No.1 Castlefield

DESIGN & ACCESS STATEMENT

on behalf of Kirindolam 8 Limited

JULY 2026

DENTON
CORKER
MARSHALL



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1.0 INTRODUCTION

1.1 SCOPE



Aerial View - Site & Site Boundary

1.1.1 Purpose

This Design and Access Statement has been prepared by Denton Corker Marshall Architects with input from specialist consultants, on behalf of Kirindolam 8 Limited in support of an application for full planning consent.

This document describes the design development process for the development of the No.1 Castlefield site and sets out the design principles, concepts and strategy behind the proposals.

1.1.2 Project

The planning application will seek Full Planning Permission for the following:

'The erection of a 46 storey plus basement level building and a 9 storey building, comprising residential units, amenity space, landscaping, car parking, access and other associated works'

1.1.3 Process

In developing the proposals the Applicant has sought advice from a wide range of specialist consultants experienced in developing and delivering schemes of a similar nature.

The designs have been developed with the intention of delivering new residential development in a highly sustainable and desirable location.

The proposed development has been subject to extensive pre-application consultation with the Local Planning Authority and statutory consultees in order to deliver a scheme that achieves the appropriate amount of new homes situated in close proximity to a local public transport hub and within easy reach of the central Manchester.

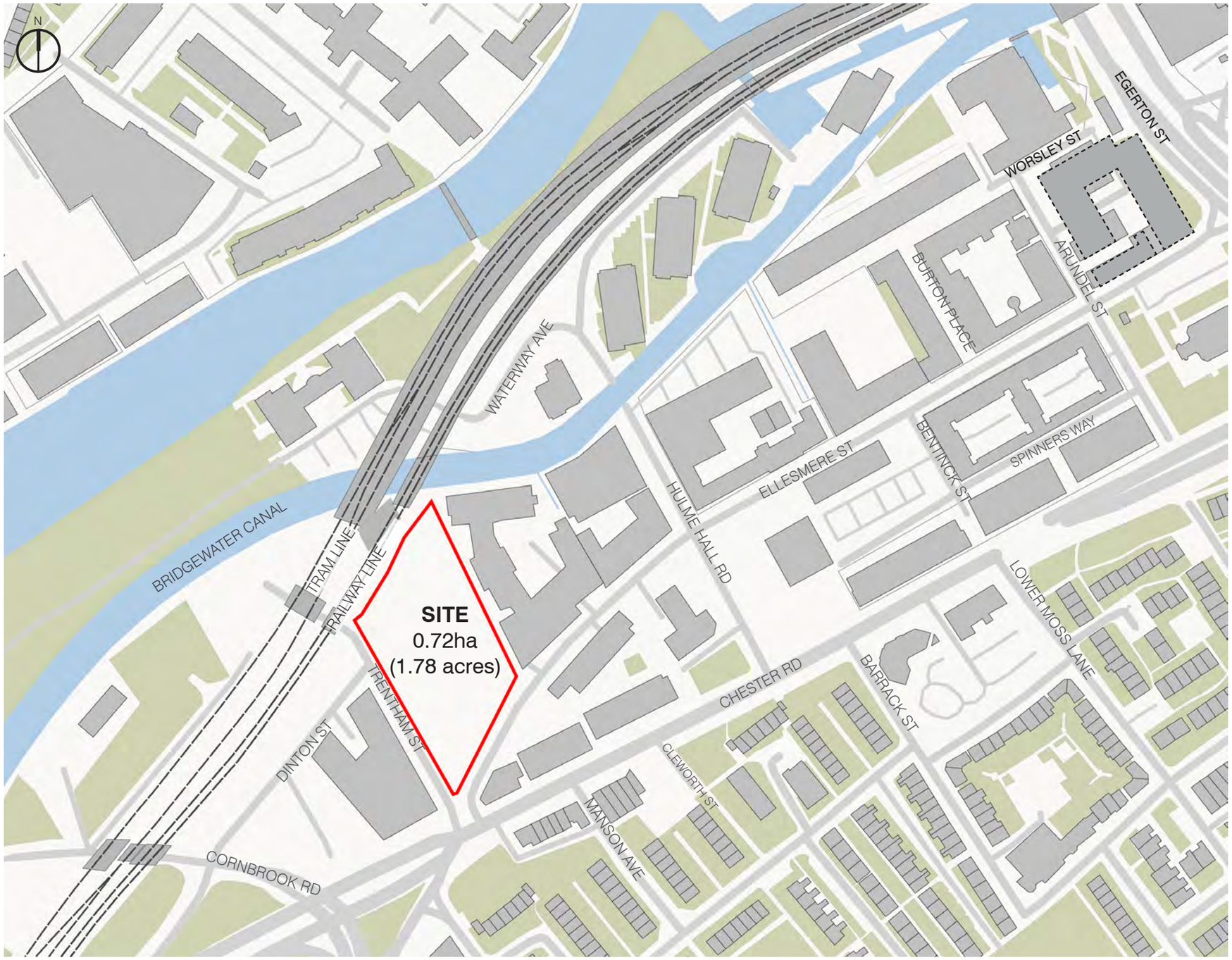
1.2 PLANNING DOCUMENTS

This document should be read alongside the full suite of application documents, in conjunction with the associated drawings and schedule prepared by Denton Corker Marshall. All application documents have been summarised in the Planning and Tall Building Statement and supporting Environmental Statement by Deloitte.

2.0 SITE

2.0 Site

2.1 LOCATION



Existing Site Plan

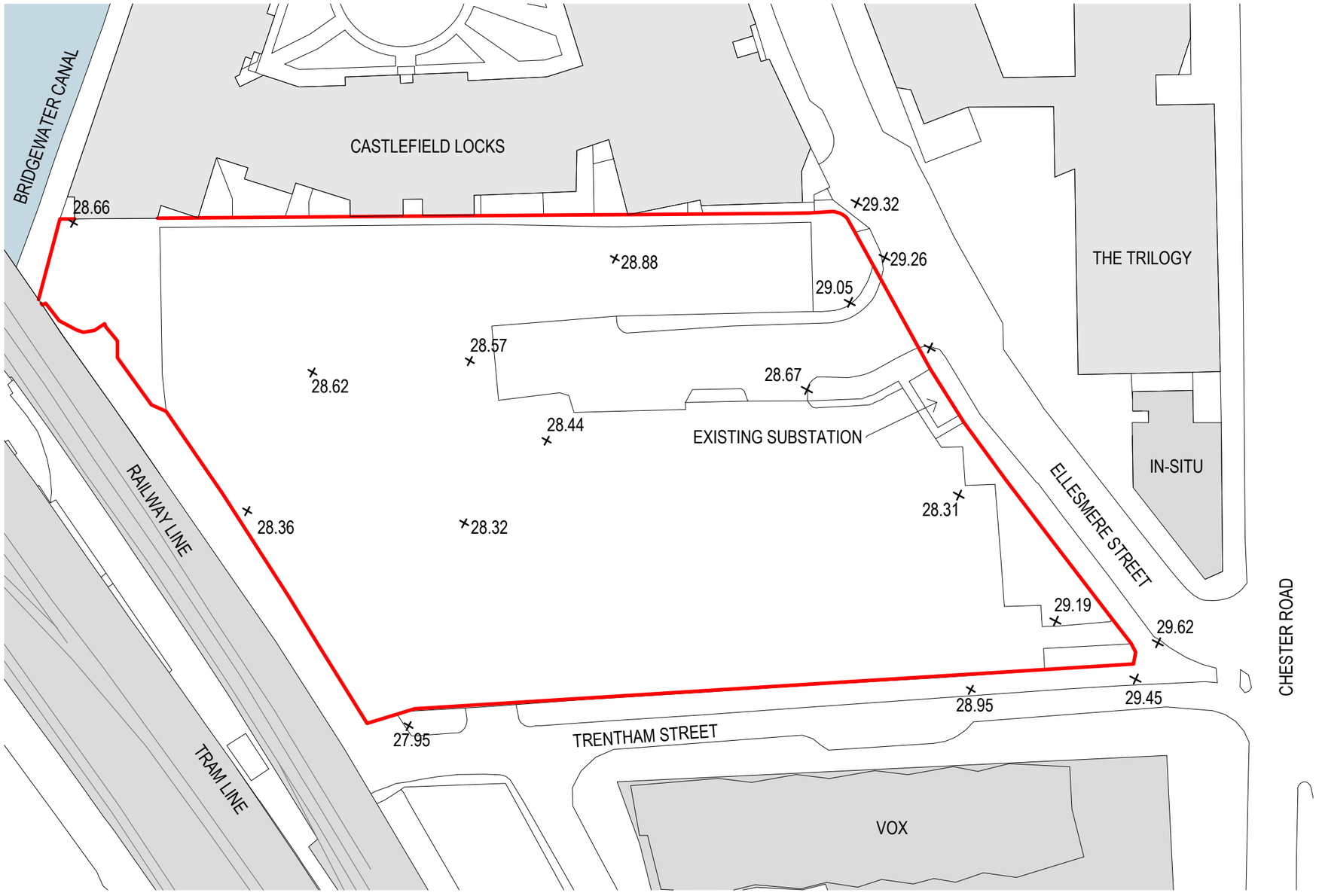
The application site covers an area of 0.72 ha and is situated within the southwestern boundary of Manchester City Centre. A previous planning application which included the site (113473_FO_2016) was granted in July 2018, which comprised 419 residential units within five new residential buildings rising from 5 to 16 storeys.

The site is located adjacent to one of the main vehicular routes into Manchester, the A57 Chester Road and is approximately 1.1 miles from the centre of the city within the established community of Castlefield/St. George's. This is a well connected location, benefiting from direct access to the city centre, key transport links and local amenities.

To the north of the site lies Bridgewater Canal which provides pedestrian access to the City Centre in 15 minutes. The mainline railway and tramway is also situated on the northern boundary and regular tram services across Greater Manchester are provided from Cornbrook Metrolink Station; 5 minutes walk to the southwest of the site.



2.2 EXISTING SITE



Existing Site Plan With Application Red Line Boundary

2.2.1 Topography

There is a gentle slope down across the site running from a southeasterly to northwesterly direction, broadly from Ellesmere Street towards the railway and the Bridgewater Canal. The total fall across the site is approximately 1.1m. The site previously comprised a series of low-rise light industrial buildings which were demolished in 2021, with areas of hardstanding and debris left over from the demolition located across the site.

2.2.2 Arrangement

The application site is bounded to the south (Ellesmere Street) and west (Trentham Street) by adopted roads which serve the neighbouring housing developments which surround the site. The northern boundary is primarily formed by the embankment to the mainline railway with a small portion of the northeastern corner of the site which looks over the Bridgewater Canal. The eastern boundary is bordered by the existing 6/7 storey Castlefield Locks residential building.

2.2.3 Other Infrastructure

The site incorporates an existing substation which is situated midway along the southern boundary, facing on to Ellesmere Street.

2.3 SITE CONTEXT



A. View of Site From Cornbrook Metrolink Station



B. View of Site From Castlefield Locks



E. View Towards The Site Along Ellesmere Street

A series of key viewpoints have been identified to illustrate the site's visibility and relationship with its surrounding context. The views capture approaches from prominent locations including Cornbrook Metrolink station, Castlefield Locks, Chester Road, and Ellesmere Street. These perspectives demonstrate how the site sits within a transitional area between established industrial heritage buildings and emerging high density residential developments.

Views from Castlefield Locks (B) and Ellesmere Street (D) reveal the site's open and underutilised character against a backdrop of recent regeneration projects, while views from Chester Road and Ellesmere Street emphasise the site's visibility from key routes into the city.

The site also occupies a highly visible position adjacent to Chester Road and Cornbrook Metrolink Station.

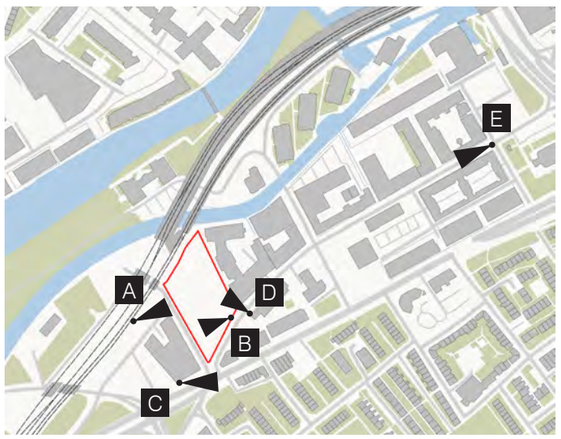
Collectively, these viewpoints highlight the site's potential to form a distinctive new architectural landmark that complements and strengthens the evolving identity of Castlefield and Cornbrook area.



C. View of Site From Chester Road



D. View of Site From Ellesmere Street

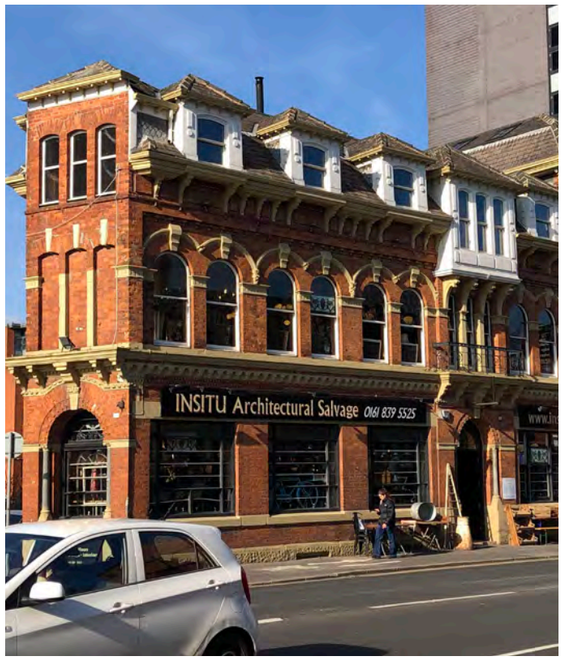


Viewpoint Key Plan

2.3 SITE CONTEXT



1. Albert Mill



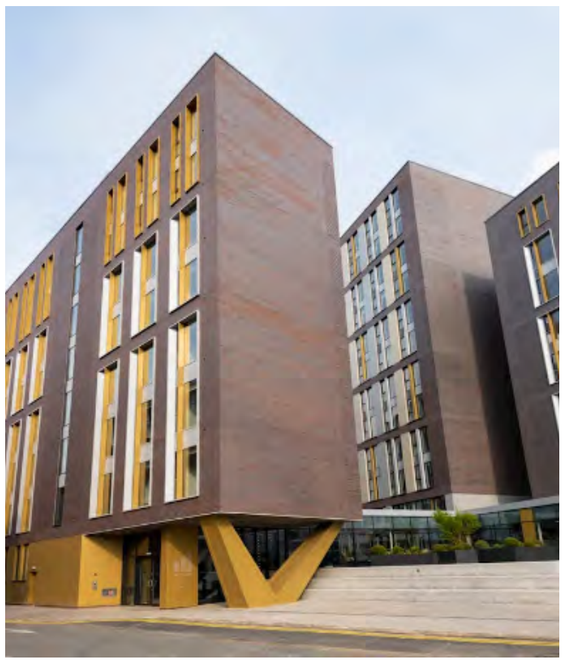
2. Insitu Architectural Salvage (Formerly Turville Public Hse.



3. Castlefield Locks



4. Vox Apartments, Trentham Street



5. Trilogy Building, Ellesmere Street



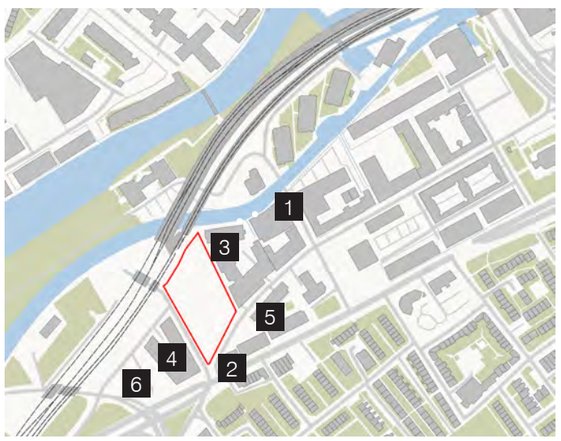
6. No.1 Cornbrook (Consented, under construction)

The site sits within a diverse urban setting shaped by the industrial heritage of Castlefield and the continuing spread of residential-led regeneration along Chester Road and Cornbrook.

To the north, Albert Mill stands as a key remnant of the area's 19th-century industrial past, its robust red-brick architecture and detailed façade expressing the craftsmanship of the era. Nearby, Insitu Architectural Salvage occupies one of the few remaining light industrial plots, serving as a tangible reminder of the site's former working character. To the east of the site, Castlefield Locks represents one of the earliest modern residential developments in the area and borders part of the Bridgewater Canal to its rear. The historic canal and railway network that pass by the site to the North play an important role in reinforcing the area's distinctive identity and sense of place.

In contrast, The Trilogy Building and Vox Apartments to the south show the district's modern transformation, introducing contemporary mid- to high-rise residential developments to the area. No.1 Cornbrook, currently under construction, is positioned prominently at the junction with Chester Road, has established a new height benchmark, marking the transition towards a more urban, high density city gateway.

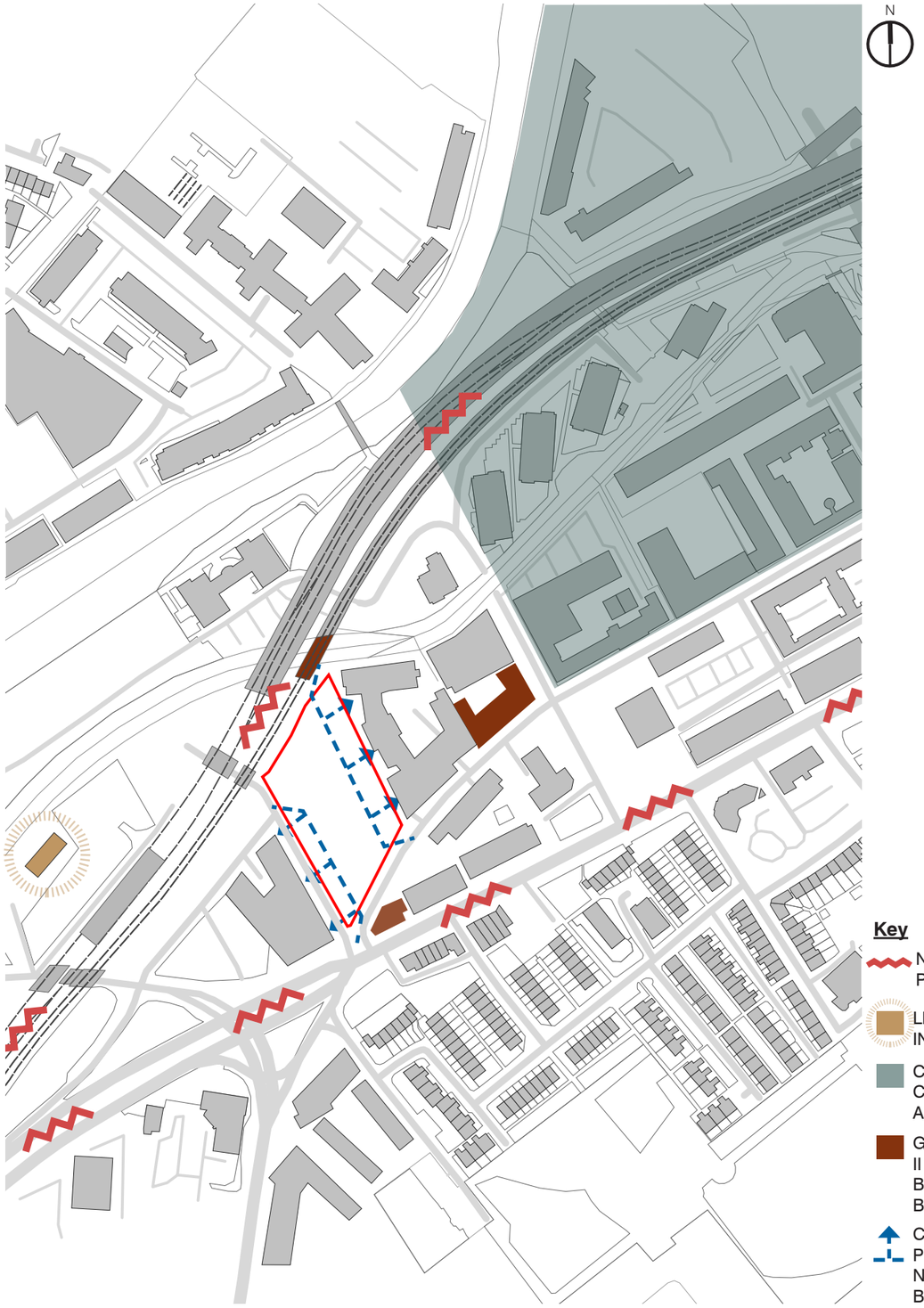
Together, these surrounding developments illustrate the layered evolution of Castlefield from industrial heritage to modern city living and provide a strong contextual foundation for the development of a mid- and high-rise scheme on the No. 1 Castlefield site.



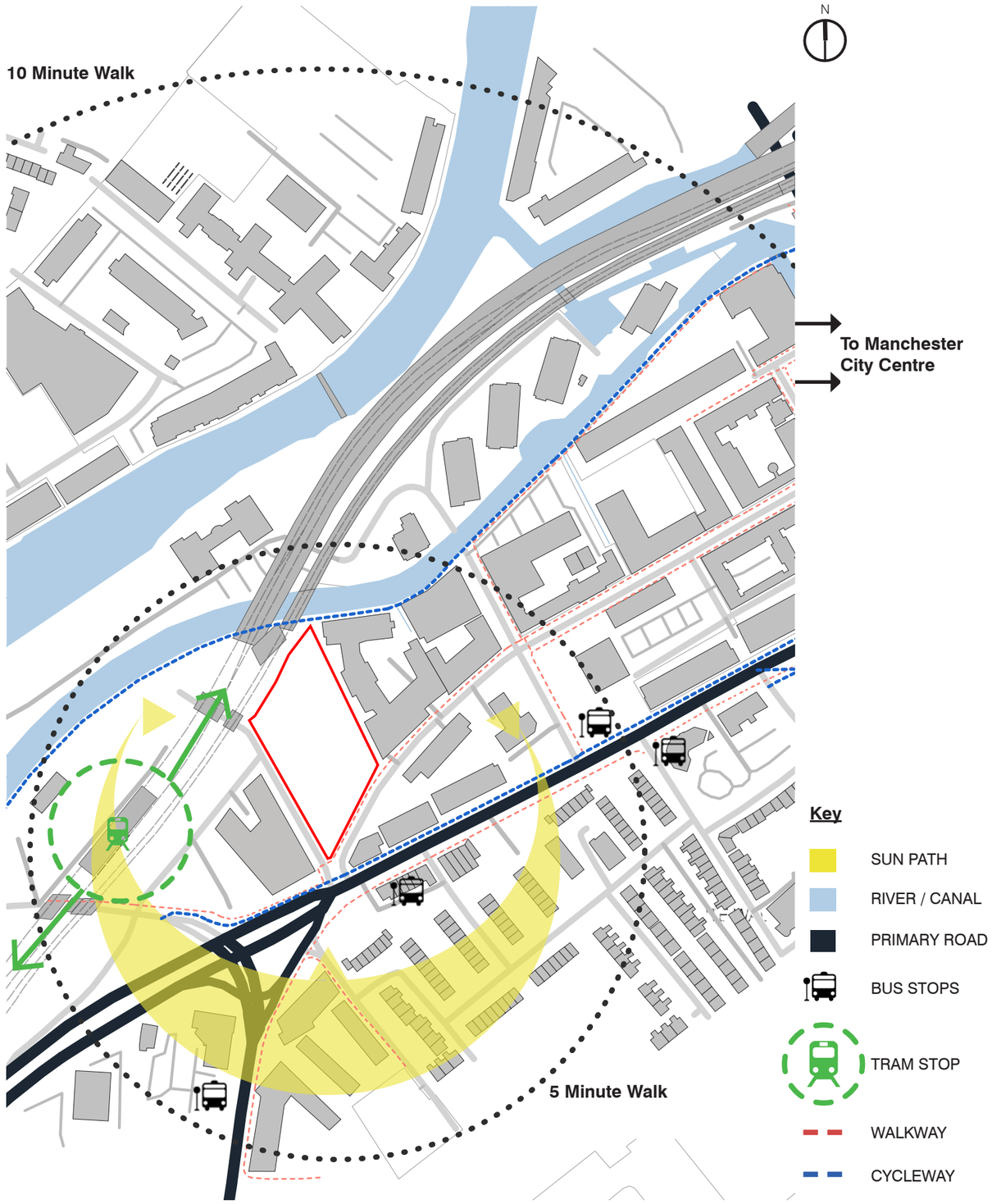
Viewpoint Key Plan

2.0 Site

2.4 SITE ANALYSIS



Site Constraints



Site Opportunities

2.4 SITE ANALYSIS

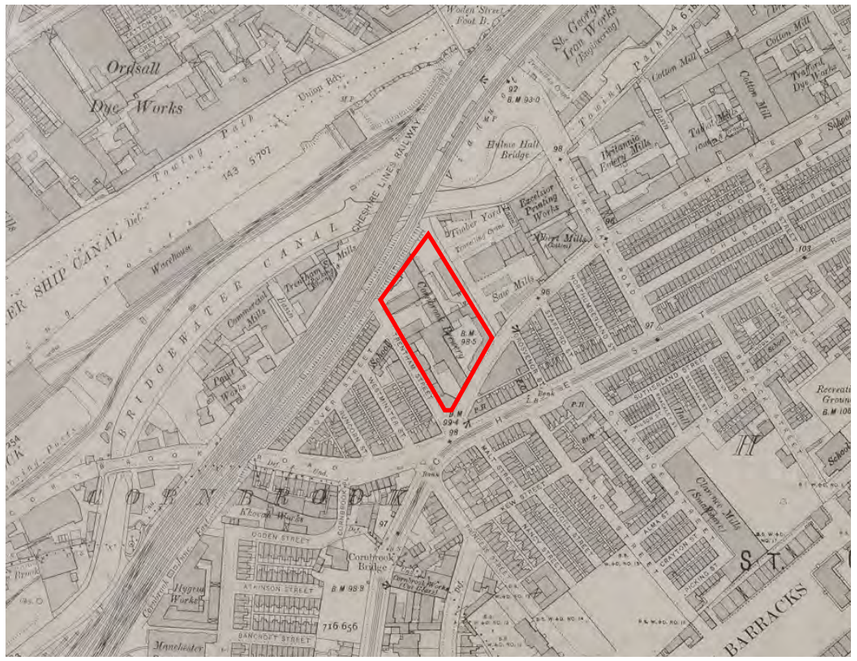


Building Heights

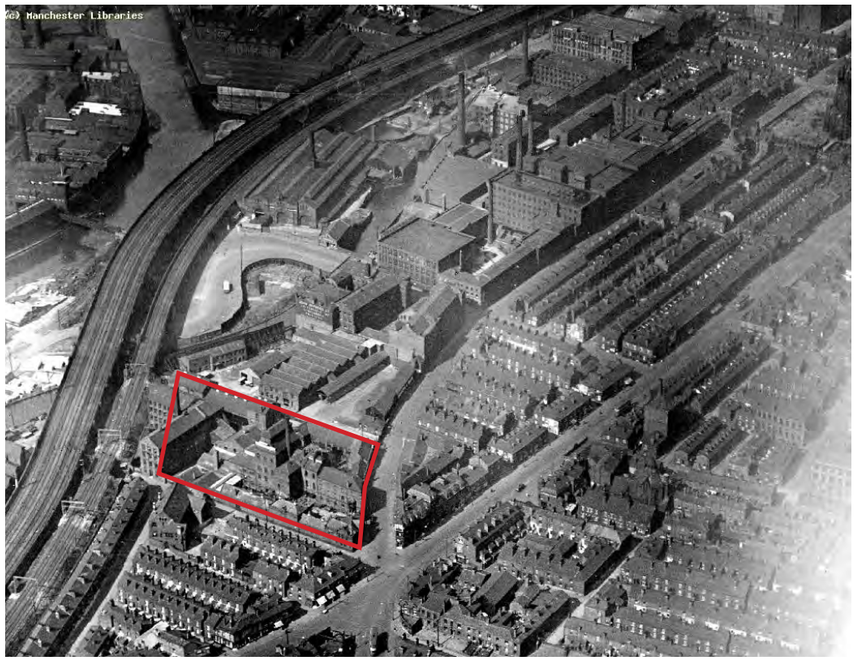


Building Uses

2.5 SITE HISTORY



Historical Map of The Site From 1908



Aerial View of St. Georges, 1930



Corner of the Site Viewed from Chester Road Showing Cornbrook Brewery, c. 1973



Plan image of The Site From 2003

The site and its locality has undergone a gradual transformation that reflects the city's broader industrial and post-industrial evolution.

The 1908 map shows the area characterised by dense Victorian terraced housing and small industrial yards typical of early 20th-century Manchester, supporting the local working population linked to nearby mills and workshops.

The site had become the base for the Cornbrook Brewery with the Turville Public House situated across Ellesmere Street serving as its Tap Room. The Brewery remained on the site until the 1970's.

By 1934, the area had become more established, with minor infill and expansion of residential plots, yet still maintaining its strong linear street pattern and proximity to key industrial routes.

Post-war, the area has begun to evolve, with early indications of urban change associated with de-industrialisation and subsequent mid-century regeneration schemes that were emerging across Manchester at the time.

By the 1970's, much of the original terraced housing had been demolished as part of wider urban renewal efforts. The area transitioned toward lower-density post-war housing and light industry, reflecting changing approaches to city planning and living standards.

Similarly, with local industry diminishing, the Cornbrook Brewery closed in 1973 and the site was redeveloped into low-rise light industrial units which came to characterise the sites immediate context until the early 2000's.

The 2003 aerial photograph illustrates a more fragmented urban fabric, with large portions of cleared land and newer residential developments beginning to establish a more open, suburban character.

The light industrial units on site were demolished around 2021 and the site has been vacant for the last 5 years.

The site today sits within a predominantly residential area, shaped by successful phases of redevelopment, and offers an opportunity to continue the area's regeneration through contemporary housing that respects its historic urban grain.

3.0 PLANNING CONTEXT

3.1 PLANNING POLICY

3.1.1 Development Plan

Manchester's development vision and spatial strategy are set out in the Local Plan, which is made up of statutory Development Plan Documents. The adopted Local Plan comprises the following:
- Manchester Core Strategy 2012
- Manchester Proposals Map 2012
- Places for Everyone (2024)
-Saved Policies of the Manchester Unitary Development Plan 1995 (UDP)
- Greater Manchester Joint Waste DPD 2012
- Greater Manchester Joint Minerals Plan 2013

Manchester City Council produced a Draft Local Plan (2025), which was open for public consultation until November 2025.

Places for Everyone Joint Development Plan (2024)

The Places for Everyone plan was in draft during the development's design stage, so it was considered in shaping the proposal. After its adoption in March 2024, the relevant policies were reviewed with regard to design and access, including:

- ***Policy JP-S1 Sustainable Development:*** Prioritise reusing brownfield land and vacant buildings to meet development needs effectively.

- ***Policy JP-H1 Scale, Distribution and Phasing of New Housing Development:*** A total of 175,185 new homes will be built between 2022 and 2039 (around 10,305 per year), with Manchester delivering 60,061 homes, averaging 3,533 annually.

- ***Policy JP-H3 Type, Size and Design of New Housing:*** Residential developments must provide a suitable mix of home types and sizes, meet national space standards, and comply with Part M4(2) accessibility standards unless site-specific constraints make this impracticable.

- ***Policy JP-H4 Density of New Housing:*** New housing should use land efficiently, achieve an appropriate density based on location and context, and, in the city centre, developments within 400m of major rail stations or Metrolink stops must provide at least 200 dwellings per hectare.

- ***Policy JP-S5 Clean Air:*** Development should improve air quality by promoting sustainable and active travel, reducing pollution, and including measures to minimise air quality impacts on people and the environment.

- ***Policy JP-S2 Carbon and Energy:*** Development proposals must support Greater Manchester's 2038 carbon neutrality target by following the energy hierarchy, reducing operational carbon emissions, and demonstrating how carbon reduction has been integrated into the design where appropriate.

- ***Policy JP-S4 Flood Risk and the Water Environment:*** Development should manage surface water at its source using sustainable drainage systems (SuDS), minimise flood risk, protect water quality, and provide additional environmental and community benefits where practical.

- ***Policy JP-C8 Transport Requirements of New Development:*** New development should prioritise walking, cycling, and public transport, reduce car dependence, provide safe and accessible connections, and include suitable parking, servicing, cycle storage, and any necessary transport mitigation.

Manchester City Council Core Strategy (2012)

The adopted Manchester Core Strategy sets out a vision for growth, positioning Manchester as the economic driver of the city region through knowledge-based industries, while supporting this growth with the delivery of high-quality housing in desirable neighbourhoods. The development is expected to make a strong contribution to Manchester's key strategic policy objectives, as below:

- ***Policy SP1 Spatial Principles:*** Manchester is intended to be the main centre for economic and commercial growth, combined with high-quality urban living.

- ***Policy EC3 The Regional Centre:*** New housing will support the growth of the Regional Centre by making use of the area's central commercial strengths.

- ***Policy CC1 Primary Economic Focus:*** The City Centre and its fringe are the main strategic growth and economic hubs, where a range of high-quality housing is encouraged to support investment and development.

- ***Policy CC3 Housing:*** At least 16,500 new homes will be delivered between 2010–2027, with an emphasis on high-quality housing that provides a range of unit sizes suitable for different household needs.

- ***Policy CC6 City Centre High Density Development:*** City Centre development should be high-density and use land efficiently, with building scale, massing, and height significantly greater than in other parts of the city.

- ***Policy CC8 Change and Renewal:*** Developments that enhance employment, retail growth, or improve the City Centre's accessibility and clarity will be supported.

- ***Policy CC10 A Place for Everyone:*** The City Centre should attract a diverse range of residents, with development increasing activity variety—especially family-friendly uses—and ensuring high standards of accessibility.

- ***Policy H1 Overall Housing Provision:*** New housing should support mixed communities by offering a range of unit types, reflect local character, and in the City Centre, enable high-density development near major public transport hubs.

- ***Policy EN1 Design Principles and Strategic Character Areas:*** In the City Centre Character Area, development should respect heritage, support active and engaging streets, include quality open space, improve connectivity, and allow landmark buildings where appropriate.

- ***Policy CC9 Design and Heritage:*** High-density, mixed-use development in the City Centre is supported, provided it addresses design challenges and contributes to a well-integrated environment that accommodates a range of uses.

- ***Policy EN2 Tall Buildings:*** Tall buildings will be supported, particularly in the City Centre, where they are well-designed, suitably located, sustainable, enhance place-making, and deliver significant regeneration benefits.

- ***Policy EN3 Heritage:*** Development should complement and make positive use of the historic and heritage features of local areas.

- ***Policy EN4, EN6 and EN8:*** Development must follow the energy hierarchy by prioritising energy reduction through design and efficiency, then using low or zero-carbon technologies, while also meeting carbon reduction targets and being designed to adapt to climate change.

- ***Policy EN14 Flood Risk:*** Development should avoid high flood-risk areas, consider all flood sources, include mitigation measures, manage surface water through sustainable drainage systems, and not increase flood risk elsewhere.

- ***Policy DM1 Development Management:*** All development must consider key design and environmental factors—such as layout, scale, materials, amenity, accessibility, safety, biodiversity, heritage, drainage, and flood risk—and follow design guidance while incorporating sustainable construction principles where appropriate.

3.1.2 Material Considerations

Our Manchester Strategy 2025 – 2035 (2025)
Sets the city's long-term vision, focusing on reducing inequality, delivering quality homes, supporting economic growth, tackling climate change, and creating inclusive, sustainable neighbourhoods.

Manchester Climate Ready Plan 2025-2030 (2025)
Provides the framework for achieving a zero-carbon, climate-resilient city through emissions reduction, climate adaptation, sustainable development, and environmental enhancement.

National Planning Policy Framework (2024)
The Proposed Development delivers high-quality, sustainable housing in an accessible location, supporting efficient land use, good design, and increased housing supply.

Manchester Housing Strategy 2022 – 2032 (2022)
Promotes the delivery of new homes, particularly on brownfield sites near public transport, while supporting affordable housing, neighbourhood quality, and zero-carbon development.

Manchester's Green and Blue Infrastructure Strategy (2022)
Recognises the importance of green and blue infrastructure in creating healthy, liveable neighbourhoods and encourages high-quality, accessible open spaces as part of new development.

City Centre Transport Strategy to 2040 (2021)
Supports a cleaner, better-connected city centre by prioritising walking, cycling, public transport, and sustainable transport to accommodate future growth.

Manchester Residential Quality Guidance (2017)
Informs the design of the Proposed Development, promoting high-quality residential design that responds positively to its context.

Providing for Housing Choice (2008)
Provides guidance on housing mix, affordable housing, and design requirements to support diverse housing needs.

Design for Access 2 (2003)
Sets out Manchester City Council's best practice guidance for inclusive design, promoting accessible development for all users.

3.2 PREVIOUS CONSENTED SCHEME



CGI of Previous Consented Scheme for No.1 Castlefield Site

3.2.1 Previous Proposals

The previous proposal and planning permission (LPA Reference: 113473/FO/2016) was for the demolition of the existing buildings and the erection of a mixed-use development comprising 419 apartments in five blocks ranging from seven to 16 storeys in height. 2,997 sq. m of commercial/leisure floorspace at lower ground and ground floor levels with associated car and cycle parking was also proposed at basement level.

The mid-rise 7/8 storey blocks were sited around the southern, western and eastern edges of the site with the 12/16 storey high-rise building located towards the NW corner of the site. The external facades of mid-rise blocks were substantially treated with brick with metal clad two-storey roof extension 'volumes' set back from the main building facade. The high rise building's materiality contrasts with the rest of the buildings generally, predominantly treated in light coloured metal rainscreen cladding.

3.3 CONSIDERATIONS OF NEW SCHEME



Typical lower Floor Plan of Previous Consented Scheme For No.1 Castlefield Site

3.3.1 Factors Influencing Previous Proposals

The previously approved development proposed the siting of block 'D' adjacent to the existing Castlefield Locks apartment building to the east of the site boundary. This raised concerns about potential loss of daylight/sunlight and privacy for existing residents. Furthermore, since the previous scheme was consented, the new Vox development situated immediately to the west of the site has been completed, and the amenity of the residents of Vox will also be given due consideration in the development of new proposals for this site.

The previous proposals, consented in 2018, were also devised prior to new building safety regulations which have been adopted in the last 4-5 years. Residential developments of this type and scale are now considered to be classed as 'Higher-risk Buildings' (HRB's).Residential blocks over 7 storeys high and/or over 18m in height to the top storey have now require additional design features which do not exist on the previously consented proposals.

All blocks now require a second evacuation stairway, co-located with an evacuation lift and escape distances to the nearest stair restricted to 15m generally. New provisions for smoke ventilation and services distribution also dictate that the previous scheme cannot be implemented to comply with current building safety standards.

3.3.2 New Development Brief

A re-appraisal of the development brief for this site has been necessary, taking account of the following factors:

- Change in site ownership
- Changes to building safety regulations
- Buildability and efficiency
- Viability
- Recent developments and approvals

New proposals for the site address these considerations, building upon the previously consented scheme.

3.4 PRE-APPLICATION ENGAGEMENT

3.4.1 Pre-application Engagement Meetings 1 & 2

Meetings were held with the Local Planning Authority (LPA) on the 1st of November 2024 and on the 12th of December 2024.

The first meeting presented high level conceptual proposals of a new scheme for the No. 1 Castlefield site. The LPA noted that any increase in quantum of development on site would need to be well thought through to robustly set out a case for approval and deliver a high-quality scheme.

The initial concept design was further tested and refined for the second meeting with the LPA, providing more amenity space for the new development and more public space to Ellesmere Street. The LPA provided feedback to state that the relationship to Ellesmere Street should be improved.

The LPA also stated that the height of any building facing Vox (that has come forward since planning was approved for previous No.1 Castlefield scheme) would need to be carefully considered. A positive outcome would more likely the if the height of the block directly adjacent to Vox was reduced.

The LPA reiterated that they are supportive of bringing forward residential development on this Site. This Site is considered the last remaining plot in this area of Castlefield and any proposals coming forward had to be “right for the area”.

3.4.2 Pre-application Engagement Meeting 3

Engagement meeting no. 3 was held on 18th September 2025, where revised proposals for the massing of the scheme were presented.

The block adjacent to Vox was reduced in height and the corresponding balance of units was incorporated into a taller tower at the NW corner of the site. The blocks fronting on to Ellesmere Street were consolidated into one single block and the edges of the mid-rise blocks were pulled further away from Castlefield Locks.

Proposed elevational treatments and materiality were also introduced at this meeting. The principles of the facade design on the mid-rise buildings was generally accepted but the LPA advised that the facade design and materiality of the tower should be reconsidered. The tower was seen as an opportunity to create a landmark in the area, with an emphasis on the use of high quality materials.

The unique architectural status of the tower was acknowledged by the LPA, due to its prominence as the tallest building upon arrival to Cornbrook when coming into the city. On that basis, the tower should express greater design flexibility in comparison to the mid-rise, predominantly brick buildings being proposed on the rest of the site.

3.4.3 Pre-application Engagement Meeting 4

Engagement meeting no. 4 was held on 18th November 2025 and previous LPA comments regarding the elevational treatments of the tower were discussed. Following the previous meeting, the materiality of the tower had evolved to make a more unique architectural statement, emphasising its status as a landmark gateway building into Manchester.

A proposed increase in height and the reorientation of the tower footprint on the site was also introduced at this meeting. To accommodate this approach, the mid-rise block situated adjacent to Castlefield Locks could be omitted from the scheme and the balance of units could be re-provided in a taller tower.

A 45 storey tower was proposed to be located at the NW corner of the site and orientated along the northern boundary adjacent to the railway. This approach would minimise its impact on neighbouring properties, giving extra space between the facades of new and existing buildings, whilst providing a positive visual impact on the evolving city skyline.

The merits of the revised proposals were acknowledged by the LPA, stating that the taller tower gives the building greater “elegance and prominence”. The design team were given further directions to rationalise the tower facade further, noting that the complexity of the proposed facade wasn’t required in this context.

3.4.4 Pre-application Engagement Meeting 5

Engagement meeting no. 5 was held on 25th February 2026, where the elevational treatments of the tower (Block A) were discussed. The height of the tower was confirmed to be 46 storeys at this meeting.

A rationalised tower facade design was presented, with a particular emphasis on the use of high quality materials and refined technical detailing. The overall design approach for an elegant, simple vertical form was understood and appreciated Further clarification on the colour and contrast of some of the proposed facade materials was requested by the LPA.

3.4.5 Pre-application engagement meeting 6

Engagement meeting no. 6 was held on 1st July 2026, where the latest scheme was presented following updates that were made to the proposals after public consultation.

Further images of the proposed buildings were provided, showing how the proposed buildings would look in relation to the approach to Cornbrook station and the wider context. The presentation images clarified the design intent for the colour and contrast of the proposed facade materials.

3.5 PUBLIC CONSULTATION







Public Consultation Event Held on 18th June 2026

A programme of community engagement was undertaken and all comments received have been provided in the Statement of Consultation prepared by Deloitte.

A dedicated consultation website went live on 9th June 2026 and the consultation period closed on 5th July 2026. A public drop-in event was held on 18th June at Makers Quarter in Salford where images of the proposed scheme were presented to the general public and members of the project team were in attendance to answer questions. People were invited to submit their comments via online questionnaires on the website and paper questionnaires at the public drop-in event. The event was relatively well attended and there was a high level of engagement via the consultation website.

A number of issues and suggestions were raised by respondents, with the following key themes emerging which were given further consideration in the scheme proposals:

•A number of respondents highlighted the lack of local amenities in the area and felt the development presented an opportunity to address this.

•Several respondents suggested active ground-floor uses would help create a stronger sense of place and contribute to a more vibrant neighbourhood.

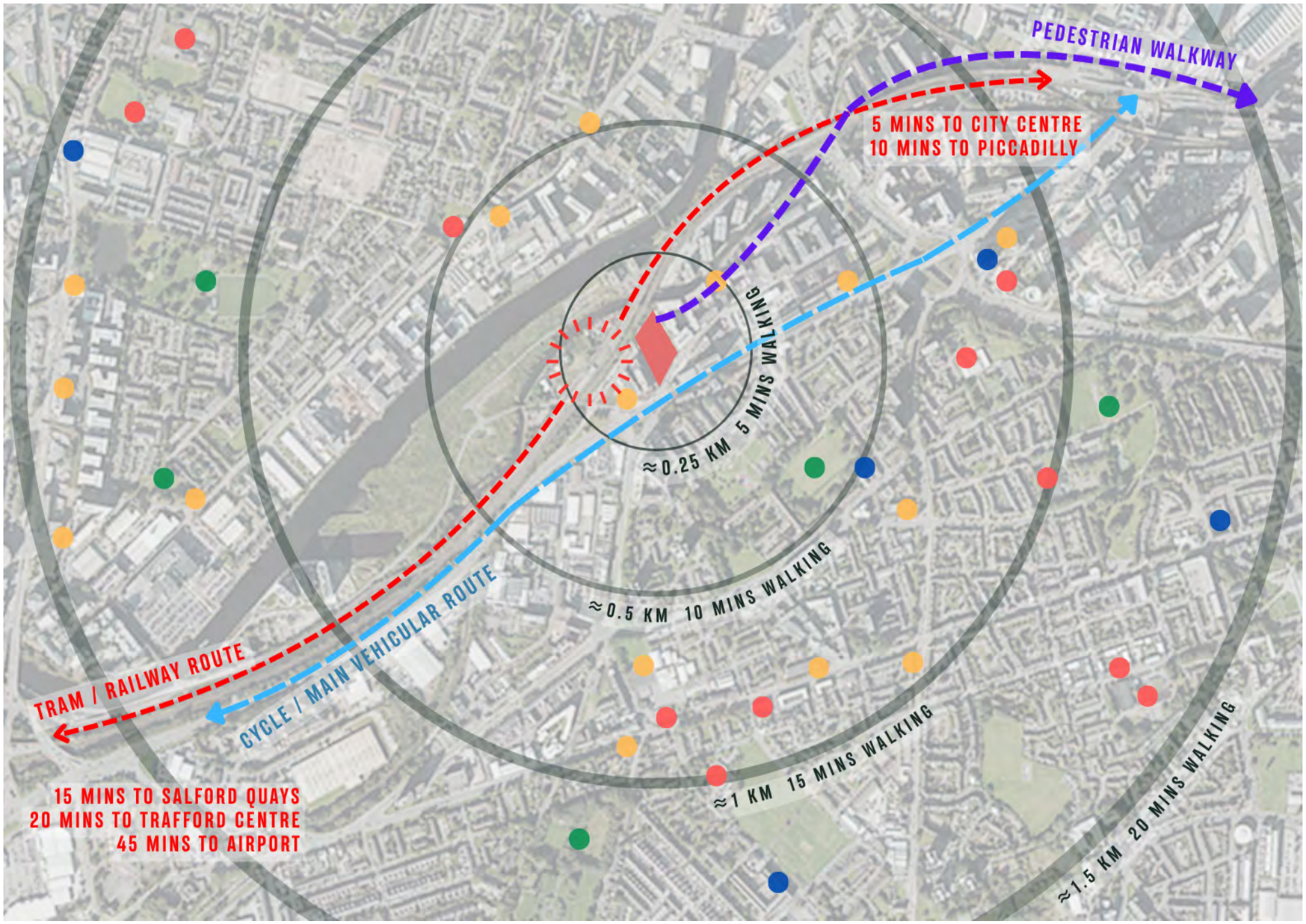
•The opportunity to improve walking routes, particularly those connecting the site to Cornbrook Metrolink.

The scheme proposals were refined to provide more active space on the ground floor of Block B fronting on to Ellesmere Street which is accessible to the general public. In addition, the main entrance to Block A (the tower) was relocated to face directly on to Trentham Street, addressing one of the primary pedestrian routes from the site towards Cornbrook station. Furthermore, high quality landscaping around the relocated entrance and the courtyard was extended further along Trentham Street, significantly enhancing the experience of this part of the site.

4.0 ARCHITECTURAL DESIGN

4.0 Architectural Design

4.1 SITE CONNECTIVITY



Site Connectivity Plan

Key

- GPs / MEDICAL PRACTITIONER
- SCHOOLS / DAYCARE CENTRES
- CYCLE DOCKS
- PUBLIC PARK / GREEN SPACES

4.1.1 Sustainable Transport Options

Any proposals on the site will take advantage of its public transport links and its connectivity to the city centre. Situated at the confluence of major public transport routes in and out of the city, the site is in a very sustainable location for large scale residential development.

4.1.2 Access to Cornbrook Station

The site is very conveniently located to Cornbrook Metrolink station, situated 5 minutes walk to the west. Cornbrook is a major transport hub for trams in and out of the city centre, with services arriving every few minutes during peak times.

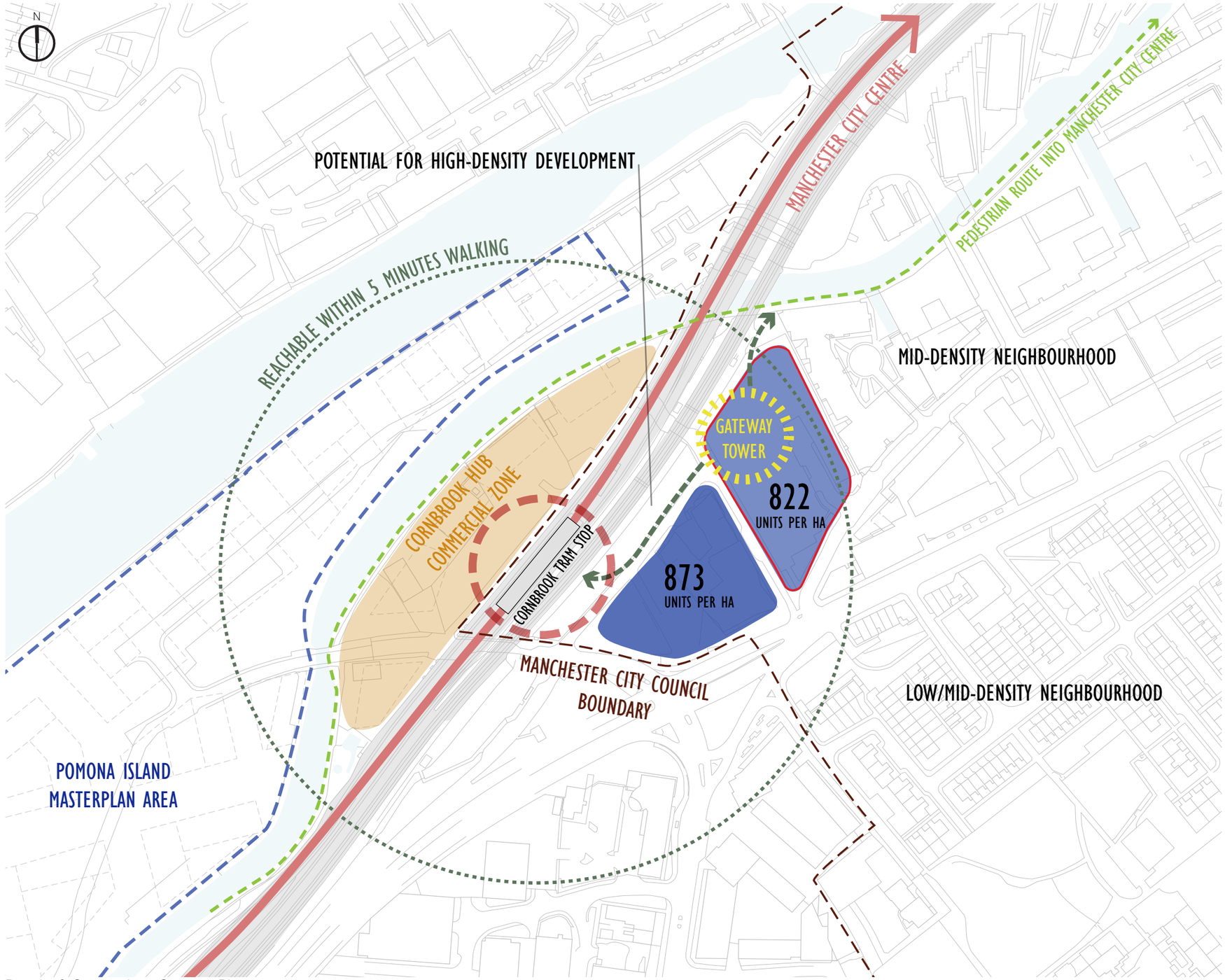
4.1.3 Access to the City Centre and Local Amenities

Cornbrook provides fast and convenient access to the city centre, with Deansgate/Castlefield 5 minutes away and St. Peter's Square 10 minutes away. Further afield, trams make the site highly accessible to major points of interest across Greater Manchester, particularly Salford Quays, the Trafford Centre, Altrincham and Manchester Airport, which are all reachable within a 45 minute journey.

The site is located close to the Bridgewater Canal which provides a direct, safe and attractive pedestrian route into the city centre in about 15 minutes. Other local amenities such as GP surgeries, schools and parks are walkable within 15-20 minutes, primarily situated to the South and East of the site.

Chester Road is one of the main road transport arteries into the city centre from the southwest and this runs past the southern end of the site. The makes it very straightforward to get to the city centre and beyond via bicycle, bus and other private vehicles. In addition, the Bee Network cycle hire scheme has a number of docking stations surrounding the site which allow people to hire a bike, opening up access throughout Greater Manchester to casual cyclists.

4.2 SITE OPPORTUNITIES



Density & Connections Concept Plan

4.2.1 Cornbrook Hub

The site lies immediately east of the 'Cornbrook Hub', which was the subject of a Regeneration Framework published in 2013. Full implementation is yet to come to fruition, however the intention of the Framework to maximise the regeneration potential of the Hub site has moved forward with the completion of the Vox development and the forthcoming delivery of No. 1 Cornbrook. The nature and scale of the development of the No. 1 Castlefield site will make a further significant contribution to the evolution of this key gateway into Manchester.

4.2.2 Densification

The locality is characterised by low- to mid-rise buildings generally with developments increasing in height and density leading up to Cornbrook station. Consent was granted in 2024 for No. 1 Cornbrook, a 24-storey building which is situated immediately adjacent to the station. Outline proposals for a residential-led development of up to 35 stories are also being brought forward at Manchester Waters, in Trafford, to the west of the site.

These factors suggest that the capacity of the site could be up to 875 residential units per hectare to optimise its potential for the efficient, sustainable development of new homes in a highly desirable and well connected part of the city.

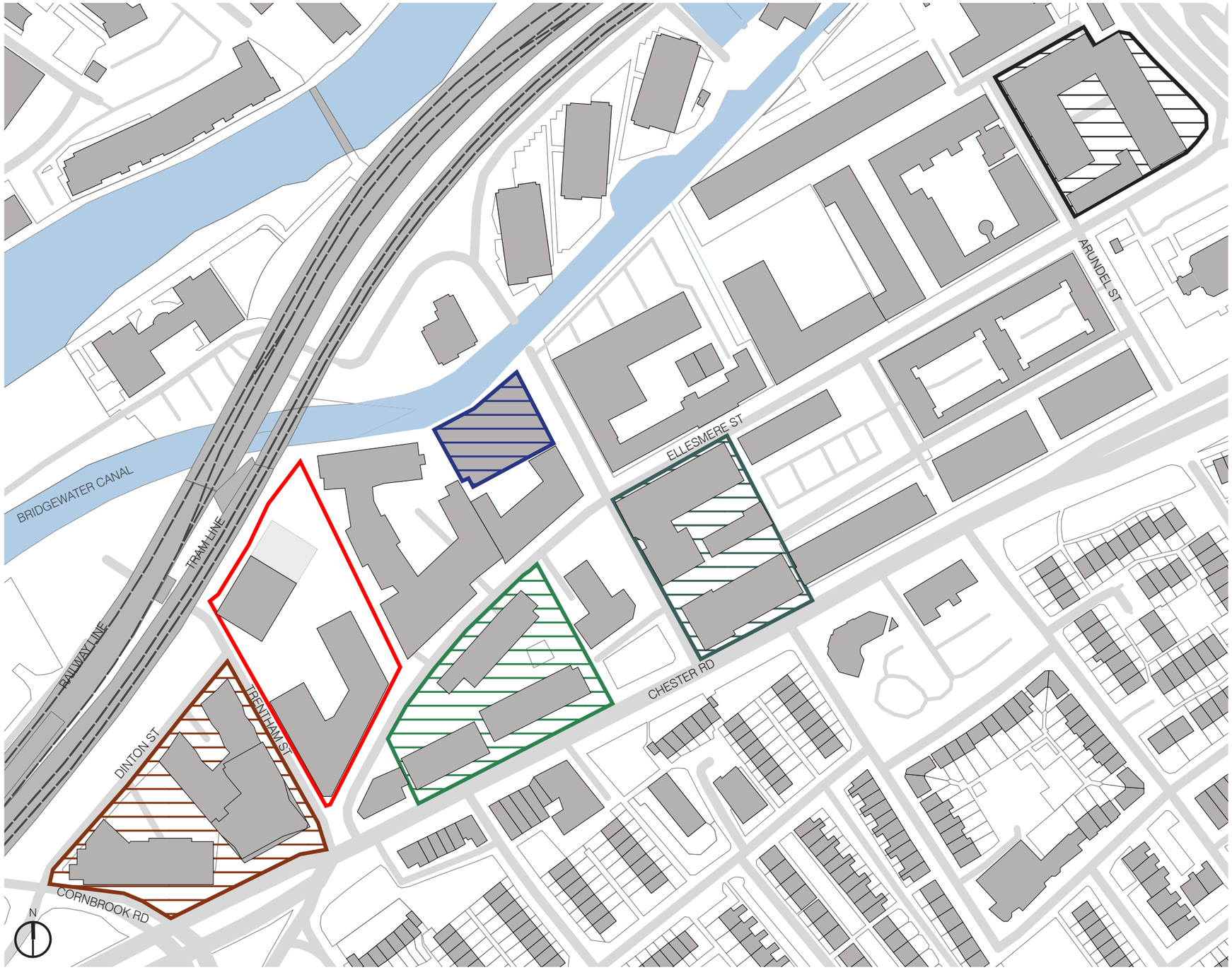
4.2.3 Landmark 'Gateway'

Cornbrook is located at the gateway into Manchester city centre on the approach for all major routes from the southwest. The site is highly visible, whether arriving to the city by tram, train, bus or car and this points to the potential for the site to include a building of scale, significance and quality.

The provision of a new landmark 'gateway' building on this site, would signify one of the key entry points into Manchester and provide a strong, contemporary architectural statement. A tall building would complement the densification of development around the Cornbrook Hub and add a greater sense of arrival to thousands of people entering the city every day.

4.0 Architectural Design

4.3 RESIDENTIAL UNIT DENSITY



Development Density of Recently Completed and Consented Residential Developments

4.3.1 Density of Neighbouring Residential Developments

Recent and emerging developments around Cornbrook station point to the densification of residential and commercial floorspace, and this is consistent with local policy to cluster around major sustainable transport nodes such as this. Prominent nearby developments such as Vox, and the consented scheme coming forward at No.1 Cornbrook have established that appropriately designed tall buildings can contribute to the level of residential density within the area.

4.3.2 Density of proposals

These examples support proposals for development of the site for increased density and an architectural proposition which responds to the evolving urban character of Manchester City Centre.

In this context, these proposals for around 822 units per hectare is consistent with recent precedents for similar residential-led development in the area.

Key To Recently Completed, Consented and Proposed Residential Development Densities

GALLERY GARDENS
366 UNITS / 0.382 ha =
958 UNITS/ ha

VOX / NO.1 CORNBROOK
591 UNITS / 0.677 ha =
873 UNITS/ ha

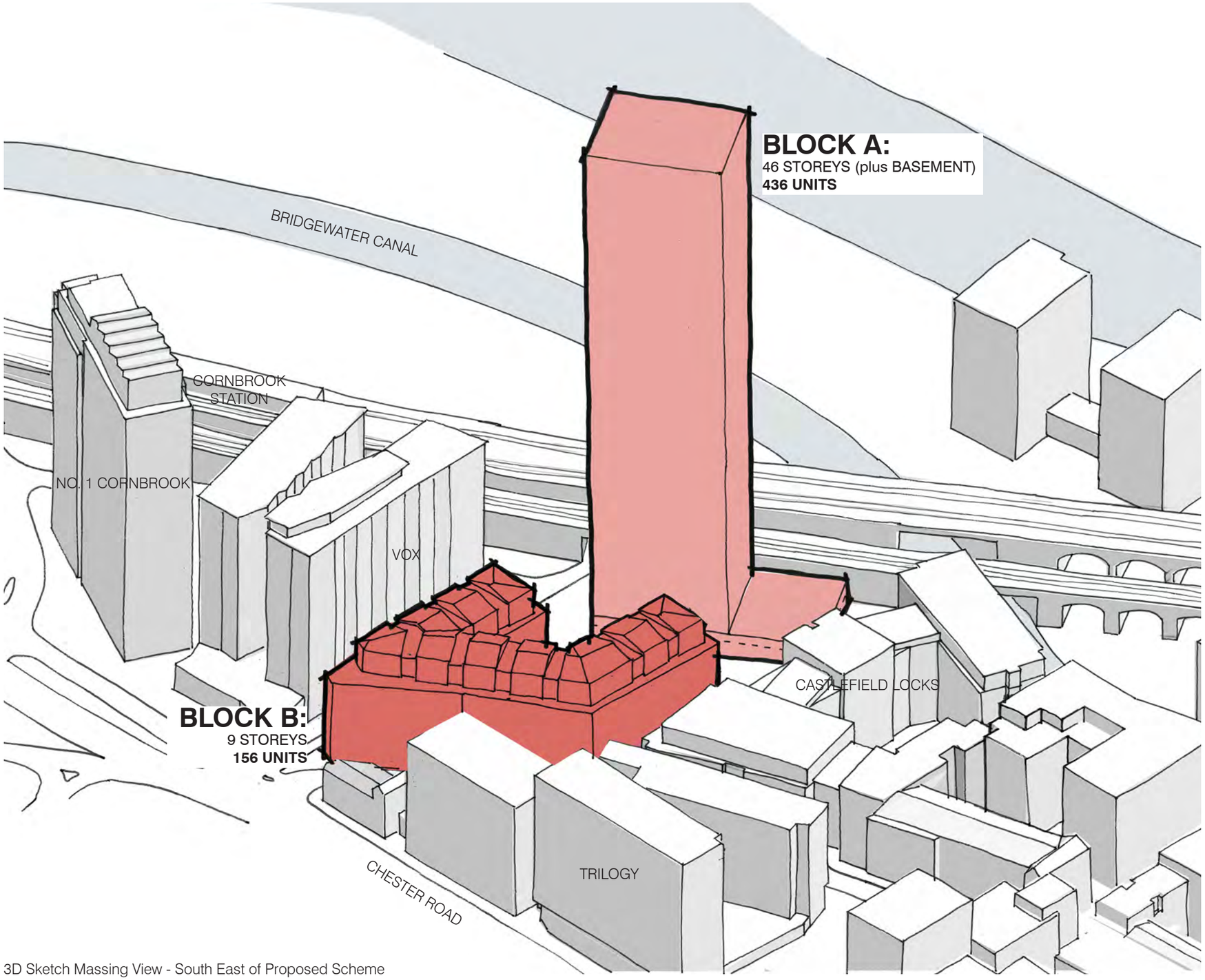
NO. 1 CASTLEFIELD
592 UNITS / 0.72 ha =
822 UNITS/ ha

ARUNDEL STREET
355 UNITS / 0.5 ha =
710 UNITS/ ha

EXCELSIOR WORKS
108 UNITS / 0.17 ha =
635 UNITS/ ha

TRILOGY
232 UNITS / 0.47 ha =
494 UNITS/ ha

4.4 PROPOSALS



3D Sketch Massing View - South East of Proposed Scheme

4.4.1 Summary

The proposals for this full planning application comprise the following:

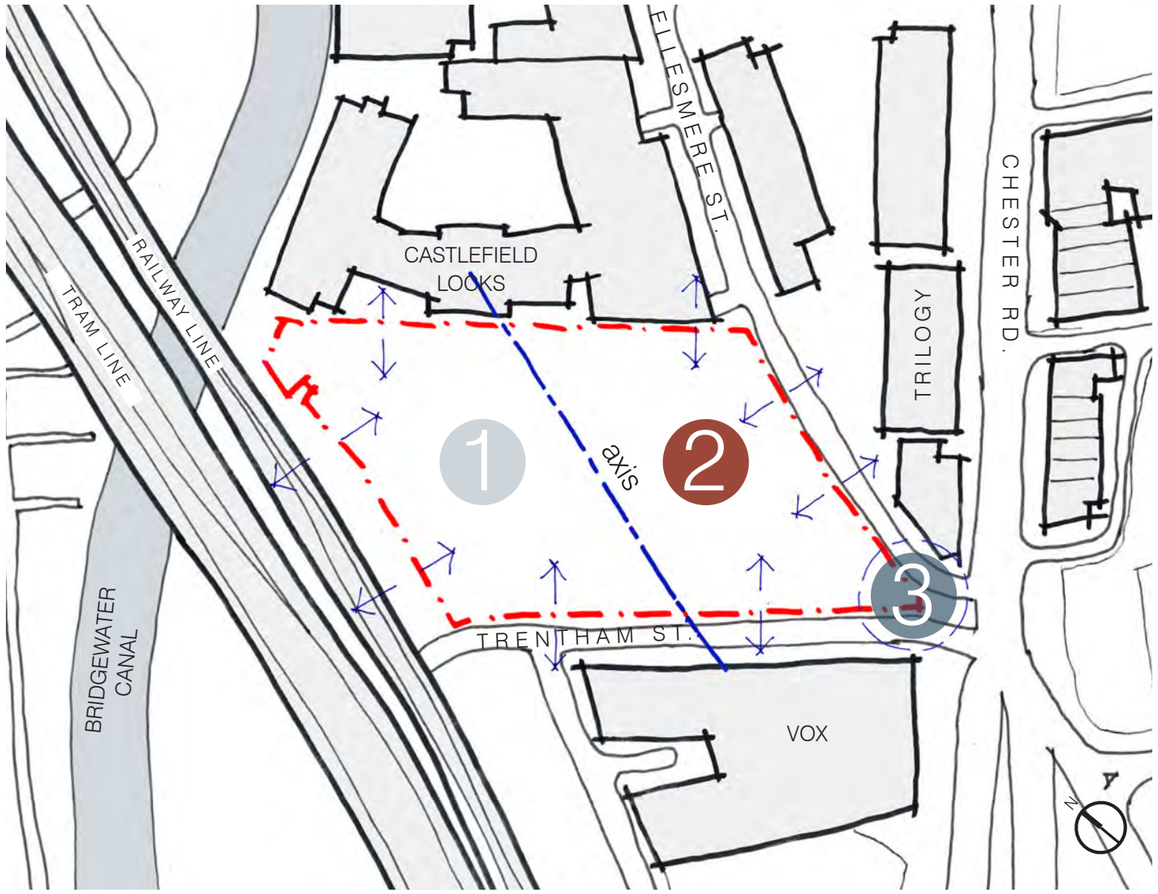
- 592 Residential Units
- Residents parking (40 no. spaces) including 4 no. accessible parking bays, 6 no. electric vehicle parking bays and 30 no. standard parking bays
- Secure cycle storage for 332 no. cycles (56% cycle spaces to residential units)
- Residents foyer, reception, 24 hour concierge and administration offices.
- Residents' multi-purpose amenity spaces
- Residents' external courtyard gardens
- Ancillary plant, substation and refuse stores

4.4.2 Development Overview

The proposed development provides a varied mix of apartments, townhouses and duplexes (two-storey apartments) to accommodate a wide range of residents and household types. The scheme is arranged across two residential blocks, positioned to respond to the existing surrounding urban context, including existing buildings neighbouring the site, and provide high quality external amenity space for residents. The development aims to deliver high quality homes within a well-connected, sustainable and vibrant new neighbourhood that supports the ongoing regeneration of the Cornbrook/St. George's/ Castlefield area.

Residential Unit Type	No. of Units	Proportion of Total Units
1 Bed 2 Person Apartment	193	32.6%
2 Bed 3 Person Apartment	86	14.5%
2 Bed 4 Person Apartment	267	45.1%
2 Bed 4 Person Townhouse	5	0.8%
2 Bed 4 Person Duplex	1	0.2%
3 Bed 6 Person Apartment	24	4.1%
3 Bed 6 Person Duplex	3	0.5%
4 Bed 8 Person Duplex	13	2.2%
1 Bed Units	**193**	**32.6%**
2 Bed Units	**359**	**60.6%**
3 Bed Units	**27**	**4.6%**
4 Bed Units	**13**	**2.2%**
Total	**592**	**100%**

4.5 SITE LAYOUT PRINCIPLES



Site Subdivision

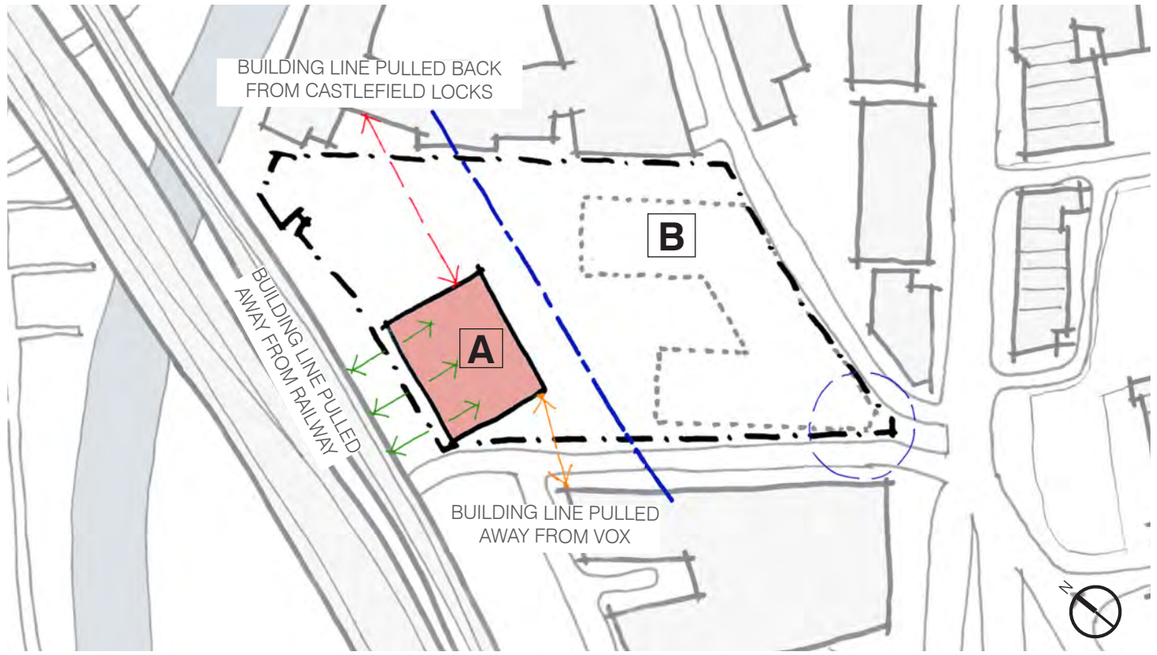
4.5.1 Layout Approach

The site is being addressed as two distinct halves along an axis through the middle of the site. The northern half is highly influenced by the railway and Castlefield Locks and the southern side of the site addresses the defined street frontage along Ellesmere Street and is overlooked by Vox and Castlefield Locks

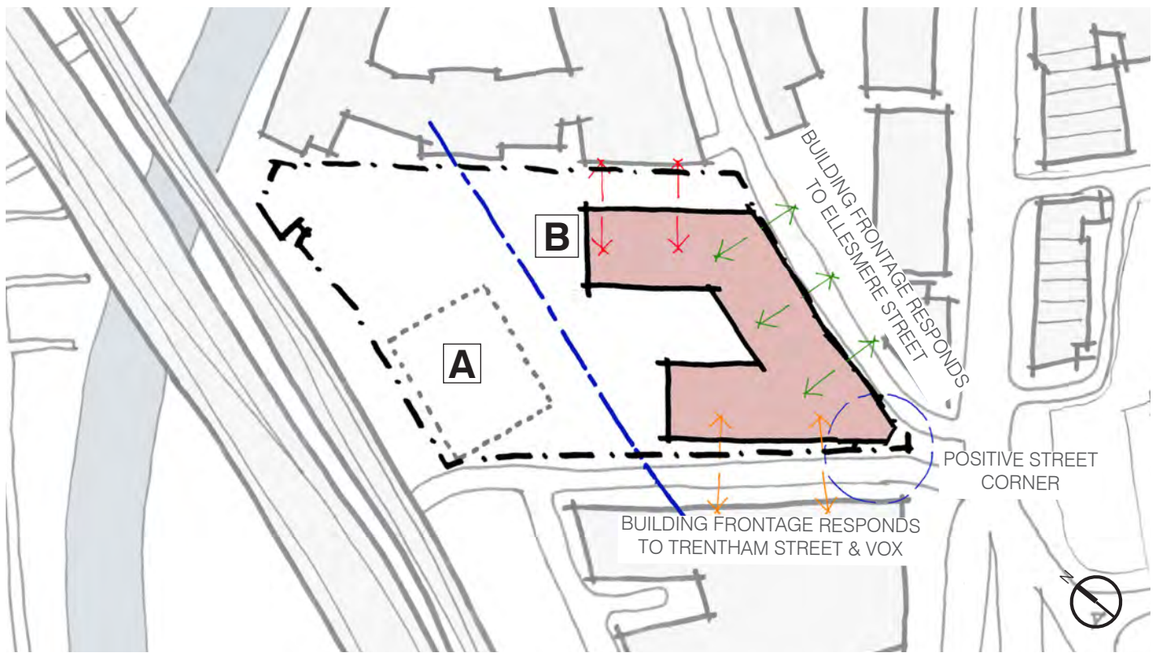
1 **North Site Area:**
Proposed block 'A' should align with axis of railway line and respond to Castlefield Locks and Vox.
The siting of new blocks and their outlook should be respectful of existing properties overlooking the site.

2 **South Site Area:**
Proposed block 'B' should align with axis of Ellesmere Street and Trentham Street, respond to Castlefield Locks and Vox, taking account of the local urban grain and scale. The building footprint should reinforce the streetscape whilst being sensitive to properties located immediately opposite the site boundaries.

3 **Site Corner:**
The highly prominent and pivotal corner of the site should be used as a focus for the development, with an opportunity to give a distinctive and confident architectural expression to the public realm.



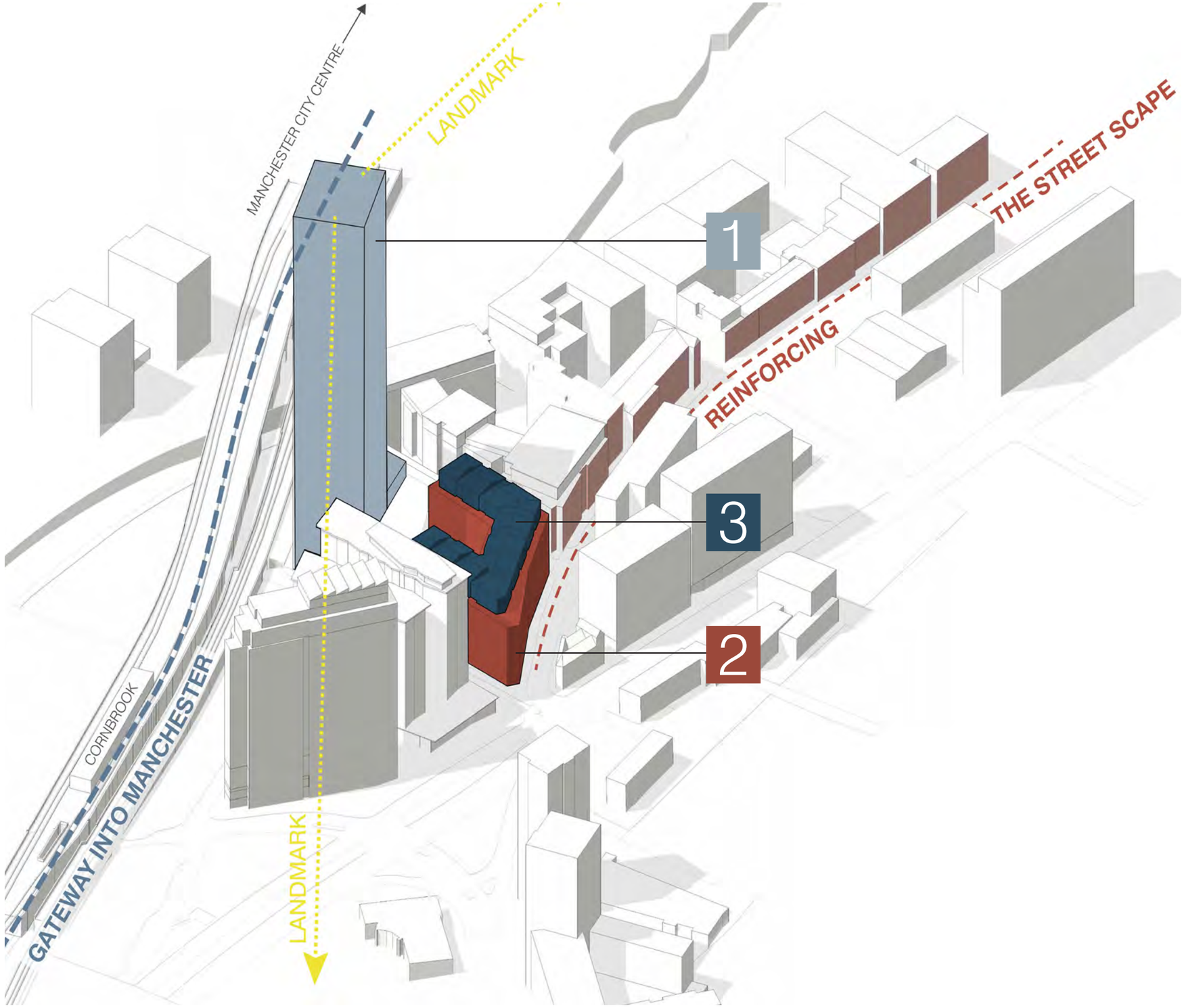
Block 'A' Adjacent to Railway



Street-facing block 'B'

4.0 Architectural Design

4.6 BUILDING FORM & MASSING PRINCIPLES



Building Form & Massing 3D View

1

4.6.1 Defining a Landmark 'Gateway' into Manchester

A 46-storey tower is proposed as a prominent landmark on the site, marking the approach into Manchester along the Cornbrook tramline and mainline railway. Positioned to be visible from key routes, it creates a clear sense of arrival and defines a recognisable edge to the city centre. The tower's standalone form contrasts with the surrounding mid-rise blocks while maintaining a strong relationship with the adjacent tram and railway corridors. Its scale and placement contribute to the wider city skyline and reinforce the site's identity within the evolving urban context of the area.

2

4.6.2 Reinforcing The Streetscape

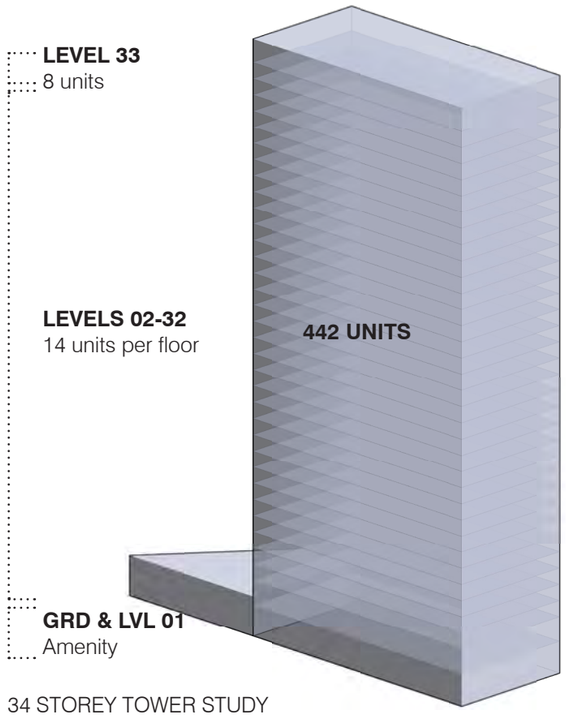
The proposed mid-rise 'street' block responds to the historical context, drawing inspiration from the traditional mills in the area. Its form reinforces the surrounding streetscape by creating a strong, continuous frontage along the street. A defined corner at the top of the street anchors the development and marks the start of Ellesmere Street, creating a clear and confident edge to the site.

3

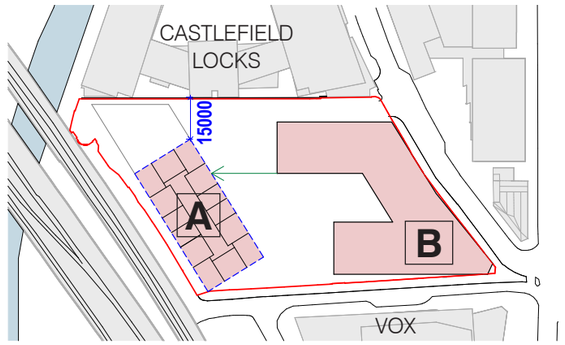
4.6.3 Expressing Identity & Distinction

The provision of 2/3/4 bedroom 'duplex' units enhance residential diversity by introducing larger family sized units alongside the typical apartments in the tower (Block A) and mid-rise block (Block B). These townhouse-style dwellings are enclosed within a two storey roof 'extension' which is modulated into a series of articulated volumes to soften the roofline and add visual interest to the streetscape. Set back from the main facade to create a private terrace for every dwelling, the articulated mass of the upper levels give an expressive and distinctive architectural character to this part of the scheme.

4.6 BUILDING FORM & MASSING PRINCIPLES



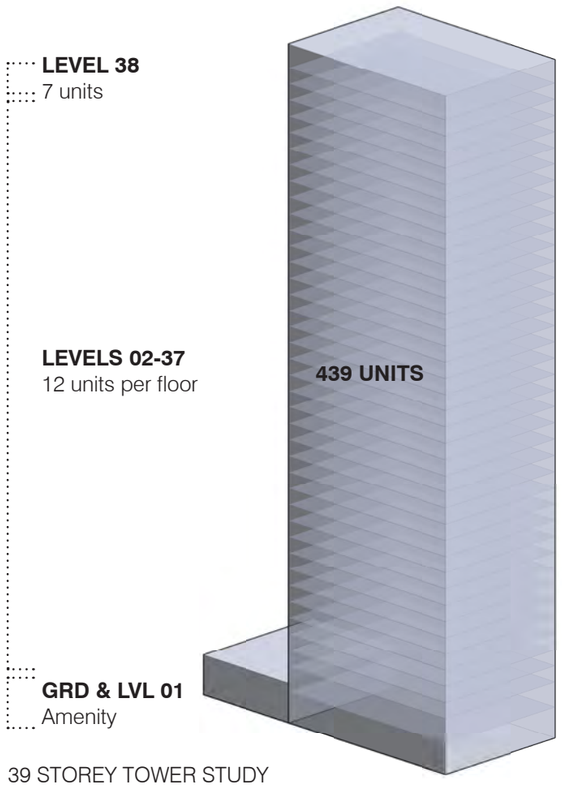
34 STOREY TOWER STUDY



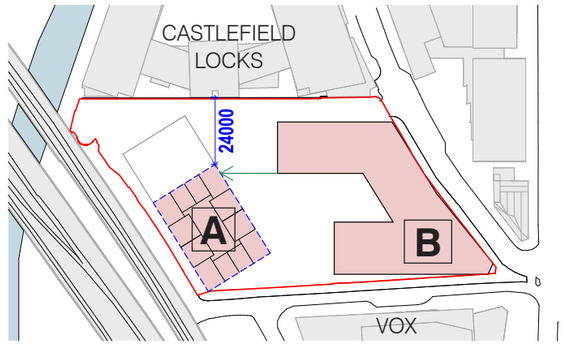
4.6.4 Tower Massing Studies

To achieve the scale and density of development commensurate with its highly sustainable and accessible location, the tower element of the scheme should be able to accommodate up 450 homes.

A 34 storey tower with 14 units per floor would create a building with a large footprint and bulky form, with the nearest part of the building located 15m from the nearest



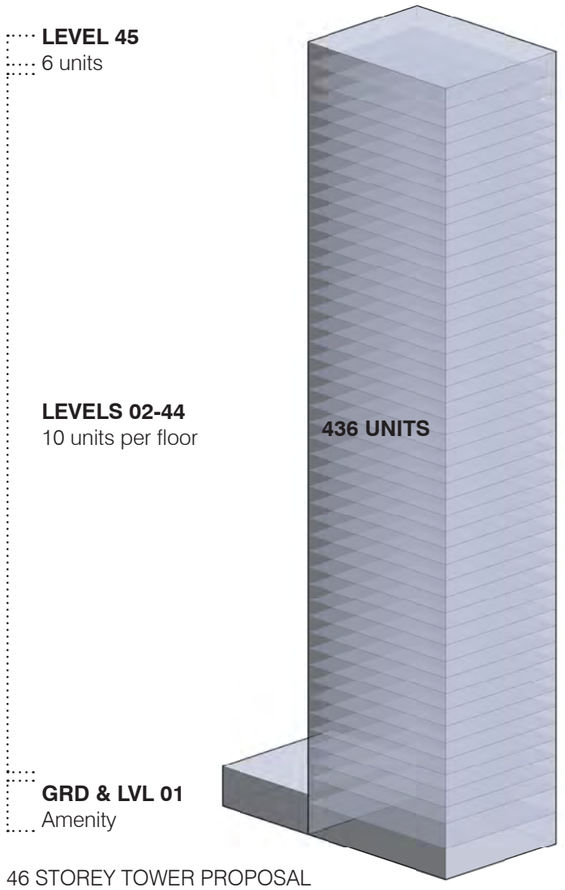
39 STOREY TOWER STUDY



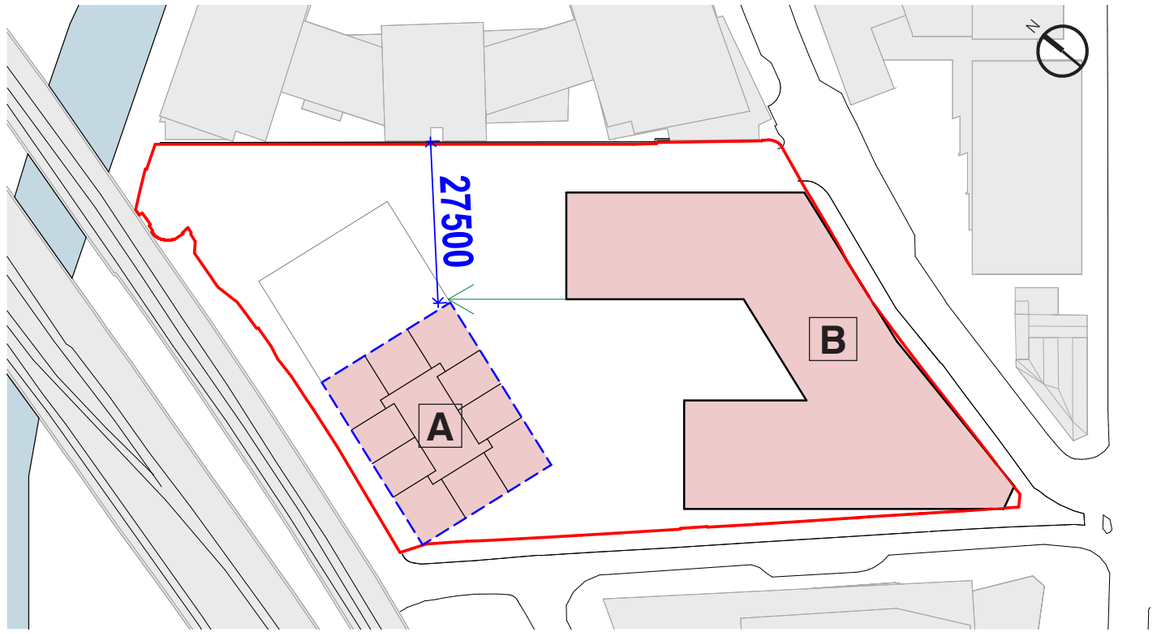
property at Castlefield Locks.

A 39 storey tower with 12 units per floor would create a building with a more compact footprint but still appears relatively bulky with the nearest part of the building located 24m from Castlefield Locks at the nearest point.

A 46 storey tower with 10 units per floor creates a building with the most compact footprint, slender profile and greatest amount of space adjacent to Castlefield Locks.



46 STOREY TOWER PROPOSAL

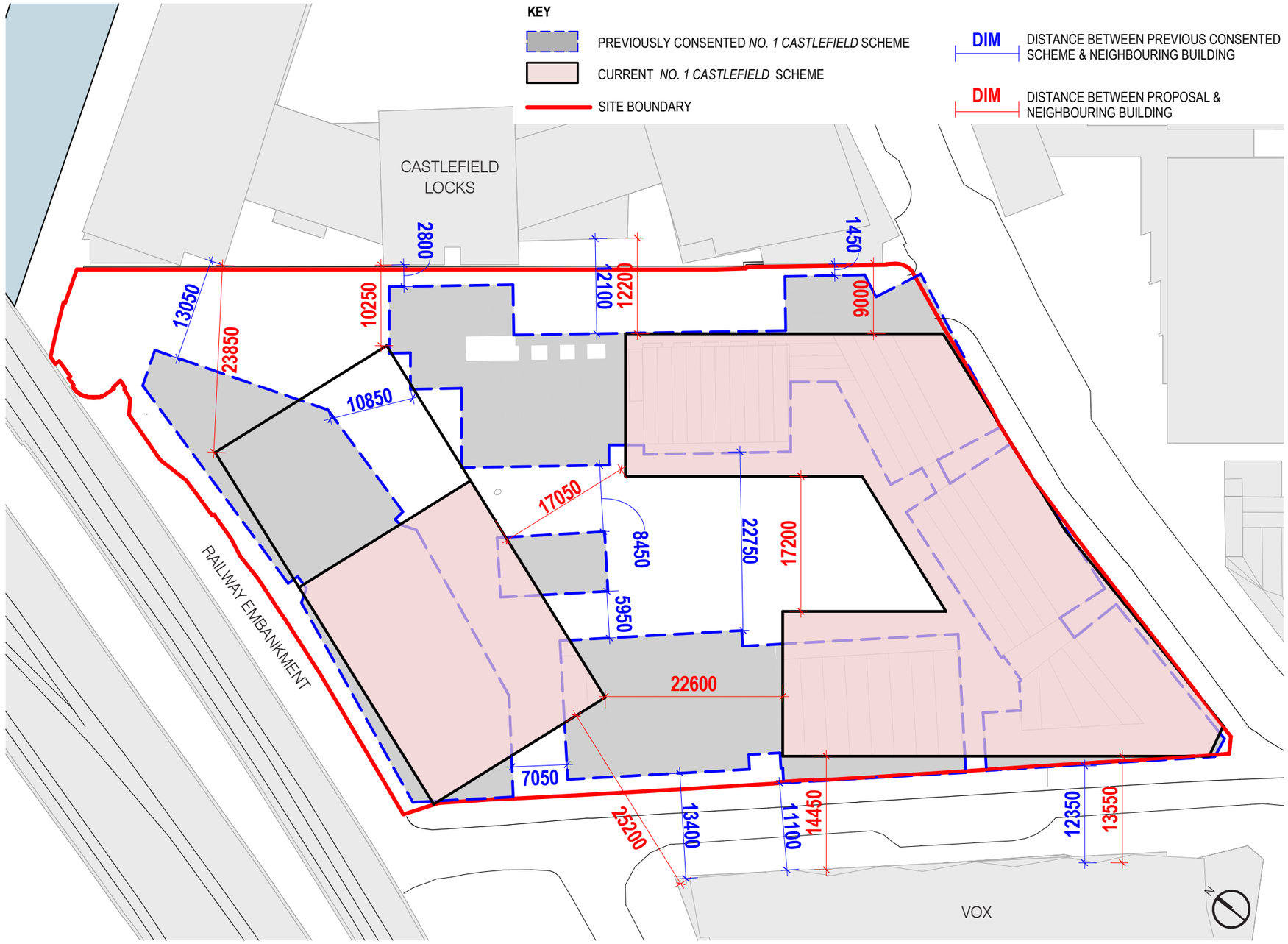


4.6.5 Tower Massing Proposal

The 46 storey tower provides the most aesthetically-pleasing form compared to a tower of lower height. As the footprint of the building is reduced and the height increases, the profile of the building becomes more slender and elegant, thus making the building appear lighter and its perceived bulk is reduced. As the building is also acting as a landmark 'gateway' into the city, this adds further weight to the merits of a taller tower in this location.

As the building will have a large resident population, another important factor is the relationship between the tower and the other new building on site. In addition, the proximity of the tower to the existing buildings at Castlefield Locks and Vox should also be considered. A tower of greater height but more compact footprint gives more buffer space to Castlefield Locks and less direct overlooking to the east wing of Block B.

4.7 SCHEME DESIGN



Site Plan Indicating Building Separation Distances of Previous Consented Scheme & Proposals

4.7.1 Relationship Between Building Blocks

Safeguarding the visual amenity of new and existing residents in the area has been a primary consideration of the scheme. The placement of Block B responds to neighbouring buildings by creating reasonable distances from the immediate surrounding buildings, such as Castlefield Locks, Vox, The Trilogy, and Insitu.

The tower element (Block A) of the proposal has been positioned towards the rear of the site and is orientated to give due consideration to the relationship between the new facade and the windows which overlook the site from Vox and Castlefield Locks.

Adequate distances have also been established on the site between the new proposed buildings. Windows on each facade are separated by at least 16-17m generally, and most have been placed to avoid direct overlooking of private internal space.

4.7.2 Comparison with Previous Consented Scheme

The placement of the building blocks in this scheme has sought to minimise privacy and daylighting impacts on the wider area whilst achieving the wider goals of placemaking and the provision of high quality, high density housing in a highly sustainable location.

The siting and massing of Block B makes an appropriate contribution to the street scene and the wider townscape of the area, whilst limiting the extent of overlooking towards existing neighbouring buildings. The footprint of the previously consented scheme extended along Trentham Street to the site's western boundary and featured a greater proportion of its external façade facing directly towards Castlefield Locks on the eastern boundary.

The northwest corner of the site offers the best opportunity for any new development to limit its impact on the existing residential development that surrounds it. By restricting the footprint of Block B, the provision of a taller building to accommodate the bulk of the new residential accommodation fully utilises the least intrusive part of the site.

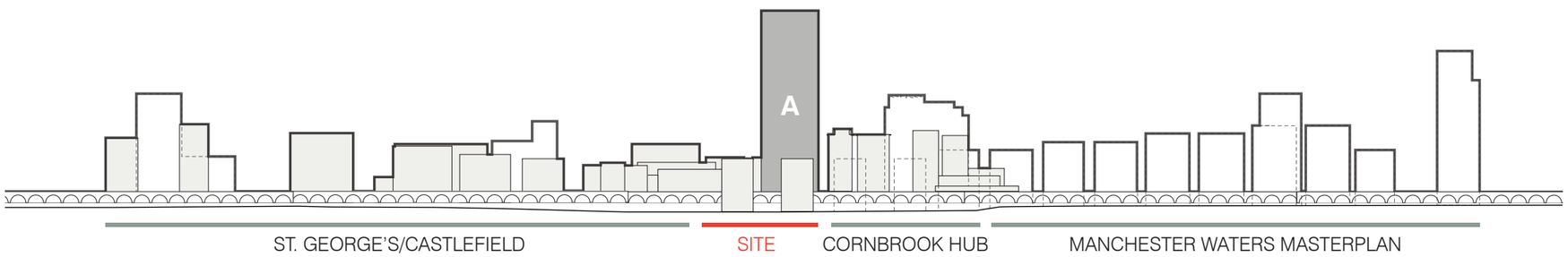
In comparison with the previous consented scheme, these proposals improve conditions for daylighting and privacy for neighbouring properties in Vox and Castlefield Locks which are most sensitive to the development of this site.

4.0 Architectural Design

4.8 BUILDING SCALE



The tower in the context of the cityscape



Density & massing illustrative section

4.8.1 Approach to Building Scale

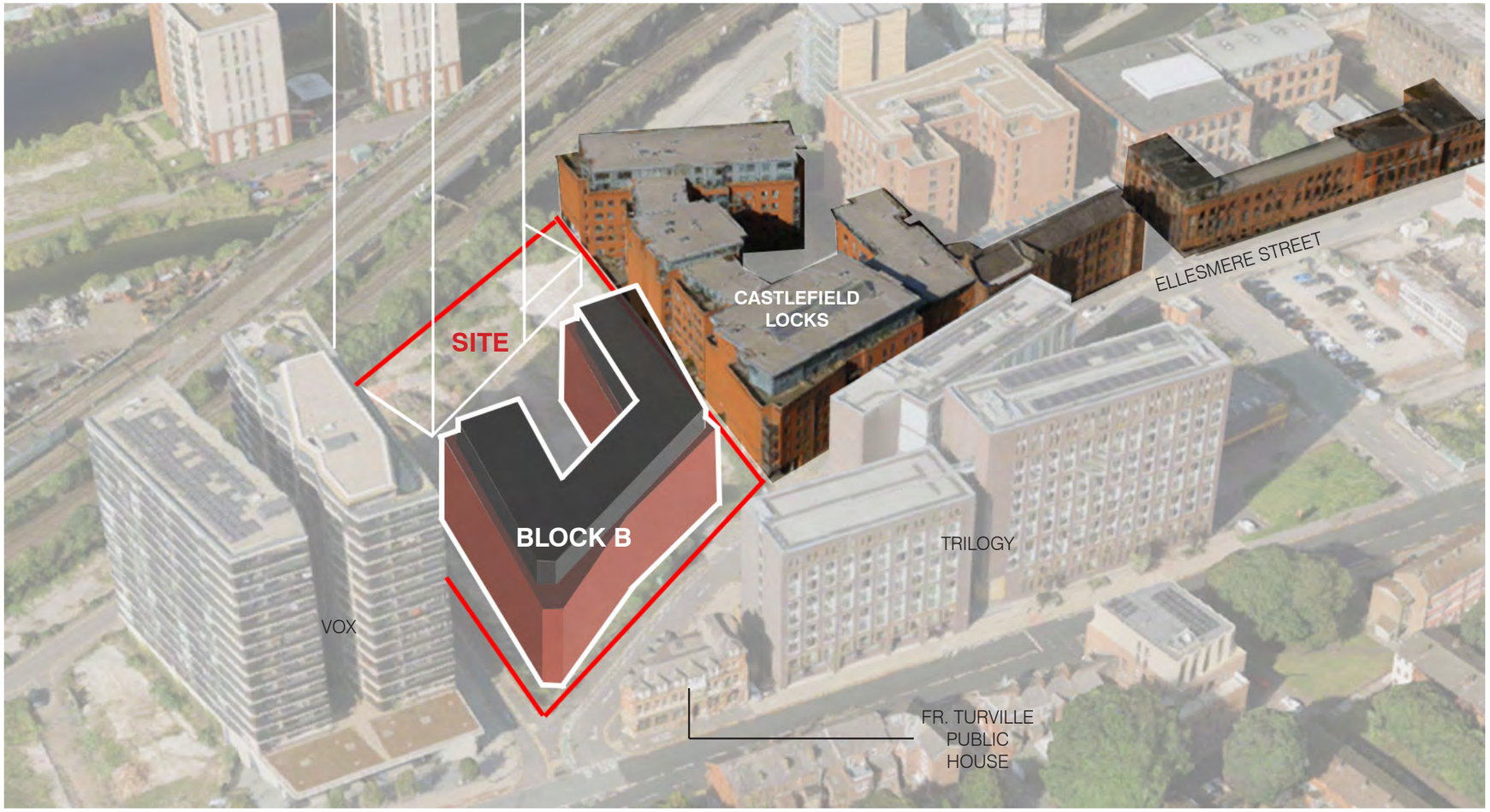
The site is being addressed in two distinct parts. The northern part of the site adjacent to the railway and tram route proposes a building of higher scale and prominence. The building on the southern part of the site complements and reinforces the more modest street scene scale of Ellesmere Street.

4.8.2 The Tower (Block A)

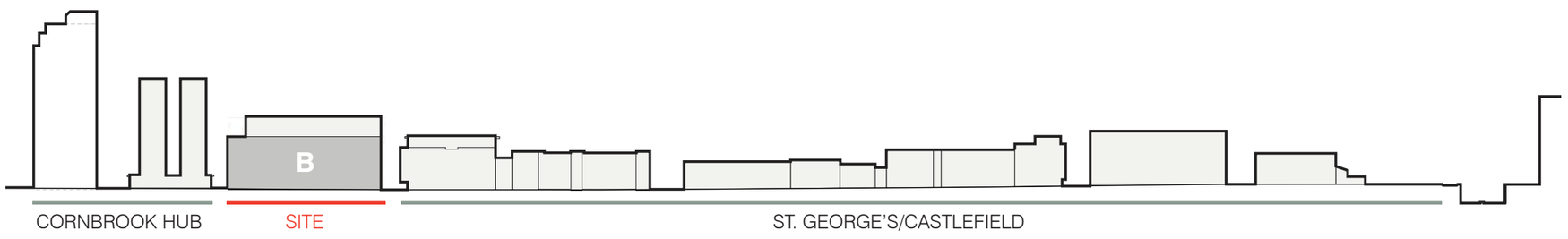
The scale of the tower element is derived from its function to provide critical mass to the development and act as a landmark 'gateway' building which signifies one of the main routes into Manchester. As further development emerges at Manchester Waters at Pomona Island and further out of the city towards Old Trafford and Salford Quays, the scale of the proposed tower on this site is considered to be an appropriate response for quality, high density development, focused around the major hub of Cornbrook.

As such, the scale of the proposed building should be seen at a city-wide level, reflecting the evolving urban character of the rest of Manchester city centre, whilst also being mindful and respecting of its immediate context.

4.8 BUILDING SCALE



The ‘street’ block in the context of Ellesmere Street



Illustrative Street Elevation

4.8.3 The ‘Street Block (Block B)

The special character of Ellesmere Street derives from its distinctive relatable, ‘human’-scale, where most buildings are low- to mid-rise and faced in local red brickwork. The new building completes the street scene, scaled and detailed to stand alongside the higher quality buildings around the site and enhance the overall experience of the street.

The articulation of the proposed building pays respect to the existing buildings at Castlefield Locks which directly border the site, whilst increasing in scale slightly to respond to the distinctly higher-scale, more recent developments at Vox and Trilogy. As contemporary developments have grown up around the site in the last 5-10 years, the modest scale of the Grade II-listed former Turville Public House has become more pronounced. As such, the massing and materiality of the proposed new building has been developed to complement this important local heritage asset.

4.9 BUILDING AESTHETIC



View of Block B Facade - Viewed From The Northwest Towards Trentham Street



3D View of Proposed Scheme From the Southeast

4.9.1 Strategy

The strategy for the exterior aesthetic of the proposals respond directly to the dual character of the surrounding context, creating a dialogue between existing heritage materiality and emerging contemporary developments.

By articulating the Tower (Block A) and the Street Block (Block B) as two distinct elements, the proposal both respects the established character of the street whilst introducing a new, complementary architectural language which responds to the city's evolving skyline.

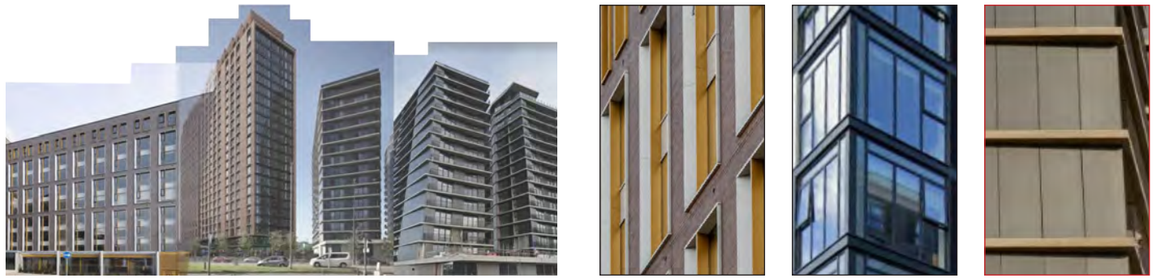
The aesthetic strategy was driven by a careful study of the site surroundings, to ensure continuity and sensitivity to the character and heritage of the area. However, it is also important that the combination of materials and form create an architecture which is appropriate for 21st century urban living in modern Manchester.

4.9 BUILDING AESTHETIC

4.9.2 The Tower

The tower component responds to the changing skyline surrounding the site.

Being a vertical form that distinguishes itself from its context, the facade features contemporary materials to create a clear visual contrast with the brick buildings around. This distinct expression establishes the tower as a landmark, signifying the approach into the city centre.



Contemporary Materiality of The Area

MODERN MATERIALITY





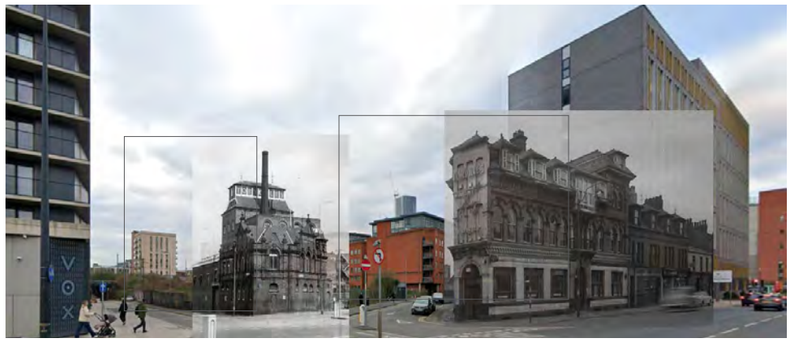
Materiality of Local Vernacular

LOCAL VERNACULAR

4.9.3 The 'Street' Block

These blocks are materially rooted in the existing context, which is predominantly characterised by brick buildings. This side of the site draws inspiration from the local vernacular, referencing both the tonality and texture of neighbouring structures. This allows it to sit comfortably within its context, reinforcing the rhythm and continuity of the street while contributing to the future identity of the wider area.

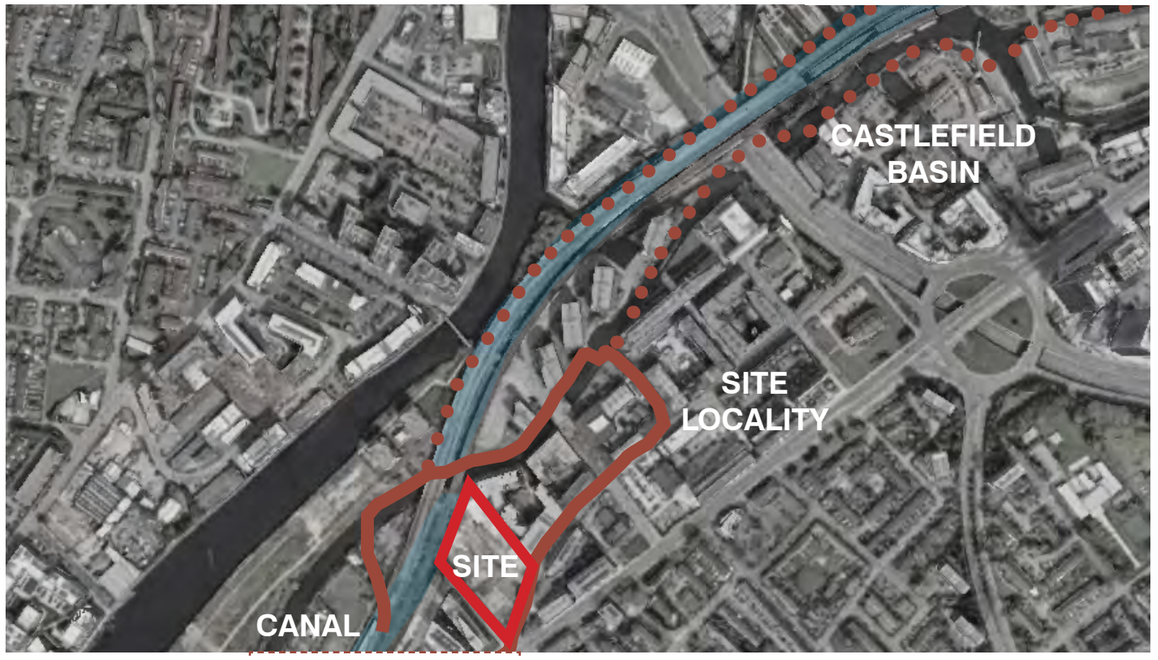
4.9 BUILDING AESTHETIC - THE STREET BLOCK 'BLOCK B'



















Local Material References

4.9.4 Local Architectural Heritage

The local area clearly displays how brick and metal have been consistently used as building materials from the industrial era to today.

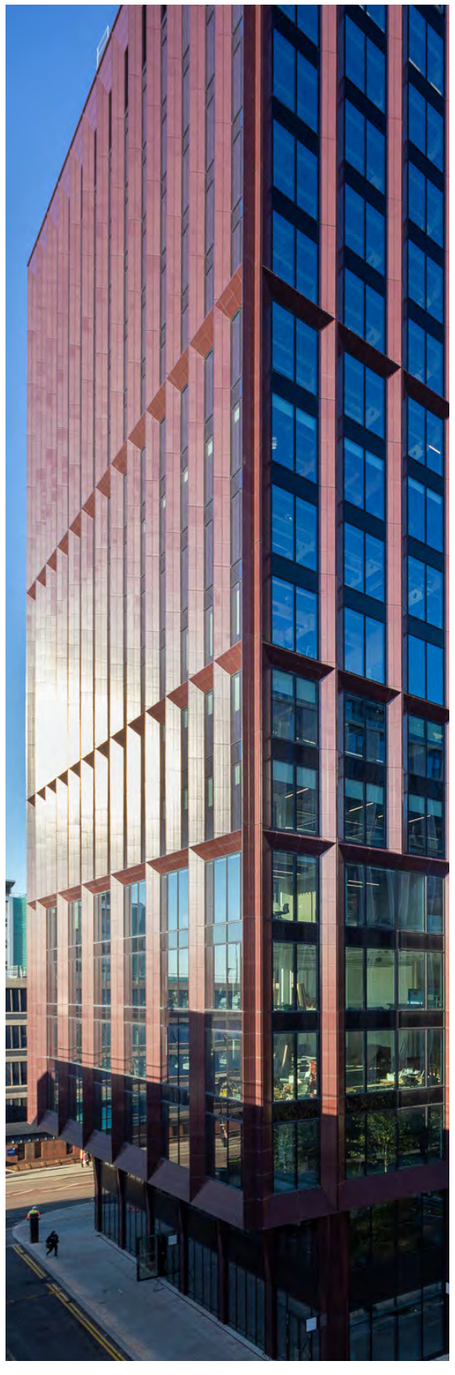
Brick and metal are deeply associated with industrial architecture, and by extension Manchester, due to their practicality and durability in enabling large-scale construction during the industrial revolution.

There are distinct traces of this legacy in the brick facades of the old mill buildings near the site. The area also used to be characterised by dense brick-built family units to house people working in the mills.

By reintroducing brick and metal in a contemporary architectural language, the proposal acknowledges this legacy while embedding the new intervention within the continuity of place.

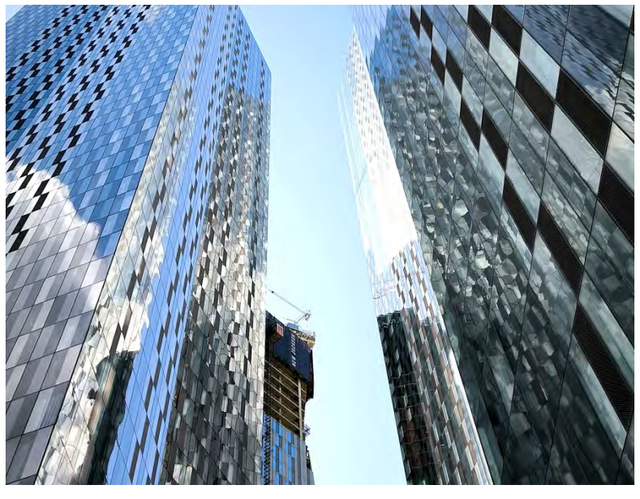
The use of metal within the design draws directly from the industrial character of Castlefield, where infrastructure such as viaducts, towpaths, and bridges define the area's material identity. As metal remains a visible and integral part of the local area, referencing this in the building's detailing further embeds the design within its context.

4.9 BUILDING AESTHETIC - THE TOWER 'BLOCK A'









Modern Material References

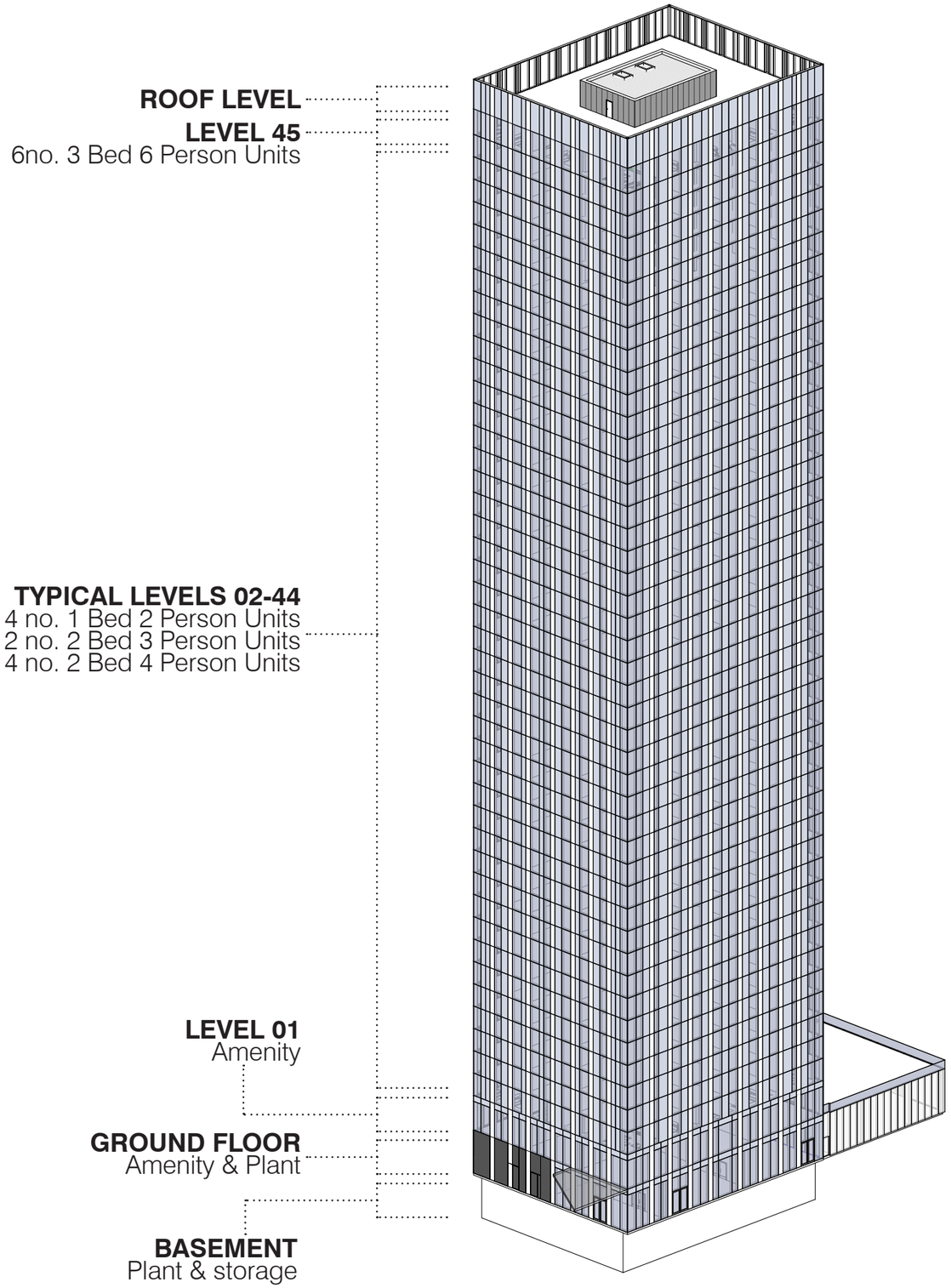
4.9.5 Contemporary Manchester

In the last 20 years, Manchester's skyline has evolved significantly. The use of modern materials has been fundamental in the growth of the city, helping to project a dynamic and confident image of Manchester.

The use of modern materials within the proposals, particularly for the tower element, reflects a deliberate move to embrace a more international identity, symbolising urban sophistication and innovation, in similarity with the modern city of Manchester.

In combination with the heavier, historically rooted materials, the lightness, transparency and finesse of modern building materials such as glass and anodised metallic finishes create a rich, layered dialogue between tradition and progress across the scheme.

4.10 THE TOWER (BLOCK A)



4.10.1 The Building

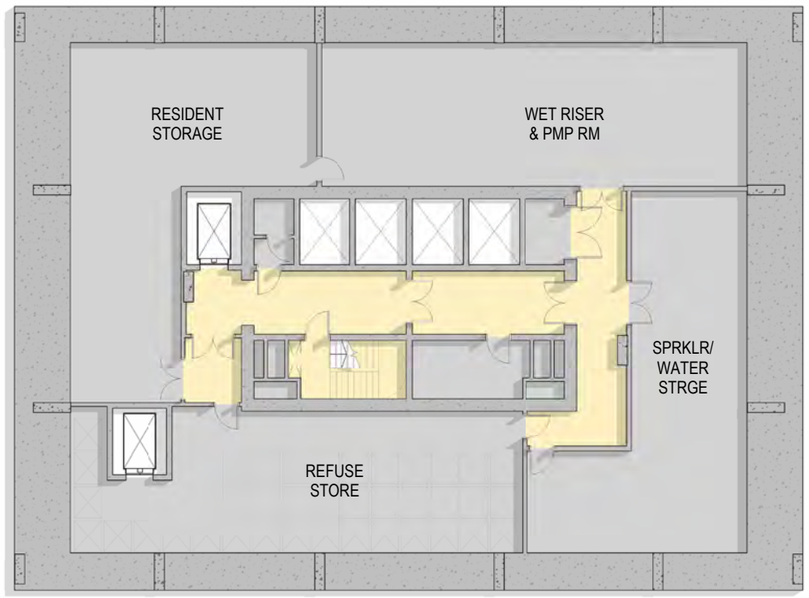
The tower has 46 storeys, plus basement level, measuring 140.0m above the ground level (+168.0m AOD) and incorporates 436 residential units. The footprint of the main tower element is approximately 32.5m x 25.8m with a total Gross Internal Area of 37,509 sqm (403,743 sqft).

A two storey 'podium' is proposed to the northeast of the main building, enclosing a small secure covered parking area with an external amenity terrace above which is accessed directly from the main resident's amenity space at Level 01.

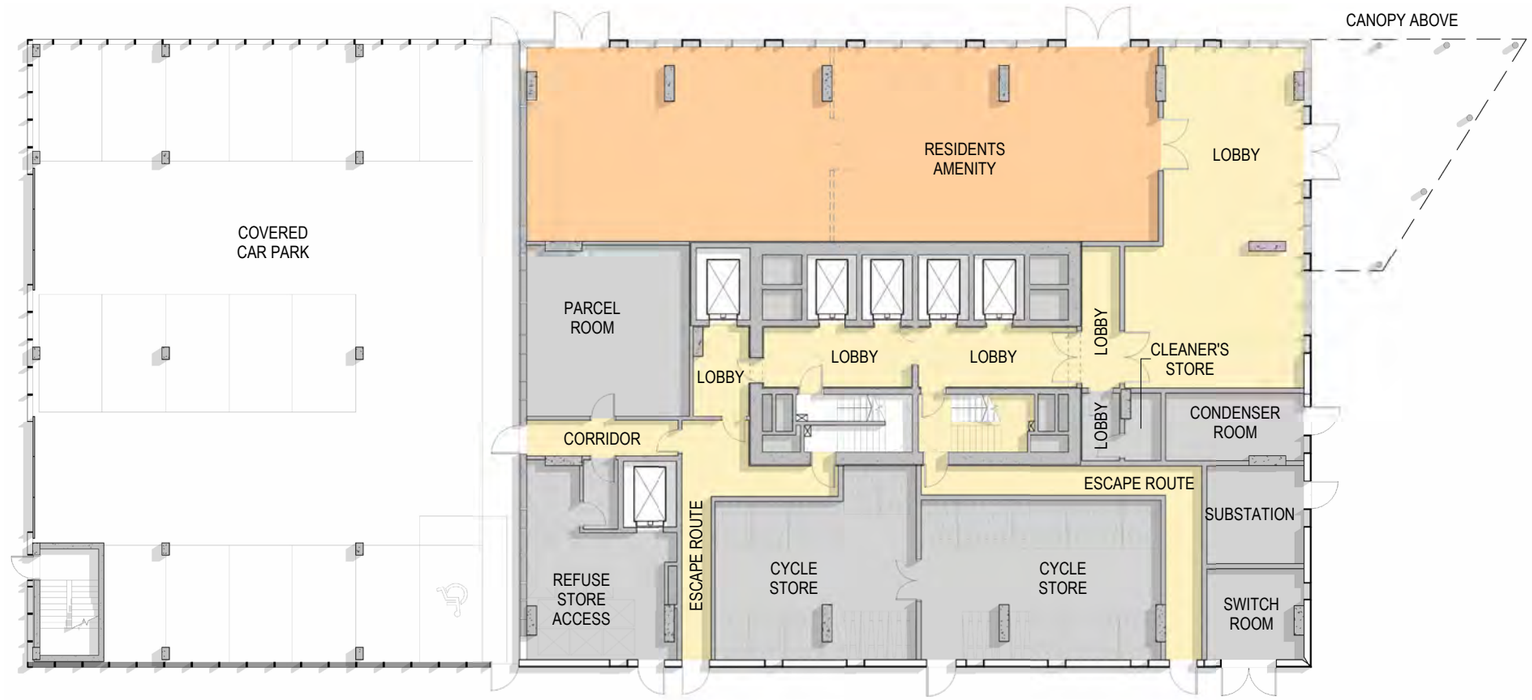
The building is served by two stairs to all levels, 1 dedicated passenger lift serves basement, ground and first floor levels and 4 passenger lifts serve all floor from ground to Level 45 inclusive. 1 dedicated goods lift is provided to connect the refuse areas in the basement to the external collection area on the ground floor.

4.0 Architectural Design

4.10 THE TOWER (BLOCK A)



Basement Level Plan



Ground Floor Plan

KEY LEGEND

- AMENITY
- BACK OF HOUSE
- CIRCULATION

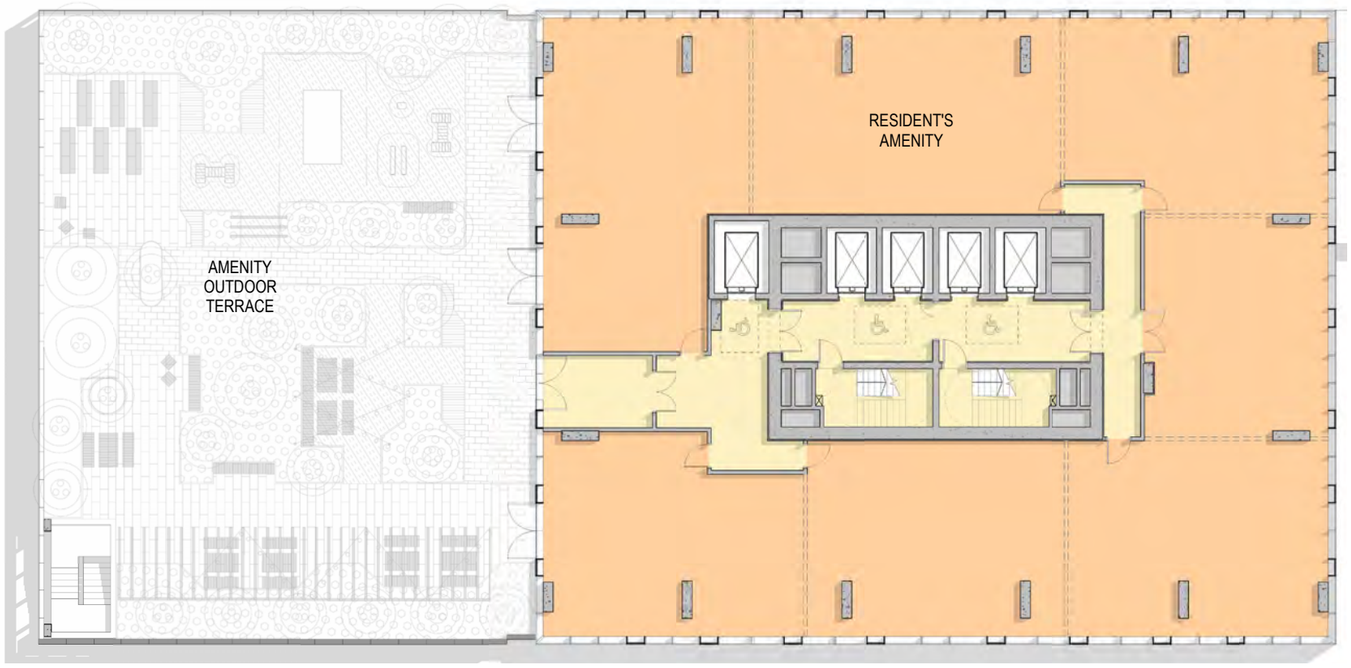
4.10.2 Basement & Ground Floor Levels

The basement accommodates secure cycle parking and plant space, accessed from stairs and a lift from ground floor level.

The ground floor level incorporates the main resident's lobby and this leads to the circulation core, residents amenity areas and refuse storage. The building substation and LV switchroom are situated in the northwest corner of the building adjacent to Trentham Street and the railway.

Covered secure surface level car parking, accommodating 18 spaces is accessed via the main circulation core.

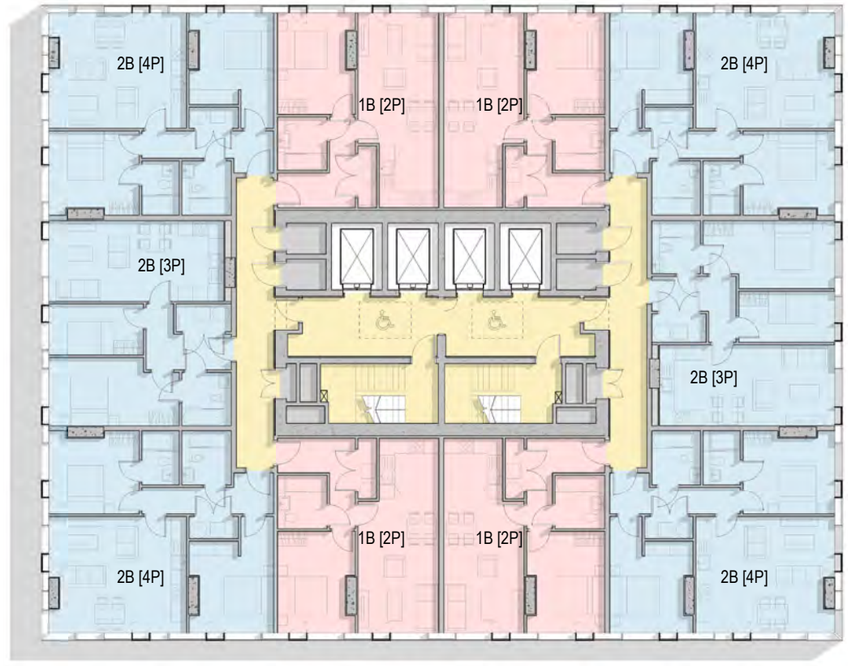
4.10 THE TOWER (BLOCK A)



Level 01 Plan

KEY LEGEND

- AMENITY
- BACK OF HOUSE
- CIRCULATION



Typical Levels 02-44

KEY LEGEND

- 1 BED APARTMENT
- 2 BED APARTMENT
- BACK OF HOUSE
- CIRCULATION

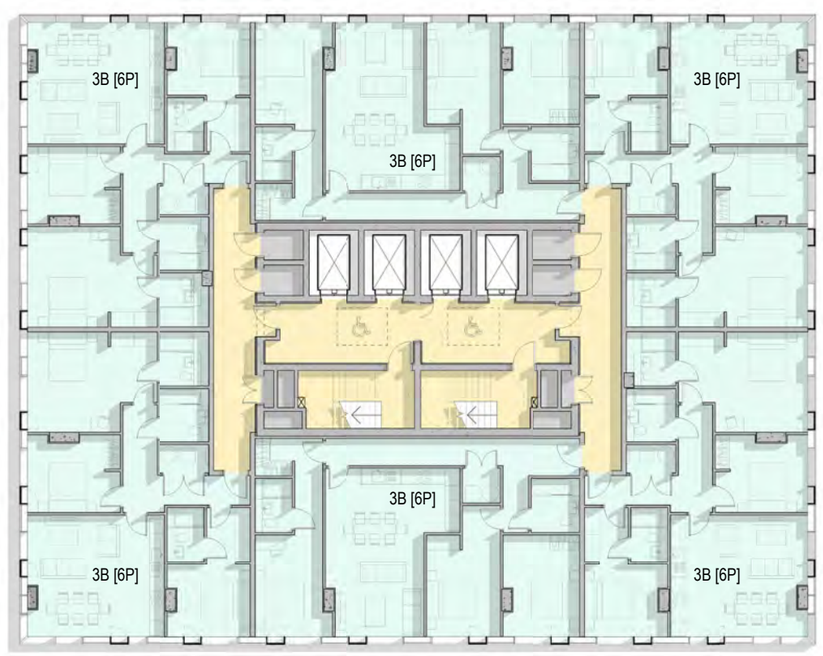
4.10.3 Level 01 & Typical Levels 02-44

Level 01 incorporates the main resident's amenity space in the building and this is supplemented with an external amenity terrace which is accessed on the northeast side of the building. The total amenity space within the building measures 842 sqm (9,063 sqft).

Typical residential levels 02-44 each have 10 no. apartments per floor of which there are 4 no. 1-bed/2-person apartments, 2 no. 2-bed/3-person apartments and 4 no. 2-bed/4-person apartments.

4.10 THE TOWER (BLOCK A)

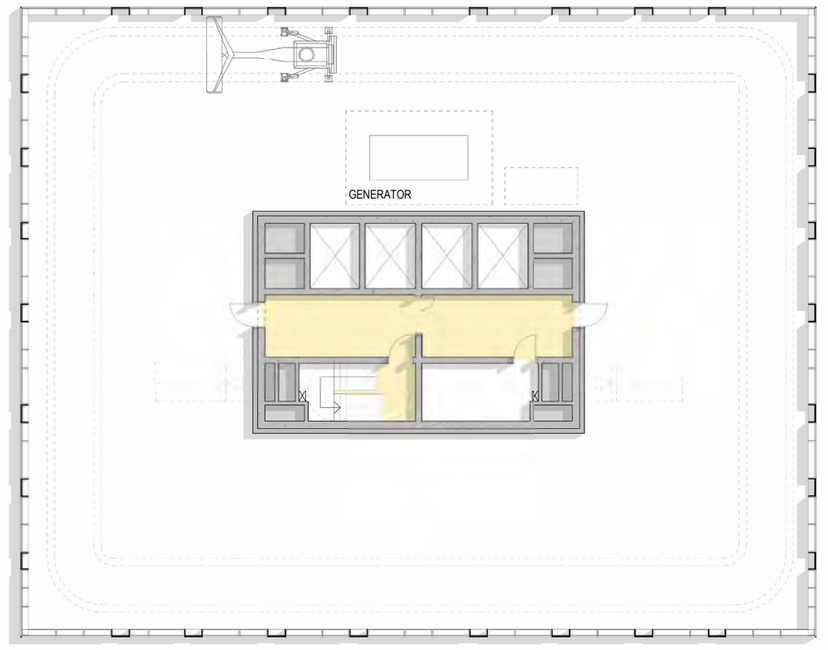




Level 45 Plan

KEY LEGEND

- 3 BED APARTMENT
- BACK OF HOUSE
- CIRCULATION



Roof Plan

KEY LEGEND

- BACK OF HOUSE
- CIRCULATION

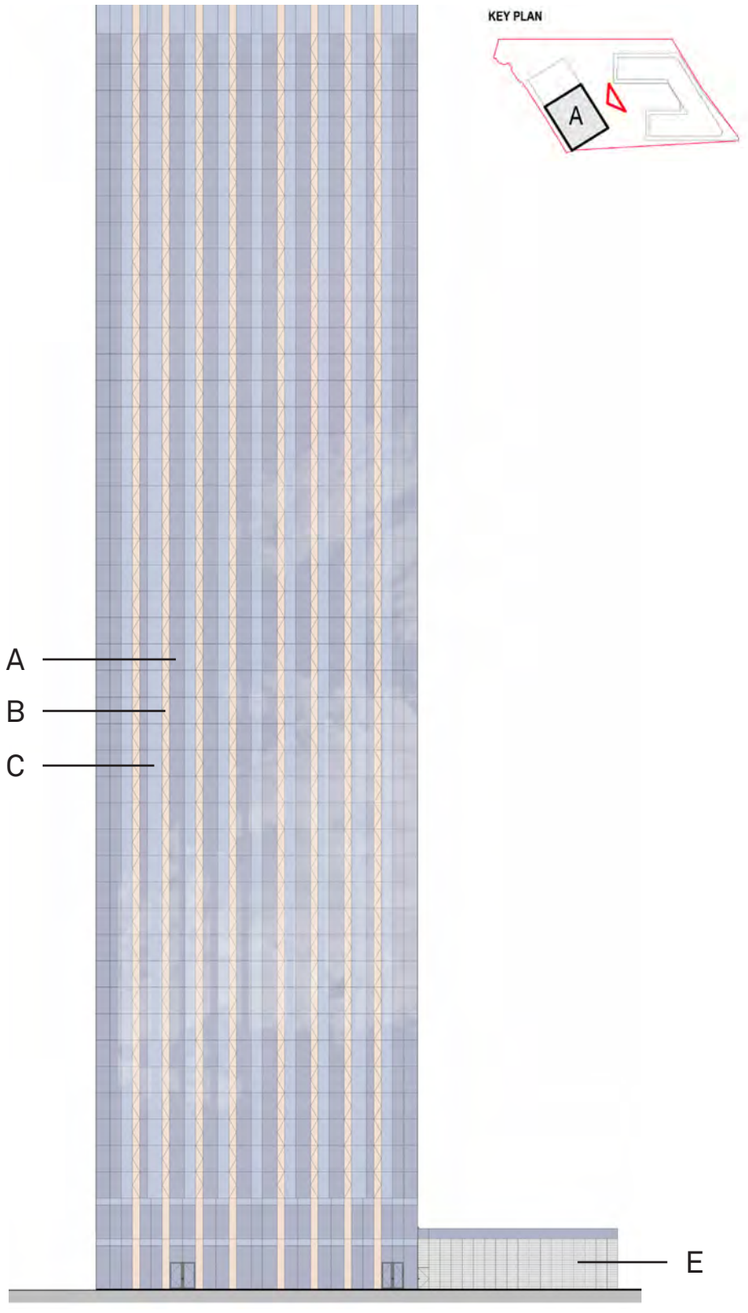
4.10.4 Level 45 & Roof Level

Level 45 has 6 no. 3-bed/6-person ‘penthouse’ apartments which have higher ceilings, benefitting most from the long distance views from all sides of the building.

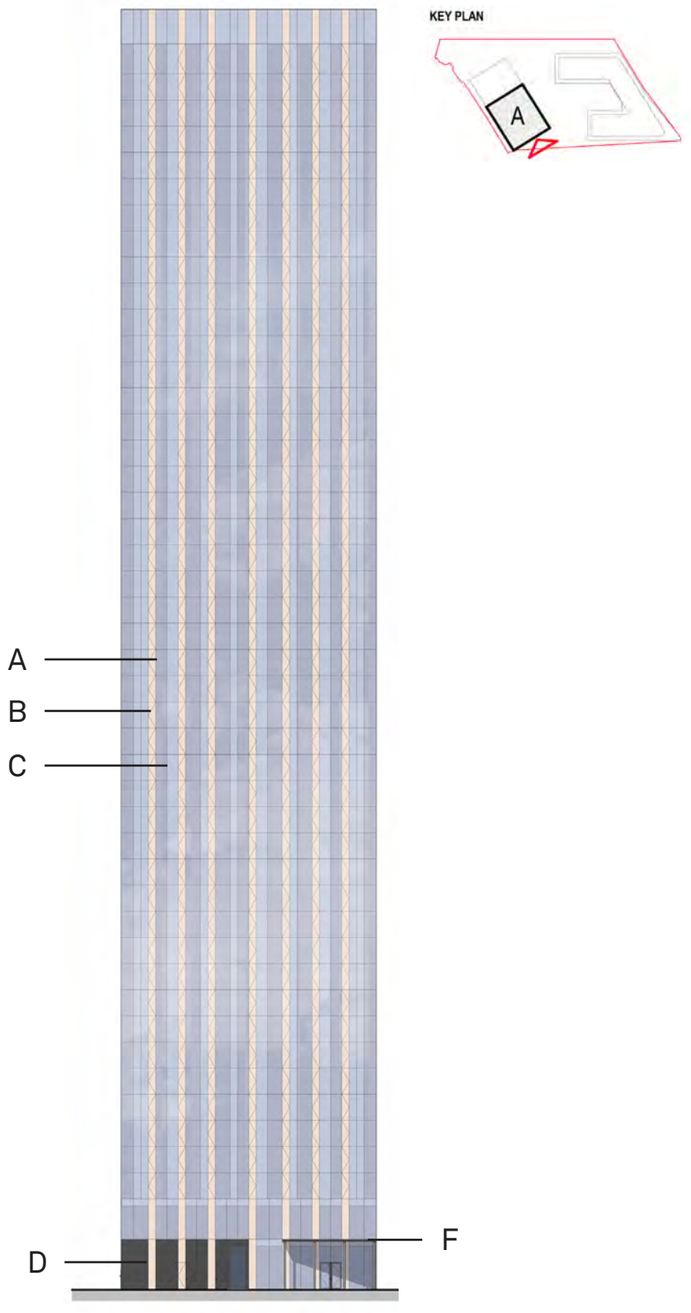
The roof level accommodates the lift shaft overruns, stair access and additional external plant space as required. The roof also incorporates the Building Maintenance Unit (BMU) which assists safe and efficient access to the facade for cleaning and maintenance.

4.0 Architectural Design

4.10 THE TOWER (BLOCK A)



Typical ‘Long’ Elevation - South



Typical ‘Short’ Elevation - West

FACADE LEGEND:

A Full-height glazed vision panel

B Anodised aluminium perforated purge panel - pale umber colour

C Full-height back-painted glass panel - blue/grey colour

D Anodised aluminium perforated panels - dark grey colour

E Perforated metal screening - silver grey colour

F Entrance Canopy

4.10.5 Facade Concept

The initial massing of the building has been developed to create a distinctive landmark on the gateway into Manchester City Centre, responding to the emerging densification of development around Cornbrook and beyond.

The visual weight of the tower is reduced by using glass as the principal facade material across its full extent. The building form derives greater lustre and gravitas from the rational, ordered use of these materials, which evoke elegance and distinction while creating a clear visual contrast with the predominantly brick- and metal-clad buildings in the surrounding area.

The metal ‘purge’ panels have been evenly distributed across extent of the facade to give further visual interest and complement the vertical proportions of the building, ensuring it reads as a slender and sophisticated addition to the skyline.

4.10.6 External Elevations

The façade on the typical residential levels of Block A is primarily composed of full-height glazed vision panels and pale umber-coloured perforated metal ‘purge’ panels to provide high levels of natural daylight and ventilation to every habitable room in the building. Opaque back-painted glass panels are generally located where internal walls meet the external building facade and provide additional insulation to the interior spaces.

The ground and first floor levels which accommodate resident’s amenity space have full height glazed vision panels throughout, punctuated by the pale-umbered coloured panels which continue from the upper levels down to ground. Dark grey anodised aluminium perforated panels provide a means of mechanical ventilation to the areas fronting on to Trentham Street with the back-of-house areas facing the railway treated with dark grey anodised aluminium louvre panels on the ground and first floor facades.

The secure parking area and first-floor external amenity deck are enclosed by decorative perforated metal screening, which provides natural daylight and ventilation to the covered spaces.

4.10 THE TOWER (BLOCK A)



View on Approach to Cornbrook Station from The Southwest

4.0 Architectural Design

4.10 THE TOWER (BLOCK A)

View on Approach to Cornbrook Station from The Northeast

4.0 Architectural Design

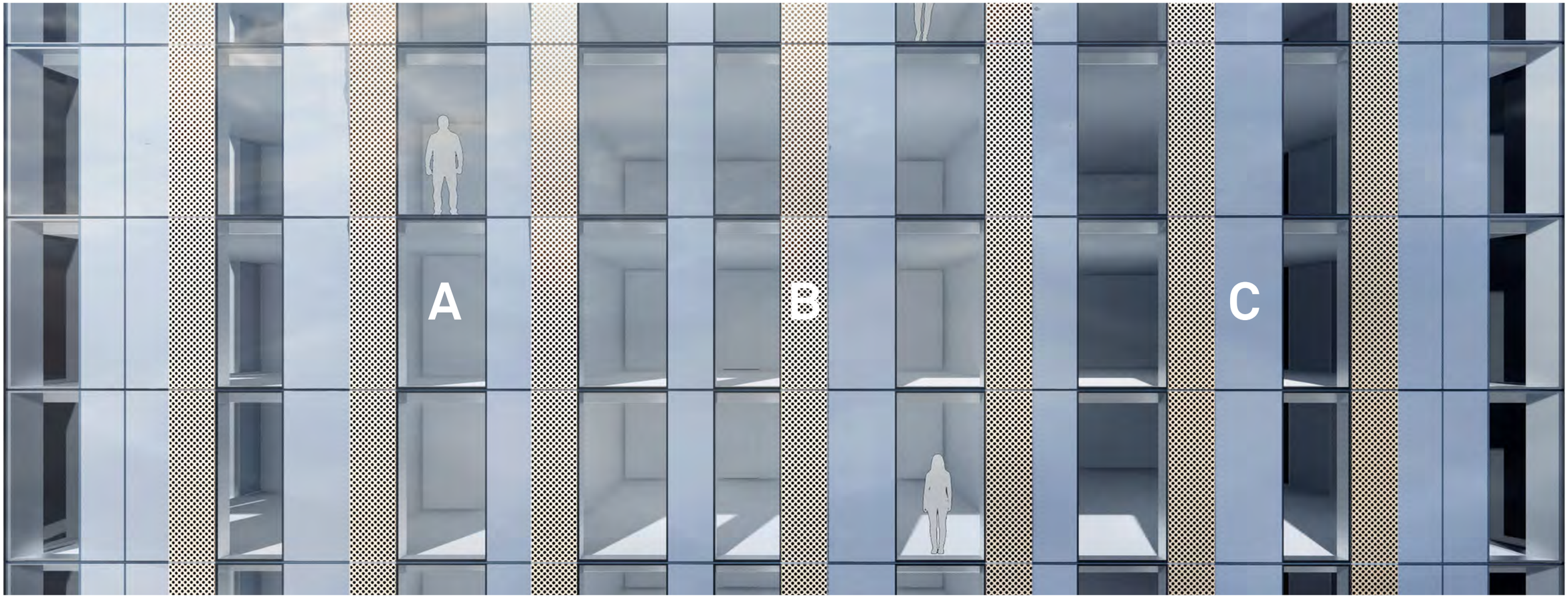
4.10 THE TOWER (BLOCK A)

FACADE LEGEND:

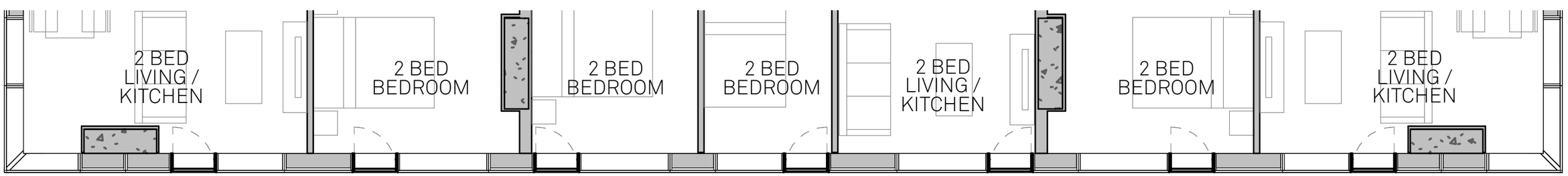
A Full-height glazed vision panel

B Anodised aluminium perforated purge panel - pale umber colour

C Back-painted glass panels - blue / grey colour



Typical facade bay



Typical Facade Elevation

4.0 Architectural Design

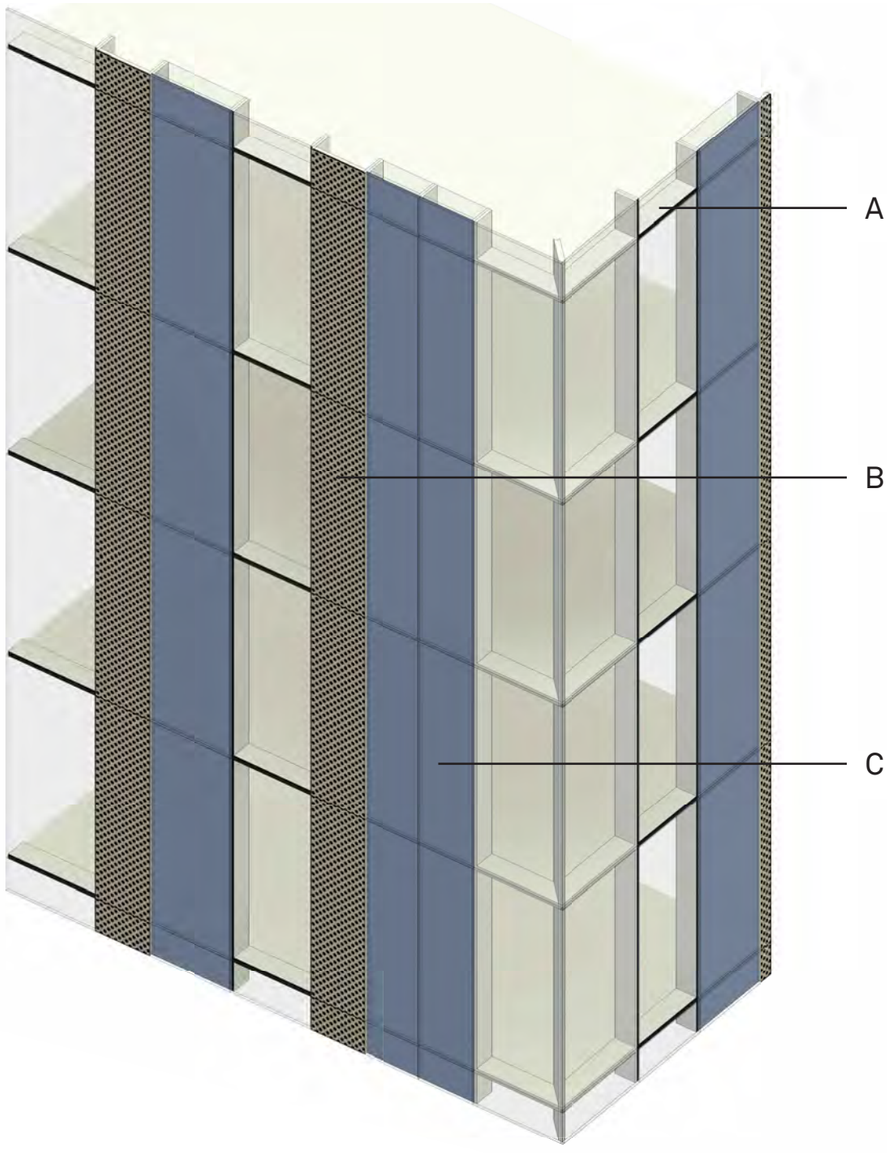
4.10 THE TOWER (BLOCK A)

FACADE LEGEND:

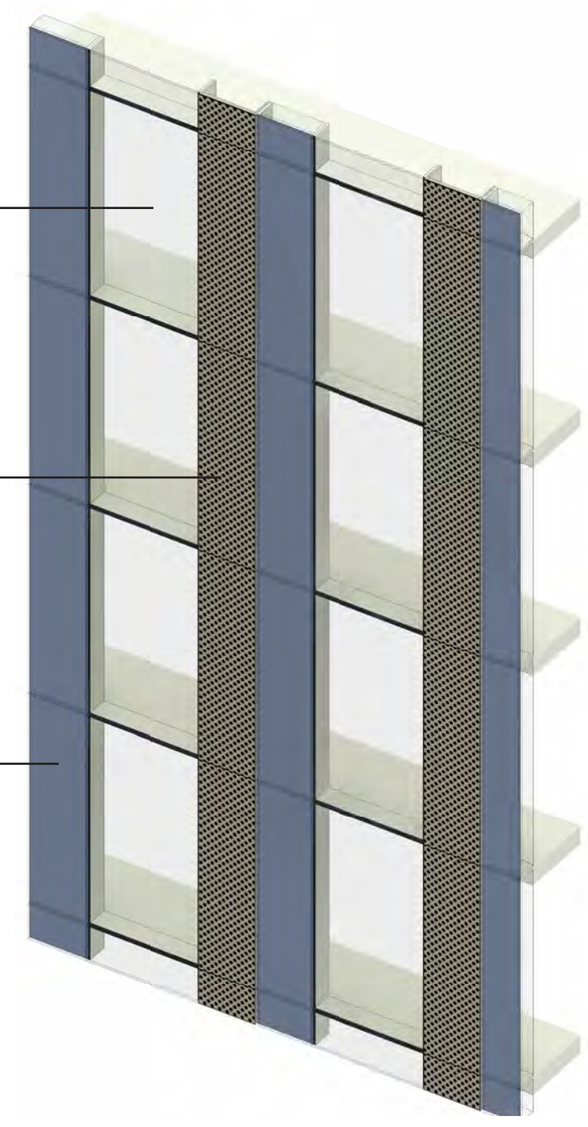
A Full-height glazed vision panel

B Anodised aluminium perforated purge panel - pale umber colour

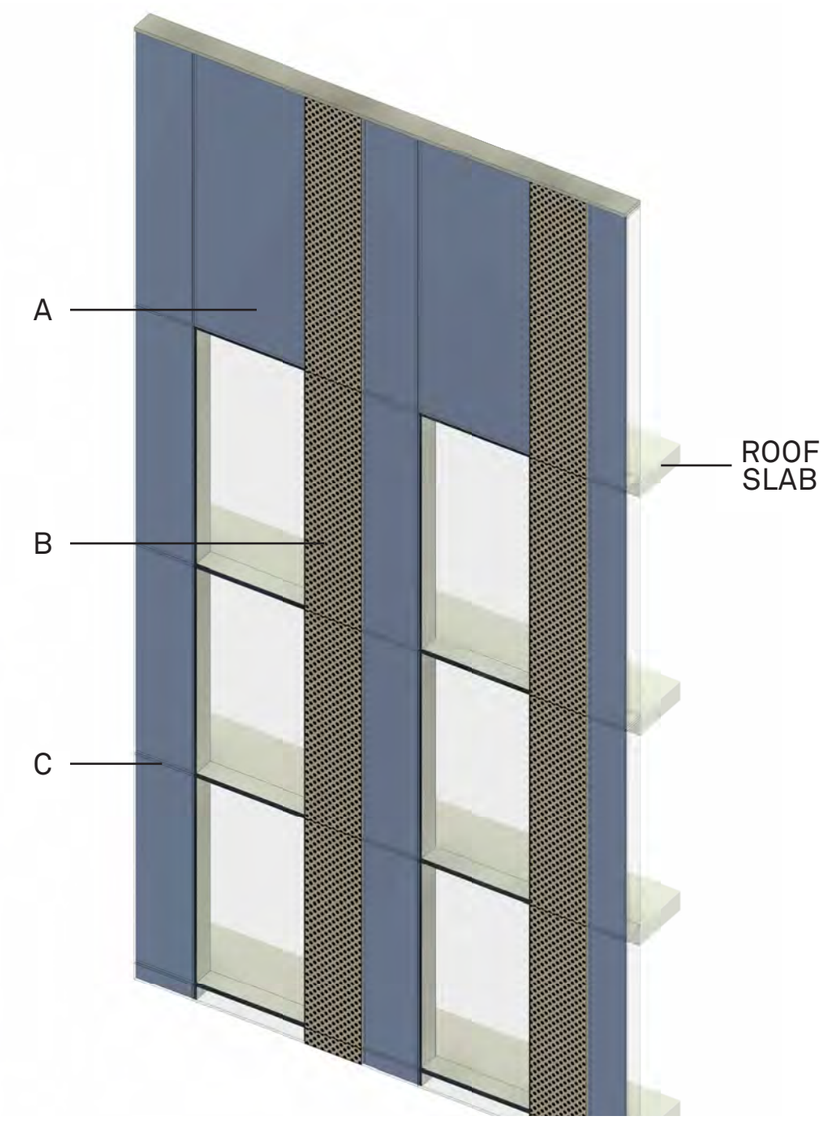
C Back-painted glass panels - blue / grey colour



Typical Facade Corner Bay - Typical Levels 02-44

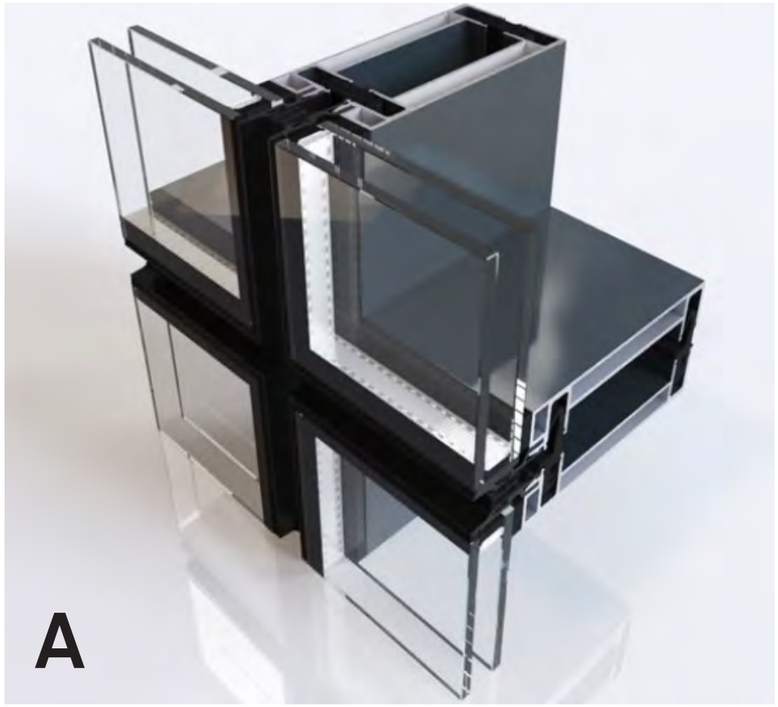


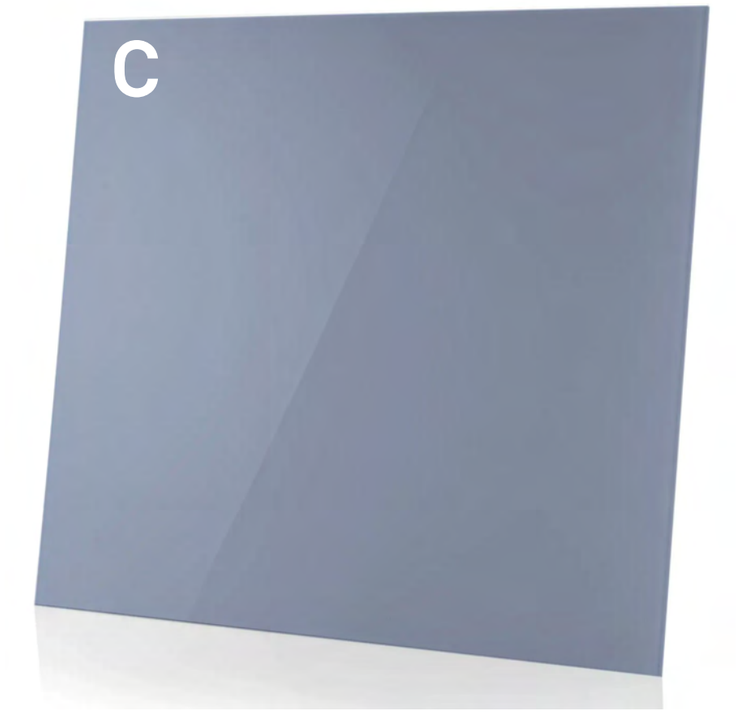
Typical Facade Bay - Typical Levels 02-44

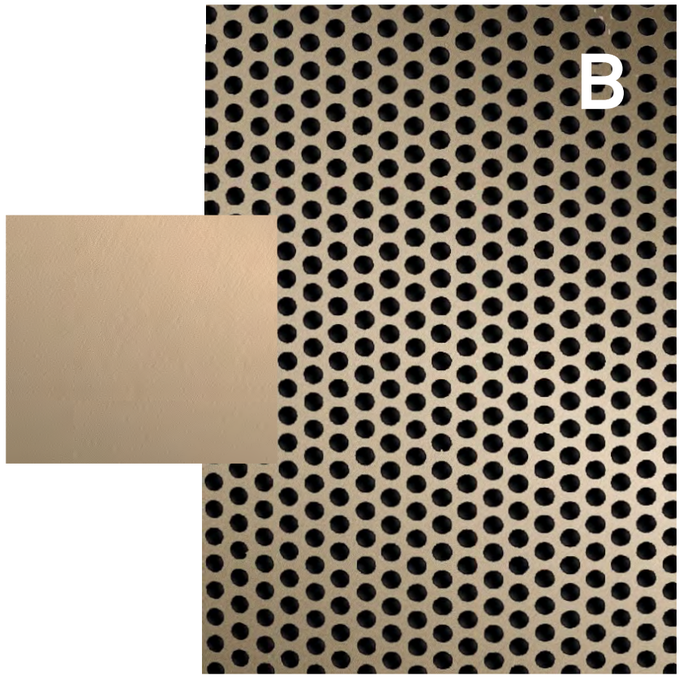


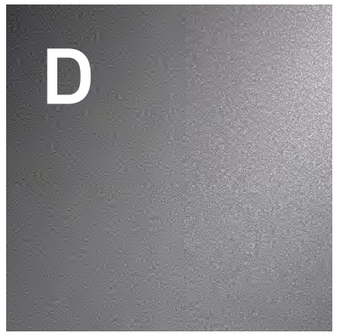
Typical Facade Bay - Upper Floors and Roof Parapet

4.10 THE TOWER (BLOCK A)











Proposed Material Samples

4.10.7 Materiality

The facade of the tower will be constructed as a unitised curtain walling system, composed of a combination of vision glazing, opaque back-painted glass and perforated anodised aluminium panels.

High performance glass is used as the primary material for the tower; vision glazing and backpainted glass is combined in complementary tones of blue and grey to give a unified appearance across the overall facade. Perforated 'pale umber' coloured anodised aluminium purge panels punctuate the uniformity of the primary facade treatments, adding texture and warmth to the exterior elevations.

The lower floors of the tower have areas of opaque anodised aluminium cladding to the back of house areas and the car park enclosure is primarily treated with a semi-transparent open metal grating to provide natural ventilation and daylighting to the covered areas.

Facade Legend



D&E TO LOWER FLOORS ONLY

A Full-height glazed vision panel

B Anodised aluminium perforated purge panel - pale umber colour

C Back-painted glass panels - blue / grey colour

D Dark grey anodised aluminium (to facade screening on lower floors)

E Architectural metal screening (to car park enclosure)

4.11 THE STREET BLOCK (BLOCK B)



LEVELS 07-08
1no. 2 Bed 4 Person 'Duplex' Unit
3no. 3 Bed 6 Person 'Duplex' Units
13no. 4 Bed 8 Person 'Duplex' Units

LEVEL 06
4 no. 1 Bed 2 Person Units
15no. 2 Bed 4 Person Units
3no. 3 Bed 6 Person Units

LEVELS 02-05
3no. 1 Bed 2 Person Units
16no. 2 Bed 4 Person Units
3no. 3 Bed 6 Person Units

LEVEL 01
4 no. 1 Bed 2 Person Units
11no. 2 Bed 4 Person Units
3no. 3 Bed 6 Person Units

GROUND FLOOR
Amenity & Plant
1no. 1 Bed 2 Person Units
5no. 2 Bed 4 Person Units
5no. 2 Bed 4 Person
'Townhouse' Units

GROUND FLOOR
Retail & Cafe
130 sqm (1399 sqft) GIA

4.11.1 The Building

The Street Block has 9 floors, including ground floor, measures 30.8m above the ground level (+59.8m AOD) and incorporates 156 residential units with a variety of different unit types and sizes. There is 130 sqm (1399 sqft) commercial space at the ground floor facing on to Ellesmere Street (see section 4.16). The total Gross Internal Area of the building is 16,220 sqm (174,590 sqft).

The main bulk of the building, signified as a brick 'podium', stands 7 stories high with a two storey pitched roof extension set back from the main facade line to provide additional external amenity space for the units on Level 7.

The building is served by a total of two stairs and 4 passenger lifts to all levels up to Level 7. Each wing of the building is served by one stair and two lifts.

4.11 THE STREET BLOCK (BLOCK B)



Ground Floor Plan

KEY LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- AMENITY
- BACK OF HOUSE/PLANT
- COMMERCIAL
- CIRCULATION



Level 01 Floor Plan

KEY LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- AMENITY
- BACK OF HOUSE/PLANT
- COMMERCIAL
- CIRCULATION

4.11.2 Ground Floor & Level 01 Plans

Block B has 9 floors overall, the ground floor level incorporates the main resident's lobby, circulation core, residents amenity areas and back-of-house areas. It also includes apartments and two-storey townhouse units fronting on to the street. Publicly-accessible commercial space is located on Ellesmere Street.

Level 01 is the first main residential floor, incorporating typical 1/2/3 bedroom apartment units. The upper floor of the townhouses are incorporated into the plan fronting on to the Ellesmere Street and the double height space above the main entrance lobby continues to the underside of Level 02 above.

4.11 THE STREET BLOCK (BLOCK B)



Typical Level 02-06 Floor Plan

KEY LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- AMENITY
- BACK OF HOUSE/PLANT
- COMMERCIAL
- CIRCULATION



Level 07 Floor Plan

KEY LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- AMENITY
- BACK OF HOUSE/PLANT
- COMMERCIAL
- CIRCULATION

4.11.3 Typical Level 02-06 & Level 07 Plans

Levels 02-05 includes 3 no. 1-bed/2-person apartments, 16 no. 2-bed/4-person apartments and 3 no. 3-bed/6-person apartment per floor. Level 06 is identical to the floors below, with the exception of this floor has one additional 1 bedroom apartment and one less 2 bedroom apartment around the east wing circulation core*.

Level 07 accommodates the lower level of the two-storey ‘duplex’ apartments which are set back from the main facade line. This floor includes the main circulation to the apartments, with most units having an open-plan lounge/ kitchen/dining room which opens out on to their own private external terrace.

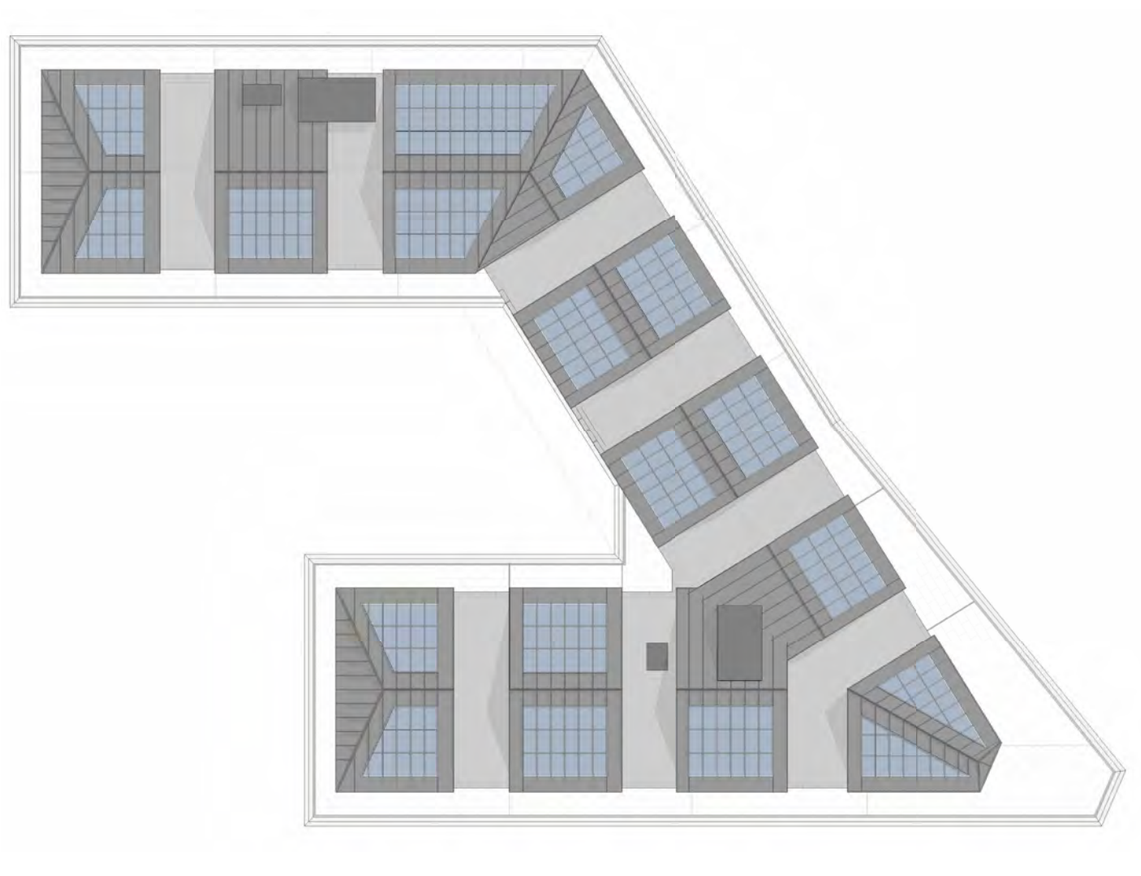
4.11 THE STREET BLOCK (BLOCK B)



Level 08 Floor Plan

KEY LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- AMENITY
- BACK OF HOUSE/PLANT
- COMMERCIAL
- CIRCULATION



Roof Plan

4.11.4 Level 08 & Roof Plans

Level 08 includes all the bedrooms to the duplexes and this is accessed from a private stair in each apartment. Every master bedroom has an ensuite and the other bedrooms share the larger family bathroom on this level. Most bedrooms have access to a covered external balcony.

The roof level is composed of a series of duo-pitch and flat roof planes which incorporate integrated photovoltaic (PV) panels which will provide on-site energy generation for the scheme.

4.0 Architectural Design

4.11 THE STREET BLOCK (BLOCK B)

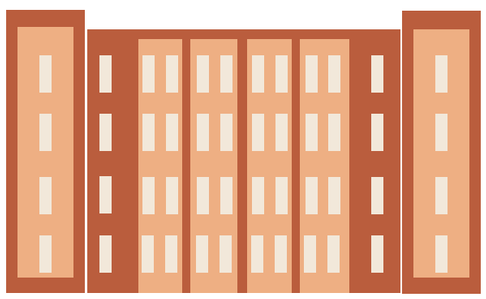


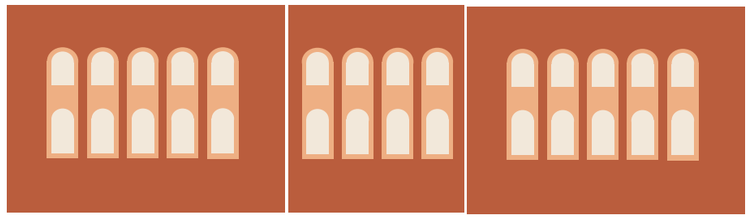
Illustrative Street Elevation

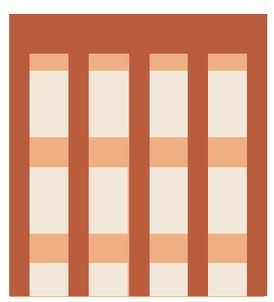












Albert Mill

Britannia Mills

4.11.5 Facade Concept

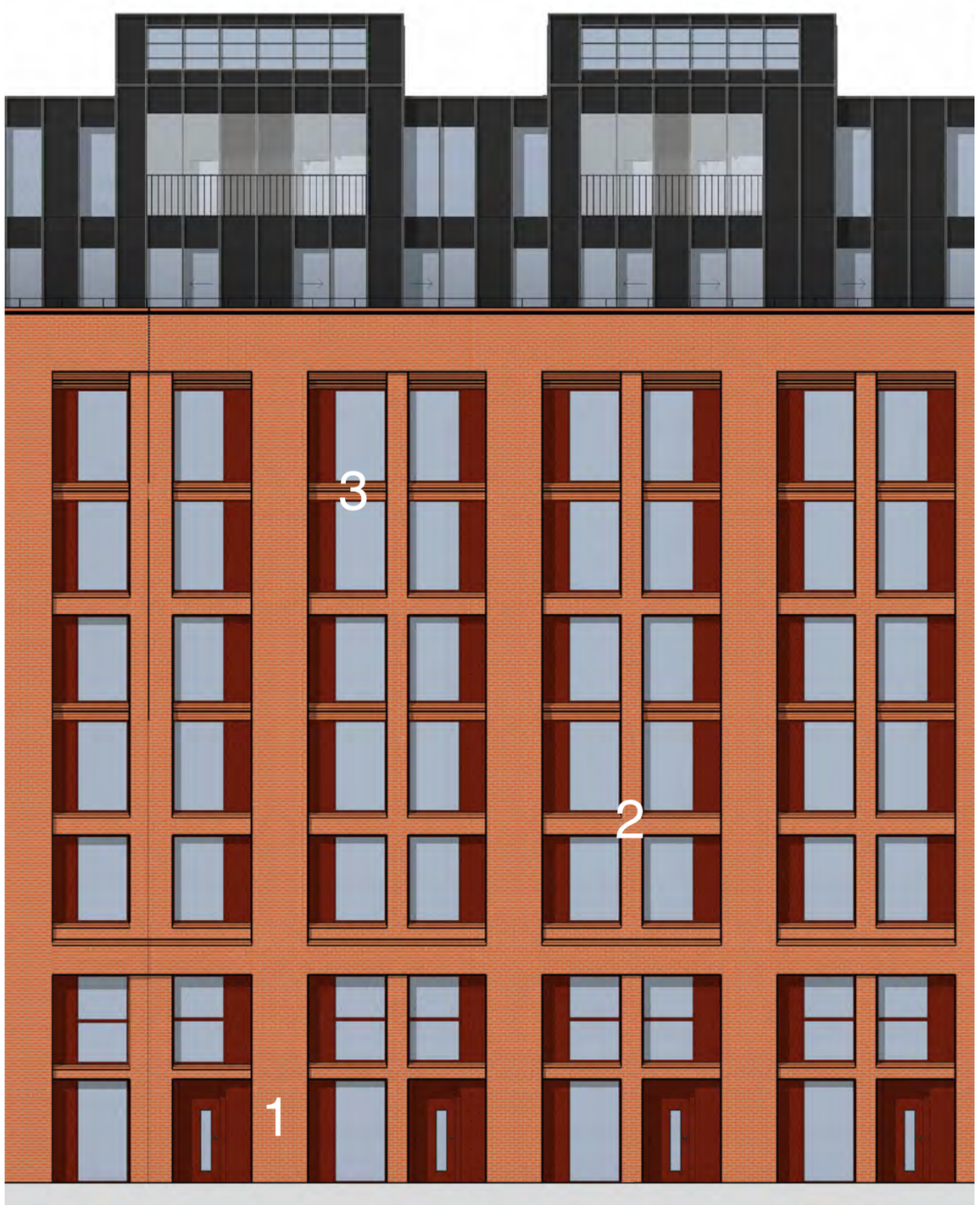
Ellesmere Street has a distinct character with many historic red/orange brick buildings, expressing a regularity and formality in their facades.

The proposed facade of Block B takes its inspiration from this context to integrate it into the overall composition of the street scene whilst making a confident and modern architectural statement.

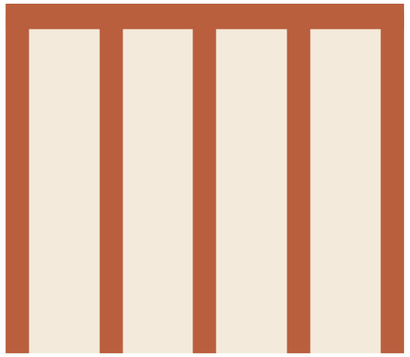
The elevation design is detailed to reflect the rhythm, scale, and proportion of surrounding historic mill and apartment buildings, grounding the scheme in its architectural heritage while contributing to the evolving character of the area.

4.0 Architectural Design

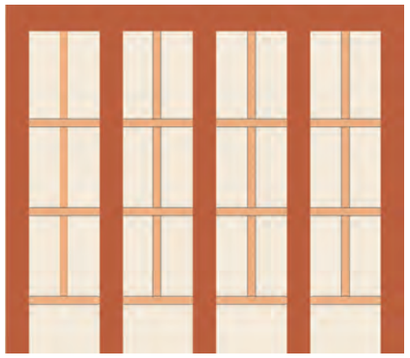
4.11 THE STREET BLOCK (BLOCK B)



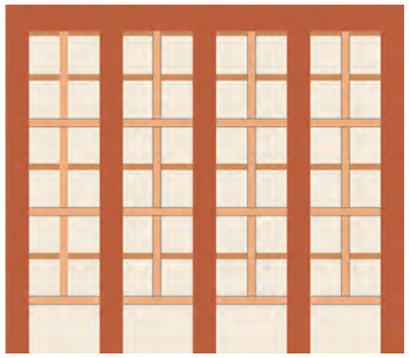
Typical Street Block Facade Bays



1. Primary Plane



2. Secondary Plane



3. Tertiary Plane

The proposed facade design displays a clear structural rhythm, reflecting the proportions and repetition of many of the other buildings on Ellesmere Street. This has been developed by incorporating a combination of articulated bays with expressed brick panels and carefully integrated detailing.

The proposed facade for Block B is organised as a series of prominent and regular brick piers (1) to emphasise its formal character. This is visually condensed into double-height and double-width facade bays (2) to express a greater sense of scale and grandeur.

The articulation of the façade bays is enhanced through the introduction of horizontal decorative brickwork bands on the tertiary plane (3). These elements act as visual breaks within the vertical composition, adding further depth and architectural interest.

4.0 Architectural Design

4.11 THE STREET BLOCK (BLOCK B)



Ellesmere Street Elevation



Trentham Street Elevation

4.11.6 External 'Street' Elevations

The façade of Block B is composed to create a clear and ordered architectural language through the interplay of vertical and horizontal elements.

Vertical brick piers form the primary (outer) plane of the facade with horizontal and vertical bands set further back to create a structured series of layered, double-front facade bays. Perforated 'purge' ventilation screens and decorative brickwork combine with full height glazed vision panels to provide articulation to the facade and reinforces its presence on the key frontages along Ellesmere Street and Trentham Street.

Refer to para 4.9.9 for the description of the upper two-storey roof 'extension'.

FACADE LEGEND:

1 Red / Orange Stock Brickwork
2 Full Height Clear Vision Glazing
3 Anodised Aluminium perforated metal panel - Colour: Red Copper finish
4 Anodised Aluminium metal panel - Colour: Red Copper finish
5 Anodised Aluminium metal panel - Colour: Black
6 Anodised Aluminium Louvre - Colour: Black
7 Expressed Anodised Aluminium Fins - Colour: Black
8 Metal Standing Seam Roof - Colour: Black
9 Metal Louvred Door - Colour: Black
10 Glazed Metal Door - Colour: Black
11 Metal Railing - Colour: Black
12 Anodised Aluminium perforated metal panel - Colour: Black
13 Metal door with glazed vision panel - Colour: Red Copper finish
14 Glazed Metal Canopy
15 Full Height Glazed Curtain Walling
16 Full Height Glazed Revolving Door
17 Wind Mitigation Screening
18 Integrated PV Panels

4.0 Architectural Design

4.11 THE STREET BLOCK (BLOCK B)



North ‘Courtyard’ Elevation



West and East ‘Courtyard’ Elevations

4.11.7 External ‘Courtyard’ Elevations

The façades of which primarily face into the courtyard take a similar approach to the ‘Street’ elevations. These elevations feature two planes of brickwork in the facades, to make a composition which pays deference to the other main public realm-facing elevations which have an extra facade plane.

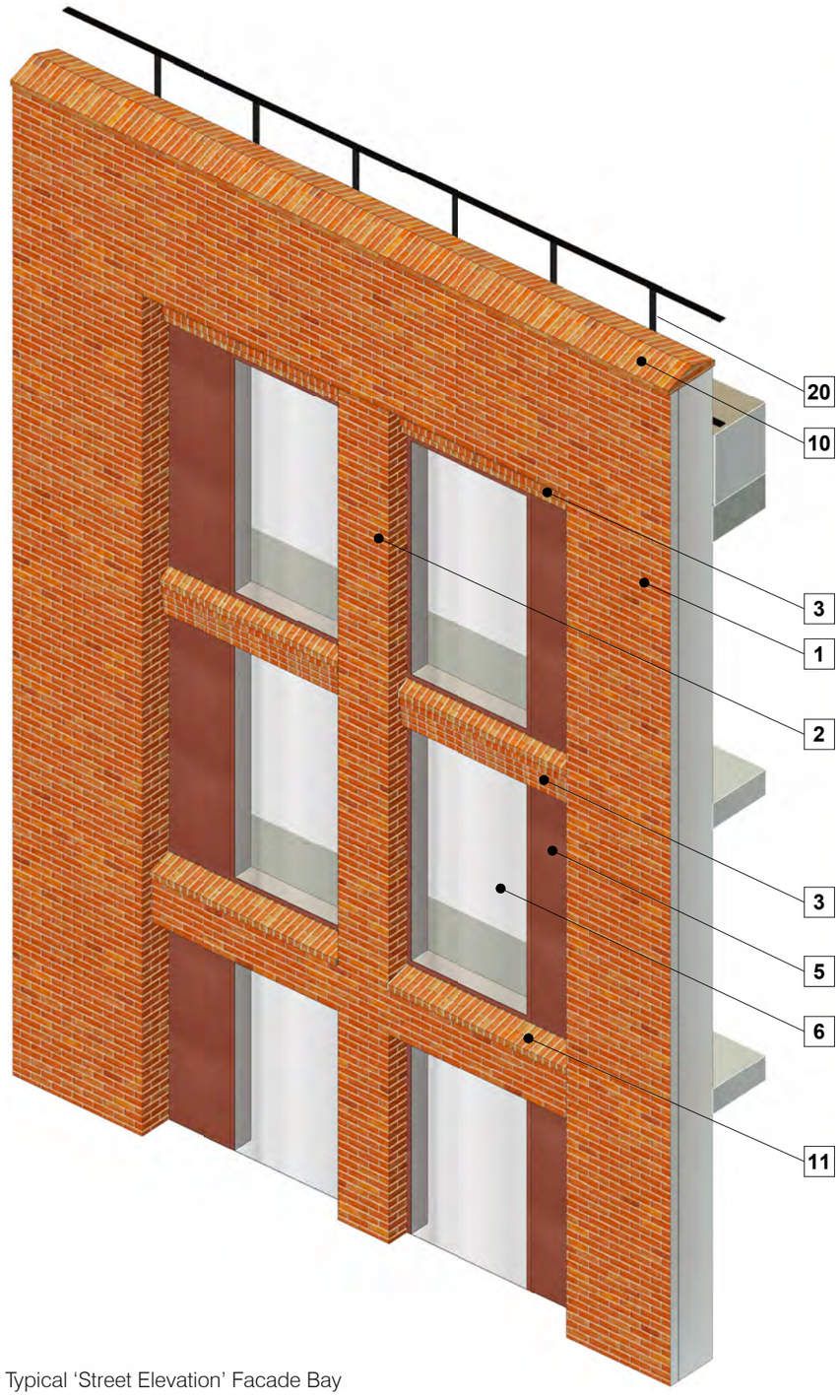
Vertical piers and horizontal bands of brickwork form the primary (outer) plane of the facade, a secondary plane of further horizontal masonry banding set back by half a brick, with the lower floors incorporating running bond brickwork and the two upper stories featuring stack-bonded double soldier coursing. Perforated ‘purge’ ventilation screens and decorative brickwork combine with full height glazed vision panels to complete the overall facade composition which maintains an appropriate level of formality and quality to the elevations which face away from the main surrounding streets.

FACADE LEGEND:

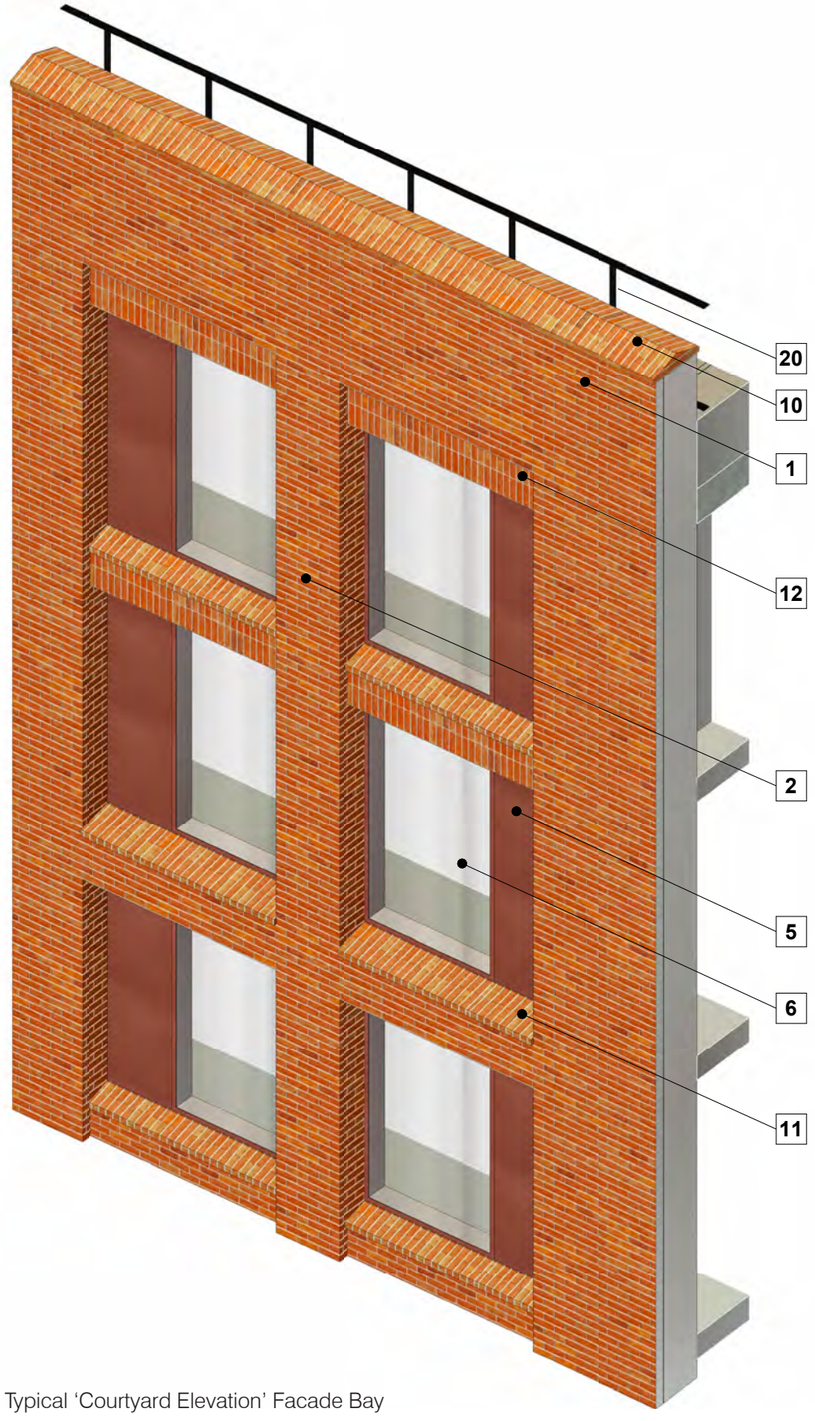
1 Red / Orange Stock Brickwork
2 Full Height Clear Vision Glazing
3 Anodised Aluminium perforated metal panel - Colour: Red Copper finish
4 Anodised Aluminium metal panel - Colour: Red Copper finish
5 Anodised Aluminium metal panel - Colour: Black
6 Anodised Aluminium Louvre - Colour: Black
7 Expressed Anodised Aluminium Fins - Colour: Black
8 Metal Standing Seam Roof - Colour: Black
9 Metal Louvred Door - Colour: Black
10 Glazed Metal Door - Colour: Black
11 Metal Railing - Colour: Black
12 Anodised Aluminium perforated metal panel - Colour: Black
13 Metal door with glazed vision panel - Colour: Red Copper finish
14 Glazed Metal Canopy
15 Full Height Glazed Curtain Walling
16 Full Height Glazed Revolving Door
17 Wind Mitigation Screening
18 Integrated PV Panels

4.0 Architectural Design

4.11 THE STREET BLOCK (BLOCK B)



Typical ‘Street Elevation’ Facade Bay



Typical ‘Courtyard Elevation’ Facade Bay

FACADE LEGEND:

1 Primary Brick Plane ‘Expressed Grid’ to Vertical Pier

2 Secondary Brick Plan ‘Expressed Grid to Horizontal Piers, Inset by Half a Brick

3 Raking Corbel Brick Detail to Horizontal Spandrel Tertiary Brick Plane Inset by a Brick and a Half

5 Anodised Aluminium Perforated Purge Panel - Colour: Red Copper Finish

6 Full Height Glazed Vision Panel with Anodised Aluminium Window Frame - Colour: Red Copper

10 Brick Saddleback Coping

11 Brick Overhanging Angled Sill

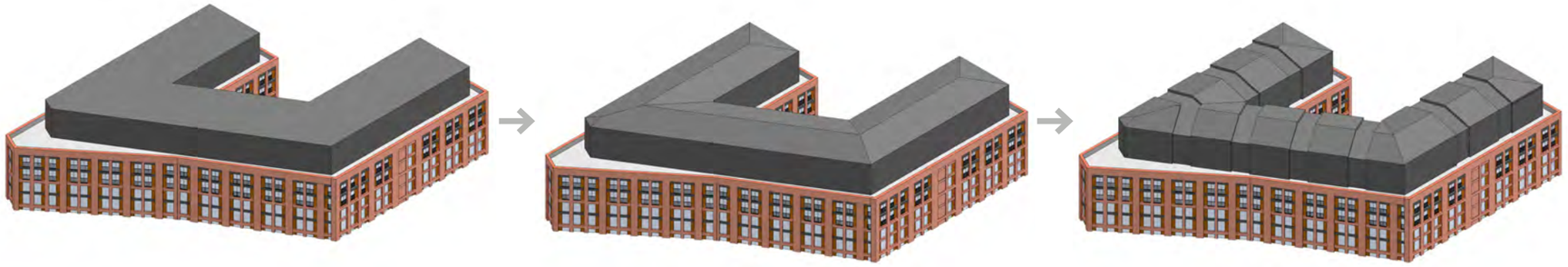
12 Stack Bonded Double Soldier Course, Inset By Half a Brick

20 Metal Balustrade - Colour: Black

* *Full list of facade materials are described in the planning drawings*

4.0 Architectural Design

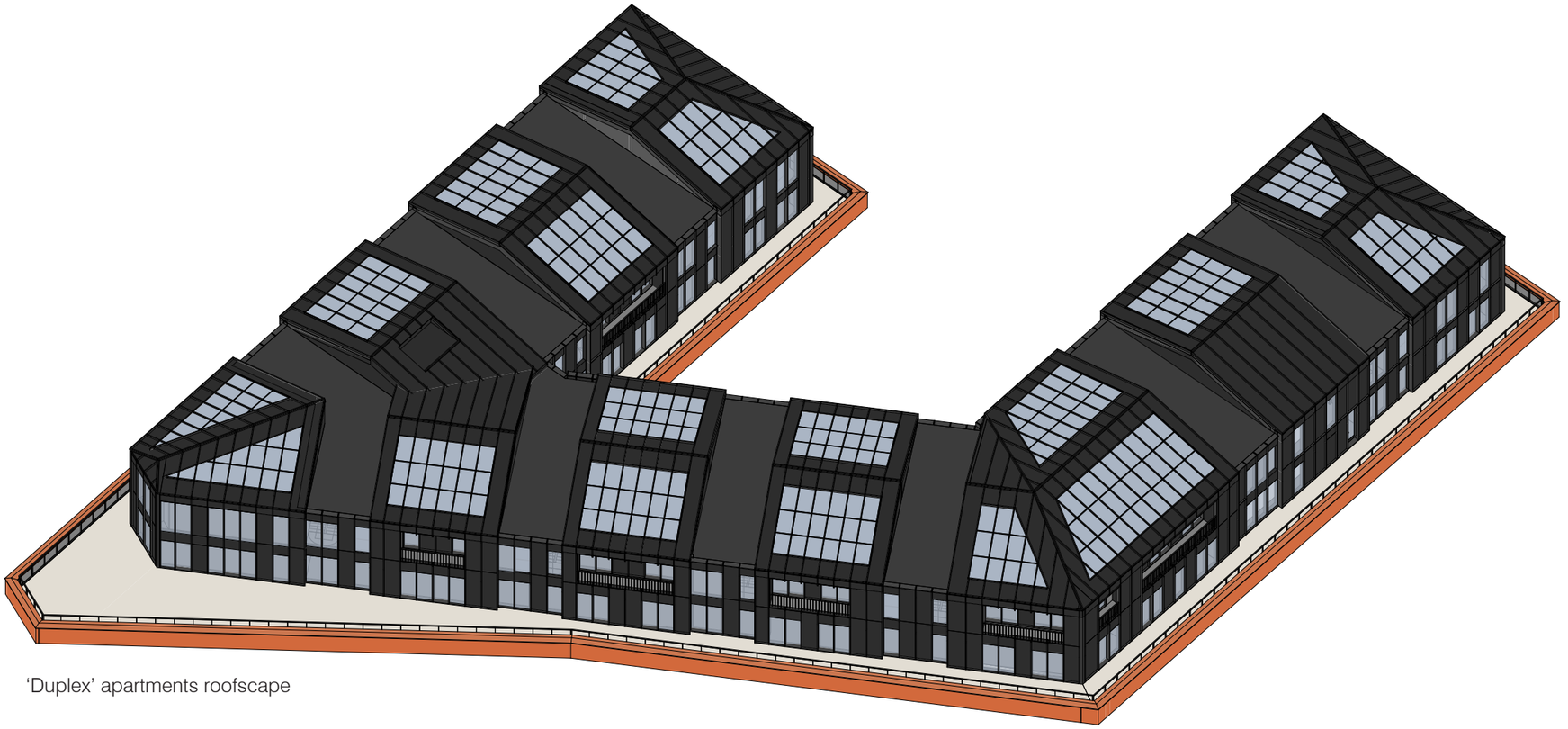
4.11 THE STREET BLOCK (BLOCK B)



Flat Roof

Duo-pitch Roof

Articulated Hybrid Roof



'Duplex' apartments roofscape



Articulation of Interior Space

Creation of Texture and Distinction

Permeability of Interior Space

4.11.8 Roofscape Concept

The two-storey rooftop 'duplex' apartments have been developed as a singular, distinctive feature forming an appropriate crowning to Block B.

The individual 'duplex' unit bays are articulated with a combination of pitched and flat roof areas which, when combined together across the full extent of the accommodation, create an undulating and dynamic profile.

The provision of PV panels has been integrated into the roof design, with the roof plane and panel modules carefully coordinated to harmonise with the overall roofscape.

Deep-set balconies at first-floor level on the 'duplex' elevations add depth to the façade, thereby introducing further texture and visual interest to the overall massing.

Treating this volume with contrasting materials and composition helps break up the overall building form, providing a contemporary addition that still knits into its urban context.

4.11 THE STREET BLOCK (BLOCK B)



Typical Duplex Facade Bay

FACADE LEGEND:

10 Brick Saddleback Coping

16 Anodised Aluminium Rainscreen Panel - Colour: Black

17 Expressed Metal Fins - Colour: Black Finish

18 Anodised Aluminium Full Height Glazed 'Slimline' Window System - Colour: Black

19 Full Height Glazed Sliding Door

20 Metal Balustrade - Colour: Black

24 Integrated PV Panels

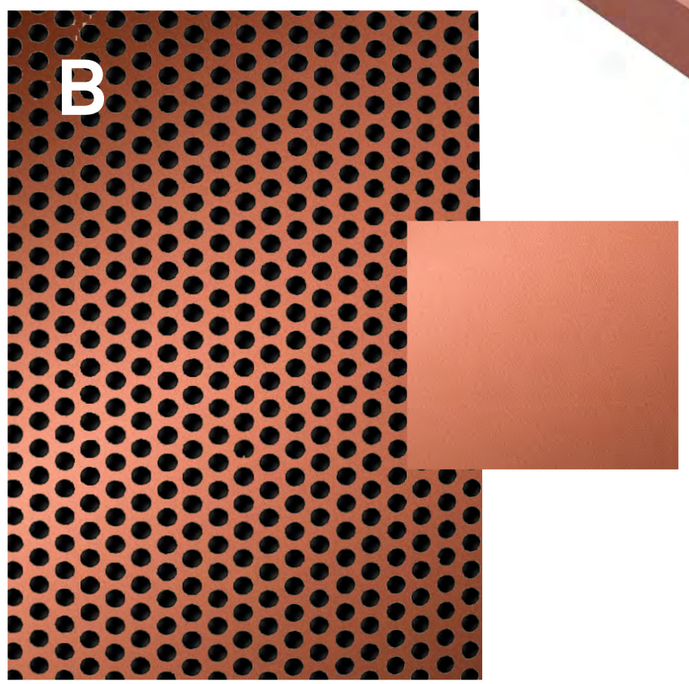
26 High Performance Flat Roof Membrane - Colour: Dark Grey

27 Profiled Metal Roof - Colour: Black

* *Full list of facade materials are described in the planning drawings*

4.11 THE STREET BLOCK (BLOCK B)

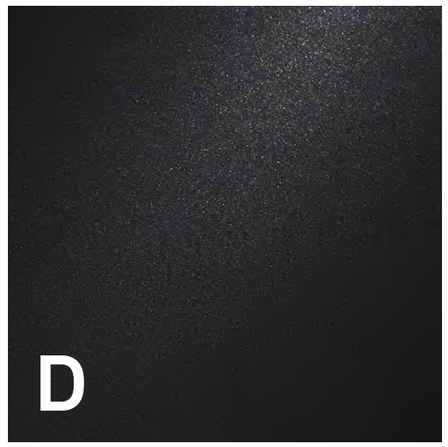




Proposed Material Samples





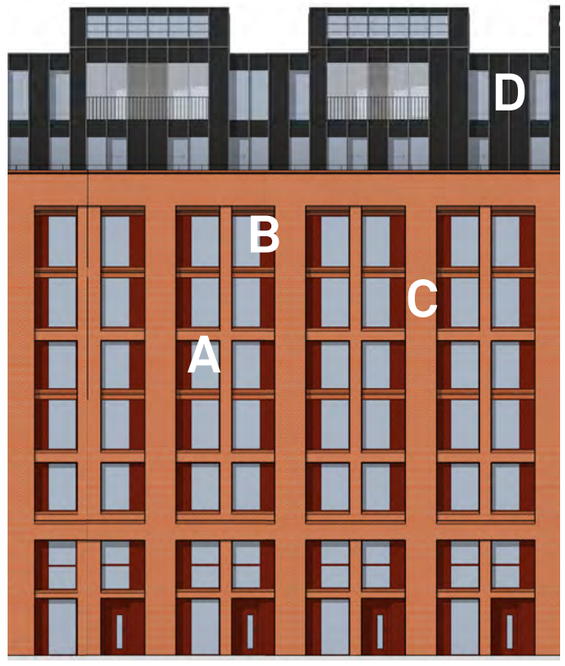


4.11.9 Materiality

The use of a red/orange stock brick draws on the character of the surrounding context, where historic mills and more recent apartment buildings are unified by façades of brick in varied tones and textures.

Perforated red copper-finish, anodised aluminium purge panels tonally complement the brickwork while also making a contemporary and distinctive statement within the formalised façade composition.

Black metalwork is used on the roof extension volumes to provide contrast with the tone and texture of the brick façades below. This ensures that the uppermost storeys of the street blocks have visual clarity and a defined identity within the new development.



A Slimline anodised aluminium glazing system

B Red Copper finish anodised aluminium

C Red/orange stock brick

D Black anodised aluminium

4.11 THE STREET BLOCK (BLOCK B)



4.11.10 External Elevations In Context

The facade of Block B has been designed as a strong, contextual form that reinforces the character of Ellesmere Street. Whilst the rhythm and scale of the new façade harmonises with its historic context, the roof extension introduces a modern intervention that makes a confident and distinctive impression on the street scene. This aligns with the contemporary aesthetic of the buildings located at the end of the street.

4.0 Architectural Design

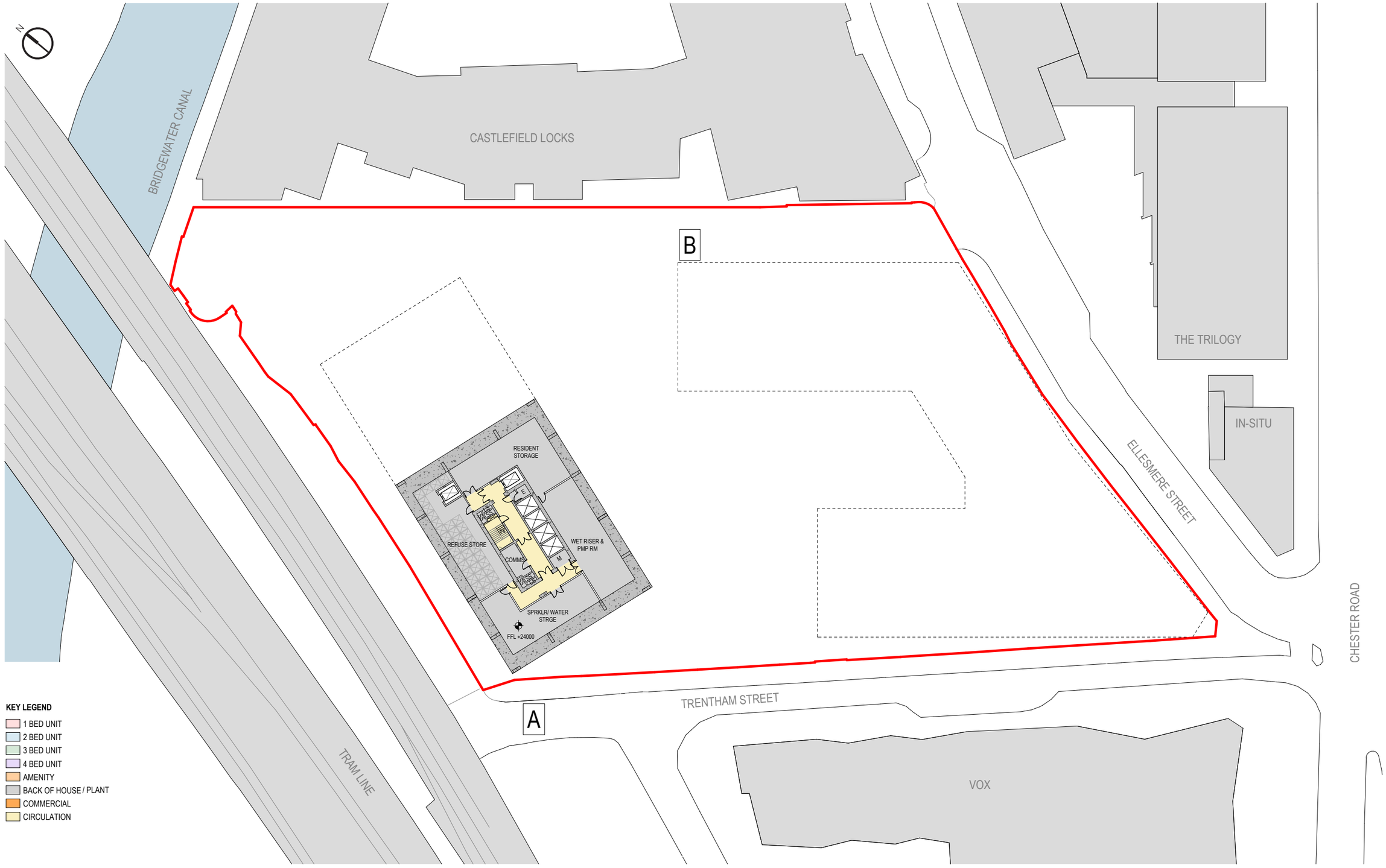
4.12 LAYOUTS



Proposed Site Plan

4.0 Architectural Design

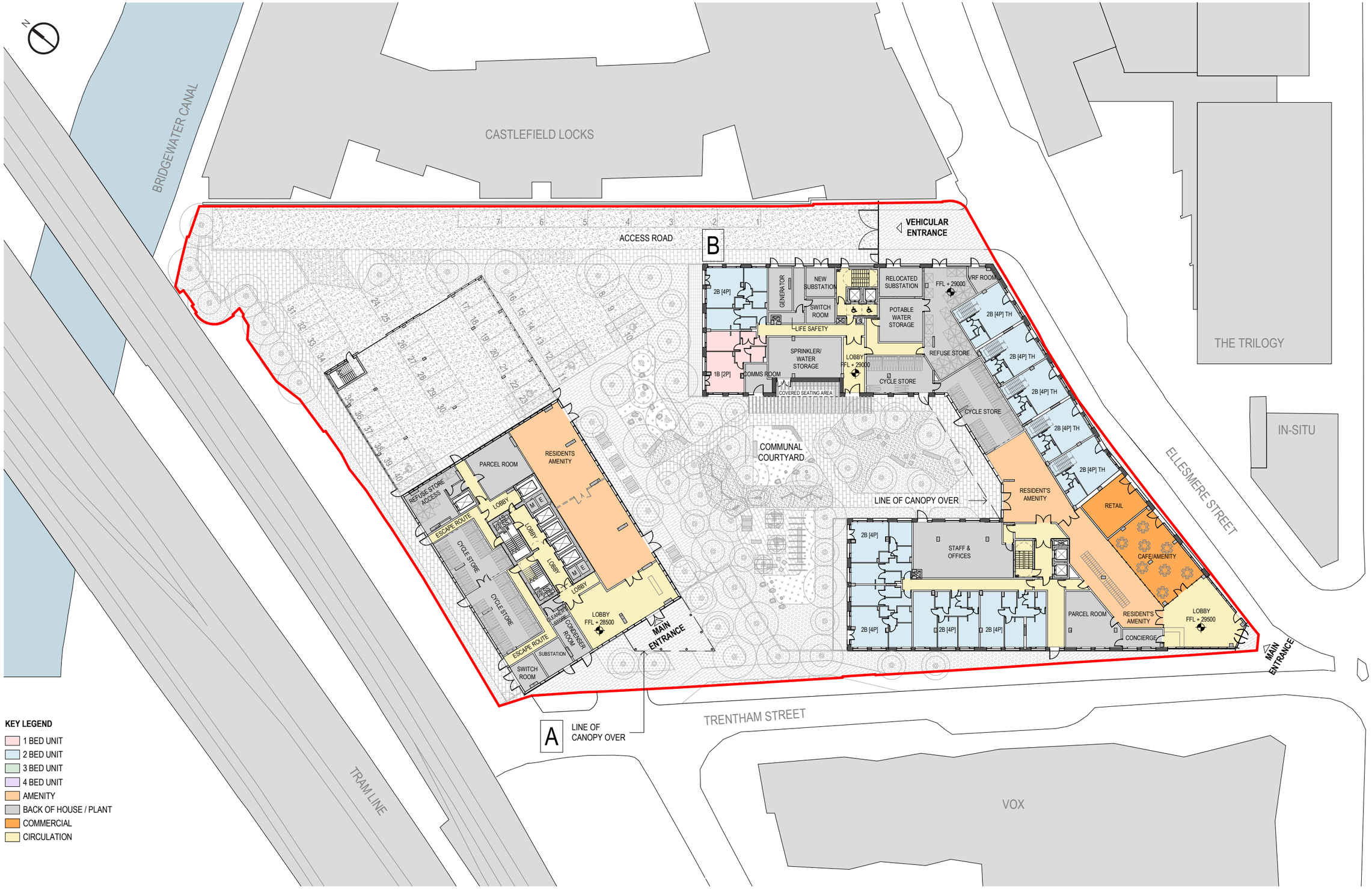
4.12 LAYOUTS



Proposed Basement Floor Plan

4.0 Architectural Design

4.12 LAYOUTS



Proposed Ground Floor Plan

4.0 Architectural Design

4.12 LAYOUTS



Proposed Level 01 Floor Plan

4.0 Architectural Design

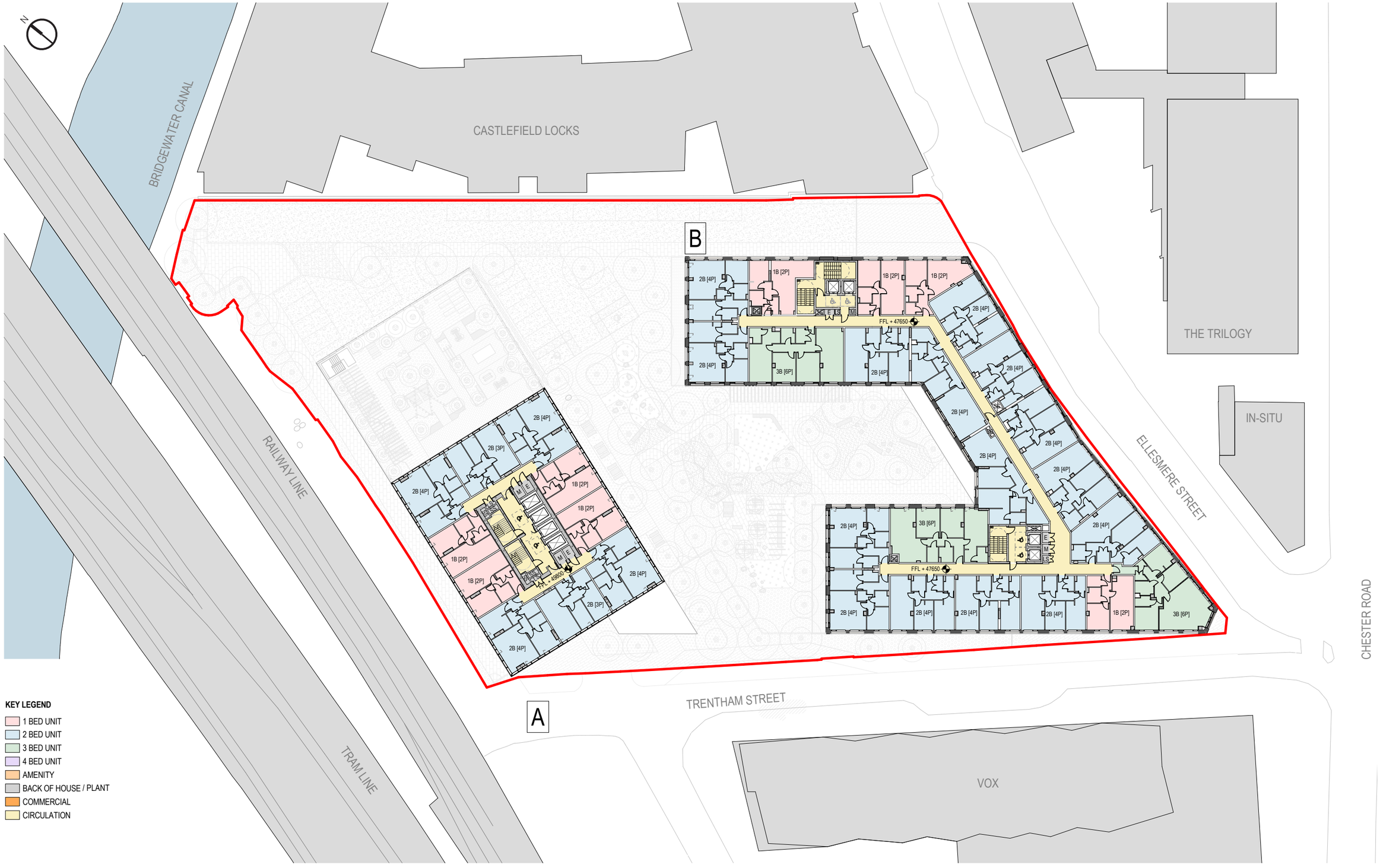
4.12 LAYOUTS



Proposed Levels 02-05 Floor Plan

4.0 Architectural Design

4.12 LAYOUTS



Proposed Level 06 Floor Plan

4.0 Architectural Design

4.12 LAYOUTS



Proposed Level 07 Floor Plan

4.0 Architectural Design

4.12 LAYOUTS



Proposed Levels 08 Floor Plan

4.0 Architectural Design

4.12 LAYOUTS



Proposed Levels 09-44 Floor Plan

4.0 Architectural Design

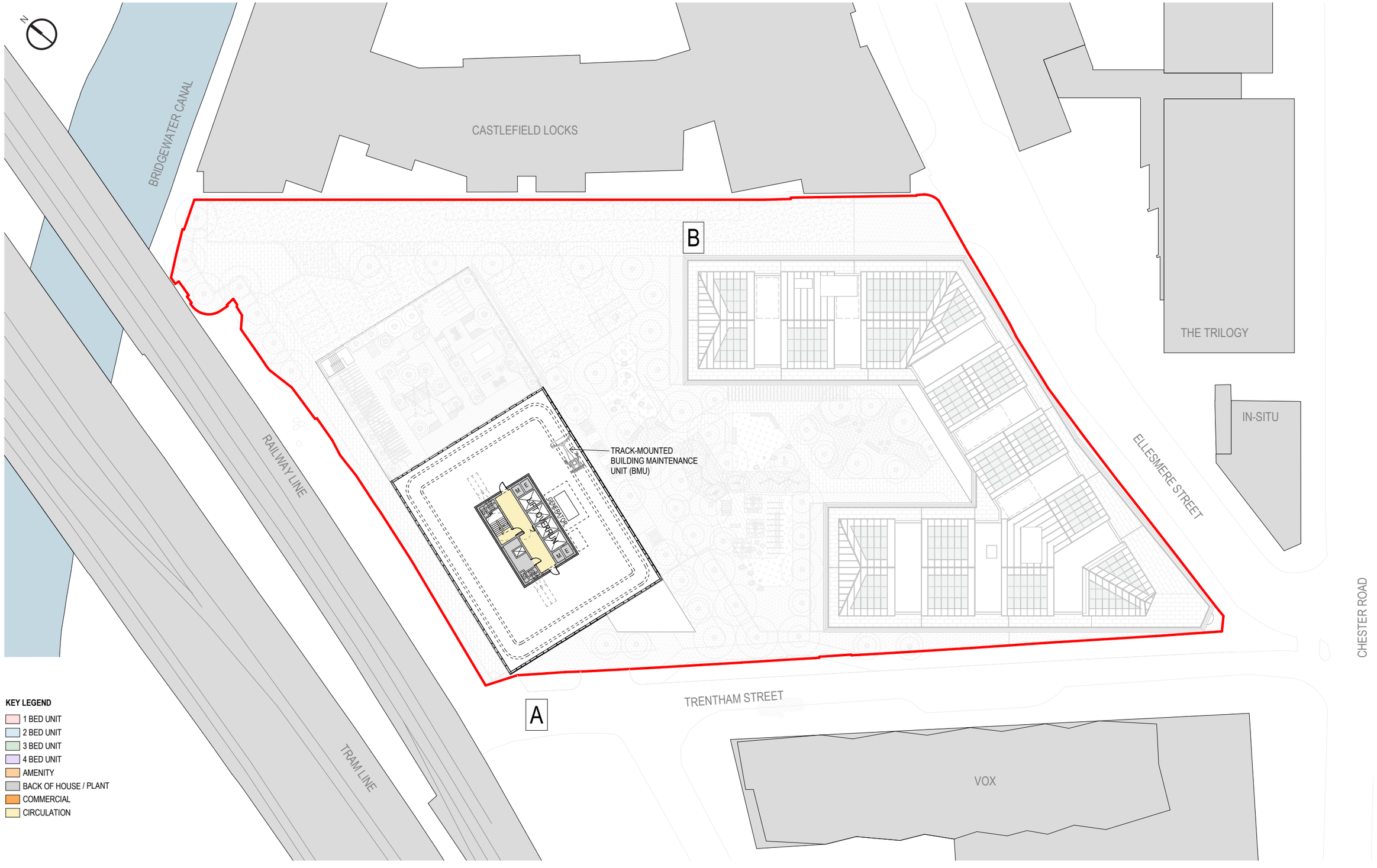
4.12 LAYOUTS



Proposed Level 45 Floor Plan

4.0 Architectural Design

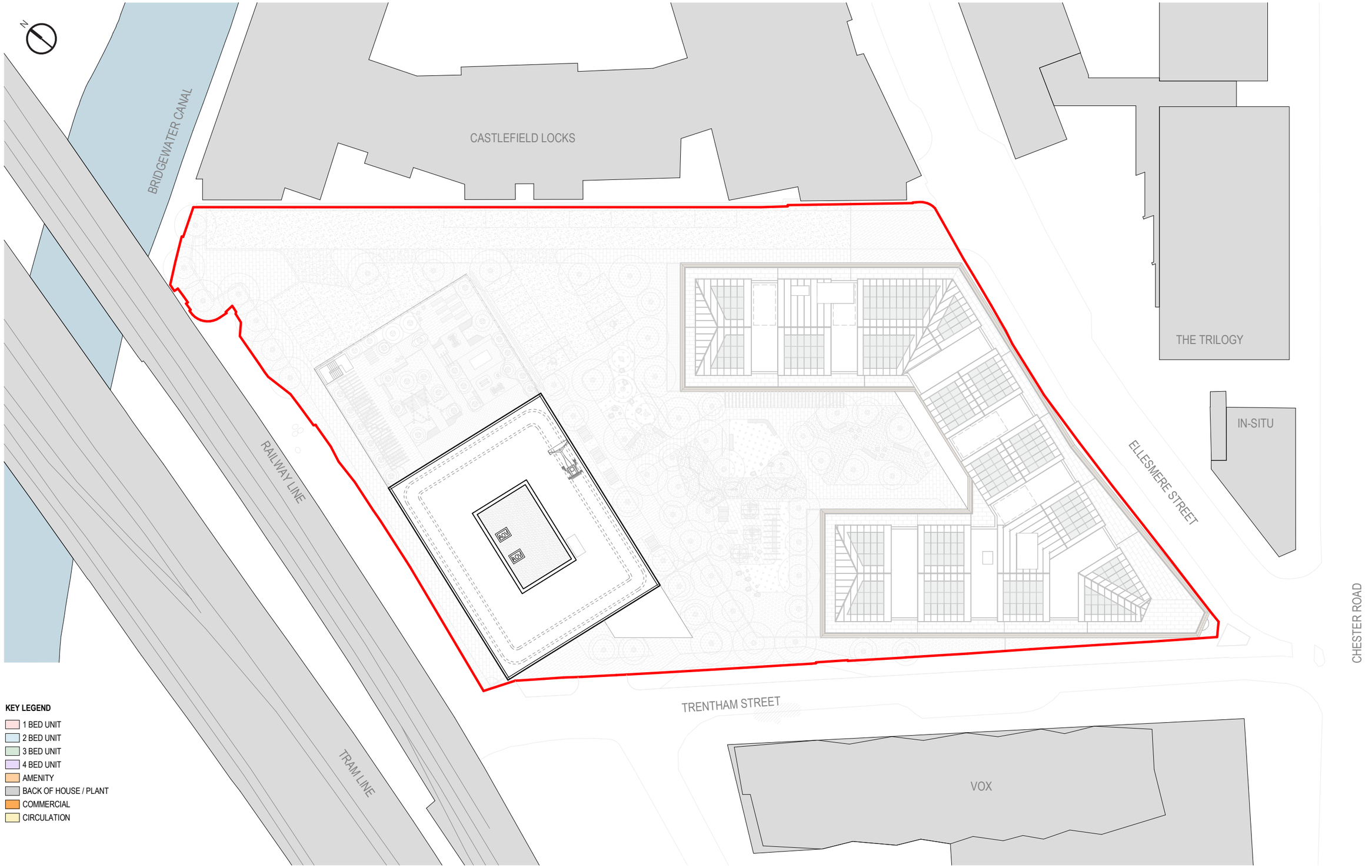
4.12 LAYOUTS



Proposed Lower Roof Plan

4.0 Architectural Design

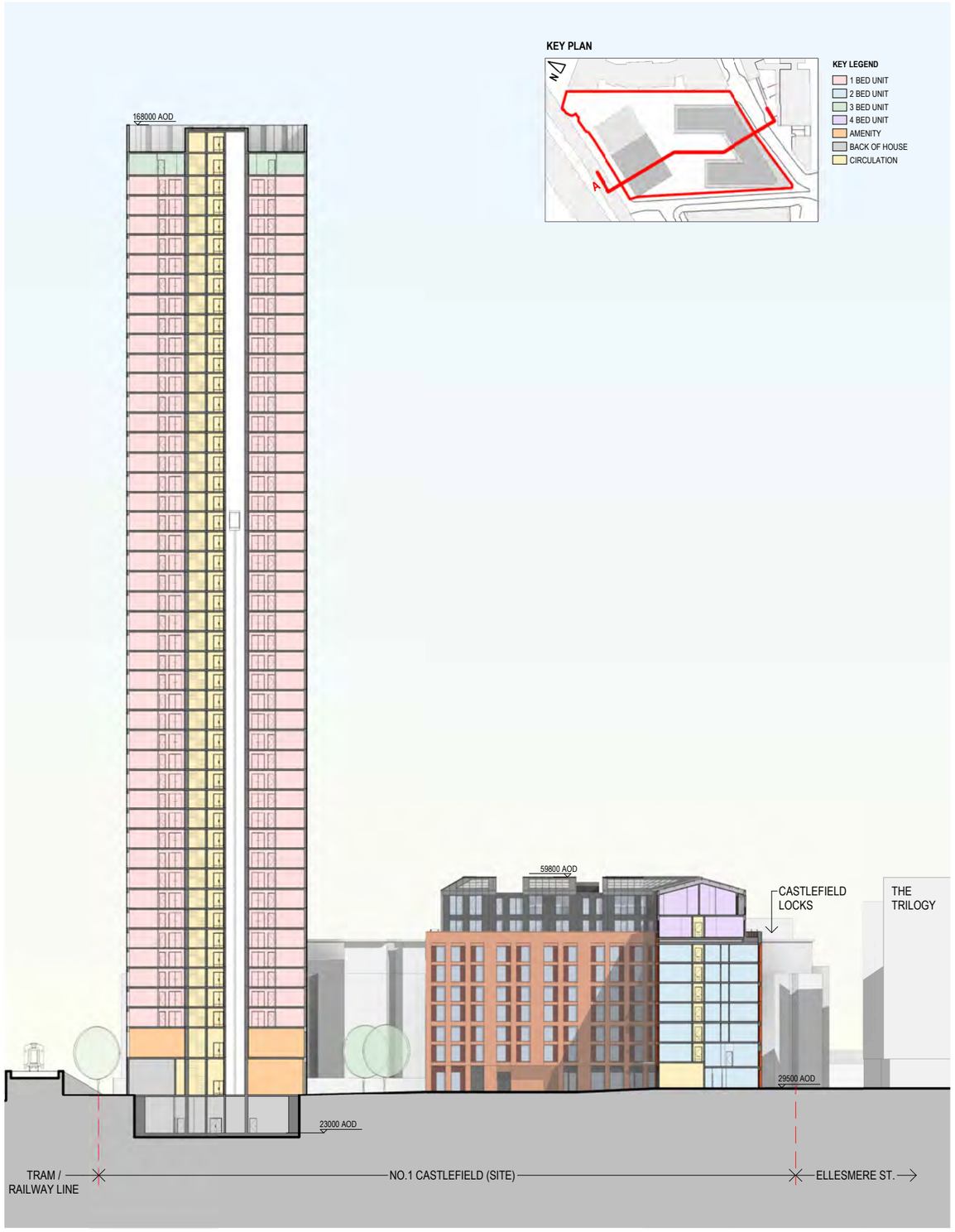
4.12 LAYOUTS



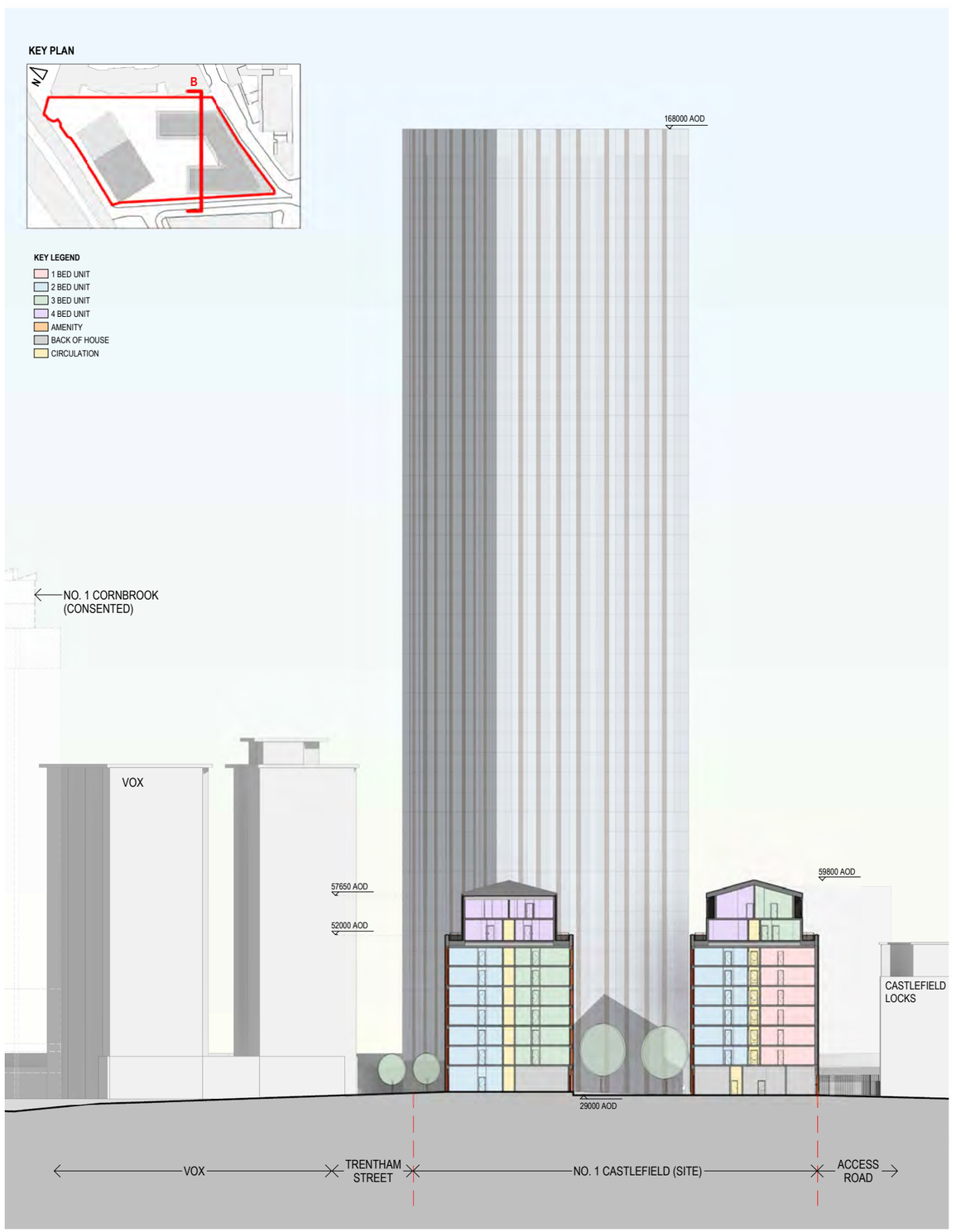
Proposed Upper Roof Plan

4.0 Architectural Design

4.13 SECTIONS



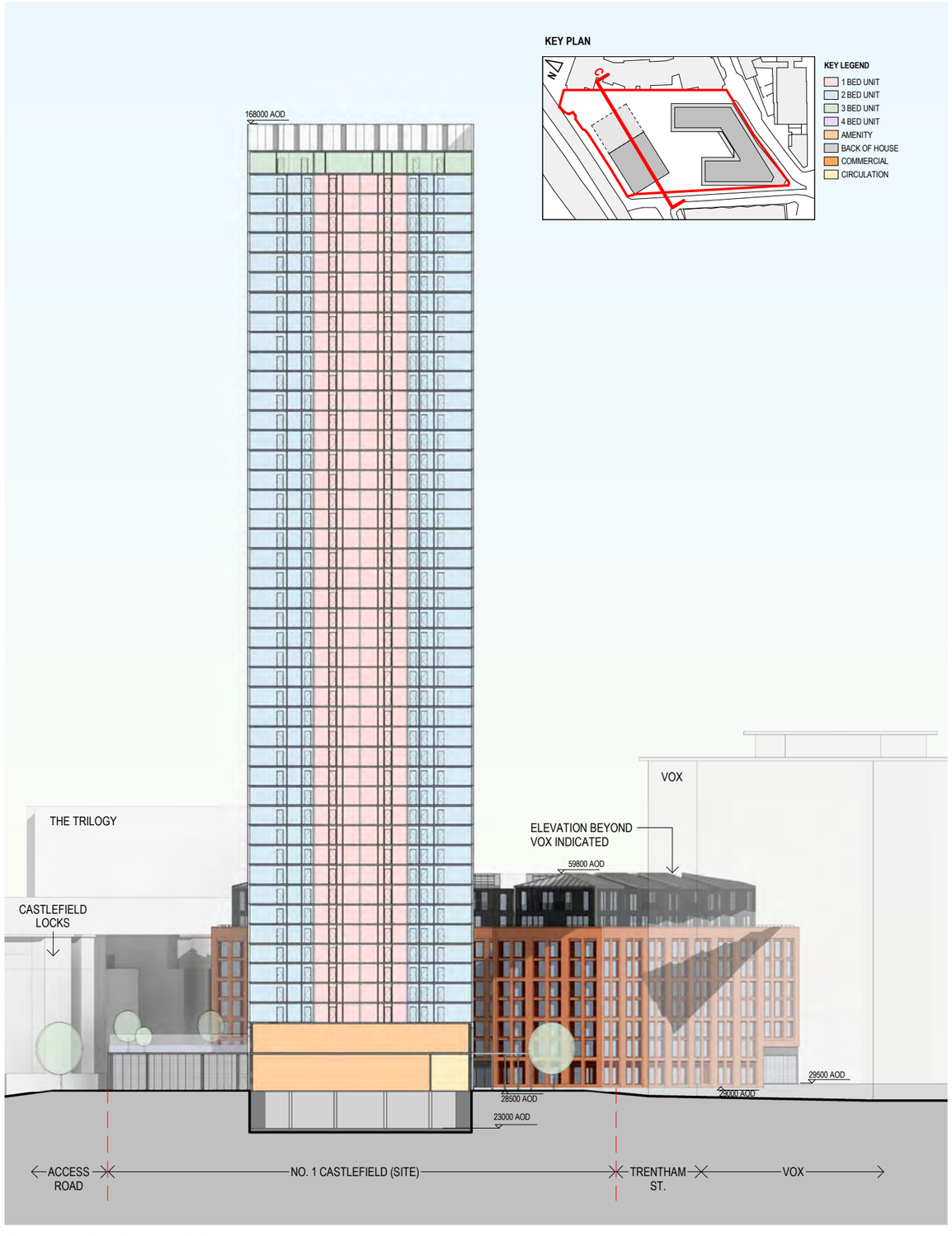
Proposed Site Section A-A



Proposed Site Section B-B

4.0 Architectural Design

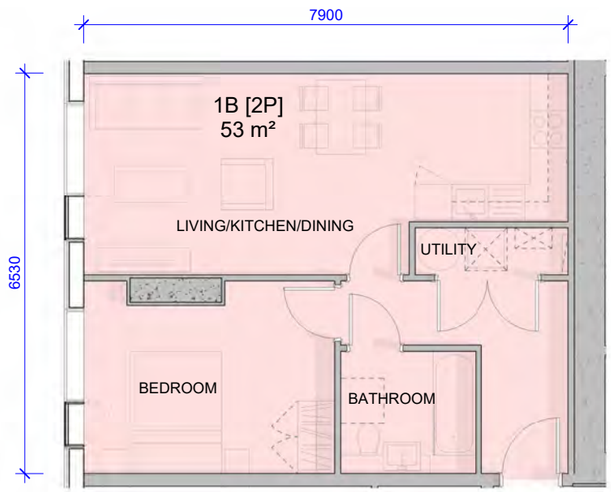
4.13 SECTIONS



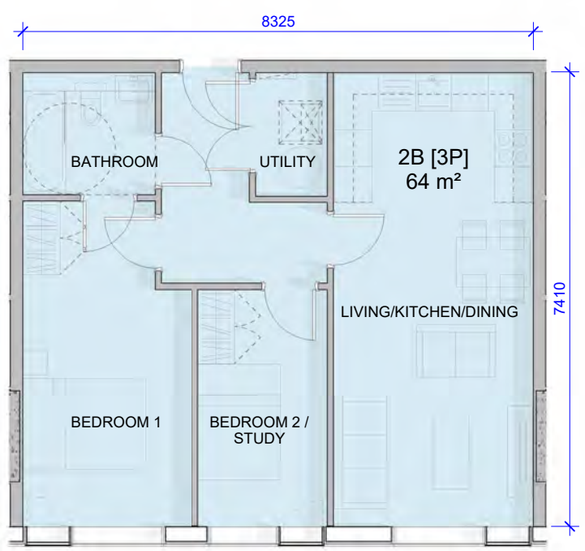
Proposed Site Section C-C

4.0 Architectural Design

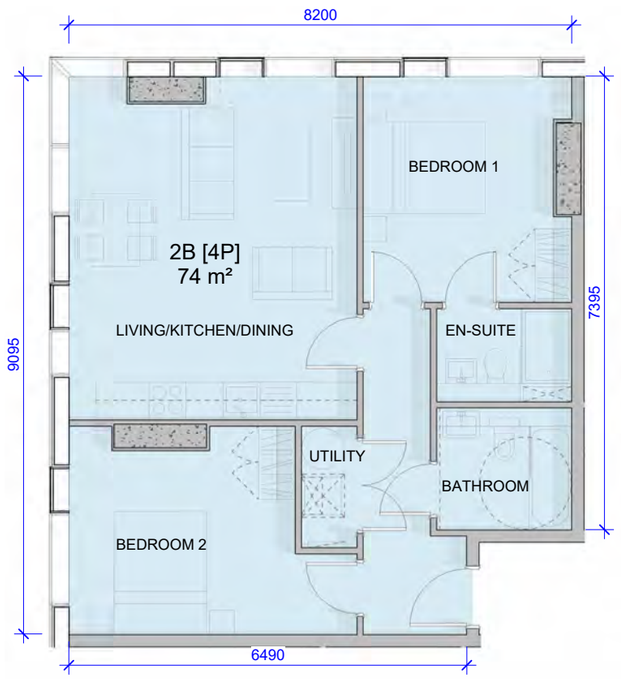
4.14 RESIDENTIAL UNIT TYPES - BLOCK A



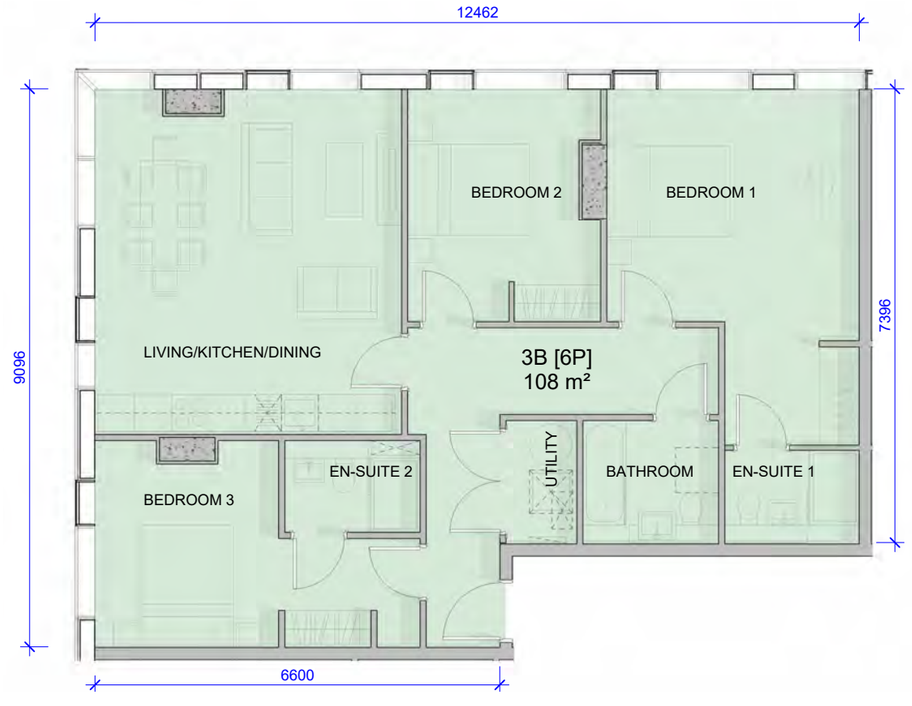
A. Typical 1 Bed 2 Persons Apartment



B. Typical 2 Bed 3 Persons Apartment



C. Typical 2 Bed 4 Persons Apartment

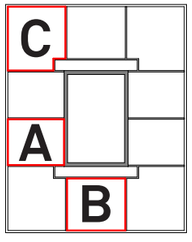


D. Typical 3 Bed 6 Persons 'Penthouse' Apartment

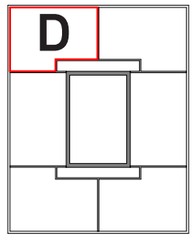
No. of Bedrooms	No. of Bedspaces (Persons)	*Target Gross Internal Area (sqm)	**Typical Gross Internal Area (sqm)	*Target Built-in Storage Area (sqm)	**Typical Built-in Storage Area (sqm)
1B	2P	50	**53**	1.5	**1.9**
2B	3P	61	**64**	2.0	**2.2**
2B	4P	70	**74**	2.0	**2.9**
3B	6P	95	**108**	2.5	**3.4**

*Manchester Residential Quality Guidance Space Standards for 1 Storey Dwellings
**Typical scheme unit size

Table showing comparison against Local Space Standards



Typical Level 02-44
Key Plan



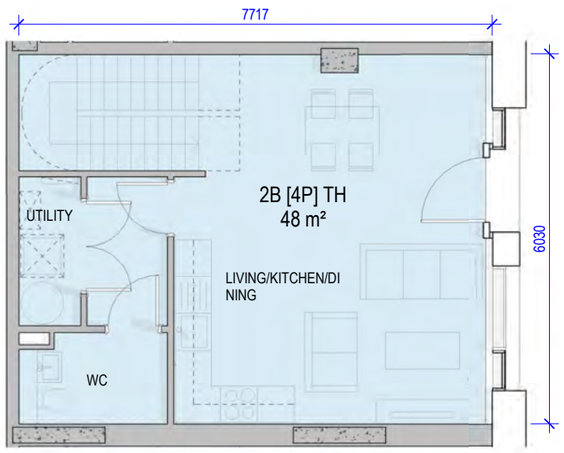
Typical Level 45
Key Plan

4.14.1 Block A Unit Space Standards

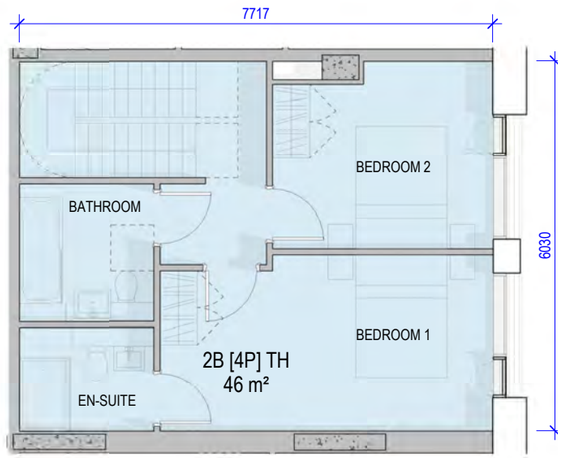
Block A has 4 different unit types, A/B/C (as described above) are located on Levels 02-44 inclusive. 'D' is located on Level 45 only.

All units have been designed to meet the Manchester Residential Quality Guidance Space Standards as a minimum. As demonstrated in the table, the typical units in Block A exceed these standards in terms of both Gross Internal Area (GIA) and provision for built-in storage.

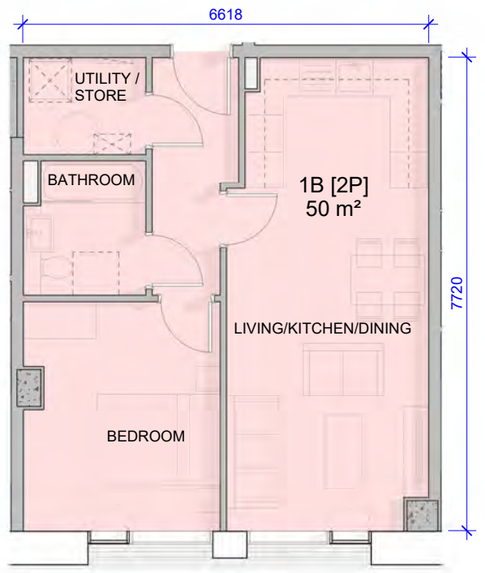
4.15 RESIDENTIAL UNIT TYPES - BLOCK B



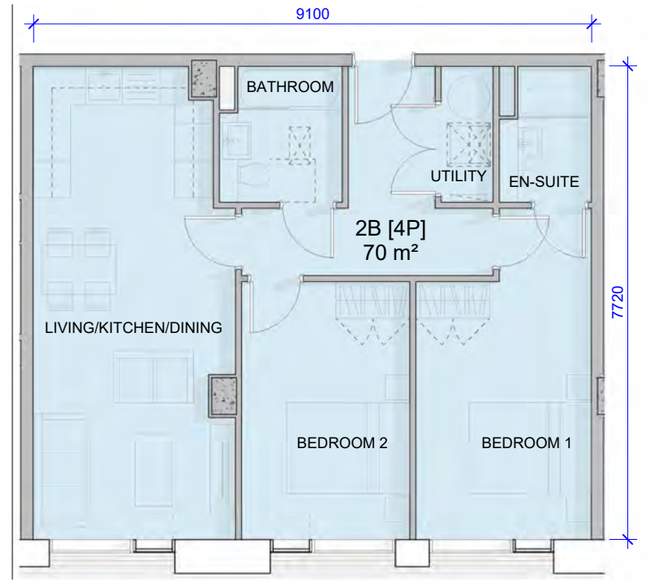
A. Typical 2 Bed 4 Persons Townhouse (Lower Floor)



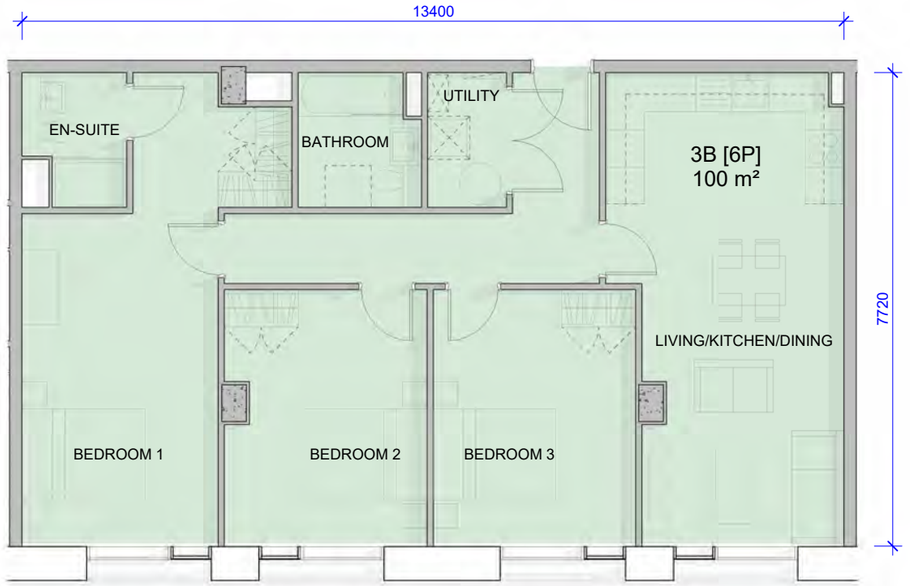
A. Typical 2 Bed 4 Persons Townhouse (Upper Floor)



B. Typical 1 Bed 2 Persons Apartment



C. Typical 2 Bed 4 Persons Apartment

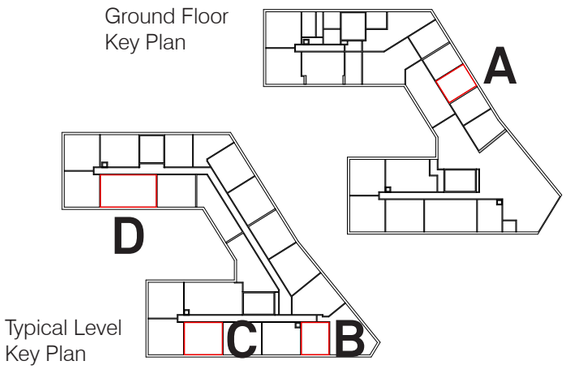


D. Typical 3 Bed 6 Persons Apartment

No. of Bedrooms	No. of Bedspaces (Persons)	*Target Gross Internal Area (sqm)	**Typical Gross Internal Area (sqm)	*Target Built-in Storage Area (sqm)	**Typical Built-in Storage Area (sqm)
1B	2P	50	**50**	1.5	**3.1**
2B	4P	70	**70**	2.0	**3.3**
2B	4P	83(1)	**94**	2.0	**2.4**
3B	6P	95	**100**	2.5	**2.8**

*Manchester Residential Quality Guidance Space Standards for 1 Storey Dwellings
**Typical scheme unit size
(1) Standard for 2 Storey Dwellings only

Table showing comparison against Local Space Standards

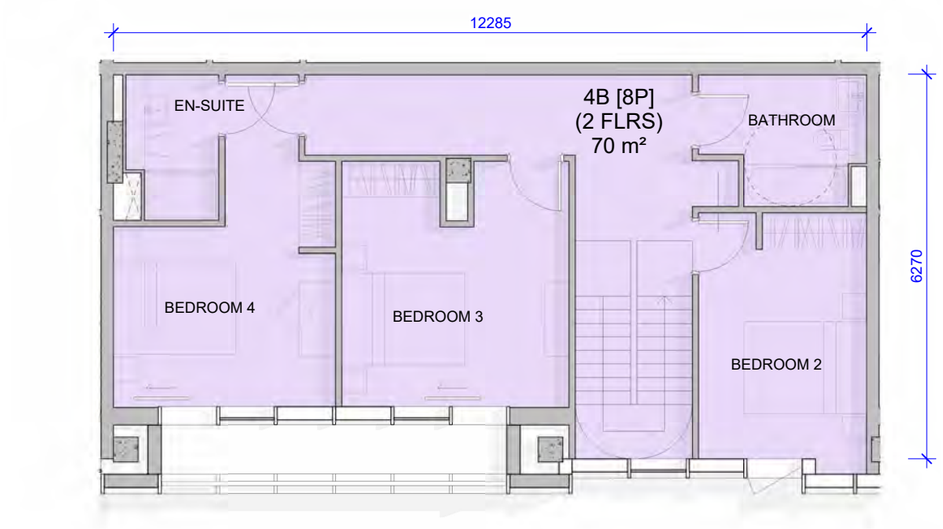


4.15.1 Block B Unit Types (Lower Floors) Space Standards

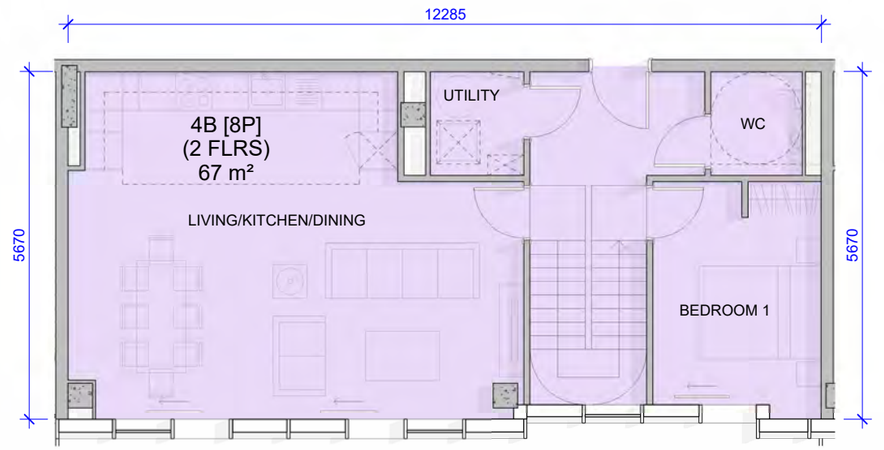
Block B has various different unit types, with the majority of the unit types on Levels 01-06 based on A/B/C/D (as described above).

All units have been designed to meet the Manchester Residential Quality Guidance Space Standards as a minimum. As demonstrated in the table, the typical units in Block A meet, and in some cases exceed, these standards in terms of both Gross Internal Area (GIA) and provision for built-in storage.

4.15 RESIDENTIAL UNIT TYPES - BLOCK B



A. Typical 3 Bed 6 Persons Apartment (upper floor)

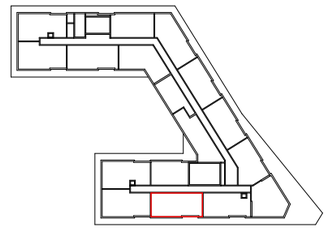


A. Typical 3 Bed 6 Persons Apartment (lower floor)

No. of Bedrooms	No. of Bedspaces (Persons)	*Target Gross Internal Area (sqm)	**Typical Gross Internal Area (sqm)	*Target Built-in Storage Area (sqm)	**Typical Built-in Storage Area (sqm)
4B	8P	124	**137**	3.0	**3.0**

*Manchester Residential Quality Guidance Space Standards for 2 Storey Dwellings
**Typical scheme unit size

Table showing comparison against Local Space Standards



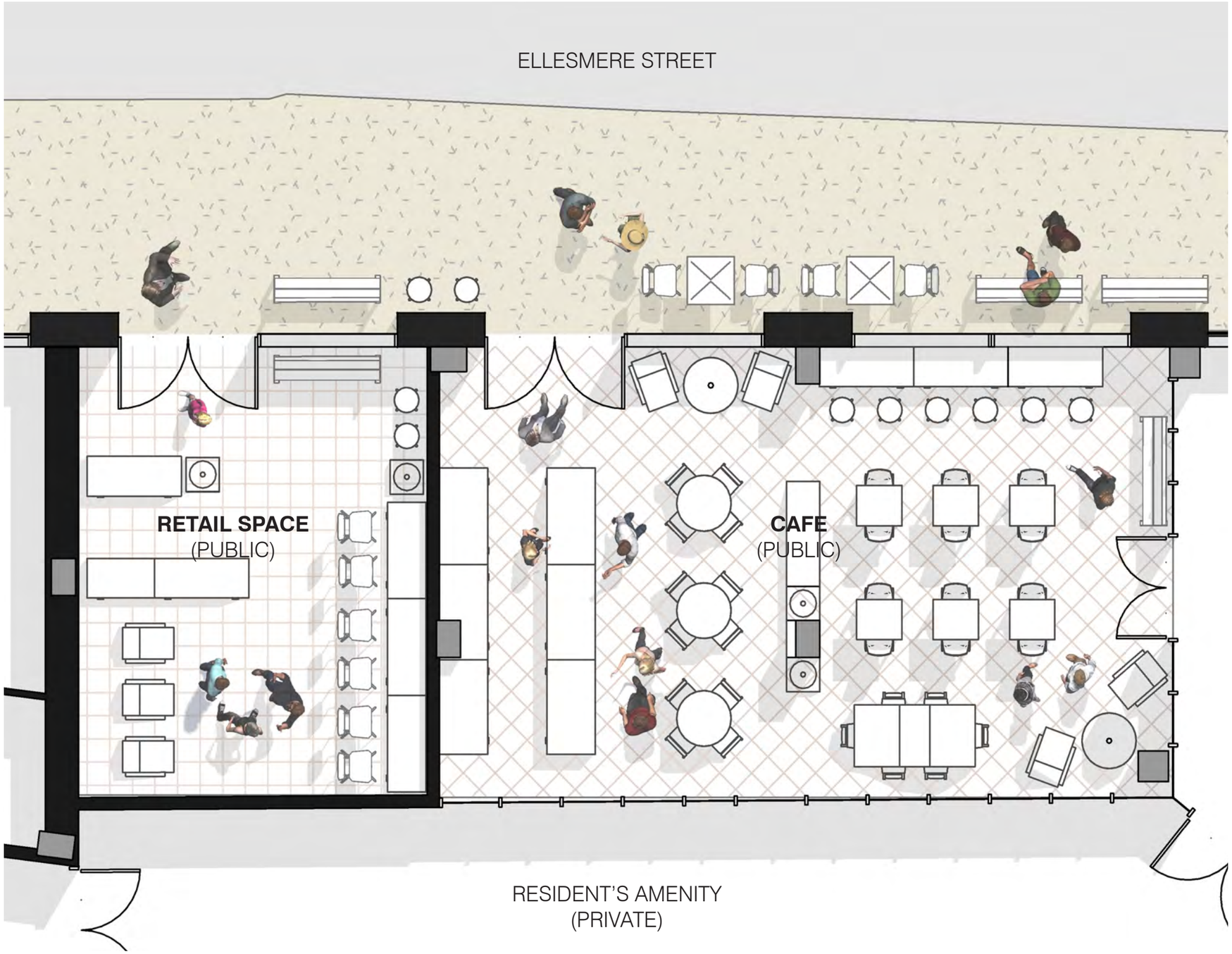
4.15.2 Block B Unit Types (Level 07-08) Space Standards

Level 07 of Block B incorporates 17no. two storey ‘duplex’ units which have varying plan configurations but are based on ‘A’ as indicated above. These units are suitable as large family dwellings and all have access to private external space.

All ‘duplex’ units have been designed to meet the Manchester Residential Quality Guidance Space Standards as a minimum. As demonstrated in the table, the typical units in Block A meet, and in some cases exceed, these standards in terms of both Gross Internal Area (GIA) and provision for built-in storage.

4.0 Architectural Design

4.16 CAFE AND RETAIL SPACE



Cafe and Retail Space Plan (for illustrative purposes only)

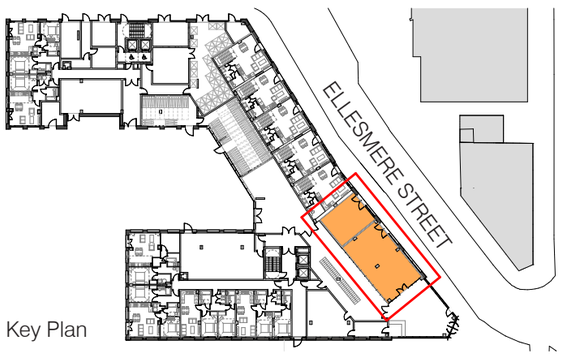
4.16.1 Block B Ground Floor Commercial Floorspace

The proposals incorporate commercial space at the ground floor of Block B which will further animate the street scene and provide additional amenities for the local area. In combination with the main entrance to Block B and resident's amenity areas situated in the adjacent spaces, the activity and vitality of this part of Ellesmere Street will be greatly enhanced by the provision of new pubicly-accessible amenities.

Comments from local residents received during the public consultation process suggested that there was a shortage of amenities available locally where people could gather. These proposals offer an excellent opportunity to provide social spaces which could benefit the local community and enhance the overall experience of this part of St Georges/Castlefield.



Local Amenities Plan



Key Plan

4.17 AREA & ACCOMMODATION SCHEDULE

DEVELOPMENT SUMMARY

	1 Bed 1 Person Apt.	1 Bed 2 Person Apt.	2 Bed 3 Person Apt.	2 Bed 4 Person Apt.	2 Bed 4 Person Twnhse.	2 Bed 4 Person Duplex	3 Bed 5 Person	3 Bed 6 Person Apt.	3 Bed 6 Person Duplex	4 Bed 8 Person Duplex		Accessible Spaces	EV Spaces	Standard Spaces
Total Units	0	193	86	267	5	1	0	24	3	13	**592**			
Unit Mix	0.0%	32.6%	14.5%	45.1%	0.8%	0.2%	0.0%	4.1%	0.5%	2.2%				
Parking											**40**	4	6	30

UNITS BY BLOCK

AREAS BY BLOCK

LEVEL	UNIT COUNT: 1 Bed 1 Person Apt.	1 Bed 2 Person Apt.	2 Bed 3 Person Apt.	2 Bed 4 Person Apt.	2 Bed 4 Person Twnhse.	2 Bed 4 Person Duplex	3 Bed 5 Person	3 Bed 6 Person Apt.	3 Bed 6 Person Duplex	4 Bed 8 Person Duplex	GROSS INTERNAL AREA sqm	GROSS INTERNAL AREA sqft	NET INTERNAL AREA sqm	NET INTERNAL AREA sqft	AMENITY GIA sqm	AMENITY GIA sqft	COMMERCIAL GIA sqm	COMMERCIAL GIA sqft
Block A																		
Basement	-	-	-	-	-	-	-	-	-	-	565	6082	0	0	0	0	0	0
Ground	-	-	-	-	-	-	-	-	-	-	801	8622	250	2691	207	2228	0	0
Level 01	-	-	-	-	-	-	-	-	-	-	801	8622	628	6760	635	6835	0	0
Typical Levels 02-44 *(per floor)*	-	4	2	4	-	-	-	-	-	-	801	8622	604	6501	0	0	0	0
Level 45	-	-	-	-	-	-	-	6	-	-	801	8622	621	6684	0	0	0	0
Lower Rf	-	-	-	-	-	-	-	-	-	-	98	1055	0	0	0	0	0	0
Sub Total	**0**	**172**	**86**	**172**	**0**	**0**	**0**	**6**	**0**	**0**	**37509**	**403743**	**27471**	**295695**	**842**	**9063**	**0**	**0**
Block A Total	**0.0%**	**39.4%**	**19.7%**	**39.4%**	**0.0%**	**0.0%**	**0.0%**	**1.4%**	**0.0%**	**0.0%**	**436**				1.93	sqm per unit		
Block B																		
Ground	-	1	-	5	5	-	-	-	-	-	1897	20419	840	9042	198	2131	130	1399
Level 01	-	4	-	11	-	-	-	3	-	-	1818	19569	1463	15748	0	0	0	0
Level 02	-	3	-	16	-	-	-	3	-	-	1963	21130	1606	17287	0	0	0	0
Level 03	-	3	-	16	-	-	-	3	-	-	1963	21130	1606	17287	0	0	0	0
Level 04	-	3	-	16	-	-	-	3	-	-	1963	21130	1606	17287	0	0	0	0
Level 05	-	3	-	16	-	-	-	3	-	-	1963	21130	1606	17287	0	0	0	0
Level 06	-	4	-	15	-	-	-	3	-	-	1963	21130	1593	17147	0	0	0	0
Level 07	-	-	-	-	-	1	-	-	3	13	1399	15059	1062	11431	0	0	0	0
Level 08	-	-	-	-	-	-	-	-	-	-	1291	13896	1255	13509	0	0	0	0
Sub Total	**0**	**21**	**0**	**95**	**5**	**1**	**0**	**18**	**3**	**13**	**16220**	**174590**	**12637**	**136023**	**198**	**2131**	**130**	**1399**
Block B Total	**0.0%**	**13.5%**	**0.0%**	**60.9%**	**3.2%**	**0.6%**	**0.0%**	**11.5%**	**1.9%**	**8.3%**	**156**				1.27	sqm per unit		
Grand Total of Development											**592**	**53729**	**578334**	**40108**	**431719**	**1040**	**11194**	**130**	**1399**
															1.76	sqm per unit		

5.0 PUBLIC REALM AND LANDSCAPING

Reproduced from Re-Form Landscape Architecture Stage 2 Report "1285-RFM-XX-00-RP-L-0001 July 2026"

5.0 Public Realm and Landscaping

5.1 LANDSCAPE MASTERPLAN



KEY

01 Resident open car park

02 Planting

04 Private Terraces

05 Lawn

06 Informal Seating

07 Play area

08 Main entrance with Architectural pergola

09 Primary route with spill out

10 Secondary footpath

11 Roof terraces

12 Activity/gym area

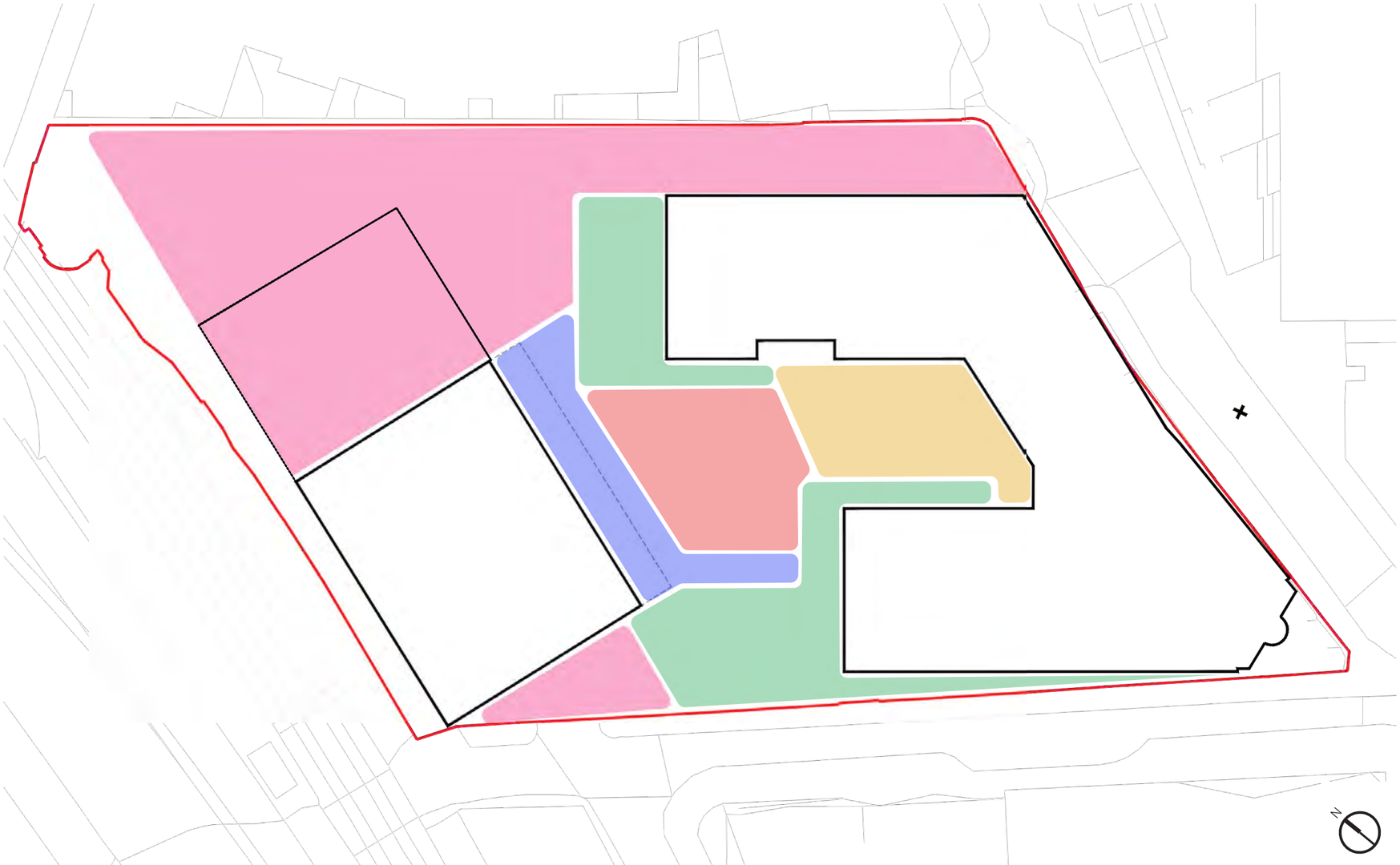
5.1.1 Landscape Proposals - Illustrative Masterplan

Clearly shown is the spatial structure of the landscape and its relationship with the two residential blocks. Clear pedestrian routes connect entrances, courtyards and shared amenity spaces, while servicing and access remain legible yet discreet.

The distinct character areas are expressed through changes in material, planting density and enclosure. Shaded and sunny courtyards provide contrasting experiences, responding to aspect and user needs.

Street-facing buffer planting and tree avenues strengthen integration with the surrounding urban fabric, ensuring the scheme reads as a coherent and purposeful extension of the architecture.

5.2 CHARACTER AREAS



KEY

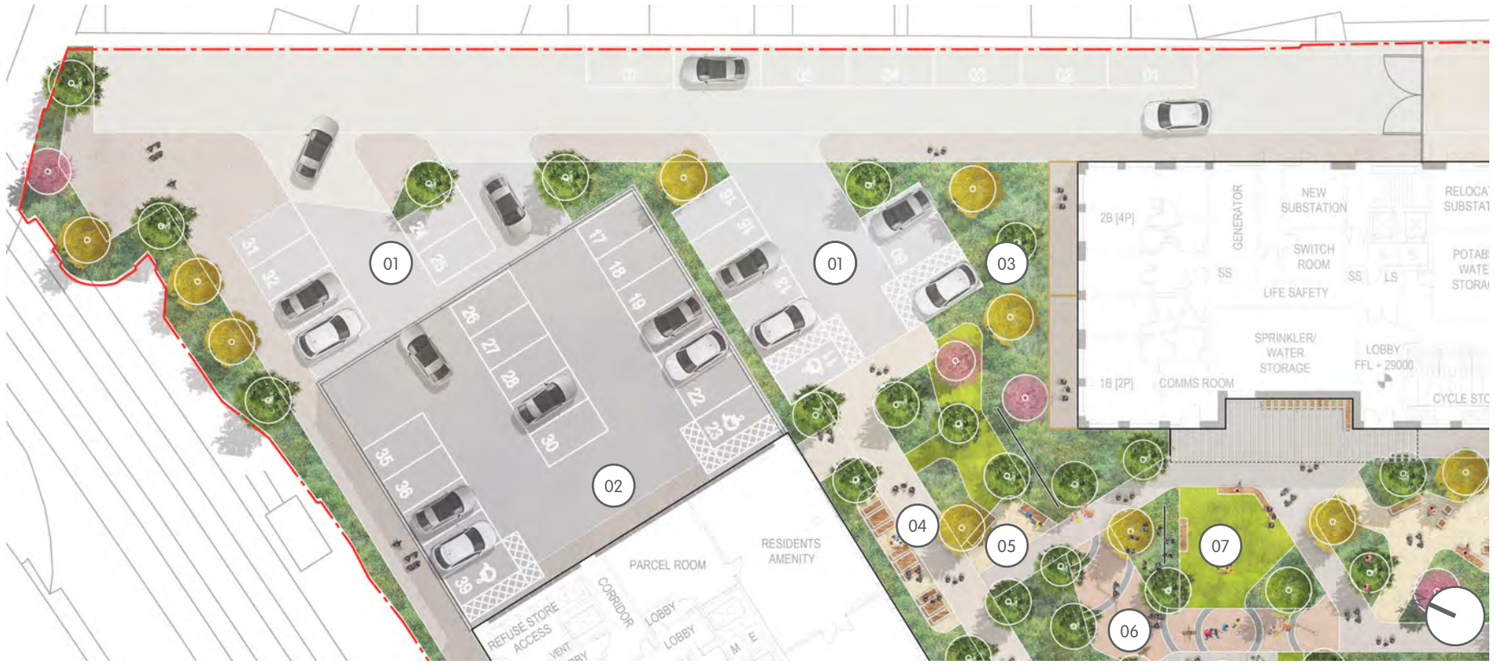
- Parking / Access / Service
- Buffer planting / Street frontage
- Active Frontage & Circulation
- Enclosed courtyard
- Sun / Open courtyard
- Roof terrace

5.2.1 Design Development - Character Areas

There are several separate but connected character areas within the external spaces associated with the proposals as detailed on the diagram opposite. These areas will have different functions and edge conditions which will influence their use and design characteristics. The identified character areas include:

- Parking, Access & Service Areas
- Buffer Planting & Street Frontages
- Active Frontage & Circulation
- Enclosed Shade Courtyard
- Open Sun Courtyard

5.2 CHARACTER AREAS











5.2.2 Parking, Access & Service Areas

This area accommodates vehicular access, servicing and refuse storage in a coordinated and robust manner. The design prioritises legibility and safety while minimising visual impact. Durable materials and structured planting soften infrastructure and create a clear transition from vehicular priority areas to residential environment.

The parking, access and service areas are designed to function efficiently without dominating the residential setting. Vehicular routes are clearly defined through surface treatment, alignment and threshold detailing, ensuring intuitive movement and safe pedestrian priority where routes intersect. Servicing zones are carefully positioned to allow practical operation while limiting disturbance to primary amenity spaces.

Materials are robust and low-maintenance, selected to withstand frequent use while maintaining visual consistency with the wider scheme. Subtle changes in paving texture and tone delineate pedestrian and vehicular areas without reliance on excessive signage.

Planting plays an important role in mitigating the functional character of these spaces. Structured tree planting and hardy planting beds soften edges, screen service yards and introduce seasonal variation. Where appropriate, vertical greening or trellised planting provides additional screening. The overall approach ensures these necessary operational areas are cohesive, discreet and aligned with the quality of the wider development.

KEY

01 Open parking

02 Covered parking

03 Planting

04 Primary route with spill out

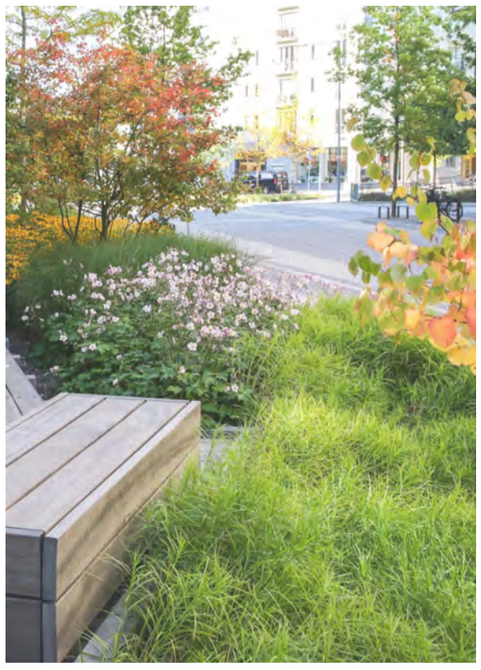
05 Informal seating area

06 Play area

07 Lawn

5.2 CHARACTER AREAS











5.2.3 Buffer Planting & Street Frontages

These components provide defensible space and visual softening to ground floor residential frontages. A combination of layered planting and street trees enhances privacy while contributing to the wider urban streetscape.

The buffer planting establishes a graduated transition between public footpaths and private residential frontages and terraces. Low hedging, ornamental grasses and perennial planting create defensible space without forming an unwelcoming barrier. Planting heights are carefully chosen to balance privacy with passive surveillance, particularly at family-oriented ground floor units.

Street tree planting reinforces the urban character of Manchester city centre while improving microclimate and contributing to long-term canopy cover. Tree species are selected for resilience to urban conditions, root management constraints and seasonal interest. Tree pits are detailed to accommodate sustainable drainage where feasible, supporting stormwater attenuation.

Planting composition prioritises structure and year-round performance. Evergreen shrubs provide consistency, while herbaceous layers introduce texture and colour. The palette is robust, pollution-tolerant and relatively low maintenance.

Collectively, this character area enhances residential amenity, contributes to biodiversity value, and improves the pedestrian experience along the street, ensuring the landscape integrates positively with its urban context.

KEY

01 Private terrace

02 Boundary between private and public spaces

03 Planting

04 Primary route with spill out

05 Informal seating area

06 Play area

07 Lawn

5.2 CHARACTER AREAS











5.2.4 Active Frontage & Circulation

These hard landscaped spaces accommodate pedestrian circulation and informal spill-out activity. Designed with high quality paving and integrated seating, they support social interaction, everyday movement and flexible use.

Active, multifunctional spaces with canopy coverage that accommodate movement and informal occupation. Clear desire lines connect building entrances and courtyard spaces, ensuring intuitive navigation across the site. Generous widths allow comfortable two-way pedestrian movement and informal gathering.

Subtle patterning or tonal variation may define sub-spaces without introducing unnecessary complexity. Integrated seating walls, benches and incidental perching edges encourage spontaneous use, particularly by residents seeking flexible outdoor space.

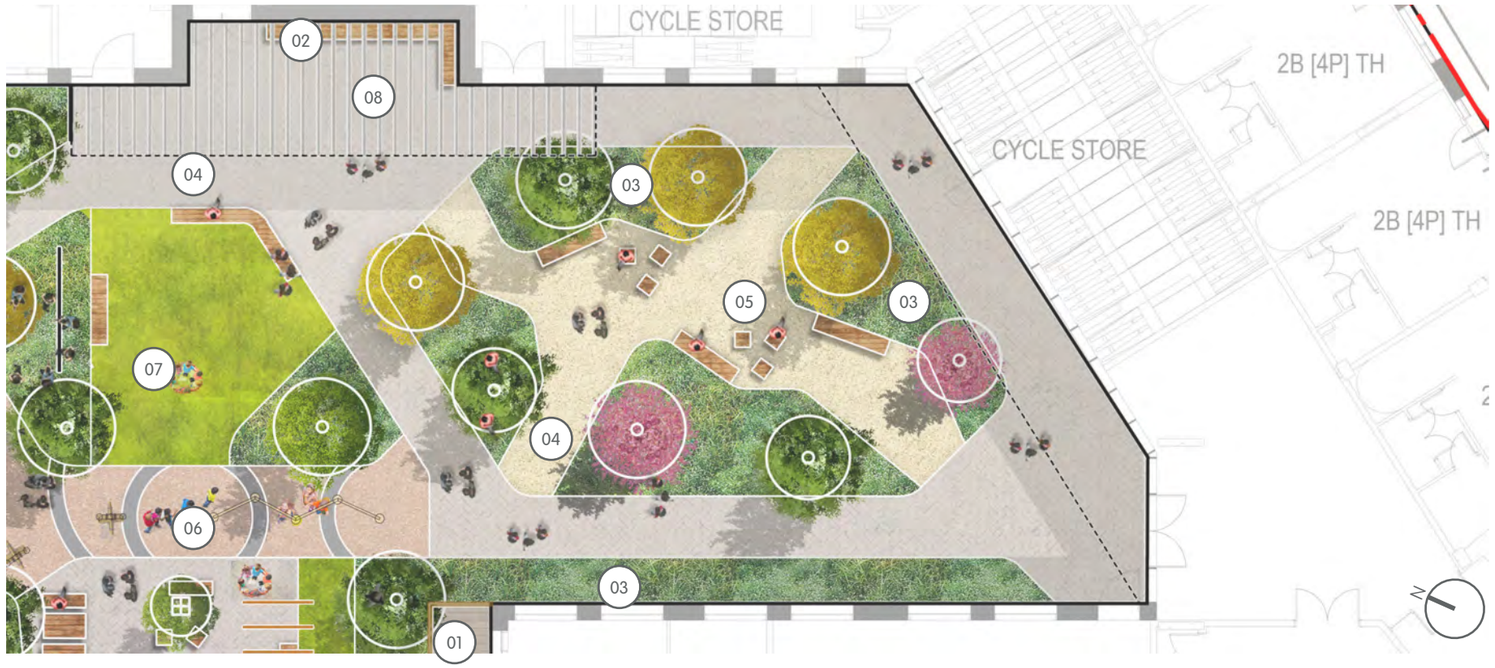
Planting pockets and tree planters punctuate the hardscape, providing shade, microclimatic benefit and visual relief. Lighting is integrated to support safety and evening use, reinforcing the development's sense of activity.

Allows for adaptable use, including small social events or everyday outdoor working. While predominantly hard in character, the spaces are softened through planting and detailing, ensuring they remain comfortable and human-scaled rather than overly urban or austere.

KEY

01 Private terrace
02 Orchard small lawn area
03 Planting
04 Primary route with spill out
05 Informal seating area
06 Play area
07 Lawn
08 Main entrance with Architectural pergola

5.2 CHARACTER AREAS













5.2.5 Enclosed Shade Courtyard

Provides a sheltered, tranquil environment characterised by layered, shade-tolerant planting and architectural pergolas. The enclosed nature creates a calm retreat, offering residents quiet seating areas within a richly planted, intimate setting designed for relaxation and contemplation.

Conceived as a calm, immersive garden space framed by surrounding built form. Reduced sunlight levels inform a planting strategy centred on shade-tolerant species, including ferns, woodland perennials and multi-stem understorey trees. Layered planting builds depth and enclosure, fostering a sense of refuge.

Architectural pergolas introduce vertical structure and seasonal interest, supporting climbing plants that enhance biodiversity and soften built edges. These structures also define seating niches and small gathering areas, creating moments of intimacy within the courtyard.

Surface materials are warm and textured, complementing the planting palette. Paths meander subtly through the space, encouraging slower movement and informal exploration. Seating is positioned to benefit from dappled light and shelter from prevailing winds.

The courtyard supports quieter activities such as reading, informal meetings or reflective pause. The overall character is restorative and contemplative, offering contrast to the more open and active spaces elsewhere within the scheme.

KEY

01 Private terrace
02 Feature bench seating to main entrace
03 Planting
04 Secondary footpath
05 Informal seating area
06 Play area
07 Lawn
08 Main entrance with Architectural pergola

5.2 CHARACTER AREAS




Stepped access off Store Street.


Planting to back of footpath.


Integrated seating to planting edge.


Cycle ramp off Store Street to basement parking.


Loose seating to terrace.

5.2.6 Open Sun Courtyard

Provides a flexible, family-orientated amenity space centred on lawn and informal play routes. Generous sunlight supports a vibrant planting palette, while integrated seating encourages supervision, relaxation and social interaction within a welcoming, active communal environment.

Designed as the primary communal amenity space, particularly supporting families. A central lawn offers flexible use, accommodating informal play, relaxation and small gatherings. The lawn is robustly specified to withstand regular activity and seasonal variation.

Play routes are integrated within the landscape through changes in surface texture, low mounding, stepping elements and play equipment. Circulation loops support children's movement while maintaining pedestrian priority.

Planting responds to higher sunlight exposure, incorporating flowering perennials, ornamental grasses and canopy trees that provide seasonal interest and intermittent shade. Tree placement is carefully coordinated to preserve open lawn character while offering seating beneath filtered shade.

Seating is arranged to enable passive supervision, social interaction and quieter relaxation. Edges are active and welcoming, avoiding hidden corners. The courtyard fosters community interaction, supports healthy outdoor activity and provides a generous, sunlit contrast to the enclosed garden space within the landscape.

KEY

01 Private terrace
02 Boudary between private and public spaces
03 Planting
04 Primary route with spill out
05 Informal seating area
06 Play area
07 Lawn
08 Main entrance with Architectural pergola

5.0 Public Realm and Landscaping

5.3 PODIUM TERRACE



KEY

01 Planting

02 Informal seating

04 Spill out spaces

05 Meditation & activity area

06 Gym/ Outdoor Tennis table

07 Screening around edges

5.3.1 Illustrative Podium Landscape

The roof terrace is designed by creating a variety of social spill-out areas that support different types of use, including social gatherings, activities, and meditation.

The spaces cater to individuals as well as small to medium-sized groups, providing flexibility for both social interaction and quieter moments.

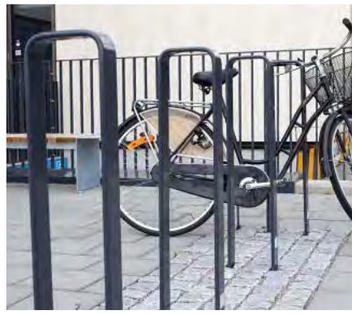
Planting plays a key role in the design, creating a strong visual focus , while enhancing the overall quality of the terrace. Within the planted areas, smaller pocket spaces are incorporated to provide quieter spill-out areas, while larger seating zones can be positioned around the edges to accommodate group gatherings and encourage social interaction.

The terrace also includes a small outdoor gym / activity spaces, along with a small table tennis area, encouraging light exercise, recreation, and informal social engagement.

5.4 MATERIALITY



Intergrated and accessible furniture to raised planters.



Visitor cycle parking.



Free standing fixed benches.



Intergrated play opportunities.



Bins



Intergrated and accessible furniture to raised planters.



High quality paving to main routes



Changes in texture to define routes



Smaller format to define spaces



Changes in plan size to add interest

5.4.1 Surface Materials and Furniture

A high-quality surface treatment is proposed across the public realm. It aims to appropriately integrate the development into the local urban context and neighbouring developments by referencing local vernacular and materials. The textures and colours will reflect the surrounding context, heritage setting, and proposed façade materials.

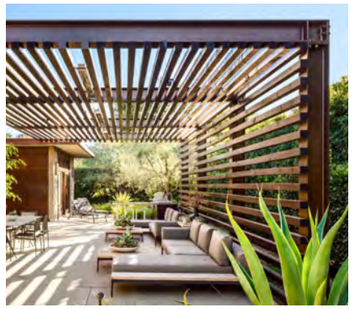
Smaller format pavers will be utilised on secondary footpaths through the development and in seating spaces - this will provide a softer, more residential feel.

A family of street furniture and integrated play elements will be contemporary, but industrial in feel, with deep section timber seats and powder coated metal elements complementing the overall aesthetic of the public realm setting.

Lighting, which is subject to detailed design, will be selected that is discreet but which provides and safe and welcoming environment after dark. Accent lighting to key features including specimen trees will also be provided to add a layer of additional visual interest and animation to the public realm.

5.5 ARCHITECTURAL LANDSCAPING ELEMENTS












Pergola and Screening precedents

5.5.1 Pergola and Landscaped Screening

The selected precedents illustrate how pergolas and vertical screening elements can extend architectural language into the landscape, creating a cohesive relationship between built form and external space.

Large-scale pergolas project confidently from the façade, forming transitional zones that blur the boundary between interior and exterior. Their structural rhythm establishes order and proportion within the landscape, while providing shelter, spatial definition and opportunities for seating or gathering beneath.

Vertical standalone architectural post and wire structures are used as refined frameworks to support climbing plants. These elements are set in front of the blank car park facade, introducing depth, texture and seasonal variation.

Over time, planting softens the structural lines, creating a layered interplay between solid and void which can form a screen to the secure car parking space below the landscape podium.

5.6 PLANTING STRATEGY
















5.6.1 Trees and Shrub Planting

New tree planting will introduce significantly beneficial qualities to the public realm. Trees will provide structure, visual interest and biodiversity as well as contributing to the tree canopy cover of the city and providing shade and comfort within the spaces they frame.

A mix of native and ornamental, and evergreen species have been selected, which are robust and tolerant to drought, air pollution and windier conditions. In order to ensure design continuity the tree selection will feature species specified in the adjacent developments.

New shrub and SUD's planting will be robust and able to withstand challenging urban conditions, whilst also offering seasonal variety and an attractive aesthetic.

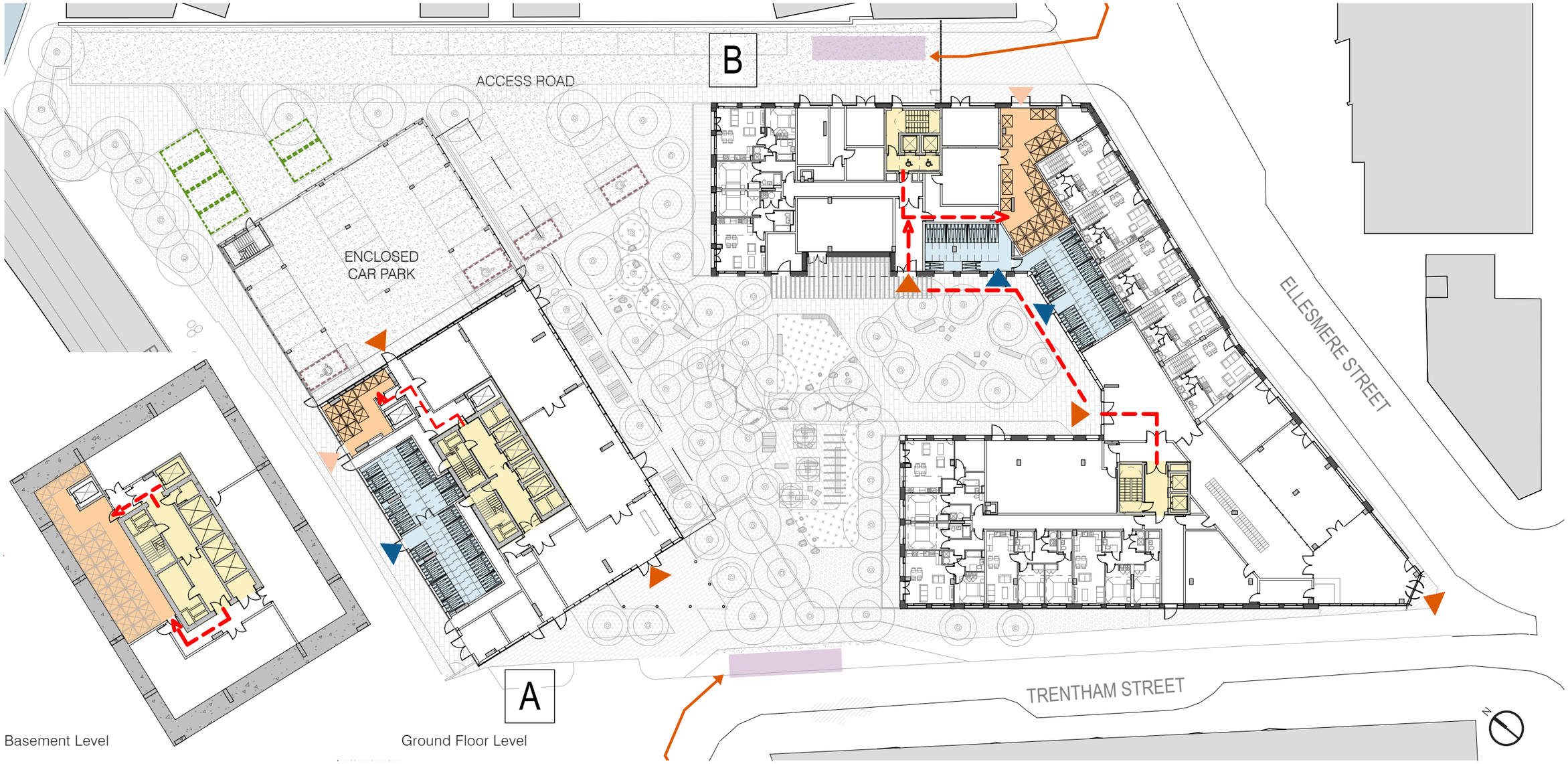
New planting to the scheme will create a softening characteristic and vertical interest to the public realm to support the use of lawns and trees. A focus on ornamental grasses aims to introduce attractive sensory characteristics through movement.

All planting mixes will include a percentage of native species to improve the biodiversity and habitat opportunities for local wildlife.

6.0 ACCESS

6.0 Access

6.1 SERVICING & ACCESS



Basement Level

Ground Floor Level

Servicing & Access Strategy Plan

Key

- RESIDENTS ACCESS
- RESIDENTS CORE
- EV PARKING BAY
- ACCESSIBLE PARKING BAY
- REFUSE LOADING BAY
- VEHICLE ACCESS
- REFUSE STORE
- REFUSE ACCESS (SERVICE)
- RESIDENTS REFUSE ACCESS
- CYCLE STORE
- CYCLE STORE ACCESS

6.1.1 Access to the site

The accessibility of the site provides new residents with a range of different transport options. The access strategy has been carefully designed to promote active and public transport, reducing reliance on private vehicles and integrates with the existing transport infrastructure.

6.1.2 Public Transport

No.1 Castlefield is located within walking distance of multiple public transport options, particularly Cornbrook Metrolink Station which is within 5-minute walk, providing direct tram services to Manchester City Centre and the wider Greater Manchester area. There are bus routes which operate along Chester Road, connecting the site to the Manchester City centre and are located within a 3-minute walk.

6.1.3 Entrances

All key access points are clearly indicated in the accompanying site diagram, including primary residential entrances providing direct access to the dwellings. Refuse and servicing access points are positioned to ensure efficient drop-off and collection.

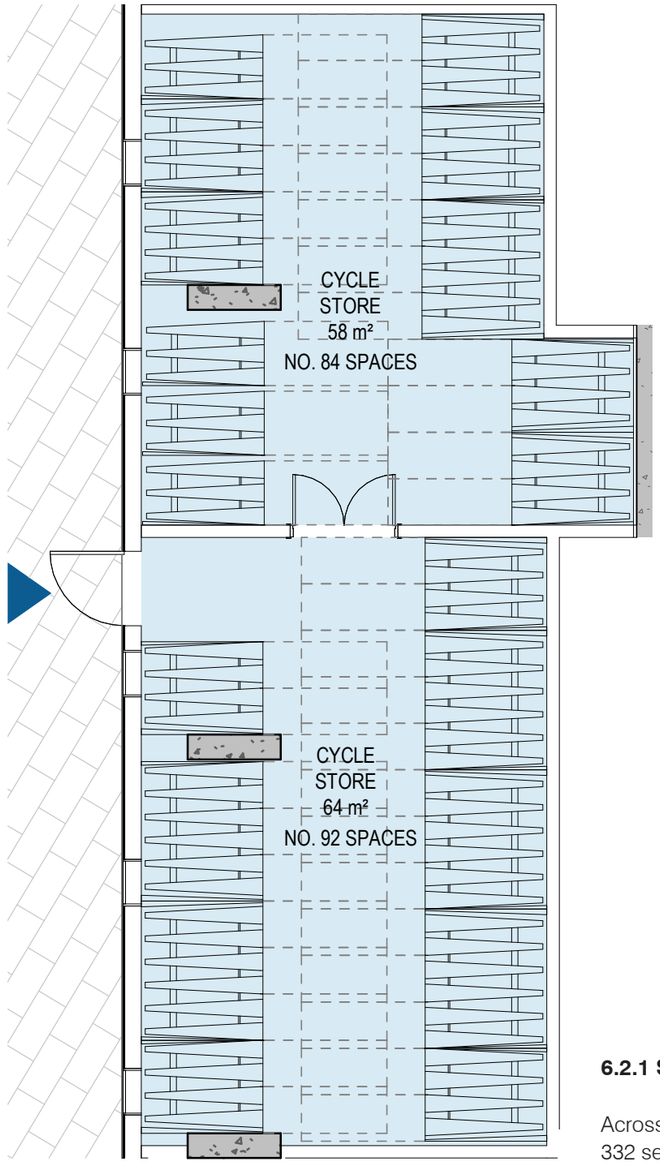
6.1.4 Vehicular Access & Parking

Vehicular access to the site is proposed from Ellesmere Street, located at the south-east corner of the site. A new internal access road is planned along the eastern boundary, providing secure private entry via a gated access point.

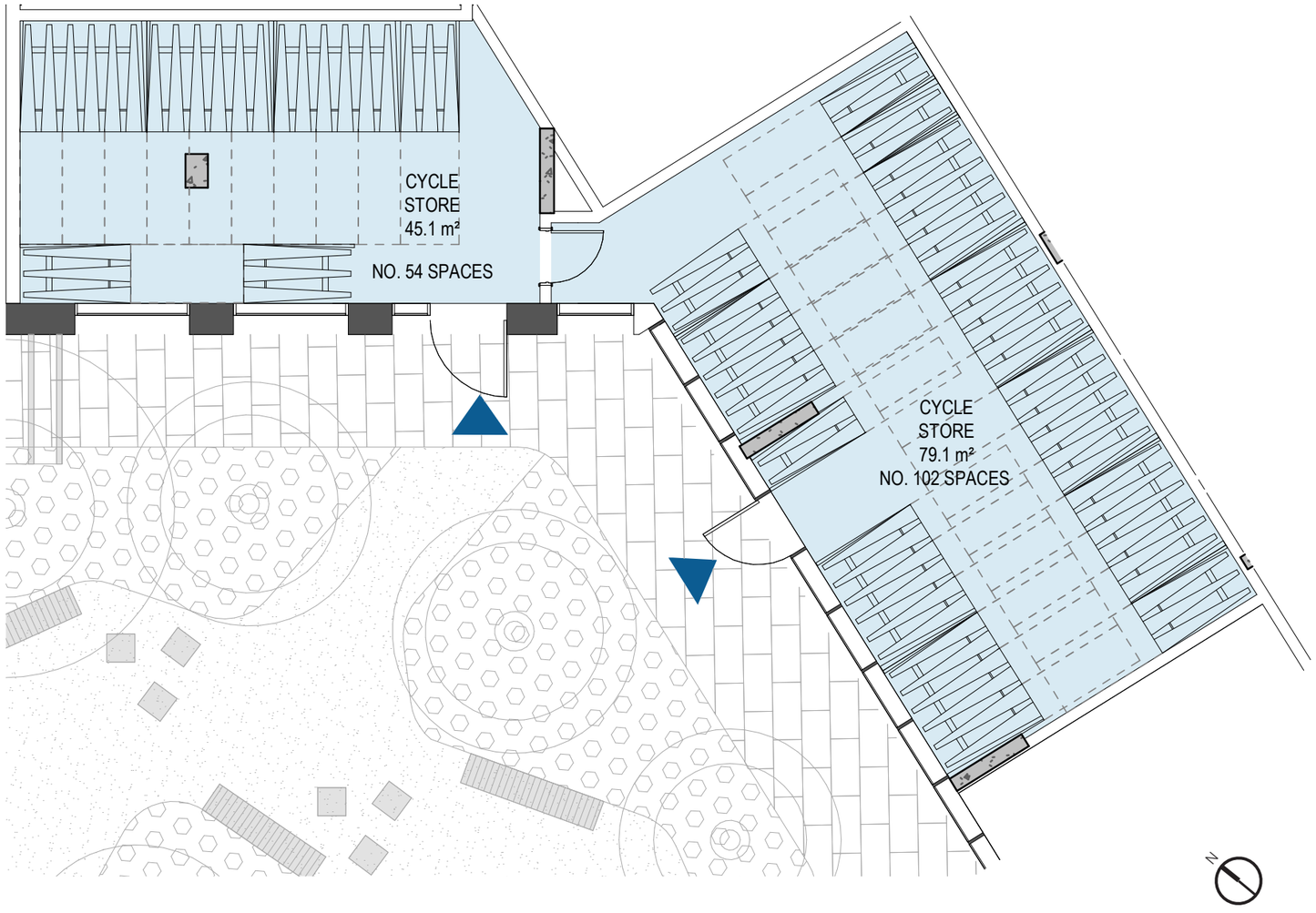
18 no. dedicated parking spaces for Block A is provided within the ground floor podium enclosure,
6 no. EV spaces are situated at the northeast corner of the site and 14 no. further spaces situated adjacent to the site access road.

6.2 CYCLE PROVISION

Block A
Cycle Store
(Ground Floor)



Block B
Cycle Store
(Ground Floor)



Key

- CYCLE STORE
- CYCLE STORE ACCESS

6.2.1 Site Cycle Provision

Across the site, there is a total of 592 residential units with 332 secure cycle spaces proposed, providing 1 cycle space per 1.78 dwelling units.

Cycle stores incorporate two-tier cycle racks, suitably located to maximise numbers and provide the necessary circulation space around.

6.2.2 Block A

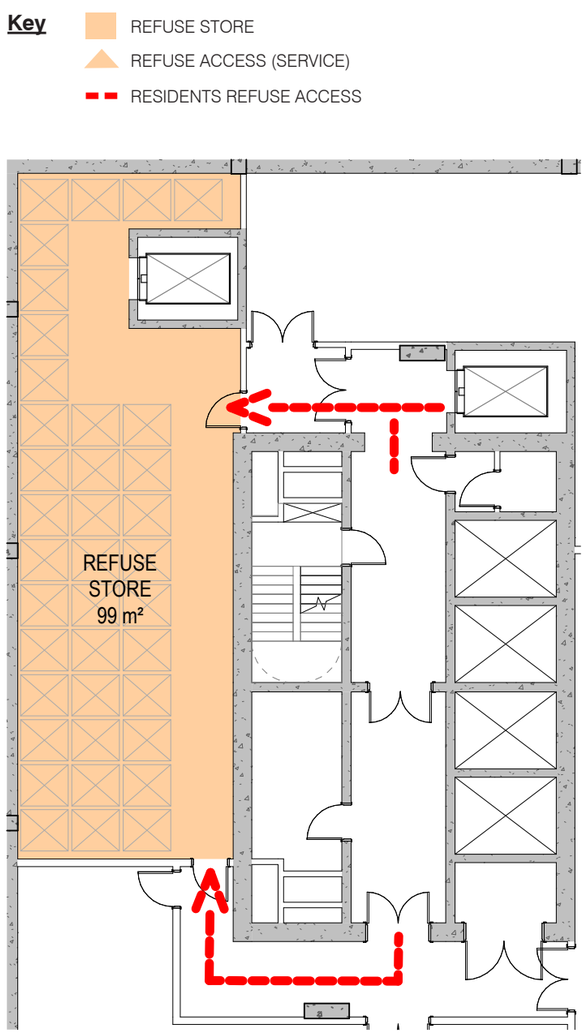
Block A comprises 436 residential units and provides 176 secure cycle spaces, equating to approximately 40% provision within the building. Residents will be able to access cycle storage via the service walkway along the north side of the building.

6.2.3 Block B

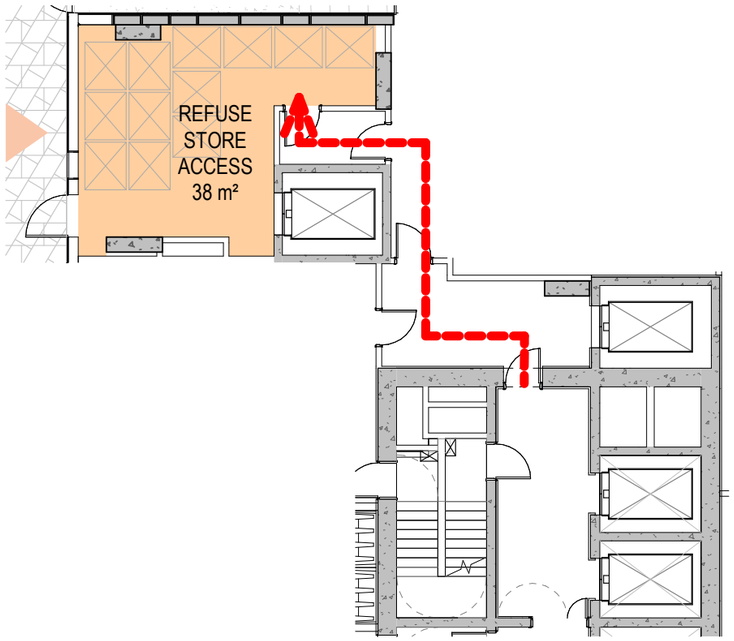
Block B comprises 156 residential units and provides 156 cycle spaces, achieving 1 cycle space per unit.

6.3 WASTE MANAGEMENT

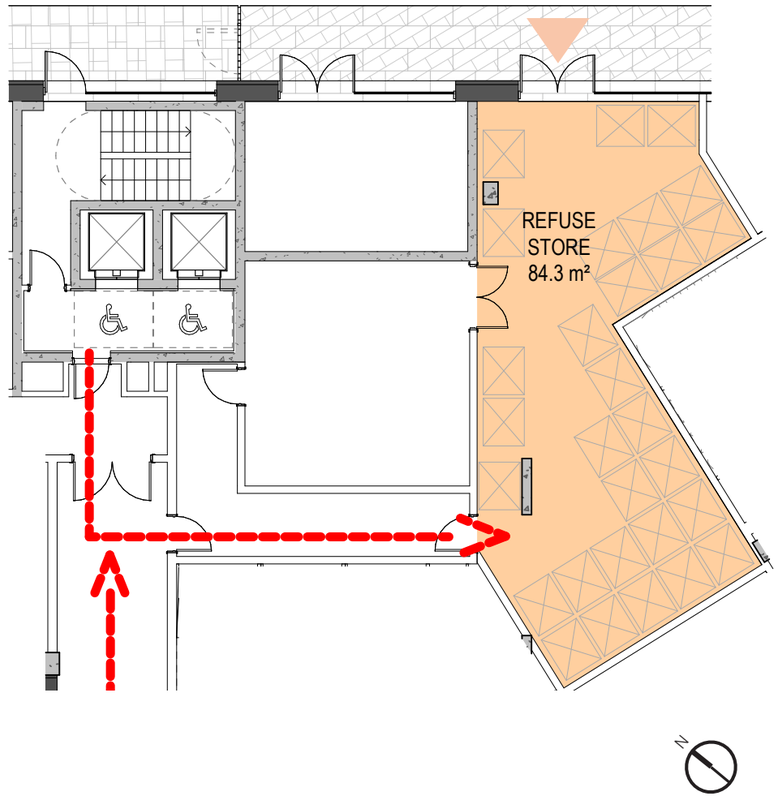
Block A Refuse Store (Basement Level)



Block A Refuse Store (Ground Floor)



Block B Refuse Store (Ground Floor)



6.3.1 Block A

Following Manchester City Council's Waste Storage and Collection Guidance for New Developments (GD04), the refuse storage requirement has been calculated as: 436 residential units × 0.43 m² = 187.48 m² + 10% circulation to give a total refuse area requirement of c. 206m².

Total refuse storage area in Block A is 137m², which equates to 66% of GD04 principles.

To optimise operational efficiency and reducing the footprint of refuse storage at ground level, the proposed strategy seeks to reduce the number of bins required by increasing the collection frequency. The development will operate with an enhanced operational strategy and active on-site management of waste.

The resulting provision is as follows:

General Waste: 25 × 1100 L bins
Pulpable Recycling: 8 × 1100 L bins
Co-mingled Recycling: 8 × 1100 L bins
Food Waste: 11 × 240 L bins

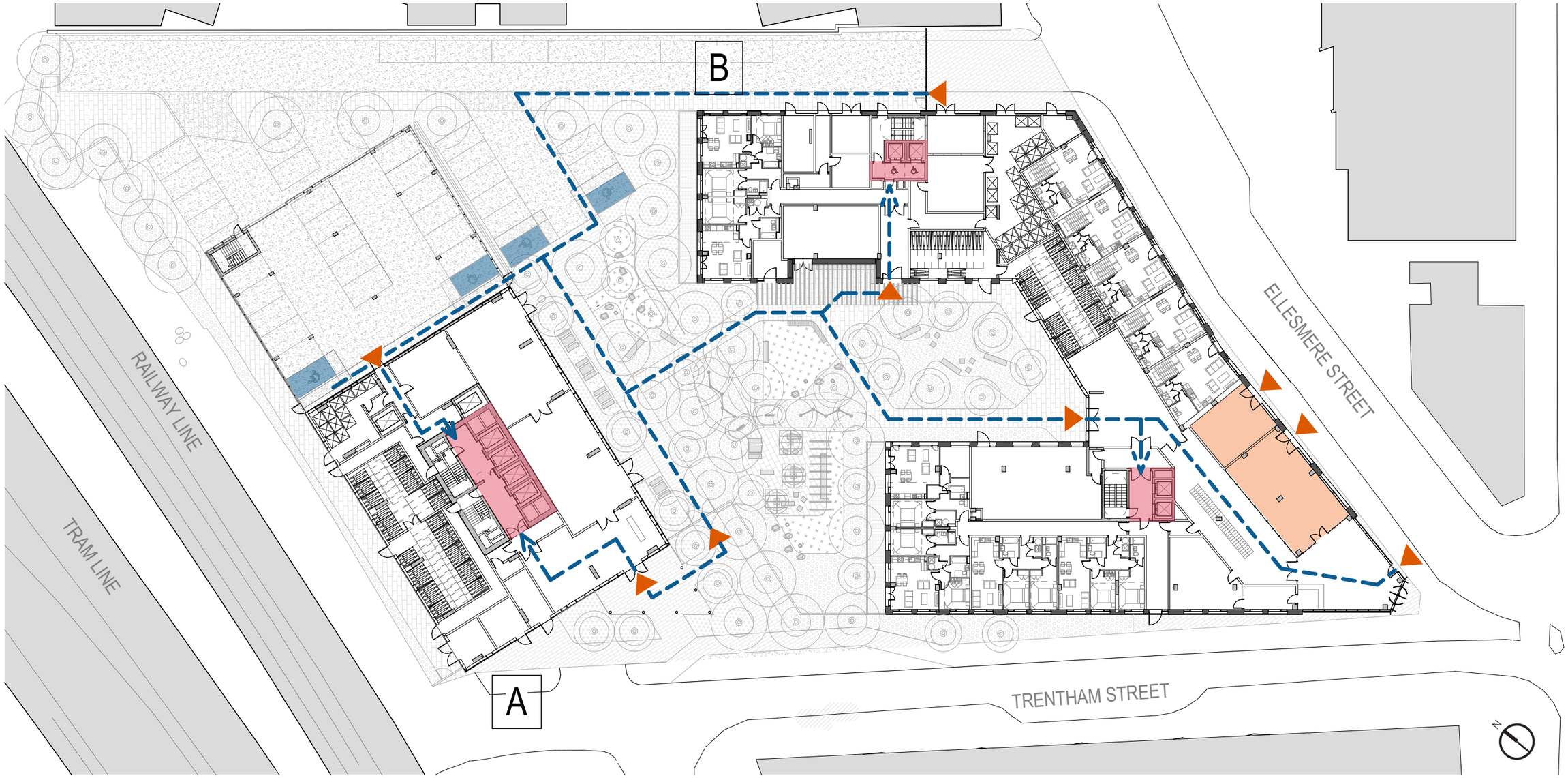
6.3.2 Block B

The refuse storage requirement has been calculated as: 156 residential units × 0.43 m² = 67.08 m² + 10% circulation to give a total refuse area requirement of c. 74m². Total refuse storage area in Block B is 84m², providing the full required refuse storage provision.

The resulting provisions are as follows:

General Waste: 17 × 1100 L bins
Pulpable Recycling: 9 × 1100 L bins
Co-mingled Recycling: 9 × 1100 L bins
Food Waste: 8 × 240 L bins

6.4 INCLUSIVE ACCESS



Inclusive Access Strategy Plan (Ground Floor)

Key

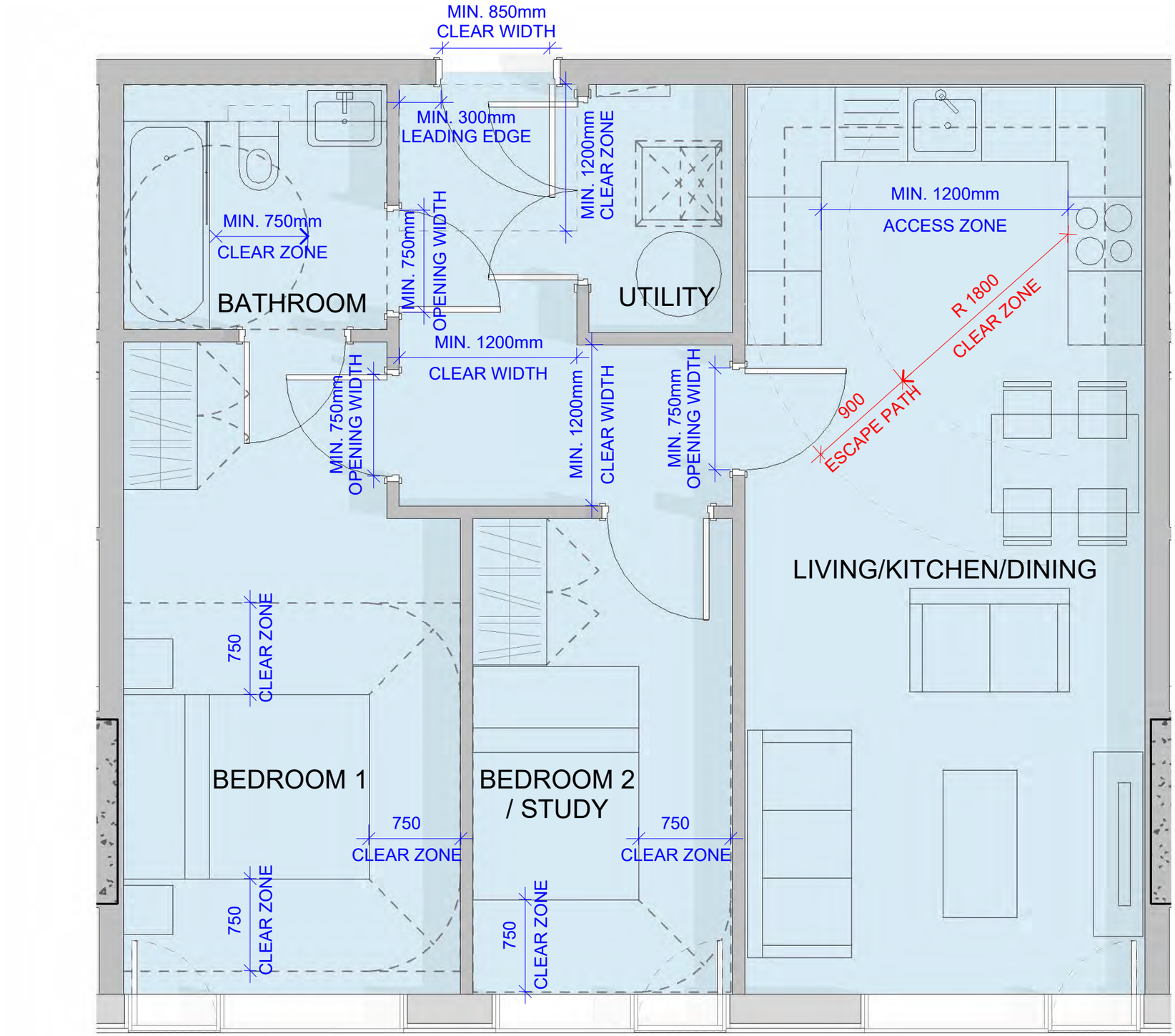
- ACCESS POINT
- LIFT CORE
- ACCESSIBLE PARKING BAY
- STEP FREE ROUTE TO LIFT
- CAFE/RETAIL (ACCESSIBLE TO PUBLIC)

6.4.1 Sitewide Overview

The proposed development has been designed with an inclusive, accessible layout that ensures ease of movement for all users including people with disabilities. The scheme has been designed to align with Building Regulations Approved Document M Part M4(2) for residential use. The key features of the inclusive access strategy across the site are as follows:

- Level threshold access points are provided to each block, ensuring fully-accessible entry routes from the external public realm and internal circulation areas.
- Clearly marked accessible parking bays are positioned in close proximity to the main building entrances with direct pedestrian access routes.
- Designated accessible routes are provided, guiding movement from parking areas to site entrances to building lobbies and lift cores.
- Lifts are provided in all blocks, offering step free access to all levels. Level 8 to Block B is accessed by private stair within each ‘duplex’ unit and is sized to allow a stairlift to be fitted in the future, as necessary.
- The integration of inclusive design principles throughout the development ensures that it is welcoming and accessible to a diverse range of users, including older people, wheelchair users, families with young children, and individuals with sensory or cognitive impairments.

6.4 INCLUSIVE ACCESS



Typical 2 Bed Apartment Access Diagram

6.4.2 Internal Dwelling Space

The internal layout of all dwellings have been designed in accordance with Approved Document M - Category 2 (accessible and adaptable dwellings) and BS 9991 (fire safety in residential buildings). A typical two bedroom apartment plan is shown in the accompanying diagram, illustrating key access features, clearances, and compliance with required standards.

Apartment entrances across the development provide a 300 mm nib to the leading edge of the entrance door, ensuring ease of approach and operation for wheelchair users and those with limited mobility in line with Part M4(2).

Internal corridors have been designed to provide a minimum clear width of 1200 mm typically. This layout enables convenient and safe circulation for residents, including those using mobility aids, and ensures compliance with Part M4(2) standards for accessible routes.

The master bedroom provides a full 750mm clear access zone on three sides of the bed, as required under Part M4(2). This allows for adaptability and ease of use by residents with mobility aids. The second double bedroom provides clear access on two sides, meeting the functional needs of a wide range of occupants, including guests or children.

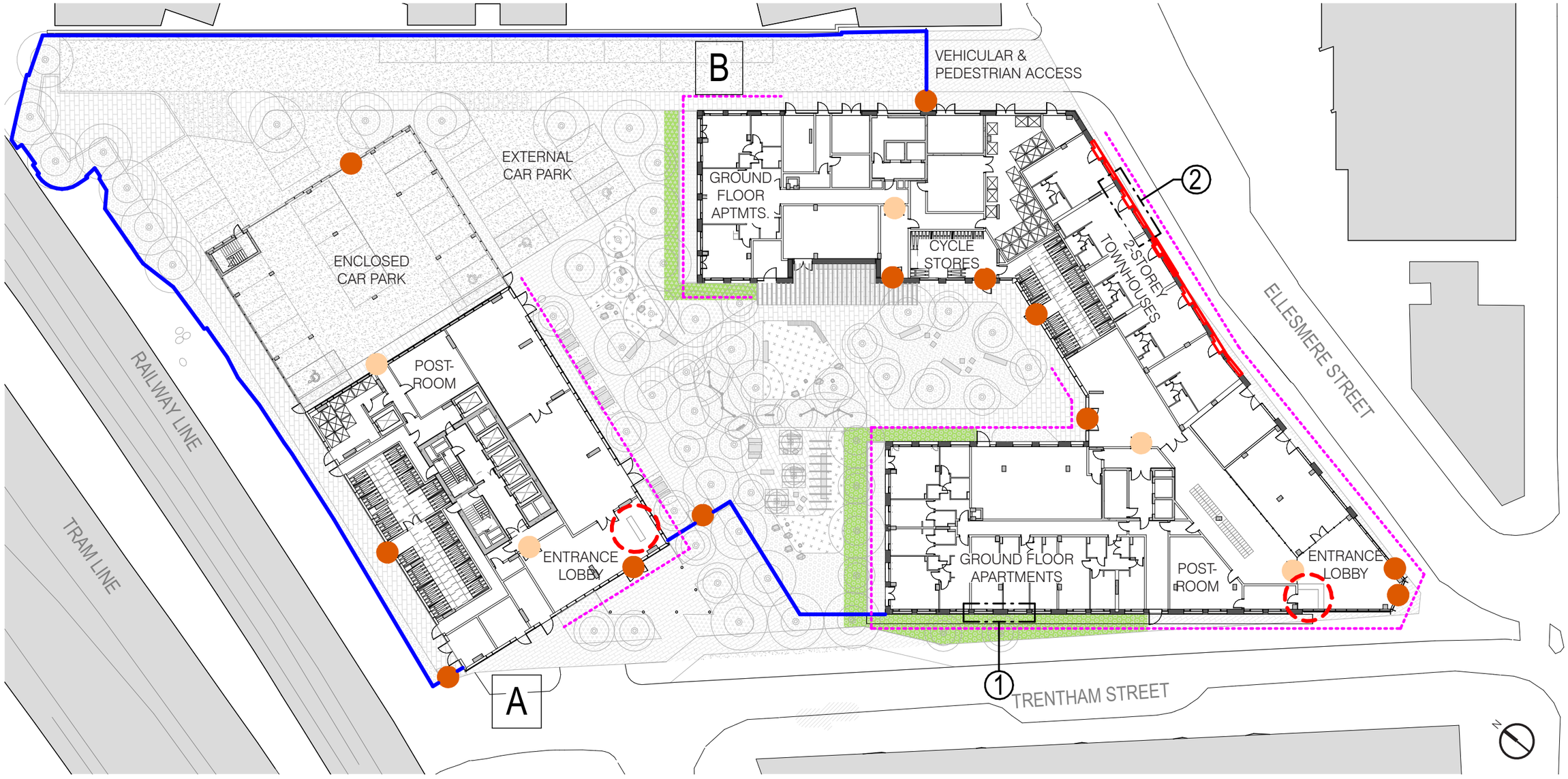
The bathroom is laid out to facilitate a walk-in shower in the future, which also includes a space for wheelchair manoeuvrability and the installation of grab rails and seating as required.

The kitchen has been arranged to allow for an efficient working triangle while maintaining the minimum 1200mm clearance in front of all units. This ensures adequate space for a wheelchair user in line with M4(2) requirements.

The layout prioritises good natural light, intuitive movement through the apartment, and logical placement of doors and switches. Entry thresholds are level, with step free access provided from the building entrance via lifts to all floors.

In line with BS 9991, the apartment layout includes appropriate fire safety measures. In particular, an 1800mm clearance zone is required around the kitchen hob for occupants of the open-plan living/kitchen/dining room to escape safely.

6.5 SECURITY



Security Strategy Plan (Ground Floor)

Key

- ACCESS-CONTROLLED EXTERNAL DOOR
- ACCESS-CONTROLLED INTERNAL DOOR
- CONCIERGE
- SECURE BOUNDARY LINE
- NATURAL SURVEILLANCE LINE
- PLANTED DEFENSIBLE SPACE MARGIN
- NON-PLANTED DEFENSIBLE SPACE MARGIN
- (1) DEFENSIBLE SPACE DETAIL 1 *(SEE PAGE 98)*
- (2) DEFENSIBLE SPACE DETAIL 2 *(SEE PAGE 98)*

6.5.1 Sitewide Overview

The site is bordered on two sides by public roads, both of which generally have good natural surveillance provided by residential buildings which overlook them. The eastern and northern boundaries are inaccessible to potential intruders. The northern end of Trentham Street is currently less well observed and presents a poor impression. The provision of new development which directly addresses and enhances this part of Trentham Street should be seen as very beneficial to the wider area.

The internal layout of the building has been developed to maximise the amount of observed space around the perimeter of the new buildings, contributing further to a feeling of safety and security in and around the site.

The majority of the site is secured around its perimeter with key points of entry secured with access control locking devices to high security doors. The main building entrances have concierge which will have a permanent security presence with all CCTV and intruder alarm equipment in-situ. All secondary internal doors which access the main building circulation cores will also have access control to help prevent unauthorised access to the rest of the building.

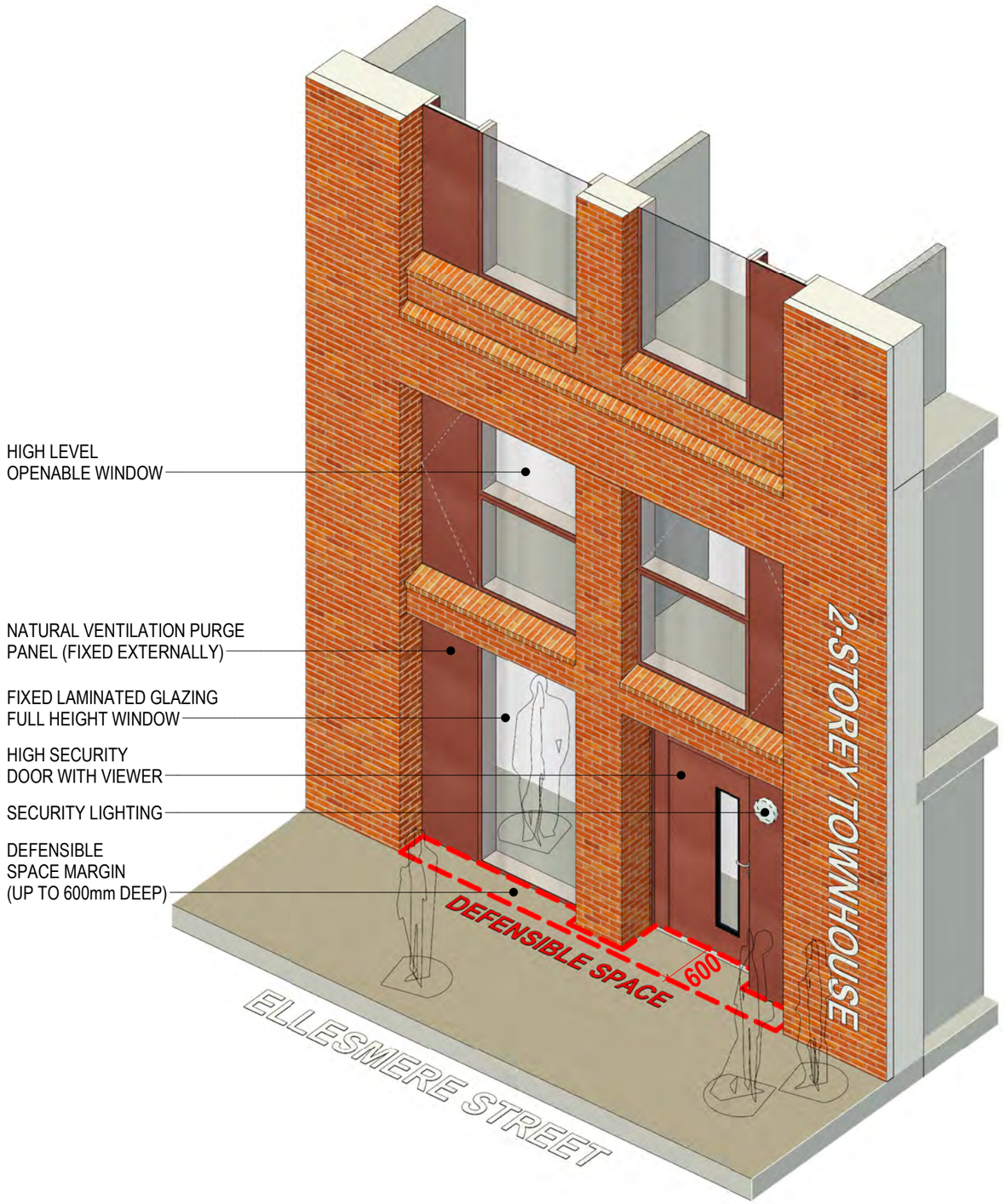
Access to cycle stores are all protected with two lines of access control high security doors and all on-site car parking is secured behind the secure boundary line.

Where the buildings face on to the public realm, defensible space is provided to enhance privacy and discourage unauthorised access. Further details are shown overleaf.

6.5 SECURITY



1. Typical Ground Floor Apartment Facing on to Trentham Street



2. Typical Townhouse Facing on to Ellesmere Street

6.5 SECURITY



View of Block B as viewed from the southwest of the site looking along Ellesmere Street (right) and Trentham Street (Left)

6.5.2 Defensible Space to Public Realm

Two sides of the new building will have residential units which face directly on to the public realm and the privacy and security of these units has been considered in the development of the external facade and landscape design.

Along Trentham Street, full height, high security fixed windows to ground floor apartments look over the pavement. Along this edge of the building there will be a planted margin of defensible space to enhance privacy of internal private space and discourage physical contact with the facade. The street will also be overlooked by residential units on both sides, giving the area a high degree of natural surveillance.

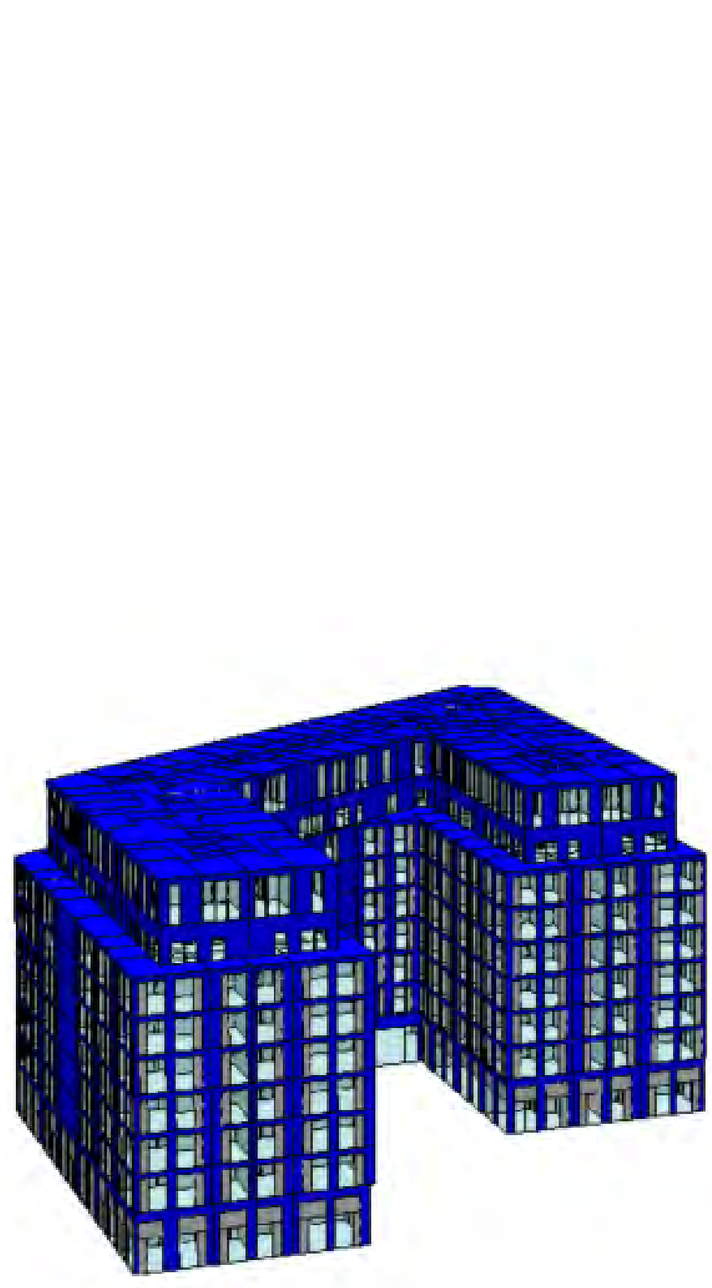
2 storey townhouses are directly accessed from Ellesmere Street on the southern edge of the site with high security front doors. These are set back from the main pavement by 600mm to give defensible space as required by Building Regulations.

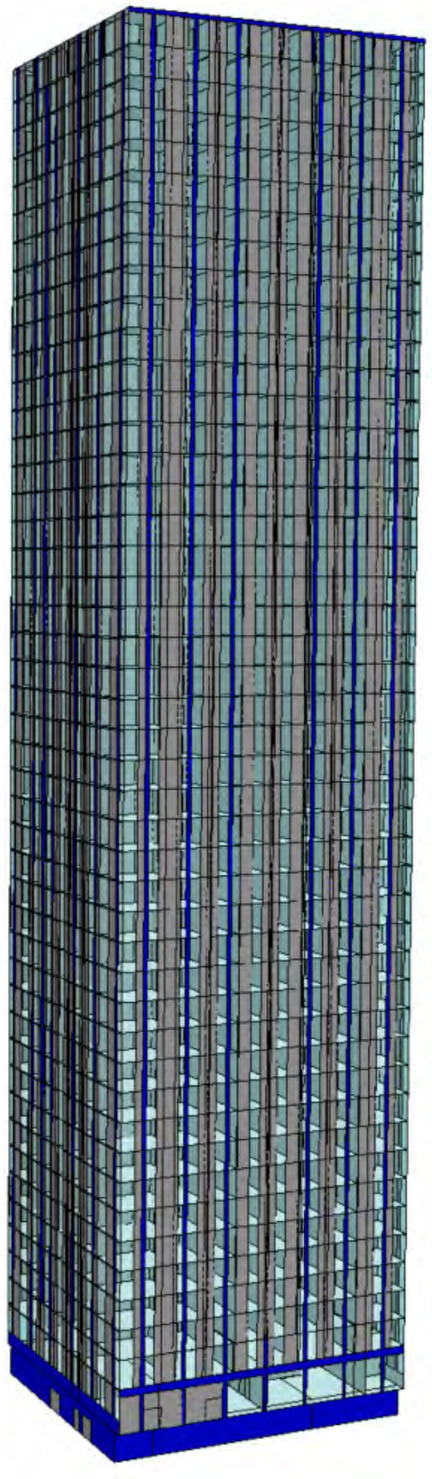
This side of Ellesmere Street has a very defined facade line with limited pavement space for a defensible margin. On that basis, the provision of an additional planted buffer along this edge of the building was not considered suitable in this location. The addition of localised soft landscaping to provide further defensible space would not be in keeping with the rhythm of the building line which presents an almost continuous rigid edge fronting on to the northern side of Ellesmere Street.

To help mitigate the absence of a planted margin along this elevation, full height, high security windows at ground level are fixed and slightly set back from the main facade line to offer a degree of defensible space. High efficacy lighting adjacent to the front door provides a degree of additional safety and security. Furthermore, this part of the street is overlooked by the upper stories of the new building and the existing residential buildings opposite, giving a high potential for natural surveillance.

7.0 SUSTAINABILITY

7.1 SUSTAINABLE DEVELOPMENT





Energy Model Image

7.1.1 Location

Located on the edge of Manchester City Centre and adjacent to the major public transport interchange at Cornbrook Station, these proposals will deliver almost 600 high-quality new homes in a highly sustainable and well-connected location. The site offers convenient access to multiple forms of sustainable transport, minimising the number of trips required by private car. Furthermore, development of the site brings back into use a derelict brownfield site, reducing pressure to develop on greenfield land elsewhere.

The site has let down the appearance of the area for a number of years and quality, high density development here will help sustain and enhance the vitality and environmental quality of the local area.

7.1.2 Lean Building Design

The scheme has been developed with a strong emphasis on architectural quality, performance and function supported by the application of lean design principles. This is demonstrated through an efficient, rationalised design that considers the effective use of resources and thus helps limit associated embodied carbon.

The proposed buildings respond positively to the site's characteristics and surrounding context, providing a rational and efficient layout that optimises habitable space, natural daylight and ventilation, while supporting high standards of residential amenity.

For the tower, Block A, a unitised facade system has been adopted to support efficient installation, improve buildability and reduce construction material waste, while delivering a high-performance building envelope. The window-to-wall ratio has been carefully considered to balance daylight, thermal performance and ventilation through the facade, helping to maintain occupant comfort and operational energy efficiency. The unitised panels have been arranged to create a coherent and refined facade design without relying on excessive material use.

Block B is constructed primarily in clay brickwork to harmonise with its immediate street context. To avoid the brick massing appearing overly dominant, metal facade elements have been focused on the upper areas of the building to break up the overall form. The brick and metal facades have been designed using standard, repeatable components that support material efficiency and internal environmental quality, while creating a contemporary architectural composition that integrates with the surrounding urban context. In addition, on-site renewable energy generation will be provided by solar photovoltaic panels which have been sensitively integrated into the articulated roofscape of Block B.

7.1.3 Energy Efficiency Measures

The scheme incorporates a range of sustainable technologies to achieve the following targets:

• Manchester's Local Development Framework Policies EN 4 and EN 6
- The development achieves a high standard of energy efficiency and makes best use of passive heating and cooling, natural light and natural ventilation.
- A fabric-first approach has been adopted to reduce energy demand and contribute to net-zero ambitions
- The development provides a minimum of 10% of the predicted energy needs from low carbon energy.

• Energy-efficient HVAC equipment, including Air Source Heat Pumps (ASHP), provides effective heating and cooling to mitigate overheating risks.

• EPC 'A-C' Rating.

7.1.4 Energy Strategy/Methodology

The following bullet points outline the proposed design solutions for the proposed development, which will respond to the energy requirements of Manchester Local Development Framework.

• A fabric first approach.

• Air tightness will be prioritised with optimised levels of permeability preventing heat loss via uncontrolled infiltration.

• Good solar control will be provided by the selection of glazing to avoid the risk of overheating during the summer months and increase the solar gains in the winter months.

• Natural daylighting will improve occupant comfort and reduce the requirement for artificial lighting, saving energy.

7.1.5 Energy Efficient Services

The following principles have been used in the development of the building services strategies:

• Mechanical Extract Ventilation (MEV): It is proposed to introduce mechanical extract ventilation (MEV) as an option within the apartments, enabling the removal of contaminants and improving overall energy efficiency.

• Motor Efficiency: All pumps and fans are to be provided with high efficiency motors to reduce energy consumption and energy costs.

• Efficient Lighting Installations: Artificial lighting will be installed that will include the following; Energy efficient LED fittings.

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