

3 Canal Street
Manchester

PROPOSED CHANGE OF USE TO HOTEL ACCOMMODATION

DESIGN AND ACCESS
STATEMENT



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FRONT IMAGE

Please note this document supports the relevant Planning submission for the change of use of an existing office building over 5 floors plus a basement floor that will remain untouched yet utilised for use by the operator, to a Hotel which will be an extension to the current Velvet Hotel next door, Number 2 Canal Street, Manchester.

This document should be read in conjunction with all Relevant information with this submission.



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CONTENTS

SITE LOCATION	3 - 5
BRIEF PLANNING STATEMENT	7
SITE LAYOUT	9
LAYOUT	14
ACCESS & REFUSE	15



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SITE LOCATION

BRIEF PLANNING STATEMENT

SITE LAYOUT

LAYOUT

ACCESS & REFUSE

3 CANAL STREET

SITE LOCATION

The site is located on Canal Street in Manchester city centre in North West England and the centre of Manchester's gay village. The pedestrianised street, which runs along the west side of the Rochdale Canal, is lined with bars and restaurants. At night time, and in daytime in the warmer months, the street is filled with visitors, often including tourists from all over the world. The northern end of the street meets Minshull Street and the southern meets Princess Street; part of the street looks across the Rochdale Canal into Sackville Gardens.

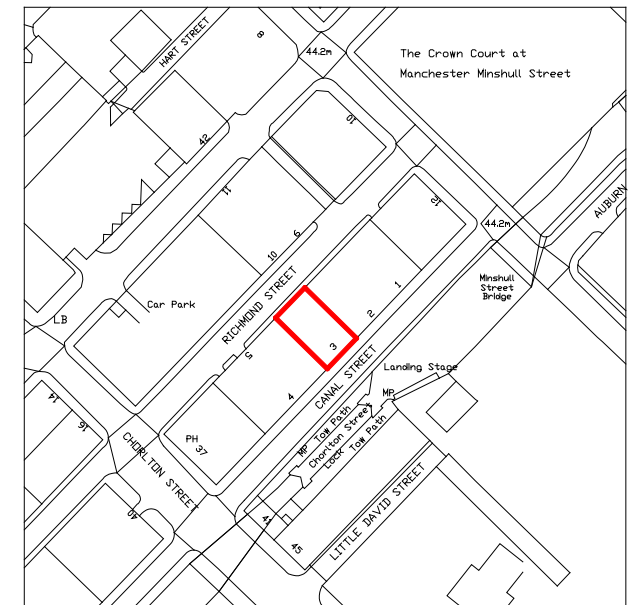
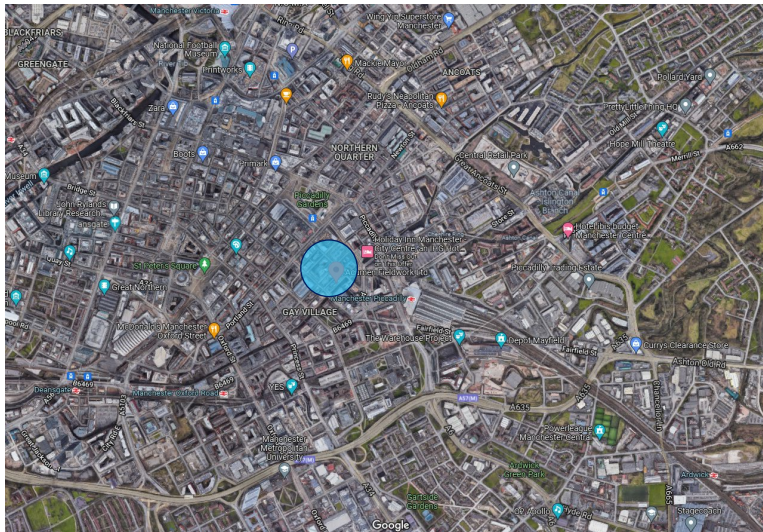
Canal Street developed when the Rochdale Canal was constructed in 1804, a trade artery running through the city. Pubs and other businesses evolved to service the users of the canal, especially the people stopping at the lock nearby.



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Site Location Plan

SITE LOCATION

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Policy DM 1

Development Management

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

Appropriate siting, layout, scale, form, massing, materials and detail.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

Community safety and crime prevention.

Design for health.

Adequacy of internal accommodation and external amenity space.

Refuse storage and collection.

Vehicular access and car parking.

Effects relating to biodiversity, landscape, archaeological or built heritage.

Green Infrastructure including open space, both public and private.

The use of alternatives to peat-based products in landscaping / gardens within development schemes.

Flood risk and drainage.

Existing or proposed hazardous installations.

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;

Year 2013 - Code Level 4;

Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.



Policy EN 1

Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

1. City Centre Character Area

The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.

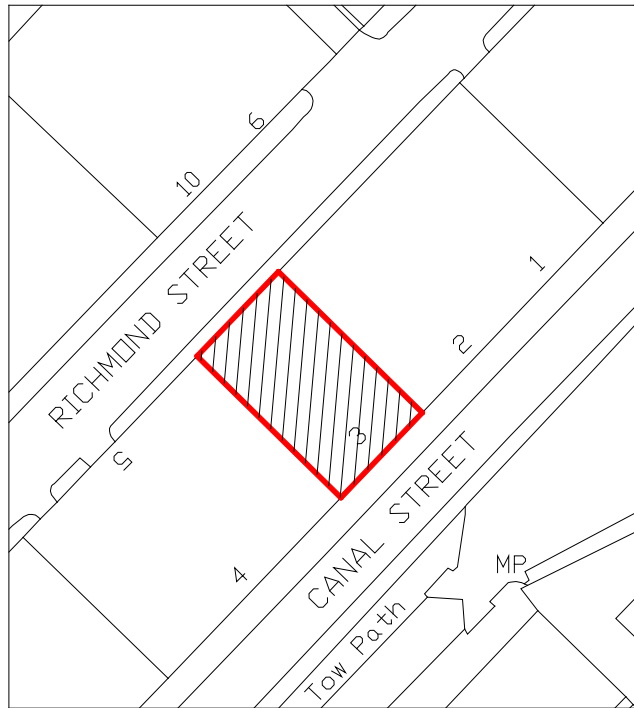
SITE LOCATION

BRIEF PLANNING STATEMENT

SITE LAYOUT

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ACCESS & REFUSE



Proposed Site Plan

The proposed development is the change of use of a current office building which is set over 6 floors, basement through to 4th floors. The building has been adapted over the years with the intermediate floor levels being changed to reduce the ceiling height and fit an additional storey within the same height. As such this has meant that the floor make up has been hidden behind the glazing of the external long windows. To create a fire break we have introduced new windows on certain floors with external spandrel panels hiding the floor make up and allowing the necessary fire breaks to the new hotel accommodation within.

In general the development is predominantly internal works within the building with some minor front fenestration changes to the Canal Street facing windows, the minimal external works completely ensures the integrity and architectural form of the existing building is maintained.

The purpose of the change of use is to provide additional Hotel accommodation for the Velvet Hotel that is located next door at number 2 Canal Street. The buildings will be strategically linked on certain floors where the level of the floors synchronise economically to allow horizontal access through.

The Velvet Hotel has a current reception area accessed off Canal Street and located on the first floor. The new change of use building will have an additional reception area off Canal Street located on the ground floor for easy access.

SITE LOCATION

BRIEF PLANNING STATEMENT

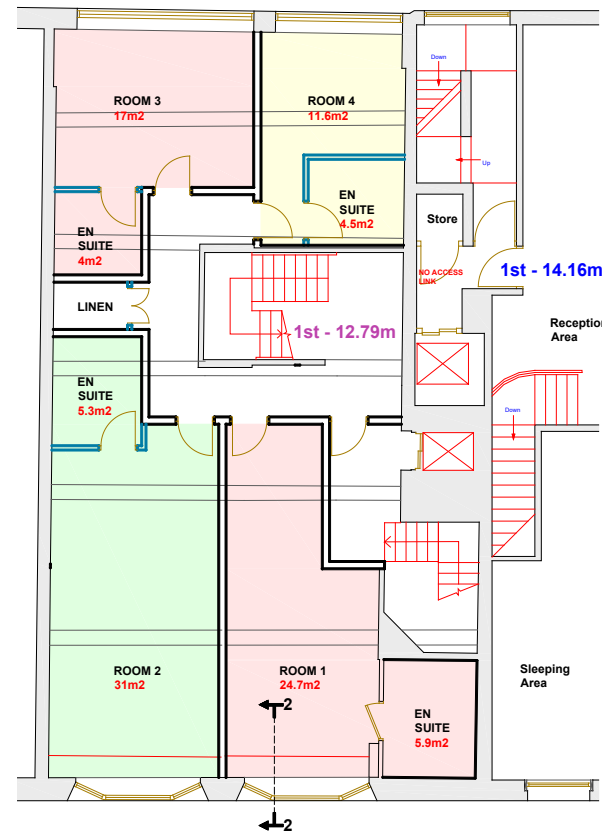
SITE LAYOUT

LAYOUT

ACCESS & REFUSE

[illegible]

Proposed Ground Floor



Proposed First Floor

3 CANAL STREET

LAYOUT

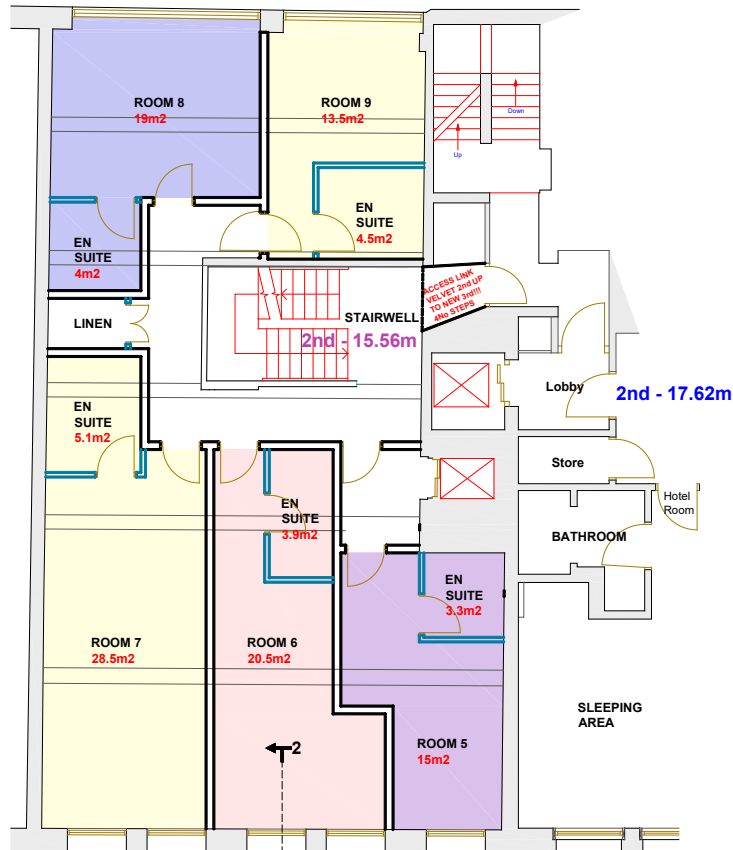


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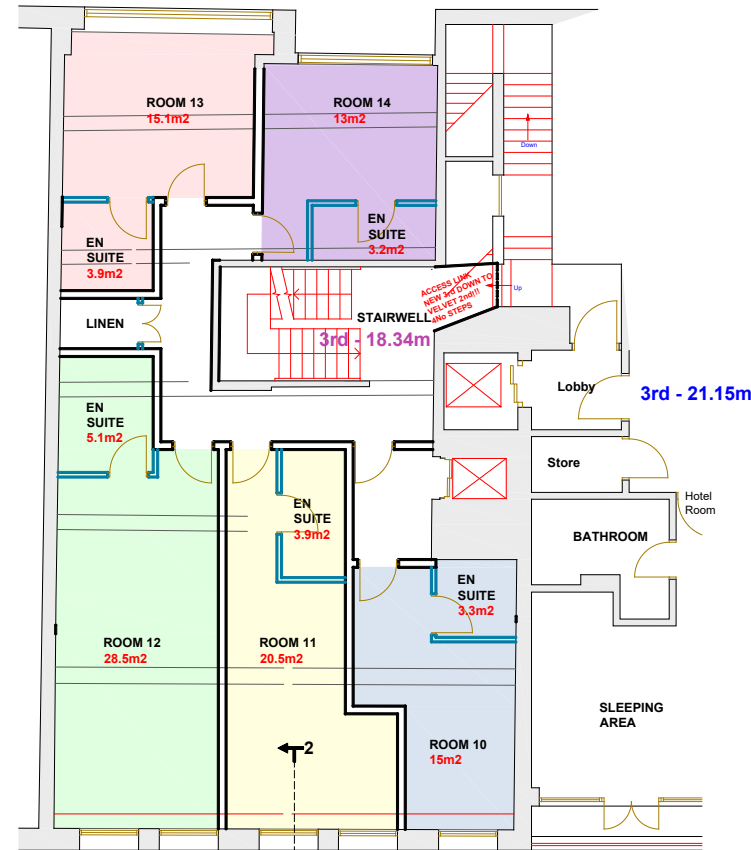
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The proposed internal layout of the building will be amended to provide the best layout for circulation, escape and room layout / comfort.



Proposed Second Floor



Proposed Third Floor

3 CANAL STREET

LAYOUT

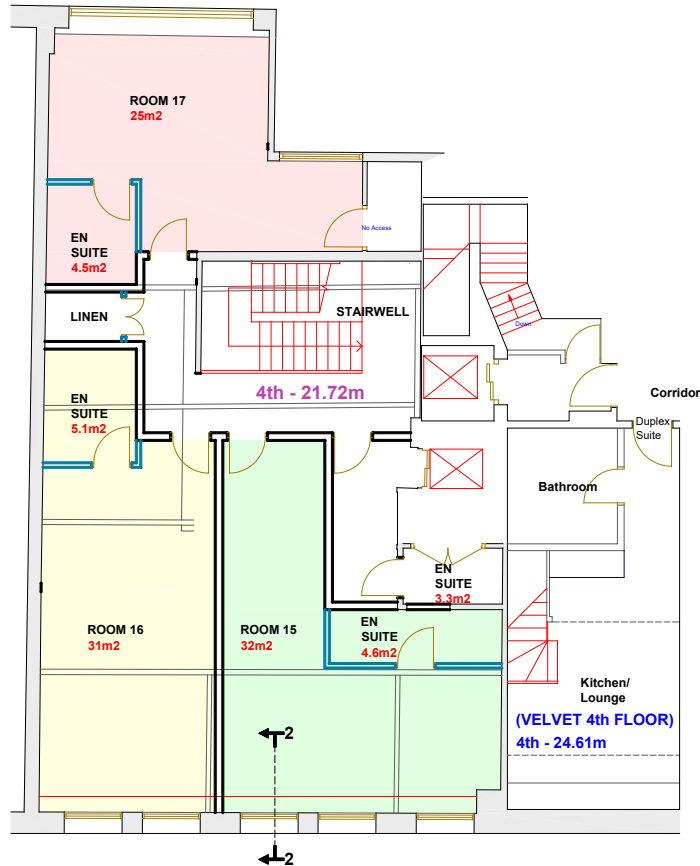


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Proposed Fourth Floor

SITE LOCATION

BRIEF PLANNING STATEMENT

SITE LAYOUT

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ACCESS & REFUSE

BritishBins

1100 ltr Wheelie Bin Specification Sheet

Features

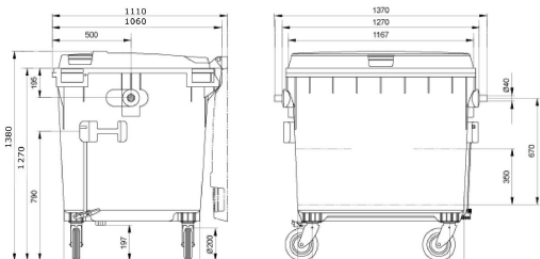
- Manufactured and tested to EN840 - DIN30700. (EN840 is the Europe wide standard for emptying interoperability and handling safety).
- Extra strength comb lift bar.
- Made from HDPE (High-density Polyethylene) for extra strength and life.
- Full thickness "flat body" design (Some other bins, with "fluted bodies" that are much thinner, won't last as long).
- Maximum strength additives for resistance to UV, cold, heat and chemicals. (No corners cut).
- High strength Trunnions (Din Lifting Side Lugs) supplied as standard.
- Certified compliant with EU the noise protection Directive.
- 100% recyclable at end of life.



020 8776 8957
sales@britishbins.co.uk
www.britishbins.co.uk

Specifications

- Weights:- Rated maximum load 450kg. Dead weight 58kg
- Dimensions:-



- Standard Colours:- Other colours are available for orders of 100+ units

Antracite Grey R7016
Reseda Green R6011
Traffic Red R3020
Sky Blue R5015
Zinc Yellow R1018

Bin Storage Units

Design and Colour to be Confirmed.

Refuse Management

A waste management strategy is to be adopted for the new Hotel Area.

As it is an extension to the current Velvet Hotel that is located next door at No 2 Canal Street the bins will be shared. There is no increase in bar or restaurant area for the new development, it is purely rooms / accommodation. As such the level of refuse generated from the hotel rooms is extremely low. 3No Eurobins will be located in the current ground floor area that is accessed off a loading door from Richmond Street.

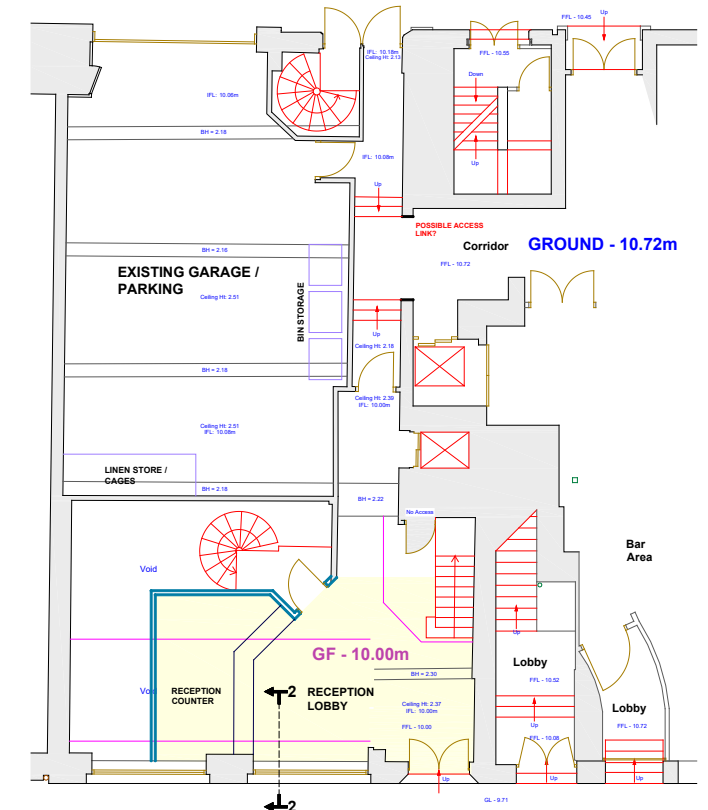
The building will be provided with:

- 1no 1100 litre General Rubbish Bin
- 1no 1100 litre Glass / Can Recycling Bin
- 1no 1100 litre Paper Recycling Bin

The refuse / recycling bins will be positioned at the edge of the loading bay access door off Richmond Street on collection days.

Access

Access to the building will be from Canal Street at the front with an external door to the rear off Richmond Street, this will be offered for fire escape purposes in the event of an evacuation from the building. Internal access will be linked to the existing Velvet Hotel at strategic points between the party wall and where the floors synchronise in terms of height.



PROPOSED GROUND FLOOR PLAN