east.

Key

External wheelchair accessible route

Internal wheelchair accessible route

Security access point

Main entrance

Retail entrance

BOH access

Passenger lifts

Scissor lift

External steps in landscape

—Ground floor plan
Inclusive design strategy.

87

BENNETTS
ASSOCIATES

Ground Floor

Horizontal Circulation, Ground Floor

It is intended for tenants, visitors and building staff to enter the building via the main entrance facing the park. Direct routes are provided for tenants and visitors to quickly and conveniently access the reception and lift lobbies. The reception area and adjacent retail units are subject to Cat B fit-out.

Vertical Circulation, Ground Floor & Basement

All four lifts serve the ground floor level. The level difference between Baring Street and the rest of the ground floor is negotiated via a scissor lift and a set of stairs. It is intended for the scissor lift to be during tenant fit-out activities.

No lifts are required to serve the basement level which houses only plant spaces. A single escape stair serves that level with plant replacement and maintenance carried out via a access hatch located at ground floor within a BOH corridor towards the south-east of the building.

Toilet Provision

Toilet facilities for the reception area can either be delivered separately or as part of the adjacent retail unit provision.

The reception staff and building management staff share dedicated facilities provided separately from the retail units. Those comprise of shared unisex self-contained wheelchair accessible shower & toilet , and self-contained cubicles.



—Ground floor plan

Office Floors

Horizontal Circulation, Typical Office Floors

Each level has circulation routes that are step-free and can be reached from the ground floor foyer via lifts or stairs within the office accommodation.

It is intended for the lift lobby to be used as a primary route to access the office area. The bigger floorplates between levels 2-6 can also be sub-divided into tow tenancies. To maintain separate access and two ways of escape, in those instances the lift lobby would be extended, as indicatively shown on the adjacent plan.

Vertical Circulation

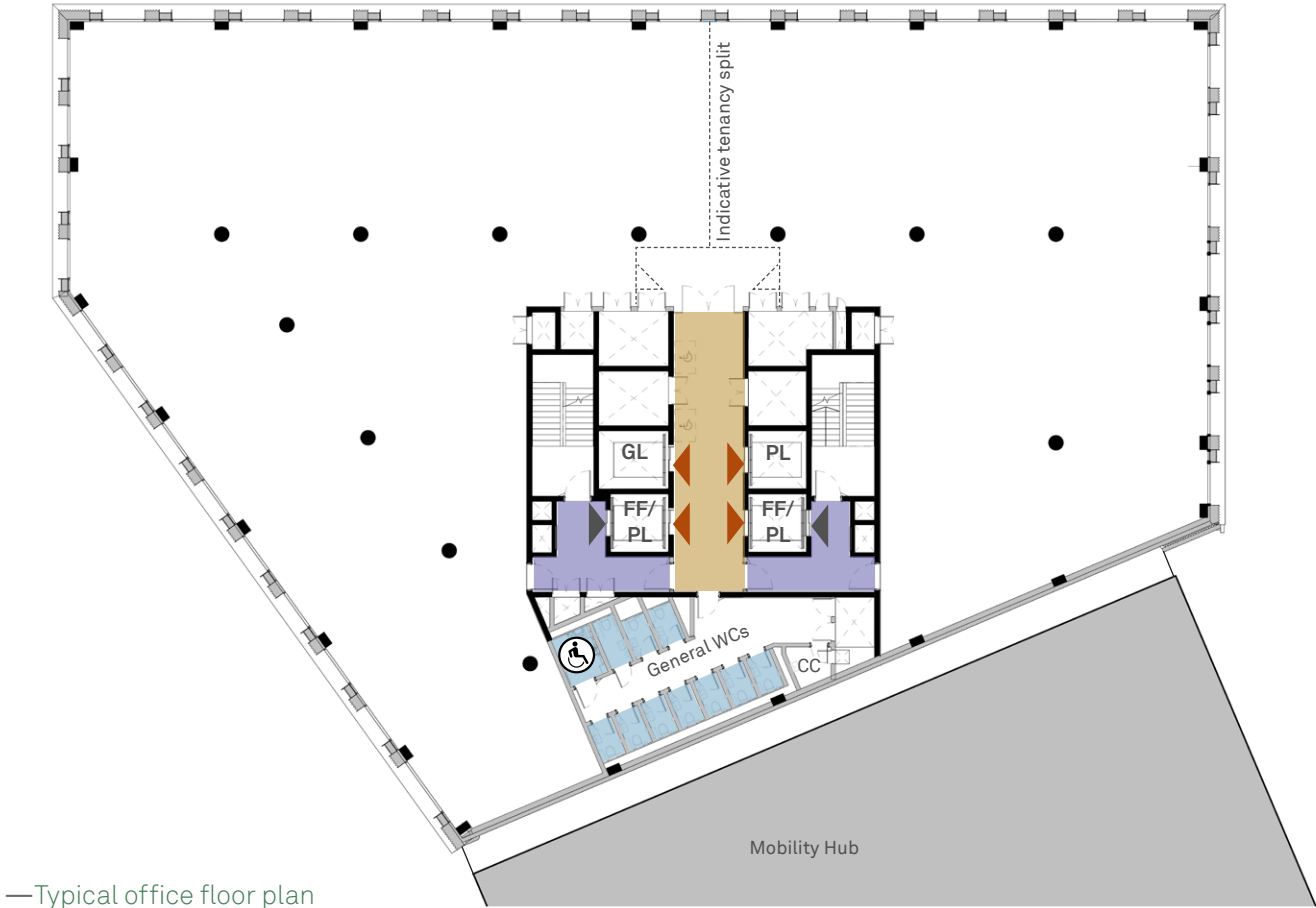
All four lifts serve the tenant floors up to level 09. Dual access fire fighting lifts provide principal access from the main lift lobby and secondary access from the fire fighting lobbies intended to be used only in the event of fire. For more information on the fire strategy, please refer to the fire strategy section of this report and the Fire Strategy Report by Hoare Lea.

Toilet Provision

The WC provision for the office floors has been developed in accordance with Approved Document T (AD T), the associated Approved Code of Practice (ACOP), BS 6465-1 and relevant BCO guidance. The strategy has also been informed through consultation with the client to ensure an appropriate balance between flexibility, inclusivity and operational requirements.

Across all office floors, the toilet provision is consistent and is based on the occupancy of the largest floorplate to ensure a robust and future-proofed approach. A coordinated strategy has been developed which combines guidance from the relevant standards with client requirements, providing a mix of self-contained cubicles, including both gender-assigned and universal provision. The overall number of WCs includes an uplift in line with BS 6465-1. A cleaner store is provided at every level within the toilet area.

- Key**
- Primary access lobby
 - Secondary access
 - Indicative tenancy split line and lobby
 - Escape stairs
 - Accessible WC
 - Self contained toilets
 - CC Cleaner Store
 - PL Passenger Lift
 - GL Goods Lift
 - FF Fire fighting Lift
 - SL Scissor Lift
 - Principal lift entrance
 - Secondary lift entrance used only in the event of fire



—Typical office floor plan

Level 10 - Amenity, Communal Terrace, Plant

Horizontal Circulation

Access onto the amenity space and roof terrace are step free from the core. The amenity space and roof terrace are subject to Cat B fit-out. Appropriate floor finish will be selected for the roof terrace to have sufficient slip resistance.

Vertical Circulation

Only three of the four lifts continue to serve Level 10 - the two fire fighting lifts and the goods lift, which is required as part of the plant maintenance strategy.

WC Provision

The WC provision is reduced in line with the reduction of occupancy at this level. An accessible WC and self-contained cubicles will serve the meeting room and terrace areas.

- Key**
- Primary access lobby
 - Secondary access
 - Indicative tenancy split line and lobby
 - Escape stairs
 - Accessible WC
 - Self contained toilets
 - CC Cleaner Store
 - PL Passenger Lift
 - GL Goods Lift
 - FF Fire fighting Lift
 - SL Scissor Lift
 - Principal lift entrance
 - Secondary lift entrance used only in the event of fire



—Level 10 plan

6.6 Servicing

Waste Collection

Office waste will be collected at each floor level and transferred via the goods lift to the dedicated refuse and recycling store. The store is located on the lower ground floor with direct access to Baring Street where highways alterations including a lay-by for the servicing of the Poulton. This external servicing area has been analysed using swept path analysis and demonstrates that the area is large enough to accommodate a 12m refuse vehicle.

The proposed refuse and recycling store includes Eurobin provision that has been sized based upon a daily waste collection for paper & cardboard and mixed recycling streams. Waste collection for residual and organic waste is assumed three times per week. The store currently provides at least two days' storage per waste stream for contingency.

As such a total of 14 bins are provided:

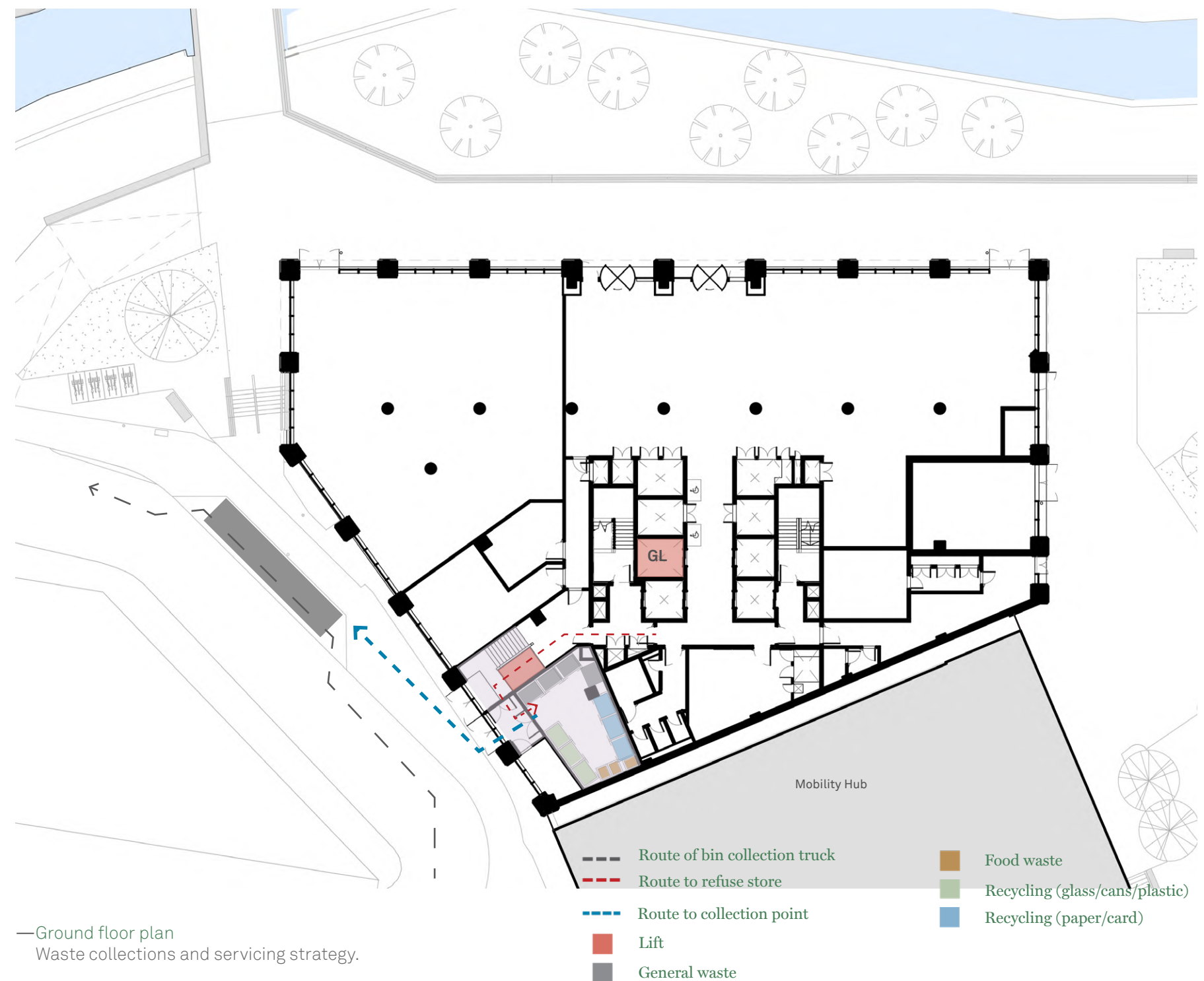
- 3no. 1100 litre bins for recycling glass, cans and plastic
- 3no. 1100 litre bins for recycling paper, card and cartons
- 4no. 1100 litre bins for general waste
- 3no. 240 litre bins for food waste

The approach to waste disposal and volumes has been advised by Buro Happold based on Manchester City Council guidance document GD 04 Waste Storage and Collection Guidance for New Developments. For more detail refer waste management strategy submitted as part of this application.

Servicing & Deliveries

In parallel with the waste collection strategy, the new lay-by provided as part of the Baring Street highways works will also be used to access the building for servicing. Using the dedicated / controlled servicing entrance and corridor to gain access to the goods lift, upper floors and foyer space. At this stage it is not possible to predict frequency or type of goods vehicle that may require access, but given the use of the proposal is predominantly office, the duration and quantity is likely to be fairly low.

All external services access into the building will be secure and controlled, with external 24 hour access also provided to the substation on the south elevation of the building.



Ground Floor Ventilation Strategy

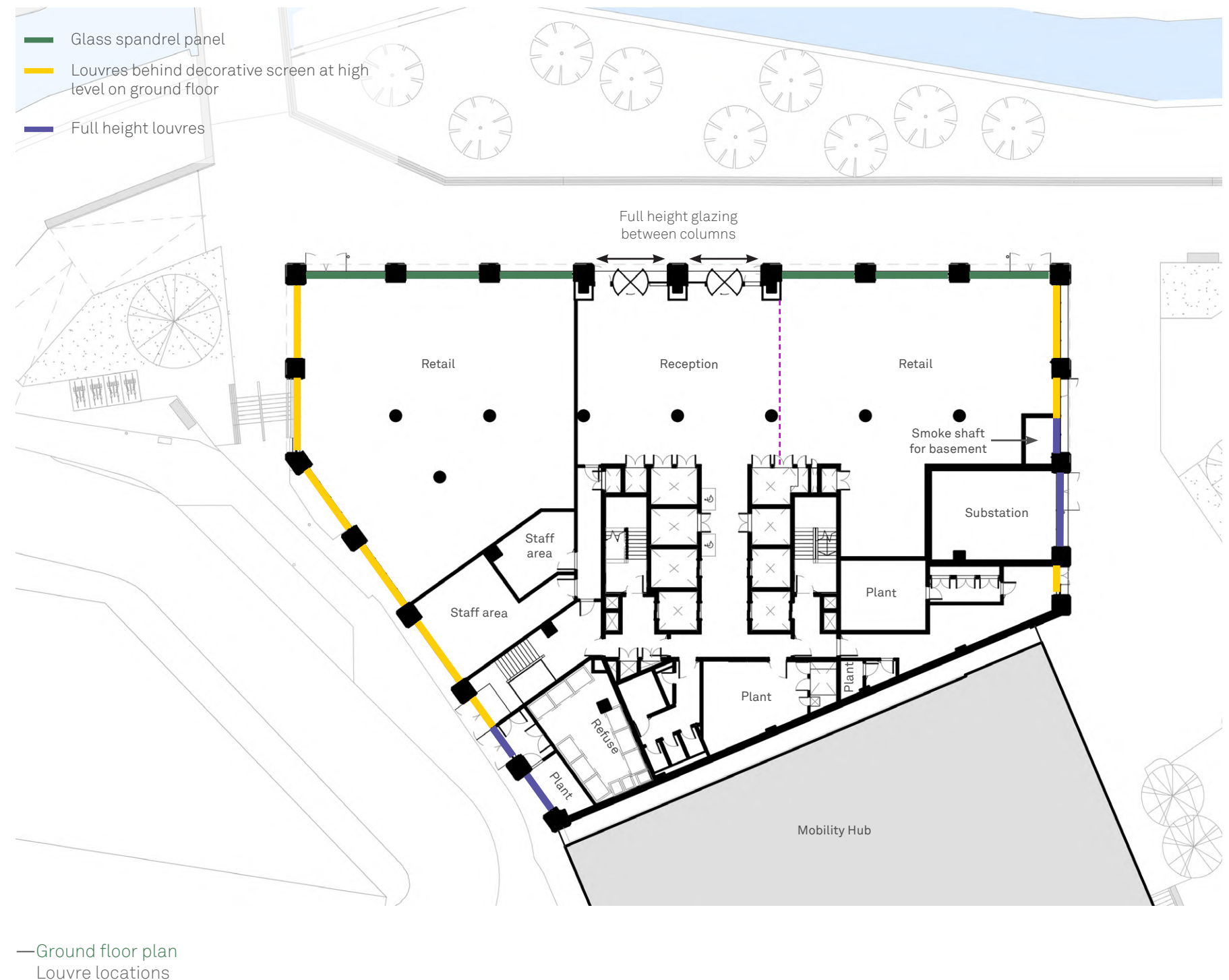
As part of the evolution of the scheme, the louvre strategy has been subject to detailed review. The 2023 consented scheme incorporated high-level louvres along the retail and reception frontages. Through the redesign process of the proposed 2026 scheme, the project team explored a range of options to reduce or remove louvres where possible.

The removal of all louvres was considered, however, this would have required all ventilation to be accommodated within the landlord system. This approach required a significant increase of riser sizes resulting in a notable impact on the efficiency of the floorplates and a significant reduction in lettable area on the office floors. Critically, this approach also resulted in a dramatic increase in roof plant which impacted the amenity and communal roof terrace areas to an extent where these were no longer feasible. As this terrace represents the only shared external amenity space within the building, its retention has been a key design priority.

In response, a coordinated and balanced approach has been developed. This includes a combination of landlord and independent ventilation systems across the ground floor uses, allowing the extent of louvres to be decreased significantly compared to the 2023 consented scheme. As a result, the primary elevation facing Mayfield Park has been maintained free of louvres, strengthening its architectural language.

Where louvres remain necessary, their location has been carefully considered and minimised. High-level louvres are limited to less prominent elevations and are intended to be integrated within the curtain wall system behind a perforated decorative screen to reduce their visual impact. Further detailed design of this treatment will be developed at the next stage to ensure a cohesive material language.

Full-height louvres are required in a limited number of locations to serve essential plant areas, including the refuse store, smoke shaft and substation. These elements have been positioned away from primary frontages and entrances wherever possible to minimise their impact on the public realm. As detailed design is progressed the design team will continue to explore opportunities to decrease the extent of louvres where possible.

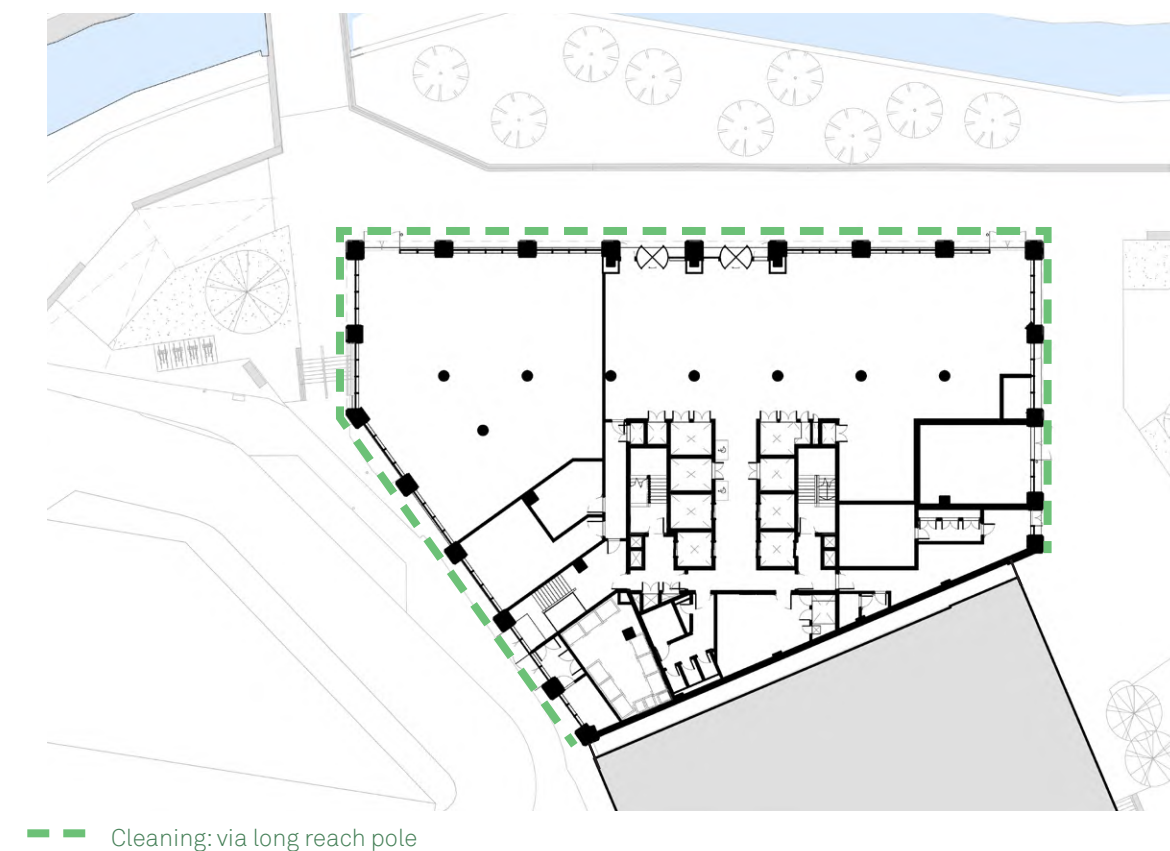


6.7 Cleaning & Maintenance

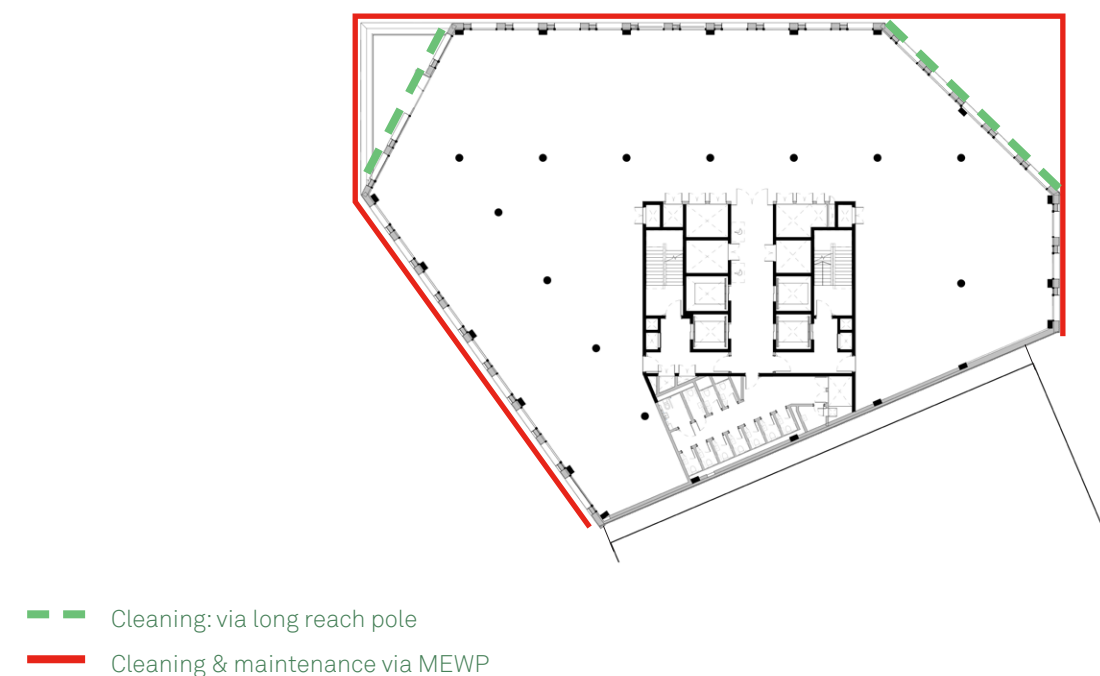
Facade Access Strategy

The strategy for cleaning and maintenance of the facade has been developed with input from a cleaning and maintenance specialist consultant. The curtain wall system along the base of the building can be cleaned and maintained from ground level with cleaning performed via a water fed long reach pole. At the upper levels cleaning and maintenance can be accommodated via MEWPs. The replacement strategy will be developed further with the specialist consultant once detailed design of the facade system is progressed at next stage. The access and maintenance strategy for the cladding on the south elevation facing the Mobility Hub will be developed further with input from D2E and the Main Contractor. For more information please refer to the appended Access and Maintenance information by D2E.

- Lower level access can be made from ground level. Set back access can be made from the external terraces. Cleaning to be performed via a long reach pole.
- External high-level access can be made by MEWPs from the ground.



— Ground to sixth floor
Cleaning and maintenance strategy.



— Fifth to ninth floor
Safety and security strategy.

6.8 Safety & Security

Crime Impact Assessment

The safety and security of employees, staff, and other users of the Proposed Development is absolutely critical to the success of the scheme, and has been given careful consideration. Consultation was undertaken with Greater Manchester Police during the design process on 13th March 2019 to discuss the layout and design of the building and to make any necessary design changes based on feedback received.

A Crime Impact Statement was produced for the wider Mayfield area in April 2019, with a consequential plot specific statement produced for the proposed development in September 2019 which is included in the set of documents submitted in relation to this planning application and should be review to assess risks and design considerations.

Consideration has been given to the physical security measures outlined in the Crime Impact Statement, and these features / standards will be incorporated into the scheme during the detailed design phase.

Refer to opposite summary of Crime Impact Statement recommendations and associated responses, to be developed during the detailed design stage of the Proposed Development.

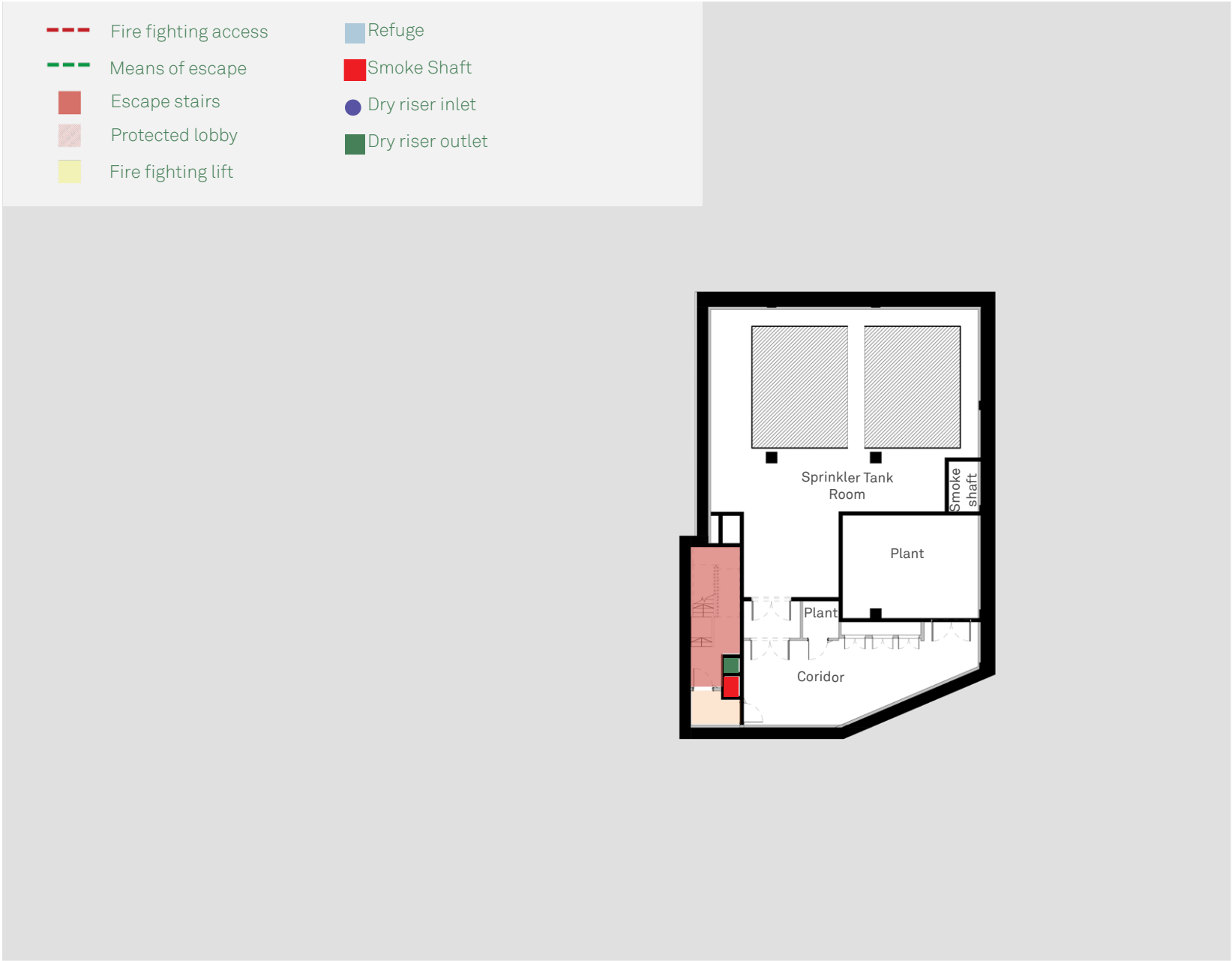
GMP Comment	Response
Consideration should be given to providing a access control doors for cyclists to access the cycle store at Ground floor, ensuring that genuine cyclist working within the building are able to use the amenities.	Access control to be provided on doors to into the cycle store.
Landscape generally. Any landscape features (hard or soft) should not impede natural surveillance of/from the adjacent buildings or reduce the effectiveness of lighting or any CCTV systems. Future soft landscaping growth and maintenance must be taken into account at the design stage. Hard landscape features should be designed to withstand casual acts of vandalism, and the potential impact on street furniture should be taken into account. Consideration should be given to the level of maintenance likely to be carried out when selecting landscape materials, in particular robustness and ease of repair or replacement following damage.	Landscaping to be developed in further detail during the detailed design stage in response to comments.
Ground floor glazed elevations to the premises should be protected from ram-raid type attacks by creative use of hard landscape features in the adjacent public realm.	The Baring Street elevation/glazing is raised above street level by approx. 1.6m. Works as part of the public realm works will restrict unauthorised vehicular access to the other elevations. (refer to SEW masterplan information)
Collection of rubbish should not involve leaving bins on the street for long periods of time following a waste collection.	As part of the proposed waste management strategy, the selected waste collection company will be responsible for moving and returning bins to the internal refuse store at the time of collection.
Access beyond the reception lobby should be controlled so that intruders cannot easily reach restricted parts of the building. Access to the stair core and lifts from the entrance lobby should require passage through access-controlled turnstiles or doors. The main entrance doors should be capable of being controlled remotely by reception staff if required, to prevent unauthorised access or nuisance/antisocial behaviour in/around the entrance lobbies.	Security gates are being provided to the lift lobby entrance, restricting unauthorised access to the upper floor. Access control override to be provided within the reception desk and/or security room.
It should not be possible for the staff/visitors of one office floor/suite to access another. All individual office levels or suites should be fitted with self-closing access-controlled doors, operated by staff swipe cards/fobs or by intercoms linked to individual receptions and all rooms within office suites should be capable of being deadlocked when unoccupied. Access to plant/service/storage areas should also be fitted with auditable access controls (authorised personnel only).	Doors to office / tenant floorplates, will be equipped with access control and self-closing / locking mechanism to preventing unauthorised access.
Staff should be given flexibility over permitting access into the building at different times of the day and night. The main entrance doors should be capable of being controlled remotely by reception staff if required, to prevent unauthorised access or nuisance/antisocial behaviour in/around the entrance lobbies. If the building is to be open at any time without a concierge or security presence in the lobby area, the main entrance doors should be secured and one of the single-leaf entrance doors should be controlled by means of a video access control system linked to each individual office suite (allowing staff to vet callers before allowing them entry).	Main entrance access control override to be provided within the reception desk and/or security room. To be developed during detailed design stage.
Subdivision of Floor Space. Where the upper floor office areas are subdivided into smaller individual units, each suite of offices should be capable of separation with their own individual access controls.	To be developed with tenants before / during subdivision fit out works.
Any short-stay cycle parking should be located within sight of entrances and overlooked by reception staff and CCTV.	No short stay cycle parking is proposed within Baring Street Office 1. This is provided as part of the external Park public realm proposals.
Post. Reception and distribution of post within the building should be considered. Incoming post and deliveries should be processed at one single point, in an area that can be easily isolated. Post rooms should not be located close to main exit routes as this could affect prompt evacuation.	Post room will not be located near main entrance door, access will be provided via the servicing / deliveries doors on Baring Street. Process to be developed during detailed design stage.
It is essential that all of the physical security measures listed in the Crime Impact Statement are incorporated into the scheme. Refer to CIS for list.	Integration of physical security measures to be developed during detailed design stage.

6.9 Fire Strategy

Basement

The top occupied floor of the building, level 10, sits more than 30m above ground level, therefore, the development will have sprinkler protection. Mechanical ventilation will also be provided at basement level.

A fire fighting shaft with a stair serves the basement. It is not required for the fire fighting shaft to include a fire fighting lift.



Ground Floor

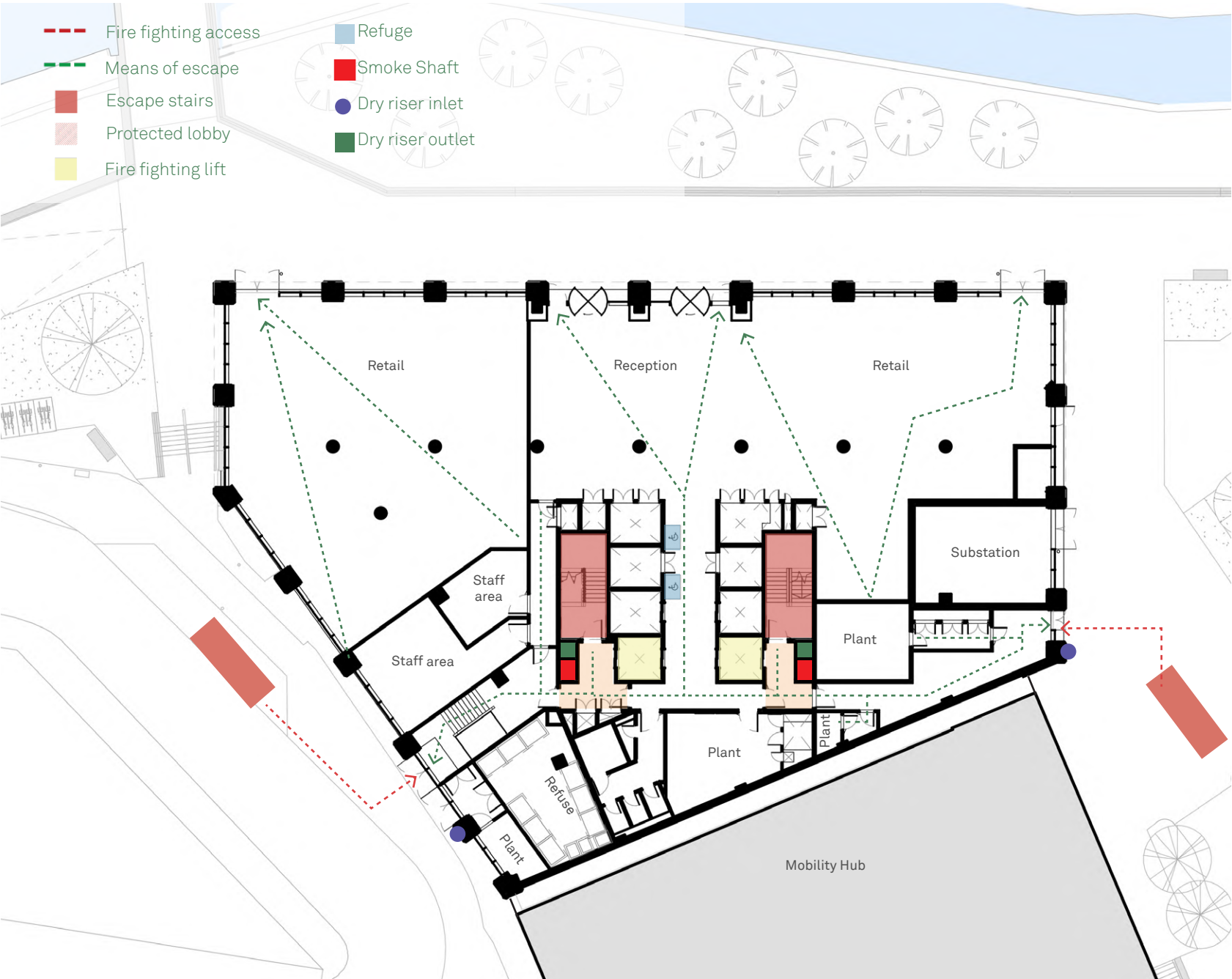
Fire fighting vehicle access is available on three sides of the development with the exception of half of the southern elevation which is in very close proximity to the Mobility Hub. Consequently, this area of the elevation is predominately solid.

The reception and retail area to the east have multiple exit routes directly to atmosphere. The retail unit on the west has a single exit, however, flexibility is incorporated within the curtain wall system to allow for the introduction of additional exits at fit-out stage, if required.

There are two fire fighting shafts which serve all levels from ground floor up. Both fire fighting shafts have the following provisions:

- 2 hour fire protected.
- Mechanically ventilated lobby via smoke shaft.
- Dual entry fire fighting lift, with fire smoke curtain across the doors opening onto lift lobby.
- Dry rising mains system.
- Secondary power supplies to electrical equipment associated with the fire fighting shaft.

The fire fighting shaft on the west is accessed off Baring Street, while the one on the east is served via the route between the Mobility Hub and the Republic. Fire fighting vehicle access will be within 18m from the dry riser inlet that will be located adjacent to each external fire fighting shaft access door.



—Ground floor plan
Fire fighting access and escape.

Office floors

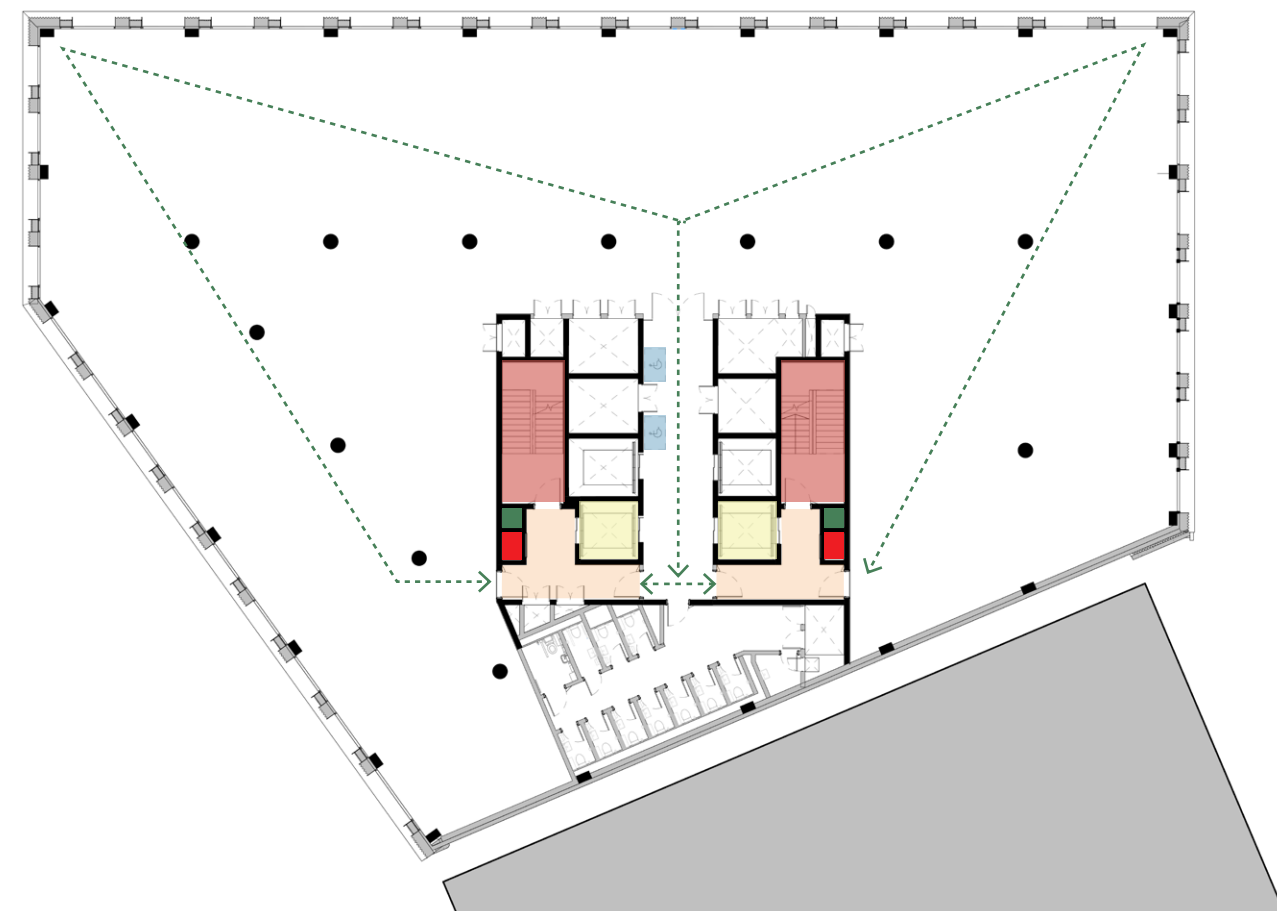
The office floors, from Level 01 upwards, are served by two protected cores, each comprising a stair and a dual fire fighting lift. All levels are provided with an automatic sprinkler system in accordance with the relevant standards.

Both escape stairs discharge directly to open air at ground floor level, providing clear and direct means of escape.

Provision for disabled occupants is incorporated through refuge areas located within the protected lift lobbies. These refuges are designed to accommodate a wheelchair user and are equipped with two-way communication systems to enable contact with building management during an evacuation.

Evacuation of disabled occupants will be supported through a managed evacuation strategy, including the use of evacuation chairs where appropriate. A detailed management plan will be developed at a later stage in accordance with the recommendations of BS 9999.

- Means of escape
- Escape stairs
- Protected lobby
- Fire fighting lift



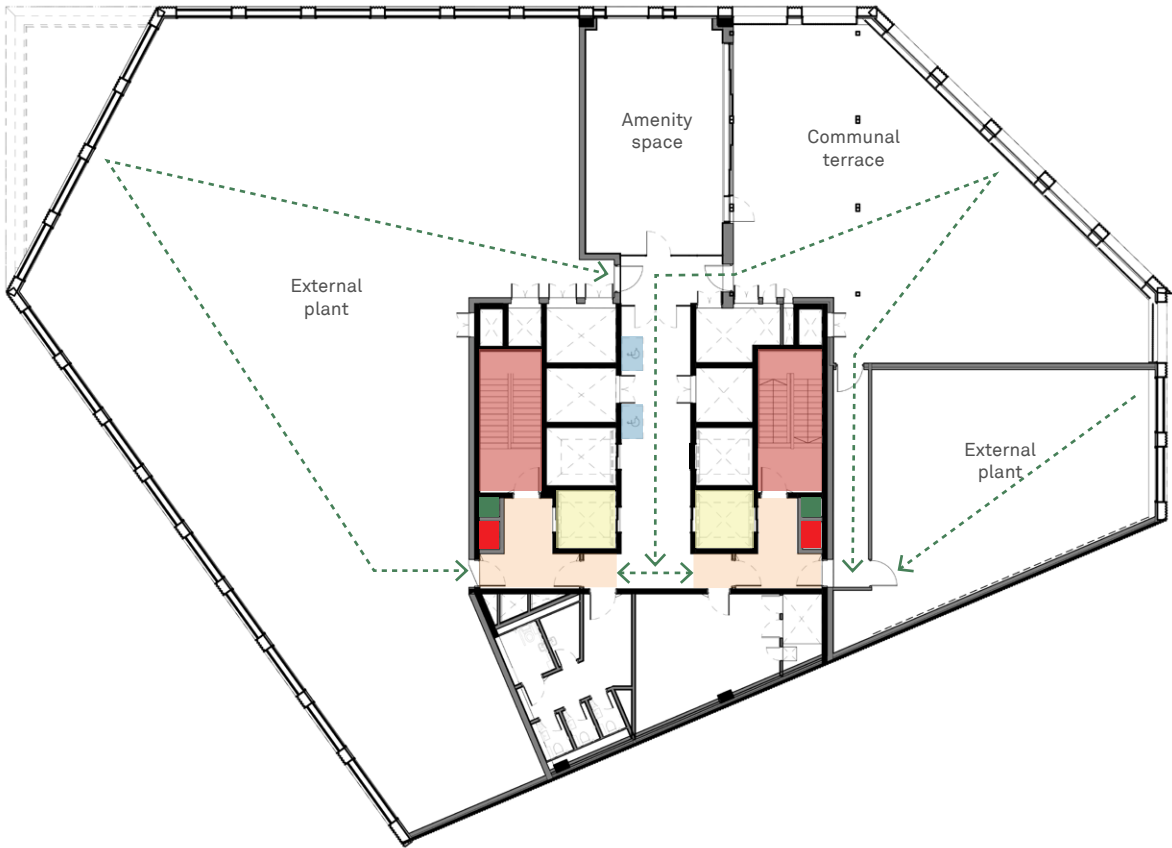
— Typical upper floor plan
Fire fighting access and escape.

Level 10

Both fire fighting shaft serve level 10.

Multiple direction of escape is available from the roof terrace and external plan area. The fire escape stratgy for the plant areas and the roof at level 11 will be developed further as the plant distribution layout is developed in more detail.

- Means of escape
- Escape stairs
- Protected lobby
- Fire fighting lift



Appendices

A	Schedule of areas	103
B	Architectural drawings	105
C	Schedule of external materials	127

A

Schedule of Areas

[illegible]

document title	Mayfield Plot O - Indicative area schedule	rev	date	originated by	checked by	details
document no	1811(SC)0008	P01	16/03/2026	IN	AL	Issue for Information
revision	P03	P02	23/03/2026	IN	AL	Issue for Information
date	25/03/2026	P03	25/03/2026	IN	AL	Issued for Planning

Indicative Area Schedule

Level	Use Class	GEA		NIA	
		(GEA sqm)	(GEA sqft)	(NIA sqm)	(NIA sqft)
Basement	Plant	440	4736	0	0
	Reception (Class E and/or Sui Generis)			142	1528
Ground floor	Retail (Class E and/or Sui Generis)	1320	14208	535	5759
Ground floor					
Level 1 / Mezz	Office (Class E)	1320	14208	934	10053
Level 2	Office (Class E)	1374	14790	1032	11108
Level 3	Office (Class E)	1374	14790	1032	11108
Level 4	Office (Class E)	1374	14790	1033	11119
Level 5	Office (Class E)	1374	14790	1033	11119
Level 6	Office (Class E)	1374	14790	1033	11119
Level 7	Office (Class E)	1298	13972	960	10333
Level 8	Office (Class E)	1301	14004	960	10333
Level 9	Office (Class E)	1261	13573	924	9946
Level 10	Amenity (Class E)	360	3875	60	646
Total (m2)		14170	152525	9678	104173

Potential NIA / shared space notes:

Basement contains plant spaces.
Ground Floor NIA excludes BOH areas, core, staff areas & circulation associated with staff areas and BOH areas
Level 01 GEA excludes canopy above entrance
Level 7 GEA excludes external terrace
Level 10 GEA excludes external plant spaces and terrace
Potential terrace area to Level 07: 56 m2
Potential terrace area to Level 09: 27 m2
Potential terrace area to Level 10: 179 m2

Note:

Note the above areas are subject to change following ongoing design development and coordination.
The above areas are indicative and for illustrative purposes only.
The accuracy of the areas can not be relied upon.

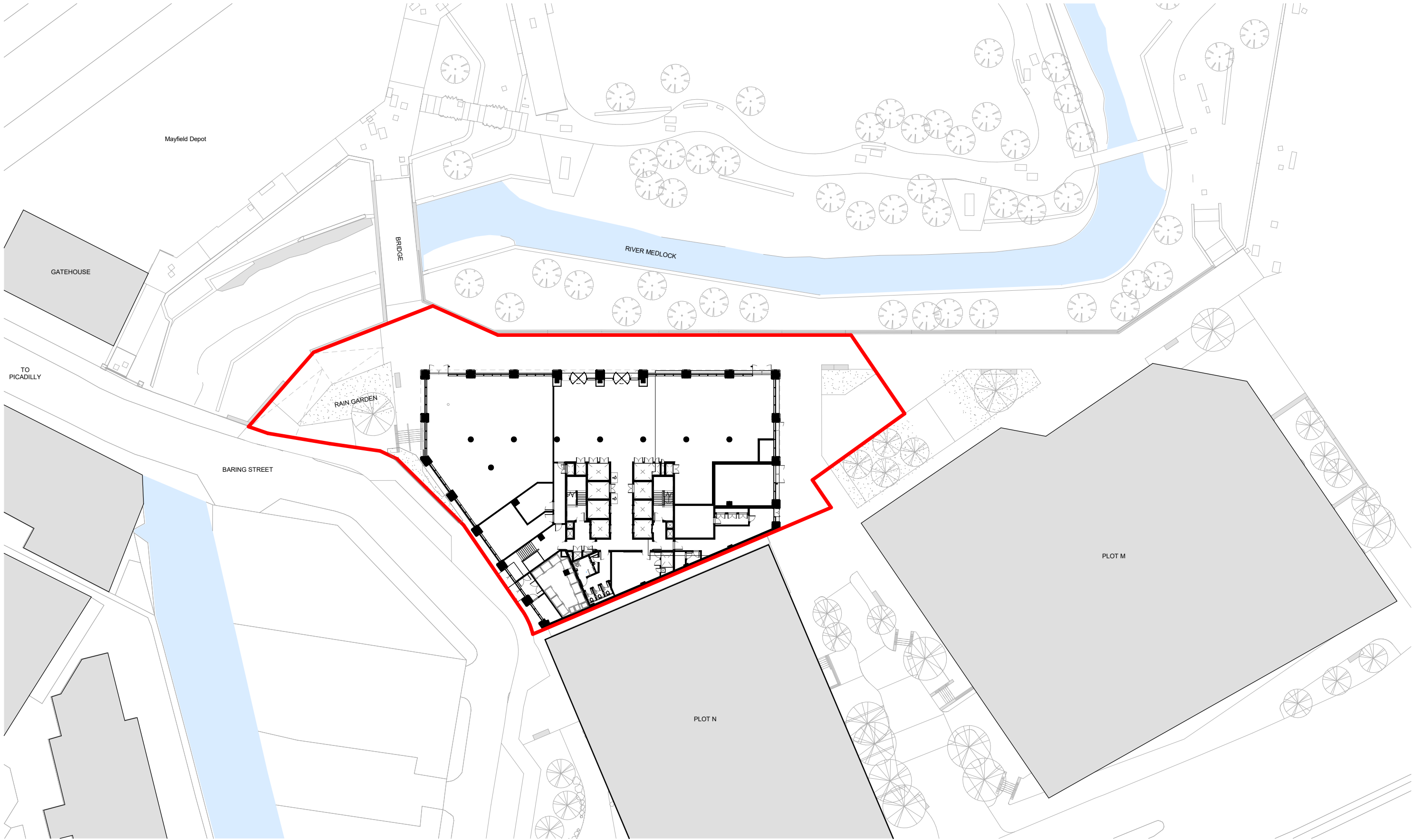
These areas must be checked by an appropriately qualified professional before being used for costing, feasibility, valuation, leasing or any othersuch requirement upon which the accuracy and precise definition of areas depends.
An allowance of at least +/-5% should be allowed.

Further Considerations

Structure to event space TBC

Architectural drawings

2023 Planning Drawing Number	2026 Planning Drawing Number	rev	document title	Comment
General Arrangement Drawings				
Plans				
1811-BA-XX-00-DR-A-P-0002	0196_MAY-BAA-001-00-DR-A-P-0002	P02	Planning Contextual Ground Floor Plan	
1811-BA-XX-99-DR-A-P-0099	0196_MAY-BAA-001-99-DR-A-P-0099	P02	Planning Basement Floor Plan Proposed	
1811-BA-XX-00-DR-A-P-0100	0196_MAY-BAA-001-00-DR-A-P-100	P02	Planning Ground Floor Plan Proposed	
1811-BA-XX-01-DR-A-P-0101	0196_MAY-BAA-001-01-DR-A-P-101	P02	Planning First Floor / Mezzanine Plan Proposed	
1811-BA-XX-02-DR-A-P-0102	0196_MAY-BAA-001-02-DR-A-P-102	P02	Planning Typical Floor Plan for Levels 2-6 Proposed	
1811-BA-XX-06-DR-A-P-0106	Not included in 2026 planning pack		Planning - Sixth floor plan - Proposed	The first terrace of the scheme was previously located on level 06, since the scheme has increased in height by 1 floor, the terrace is now on level 07 and level 06 is captured on drawing 0196_MAY-BAA-001-02-DR-A-P-102
Not part of 2023 planning pack	0196_MAY-BAA-001-07-DR-A-P-107	P02	Planning Seventh Floor Plan Proposed	This is a new drawing for the revised scheme due to the increase in height by one level
1811-BA-XX-08-DR-A-P-0108	Not included in 2026 planning pack		Planning - Eighth floor plan - Proposed	The second terrace of the scheme was previously located on level 08, since the scheme has increased in height by 1 floor, the terrace is now on level 09.
1811-BA-XX-09-DR-A-P-0109	0196_MAY-BAA-001-09-DR-A-P-109	P02	Planning Ninth Floor Plan Proposed	
1811-BA-XX-10-DR-A-P-0110	0196_MAY-BAA-001-10-DR-A-P-110	P02	Planning Tenth Floor Proposed	
Not part of 2023 planning pack	0196_MAY-BAA-001-11-DR-A-P-111R	P02	Planning Roof Plan Proposed	This is a new drawing for the revised scheme due to the increase in height by one level
Sections				
1811-BA-XX-AA-DR-A-P-0210	0196_MAY-BAA-001-BB-DR-A-P-210	P01	Planning Section East-West Proposed	
Not part of 2023 planning pack	0196_MAY-BAA-001-ZZ-DR-A-P-220	P01	Planning Section North-South Proposed	New drawing
Elevations				
1811-BA-XX-NN-DR-A-P-0310	0196_MAY-BAA-001-NN-DR-A-P-310	P01	Planning North Elevation Proposed	
1811-BA-XX-EE-DR-A-P-0320	0196_MAY-BAA-001-EE-DR-A-P-320	P01	Planning East Elevation Proposed	
Not part of 2023 planning pack	0196_MAY-BAA-001-SS-DR-A-P-325	P01	Planning South-East Elevation Proposed	New drawing
1811-BA-XX-SS-DR-A-P-0330	0196_MAY-BAA-001-SS-DR-A-P-330	P01	Planning South Elevation Proposed	
1811-BA-XX-WW-DR-A-P-0340	0196_MAY-BAA-001-WW-DR-A-P-340	P01	Planning West Elevation Proposed	
Bay studies				
1811-BA-XX-ZZ-DR-A-P-0410	0196_MAY-BAA-001-ZZ-DR-A-P-410	P02	Planning Bay Study, Corrugated Metal Cladding, Upper Volume	
1811-BA-XX-ZZ-DR-A- P-0440	0196_MAY-BAA-001-ZZ-DR-A-P-420	P04	Planning Bay Study, Main Entrance Proposed	Drawing name and number revised to suit new naming system
1811-BA-XX-ZZ-DR-A-P-0411			Planning - Bay Study, Foyer type 2b - Proposed	Bay study details for this cladding type and condition are now captured on drawings 0196_MAY-BAA-001-ZZ-DR-A-P-421 and 0196_MAY-BAA-001-ZZ-DR-A-P-422
Not part of 2023 planning pack	0196_MAY-BAA-001-ZZ-DR-A-P-421	P04	Planning Bay Study, Typical Base Proposed	
Not part of 2023 planning pack	0196_MAY-BAA-001-ZZ-DR-A-P-422	P04	Planning Bay Study, Building Base Sections Proposed	New drawing



Rev	Date	Revision	By	Chk	Notes
P01	260313	WIP for Draft DAS	DZ	IN	
P02	260325	Issued for planning	DZ	IN	

Red line boundary



**BENNETTS
ASSOCIATES**

38 - 42 Mosley Street, Manchester M2 3AZ
T +44 (0)161 674 0135 • www.bennettsassociates.com
E manchester@bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

Project
Poulton
Mayfield Poulton Limited

Drawing Title
Planning
Contextual ground floor plan
Proposed

Drawing Number
0196_MAY-BAA-001-00-DR-A-P-0002

Scale @ A3
1:500

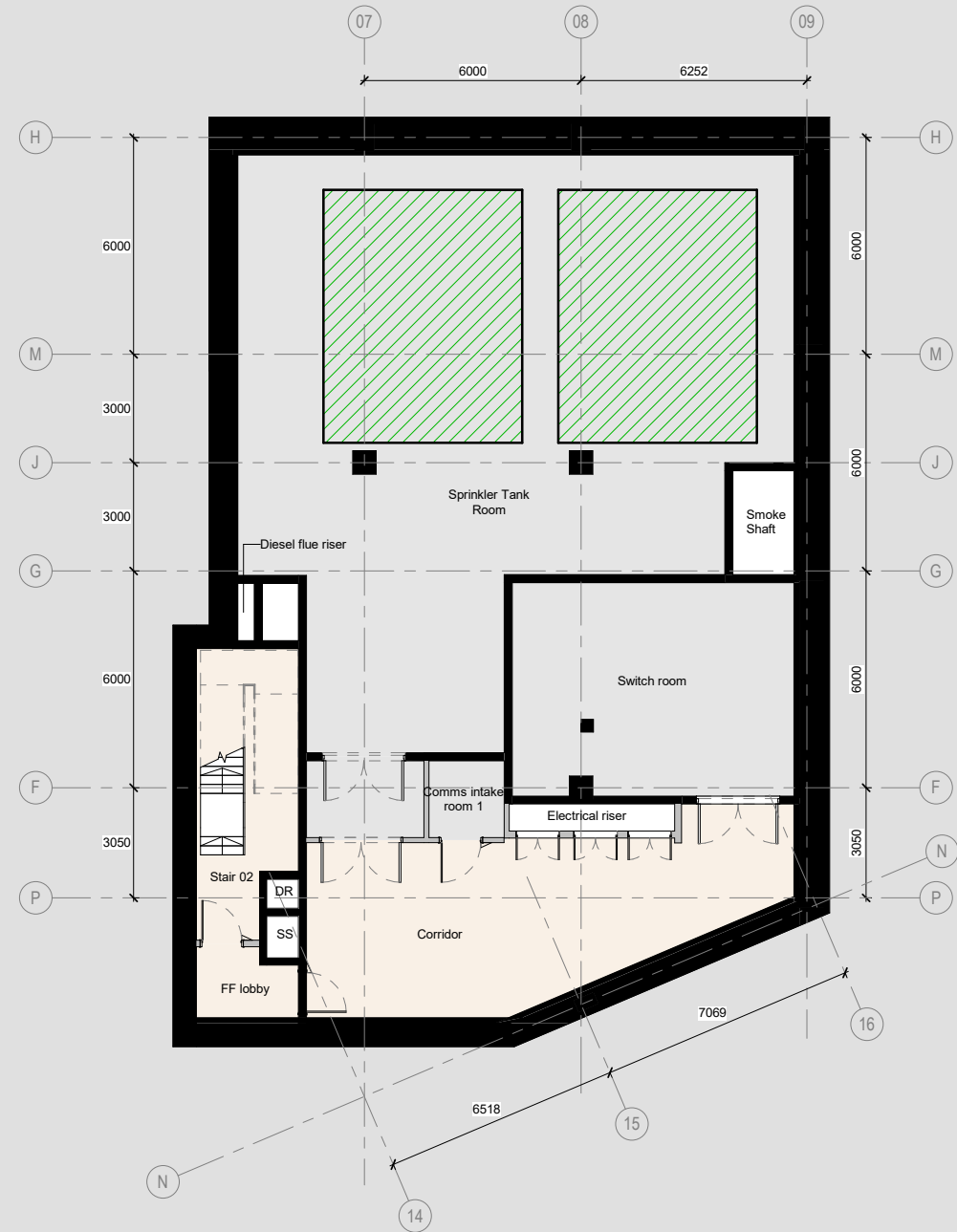
Scale @ A1
1:250

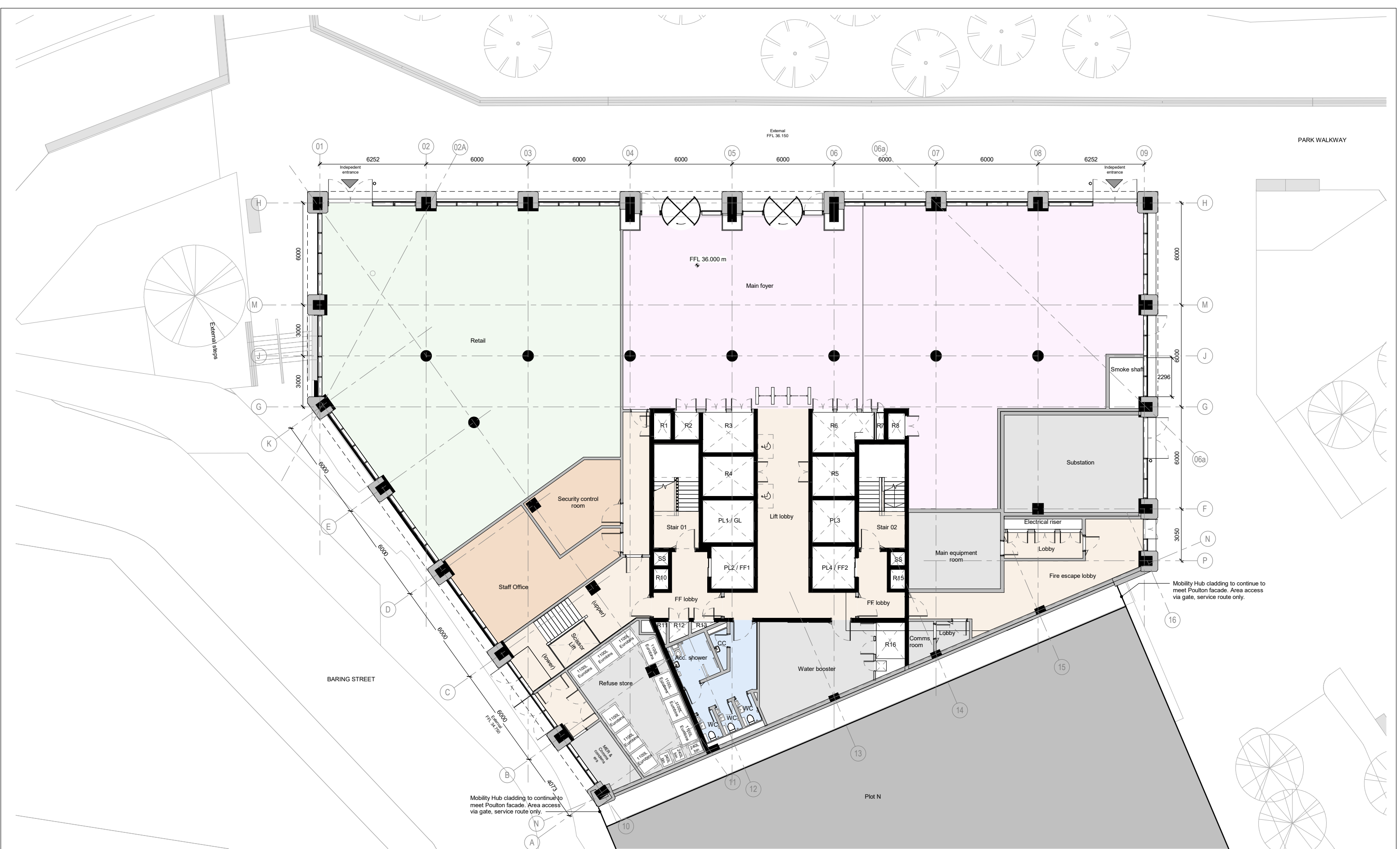
Suitability / Revision
P02

Revision Date
260325

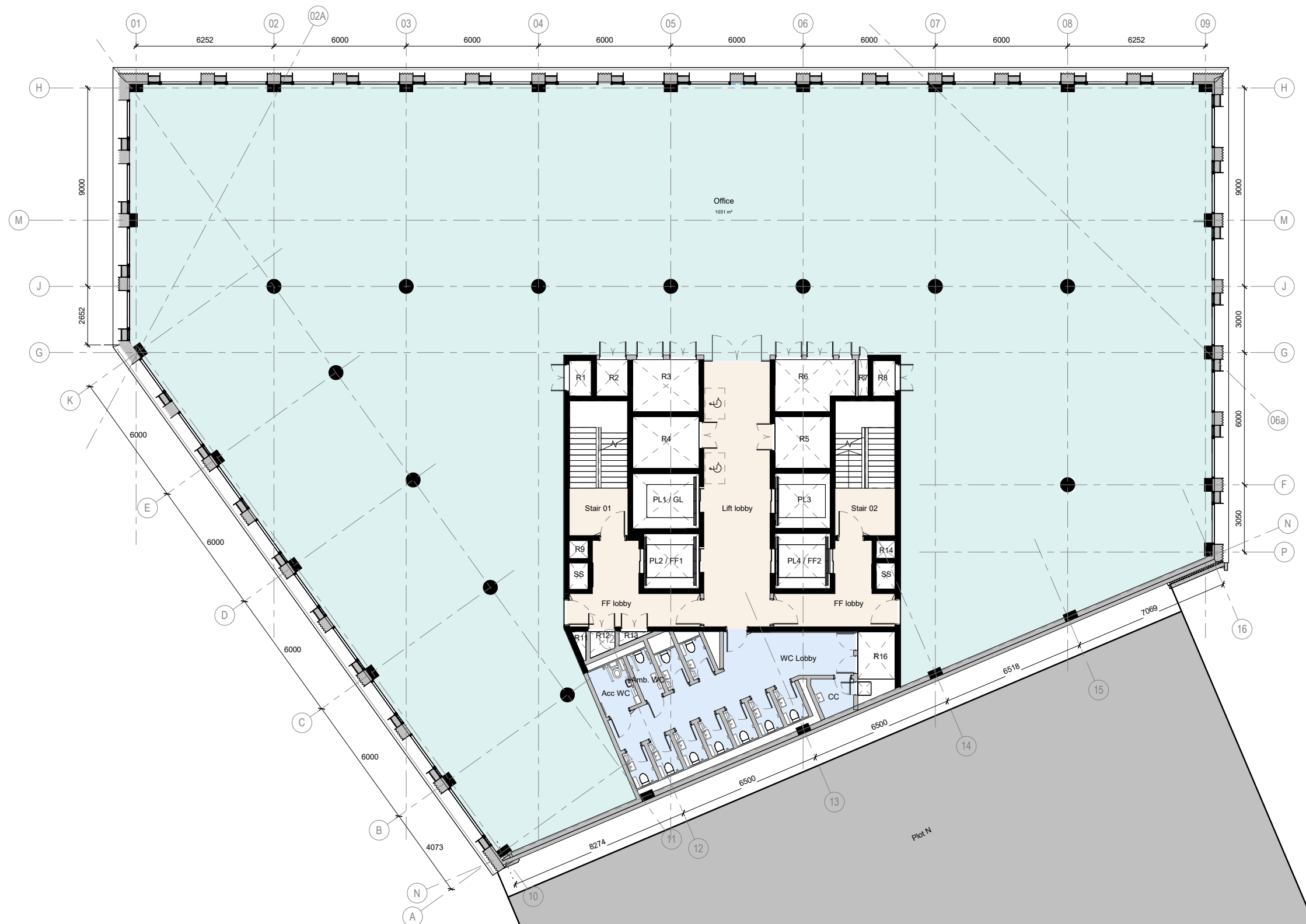
YY MM DD

Project No. 0196_MAY





<table border="1"><thead><tr><th>Rev</th><th>Date</th><th>Revision</th></tr></thead><tbody><tr><td>P01</td><td>260313</td><td>WIP for Draft DAS</td></tr><tr><td>P02</td><td>260325</td><td>Issued for planning</td></tr></tbody></table>	Rev	Date	Revision	P01	260313	WIP for Draft DAS	P02	260325	Issued for planning	<table border="1"><thead><tr><th>By</th><th>Chk</th><th>Notes</th></tr></thead><tbody><tr><td>DZ</td><td>IN</td><td></td></tr><tr><td>DZ</td><td>IN</td><td></td></tr></tbody></table>	By	Chk	Notes	DZ	IN		DZ	IN		<table border="1"><thead><tr><th>Key</th></tr></thead><tbody><tr><td>Entrance Lobby</td></tr><tr><td>Retail / F&B Unit</td></tr><tr><td>Office</td></tr><tr><td>Event space</td></tr><tr><td>WCs / Showers</td></tr><tr><td>Staff Areas</td></tr><tr><td>Circulation</td></tr><tr><td>Back of House (BOH) / Plant Area</td></tr></tbody></table>	Key	Entrance Lobby	Retail / F&B Unit	Office	Event space	WCs / Showers	Staff Areas	Circulation	Back of House (BOH) / Plant Area	<div></div> <div>BENNETTS ASSOCIATES 38 - 42 Mosley Street, Manchester M2 3AZ T +44 (0)161 674 0135 • www.bennettsassociates.com E manchester@bennettsassociates.com <small>For Bennetts Associates' electronic information issue disclaimer - www.bennettsassociates.com/informationanddisclaimer/</small></div>	<div>Project Poulton Mayfield Poulton Limited</div> <div>Drawing Title Planning Ground floor plan Proposed</div>	<div>Drawing Number 0196_MAY-BAA-001-00-DR-A-P-100</div> <div>Scale @ A3 1:200</div> <div>Scale @ A1 1:100</div>	<div>Project No. 0196_MAY</div> <div>Suitability / Revision P02</div> <div>Revision Date 260325</div> <div>YY MM DD</div>
Rev	Date	Revision																															
P01	260313	WIP for Draft DAS																															
P02	260325	Issued for planning																															
By	Chk	Notes																															
DZ	IN																																
DZ	IN																																
Key																																	
Entrance Lobby																																	
Retail / F&B Unit																																	
Office																																	
Event space																																	
WCs / Showers																																	
Staff Areas																																	
Circulation																																	
Back of House (BOH) / Plant Area																																	



Rev	Date	Revision	By	Chk	Notes
P01	260313	WIP for Draft DAS	DZ	IN	Key
P02	260325	Issued for planning	DZ	IN	

Notes
Key
Entrance Lobby
Retail / F&B Unit
Office
Event space
WCs / Showers
Staff Areas
Circulation
Back of House (BOH) Plant Area



BENNETTS ASSOCIATES

38 - 42 Mosley Street, Manchester M2 3AZ
T +44 (0)161 674 0135 • www.bennettsassociates.com
E manchester@bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationanddisclaimer/

Project
Poulton
Mayfield Poulton Limited

Drawing Title
Planning
Typical floor plan for levels 2-6
Proposed

Drawing Number
0196_MAY-BAA-001-02-DR-A-P-102

Scale @ A3
1:200

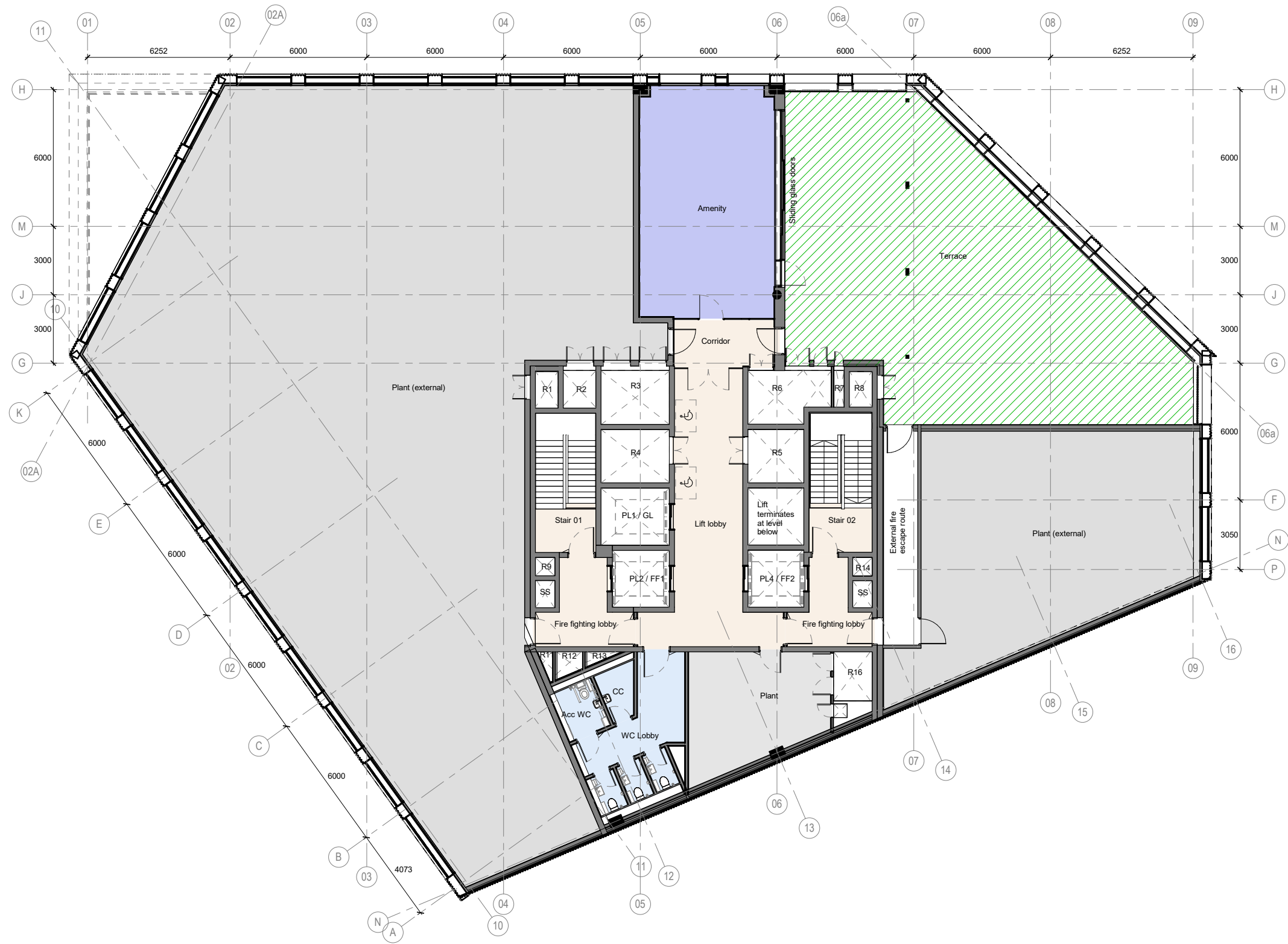
Scale @ A1
1:100

Suitability / Revision
P02

Revision Date
260325

YY MM DD

Project No. 0196_MAY



Rev	Date	Revision	By	Chk	Notes
P01	260313	WIP for Draft DAS	DZ	IN	Key
P02	260325	Issued for planning	DZ	IN	

- Entrance Lobby
- Retail / F&B Unit
- Office
- Event space
- WCs / Showers
- Staff Areas
- Circulation
- Back of House (BOH) Plant Area



BENNETTS ASSOCIATES

38 - 42 Mosley Street, Manchester M2 3AZ
T +44 (0)161 674 0135 • www.bennettsassociates.com
E manchester@bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationanddisclaimer/

Project
Poulton
Mayfield Poulton Limited

Drawing Title
Planning
Tenth Floor
Proposed

Drawing Number
0196_MAY-BAA-001-10-DR-A-P-110

Scale @ A3
1:200

Scale @ A1
1:100

Project No. 0196_MAY

Suitability / Revision
P02

Revision Date
260325

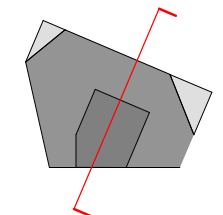
YY MM DD



Rev Date Revision By Chk
P01 260325 Issued for planning DZ IN

Notes

Key
Entrance Lobby
Retail / F&B Unit
Office
Event space
WCs / Showers
Staff Areas
Circulation
Back of House (BOH) Plant Area



BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennett Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationanddisclaimer/

Project
Poulton
Mayfield Poulton Limited
Project No.
0196_MAY

Drawing Title
Planning
Section North-South
Proposed

Drawing Number
0196_MAY-BAA-Q01-ZZ-DR-A-P-210

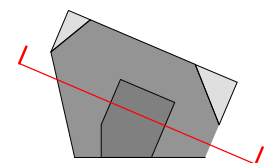
Revision P01
Sutability S2
Revision Date 260325
Scale @ A1 1 : 100
Scale @ A3 1:200
YY MM DD



Notes

Key

- Entrance Lobby
- Retail / F&B Unit
- Office
- Event space
- WCs / Showers
- Staff Areas
- Circulation
- Back of House (BOH) / Plant Area



BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationanddisclaimer/

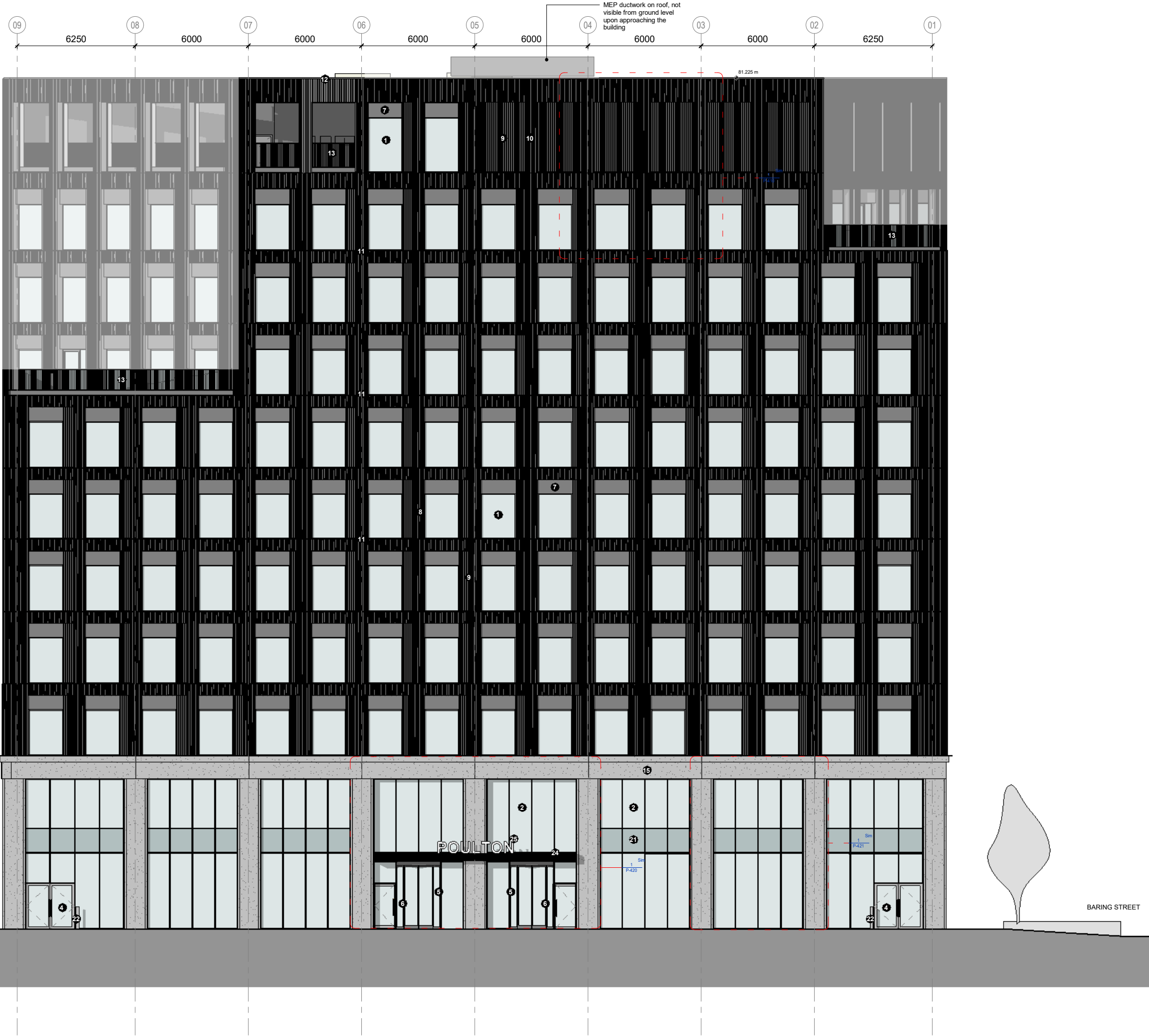
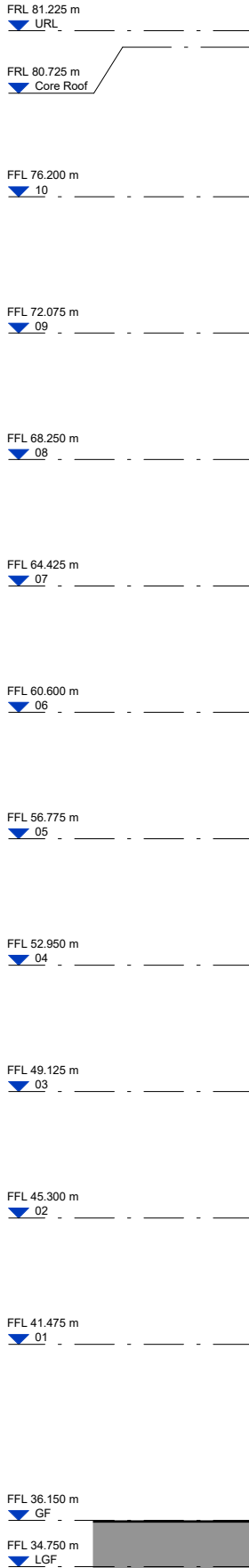
Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
Section East-West
Proposed

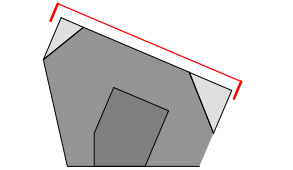
Drawing Number
0196_MAY-BAA-001-BB-DR-A-P-220

Revision P01	Suitability S2	
Revision Date 260325	Scale @ A1 1 : 100	Scale @ A3 1:200
YY MM DD		



Rev	Date	Revision	By	Chk
P01	260325	Issued for planning	DZ	IN

- Notes
- 1 Double glazed units with metal frame (dark colour)
 - 2 Double glazed curtain wall system (light colour)
 - 3 Louvred curtain wall panel behind perforated screen, finish and colour to match curtain wall system
 - 4 Glazed double doors
 - 5 Glazed revolving doors
 - 6 Glazed single door
 - 7 Solid metal panel above window (dark colour)
 - 8 Profiled / corrugated metal cladding (dark colour)
 - 9 Perforated profiled / corrugated metal cladding to vent panels and plant screen, tighter sine wave (dark colour)
 - 10 Metal frame to plant screen (dark colour)
 - 11 Metal drip (dark colour)
 - 12 Metal parapet capping (dark colour)
 - 13 Metal balustrade (dark colour)
 - 14 Signage / artwork
 - 15 Concrete finish cladding
 - 16 Framed metal door
 - 17 Dry riser inlet, location indicative
 - 18 Double glazed doors with metal frame (dark colour)
 - 19 Architectural louvres (dark colour)
 - 20 Louvred metal double doors
 - 21 Insulated back-painted glass spandrel panel
 - 22 Door restraint post / railing
 - 23 Insulated flat panel
 - 24 Metal clad canopy
 - 25 Signage



BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

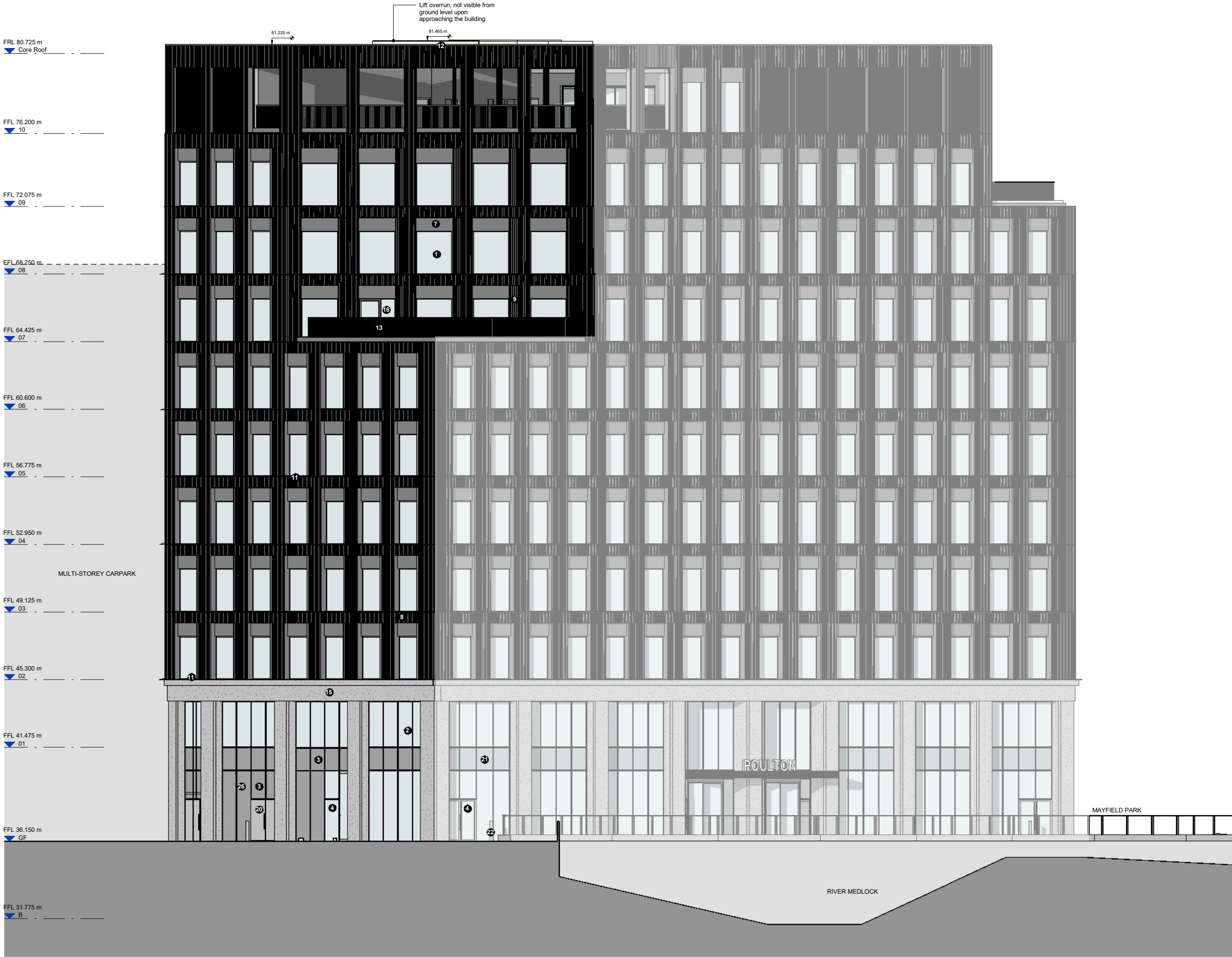
Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
North elevation
Proposed

Drawing Number
0196_MAY-BAA-001-NN-DR-A-P-310

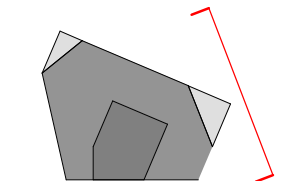
Revision P01	Suitability S2	
Revision Date 260325 YY MM DD	Scale @ A1 1 : 100	Scale @ A3 1:200



Rev	Date	Revision	By	Chk
P01	260325	Issued for planning	DZ	IN

Notes

- 1 Double glazed units with metal frame (dark colour)
- 2 Double glazed curtain wall system (light colour)
- 3 Louvred curtain wall panel behind perforated screen, finish and colour to match curtain wall system
- 4 Glazed double doors
- 5 Glazed revolving doors
- 6 Glazed single door
- 7 Solid metal panel above window (dark colour)
- 8 Profiled / corrugated metal cladding (dark colour)
- 9 Perforated profiled / corrugated metal cladding to vent panels and plant screen, tighter sine wave (dark colour)
- 10 Metal frame to plant screen (dark colour)
- 11 Metal drip (dark colour)
- 12 Metal parapet capping (dark colour)
- 13 Metal balustrade (dark colour)
- 14 Signage / artwork
- 15 Concrete finish cladding
- 16 Framed metal door
- 17 Dry riser inlet, location indicative
- 18 Double glazed doors with metal frame (dark colour)
- 19 Architectural louvres (dark colour)
- 20 Louvred metal double doors
- 21 Insulated back-painted glass spandrel panel
- 22 Door restraint post / railing
- 23 Insulated flat panel
- 24 Metal clad canopy
- 25 Signage



BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
East elevation
Proposed

Drawing Number
0196_MAY-BAA-001-EE-DR-A-P-320

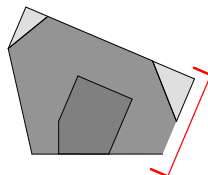
Revision P01	Suitability S2	
Revision Date 260325	Scale @ A1 1 : 100	Scale @ A3 1:200
YY MM DD		



Rev	Date	Revision	By	Chk
P01	260325	Issued for planning	DZ	IN

Notes

- 1 Double glazed units with metal frame (dark colour)
- 2 Double glazed curtain wall system (light colour)
- 3 Louvred curtain wall panel behind perforated screen, finish and colour to match curtain wall system
- 4 Glazed double doors
- 5 Glazed revolving doors
- 6 Glazed single door
- 7 Solid metal panel above window (dark colour)
- 8 Profiled / corrugated metal cladding (dark colour)
- 9 Perforated profiled / corrugated metal cladding to vent panels and plant screen, tighter sine wave (dark colour)
- 10 Metal frame to plant screen (dark colour)
- 11 Metal drip (dark colour)
- 12 Metal parapet capping (dark colour)
- 13 Metal balustrade (dark colour)
- 14 Signage / artwork
- 15 Concrete finish cladding
- 16 Framed metal door
- 17 Dry riser inlet, location indicative
- 18 Double glazed doors with metal frame (dark colour)
- 19 Architectural louvres (dark colour)
- 20 Louvred metal double doors
- 21 Insulated back-painted glass spandrel panel
- 22 Door restraint post / railing
- 23 Insulated flat panel
- 24 Metal clad canopy
- 25 Signage



BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
South-East elevation
Proposed

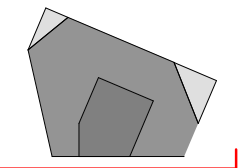
Drawing Number
0196_MAY-BAA-O01-SS-DR-A-P-325

Revision	Suitability	
P01	S2	
Revision Date	Scale @ A1	Scale @ A3
260325	1 : 100	1:200
YY MM DD		

Rev	Date	Revision	By	Chk
P01	260325	Issued for planning	DZ	IN

Notes

- 1 Double glazed units with metal frame (dark colour)
- 2 Double glazed curtain wall system (light colour)
- 3 Louvered curtain wall panel behind perforated screen, finish and colour to match curtain wall system
- 4 Glazed double doors
- 5 Glazed revolving doors
- 6 Glazed single door
- 7 Solid metal panel above window (dark colour)
- 8 Profiled / corrugated metal cladding (dark colour)
- 9 Perforated profiled / corrugated metal cladding to vent panels and plant screen, tighter sine wave (dark colour)
- 10 Metal frame to plant screen (dark colour)
- 11 Metal drip (dark colour)
- 12 Metal parapet capping (dark colour)
- 13 Metal balustrade (dark colour)
- 14 Signage / artwork
- 15 Concrete finish cladding
- 16 Framed metal door
- 17 Dry riser inlet, location indicative
- 18 Double glazed doors with metal frame (dark colour)
- 19 Architectural louvres (dark colour)
- 20 Louvered metal double doors
- 21 Insulated back-painted glass spandrel panel
- 22 Door restraint post / railing
- 23 Insulated flat panel
- 24 Metal clad canopy
- 25 Signage



**BENNETTS
ASSOCIATES**

1 Rawstone Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

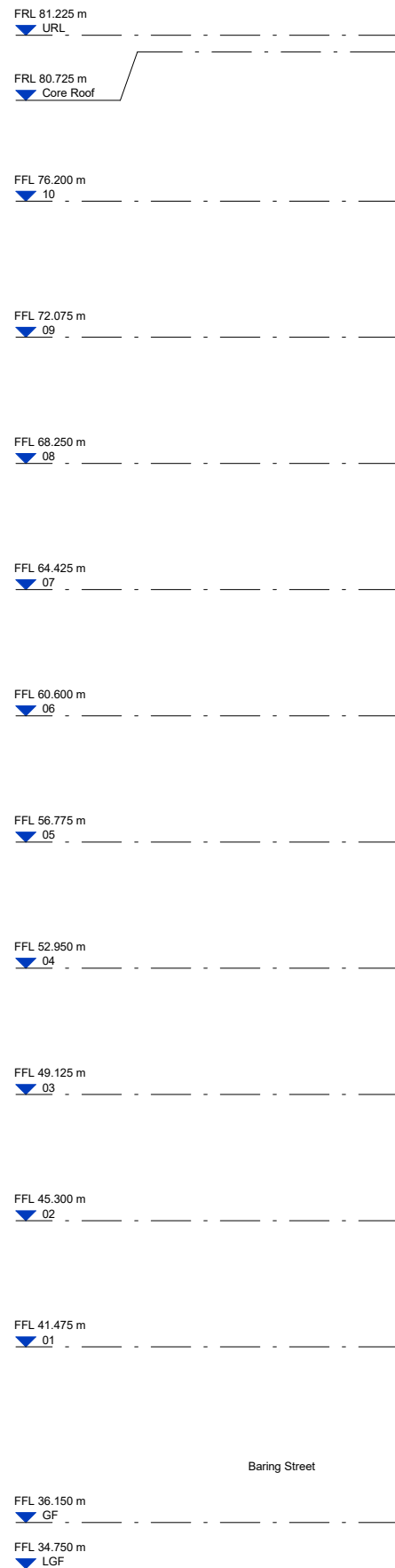
Project	Project No.
Poulton	0196_MAY
Mayfield Poulton Limited	

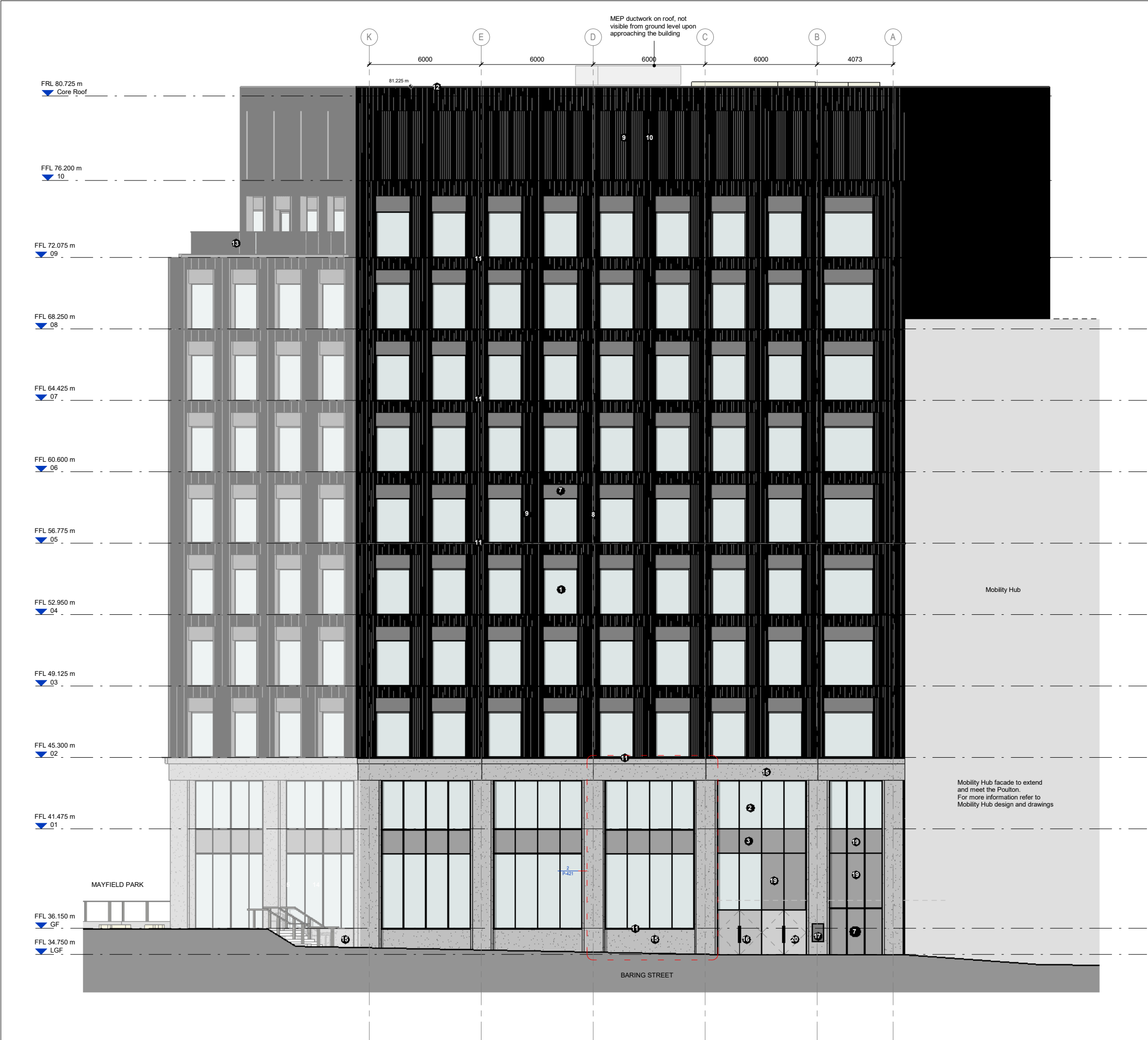
Drawing Title

Planning
South elevation
Proposed

Drawing Number
0196 MAY-BAA-001-SS-DR-A-P-330

Revision	Suitability	
P01	S2	
Revision Date	Scale @ A1	Scale @ A3
260325	1 : 100	1:200
YY MM DD		

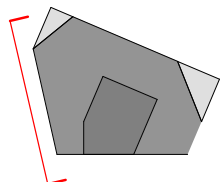




Rev	Date	Revision	By	Chk
P01	260325	Issued for planning	DZ	IN

Notes

- 1 Double glazed units with metal frame (dark colour)
- 2 Double glazed curtain wall system (light colour)
- 3 Louvred curtain wall panel behind perforated screen, finish and colour to match curtain wall system
- 4 Glazed double doors
- 5 Glazed revolving doors
- 6 Glazed single door
- 7 Solid metal panel above window (dark colour)
- 8 Profiled / corrugated metal cladding (dark colour)
- 9 Perforated profiled / corrugated metal cladding to vent panels and plant screen, tighter sine wave (dark colour)
- 10 Metal frame to plant screen (dark colour)
- 11 Metal drip (dark colour)
- 12 Metal parapet capping (dark colour)
- 13 Metal balustrade (dark colour)
- 14 Signage / artwork
- 15 Concrete finish cladding
- 16 Framed metal door
- 17 Dry riser inlet, location indicative
- 18 Double glazed doors with metal frame (dark colour)
- 19 Architectural louvres (dark colour)
- 20 Louvred metal double doors
- 21 Insulated back-painted glass spandrel panel
- 22 Door restraint post / railing
- 23 Insulated flat panel
- 24 Metal clad canopy
- 25 Signage



BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationanddisclaimer/

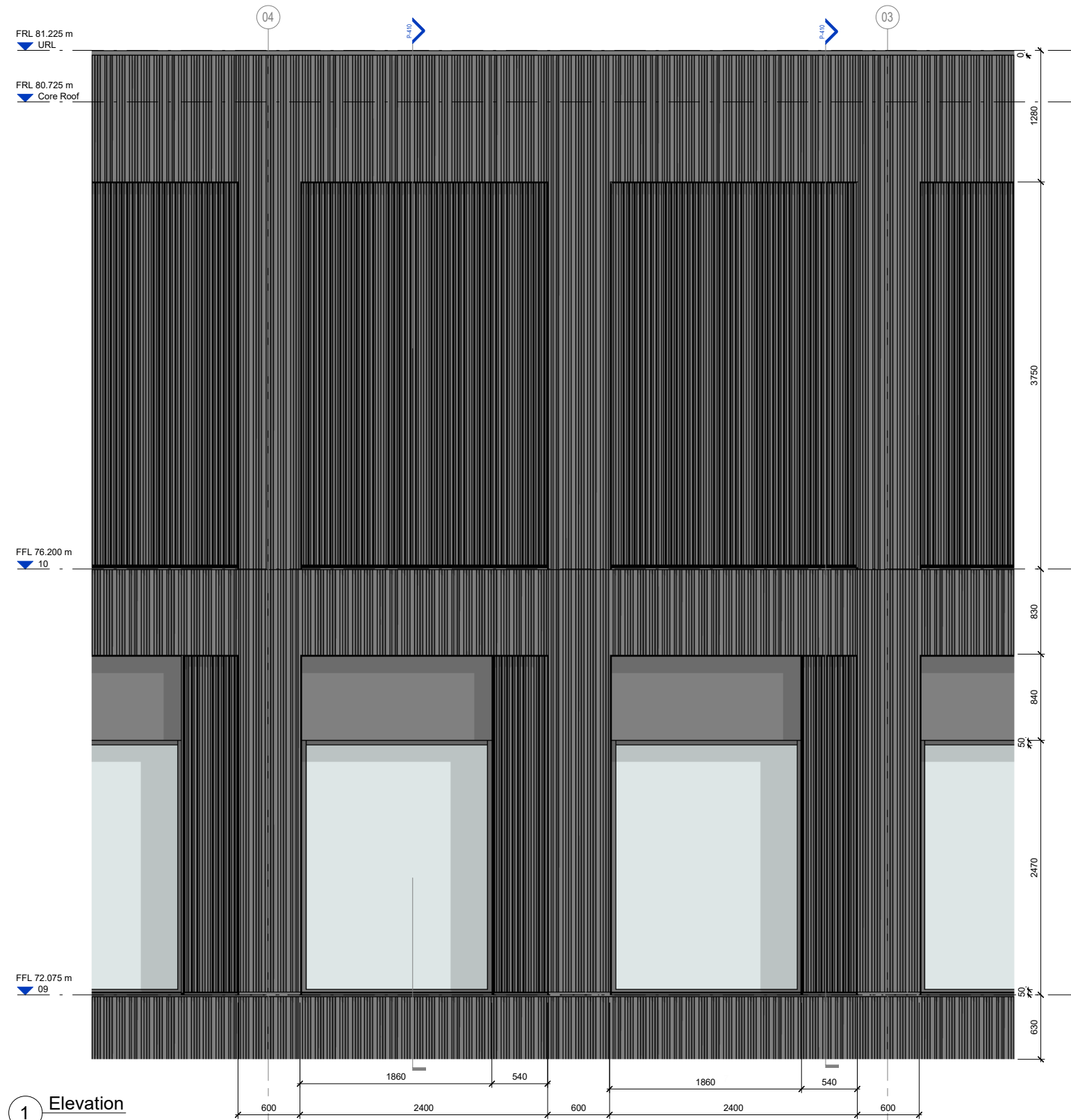
Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

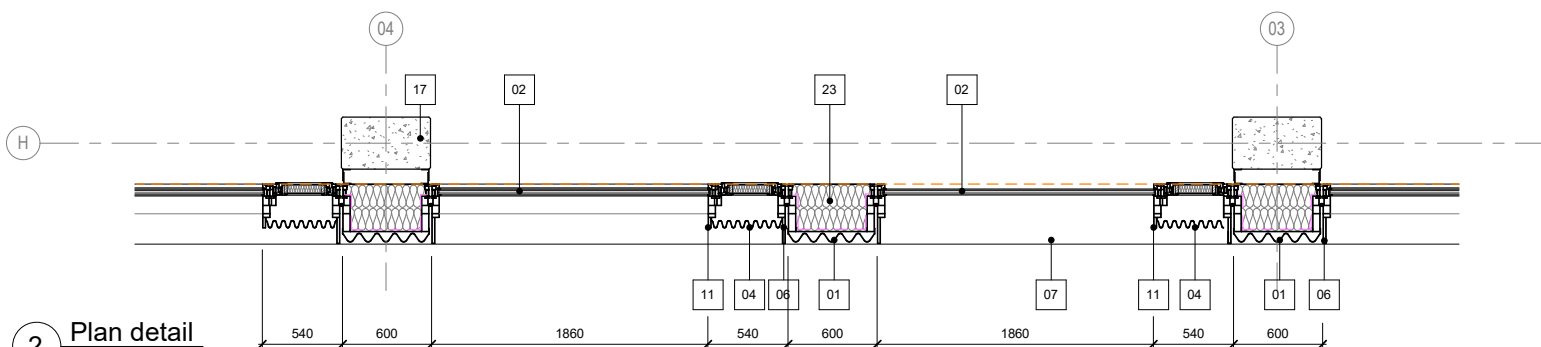
Drawing Title
**Planning
West elevation
Proposed**

Drawing Number
0196_MAY-BAA-O01-WW-DR-A-P-340

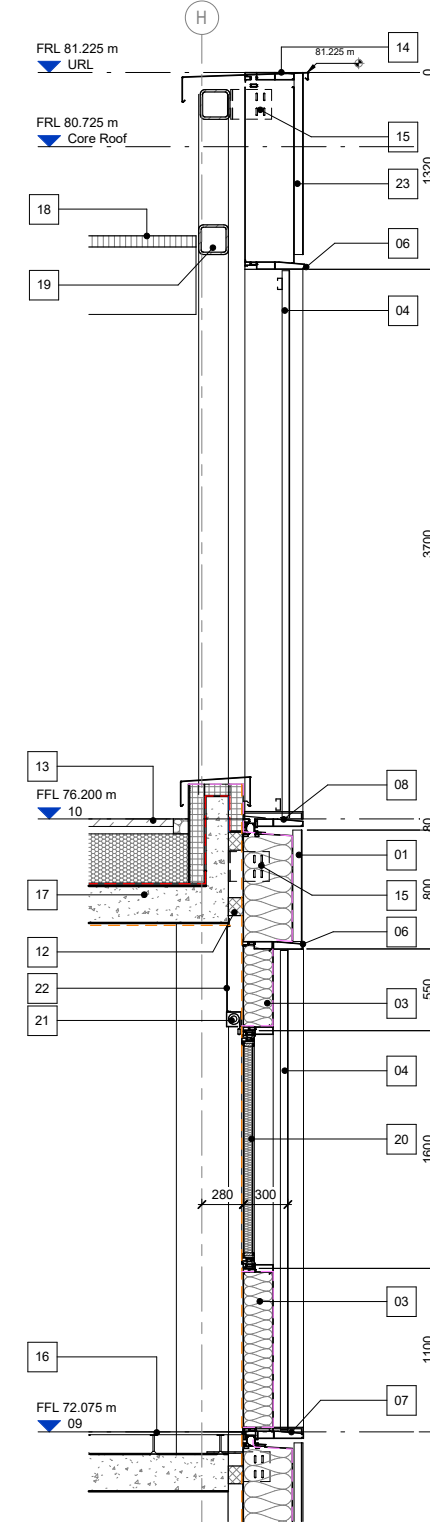
Revision	Suitability	
P01	S2	
Revision Date 260325 YY MM DD	Scale @ A1 1 : 100	Scale @ A3 1:200



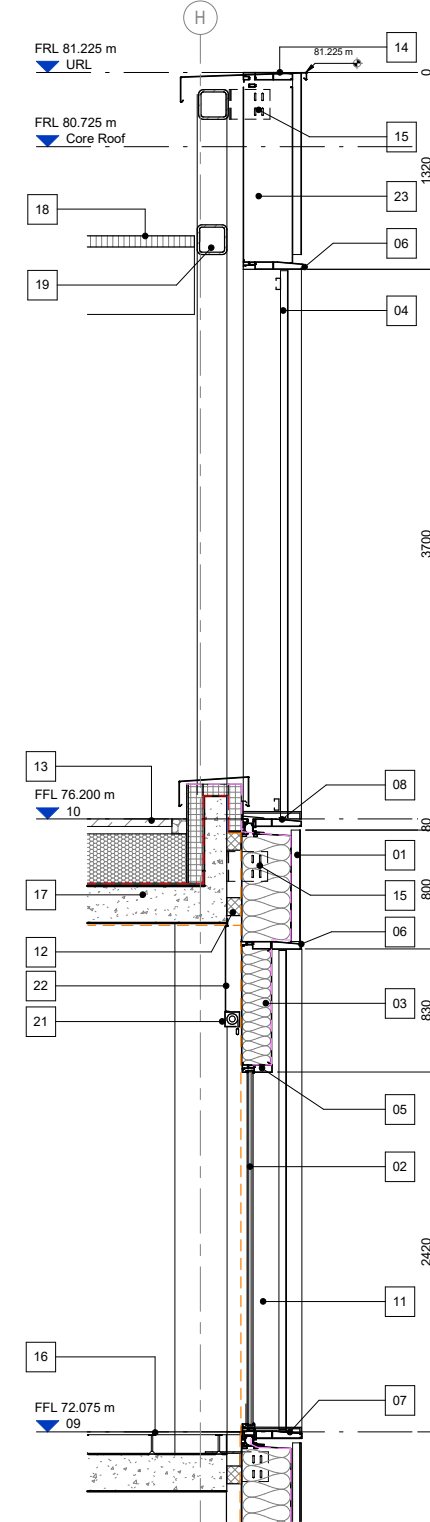
1 Elevation
1 : 25



2 Plan detail
1 : 25



3 Section through vent panel
1 : 25



4 Section through window
1 : 25

Rev	Date	Revision	By	Chk
P01	260313	WIP for Draft DAS	DZ	IN
P02	260325	Issued for planning	DZ	IN

Notes

Key

01. Sinusoidal unitted cladding panel with concealed fixings
02. Double glazed unit, fixed pane
03. Flat insulated cladding panel
04. Perforated sinusoidal cladding panel with hidden fixings
05. Unitted cladding mullion, rectangular profile
06. Unitted cladding mullion with expressed L-profile cap
07. Horizontal cill profile with drip detail, run continuously around all even numbered floor levels
08. Horizontal cill profile with drip detail under window and vent units at odd numbered floor levels
09. Horizontal shadow gap joint between unitted modules
10. Vertical shadow gap joint between unitted modules Adjacent unitted frame concealed by cladding
11. Unitted cladding mullion with small L-profile cap
12. Fire stopping to slab edge with concealing flashing
13. Paved roof finish, insulation and waterproofing, refer to 27 Roofs series for information
14. Pressed metal parapet coping
15. Unitted cladding bracket to primary structure
16. Internal floor finish, refer to 23 Floors series for info
17. Primary structure to Structural Engineer's detail
18. Metal grid PV deck on secondary steel structure Refer to 27 Roofs series for information
19. Additional structural zone, requirements TBC
20. Inward opening vent panel on restrictor
21. Solar control blind with overpanel flashing West elevation to feature automated solar control Refer to MEP Engineer's information for requirements
22. Internal lining, refer to 22 Internal walls series for info
23. Non-insulated unitted cladding panel

Key

- Breather membrane
- Thermal line
- Waterproofing

BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationanddisclaimer/

Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
Corrugated Metal Cladding, Upper Volume
Proposed

Drawing Number
0196_MAY-BAA-001-ZZ-DR-A-P-410

Revision
P02

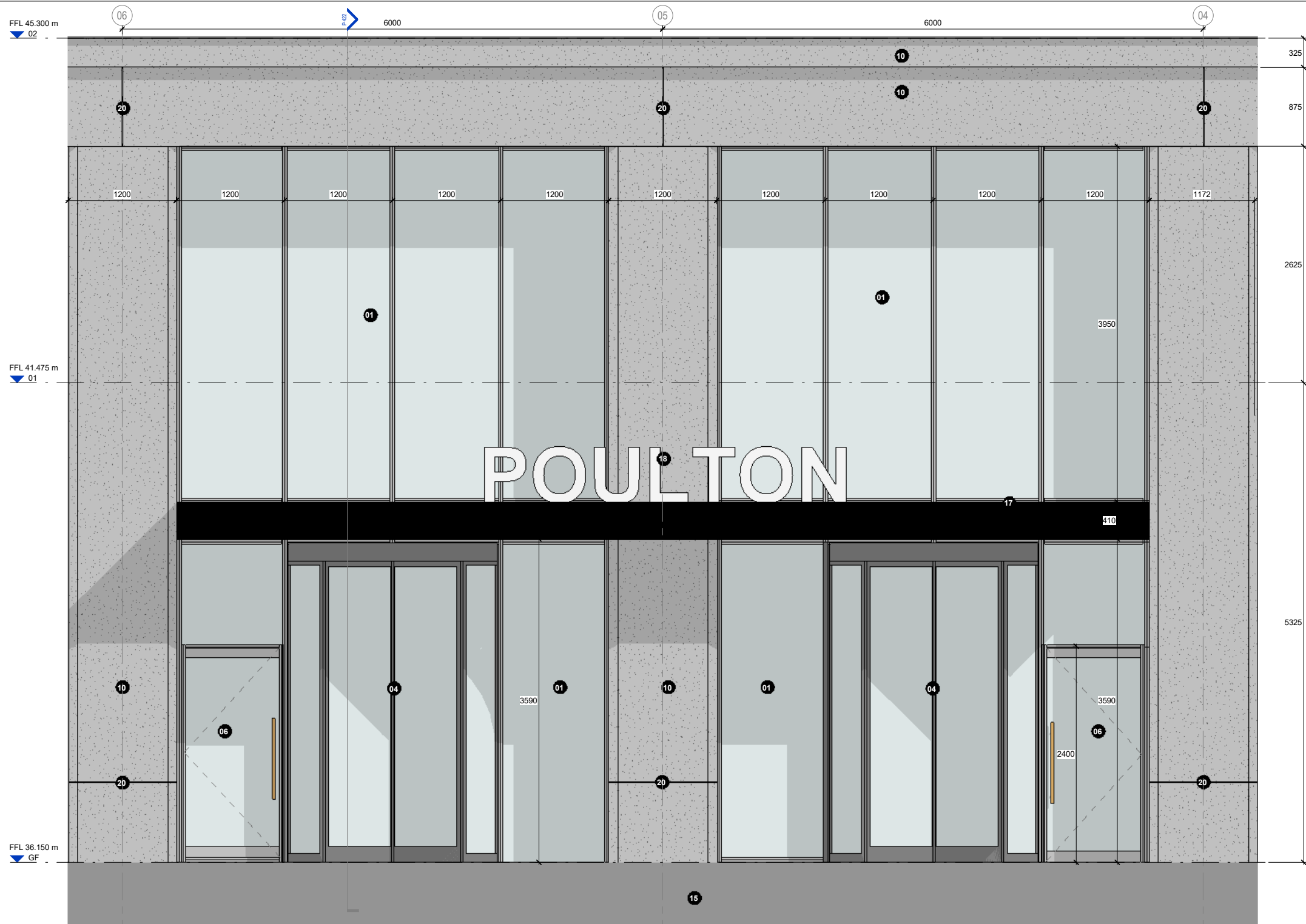
Suitability

Revision Date
260325

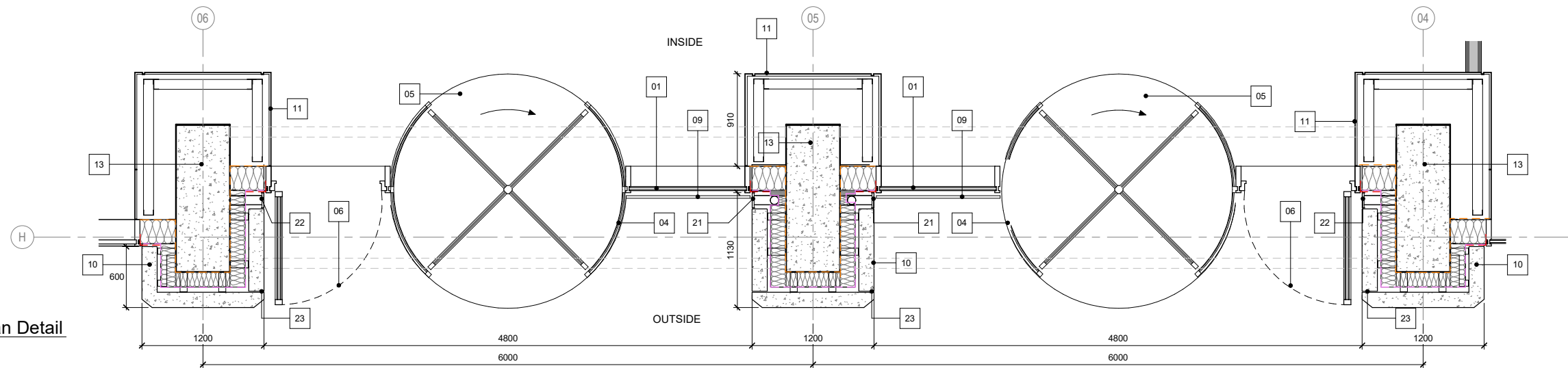
Scale @ A1
1 : 25

Scale @ A3
1:50

YY MM DD



1 Main Entrance Elevation
1 : 25



2 Main Entrance Plan Detail
1 : 25

Rev	Date	Revision	By	Chk
P01	260304	Issued for coordination	IN	AL
P02	260306	Issued for coordination	IN	AL
P03	260313	WIP for Draft DAS	DZ	IN
P04	260325	Issued for planning	DZ	IN

Notes

Key

- Curtain wall glazing system
- Louvred curtain wall panel with perforated cover panel. Free area to MEP Engineer's requirements, nominal 50%
- Insulated back-painted glazed panel part of curtain wall system
- Glazed revolving door with drained footwell
- Entrance matting
- Glazed single / double door, part of curtain wall system
- Door restraint post
- Door access control
- Linear slot drain to all doors and glazing
- Precast cladding panel with mineral wool insulation and support brackets to primary structure.
- Pressed metal flashing to close curtain walling to in-situ structural column, secret fixing, colour to match curtain wall frame
- Fire stop to close curtain wall system to slab edge with flashing trim to the underside to conceal the gap to the structure
- Primary structure to S.E. details and specification.
- Secondary support structure to S.E. details and specification
- External landscape to Landscape Architect's detail
- Soffit insulation and structural hangers on thermal breaks to support precast lintel panels across the span between column cladding
- Canopy, dark metal finish to match curtain wall frame
- Signage
- Metal drip flashing
- Joint
- Capping to rainwater pipe for access. Extends only to underside of canopy
- Capping to mirror rainwater pipe access on opposite side. Extends only to underside of canopy.
- Equal silicone joint between panels, dusted to match panel aggregate.

BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
Bay Study, Main Entrance
Proposed

Drawing Number
0196_MAY-BAA-001-ZZ-DR-A-P-420

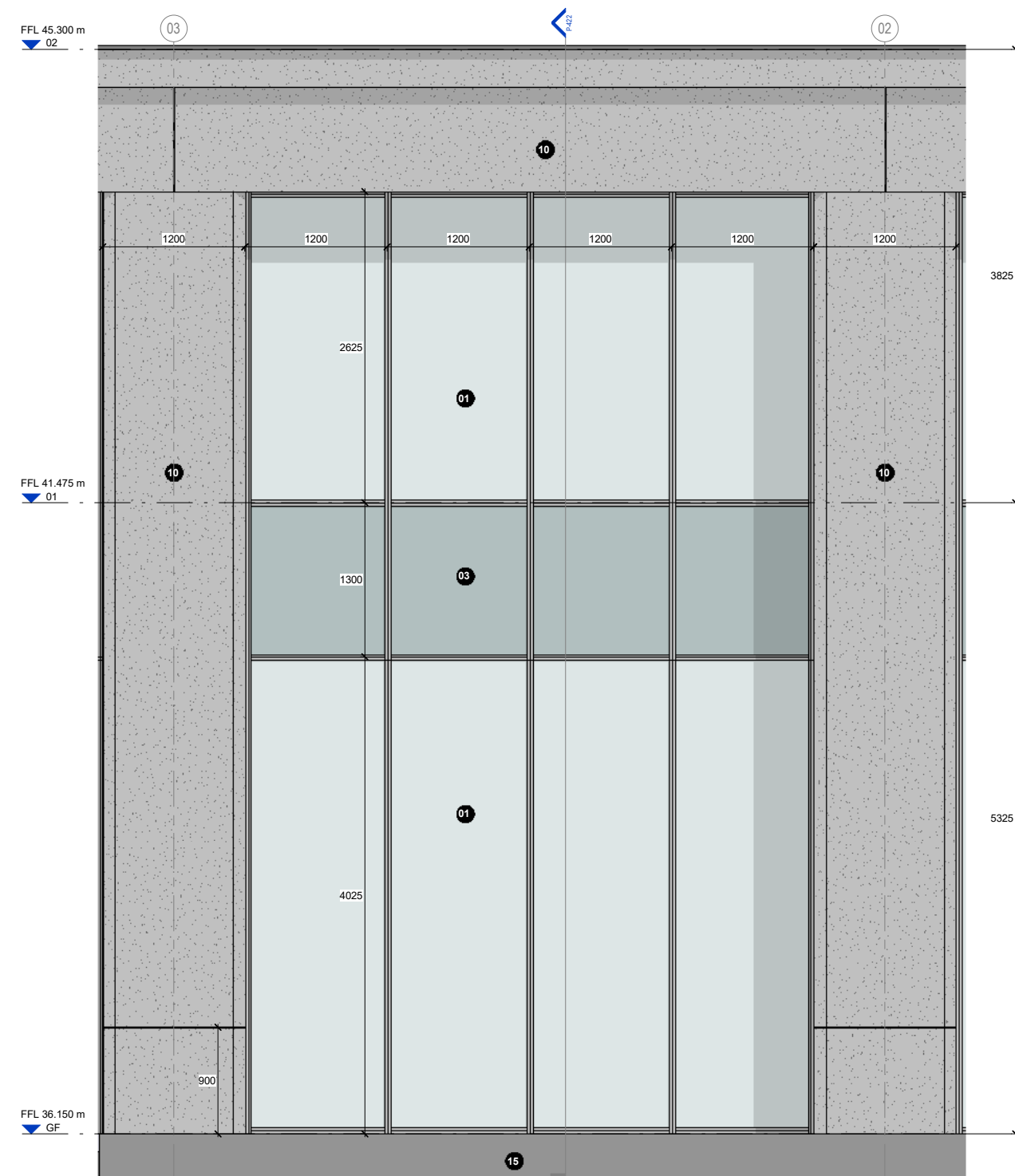
Revision
P04

Suitability

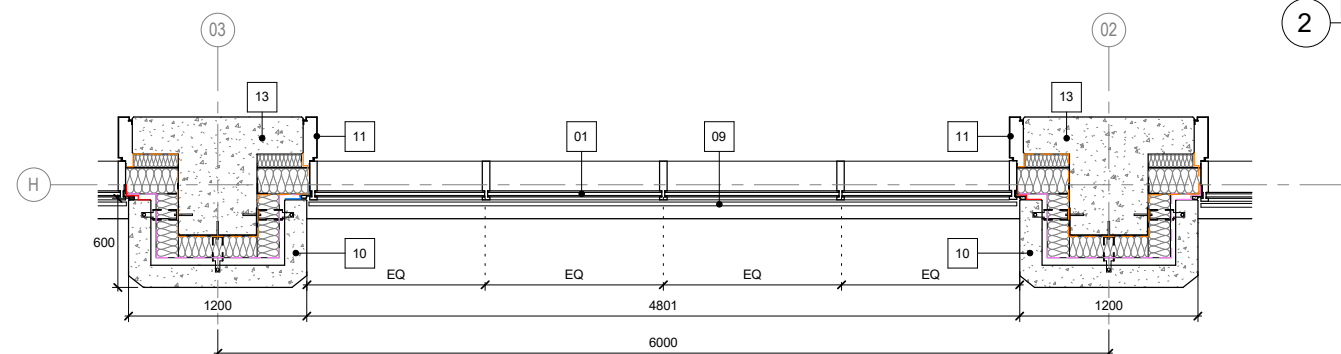
Revision Date
260325
YY MM DD

Scale @ A1
1 : 25

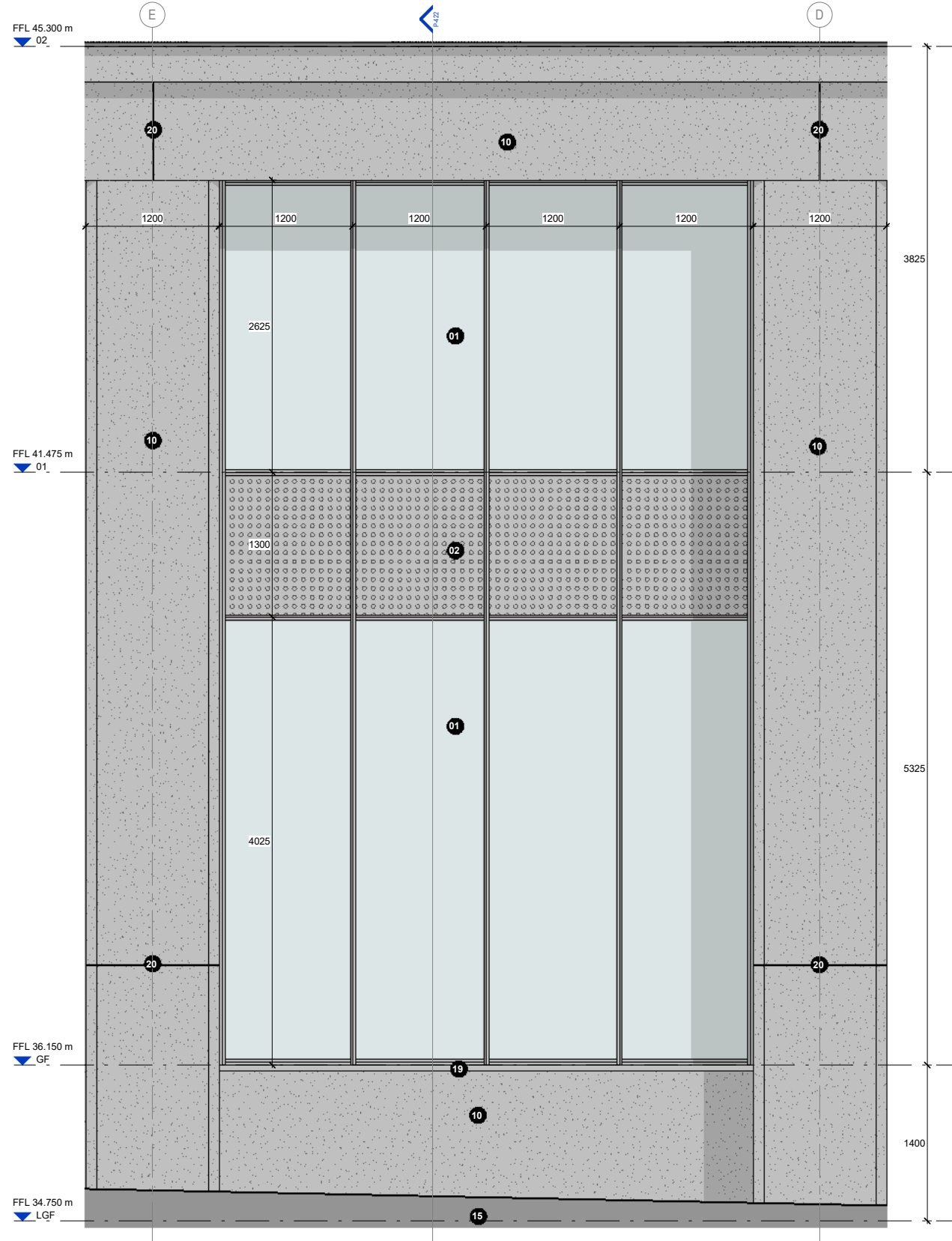
Scale @ A3
1:50



1 North Elevation Bay Study
1 : 25



3 Bay Study, Typical Details Plan
1 : 25



2 Baring Street Elevation Bay Study
1 : 25

- Key
- Breather membrane
 - Thermal line
 - Waterproofing

Rev	Date	Revision	By	Chk
P01	260304	Issued for coordination	IN	AL
P02	260306	Issued for coordination	IN	AL
P03	260313	WIP for Draft DAS	DZ	IN
P04	260325	Issued for planning	DZ	IN

Notes

Key

- Curtain wall glazing system
- Louvered curtain wall panel with perforated cover panel. Free area to MEP Engineer's requirements, nominal 50%
- Insulated back-painted glazed panel part of curtain wall system
- Glazed revolving door with drained footwell
- Entrance matting
- Glazed single / double door, part of curtain wall system
- Door restraint post
- Door access control
- Linear slot drain to all doors and glazing
- Precast cladding panel with mineral wool insulation and support brackets to primary structure.
- Pressed metal flashing to close curtain walling to in-situ structural column, secret fixing, colour to match curtain wall frame
- Fire stop to close curtain wall system to slab edge with flashing trim to the underside to conceal the gap to the structure
- Primary structure to S.E. details and specification.
- Secondary support structure to S.E. details and specification
- External landscape to Landscape Architect's detail
- Soffit insulation and structural hangers on thermal breaks to support precast lintel panels across the span between column cladding
- Canopy, dark metal finish to match curtain wall frame
- Signage
- Metal drip flashing
- Joint
- Capping to rainwater pipe for access. Extends only to underside of canopy
- Capping to mirror rainwater pipe access on opposite side. Extends only to underside of canopy.
- Equal silicone joint between panels, dusted to match panel aggregate.

BENNETTS ASSOCIATES

1 Rawstorne Place, London EC1V 7NL
T +44(0)207 5203300 •
www.bennettsassociates.com

For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/information/disclaimer/

Project
Poulton
Mayfield Poulton Limited

Project No.
0196_MAY

Drawing Title
Planning
Bay Study, Typical Base
Proposed

Drawing Number
0196_MAY-BAA-001-ZZ-DR-A-P-421

Revision
P04

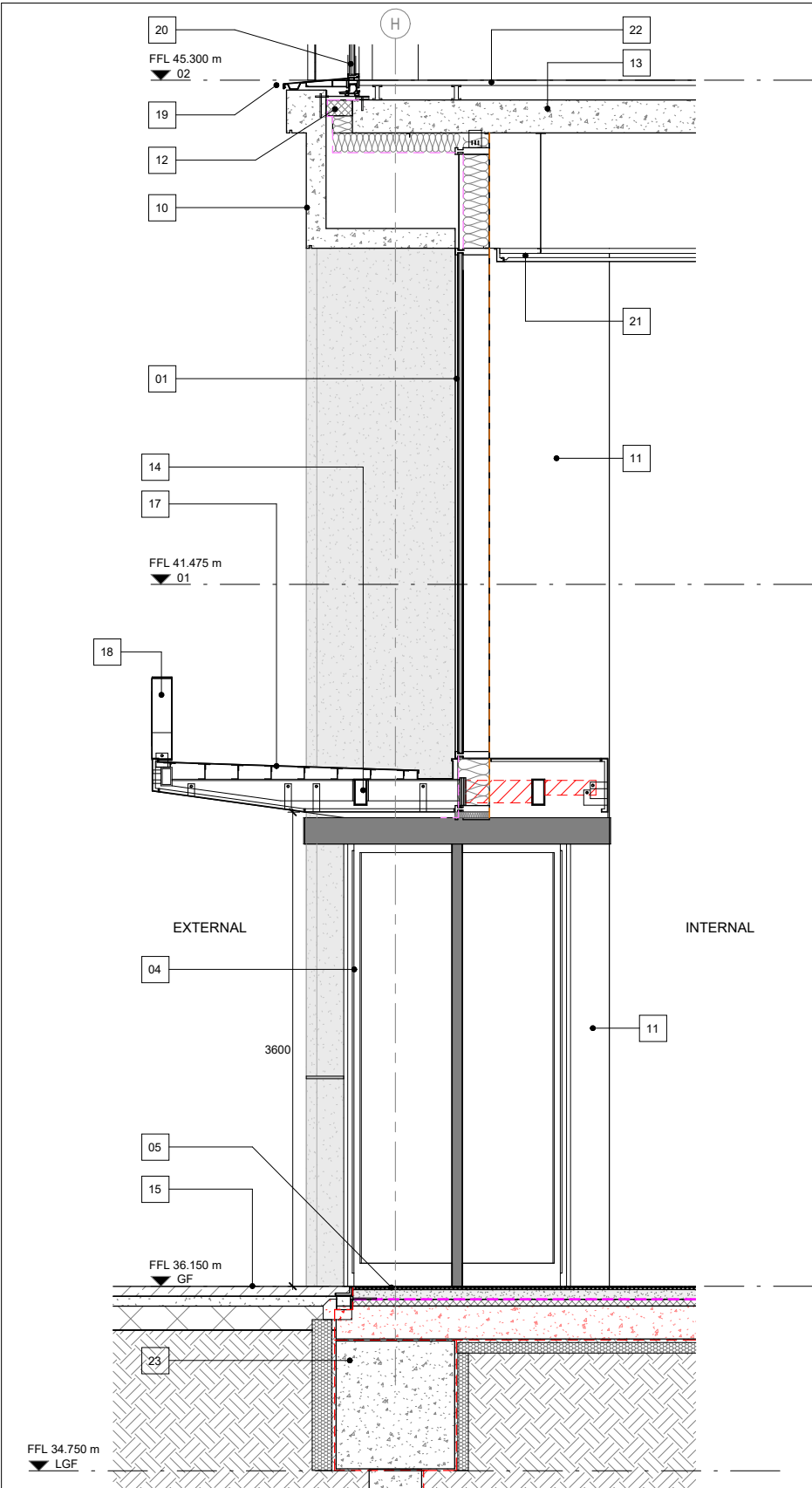
Suitability

Revision Date
260325

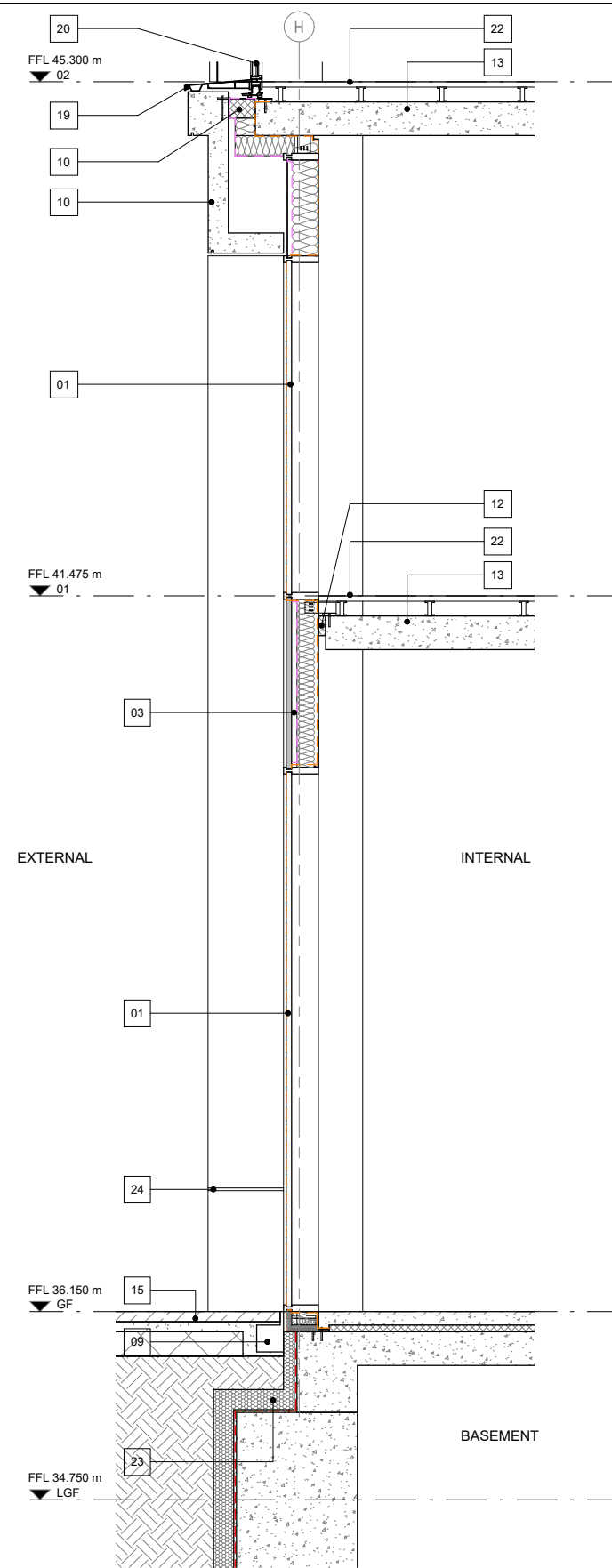
Scale @ A1
1 : 25

Scale @ A3
1:50

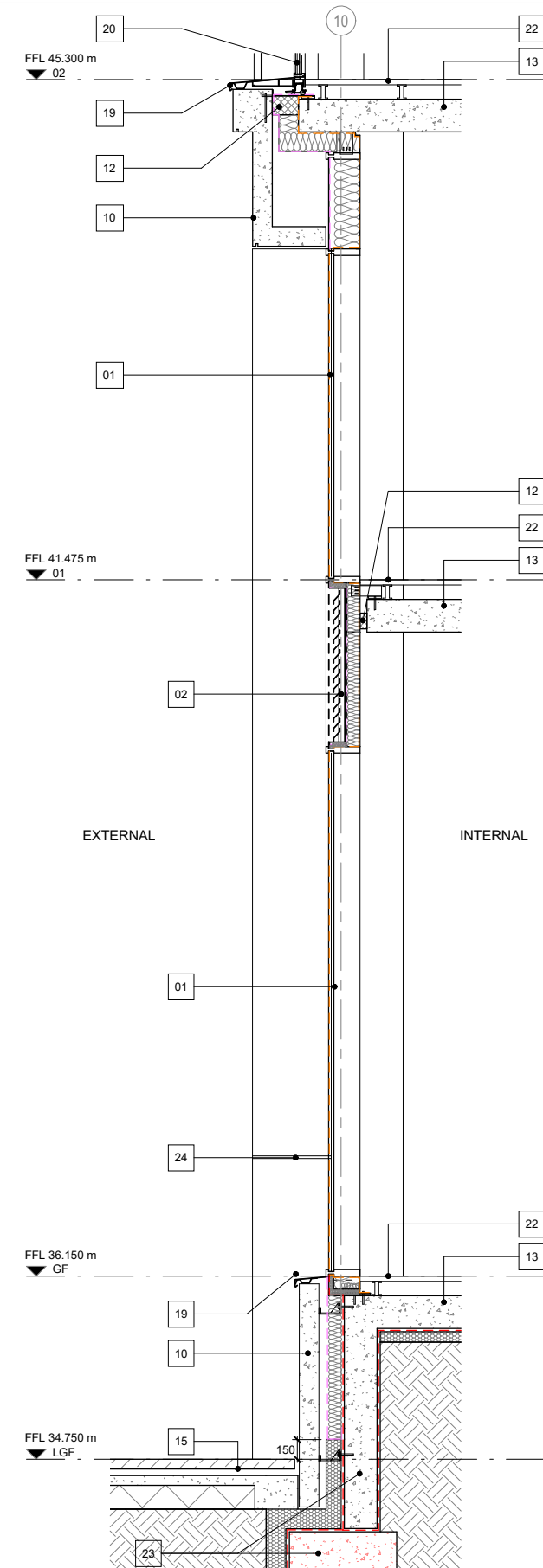
YY MM DD



1 Main Entrance Section
1 : 25



2 Bay Study North Elevation Section
1 : 25



3 Baring Street Section
1 : 25

Rev	Date	Revision	By	Chk	Notes
P01	260304	Issued for coordination	IN	AL	Key
P02	260306	Issued for coordination	IN	AL	
P03	260313	WIP for Draft DAS	DZ	IN	
P04	260325	Issued for planning	DZ	IN	

- Curtain wall glazing system
- Louved curtain wall panel with perforated cover panel. Free area to MEP Engineer's requirements, nominal 50%
- Insulated back-painted glazed panel part of curtain wall system
- Glazed revolving door with drained footwell
- Entrance matting
- Glazed single / double door, part of curtain wall system
- Door restraint post
- Door access control
- Linear slot drain to all doors and glazing
- Precast cladding panel with mineral wool insulation and support brackets to primary structure.
- Pressed metal flashing to close curtain walling to in-situ structural column, secret fixing, colour to match curtain wall frame
- Fire stop to close curtain wall system to slab edge with flashing trim to the underside to conceal the gap to the structure
- Primary structure to S.E. details and specification.
- Secondary support structure to S.E. details and specification
- External landscape to Landscape Architect's detail
- Soffit insulation and structural hangers on thermal breaks to support precast lintel panels across the span between column cladding
- Canopy, dark metal finish
- Signage
- Metal drip flashing
- Unitised cladding system with extended flashing over precast cladding with drip detail
- Suspended mesh ceiling
- Raised access floor
- Foundations and waterproofing to S.E. design and specification
- Joint

Key
--- Breather membrane
--- Thermal line
--- Waterproofing

BENNETTS ASSOCIATES

38 - 42 Mosley Street, Manchester M2 3AZ
T +44 (0)161 674 0135 • www.bennettsassociates.com
E manchester@bennettsassociates.com
For Bennetts Associates' electronic information issue disclaimer -
www.bennettsassociates.com/informationdisclaimer/

Project
Baring Street Office 1
Mayfield Poulton Limited

Drawing Title
Planning
Bay Study, Building Base Sections
Proposed

Drawing Number
0196_MAY-BAA-001-ZZ-DR-A-P-422

Scale @ A3
1:50

Scale @ A1
1 : 25

Suitability / Revision
P04

Revision Date
260325

YY MM DD

Project No. 0196_MAY

Schedule of external materials

[illegible]

Schedule of external materials

Building element reference in architectural drawings	Ref. Number on Elevations	Location	Description	Colour / finish
Windows	1	Upper volume	Double glazed unit	Anodised dark colour finish to frame
	2	Mayfield Datum	Curtain wall system	Anodised dark colour finish to frame
	3	Mayfield Datum	Louvred curtain wall panel behind perforated screen	Anodised dark colour finish to perforated screen
	7	Mayfield Datum	Solid metal panel above window	Anodised dark colour finish
	21	Mayfield Datum	Insulated back-painted glass spandrel panel	Gglass to match curtain wall system, insulated panel to be painted in dark colour
	19	Mayfield Datum	Architectural louvres	Dark colour finish
	1&2	Throughout building	Double glazed insulated glass unit with solar control coating	Transparent
External walls	8	Upper volume	Profiled corrugated metal cladding	Anodised dark colour finish
	9	Upper volume	Perforated profiled corrugated metal panel to vent and plant screen	Anodised dark colour finish
	10	Upper volume	Metal frame to plant screen cladding	Anodised dark colour finish
	11&12	Upper volume	Capping / drip flashing	Anodised dark colour finish
	13	Upper volume	Metal balustrade	Dark colour, matt finish
	15	Mayfield Datum	Concrete finish cladding	Precast concrete finish
	23	Upper volume area facing Mobility Hub	Insulated flat panel	Dark colour finish
	24	Mayfield Datum	Metal clad canopy	Anodised dark colour finish to match curtain wall frame

