STOCKTONS



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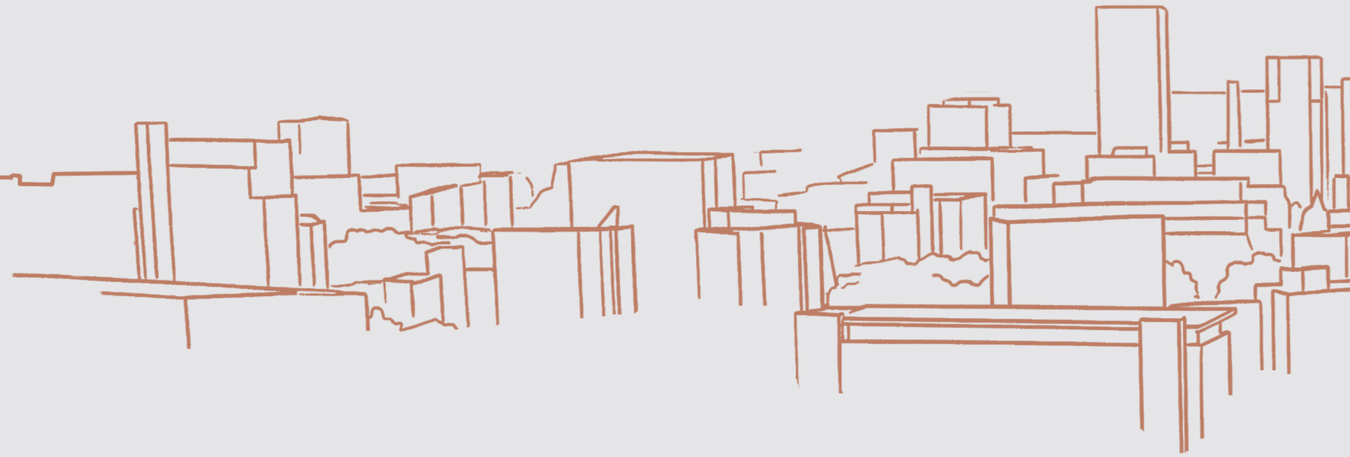
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1.0
INTRODUCTION







View of the development proposal from the corner of Old Mill Street and Great Ancoats looking south west.

1.1 Purpose of Document

This Design and Access Statement has been prepared by SimpsonHaugh, with input from the design team consultants on behalf of the applicant, Liquid Business (Manchester) Limited. The statement explains the design development process and describes the final proposal for the redevelopment of the Stocktons Furniture store site.

The document has been prepared in support of the live planning application and reflects the changes proposed to the scheme for the purposes of its onward determination. It replaces the previous DAS in its entirety and should therefore be read as a wholesale update to the document, rather than as an addendum.

For the purpose of this statement Liquid Business (Manchester) Limited are referred to as the 'Applicant'

This document should be read in conjunction with the application drawings and other material submitted in support of the planning application.

1.2 Document Structure

This document has been prepared to describe the keys stages of the design process which identifies the four key stages required to form part of the planning submission. These are Assessment, Involvement, Evaluation and Design.

› Chapter 2.0 presents the planning context of the proposals, analysis of the site including location, description of the existing buildings on the site, adjacent buildings and land use, the character of the local area, movement and environmental issues.

This section demonstrates the analysis of the site and its surrounding context that have been carried out and used to inform the proposals and will cover the 'Assessment' stage.

› Chapter 3.0 demonstrates which groups of people have been consulted during the development of the scheme and will cover the 'Involvement' stage.

› Chapter 4.0 illustrates the options that have been developed for the site which take into account issues raised in the 'Assessment' stage and how it evolved through the involvement of those consulted in the proposals.

The following chapters form the 'Design' stage, they explain the thinking behind the final scheme as it is presented in the Planning Application:

› Chapter 5.0: Design
› Chapter 6.0: Landscape & Public Realm
› Chapter 7.0: Access
› Chapter 8.0: Technical Analysis

1.3 Executive Summary

SimpsonHaugh was appointed in 2022 by Liquid Business (Manchester) Limited to realise the potential for the development of this prominent site situated along Great Ancoats Street. The site is home to the Stocktons Furniture store that was established in 1953 by Reg and Maureen Stockton on the corner of Oxford Street and Chepstow Street in Manchester before moving to its current home on the corner of Ducie Street and Great Ancoats Street. The site currently houses a 40,000 sqft showroom and parking facilities.

The planning application relates to the redevelopment of the Stocktons site and covers an area of 0.991 acres. The site is bounded by Great Ancoats, Store Street, Ducie Street, the Presbar Diecasting Foundry and is located in Manchester City centres fringe, close to the Northern Quarter, Ancoats and New Islington.

'Full planning permission for the demolition of existing buildings and erection of 2no. new buildings providing up to 723 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works'

The proposed development features two towers and a new public space that will link into the future surrounding developments.

› Building A: Ground floor + 44 storeys
› Building B: Ground floor + 24 storeys

Building A will be for residential use only with a total of 523 apartments, amenity, co-working spaces and a cafe/bakery. Building B will be mixed-use with over 40,000sqft of dedicated co-working space for the first four floors and 21 storeys of residential above providing a total of 200 apartments and amenity.

A new landscaped public space will occupy 55% of the total site area and will 'stitch' the two towers together through a patchwork of accessible ramps, steps, seating, flower beds and trees. At ground floor both buildings have predominantly active frontages that are highly transparent to create a visual link with the new park and the surrounding context.

Landscape levels have been optimised across the site for accessibility and cycling with both buildings providing ease of access for cycle storage. Building A will have a ramped access to basement level 01 directly off Store Street while building B will have a dedicated lift.

The location of the Stocktons site is ideal for residential and commercial use and will provide good links to the vibrant cultural and commercial activity of the city centre and to neighbouring areas such as Ancoats. The site is within easy walking distance of the central retail and commercial districts of Manchester City centre and within a 5 minute walk from Piccadilly Station.

1.4 The Applicant

Liquid Business (Manchester) Limited specialises in investing in and supporting businesses across a range of sectors. With extensive experience in retail, renewable energy, property and finance, Daniel Green has built a strong reputation for helping companies grow and succeed.

Daniel Green has set up and sold numerous successful businesses, including the Brand Centre, a designer retailer sold to Moss Bros Group, and his retail kiosk business, which was sold to Sky plc for over £25 million. He also founded renewable energy businesses including HomeSun Ltd, a solar residential , which he sold to Aviva Investors for £100 million and Electron Green which delivers renewables for commercial buildings across Europe.

Through Liquid Business (Manchester) Limited, he continues to leverage his expertise to support entrepreneurs and businesses in securing the capital necessary to scale and thrive.

1.5 JV Partner

Since the Planning Committee meeting of January 2026, the applicant has entered into a Joint Venture with Relentless Developments to deliver the development.

Relentless Developments is a Manchester-based property developer with a proven track record of delivering complex, high-quality developments across the North West. Co-founded in 2015 by Gary Neville and Anthony Kilbride, the business combines extensive expertise in land acquisition, planning, development management and project delivery, supported by an experienced in-house team and a wider network of project management, planning and cost consultancy specialists. Collectively, the team has delivered schemes across multiple sectors and has extensive experience in bringing challenging urban regeneration projects from concept through planning and into successful delivery.

Relentless has demonstrated its ability to deliver significant developments through landmark projects such as St Michael's, one of Manchester's most prominent mixed-use regeneration schemes. Phase 1 was successfully completed in 2025, delivering 205,000 sq ft of Grade A office accommodation and achieving full pre-letting prior to completion, whilst being delivered on programme and within budget. The development has received multiple industry awards and attracted a strong occupier and investor profile. Building on this success, Relentless is now delivering St Michael's Phase 2, a major mixed-use development comprising a hotel, branded residences, office accommodation and public amenity spaces, backed by a £240 million debt facility and scheduled for completion in 2027.

In addition to completed and live developments, Relentless is actively progressing a number of strategic city-centre regeneration projects, including the Kendals project on Deansgate, where it has been appointed by Investec to lead development management of a major mixed-phase commercial scheme, together with the St Mary's Parsonage developments, which will deliver high-quality hospitality, residential and commercial uses. These projects demonstrate Relentless' ability to structure partnerships, secure investment, navigate complex planning requirements and deliver transformative developments that create lasting economic and social value.

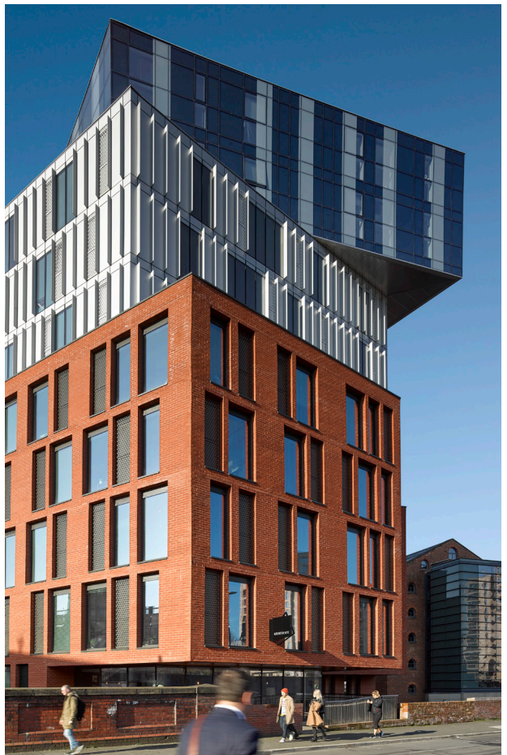
Relentless bring the local experience and expertise in order to deliver the development in full over the next five years. This additional certainty is of critical importance given the profile and prominence of the site as a strategic component of an area set to undergo significant change over the next five to ten years, including through the development of the wider East Village Central site and the Government's Digital Campus on the opposite side of Great Ancoats Street.

Relentless is fully committed to the development and is in active discussion with funders to deliver the proposal from 2027.

1.6 The Team

In developing the proposals, the Applicant has collaborated with a wide range of highly skilled specialist consultants with extensive experience in designing and delivering schemes of equal scale and complexity in city centres and other similar urban contexts.

Applicant	Liquid Business (Manchester) Limited
Architect	SimpsonHaugh
Project Manager / Cost Consultant	Artal
Landscape Architect	re-form
Structural Engineer	Renaissance
MEP Engineer	Futurserv
Fire Engineer	Design Fire Consultants
Planning Consultant + EIA	Turley
Heritage + Townscape Consultant	Heritage Architecture
Sunlight/Daylight ROL Consultant	GIA
Wind Consultant	Architectural Aero



Burlington House



Port Street



Laystall Street



Victoria House

1.7 The Architect

SimpsonHaugh was founded in Manchester in 1987 by Ian Simpson and Rachel Haugh and has since compiled an impressive and diverse portfolio of award-winning projects.

The practice originated from a shared belief in the power of high-quality design to lead the regeneration of post-industrial cities and initiate new contemporary architectural identities. As the practice has grown, these original values have matured and been reinforced such that they remain the practice's guiding principles.

The underlying themes of urban renewal, sustainability and design excellence unite an otherwise diverse range of building functions and solutions. Similarly, the completed work demonstrates that the practice's regeneration objectives are equally valid whether applied to new buildings or to existing historic structures.

An objective common to the majority of the practice's work is the need to improve the public perception of a site or its wider environment. In some instances, its projects have been a catalyst for regeneration, while in others they have reinforced existing on-going initiatives. Much of the work has involved new uses for sites in post-industrial cities and solutions have comprised contemporary designs that are derived from the cultural values of the existing urban fabric.

SimpsonHaugh have over 35 years' experience of working with various councils and other stakeholders to deliver new development frameworks, masterplans and regeneration strategies for many towns and cities across the UK.

2.0
THE SITE & CONTEXT





2.1 Site Location

THE EXISTING SITE

The site sits in the north eastern part of the Piccadilly HS2 strategic regeneration framework (SRF), bounded by Ducie Street to the north west, Store Street to the south east and fronting onto Great Ancoats Street. Whilst considerable progress has been made in redeveloping the area a significant proportion of Piccadilly Basin is used as surface level car parking which although unattractive in appearance has the benefit of being readily available for development.

Presbar Diecastings, a former Diecasting Foundry abuts the Stocktons furniture store. The former Foundry currently has a 'meanwhile use' permission for the site to be used as an F&B venture and has been rebranded as The Foundry, featuring retail, a beer hall and a bakery.

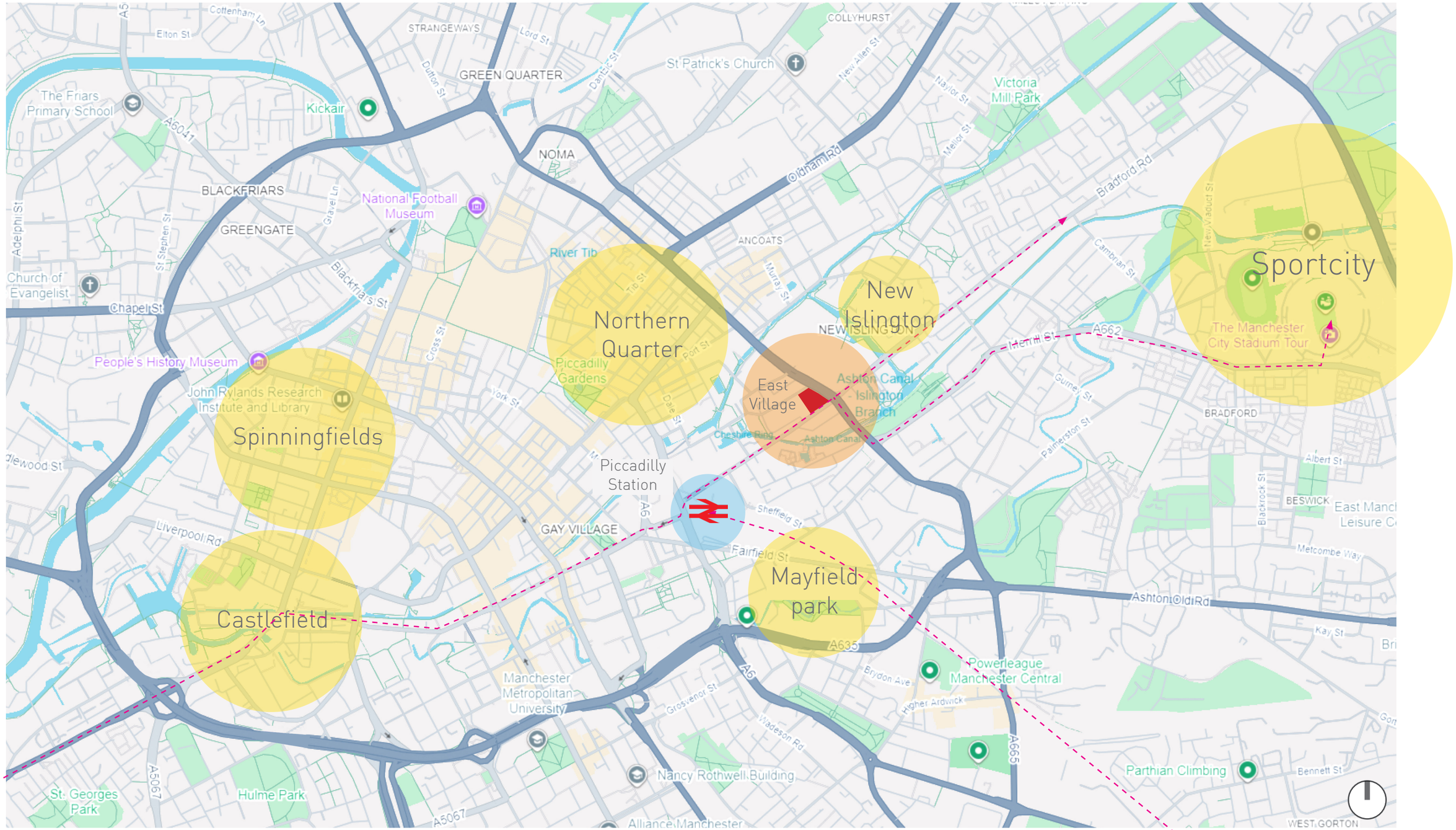
The Stocktons site forms part of the East Village Central SRF, one of the eleven SRFs that make up the overarching Piccadilly SRF masterplan. The East Village Central SRF is comprised of both the Stocktons Furniture Store and the Presbar Diecasting Foundry. The East Village Central SRF was updated in June 2025 with updates focussing on the Presbar Diecast Foundry site.

The site sits within walking distance to both the Ancoats and Stevenson Square conservation areas and is also close to a number of listed buildings. In additional, there are also existing residential communities located in the Ancoats, Northern Quarter, Piccadilly and New Islington. Sited on the ring road which forms a key route through to the city centre.



Aerial view of the Stocktons Furniture site as existing.

2.2 City Context



Map of key development areas across Manchester city, illustrating their proximity to the development site.

2.2 City Context

THE RING ROAD

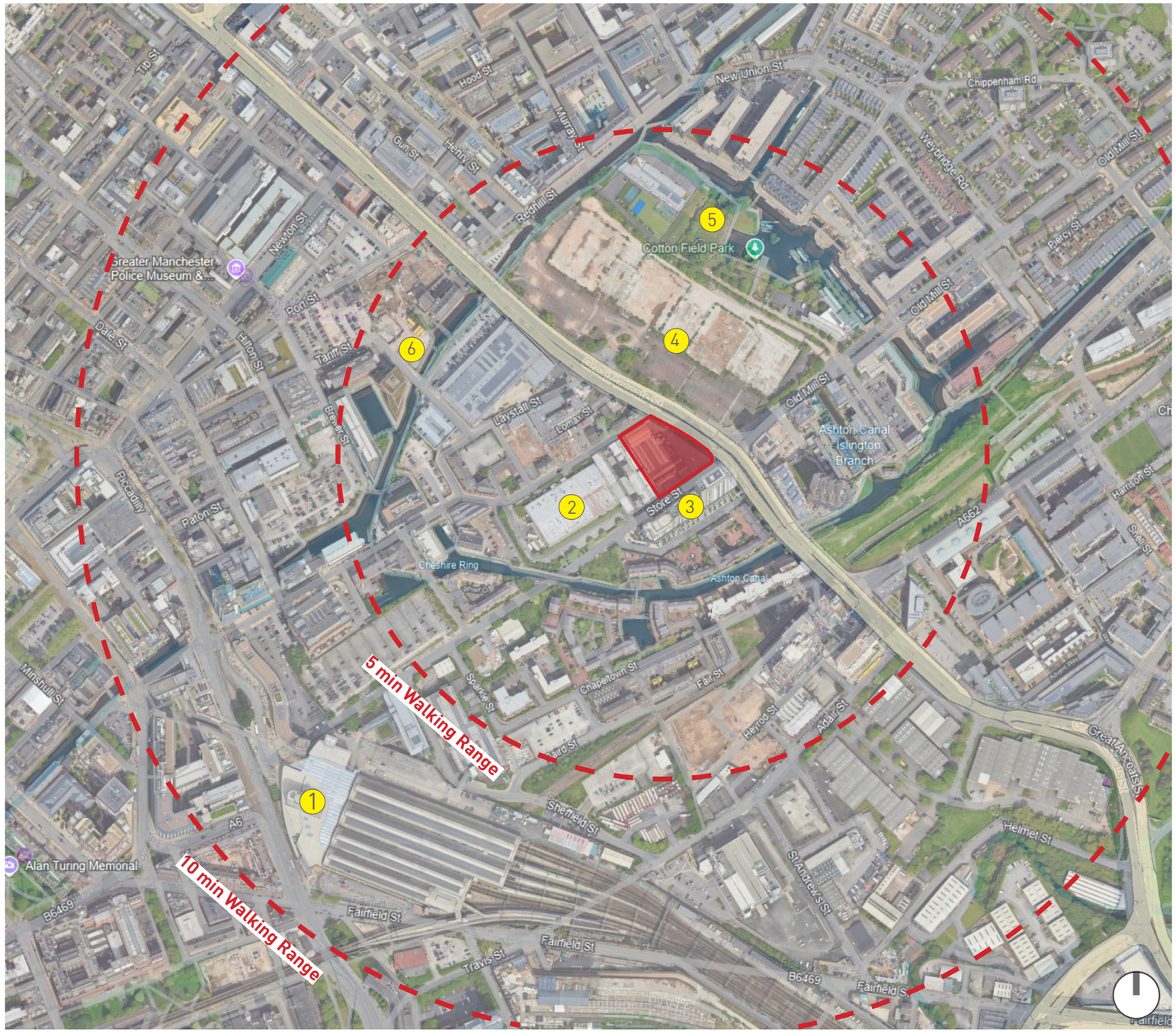
The site fronts Great Ancoats Street that forms a section of the Ring Road that encircles central Manchester city. The ring road will connect the new Stocktons development to other surrounding developments across Manchester city from Mayfield and the newly opened Mayfield Park to the Great Jackson Street development, Circle Square and the recently completed First Street Phase 1.

As well as being strategically located and well connected into Manchester city via the ring road it also sits on a key arterial road, Store Street. Store street provides a direct route from Piccadilly Station to Sportcity and the Etihad Stadium.



Map of The Ring Road illustrating developments along its route.

2.3 Local Context



Map of the local context illustrating walking distances from the site and nearby developments.

2.3.1 CONNECTIVITY AND SURROUNDING AREAS

The site is in walking distance of Piccadilly Station and key surrounding areas such as Cotton Field Park, Mayfield Park, the future Digital Campus and Central Retail Park (CRP) development that will connect into the Stocktons site. The site is surrounded by an extensive canal network with sections that have recently been developed creating new public spaces and walkable routes such as Tariff Street and Redhill Canal.

Oxygen, a recently completed residential building sits across from the site on Store Street to the south east. At 33 storeys and 110m it is the tallest building in the area.

1. Piccadilly Station
2. Presbar Diecasting
3. Oxygen
4. Proposed Central Retail Park (CRP)/Digital Campus
5. Cotton Field Park
6. Tariff Street + Redhill Canal

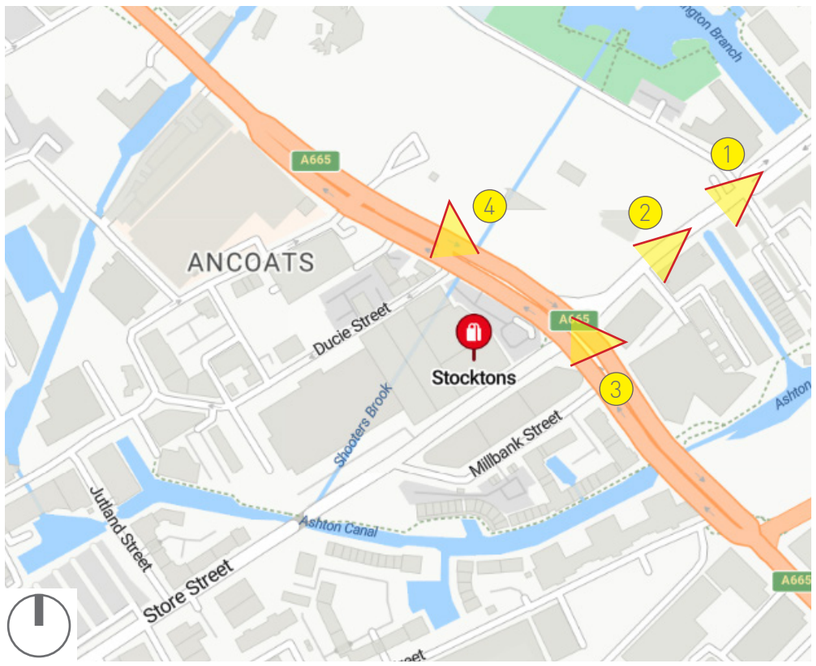
2.3 Local Context

2.3.2 KEY ROUTES LEADING TO THE SITE

The Stocktons furniture store fronts Great Ancoats Street, a very busy dual carriageway that forms part of the Ring Road encircling Manchester city centre. This section of the road has exposed pavements either side creating an environment that favours cars instead of pedestrians with very few trees. To the north of the site, New Islington, Cotton Field Park, nearby areas are starting to be developed with new residential buildings and enhancements to the public realm. The following images give an impression of the routes leading to Great Ancoats Street in the direction of the Stocktons furniture site.

1. Old Mill Street - View 01
2. Old Mill Street - View 02 - Approaching Great Ancoats Street
3. Great Ancoats Street crossroads with Mill Street and Store Street
4. Corner of Great Ancoats and Ducie Street

View Key























5 View from Store Street of the existing Stocktons furniture store

6 Entrance to Stocktons furniture store from the carpark

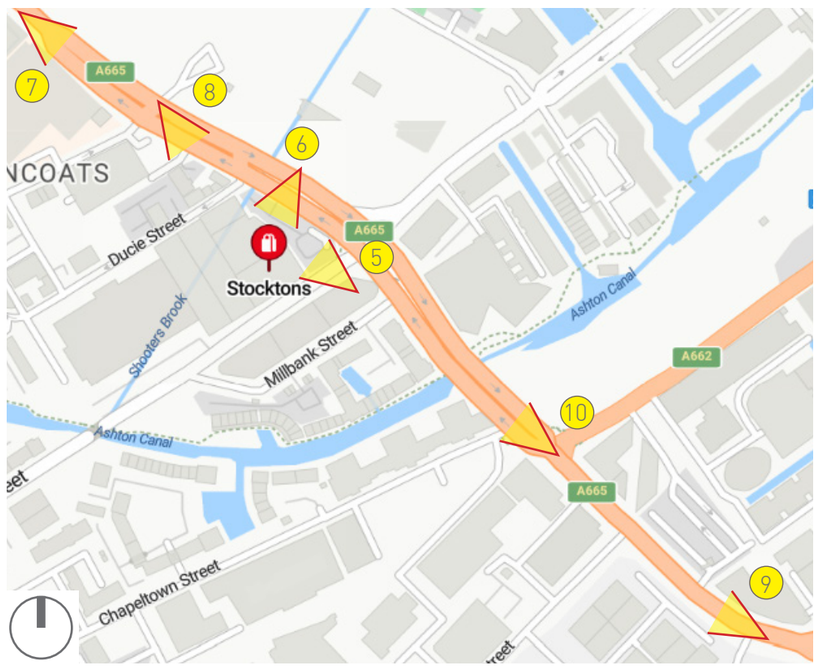
7 View from Great Ancoats Street looking east towards Stocktons

8 View from Great Ancoats Street looking east towards Stocktons

9 View from Great Ancoats Street looking west towards Stocktons

10 View from Great Ancoats Street looking west towards Stocktons

View Key



2.3 Local Context

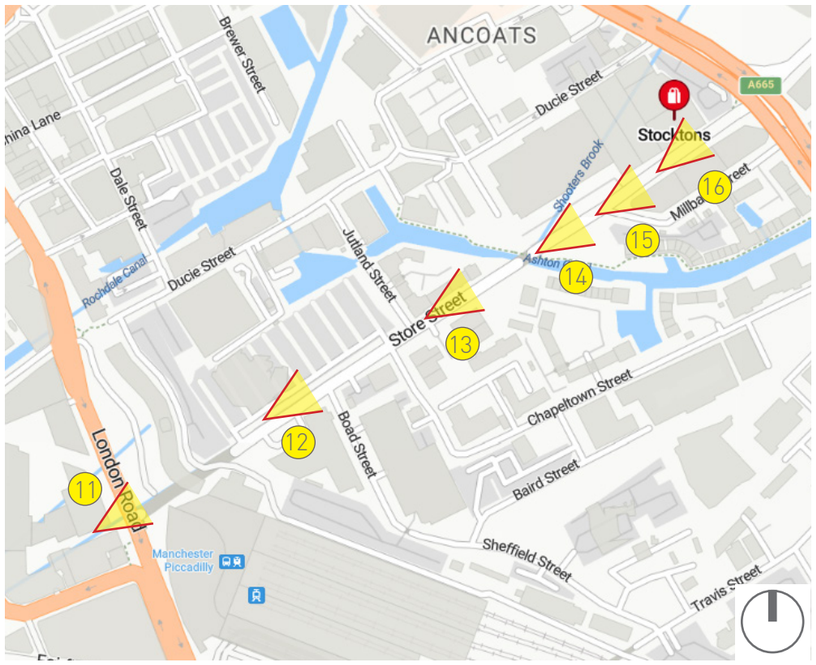
2.3.3 STORE STREET

Store Street connects the A6 London Road (via a tunnel beneath Piccadilly Station) to Great Ancoats Street. Store Street is seen as a key pedestrian/vehicular route from Piccadilly to Ancoats and beyond. This route will become increasingly important with the development of the Coop Live Arena and the Etihad Stadium. Despite this, there is a limited amount of active frontage along Store Street or the adjoining roads.

In addition to the now-completed Oxygen Tower, a number of residential developments along Store Street have recently been approved by Manchester City Council planning authority. This includes the "M1 Piccadilly" scheme, a 15-storey residential proposal and Sparkle Street, a 27 and 28 storey residential scheme.

The Stocktons site occupies a 70m long section of Store Street that runs parallel to the Oxygen Tower. The Street slopes up steeply with a change in level of 2.5m. The Oxygen Tower across from the site has provided enhancements to the public realm in the form of 'widening the pavement' and the introduction of raised planters and trees. Recently approved schemes will provide further enhancements along its length.

View Key





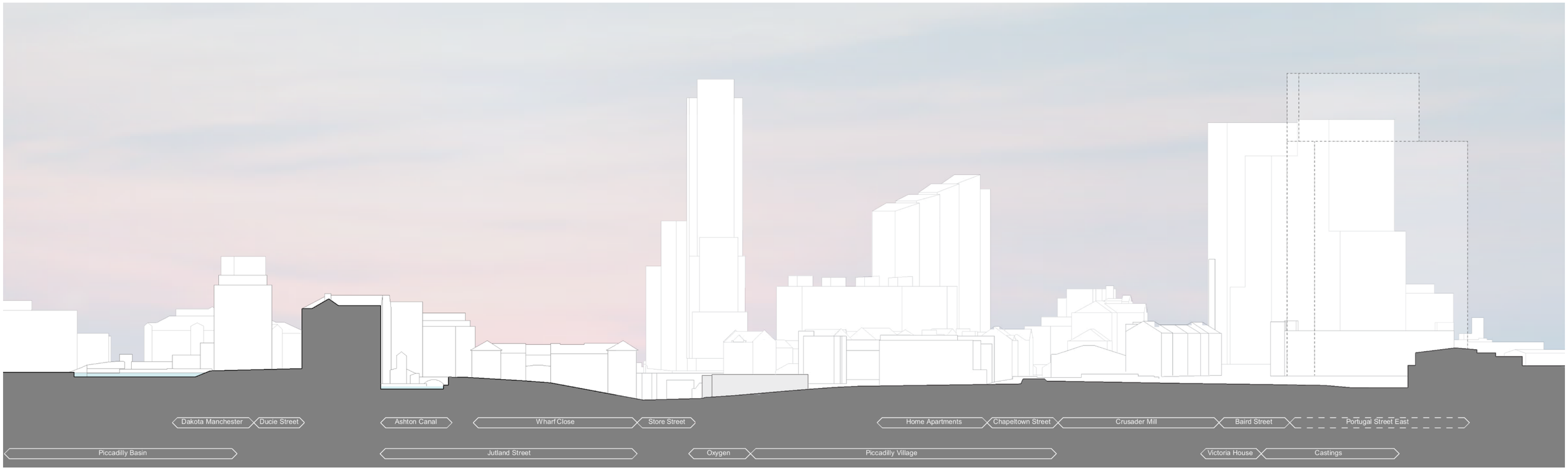




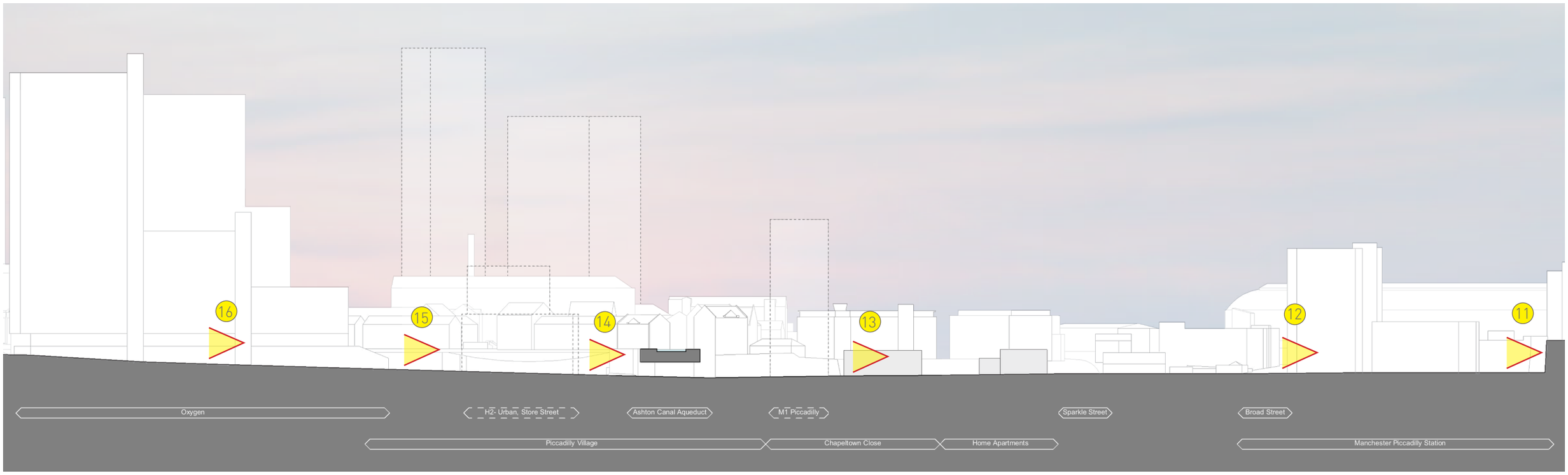








Section AA - Cutting across Store Street looking north west



Section AA - Cutting through Store Street looking west

2.4 History, Heritage & Character

2.4.1 HISTORIC SITE DEVELOPMENT

To the North of the Stocktons site is Ancoats, a cradle of the Industrial Revolution, was first recorded as Elnecot in 1212. However, it wasn't until the 18th Century with the confirmation of the construction of the Rochdale Canal giving industrialists confidence in building mills to transport raw materials and finished goods with ease, that the first mills were built in Ancoats.

After the opening of the Rochdale Canal in 1804, the development of mills continued on a much larger scale. Ancoats grew rapidly to become both an important industrial area and a densely populated urban area, becoming the most populated district in Manchester by 1815.

The area experienced significant economic decline and consequent depopulation from the 1930s onwards, largely due to the slump in the cotton industry. This economic decline accelerated in the post-war period and during the slum clearances of the 1960s. The mills, attracting decreasing rents, fell into disrepair as the area became run down and notorious for deprivation and crime.

Since the 1990s the area has been recognised for its industrial heritage, which alongside its proximity to Manchester city centre has led to significant regeneration of the area, including projects such as Avro, Urban Exchange and Burlington House. Developments include conversion and re-habitation of many mill buildings, notably McConnel's Mills on Redhill Street and the adjacent Murrays' Mill, alongside proliferating new development.

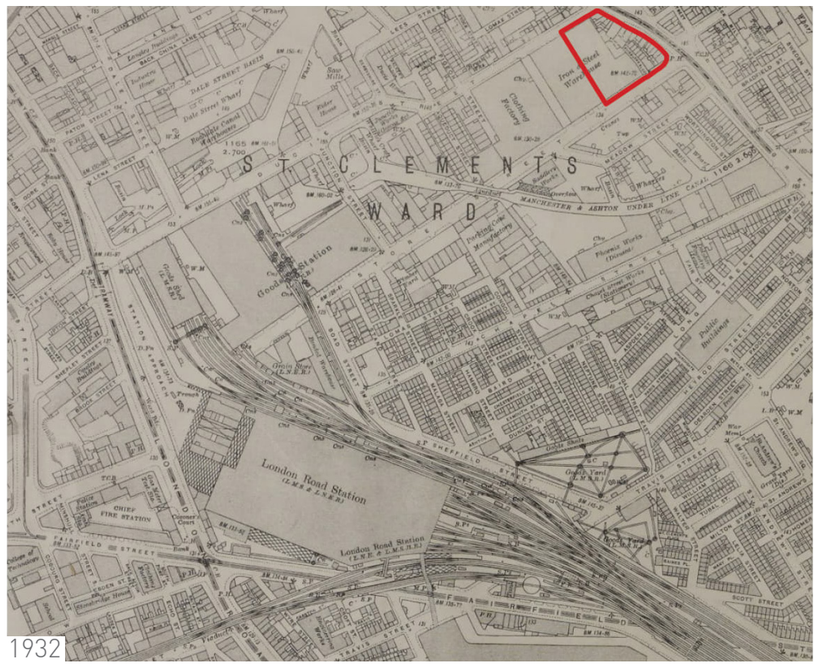
The Stocktons site itself is a former industrial site, records show that in 1845, and further named on a map dating back to 1849, there used to be a rectangular complex of buildings arranged around a central courtyard known as the 'Vulcan Iron Works'. By 1888 the yard had been in-filled and the site was named as a disused foundry. Further alterations had taken place by 1905.

A historical map dating back to 1794 illustrates a Brook that appears to have run from the north of Manchester through a series of grammar schools, through the Stocktons site and across Store Street to the south west. The Brook does not appear to feature in later maps dating back to 1848 straight through to 1932.









Historic maps illustrating the evolution of the context surrounding the development site

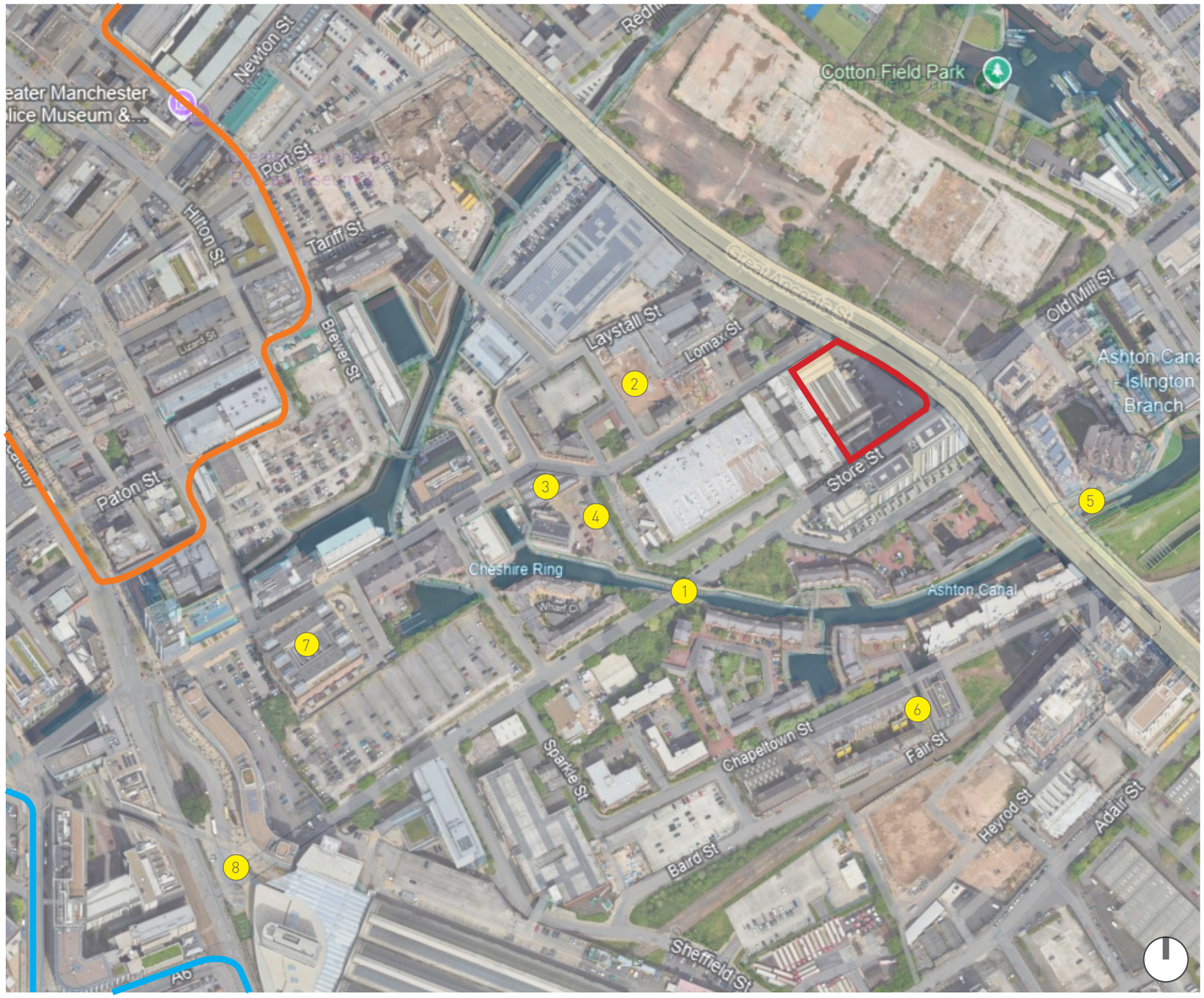
2.4 History, Heritage & Character

2.4.2 LOCAL BUILDINGS OF HISTORICAL SIGNIFICANCE

The site is not located within a conservation area. The Whitworth Street Conservation Area boundary is located to the southwest of the site. The Stevenson Square Conservation area is located to the northwest of the site.

There is a significant distance between the site and these two areas which means that neither are likely to be significantly impacted by any proposal.

However, there are a number of railway/warehouse buildings that remain, with many of these now being listed. These include:



Map illustrating nearby conservation areas and listed buildings

Stevenson Square Conservation area

Whitworth Street Conservation area

Grade II* Listed

1. Store Street Aqueduct

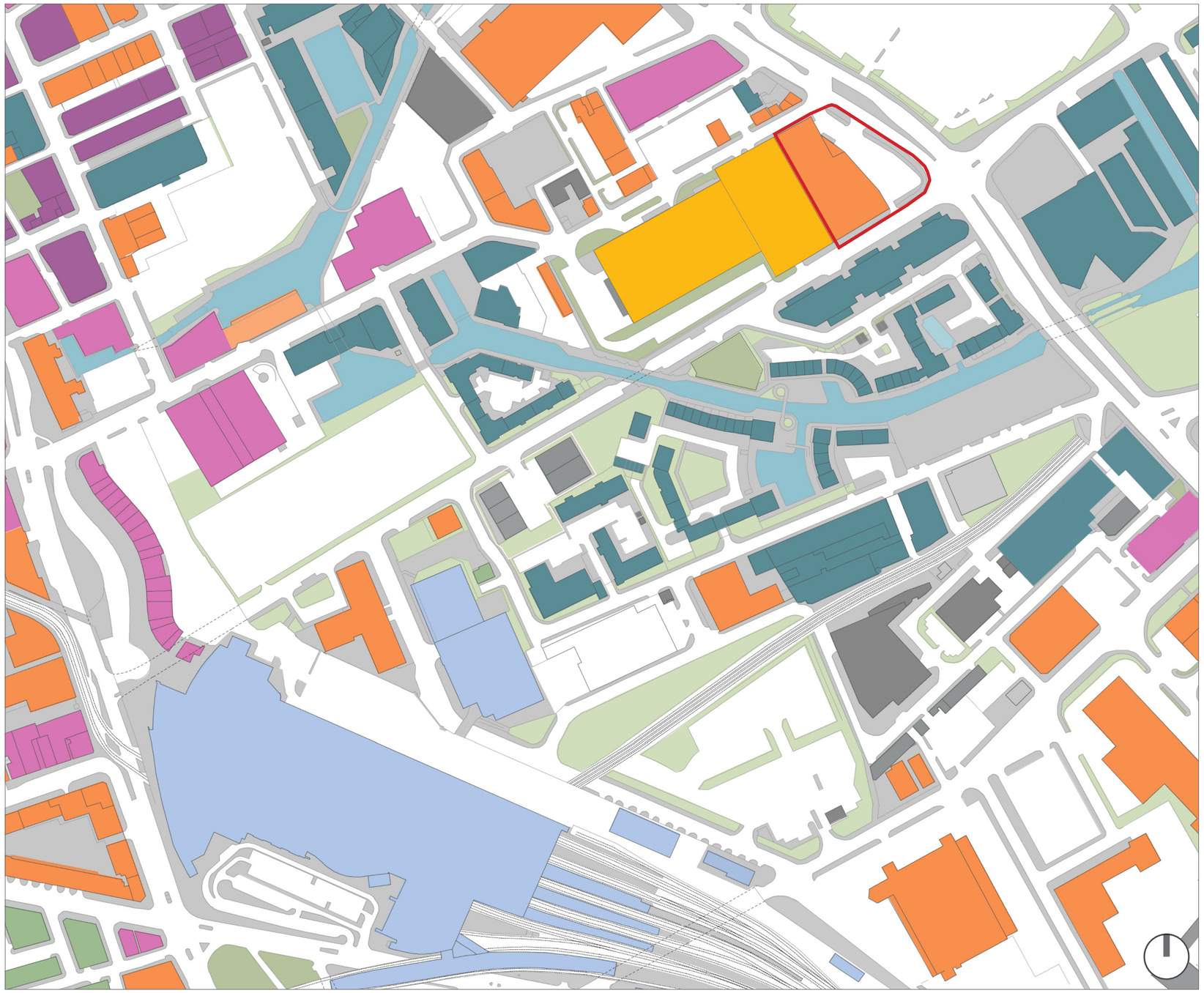
Grade II Listed

2. 32 + 34 Laystall Street
3. Former Junction Works at Paradise Wharf
4. Stable Block to South East of Junction Works at Paradise Wharf
5. Ashton Canal Lock Number 1 Immediately East of Great Ancoats Street
6. Crusader Works
7. London Warehouse, Ducie Street
8. Piccadilly Station

2.5 Land Use

The Piccadilly area has a mix of existing typologies from light industrial, community and social uses to predominantly commercial and residential.

The Stocktons Furniture site was used for light industry for many years before changing to commercial/retail. Presbar Diecasting recently changed to a meanwhile-use for F&B / entertainment opening in 2023 and being granted a permanent status in May 2025.



Map illustrating the land uses

2.6 Neighbouring Building Heights



Map illustrating building heights

Buildings in the immediate vicinity of the site are mostly medium to low rise density with single storey light industrial and commercial units sitting alongside residential schemes typically around 5 storeys in height. This in contrast to the city centre, including parts of the Northern Quarter, which can be seen to the north west of the site.

Following an aspiration of Manchester City Council to increase density around key sites like Piccadilly Station, a number of high-density residential and hotel schemes have been constructed. Directly to the south east of the site, the Oxygen building at 33 storeys and Victoria House at 25 storeys have been recently completed. A large proportion of the buildings being constructed and currently in consultation in the Piccadilly Ward are for residential use, replacing many of the existing light industrial buildings.

The need for more homes within Manchester city centre mean areas such as this, with key public transport connections within walking distance, are seen as an opportunity to meet the demand while also being sustainable in not relying on the use of cars. With the amenities and employment opportunities of the city centre also within walking distance, it is foreseen that most residents would not require a vehicle on a daily basis.

For those who do require a car, several surface car parks or vehicle rental schemes exist in the area. There is also on-street car parking directly outside the site, along Store Street and Ducie Street.

- 1-7 Storeys
- 8-12 Storeys
- 13-20 Storeys
- Over 20 Storeys

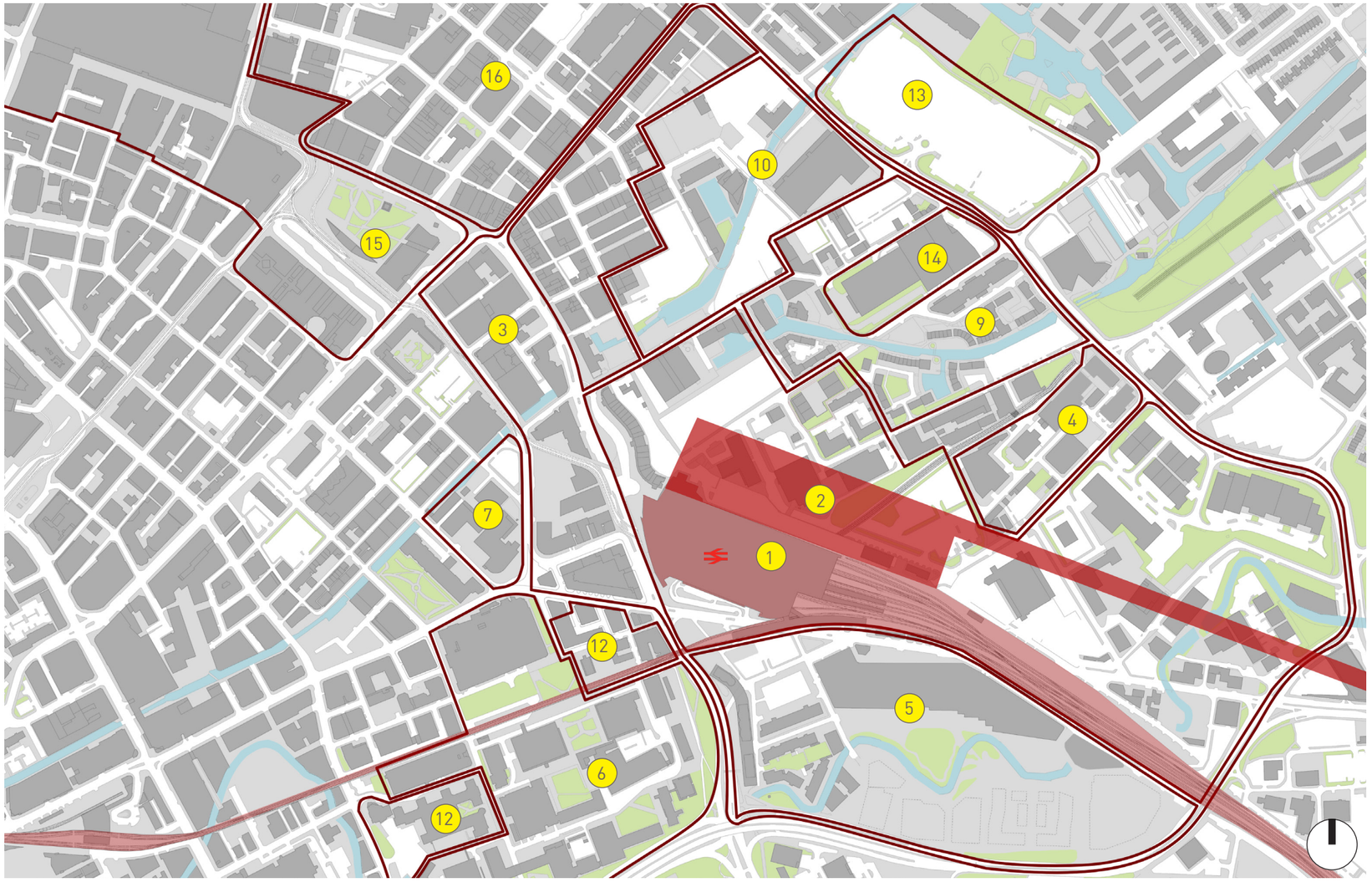
2.7 Piccadilly SRF

Areas in close proximity to Piccadilly Station have been identified by Manchester City Council as a priority for regeneration with significant potential for development. This is embedded into local planning policy and the area has been subject to successive Strategic Regeneration Frameworks (SRFs), which over a number of years have identified and developed the strategy for capitalising on the, once-in-a-generation, opportunity that exists for transformation aligned to major infrastructure delivery through HS2 and associated expansion / improvements to Piccadilly Station. The Piccadilly Strategic Regeneration Framework envisages Piccadilly Central as a medium to high density area, commensurate with other major regeneration areas in the city centre, together with a mix of residential and commercial uses to form a sustainable pattern of development that capitalises on the accessible nature of the site.

Whilst HS2 Phase 2a and 2b proposals were cancelled by Central Government on the 4th of October 2023, the proposals were replaced by an ambition to deliver "Network North", which seeks to ensure that rail, roads and buses benefit from £36 billion in transport improvements, unlocking potential faster in northern towns, cities and rural areas. A further £12bn has been set aside to deliver fast links between Liverpool and Manchester as part of the proposals. This seeks to redirect money from HS2 to specific transport projects in the north to improve connectivity between a variety of different northern towns and cities.

On this basis, there is still a significant opportunity for redevelopment proposals to come forward in the Manchester Piccadilly Strategic Regeneration Framework area and in line with the principles set out in that document. Fundamentally, these proposals align with the ambition to maximise density of development in an around key transport hubs within the city region to capitalise on their inherent sustainable location and to accord with Manchester's strategic priorities, planning policies and other material considerations, including the Manchester Piccadilly SRF (2018).

The Stocktons site sits within the East Village Central SRF (covered in section 2.8) and will form a key component of the Piccadilly SRF vision.



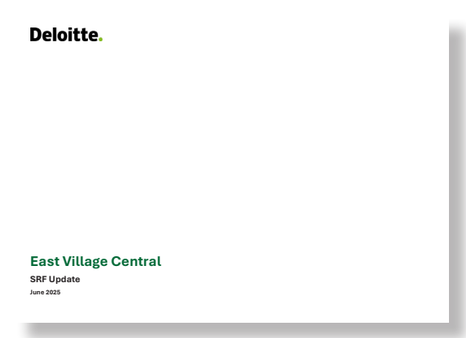
1. Existing Piccadilly Station
2. HS2
3. Manchester Piccadilly SRF
4. Portugal Street East SRF
5. Mayfield SRF
6. North Campus SRF
7. Aytoun Street SRF
8. Piccadilly Central
9. East Village Neighbourhood
10. Piccadilly Basin SRF
11. Piccadilly North Neighbourhood
12. Charles Street / Granby Row Framework
13. Central Retail Park Framework
14. East Village Central Framework
15. Retail Core Regeneration Area
16. Northern Quarter Regeneration Area



Manchester Piccadilly Strategic regeneration framework focuses on the regeneration of the area with previous HS2 involvement.



East Village Central SRF (2022) focuses on the regeneration of the North East area of the Manchester Piccadilly SRF.



East Village Central SRF Update (2025) focuses on the regeneration of the Presbar Diecast area of the Manchester Piccadilly SRF.

2.8 East Village Central SRF

EAST VILLAGE CENTRAL DEVELOPMENT FRAMEWORK

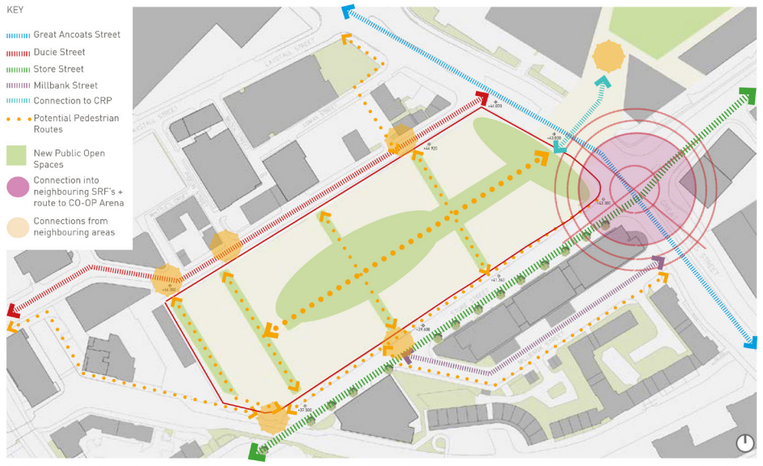
The East Village Strategic Regeneration Framework was adopted by Manchester City Council in 2023 for the regeneration of the site at Stocktons Furniture and Presbar Diecasting. The framework aims to turn 30-40% of the combined area of both sites into public space in the form of green spaces, enhanced animated frontages and publicly open accessible routes through the site linking Store Street, Ducie Street, Store Street Aqueduct and the Ashton Canal Tow Path.

The new publicly accessible open spaces will form the heart of the development and will connect through to future developments along Old Mill Street and the CRP/ Digital Campus redevelopment.

The site has the potential to create 3,000 jobs and will see a mixed-use development of 50% residential and 50% commercial uses.

The SRF is broken down into 7 individual plots of land within the overall site, all with varying heights grading from 5-8 storeys adjacent to the Ashton Canal increasing in height to 40-45 storeys on the corner of Great Ancoats Street and Store Street. It is envisaged that the grading of height from the south west corner will reconcile the existing low rise housing while also addressing the need for a landmark tower on the opposite corner of Great Ancoats Street and Store Street.

PARAMETER 1: MOVEMENT, NODES, CONNECTIONS & PUBLIC REALM




High quality landscaped open space


Tree-lined public routes



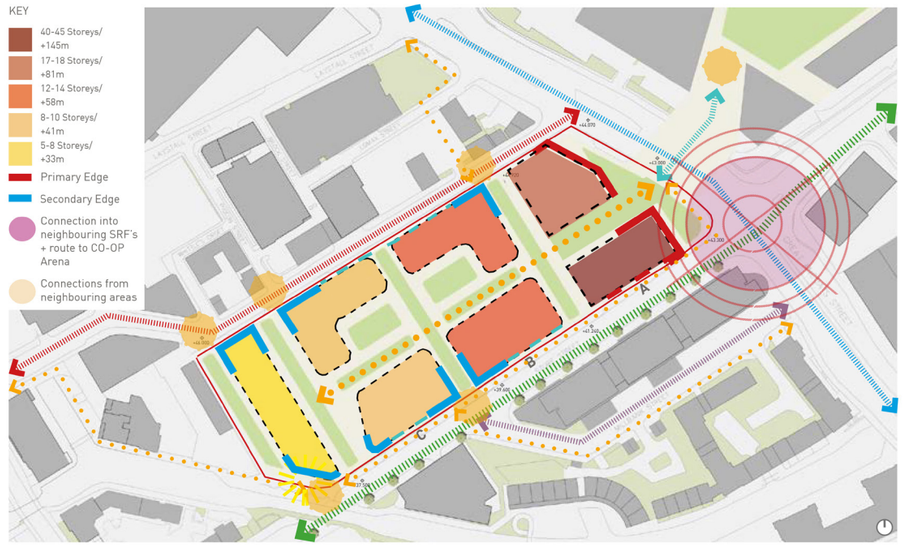
Fig 5.1 Above: Zonal plan of the site identifying the parameters for primary & secondary movement, key nodes and connections and possible locations for key public realm spaces.

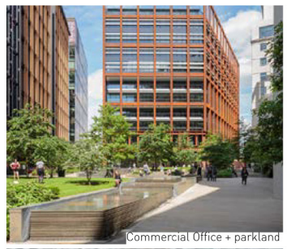
Key Points

- **New publicly accessible pedestrian routes and open**
- **of the site into a series of smaller development plots**
- **Routes to be located to form 'connections' to neighb**
- **development embracing public realm within and out**
- **New publicly accessible open spaces to be provided**
- **New publicly accessible open space will support the**
- **Store Street/New Mill Road.**
- **Between 30%-40% of the site area at ground level is**

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PARAMETER 2: ILLUSTRATIVE BUILDING FORMS, HEIGHTS & STREET FRONTAGES




Commercial Office + parkland


Mixed-use + Active frontages


Residential + Active frontages

Fig 5.3 Above: Zonal plan of the site identifying the location of the possible building forms and an indication of the appropriate height and hierarchy of street edges

Fig 5.4 Above: Reference images
Images sourced from Google Images

Key Points

- **Land-use across the mixed-use development to achieve an approximate 50:50 split between residential and commercial uses, 30-40% anticipated to be given over to public realm.**
- **A series of primary and secondary edges will reinforce the definition of new routes and 'node' points.**
- **Ground floor uses will be optimised to ensure a maximum quantum of active frontages to support the definition of both street and open public space edges.**
- **The scale steps up from the south west and the heights of the Manchester Piccadilly SRF to a highpoint around the new nodal point at the junction of Great Ancoats Street + Store Street/New Mill Road. The upper limits will not exceed 45 storeys.**

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Pages extracted from the East Village Central Development Framework.

2.8.1 East Village Central SRF Update

EAST VILLAGE CENTRAL DEVELOPMENT FRAMEWORK UPDATE 2025

The East Village Strategic Regeneration Framework was updated in October 2025 and was adopted by Manchester City Council for the regeneration of the site at Stocktons Furniture and Presbar Diecasting. The update respected the principles established in the 2022 SRF for the Stocktons site but focused on the Presbar Diecast site and made the a series of 'refined proposals' to the parameters for development within the Framework, based on 5 key objectives:

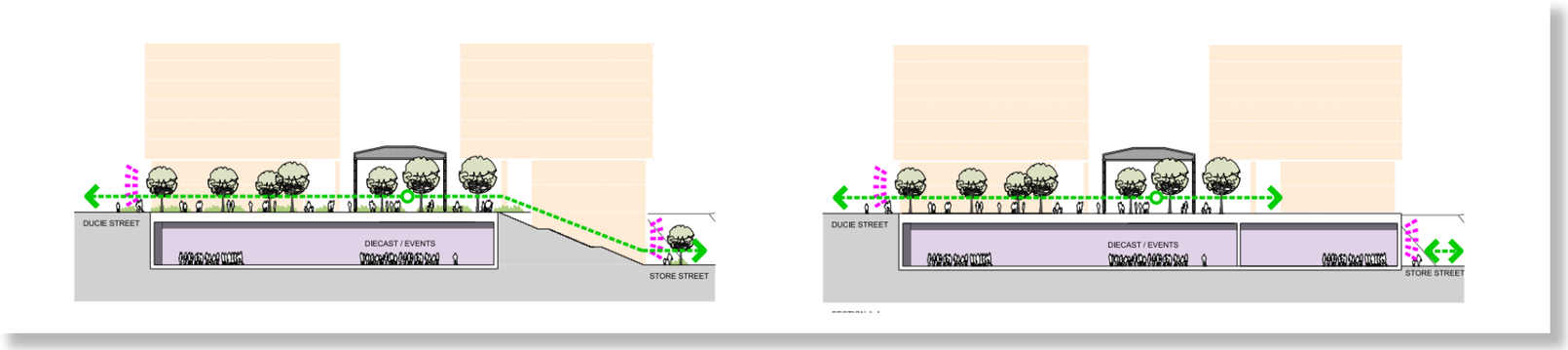
- Fostering a Welcoming and Inclusive Environment.
- Energy and Sustainability.
- Enhancing Connectivity & Integration.
- A Thriving City Centre Destination Rooted in History.
- A Dynamic Hub for Commerce and Community.

The objectives were developed into an illustrative masterplan showcasing one way that the SRF's ambitions could be translated into built form. The indicative quantum of accommodation generated by the masterplan is:

- circa 1,400 homes
- circa 300-400 hotel bedspaces
- circa 120-200 apart-hotel bedspaces
- circa12,000m2 of workspace
- circa 6,500m2 of F&B/events/reatil space

The illustrative masterplan maintain the vision for the public realm for both sites and address the significant level changes across the site to create a raised landscaped space, resulting in an active frontages onto Store Street below the raised garden deck.

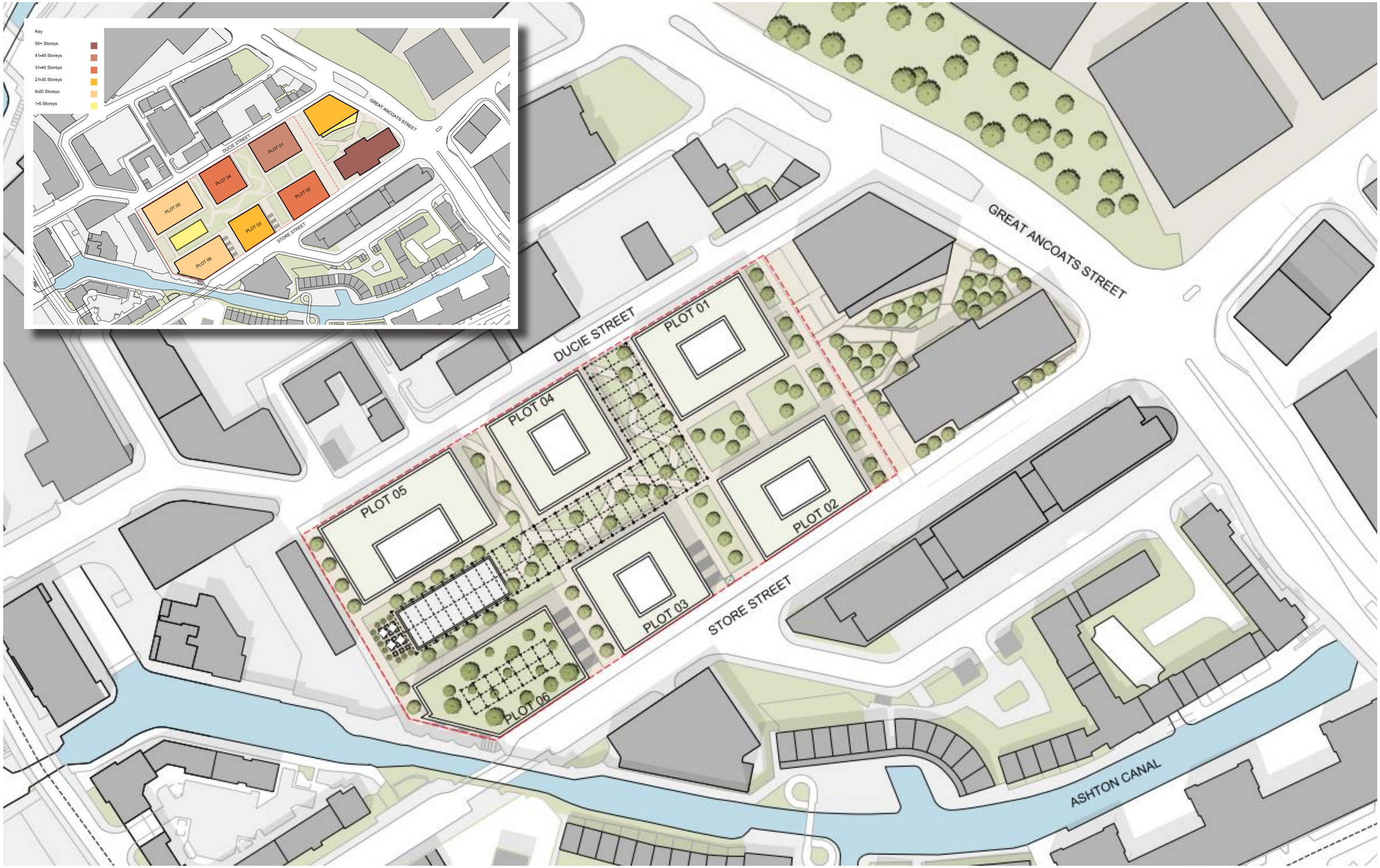
The SRF is broken down into 6 individual plots of land within the Diecast site, all with varying heights grading from 6-20 storeys adjacent to the Ashton Canal increasing in height to 41-49 storeys on the plot on Ducie Street adjacent to the smaller of the two plots on the Stocktons Site.



Above: Images extracted from the East Village Central Development Framework SRF Update October 2025 showing top the sections across the site from Ducie Street to Store Street. Middle illustrations of the public realm.



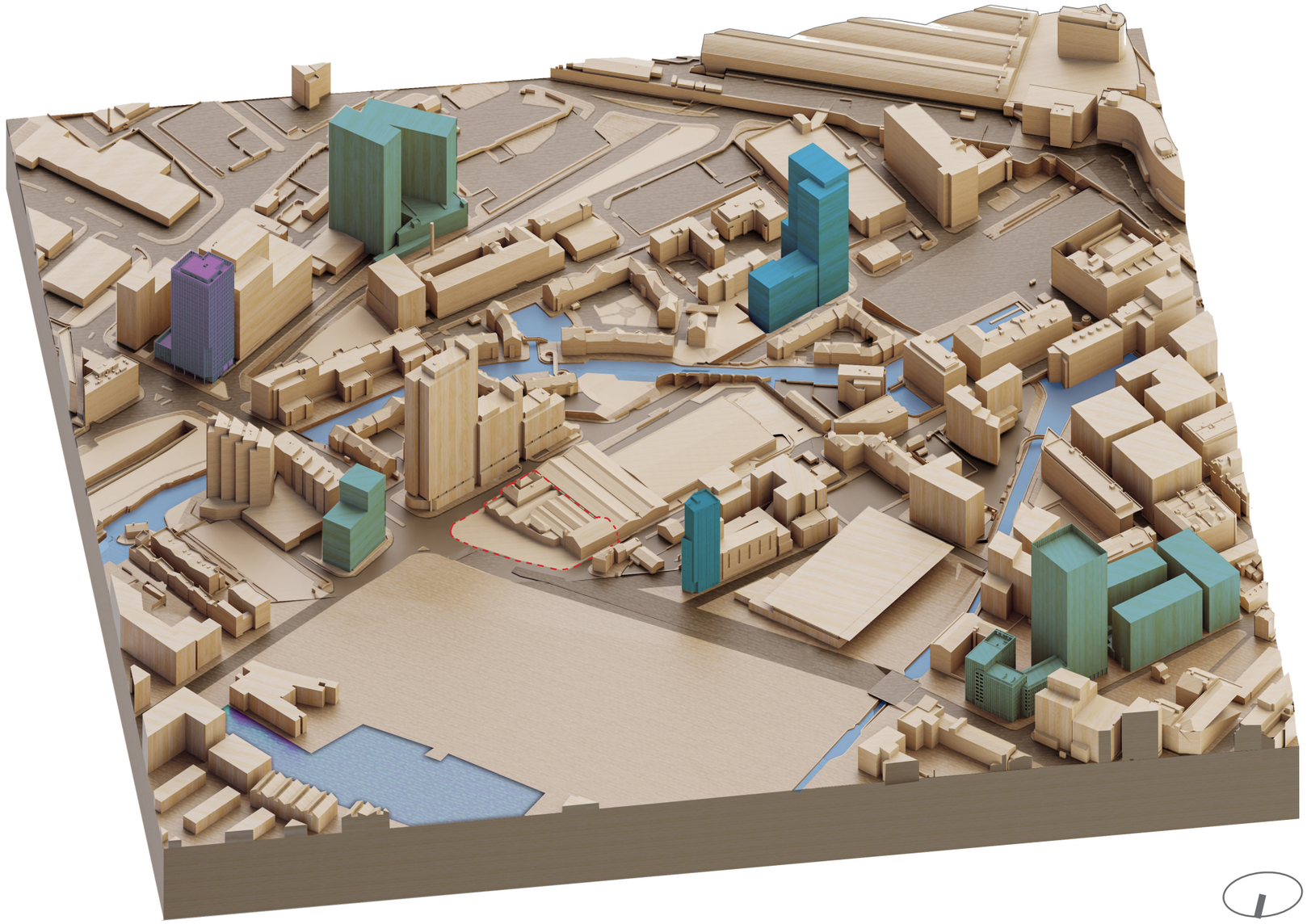
Left: Image extracted from the East Village Central Development Framework SRF Update October 2025 showing possible massing arrangement to match the suggest plot heights.



Above: Image extracted from the East Village Central Development Framework SRF Update October 2025 showing:
the illustrative masterplan and suggested plot heights.

2.8 East Village Central SRF

2.8.1 EXISTING SITE AND CONTEXT

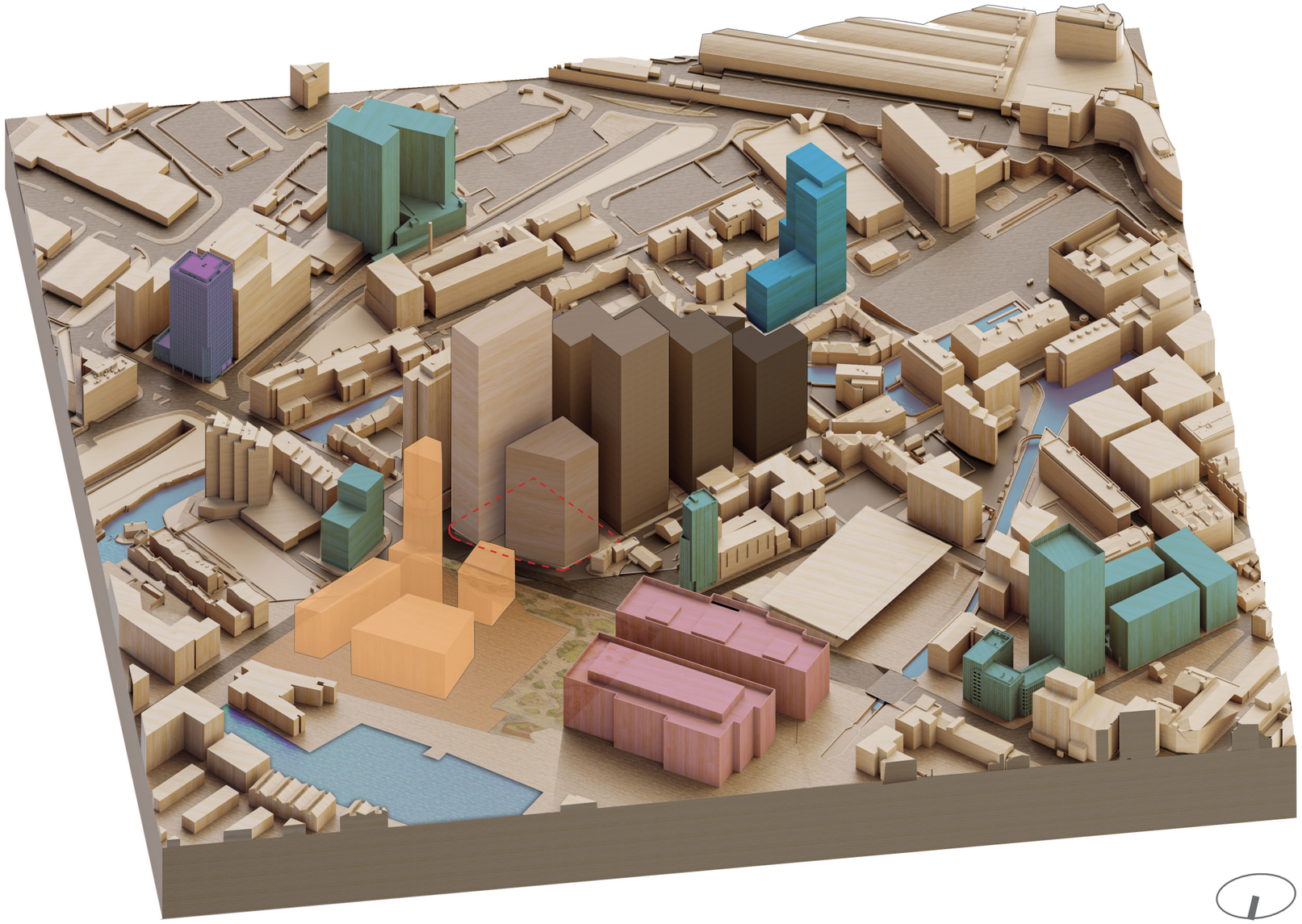


Key

- Recently Completed
- Under Construction
- Consented
- Site Boundary

Existing development site condition

2.8.2 SRF MASSING AND EMERGING CONTEXT



Key

- 40-45 Storeys / +145m
- 17-18 Storeys / +81m
- 12-14 Storeys / +58m
- 8-10 Storeys / +41m
- 5-8 Storeys / +33m
- Recently Completed
- Under Construction
- Consented
- Under Consultation - CRP/Digital Campus
- CRP Phase 2
- Site Boundary

Development site with East Village Central SRF and Central Retail Park proposal.

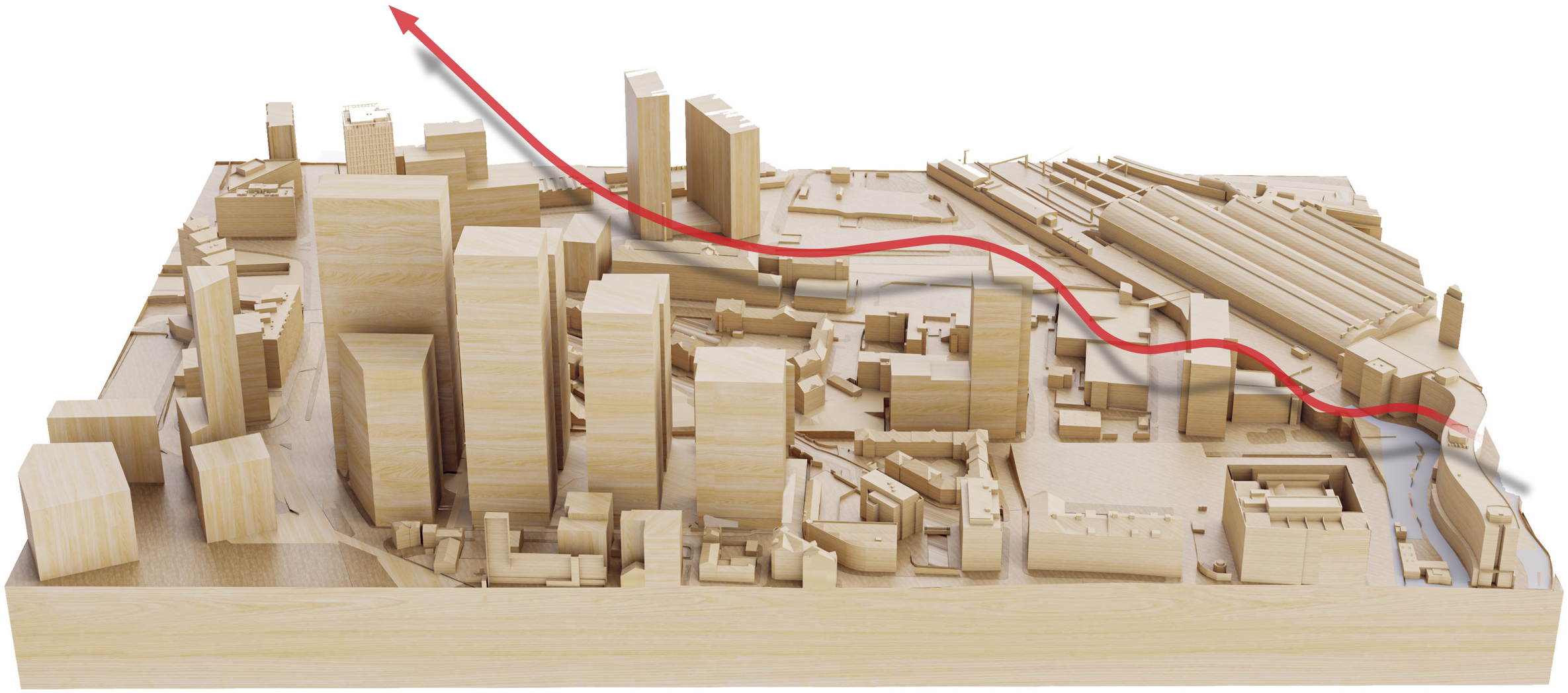
2.8 East Village Central SRF

2.8.3 EXISTING SITE AND CONTEXT



Existing development site condition

2.8.4 SRF MASSING AND EMERGING CONTEXT



Development site with East Village Central SRF and Central Retail Park proposal.

2.9 Emerging Context

There are a number of developments in the immediate vicinity of the Stocktons Furniture site that will contribute positively to the improvement of the built environment and in particular the public realm through enhancement to pavements and the addition of new trees.

The former Central Retail Site (CRP) across the road has been divided into two phases, Phase 1 is currently going through public consultation and is noted in the following pages as the Digital Campus. Once completed the former CRP park will become a key strategic development enabling the connection of new East Village Central SRF to other neighbouring developments such as Port Street, Laystall Street and Cotton Field Park as well as opening the canal basin.

The CRP development will further enhance the importance of Store Street as a key arterial route from Manchester city centre, its enhancement is the key to unlocking future sites in the area such as the surface level parking areas on the corner of Jutland Street and Store Street and Presbar Diecasting industrial estate directly behind Stocktons.

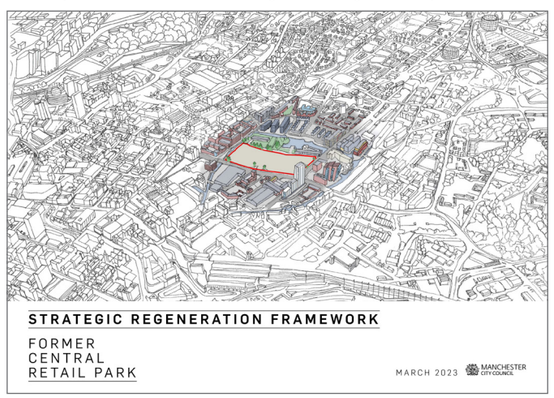
A new public park is proposed for the CRP site that will sit between Phase 1, Digital Campus and Phase 2. The park will be called 'The Great Ancoats Gateway Park'. The section of the park that is sited along Great Ancoats Street sits directly in front of both Stocktons and the recently consented Laystall Street development. This area could be a suitable location for a new crossing.

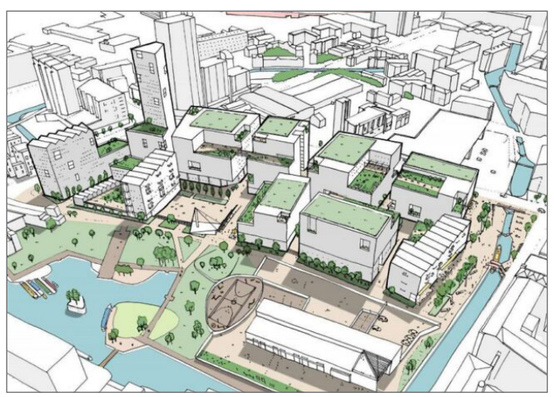


VuCity Model Extract of neighbouring development

Key

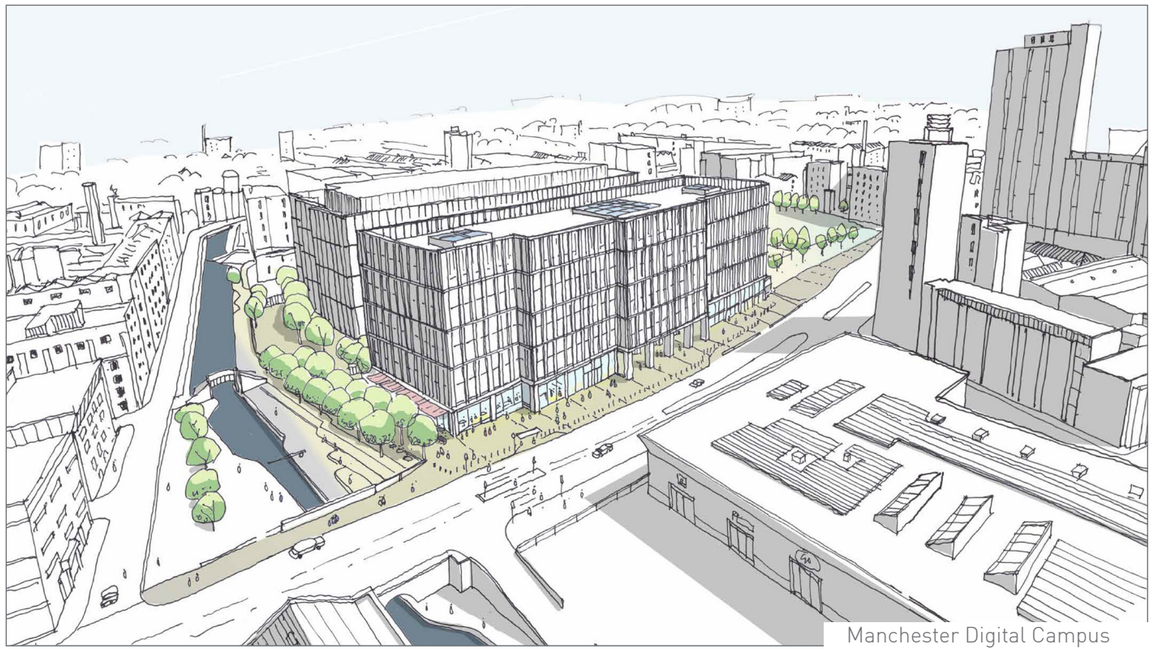
- Recently Completed
- Under Construction
- Consented
- Under Consultation
- Route to SPORTCITY







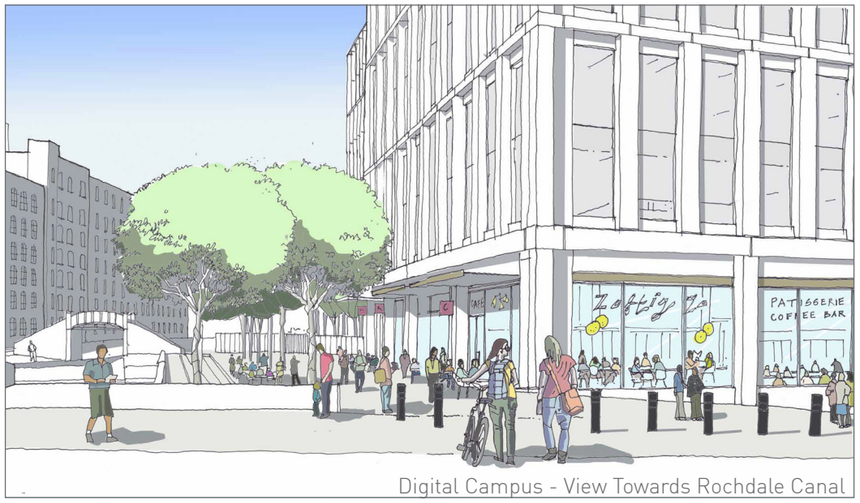
Central Retail Park regeneration framework



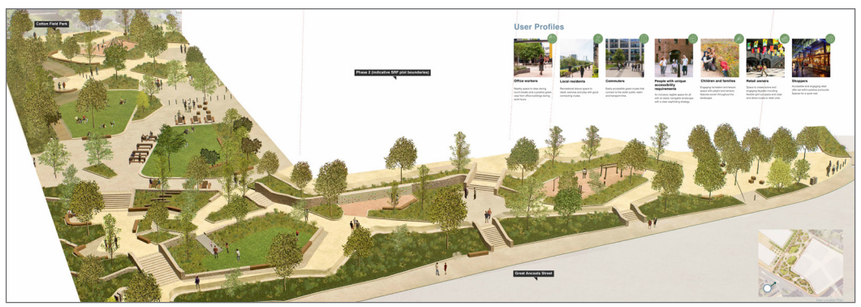
Manchester Digital Campus



Digital Campus - Great Ancoats Street View



Digital Campus - View Towards Rochdale Canal

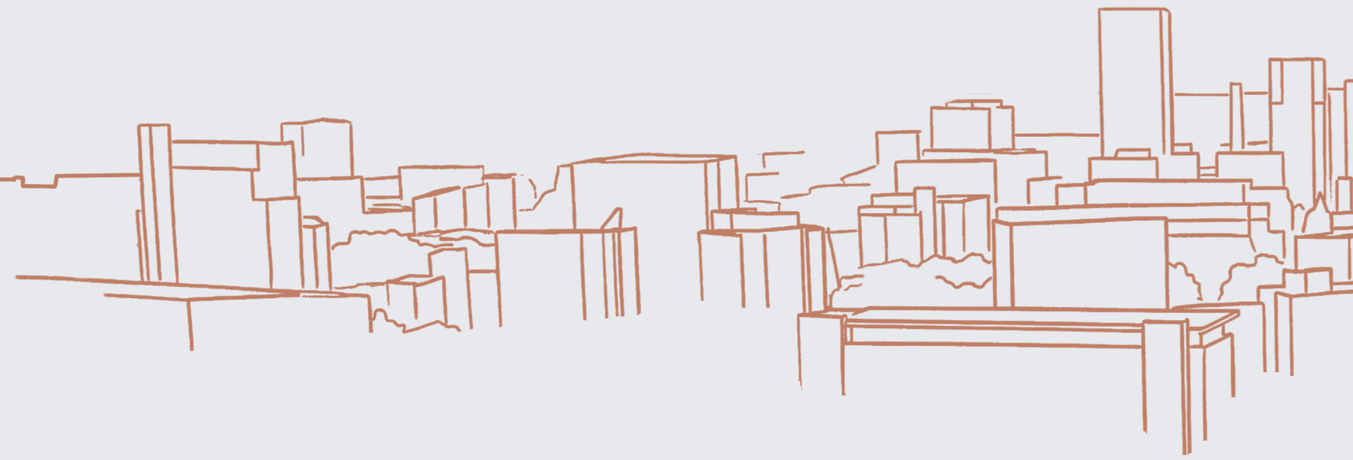




The Great Ancoats Gateway Park



3.0
CONSULTATIONS





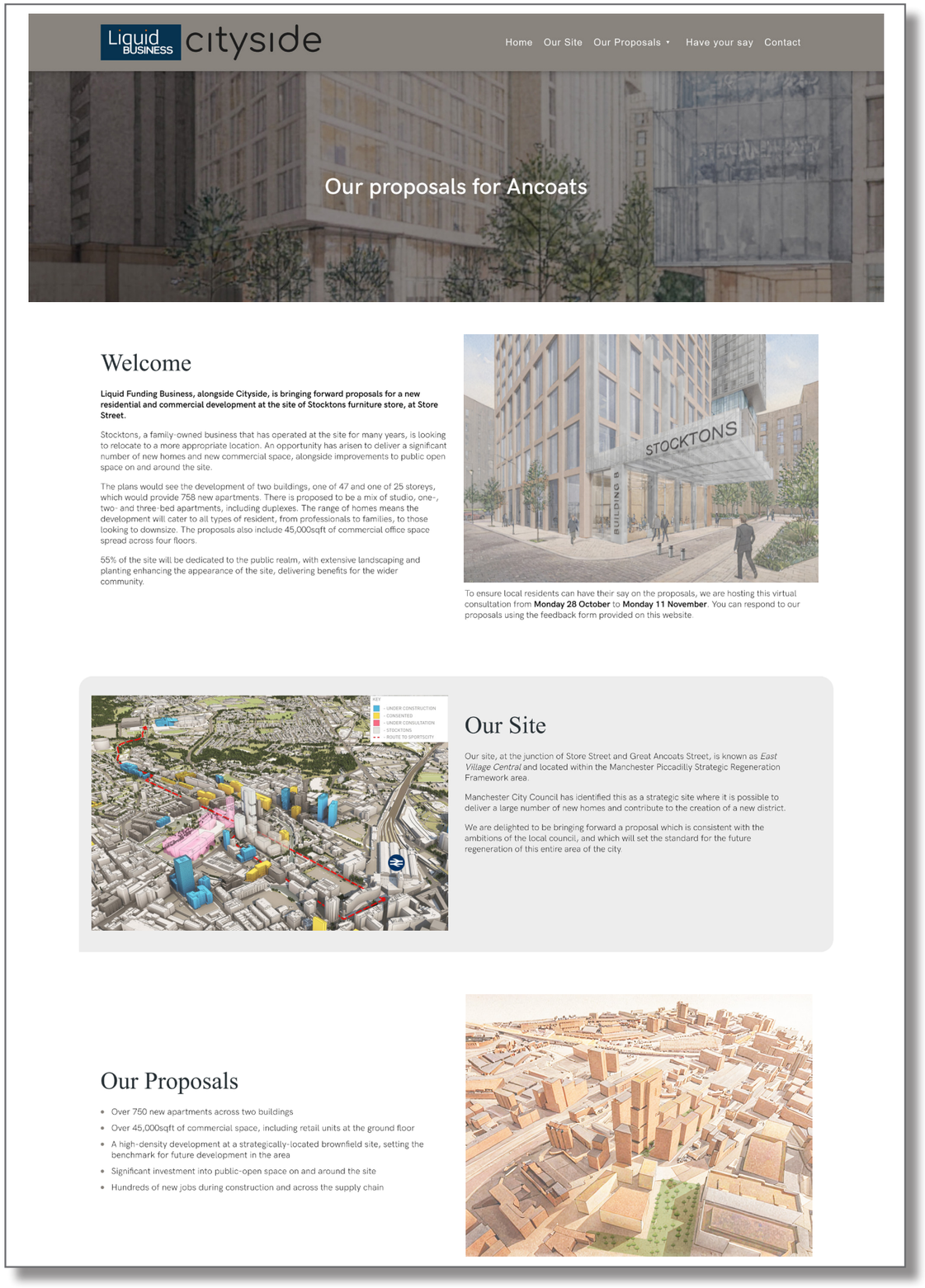
3.1 Public Consultation

PUBLIC CONSULTATION: OCTOBER 2024

The engagement with the local community and wider public was coordinated by Cavendish, a communications consultant specialising in delivering effective consultation and community involvement.

The Statement of Consultation has been prepared by Cavendish and submitted in support of the planning application. The statement sets out the details of the public consultation process and the feedback received for the proposals.

Further details of the public consultation undertaken in support of the revised submission are set out in the Planning Statement Addendum, prepared by Turley. The Addendum provides an overview of the consultation activities undertaken during 2026 and summarises the feedback received, which has helped to inform the evolution of the proposals and the revised planning submission.



Extract from public consultation website - Site + Proposal.



The need for new homes in Manchester

Occupancy rates in Manchester for build-to-rent developments are consistently high, currently standing at 97%. There is growing demand for new apartments in this popular part of Manchester.

This development will help to meet that demand, creating a significant number of new homes in the city centre, with a mix of one-, two and three-bedroom properties.

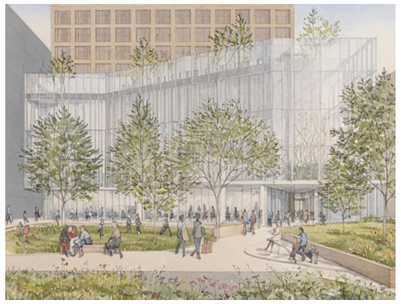
Liquid Funding Business and Cityside Developments' proposals represent a high-density development at a strategically-located brownfield site, setting the benchmark for future development in the area.

Investment and Jobs

The proposals represent a multi-million-pound contribution to the local economy, through the creation of new jobs during construction, operation and across the supply chain.

By providing much-needed, high-quality homes, the development will attract people to the area and support further local spending and economic growth.

The proposals would support hundreds of new jobs, directly within the construction sector and across the wider economy. It is anticipated that a proportion of these roles will be filled by residents from within the local area.





High quality public realm

Included in our proposals are plans for high quality landscaping and planting within and around the site. 55% of the site will be landscaped open space following the clearance of the current buildings.

The proposed public realm scheme will have the effect of enhancing the local streetscape at this prominent gateway to the city. It will set the tone for the development that will follow on other sites nearby, as well as providing quality open space for those living and working in the new development.

Extract from public consultation website - New homes + Investment + Public Realm.

Our plans include

Hundreds of new jobs during operation, construction and throughout the supply chain

Over 750 new apartments across two buildings

Over 45,000sqft of commercial space, including retail units at the ground floor





Have your say

Thank you for your feedback, this consultation is now closed.

Extract from public consultation website.

4.0

DESIGN PRINCIPLES: EVALUATION & EVOLUTION





4.1 Constraints and Opportunities

4.1.1 CONSTRAINTS

The proposal has been developed in response to the constraints and opportunities that the site presents in order to deliver a considered and appropriate scheme that is integrated into its context. Analysis of the existing site identified a series of factors and constraints that were taken into account when considering the development of the site. The findings of this analysis are outlined below and on the following page.

Adjacent Buildings

The relationship with the immediate context was recognised as a key factor in the development of the massing and how the building would sit on the site. Careful consideration has been given in particular to relationship with the adjacent Oxygen Tower and Store Street.

Topography

There is a significant change in level between Ducie Street and Store Street of just over 3m. Location of entrances and any active frontage will need to be carefully considered.

Acoustics & Noise

Great Ancoats Street is a significant vehicular route that connects into Ducie Street and Store Street and through to the city centre. There is potential for substantial noise pollution from traffic. The proximity to Great Ancoats Street will inform the layout, ventilation and facade development. A acoustic survey was carried out and indicated that at peaks times and particular during the late afternoons and nights that there are elevated levels of traffic noise.

Orientation

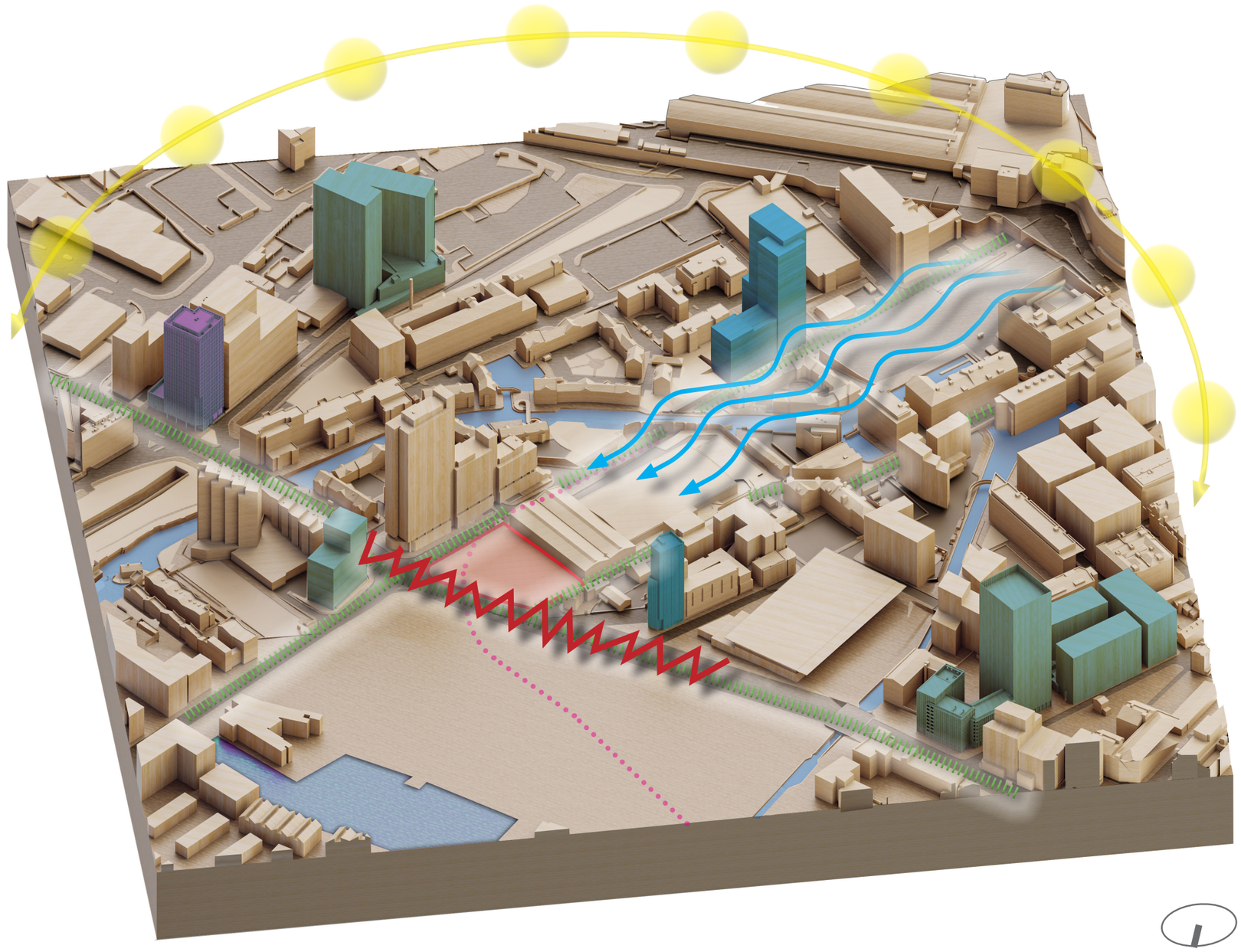
The site is orientated on a north east/south west axis. Predominantly south facing to the rear of the site. Consideration of the massing to the north will allow light into the public spaces.

Existing public realm

Store Street is a key arterial route from the city centre. The existing pavement and route from Piccadilly Station is of poor quality and in need of enhancement to create an attractive and pleasant experience that will encourage its use.

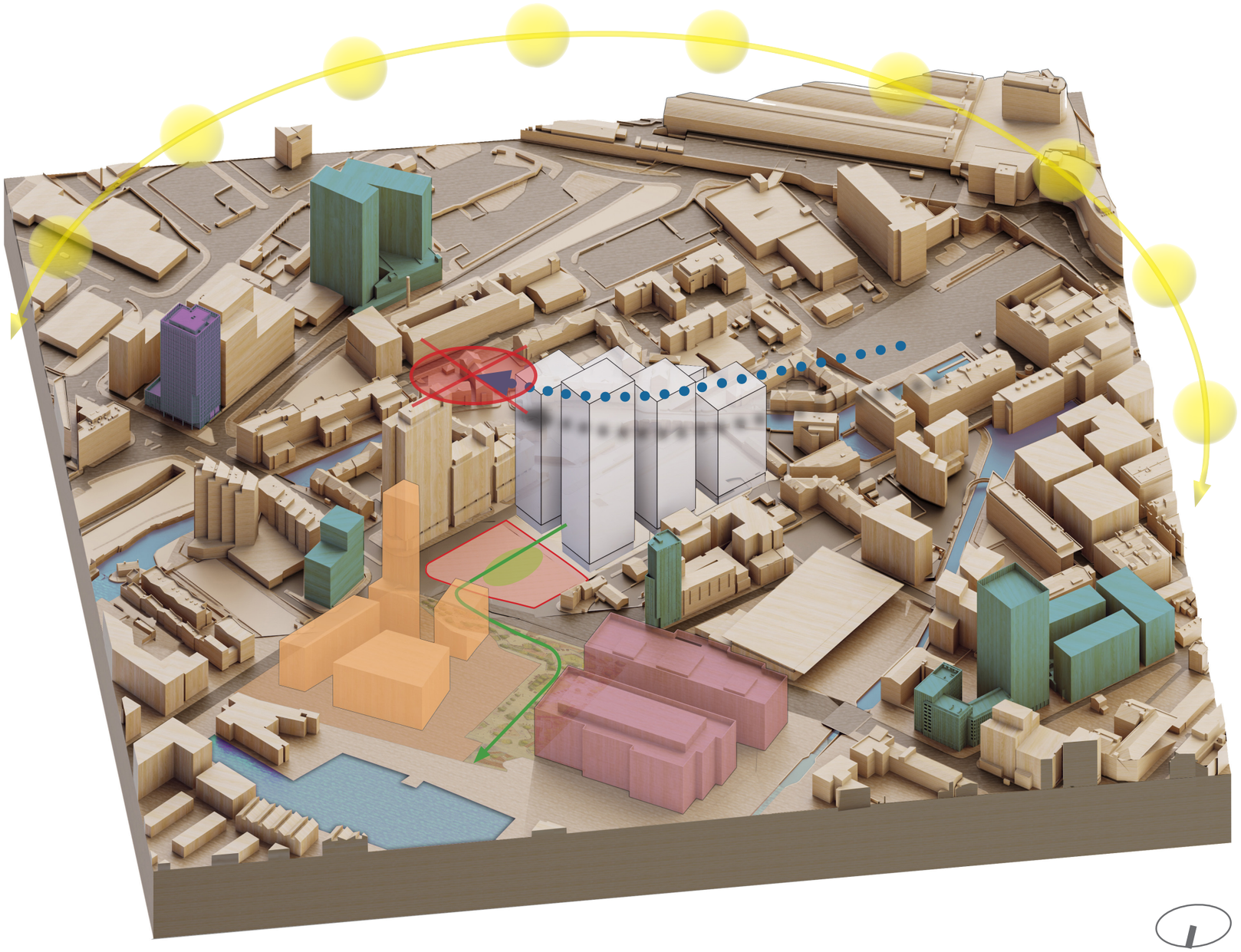
Shooter's Brook

Historical maps dating back to 1794 illustrate a brook that runs through the site. Initial investigations were inconclusive and could not determine its exact location. Further investigations have been carried and have now determined its location which broadly follows the same route illustrated in the 1794 map and has since been built into a culvert. An approximate route is noted in the diagram on this page.



Key

- SRF Massing
- Recently Completed
- Under Construction
- Consented
- Main Transit Routes
- Prevailing Winds
- Noise Pollution
- Sun Path
- Site Boundary
- Shooters Brook



Key

- SRF Massing
- Recently Completed
- Under Construction
- Consented
- CRP/Digital Campus - Phase 2
- CRP/Digital Campus - Phase 1 - Under Consultation
- Sun Path
- Potential Location for a Landmark Building
- Increasing Height Towards Great Ancoats Street
- Site Boundary
- Future enhanced pedestrian connection to CRP
- A green space

4.1.2 OPPORTUNITIES

Meeting the aspirations of the East Village Central SRF

The proposal can create a new destination, a landmark development, enhancing Store Street and introducing a new significant piece of public realm. It could become a key component within emerging developments in the creation of activity and density in the area.

Reestablishing the City Block with open public spaces

The SRF aims to break down the combined site of Stocktons and Presbar Diecasting into smaller city blocks that are permeable through the introduction of new routes and public spaces. The arrangement of the massing for Plots A and B on the Stocktons Site create an opportunity to make the most of the new public realm whilst delivering buildings of a scale and quality that respond to the ambitions of the SRF.

Opportunity for active frontages

The development provides an opportunity to create active frontages and natural surveillance along its entire perimeter, from Store Street right around to Ducie Street. Store Street is a key pedestrian route from Piccadilly Station to the north east of the city and will play a key role in the development of the proposal.

Development of a bold, high profile building

The design will provide a bold response to the design brief. The building in terms of its scale, massing, treatment and finish will embody a contemporary high quality building which will enhance the cityscape. The permitted height for Plot A under the East Village SRF will provide a opportunity to develop a highly visible gateway building that will be seen from Piccadilly Station and the surrounding context.

Transport links

The site has excellent links to public transport and is in walking distance of the city centre that will support a high density development.

4.2 Developed Brief

The applicant identified this site in Manchester as an ideal location for the development of a building to accommodate a high quality 'build for rent' residential accommodation. The site's central location offers future residents significant advantages in terms of proximity to public transport, places of work, retail and culture.

The requirements for the development of the site are set out in the East Village Central Strategic Framework.

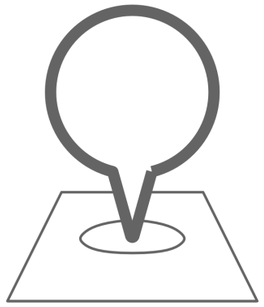
- Land-use across the mixed-use development to achieve an approximate 50:50 split between residential and commercial uses.
- 30-40% of the land anticipated to be given over to public realm.
- A series of primary and secondary edges will reinforce the definition of new routes and node points.
- Ground floor uses will be optimised to ensure a maximum quantum of active frontages to support the definition of both street and open public edges.
- The building scale steps up from the south west and the proposed heights of the Manchester Picaddilly SRF to a highpoint around a new nodal point at the junction of Great Ancoats Street and Store Street/New Mill Road.

In addition to the framework requirements:

- The development should be well designed and deliverable.
- Create a new benchmark for residential development on Great Ancoats Street.
- Encourage a sense of community.
- Create a meaningful sense of place.
- Enhance the experience through Store Street.
- Homes should be spacious, light and have ample storage.
- Deliver a generous and well planned public realm that can in the future connect to new routes and pathways as the Piccadilly SRF vision is realised.



Aerial view of the Stocktons Furniture site as existing.



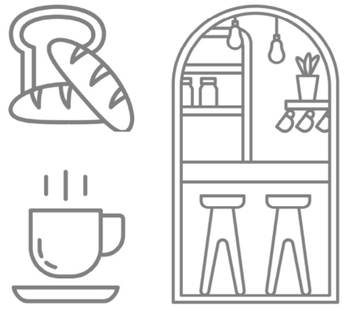
LANDMARK

Explore the opportunity to create an expressive, unique formal contribution to the Manchester City skyline that will act as a way point, a connection and a landmark, linking the City Centre with Sportcity and the Coop Arena.



SUSTAINABLE

Champion a strong sustainability ethos within all elements of the development, guiding the fundamental architectural approach and the choice of building operation strategies.



ACTIVE FRONTAGES

Activate facades at ground level through the introduction of different uses and types of spaces that will be used by both residents and the public.



FLEXIBLE CREATIVITY

Embrace new ways of working when approaching the design.

The site and location provide a unique opportunity to explore new avenues for designing flexible workspace.



A BUILDING AND LANDSCAPE

The East Village Central framework encourages the integration of green public spaces.

The brief calls for over 30-40% of the site area to be given over to public realm in the form of a new park with diverse spaces.



TOWNSCAPE

Develop a proposal that addresses the aspirations of the East Village Central framework while embedding the development in its context by making meaningful connections to the adjacent developments.

The emerging context brings opportunities for connectivity and implementation of a well-considered public realm strategy.



CREATE A SENSE OF PLACE

Develop a design that enhances its surroundings and creates a positive change to the neighbouring communities.

4.3 Initial Studies

4.3.1 ESTABLISHING THE DISTRIBUTION OF MASS ON THE SITE

As setout in section 2.0, the site is located within the East Village Central SRF and calls for a building of height. Early massing explorations in this section explore what the proposed height would look like and how it would relate to the surrounding context.

1 - Challenging the SRF massing

The East Village Central SRF has been set out as a series of plots, Plot A and Plot B sit within the Stocktons Furniture site and have the tallest permitted heights grading down to the remaining six plots on the Presbar Diecasting site. During the initial massing explorations the team sought to challenge the massing distribution and its relationship with the neighbouring Oxygen Tower.

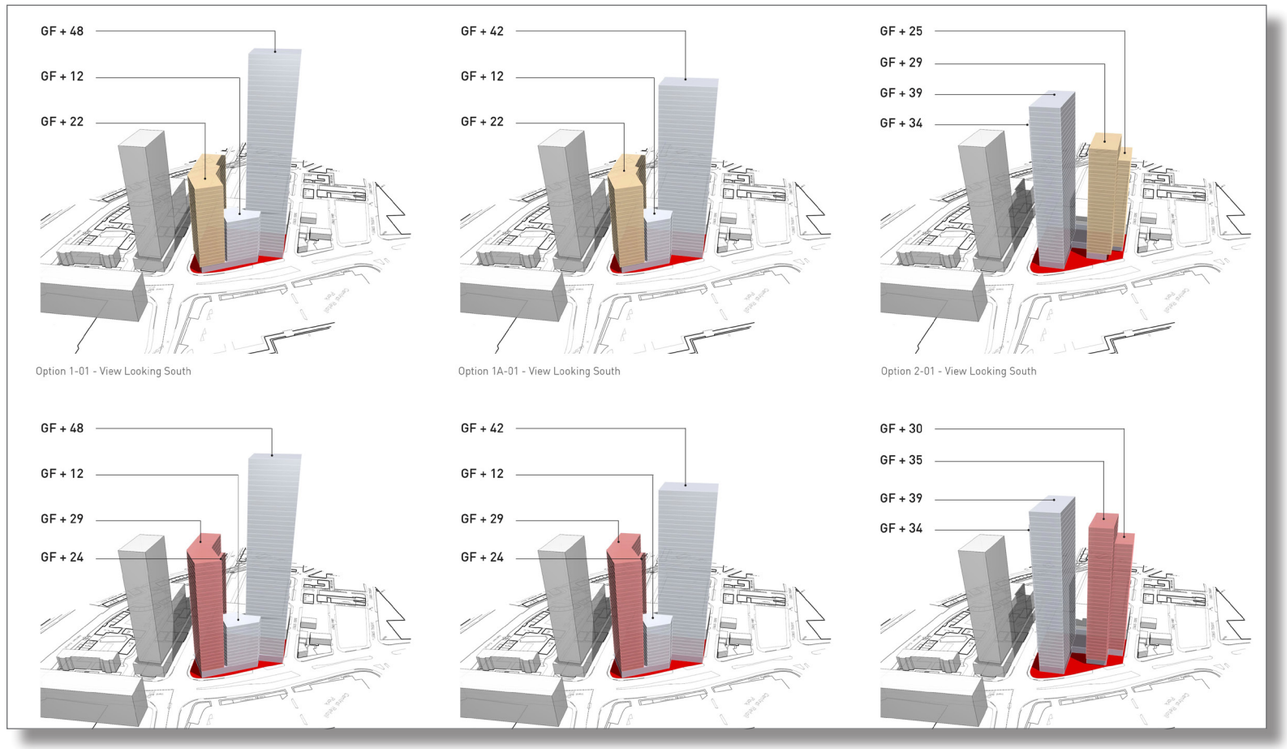
The team explored a smaller, longer mass between the Oxygen Tower and a larger tower on the corner of Great Ancoats Street and Ducie Street, mirroring the mass illustrated in the SRF. The result of the massing exploration was an unbalanced topography that created a greater contrast with the existing low rise buildings of the neighbouring properties towards the north west. Various heights and sizes of mass were tested, some aligned with the top of the Oxygen Tower and others below. The team also explored the idea of a full frontage of buildings along Great Ancoats Street, effectively shielding a public space from the noise of traffic. This study resulted in an enclosed, 'citadel' type form that would have made connecting into future nearby developments difficult.

2 - Exploring a balanced topography

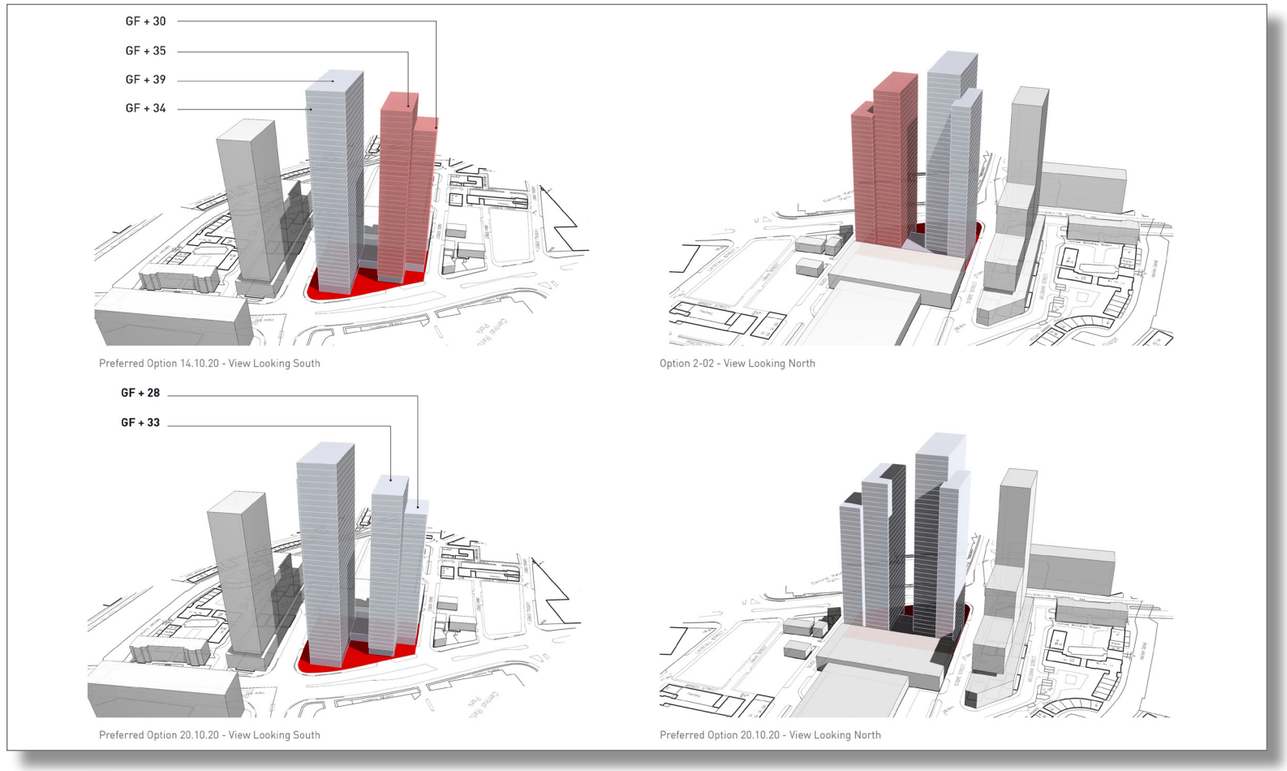
Reinstating the SRF massing created a balanced, focused cluster of taller mass that could be controlled through the positioning and height of Building B. The Oxygen Tower is 33 storeys tall and steps down towards the city centre. Emerging buildings to the east of Oxygen Tower have been designed to a similar height creating a datum of dense city scale buildings. Plot A is seen as opportunity to bring forward a taller tower, at 40-45 storeys, to create a landmark focal point to the cluster. Plot B is seen as a mediator, a smaller mass that will negotiate between the height of Plot A and the context of lower rise buildings, both in the SRF and the existing buildings.

3 - Exploring a cluster of tall buildings

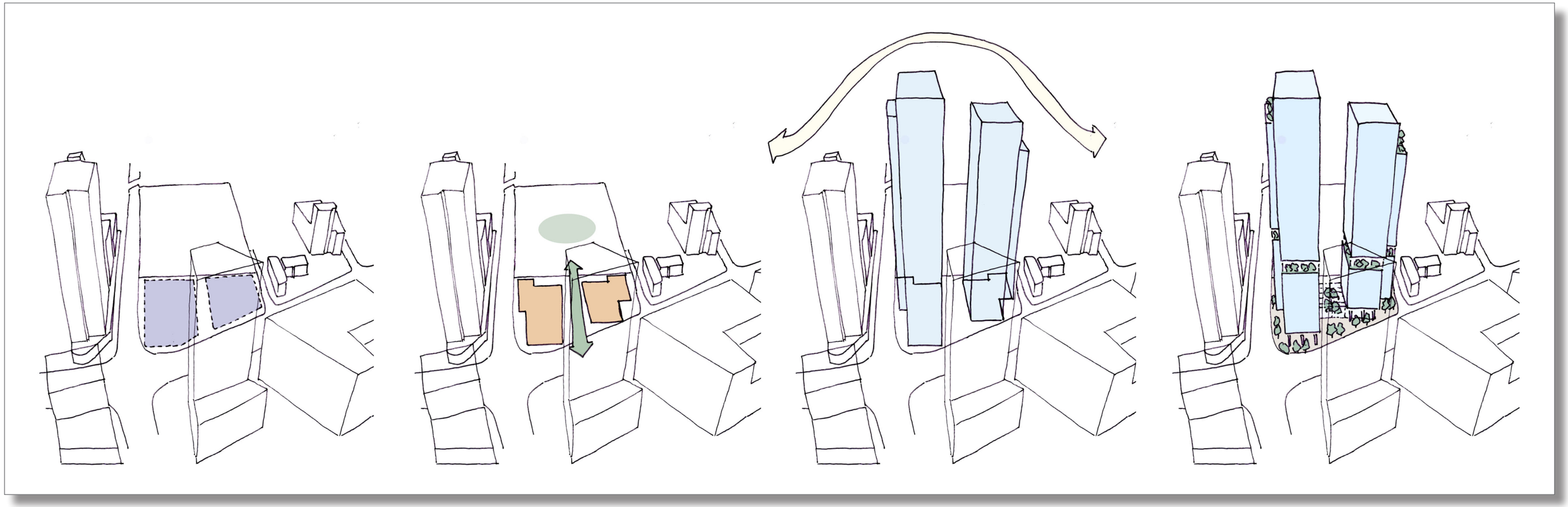
The following diagrams illustrate the reinstatement of the SRF massing principles and the formation of a cluster of tall buildings that will be focused on the Stocktons site. The surrounding mass will grade down towards Piccadilly Station and Ancoats. Two separate towers with public realm inbetween will create a pedestrian only route in the direction of the Presbar Diecasting site and onward to Manchester city centre via Store Street.



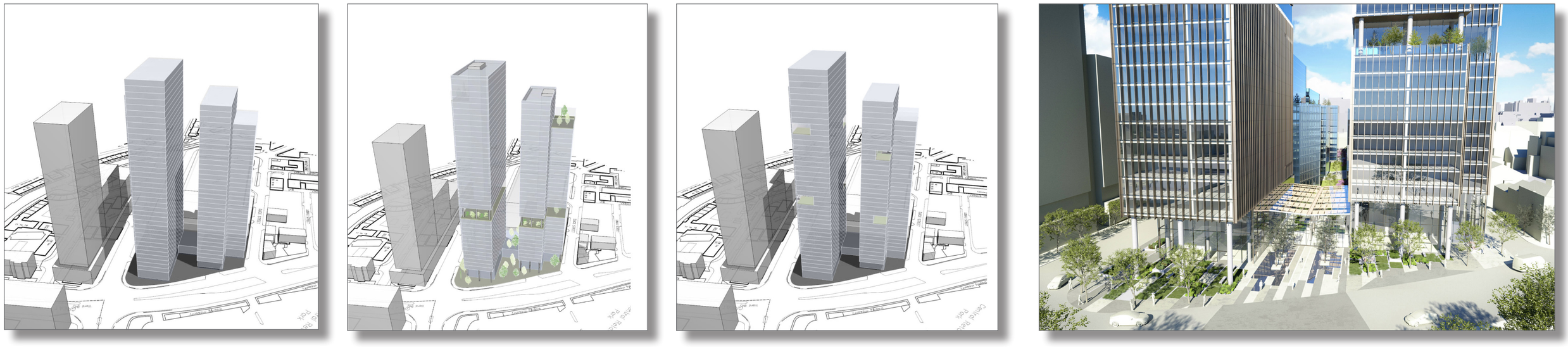
1 - Challenging the SRF massing



2 - Exploring a balanced topography



3 - Exploring the idea of a cluster of tall buildings



3 - Massing studies illustrating the formal composition

4.3 Initial Studies

4.3.2 EXPLORATION OF THE ARTICULATION OF THE MASS

This stage of design exploration focused on the articulation of the mass and the development of a more expressive form while also meeting the SRF and the brief's ambitions. The following images illustrate the different options that were developed looking at ways that the mass could be articulated.

1 - The facade supergrid

A facade grid helps to create an order to a mass while subverting and changing how the scale of the mass is perceived. The images in the following pages illustrate the various size grids that were tested. The team tested grids of 2 or 3 storeys with protruding frames of different scales.

2 - Interlocking forms

The idea of a series of 'interlocking' forms was also explored. The SRF illustrates the forms on the Stocktons site as indicative extrusions with plot A as 40-45 storeys tall. The idea of 'interlocking' forms stemmed from the SRF's ambition to reinstate the city block and break the sites into smaller parcels of land.

By interlocking a series of smaller forms that wrapped around and into each other, the mass appears more vertical and broken into sections. These sections cast shadows on each other further articulating the perception of a singular mass. Shadows cast by the interlocking forms begin to give a direction and a hierarchy. The facades are then developed to express the different internal uses and residential layouts.

3 - Stepped forms

This image illustrates the idea of stepping the mass vertically and in different directions to create interest and movement. In this option, setbacks and recessed areas were introduced to create entrances and sheltered public spaces.

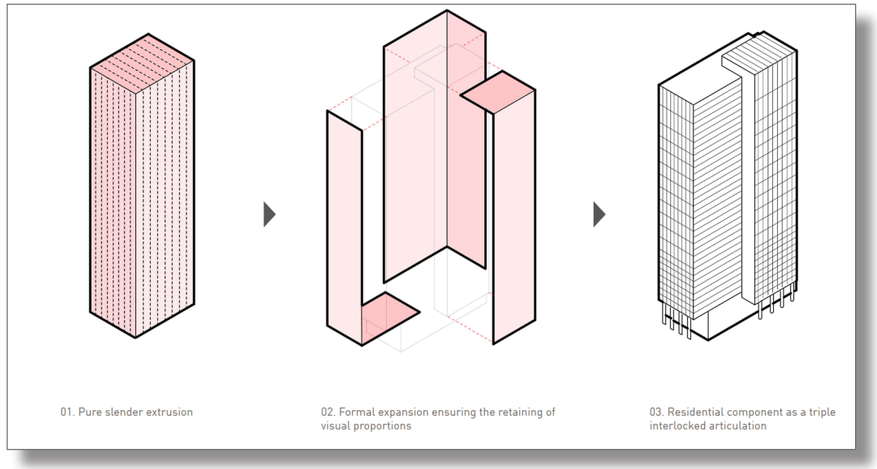
4 - A combination of strategies

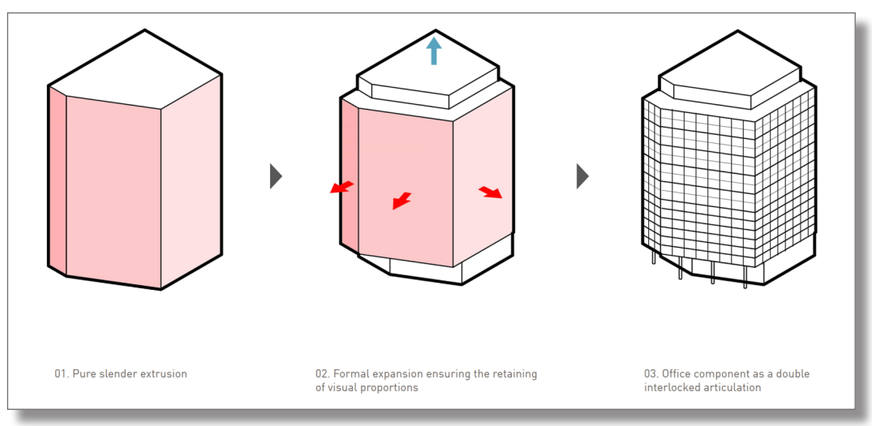
The images on the opposite page illustrate a proposal that combines the studies described above which together helped to establish the design principles that informed the development of the final proposal.



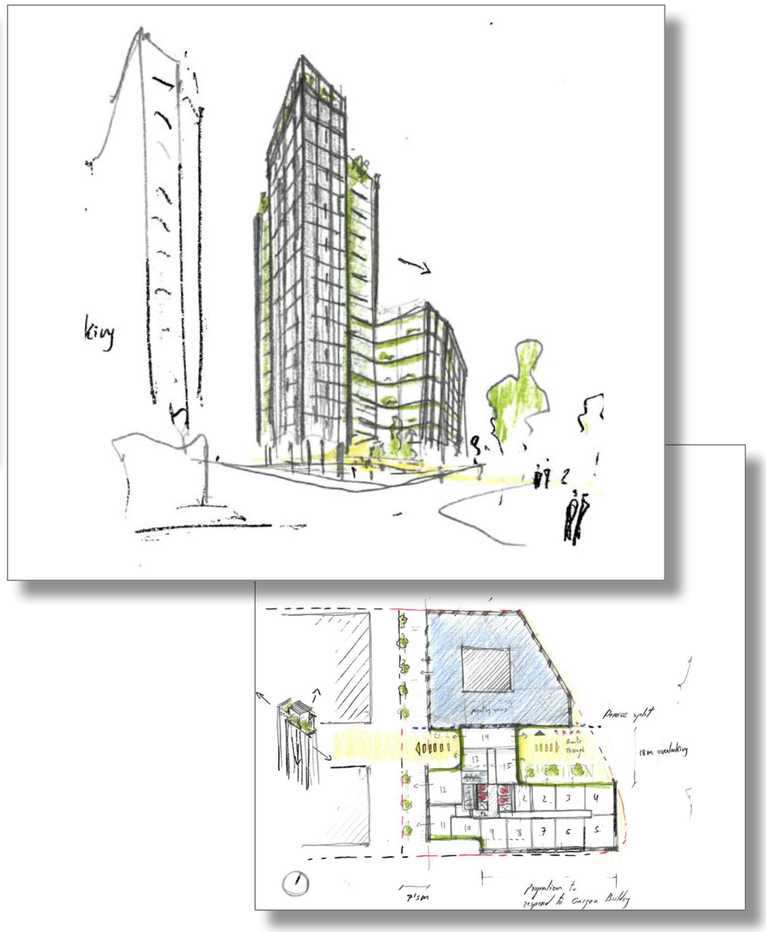
1 - Supergrid explorations

3 - Stepped forms





2 - Interlocking forms



4 - Sketch illustrating a combination of strategies



4 - Combined strategies massing model





4 - Visualisations of the combined strategies model

4.3 Initial Studies

4.3.3 FIRST PRE-APP SCHEME

The proposed scheme illustrated in this section was presented to Manchester City Council in the first pre-planning application meeting. This was the first iteration of the scheme that began to embody the aspirations in the developed brief in section 4.2 and the design principles set out in the preceding initial studies in sections 4.3.1 and 4.3.2.

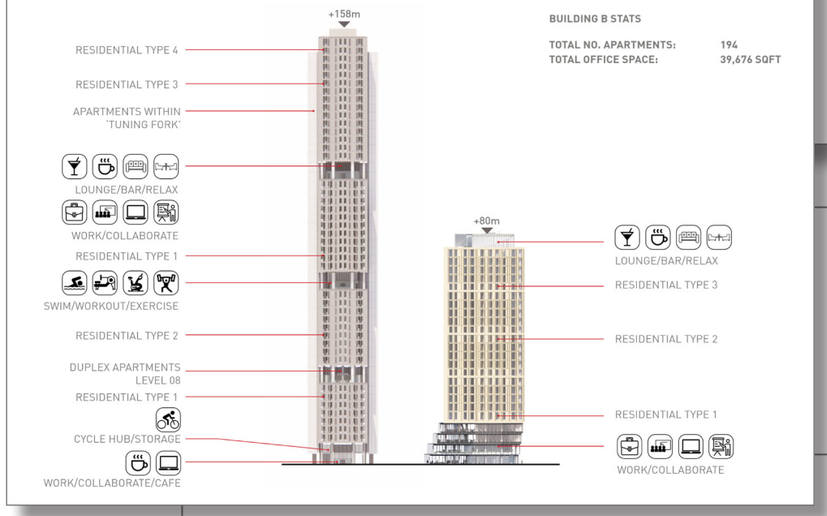
The scheme followed the principles of the SRF while exceeding the specified public realm requirements providing over 50% of the land use for new green spaces and street enhancements.

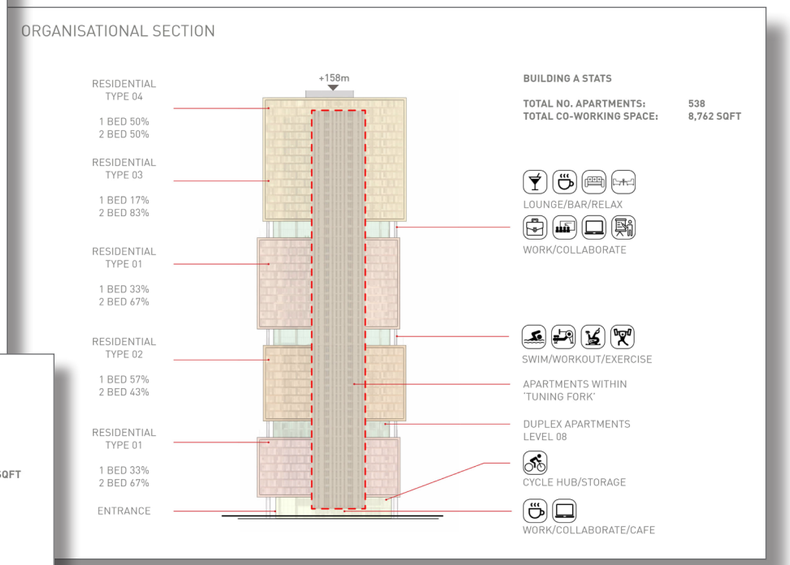
Initial surveys indicated the location of a brook running through the Stocktons site. Shooter's Brook, marked on a historical map dating back to 1794 covered in section 2.4, was the subject of extensive surveys to determine its exact location. The survey determined that the brook had been diverted through a culvert that intersects the site on the corner of Great Ancoats and Store Street. A tunnel had been formed to protect and divert the flow of water from Cotton Field park and Rochdale Canal underneath the Stocktons site and onto Store Street. The route of the culvert generally follows along the same route noted in the 1794 map and runs diagonally across the middle of Plot A. The culvert's current location will have a negative impact on the viability of a building being built on the corner of Great Ancoats Street and Store Street. It was therefore determined that the culvert would need to be diverted through the middle of the site, in between Building A and Building B and into Store Street.

In developing this proposal, the location and footprint of both Building A and Building B were determined by the new culvert diversion and the easements required for any future maintenance.

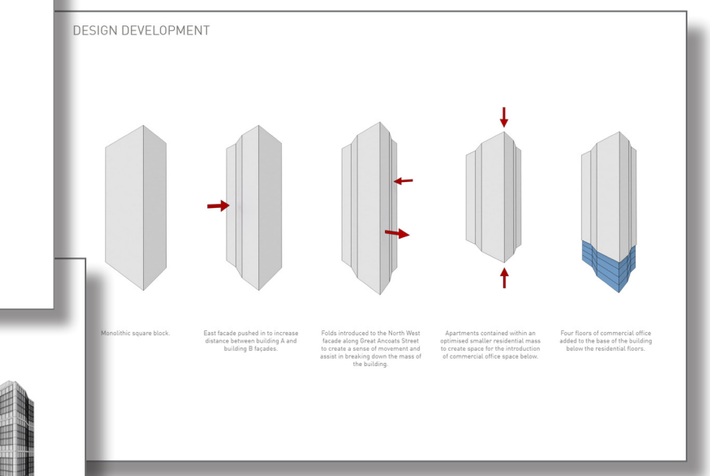
This iteration of the design was a key moment when themes began to emerge and influence the form and facade for both buildings. The ideas were developed and tested through visualisations and sensitive street views and later helped to inform the final proposal in section 5.0.

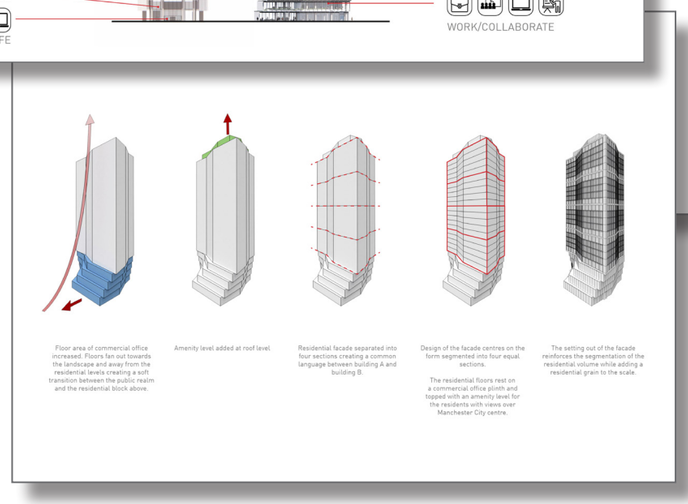






Organisational diagrams





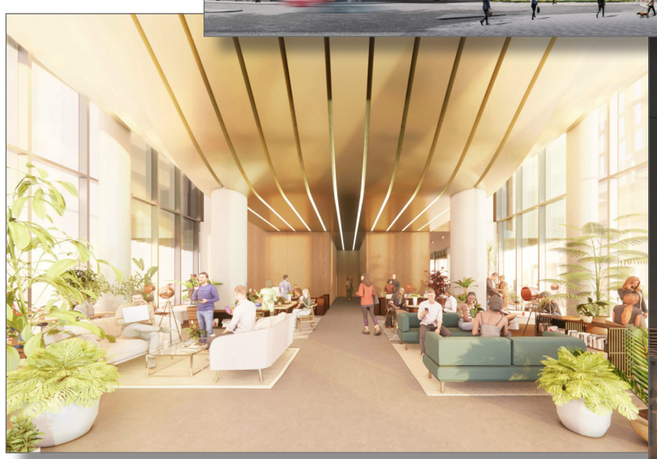
Massing development for building B



View of proposed development from Old Mill Street



View of the mezzanine level from the ground floor entrance



Residential lounge entrance space



Building B office entrance



Visualisations presented at the pre-planning meeting with Manchester City Council.

View of Building B from the new public space

4.4 Planning Submission Scheme 2025

4.4.1 OVERVIEW

Feedback from the Pre-App, the Public Consultation, the results of the Viability/ Cost Study for the Development together with the outputs of technical environmental assessments (for example, the wind tunnel) were all incorporated into the scheme design proposals. These were developed by a full design team and culminated in a frozen design arrangement which was submitted as a Full Planning Application to Manchester City Council in March 2025 and validated on the 22nd April 2025, the application reference number is 142535/FO/2025.

The proposal contained the following key statistics:

Building A

- Build to Rent (BTR)
- Ground + 49 Storeys
- Height: +201.910 AOD
- Height: 157.710m (above ground)
- 552 Apartments
- Residential amenity areas
- Public Cafe & Bakery / Workspace

Building B

- Mixed-Use
  Build to Rent (BTR) + Commercial
- Ground floor + 24 storeys
- Height: +129.210 AOD
- Height: 84.610m (above ground)
- 200 Apartments
- Residential amenity areas
- 43,261 sqft Co-Working Space
- Public Cafe

The submission was recommended for approval by planning officers and went to the Planning Committee on the 15th January 2026. A number of concerns and objections were voiced at the committee meeting and the officers voted in favour of a motion for a 'minded to refuse' decision. This is the current status of the project which has not yet been taken back to committee by the officers for final determination.



View of the Planning Submission 2025 scheme from the corner of Old Mill Street and Great Ancoats looking south west.

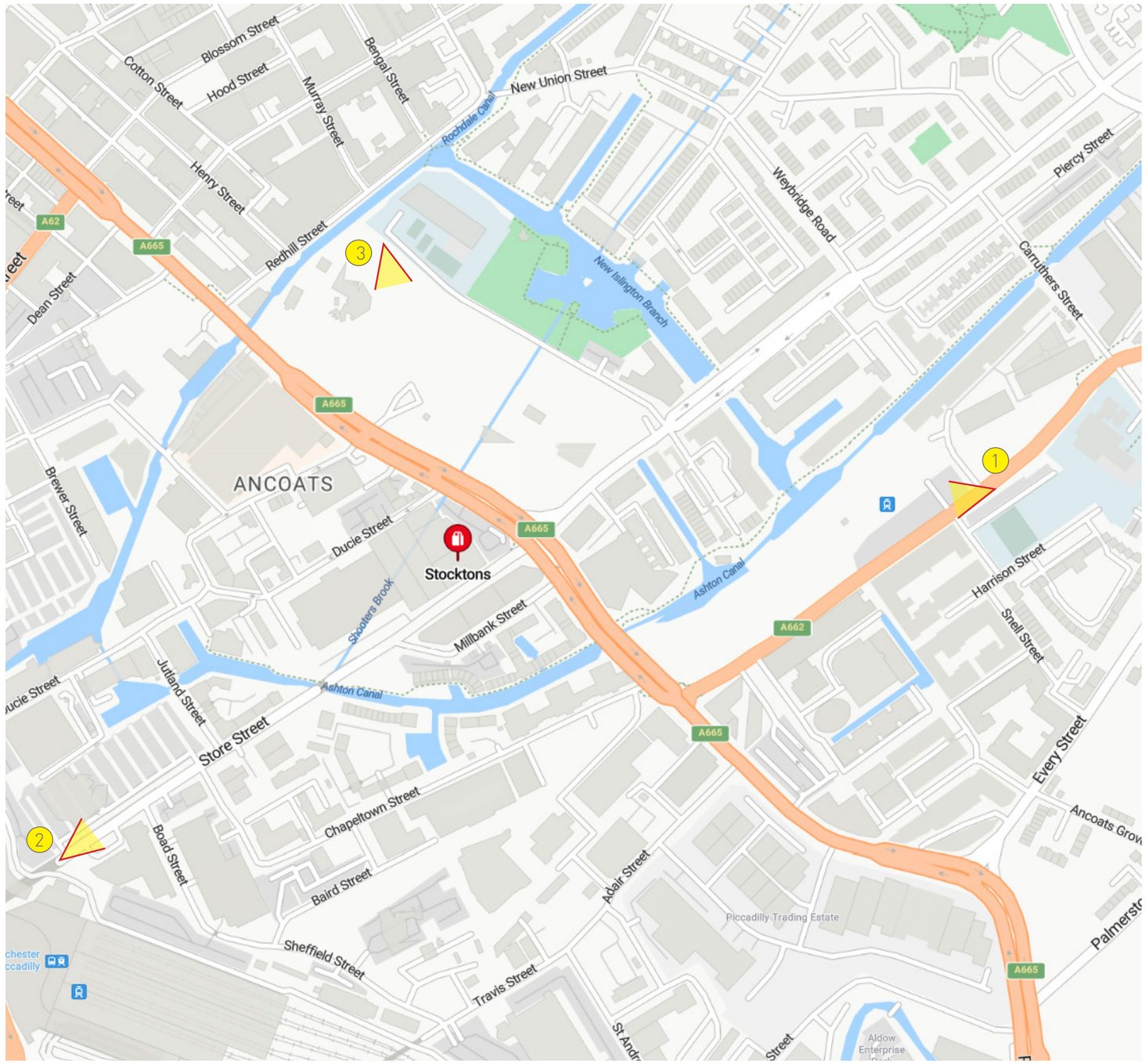


View of the Planning Submission 2025 scheme from the north side of Great Ancoats in front of the Central Retail Park site, looking south.

4.4 Planning Submission Scheme 2025

4.4.2 TOWNSCAPE ASSESSMENT

The planning documentation of the 2025 submitted scheme included a Townscape and Visual Impact Assessment with a number of 'verified' CGI views of the proposals in context. As the buildings height and the fact that it was 5 storeys higher than the height identified in the SRF some of these views are repeated here for reference and in order to compare with the revised design, which is explained in more detail in the following chapter.



Plan of the site and it's surrounds identifying the location of the selected verified' views.



1 View looking towards Oxygen Tower from Pollard Street



3 View looking towards Stocktons furniture store from Central Retail Park carpark



2 View looking towards Stocktons furniture store from the corner of Ducie Street and Paradise Walk

4.5 Design Evolution Summary

Having taken stock of the project following the 15th January 2026 MCC Planning Committee Meeting, the client body decided to make amendments to the scheme in order to address the concerns raised at committee and to integrate scheme revisions to improve the scheme's viability following the input of a new JV partner into The Applicant.

The key changes proposed to the Development in Building A are:

- Overall height reduction of 5 stories from G+49 storeys to GF+44 storeys.
- Cantilevered forms removed and the number of stacking forms reduced.
- Number of apartments reduced from 552 to 523 with approximately 7% reduction in area and a reduction of the area and depth of the basement.
- Updated facade expression with a simplification of the expression of the main 'horizontal volumes' which have become more smooth with glass to glass corners and the removal of the metal frames and ribs on the gable elevations.
- The tonal palette for the building has been updated to a warmer palette of bronze anodised finish to the aluminium panels.

The key changes proposed to the Development in Building B are:

- External cladding materiality amended from pre-cast concrete to buff brick with the metal elements matching Building A's warmer tonal palette.
- The horizontal super-grid revised to occur every 4 storeys in lieu of every 3 storeys.
- To work with the brick coursing the residential floor to floor levels have increased by 50mm to 3000mm, whilst the floor to floor heights of the office have been slightly reduced. These changes have resulted in an overall building height increase of 600mm.

The following chapter provides a comprehensive description of the amended design proposals, explaining the design rationale, the detail of its content and its architectural expression.



Right: Before and after comparative views of the March 2025 Planning Submission scheme and the May 2026 Amended Submission looking south west from the corner of Old Mill Street and Great Ancoats.

Far Right: Before and after comparative views of the March 2025 Planning Submission scheme and the May 2026 Amended Submission looking south from the New Islington Marina.





5.0
THE DESIGN





5.1 Architectural Ambition

The ambition for the development of the Stocktons site has evolved through an understanding of the SRF objectives and how they would fit into Manchester City Council's wider vision for the Piccadilly Ward area. In addition to the design principles developed in the initial studies and the developed brief summarised in section 4.0 of this statement, the following themes are considered particularly relevant to the development of the proposal.

The creation of a new mixed-use community to live and work in.

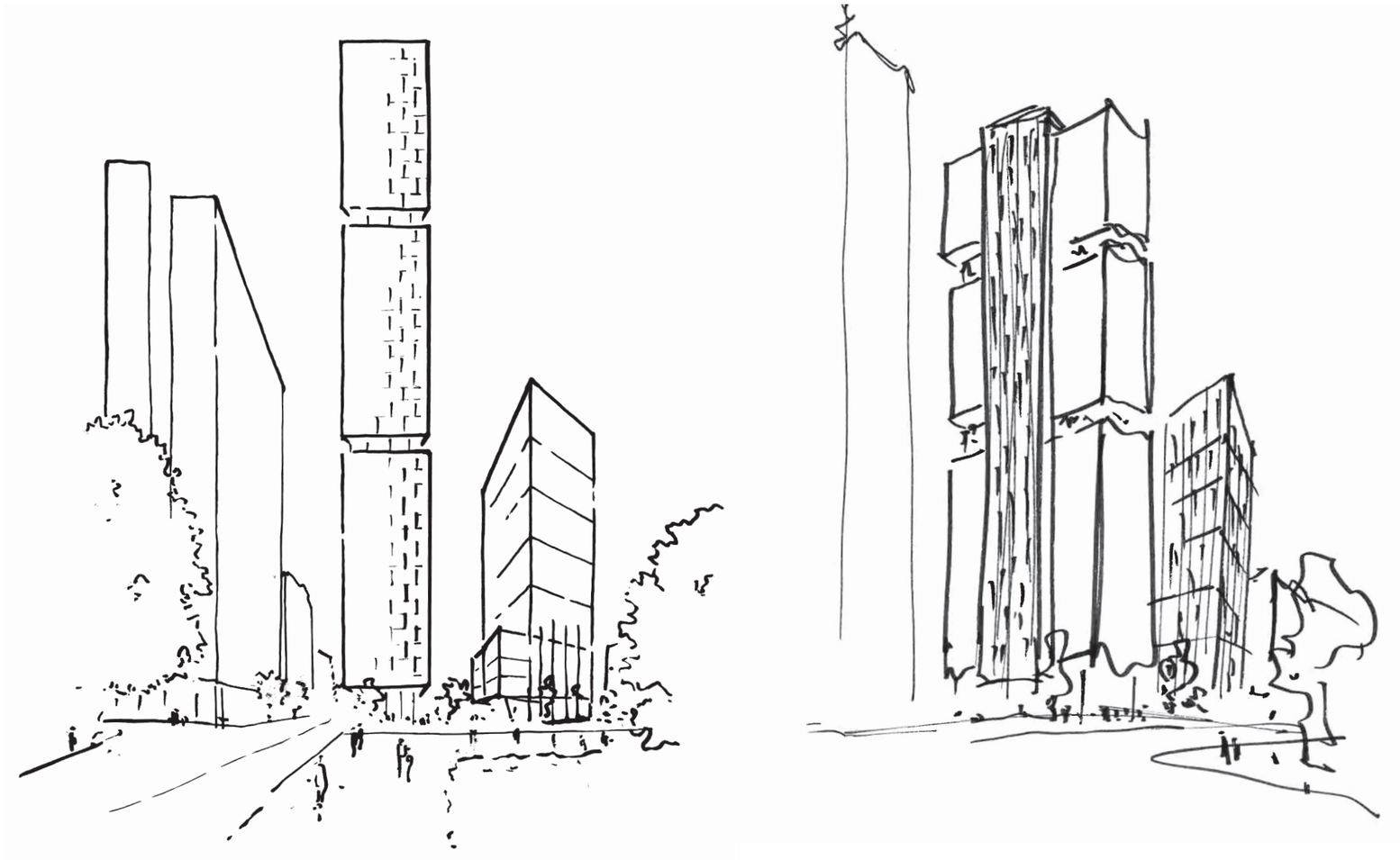
The regeneration of the site will be residential led with a range of build-to-rent apartment types supported by amenity spaces distributed within both buildings to create a series of micro communities within the building. No residential accommodation is located at ground level instead public facing cafes and lobbies with lounge spaces address the public realm. Office accommodation occupies the base of Building B with the ground floor envisaged as a flexible work space supported by 3 levels of office accommodation above. The resultant mix of uses will generate a vibrant community on the site both during the day and at night.

The creation of a new public realm with improved, active street frontages and new car-free space providing new pedestrian routes through the urban block.

A main driver for the development has been to contribute to the surrounding context by providing a meaningful area of public realm. Over 55% of the site area has been given to a new public space, pavement enhancements and a new shared surface route connecting Ducie Street and Store Street. New seating and a break-out space serving a cafe/bakery at the base of Building A will provide opportunities for the public to pause and relax.

A high 'urban green' factor with new trees and a richly planted public space to enhance the local amenity for all to benefit from.

The new public space will be highly landscaped with the introduction of a significant number of new trees in the public space and onto Store Street and Great Ancoats Street to benefit all visitors, whether residents, office workers or the public. Green roofs will also contribute to the urban greening factor.



A positive contribution to the existing and emerging skyline of the Piccadilly ward

The scale of the building and the prominence of the site is such that it will be seen from a distance in the skyline. The form and scale of the proposed buildings have been considered against a number of new developments that have been granted planning permission and/or under construction.

A contextually appropriate massing that helps to create a sense of place both with and around the built form.

The proposal evolved from a reaction to the Piccadilly and East Village SRF's desire to reinstate the 'city block' and break down the large industrial and commercial warehouses into smaller plots. Building A has evolved through the adoption of the design principles developed in section 4.3 and a reaction to its location on the corner of Great Ancoats Street and Store Street. The form reacts both in a vertical and horizontal direction. The form is a dynamic contribution to the Manchester city skyline that will give a contemporary identity to the East Village area and the wider Piccadilly Ward, adding to its rich architectural history.

An elegant architectural expression combining contemporary and traditional materials, befitting the industrial heritage of the site

The buildings will be distinctively different in material and form. Building A will be a modern, smooth, lightweight, bold collage of anodised aluminium in subtle shades of bronze that will vary in expression depending on the facade and evoke the industrial heritage of the site.

Building B will be a strong form emphasised by its corner location and reinforced by a supergrid composed of light buff brickwork with infill lightweight glazing and anodised aluminium. The office component will create a focal point for the new park and will be dressed in a lightweight glass facade with rhythmic vertical fins.



View of the proposals marking the junction of Great Ancoats Street and Store Street through a dymanic and sensitive massing composition, creating a positive contribution to the local townscape and the wider cityscape.



View of the proposed green artery between the residential blocks, designed to enhance human scale and promote spill-out activity at street level.

5.2 Form, Mass and Scale

The following diagrams explain the logic of the massing of the proposed development and how it relates to the SRF principles and the neighbouring and emerging massing.

East Village Central SRF Massing

Diagram 1 illustrates the SRF massing arrangement for Plots A and B extruded to the permitted height; 45 residential storeys for Building A and 17-18 commercial office storeys for Building B. Both buildings are set back from the site boundary line and are less than 18m apart. Building A has the plan form generally consistent with residential use, Building B has the plan form of an office building.

Developing the massing

Initial studies indicated that the established SRF width of Building A could be reduced whilst maintaining a good depth for residential planning. The slender width offers efficient floor plan for apartment layouts, maximises daylight and reduces dependency on mechanical and electrical services. The slender profile also reduces its impact on the skyline when viewing the development from Manchester city centre. A holding piece is introduced midway along Building A's rectilinear form to visually break the length of Building A by creating a step that pushes out towards the south-east and north-west. This device allows for apartments in the mid-section of the plan to have additional view-directions and marks the location of the circulation core. A set of recessed floors are introduced into the rectilinear volume of Building A to mark the location of residents' shared amenities. The recesses moderate the scale of the development and add movement and interest to the form.

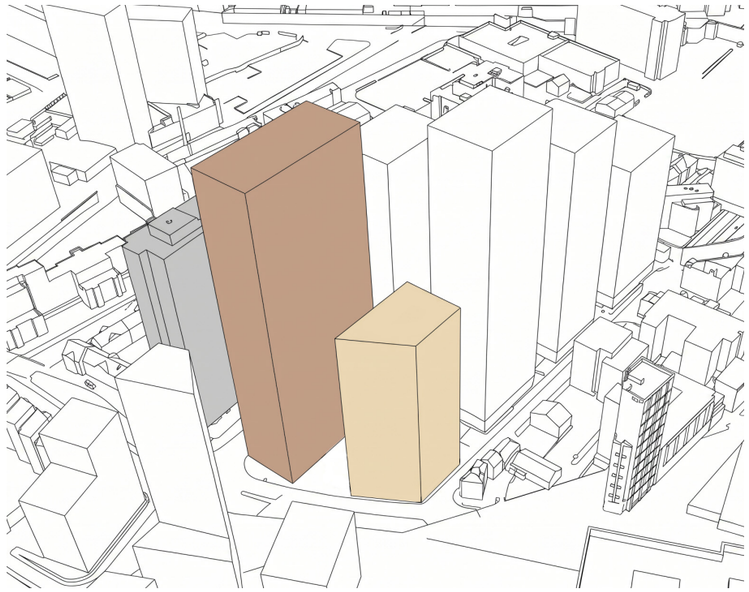
Building B maintains the SRF set-out relation to the corner of Ducie Street and Great Ancoats Street intended to restore the 'street edge and marking a corner' of the new neighbourhood. The south-east plane of Building B volume is pushed in resulting in an increased public realm and outlook between the buildings. Building B's set-out also offers an acoustic buffer between the new public space and the noise from oncoming traffic along Great Ancoats Street.

A contrasting and dynamic volume in shape and facade treatment extends out of the main Building B volume. This volume marks the levels dedicated to commercial office function and the residents' shared amenities. The extended volume is recessed at the ground floor to increase the extent of the landscaped public realm. The resulting overhang provides shelter and shade to parts of the public realm.

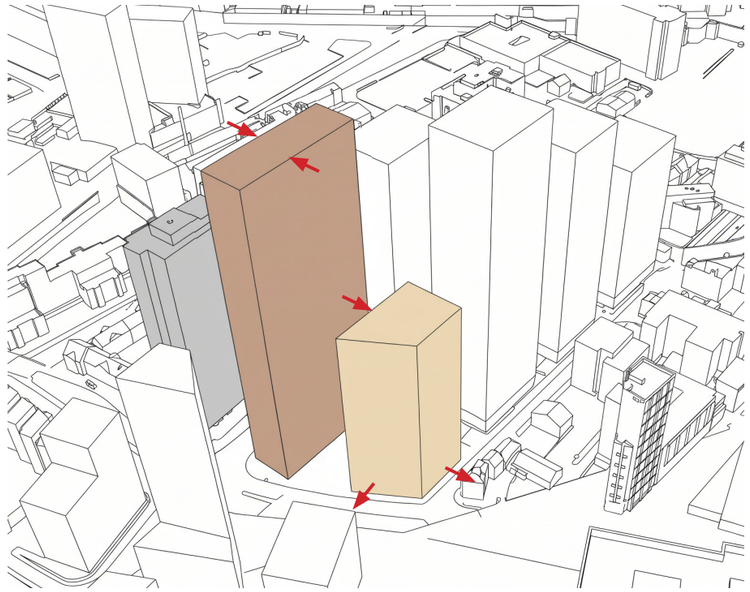
The final arrangement is a dynamic composition with the existing buildings and the emerging context that maximises the regeneration potential of the site:

- framing the new landscaped public space and routes opening up the city block and linking to the CRF development, and;

- marking the important junction of Store Street and Great Ancoats Street and the axial route to Sports City.

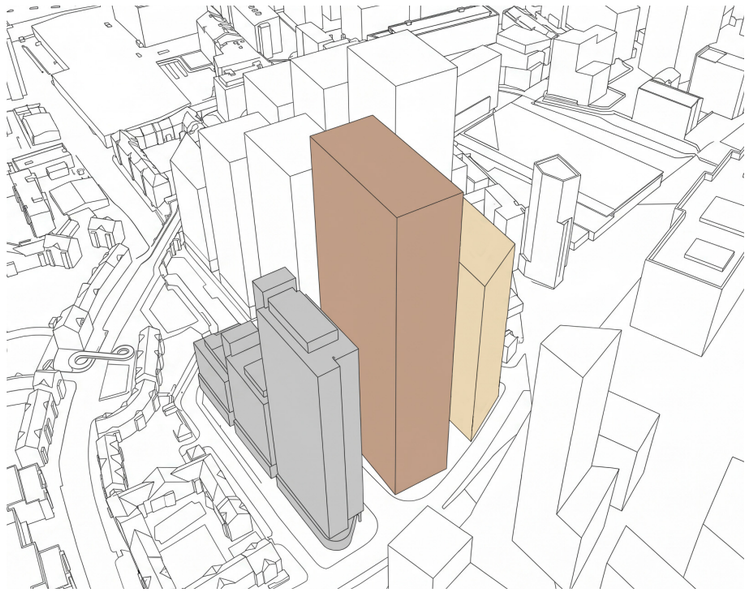


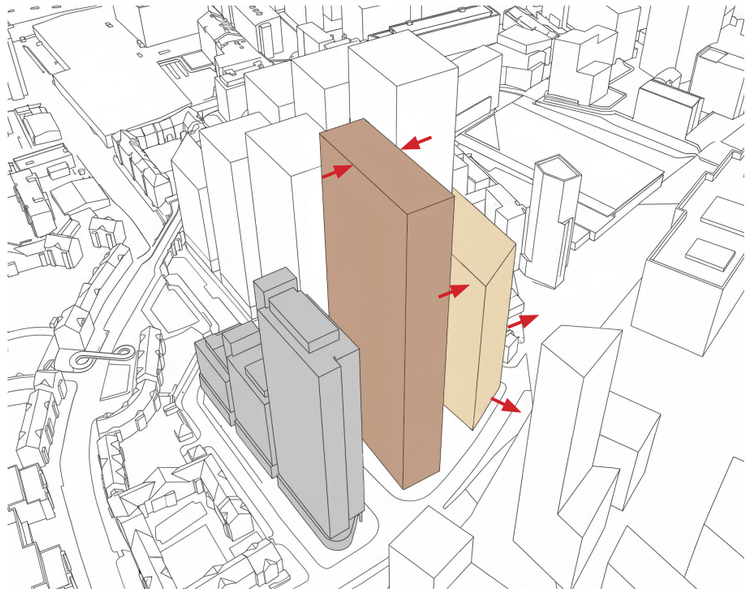
1 East Village Central SRF Massing



2 Reducing the width of the mass to a suitable size for residential use resulting in a slender profile.

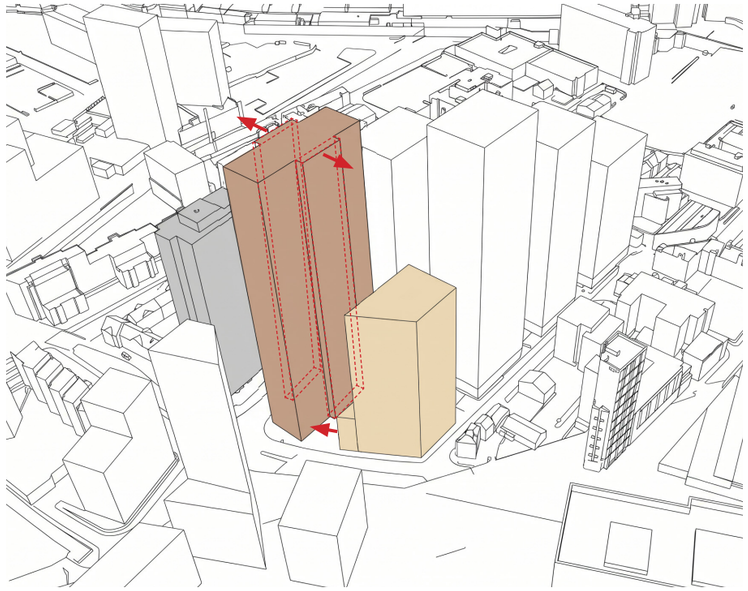
Building B set-out from the corner of Great Ancoats Street to reinstate the street edge and to create a bookend to the site to shield the public space from noise and reduced in width to the south.





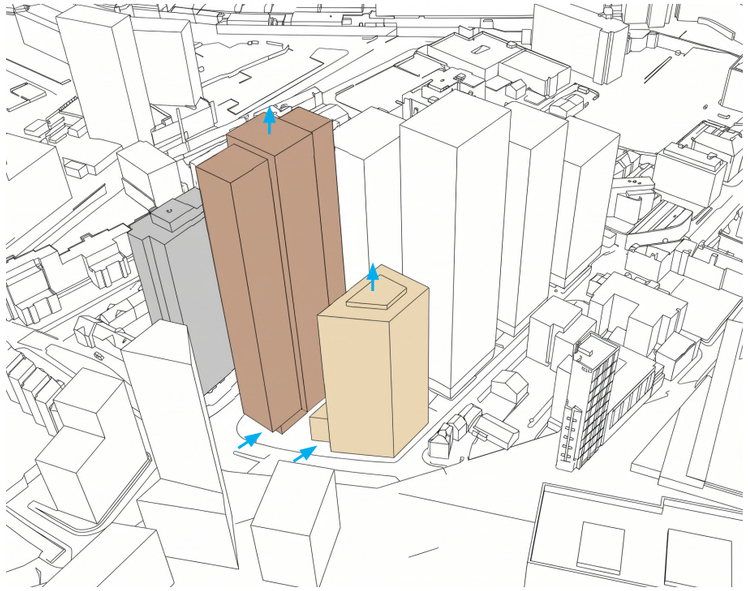
Building A / Plot A

Building B / Plot B



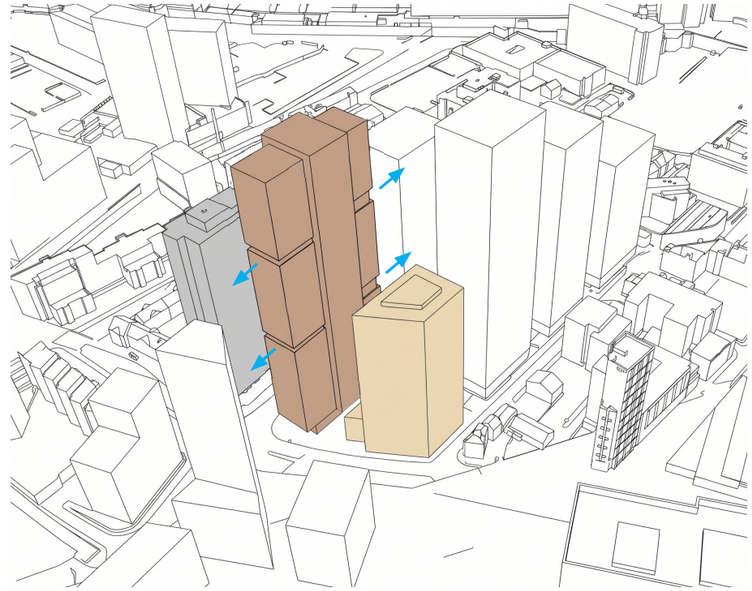
3 Introduction of a 'holding' piece to break the length of Building A.

The first four floors of Building B extend towards Building A to form a commercial space in a dynamic form and animating the public realm



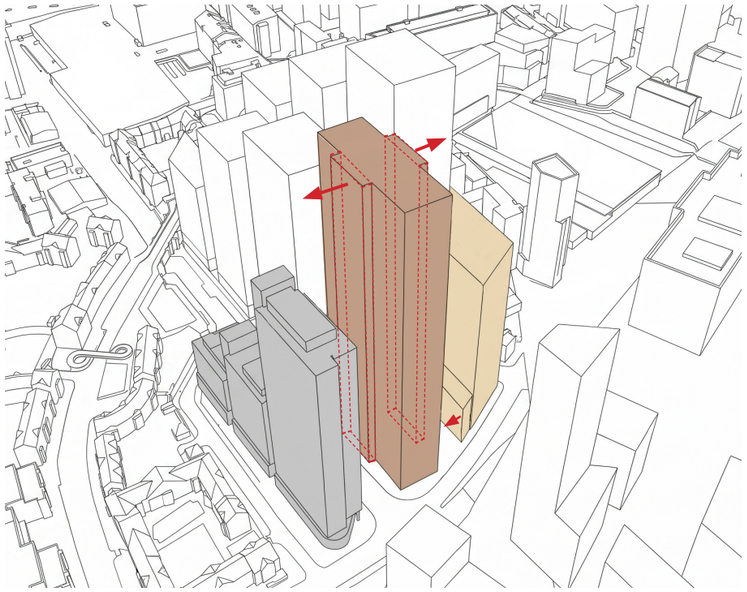
4 The 'holding piece' is pulled up and over the main linear volume of Building A .

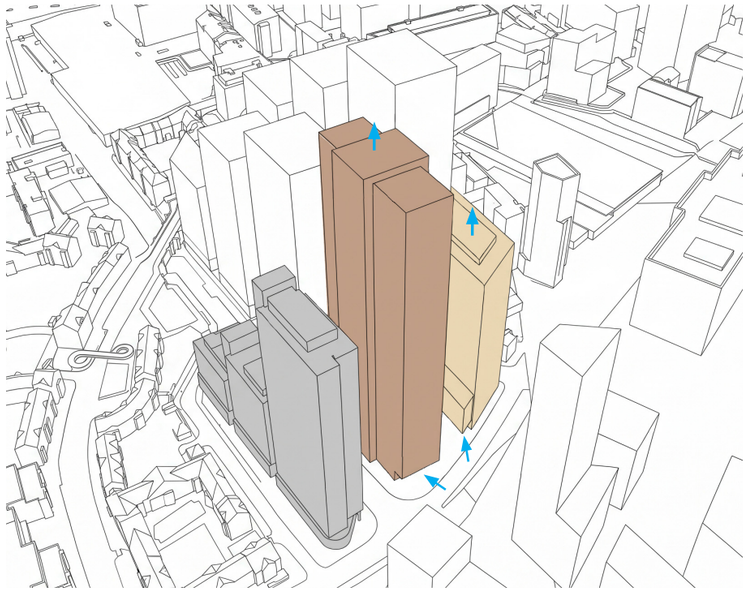
A core and plant enclosure on Building B is set back form the main parapet edge. Ground floors are pushed in to emphasize entrances and increase the size of the public realm.

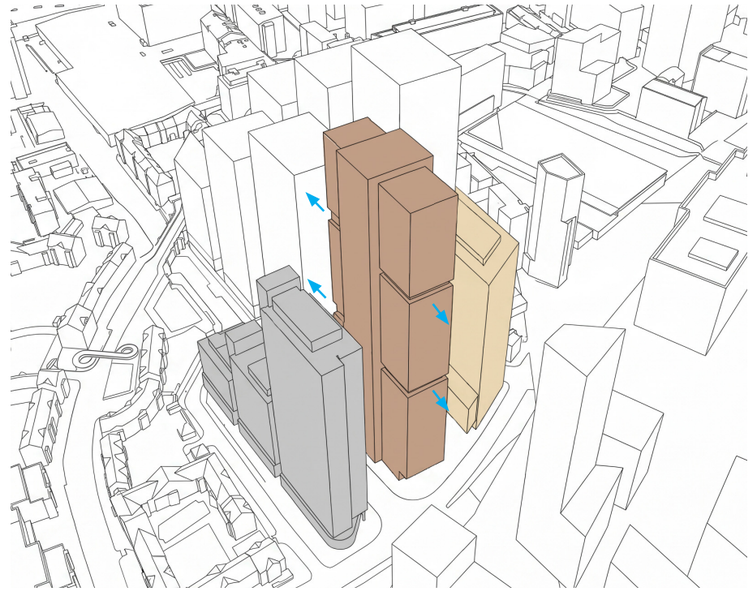


5 Horizontal joints are introduced in Building A to break the form vertically. The breaks are two storey on the west and single storey to the east giving the form a direction that faces the city centre.

The final arrangement is a dynamic composition with the existing buildings and the emerging context that maximises the regeneration potential of the site



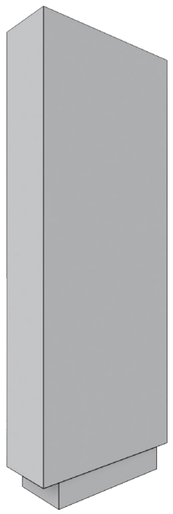




Building A / Plot A

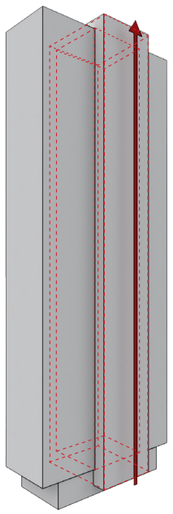
Building B / Plot B

5.2 Form, Mass and Scale



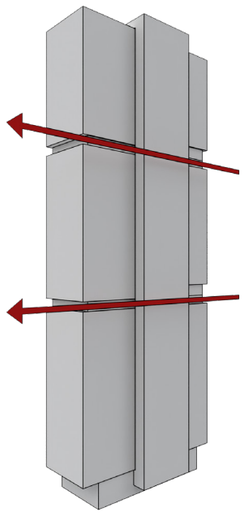
Step 1

Regular rectangular tower



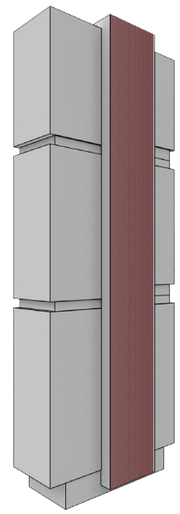
Step 2

Vertical 'holding' piece introduced to break the form.



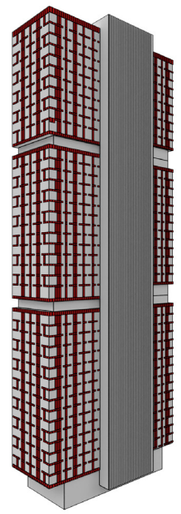
Step 3

Introduction of single and double height amenity levels to further break up the form into 3 separate segments.



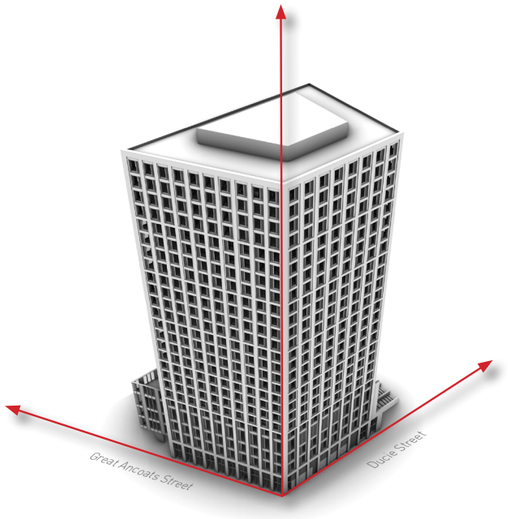
Step 4

Vertical fins are introduced to the 'holding piece' to great shadow and help differentiate it from the smooth curtain wall facade of the horizontal volumes.
The fins will be located next to windows to create a sense of privacy while also shading the apartments from overheating.



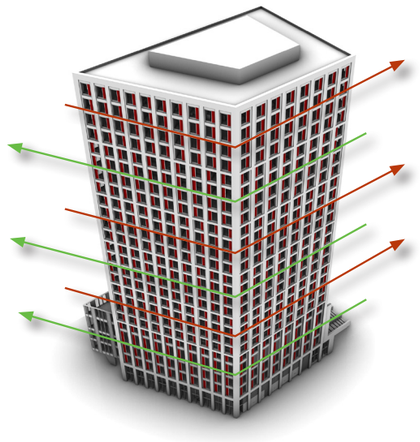
Step 5

Fenestration adds a residential 'grain' to the facade further breaking down the mass of the tower. Corners have glass to glass junctions which 'lighten' the mass of the forms further and improve the quality of the internal living space.



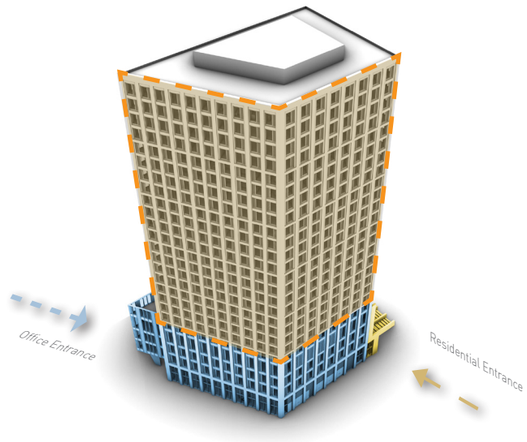
Reinstating the street edge

The form of Building B aligns with Great Ancoats Street and Ducie Street reinstating the 'street corner'. The location of Building B will be positioned on what is currently being used as surface car parking.



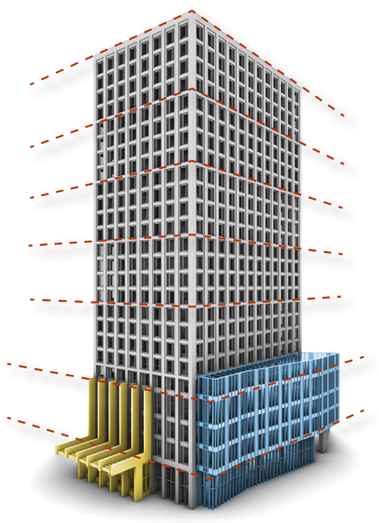
A facade with movement

A differentiation in facade panels using varying materials and pattern will assist in reinforcing the corner location by creating an illusion of movement. The pattern will alternate in direction every four storeys and appear to wrap around the form.



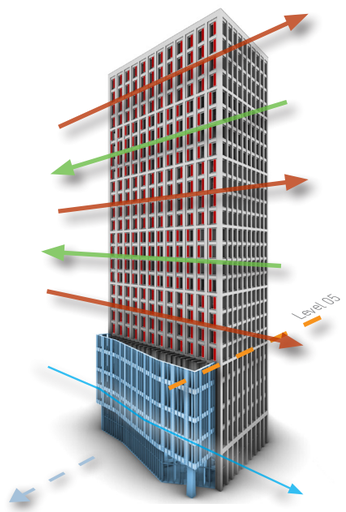
Entrances with identity

Building B is segregated into two different uses: office and residential. Each entrance has been carefully considered in location and distinction. The residential entrance is located away from the busy Great Ancoats Street and en route from Piccadilly Station via Ducie Street. The office entrance is located closer to the future Central Retail Park development facing the new public space.



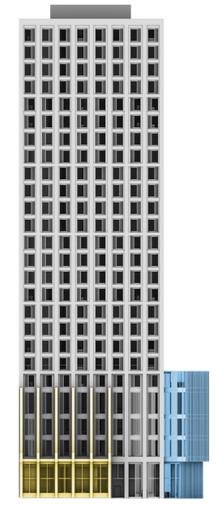
A facade with order

The facade of Building B has been designed using a supergrid that stacks vertically every four storeys. Panels that sit within the supergrid will create movement by alternating their location.



Distinction between uses

The twenty storeys of grided residential facade commences at level 05. The residential apartment and amenity level located in level 04 is included within the taller super grid module that marks the commercial office levels. The office is given its own identity by 'pulling' out and extending the floors into the public space creating an opportunity for a different facade expression and rhythm to the residential grid.



A considered, elegant, sensitive form

The profile of Building B is an elegant and slender silhouette that faces Manchester city centre and minimises its impact on the city skyline while maximising the distance between both buildings.

5.3 Townscape Considerations

STRATEGIC VIEWS

A number of views were used during the development of the scheme to assess the impact of the form on the surrounding context. The composition of the proposed development evolved through an understanding of the impact new developments coming forward would have on the immediate area and the larger views from Manchester city centre. The early concept strategies covered in 4.3 Initial Studies section were developed using these views and helped to develop the idea of the 'cluster' of tall buildings as a focal point.

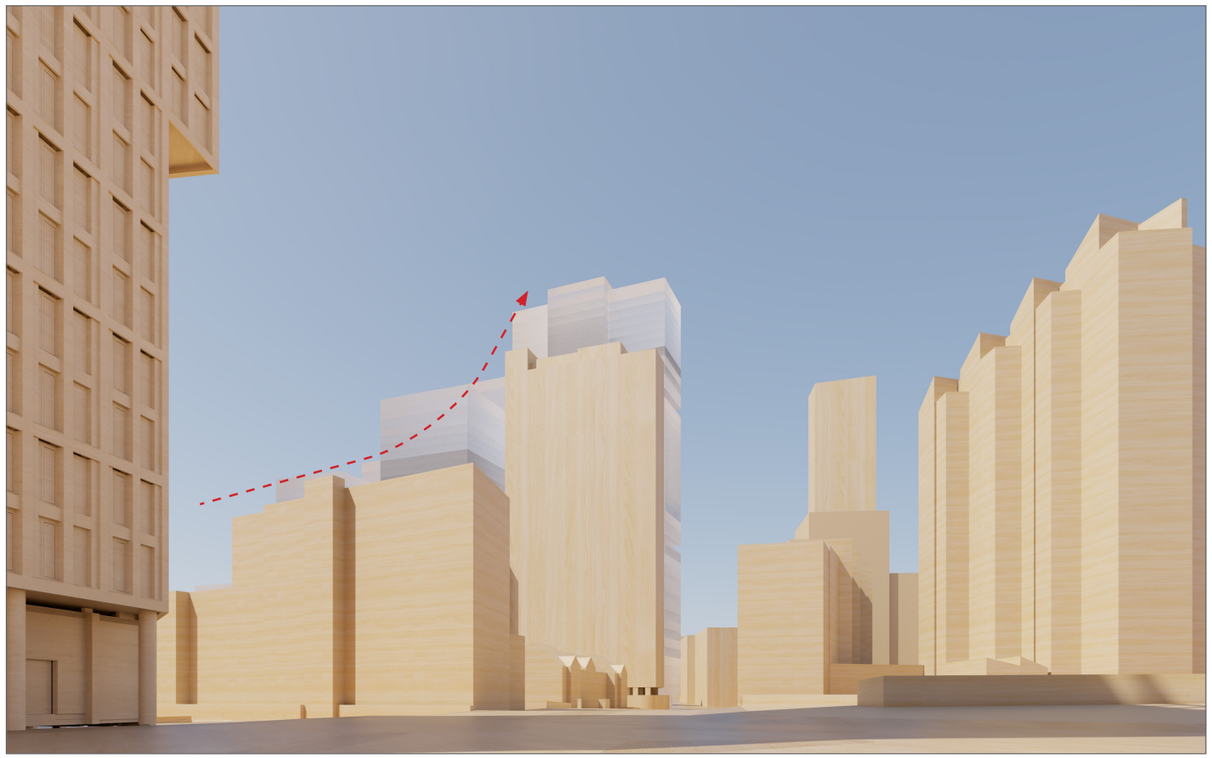
The articulation of the 'horizontal joints' play a key role in creating variation and interest along Great Ancoats Street. They help to break the regularity of the neighbouring buildings, in particular the Oxygen Tower.

View 01 - Illustrates the stepping from the lower rise buildings along the south east of Great Ancoats Street up to the Oxygen Tower and on to Building A.

View 02 - View from the Port Street development currently under construction, looking down Great Ancoats Street towards Stocktons. The view demonstrates how the massing was developed to 'step up' from the consented Laystall Street tower to Building B and onto Building A.

View 03 - View from the Store Street Aqueduct illustrating the proposed development and reinforcing the concept of a tall building 'cluster'.

View 04 - Initial massing studies for the CRP Phase 2 (Section 2.9) suggest a tall building on the corner Old Mill Street and Great Ancoats. If the proposed scheme comes forward, the tower would add to and compliment the group of tall buildings.



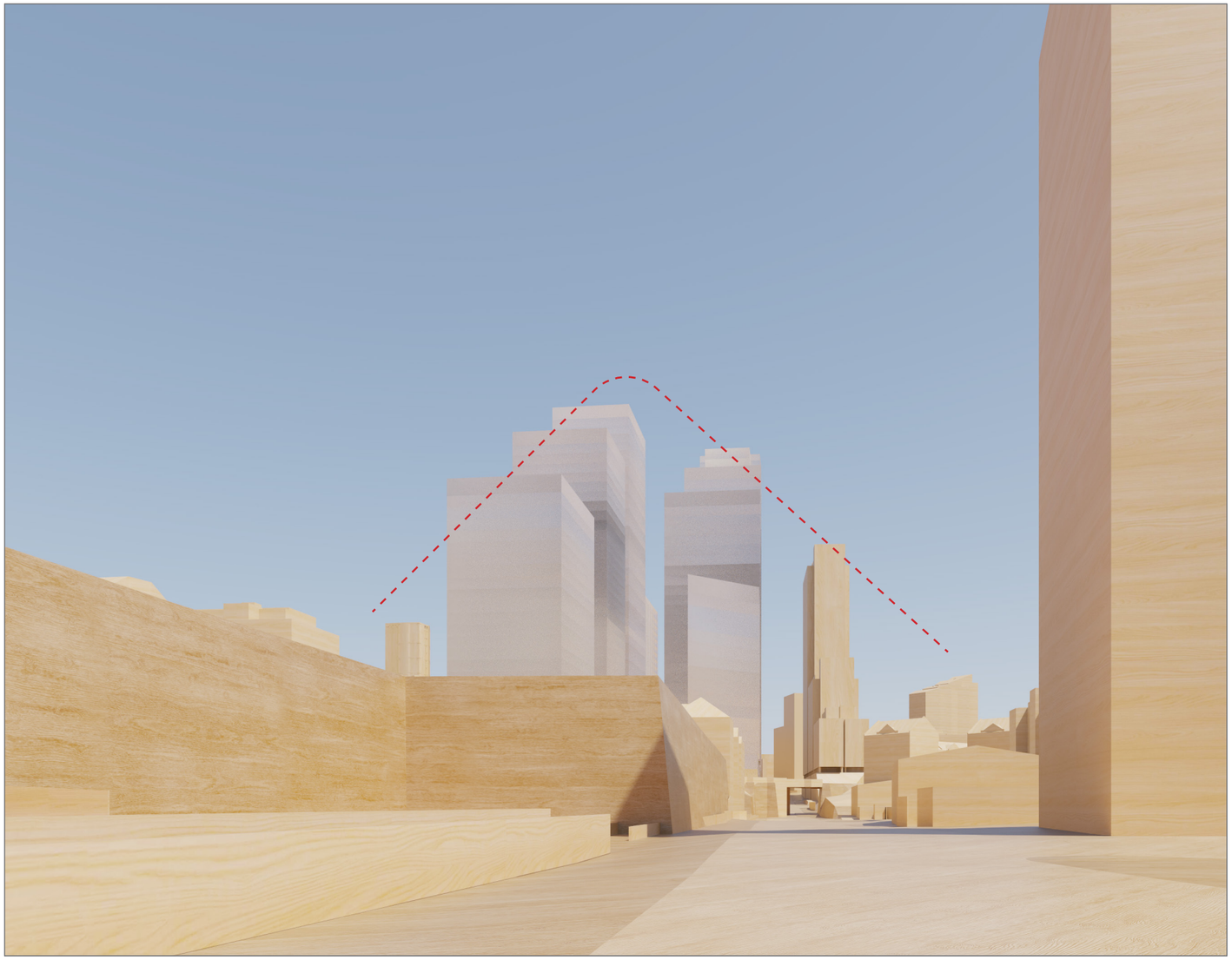
1 - View from Great Ancoats Street looking north west.





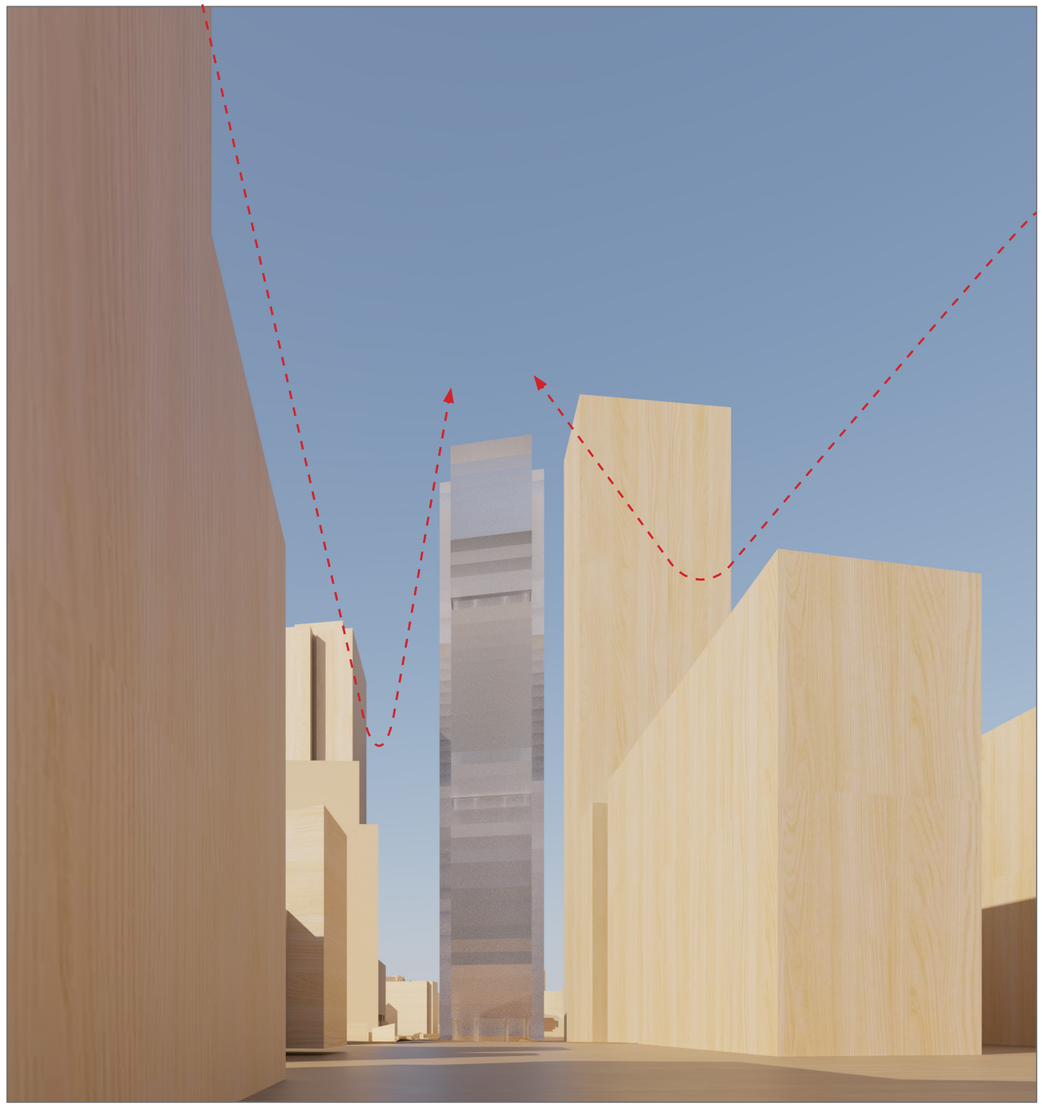
2 - View from Great Ancoats Street looking south east.



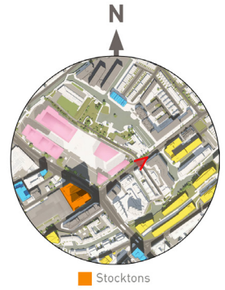


3 - View from the Store Street aqueduct.

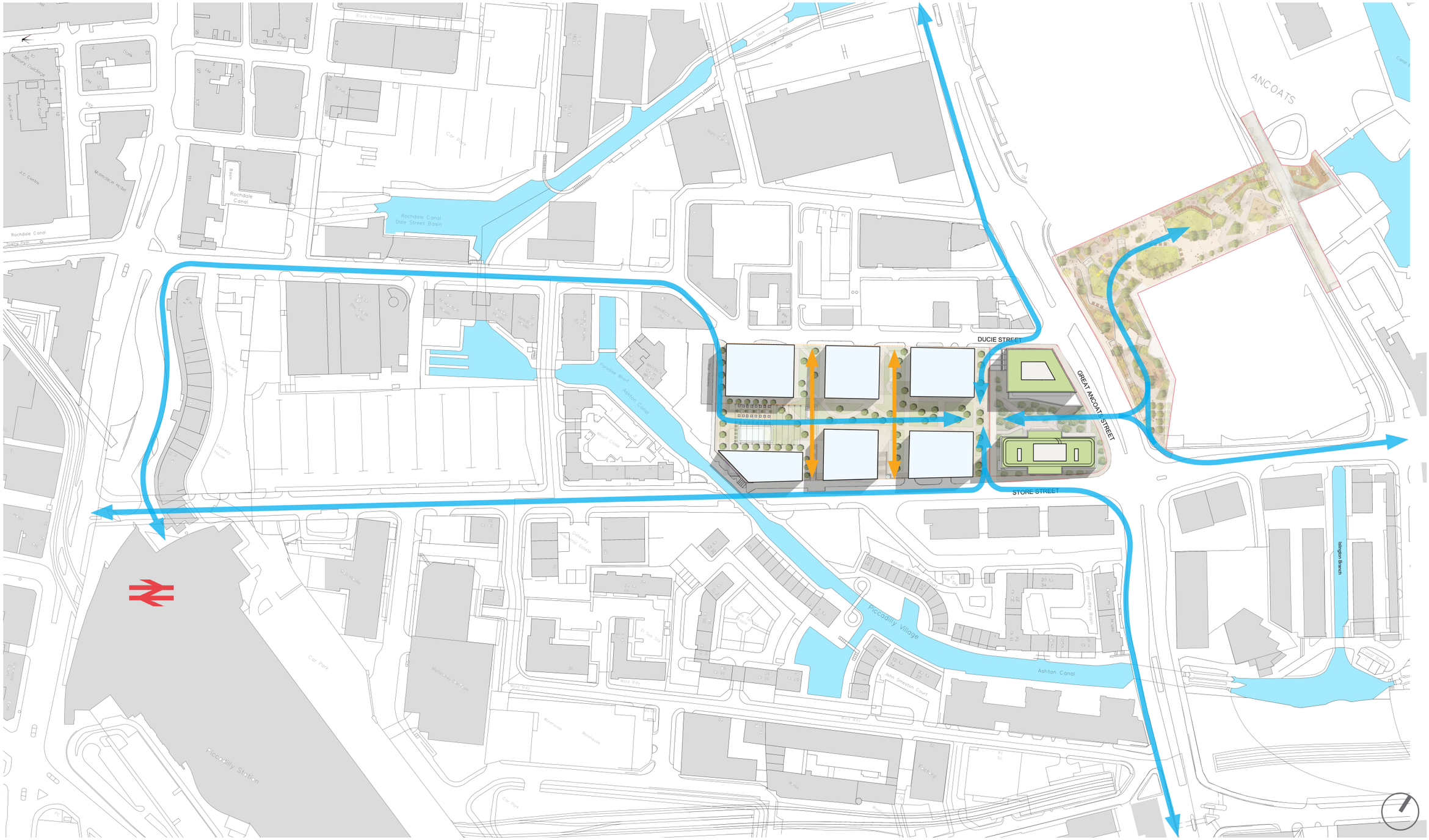




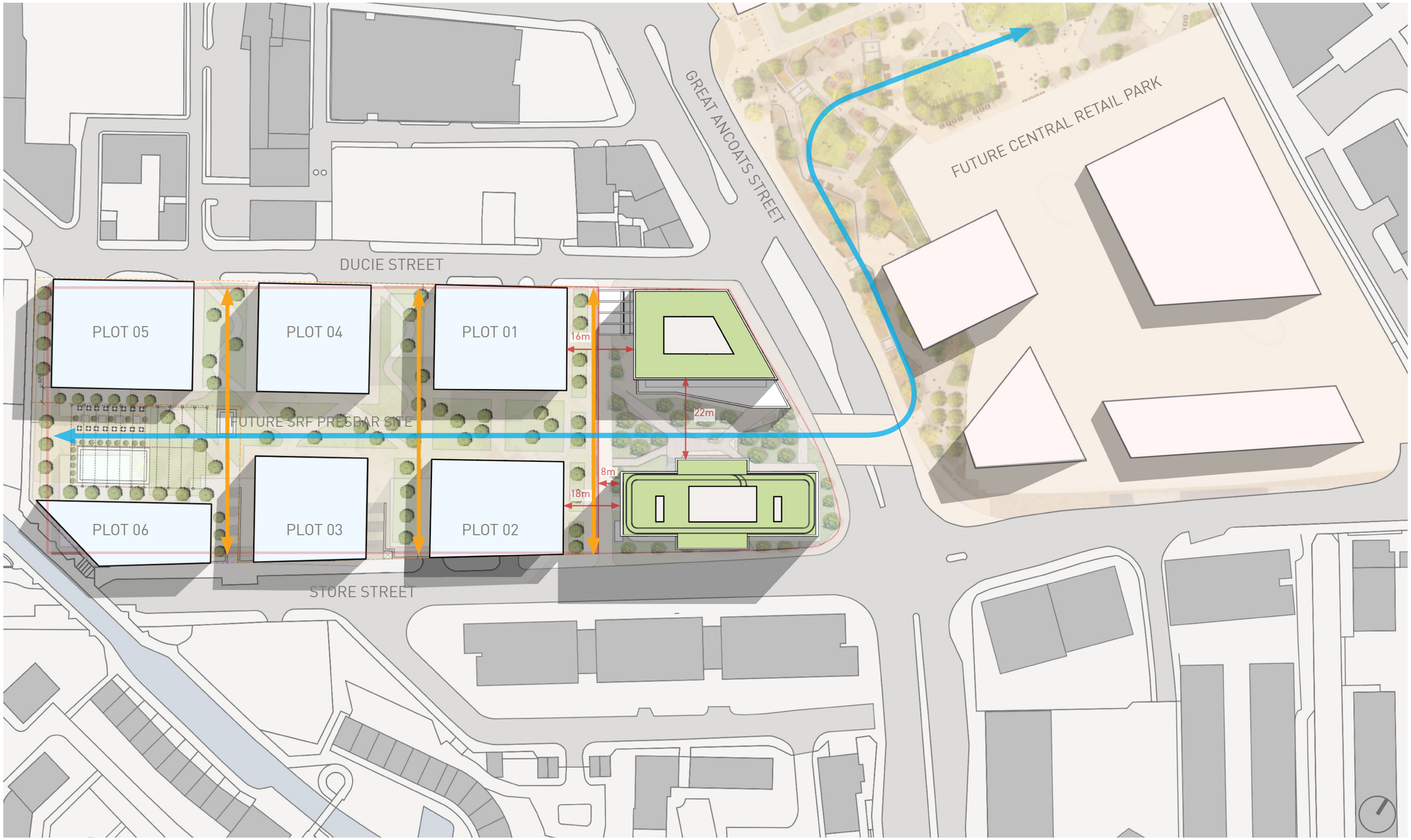
4 - View from Old Mill Street with CRP Phase 2 massing.



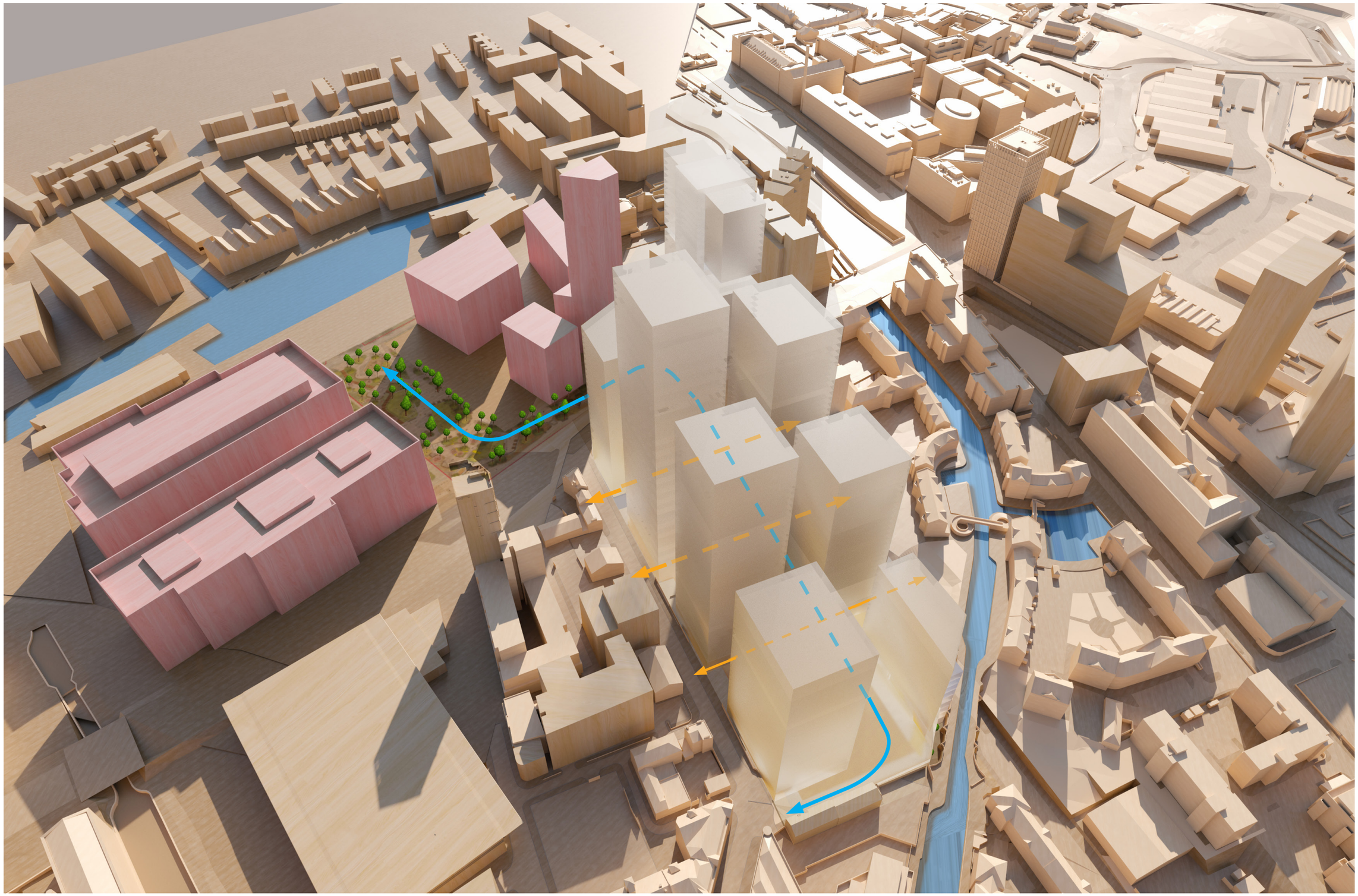
5.4 Site Strategy & Connectivity



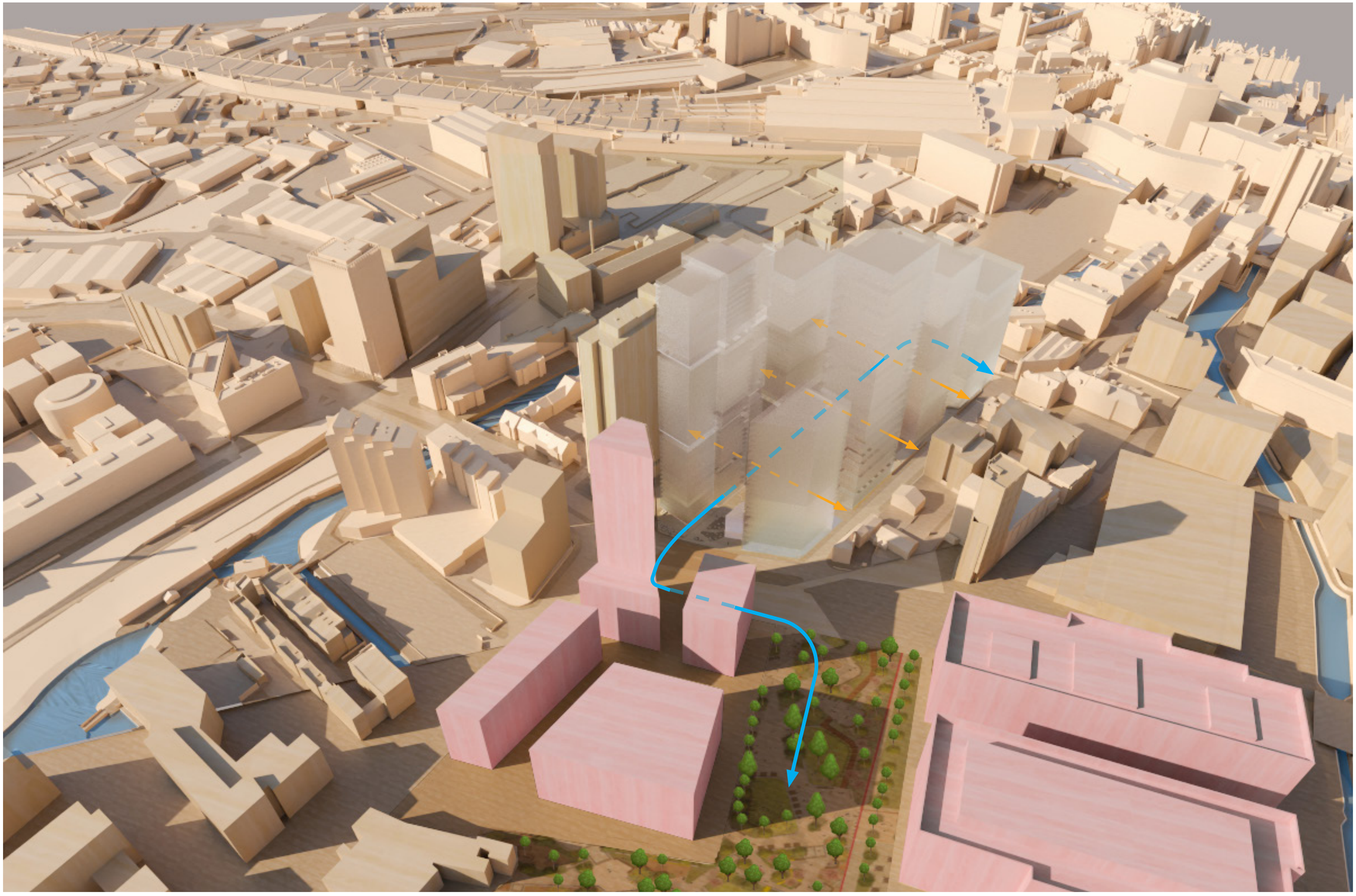
Site plan illustrating the connectivity of the East Village Central development into the surrounding area.



Site plan illustrating the connectivity of the East Village Central development into the future Central Retail Park.



Aerial view looking north east



Aerial view looking south west

5.5 Scheme Configuration: An Overview

This section provides a general overview of the proposed development introducing the three main components and distribution of uses. Metrics of the three main components are provided below and referenced in the elevation.

The land uses diagram on the opposite page provides an overview of the distribution of the development on the site. Due to the complexity of the development a particular focus is given to illustrating and describing the ground floor and public realm in this section. A detailed explanation of Building A and Building B will be provided in sections 5.6 through to 5.10. Listed below are the key statistics of the proposals.

Building A

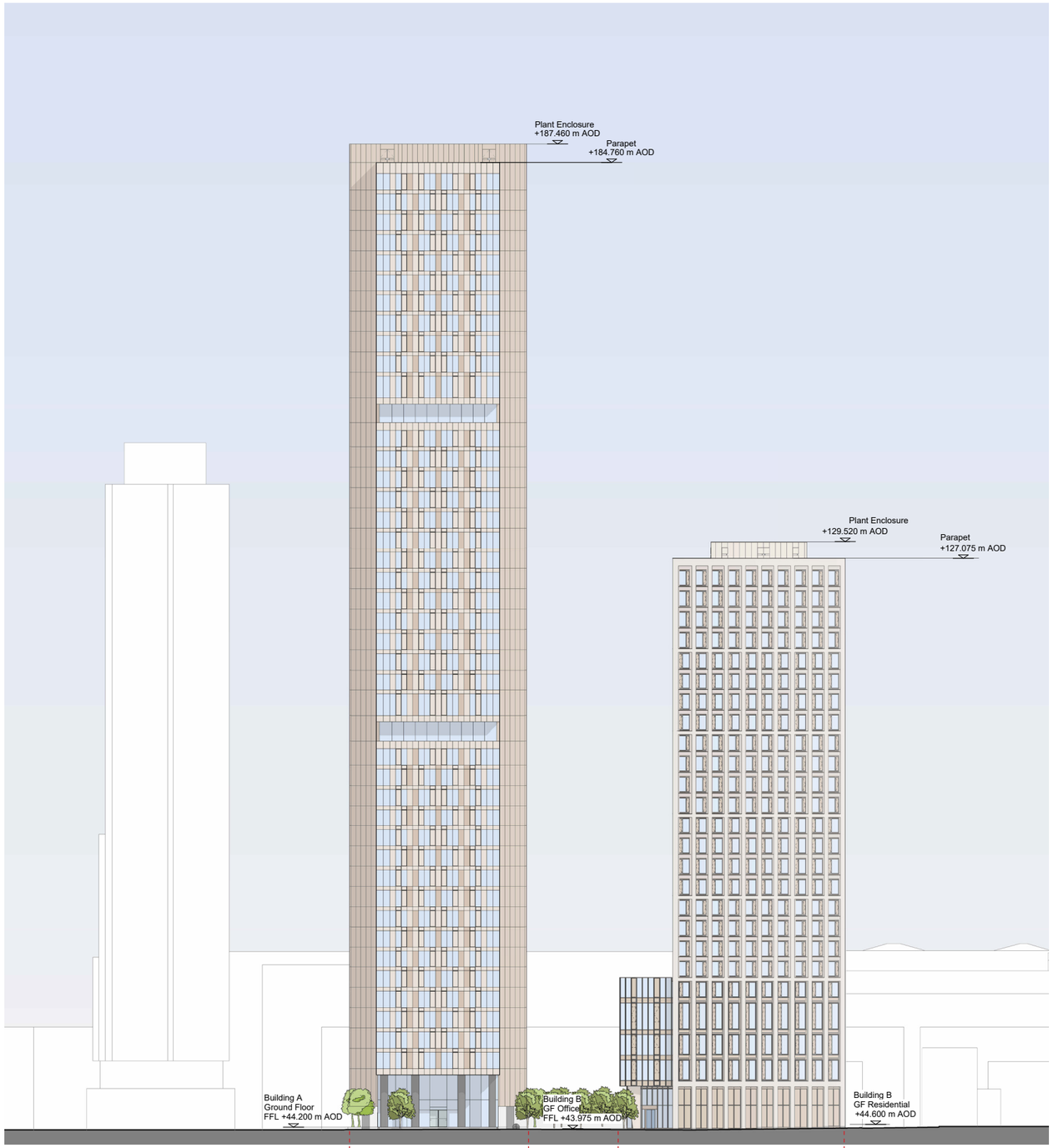
- Build to Rent (BTR)
- Ground floor + 44 Storeys
- Height (AOD) : 187.460m
- Height (Above ground floor residential lobby) : 143.260m
- 523 Apartments
- Residential amenity areas
- Public Cafe & Bakery / Workspace

Building B

- Mixed-Use
  Build to Rent (BTR) + Commercial
- Ground floor + 24 storeys
- Height (AOD) : 129.520m
- Height (Above ground floor residential lobby) : 84.920
- 200 Apartments
- Residential amenity areas
- 43,227sqft GIA Co-working Space

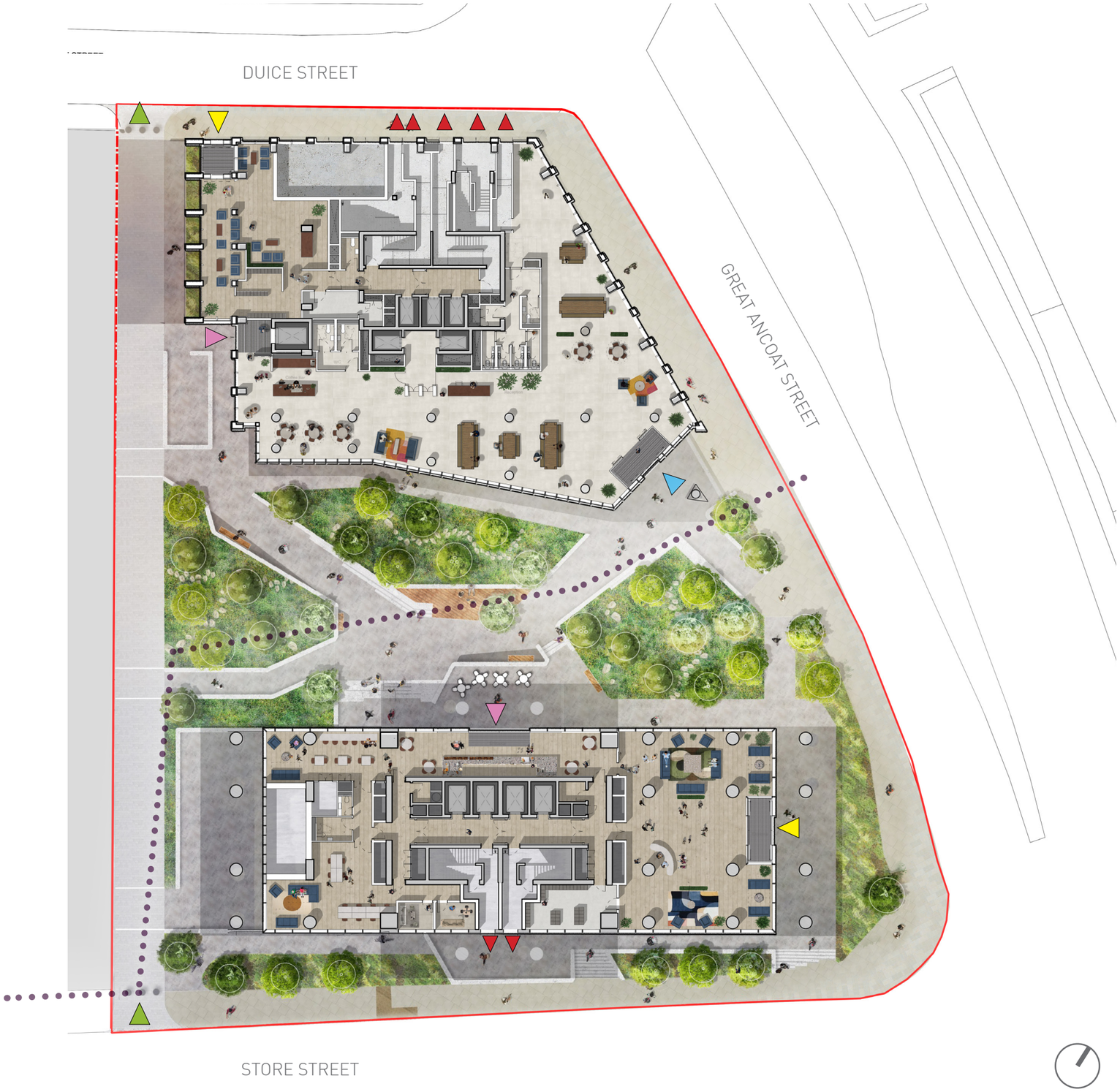
Public Realm

- 55% of the site area has been given to public realm
- Fully accessible areas
- Selection of different types of seating spaces
- Diversity of tree species and planted areas

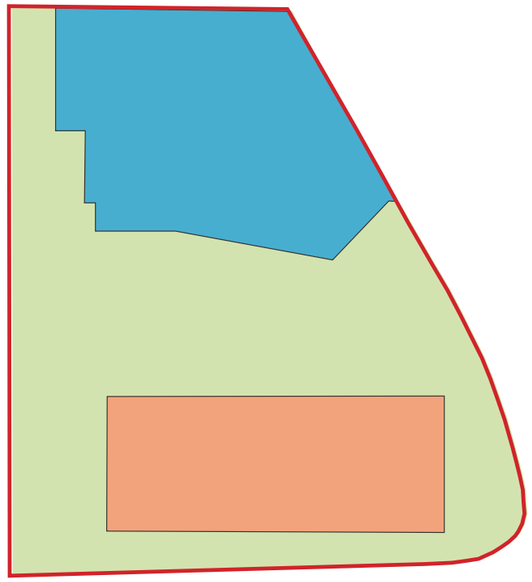


North east elevation

Building A | Public space | Building B



Ground floor plan of proposed development



LAND USE SUMMARY

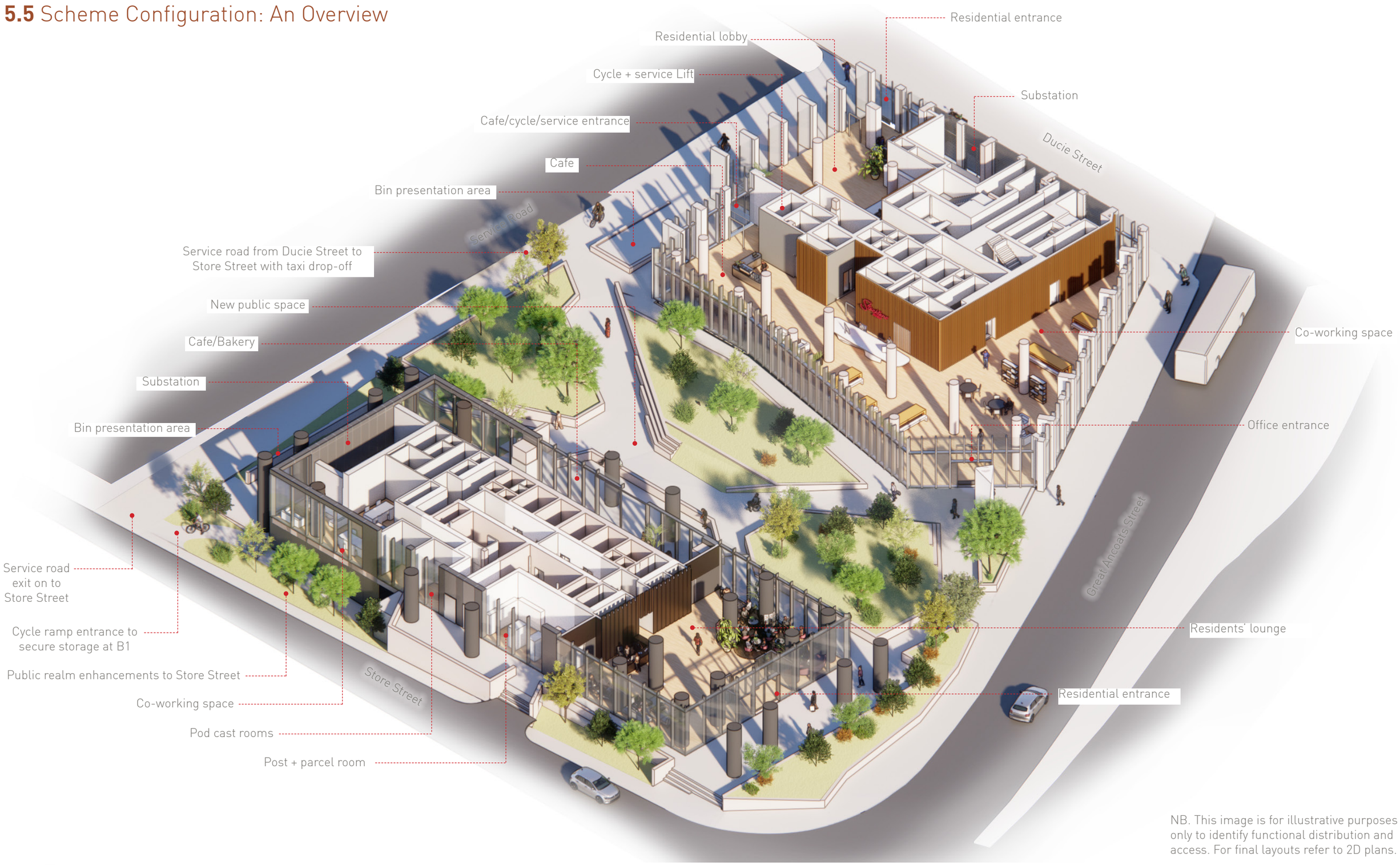
Building A
19% site area

Building B
26% site area

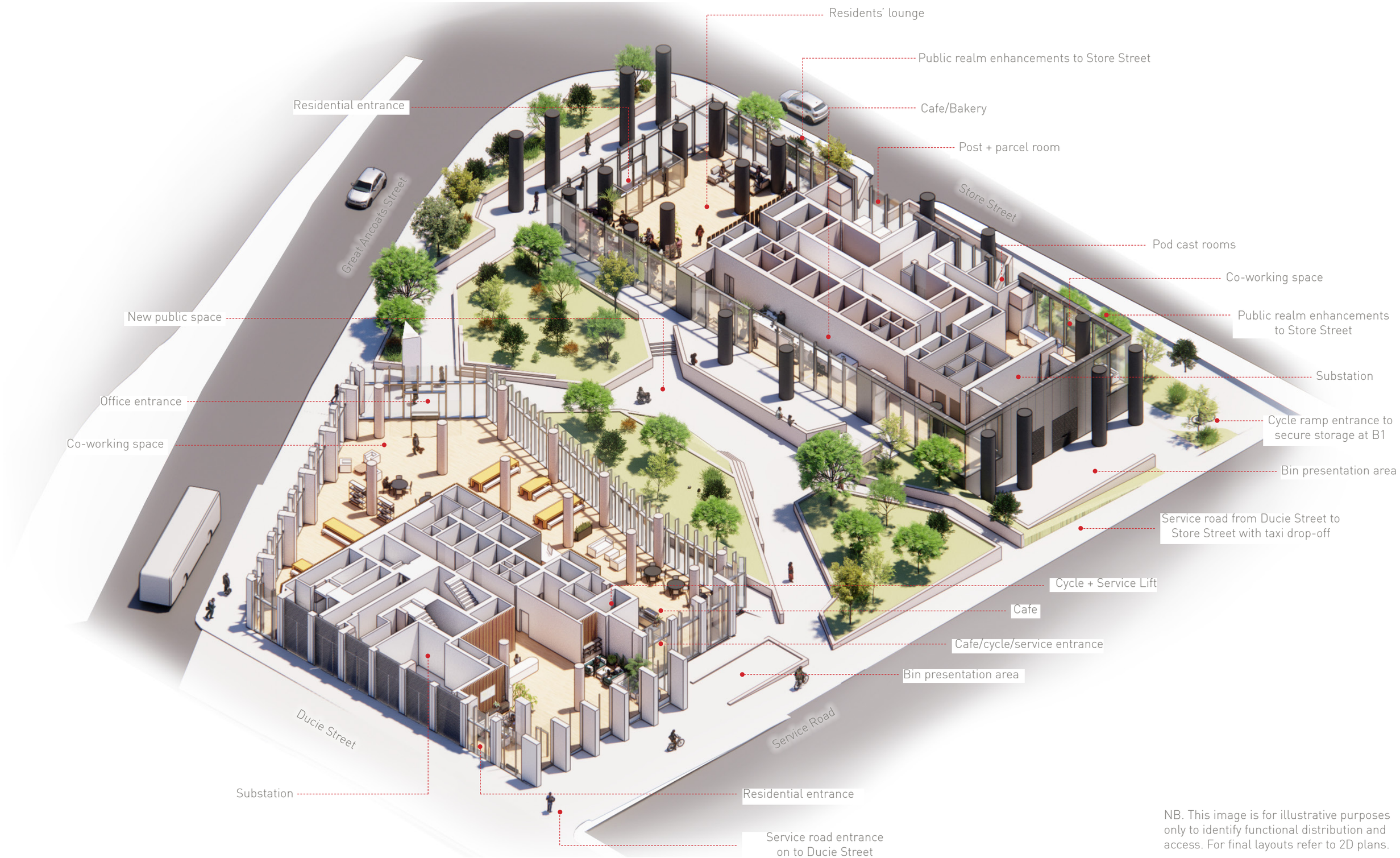
Public Realm
55% site area

- Residential Entrance
- Office Entrance
- Cafe/Bakery Entrance
- Fire Escape
- Shared surface service road
- Culvert Diversion

5.5 Scheme Configuration: An Overview



NB. This image is for illustrative purposes only to identify functional distribution and access. For final layouts refer to 2D plans.



NB. This image is for illustrative purposes only to identify functional distribution and access. For final layouts refer to 2D plans.

5.6 Building A - Functional Arrangement

Building A has been designed as a Ground + 44 storey residential tower for use as 'build for rent'. The design has been carefully considered to provide the required mix and quantum of accommodation needed to meet the aspirations set by the Applicant and potential operator in response to market demand. The proposed mix is summarised in the area table on the next page.

Description of proposal

› Ground floor

The main residential entrance is located on the north east elevation. The entrance is recessed under an external soffit with external lighting and will provide protection from any adverse weather conditions. There will be a landscaped area in front of the entrance that will assist in screening Great Ancoats Street from the lobby. Residents will enter into a double height lounge with a reception area and a letter/parcel collection facility. An access controlled door will provide direct access into the shared cafe/ bakery space and to the new external public space.

› 523 apartments across 44 storeys.

There are three typical residential levels that form the majority of the floorplans of Building A. Type 1, Type 2 and Type 3.

› Amenity provision

› Level 00 - Lounge + Co-working facilities + podcast/meeting rooms

› Level 18 - Gym + Lounge

› Level 33 - Spa Facilities + Games Room/Bar + Lounge

› Cycle parking

› 262 secure cycle spaces

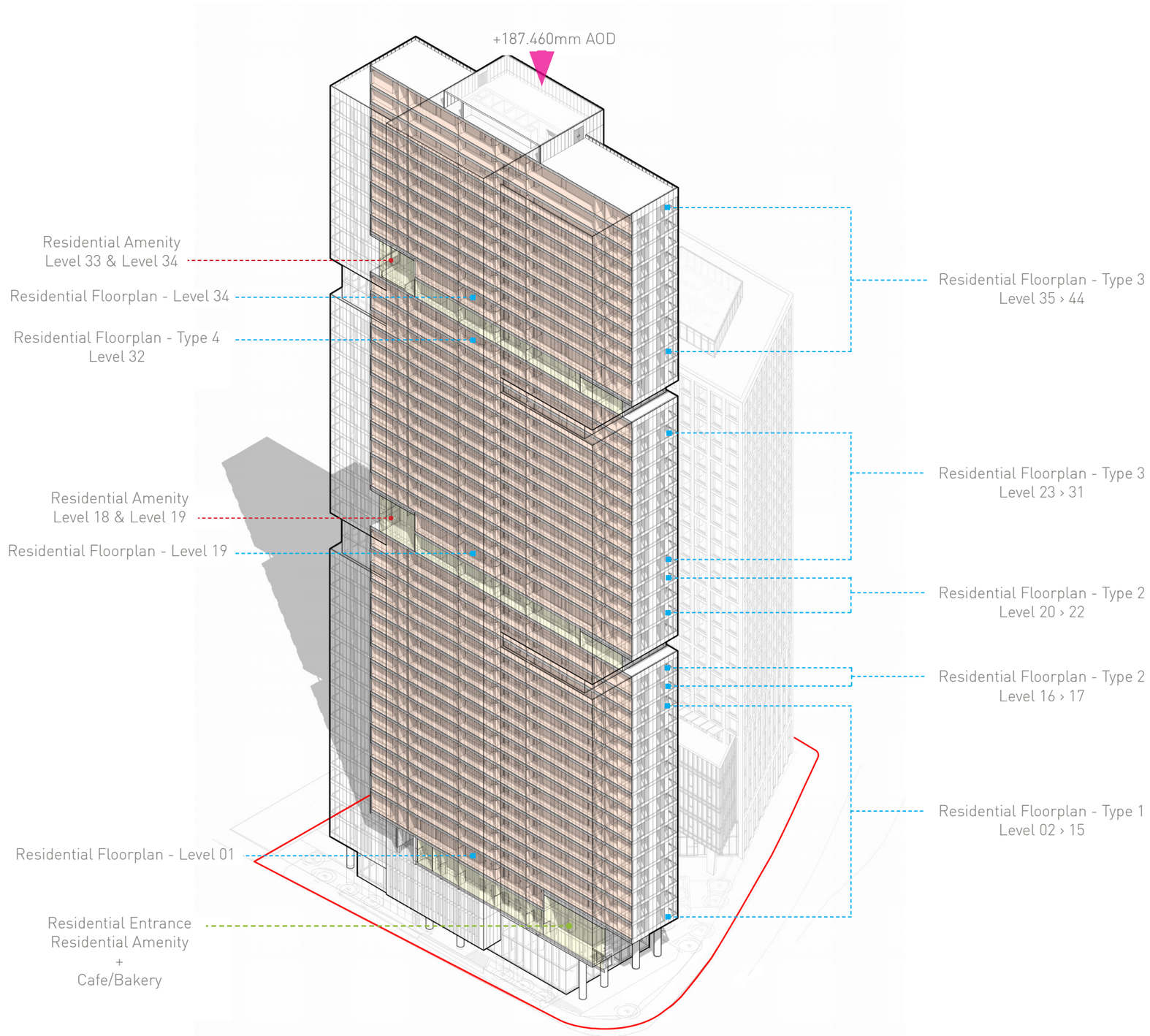
› 262 folding bike lockers

Total provision is equivalent to one per apartment.

Cycle access into B1 storage facility will be via a ramp directly off the service road entrance along Store Street.

› General storage facilities in basements

› 40 storage lockers



Building A - Sectional Diagram

LEVEL	FUNCTION / TYPE	NET INTERNAL AREA		GROSS INTERNAL AREA		NIA:GIA	GROSS EXTERNAL AREA		ACCOMMODATION				TOTAL UNITS PER FLOOR
		SQM	SQFT	SQM	SQFT		SQM	SQFT	STUDIO (1P)	1 BED (2P)	2 BED (4P)	3 BED (6P)	
B2	BASEMENT	0	0	807	8687	0%	952	10247	0	0	0	0	
B1	BASEMENT	0	0	741	7972	0%	891	9587	0	0	0	0	
00	ENTRANCE / PLANT / BOH/AMENITY/MANAGEMENT	392	4223	709	7634	55%	744	8008	0	0	0	0	
01	RESIDENTIAL	451	4857	765	8232	59%	817	8793	1	1	5	0	7
02	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
03	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
04	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
05	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
06	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
07	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
08	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
09	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
10	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
11	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
12	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
13	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
14	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
15	RESIDENTIAL - TYPICAL TYPE 01	812	8740	1092	11749	74%	1139	12256	3	5	6	0	14
16	RESIDENTIAL - TYPICAL TYPE 02	816	8783	1092	11749	75%	1139	12256	1	3	6	2	12
17	RESIDENTIAL - TYPICAL TYPE 02	816	8783	1092	11749	75%	1139	12256	1	3	6	2	12
18	AMENITY/ RESIDENTIAL	688	7,404	996	10,723	69%	1039	11,182	0	0	3	0	3
19	RESIDENTIAL	573	6,162	843	9,076	68%	887	9,546	0	0	8	0	8
20	RESIDENTIAL - TYPICAL TYPE 02	816	8783	1092	11749	75%	1139	12256	1	3	6	2	12
21	RESIDENTIAL - TYPICAL TYPE 02	816	8783	1092	11749	75%	1139	12256	1	3	6	2	12
22	RESIDENTIAL - TYPICAL TYPE 02	816	8783	1092	11749	75%	1139	12256	1	3	6	2	12
23	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
24	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
25	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
26	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
27	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
28	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
29	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
30	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
31	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
32	RESIDENTIAL	747	8041	1092	11757	68%	1139	12256	1	1	9	0	11
33	AMENITY/ RESIDENTIAL	634	6,824	996	10,723	64%	1039	11,182	0	0	2	0	2
34	RESIDENTIAL	572	6,157	845	9,094	68%	887	9,546	0	0	8	0	8
35	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
36	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
37	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
38	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
39	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
40	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
41	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
42	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
43	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
44	RESIDENTIAL - TYPICAL TYPE 03	816	8783	1092	11749	75%	1139	12256	1	1	10	0	12
RF	ROOF	0	0	131	1,411	0%	151	1,625					

NIA SQM	NIA SQFT	GIA SQM	GIA SQFT	AVERAGE EFFICIENCY	GEA SQM	GEA SQFT
35,009	376,836	49,402	531,767	71%	51,813	557,718

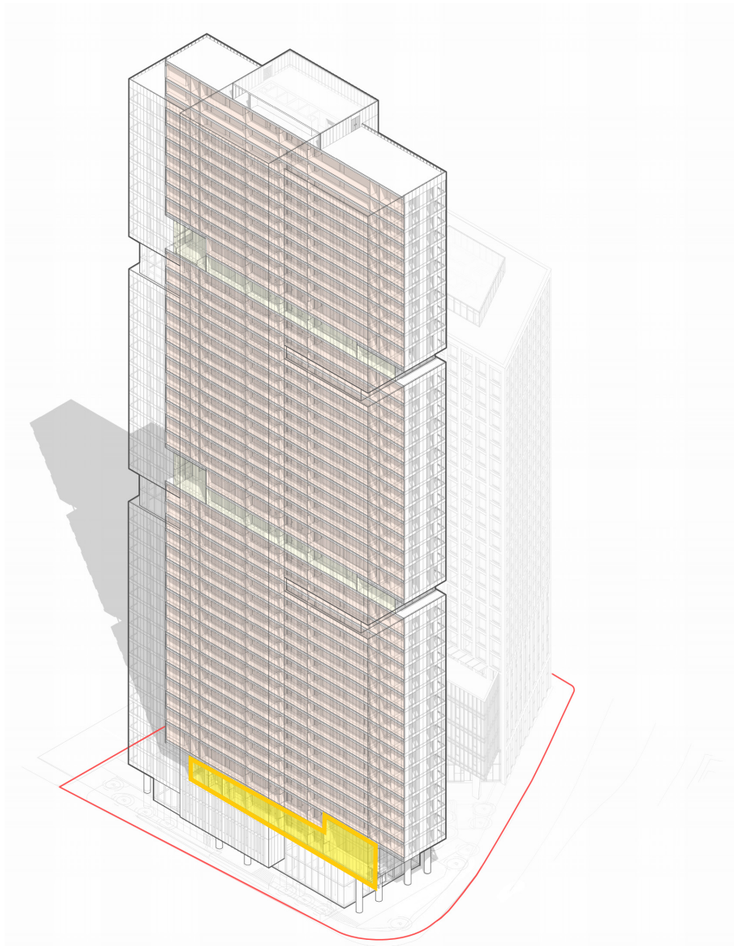
STUDIO (1P)	1 BED (2P)	2 BED (4P)	3 BED (6P)	
68	106	339	10	
523				TOTAL
13%	20%	65%	2%	MIX
33%		65%	2%	523

Building A - Area Table

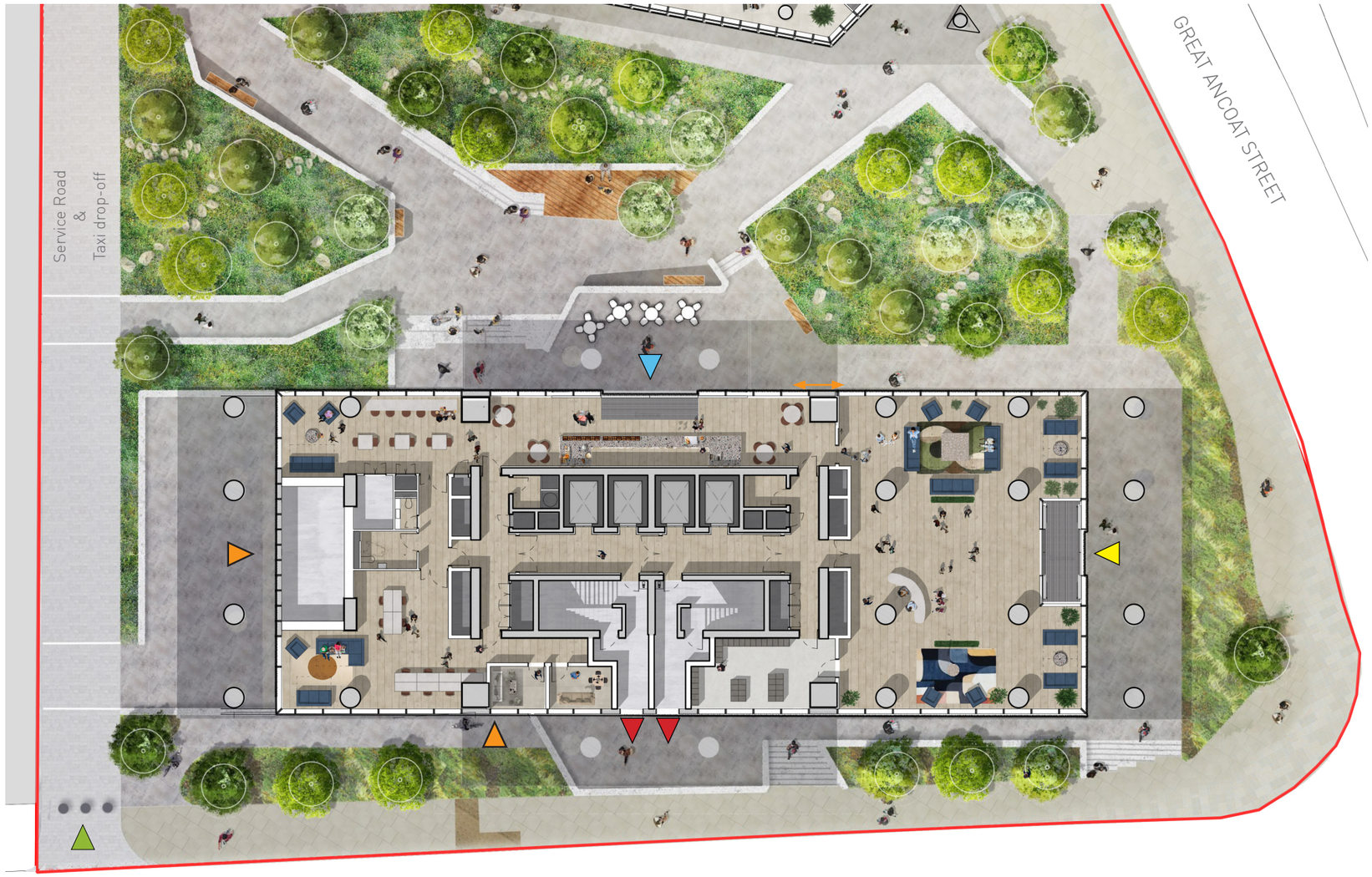
5.7 Building A - Residential Design

The main residential entrance into Building A is off Great Ancoats Street and leads into a double height residents only lobby/lounge area. Facing the park, a publicly accessible cafe/bakery is located on the north west elevation with indoor and outdoor seating. A secondary internal route connects the residential lounge and Cafe/Bakery.

On the southern corner of the ground floor, co-working spaces and podcast rooms provide a space to work. A post and parcel room supports the ground floor reception. The facade is predominantly clear glazing offering an animated frontage.



Section model of Building A for reference



Ground Floor

Residential Entrance

Amenity Entrance/Cafe/Podcast Lounge

Cycle/Service (At Lower Ground Level)

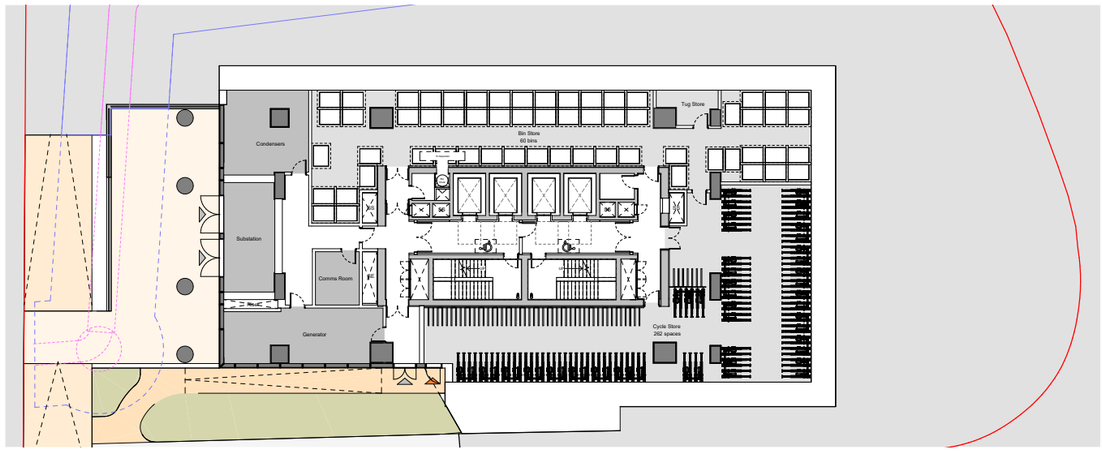
Fire Escape

Service Road

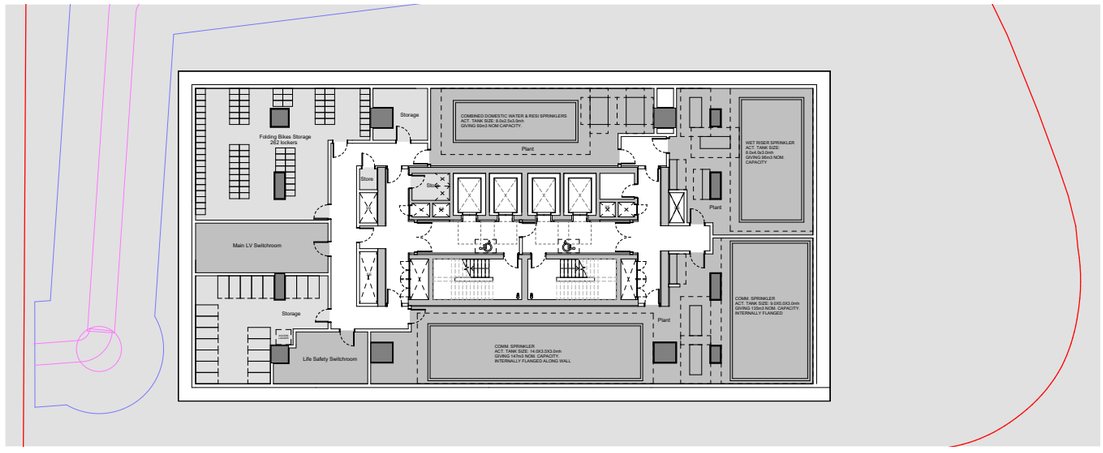
5.7 Building A - Residential Design

Basement 1 is partly accessible from the outside due to the changes in levels across the site. This allows for direct access from the public realm to the bicycle parking and binstores at this level.

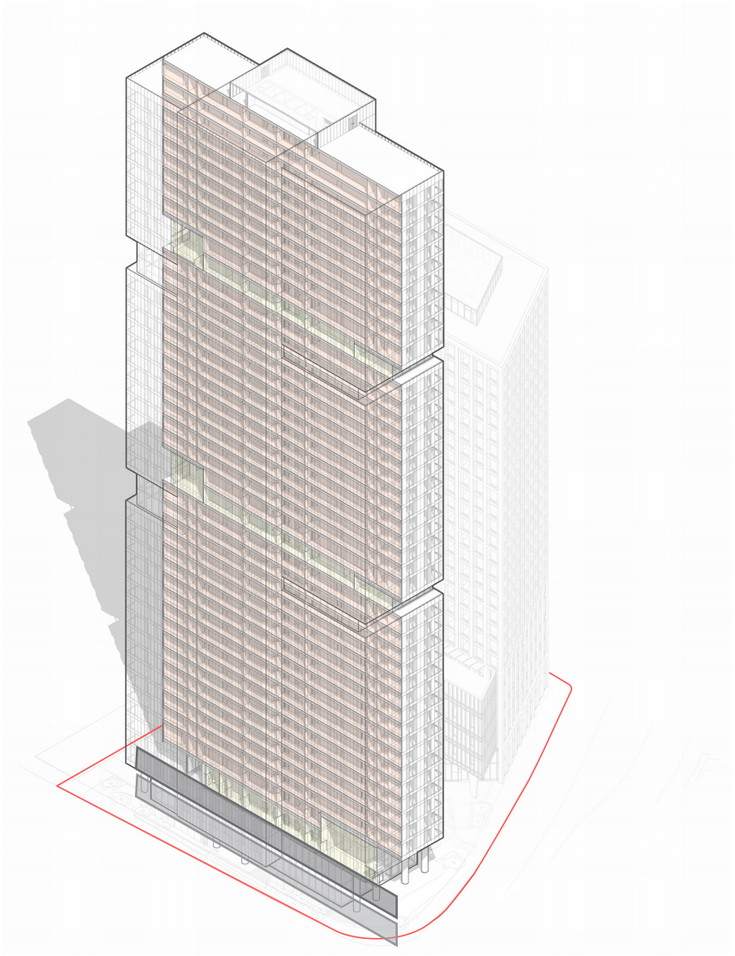
Basement 2 is accessed via the core. It accommodates additional bicycle storage and storage lockers and plantrooms.



Level B1 - Bicycle Parking, Bin Store and Plant Rooms



Level B2 - Bicycle Parking, Storage and Plant Rooms

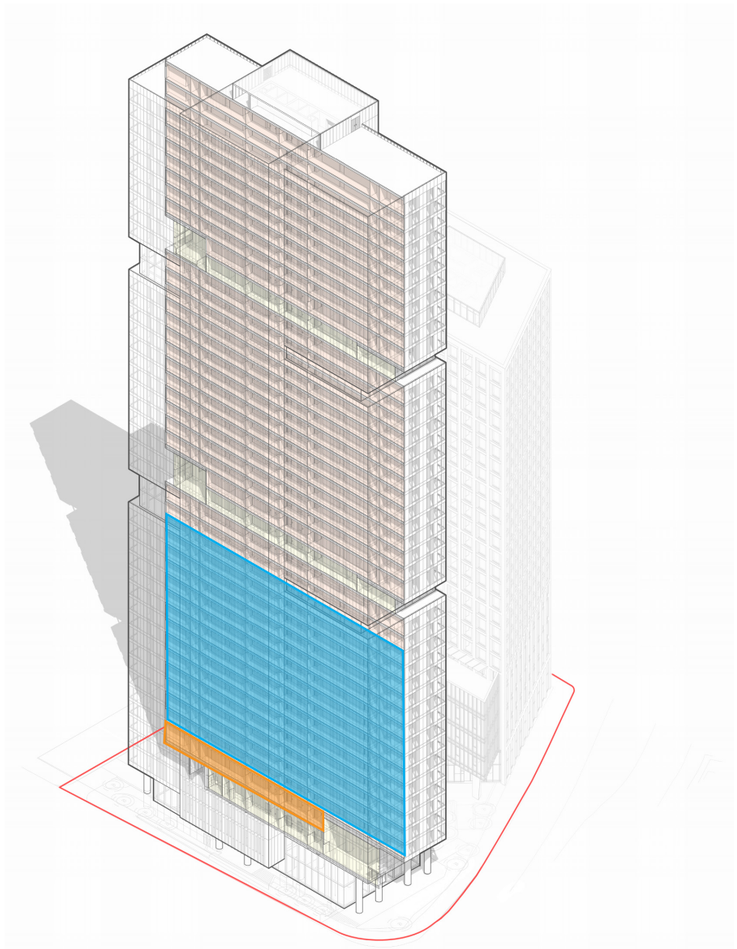


Section model of Building A for reference

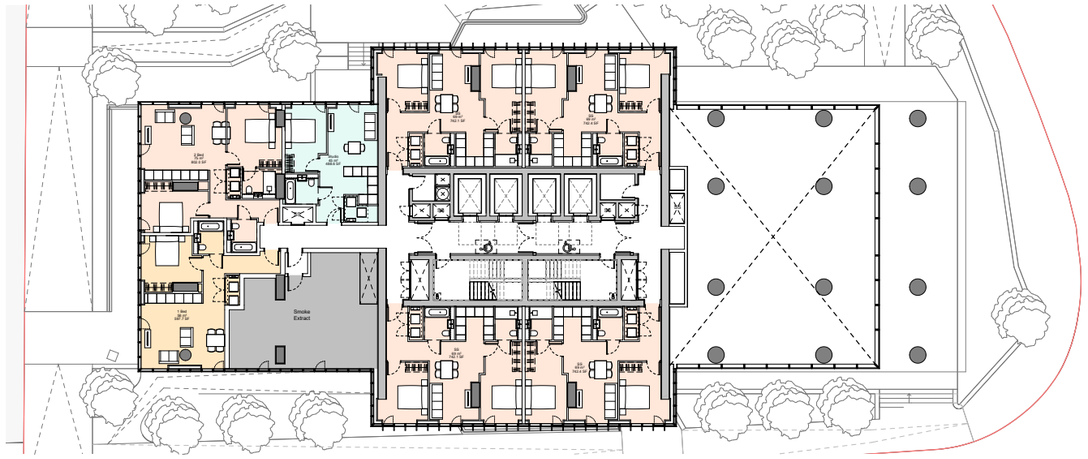
5.7 Building A - Residential Design

The first floor of residential accommodation is located to three sides of the core combined with a plantroom space and void space over the residential entrance.

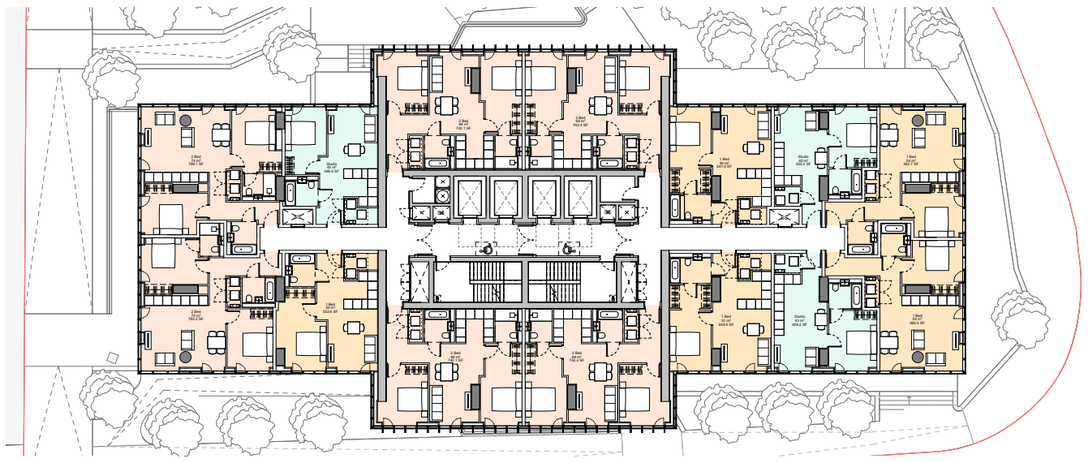
Level 02 to Level 15 is the first typical residential floor with a mix of apartment types including studio, one bedroom and two bedroom apartments.



Section model of Building A for reference



Level 01 Floorplan

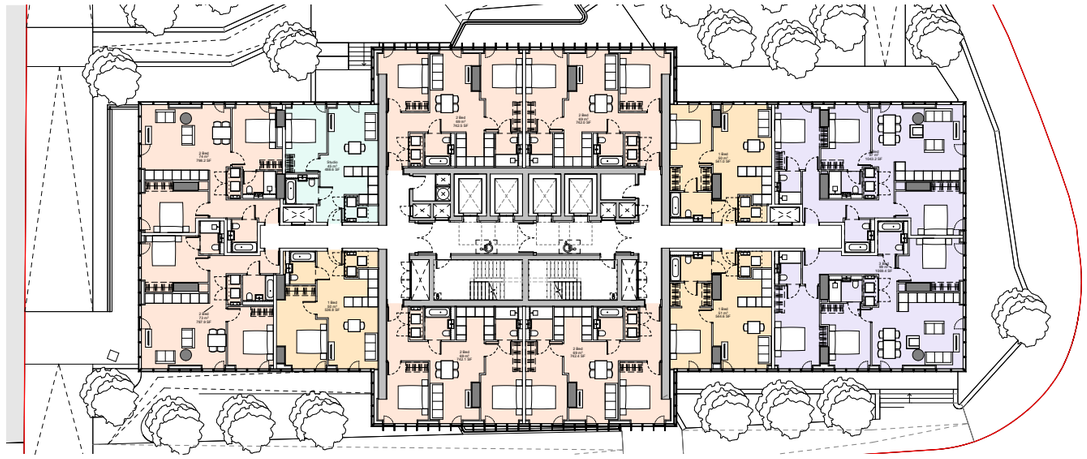


Level 02 - 15 Floorplan - Typical Type 01

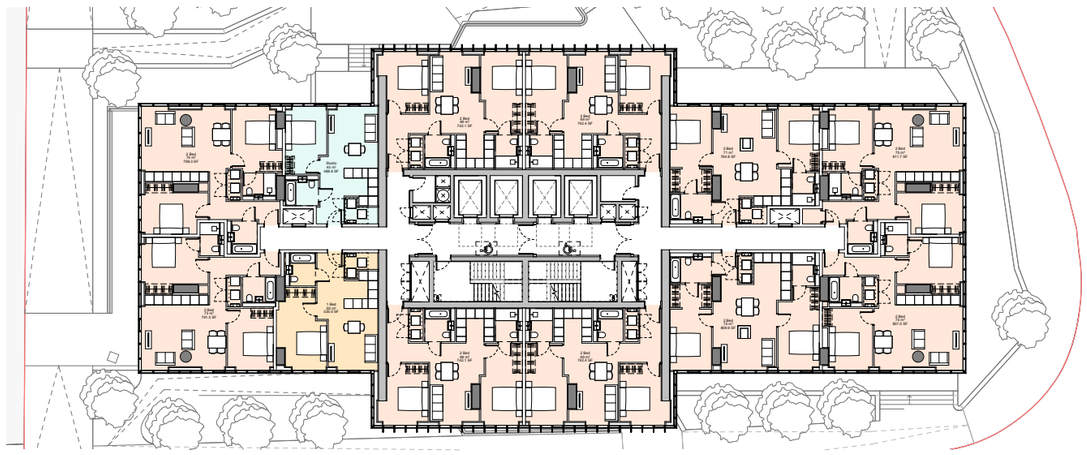
5.7 Building A - Residential Design

Level 16 to Level 17 and Level 20 to Level 22 is composed of the Second typical residential floor with a mix of apartment types from studios, one bedroom, two bedroom and three bedroom apartments.

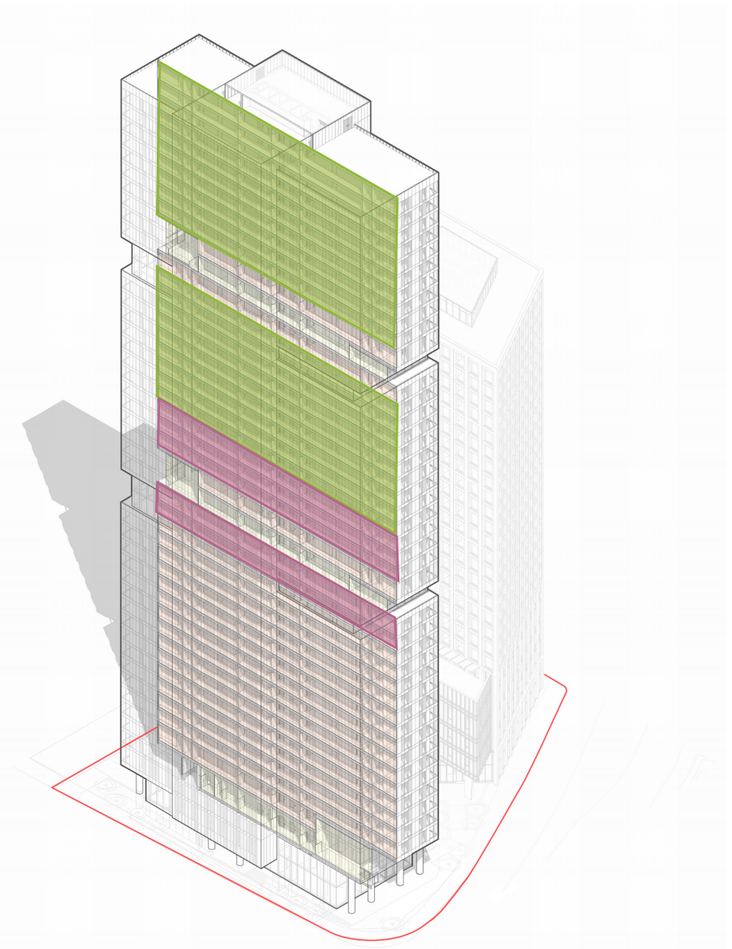
Level 23 to Level 31 and Level 35 to Level 44 is composed of the Third typical residential floor with a mix of apartment types from studios, one bedroom and two bedroom.



Level 16 - 17 and 20 - 22 Floorplan - Typical Type 02



Level 23 - 31 and 35 - 44 Floorplan - Typical Type 03



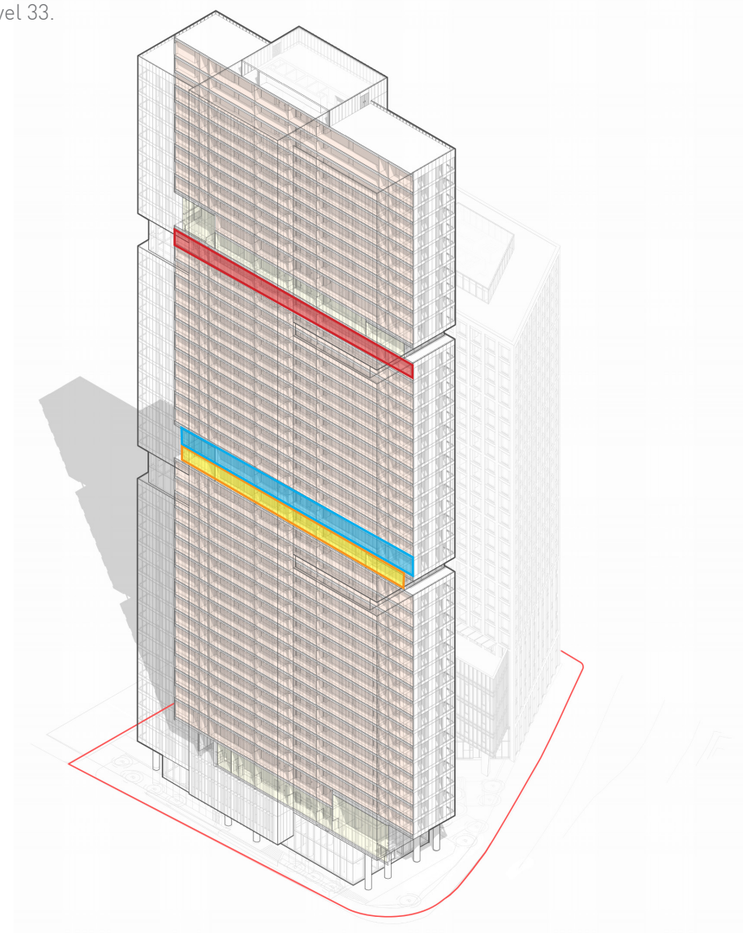
Section model of Building A for reference

5.7 Building A - Residential Design

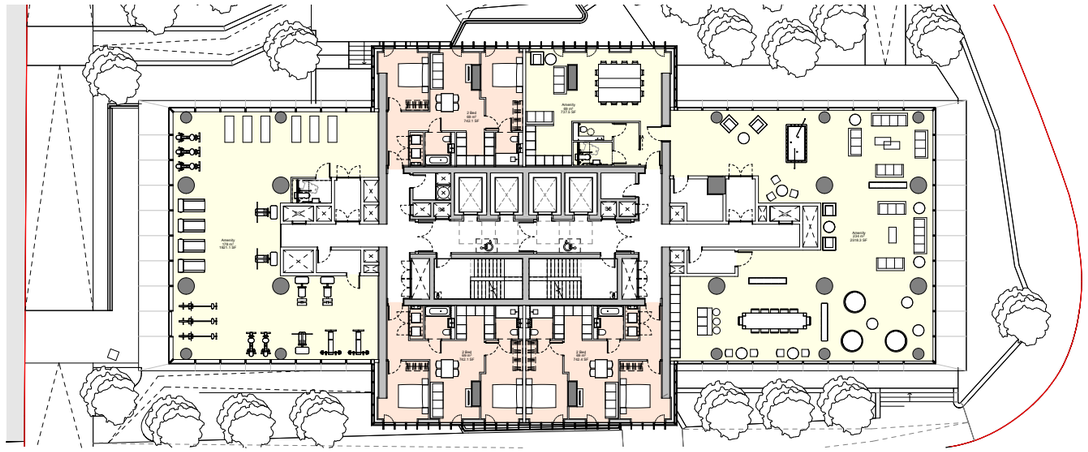
Level 18 will be the first amenity level above ground floor. The amenity spaces are positioned on the north east and south west ends. The amenity space facing towards the south east will be a double height space and accommdate wellness and gym facilities. The amenity space facing the north east will cater for private dining and casual social get-togethers in comfortable lounge spaces. The 2 bedroom apartments on level 18 are located to the back of the core which offers an added separation between the occupants access to their door and the general shared circulation to the residents amenity spaces.

Level 19 accommodates a set of 2 bedroom apartments and void space over the level 18 amenity space.

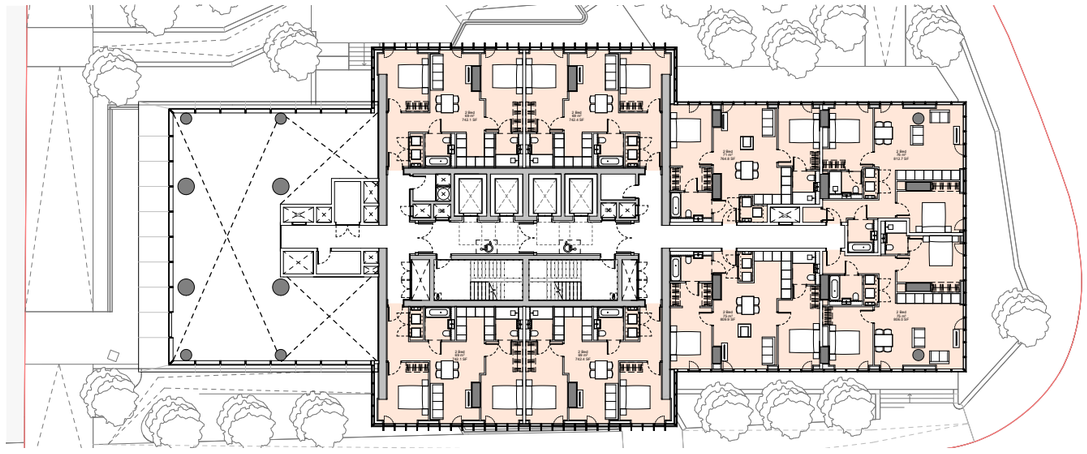
Level 32 accommodates a mix of studio, 1 bedroom and 2 bedroom apartments as well as a singular plantroom servicing the pool and spa located above on level 33.



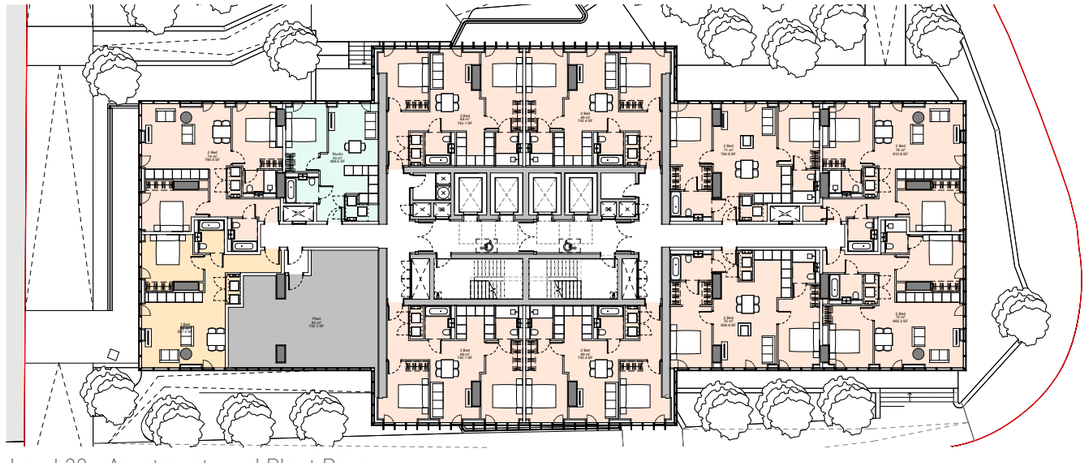
Section model of Building A for reference



Level 18 - Apartments and Residents Amenities



Level 19 - Apartments and Double Height Space over Residents Ameneties



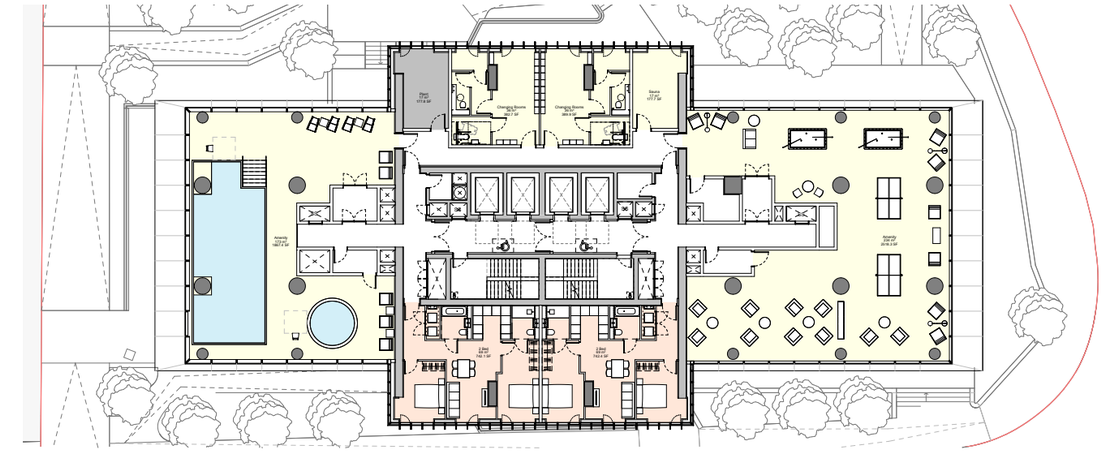
Level 32 - Apartments and Plant Room

5.7 Building A - Residential Design

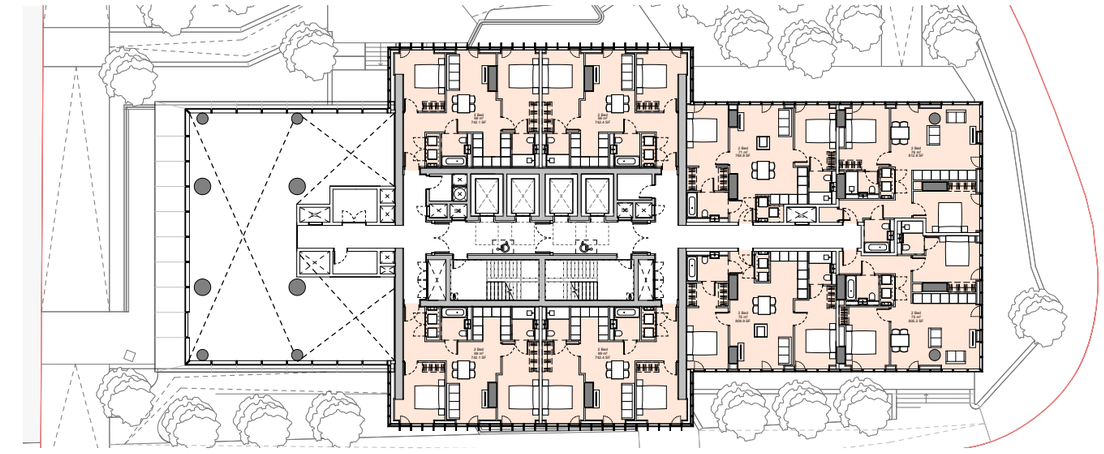
Level 33 will be the second amenity level above ground floor. The amenity space facing towards the south east will be a double height space and accommodate wellness and spa provisions. The amenity space facing the north west will be a single height space and accommodate games rooms and social lounge spaces. The 2 bedroom apartments on level 33 are located to the back of the core to offer additional separation between private and shared circulation.

Level 34 accommodates a set of 2 bedroom apartments and void space over the pool and spa.

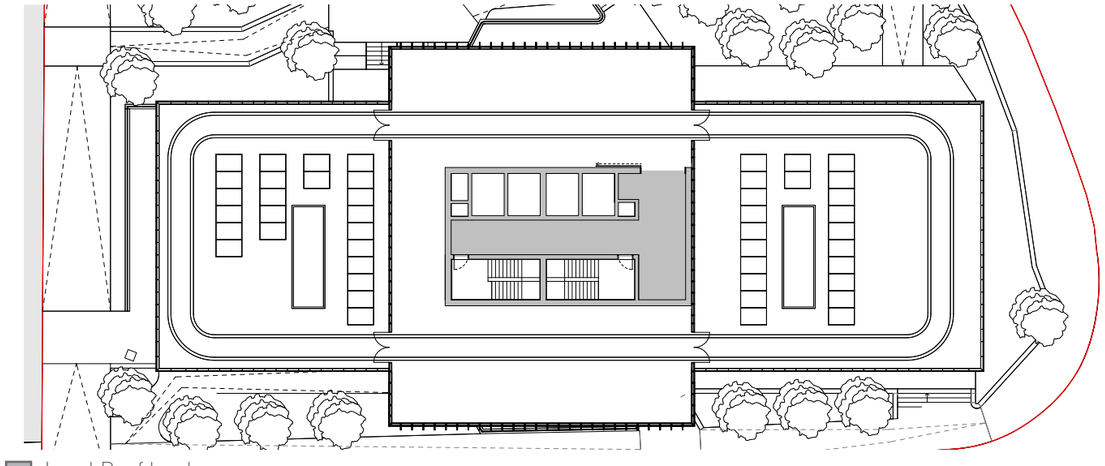
The roof will have a fully enclosed plant area finished in anodised aluminium. The remaining roof area will have an array of solar panels and a BMU track to service the building.



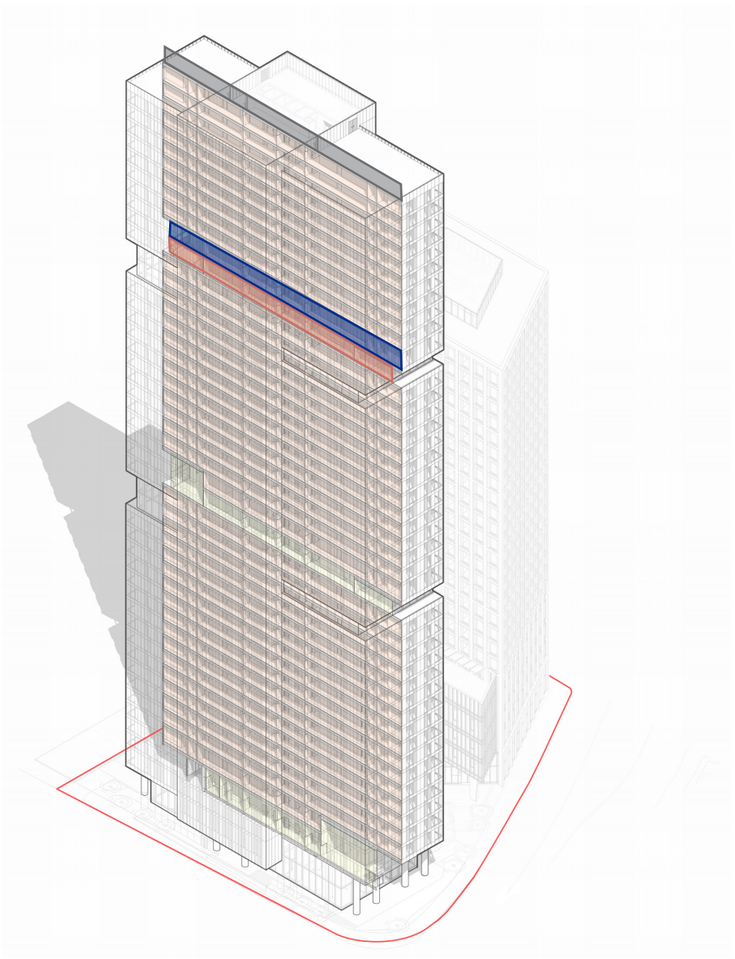
Level 33 - Apartments and Residents Amenities



Level 34 - Apartments and Double Heights Space over Residents Amenities



Level Roof level



Section model of Building A for reference

5.8 Building A - Apartments and Amenities

Typical Apartments

The residential apartments have been designed to meet the National Described Space Standards (NDSS).

The layouts presented in this section demonstrate the range of typical apartment levels representing Studios, One Bedroom, Two Bedroom and Three Bedroom Apartments. They are representative of the layouts provided throughout Building A.

Further details of the apartment types and sizes can be found in the accompanying plan drawings.

100% of units in Building A have been designed to meet Building Regulations Part M M4(2) accessibility requirements.



One bedroom - 2 Person apartment
(Typical size: 51sqm)



Two bedroom - 4 Person apartment
(Typical size: 74sqm)



Studio - 1 Person apartment
(Typical size: 43sqm)



Three bedroom - 6 Person apartment
(Typical size: 99sqm)

5.8 Building A - Apartments and Amenities

Amenities

The residential amenities in Building A shall be provided for the exclusive use of residents. These include co-working spaces, equipped with podcast rooms at ground floor, a gym, social lounges and a private dining/conference space at level 18, and a pool and wellness facilities, and further casual social spaces at level 33.



Building A - Level 18 Plan



Building A - Level 33 Plan

5.9 Building B - Functional Arrangement

Building B has been designed as a Ground + 24 storey mixed-use tower and has been carefully designed to provide the required quantum of office/co-working space and mix of accommodation for residential use above.

The first 4 storeys (Ground +3) will be used for co-working with a cafe space on the ground floor. The main entrance into the office is via Great Ancoats Street within the new public space and is supplemented by a secondary entrance situated along the service road. This entrance also serve as access to the cycle and service lift link to the basement. The residential entrance is located on the corner of Ducie Street and the service road. The entrance is marked by a canopy. Residents enter a double height lobby before ascending to their apartments.

Both uses are segregated from one another. Separate cores, fire escapes and facilities. The proposed mix is summarised in the table opposite.

Description of proposal

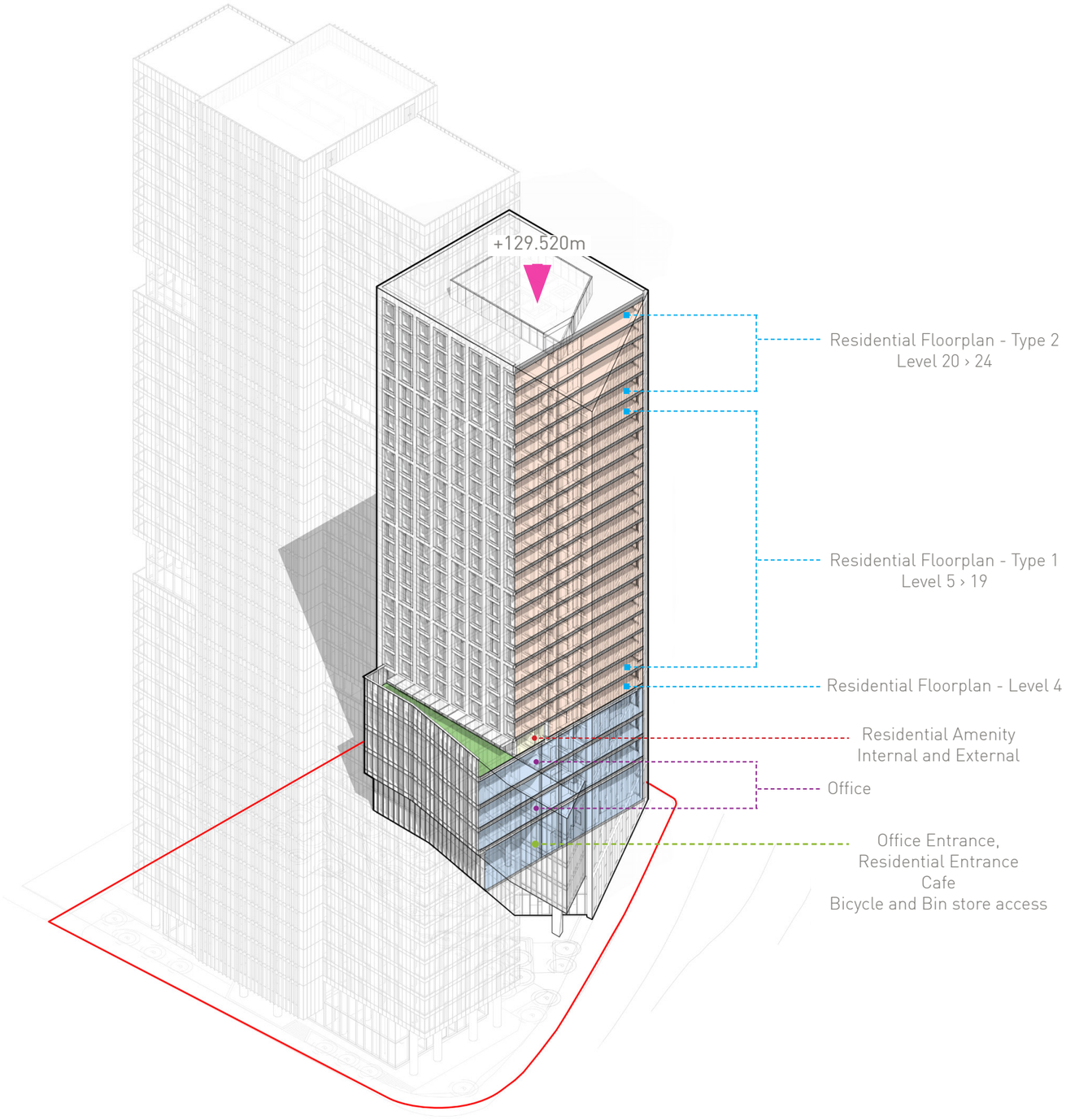
› Office:
- › Ground Floor - Office entrance, flexible workspace and cafe providing a total GEA of 666sq.m/7165 sq.ft
- › Level 1 to Level 3 - Flexible Workspace providing a total 2913sq.m/31356 sq.ft
- › Upper floors could be used as cellular office for smaller startups
- › Additonal office ancillary support rooms at basement levels

› Level 04 Residential amenity provision:
- › Gym
- › Exercise studio
- › Lobby/juice bar
- › External landscaped terrace

› Level 04 to Level 24 Residential apartments:
- › Total number of apartments 200
- › Mix of studies, one bedroom and two bedroom apartments
- › There are two typical apartment floor mixes. Due to the alternating location of the rapid vents these floor plans result in two typical plans per apartment floor mix.

› Office Cycle parking + General storage facilities in basement Basement 1
- › 55 secure cycle spaces
- › Drying rooms
- › Changing/showers/lockers

› Residential Cycle parking + General storage facilities in basement Basement 2
- › 100 secure cycle spaces
- › 50 storage lockers
- › 99 folding bike lockers



Building B - Sectional Diagram

LEVEL	FUNCTION / TYPE	NET INTERNAL AREA		GROSS INTERNAL AREA		NIA:GIA	GROSS EXTERNAL AREA		ACCOMMODATION			TOTAL UNITS PER FLOOR
		SQM	SQFT	SQM	SQFT		SQM	SQFT	STUDIO (1P)	1 BED (2P)	2 BED (4P)	
B2	BASEMENT	0	0	846	9106	0%	1038	11173	0	0	0	
B1	BASEMENT	0	0	650	6997	0%	854	9192	0	0	0	
00	ENTRANCE / COWORKING / BOH	558	6006	983	10581	57%	1017	10947	0	0	0	
01	COWORKING	719	7739	1011	10882	71%	1074	11561	0	0	0	0
02	COWORKING	719	7739	1011	10882	71%	1074	11561	0	0	0	0
03	COWORKING	662	7126	1011	10882	65%	1074	11561	0	0	0	0
04	AMENITY/ RESIDENTIAL	536	5770	773	8321	69%	844	9085	0	1	4	5
05	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
06	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
07	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
08	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
09	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
10	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
11	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
12	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
13	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
14	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
15	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
16	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
17	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
18	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
19	RESIDENTIAL - TYPICAL TYPE 01	598	6437	776	8353	77%	839	9031	2	2	6	10
20	RESIDENTIAL - TYPICAL TYPE 02	601	6469	776	8353	77%	839	9031	1	0	8	9
21	RESIDENTIAL - TYPICAL TYPE 02	601	6469	776	8353	77%	839	9031	1	0	8	9
22	RESIDENTIAL - TYPICAL TYPE 02	601	6469	776	8353	77%	839	9031	1	0	8	9
23	RESIDENTIAL - TYPICAL TYPE 02	601	6469	776	8353	77%	839	9031	1	0	8	9
24	RESIDENTIAL - TYPICAL TYPE 02	601	6469	776	8353	77%	839	9031	1	0	8	9
RF	ROOF	0	0	248	2,669	0%	262	2,820				

NIA SQM	NIA SQFT	GIA SQM	GIA SQFT	AVERAGE EFFICIENCY	GEA SQM	GEA SQFT
15,169	163,279	22,053	237,378	69%	24,017	258,519

STUDIO (1P)	1 BED (2P)	2 BED (4P)	
35	31	134	
200			TOTAL
18%	16%	67%	MIX
33.0%		67%	200

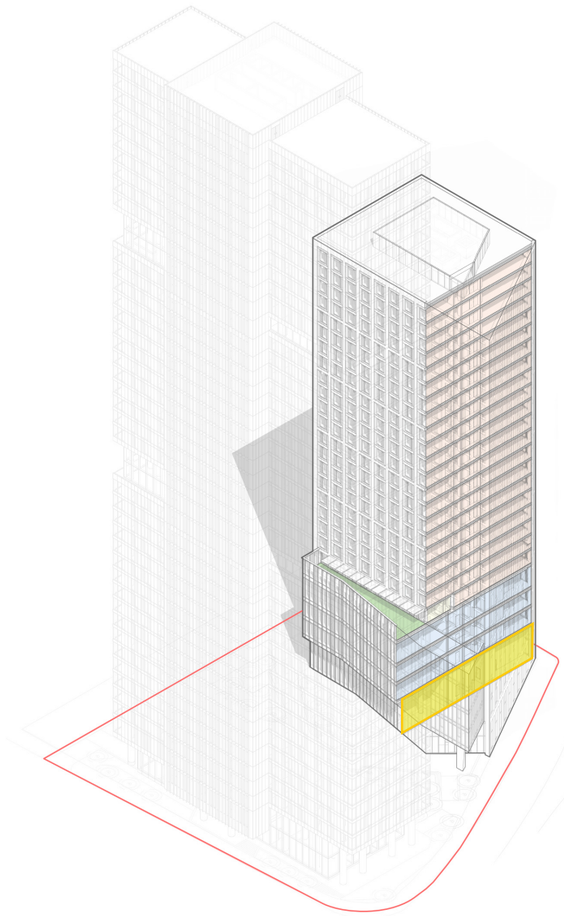
Building B - Area Table

5.10 Building B - Ground Floor

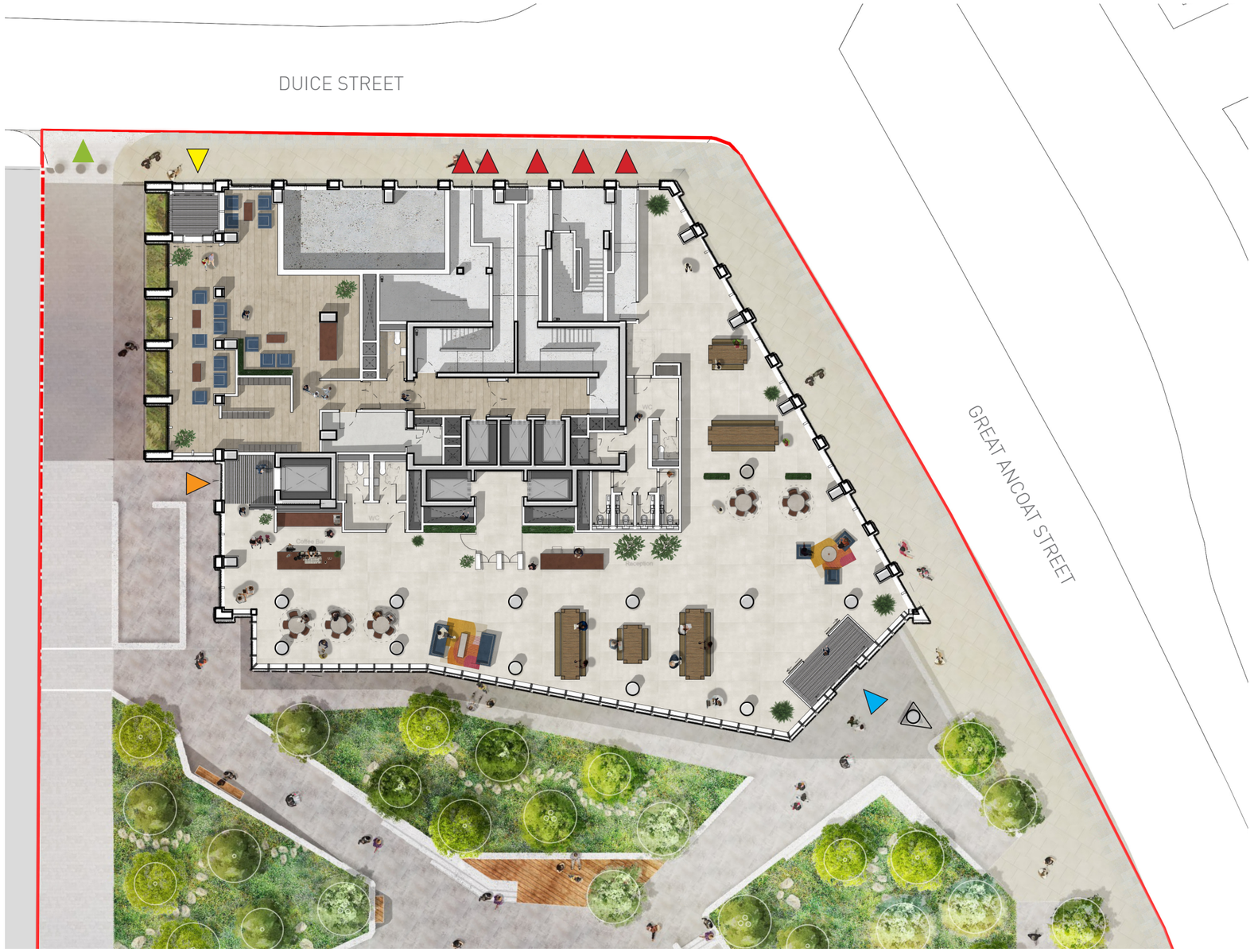
The ground floor of Building B is split into two functional use sections. Each use is serviced by independent cores, lifts, mechanical and electrical services.

The main entrance into the office is located on Great Ancoats Street and is supplemented by a secondary entrance located on the service road along the south-east edge of the site.

The residential entrance is located closer to Ducie Street and Store Street. The secondary entrance also serves as a cycle and service entrance to access the secure cycle parking for residents and the office users split over both basement levels. The residential entrance is located on Ducie Street, set back from the busy Great Ancoats Street.



Section model of Building B for reference



Ground Floor

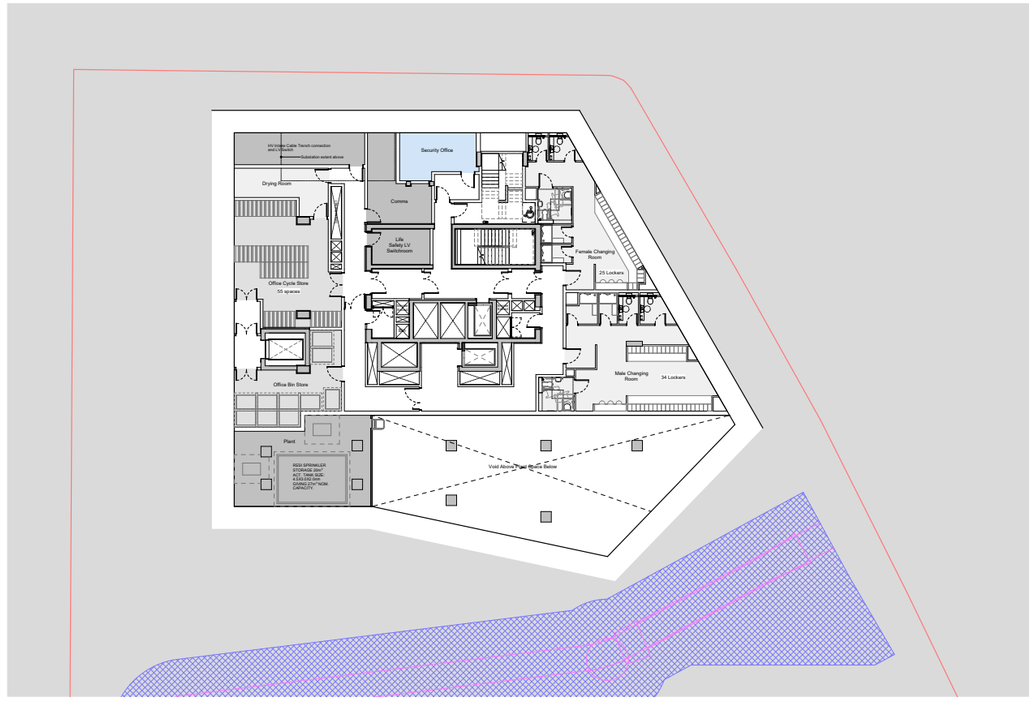
Residential Entrance

Office Entrance

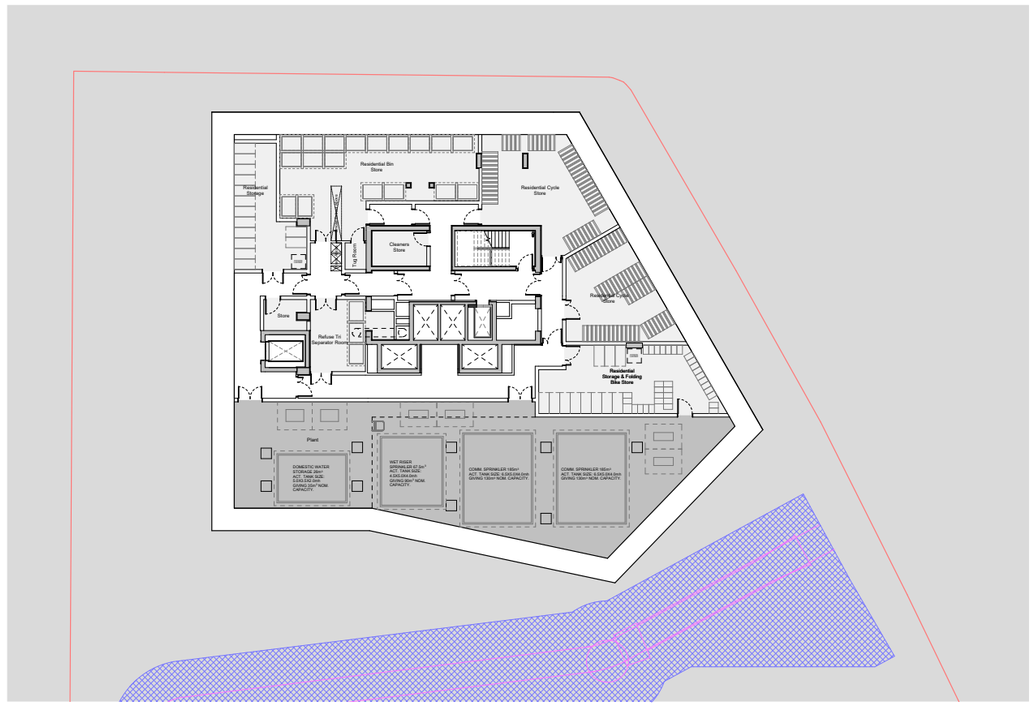
Cycle/Service/Cafe

Fire Escape

Service Road



Level B1 - Office facilities and shared plant and services provisions

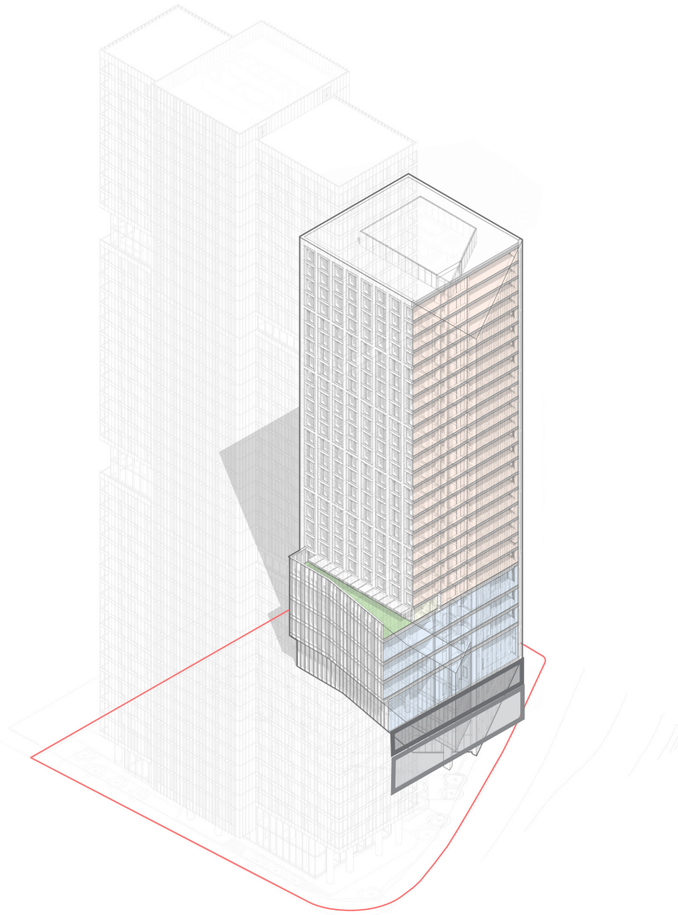


Level B2 - Residents facilities and shared plant and services provisions

5.11 Building B - Office Design

Basement 1 accommodates Office dedicated Bicycle Parking, Drying Room, Changing Room and Bin Storage. The basement 1 level also accommodates shared services distribution and plant spaces.

Basement 2 accommodates Residential dedicated Bicycle Parking, Drying Room and Bin Storage. The basement 1 level also accommodates shared services distribution and plant spaces.

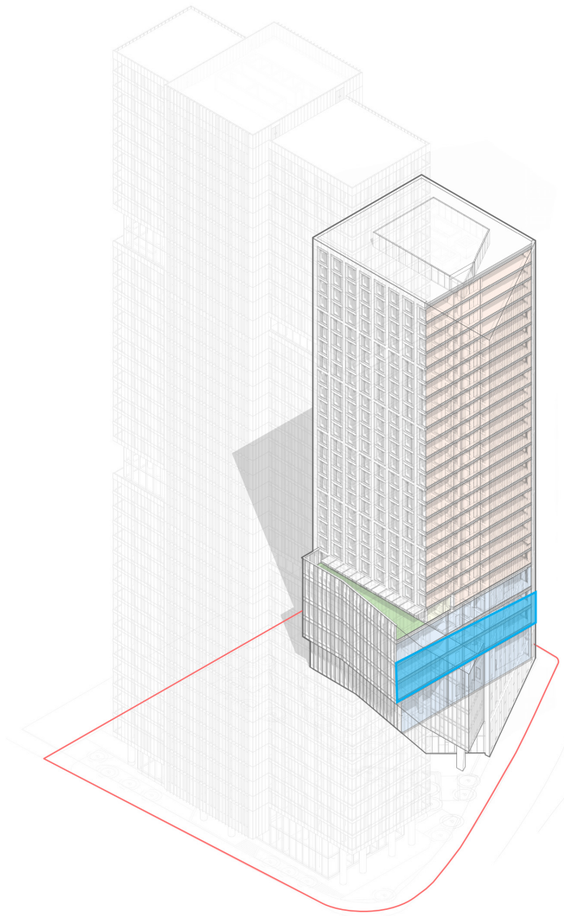


Section model of Building B for reference

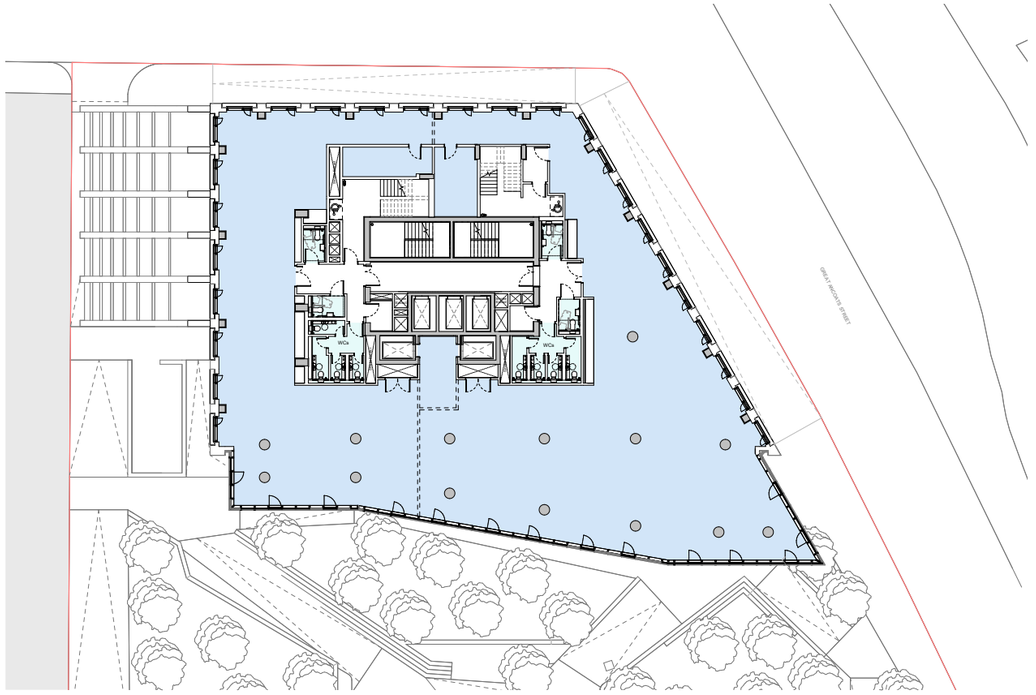
5.12 Building B - Residential Design

Office levels above the ground floor will be open plan flexible spaces featuring a fully glazed perimeter with open-able vents for fresh air and supplemented by mechanical services when required. The south east facade will front the new landscaped public space with views of Building A opposite.

The space has been designed to be flexible and respond to market demand.
The space could be used for cellular office layouts for small startup companies, partitioned for split-tenancy for medium scale businesses, single tenancy or used as an open plan co-working space as an extension of the ground floor.



Section model of Building B for reference



Level 01 › 02 - Typical Office Floorplan



Level 04 - Amenity + Residential Floorplan



Level 05 › 19 - Typical Residential Floorplan - Type 1

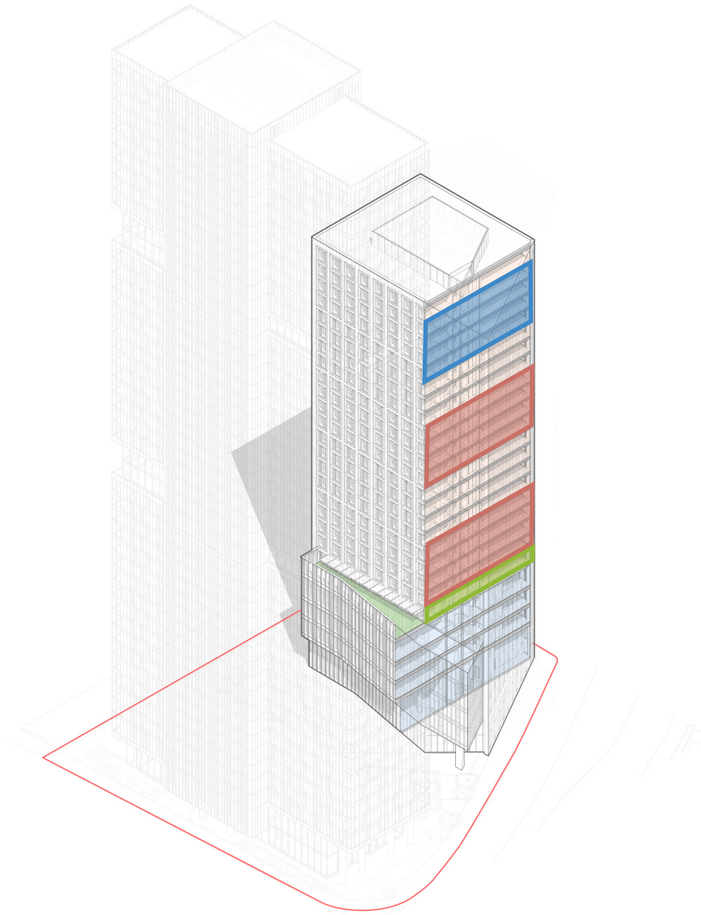


Level 22 › 24 - Typical Residential Floorplan - Type 2

5.12 Building B - Residential Design

Residents' amenities will be located on level 04 and will include a gym, juice bar/ lounge area and an exercise studio. A landscaped external terrace will extend from the internal spaces. The terrace will have a full height glazed screen and canopy that will shelter residents from adverse weather and will be a usable space all year round.

Typical residential floorplan Type 1 applies to level 5 to 19 of the residential tower. This floor type accommodates 6 No. Two Bedroom apartments, 3 No. One Bedroom apartments and 1 No. Studio apartment. Typical residential floorplan Type 2 applies to levels 20 -24 of the residential tower. This floor type accommodates 8 No. Two Bedroom apartments and 1 No. Studio apartment.



Section model of Building B for reference

5.13 Building B - Apartments and Amenities

Typical Apartments

The layouts presented in this section demonstrate the range of typical apartment levels representing Studios, One Bedroom Apartments, Two Bedroom Apartments and Three Bedroom Apartments .
They are representative of the layouts provided throughout Building A.

Further details of the apartment types and sizes can be found in the accompanying plan drawings.

100% of units in Building B have been designed to meet Building Regulations Part M M4(2) accessibility requirements.



Studio - 1 Person apartment
(Typical size: 40sqm)



One bedroom - 2 Person apartment
(Typical size: 53sqm)



Two bedroom - 4 Person apartment
(Typical size: 73sqm)



Two bedroom - 4 Person apartment
(Typical size: 78sqm)

5.13 Building B - Apartments and Amenities

Amenities

The residential amenities in Building B shall be provided for the exclusive use of residents and are not shared with other tenants of the building. These are provided at level 4, and and are accompanied with a large external landscaped terrace area which fronts their southeastern frontage. This rooftop garden terrace offering 180° views over the surrounding context, including the central public plaza at street level between the buildings and enjoys plenty of southerly sunlight. It is protected from the wind by a single-storey high glass parapet facade.

These amenity spaces include a lounge/reception area and a gym with multi-functional studio which may be used for group class activities such as yoga, and are supported by accessible toilet facilities for communal use.



Level 04 - Amenity + Residential Floorplan

5.14 Facade Design

5.14.1 BUILDING A

The facade of Building A has been designed using materials that reference the industrial heritage of the area and the Vulcan Iron Works that existed on the Stocktons site in the 1800s. The idea for the facade materiality was to create a dynamic composition of lightweight forms where the glass and metal panelisation would create a smooth and reflective envelope able to interact with light, changing throughout the day varying in reflections and shadows.

Building A will be predominantly cladded in aluminium, a raw material that is formed into sheets and is then put through an anodising process. This process forms a layer of unified colour and sheen to the sheets. A material representative of the site's industrial history.

The facade has been carefully considered and developed to embody and reinforce the design ambitions set out in the preceding chapters. The concepts of lightness and suspension are further expressed through a pixelated fenestration pattern that gradually dematerialises towards the corners, enhancing transparency in oblique views and reducing the perceived visual weight of the proposal.

The proposed pixelated perforation pattern within the decorative screens enables to translate the panelisation macro pattern into a textural micro pattern, reinforcing the dynamic composition of the facade.

5.14.2 The Horizontal Volumes elevation

The elevational composition of the horizontal volumes is conceived as a series of stacking forms transitioning from heavy to light, creating a natural sequence from ground level to building top.

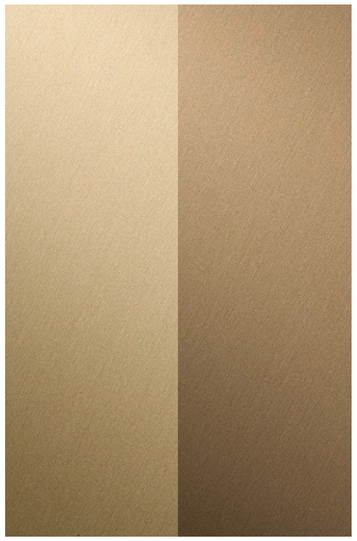
Following the principle of 'floating' volumes, its materiality and dynamic panelisation pattern reinforce the perception of lightness and visual suspension. This is achieved by a composition of 4No. panels of equal dimensions that are alternated in 2No. Typical facade arragements across the three stacking volumes.

› Anodised aluminium flat solid panel - light bronze finish

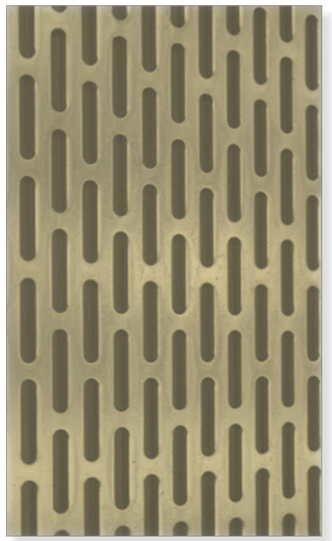
› Anodised aluminium flat solid panel - mid-bronze finish

› Perforated anodised aluminium decorative screen - light bronze finish

› Glazed vision panel



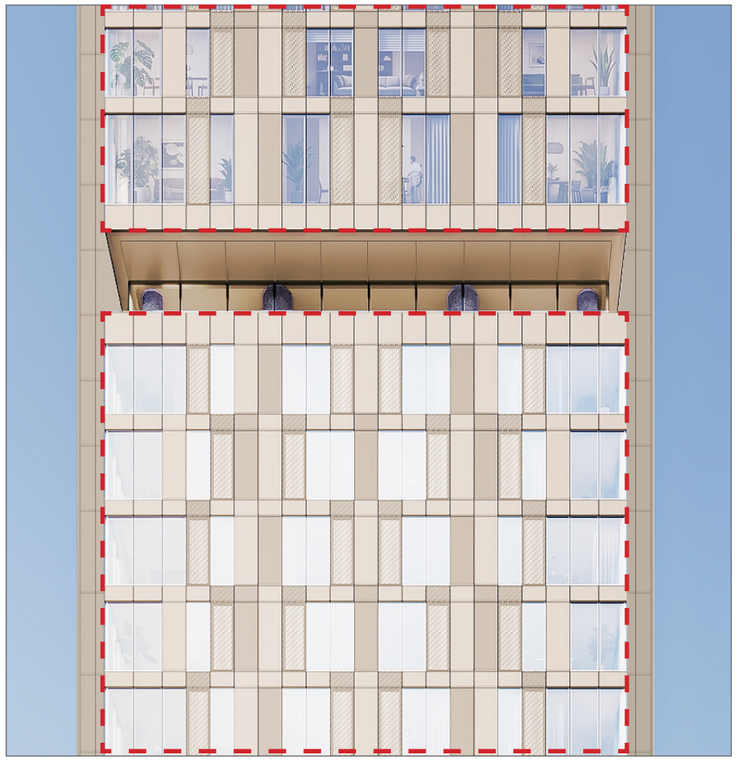
Anodised aluminium in light and mid-bronze finishes



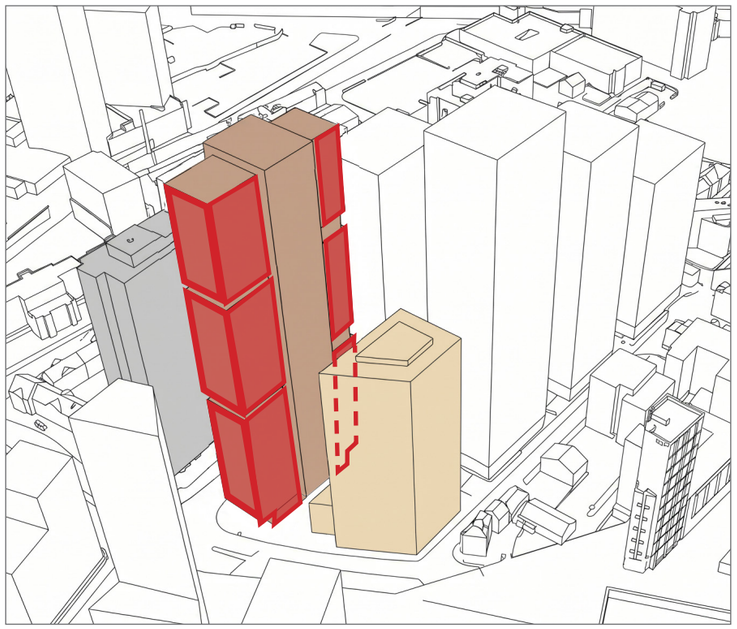
Perforated anodised aluminium satin weave

Weave patterns

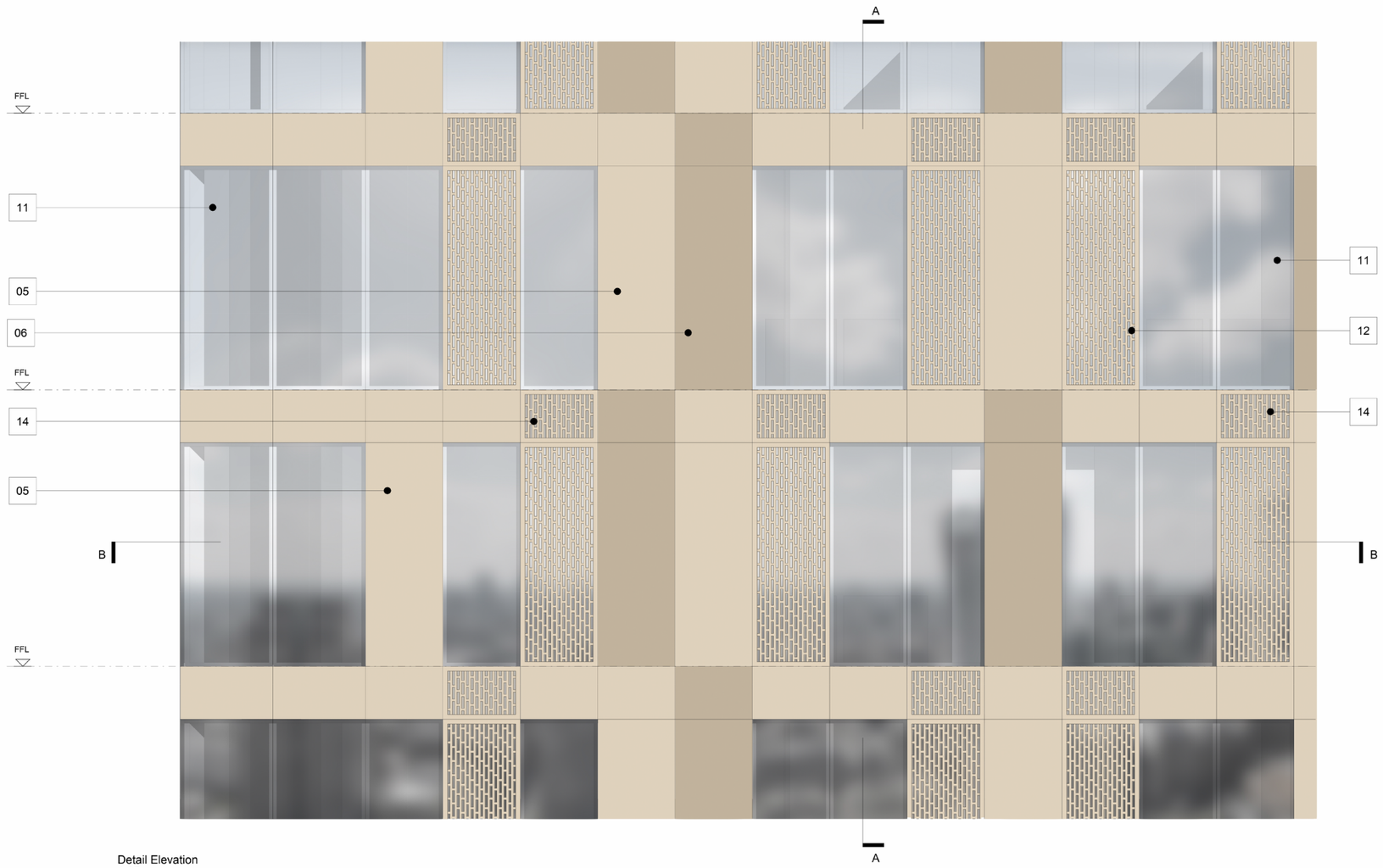
A satin-weave perforation pattern is integrated within the decorative anodised aluminium screens, referencing the dynamic pixelated façade panelisation and establishing a transition in scale from the macro to the micro patterns.



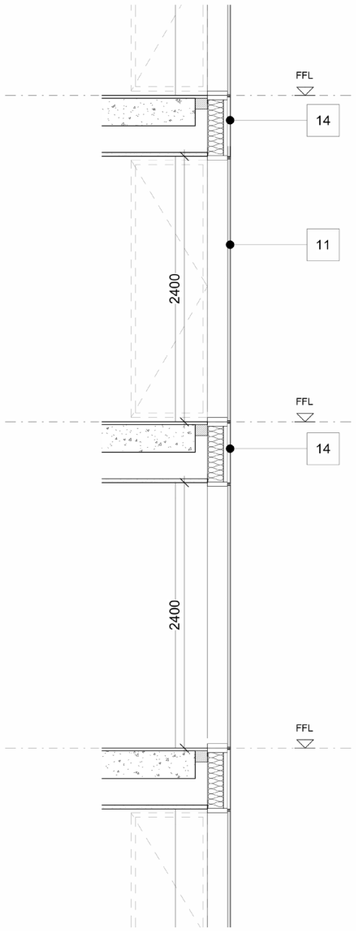
Visualisation of the location of the described panelisation and materiality



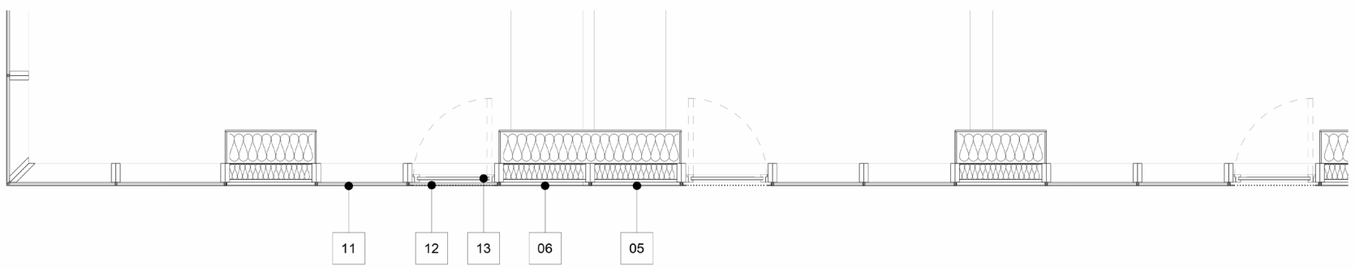
Indicative diagram of proposed location



Detail Elevation
1:25



Detail Section AA
1:25



Detail Plan BB
1:25

MATERIAL KEY - BUILDING A

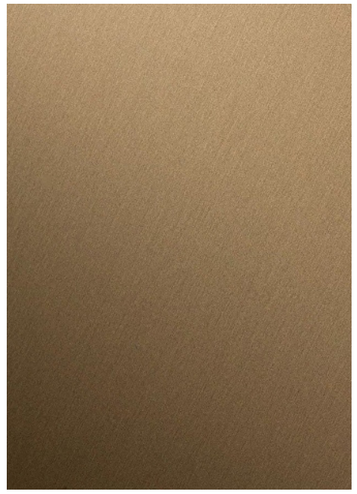
05. OPAQUE INSULATED ANODISED ALUMINIUM PANEL – LIGHT BRONZE
06. OPAQUE INSULATED ANODISED ALUMINIUM PANEL – MID-BRONZE
11. FIXED FULL HEIGHT GLAZED VISION UNIT
12. PERFORATED DECORATIVE ANODISED ALUMINIUM SCREEN - LIGHT BRONZE, CONCEALING CLEAR GLAZED OPENABLE RAPID VENT DOOR BEHIND
13. MID-BRONZE ANODISED ALUMINIUM FRAMED CLEAR GLAZED OPENABLE RAPID VENT DOOR
14. PERFORATED DECORATIVE ANODISED ALUMINIUM PANEL IN FRONT OF LOUVRED PANELS OR OPAQUE METAL BLANKING PANEL – LIGHT BRONZE FINISH

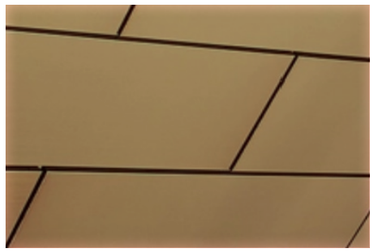
Facade detail elevation of Building A - Gable ends

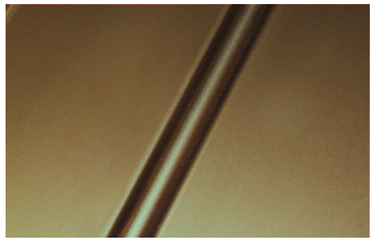
5.14 Facade Design

5.14.3 Expressed soffit as the “fifth elevation”

In response to the principle of layered and floating volumes, the soffit treatment is conceived as a continuous fifth elevation expressed across the amenity levels of the building. The mid-bronze finish provides warmth, depth, and visual distinction beneath the projecting volumes, accentuating the perception of suspension and enhancing views from the surrounding public realm. The materiality of the soffit creates a refined contrast with the lighter façade palette, while reinforcing the cohesive architectural language of the development across all visible surfaces.



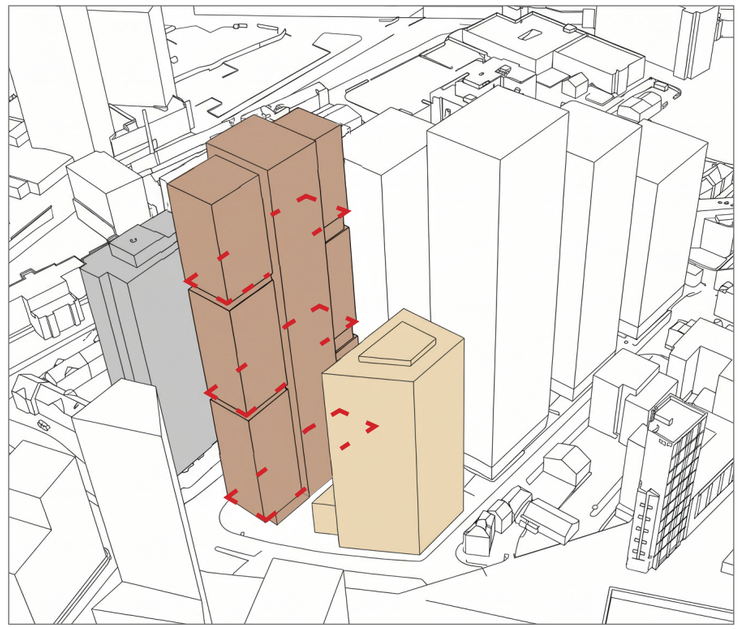




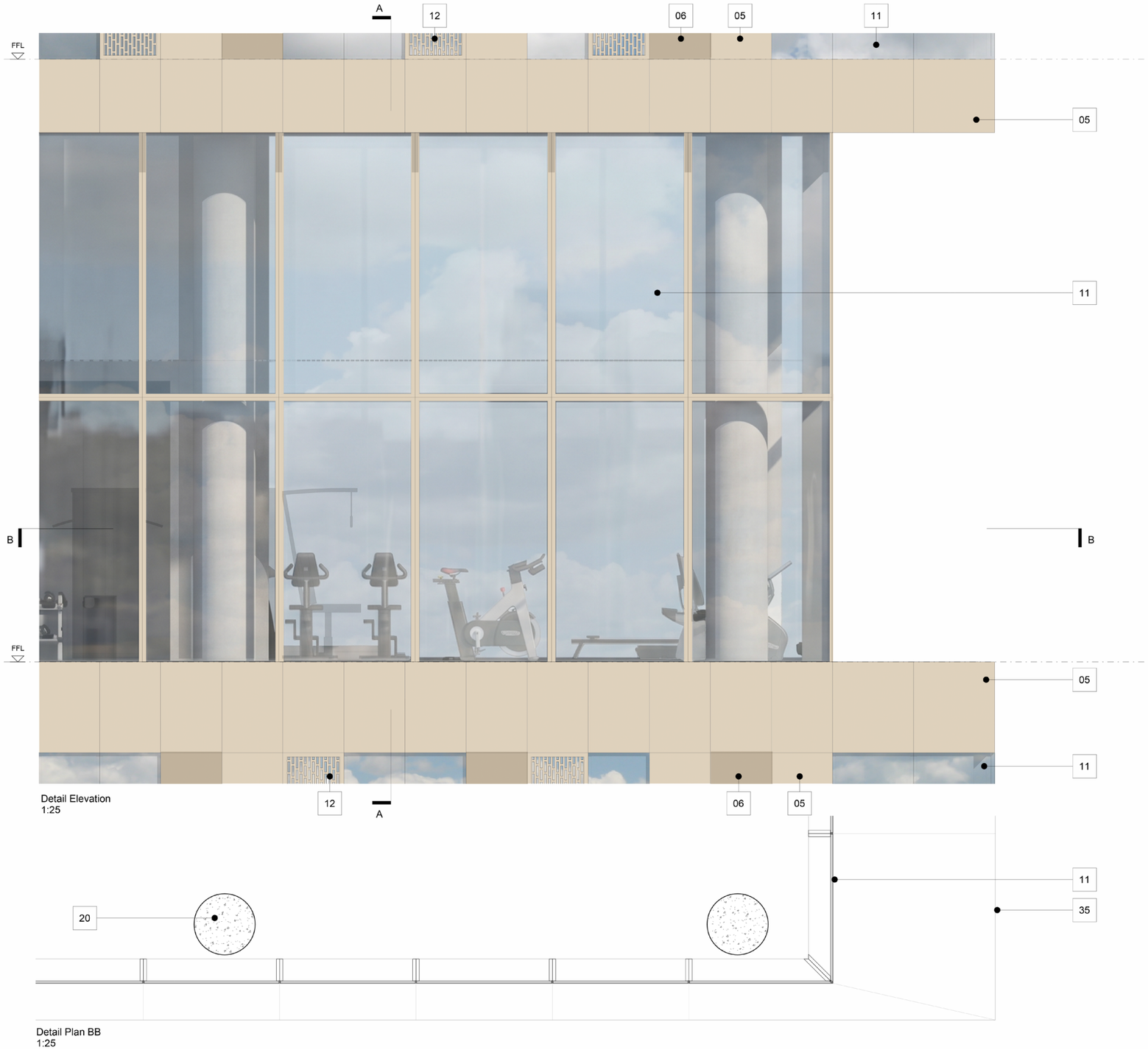
Bronze finish anodised aluminium soffit panelisation with expressed grooves.



Visualisation of the location where the material will be used

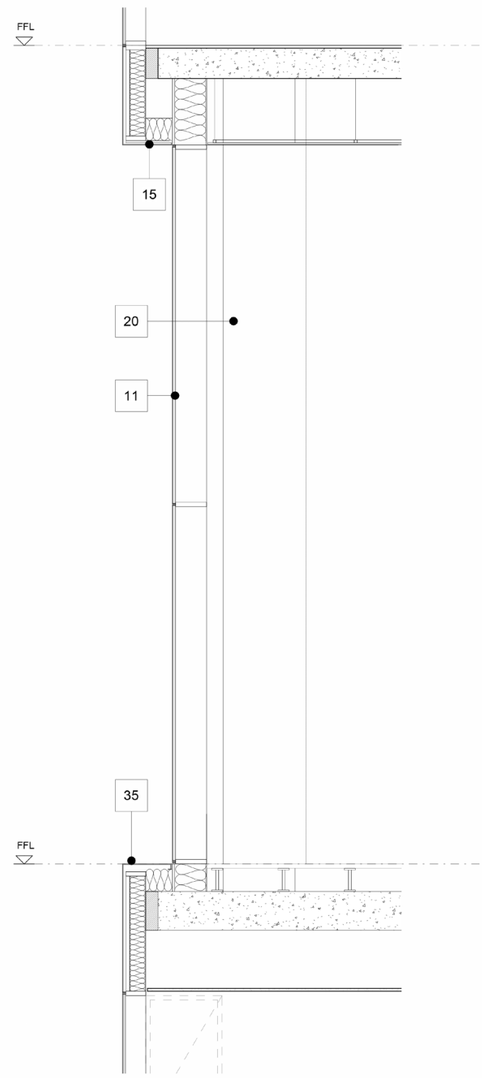


Location reference



Detail Elevation
1:25

Detail Plan BB
1:25



Detail Section AA
1:25

MATERIAL KEY - BUILDING A

05. OPAQUE INSULATED ANODISED ALUMINIUM PANEL – LIGHT BRONZE
06. OPAQUE INSULATED ANODISED ALUMINIUM PANEL – MID-BRONZE
11. FIXED FULL HEIGHT GLAZED VISION UNIT
12. PERFORATED DECORATIVE ANODISED ALUMINIUM SCREEN - LIGHT BRONZE, CONCEALING CLEAR GLAZED OPENABLE RAPID VENT DOOR BEHIND
15. ANODISED ALUMINIUM SOFFIT – MID-BRONZE
20. COLUMN WITH ARCHITECTURAL CONCRETE FINISH
35. ANODISED ALUMINIUM OPEN JOINTED FLAT ROOF - MID-BRONZE

Facade detail elevation of Building A - Residents amenity level

5.14 Facade Design

5.14.4 The 'holding piece'

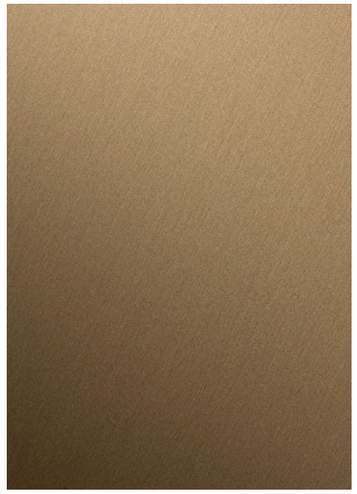
The 'holding piece' forms the anchoring element of the building, visually securing the suspended volumes and creating a counterpoint within the overall formal composition. It interlocks with the tower massing at the break floors, which are expressed through clear floor-to-ceiling glazing without solid panels. This transparent treatment introduces a sense of lightness and openness, further emphasising the separation between the suspended volumes.

To reinforce the significance of the 'holding piece', a distinct anodised aluminium finish in a mid-bronze tone is introduced. All panels associated with this element of Building A, including perforated screens, vertical fins, and return panels, will be finished in a mid-bronze anodised finish. The vertical fins provide shading and privacy while introducing a textural contrast to the flush and smooth surfaces of the stacked volumes.

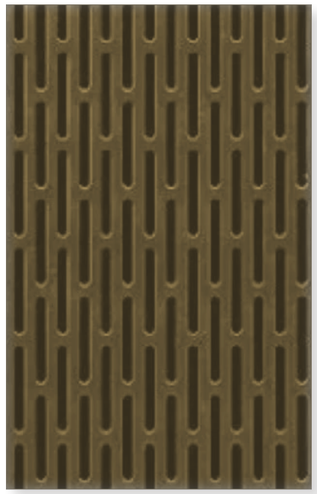
› Anodised aluminium flat solid panel - mid-bronze finish

› Perforated anodised aluminium decorative screen - mid-bronze finish

› Anodised aluminium vertical fins - mid-bronze finish



Anodised aluminium mid-bronze



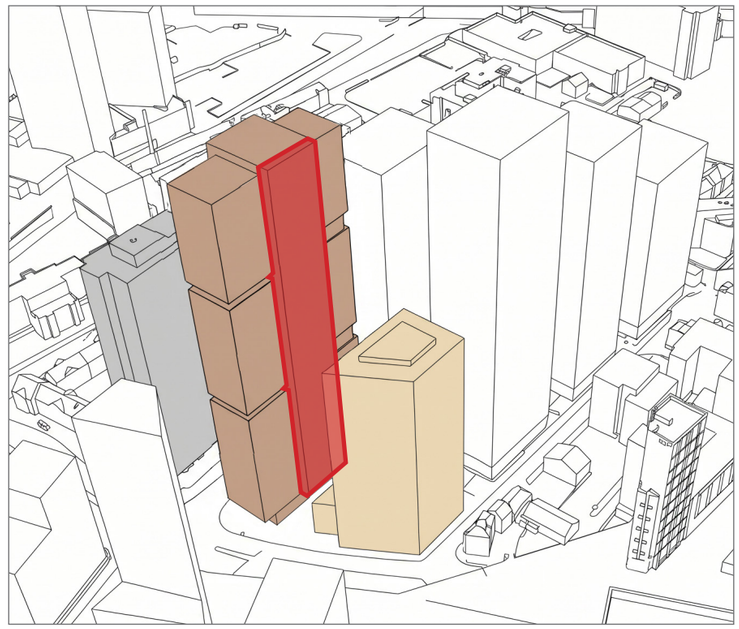
Perforated anodised aluminium satin weave

Weave patterns

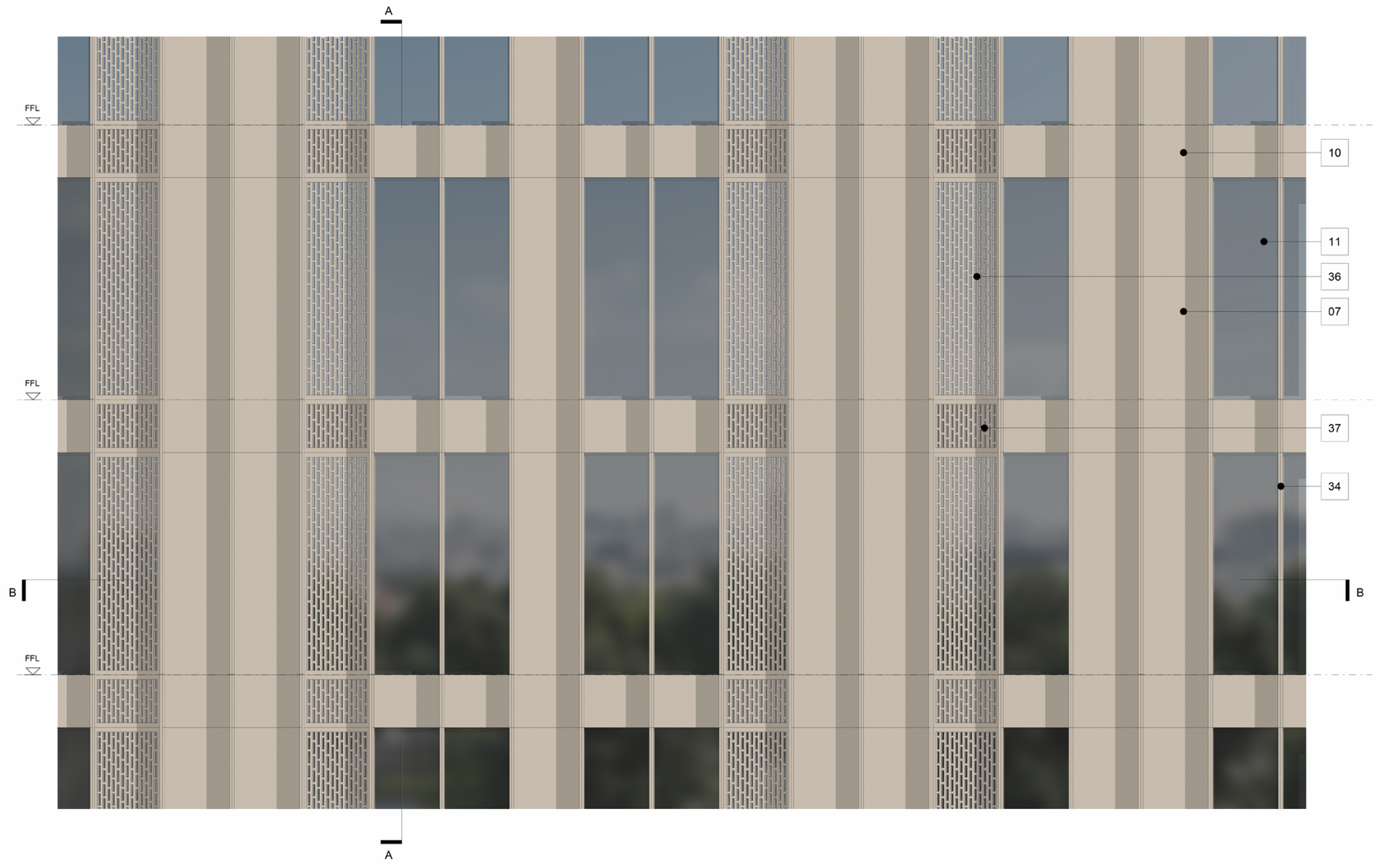
A satin-weave perforation pattern is integrated within the decorative anodised aluminium screens, referencing the dynamic pixelated façade panelisation and establishing a transition in scale from the macro to the micro patterns.



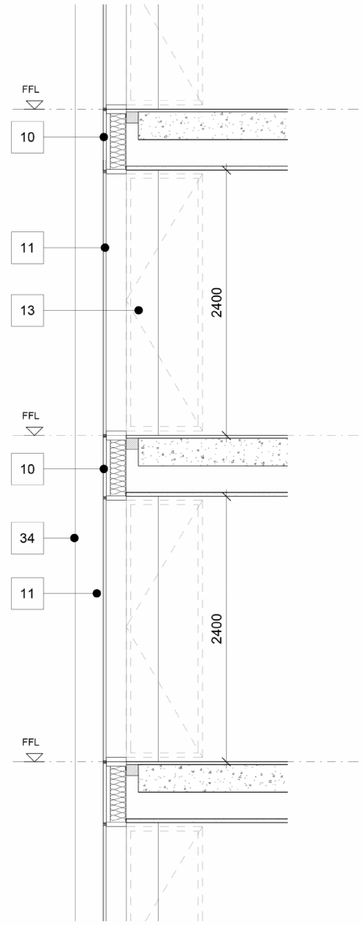
Visualisation of the location where the material will be used



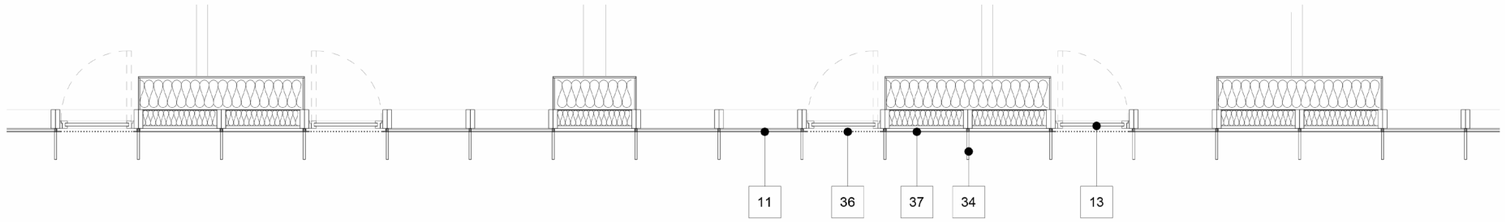
Location reference



Detail Elevation
1:25



Detail Section AA
1:25



Detail Plan BB
1:25

MATERIAL KEY - BUILDING A

07. OPAQUE INSULATED ANODISED ALUMINIUM PANEL – MID-BRONZE FINISH
10. INSULATED ANODISED ALUMINIUM SPANDREL PANEL – MID-BRONZE FINISH
11. FIXED FULL HEIGHT GLAZED VISION UNIT
13. MID-BRONZE ANODISED ALUMINIUM FRAMED CLEAR GLAZED OPENABLE RAPID VENT DOOR
34. ANODISED ALUMINIUM FIN – MID BRONZE FINISH
36. PERFORATED DECORATIVE ANODISED ALUMINIUM SCREEN - MID-BRONZE, CONCEALING CLEAR GLAZED OPENABLE RAPID VENT DOOR BEHIND
37. PERFORATED DECORATIVE ANODISED ALUMINIUM PANEL IN FRONT OF LOUVRED PANELS OR OPAQUE METAL BLANKING PANEL – MID-BRONZE FINISH

Facade detail elevation of Building A - 'Holding piece'

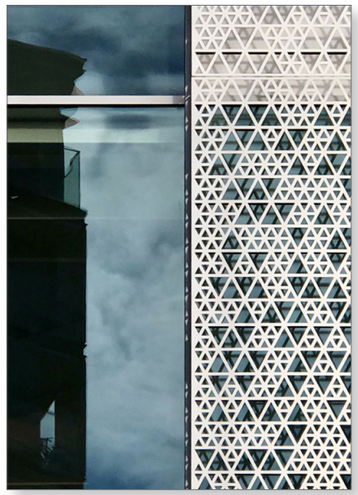
5.14 Facade Design

5.14.5 BUILDING B

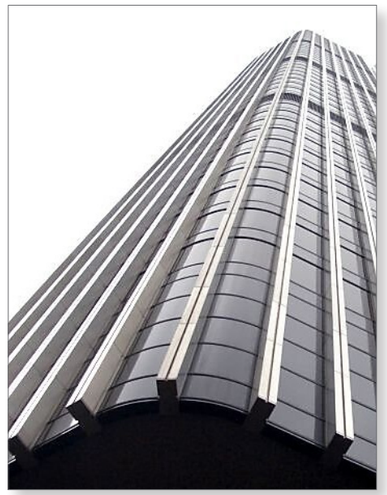
The facade of Building B was developed as a response to its position on the site, reinstating the street edge while helping to shield the new public space from the traffic noise of Great Ancoats Street. Building B is a strong form, acutely angled at the entrance of the site like a navigation point or a 'corner stone'.

The form is further emphasised by the adoption of a brick super-grid set out on a module that reflects the building's internal use as residential. The heavy brick facade anchors Building B to the ground. Within the brick facade, the industrial theme continues, referencing the colours and patterns of Building A through the use of bronze finished anodised aluminium.

The form of the office evolved from the idea of giving the two different uses separate architectural identities. The super-grid references the residential use of the upper levels and continues past the four levels of office. The section of the office that faces the new public space appears as if 'pulled' out of Building B, similar to the volumes on Building A and provided an opportunity to express the office use as a separate element. The folds in the facade evolved through the constraints on the site, the location of the culvert and helping to mitigate the environmental conditions.



Example of perforated metal panel in front of openable elements in unitised glazing



Example of protruding facade mullion caps.

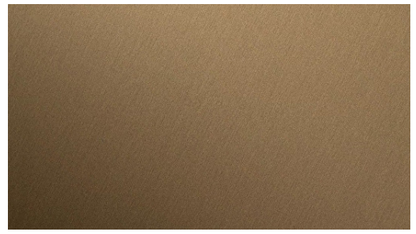


Visualisation of the location where the material will be used

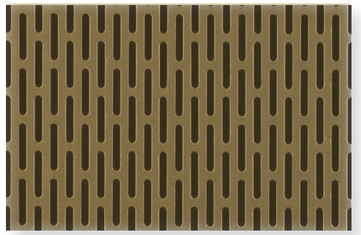
5.14.6 Creating a rhythmic facade

The facade design was developed using a repetition of elements to create a sense of movement and harmony that would compliment the new public space. The facade has been divided into a repetitive module of 1m wide panels with a vertical protruding pressure cap on the mullions. From the north east and the south west, the folds and the movement in the facade become evident through the convergence of the protruding caps. As visitors move around the public space the facade will appear to contract and expand depending on their position relative to the folds.

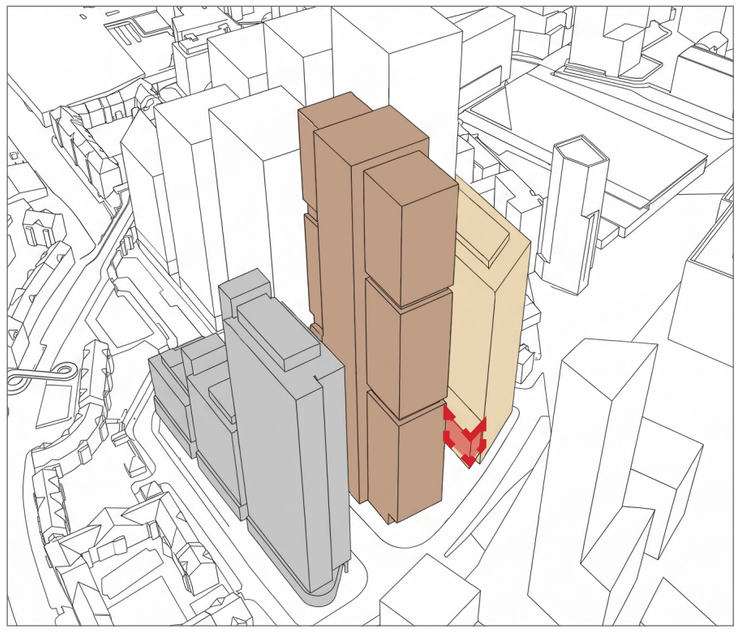
The facade will be finished in clear floor to ceiling glazing set within a bronze finish anodised aluminium frame with protruding vertical caps.



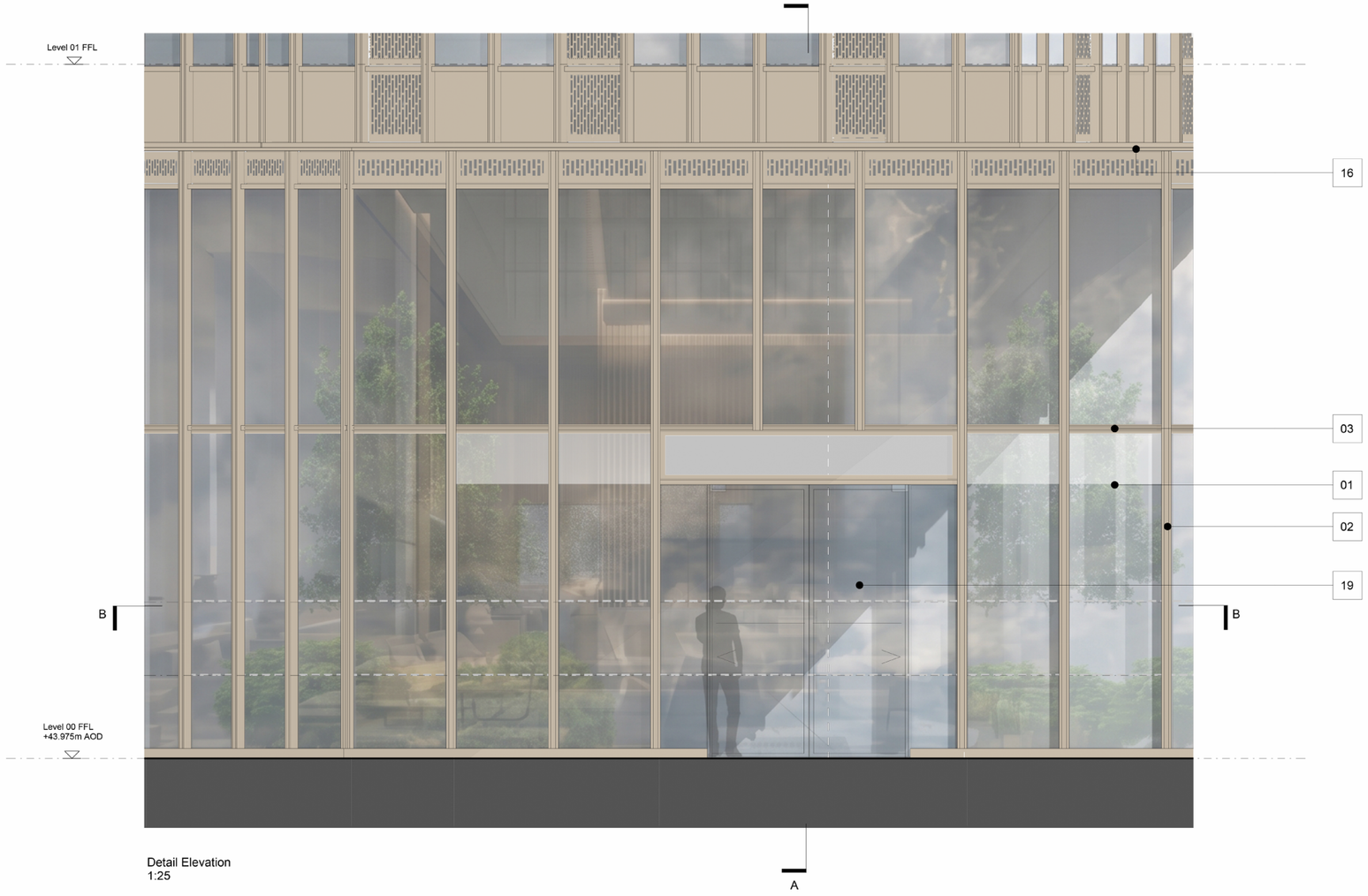
Mid-bronze anodised aluminium



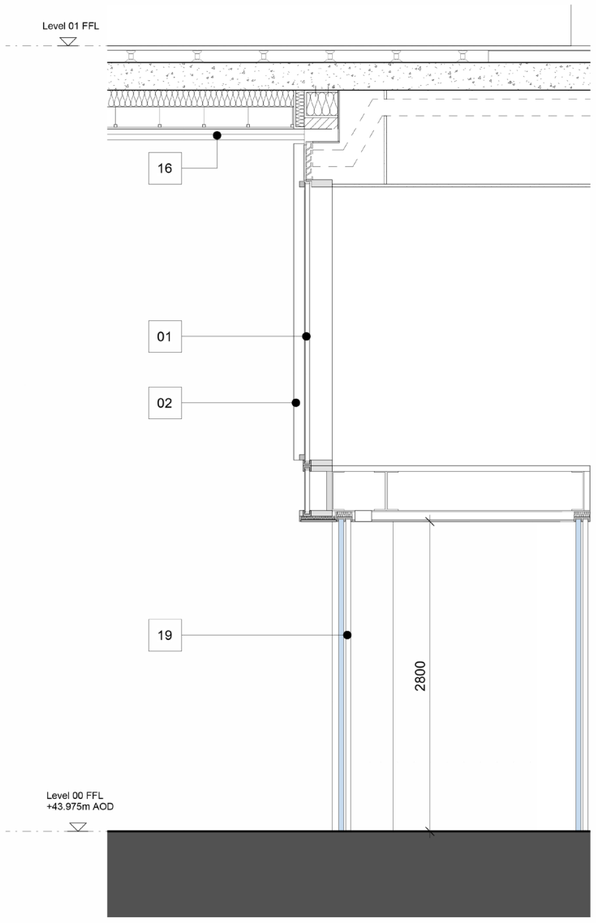
Perforated aluminium satin weave



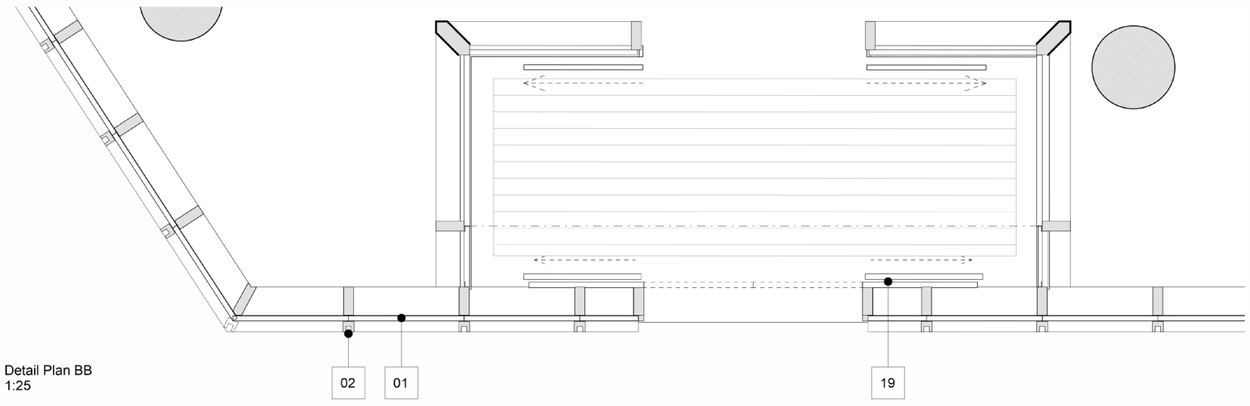
Location reference



Detail Elevation
1:25



Detail Section AA
1:25



Detail Plan BB
1:25

MATERIAL KEY

01. CLEAR GLAZED FULL HEIGHT ANODISED ALUMINIUM CURTAIN WALLING SYSTEM - MID-BRONZE
02. EXTRUDED ANODISED ALUMINIUM DUAL BLADE PROFILE TO VERTICAL GLAZING MULLION - MID-BRONZE
03. EXTRUDED ANODISED ALUMINIUM SINGLE BLADE PROFILE TO HORIZONTAL GLAZING TRANSOM - MID-BRONZE
16. ANODISED ALUMINUM SOFFIT - MID-BRONZE
19. GLAZED DRAFT LOBBY WITH INTEGRATED ENTRANCE MATTING, WARM AIR CURTAIN AND AUTOMATIC SLIDING DOOR MECHANISM

Facade detail elevation of Building B office

5.14 Facade Design

5.14.7 A residential grid

The facade for Building B will be formed of a brick finished four storey super grid with inset compositions of headers located to either side of a framed fixed window and a perforated metal panel covering a rapid vent panel.

The four story super grid accentuates the vertical expression and offers an added sense of slenderness to the building volume.

The location of the rapid vent screens and associated perforated metal screens are intermittently located on opposite sides in relation to the windows within the super-grid modules.

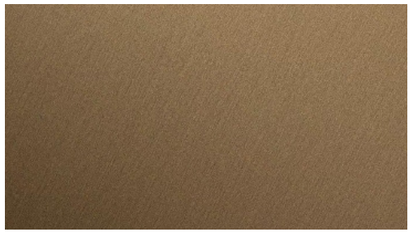
Handlaid brick stretcher-bond is used on the super grid as well as in the solid set back areas between the top and bottom of the window composition. Queen-closers are introduced at the corners in different combinations to allow for the stretcher bond to restart on each side of the building so that the rhythm of the stretcher bond junctions remain the same in relation to the window frames and flashing profiles.

The super grid is finished with a textured buff brick, which is also used in the set back brick plane. The metal window frames and perforated metal screens finish is proposed to be a mid-bronze anodised aluminium.

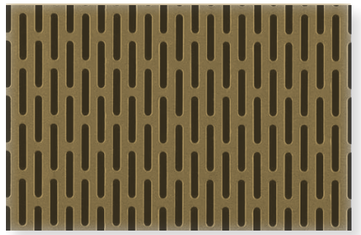
The perforated metal panels are intended to tie the two buildings together by referencing the industrial heritage of the site. A satin weave pattern is indicated for the Building B because of the vertical direction of the long stitches to further reinforce the vertical expression.



Light Buff Brick



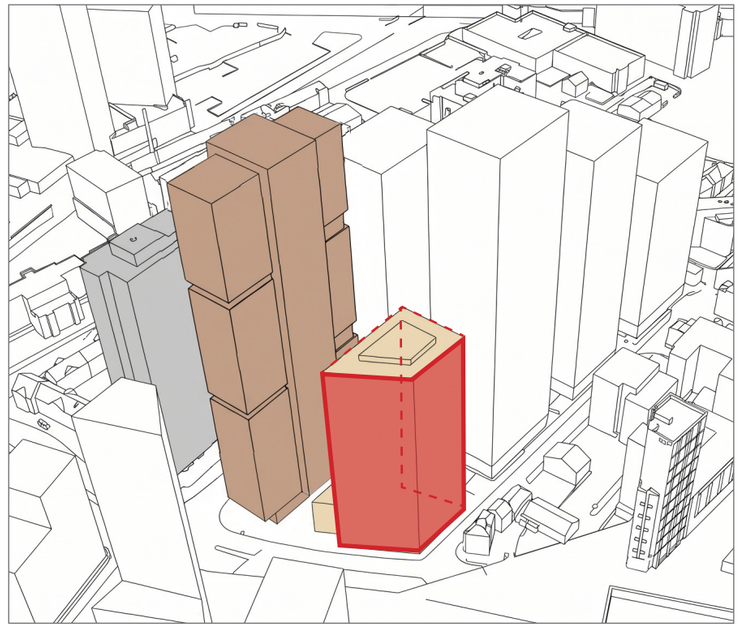
Metal Frames and Screens in brick volume - Mid-bronze anodised aluminium



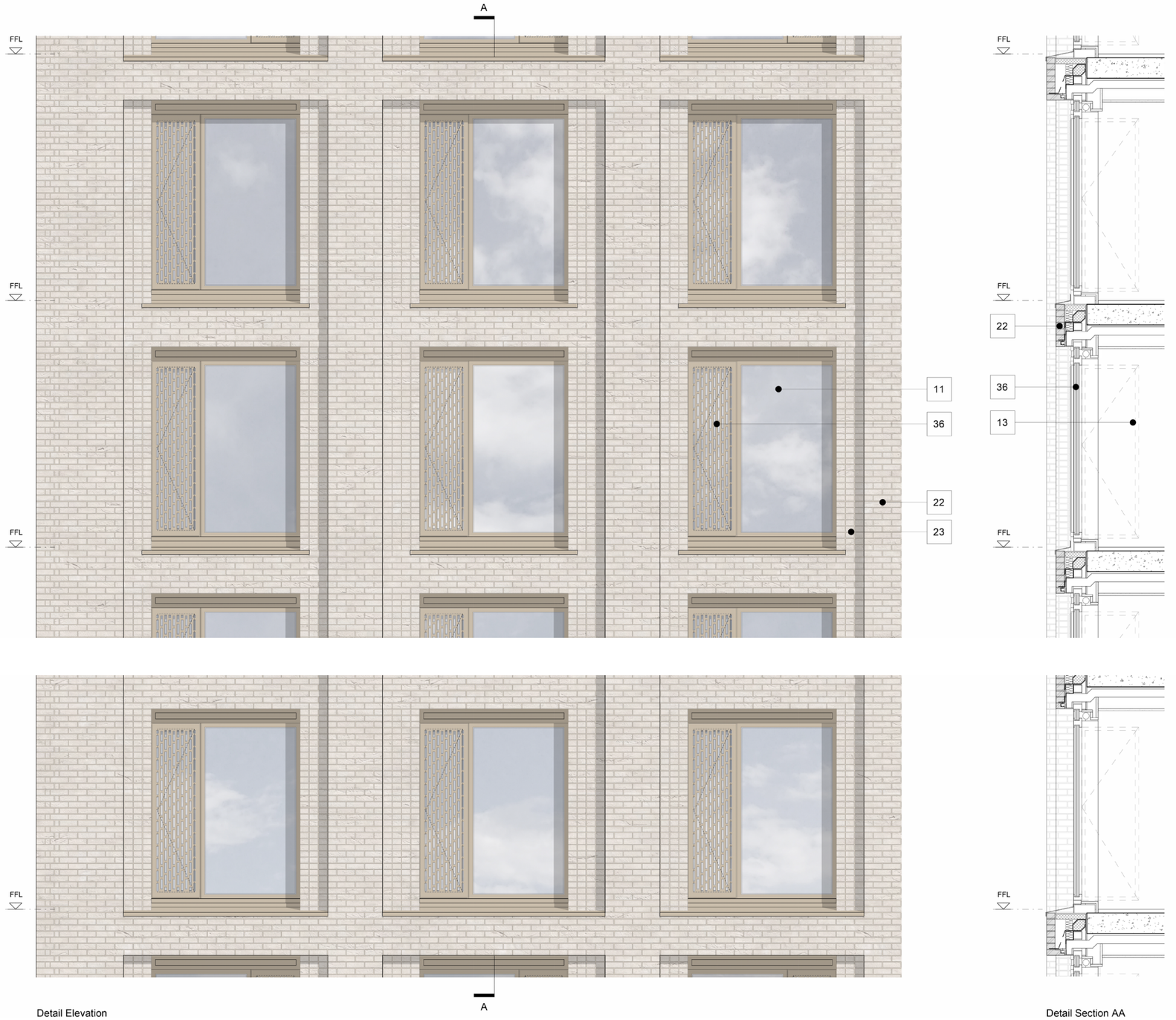
Perforated aluminium satin weave



Visualisation of the location where the material will be used



Location reference



Detail Elevation

Detail Section AA

MATERIAL KEY

11. FIXED FULL HEIGHT GLAZED VISION UNIT
13. MID-BRONZE ANODISED ALUMINIUM FRAMED CLEAR GLAZED OPENABLE RAPID VENT DOOR
22. TRADITIONAL HANDLAID BRICK SUPERGRID - BUFF FINISH
23. TRADITIONAL HANDLAID BRICK INFILL - BUFF FINISH
36. PERFORATED DECORATIVE ANODISED ALUMINIUM SCREEN - MID-BRONZE, CONCEALING CLEAR GLAZED OPENABLE RAPID VENT DOOR BEHIND

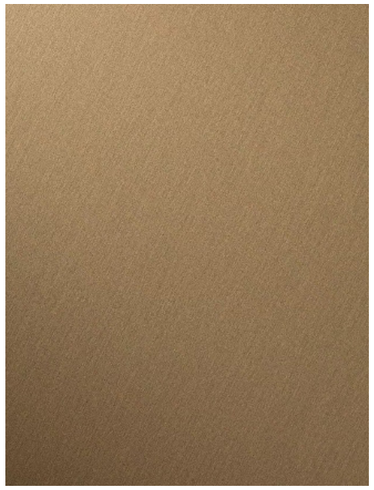
Facade detail elevation of Building B residential

5.14 Facade Design

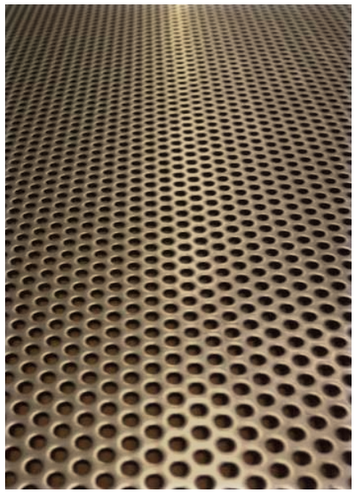
5.14.8 Building B entrance canopy

Building B entrance canopy was developed as part of the wind mitigation measures required to reduce the impact of the development on the surrounding context. The canopy was added to the scheme to deflect the wind from the building entrances and the pedestrian routes through the site and surrounding pavements.

The resulting design is a feature canopy that emphasises the residential entrance into Building B and into the wider Stocktons site from Ducie Street. The canopy will be formed of perforated mid-bronze finish anodised aluminium panels that will diffuse the wind.



Mid-bronze anodised aluminium



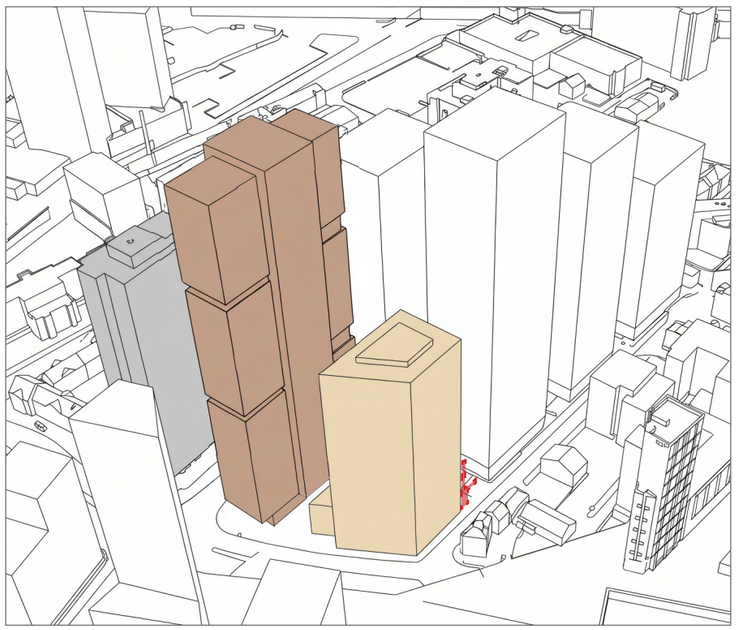
Perforated aluminium



Visualisation of the location where the material will be used



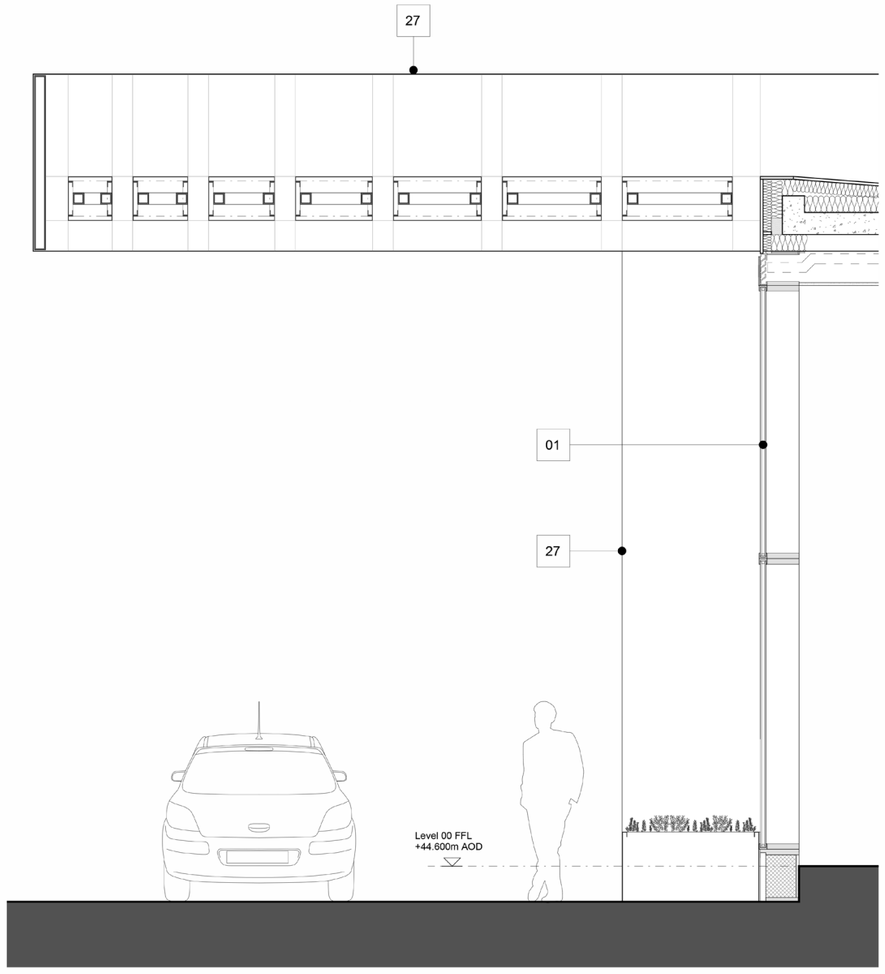
MId-bronze anodised aluminium planter between canopy blade columns.
Sloping ground interface and finish to landscape architects details



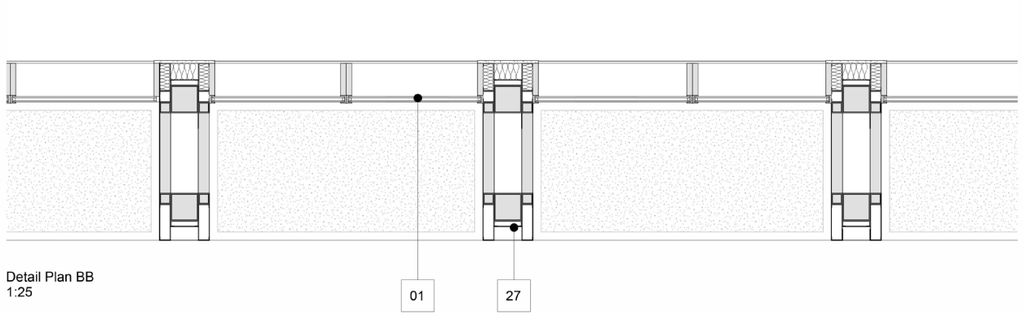
Location reference



Detail Elevation
1:25



Detail Section AA
1:25



Detail Plan BB
1:25

MATERIAL KEY

01. CLEAR GLAZED FULL HEIGHT ANODISED ALUMINIUM CAPPED CURTAIN WALLING SYSTEM - MID BRONZE
08. INSULATED ANODISED ALUMINIUM PANEL - MID-BRONZE
11. FIXED FULL HEIGHT GLAZED VISION UNIT
27. PERFORATED ANODISED ALUMINIUM CLAD WIND BREAK CANOPY – MID-BRONZE FINISH
36. PERFORATED DECORATIVE ANODISED ALUMINIUM SCREEN - MID-BRONZE, CONCEALING CLEAR GLAZED OPENABLE RAPID VENT DOOR BEHIND

Facade detail elevation of Building B Canopy

5.15 Summary

5.15.1 INTRODUCTION

This section aims to summarise the proposed development in context, how it has evolved through the design process and responded to the early aspirations in sections 4.3 and 5.1 of this statement. References are made back to the developed brief in section 4.2 using the same icons describing how the objectives were achieved in the final proposal.

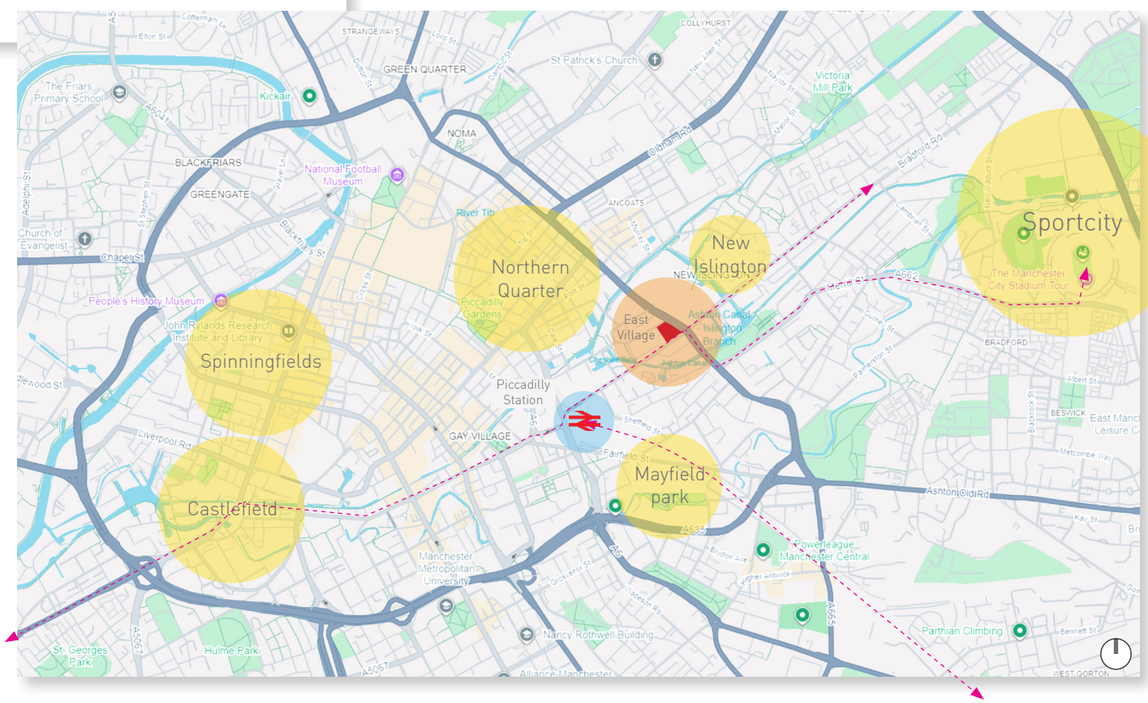
In section 5.15.2, verified views are used to demonstrate how the development sits within the existing context and how the conceptual ideas developed in sections 5.3 (Form, Mass and Scale) and 5.4 (Townscape Considerations) materialised in the final proposal. The visualisations are produced using strategic views agreed with Manchester City Council to provide an impression of what the development will look like once completed.

A new public space and enhancements to the existing public realm were key drivers for the development of the final proposal. Early discussions with Manchester City Council raised the aspiration of enhancing Store Street as a key arterial route from the city centre and towards emerging developments, Sportcity and the Etihad Stadium. Proposals for the enhancement of Store Street are described in section 5.15.3.

The summary concludes with section 5.15.4, that will take a closer look at the final proposal for the new public space. While Building A has been designed as landmark building with the aim to connect into the City, the public space has been designed as an arrival point, a destination.



Map of The Ring Road illustrating developments along its route.



Map of key development areas across Manchester city, illustrating their proximity to the development site.

NEW CONNECTIONS

The development will create connections with the existing and emerging developments in and around Manchester city and beyond through a new landmark tower and public space.

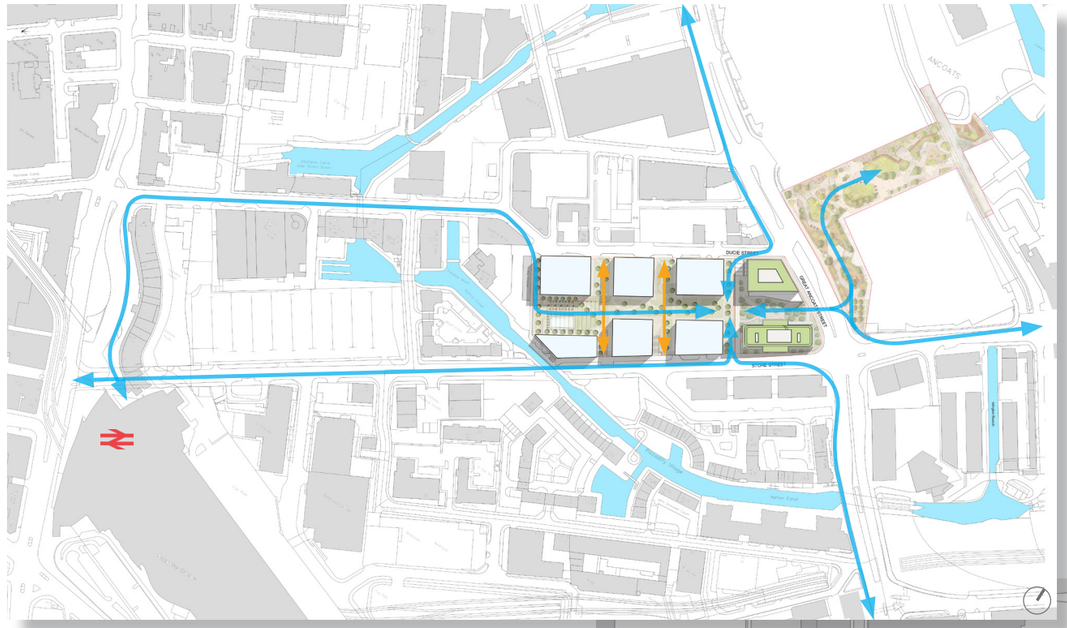
The proximity of the development to Piccadilly Station will create new opportunities to create connections with neighbouring cities, London and beyond.

FLEXIBLE CREATIVITY

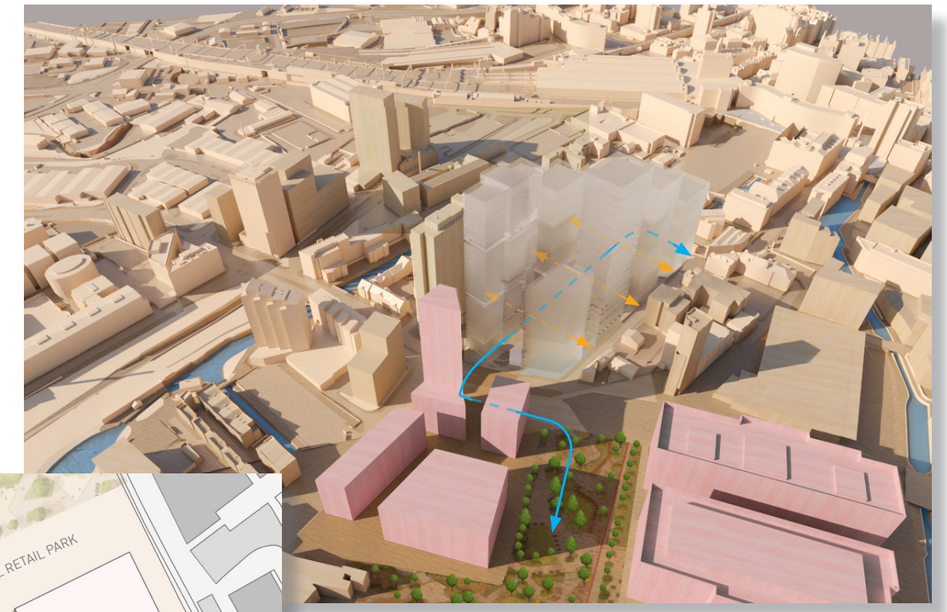
Manchester city has a vibrant and energetic community of entrepreneurs and emerging businesses such as tech, media and creative.

The Stocktons development will provide 45,000sqft of commercial office space spread across four floors. The spaces will be designed to meet new working practices and feature a biophilic environment incorporating natural elements and views onto the new landscaped public space.

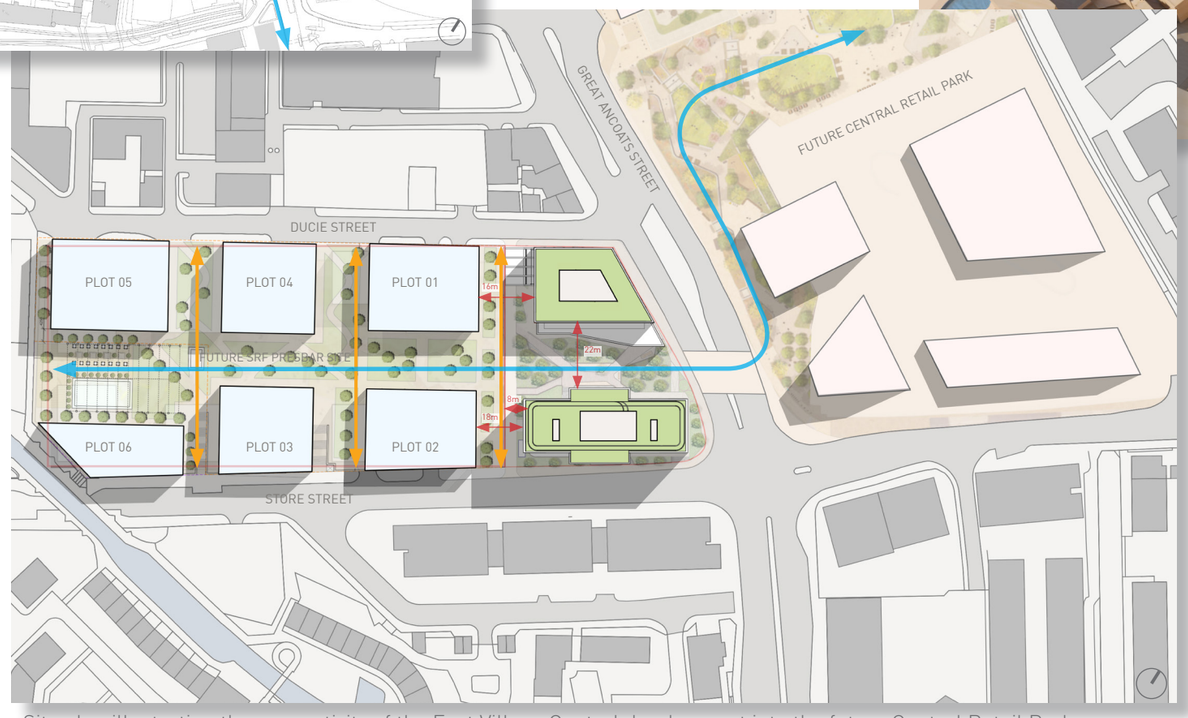
Connections into the city and beyond will enhance and nurture the growth of new business



Site plan illustrating the connectivity of the East Village Central development into the surrounding area.



Aerial view looking south west



Site plan illustrating the connectivity of the East Village Central development into the future Central Retail Park.

TOWNSCAPE

The design of the proposed development follows the principles set out in the East Village Strategic Framework.

Building B reinstates the street edge on the corner of Great Ancoats Street while Building A has been designed to signify the new connection and "place" created by the development.

The development will complete the formation of a 'cluster' of towers that will enhance the local context.

LANDMARK

Building A has been developed as a landmark building, the tallest of the three in the 'cluster' of tall buildings on the corner of Great Ancoats Street and Store Street.

Building A will form a way point on route to the Etihad Station and Sportcity. A recognisable, architecturally distinct landmark building in the north east of Manchester city.

5.15 Summary

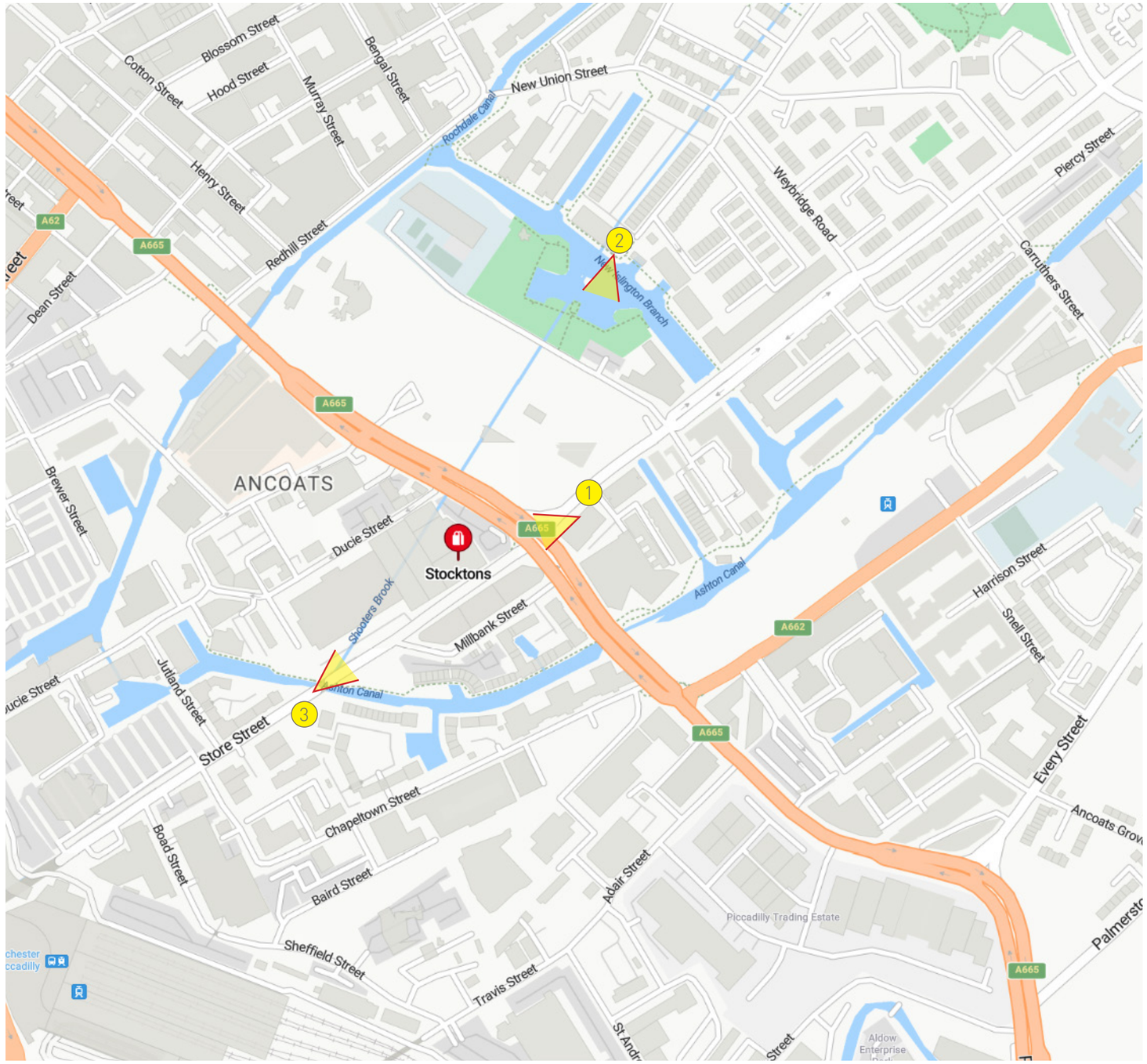
5.15.2 LONG-RANGE AND MID-RANGE VIEWS ASSESSMENT

The following visualisations illustrate the proposed Stocktons development within its local and wider context. Assessment of both long-range and mid-range views has informed the design process throughout all stages of development, ensuring that the proposals make a positive contribution to the surrounding townscape and the wider Manchester cityscape.

The existing Oxygen Tower, together with the proposed Building B, provides a transition in scale between Building A and the surrounding context, stepping down towards the lower-rise neighbouring buildings. Existing and emerging developments within the area range in height from approximately 15 to 45 storeys and are therefore comparable in both scale and form to the proposed Building B.

The visualisations demonstrate how the design principles and ideas developed throughout this document, particularly those set out in the Initial Studies section, have informed the final proposal. They illustrate Building A as the tallest element within the emerging cluster, positioned between the existing Oxygen Tower and the proposed Building B. The scale and height of Building A reinforce its role as a landmark development, creating a distinctive focal point within the north-east area of the city while contributing positively to Manchester's evolving skyline.

The townscape implications of the proposed development have been further assessed in the Townscape and Visual Impact Assessment report (TVIA), submitted as part of the planning application. The assessment draws upon a series of verified views, prepared in consultation with and agreed by Manchester City Council, to examine the extent to which the proposals integrate with the existing townscape structure and contribute to the area's evolving urban form. These views provide the basis for evaluating the development's visual presence, scale, massing and relationship with the surrounding built environment at both the local and wider townscape levels.





1 View looking towards Stocktons furniture store from the corner of Ducie Street and Paradise Walk

5.15 Summary



(2) View looking towards Stocktons site from New Islington Marina



3 View looking towards Stocktons site from Ashton Canal

5.15 Summary

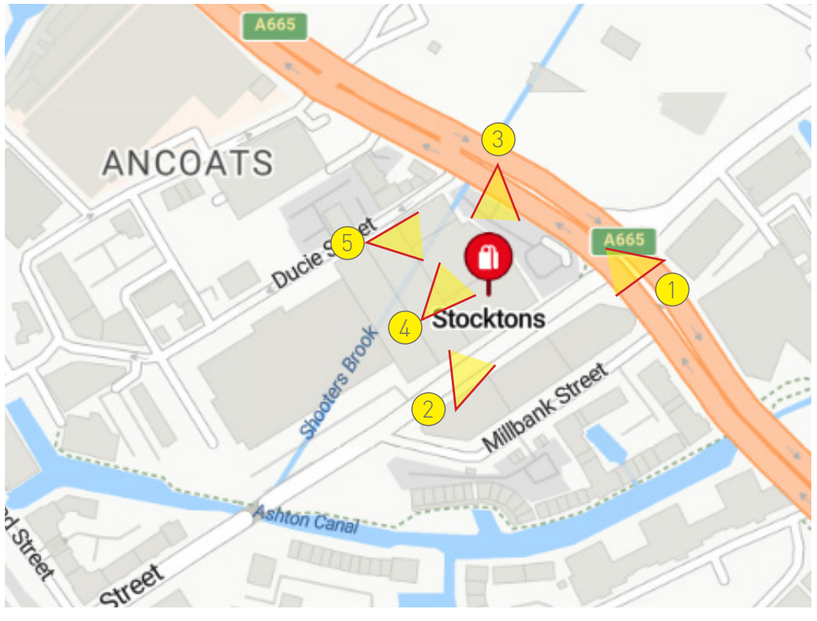
5.15.3 CLOSE RANGE VIEWS ASSESSMENT

Close-range views assess the townscape experience at street level, where the proposed development will have its most immediate influence on the character and perception of the public realm, and on the day-to-day experience of pedestrians.

The proposed enhancements to Store Street form part of the wider Stocktons development. There are currently three existing trees along Store Street, two of which are located within the Stocktons planning boundary. A line of trees within raised planters has recently been introduced as part of the Oxygen Tower development opposite the site.

The proposed enhancement strategy for Store Street is illustrated in the following pages. The landscape design includes eight additional trees, resulting in a total of ten trees within the site boundary, alongside new landscaped areas. These improvements will contribute to a larger public realm network, as described in Section 5.2.

The proposed enhancements will form part of the first phase of the East Village Strategic Regeneration Framework (SRF). Future phases will further improve the quality of Store Street and Ducie Street, creating a more cohesive and pedestrian-focused environment. The service road linking Ducie Street and Store Street will provide an alternative shared-surface route to the heavily trafficked Great Ancoats Street. Subsequent phases will continue the delivery of pedestrian-prioritised public spaces, strengthening connections between the Store Street Aqueduct, the Stocktons site and the wider East Village area.



Location Key



Existing: View of Store Street looking south west.



Existing: View of Store Street looking north east.



1 Proposed: View of Store Street on the corner of Great Ancoats looking south west.



(2) Proposed: View of Store Street looking north east.



3 Proposed: View of development from Great Ancoats St.



4 Proposed: View of Building B residential entrance canopy from the south



5 Proposed: View of Building B residential entrance canopy from Ducie St.

5.15 Summary

5.15.4 A NEW PUBLIC SPACE

In this section the proposed new public space is illustrated through visualisations and explained through a recap of the plan diagrams from section 5.2 (Scheme configuration: An Overview). The design for the new public space and public realm enhancements has been developed by Re-Form landscape architects and aligns with the Applicant's aspirations for creating a new destination and a space to connect with local communities. Further information on the landscape design is provided in Re-Form's Stage 2 Report 1118-RFM-XX-00-RP-L-0001.

A new public space will be at the centre of the development and will provide a diverse range of spaces that can be used all year round. Islands of trees are used to divide the site and integrate ramps to negotiate the change in level of approximately 3m from Ducie Street to Store Street and across the site. The islands will provide opportunities to introduce habitats, bio-diversity and seating areas. Entrance locations have been carefully considered to take advantage of the changes in level across the site. Each entrance responds to a different condition and are placed to reflect their use, transport links and proximity to emerging developments in the area.

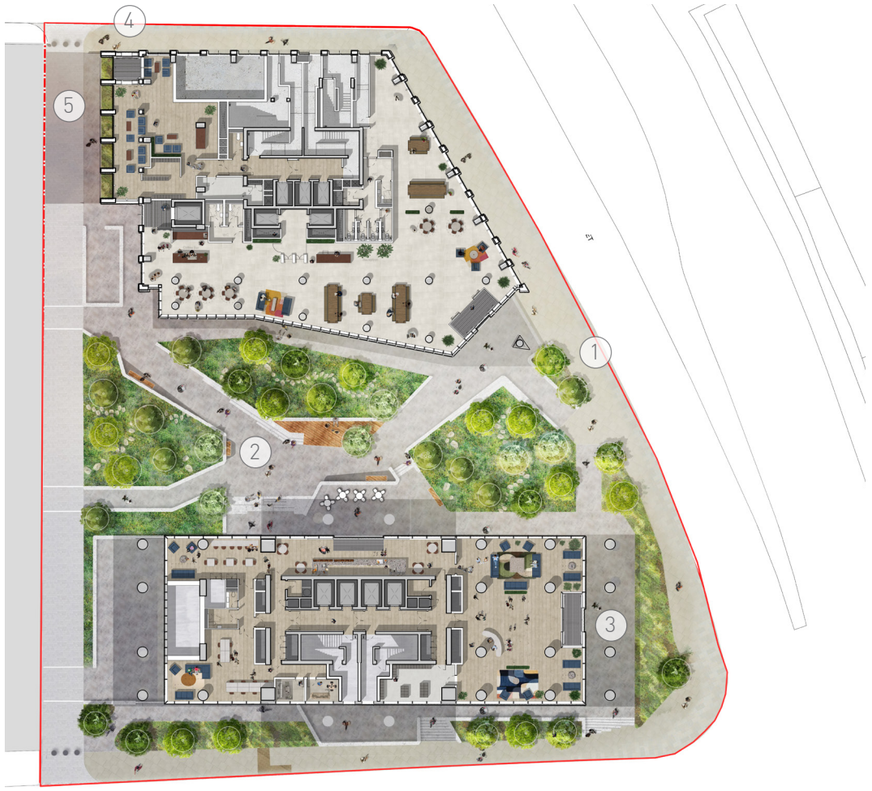
(1) **Great Ancoats Street Gateway**
The office entrance is located on the corner of Great Ancoats Street and the new public space. The entrance is angled between Building A and Great Ancoats Street to respond to the site, funnelling visitors towards the centre while also creating a link with the future Central Retail Park development.

(2) **Central public space**
This area will be at the centre of the development and will encourage people to spend time in the space by providing a sheltered environment with seating surrounded by trees and landscaped areas. The level of this area sits below the wider site, helping to define and enhance the feeling of being sheltered from the busy urban environment that surrounds it.

(3) **Building A entrance**
The entrance is setback from Great Ancoats Street and will be sheltered by planting and overhanging residential accommodation above. The entrance will be well lit and transparent with double height glazing.

(4) **Building B entrance**
Building B entrance is located on Ducie Street, away from Great Ancoats Street. Ducie Street is also a key arterial route and will connect residents to Piccadilly Station, London Warehouse and onto the city centre. Residents will be able to access Store Street via a new shared surface route.

(5) **Drop-off**
Taxi drop-off is provided along the shared surface road from Ducie Street to Store Street, adjacent to Building B, with connection to the public realm and and all entrances.



Ground floor plan of proposed development



A BUILDING AND LANDSCAPE

A place to sit, relax, play or walk through.

The space will be vibrant, full of landscaped areas and tall trees. The different uses will bring a mix of people to the space from residents, visitors to office users.



CREATE A SENSE OF PLACE

A series of large, planted islands will help to define routes that connect the site to its surroundings and encourage people to walk through the space.

A central open space area with integrated seating will encourage people to spend time in the new public space, in an environment with a natural character and sheltered from the busy urban environment that surrounds it.

A cafe/bakery will have internal and external seating overlooking the diverse planted island gardens.

A clear, transparent, well lit facade will wrap both buildings at ground level adding to the surveillance of the spaces and helping to deter anti-social behaviour.

Ground floor 3D axonometric view of proposed development

NB. This image is for illustrative purposes only to identify functional distribution and access. For final layouts refer to 2D plans.



(2) View of Building B from Building A cafe.



(2) View Building B office entrance from Great Ancoats Street

6.0
ACCESS





6.1 Inclusive Design

6.1.1 OVERVIEW

This section of the report outlines the approach to inclusive design and how it has been designed to meet the relevant standards and regulations.

The proposals have been designed to apply inclusive design principles to all internal and external spaces, creating a safe and secure environment which responds to the needs of all users. The development will be designed to meet standards set out in Approved Document Part M.

6.1.2 LEGISLATION

The development has been designed to be as accessible as possible as laid out in the Equality Act 2010 and taking into account Approved Document Part M (2015 Edition with 2016 amendments) of the Building Regulations.

6.1.3 ENTRANCES AND GROUND LEVELS

The existing external levels of the site grade down in height from Ducie Street in the north west to Store Street in the south east by approximately 3m. All pedestrian routes within the site as well as ground floor building entrances have been set to allow level access into all reception entrances. Building configurations and layouts have been developed to minimise the need to negotiate changes in level approaching the site from the main public highway. All external lighting will be developed to ensure entrance areas are adequately lit at all times.

6.1.4 AMENITY SPACES

All internal residential amenity spaces are accessible from the lift lobbies and have level access. Lift lobbies and corridors comply with Approved Document M. The interior design of these spaces will be designed to be fully accessible to residents and visitors.

Publicly accessible areas along the ground floors of the development have been designed to be fully accessible with level access from all entrance levels.

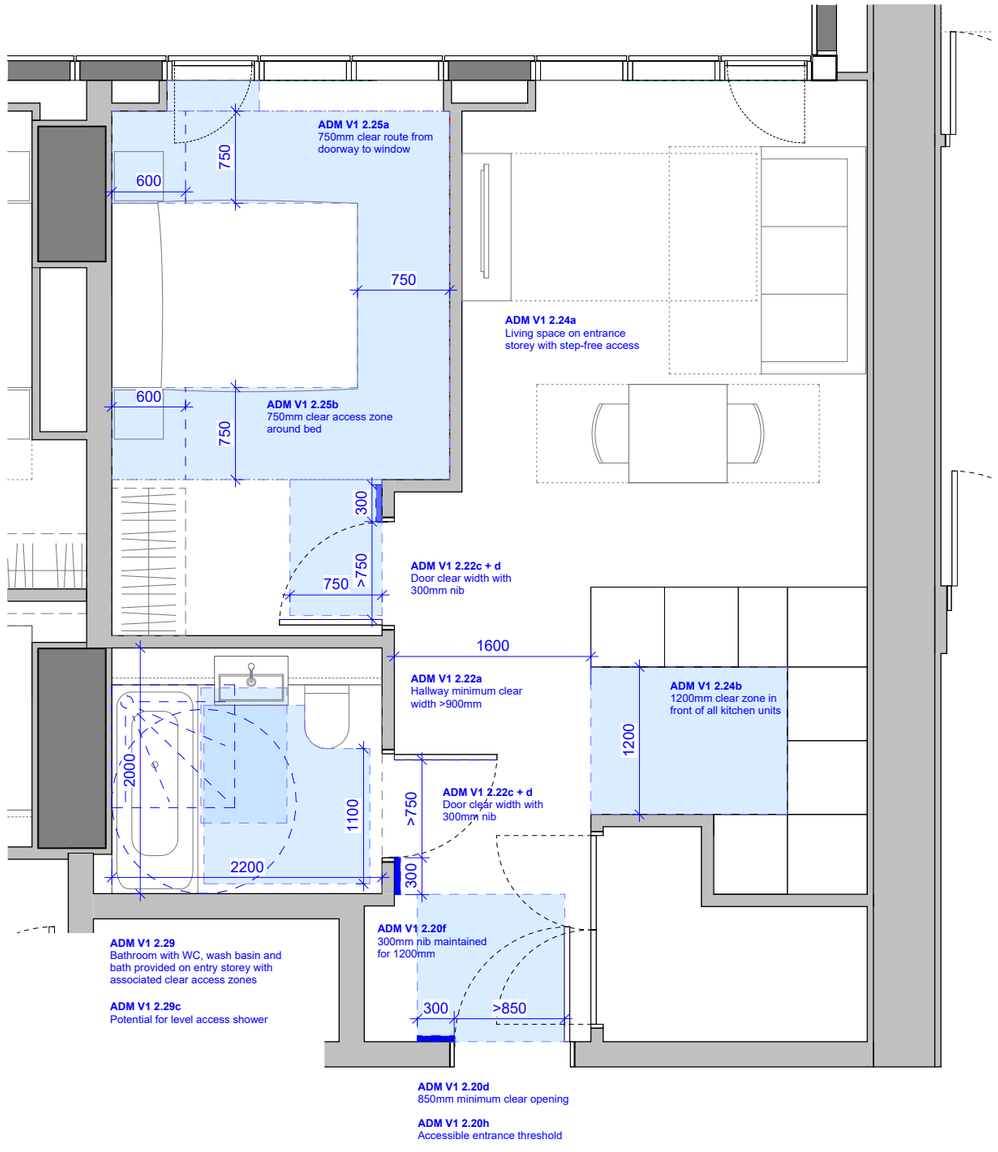
6.1.5 APARTMENTS

The apartment layouts in both buildings have been designed to conform to the optional requirements outlined in Approved Document M Volume 2 M4(2): 'accessible and adaptable dwellings' wherever possible - exceeding statutory minimum requirements. Subject to detailed design, all apartments are expected to comply with M4(2). This applies to all apartments in both Building A and Building B.

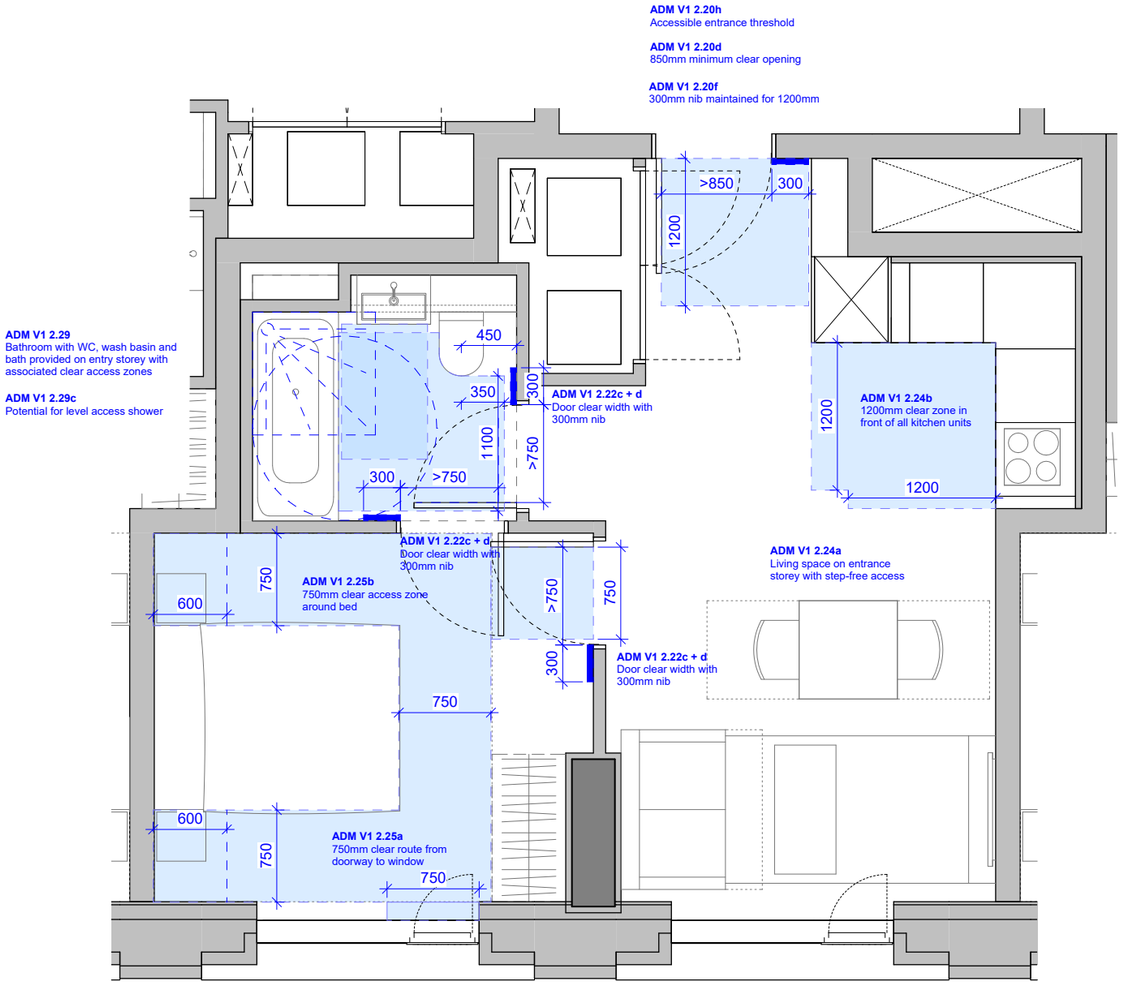
Through meeting these criteria homes will support adaptation to meet the varying needs of occupants over time, as their accessibility requirements may change.

The typical apartment layout plans illustrated on the following pages demonstrate how the requirements of AD(M) have been considered and accommodated within their design.

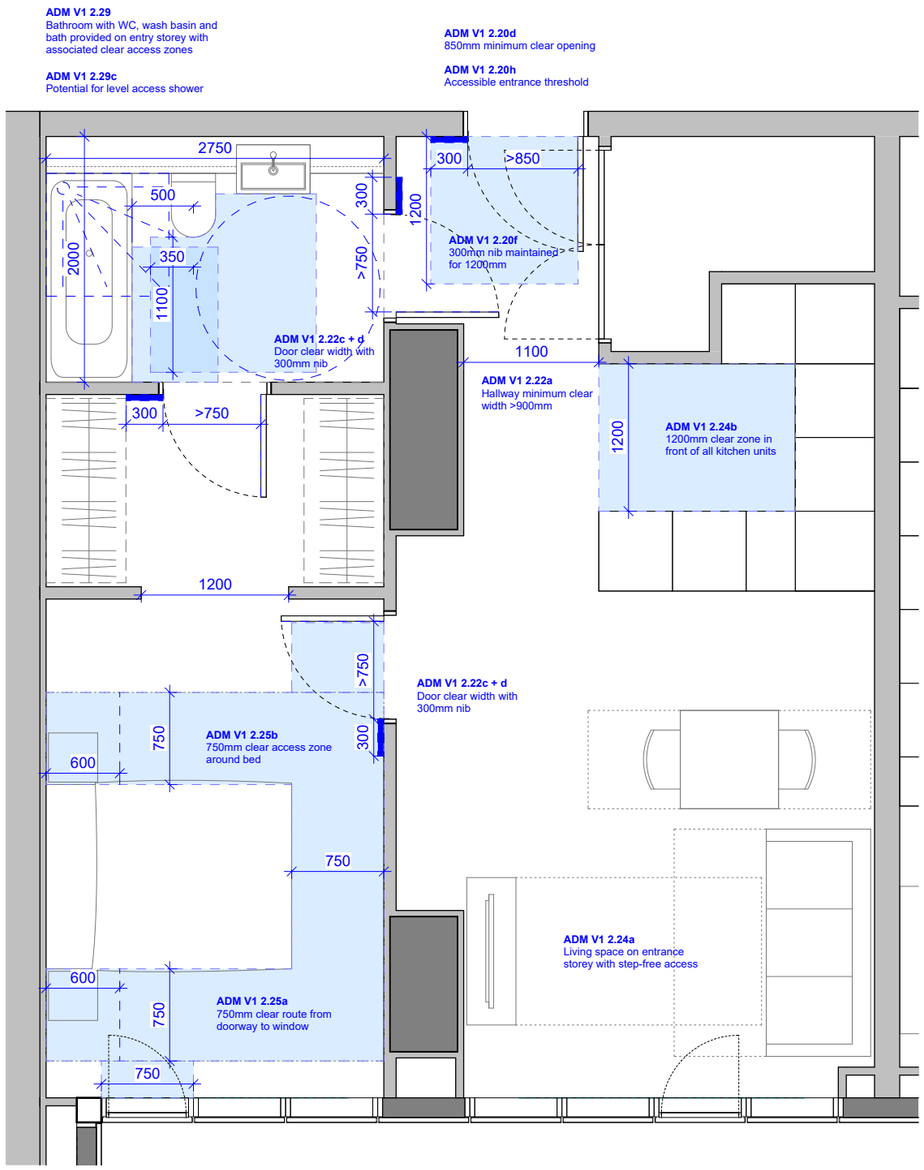
BUILDING A - TYPICAL STUDIO



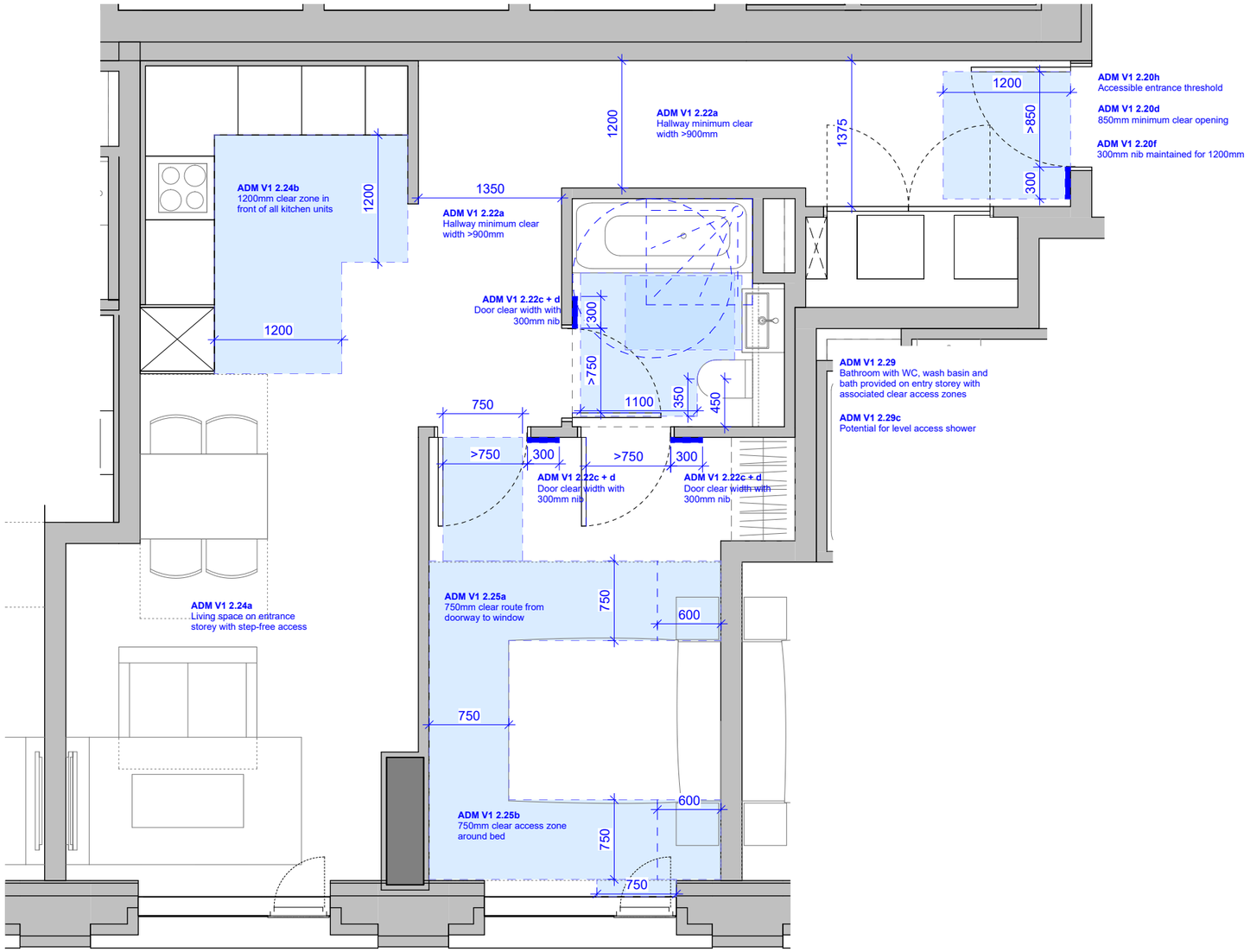
BUILDING B - TYPICAL STUDIO



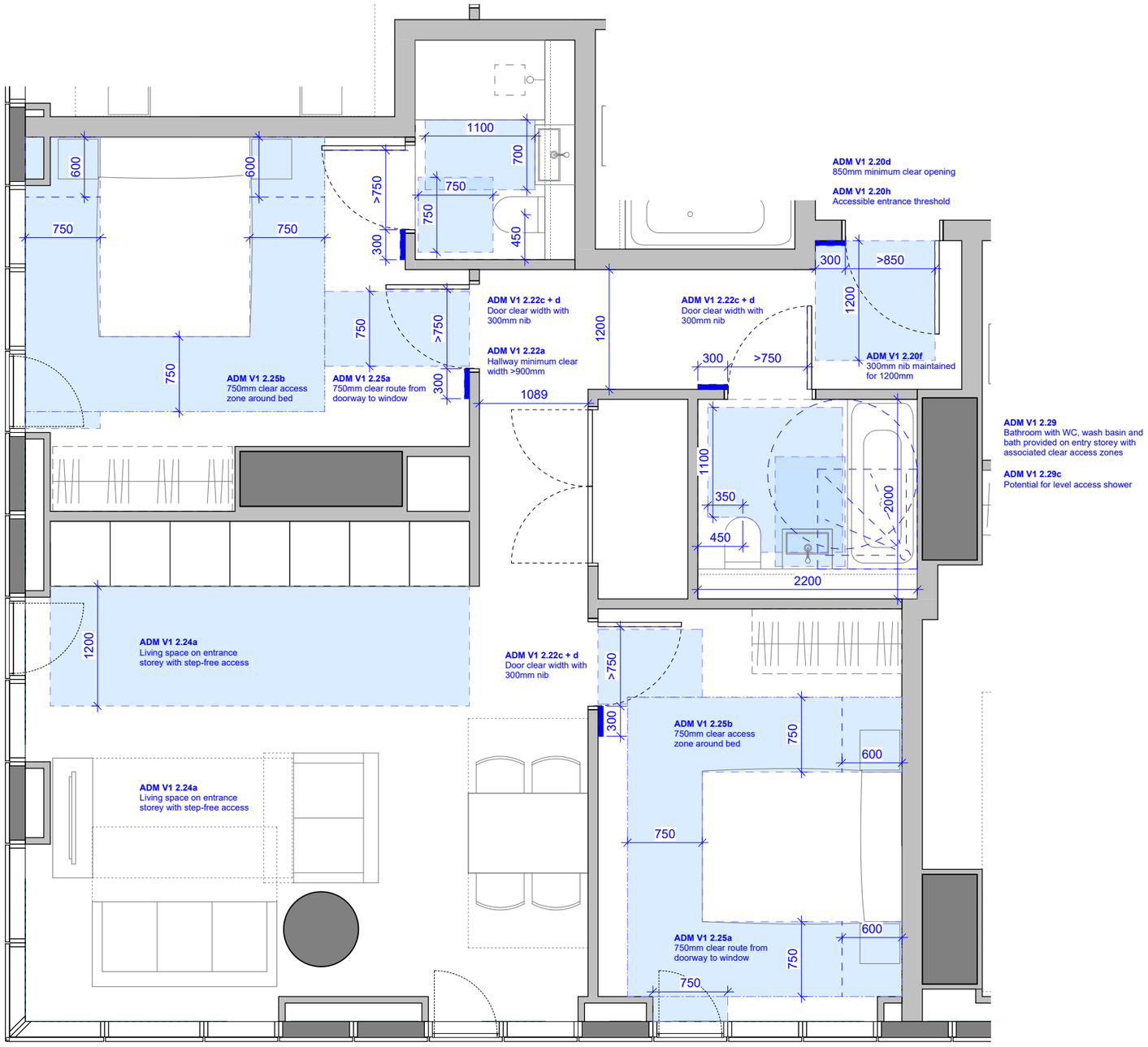
BUILDING A - TYPICAL ONE BED



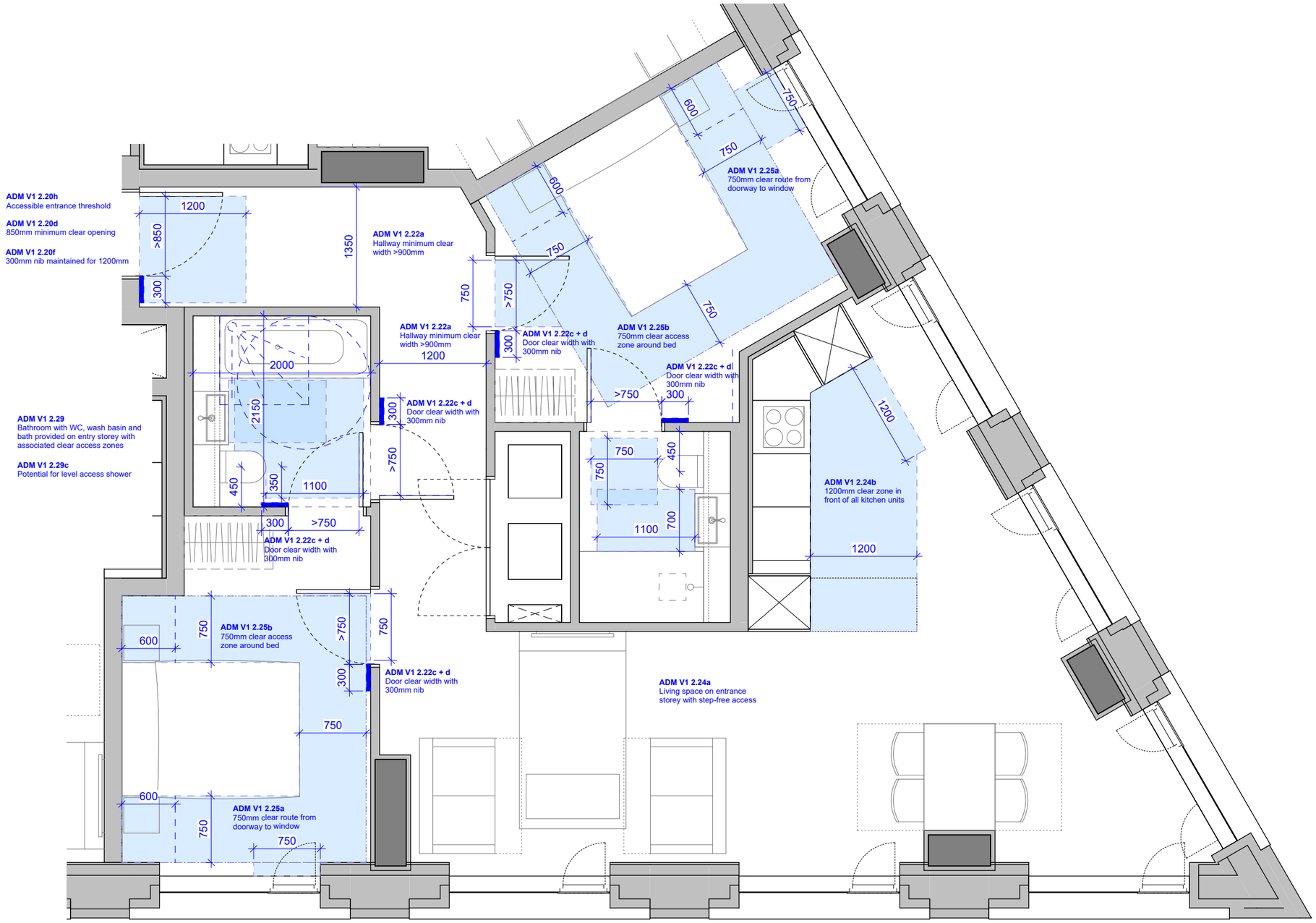
BUILDING B - TYPICAL ONE BED



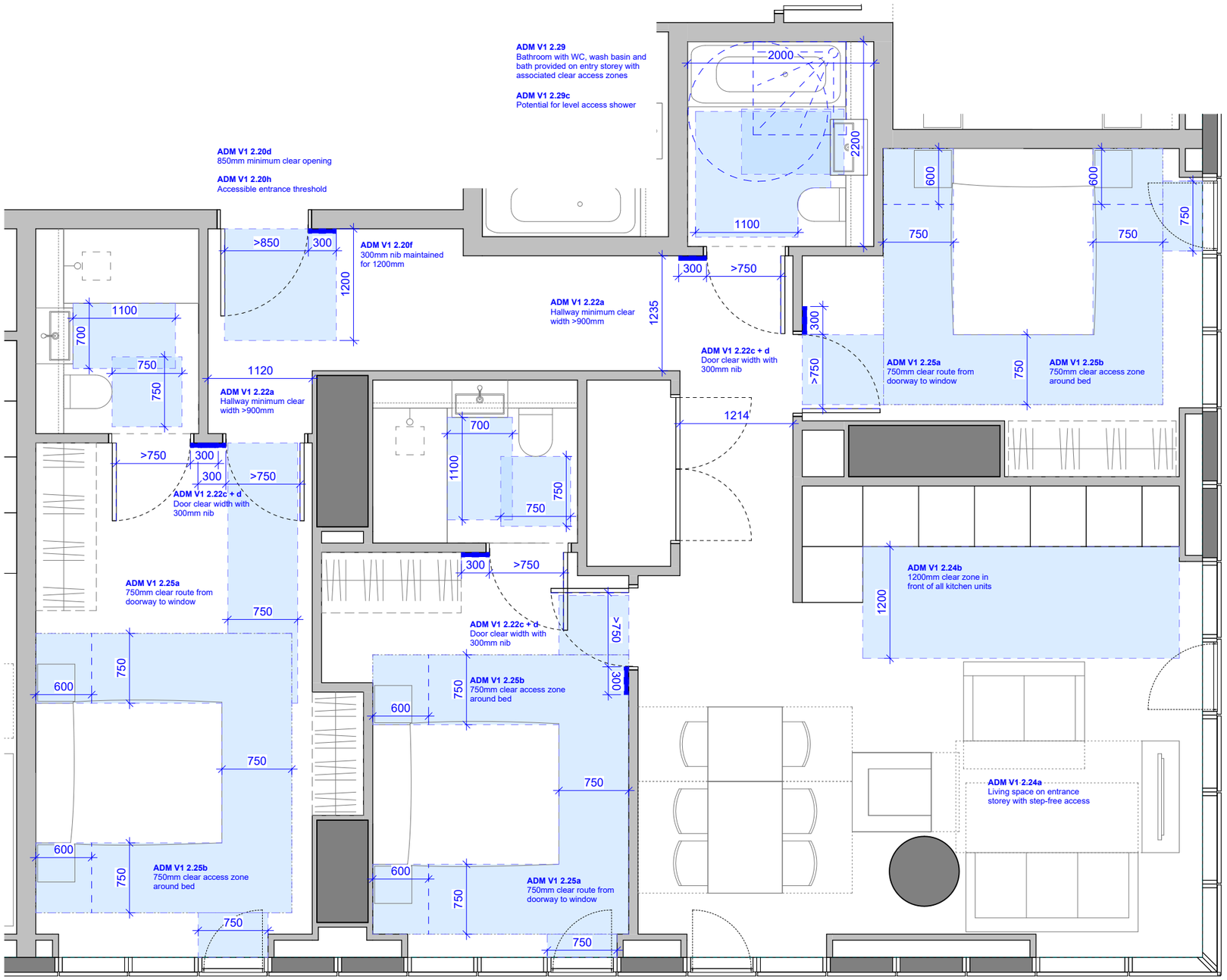
BUILDING A - TYPICAL TWO BED



BUILDING B - TYPICAL TWO BED



BUILDING A - TYPICAL THREE BED



6.2 Vehicular & Servicing Strategy

6.2.1 OVERVIEW

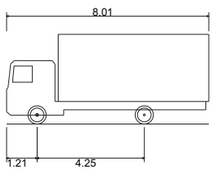
Servicing, deliveries, refuse collection and authorised pick-up/drop-off activity will be accommodated via the new one-way servicing road located along the western edge of the site. Vehicles will access the development from Store Street and egress onto Ducie Street. The servicing route has been designed to safely accommodate taxis, refuse vehicles and delivery vehicles while supporting the car-free nature of the scheme. The route will operate alongside high-quality public realm and pedestrian connections, enhancing site permeability and providing a direct link between Store Street and Ducie Street.

6.2.2 ACCESS TO THE DEVELOPMENT

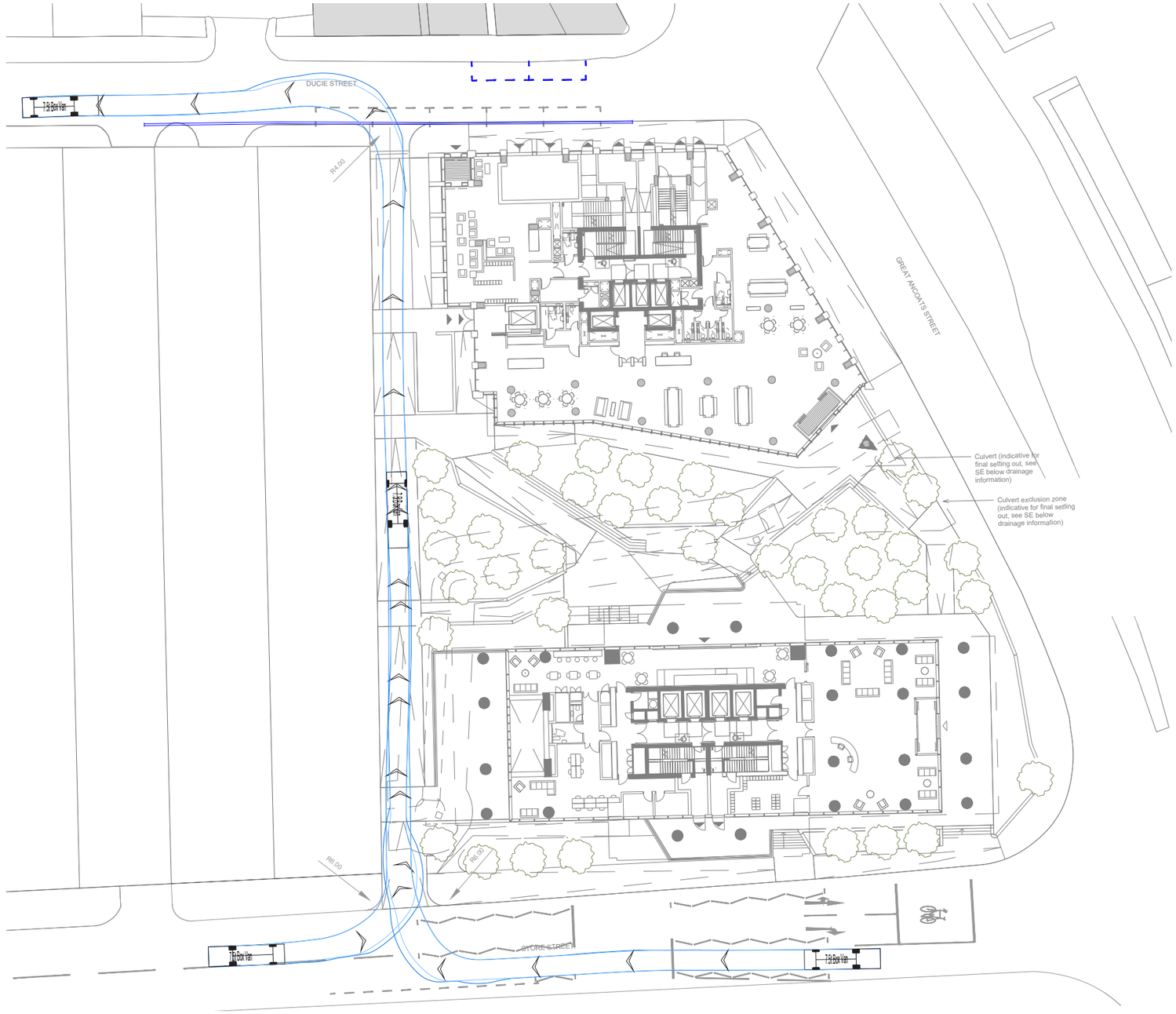
The development is designed as a car-free scheme, with no on-site parking provided. Vehicular access will be limited to servicing vehicles, refuse collection vehicles, taxis and authorised pick-up/drop-off movements via the one-way servicing road. Access is taken from Store Street, with vehicles exiting onto Ducie Street.

Public pedestrian access to Building A and Building B Office is provided from Great Ancoats Street via covered entrances, set back from the pavement edge. Access to Building B Residential is provided on the corner of Ducie Street and the new service road, set back from the pavement edge. There is a pedestrian route from Building B Residential to Building B Office through the public space between the two buildings.

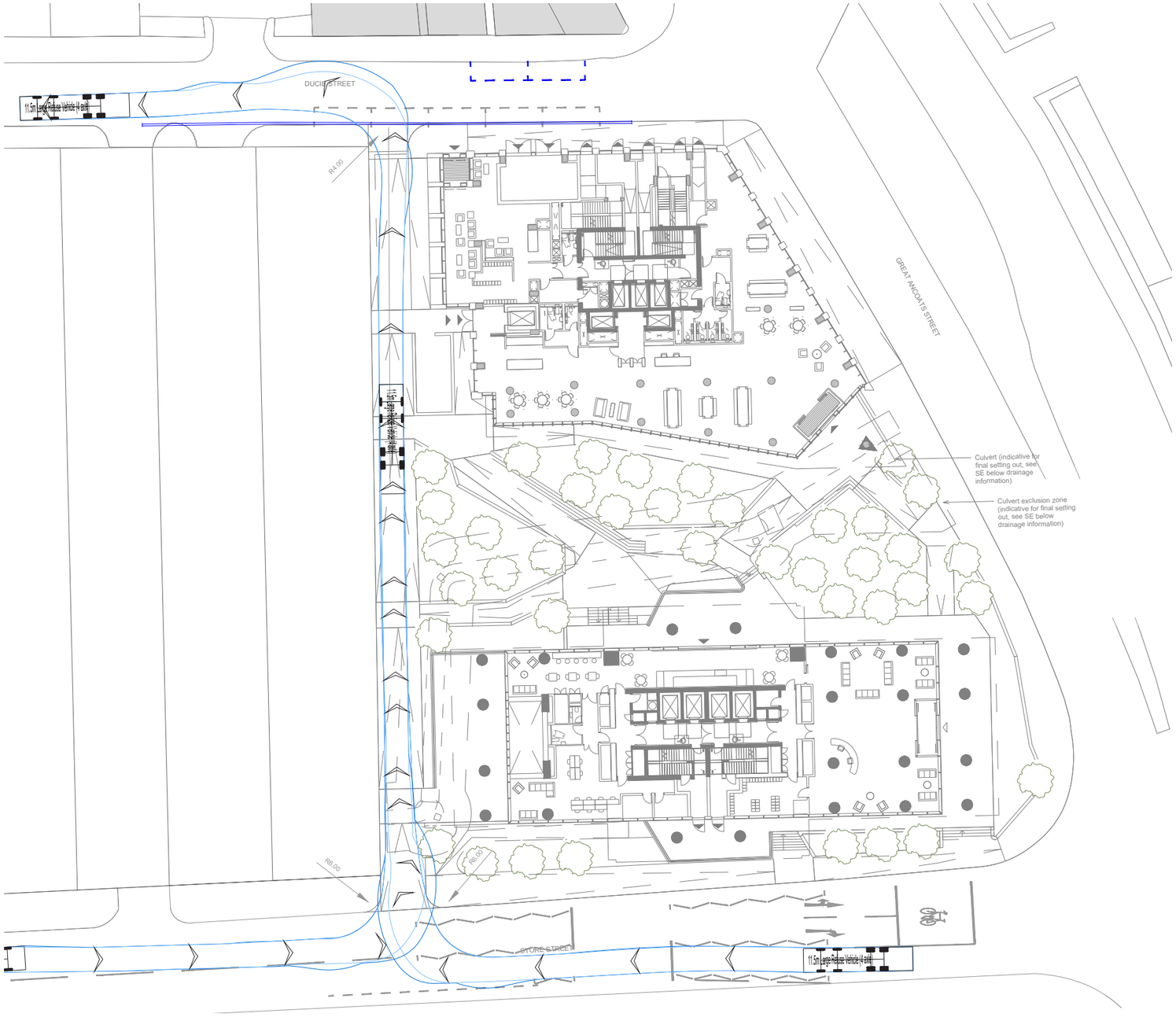
Taxi and authorised drop-off activity will take place from the servicing road, providing convenient access to both buildings while maintaining safe and clearly defined pedestrian routes through the public realm.

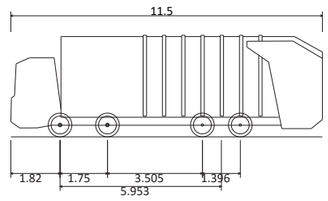


7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Box Van Sweep Path





11.5m Large Refuse Vehicle (4 axle)	
Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Refuse Vehicle Sweep Path

6.3 Cycle Parking Strategy

6.3.1 CYCLE PROVISION

In accordance with the sustainable travel plan initiatives described in detail within the Transport Statement, provisions for cycle parking have been considered. Cycle spaces shall be allocated to all apartments, and their provision has been divided into 2 categories in order to provide useful amenity to residents with differing needs.

Cycle Parking Spaces › Single tier racks with a 45 degree parking position and/or two tier racks

Folding Bike Lockers › Triple stacked lockers for folding bikes with the upper-level ones also accessible with wheeled ladders

6.3.2 BUILDING A CYCLE PROVISION

Residential:

Basement level 01 › 262 Cycle parking spaces in racks

Basement level 02 › 262 Folding bike lockers

Cycle parking at Basement Level 1 of Block A can be accessed through a ramp on the southwestern corner of the building from the servicing road, or via the internal lifts, while Basement Level 2 will be accessed via internal lifts only.

6.3.3 BLOCK B CYCLE PROVISION

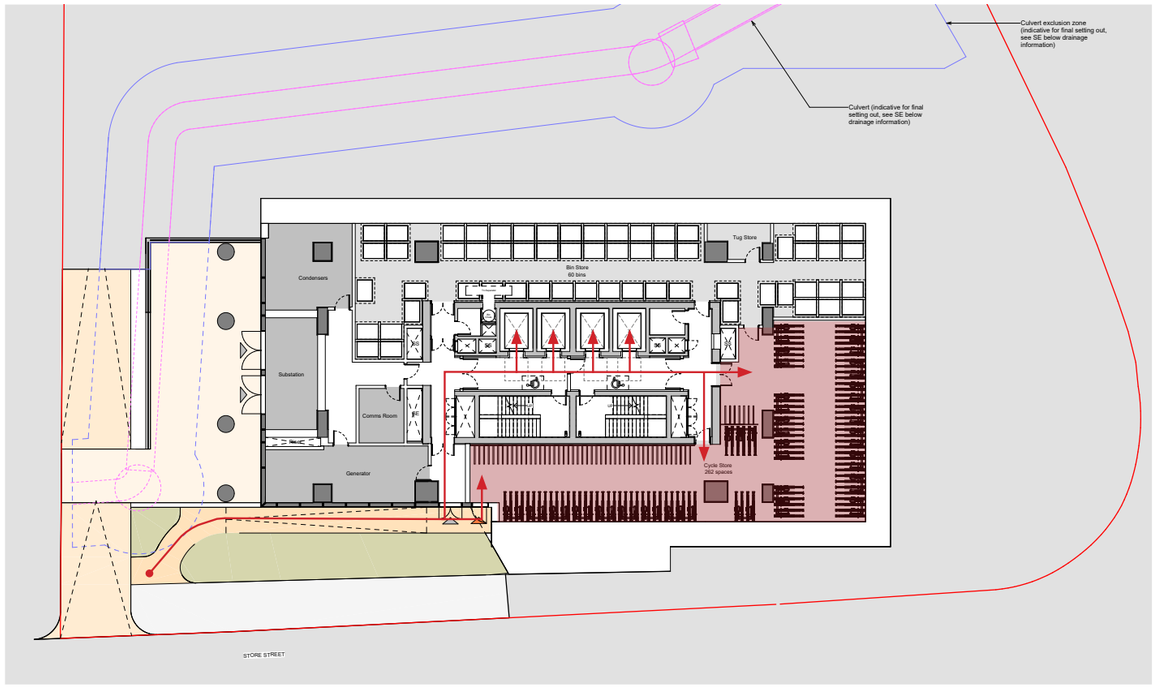
Office:

Basement level 01 › 55 Cycle parking racks
› Shower facilities
› Changing facilities
› Daily lockers
› Drying rooms

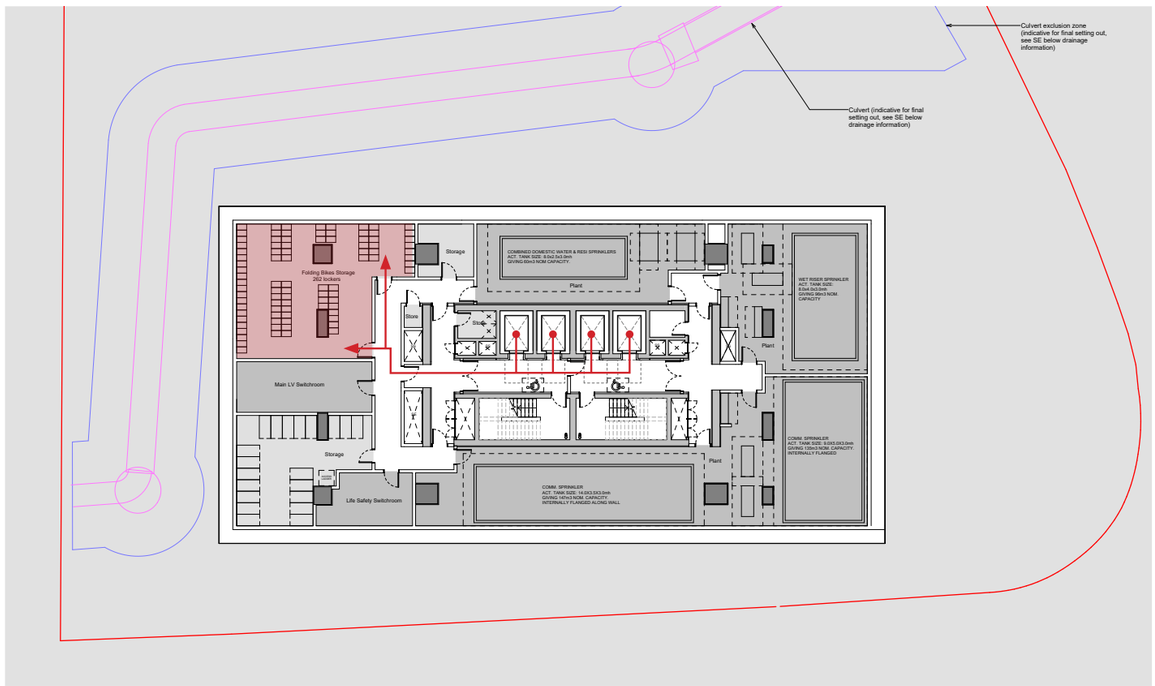
Residential:

Basement Level 02 › 100 Cycle parking racks
› 99 Folding bike lockers

Building B Office and Residential cycle stores will be accessible externally via a lift from the service road. The lift will have an access control to transport the users to the appropriate floor.



Building A - Basement Level 1

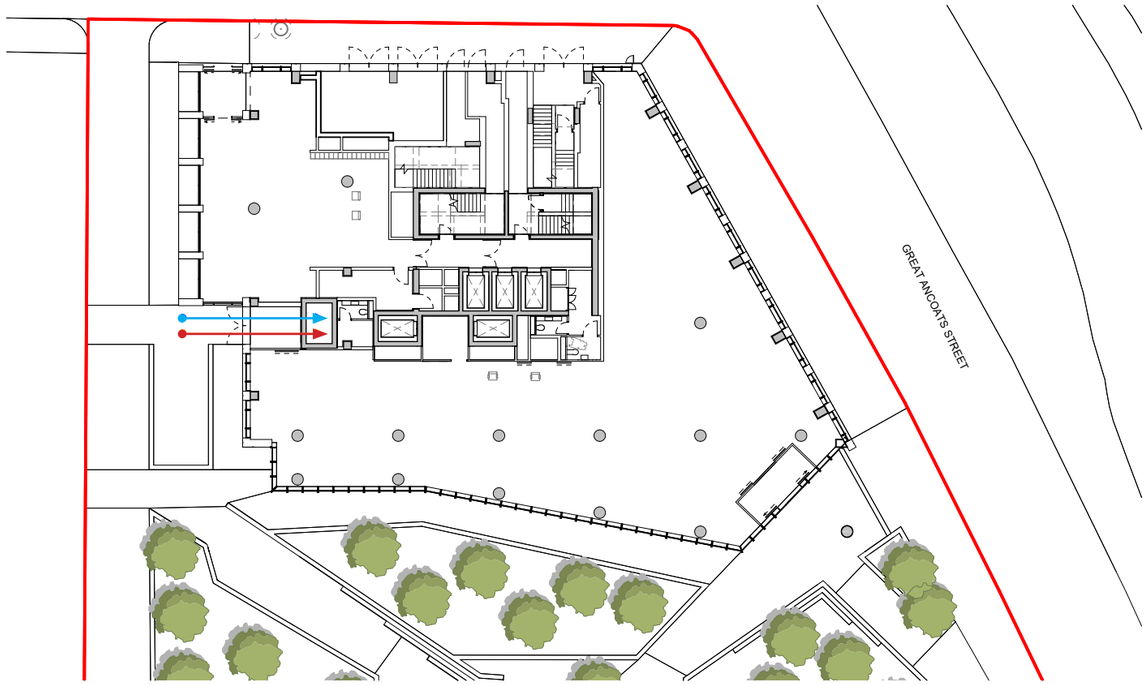


Building A - Basement Level 2

Key

Residential

Office

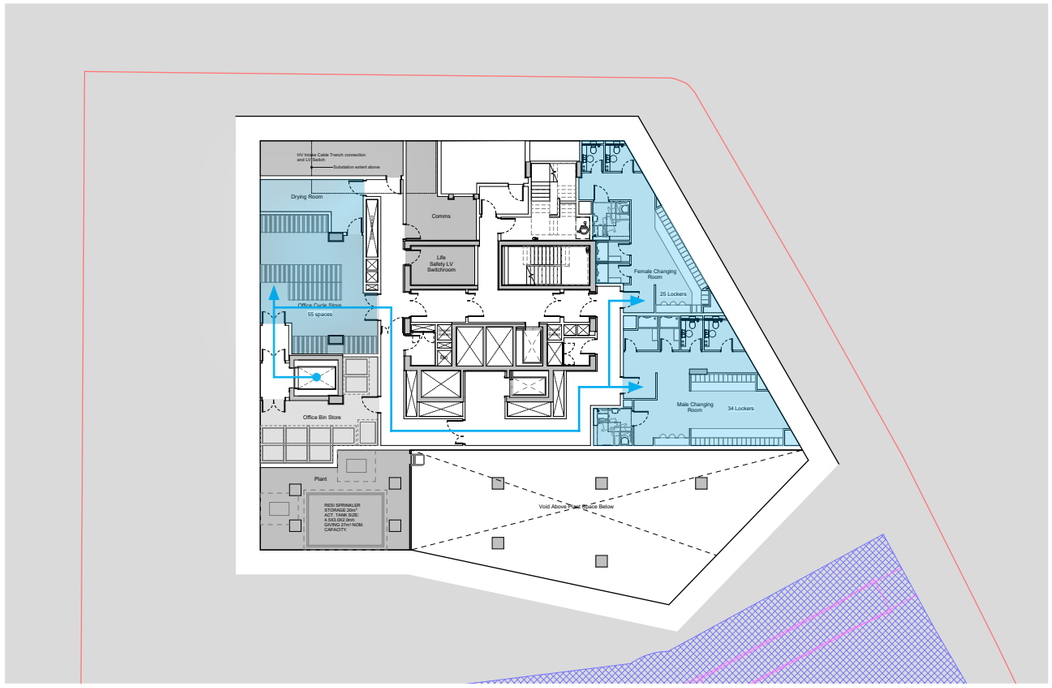


Building B - Ground Floor

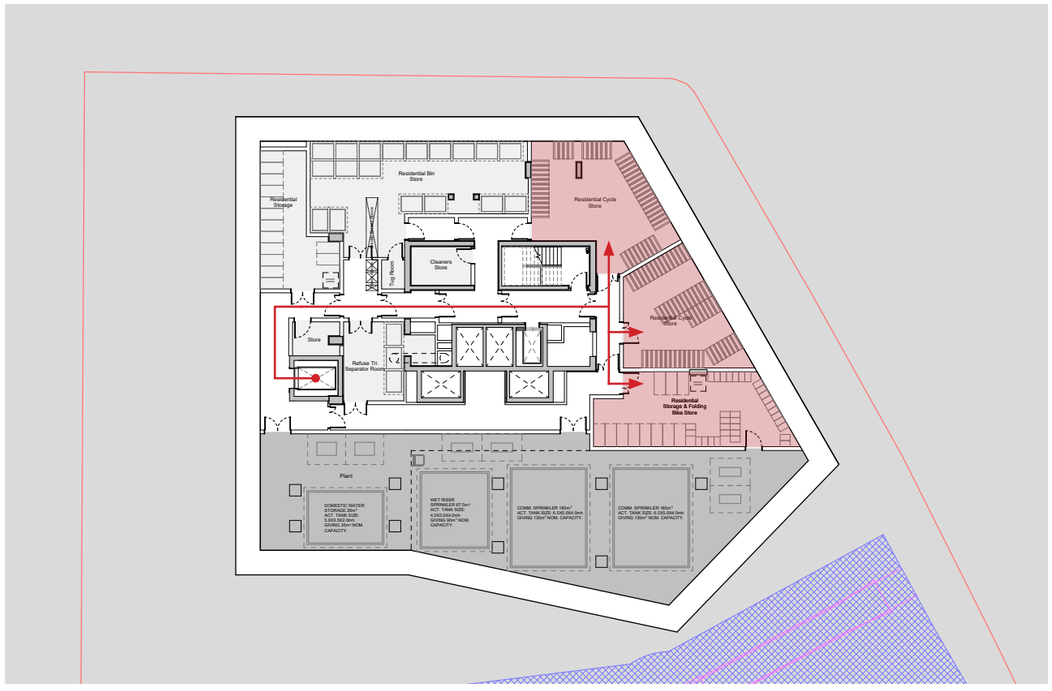
Key

Residential

Office



Building B - Basement Level 1 - Office



Building B - Basement Level 2 - Residential

6.4 Refuse & Recycling Strategy

6.4.1 OVERVIEW

A waste management and servicing chapter within the Transport Statement prepared by SLR Consulting and submitted in support of the planning application sets out the wider waste management of the development.

All recycling and waste material will be stored on site in dedicated storage areas. In Building A the refuse store is located on Basement Level 1. In Building B the refuse store is split between residential and office functions, with the office refuse store being located on Basement Level 1 and the residential refuse store on Basement Level 2.

The refuse areas will be inaccessible to residents, and residents will dispose of their waste/recycling via a refuse chute that is lobbied from the circulation spaces on each residential floor.

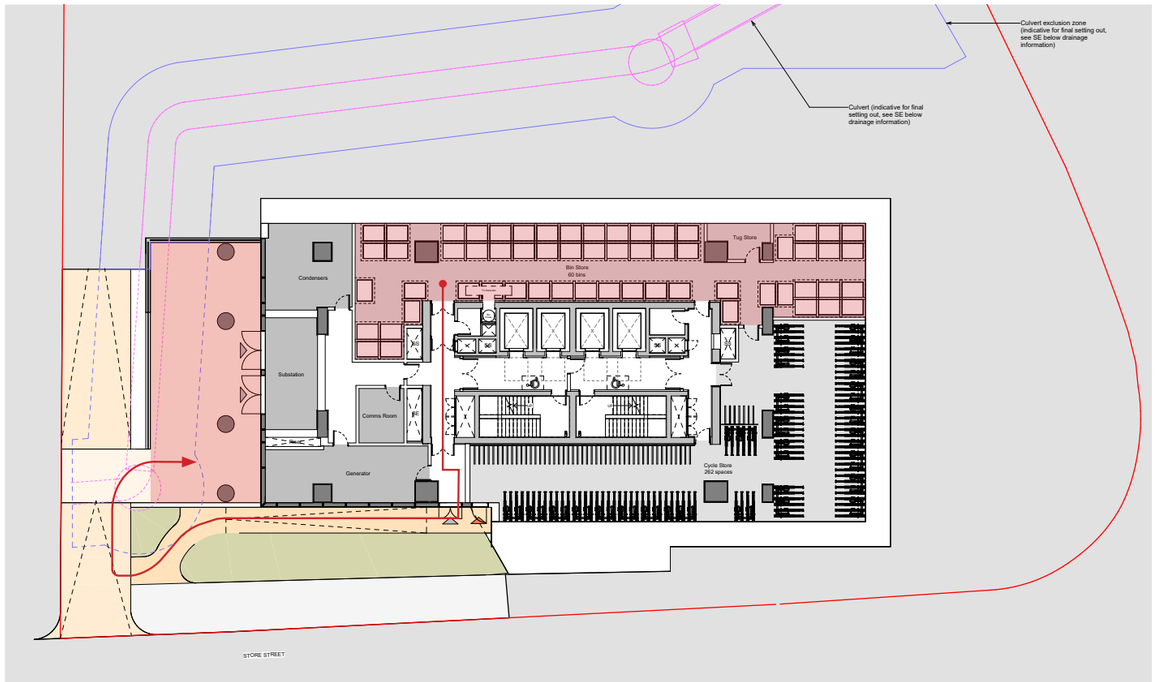
Building management will take recycling and waste material from the refuse store to dedicated presentation areas alongside the external service road for collection. Bins will be returned to the refuse store following collection.

Waste is removed via a combination of council collections and a private contractor. It is estimated that the development will have a collection frequency of twice weekly for all waste streams.

6.4.2 SERVICING & DELIVERY: MAINTENANCE

To maximise the active frontage at the ground floor the plant rooms are located in the basements of Building A & B and are accessed internally via a lift. For plant replacement refer to MEP Access & Maintenance strategy.

Vehicular access to the Building A substation is via the service road between Store Street and Ducie Street. Vehicular access to the Building B substation is via Ducie Street.

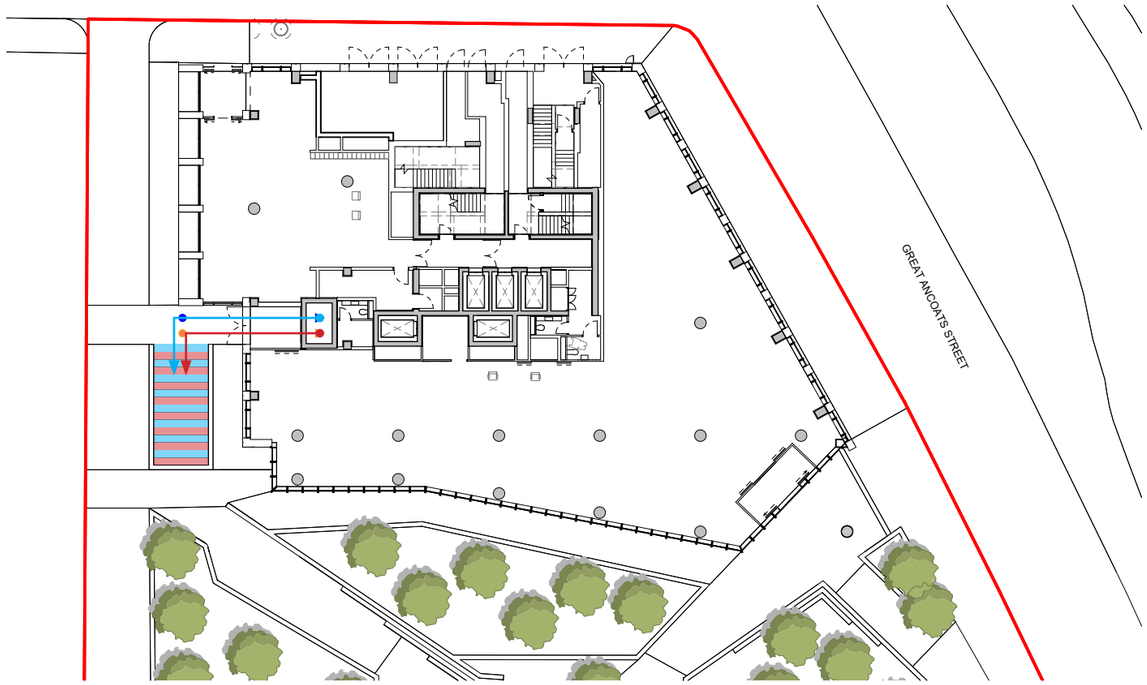


Building A - Basement Level 1

Key

Residential

Office

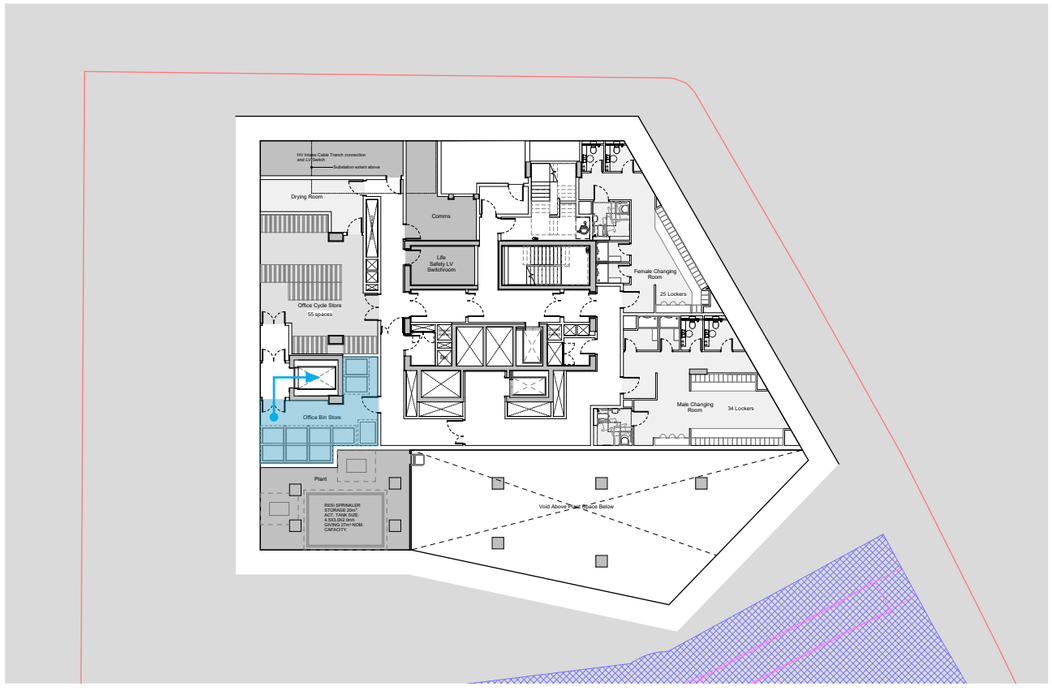


Building B - Ground Floor

Key

Residential

Office



Building B - Basement Level 1 - Office



Building B - Basement Level 2 - Residential

6.5 Security

6.5.1 OVERVIEW

The principles of Secure by Design have been considered throughout the initial design development processes, including consultation with Greater Manchester Police.

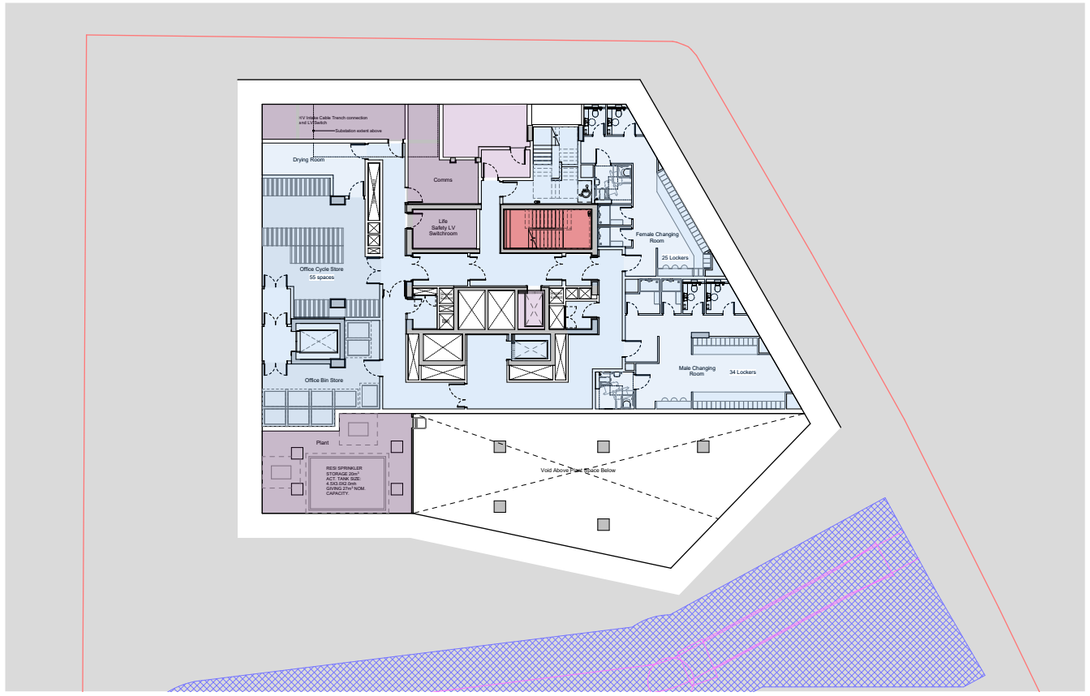
6.5.2 SECURITY PRINCIPLES

A summary of the principles for the development is provided below:

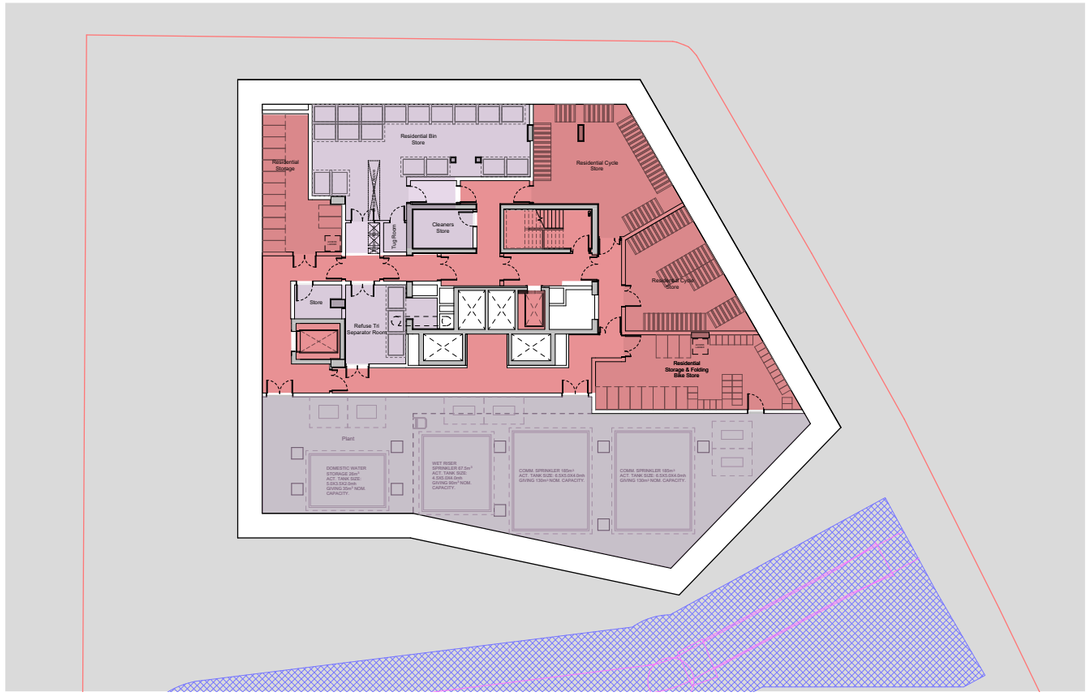
- The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm space. The residential entrances and amenity spaces are situated adjacent to the public realm which will be well-lit and overlooked.
- The exterior of the development has a simple footprint, presenting few recesses that could be exploited.
- Cycle storage and refuse storage will be contained securely within the building footprint.
- The refuse storage spaces will only be accessible by staff.
- Comprehensive CCTV systems will be installed throughout the buildings to allow staff to monitor movement of guests, visitors and potential intruders.
- The development is staffed and managed 24 hours a day.

This is discussed further in the crime impact statement.





Building B - Basement Level 1 - Office



Building B - Basement Level 2 - Residential

- Public Access
- Residents Access
- Office Access
- Management Only Access
- Access Control Resident/Office/Management

6.6 Maintenance Principles

6.6.1 OVERVIEW

The design of the buildings and their layout on the site have been considered to accommodate both regular cleaning and maintenance, as well as infrequent facade and plant replacement.

Whilst the strategy will continue to develop during the next design stage, consideration has been given for building use, height, adjacencies and facade type. This process has led to the selection of an appropriate strategy for each building.

6.6.2 ACCESS AND MAINTENANCE STRATEGY

In summary, the strategy for each building is described as follows:

Buildings A & B Lower Levels

It is proposed that the use of ground based access is maximised where possible. This strategy could be employed for the cleaning and light maintenance of the ground floor level through the use of a Mobile Elevated Work Platform (MEWP).

Building B Office

The cleaning and maintenance of these facades would be undertaken from the ground. The specific detail of this strategy will continue to be developed during the next design stages.

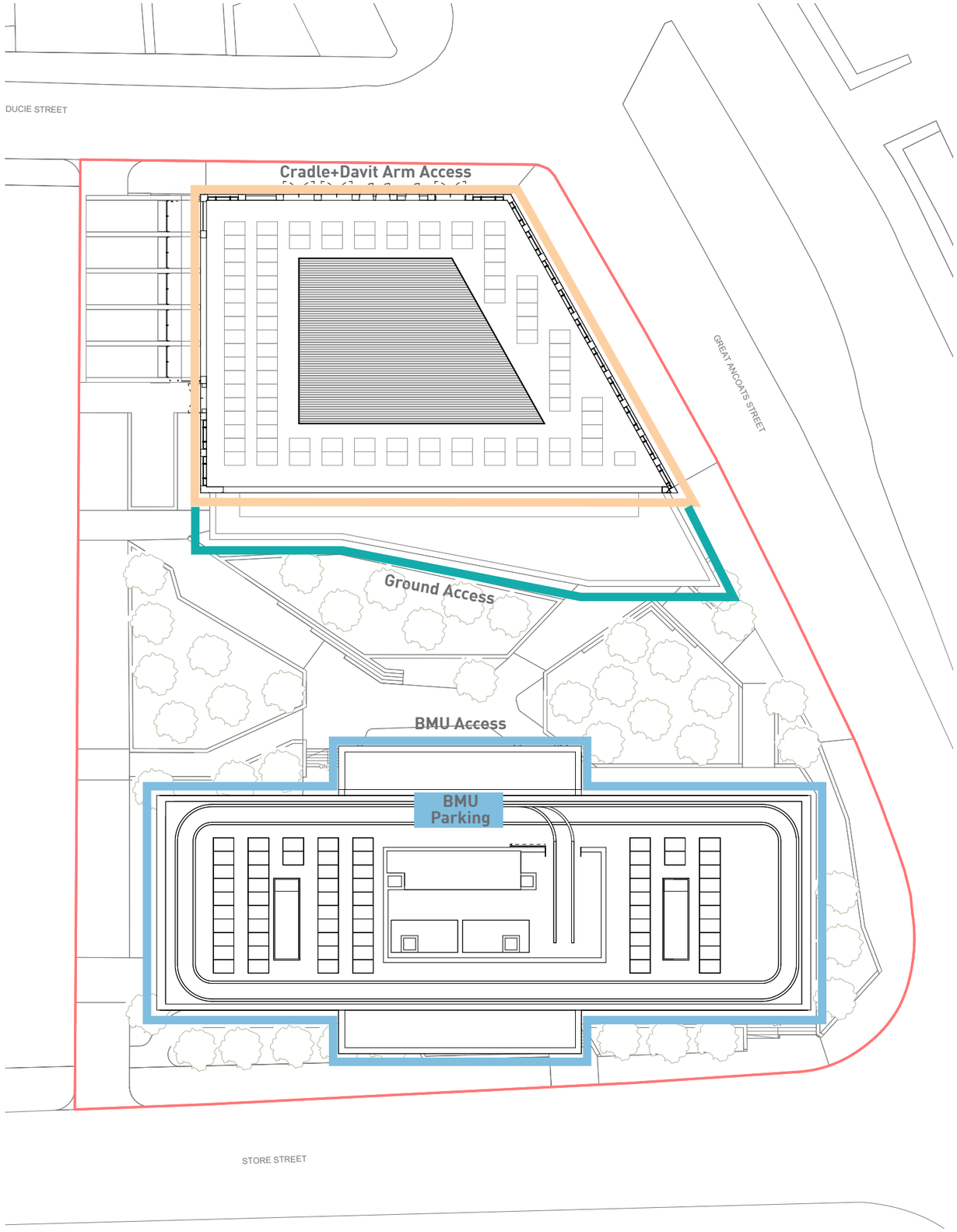
For all other areas that are not able to be accessed from ground level, the following roof-mounted systems have been considered.

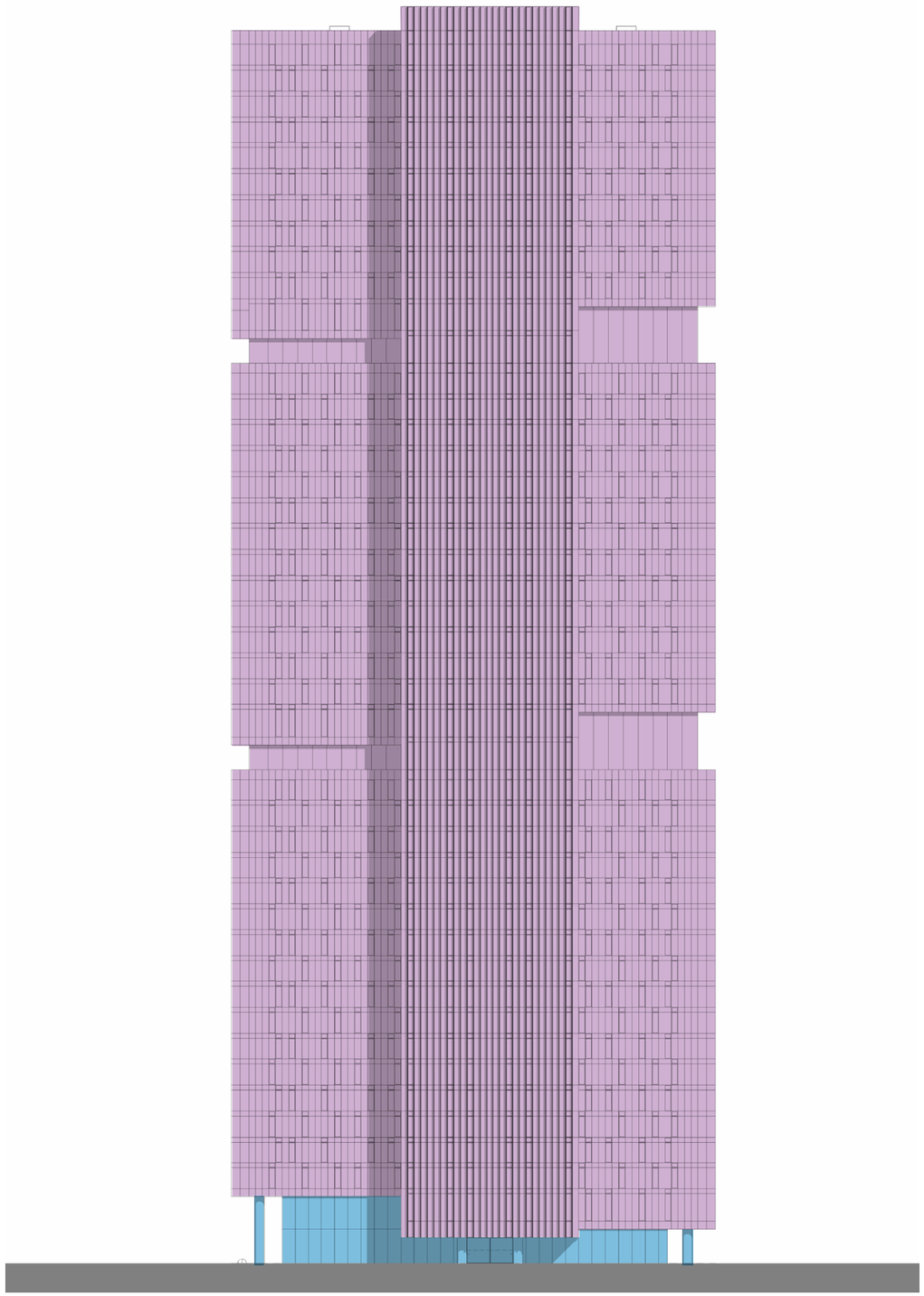
Building A Tower Elevations

The cleaning and maintenance of these facades would be undertaken by a roof based fully powered twin track mounted BMU (Building Maintenance Unit) and cradle. The position of the track allows the cradle to access all of the tower facades. When not in use, the BMU shall be parked within a rooftop enclosure so as to be out of sight.

Building B Residential

The cleaning and maintenance of these facades would be undertaken by a roof based Davit arm system with cradle.





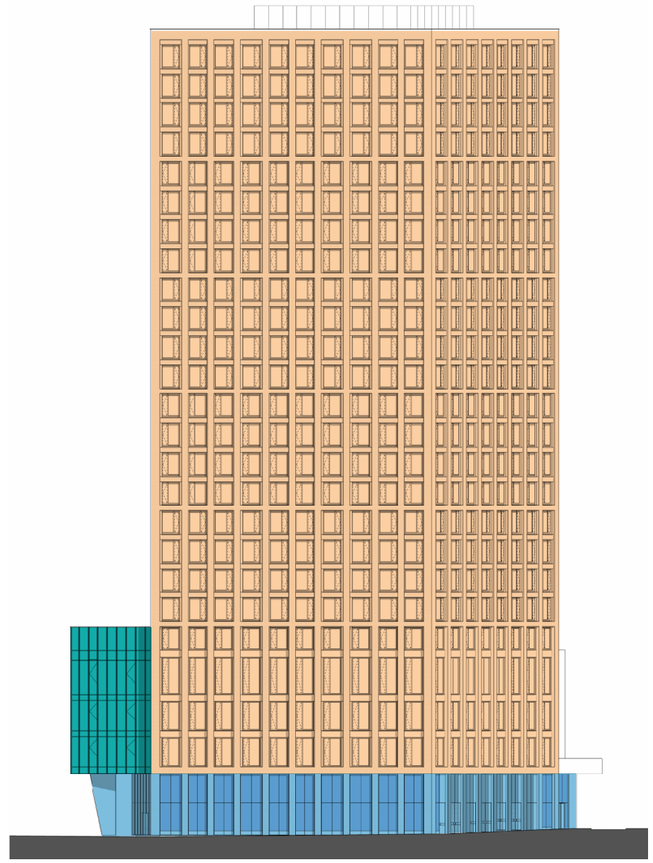
Building A - North West Elevation

BMU Access

Ground Access & Pole Access

Ground Access

Cradle + Davit Arm Access



Building B - North East Elevation

7.0
TECHNICAL ANALYSIS



7.1 Energy and Sustainability Strategy

The proposed development has been designed to embed sustainable design principles and energy efficiency measures from the outset, in accordance with national and local planning policy objectives relating to climate change mitigation, carbon reduction, sustainable construction, and environmental performance.

The development adopts a fabric-first approach combined with low-carbon technologies and efficient building services to minimise operational energy demand, reduce carbon emissions, and support the long-term environmental sustainability of the building throughout its operational lifecycle. The strategy has been developed having regard to the requirements of the National Planning Policy Framework (NPPF), the Greater Manchester Combined Authority's net zero ambitions, and the relevant policies contained within the adopted Manchester City Council Local Plan and associated sustainability guidance.

The proposals seek to contribute positively towards Manchester's wider objectives for achieving a zero-carbon city by encouraging energy-efficient development, responsible resource use, and resilient urban design.

Energy Efficiency and Building Fabric

The development has been designed in accordance with best practice sustainable construction principles, prioritising reductions in energy demand through high-performance building fabric and efficient building systems.

The building envelope will incorporate enhanced levels of thermal insulation, high-performance glazing systems, and improved airtightness standards in order to minimise heat loss and reduce overall space heating and cooling requirements. Thermal bridging will be carefully considered and mitigated through detailed design and construction methodologies to improve the overall thermal performance of the building.

Window design and placement have been carefully considered to optimise natural daylight penetration and passive solar gain whilst minimising the potential for overheating. This approach assists in reducing reliance on artificial lighting and mechanical cooling systems, thereby improving occupant comfort and reducing operational energy consumption.

The development will utilise low-energy LED lighting throughout all residential, office, circulation, and amenity areas. Lighting systems will be designed with energy efficiency controls, including occupancy sensors and daylight-responsive controls where appropriate, to further reduce unnecessary energy use.

Mechanical and electrical systems will be selected on the basis of high operational efficiency and low environmental impact. Energy-efficient domestic hot water systems, heat recovery ventilation systems, and appropriately controlled comfort cooling systems within amenity areas will be incorporated to optimise performance and reduce overall energy demand. Building services will be designed to comply with current Building Regulations and relevant low-carbon design standards.

Renewable and Low Carbon Energy Technologies

In line with the energy hierarchy principles of "Be Lean, Be Clean, and Be Green", the development incorporates renewable and low-carbon energy technologies to reduce reliance on fossil fuels and lower operational carbon emissions.

Photovoltaic (PV) panels are proposed at roof level to generate renewable electricity on-site. The PV installation will assist in offsetting the building's electrical demand associated with communal services and residential energy consumption, thereby contributing towards reduced grid dependency and lower carbon emissions.

Air Source Heat Pump (ASHP) technology will be utilised as part of the domestic hot water generation strategy for the development. The ASHP system will harness ambient air energy to provide an efficient and lower-carbon alternative to conventional gas-fired systems. The use of electrically driven heat pump technology aligns with national decarbonisation objectives and supports the transition towards low-carbon building operation.

The final specification and sizing of renewable energy systems will be developed during the detailed design stage to ensure optimal operational performance and compliance with applicable planning and Building Regulations requirements.

Water Efficiency and Sustainable Drainage

The development incorporates a range of water conservation measures intended to reduce potable water demand and support sustainable water management principles.

Water-efficient sanitaryware and fittings, including low-flow taps, dual-flush WCs, and low-consumption shower fittings, will be installed throughout the development to minimise water usage without compromising user comfort or functionality.

The drainage strategy for the site will incorporate Sustainable Drainage Systems (SuDS) principles where feasible and appropriate. Surface water management measures will seek to attenuate runoff rates, reduce pressure on existing drainage infrastructure, and minimise flood risk. The SuDS approach will also contribute to improved water quality and support wider environmental resilience objectives.

Detailed drainage proposals will be developed in consultation with the relevant statutory consultees and in accordance with local flood risk and drainage

Sustainable Materials and Resource Efficiency

The development seeks to minimise embodied carbon and environmental impacts associated with construction through the careful selection of materials and construction methodologies.

Where practicable, materials will be responsibly sourced from local or regional suppliers in order to reduce transportation impacts and associated carbon emissions. Preference will be given to materials with low embodied energy, recycled content, durability, and proven environmental performance credentials.

Materials and finishes will be selected with consideration given to recognised sustainability standards and environmental certification schemes.

Construction waste reduction measures and responsible site management practices will also be implemented during the construction phase to minimise waste generation and promote recycling and material recovery.

Biodiversity and Urban Environment

The development has been designed to contribute positively to the surrounding urban environment through high-quality landscaping and sustainable site design principles.

Soft landscaping and planting proposals will seek to enhance biodiversity value where possible, improve visual amenity, and contribute towards urban greening objectives. Plant species selection will consider climate resilience, ecological value, and long-term maintenance requirements.

The integration of sustainable design measures will also assist in mitigating urban heat island effects and improving the overall environmental quality of the site for residents, occupants, and visitors.

Building Performance Monitoring and Management

To ensure the long-term effectiveness of the proposed sustainability measures, the development will incorporate systems for ongoing monitoring, maintenance, and operational optimisation.

A Building Energy Management System (BEMS) will be utilised to monitor and manage energy consumption associated with communal building services and key operational systems. The system will assist in identifying opportunities for energy optimisation and improving overall building performance throughout the operational lifecycle of the development.

A comprehensive maintenance and management strategy will be implemented to ensure that renewable energy systems, mechanical equipment, lighting systems, and associated infrastructure continue to operate efficiently and effectively over time. This proactive approach will support the durability, resilience, and long-term sustainability credentials of the development.

Conclusion

The proposed development demonstrates a strong commitment to sustainable design, energy efficiency, and environmental responsibility. Through the adoption of a fabric-first approach, incorporation of renewable energy technologies, efficient water management measures, and sustainable material selection, the scheme seeks to minimise environmental impact and support Manchester's wider carbon reduction and climate resilience objectives.

Overall, the development represents a sustainable and policy-responsive proposal that will contribute positively to the local built environment whilst delivering high-quality residential accommodation, amenity provision, and office space in a manner consistent with national and local planning policy aspirations

7.2 Daylight and Sunlight Assessment

Introduction to Daylight & Sunlight

- Daylight is the amount of natural light from the sky from which a surrounding property can benefit.
- Sunlight is the amount of direct sunlight from which a surrounding property can benefit.

Assessment Methodology

The assessment of daylight and sunlight effects is based principally on the amount of visible sky before and after the construction of a new development.

- Using a 3D model of the Site and surrounding properties and specialist software, the amount of natural light and direct sunlight within the surrounding residential properties has been assessed both before the construction of the Proposed Development and after it. A total of 2,281 Site facing windows serving 1,331 rooms within 21 buildings have been assessed for VSC and NSL for daylight, whilst 195 rooms were assessed for APSH for sunlight within the 12 buildings which are material for consideration in sunlight terms i.e. their windows are orientated to within 900 of due south.
- The before and after assessment results are then compared and reviewed against the guidance given in the Building Research Establishment's (BRE) document entitled Site layout planning for daylight and sunlight: A guide to good practice (the BRE Guidelines).

Effect of the Proposed Development on the Daylight & Sunlight levels within the surrounding residential properties

- Any changes as a result of the Proposed Development to the daylight and sunlight levels within 8 of the 21 surrounding properties will fully comply with BRE guidance. The effect of the Proposed Development on the daylight and sunlight amenity within these properties is, therefore, negligible and not significant.
- Based on either the levels of daylight and/or sunlight change experienced, the retained values or the small number of rooms affected, the effect of the Proposed Development on the daylight and sunlight amenity within a further 12 properties is no greater than minor and not significant.
- In view of the proximity of Oxygen to the relatively undeveloped site, the construction of the Proposed Development will result in some noticeable changes in daylight levels. Any changes in sunlight amenity will be fully BRE compliant. Oxygen is, however, located very close the Site boundary and, therefore, taking more than its fair share of the light. This situation is recognized by the BRE, which suggests using an alternate baseline of a mirror of the neighbouring building on the Site. Compared to this baseline the effect of the Proposed Development is minor and not significant.
- The overall effect of the Proposed Development upon the daylight and sunlight amenity within the surrounding residential properties is considered to be no greater than minor and not significant.

7.3 Wind Microclimate Assessment

With the introduction of the proposed development within existing surrounds, both comfort and safety criteria are generally met, though there are some exceptions.

With the introduction of soft landscaping and mitigation measures, conditions are substantially favourable, with the safety criteria met and a good environment for pedestrian movement and access to the buildings, and for use of the recreational space between the buildings.

Some spots exists where exceptions to ideal comfort levels exist, but these are generally localised and / or marginal.

Figure 4.15 – Pedestrian wind conditions, proposed development within existing surrounds, with soft landscaping and mitigation measures, summer – ground level

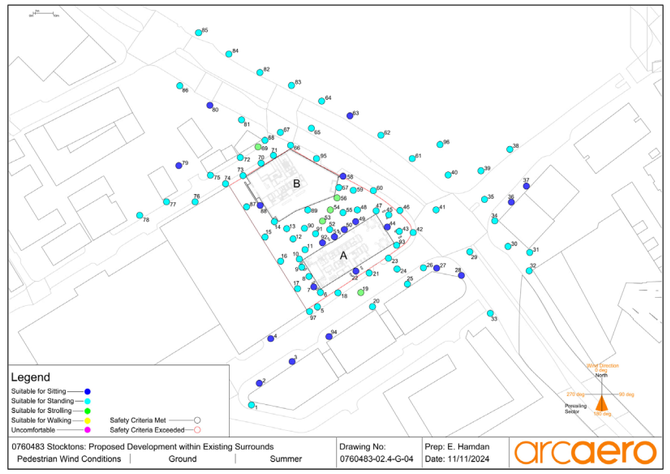


Figure 5.2 – Pedestrian wind conditions in CFD, proposed development within existing surrounds, with soft landscaping and mitigation measures, 'worst' season – ground level



Following the completion of the wind tunnel testing and Computational Fluid Dynamics (CFD) studies reported within the ES, a qualitative review of the amended proposals was caried out to determine whether the design changes would materially affect the previously assessed wind microclimate conditions.

The reduction in the height of Building A is expected to reduce the magnitude of façade downdrafts and therefore cannot result in a deterioration of ground-level wind conditions. The removal of elevated terraces from Building A similarly removes these areas from consideration within the wind microclimate assessment. Accordingly, the amendments to Building A are not anticipated to give rise to any adverse wind effects.

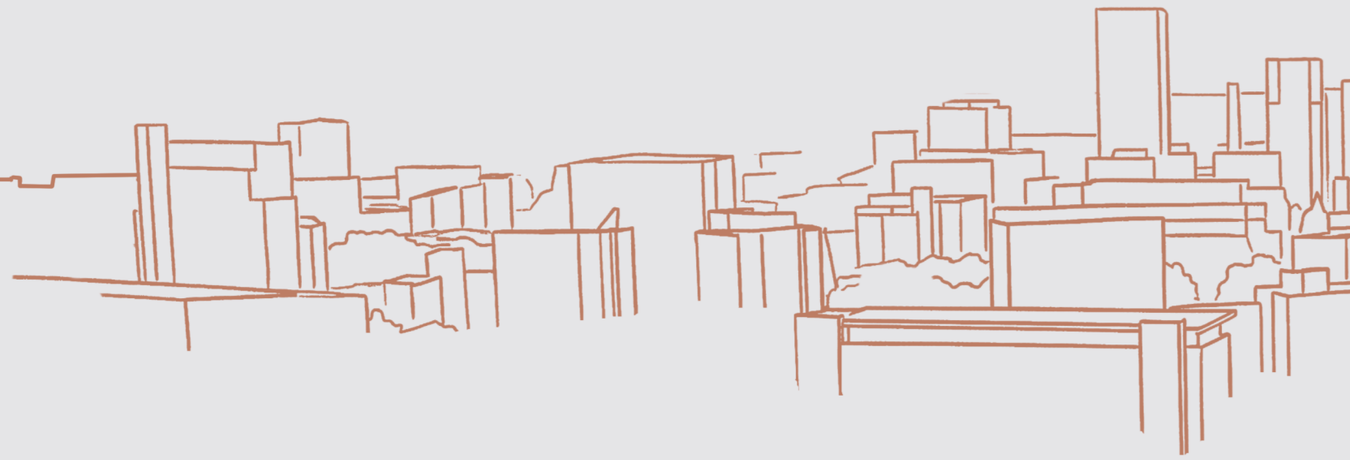
The increase in the height of Building B is negligible and is not expected to materially influence local wind conditions. While the terrace area has been enlarged, the extension of solid parapets to the terrace perimeter provides additional shelter. Previous wind tunnel testing demonstrated that the introduction of solid parapets significantly improved wind conditions across the terrace, resulting in conditions suitable for the intended seasonal use. On this basis, the revised terrace arrangement is not expected to result in materially different wind conditions from those reported within the ES.

The revised landscape proposals maintain a comparable density and distribution of tree planting to the previously assessed scheme, therefore the landscape amendments are not expected to adversely affect the wind microclimate.

Overall, the design changes are not considered to materially alter the wind environment previously assessed. The amended development is therefore expected to experience wind microclimate conditions that are materially consistent with those reported within the Environmental Statement, and no significant adverse effects are anticipated as a result of the proposed amendments.

For further information refer to the Chapter 9 and appendix 9.1 of the Environmental Statement submitted as part of this application.

8.0
APPENDICES





8.1 Planning Submission Drawing Schedule

Zone Reference	Drawing Type	Drawing Name	Drawing Number	Scale @ A1	Status	Rev	Notes
Z0	Plan	Existing - Site Location Plan	10359-SHP-Z0-A-B5D9-G100-XP-XX-001	1:1000	Planning	**P01**	Planning Submission
Z0	Plan	Existing - Site Roof Plan	10359-SHP-Z0-A-B5D9-G100-XP-RF-001	1:200	Planning	**P01**	Planning Submission
Z0	Plan	Proposed - Demolition Plan	10359-SHP-Z0-A-B5D9-JC20-XP-00-001	1:200	Planning	**P01**	Planning Submission
Z0	Plan	Site Wide Phasing Plan	10359-SHP-Z0-A-B5D9-G100-PL-00-002	1:200	Planning	**P02**	Planning Submission
Z0	Elevation	Existing - North East Site Elevation - Great Ancoats Street	10359-SHP-Z0-A-B5D9-G100-XE-NE-001	1:500	Planning	**P01**	Planning Submission
Z0	Elevation	Existing - North West Site Elevation - Ducie Street	10359-SHP-Z0-A-B5D9-G100-XE-NW-001	1:500	Planning	**P01**	Planning Submission
Z0	Elevation	Existing - South East Site Elevation - Store Street	10359-SHP-Z0-A-B5D9-G100-XE-SE-001	1:500	Planning	**P01**	Planning Submission
Z0	Plan	Proposed - Level B1 Site Plan	10359-SHP-Z0-A-B5D9-G100-PL-B1-001	1:200	Planning	**P03**	Planning Submission
Z0	Plan	Proposed - Level 00 Site Plan	10359-SHP-Z0-A-B5D9-G100-PL-00-001	1:200	Planning	**P02**	Planning Submission
Z0	Plan	Proposed - Level 02 Lower Site Plan	10359-SHP-Z0-A-B5D9-G100-PL-02-001	1:200	Planning	**P02**	Planning Submission
Z0	Plan	Proposed - Level 22 Mid Site Plan	10359-SHP-Z0-A-B5D9-G100-PL-22-001	1:200	Planning	**P02**	Planning Submission
Z0	Plan	Proposed - Level 43 Upper Site Plan	10359-SHP-Z0-A-B5D9-G100-PL-43-001	1:200	Planning	**P02**	Planning Submission
Z0	Plan	Proposed - Roof Site Plan	10359-SHP-Z0-A-B5D9-G100-PL-RF-001	1:200	Planning	**P02**	Planning Submission
Z0	Elevation	Proposed - North East Site Elevation	10359-SHP-Z0-A-B5D9-G100-EL-NE-001	1:500	Planning	**P03**	Planning Submission
Z0	Elevation	Proposed - South East Site Elevation	10359-SHP-Z0-A-B5D9-G100-EL-SE-001	1:500	Planning	**P03**	Planning Submission
Z0	Elevation	Proposed - South West Site Elevation	10359-SHP-Z0-A-B5D9-G100-EL-SW-001	1:500	Planning	**P03**	Planning Submission
Z0	Elevation	Proposed - North West Site Elevation	10359-SHP-Z0-A-B5D9-G100-EL-NW-001	1:500	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - North East Site Elevation	10359-SHP-Z1-A-B5D9-G100-EL-NE-002	1:500	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - South East Site Elevation	10359-SHP-Z1-A-B5D9-G100-EL-SE-002	1:500	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - South West Site Elevation	10359-SHP-Z1-A-B5D9-G100-EL-SW-002	1:500	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - North West Site Elevation	10359-SHP-Z1-A-B5D9-G100-EL-NW-002	1:500	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - North East Site Elevation	10359-SHP-Z2-A-B5D9-G100-EL-NE-002	1:500	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - South East Site Elevation	10359-SHP-Z2-A-B5D9-G100-EL-SE-002	1:500	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - South West Site Elevation	10359-SHP-Z2-A-B5D9-G100-EL-SW-002	1:500	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - North West Site Elevation	10359-SHP-Z2-A-B5D9-G100-EL-NW-002	1:500	Planning	**P03**	Planning Submission
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level B3 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-B3-001~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
Z1	Plan	Building A - General Arrangement - Proposed - Level B2 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-B2-001	1:100	Planning	**P03**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level B1 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-B1-001	1:100	Planning	**P03**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 00 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-00-001	1:100	Planning	**P02**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 01 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-01-001	1:100	Planning	**P02**	Planning Submission
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 02 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-02-001~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
Z1	Plan	Building A - General Arrangement - Proposed - Typical Floor Plan Type 01 - Levels 02-15	10359-SHP-Z1-A-B5D9-G200-PL-TY-001	1:100	Planning	**P03**	Planning Submission
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 09 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-09-001~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 10 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-10-002~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
Z1	Plan	Building A - General Arrangement - Proposed - Typical Floor Plan Type 02 - Levels 16-17 & 20-22	10359-SHP-Z1-A-B5D9-G200-PL-TY-002	1:100	Planning	**P03**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 18 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-18-001	1:100	Planning	**P01**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 19 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-19-001	1:100	Planning	**P02**	Planning Submission
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 20 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-20-001~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 21 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-21-002~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
Z1	Plan	Building A - General Arrangement - Proposed - Typical Floor Plan Type 03 - Levels 23-31 & 35-44	10359-SHP-Z1-A-B5D9-G200-PL-TY-003	1:100	Planning	**P03**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 32 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-32-001	1:100	Planning	**P01**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 33 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-33-001	1:100	Planning	**P02**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Level 34 Floor Plan	10359-SHP-Z1-A-B5D9-G200-PL-34-001	1:100	Planning	**P02**	Planning Submission
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Typical Floor Plan Type 04 - Levels 22 32~~	~~10359-SHP-Z1-A-B5D9-G200-PL-TY-004~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Typical Floor Plan Type 05 - Levels 35 47~~	~~10359-SHP-Z1-A-B5D9-G200-PL-TY-005~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 48 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-48-001~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
~~Z1~~	~~Plan~~	~~Building A - General Arrangement - Proposed - Level 49 Floor Plan~~	~~10359-SHP-Z1-A-B5D9-G200-PL-49-001~~	~~1:100~~	~~Planning~~	-	~~Planning Submission~~
Z1	Plan	Building A - General Arrangement - Proposed - Roof Level Plan Lower	10359-SHP-Z1-A-B5D9-G200-PL-RF-001	1:100	Planning	**P02**	Planning Submission
Z1	Plan	Building A - General Arrangement - Proposed - Roof Level Plan Upper	10359-SHP-Z1-A-B5D9-G200-PL-RF-002	1:100	Planning	**P01**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - North East Elevation	10359-SHP-Z1-A-B5D9-G200-EL-NE-001	1:250	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - South East Elevation	10359-SHP-Z1-A-B5D9-G200-EL-SE-001	1:250	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - South West Elevation	10359-SHP-Z1-A-B5D9-G200-EL-SW-001	1:250	Planning	**P03**	Planning Submission
Z1	Elevation	Building A - General Arrangement - Proposed - North West Elevation	10359-SHP-Z1-A-B5D9-G200-EL-NW-001	1:250	Planning	**P03**	Planning Submission
Z1	Section	Building A - General Arrangement - Proposed - Section AA	10359-SHP-Z1-A-B5D9-G200-SE-AA-001	1:250	Planning	**P03**	Planning Submission
Z1	Section	Building A - General Arrangement - Proposed - Section BB	10359-SHP-Z1-A-B5D9-G200-SE-BB-001	1:250	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Residential Entrance	10359-SHP-Z1-A-B5D9-G251-DE-XX-001	1:25	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Substation Access	10359-SHP-Z1-A-B5D9-G251-DE-XX-002	1:25	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Fire Escape and Bin/Bike Access	10359-SHP-Z1-A-B5D9-G251-DE-XX-003	1:25	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Typical Elevation - Holding Piece	10359-SHP-Z1-A-B5D9-G251-DE-XX-004	1:25	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Typical Elevation - Break Floor	10359-SHP-Z1-A-B5D9-G251-DE-XX-005	1:25	Planning	**P03**	Planning Submission
~~Z1~~	~~Detail~~	~~Building A - External Wall Details - Typical Elevation - Holding Piece~~	~~10359-SHP-Z1-A-B5D9-G251-DE-XX-006~~	~~1:25~~	~~Planning~~	-	~~Planning Submission~~
Z1	Detail	Building A - External Wall Details - Typical Elevation - Gable End Parapet	10359-SHP-Z1-A-B5D9-G251-DE-XX-007	1:25	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Typical Elevation - Gable End	10359-SHP-Z1-A-B5D9-G251-DE-XX-008	1:25	Planning	**P03**	Planning Submission
Z1	Detail	Building A - External Wall Details - Typical Elevation - Side Elevation	10359-SHP-Z1-A-B5D9-G251-DE-XX-009	1:25	Planning	**P03**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level B2 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-B2-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level B1 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-B1-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level 00 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-00-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level 01 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-01-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level 02 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-02-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level 03 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-03-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Level 04 Floor Plan	10359-SHP-Z2-A-B5D9-G200-PL-04-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Typical Floor Plan Type 01 - Levels 05-19	10359-SHP-Z2-A-B5D9-G200-PL-TY-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Typical Floor Plan Type 02 - Levels 20-24	10359-SHP-Z2-A-B5D9-G200-PL-TY-002	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Roof Level Plan Lower	10359-SHP-Z2-A-B5D9-G200-PL-RF-001	1:100	Planning	**P02**	Planning Submission
Z2	Plan	Building B - General Arrangement - Proposed - Roof Level Plan Upper	10359-SHP-Z2-A-B5D9-G200-PL-RF-002	1:100	Planning	**P02**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - North East Elevation	10359-SHP-Z2-A-B5D9-G200-EL-NE-001	1:250	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - South East Elevation	10359-SHP-Z2-A-B5D9-G200-EL-SE-001	1:250	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - South West Elevation	10359-SHP-Z2-A-B5D9-G200-EL-SW-001	1:250	Planning	**P03**	Planning Submission
Z2	Elevation	Building B - General Arrangement - Proposed - North West Elevation	10359-SHP-Z2-A-B5D9-G200-EL-NW-001	1:250	Planning	**P03**	Planning Submission
Z2	Section	Building B - General Arrangement - Proposed - Section AA	10359-SHP-Z2-A-B5D9-G200-SE-AA-001	1:250	Planning	**P02**	Planning Submission
Z2	Section	Building B - General Arrangement - Proposed - Section BB	10359-SHP-Z2-A-B5D9-G200-SE-BB-001	1:250	Planning	**P02**	Planning Submission
Z2	Detail	Building B - External Wall Details - Office Main Entrance	10359-SHP-Z2-A-B5D9-G251-DE-XX-001	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Typical Office Ground Floor Elevation	10359-SHP-Z2-A-B5D9-G251-DE-XX-002	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Fire Escape / Substation Plant Elevation	10359-SHP-Z2-A-B5D9-G251-DE-XX-003	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Bin / Bike / Café / Services Entrance	10359-SHP-Z2-A-B5D9-G251-DE-XX-004	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Residential Entrance	10359-SHP-Z2-A-B5D9-G251-DE-XX-005	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Residential Entrance Canopy	10359-SHP-Z2-A-B5D9-G251-DE-XX-006	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Typical Office Level 04 / Residents Amenity	10359-SHP-Z2-A-B5D9-G251-DE-XX-007	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Typical 04 Roof Terrace	10359-SHP-Z2-A-B5D9-G251-DE-XX-008	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Typical Office Façade Type 01	10359-SHP-Z2-A-B5D9-G251-DE-XX-009	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Typical Residential Façade Type 01	10359-SHP-Z2-A-B5D9-G251-DE-XX-010	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Typical Residential Façade Type 02	10359-SHP-Z2-A-B5D9-G251-DE-XX-011	1:25	Planning	**P03**	Planning Submission
Z2	Detail	Building B - External Wall Details - Roof Plant Screen	10359-SHP-Z2-A-B5D9-G251-DE-XX-012	1:25	Planning	**P03**	Planning Submission
Z1	Schedule	Building A - Area Schedule	10359-SHP-Z1-A-B5D9-F900-SC-XX-001	N/A	Planning	**P02**	Part of the DAS
Z2	Schedule	Building B - Area Schedule	10359-SHP-Z2-A-B5D9-F900-SC-XX-001	N/A	Planning	**P01**	Part of the DAS

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