Four Architects

# STORE STREET | MANCHESTER

## TALL BUILDING STATEMENT
## DESIGN & ACCESS STATEMENT

P02 (FINAL CHECKING) - 20 NOVEMBER 2025

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# PROJECT SUMMARY

This Design & Access Statement has been prepared by Four Architects on behalf of our client.

The purpose of the document is to support a full planning application for a purpose built building containing 73 no. apartment units across 16 storeys. It explains the reasoning and approach that has been undertaken in developing the final design.

This document is to be read in conjunction with all other documents submitted as part of the full planning application

# TALL BUILDING STATEMENT

# CONSULATION & ASSESSMENT

The application proposes a building of 16 storeys. This is a tall building within the context of Manchester City Centre and therefore it is necessary to assess the development against policies and guidance specifically aimed at tall buildings. Most important of these is the adopted Manchester Core Strategy Policy EN2, as well as the most recent Historic England advice note *Tall buildings – Advice Note 4* (2nd Ed., March 2022).

The Historic England advice note recognises the contribution that tall buildings can make to a skyline's image, character, and identity. Further to this, the Core Strategy policy recognises the contribution that tall buildings can make to sustainability and regeneration. However, tall buildings which are not in the right place, or poorly designed, by virtue of their size and widespread visibility can also seriously harm the qualities that people value about a place.

The *Guide to Development in Manchester* SPD document is also relevant to tall building proposals. It states it is important that new developments are of an appropriate height, having regard for location, area character and specific site circumstances, as well as local environmental effects such as microclimate.

The following sections consider the proposals against the structure of assessment set out in the Historic England document.

## Consultation

In accordance with the National Planning Policy Framework (NPPF), it's good practice to discuss proposals with the local planning authority (LPA) and other relevant parties prior to a planning application being submitted.

The application proposals have been subject to pre-application discussions with senior planning officers at Manchester City Council. This submission is based on a previous submission on the site, designed by 5Plus Architects, which was accepted by the council (132626/FO/2022). This design proposal matches previous design in terms of height and massing, and differs in terms of the internal layout and facade treatment. Conversations on the previous scheme led to the design proposal being reduced from 17 storeys to 15, as well as several of the building's corners being chamfered to soften the building's appearance and improve sight-lines from surrounding buildings. Our scheme was increased to 16 storeys without changing the massing or form, by standardising the floor to floor height to 3m and better utilising the previous scheme's parapet height.

The similarities to the previous approved scheme let to the conversations with council officers being streamlined, being able to focus on the differences between our proposal and the previous, and the steps we had taken to improve the visual appearance of the previous scheme (in our opinion) whilst retaining the same overall massing. Conversations were positive, with officers happy with the style and execution of the facade. One comment made was that the section of Store Street which the site occupies may not receive enough foot traffic to support a commercial unit and a recommendation was made to replace the commercial unit found in our earlier iterations of the scheme with a ground floor residential unit, which we subsequently implemented.

A briefing meeting also took place with Cllr Jon-Connor Lyons (Ward Member), who was pleased to see the derelict site was to be built on after the previous attempt fell through, and noted on the visual appeal and contextuality of the proposal.

## Application Requirements

The Tall Buildings Guidance sets out a list of information which is likely to be required to support a tall building application so that its impact can be properly considered. This includes a Design and Access Statement, a Heritage Assessment, an assessment of context (local and town- or city-wide), an assessment of cumulative impacts, an Environmental Impact Assessment, as well as satisfaction of the following design criteria:

- Architectural quality
- Sustainable design and construction
- Credibility of the design
- Contribution to public space and facilities
- Consideration of the impact on the local environment (and particularly at ground level)
- Provision of a well-designed inclusive environment

In terms of detailed design criteria, the guidance advises that delivering architectural quality involves a consideration, amongst other things, of the building's scale; form and massing; proportion and silhouette; facing materials: detailed surface design; relationship to other structures; impact on streetscape (near views); impact on cityscape (distant views); and the overall skyline.

It also states proposals for tall buildings should have a positive relationship with topography; character of place; heritage assets (particularly near World Heritage Sites); height and scale of development (immediate, intermediate and town/city-wide); urban grain and streetscape; open spaces; rivers and waterways; important views; and skyline impact.

Given the likely impact of a tall building on a wide area, guidance states importance that social and environmental effects be assessed. Consideration needs to be given to a tall building's contribution to public space. This applies both internally and externally, including the provision of a mix of uses (especially on the ground floor of towers), as part of a well-designed public realm.

Consideration of the impact on the local environment is also important, including microclimate, overshadowing, night-time appearance, light pollution, vehicle movements, the environment and amenity of those in the vicinity of the building, and the impact on the pedestrian experience. Well designed tall buildings provide an inclusive environment, both internally and externally, taking opportunities to offer improved permeability and accessibility where appropriate, as well as the potential for opening up or effective closure of views to improve the legibility of the wider townscape.

The application documentation addresses these information requirements, located within the following key documents;

- Design and Access Statement
- Green and Blue Infrastructure Assessment
- Daylight/ Sunlight Assessment
- Environmental Standards and Circular Economy Statement
- Heritage Assessment
- Transport Statement and Travel Plan
- TV and Radio Reception Survey
- Wind Assessment
- Town and Visual Impact Assessment

The exception to the requirements is that an environmental Statement has not been prepared in respect of the proposals. This is because the proposals are not of such a scale that significant environmental impacts are anticipated. A Screening Request under the Environmental Impact Assessment regulations was made to the City Council on 18th June 2021. It replied on 30th June 2021 to confirm that an Environmental Statement (ES) was not required in respect of the proposals. Notwithstanding that an ES has not been prepared, the application is still supported by a full range of technical reports that would usually be contained within an ES.

Together, the documents set out above demonstrate how the proposals satisfy the assessment criteria for tall buildings, as required by the Guidance; a summary response is provided in the next sub-section.

# RESPONSE TO ASSESSMENT CRITERIA (1/3)

This sub-section summarises the assessment of the development against the key considerations for evaluating the acceptability of tall buildings as set out in the Historic England guidance.

## Assessment of Context

The site is located a short walk from Manchester Piccadilly Station. Store Street has strong transport connections through the established road, rail, Metrolink and bus network. The site is located approximately equal distance from Great Ancoats Street and Piccadilly, in close proximity to the Grade II* Listed Store Street Aqueduct, which carries Ashton Canal over Store Street.

Nearby areas such as New Islington Marina and Ancoats have undergone extensive redevelopment in recent years, as they continue to thrive as important residential quarters for the city.

In the immediate vicinity of the site, the locality predominantly consists of low-medium rise buildings ranging from 2-5 storeys.

To the east of the site is Piccadilly Village, a collection of 4-5 storey residential buildings affronting part of the city's historic canal network, including the section carried over Store Street by the Grade II* listed aqueduct.

More recent development is greatly pushing the building height and density in the Store Street area. Oxygen Towers at the intersection of Store Street and Great Ancoats Street includes 369 apartments and 12 townhouses and rises to 32 storeys in height. Another large, predominantly residential scheme has been submitted for the site on the corner of Sparkle Street and Store Street, adjacent to our site, featuring hundreds of apartments and townhouses, rising to a height of 26 storeys.

In the Manchester Piccadilly SRF from March 2018, which features planning policy consideration of the now-cancelled HS2 extension of Manchester Piccadilly Station, mixed use development are proposed to the east of the existing station. Development plots and indicative storey heights are outlined, including a proposal of a 13-20 storeys building on our site.

## Cumulative Developments

Cumulative impacts can result in impacts which, although individually may not be significant, can combine to result in significant impacts. The assessments supporting this application consider the potential impacts of the proposal. Given the under-development of Store Street as a city centre locality, It is not anticipated that any significant cumulative effects will occur.

## Architectural Quality

The information in the subsequent sections of this Design and Access Statement detail the context, approach and high quality design which have gone into this scheme to ensure it will be a positive addition to the city, both functionally and in adding to the sreetscape and skyline.

The proposed design is carefully considered against a thorough understanding of the site context, site aspirations, robust technical assessment and third-party consultation, and appropriately responds to the surrounding context, constraints and opportunities.

The proposed gold anodised facade material is extremely high quality and durable. It has been specifically chosen to respond to different lighting conditions adding depth, richness and interest to the facade. The architectural form and contrasts with other tall buildings in the city, whilst the material choices and detailing create a contextually sensitive and visually interesting facade, combining to create a distinctive landmark for Store Street.

Given the location and small size of the site he proposal do not increase public realm, but will animate and activate Store Street and provide a new, attractive node along an important walking and driving route through the city centre.

## Sustainable Design and Construction

The impact of the building on the environment during construction, use and, potential decommission has been considered in a number of ways:

- The development is entirely located on previously developed land (brownfield) in a sustainable and accessible location.
- Reduction of carbon emissions will be achieved through design features such as highly efficient heat generation and heat recovery systems (MVHR) and energy efficient lighting.
- The building has been designed with a steel frame, reducing carbon emissions from excess concrete usage and improving lifecycle sustainability through easy disassembly and the high potential for reuse and recycling.
- The design features generous glazing to reduce the reliance on electric lighting but avoiding overheating. Windows in living spaces are openable to allow natural ventilation.
- Efficient water-saving fixtures, fittings and appliances will be used throughout the proposed development to reduce water consumption.
- Opportunities to reduce waste at source, promote resource efficiency, and re-use or recycle materials will be identified to divert waste from landfill during the construction phase of the development.
- A green roof has been specified, providing reduced rainwater runoff, aiding urban cooling and improving air quality.
- Proposed enhancements to site ecology include the green roof, achievable ledges and foraging opportunities in the planting, for locally highlighted black redstart, as well as other bird species, insects and bats.
- The weathering steel cladding panel system featured at ground and first floor has been proposed with a view to design for disassembly at the end of the building's life cycle, when panels can be easily removed undamaged and reused (or recycled). Prefabrication also reduces wastage during manufacture and installation.

## Credibility of the Design

The design of this scheme has been led by Four Architects with the support of a wider team of designers and advisors with a proven track record of creating high quality buildings and places. The team has extensive experience in delivering designs of high quality in sensitive settings.

The wider project team has influenced the design to ensure that the development is functional, technically deliverable, and responds to all required standards and criteria. In addition to Four, the project team is as follows:

- Project manager – Merebridge
- Structural engineer – Thomas Consult
- M&E engineer – Crookes Walker
- Planning consultant – Nexus
- Acoustic consultant – Sanctuary
- Fire engineer – SPL Fire Safety
- Transport consultant – Rappor
- Surveyor - GIA
- Visual impact consultant - SLR
- Heritage consultant - Stephen Levrant
- TV and radio signal consultant - GTech

Four architects will be retained during the detailed design stage and will continue in their role through the construction phase to provide "design guardian" role and to help ensure that the quality spatial and technical design transfers to the end-product.

## Contribution to Public Space and Facilities

At present, the site is vacant, inaccessible, and contributes nothing to the public space. A 2-3 metre vertical wall abuts the street along the adjoining site boundary, providing no visual interest or activity. The development therefore provides an opportunity to establish a connection between the street and the site.

# RESPONSE TO ASSESSMENT CRITERIA (2/3)

**Consideration of the Impact on the Local Environment**

The assessment of the potential impacts of the development on the local environment have progressed throughout the development of the design. The following sections summarise the relevant assessments and conclusions.

***Wind***

A Wind Assessment has been prepared by GIA in support of the application. The wind microclimate conditions for the proposed development have been assessed using high resolution CFD. The assessment concludes that there are no wind safety or distress exceedances at ground level anywhere surrounding the site. There were also no significant wind safety or distress exceedances on any of the building terraces for the proposed development. All ground level comfort conditions are suitable for their intended use along with the level 1 north, level 2 and level 13 north terraces.

The level 1 south, level 13, level 14 south and roof terraces are suitable for occasional use, such as break out terraces, but may require local mitigation measures such as baffles or planting if they are to be used as long-term dwell spaces.

Based on the assessment results, with the appropriate mitigation where required, wind factors are not considered a constraint and the proposals are seen to accord with Core Strategy Policy EN2.

***Sunlight/Daylight***

It is inevitable when constructing buildings in an urban environment that alterations in daylight and sunlight to surrounding properties can occur, particularly where a site is clear and underdeveloped prior. It is well established and accepted that the BRE Guidelines, which set out the numerical benchmark for daylight and sunlight assessments, are predicated on a relatively low-rise suburban environment. The *National Planning Practice Guidance (NPPG) – Making Efficient Use of Land (*published November 2016, updated October 2019) paragraph 7 states:

> *"All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings."*

A Daylight and Sunlight Assessment has been prepared by GIA in support of the application. Modelling was carried out in comparison to the previously consented scheme designed by 5Plus, of which GIA were also involved as an environmental analysis consultant. Compared to the consented scheme the new report finds no difference in the impact of new scheme on the access to daylight of surrounding buildings.

The report sets out the impacts of the proposed development on neighbouring properties in full. Sunlight levels remain fully compliant with relevant guidance. The report provides detailed analysis of these results and a graphical guide on how to identify the differences.

Overall, the surrounding properties will continue to exhibit good levels of daylight and sunlight with the proposed development in place. The impact of the proposed development is commensurate with the context of the location and character of the development site, the overall impact of the scheme on the surrounding residential properties when balanced against the benefits of the development, is therefore considered wholly acceptable.

***Night-time appearance***

A detailed lighting scheme for areas within and around the development has not yet been progressed. It is expected that this will be conditioned as part of any planning approval. However, it is not intended that the façades will be subject to feature lighting. Any lighting scheme proposed will be assessed as necessary to ensure that no adverse impacts arise. In the interests of aviation safety, red warning lights will likely be required to be installed on the building in accordance with Civil Aviation Authority guidelines. The tower will be visible at night, but the degree of visibility will depend to an extent on the use of the individual apartments. At dusk, the tower will form a distinguishable silhouette which will become a landmark on the city skyline.

***Light Pollution***

The site is likely to be classified as an E4 Environmental Zone ('i.e. an area of high district brightness') due to its location within Manchester City Centre with high levels of night-time activity. Sources of existing lighting include street lighting on the road along the site boundary and fugitive light spill from the surrounding buildings.

Potential sensitive receptors to light spill and glare include residential properties and users of the local road and footpaths surrounding the site. The key receptors are residents in close proximity to the site which have windows directly facing the site and which may be subject to an increase in light that may be termed a statutory nuisance.

During the construction phase, floodlighting / security and health lighting installations associated with on-going working areas, where equipment is stored and safety hazards may be present. However, a Construction Environmental Management Plan (CEMP) will be prepared and agreed with MCC prior to the commencement of works. As part of the CEMP, the detailed measures will be implemented to minimise light spill and glare to nearby sensitive receptors. It is assumed that operational lighting installations will be designed to relevant British Standards (including BS 5489- 1: 2013 'Code of practice for the design of road lighting: Lighting of roads and public amenity areas') and will take account of the ILP *Guidance Notes for the Reduction of Obtrusive Light*. Any illuminated signs would be designed to meet the ILP PLG05 *The Brightness of Illuminated Advertisements*. As such, any increase in light spill and glare is unlikely to be significant.

It is considered that any new lighting installations will be operational prior to occupation of future residential properties and therefore it is not anticipated that future residential receptors will experience a change from baseline conditions.

During operation, it is expected that the operational lighting installations associated with the development will be designed to best practice guidance, including British Standard (BS) 5489-1:2013. It is therefore considered that upward light will be limited and new lighting will provide a more consistent level of lighting improving a sense of security. Additionally, any new lighting will be designed to ensure that the source of lighting is not facing or adjacent to a residential window.

Based on the evidence to date, effects relating to nuisance from lighting are considered insignificant.

***Solar Glare***

There are two types of glare: disability glare, which is a safety issue; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point, it can generally be managed where glare is an issue by using blinds of curtains for the periods of time where such glare occurs. For these reasons, residential uses are classified as low-sensitivity receptors and do not require assessment as no significant adverse effects could occur.

Where analysis is undertaken, it would consider the total duration of time for which the sun can be reflected to the affected location per year. Durations of less than 50 hours per year are classified as being unlikely to lead to significant impacts.

# RESPONSE TO ASSESSMENT CRITERIA (3/3)

Clearly, some reflections from glazed buildings into surrounding buildings will inevitably occur in an urban context; however, it is highly unlikely that the proposed development would generate reflections that could impact any individual occupant in neighbouring buildings for 50 hours or more per year. Further, it is important to note that the cladding proposed is unglazed brick which naturally has low reflectivity. Any discomfort glare that would occur would be entirely transient and short-lived as the sunpath moves past the site (as with any transient overshadowing impacts) and could be managed by residents using blinds or curtains for those short periods where necessary. This is considered to be typical of the site's urban location and would potentially occur with any redevelopment proposal of the site that includes areas of glazing.

It is therefore considered that any impact on residential amenity is not expected to be significant and an assessment of discomfort glare is not considered necessary.

### *Vehicle Movements*

The Transport Statement prepared by Rappor includes a detailed explanation regarding the robust methodology for calculating the modelled number of vehicular movements generated by the development proposals. This concludes that the development will generate four vehicular movements in the morning and evening peak hours and less than 49 trips across the day. The traffic generated by the proposal is negligible and is below DfT significance thresholds. The proposal will not have a severe impact on highway operation or unacceptable effects on road safety.

### *Television Reception*

A television reception survey was undertaken by GTech Surveys to assess the impacts to the reception of VHF (FM) radio, digital terrestrial television (Freeview) and digital satellite television services (Freesat, Sky etc). This concluded that due to the excellent coverage and robust nature of reception conditions in any theoretical signal shadow zone, the proposed development is not expected to impact the reception of digital terrestrial television services or VHF (FM) radio broadcasts.

The use of tower cranes and the Proposed Development itself is likely to cause disruption to the reception of digital satellite television services in areas to the immediate northwest of the site, within 110m of the proposed building. In this location, the use of tower cranes and the proposed building could obscure satellite dishes' views of the southern skies (where satellites are located), resulting in interference. If interference does occur, mitigation would be required, after which viewers' services, or an alternative service, would be restored.

The proposed development may therefore cause minor, short-term interference to digital satellite television reception in localised areas but mitigation solutions exist that will quickly restore the reception of affected television services, leaving no long-term adverse effects for any viewer. A planning condition is anticipated to be attached to any planning permission to protect residents in case interference does occur.

### *Amenity*

There is no specific assessment of amenity, as amenity comprises a range of considerations including sunlight, daylight, noise, vibration, artificial lighting, air quality and odour. Reporting of such assessments will not be repeated here as they have been assessed and described elsewhere within this document as well as within the individual technical reports. In summary however, no significant impacts are anticipated and all impacts have been reduced as far as possible.

### *Pedestrian Experience*

As with amenity, the pedestrian experience depends on a range of considerations including wind, overshadowing, accessibility, interest, sense of place and security. These considerations have also been described elsewhere. In summary the development responds positively to all of these factors. The microclimate is acceptable and suitable for its intended use and other aspects of the pedestrian experience will be significantly improved than the site at present.

### Provision of a Well-Designed Inclusive Environment

The development will provide inclusive access taking into account relevant policy, regulations and good practice. Further access assessment and consultation will be required as the design continues to progress and this will further consider the use of colours, lighting, markings, sizes, surface finishes and handrails.

# CONSIDERATION

Guidance advises on the importance that the required high standard of architectural quality is maintained throughout the process of procurement, detailed design, and construction, through the use of conditions and reserved matters. In the case of the proposals, the quality of the design will be continued into the construction as Four Architects will continue to be the lead architect for the project. Further, the applicant will also build the development and the intention is that the ownership interest will be retained in part by the applicant. As such, the applicant's priority is to ensure that the aspirational vision for a genuine high quality development becomes a reality.

The Tall Building Guidance advises that when considering any proposal that has an adverse impact on a designated heritage asset through development within its setting, 'great weight should be given to the asset's conservation', with any harm requiring a 'clear and convincing justification' (NPPF July 2021 states similar at paragraphs 199-200). It goes on to state that in assessing this justification, and in weighing any public benefits offered by a tall building proposal, local planning authorities will need to pay particular regard to the policies in the NPPF that state that economic, social and environmental gains are to be sought jointly and simultaneously in order to deliver positive improvements in the quality of the built, natural and historic environment (paragraphs 7 and 8).

The scheme's overall assessment against heritage policies, and the detail of the significant and far-reaching social, economic and environmental benefits of the scheme are set out in the Heritage Assessment and this document.

The conclusions are that whilst the proposed height and scale of the development will result in some adverse visual impact to heritage assets, this will be mitigated by the enhancement of the pedestrian environment at Store Street, which at present, is devoid of historic context and makes a detrimental contribution to the setting of the adjacent aqueduct. The Proposed Development will create active frontages and introduce a sense of place within the immediate setting of the Grade II* listed structure by creating a welcoming environment.

These benefits are subsequently reflected in the overall significance of effect value. Therefore, in accordance with the NPPF and MCC's Core Strategy Policy, the proposed development would demonstrably enhance the setting of the Grade-II* aqueduct and make a positive contribution to the character of the Piccadilly Basin area. In these terms, the social, economic and environmental benefits of the proposal would outweigh the heritage harm caused and the proposed development would fully meet the requirements of the 1990 Act, the NPPF and Manchester City Council's local planning policy, as well as being consistent with good development design and conservation practice.

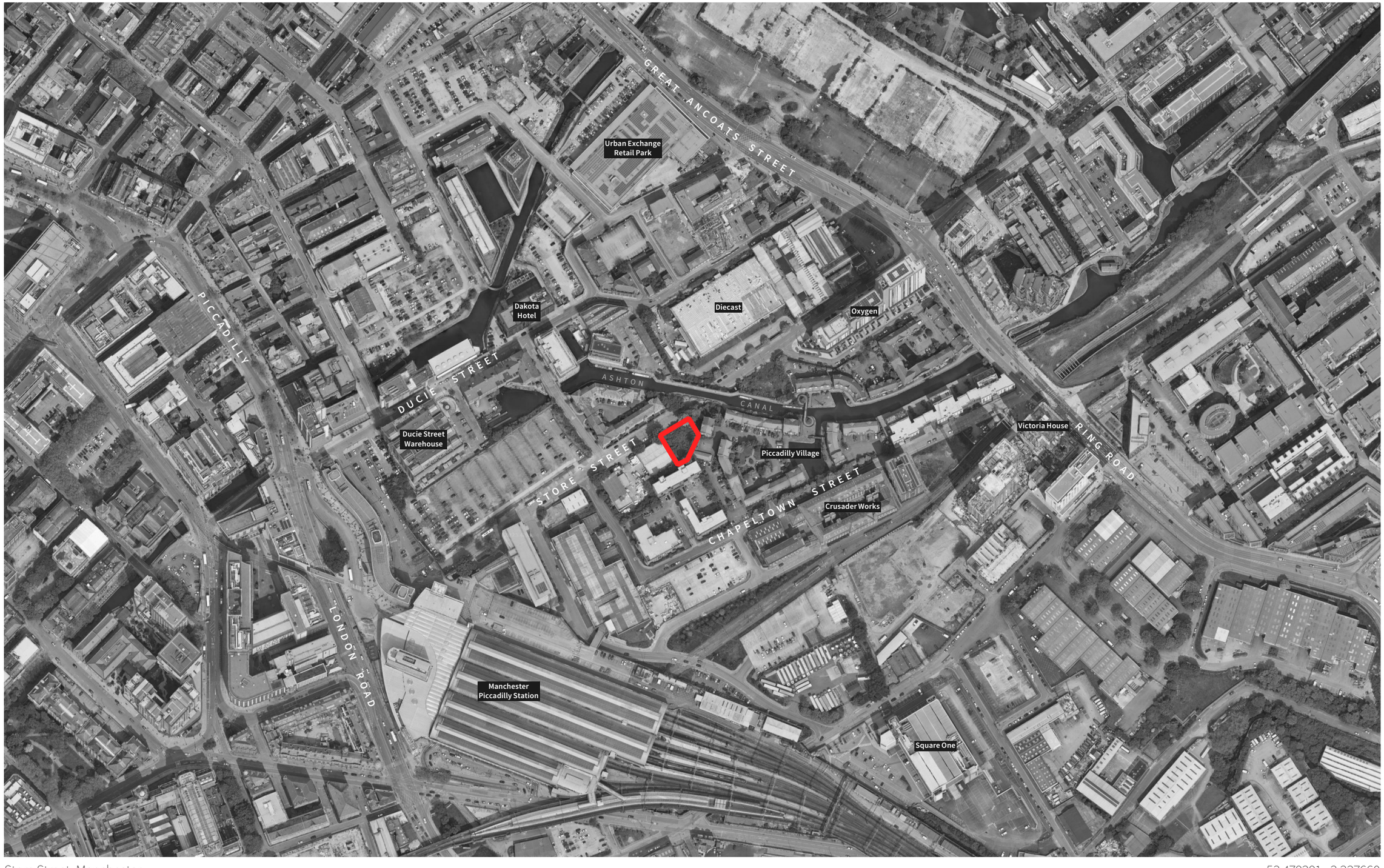
The guidance goes on to state that in considering and justifying tall building proposals, an examination of alternative designs or schemes that might be more sustainable because they can deliver public benefits alongside positive improvement in the local environment may be appropriate. The design team has worked hard to improve on a consented scheme which maximises the opportunity available and wider public benefits whilst minimising impacts, including heritage harm, as far as possible. For example, through the pre-application process, the ground floor use has been adapted to better match current local area demand.

The development proposed also needs to be deliverable and on a site such as this with a small footprint and significant abnormal ground-work costs, a certain level of development needs to be provided in order for the scheme to be viable. It is considered that the scheme effectively balances these considerations.

This section has provided a detailed assessment of the development against the specific considerations relating to tall building proposals. In summary it is concluded that the development is within with Tall Building policy.

# SITE HISTORY & CONTEXT

# SITE LOCATION




Store Street, Manchester

53.479291, -2.227660

# HISTORIC MAPS

Manchester was one of the first towns in the world to industrialise during the Industrial Revolution. First settled by the Romans in the 1st Century AD, by the 1850s it was a large city with many factories and houses, having grown rapidly during the late 1700s onwards.

Store Street was presumably named after the cold stores and warehouses that could be found along its length. In the late 1800s, a box-making factory was built on the site. It remained in operation until at least the 1960s, but fell out of use in following decades and was subsequently demolished.

The site has remained vacant since then. In the early 2000s, some civils work was undertaken to ensure the stability of the sloping ground on the site during the construction of the Piccadilly Village housing development.




1848




1908




1932




1960

# HISTORIC IMAGES



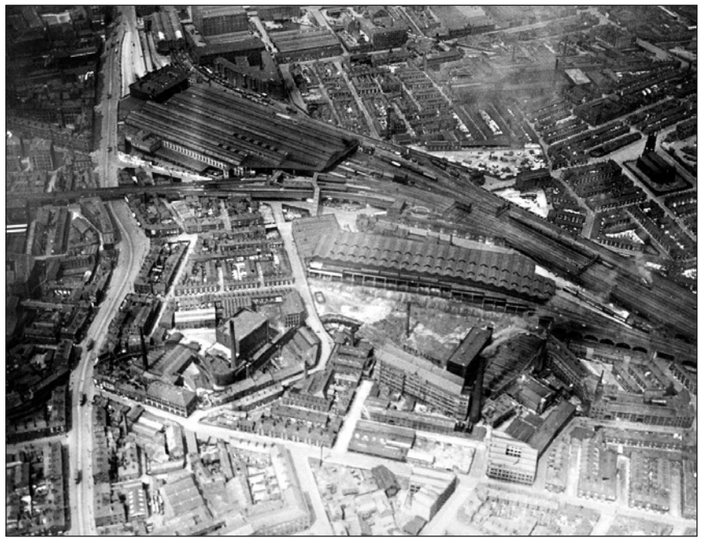

Public house and housing that formerly stood on Store Street
1896



Corner of Sparkle Street and Store Street
1966



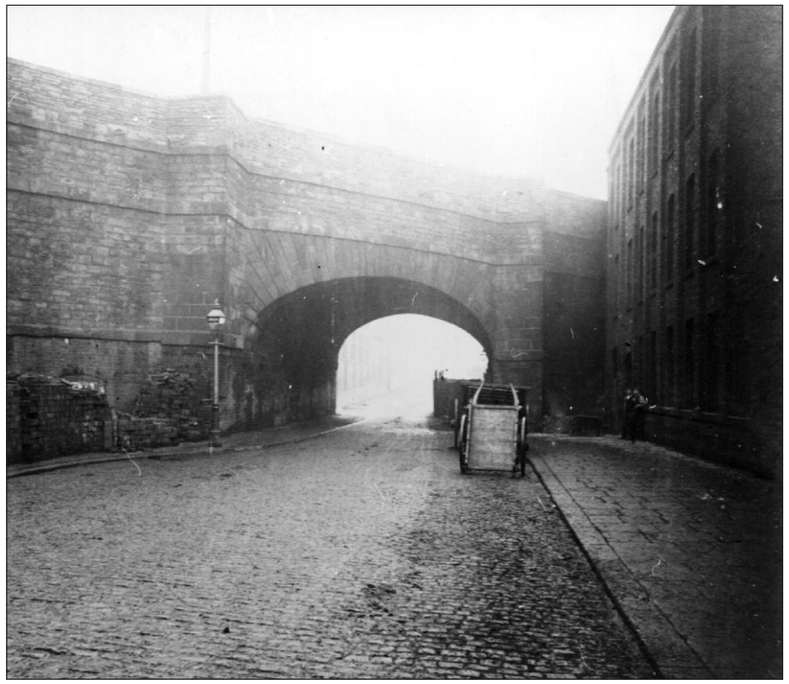
View up Jutland Street from Store Street
1966



Aerial view of Manchester with Store Street and site visible near top of image
1924




Store Street factory that stood opposite site
1895



View of canal aqueduct over Store street with site visible to the right
1896



Later view of canal aqueduct over Store street with site visible to the right
1960

# SURROUNDING CONTEXT (1/2)

## Building Heights

The area surrounding Store Street is in a traditional stage. Many older buildings are of a lower height, whilst newer construction has typically built much taller in line with the rest of the city. The recently completed Oxygen residential project on the corner of Store Street and Great Ancoats Street is 32 storeys tall. The Sparkle Street scheme due to be constructed in the next two years bounds onto the site and will top out at over 25 storeys tall.

A taller building would be appropriate in this context to further contribute to the area's push for higher density.

## Building Uses

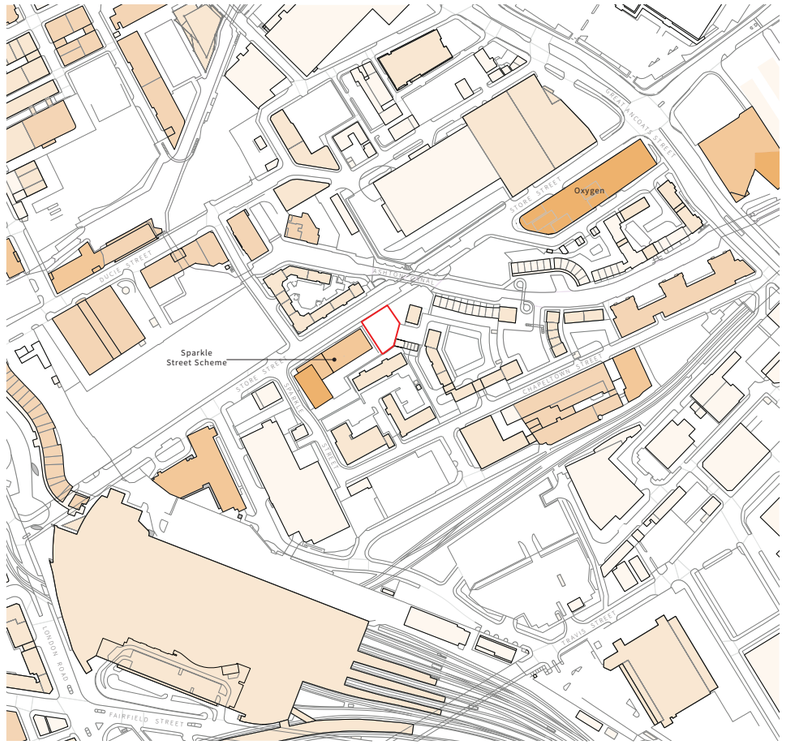
The majority of buildings surrounding the site are residential, with some food and beverage, offices and light industrial interspersed, reflecting the areas historical use as a busy industrial and residential hub. To the west is Piccadilly Station and a number of hotels. To the north-west, closer to the town centre there are many retail and mixed-use developments.

Given the surrounding uses, a residential scheme would be ideal for the site, with the possibility of a commercial unit on the ground floor as the immediate local area is poorly served by cafes and restaurants.

## Building Heights

**Key**

- 1 - 3 storeys
- 4 - 6 storeys
- 7 - 10 storeys
- 11 - 14 storeys
- 15+ storeys
- Site boundary




## Building Uses

**Key**

- Residential
- Hotel
- Transport
- Food / beverage
- Retail / mixed use
- Office
- Light industrial / warehouse
- Parking
- Site boundary



# SURROUNDING CONTEXT (2/2)

## Transport Links

### Transport Links

The site is ideally located to local road and public transport links. By car, Store Street can be easily accessed from London Road to the southwest, and directly from Manchester's inner ring road via Great Ancoats Street to the northeast. There is excellent access by public transport, with Manchester Piccadilly station being a 5 minute walk away and providing local and national train services, as well as having a tram stop on the Metrolink network. In addition there are several bus stops close-by which link with local transport hubs of Piccadilly Gardens and Shudehill Bus Station.

Given the excellent site access and the site's location within the city centre, a high-density residential development is appropriate.

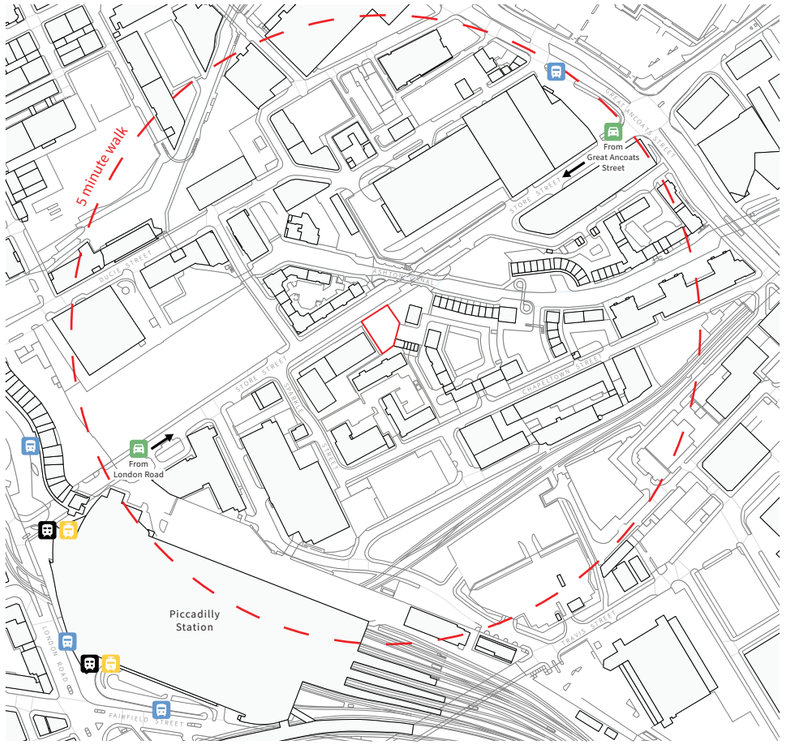
### Access to site

The north west boundary of the site lies along Store Street and as such is easily accessible from this site by pedestrians, cycles and vehicles.

The other aspects of the site bound other private plots and are not easily accessible. Additionally, the site slopes upwards from Store Street.

**Key**

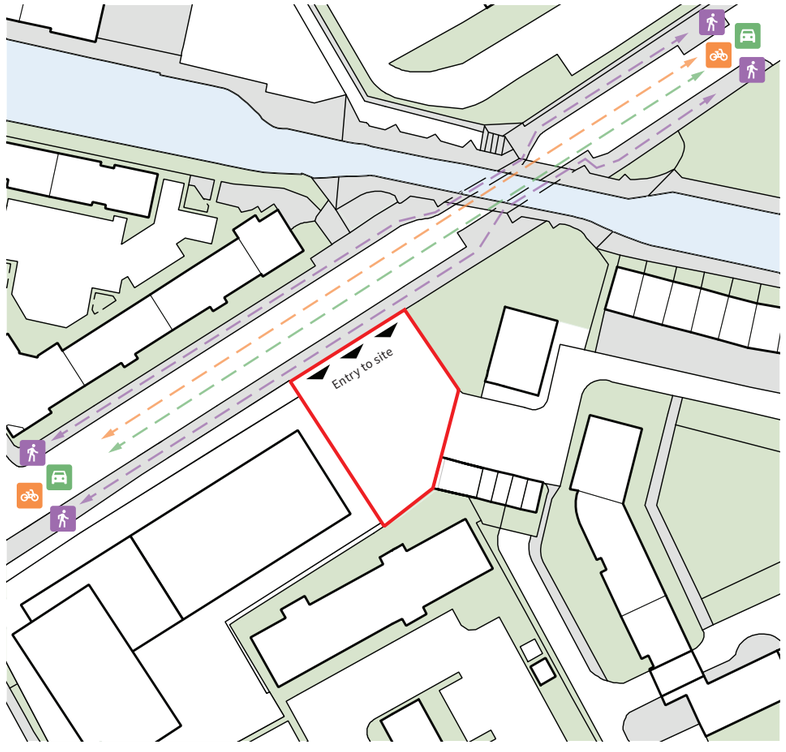
- Bus connection
- Train connection
- Tram connection
- Vehicle route
- Site boundary




## Site Access

**Key**

- Walking routes
- Cycle routes
- Vehicle routes
- Site boundary



# PLANNING POLICY (1/2)

### Core Strategy

Store Street is located within the ‘City Centre’ zone as set out in the core strategy for Manchester.

The council plans for 60,000 units to be built within the council district between 2012 and 2027, with 16,720 of these units being built within the City Centre Policy (Policy CC3).

Within the City Centre, high density developments of over 75 units per hectare are acceptable (Policy H1).

The council will ‘prioritise sites which are in close proximity to centres or high frequency public transport routes’ (Policy H1).

### Strategic Regeneration Frameworks

Over the past 10 years the council has commissioned several Strategic Regeneration Frameworks focused on development of the areas in and around the site.

The Manchester leg of the HS2 was due to terminate at Piccadilly Station in a large new extension which would form the focal point of a widespread regeneration effort. Despite the northern portion of HS2 being cancelled, the redevelopment will continue with the SRFs and Core Strategy as a foundation.

Please see overleaf for more details.

### Core Strategy

City Centre zone as shown in the Manchester core strategy




### Strategic Regeneration Frameworks

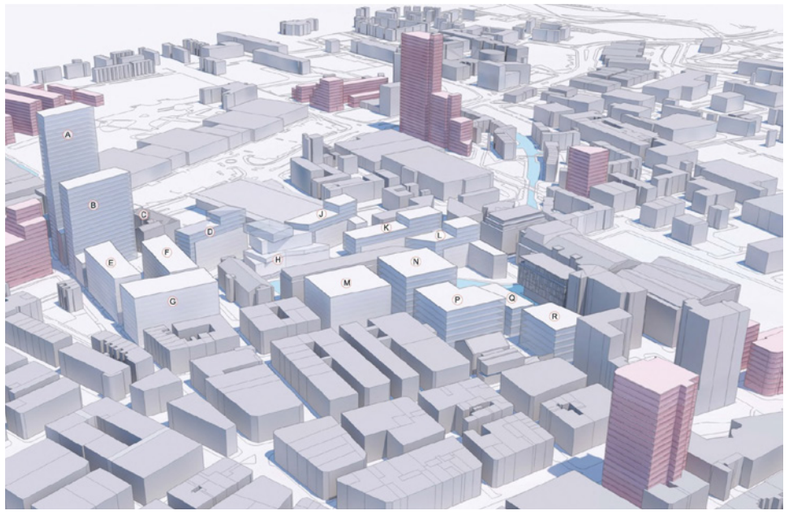
1. Manchester City Centre zone
2. HS2 SRF, 2014
3. Piccadilly Basin SRF, 2018
4. East Village Central SRF, 2014
5. Portugal Street East SRF, 2014
6. Manchester Piccadilly Extension for HS2 Terminal Extent
7. Mayfield SRF

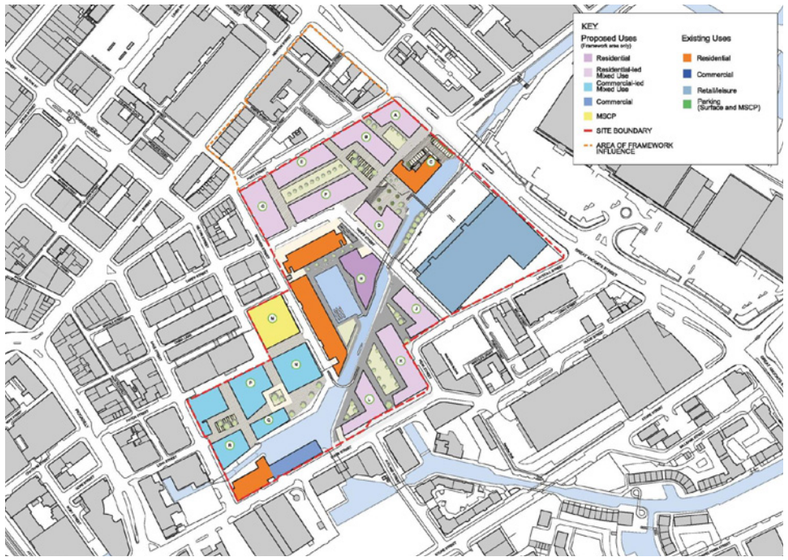


# PLANNING POLICY (2/2)

The Eastern portion of Manchester City Centre, historically an important manufacturing, transport, warehousing and residential district, was neglected in the second half of the 20th Century, leading to large areas of disused and underdeveloped land, which the council has been keen to improve as Manchester's current period of growth and renewal continues.

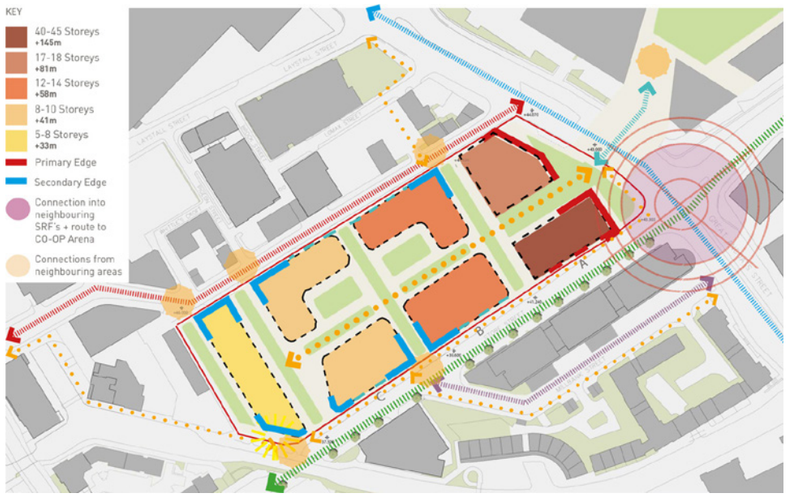
## Piccadilly Basin SRF






Piccadilly Basin SRF proposed massing of future development. (Source: SimpsonHaugh, Deloitte.)

## East Village SRF




East Village SRF proposed development, with building heights. Our site located just off-image to the lower left corner. (Source: Turley, SimpsonHaugh.)

7 plots, 5 - 33 storeys

## Mayfield SRF



Concept building projects around Mayfield Park, as seen in the Mayfield SRF. (Source: LCR, MCC.)

30 plots, 5 - 50 storeys

# RECENT SURROUNDING PROJECTS



1. Oxygen, Store Street | **32 storeys**




2. Leonardo Hotel, Great Ancoats Street | **14 storeys**



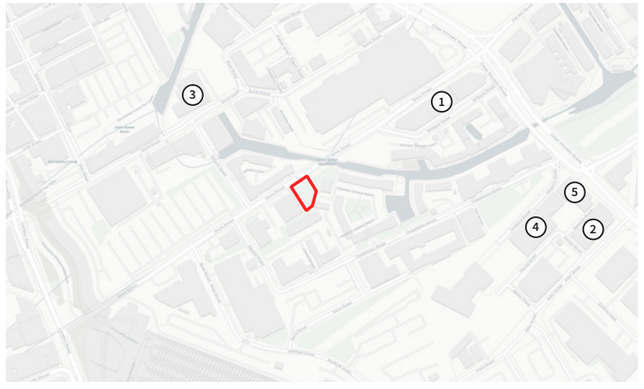

3. Dakota Hotel, Ducie Street | **9 storeys**



4. The Castings, Longacre Street | **22 storeys**



5. Victoria House, Great Ancoats Street | **24 storeys**



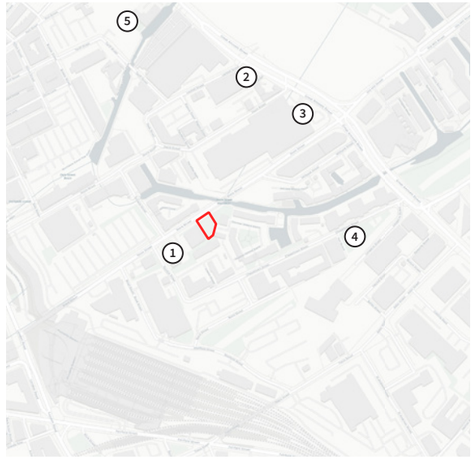
# PIPELINE PROJECTS



1. Sparkle Street, adjacent to site | **30 storeys**
*Approved*




3. Stocktons Site, Store Street | **50 storeys**
*Validated*




Recent planning validation and approvals reflect the push for taller buildings around the Store Street area, with many approvals being well over 20 storeys, all the way up to a 50 storey proposal currently under planning review.



2. Hilton Motto Hotel, Great Ancoats Street | **20 storeys**
*Under construction*



4. Ferrous, Chapeltown Street | **14 storeys**
*Approved*



5. One Port Street, Port Street | **30 storeys**
*Under construction*

# SITE PHOTOS





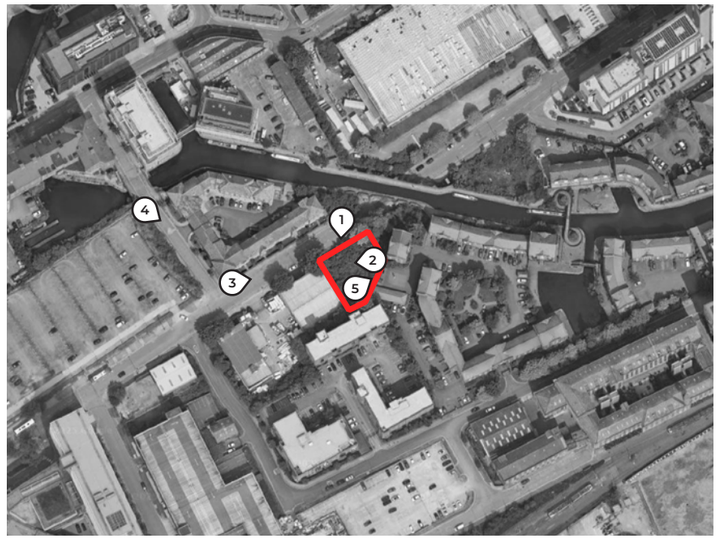








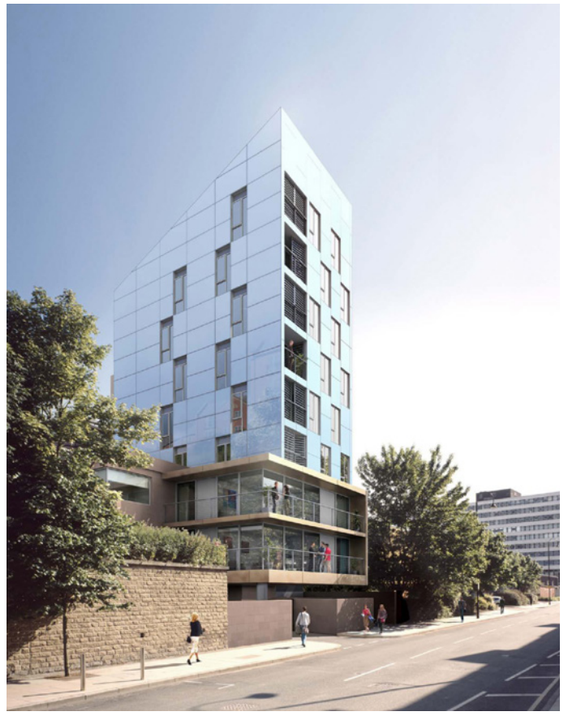


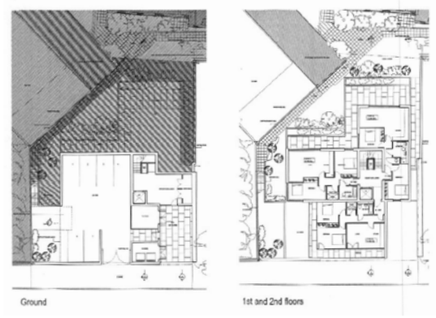
# PREVIOUS APPLICATIONS (1/2)

## 070326/FO/2003/C3

Decision date: February 2006
Architect: DTR:UK



CGI view of proposed




Proposed plans



Proposed street scene

*"Construction of new residential development for 16 no. apartments with associated car parking and external landscaping."*

This scheme was designed as a continuation of the previously built Piccadilly Village development and featured integrated access between the road level and the higher level of the canal basin.

## 107245/FO/2014/C2

Decision date: March 2016
Architect: BDP



Proposed typical floor plan



Proposed street scene



Proposed CGI visual

*"Erection of 13 storey building comprising 34 apartments ( 3 x 1 bed, 28 x 2 bed and 3 x 3 bed duplex) with ground floor D2 (Assembly and Leisure) Use with associated landscaping, highways, engineering and other associated works following removal of section of retaining wall."*

This scheme highlights renewed interest in the site near the beginning of Manchester's current period of growth, starting in the mid-2010s. At double the amount of apartments as the previous scheme, it reflects the push for higher density within the city centre.

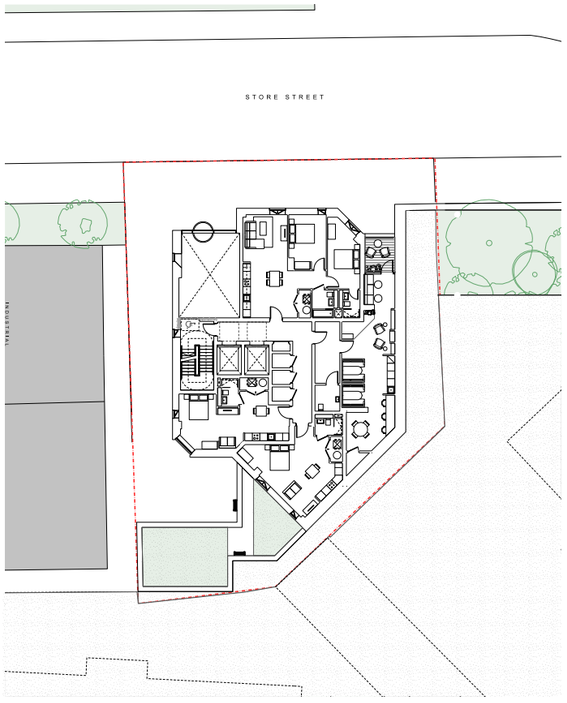
# PREVIOUS APPLICATIONS (2/2)

**132626/FO/2022**

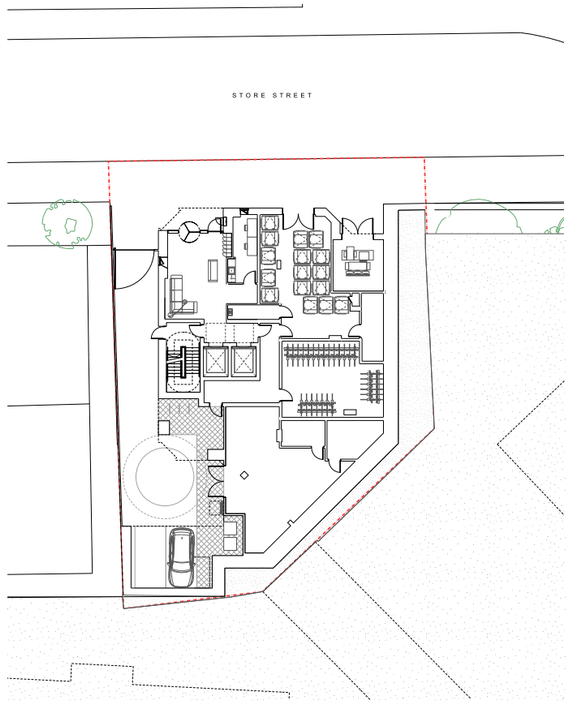
Decision date: Dec 2022
Architect: 5plus



CGI view of proposed




Proposed first floor plan

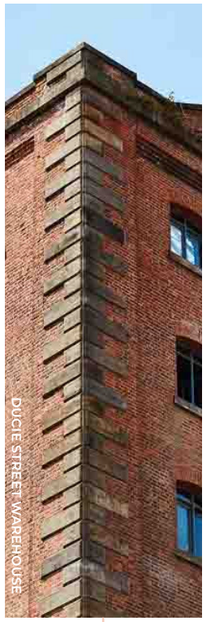



Proposed ground floor plan

*“Erection of 15 storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development.”*

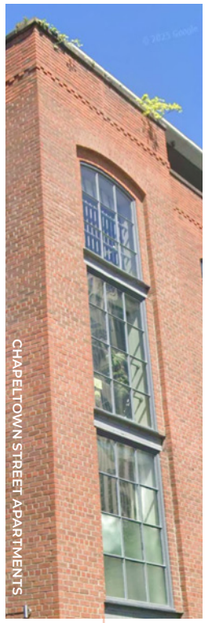
Following the lapse of the previous scheme’s planning approval, this scheme was designed as a development of the previous design, using a similar form factor and materiality, but once again pushing the height and density further in line with the growth of the city.

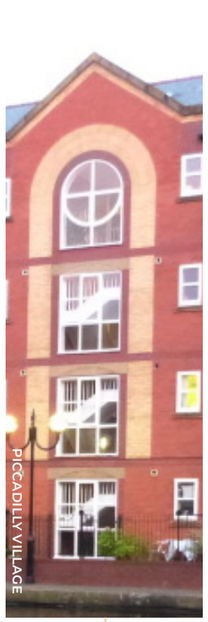
# SURROUNDING MATERIALITY

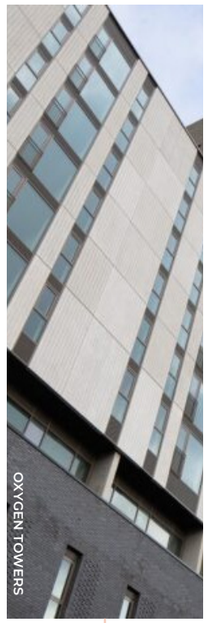


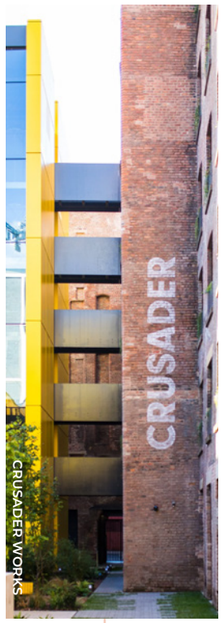


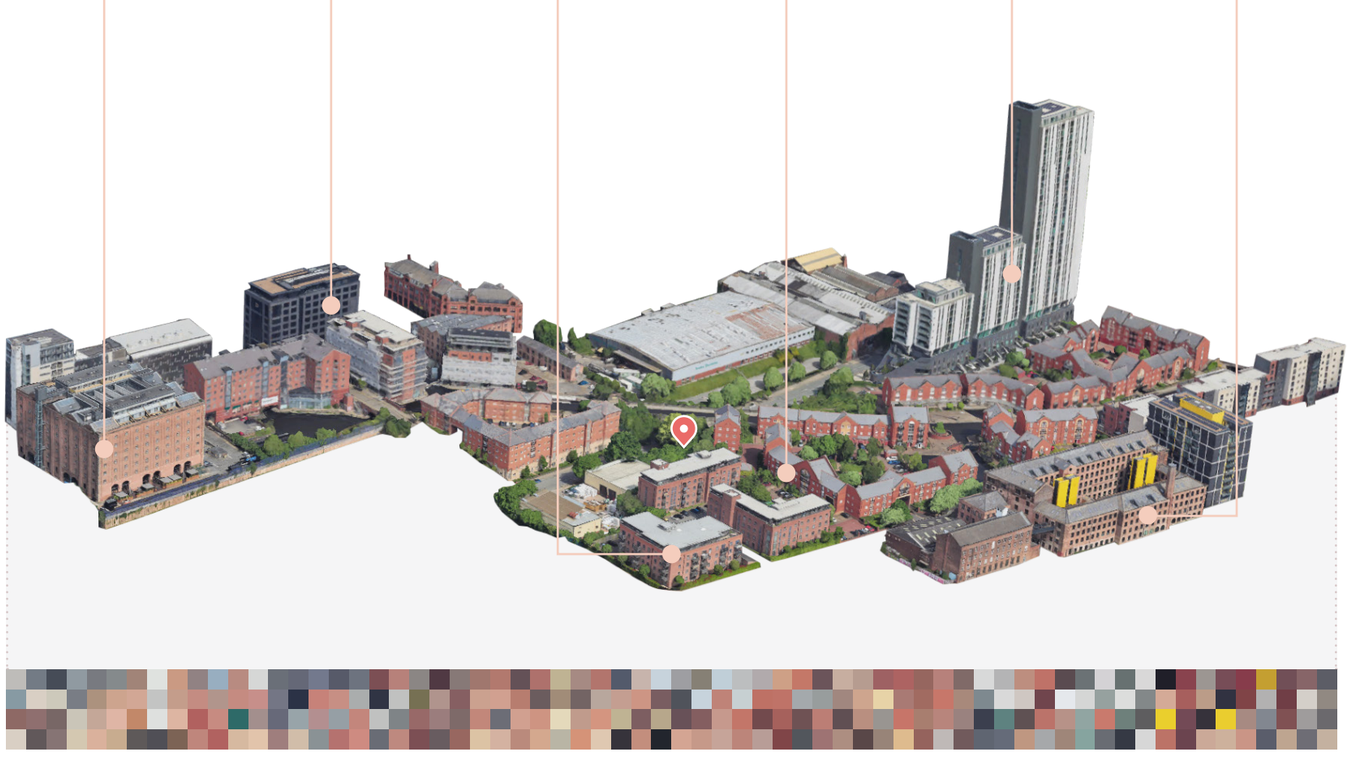




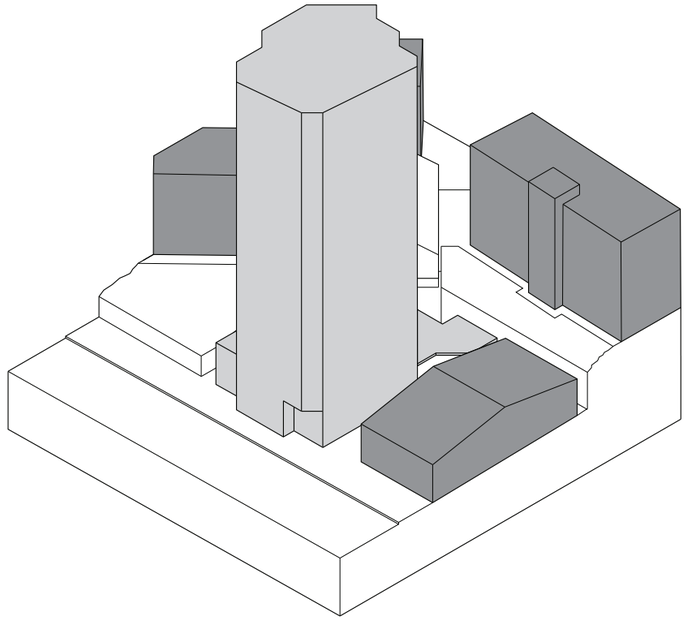



The predominant external materiality around the site is red brick. This is reflected in the old mill buildings that have been redeveloped in recent years, as well as older developments such as the Piccadilly Village which use red bricks to reference this industrial heritage.

Newer developments such as the Dakota Hotel and Oxygen Towers have eschewed the red brick of the buildings around them, creating a statement though colour whilst remaining within the area's material vernacular.

# DESIGN DEVELOPMENT

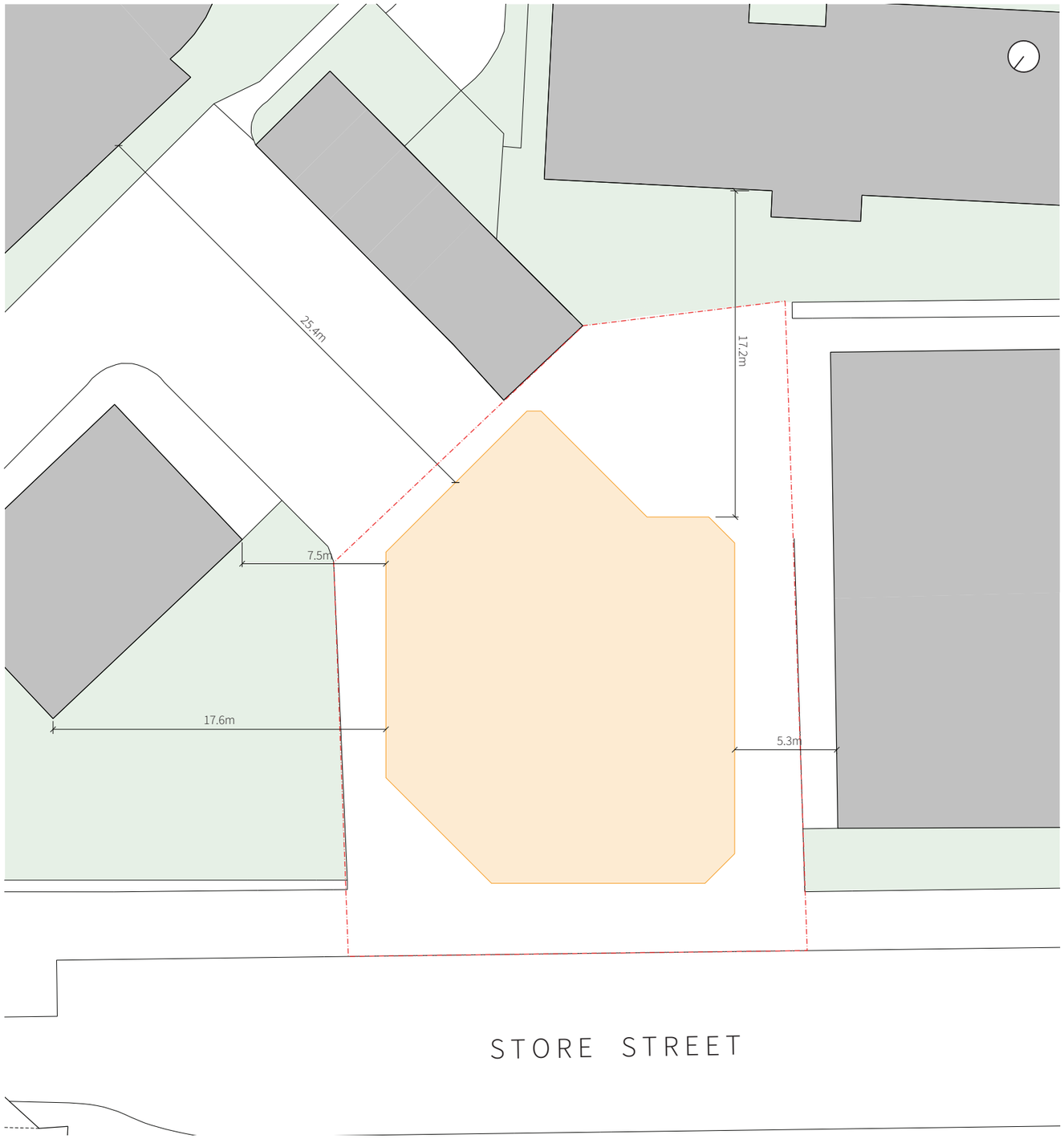
# SIZE & SCALE (1/2)



Building form of the previous planning application (132626/FO/2022)

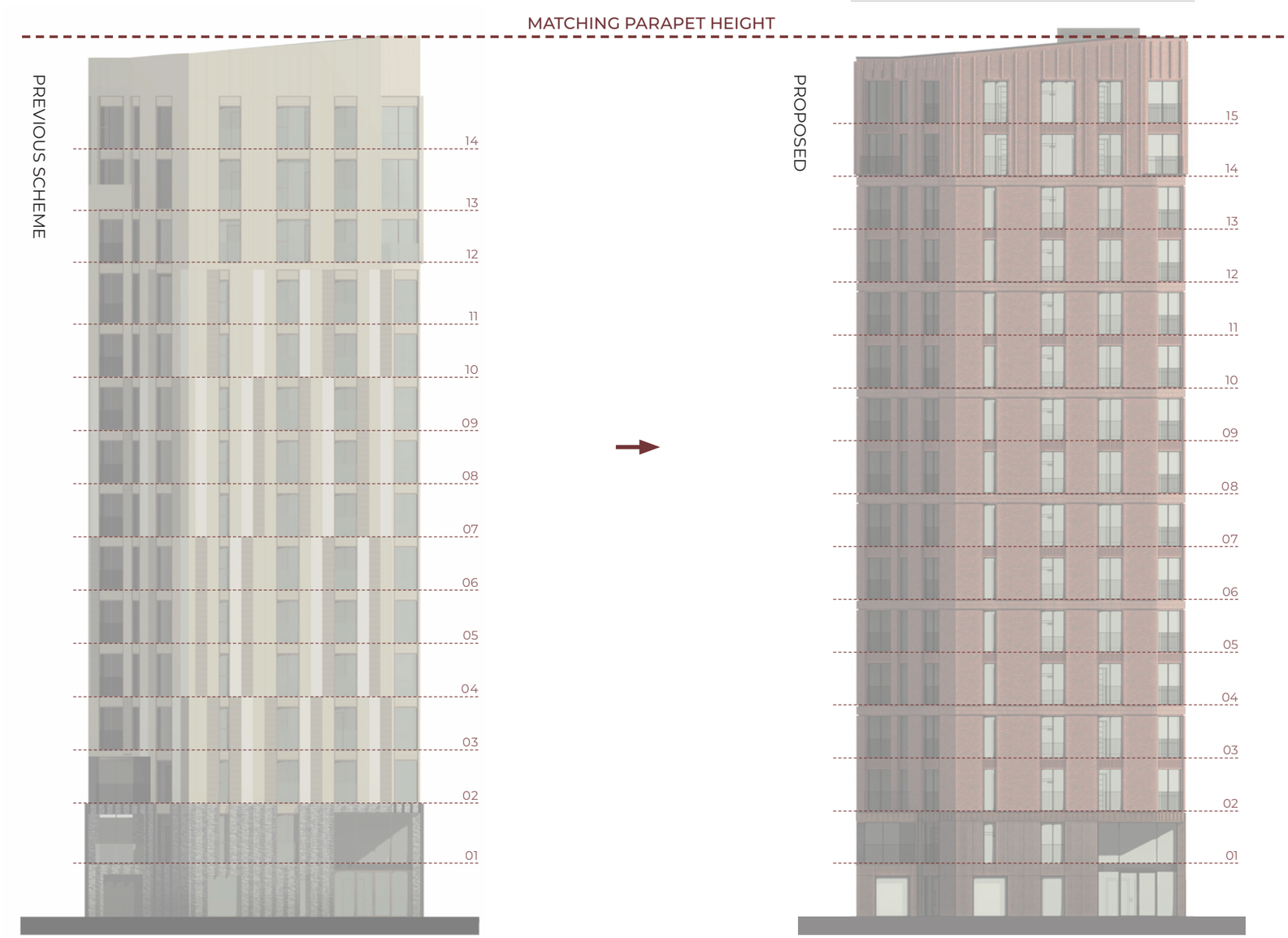
The architects of the previous building application took into account the various buildings surrounding the site. Through iteration, testing and conversations with planners and locals, they arrived at a novel form which minimises overlooking whilst still utilising the available space.

As such it is Four Architect's intention to align our proposal as closely as possible to the form of this application as our focus is on the external materiality.




Site plan with building outline and distances to nearby buildings

# SIZE & SCALE (2/2)




Much work was carried out by the previous architects to ensure that the effect of the building's form on existing sight-lines has been minimised as much as possible.

As such, it was felt by both the client and the architect that the massing of the new scheme match the previous design as closely as possible.

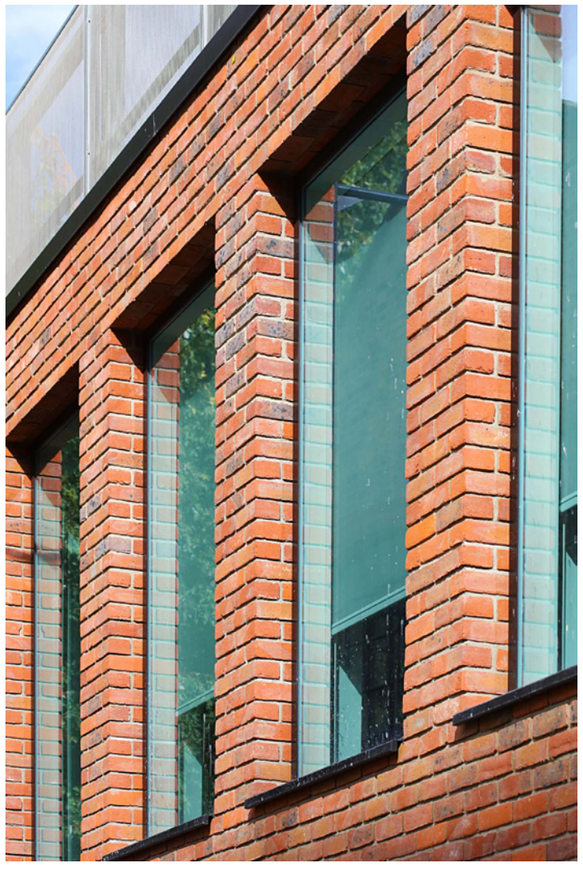
By equalising floor-to-floor heights, we have been able to add an additional floor whilst maintaining

# MATERIAL PALATTE











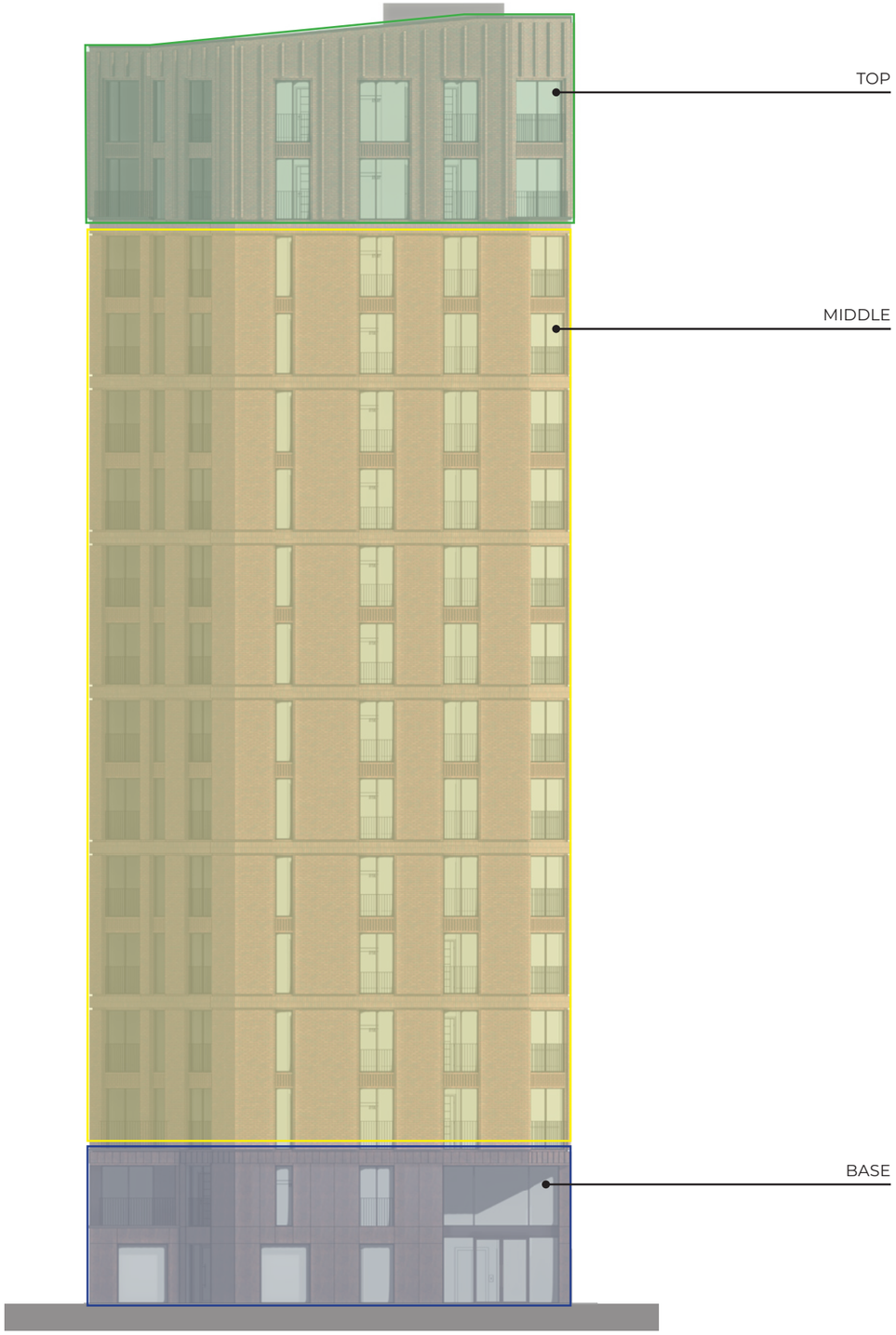

Top left - Brick detailing precedent, Cambridge college halls
Top right - Window frame colour proposal, RAL 8019 (Graubraun)
Middle Right - Corten panel entrance
Bottom - Cladding precedent, Island Manchester

Top - Brick precedent in context
Bottom - Brick precedent, Forterra Chertsey Antique Blend

As Four Architects has developed this building concept, the goal from the outset was to create a facade that harmonises with its surround context as opposed to creating contrast.

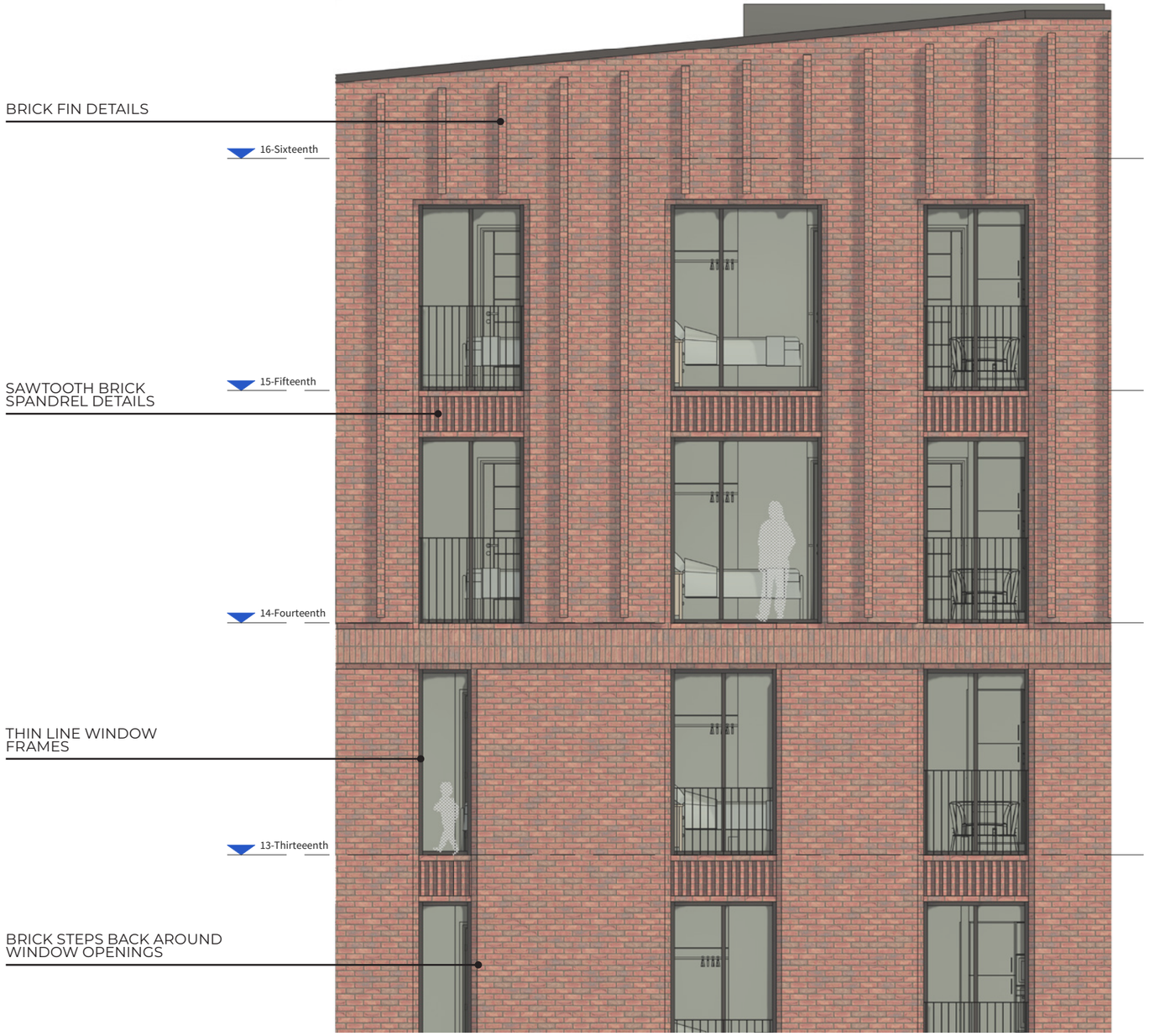
There is already an established residential base of residents who are proud to live in the Piccadilly area.

# FACADE EXPRESSION




The developed facade is broken into three distinct sections - a base, a middle, and a top - each with a different but complementary design, to anchor the building and add visual interest.

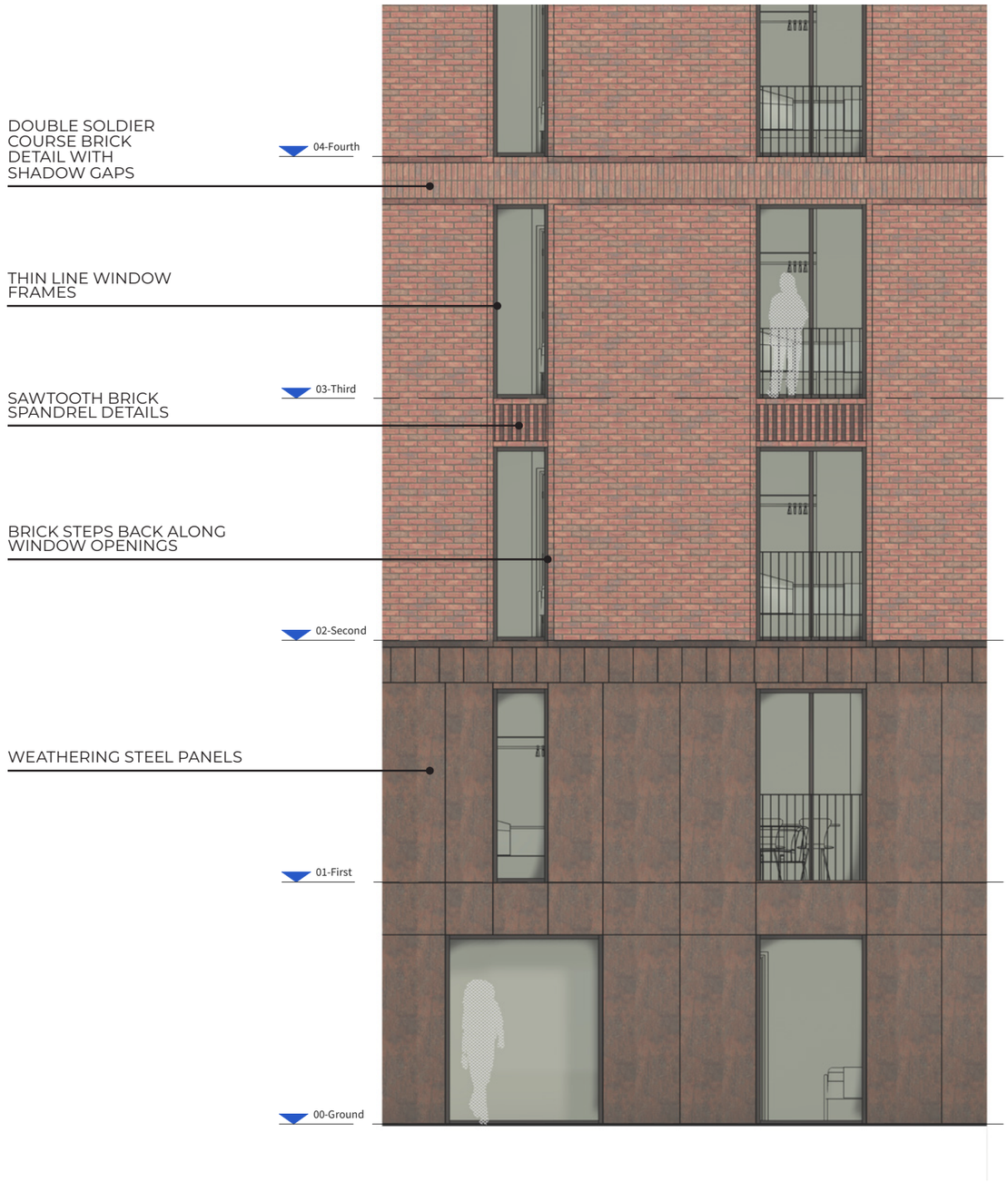
# BAY STUDY - TOP



# BAY STUDY - MIDDLE



# BAY STUDY - BASE



END OF DOCUMENT