

Photographs of the site and building



View looking West



View of the roof looking East



The East elevation



The North elevation



The South elevation



The West elevation

3.5 Context and views

Consideration was first given to the key views within the site and applying advice received from the pre- planning application discussions particularly those from the lower courtyard and the station platform. The conclusion was that with the qualities and forms of the context (its viewing angles, building heights and roof forms) combined with the careful positioning of the access points the proposals would not be intrusive upon the setting.



The north elevation looking east from the lower yard



The south elevation looking east from the station platform



Looking west from the upper yard



The south elevation looking west from the station platform



The north elevation from the Pinnapple Line viaduct



Looking west from the Hilton Deansgate Hotel

4: Schedule of works

Introduction:

This information sets the principles of the approach for installing the proposed safe access systems based on the information and access available at this time and initial input from specialist contractors. The finalisation of the fixing details will require on site coordination between the architects, structural engineer and the specialist access contractor once appointed, and when the proposed details can be reviewed. The principles are:

Subject to strength and condition checks to maximise the use of the existing structure as a fixing point.

Aim to match the position of the new access points and existing structure and minimize the extent of interventions.

Minimise the addition of the new elements and if these are required to carefully integrate.

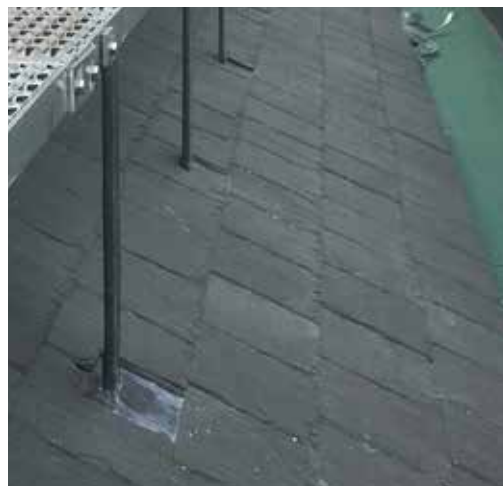
All details will be reversible so that the fabric can be returned to its original condition.



Detail of step-out platform. The proposal is to create a short safe landing zone with external hook-in point integral to the platform, the four legs will set the platform above the slate and will be dressed with lead into the existing slate. This will be grey to match slate.



Example detail (note: slate layer not shown) fixed to sarking board.



4.1 The Access Point - East BAY 5

The existing hatch in Bay 5



The existing stair enclosure in Bay 5

Using existing access points/features where possible to minimise further adjustment to the historic fabric, the proposal is to extend the existing spiral stair within bay 5.

While the aim is to avoid a further new hatch we are working within tight existing constraints/existing beam/headheight requiring careful future coordination with the manufacturers to form the route to the hatch. The existing hatch in the less sensitive Bay 5 would be enlarged to accommodate current H&S requirements for access. Development with the specialist manufacturers will aim to minimise the upstanding height and hatch size considering a fixed ladder (the detailed fixing of which would be developed with the specialist input).

East roof access - Bay 5.

- A spiral stair is extended up from the existing lower platform to a new upper platform installed above the top of the existing brick wall enclosure with new guardrails. All will be metal, non-reflective matt grey finish.
- A fixed ladder extends from the new upper platform to the hatch. It will be metal, non-reflective matt grey finish.
- The existing roof hatch will be slightly enlarged and will have an external opening weathertight hatch. It will be metal, non-reflective matt grey finish to match the adjacent slate colour.
- The external step out platform on four legs which are dressed into the slate roof below with lead. It will be metal, non-reflective matt grey finish to match the adjacent slate colour.

BAY 5 - Photo #01



Photo #01 shows the existing hatch in relation to the purlin, and the existing M&E equipment to be removed.

BAY 5 - Photo #04



Photo #04 shows the elevational profile of the existing brick enclosure above the existing spiral stair.

BAY 5 - Photo #02



Photo #02 shows the existing rafter and purlin layout.

BAY 5 - Photo #03



Photo #03 is a detail showing the depth of the existing roof hatch extending above the soffit and roof line.



Existing lower platform

Photo #05 shows the existing spiral stair on the first floor rising to the existing lower platform on the second floor.

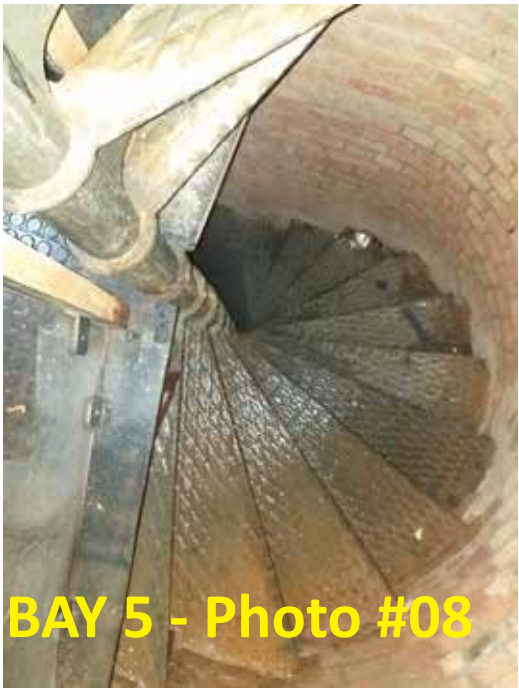


Photo #06 looks down from the existing lower platform on the second floor.



Existing lower platform

Photo #07 shows a detail of the existing central column rising to form the end of the balustrade.



BAY 5 - Photo #08



BAY 5 - Photo #09

Photo #08 and Photo #09 show the detail of the existing spiral stair.

The steps, balustrade handrail and spindles will aim to reflect the quality of the existing spiral stair and colour finish.

4.2 The Access Point - West: BAY 2

Existing views and material quality.



Photo #01 shows the existing opening in the mezzanine of Bay 2.

West roof access - Bay 2.

- To access the mezzanine an existing hatch is adapted to accommodate a proposed pull down ladder, and pull down hatch door concealing the ladder when closed.
- From the mezzanine the roof hatch has an internal pull down hatch to conceal the fold down ladder.
- This provides access to the proposed new roof hatch will have an external opening weathertight hatch. It will be metal, non-reflective matt grey finish to match the adjacent slate colour.
- The roof hatch provides access to the external step out platform on four legs which are dressed into the slate roof below with lead. It will be metal, non-reflective matt grey finish to match the adjacent slate colour.



Photo #02 shows the new roof hatch will be largely concealed from view behind a main roof truss.

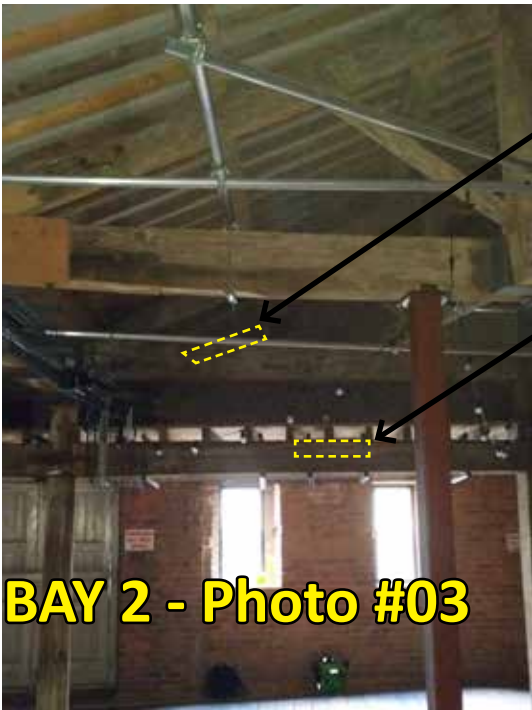


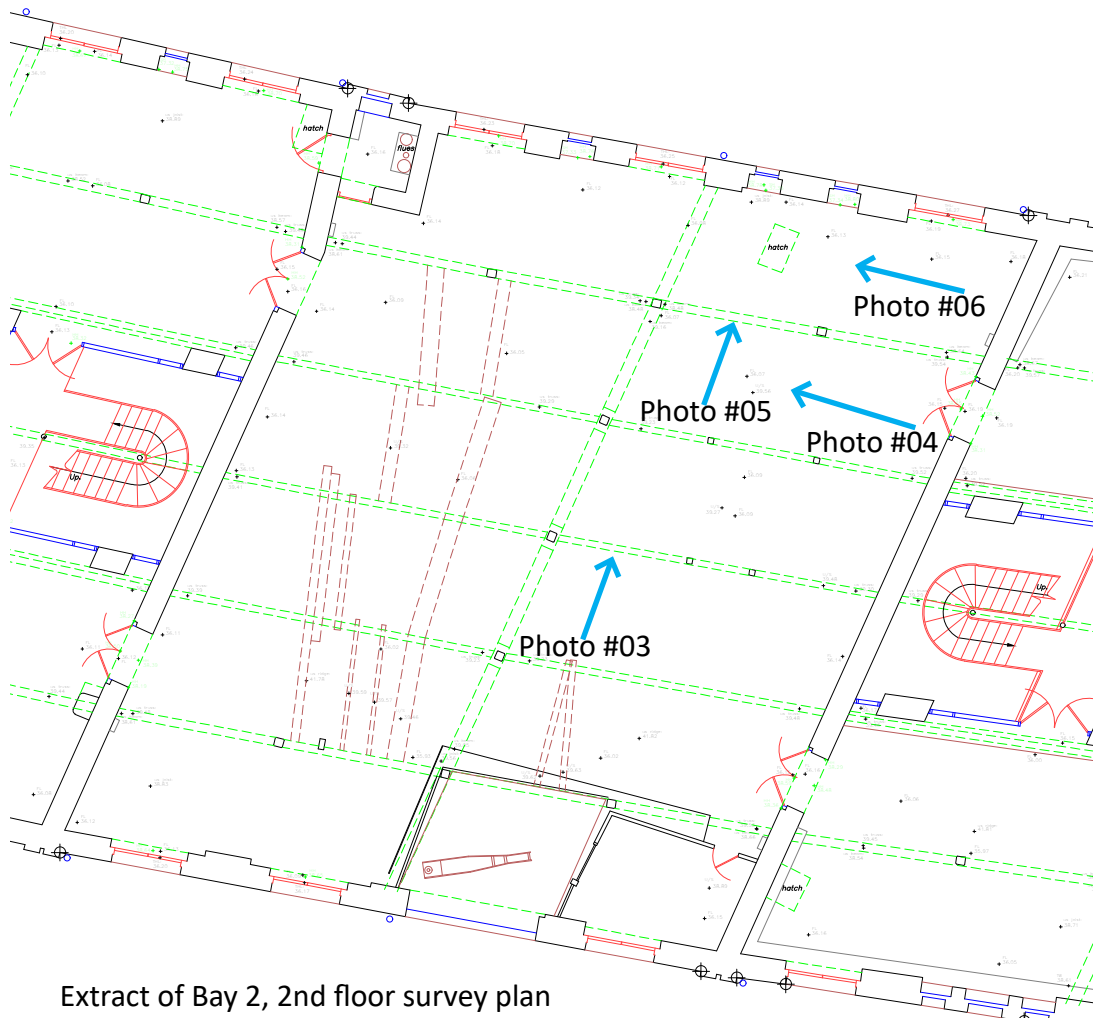
Photo #03 looking north to hatch location

Using an existing access point/feature where possible to minimise further adjustment to the historic fabric: the proposal is to use an existing opening in the mezzanine of Bay 2 to provide a hatch/drop down ladder access to the mezzanine leading to a new hatch/drop down ladder to the roof.

The ladder up to the mezzanine level will be a lightweight aluminium foldable system which will be concealed behind the hatch door when in the closed position. This is also proposed for the ladder providing access from the mezzanine to the roof.



Examples of the hatch



Extract of Bay 2, 2nd floor survey plan (showing key photo locations)

existing hatch



Photo #04 shows the standing normal viewpoint looking through the gallery with the existing mezzanine hatch concealed from view on the right by the deep edge beam (detail as Photo#5).



existing hatch



Photo #06 standpoint is below the mezzanine and as existing the existing hatch is visible in the soffit.

approx. outline of
proposed roof hatch



approx. outline of
proposed roof hatch



approx. outline of
proposed roof hatch



The proposal is to adapt the existing mezzanine hatch to fix a retractable ladder with hatch doors and to form a new hatch ion the lower thirds of the slope between the lower purlin and valley beam.

Photo #07 is viewed looking through the mezzanine hatch looking south towards the mezzanine edge and shows the valley gutter beam and lower tie beam (see in detail in Photo #08).

Photo #09 pans out to the north wall to show the relative position of the existing purlin.