

HOME
HOME Arches
Design & Access Statement

Client(s)



Project Team



Jon Matthews Architects



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1.0

Introduction

Purpose of the Document

This document has been prepared on behalf of Manchester City Council and HOME Manchester in support of a full planning application for redevelopment of 3 railway arches along Whitworth Street West.

It has been prepared by Jon Matthews Architects with input from the technical team.

Our brief was to breath life into this once forgotten space and design a new creative facility for HOME that builds upon their core principles and delivers a collaborative, multi-use series of interconnected spaces within the arches.

The various chapters set out in this report document our analysis, design optioneering and consultation with key stakeholders & artists which has helped shape the detail of our proposal.

The Brief

The three Arches will become a singular interconnected space that celebrates the double height, load bearing volumes. The spaces will be accesible to all with inclusivity at the core of the design.

HOME is committed to sustainable environmental practice, and the design should reflect this where possible. The proposal takes into consideration Network Rail aspiration to widen the railway track.

The frontage to Whitworth Street should be a space which can be commissioned, can be illuminated, and can be easily updated. All windows should have the ability to be blacked out or views in obscured whilst still letting in natural light.

Acoustically it is accepted that it will not be possible to mitigate the rumble of the trains passing overhead but the street noise of people and vehicles should not cause a distraction to the use of the space. Similarly, the activities within each of the spaces should not cause disruption to the adjoining space. Acoustics within each arch appropriate to use – benchmark criteria to be agreed due to nature of arch.

Temperature within each arch should be independently controlled with the environment being critical to the artist and function of the spaces. The arches will be used year-round and consideration to carbon neutral or sustainable and affordable options for heating and ventilation would be seen as good practice.

The arches should be linked to the main HOME Building Management System, fire, access control and CCTV monitoring system allowing it to function as one building, but to be monitored as a separate building also.

All water and salt ingress needs to be prevented from entering the arch, captured and controlled to maintain a conditioned and dry environment.

Values

The Arches will reflect HOME’s core values, which inform all aspects of our business:

- Bring hope and joy.
- Creativity: Bringing imagination, resourcefulness and innovation to our work
- Pioneering: Leading the way, breaking new ground, being ahead of the curve, taking risk
- Collaborative: Seeking out opportunities for sharing and partnership
- Engaged: With our city region and the wider world, with artists and with ideas and issues
- Open: Welcoming and engaging with multiple voices, ideas and perspectives
- Rigorous: Striving to do the best work, valuing quality

Vision

The transformation of three railway arches situated behind HOME’s building into a dedicated talent development centre. This will build the skills and resilience of artists at all ages and stages of their careers; and increase provision offered by HOME’s engagement programmes (including work with children and young people).

This project will support HOME’s artistic growth, increase HOME’s sector support capabilities, and make the charity more financially sustainable and resilient. The intention is that the Arches will become three interconnected and fully accessible spaces, as follows:

Arch 1: Flexible Workshop Space

A space for 25 people or 10 wheelchair users plus a facilitator working with a variety of artistic forms – maximise space.

- Sprung dance floor with robust finish (not timber).
- Fixings to support aerial work (location and quantum to be defined).
- Fixed lighting and sound rig (each bar 1m apart across space)
- Disable WC
- Shower and Sink.
- Quite Space
- Belfast sink.
- Adjustable lighting levels.
- 2x outlets for control desk to allow alternative layouts.
- 1x mirrored wall.
- A wall to write on.
- A wall to pin work on.
- A wall to project on.
- General storage
- 26 chairs
- Store
- 13 x stacking tables (assumes 2 people per table)
- Store
- Store with shelving for paints and papers to cameras and editing equipment etc.
- Service Access with a 2.5m clear opening
- Own entrance door (could be combined)

Arch 2: Entrance and Hub

Is seen as the main entrance from HOME, it will provide access to arches 1 and 3. The space should provide working and meeting space for artists that HOME is supporting.

- Brew station & bar (sink, dishwasher, tap (boiling/ chilled), microwave, power and data sockets)
- 20 Lockers.
- Meeting/ Quiet Room
- Disabled WCs and showers (double up as changing space for users)
- WCs and sink oversized to be used as a changing space (3x hooks and space to put a bag not on the floor).
- Cleaners cupboard (mop and broom)
- Phone/ intercom connection through to HOME reception.
- Robust non-slip floor finish with mat well at entrance.
- Adjustable lighting levels.
- Projection wall/ TV

Arch 3: Making Space for Artists

Making and sharing space for artists, primarily theatre makers but may also include visual artists or those working cross disciplinary.

- Sacrificial floor.
- Soundproofed – to be further defined – assumed just door and external glazing as other arches.
- 2.5m clear opening to loading bay.
- Adjustable lighting levels.
- Belfast sink.
- Walls/ screens to project on – brief to be further defined.
- Flexible power and data – avoid trailing extensions.
- Storage
- 10 chairs
- 5 x stacking tables (assumes 2 people per table)
- 2m2 Store with shelving
- External storage under floor with access from service yard.



2.0

The Site



Location
The site is located on Whitworth Street West to the south of the city centre on the edge of the First Street Development. The brick railway arches are a significant feature of the street and it is under the arches that you pass to get to First Street Development and HOME itself.

A number of the arches between Cambridge Street and First Street are occupied but generally don't contribute positively to the street-scape. Because of this the arches become a barrier to the First Street Development. There is a real opportunity to create an intervention within the arches that brings the quality of HOME and the First Street Development to Whitworth Street West and the wider city.

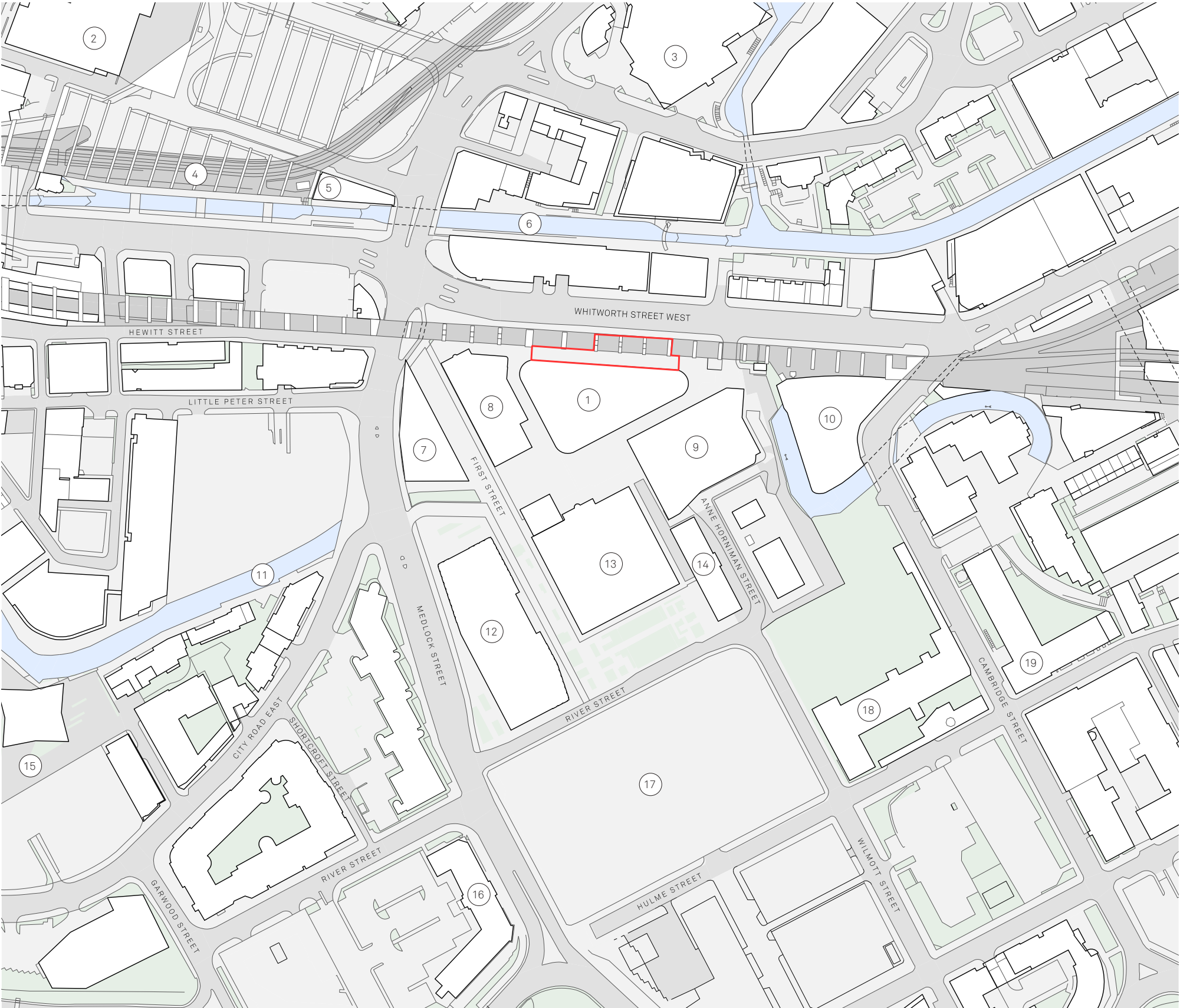
The three arches and the service area/ fire escape route to the north of HOME and to the south of the listed viaduct make up the area that is being considered as the site.

Key



Application
Boundary

- | | |
|-------------------------|--------------------------------------|
| 1. HOME | 10. Starbucks |
| 2. Beetham Tower | 11. River Medlock |
| 3. The Bridgewater Hall | 12. Plot 8 First Street |
| 4. Deansgate Locks | 13. No.1 First Street |
| 5. AXIS | 14. Vita First Street |
| 6. Rochdale Canal | 15. Great Jackson Street Development |
| 7. Sainsburys | 16. Premier Inn |
| 8. INNSIDE | 17. Plot 9 & 10 |
| 9. MSCP | 18. Macintosh Mill |
| | 19. Chorlton Mill |



Location Plan

Historical maps of the site provide an insight into the development within the area over the last 200 years.

1848

The 1848 map shows a recently urbanized street grid of row houses to the south of the meandering River Medlock. River Street and Medlock Street have already been clearly defined. Rochdale Canal can clearly be seen but the railway has yet to be driven through. To the south of the site is occupied by industrial buildings including cotton mills and dye works and Gaythorn Gas Works.



1896

The railway line is now clearly visible with the Gas Works expanding up to replace the mills to the east of the Medlock Street. The sites to west of Medlock Street have now been expanded and developed to include Gaythorn Mills (finishing), Gum & Starch Works and a Saw Mill.

The River Medlock has been culverted and the newly built City Road East with a tramway, leads north to the newly built Manchester Central Station terminal. In the south west a school has been built in place of the terraced housing.

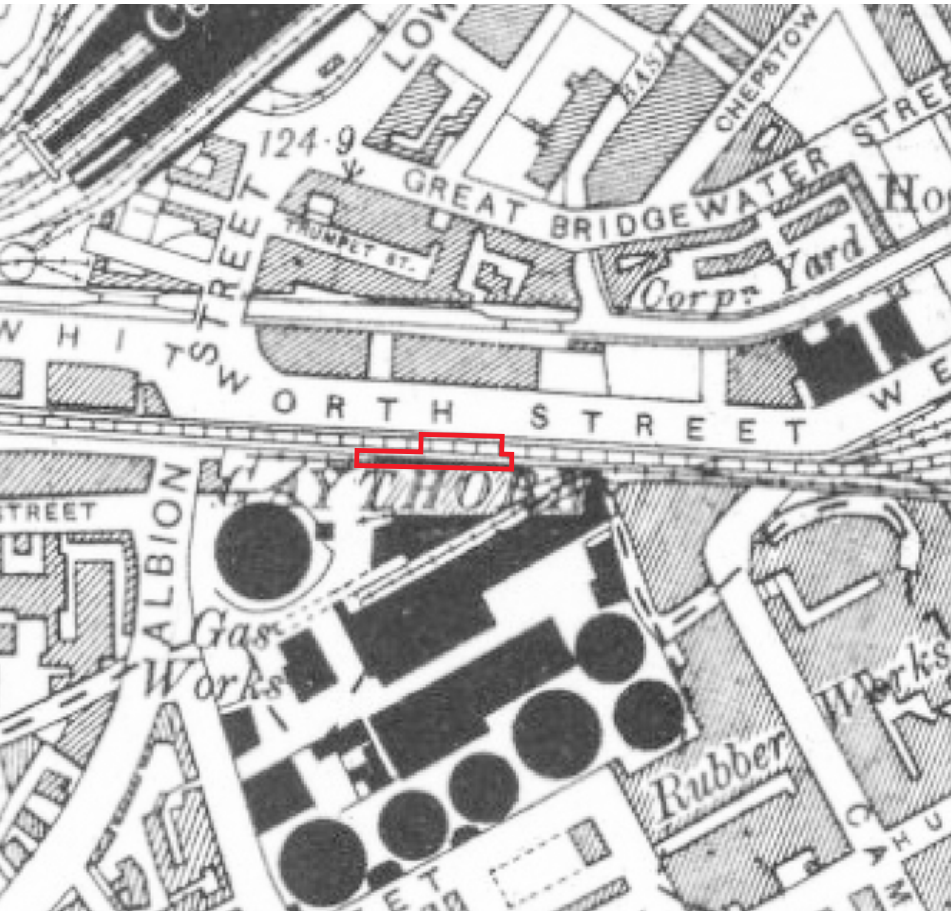


2.2 Historical Maps

1923

Central and South Manchester’s extensive tram network (one of the densest in the country) has by now been nearly completely replaced by the trolley bus. To the north of the site Whitworth Street has now replaced Junction Street and the building plots between it and the canal are largely as they are today.

South of the railway the site is still dominated by the Gas Works. To the east, the Dunlop Rubber Works now occupies a long site directly south of the Gas Works.



1953

The surrounding city has not dramatically changed in this period. The Gas Works site is starting to be opened up where HOME currently sits.

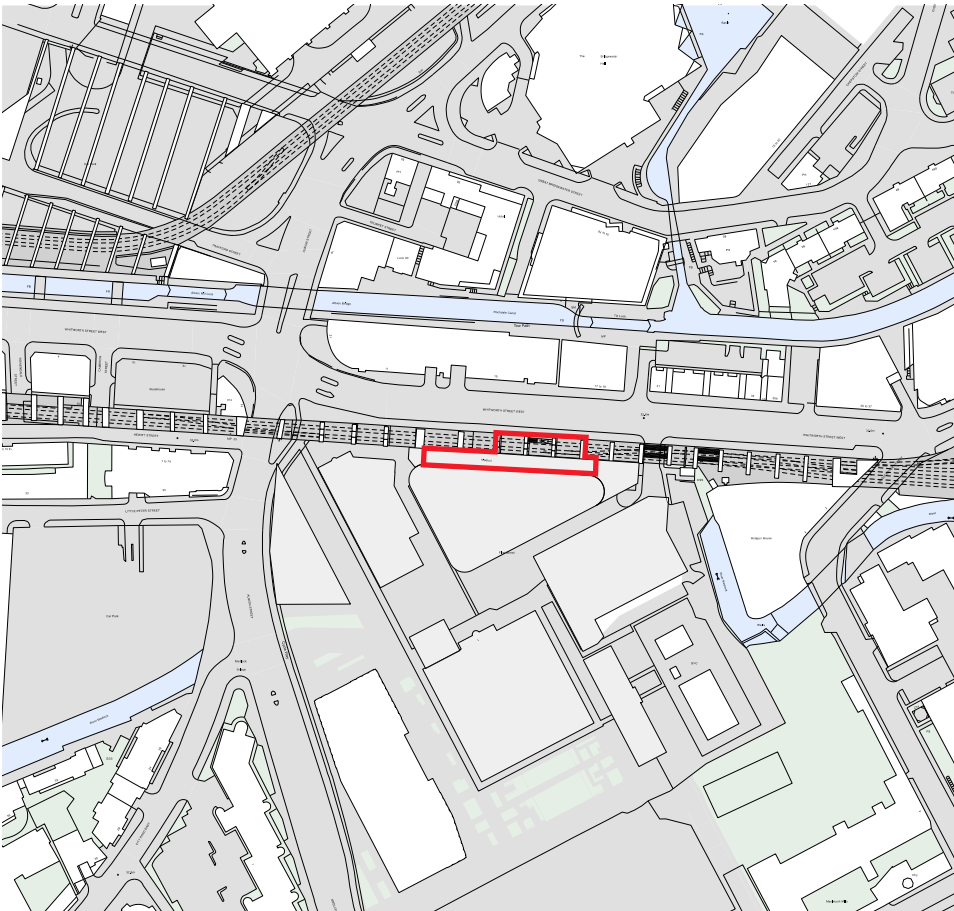
The Saw Mill has expanded to include a timber yard and Gaythorn Mill is now a wire and cable factory. The tramway running along city road has been removed.



Present

The surrounding area has changed dramatically, the Gas Works has been cleared and the north section of the First Street development is complete. HOME can clearly be seen forming the southern boundary to the site.

To the north, The Bridgewater Hall can now be seen.



The Gaythorn Gas Works
1940



The aerial view shows the area having been cleared of the Row Houses whilst the Gaythorn Gas Works and Dunlop Rubber Works dominate the area.

Arches of the MSJ viaduct,
Whitworth Street West 1964



Looking west up Whitworth Street the viaduct unchanged from today, as are some of the shop frontages.

2.3 Historical Photos

Whitworth Street West in the early 1990s



The aerial view shows showing the viaduct basically unchanged from how it looks today. Arch 3 of the proposed HOME development can be seen on the far right of the photograph giving access through to the parking to the south of the viaduct. To the north showing the now developed residential plot as a surface car park.

Breaking ground for the construction of HOME 2013



The aerial view shows showing the construction of HOME underway to the south of the viaduct. Arches 1 and 2 of the new HOME development can be seen to the right hand side of the photograph blocked up by hoarding on the Whitworth Street Elevation.

No the north of the viaduct the plots have all developed as 8 storey residential plots.

2.4 Site Photos

The three railway arches that are to be developed lie under the listed viaduct between Oxford Road and Deansgate train stations directly to the north of HOME and First Street. The arches toward Oxford Road Station on Whitworth Street West have been developed but further east toward HOME the quality of the developed arches is reduced with a number of them being unoccupied, forgotten and in need of repair.

The viaduct is such a important structure contributing to the character of the city. Until more recent regenration and growth it felt like it was the last outpost of the city centre. Today however emerging regeneration frameworks such as First Street changes this and has expanded the reach of the city's core. In their current state the site is a lost opportunity. Our design will seek to address this, mend the street and deliver active and dynamic frontage.

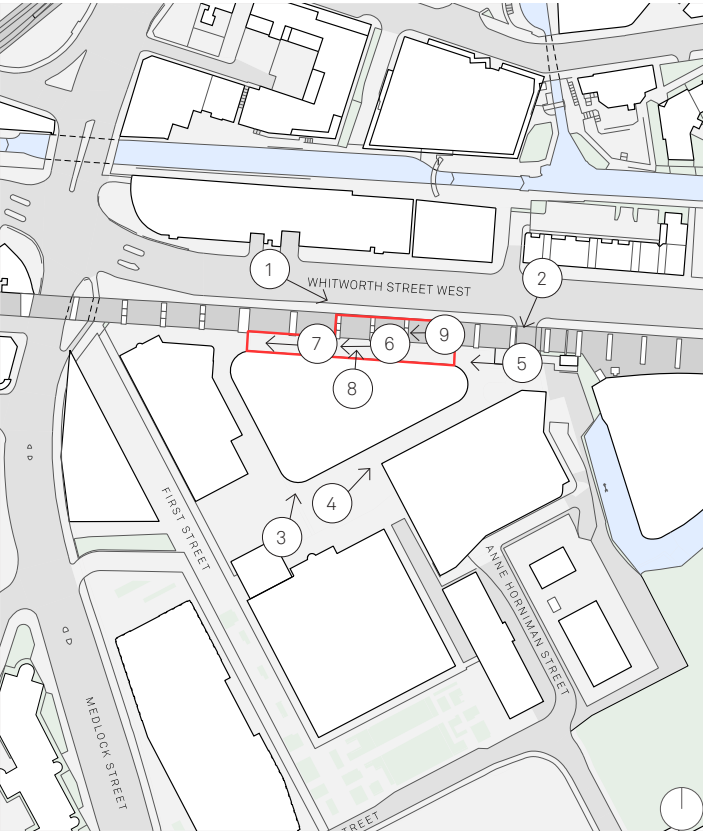
The three arches HOME are looking to develop lie between the two key pedestrian access points to the First Street from the north. As such they have the potential to activate this frontage, give HOME a street presence to Whitworth St and improve the perception that the viaduct is a physical barrier.



1



2



3



4

2.4 Site Photos



5



6



7



8



9

- Images
1. View from Whitworth Street West looking at the 3 arches that make up the site
 2. View of eastern gateway under the viaduct to the First Street development and HOME.
 3. View from Tony Wilson Place towards HOMEs main entrance.
 4. View looking across Jack Rosenthal Street towards the eastern gateway to the First Street development.
 5. View from Jack Rosenthal Street with HOME to the left, showing the service gates to HOME and the 3 arches to be developed just beyond. Budlia growing out the side of the viaduct.
 6. View looking west showing the escape route from HOME with the 3 arches to be developed behind you under the viaduct.
 7. View looking from the service yard approximately 1m below the ground floor of home.
 8. View looking north from the service yard of HOME showing the 1.8m change up to Whitworth Street.
 9. View looking west showing the smaller linking arches. The extent of water ingress and marking plus moss growth clearly visible on the brickwork.

Environmental

The site's main source of noise comes from the busy traffic on Withworth Street West and the close proximity to the rail transport infrastructure, situated above the site.

Prevailing wind is from the south-west.

The Rochdale Canal sits to the north of the site.

Key

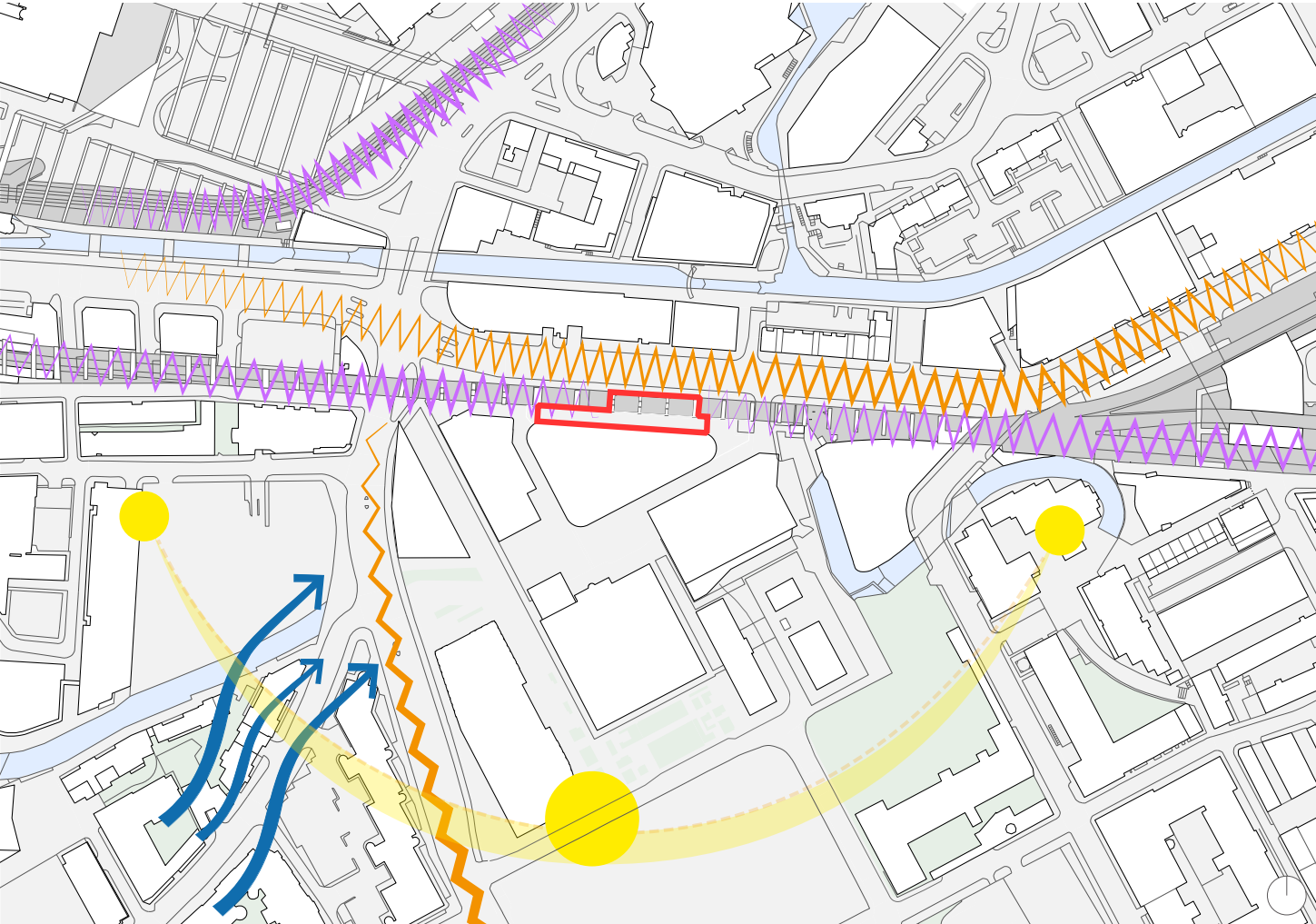
Site Boundary

Prevailing Wind

Sun Path

Noise Source

Railway Noise Source



Movement

The site's primary frontage is to Whitworth Street West, which is one the primary arterial routes into the city.

The railway runs right above the site.

Key

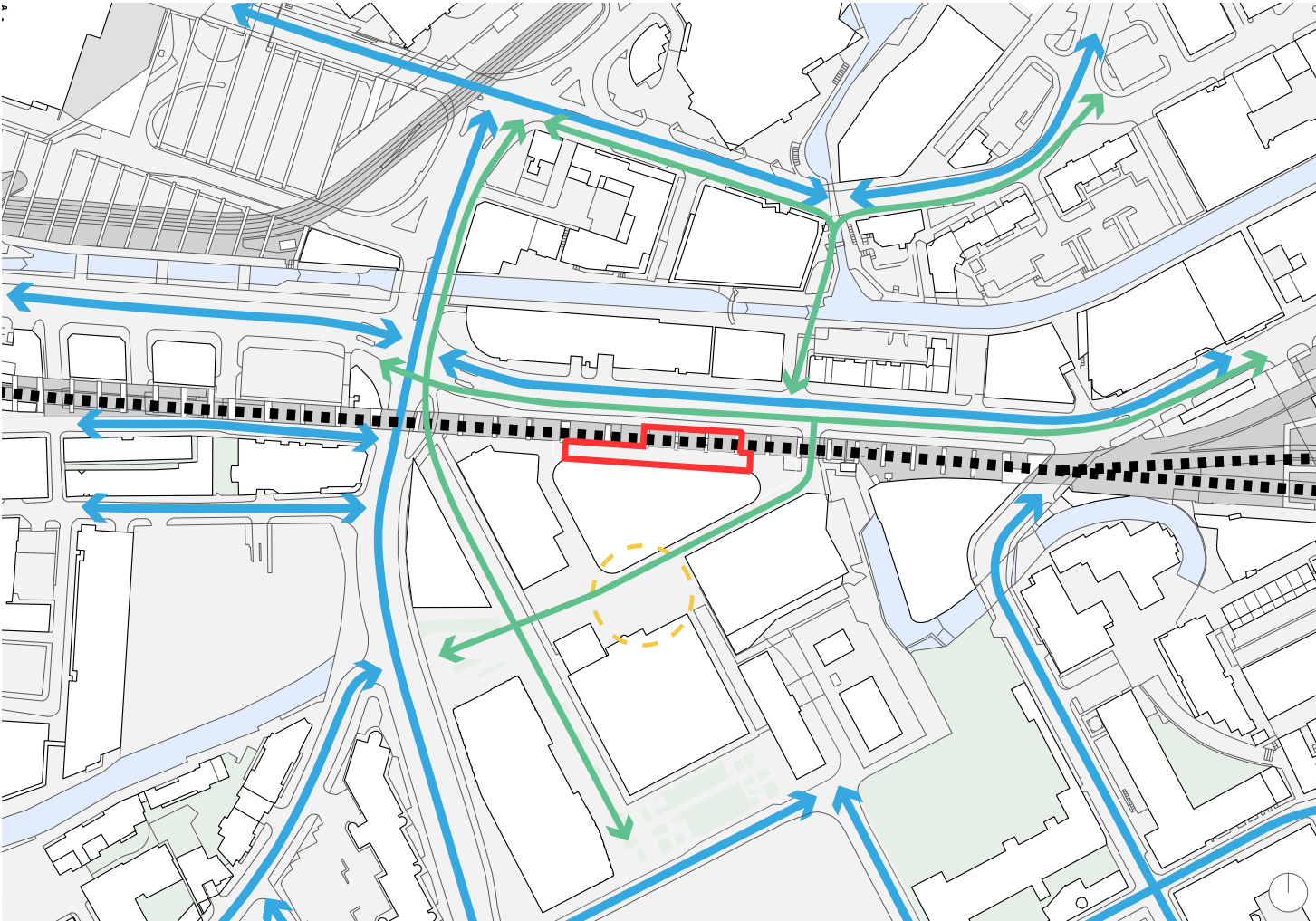
Application Boundary

Vehicular Movement

Pedestrian Movement

Rail Movement

HOME Front Door & Public Square



Heritage

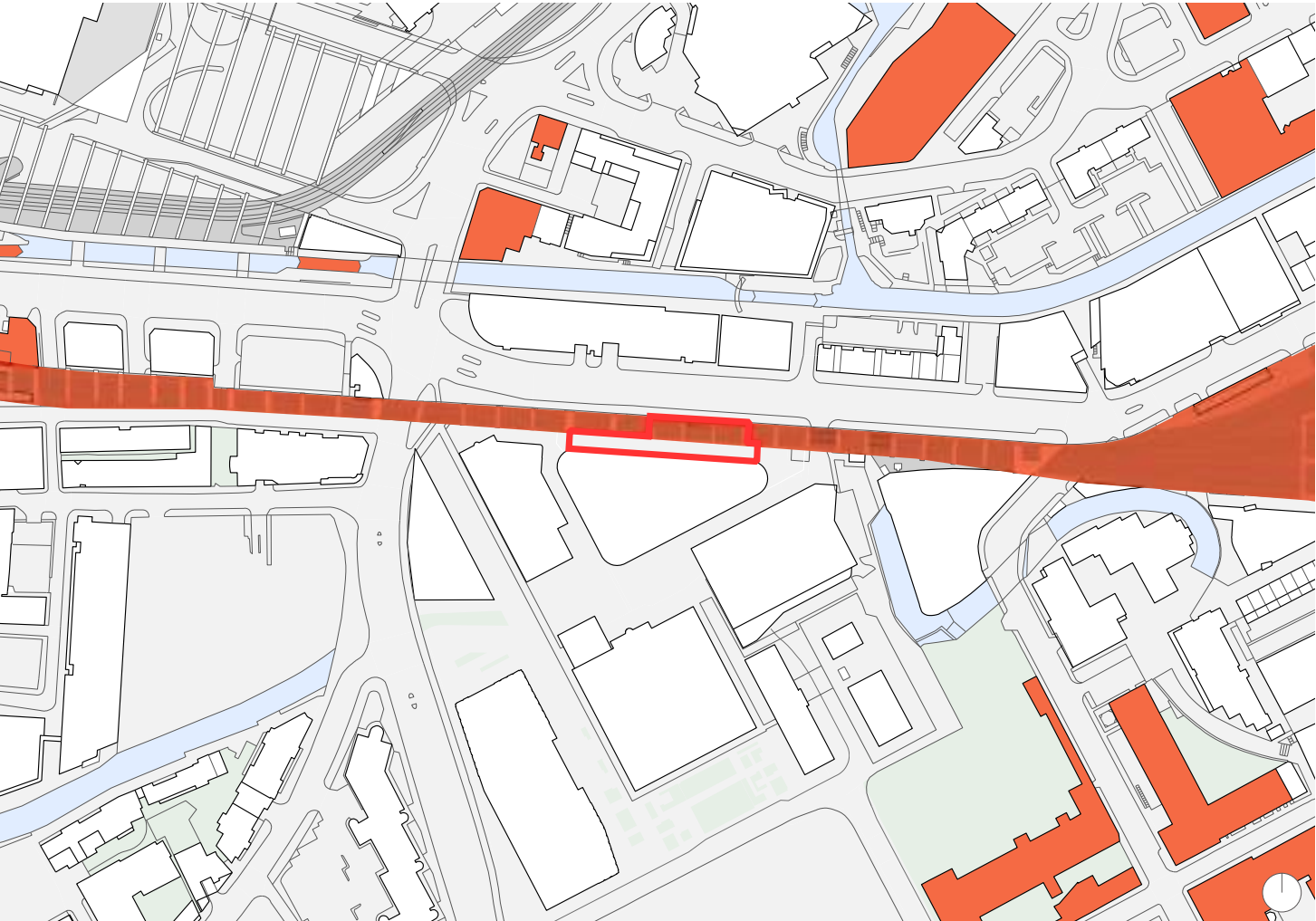
The site is situated within the Whitworth Street Conservation Area. The rail viaduct is listed and is a real positive contribution an reminder of the history of this part of the city.

There are a few Grade II listed buildings in the surrounding area.

Key

Site Boundary

Listed Structures

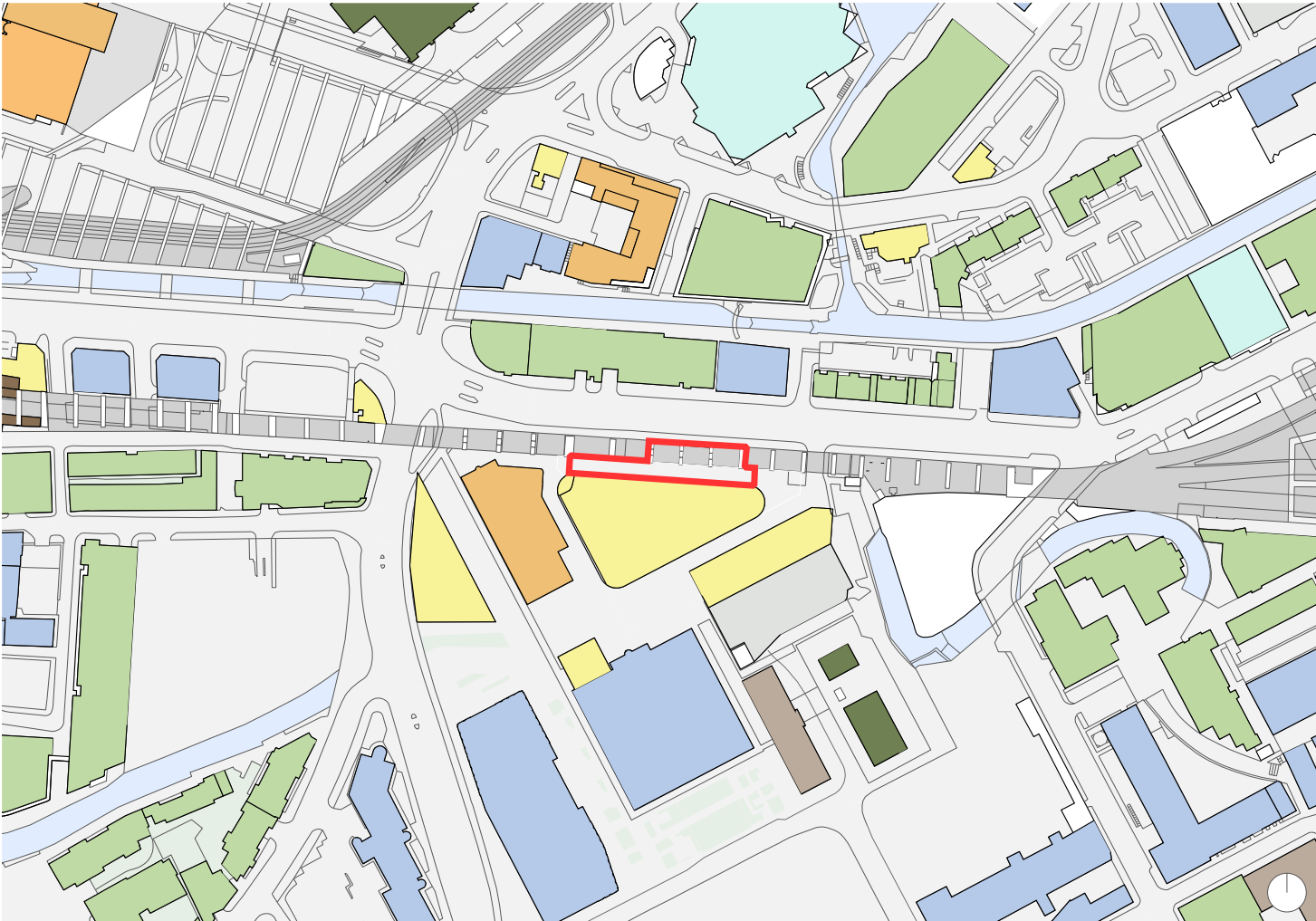


Existing Land Use

The surrounding context consists of leisure buildings immediately to the south and south-east of the site, several office, residential and hotel buildings.

Key

Site Boundary	Residential	Transport
Cultural	Student Residential	Parking
Leisure	Industrial/ Warehousing	
Hotel	Office	



Frontages

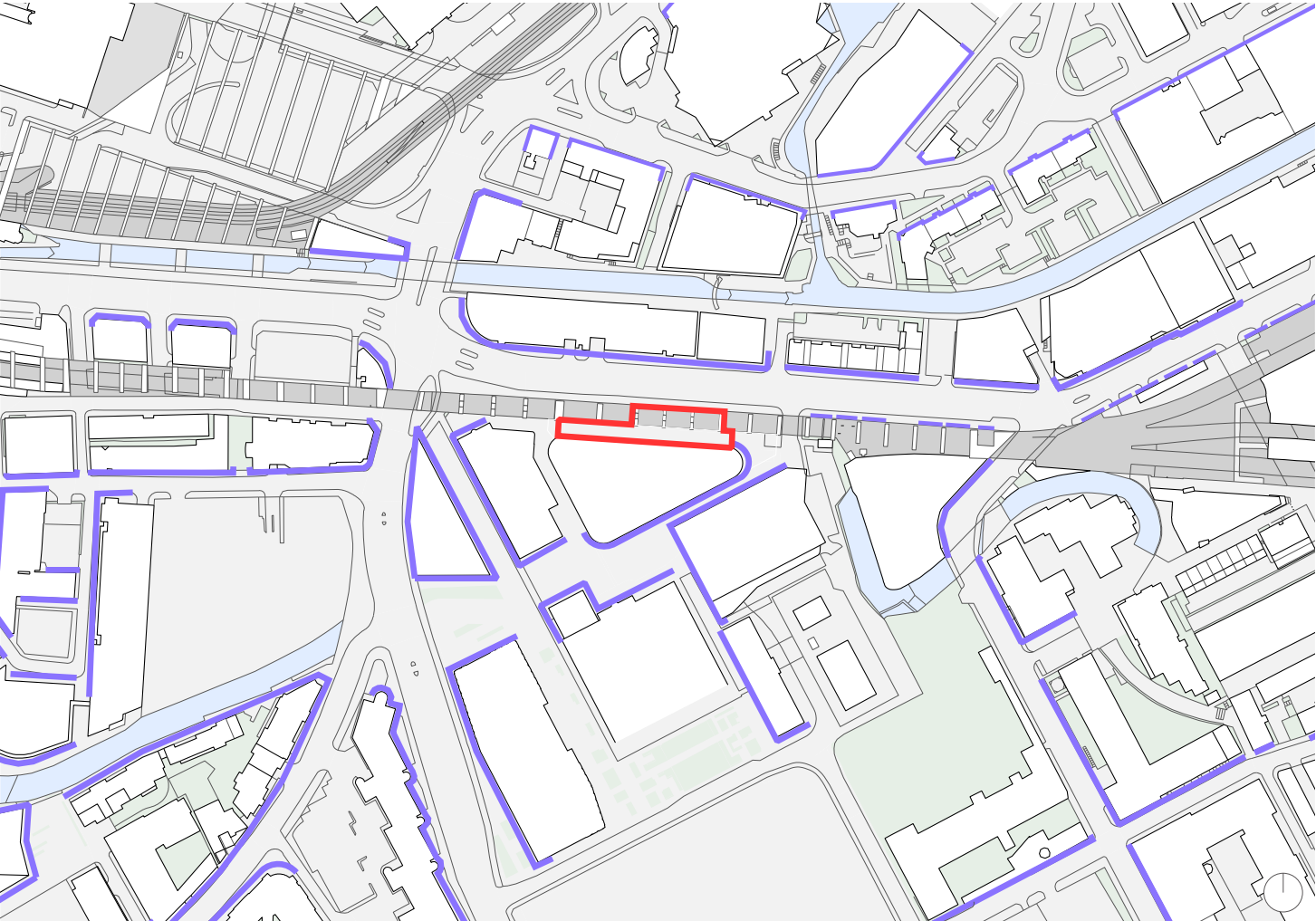
To date, regeneration in this part of city centre has been focused in the northern part of the First Street. This has improved the street-scape and pedestrian experience along Medlock Street creating active frontages and enhanced pedestrian linkages to and from the wider city centre.

The site has the potential to contribute positively to the inactive street frontage onto Whitworth Street whilst reducing the perception of the viaduct as a barrier.

Key

Site Boundary

Building Frontages



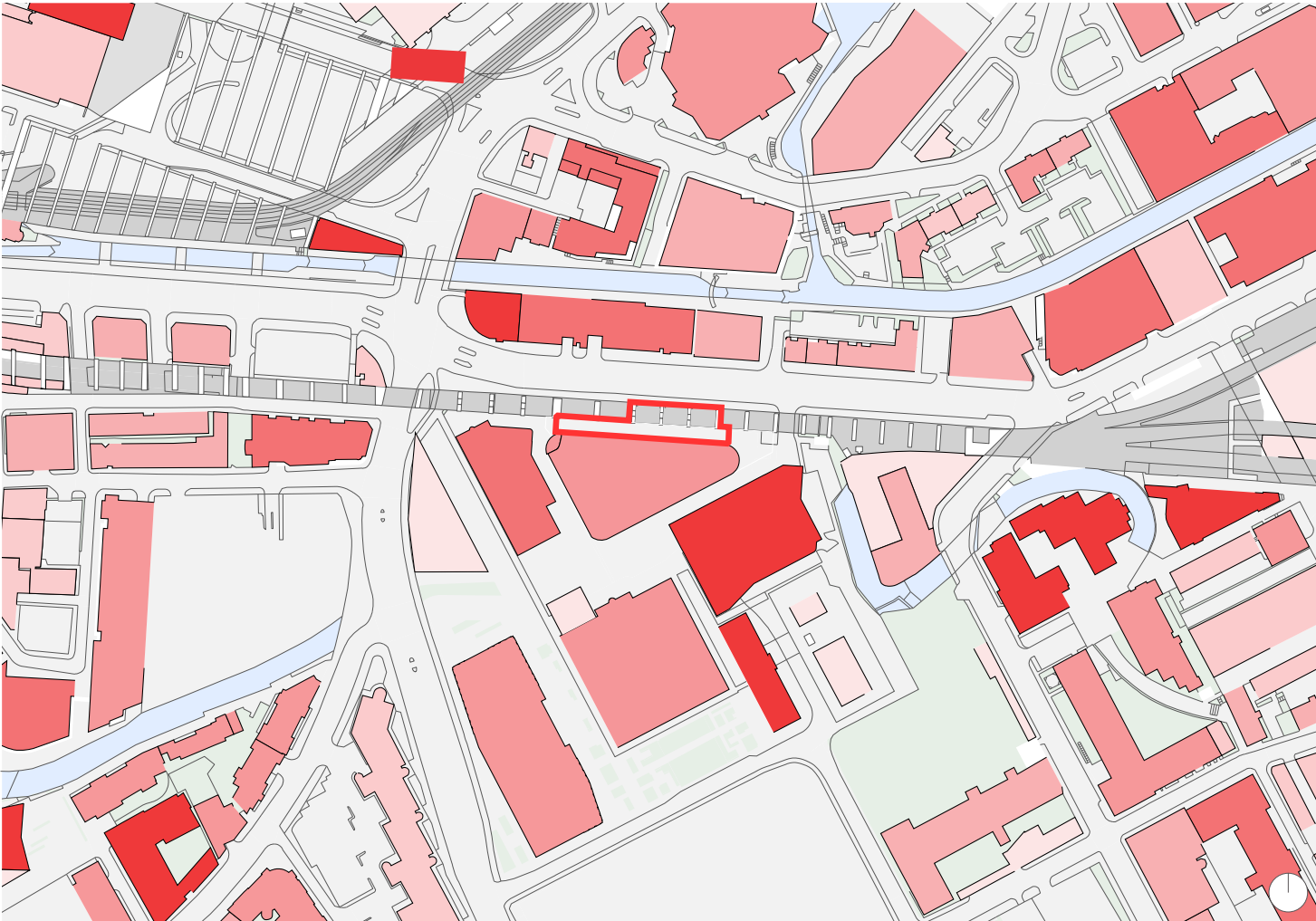
Building Heights

To the south of the site, a number of medium height buildings have recently been developed. Medium height and high rise buildings increase further to the north beyond the railway line. To the west the first phases of the Great Jackson Street SRF are being delivered comprising 4 residential towers - 67, 53, 47 and 40 storeys.

The First Street Plot 11 site adjacent to the Mancunian Way has planning permission for a residential development with 24 & 26 storey elements. A live planning application is currently being determined by Manchester City Council for a co-living scheme including a 45-storey tower.

Key

<2 Storeys	7-8 Storeys
3-4 Storeys	9-10 Storeys
5-6 Storeys	11+ Storeys



Constraints and Opportunities

Key

Site Boundary

Building Access/ Exit

Fire Escape

Service Access

Rochdale Canal

Pedestrian Access

Potential Railway Extension

1.8 Level Change

Listed Structures

Railway Noise

Street Noise

Flood Zone

HOME Fire Escape Access

Delivery Bay

Potential for Active Frontages

The key constraints unique to the site are summarised as follows:

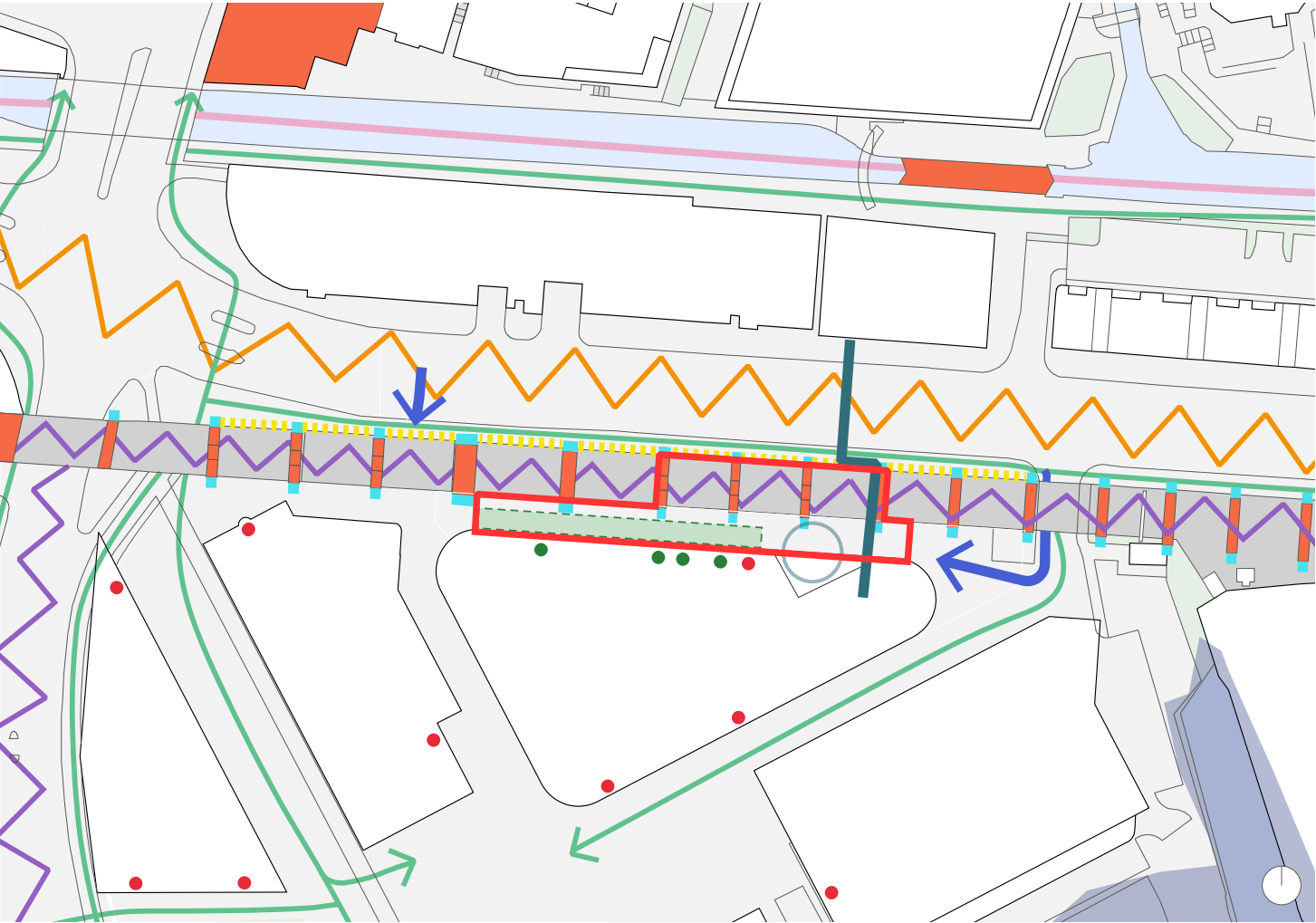
- Noise emitted and air quality from Whitworth Street West and the rail transport infrastructure above site.
- The site is situated within a listed structure.
- HOME fire escape access.
- Level difference across site.
- The future expansion of rail line.

A series of opportunities unique to the site must also be considered. Key opportunities can be summarised as follows:

- The opportunity to enhance and enjoy the listed railway arches and the industrial beauty of the brickwork and its massing.
- Opportunity to have active frontages to Whitworth Street, improving the street

environment and helping breakdown the barrier the viaduct creates.

- The site has excellent linkages and connectivity.
- The site is served by excellent transport connections, within close proximity to Deansgate Metrolink and Deansgate and Oxford Road train stations, the direct link to the Ring Road/ Mancunian Way and Princess Road to the south.
- The site is located within close proximity to St. Peter's Square and University Campus which provide additional transport connections.
- Opportunity to design an active area, promoting a walk able city by connecting public realm spaces.
- The opportunity to become a positive contribution to the city's wider place making and way-finding, such as the Oxford Road Corridor Partnership.



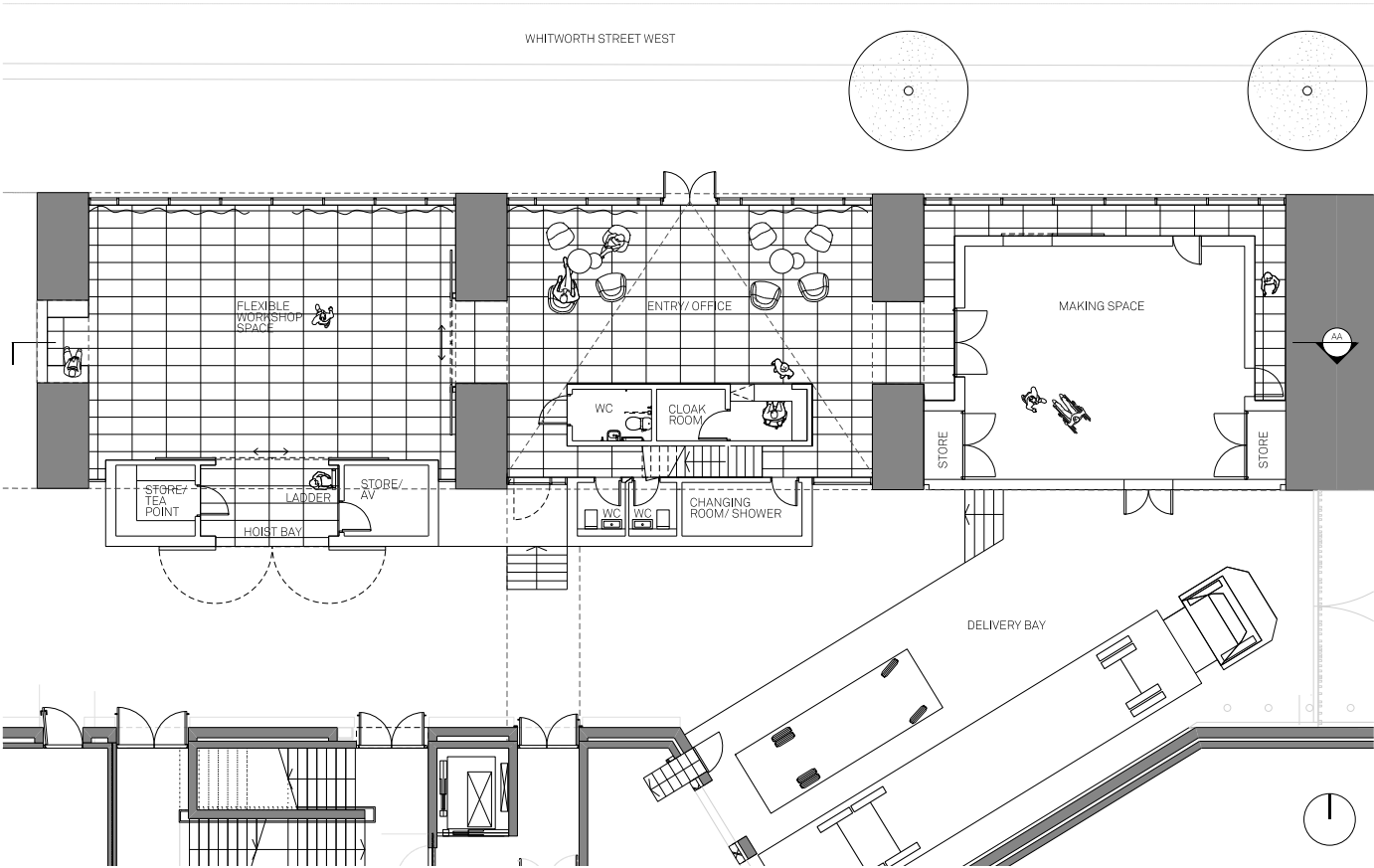
3.0

Consultation/ Design Development

Initial Proposed Ground Floor

Alongside realising the client brief, the design strategy from the outset has been to respect and enhance the arches and listed viaduct. The concept is the insertion of a piece of furniture containing all the services, that doesn't touch the arches and as such can be taken away again with disrupting the fabric of the listed structure. The insertion becomes a room within a room allowing the volume of the arches to be enjoyed and maximising the space for the artists to use.

The plan below was developed in response to the initial brief with little engagement with the client and artist for the purpose of securing funding for the project. The design included; Arch 1 dance workshop, Arch 2 the entrance and meeting space with mezzanine level and Arch 3 a making space for set design and digital arts. Within Arch 3 the outer walls of the the room within a room provide a canvas for signage and artist commissions to interact with the street and celebrate the funtion of the space.



Initial Proposed 3D Visualisation

The early 3D rendered view of the Whitworth Street elevation to support the funding application clearly shows how the proposal allows the volume of the arches to be enjoyed. A simple glazing system following the line of the arch with plywood pods placed as pieces of furniture below the arches. The room within arch 3, on the left hand side of the image, presents a wall to the street for signage or for artists commisions engagaes with the street. The interaction with Whitwroth Street is at the forefront of the design allowing the building to have a conversation with the wider city, helping break down the barrier the viaduct creates to this part of the city.

The vision illustrates the potential to create something truly unique. To take a forgotten space and create a space rich with creativity and learning whilst enhancing the rich tapestry of the street.



3.2 Consultation

User Dialogue Session & Updated Brief

Before progressing any further the funding application design and brief were further interrogated through a series of user dialogue sessions with the end users/ artists. These took place outside under the arches to allow them to experience first hand the beauty and potential of the spaces.

Some of the key items that came out this series of meetings:

- Access primarily from HOME and secondary access from Whitworth Street.
- Security.
- Best use of levels.
- Mezzanine level and accessibility.
- Flexibility of spaces.
- Sprung dance floor as few in Manchester.
- Messy space, easily cleaned and maintained.
- Aerial rope work.
- Space to change and shower.
- Privacy from the street Vs natural light.
- Clear way-finding.
- Heating control separate for each arch.
- Lighting and audio capabilities.
- Mirrored walls.
- Active frontage, digital signage.
- Storage & secure storage(lockers)
- Acoustic separation of arches.
- Blackout capabilities in each arch.
- Sustainable/ serviceable/ durable/ robust.
- Lighting to interact with the city, e.g. go red on remembrance day etc.
- Murals, signage and display of artwork - interaction with the street.
- Fully accessible - Further workshop required.
- Clear way-finding.

Following these series of meetings along with the redesign the brief was updated to take into consideration all these points.

Dialogue Session 1 Comments

Project Name	HOME Arches Project	Contract Number	Robertson 6
Meeting Number	001	Date	June 14, 2021
Location	HOME ARCHES		
Attendees	MCC - Promise Amadi PA, HOME - Debbie Bell DB, JMA - John Crellin JC, Sam Ainsley SA, RCG - Sean O'Garra SOG	1500hrs	1600hrs

A dialogue session was held with members of Manchester City Council, HOME Staff and HOME users to help the design team better understand the future use of the building. To maximise the design for the budget available. The below are comments and statements made by the contributors as listed above. These are in no particular order, and a collation of all comments made. Any **bolded** words are the standout comments that we need to look into.

Comments

Security – pass access and door control, **intercom** system for secondary access

Access from HOME – option 2 acceptable. Potential for secondary access from W.S.W

Signage – **clear wayfinding** from HOME entrance to arches

Multi-use space

Cycle Storage relocation and allocation

Mezzanine – creates a good useable space, needs to be **accessible**

Street Level Access – would be nice to have

W.S.W provides simple parking, drop off etc. Secondary access would be good

Reception – not required

Clean and **messy** spaces – associated **showers, cleaners sinks** etc. Easy clean flooring

Good ventilation

Heating and cooling to each arch (BMS controlled generally but manual local over-ride)

White walls – easy to repaint, wipe down, add artwork to, pin wall, **ease of repair and maintenance**

Dialogue Session 2 Comments

Project Name	HOME Arches Project	Contract Number	Robertson 6
Meeting Number	001	Date	June 14, 2021
Location	HOME ARCHES		
Attendees	MCC - Promise Amadi PA, Dave Moutrey DM, HOME Staff - Debbie Bell DB, Jon Gilchrist JC, Keith, HOME users - Darren, JMA - John Crellin JC, Sam Ainsley SA, RCG - Sean O'Garra SOG	0930hrs	1030hrs

A dialogue session was held with members of Manchester City Council, HOME Staff and HOME users to help the design team better understand the future use of the building. To maximise the design for the budget available. The below are comments and statements made by the contributors as listed above. These are in no particular order, and a collation of all comments made. Any **bolded** words are the standout comments that we need to look into.

Comments

High ceilings – **ariel work, hook** at high level in middle of arch

Open space – no columns, minimalist interventions

Sprung floor – safety, no other space in Manchester

Mirror wall - curtains

Multi-purpose space

Electrical – layout of sockets (clear walls)

Heating and Cooling – for dance, safety

Showers and changing facilities

Seating / **rest area**

Spectator area – balcony / viewing gallery

Lightweight staging and demountable elements (fit-out)

Active frontage – digital signage

Dialogue Session 3 Comments

Project Name	HOME Arches Project	Contract Number	Robertson 640035
Meeting Number	001	Date	June 17, 2021
Location	HOME ARCHES		
Attendees	MCC - HOME Staff - Debbie Bell DB, Keith, HOME users – Dan, Davina JMA – John Crellin JC, Sam Ainsley SA, RCG - Sean O'Garra SOG	1100hrs	1200hrs

A dialogue session was held with members of Manchester City Council, HOME Staff and HOME users to help the design team better understand the future use of the building. To maximise the design for the budget available. The below are comments and statements made by the contributors as listed above. These are in no particular order, and a collation of all comments made. Any **bolded** words are the standout comments that we need to look into.

Comments

Sound proofing

Shared workspace / breakout

Co-working area **accessibility** – everyone, everywhere

Secure storage

Sprung floor – protection, removable cover?

Concrete floor – easy clean up and messy area

Hanging elements from a frame

Large open space for artwork

No blinds!

Privacy – curtains, **black-out**

Electrical – **AV integration**, power requirements, **channels in floor, ducts with drawstring**

Repairable and replaceable materials for finishes

3.3 Consultation

Artist Accessibility Workshop

As part of the early design development we held an accessibility workshop with a group of artists who had a range of impairments and vast experience of running workshops. The workshop was held based on the first set of plans produced to gain funding.

Arch 1 the dance workshop being fully open at a single level.

Arch 2 the entrance and works space with first floor mezzanine level.

Arch 3 the making space consisting of a room within the arch with access round its perimeter.

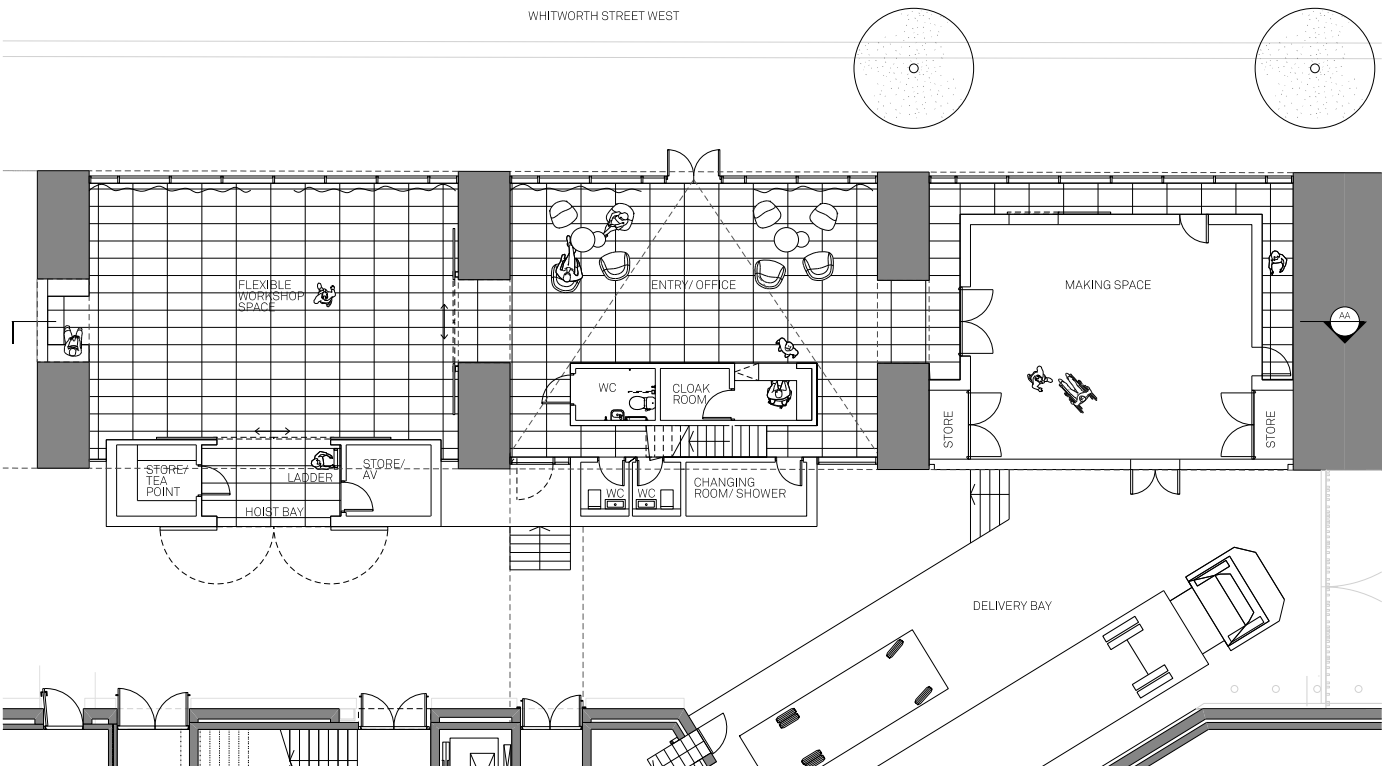
Some of the key issues to emerge are as follows:

Given the required flexibility and multiple uses the spaces need to accommodate, this practical advise was invaluable over and above meeting building regulations. They helped us interrogate the design and challenged us to make the spaces more accessible and safer. Some of the key items that were raised:

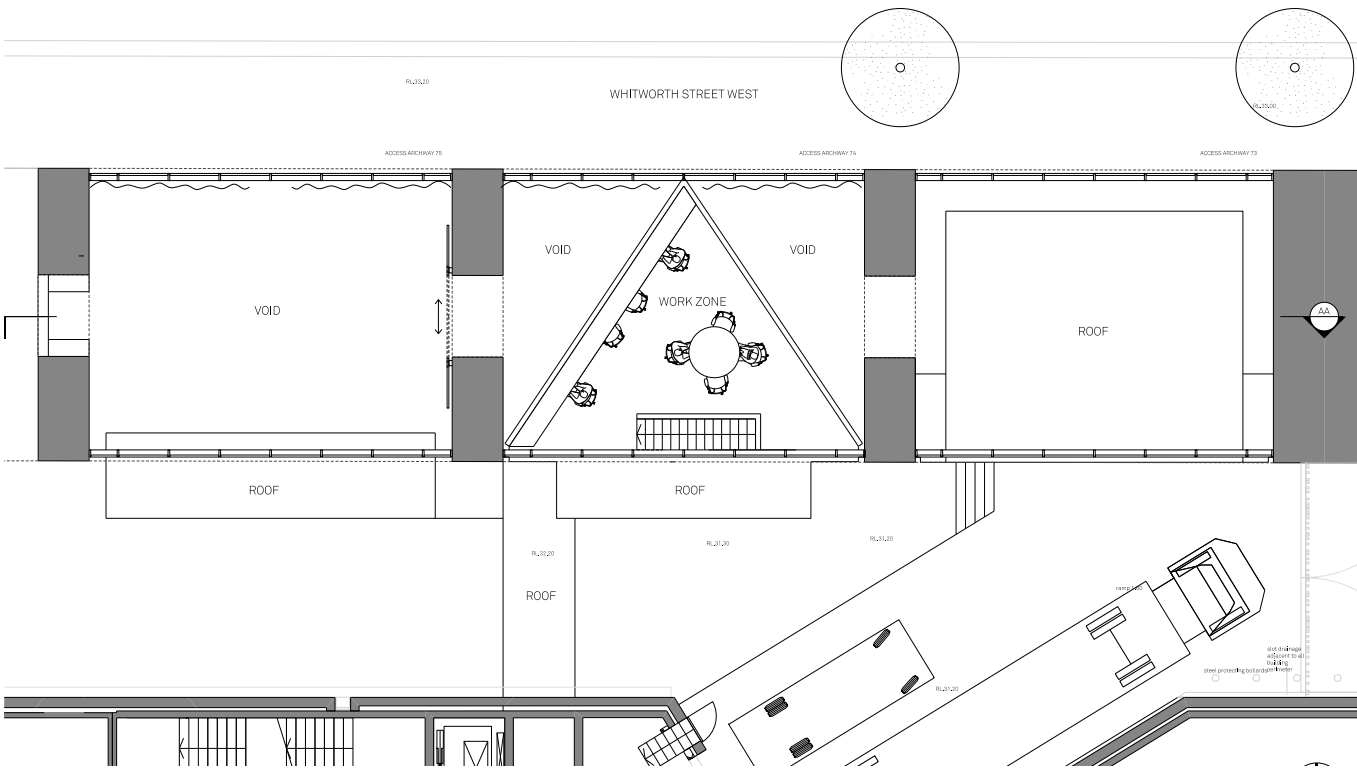
- Any change in level will require a platform lift, there is not enough space within the scheme to accommodate a ramp. To negotiate a lift takes time especially if a group of 10 all need to utilise the lift. Even if its just one user who requires the use of a lift the time it takes can separate them from the rest of the able bodied users. This precludes

the use of a mezzanine level. The facility seek to minimise any level change.

- The circulation space round arch 3 needs to be fully accessible with a 1.5m turning circle. Accommodating this would make the internal space too small.
- A fully accessible Changing Places facility is required at HOME.
- Accessible WCs for each space or as close to as possible.
- The provision of a quiet space for a user to retreat to should they become agitated or over stimulated.
- Good acoustics to allow clear communication.



Ground Fl Plan



Mezz Fl Plan

3.3 Design Development Site Levels Analysis

The site needs to mediate between three ground levels which vary by approximately 1m . The diagrams below illustrate this. A key challenge was how best to mitigate these whilst promoting access for all and locating the front door to the building.

The initial proposal developed to secure funding had all three arches set at the Whitworth Street level. This assumed the primary access would be from the street.

Through client meetings and the dialogue sessions it was agreed that the main entrance to the new facility would however be from HOME. The philosophy from the outset when HOME was delivered was that the foyer becomes a melting pot of all the users of the building, artists, actors, staff and visitors all converging at one point. This also gives one point of control to HOME for security and safety.

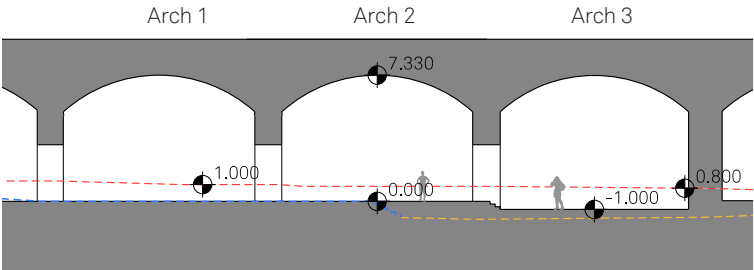
Access to the arches therefore would be through HOME with a positive connection made between the two buildings such that they function as one.

The secondary access from Whitworth Street would be more for independant events happening within the arches or when its not possible to come through HOME. Having the dual entrances also future proofs the facility should this change.

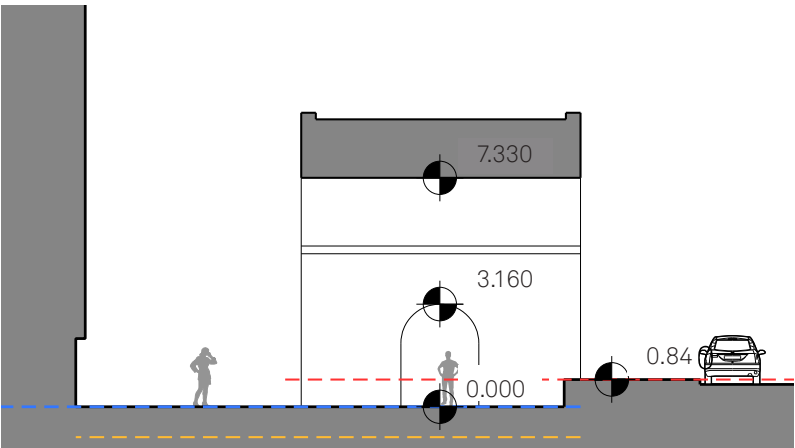
Existing Site Section

The existing site section has arches 1 & 2 primarily at the same level as HOME, with arch 3 a further 1m below and at the same level as the service yard.

From the level of arches 1 & 2 there is a further +1m level change up to Whitworth Street.



Section A-A

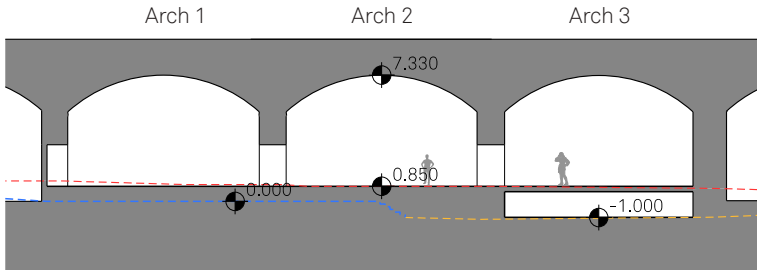


Section B-B

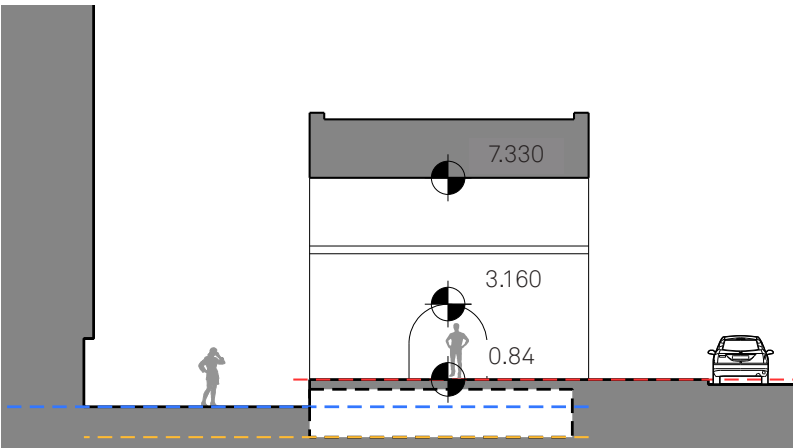
Option 1

Places the internal floor level of all arches up at street level. The advantage to this is that you get easy step free from Whitworth Street and increased storage under arch 3. The negative aspects outweigh this plus the Whitworth Street entrance is will be used less often.

The negative aspect being you have to negotiate steps or a platform lift when entering from HOME, this does not make it feel immediately accessible or connected. The usable height of the arches is reduced.



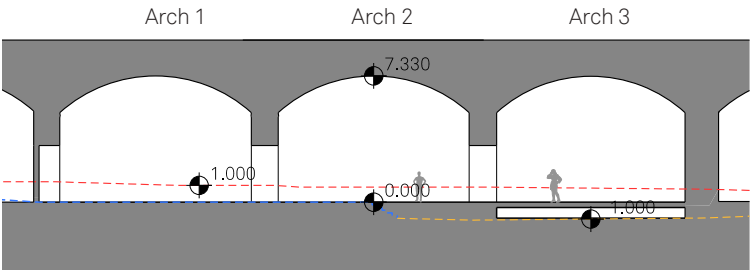
Section A-A



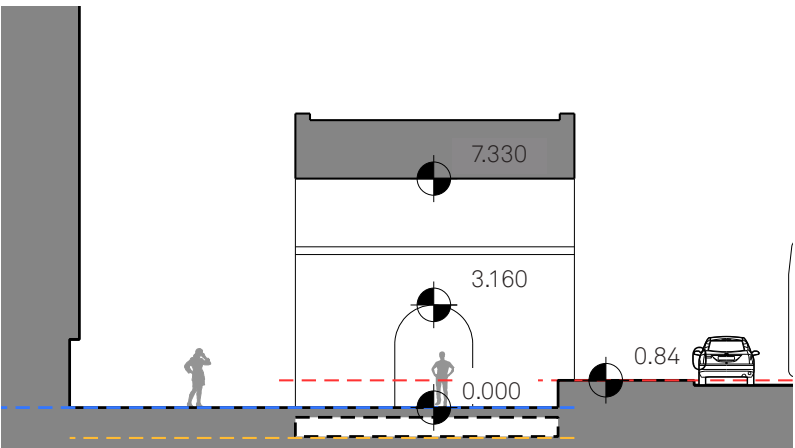
Section B-B

Preferred Option

Places all the arches at the same finished floor level of HOME. Given the main approach will be from HOME this feels like the right approach in terms of accessibility for all. Over option 1 it also improves upon the usable volume within each arch. The level change with Whitworth Street sets up an interesting dialogue between user and the public on the street. This does however require stepped access with a platform lift. This supports Whitworth Street being a secondary access and not the front door to the building.



Section A-A



Section B-B

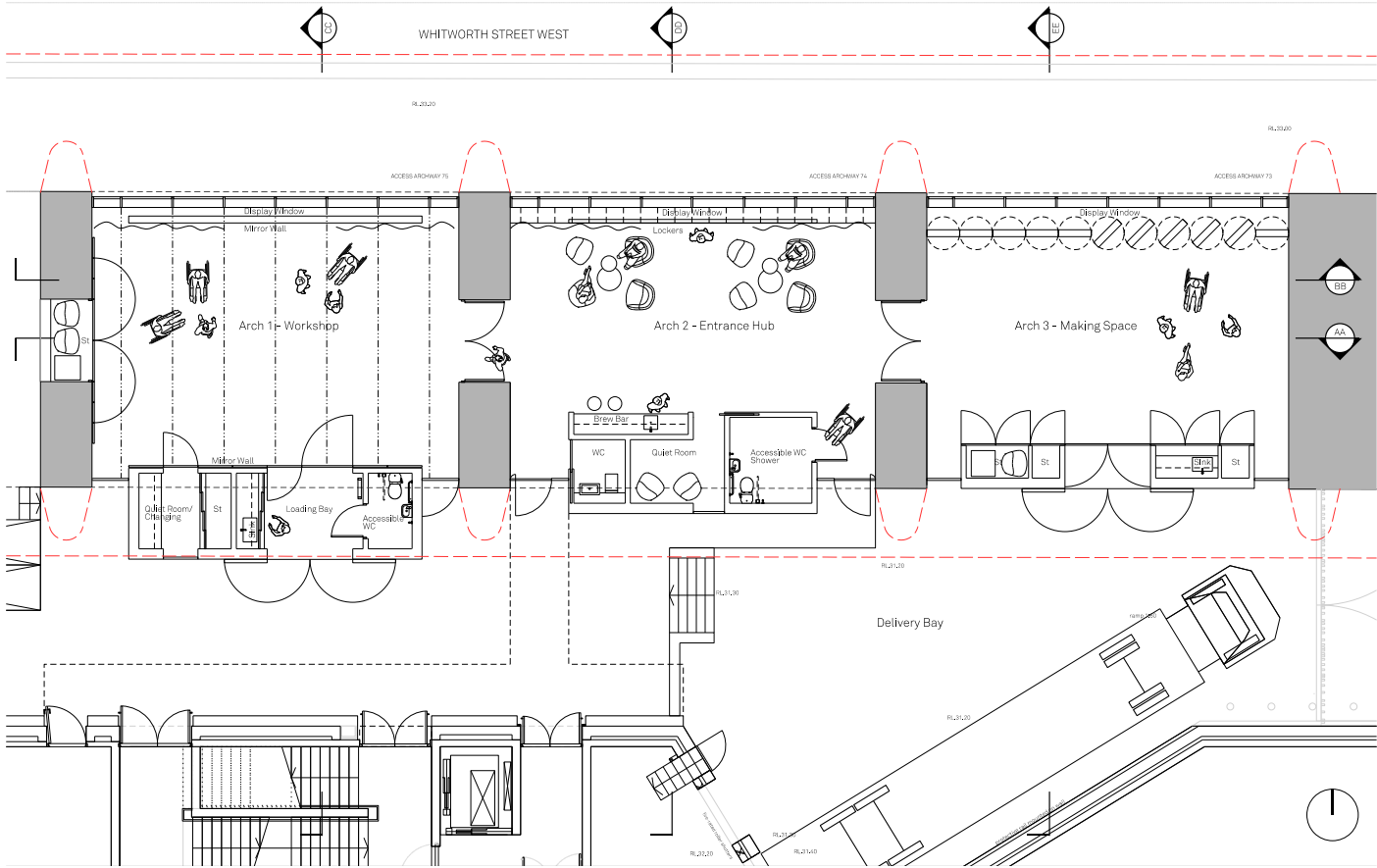
Key
Level -1m
Level 0m
Level 1.1m

Design Development 1

Following on from the user dialogue sessions some key design moves have been adopted.

- All arches at the same level as home to maximise accessibility and minimize the use of platform lifts.
- Maximise space within arch 1 and 3 making the space interchangeable. The exception being a sprung dance floor in arch 1.
- Accessible WCs and showers added.
- Alternative options for display windows and providing privacy from the street. Fixed wall, projection screen and pivoting walls.
- Independent structure introduced running front to back to support services and lighting, respecting and following the line of the arch so the volume can still be enjoyed.

Internally it is proposed to expose the brickwork allowing the quality and character of the space to be experienced and enjoyed.



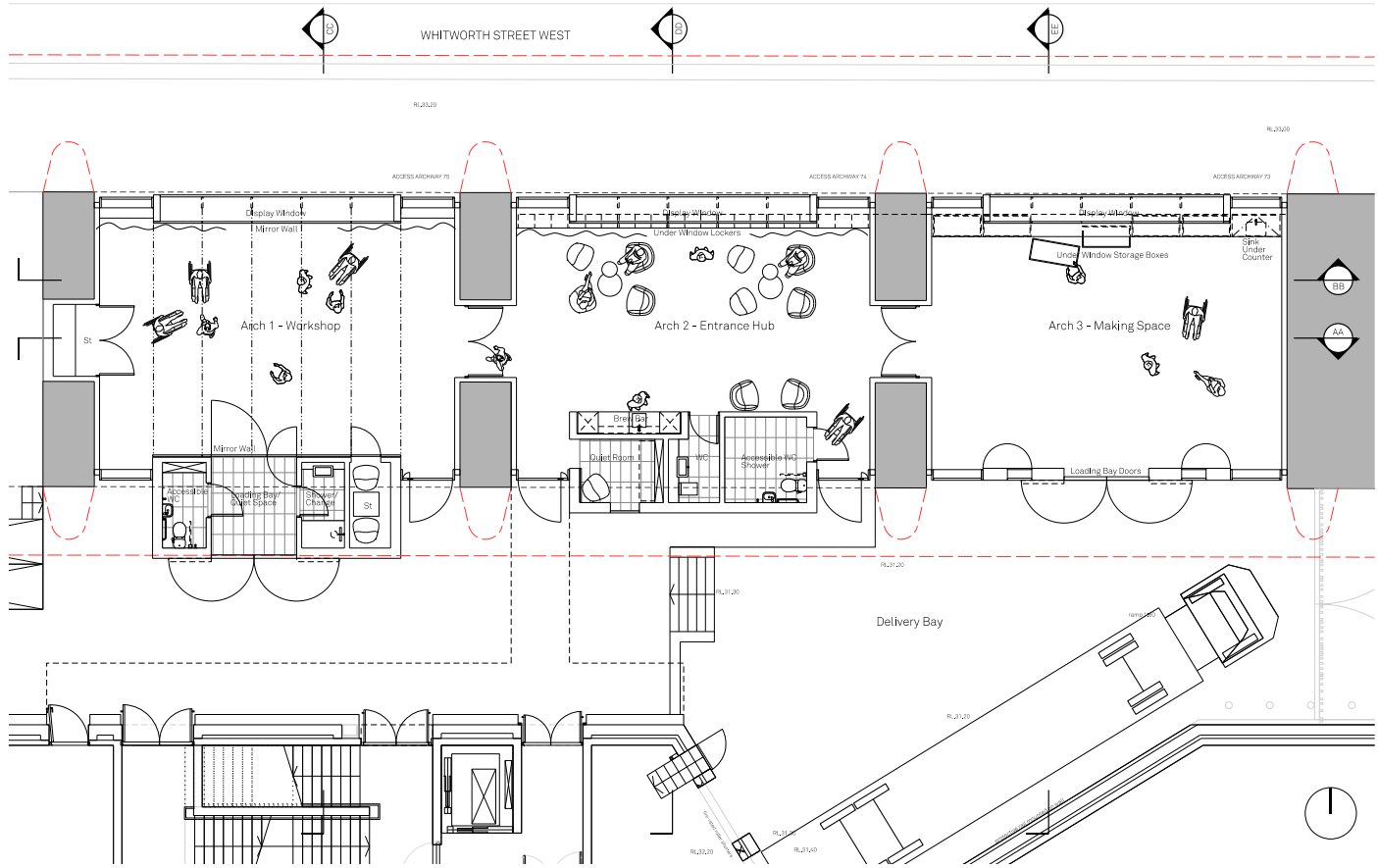
Design Development 2

Design of the display windows has developed following a meeting with HOME's resident digital artist. They should be fully accessible to erect physical displays and have provision to be back projected to allow for digital artwork.

The volume of the display windows are clearly defined mirroring the pod to the rear. They are suspended in the volume of the arch and project into the street. They are deliberately restrained to promote the display and become a blank canvas to support a broad mix of art forms.

Internally these volumes support the function of the spaces, housing kitchen units, worktop, pin up and display surfaces, storage and interchangeable apertures that can allow views into and out of the space.

The arches are lined to prevent water and salt ingress. This creates a more environmentally controlled space which can accommodate more vulnerable users and not limit the programming of the space.

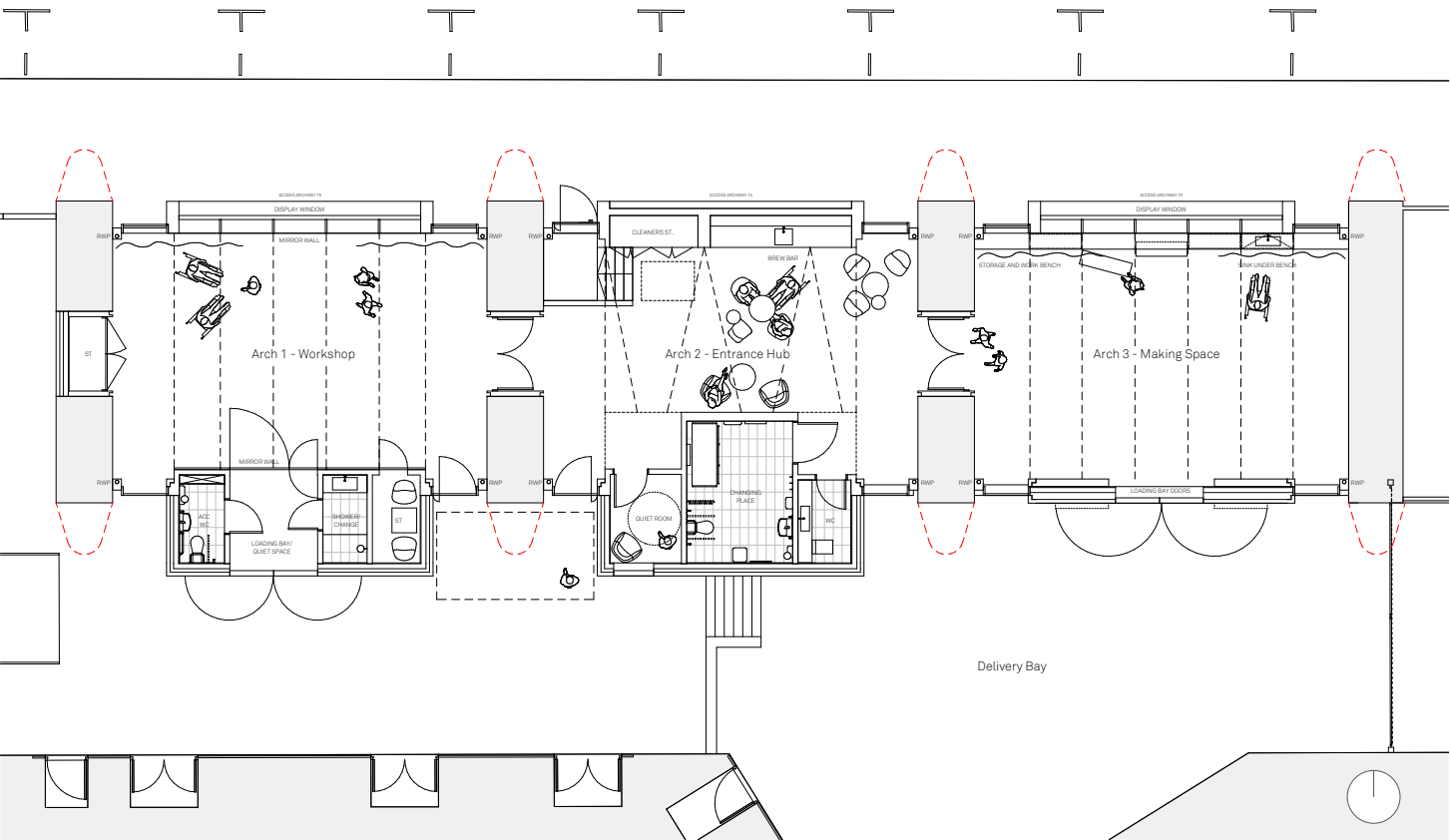


Design Development 3

Access reintroduced to Whitworth Street. Different options were explored to negotiate the change in level with the solution being a stair and integrated platform lift to limit the impact to internal space.

Display windows become a key focus within the space not just an element that engages with the street. Incorporating storage, kitchen, brew station and sinks. The line of glazing on Whitworth Street is pushed back better articulating the display window giving depth to the elevation and allowing more of the brick arch to be revealed externally.

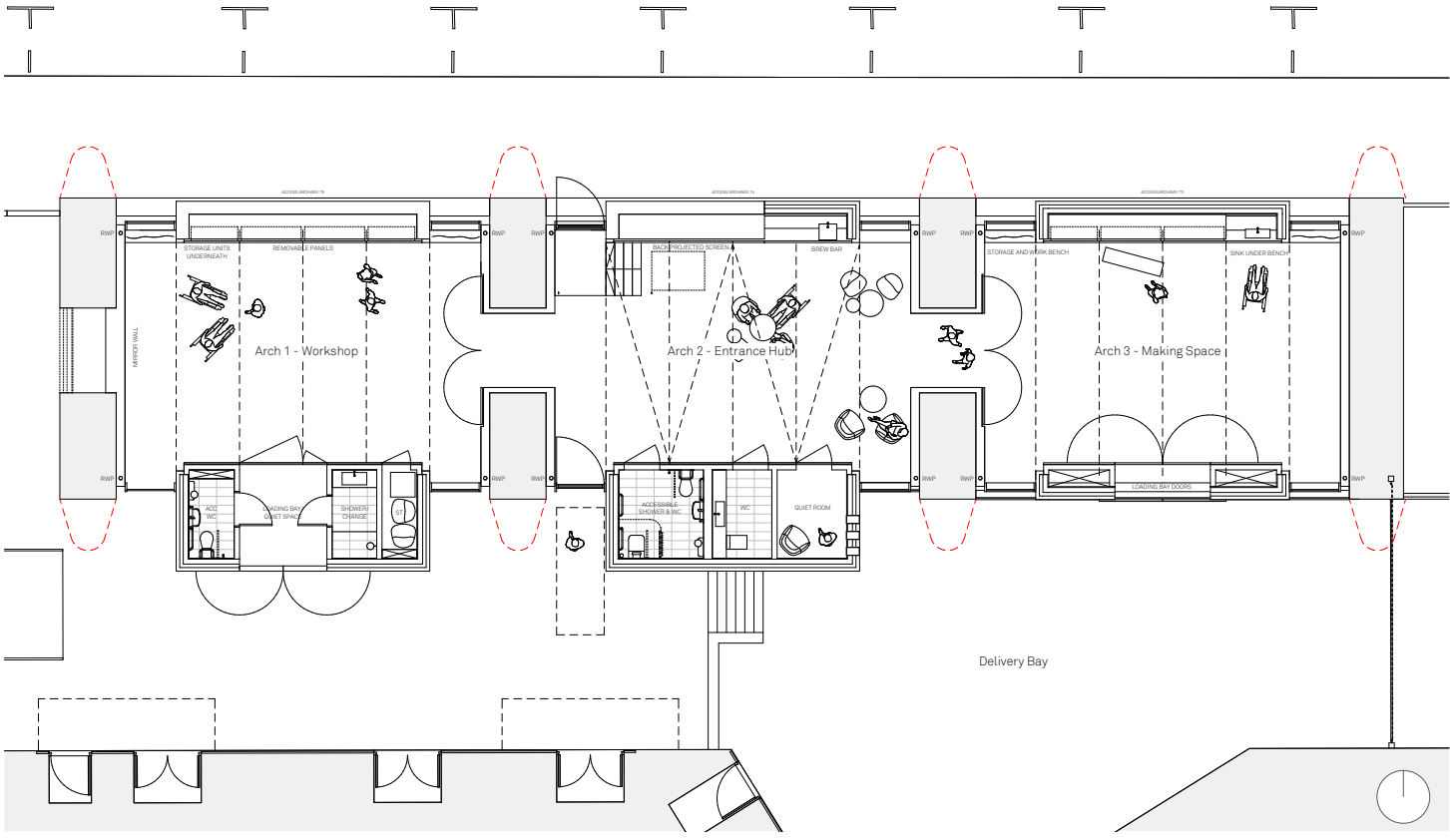
The service pod in arch 2 is pushed out to maximise the internal space providing greater flexibility and accessibility within this arch. The option also looks to accomodate a Changing Places WC.



Preferred Option

After extensive review and stakeholder discussion it was agreed that the Changing Places WC would be better accommodated within the main HOME building where it would be more easily accessible to a greater number of people.

This option maximises all available arch space within the arches improving the flexibility and use of the arches. The display window is developed to become a focus of the internal space as well as accomodate a flexible commissionable space.



4.0

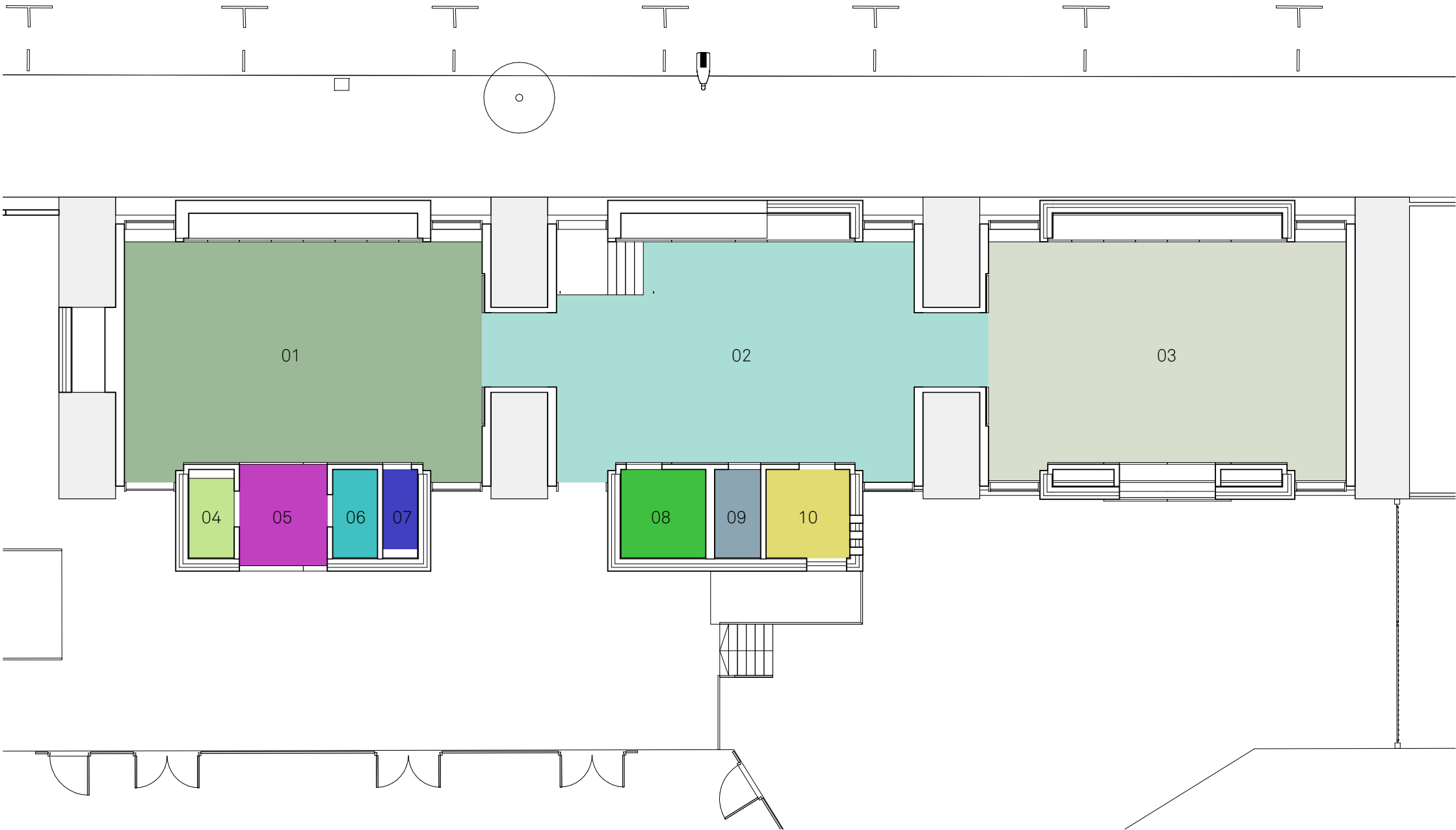
Layout

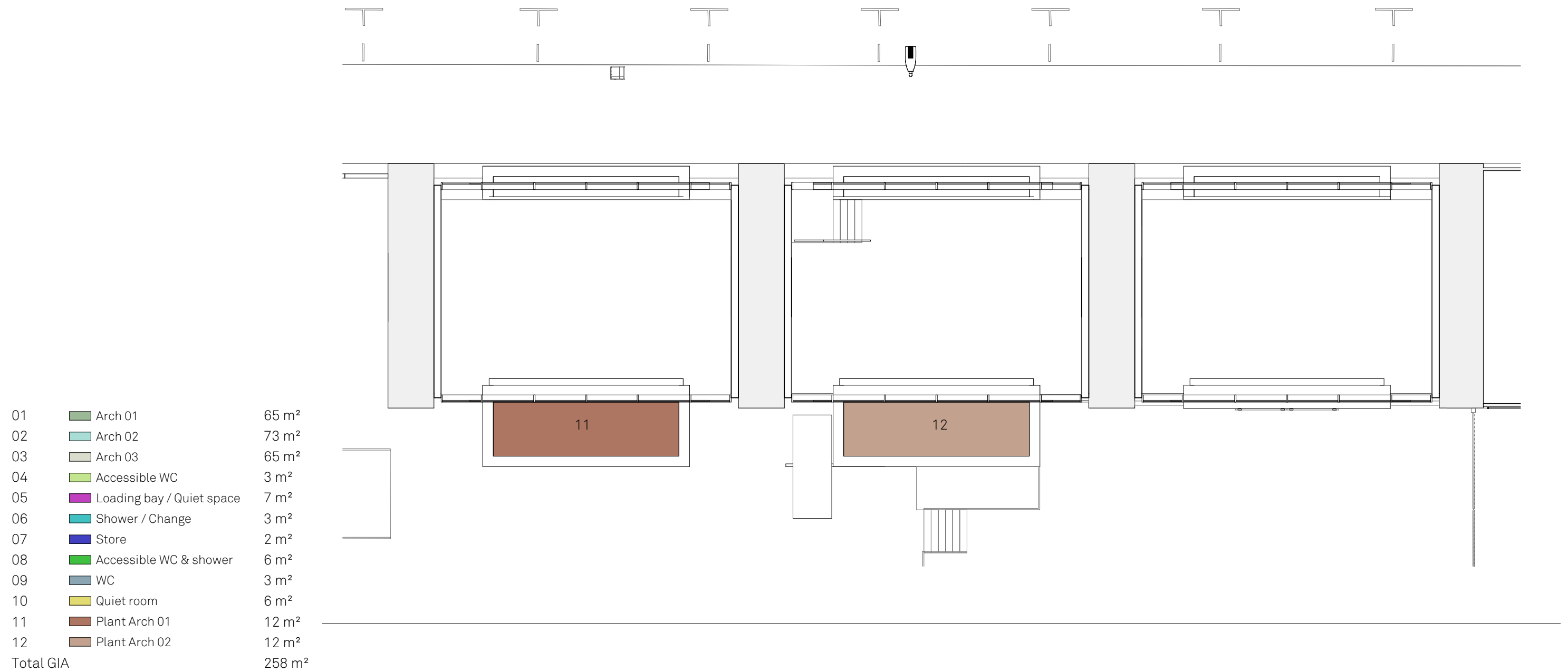
4.1 Use & Amount

Amount
The quantity of development is detailed in the following area plans. Full planning permission is sought to develop 3 railway arches with associated servicing, plant space and landscaping between the viaduct and HOME.

The scheme total provides circa 258 sq.m workshop and performance space for HOME.

01	Arch 01	65 m ²
02	Arch 02	73 m ²
03	Arch 03	65 m ²
04	Accessible WC	3 m ²
05	Loading bay / Quiet space	7 m ²
06	Shower / Change	3 m ²
07	Store	2 m ²
08	Accessible WC & shower	6 m ²
09	WC	3 m ²
10	Quiet room	6 m ²
11	Plant Arch 01	12 m ²
12	Plant Arch 02	12 m ²
Total GIA		258 m ²



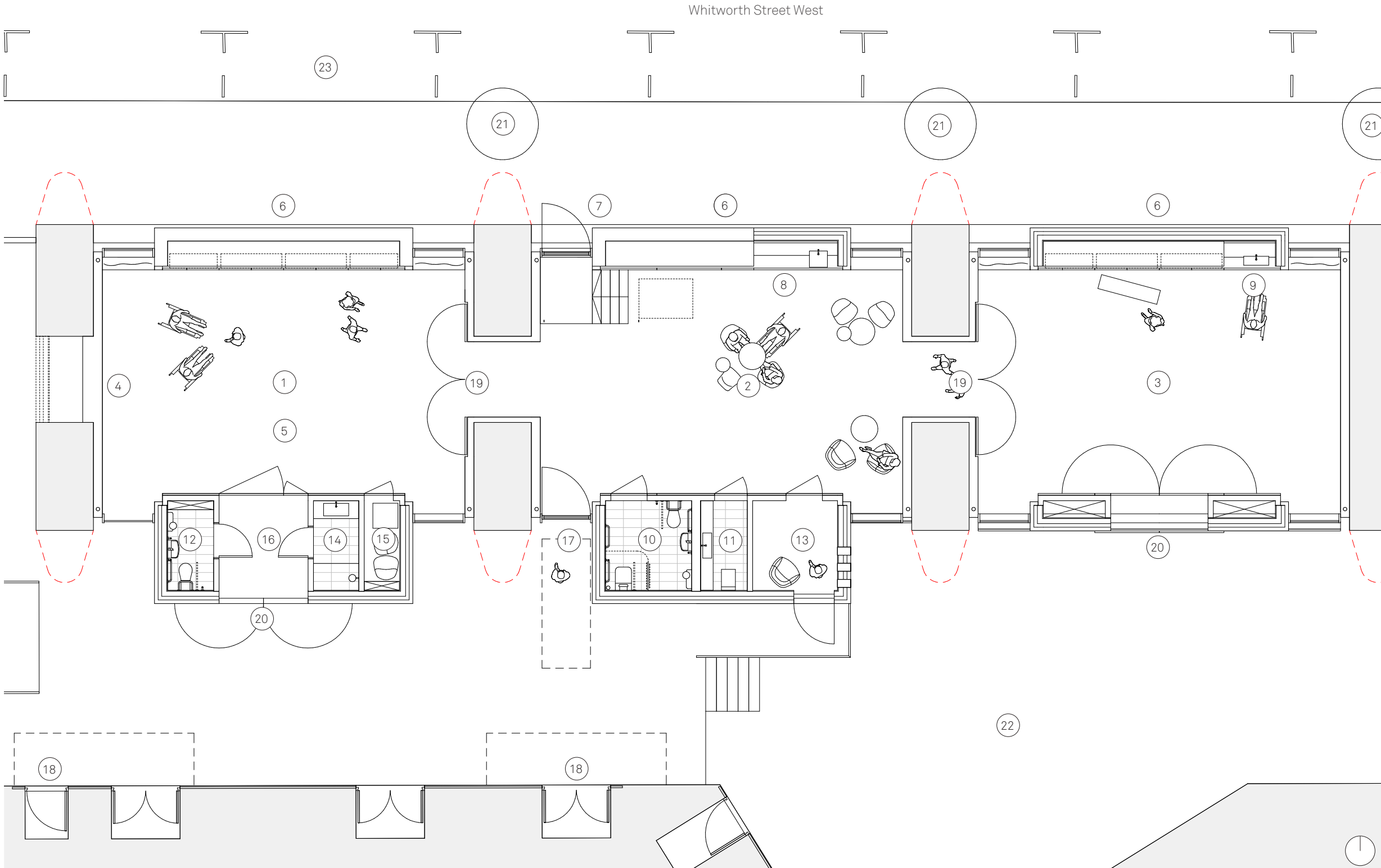


4.2 Layouts - Ground Floor Plan

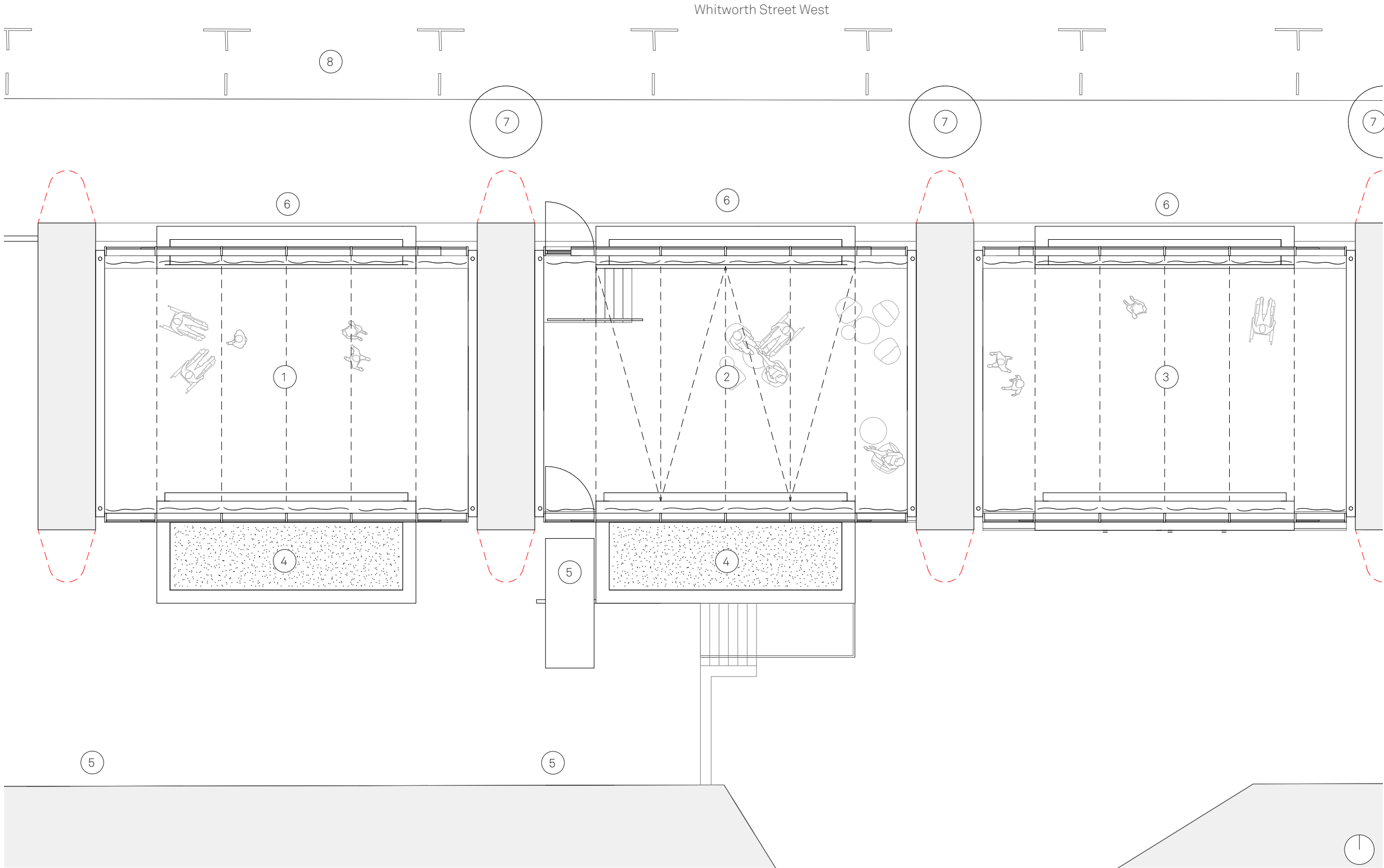
The front door to the building is accessed from HOME and is to the left hand side of arch 2, identified by a projecting canopy. A secondary entrance is provided on this elevation through the loading bay of arch 1. When approaching from Whitworth Street you enter via arch 2 passing down the steps or using the platform lift. This is a secondary entrance and used for unique events only.

All the service accommodation is provided in the pods and display windows maximising the internal space and allowing the line and volumes of the arches to be left untouched for the users to enjoy.

- Key
- - - - - Potential Railway Extension
 - 1. Arch 1- Dance Workshop
 - 2. Arch 2- Entrance and Work Hub
 - 3. Arch 3- Making Space
 - 4. Mirror Wall
 - 5. Sprung Dance Floor
 - 6. Display Window with Storage Under
 - 7. Whitworth Street Entrance
 - 8. Kitchen/ Brew Station
 - 9. Sink
 - 10. Accessible WC and Shower
 - 11. Ambulant WC and Changing Space
 - 12. Accessible WC
 - 13. Quiet Room
 - 14. Shower
 - 15. Storage
 - 16. Loading Bay/ Quiet Space
 - 17. Main access from HOME
 - 18. Access and Exit to HOME
 - 19. Acoustic and Fire Doors
 - 20. Loading Bay Doors
 - 21. Existing Trees
 - 22. Delivery Bay
 - 23. Parking Bays



The roof plan shows the plant space available on the roof of the pods to arches 1 and 2.

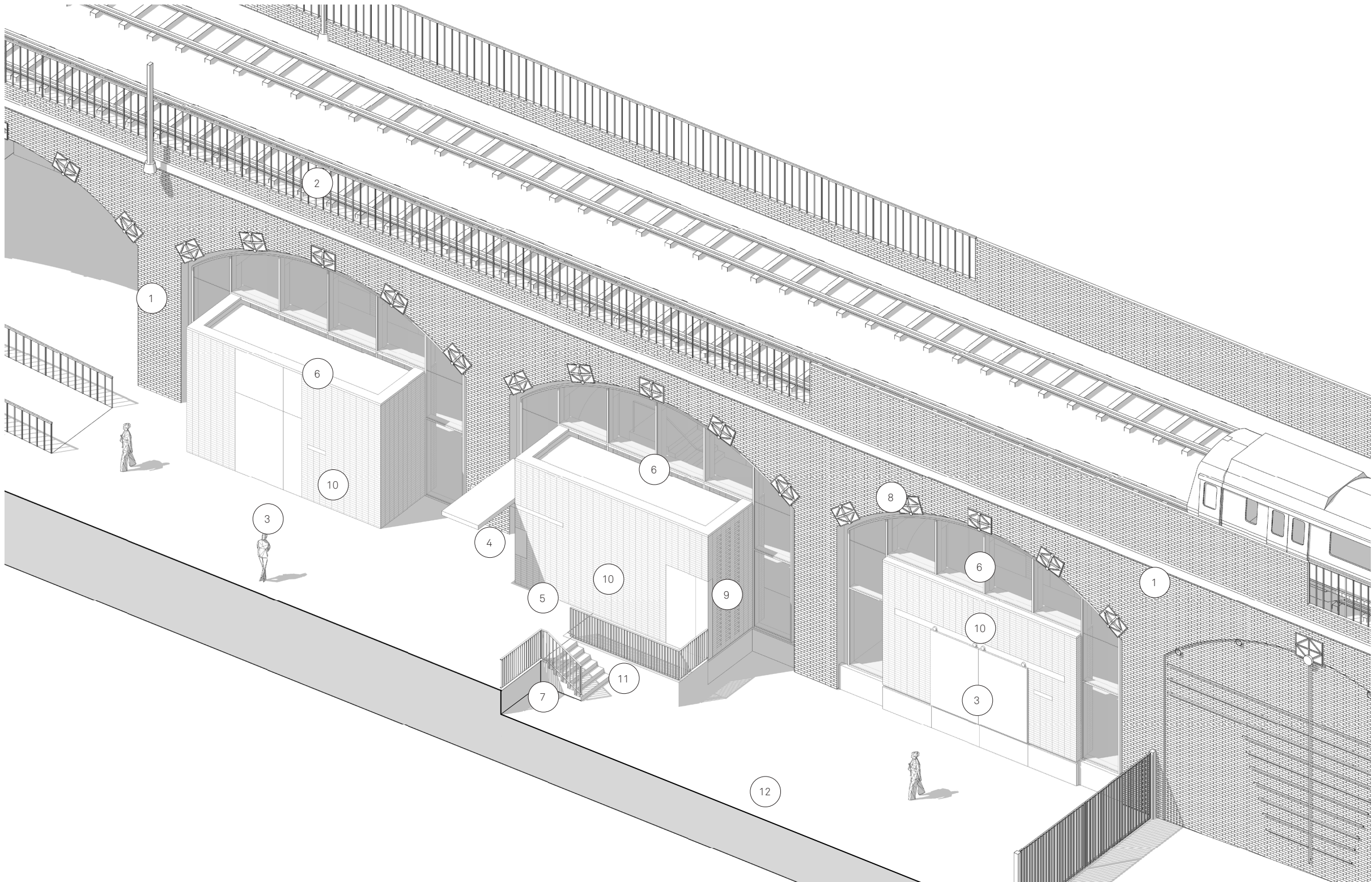


4.3 Elevation 1 Axonometric View

Withworth Street Elevation
3D Axonometric View

- Key
- 1. Listed brick viaduct
 - 2. Railway
 - 3. Metal loading bay door
 - 4. Lightweight aluminium entrance canopy
 - 5. HOME metal signage set into brickwork
 - 6. Aluminium metallic glazing system
 - 7. Level difference between proposal ground level and service yard
 - 8. Existing viaduct steel ties
 - 9. Stack bonded brick panel with glazed brick
 - 10. Stack bonded brick panel. Stock to match context
 - 11. Fire escape walkway
 - 12. Service yard

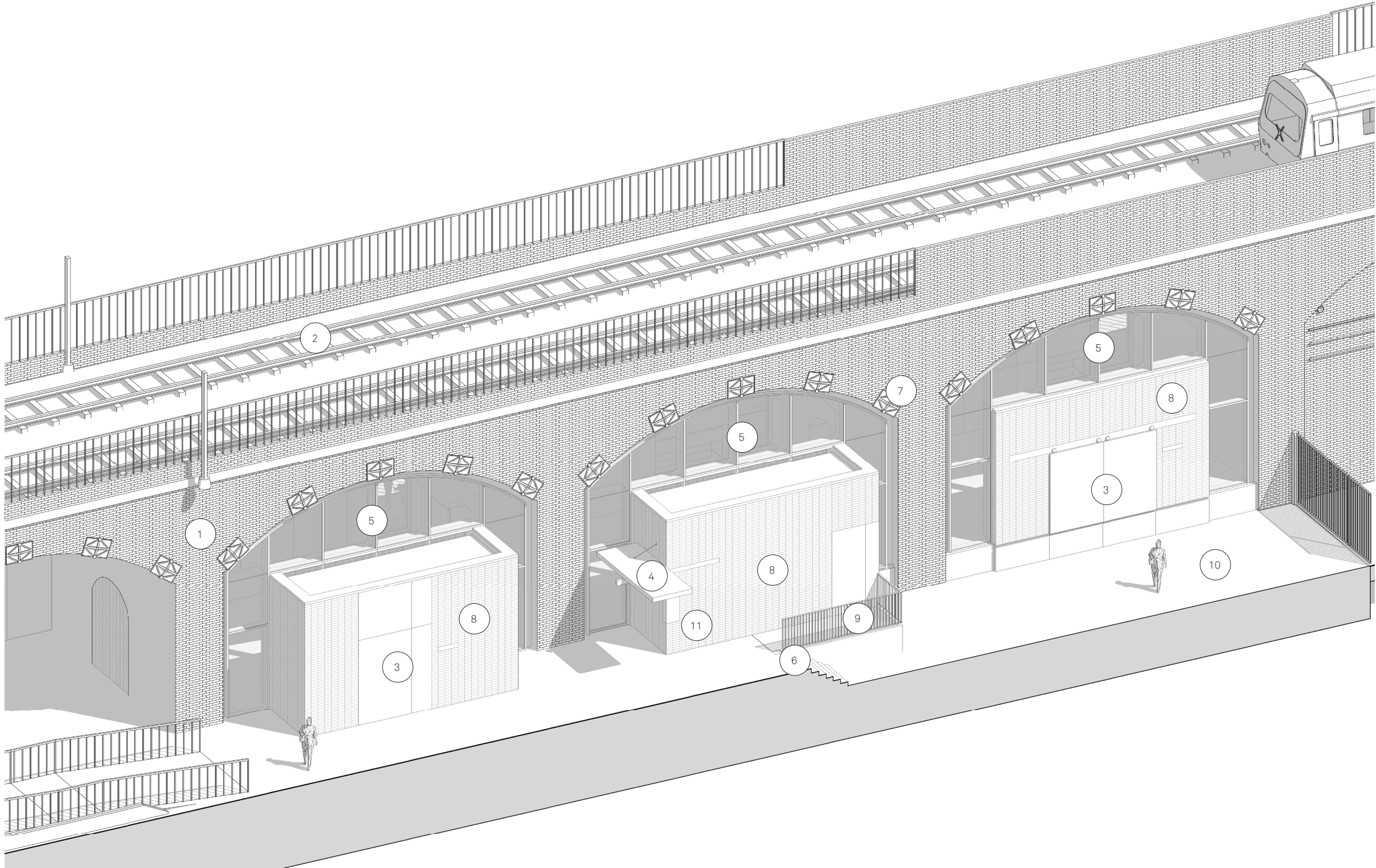
View Location



HOME Elevation
3D Axonometric View

- Key
- 1. Listed brick viaduct
 - 2. Railway
 - 3. Metal loading bay door
 - 4. Lightweight aluminium entrance canopy
 - 5. HOME metal signage set into brickwork
 - 6. Aluminium metallic glazing system
 - 7. Level difference between proposal ground level and service yard
 - 8. Existing viaduct steel ties
 - 9. Stack bonded brick panel with glazed brick.
 - 10. Stack bonded brick panel
 - 11. Fire escape walkway
 - 12. Service yard

View Location



5.0

Appearance



Arch 1 - Workshop



Key

- 1. Existing viaduct steel ties
- 2. Metallic aluminium glazing system
- 3. Shadow gap interface & lighting detail to match glazing, containing discreet ventilation louvres
- 4. Stack bonded brick panel. Stock to match context
- 5. Frameless glazing, display window, showing the option of applying vinyl to the glazing. Changeable displays
- 6. Listed brick viaduct

Arch 2- Entrance and Work Hub



Key

- 1. Existing viaduct steel ties
- 2. Metallic aluminium glazing system
- 3. Shadow gap interface & lighting detail to match glazing, containing discreet ventilation louvres
- 4. Stack bonded brick panel. Stock to match context
- 5. Frameless glazing, display window, showing the option of applying vinyl to the glazing. Changeable displays
- 6. Listed brick viaduct
- 7. Whithworth street entrance

Arch 3 - Workshop



Key

- 1. Existing viaduct steel ties
- 2. Metallic aluminium glazing system
- 3. Shadow gap interface & lighting detail to match glazing, containing discreet ventilation louvres
- 4. Stack bonded brick panel. Stock to match context
- 5. Frameless glazing, display window, showing the option of applying vinyl to the glazing. Changeable displays
- 6. Listed brick viaduct

5.5 Materiality

Elevation 1- Whitworth Street

Our approach to the elevation design is to work with the volume of the viaduct and create a series of simple, modular components that 'plug into' the spaces offering activity and interest to the street whilst cretaing privacy and screening to the internal functions. The main glazing is pushed back from face of the viaduct and our brick display windows, giving the elevation depth and relief, allowing the underside of the arch to be exposed externally along with historic steel ties that bind the viaduct together. Set within the glazing the display windows sit as stand alone elements respecting and not touching the brick structure.

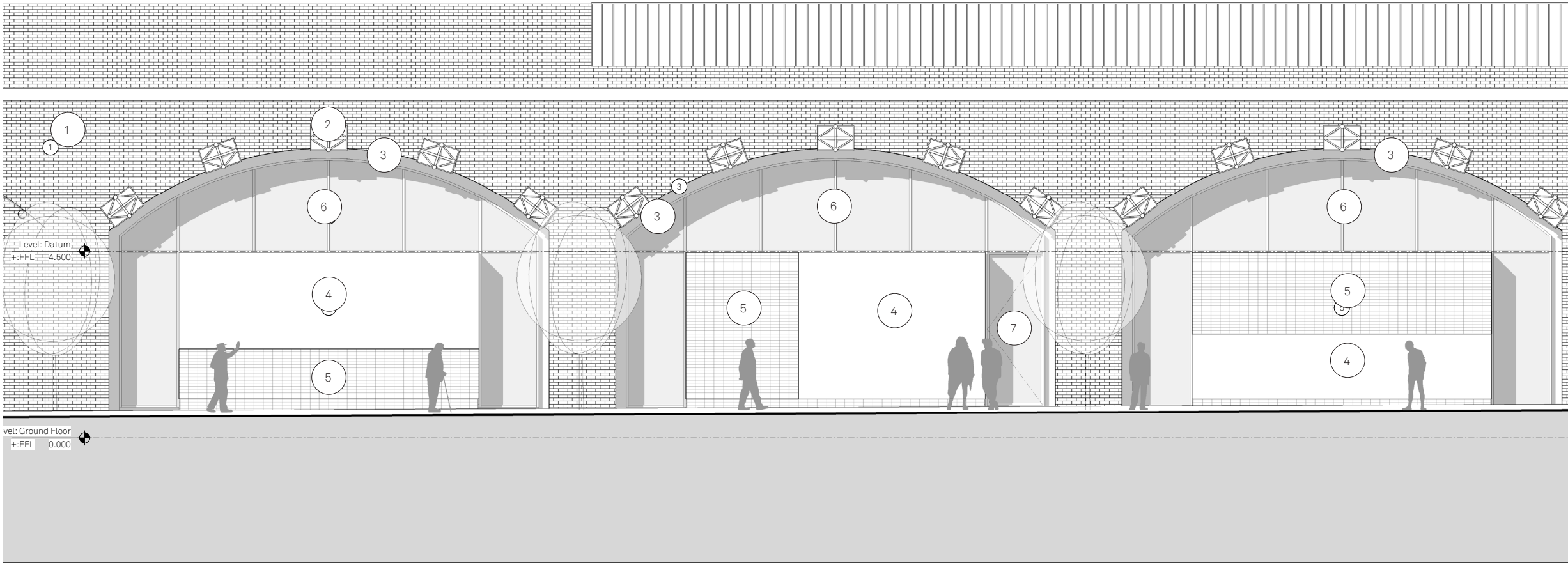
These plug-ins sit almost as pieces of furniture or an instalation, projecting from either facade of the viaduct and opened up in the middle to expose a softer timber inner that houses a mix of rooms, funtions and surfaces for display.

In contrast to the contextual brickwork, the display windows are more system-like elements; flameless glazing and non-load bearing, panel-like stack bonded brick. Taking a lead from the arches but using a modern aesthetic to clearly distinguish the new and old. Facade lighting is integrated in the display window head and within the shadow gap following the profile of each arch.

Key

1. Listed brick viaduct
2. Existing viaduct steel ties
3. Shadow gap & lighting detail to match glazing
4. Frame-less glazing, display window
5. Stack bonded brick
6. Aluminium powder-coated/ anodized glazing system
7. Entrance door part of glazing system

View Location



Stack Bonder Brick



Shadow Gap Lighting



Flameless Glazing, glass to glass corner detail



Glazing Shadow Gap Detail

5.5 Materiality
Elevation 2- HOME

The rear elevations follow the same format as the front elevation giving continuity as you look through the volume of the arch. The brick pods containing the rooms and services push out beyond the line of the viaduct, the stack bonded brickwork broken up with glazed brick catching the sun as it tracks round.

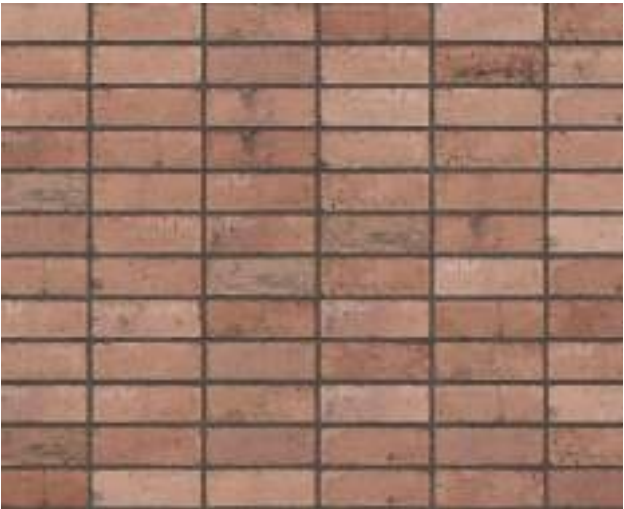
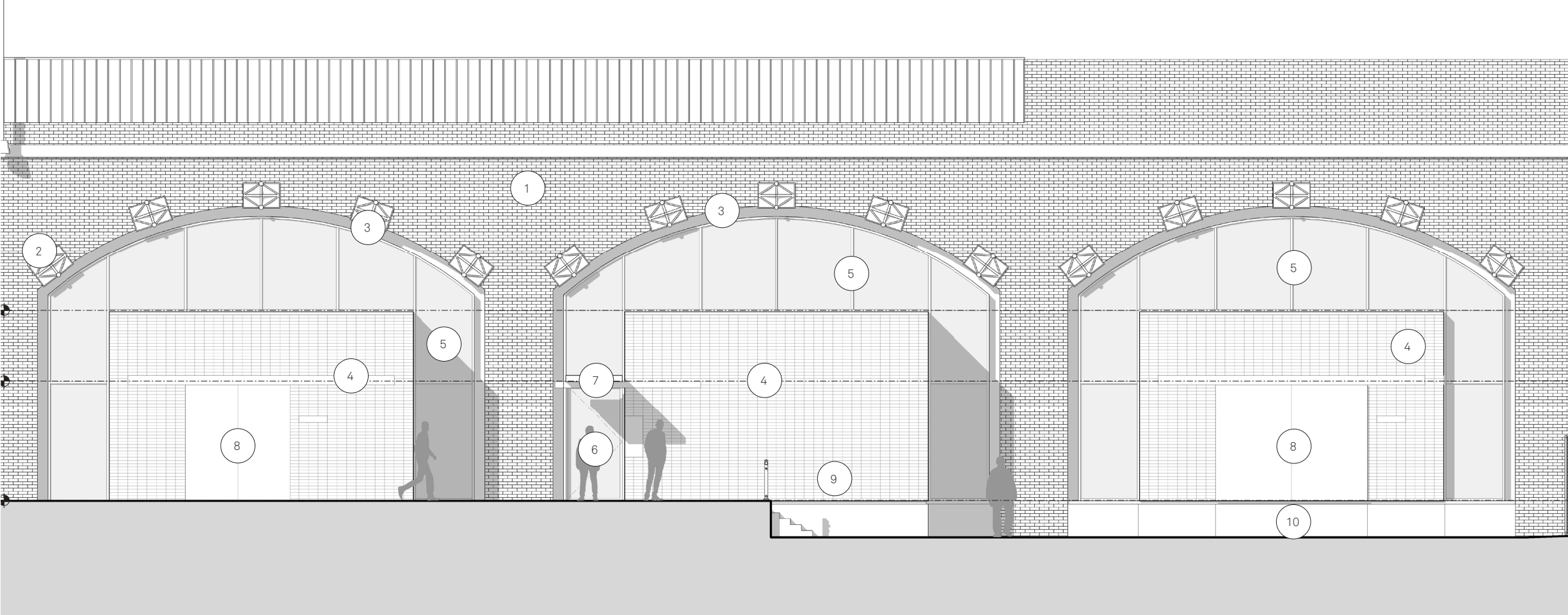
All signage and lintels sized to correspond with the brick dimensions creating a beautifully detailed brick pod. Contrasting with the viaduct brickwork but having the same beauty and attention to detail - a thesis of brick. A lightweight delicate canopy donates the entrance.

Large, metal loading doors with heavy rolling gear and steel lintels are deliberately expressed to pick up on industrial heritage and scale of components.

Key

- 1. Listed brick viaduct
- 2. Existing viaduct steel ties
- 3. Shadow gap & lighting detail to match glazing
- 4. Stack bonded brick panel with glazed brick flecks.
- 5. Aluminium powder-coated/ anodized glazing system
- 6. Entrance door part of glazing system
- 7. Lightweight entrance canopy
- 8. Loading bay door
- 9. Metal escape deck and screen/ handrail
- 10. Doors to storage under floor

View Location



Stack Bonded Brickwork



Integrated Signage



Glazed Brickwork



Glazed Brickwork



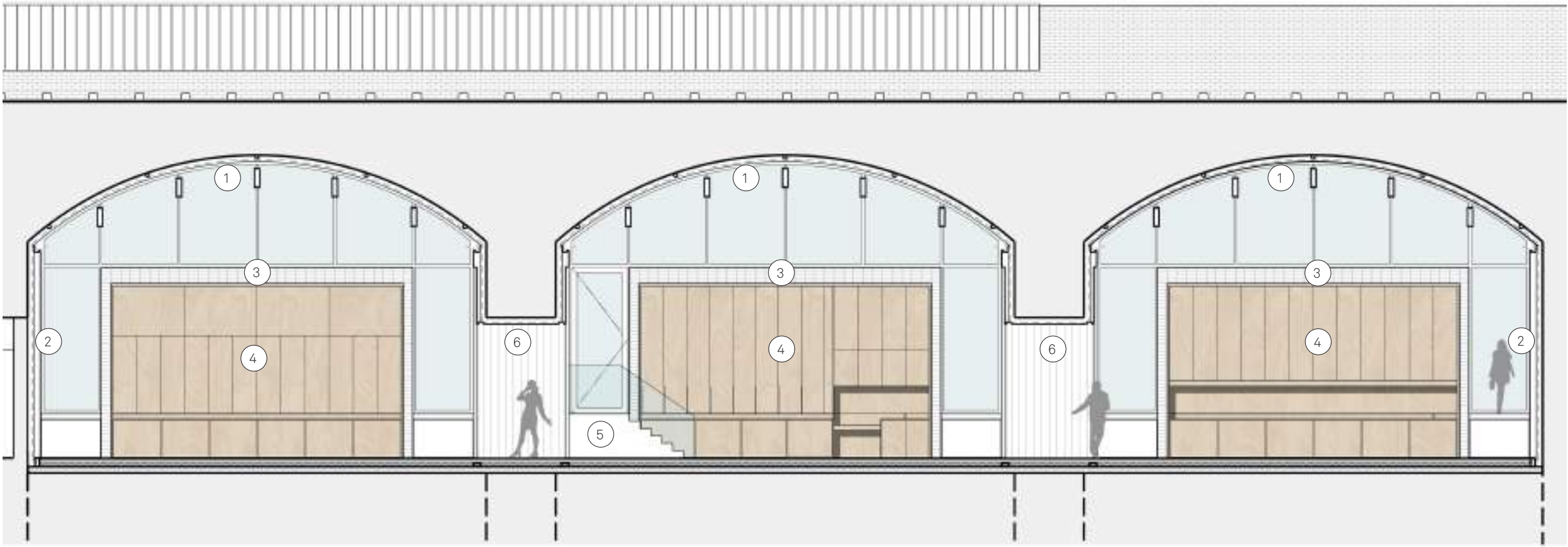
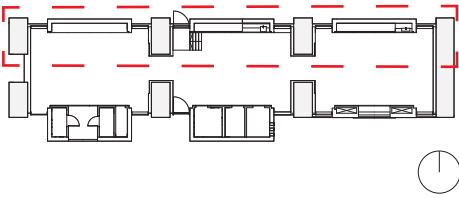
Crisp Material Transitions

Section 1

Key

- 1. Network Rail approved watertight arch lining
- 2. Secondary arch lining to create a usable wall, plasterboard/ plywood
- 3. Stack bonded brickwork
- 4. Plywood
- 5. Whitworth Street entrance steps and platform lift
- 6. Connection between arches

View Location



Arch 1 - Dance

Arch 2 - Entrance

Arch 3 - Making

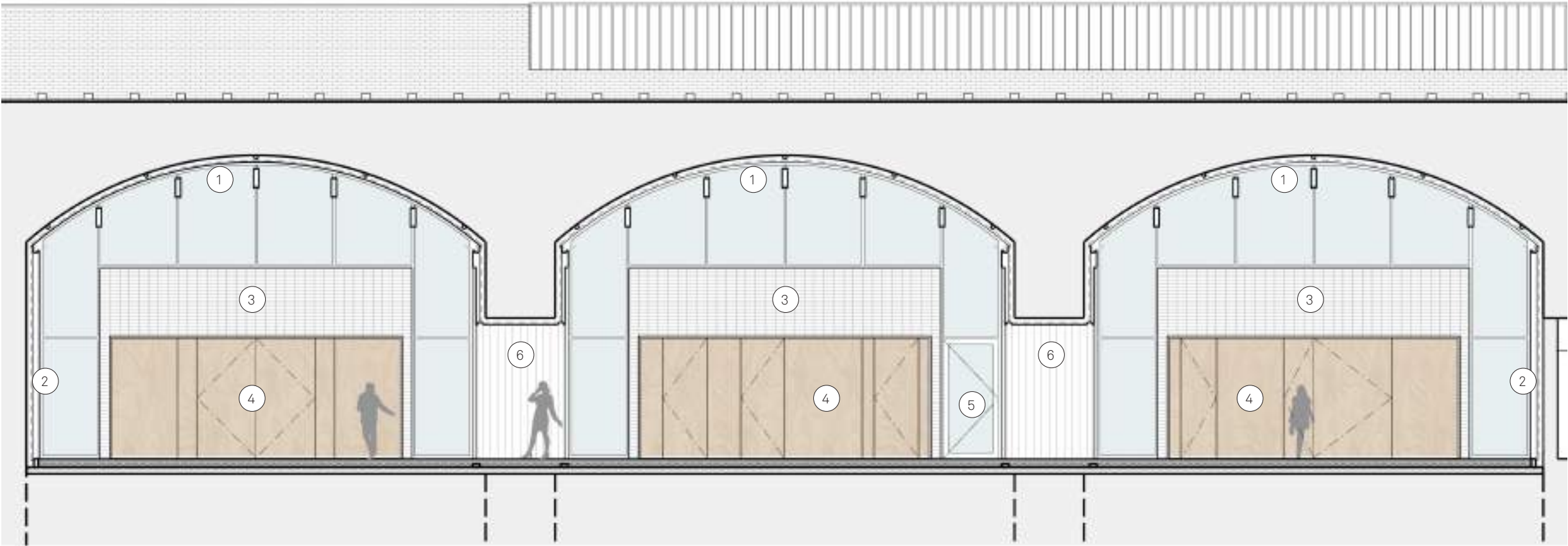
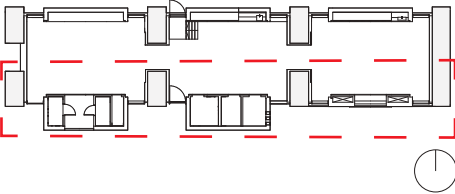
Section 2

HOME

Key

- 1. Network Rail approved watertight arch lining
- 2. Secondary arch lining to create a usable wall, plasterboard/ plywood
- 3. Stack bonded brickwork
- 4. Plywood
- 5. Main entrance from HOME
- 6. Connection between arches

View Location



Arch 3 - Making

Arch 2 - Entrance

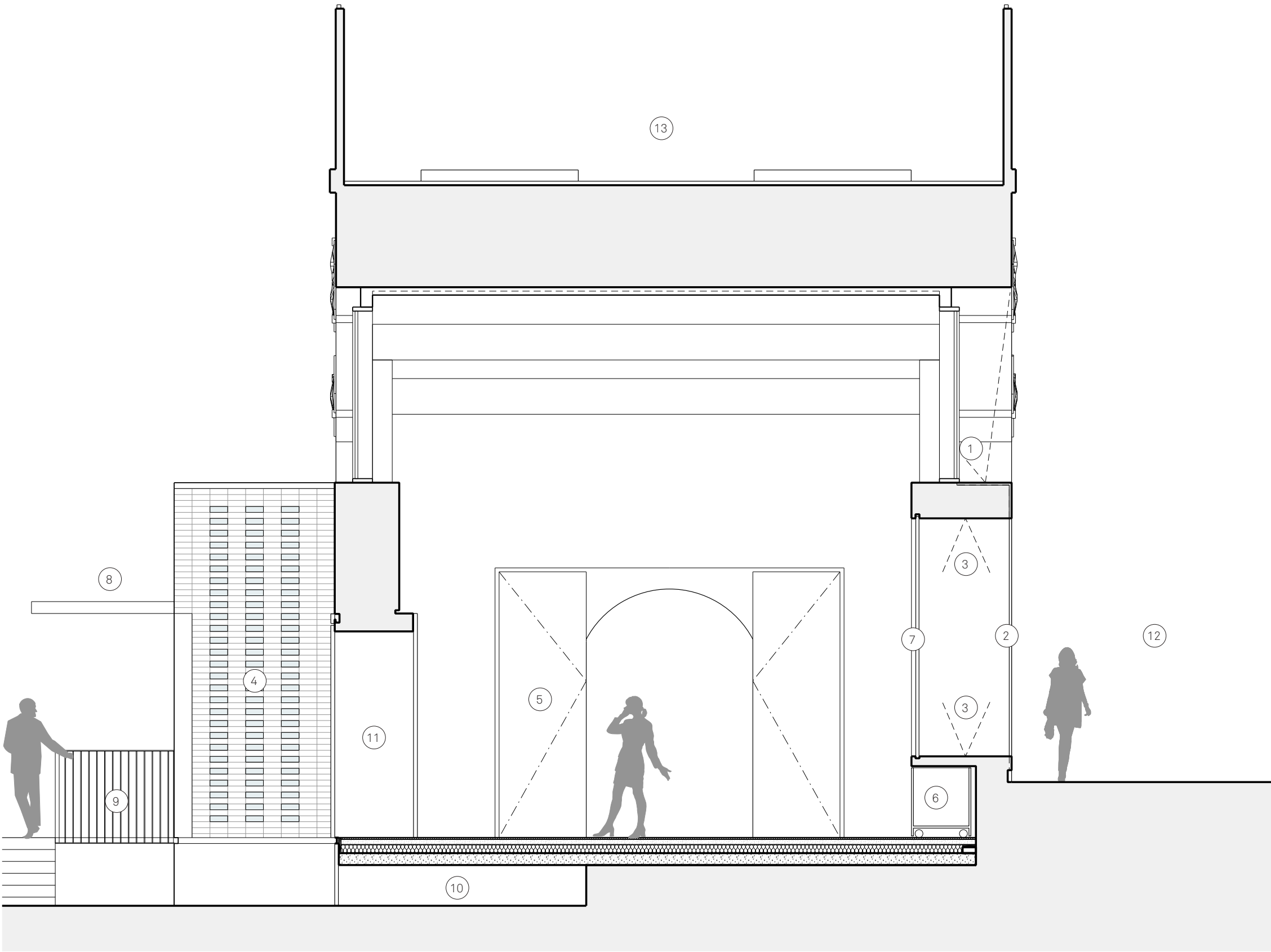
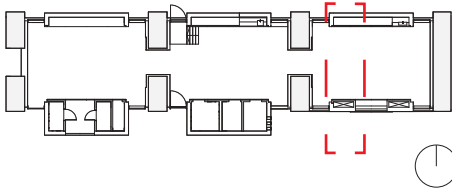
Arch 1 - Dance

Short Section - Arch 3

Key

- 1. Upper lighting to the underside of the arch
- 2. Frameless glazing, display window
- 3. Lighting
- 4. Stack bonded brick panel with glass blocks
- 5. Fire and acoustic doors between arches
- 6. Storage space
- 7. Removable panels for projection
- 8. Lightweight door canopy
- 9. Fire escape railing
- 10. Storage under floor
- 11. Loading bay doors
- 12. Whiworth Street
- 13. Train Line

View Location



Short Section

Signage

The main entrance into the building is through the HOME foyer - a deliberate move to bring artists, employees and visitors together - there is no stage door.

We have made provision for access from Whitworth Street to be used only for special events with a more public audience. Signage for the proposal is deliberately subtle, so much so that unless you look for it it won't know it's there.

Signage will be carefully integrated into the stack bonded brick set flush and to a brick course. The lettering will be cast in metal inlaid with poetry or scripture and set in braille to bring a human scale interaction into the design.

The display windows are an adaptable space where artists will be commissioned to curate. This may take the form of physical pieces, digital projections, adhesive films or similar applied directly to the glazing from the inside.

When not displaying artwork, HOME will use the windows to advertise upcoming events. As with the artists' installation this could be through a range of media.

Key

- 1. Concrete panel within brickwork with recessed metal signage
- 2. Digital Signage



6.0

Sustainability

HOME as a charity already has a clear focus and direction regarding sustainability which will inform the building approach detailed in the Energy Statement.

Since opening HOME has built an award-winning approach to sustainability in the arts. However, this moment in time post-Covid is a critical one for the organisation as we look to lead a “green recovery” in Manchester.

HOME doesn’t want to simply build on existing successes, but to ensure that sustainability is built into the thinking of the entire operation. Sustainability and carbon reduction strategies and accountability across all HOME team. Further enable HOME team accountability and responsibility. Engage with spheres of influence, growing and enhancing all spheres of influence.

- HOME will:
- Identify and address the intersectionality of climate and social justice, inequality, health and wellbeing and advocate for a just, green future for all.
 - Inspire action through ‘carbon positive’ (joyful) activities that drive change to enrich lives and life chances of our communities.
 - Double-down on our efforts to accelerate urgent change to meet ambitious zero carbon targets and drive action to reduce direct and indirect emissions.
 - Experiment with new models and practices to collaborate sustainably and inspire action. Focus areas include programming, engagement, learning, partnerships and networks.
 - Represent and reflect artists, GM community and HOME audiences. Develop inclusive and accessible learning opportunities.

1. Energy Statement

Carbon Targets
Carbon targets for the development are driven by the requirements of the following:

- Part L2A (new build) of the UK 2013 Building Regulations
- Part L2B (refurbishment) of the UK 2013 Building Regulations

Manchester Planning Targets
As this is an existing railway arch, but has never been anything to ‘refurbish’, it will be the planners decision whether this scheme falls under Part L2A or L2B.

All new developments must comply with Part L of the building regulations 2013 as a minimum Manchester City Council require an additional 9% beyond Part L 2013 emissions rate.

Energy Strategy
The Energy Strategy is structured in accordance with the energy hierarchy: Be Lean (maximise energy efficiency), Be Clean (select systems to reduce energy use), Be Green (integrate renewables where feasible). This methodology ensures the building baseline demand is reduced, then the methodologies servicing the space further reduce the CO2 emissions.

- Lean:**
- Significantly exceed the minimum fabric requirements of Part L2A (2013) of the Building Regulations.
 - The orientation and form of the building cannot be modified as this is an existing structure.

- Clean:**
- Opportunities to connect to a District Heating Network were initially looked at; however, all existing networks are a significant distance from the site, therefore this option is un-feasible.
 - Opportunity to incorporate a Combined Heat and Power (CHP) system has been assessed; however, the intermittent heat profile and the lack of available base heat load makes this option unfeasible.
 - The decision is to use high efficiency and coefficient of power (COP) methods of servicing the space as well as low energy components.

- Green:**
- Several different renewable technologies have been assessed but none can be utilised, therefore our lean and clean approaches were maximised.
 - There was no potential to include Solar PV system as the roof of the arches is a live railway line. A ground source heating option was briefly explored but the building footprint, and the density of underground services means this is not feasible.

Be Lean: Fabric Energy Efficiency (FEE)
FEE is a mandatory requirement of Part L. The Design Fabric Energy Efficiency (DFEE) and the Target Fabric Energy Efficiency (TFEE) are calculated using the SAP software. In order to meet the FEE requirement, the DFEE must be lower than the TFEE.

- The key factors that impact the FEE are:
- The ratio of façade to floor area: the lower the façade area per unit floor area, the easier it is to meet the FEE requirement.
 - Thermal performance (u-value): the lower the u-value, the more insulated the building is, resulting in a better (lower) FEE.
 - The solar transmittance of glass (g-value): the higher the g-value, the greater the passive heat gain, meaning less energy required for heating. However, more passive heat gain means there is a higher risk of overheating.
 - Air tightness: the estimated pressure test result in m3/hour per m2 of façade area, tested at an air pressure of 50Pa.

The FEE for the HOME arches is complex as two perimeter walls and the roof are brick from an existing railway arch. There is no option to change or modify these arches as Network Rail prohibit us to do so. However, it is safe to assume the brick arch would have a very high thermal mass and low u-value, limiting heat loss through the arches. This is very beneficial for the project.

The two sides of the arches that are currently open will have a brick and glass mix façade that will be constructed using materials with beneficial fabric parameters (low u-value and g-values) in order to make lower the energy requirements of the building.

Note that the building services systems have no impact on the FEE of the building.

Be Clean: Dwelling Emissions Rate
The Building Emissions Rate (BER) and the Target Emissions Rate (TER) are calculated using modelling software. The modelling compares the proposed building and its servicing strategy efficiencies against a notional ‘target’ building of the same form. Starting with a lean building is beneficial and the carbon emissions of the building can be further reduced by utilising cleaner methods of heating, cooling and ventilation.

- In order to meet Part L, the BER must be lower than the TER. This will be achieved by the following measures:
- The decision is to use mechanical ventilation heat recovery units with an efficiency of ~75% to minimise heat loss when ventilating the space.
 - Highly efficient heating and cooling systems. Fan coil units will heat and cool the space. FCUs have a high coefficient of power (COP of 4-5) meaning they are one of the cleanest ways to condition the space.
 - Low specific fan powers when applicable
 - All spaces will include 100% low energy lighting and lighting controls.

Be Green: Low/ Zero Carbon Technologies
The location and the constraints of the scheme has meant it has not been possible to utilise renewable technologies.

Solar Panels: no available roof space as this is a live railway line.

Wind: The urban setting results in turbulent wind patterns making it unsuitable for small scale wind generation.

Combined Heat and Power (CHP): Not technically feasible for the building use as the intermittent use of the spaces does not lend itself well to a CHP.

District heating: No existing networks nearby to connect into
Solar Hot Water: no available roof space as this is a live railway line.

Ground Source Heat Pumps: the building footprint, and the density of underground services means this is not feasible.

2. Environmental Sustainability Considerations

In addition to the energy demand and CO2 emission reductions requirements, embodied carbon and other environmental elements require sustainable consideration.

Embodied Carbon is key for reducing the overall Carbon lifecycle for buildings.

Appropriate use of materials for specific functions where the form of the construction type has been adopted for the specific building type. Best practices will be enforced with regards construction management to encourage environmentally friendly construction methods and materials. Implementing responsibly sourced materials throughout and obtaining appropriate certification to confirm this e.g. FSC Timber. Equally the specification of materials where viable, would advocate the lowest embodied carbon option applicable and available is adopted

Where possible prefabricated elements will be used as process reduces time on site, which carries inherent Carbon Emissions. It also reduces wastage as specific bespoke quantities can be manufactured in a controlled environment and additional recycling of waste materials can be further controlled.

Other considerations are to reduce the amount of potable water that is consumed within the development, this can be achieved by incorporating low flow and low volume sanitary-ware.

As an overall environmental standard, the development is looking to achieve BREEAM accreditation in line with the Manchester’s Local Development Framework – Core Strategy Development Plan Document.

In summary this environmentally considered approach allows for low CO2 emissions for the whole life cycle of the building, whilst maintaining commercial viability and surpassing minimum standard requirements.

7.0

Access

The scheme does not provide any parking spaces, but extra cycle storage facilities will be provided for the new facility. HOME is currently relocating their secure cycle store in advance of the new building work as part of this move additional cycle spaces will be provided encouraging sustainable methods of transport.

Access to the cycle stores will be unchanged from the current arrangements with access being provided through the secure access gates for staff and visitors.

All existing on-street parking provision will remain.



- Key
- HOME Arches
 - Security Gate, Intercom/ Code Access
 - Fencing
 - Entry/Exit
 - Cycle Store
 - Refuse
 - Delivery Bay

Accessibility

The design of the development has been developed from first principles, with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and building. The brief has always been that the facility must be fully accessible.

Level access is provided across the new development with the floor level being the same as HOME and all arches being on the same level. The only level change in the proposal is from arch 2 up to Whitworth Street, here stepped access with a platform lift is provided for inclusive access. All doors internal and external will be accessible, where these are oversized or heavy due to the fire and acoustic requirements they will be automated.

All accessible WCs and showers will meet the requirements of Part M.

As part of this Part M assessment, the proposals are considered to be in line with DfA2:

All main entrances within the development fully comply with DfA2.

Fixtures and fittings, including ironmongery and controls are to visually contrast with their surrounds, be usable by people with limited dexterity and reachable by those who are seated or standing.

All lifts are to be specified to meet BS 8300 and BS EN 81-70

Visually contrasting nosings (the protruding edge of a stair) are to be included on all stepped routes, to meet the recommendations of BS 8300.

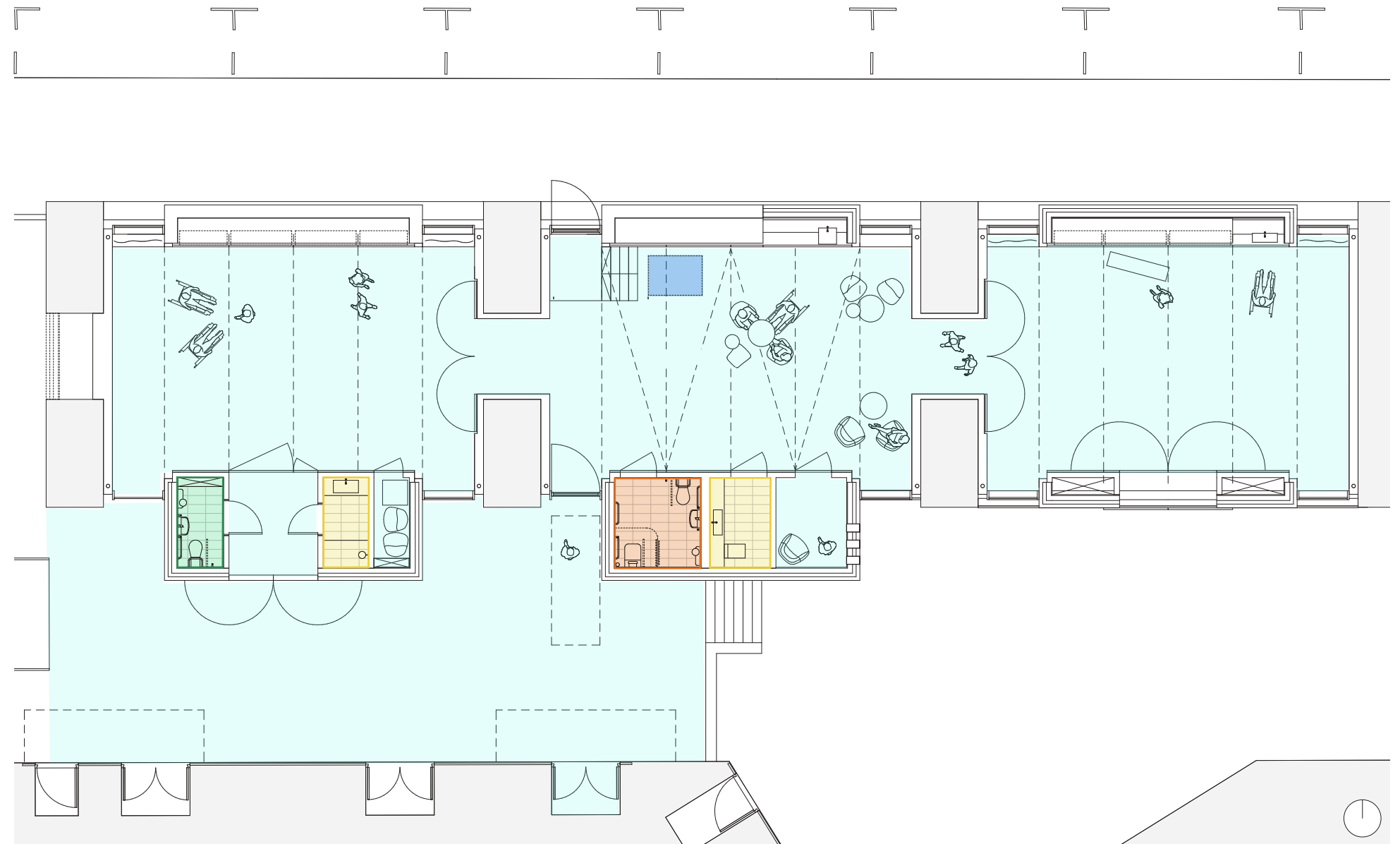
Sanitary accommodation within each location will be designed to be inclusive and to the same specification rather than wheelchair user accessible provision being designed to be 'clinical' or institutional.

Gender Neutral Facilities

As part of the improvement of inclusivity in the work place, 1 gender neutral WC has been included on every floor which is accessed off of common corridors.

Unisex WCs serve the ground and top floor.

Gender neutral showers and changing are also included in the cycle store.



Key

Gender Neutral WCs or Shower



Accessible WCs

Accessible Shower

Levelled Access

Platform Lift

Cleaning and Maintenance

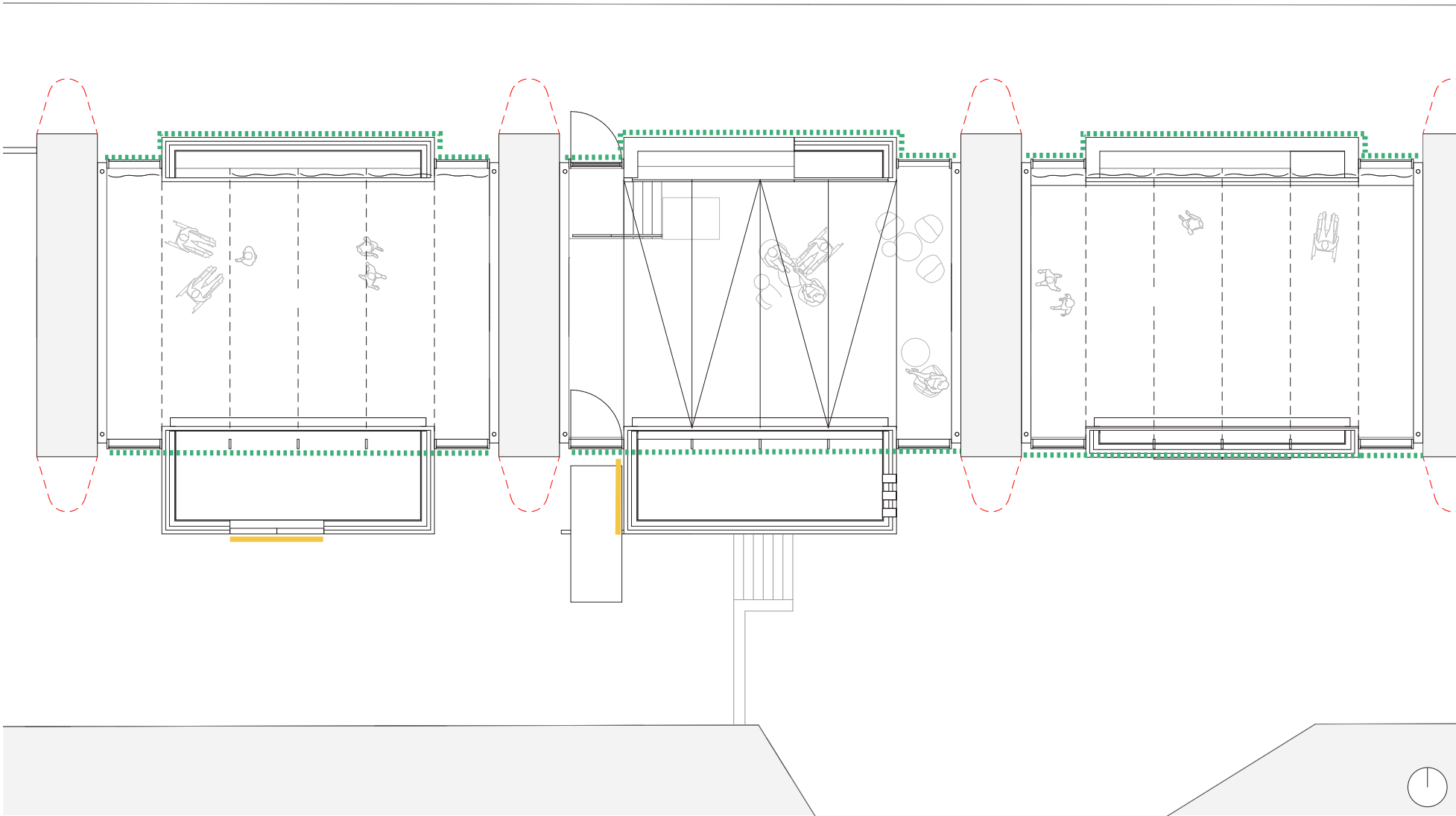
The solutions proposed are deemed to be the safest, simplest, most practical and quickest, with the least disruption to the building occupants and the general public.

Reach & Wash will be adopted for cleaning the facades of the arches, using generic window cleaning methods i.e. Water Fed-Pole system, or ‘Reach and Wash’. Typically, this kind of system is comfortable of reaching heights up to 18m much higher than is required here. Suitable Water-Fed Pole Systems and providers will be identified at a later stage. The risk associated with cleaning in close proximity to a live railway will be clearly identified within the O&M manual.

It is likely that pedestrian access routes along Whitworth Street will need to be temporarily disrupted with bollards used redirect pedestrians during periods of cleaning and maintenance. This is to ensure that a safe and adequate amount of room is created to handle and manoeuvre the Water-Fed Pole System when cleaning is in operation.

Glass Replacement

A MEWP will be used to replace any glass in the façade as with the window cleaning bollards would be used to redirect pedestrians during this period.



Key

■■■■■
Glazing maintenance

■■■■■
Plant Access

8.0

Architectural Drawings



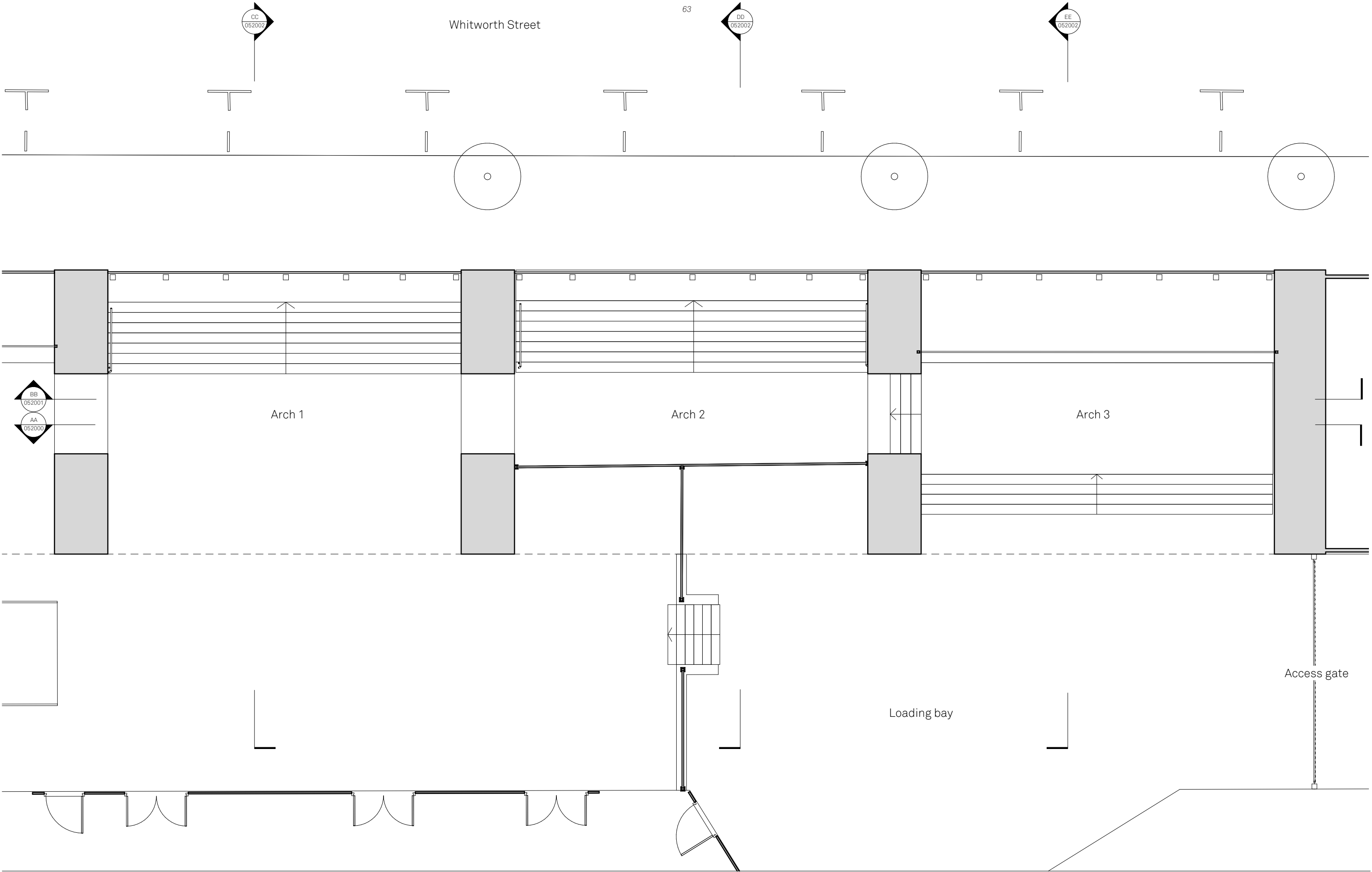
Notes:
[Red Box] Site Application Boundary



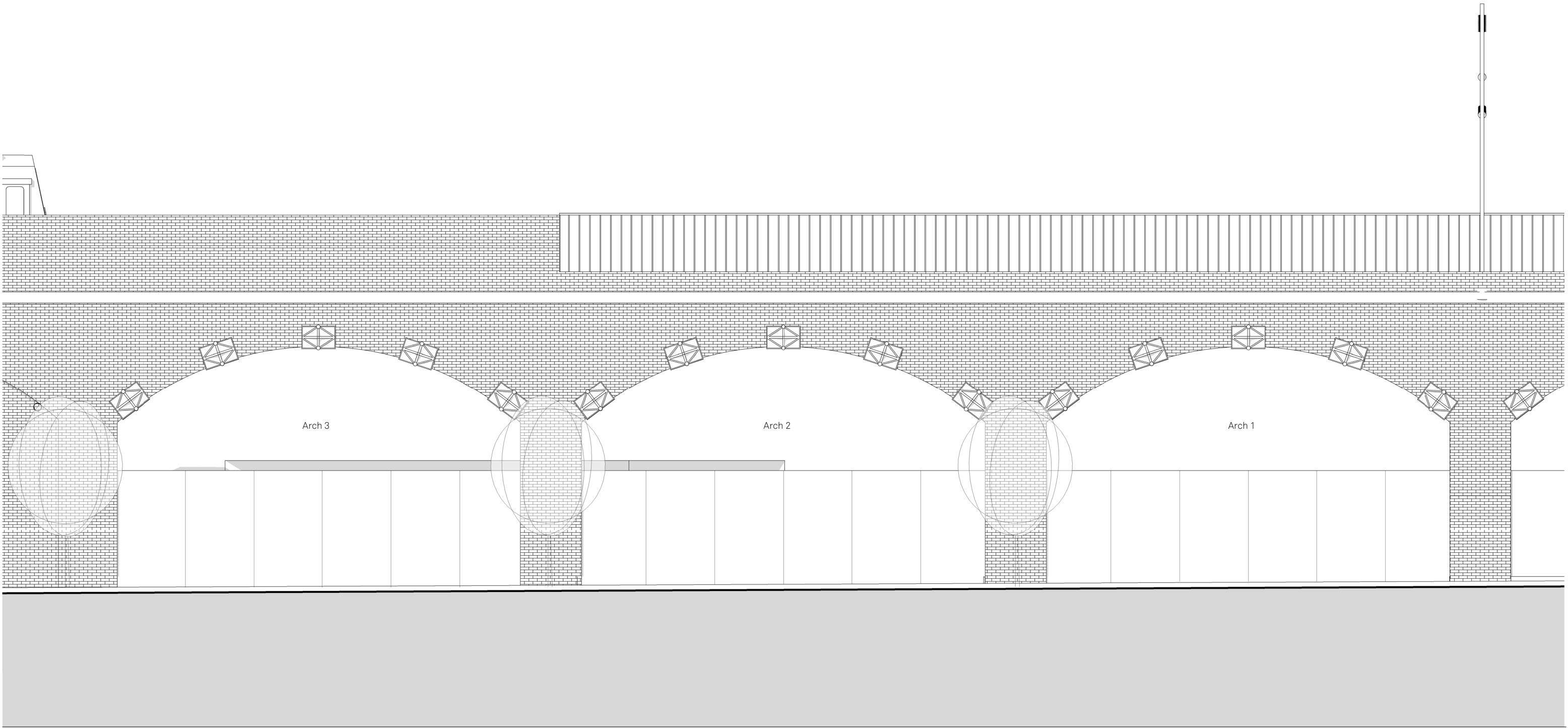
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HOME arches		Existing Site		1:1250 @ A1	
		Location Plan			
Drawn:	Checked:	Status:	Project:	Drawing No:	Rev:
SA	SA	Planning	116	_B1_00_1000	
Details:					
-	19/10/20	Issued for Planning			

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22 City Tower, Piccadilly Plaza, New York St, Manchester, M1 4BT 0161 974 3690

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HOME



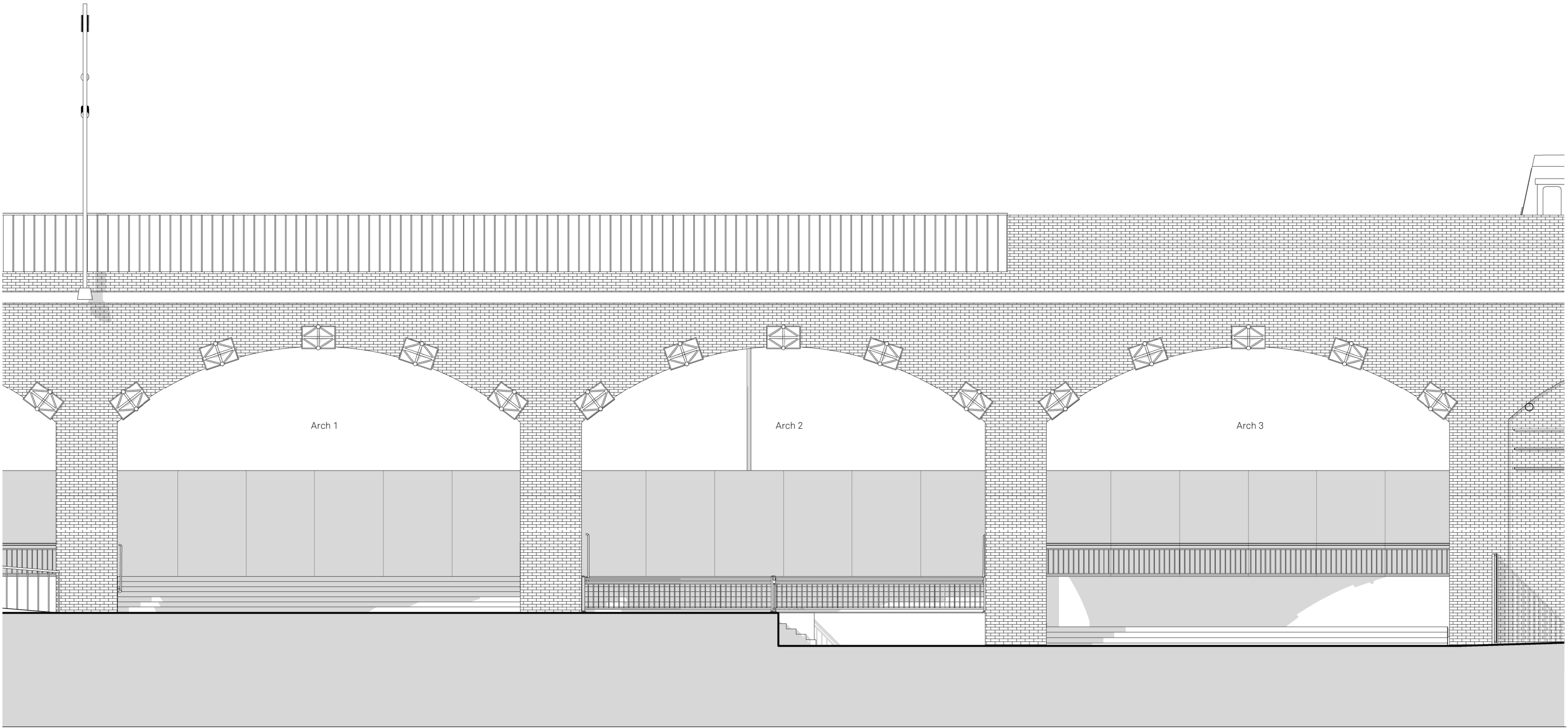
Notes

Project		Title		Scale	
HOME Arches		Existing Elevation 1 - Whitworth Street		1 : 50 @ A1	
Drawn	Checked:	Status	Drawing No:	Rev:	
ER	SA	S4	HMA-JMA-XX-N-E-A-042000	P01	
Details					
19 10 2021 Planning					

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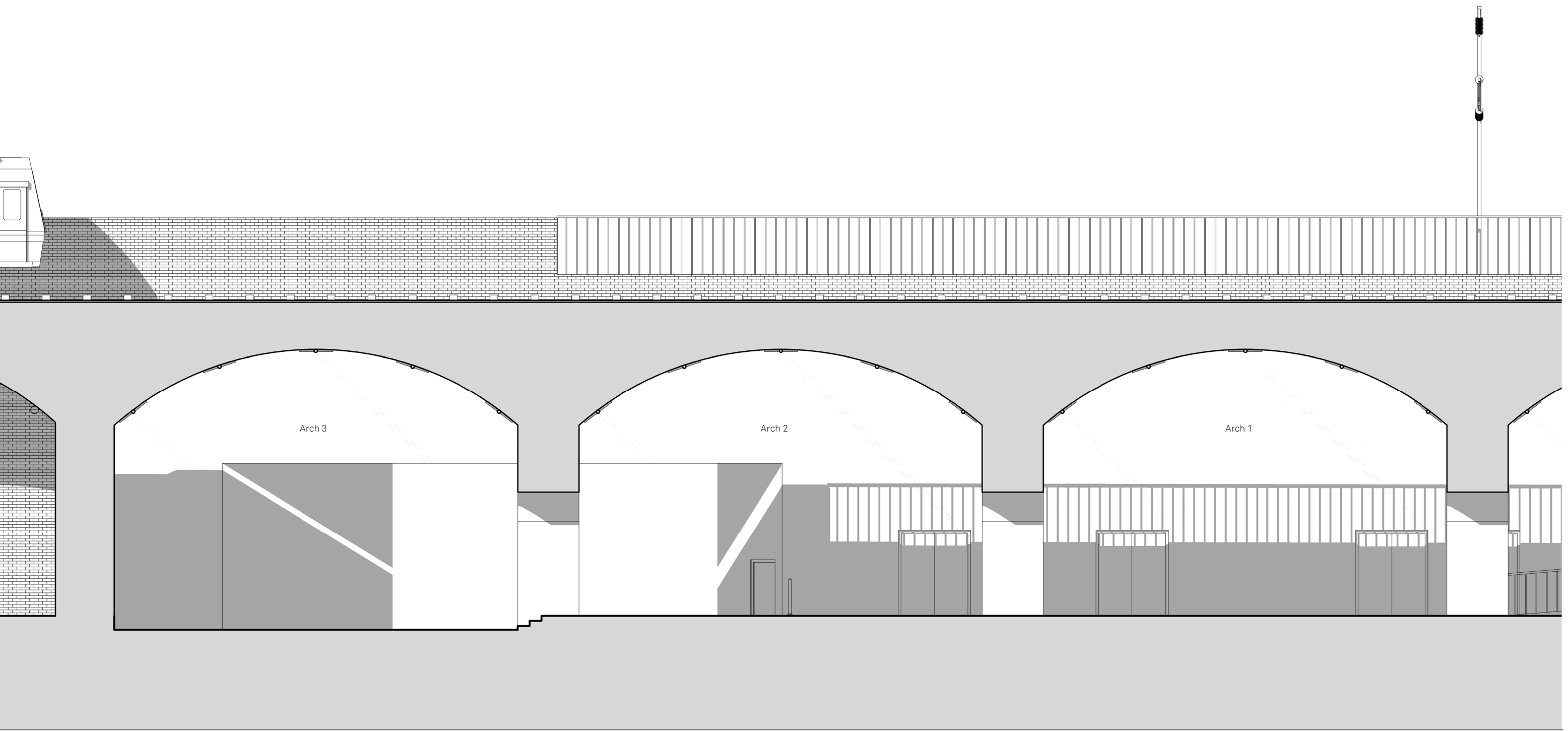
4th Floor Centurion House, 129 Deansgate, Manchester, M3 3WR 0161 974 3690

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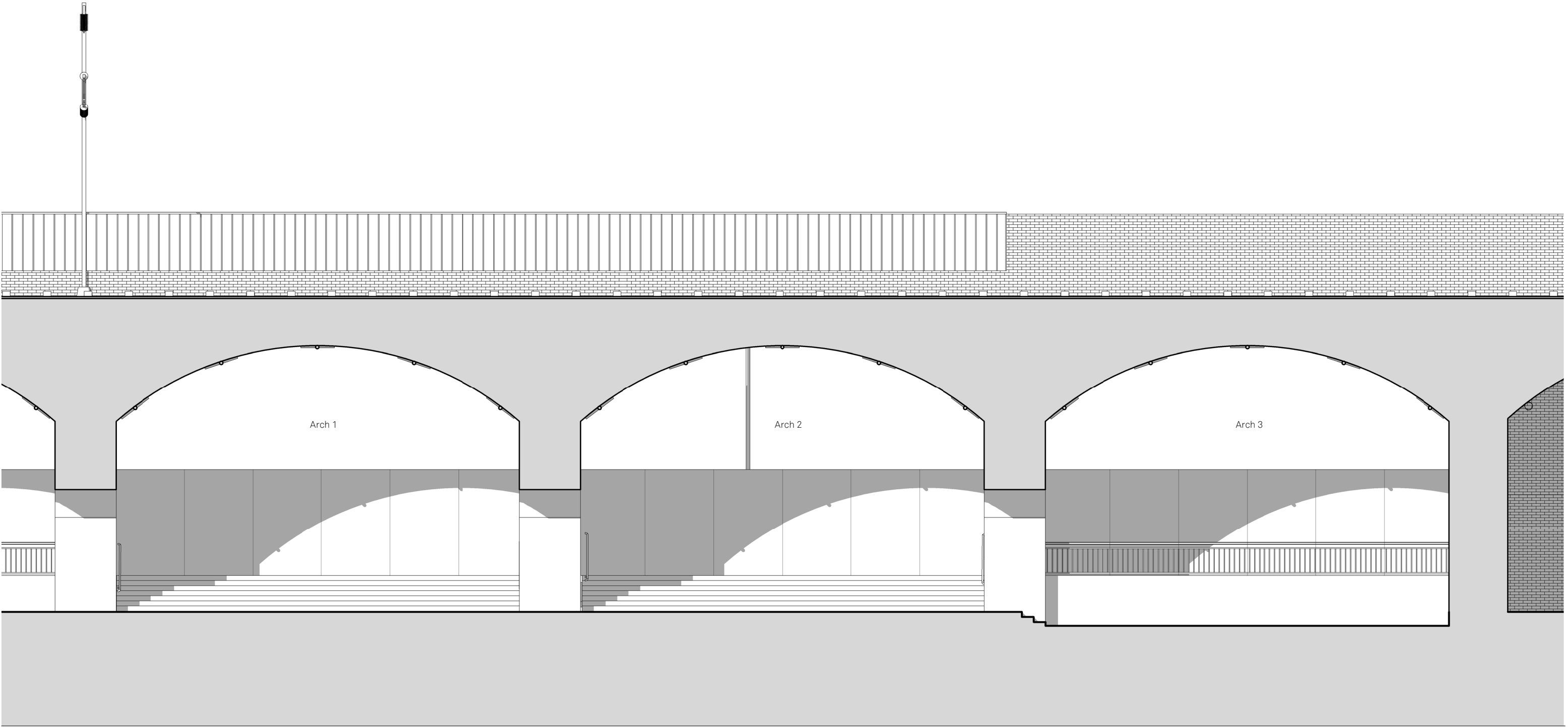


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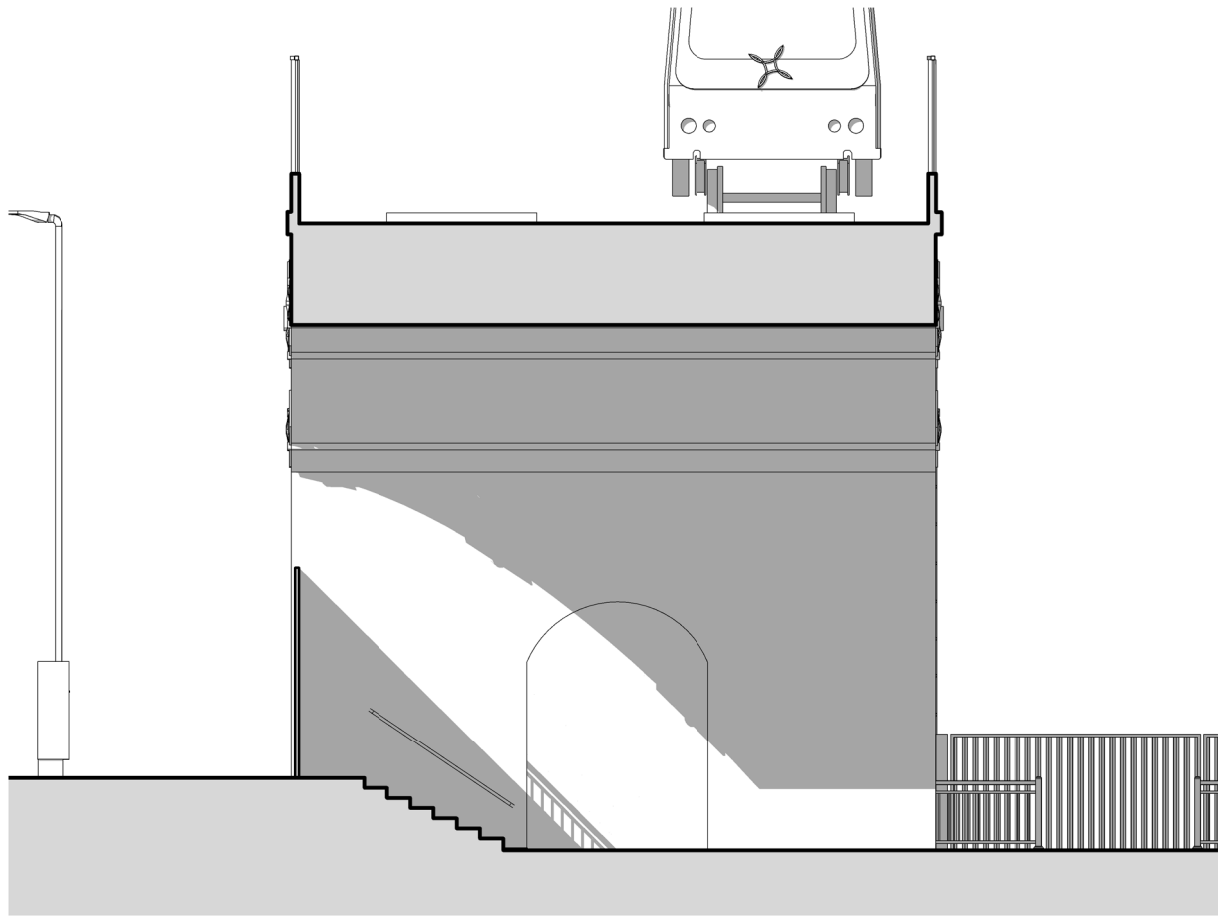
HOME



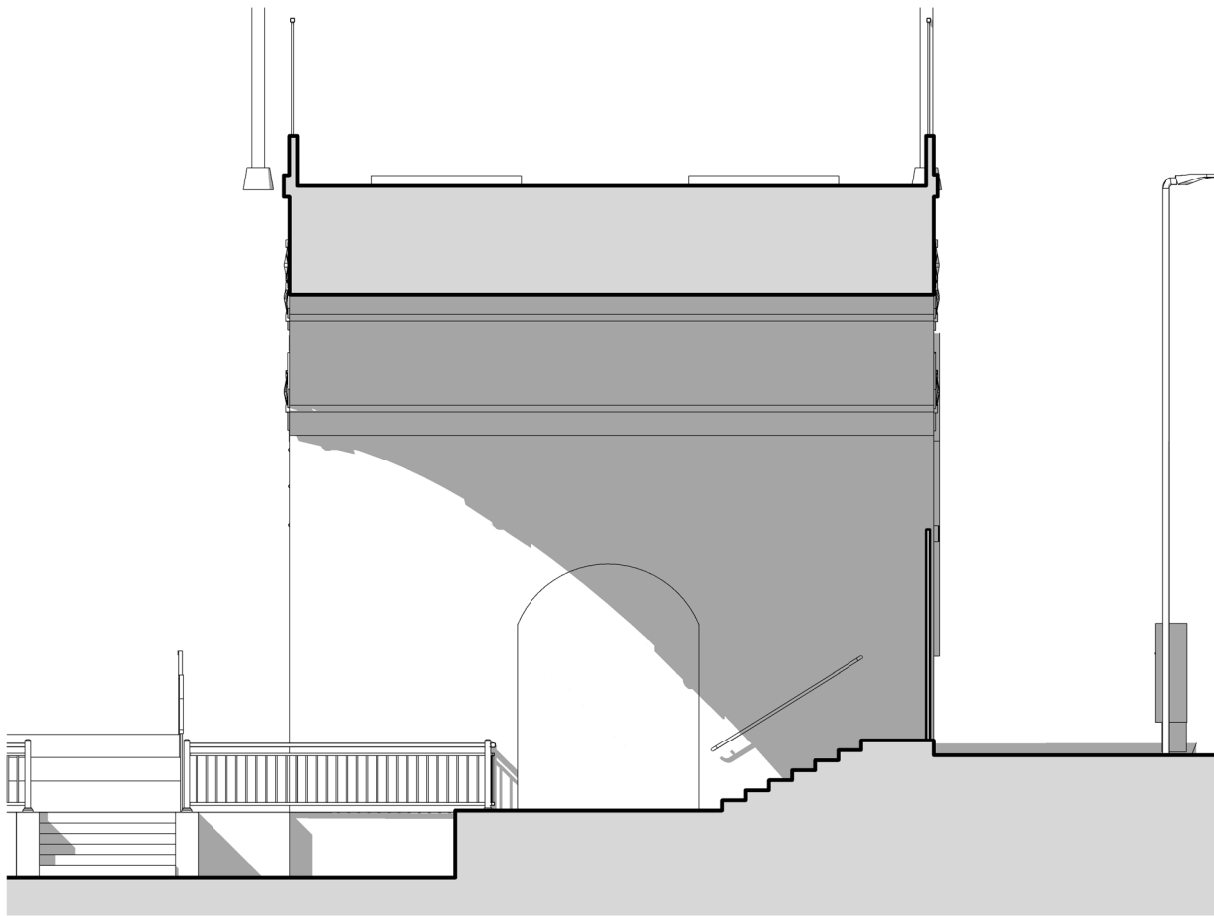
Notes



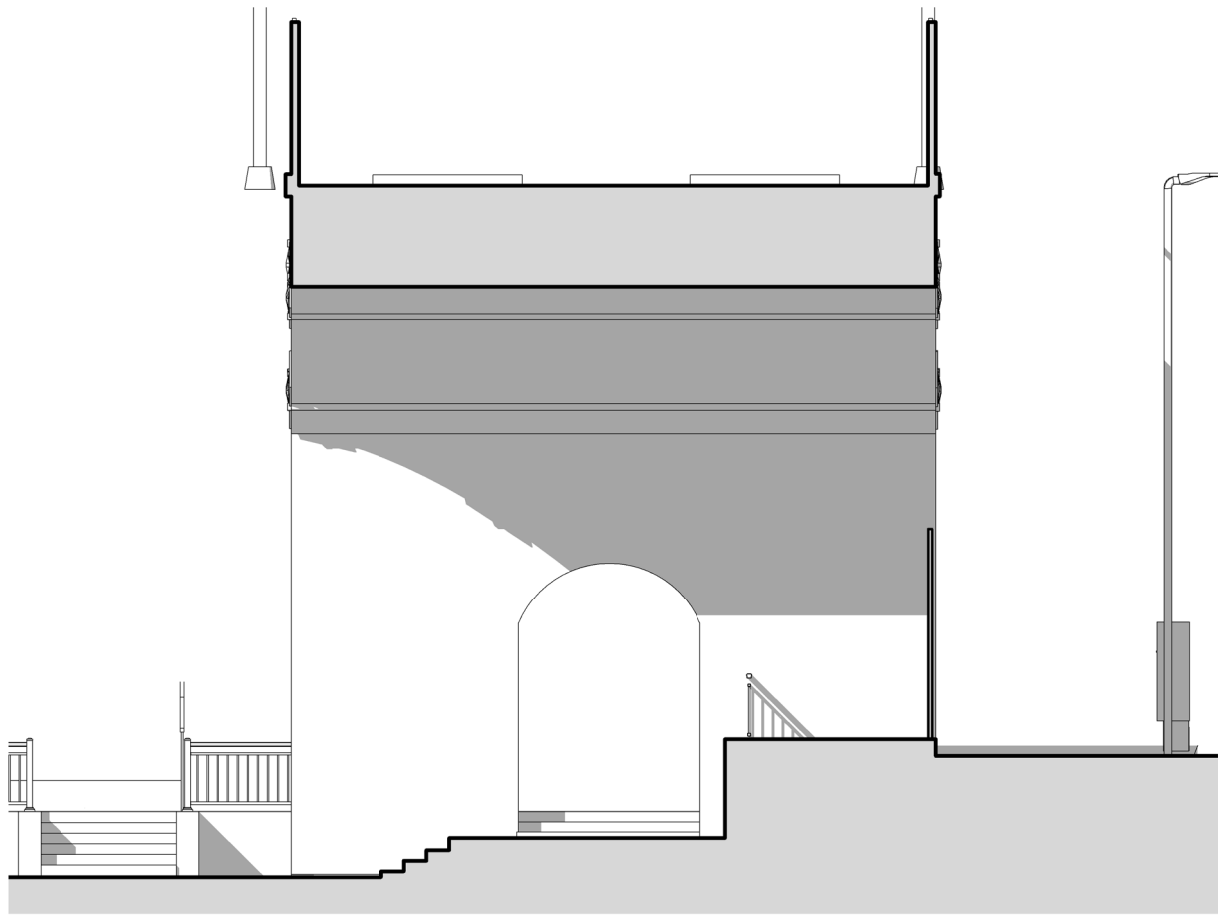
Notes



ARCH 01
Existing section CC



ARCH 02
Existing section DD



ARCH 03
Existing section EE

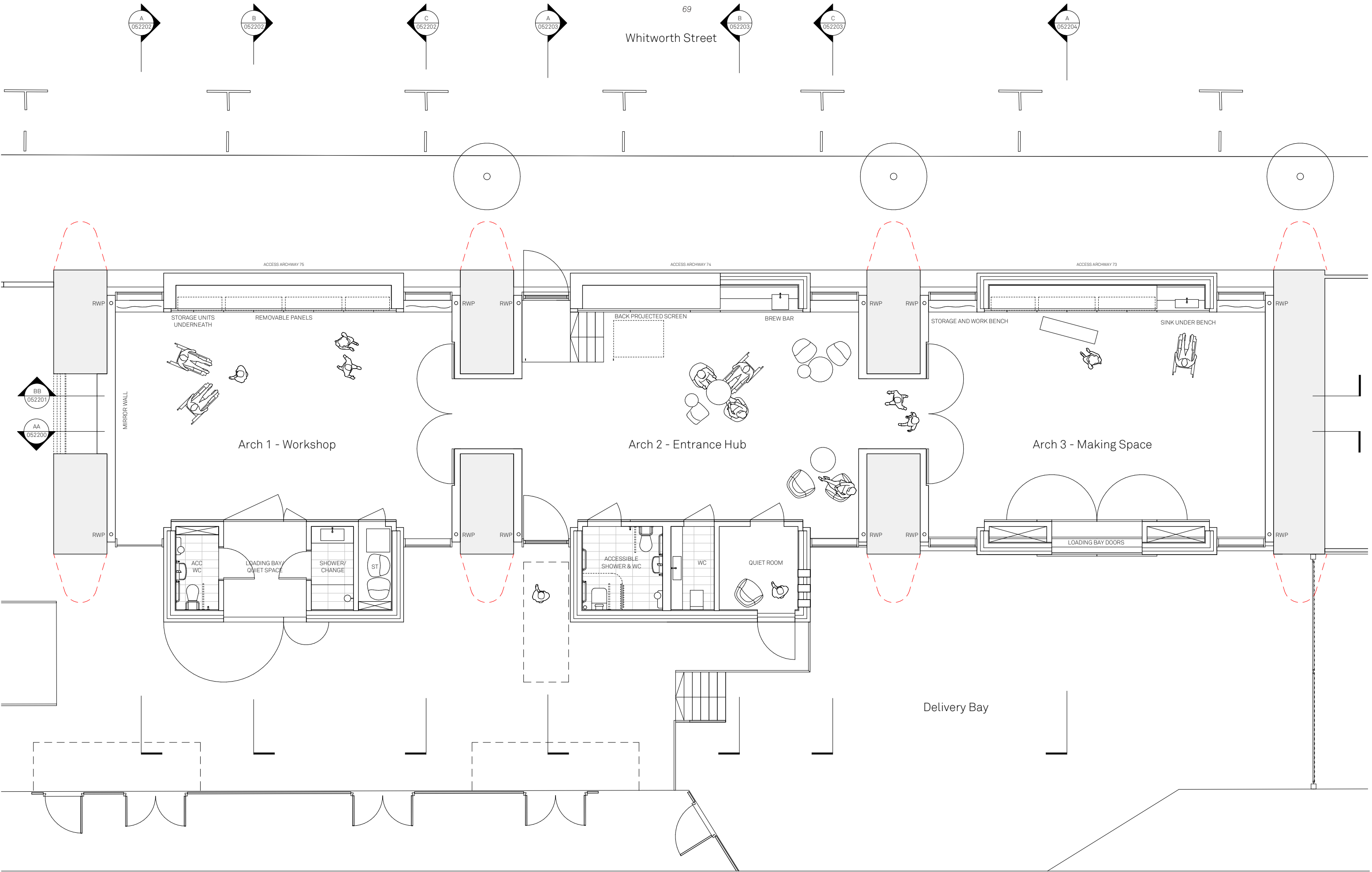
Notes

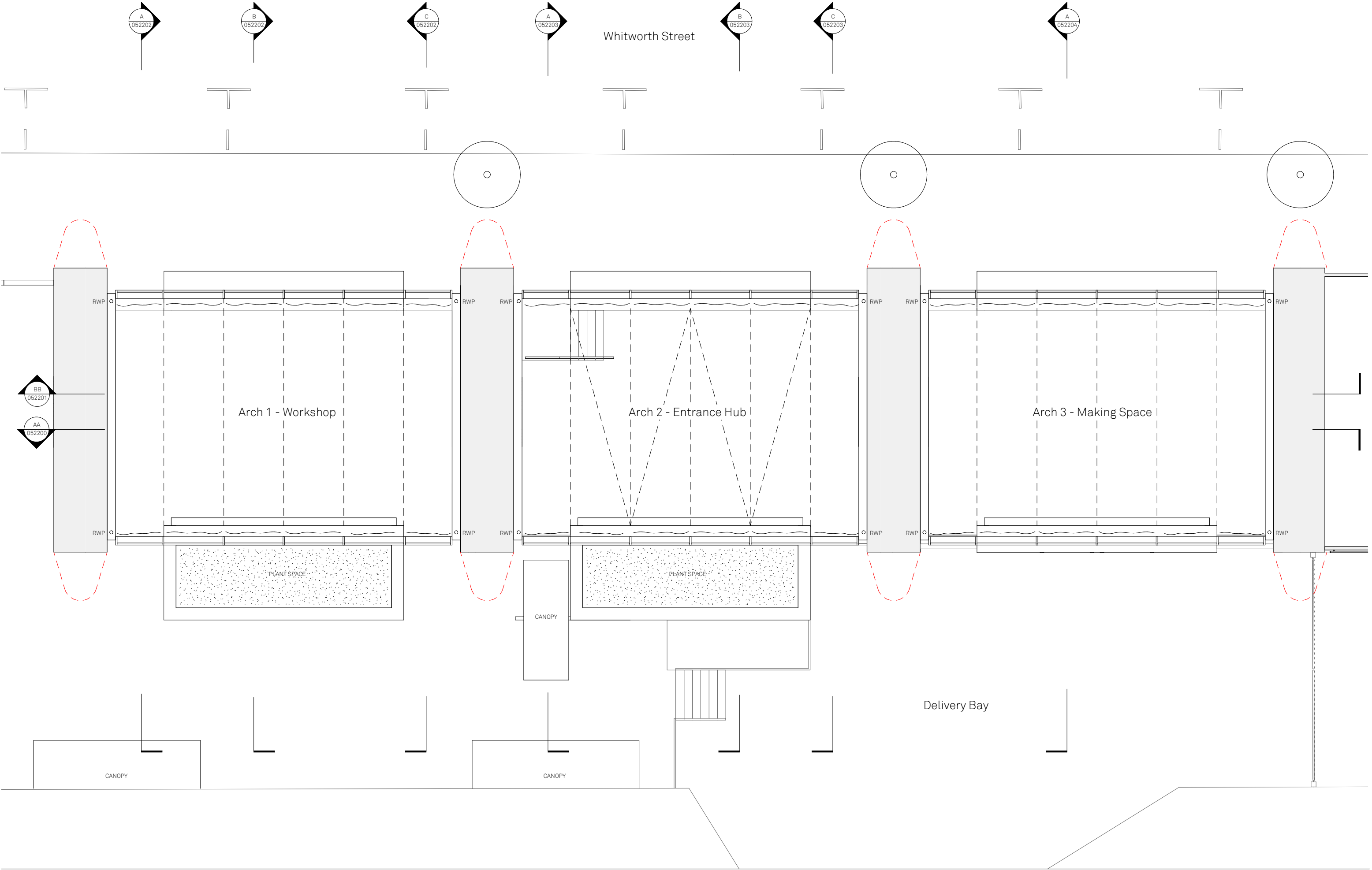
Project HOME Arches		Title: Existing Cross Sections		Scale: 1 : 50 @ A1	
Drawn ER	Checked: SA	Status: S4	Drawing No: HMA-JMA-XX-XX-S-A-052002	Rev: P01	
Details 19 10 2021 Planning					

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Notes

KEY :

Notional future rail expansion structure



Notes

MATERIALITY KEY:

- 1

Listed brick viaduct
- 2

Existing viaduct steel ties
- 3

Shadow gap & lighting detail to match glazing
- 4

Frame-less glazing, display window
- 5

Stack bonded brick
- 6

Aluminium powder-coated / anodized glazing system
- 7

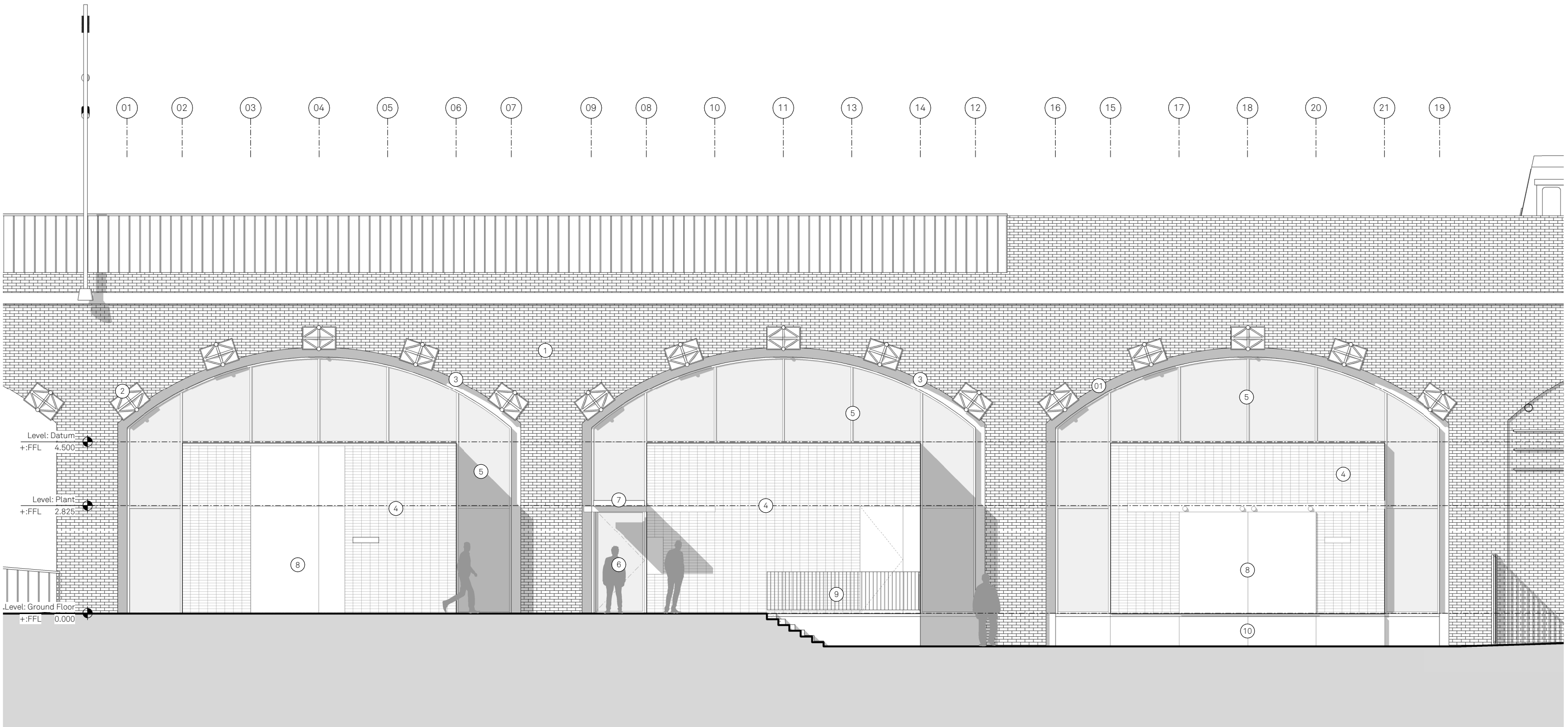
Entrance door part of glazing system

Project HOME Arches		Title: Elevation 1 - Whitworth Street		Scale: As indicated @ A1	
Drawn ER	Checked: SA	Status: S4	Drawing No: HMA-JMA-XX-N-E-A-042200	Rev: P01	
Details 19 10 2021 Planning					

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Notes

MATERIALITY KEY:

- 1 Listed brick viaduct

2 Existing viaduct steel ties
- 3 Shadow gap & lighting detail to match glazing

4 Stack bonded brick panel with glazed brick flecks
- 5 Aluminium powder-coated / anodized glazing system

6 Entrance door part of glazing system
- 7 Lightweight entrance canopy

8 Loading bay door
- 9 Metal escape deck and screen / handrail

10 Doors to storage under floor

Project
HOME Arches

Drawn
ER

Checked
SA

Status
S4

Details
19/10/2021 Planning

Title:
Elevation 2 - HOME

Drawing No:
HMA-JMA-XX-S-E-A-042201

Scale:
As indicated
@ A1

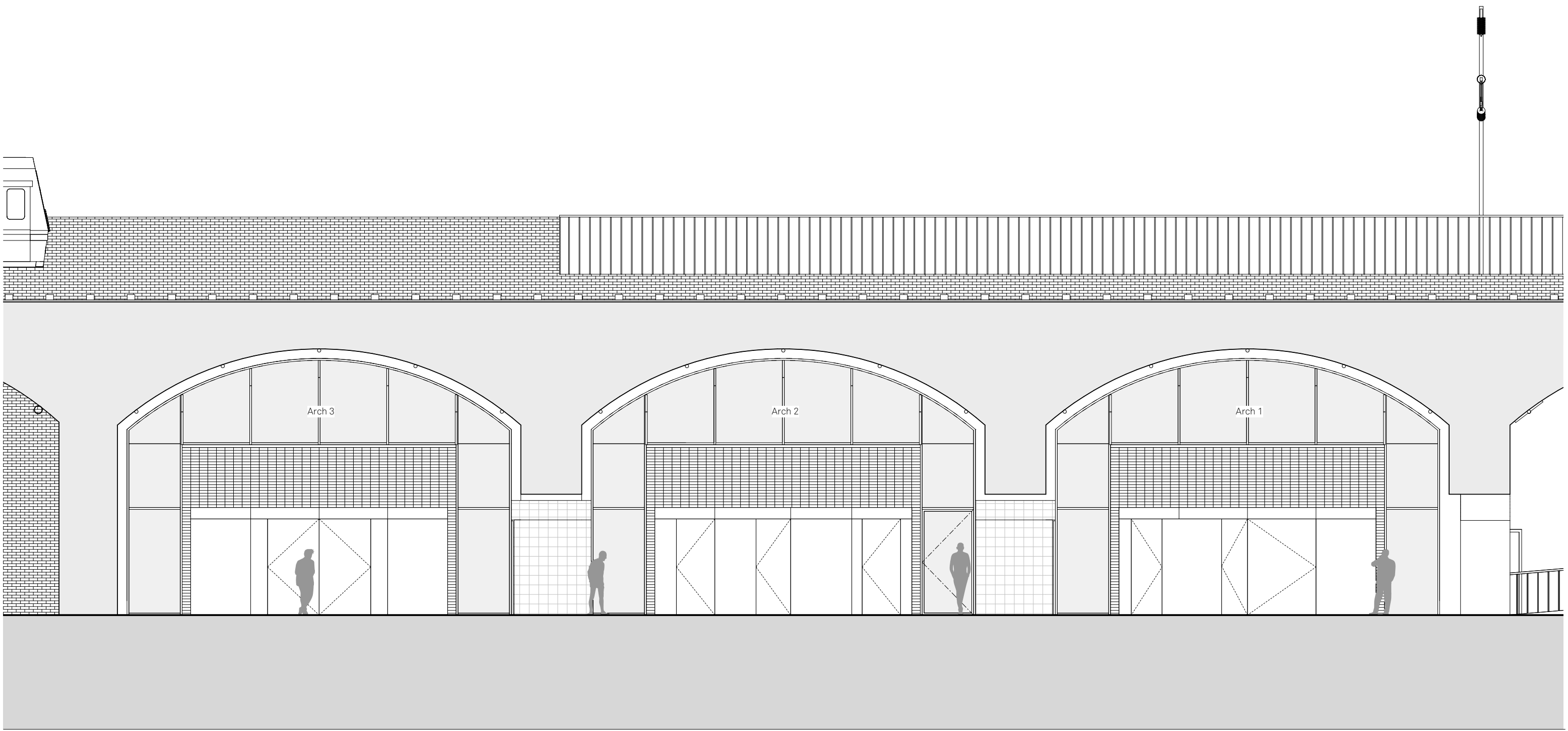
Rev:
P01

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HOME



Notes

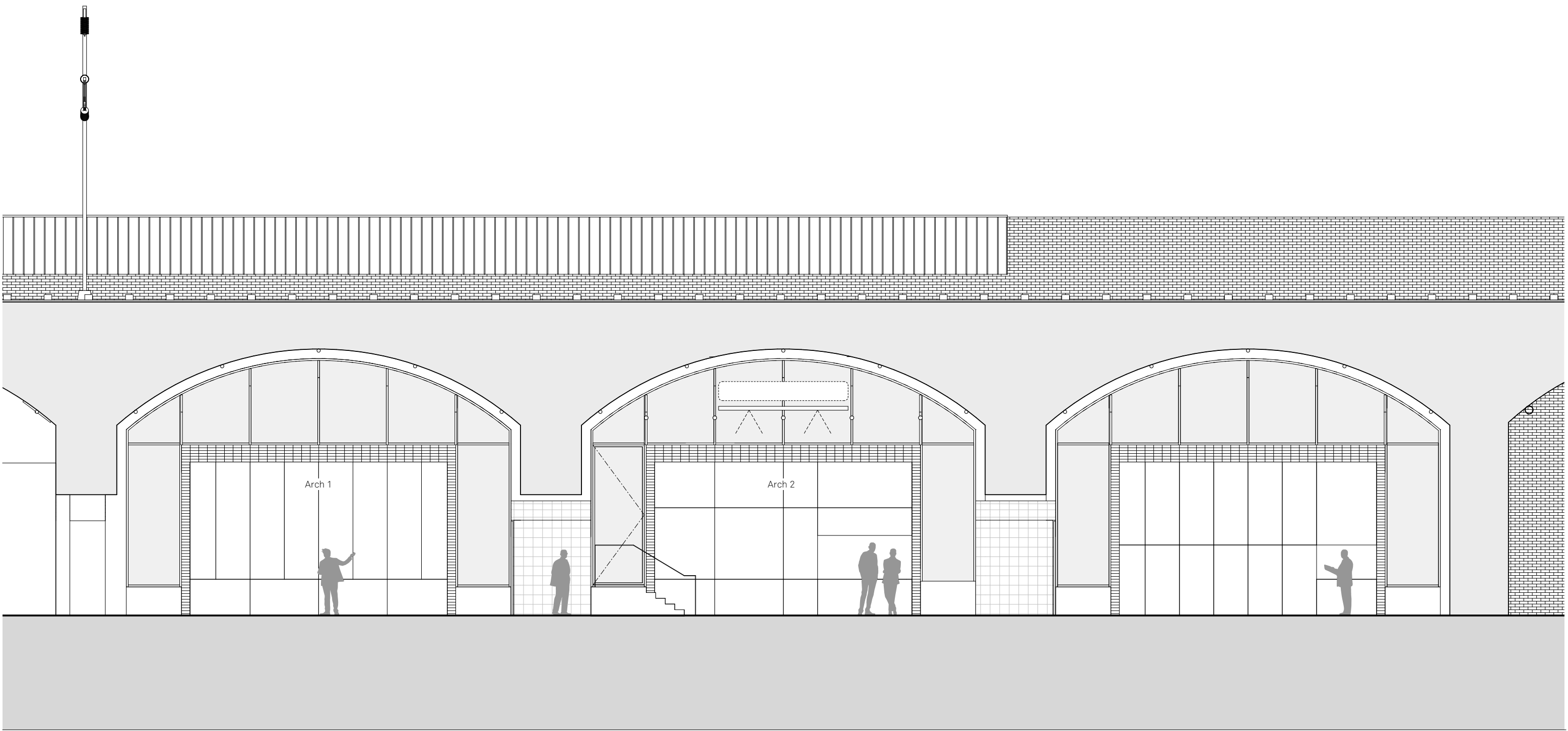
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		Longitudinal section through arches			
Drawn	Checked:	Status:	Drawing No:	Rev:	
ER	SA	S4	HMA-JMA-XX-AA-S-A-052200	P01	
Details					
19 10 2021 Planning					

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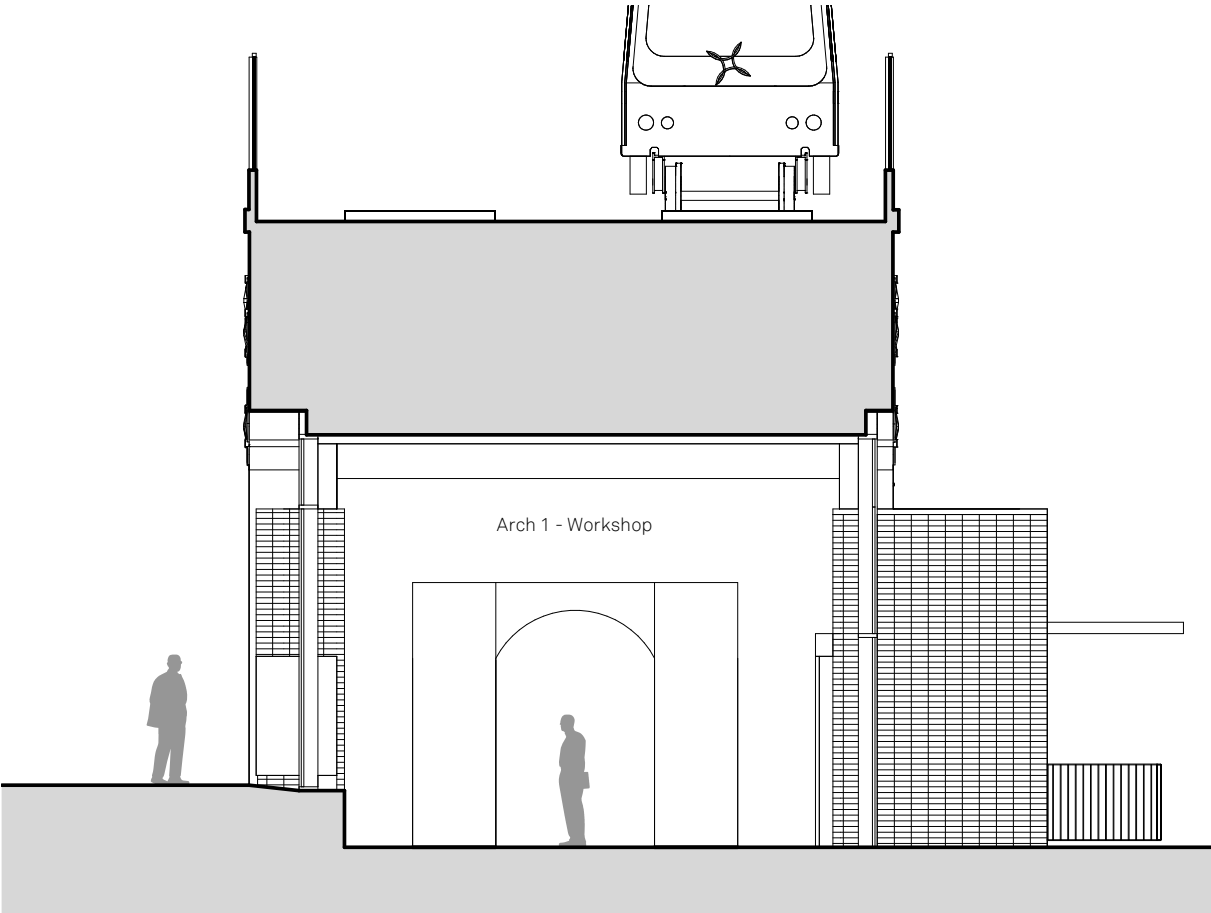
Notes

Project		Title:		Scale:	
HOME Arches		Section BB		1 : 50 @ A1	
		Longitudinal section through arches			
Drawn	Checked:	Status:	Drawing No:	Rev:	
ER	SA	S4	HMA-JMA-XX-BB-S-A-052201	P01	
Details					
19 10 2021 Planning					

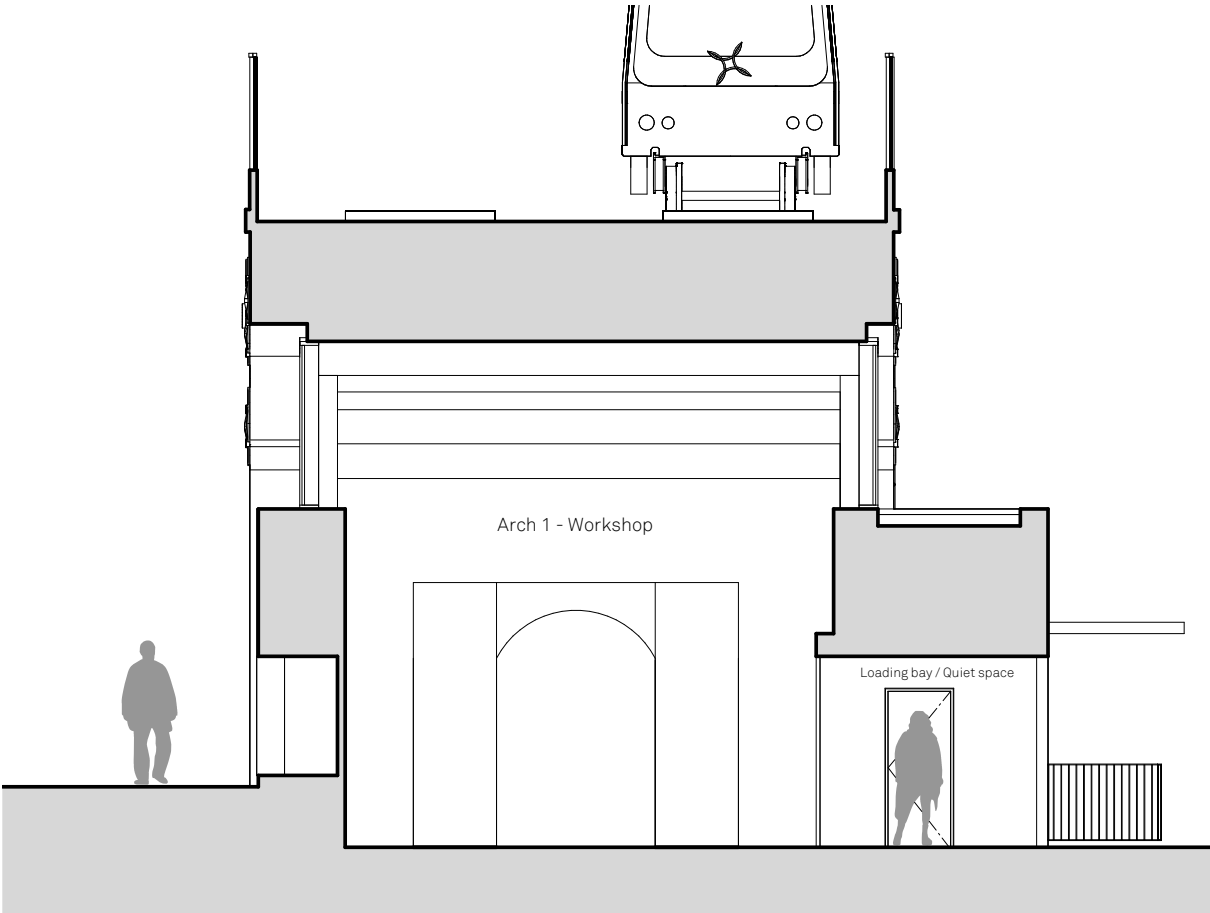
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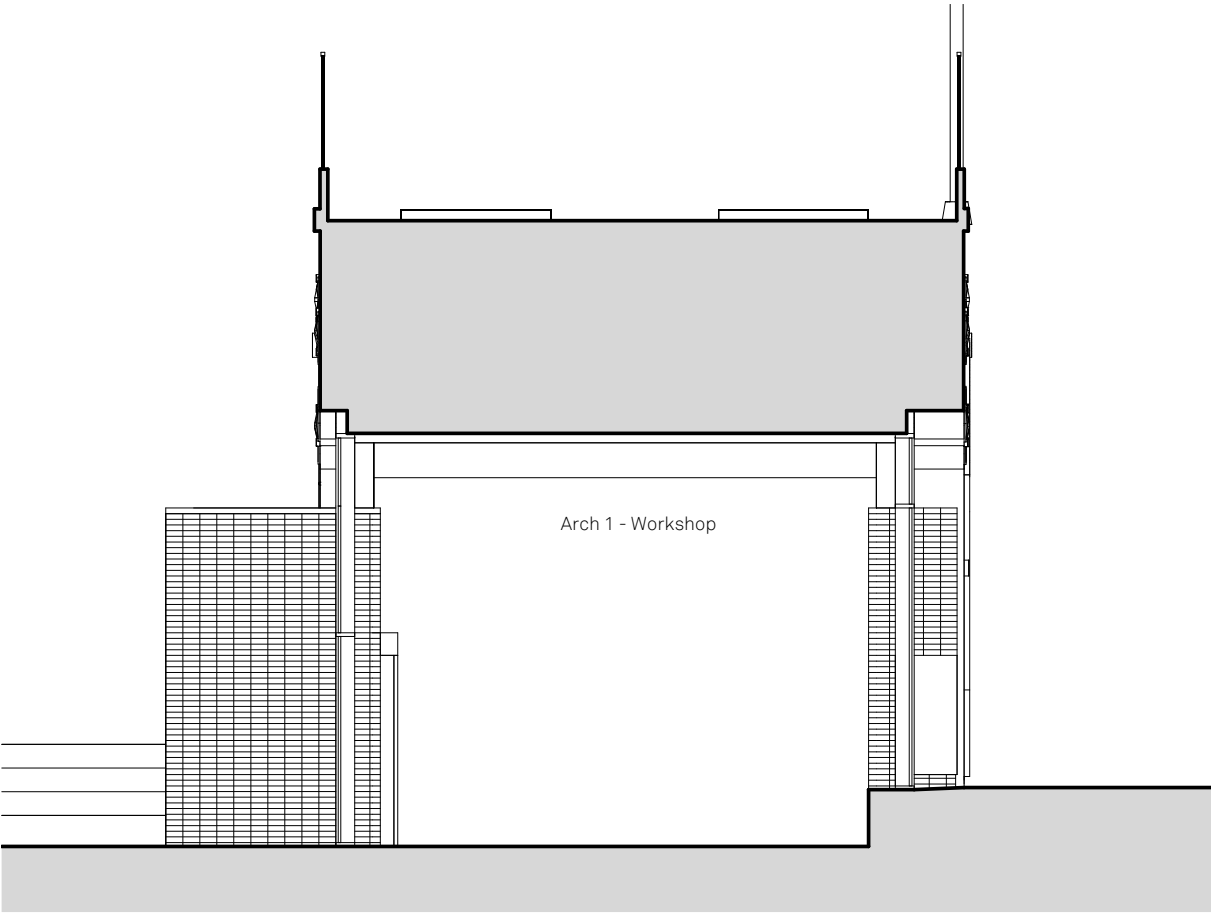
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ARCH 01
Section A



ARCH 01
Section B



ARCH 01
Section C

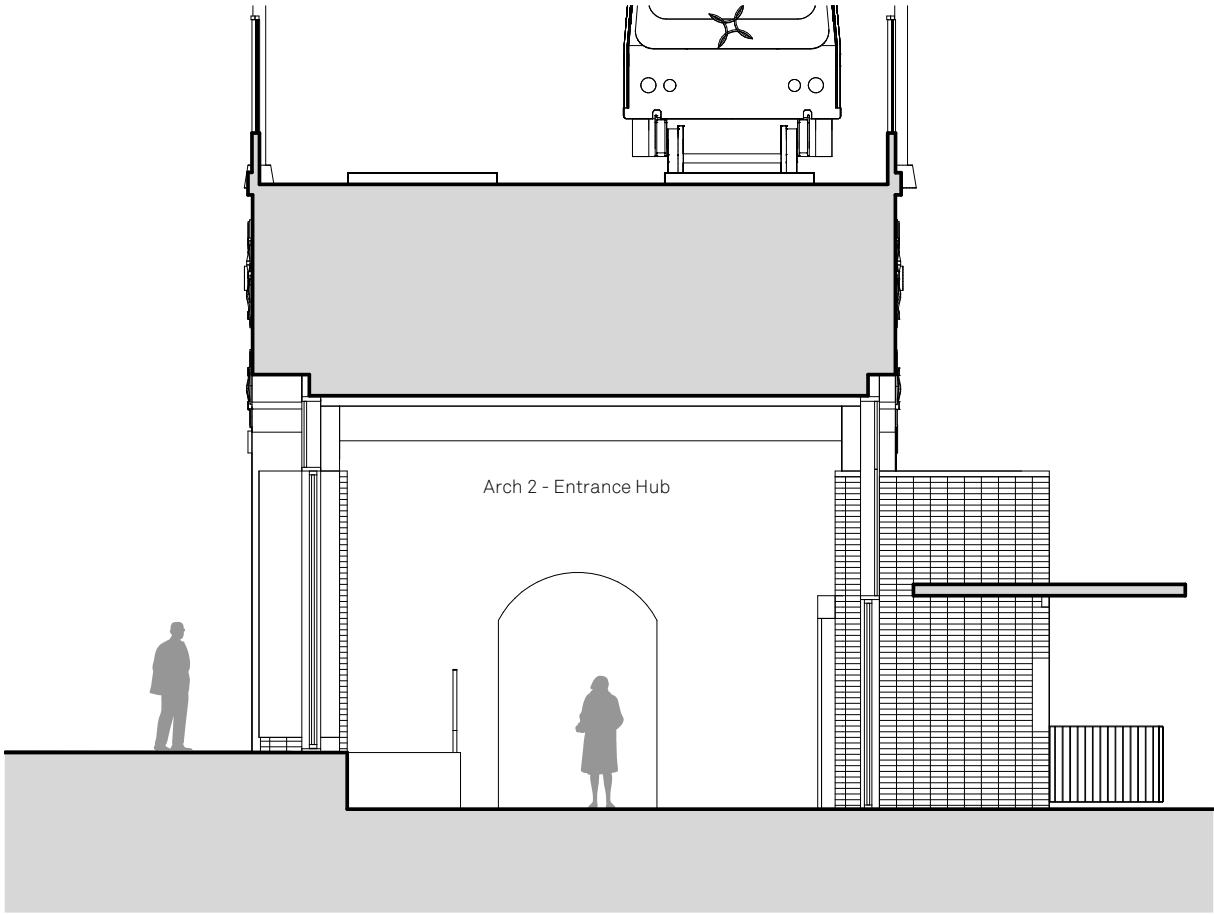
Notes

Project		Title:		Scale:	
HOME Arches		Arch 01		1 : 50 @ A1	
		Cross Sections			
Drawn	Checked:	Status:	Drawing No:	Rev:	
ER	SA	S4	HMA-JMA-A1-XX-S-A-052202	P01	
Details					
19 10 2021 Planning					

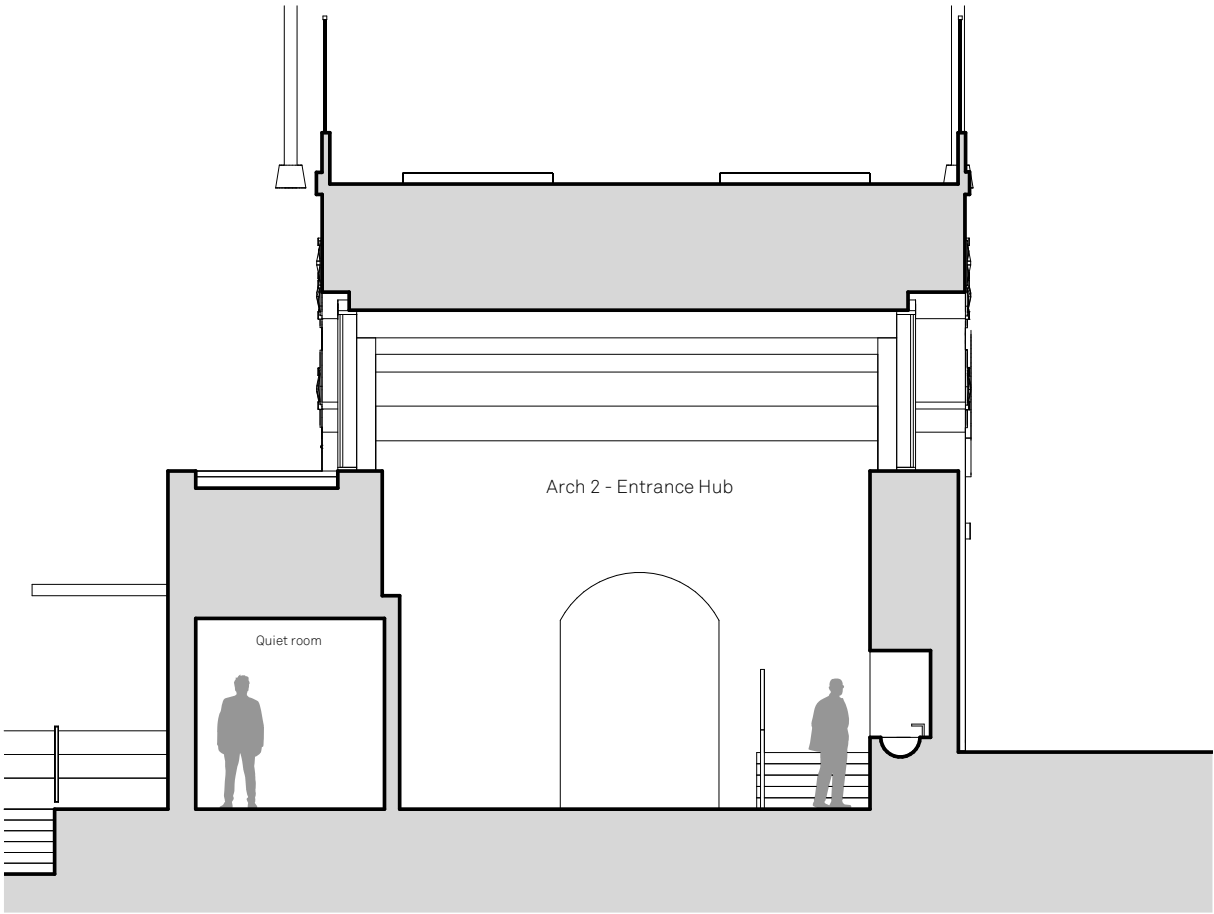
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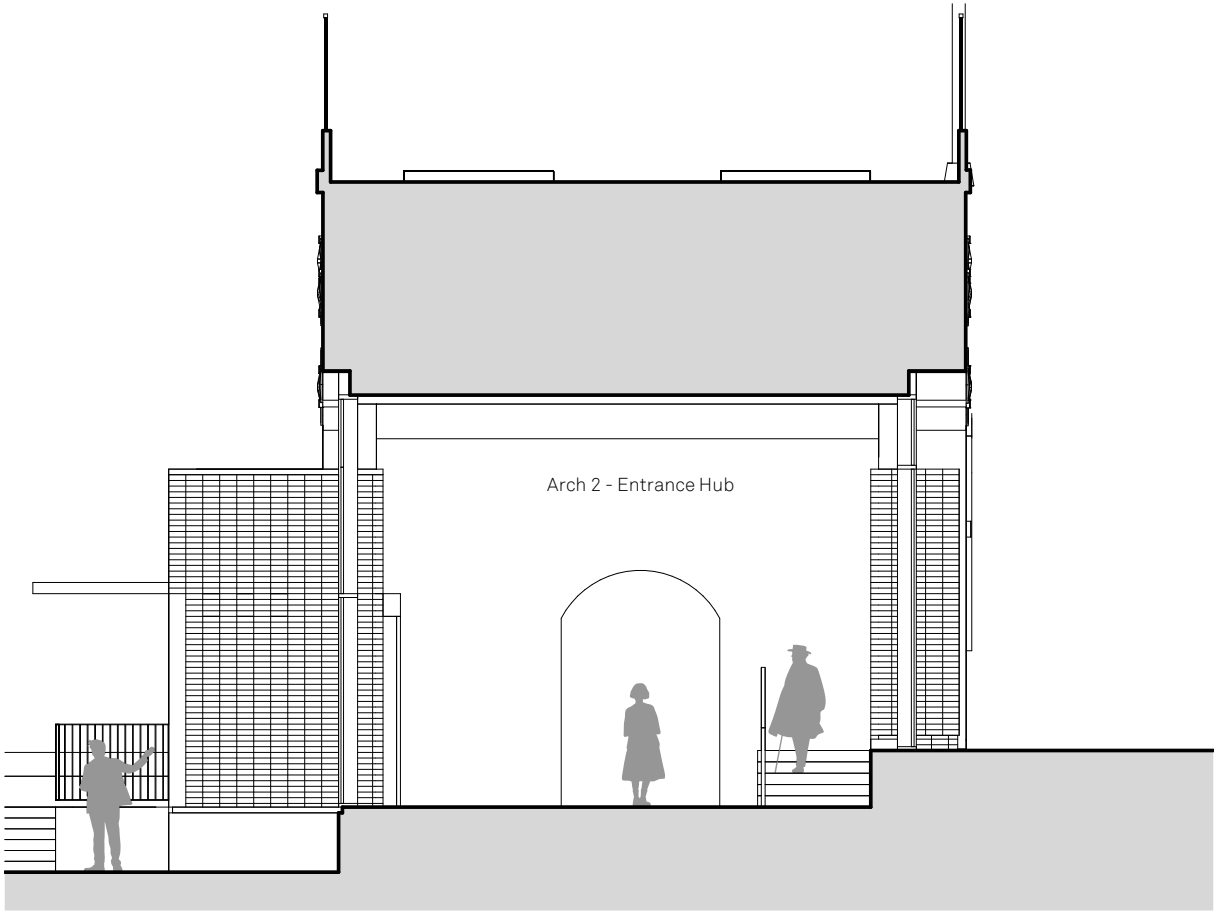
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ARCH 02
Section A



ARCH 02
Section B



ARCH 02
Section C

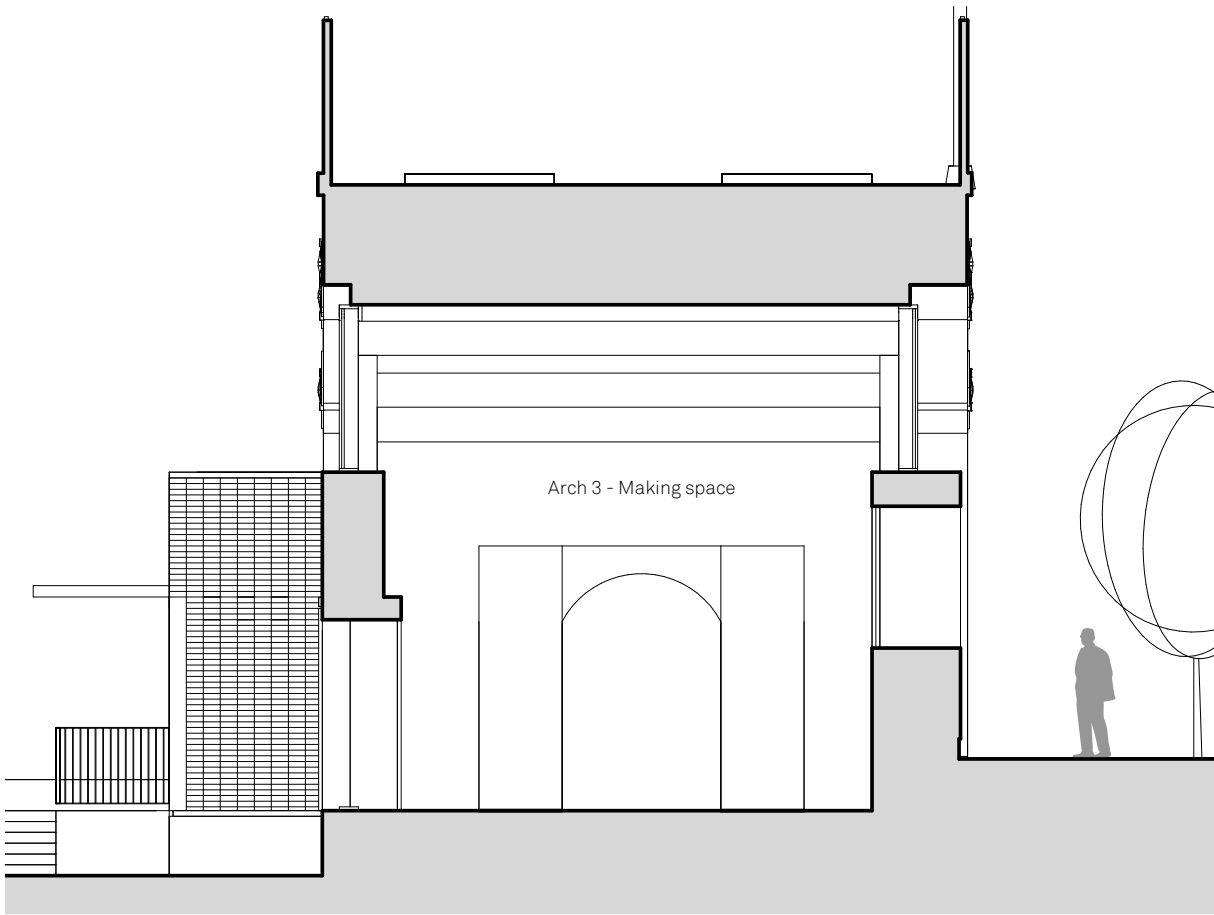
Notes

Project		Title		Scale:	
HOME Arches		Arch 02		1 : 50 @ A1	
Cross Sections					
Drawn		Checked:	Status:	Drawing No:	Rev:
ER SA		S4		HMA-JMA-A2-XX-S-A-052203	P01
Details					
19 10 2021 Planning					

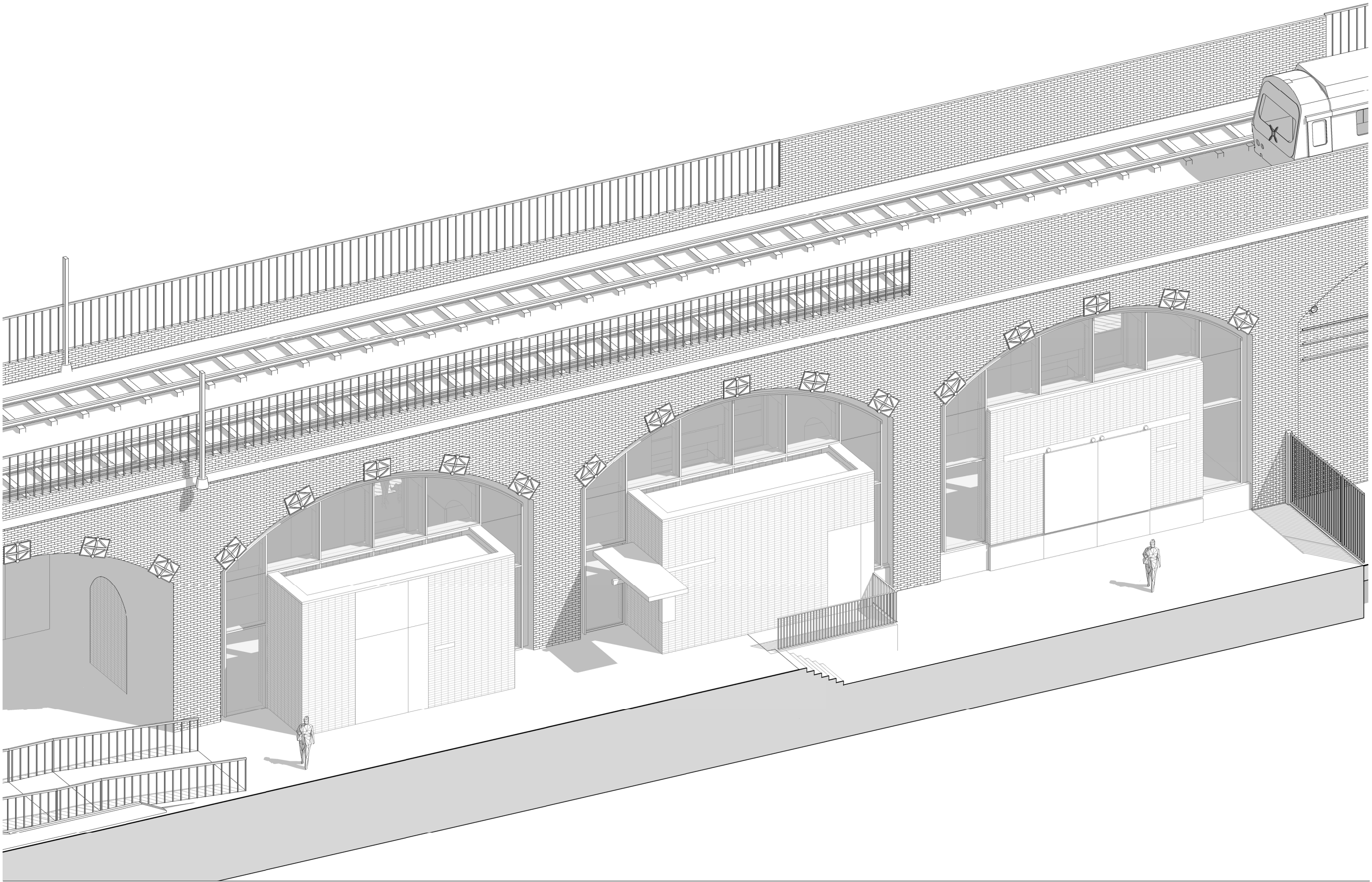
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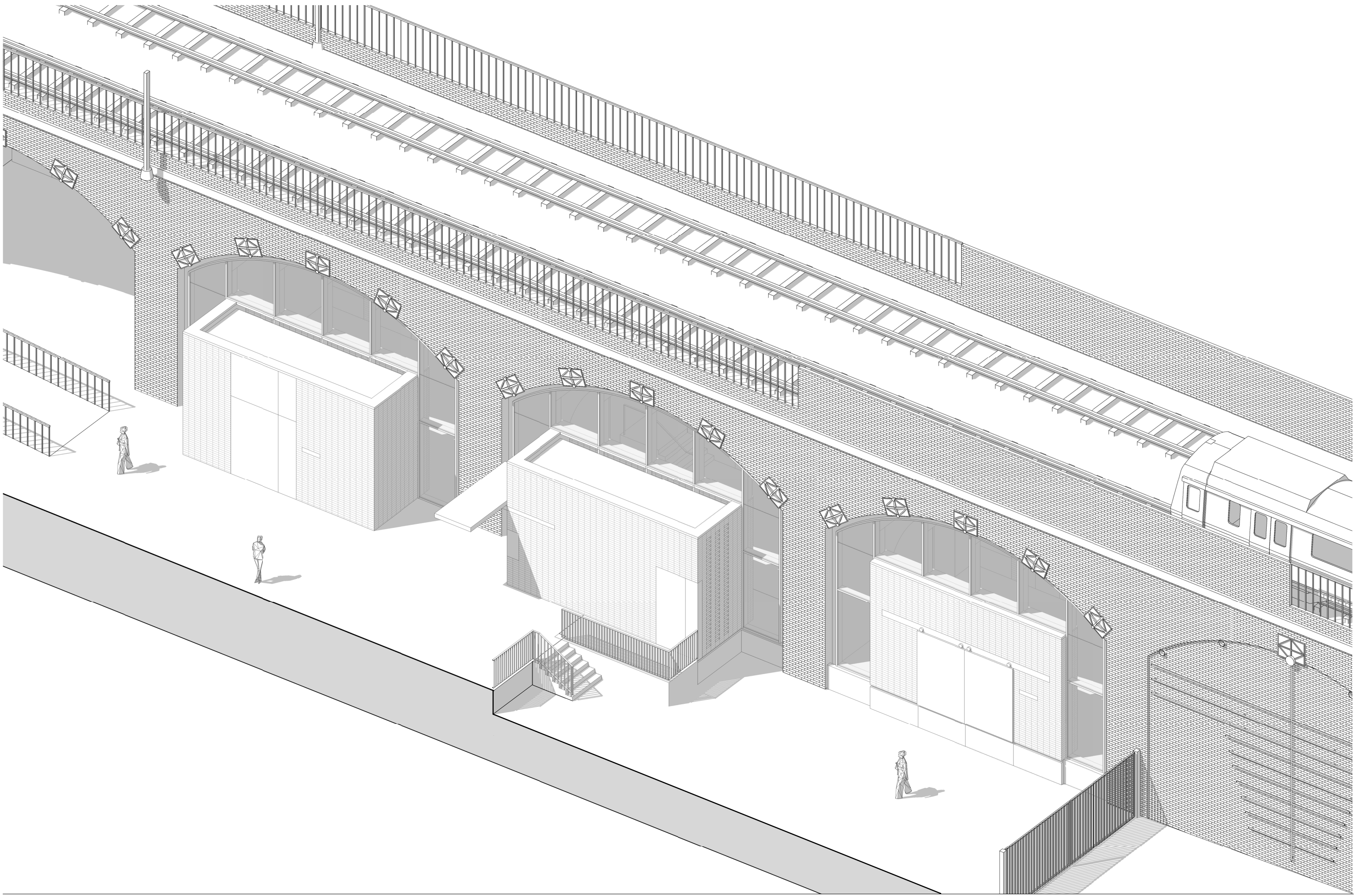
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ARCH 03
Section A



Notes



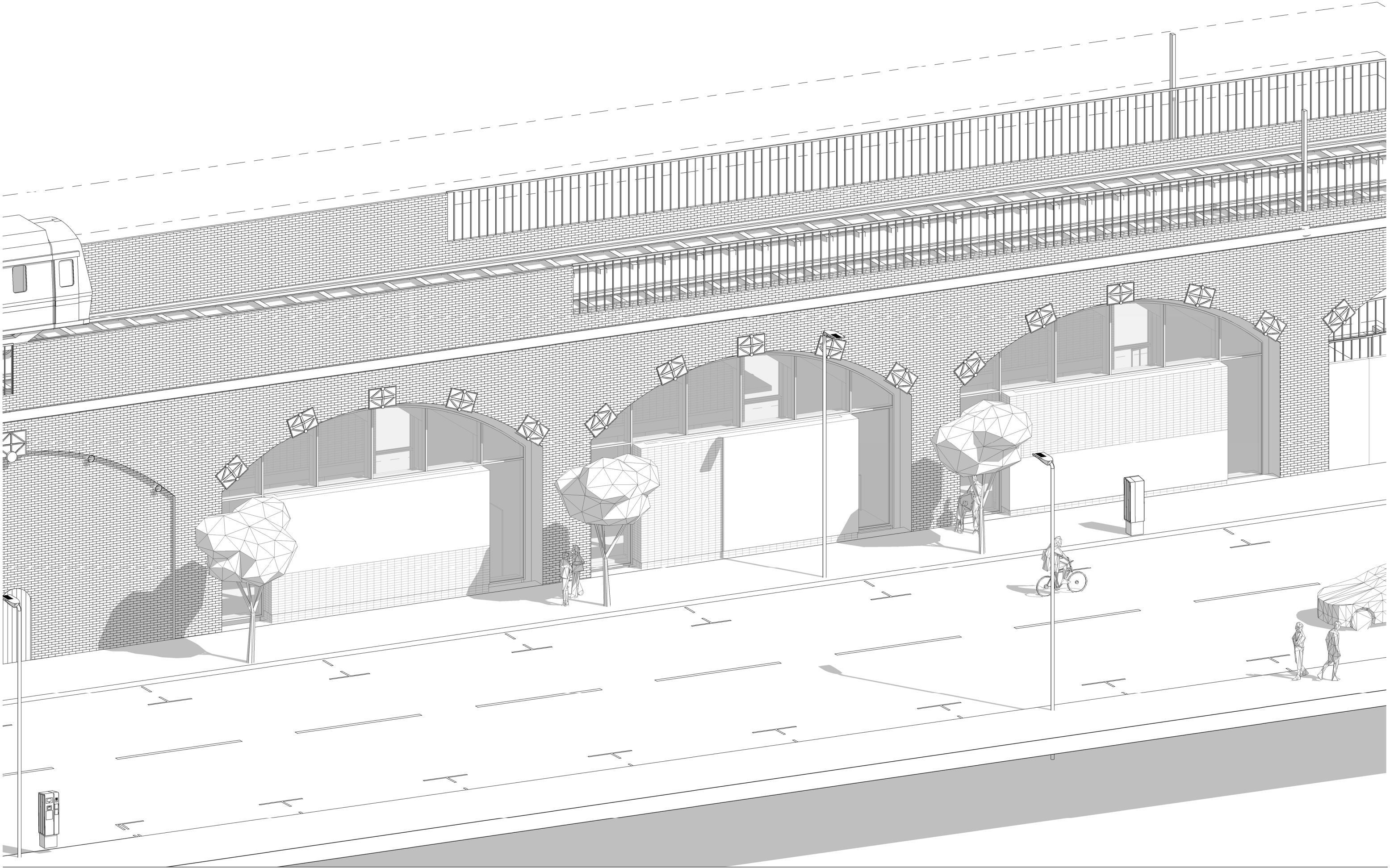
Notes

Project		Title:		Scale:	
HOME Arches		HOME Axonometric		@ A1	
Drawn	Checked:	Status:	Drawing No:	Rev:	
ER	SA	S4	HMA-JMA-XX-XX-3D-A-252202P01		
Details					
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Notes

Project	Title:		Scale:	
HOME Arches	Whitworth Street Axonometric		@ A1	
Drawn	Checked:	Status:	Drawing No:	Rev:
ER	SA	S4	HMA-JMA-XX-XX-3D-A-252200P01	
Details				
19 10 2021 Planning				

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