Hanover Retail Works, NOMA

Design and Access Statement

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with

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1.0 INTRODUCTION

This Design and Access Statement has been prepared by Sheppard Robson on behalf of NOMA GP Limited. Additional input has been provided by Workman, Deloitte Real Estate, Stephen Levrant Heritage Architecture, Crookes Walker Consulting and Curtins. It accompanies and supports the planning and listed building application for the Hanover retail works to the ground floor and basement of the building. The statement explains how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users.

This document accompanies the planning and listed building application for Hanover, NOMA for NOMA GP Limited. It is intended to supplement the information required by Manchester City Council by summarising the functional requirements of the brief, together with the architect's interpretation of the site context and the response to it.

Section 42 of 2004 Town and Country Planning Act substituted the Section 62 of the 1990 Act so as to provide a statement covering design concepts, principle and access issues submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver exclusive design and address a full range of access requirements throughout the design process.

A key purpose of the Design and Access Statement is to achieve good design, supporting the role in the delivery of sustainable development through the planning system. This is a fundamental objective of the Planning Policy and as such is reflected in the National Planning Policy Framework.

2.0 DEVELOPMENT BRIEF

2.1 Location

Hanover Building is situated in the north of Manchester city centre, close to the city's Northern Quarter and Victoria transport interchange.

Hanover Building forms part of the NOMA Strategic Regeneration Framework and Masterplan November 2020, which consists of the redevelopment of the former Co-operative listed estate and new build development area to the north. The building occupies an entire city block, bounded to all side by public highways in addition to the Metrolink tram line to the south on Balloon Street and opposite Sadler's Yard public square to the north.

Hanover Building was listed Grade II in June 1988.

2.2 Stakeholders

The Proposal is one of the key projects forming part of a wider regeneration strategy known as NOMA. The emergence of NOMA was driven by The Co-operative Group seeking new landmark headquarters within Manchester. After an extensive site search, a £20M investment was made by the Group for the development of 1 Angel Square on Miller Street.

This formed the catalyst for the establishment of NOMA as a regeneration area, as new uses were sought for their historic vacated estate, including Old Bank, and surrounding land.

In 2014, Hermes Investment Management partnered the Co-operative Group in the NOMA joint venture, which was formed to bring forward new offices, homes, hotels, retail and leisure, as well as vibrant urban spaces and substantial new public realm.

In 2018, Hermes acquired the Co-operative Group's interest in the NOMA sites and buildings, and appointed MEPC as development manager. The primary focus for MEPC will be the implementation of new build projects in the NOMA regeneration area.

2.3 Project's Origin

NOMA is a 20 acre mixed use redevelopment scheme in Manchester (see site plan opposite). It includes The Co-operative Group's historic estate, including Old Bank Building.

NOMA is underpinned by a Strategic Regeneration Framework and Masterplan originally endorsed by Manchester City Council in 2009, updated in 2010, 2013, September 2015 and further update as endorsed by MCC Executive in November 2020. These documents set out a commitment to create a commercially-led, mixed-use destination at the northern gateway to the City Centre, covering an area of approximately 20 acres.

The NOMA Strategic Regeneration Framework will deliver almost 400,000 sq. m of mixed-use development, to add to the existing stock of the Manchester offer and reinvigorate a previously under-used district. It will help to transform the northern quadrant of Manchester City Centre and is a key part of the continuing evolution and growth of the City.

To date, substantial phases of work have been completed, including 1 Angel Square and full occupation by The Co-operative Group in 2013. Improvements to the road network with alterations to the inner ring road, reducing Miller Street to two lanes and introducing a one-way system that significantly improves traffic flow and allows NOMA to be fully connected with the rest of the city centre.

The change to the road network has had a significant effect on the perception of NOMA. It has also been coordinated with the installation of enhanced utilities networks and has allowed NOMA to accelerate the delivery of key sites that would not have been possible without these improvements.

Phases 1, 2 and 3 of the public realm, including the creation of Sadler's Yard in the heart of the historic estate, have had a particularly significant impact in terms of place making. Completion of these proposals, including the creation of a pedestrian link through New Century House and Hall from 1 Angel Square to Sadler's Yard, will further enhance connectivity within NOMA into other areas of the city.

A number of temporary retail uses have been implemented to help activate Sadler's Yard, in advance of more permanent proposals for the surrounding buildings, working as a catalyst to bring further visitors to NOMA and create a sense of place.

Similarly, the Grade II listed Dantzic Building has been refurbished for commercial workspace use, with a focus on established businesses seeking high performance, mid-cost range premises. Grade II Listed Redfern building, the most recently completed scheme, has been refurbishment for commercial workspace use, with retail units to the perimeter of Sadler's Yard.

These schemes will add to the mixed offer for office space within NOMA, which is crucial to the success and revitalisation of the historic estate, creating jobs and attracting new businesses to the area.

NOMA presents a unique opportunity in the context of Manchester City Centre to drive forward the City's competitive offer as a principal destination for inward investment in employment, retail and leisure. It will bring new businesses and new jobs to the city– creating added value economic growth and representing another major step forward for Manchester.

2.4 Client/ Project Aspirations

Following the successful redevelopment of the upper floors of the Grade II Listed Building for office space, a revised scheme for the retail units within the ground, lower ground and basement areas of Hanover and E-Block is being brought forward to animate and activate the street frontage of the block. Due to confirmed tenants and tenant interest in the spaces, the project is being driven by the requirements of these interested parties.

Key Drivers:

- Active and viable use for the back of pavement retail units
- Where the retail works are speculative, allow for the attraction of carefully curated retail tenants which fit with the NOMA brand

2.5 Previous Application

Hanover and E Block have been refurbished

The Grade II Listed Hanover and E- Block Buildings have recently been completely refurbished to create a mixed-use scheme (PP under 112136/FO/2016 and LBC under 112137/LO/2016). The office floors have been fully let by Amazon and WeWork. The building will be a key gateway building linking NOMA to the city centre as well as other regeneration projects in the area including Victoria Station, New Victoria and the Shudehill Interchange. The scheme has delivered 11,000 sq. m. of Grade A office space and 3,000 sq. m. of retail.

NOMA

Key to NOMA Sites

- A City Buildings
- B Hanover
- C_i Federation
- C_{ii} Dantzic
- D Old Bank
- E_i New Century House
- E_{ii} New Century Hall
- F Redfern
- G CIS Tower
- H New Build
- J 97 Shudehill
- K New Build
- L Angel Gardens
- M 2 Angel Square
- N 3 Angel Square
- P 4 Angel Square
- Q New Build
- R 1 Angel Square
- S Residential
- T_i Residential
- T_{ii} Residential
- V Residential

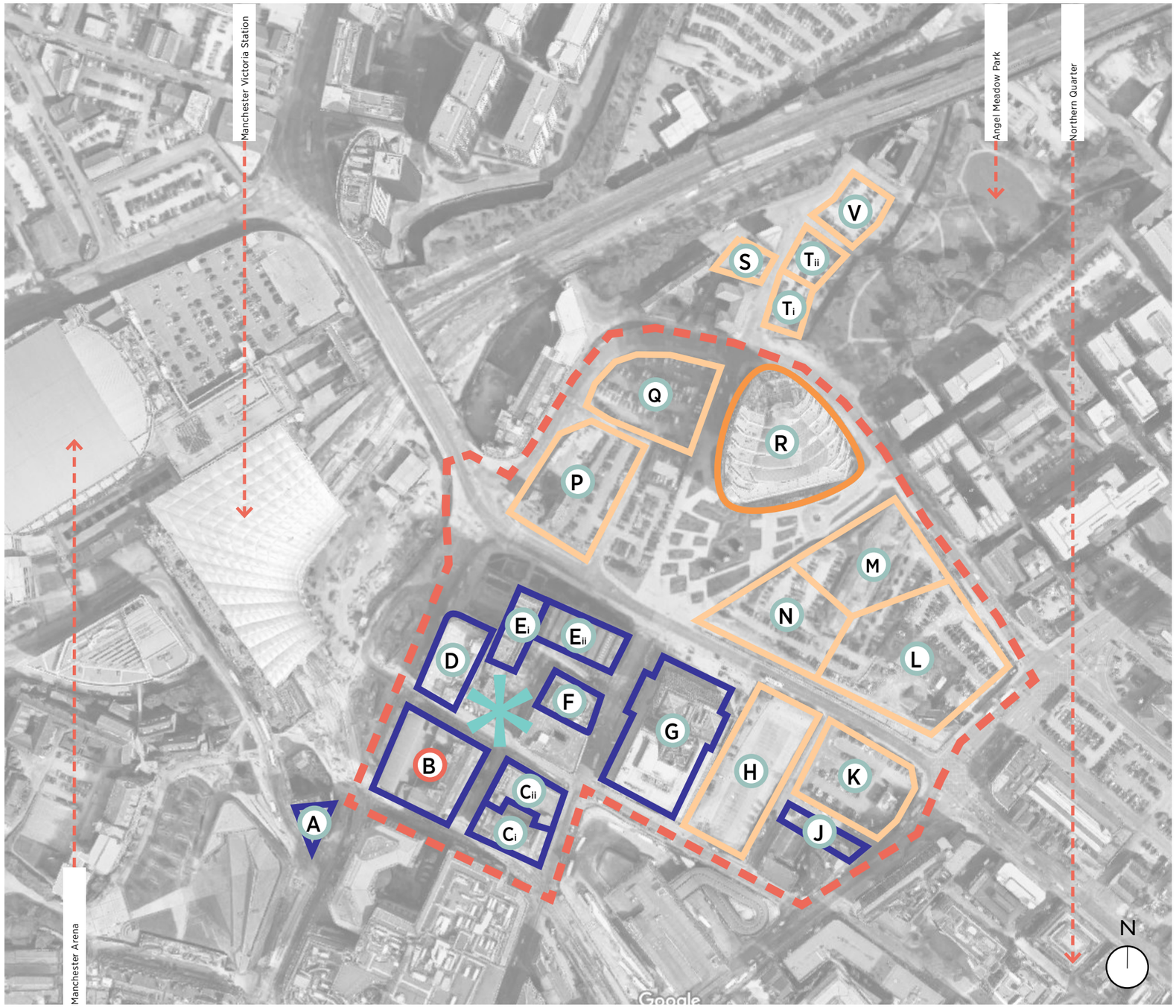
NOMA Site Boundary

Sadler's Yard

Historic Interest

Existing Developments

New Developments



3.0 SITE ANALYSIS AND CONTEXT APPRAISAL

3.1 Site and Immediate Surroundings

Hanover Building is Grade II listed and formed part of the Co-Operative Group's historic built estate within Manchester city centre.

Hanover Building is within the Shudehill Conservation Area. The building is also in close proximity to other listed structures including Old Bank (Grade II), New Century House & Hall (Grade II), Redfern (Grade II), Dantzic (Grade II), CIS Tower (Grade II) and Holyoake House (Grade II). New Century Hall forms part of the setting of these buildings.

The 'Site' is confined by Sadler's Yard and Hanover Street to the north, Balloon Street to the south, Corporation Street to the west and Federation Street to the east.

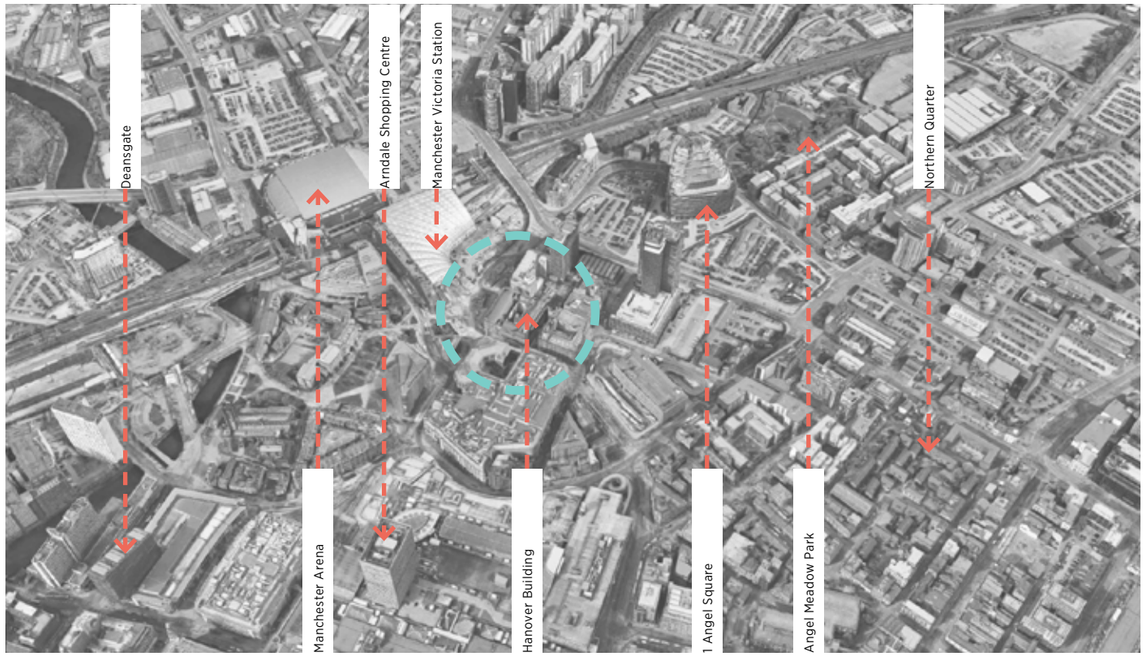
3.2 Site Constraints

The upper floors and central atrium space of the building is currently fully let and occupied. This may impact the construction phase of the works in terms of delivers, site compounds and working hours.

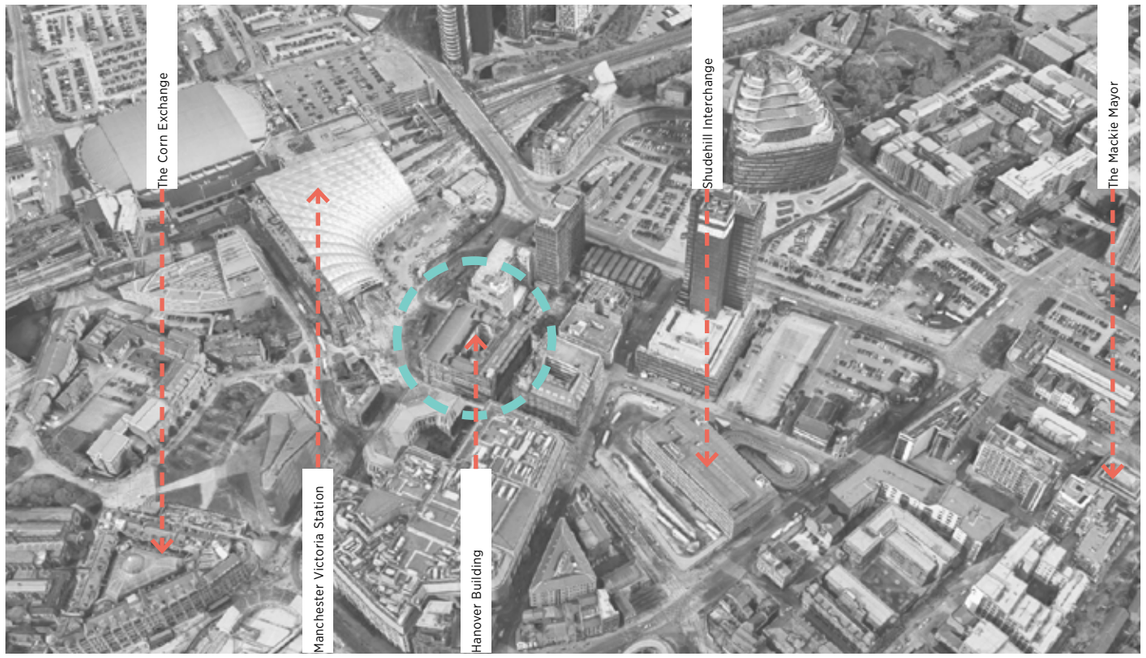
The site is adjacent to both the main tram routes into Victoria Station, which effects pedestrian flows around the perimeter.

3.3 Site Opportunities

The ground floor areas of the building have not been occupied for a number of years. These works will activate the back of pavement in a rapidly developing neighbourhood in the city centre. The intention of the approved scheme was that these spaces would form active retail uses (retail, financial & professional services, restaurant and cafe), with associated works to the elevations to facilitate this use which this application seeks to revisit to meet current market /retail requirements.

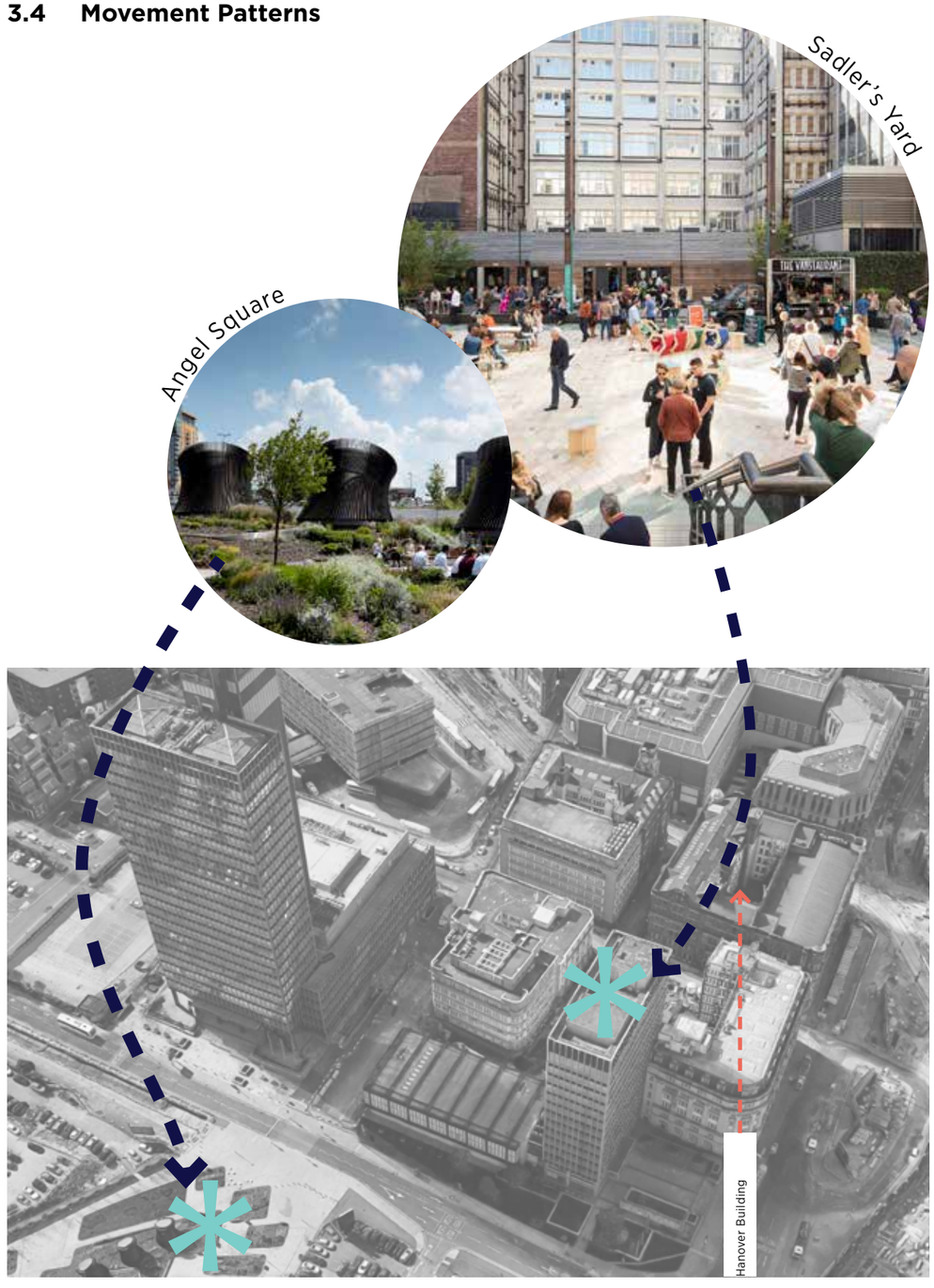


Hanover and E Block- Wider Context

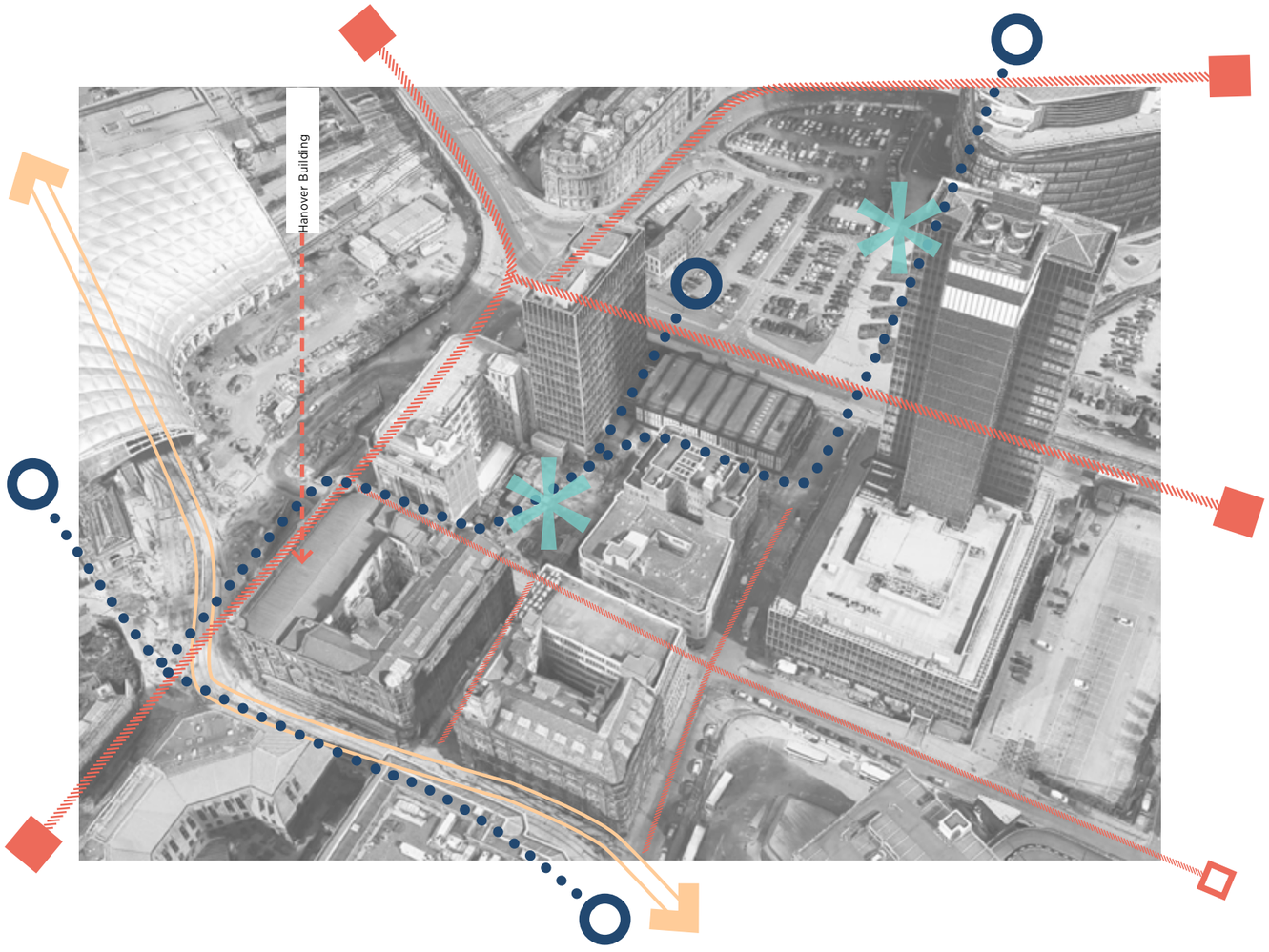


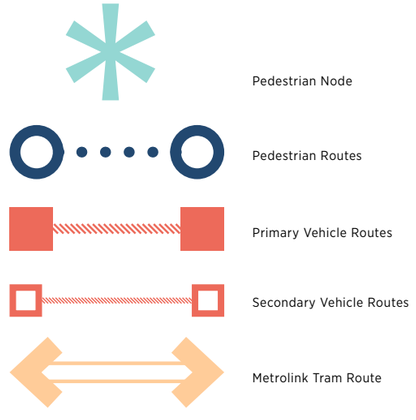
Hanover & E Block - Immediate Context

3.4 Movement Patterns



Immediate Proximity - Nodes / Public Spaces





3.5 Site History and Listed Structures

Hanover House and E-Block are covered under one listing at Grade-II and lie in the Shudehill Conservation Area, designated in 1987. They are considered to be positive contributors to its character.

The buildings were built by the Co-operative Wholesale Society (CWS), at the turn of the 20th Century. The CWS started in Manchester, born out of the Rochdale Pioneers Society of 1844 with the support of other co-operative societies.

The listed building represented an expansion of the organisation's business. The monumental blocks replaced a collection of modestly scaled, tightly grained Georgian residential and commercial units and are indicative of the expansion of the organisation and its concentration in Manchester City Centre.

E-Block was the first of the two buildings to be constructed. It was erected between 1903 and 1905 to house the expanding drapery business and was used as warehouse and showroom premises for wholesale and retail sales until the late 1960s. It has remained unoccupied since this finally ceased in the late 1970s. The city block was completed by the erection of Hanover House between 1905 and 1909. This was purpose-built to accommodate administrative offices and a meeting hall for the ever-growing number of Co-operative members.

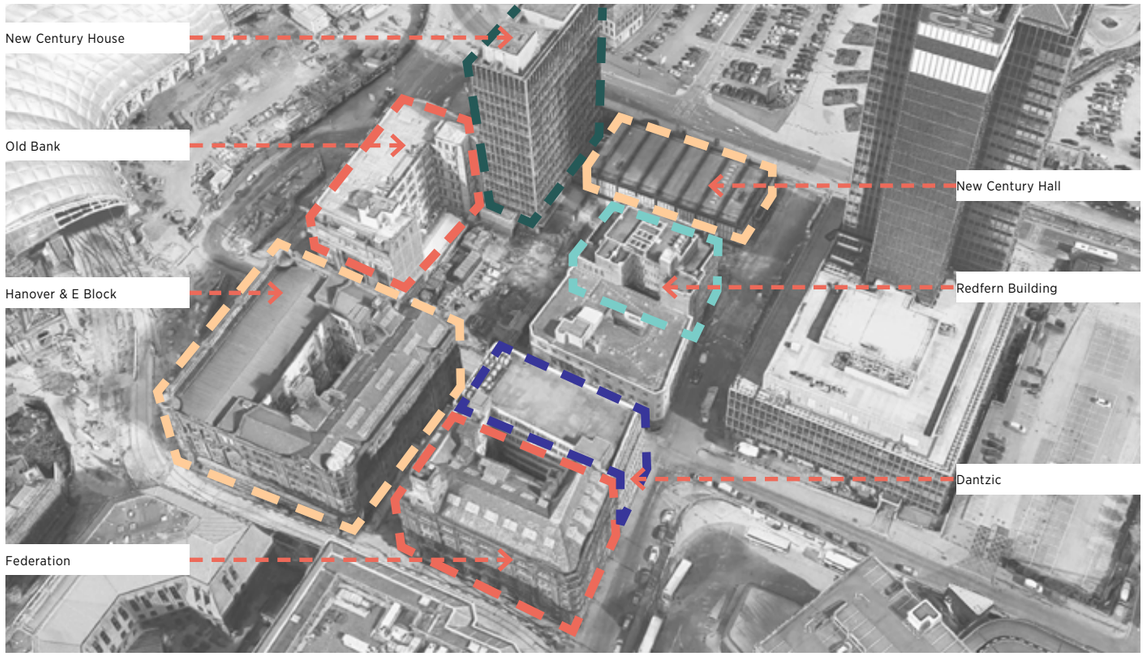
The significance of these heritage assets derives not only from their physical presence and historic fabric but also from their setting and the streetscape city centre in which they are experienced, the economic and environmental importance of this part of Manchester's urban landscape, and the particular contribution made by these heritage assets. The careful management of change to the pair of buildings and the conservation area proposed by this development, will therefore make an important contribution to the quality of the city's fabric and townscape interest.

3.6 Recent history

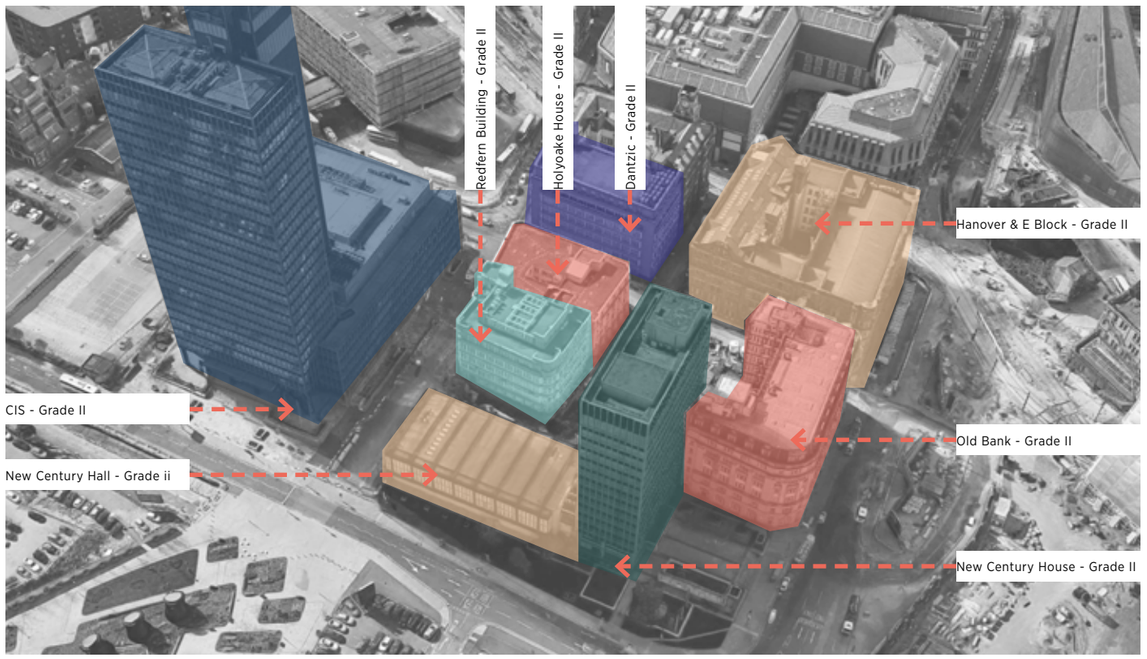
The building was comprehensively refurbished 2016-2018 into modern office accommodation, gaining local and national awards. The building was fully let to Amazon and WeWork at the time of completion and underwent extensive fit out works to the office levels and circulation spaces.

This application pertains only to the retail units at ground, lower ground and basement levels, which were indicated within the prior approvals but the works were never undertaken.

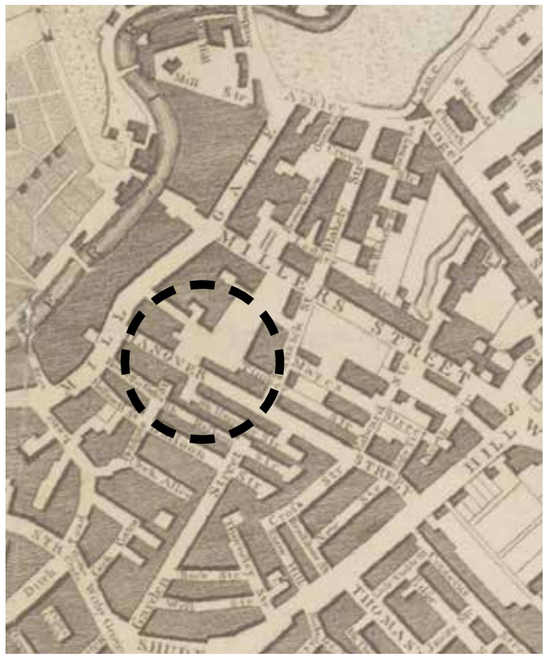
Works to facilitate occupation by retail tenants were subject to conditions requiring final agreement of the Corporation Street elevation design - project now at stage where there is secured retail tenant interest and this submission seeks to secure approval for these works



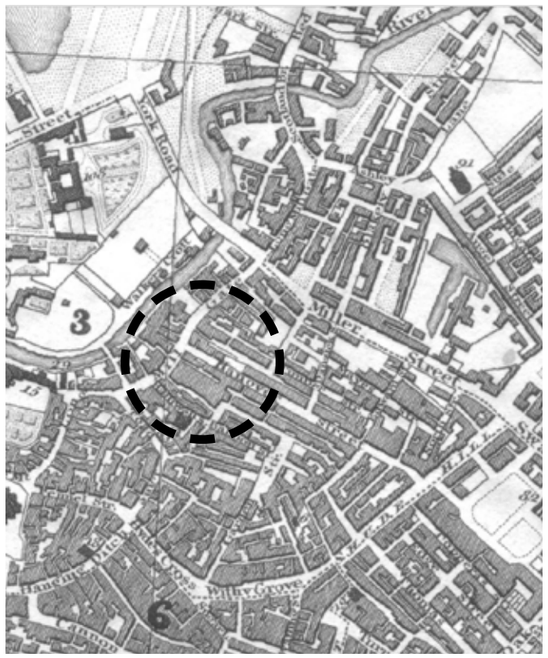
Hanover Building - NOMA Historic Listed Estate



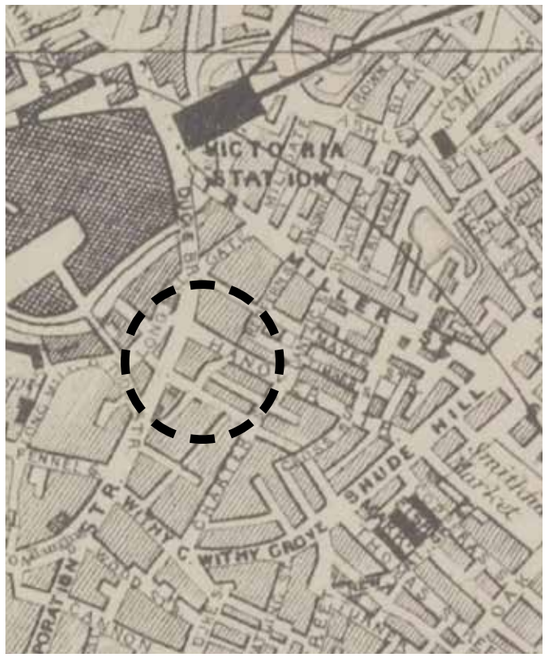
Immediate Proximity - Listed Buildings



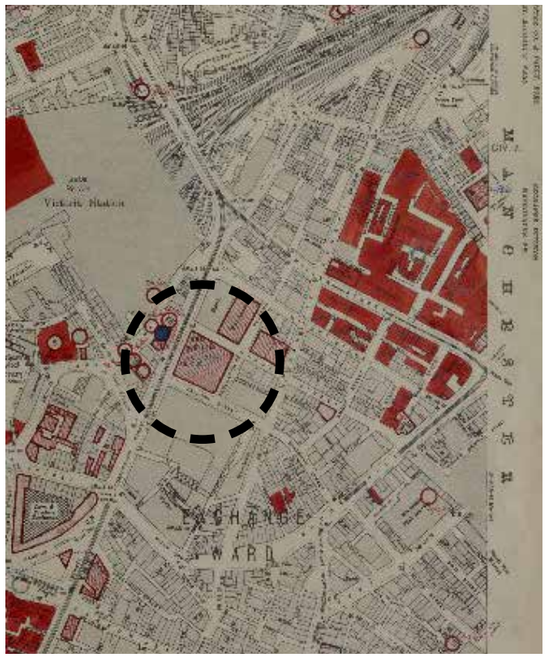
Historic Map - 1819



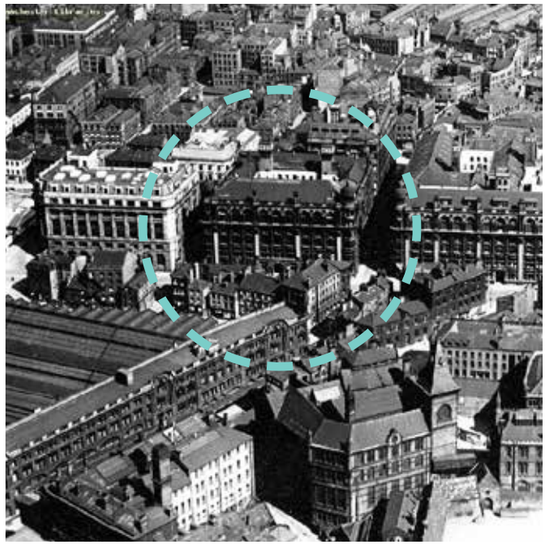
Historic Map - 1824



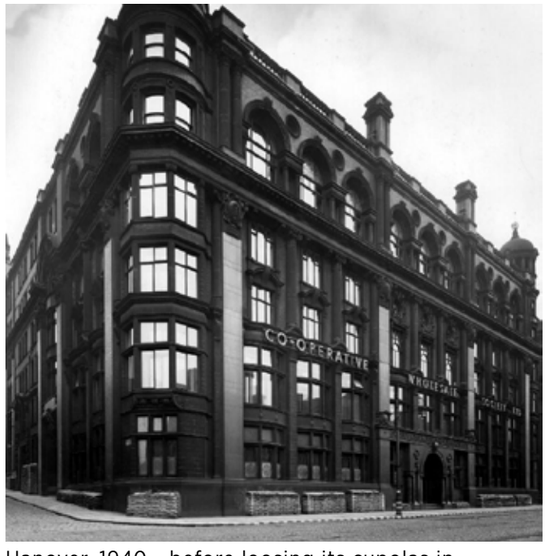
Historic Map - 1884



Historic Bomb Damage Map (OS 1933)



Aerial Photo - 1936



Hanover, 1940 - before loosing its cupolas in the Blitz



View down Corporation Street, 1961



Hanover, 1972

3.7 Existing Building

Hanover House was built by the Co-operative Wholesale Society between 1905 and 1909 to house offices and to serve as a warehouse. The building was designed by Mr. F. E. L. Harris in the Edwardian Baroque style, as expressed in its giant pilasters and heavy 4th floor cornice which supports an upper arcade of arched windows interspersed by roundels. The building is constructed in red brick with polished granite and sandstone dressings. The composition is topped by a balustrade parapet.

Hanover House is one of the best examples of Edwardian Baroque architecture built by the Co-operative, comparable to the best buildings built by the Co-operative in Newcastle, Bristol and Glasgow. The building embodies the Co-operative's pervasive aim to instil pride in its members through the execution of remarkable architecture.

F.E.L. Harris also designed the E-Block building, which was planned to accommodate the CWS Drapery Warehouse. The building is currently vacant and has been for almost 40 years, although it has been used for storage intermittently during that time.

The building was designed from the outset to be a warehouse and showroom, replacing the similar CWS premises on Dantzic Street. This was the first of the CWS buildings designed by the architecture department in what today is the NOMA scheme. The architecture is an example of Edwardian Baroque, built in red brick with stone carved details.

The historic value of E-Block relates to its status as the earliest surviving building of the CWS within the NOMA site. The cultural value of the building is intrinsically related to the development of the Co-operative in Manchester. It is an early exemplar of the Co-operative architecture in the City, built by the CWS in-house architecture department. It reflects the development of the Commercial Warehouses that dominated Manchester during the 19th and early 20th Century.

The 2018 refurbishment created new vertical and horizontal circulation routes within the newly covered atrium, re-opening the main entrance to the building off Corporation Street and extensively repaired the facade.

3.8 Heritage Assets – Assessment of Significance

The heritage assessment and building record has been prepared by SLHA and forms part of the supplementary documentation provided for this application.

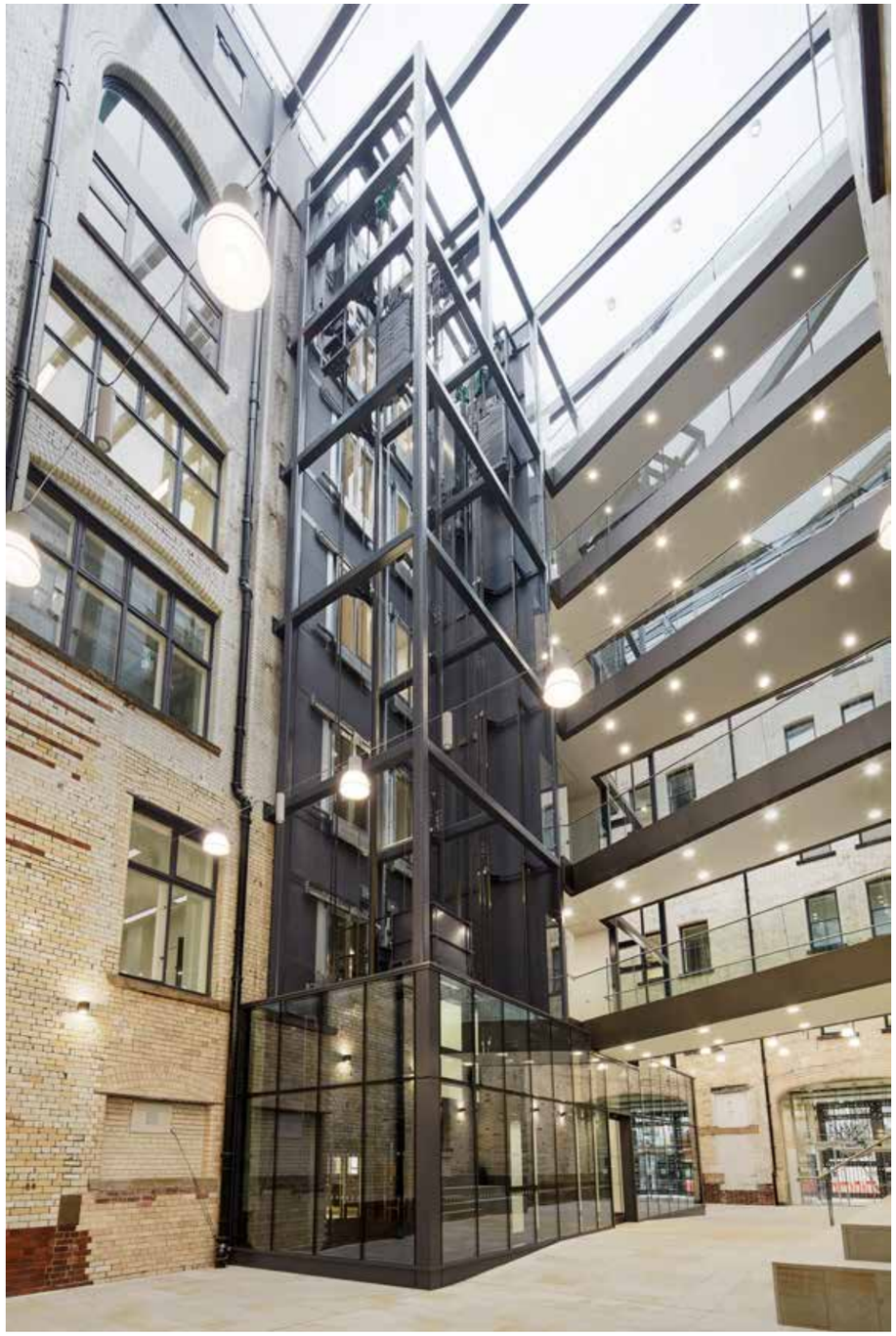


Image of the new lifts and bridges within the atrium space







Selected images of Hanover & E Block



4.0 DESIGN STATEMENT

4.1 Key Interventions

4.1.1 Tenancy Split Changes / reasons for change from 2016 application

A number of factors have driven the need for this new application at Hanover and E Block from the2016 approval, mainly a change in the retail market from traditional retail store to more experience led offers and detailed tenant requirements coming forward.

The original application was speculative, assumed even tenancy splits into quarters with each unit taking both the ground and lower ground levels of the space. An assumption that if a food and beverage (F&B) offer were to be present, the kitchen area would be in the lower ground areas and provision for kitchen extract was provided in this location.

The 2016 application proposed extensive demolitions and modifications to the Corporation Street facade with limited interventions to E Block. The retail proposals in the 2016 application were geared towards a traditional retail offer. Over the intervening five years, the demand for this has declined, whilst the demand for leisure and food and beverage offers has increased. This is the key driver for the change of use application to include for bar uses.

Hanover and E-Block Proposed Basement and Ground Level Units - 2020

NOMA has confirmed tenant interest in the E Block Unit 4 and active interest in Unit 3, which has driven a change in the tenancy split in this area. Unit 3 is proposed to be a ground floor only unit, with Unit 4 taking the majority of the ground floor and all of the lower ground floor of E Block. The scale of Unit 4 has necessitated the inclusion of a secondary means of escape from this unit. Units 1 and 2 in Hanover are still speculative at this stage, and the level of information provided in these areas reflects that.

The previously approved large scale interventions to Corporation Street have been scaled back significantly, with the new proposed interventions more evenly distributed around the buildings' ground floor to facilitate confirmed and speculative tenancies.

Vertical Circulation

Within retail units 1, 2 and 4 vertical circulation is required to connect the two levels of the unit. Each stair and platform lift has been designed to minimise removal of historic fabric and intervention to the existing structure of the buildings by aiming to only removing the slab between main structural beams.



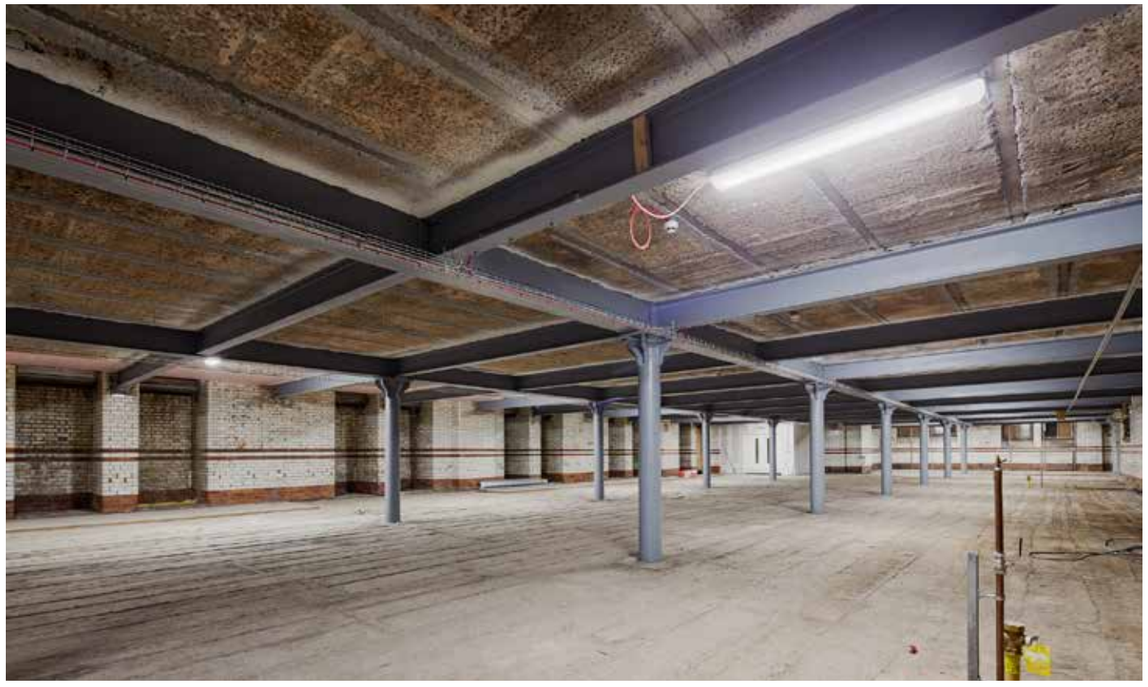




Images of Hanover retail spaces in their current state



Images of E Block retail spaces in their current state



4.1.2 Louvre Provision

Evenly distributed air intake/extract is required for each retail unit. The proposals utilize existing window openings with steel ppc louvres inserted within the stone reveals. This has been done successfully previously within the main 2016-2018 works to the sub station are, visible on Hanover Street (image opposite). This intervention is considered reversible, as the louvres can be removed in the future and glazing reinstated.

The requirements for ventilation has updated and the design team are responding to current guidelines.

Points below from CWC summarise the rationale behind the louvre requirements:

- The retail units are largely speculative, and therefore CIBSE design guidance has been utilised
- The basis of F&B units have been assumed to have an occupancy density of 1 per 3m2 based on the NIA (Ground & Sub-Basement)
    - If an office type occupier were to take these spaces, there would be a reduction in the area of louvre, but an intake and extract would still be required in the locations indicated. Due to the louvre fitting within a window opening, there is no scope to reduce the over all size of the louvre in this case, as this is dictated by the existing fabric of the building.
- The velocity for sizing the louvres (the speed in which the air passes the louvre) is based on 2 m/s, inline with CIBSE guidance of not exceeding 2.5 m/s. Increasing the velocity would reduce the louvre size, but would increase noise and pressure drop (impacting on fan efficiency and Part L compliance, where a maximum Specific Fan Power (SPF) is allowed)
- Providing reasonable distance between intake and discharge locations and reducing the risk of cross-contamination, this requires intake and discharge louvres be located on separate window bays, and not located immediately adjacent each other)
- Retail units have Ground & Basement levels, therefore requiring separate intake and discharge louvres per level, as retail tenants generally utilise local heat recovery units which would not be suitable to serve more than one level
- Louvre area could be reduced based on actual requirements, however, it was the view that to retain the existing window profiles and provide symmetry in the design that in instances where louvres are required, they are across the high-level bay and not specific window panes
- If specific tenant requirements are known, the louvres sizes may be further reduced, however, this would be specific the to tenants requirements and not provide future flexibility for the units should they change tenants in the future



The 2016 planning application had significant louvre provision within the glass bay structures being formed to Corporation Street. By omitting them from the scheme, the louvre provision went down. Limited louvre provision was approved for the E Block retail units in 2016, which in retrospect was an under provision. The 2020 proposals have an more equal distribution of louvres to all units.

	2016 Approved Area of Louvre	**2020 Proposed Areas of Louvre**
Balloon Street	1.93	10.84
Hanover Street	0	8.63
Federation Street	0	4.16
Corporation Street	22.36	5.6
Total louvre area	24.29m^2	29.23m^2

Steel PPC louvres have been successfully installed within existing window rebates as part of the main contract works to Hanover to serve the sub station. New louvres will be installed to existing openings minimising removal of historic fabric whilst facilitating the change of use to retail.

4.1.3 Security Requirements

Following the main building refurbishment, the windows to the lower ground level of E Block were boarded to prevent damage to the glazing and unauthorised entry to the building. A site survey has determined that most of the frames and glazing to these areas is original.

Due to the level in relation to the street of these windows, there is a real risk of damage from vandalism. The proposals are to affix a steel grille in front of the glazing to allow access for hand cleaning but prevent casual vandalism and unauthorised access through these points. This will allow for all the original windows to be retained.

We propose a new simple painted grille, directly referencing but not replicating the grilles to the lower ground level of Dantzic building opposite. This would be fixed to the stone jamb and not the timber frame. This would allow for cleaning and light maintenance of the windows behind whilst protecting them from damage from passers by and maintaining natural light to the lower ground levels.



Window grille on Dantzic building



Various images of Federation Street





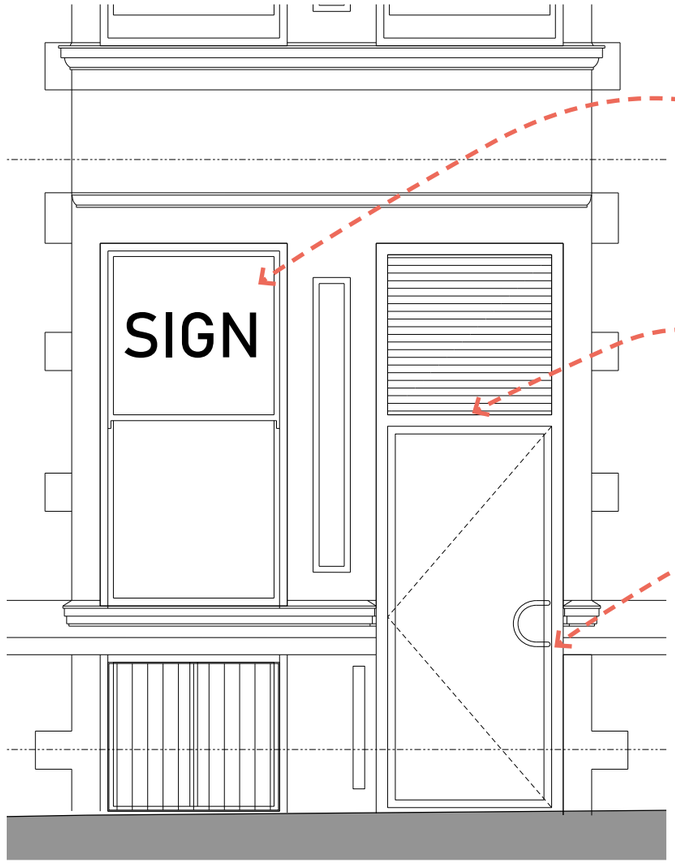
4.1.4 Federation Street

3 no. new openings into the retail units are to be formed along Federation Street. These have been located symmetrically along the facade to continue the rigorous order of the fenestration. Each new doorway is formed from the right hand window of the existing pair of window openings. The stone sill will be cut and the detail dressed back into he newly formed entrance. The door and fanlight proportions directly reflect the adjacent central bar of the sash window. Where a louvre is required, the whole sash unit will be replaced with e new PPC aluminium frame split 50/50 with glazing to the lower half and louvres above. This again maintains the rhythm and proportions of the sash windows whilst achieving the required ventilation rates. The team investigated retention of the lower sash pane with new louvre inserted above but felt that this was not a build-able solution as the frame and sash would have to be split to allow formation of the louvre above, requiring extensive remedial works. The interface between new louvre and retained lower sash would be unsightly and undesirable in appearance.

Various images of Federation Street







Existing sash retained

Transom height to match centre of sash window adjacent (circa 2.5m)

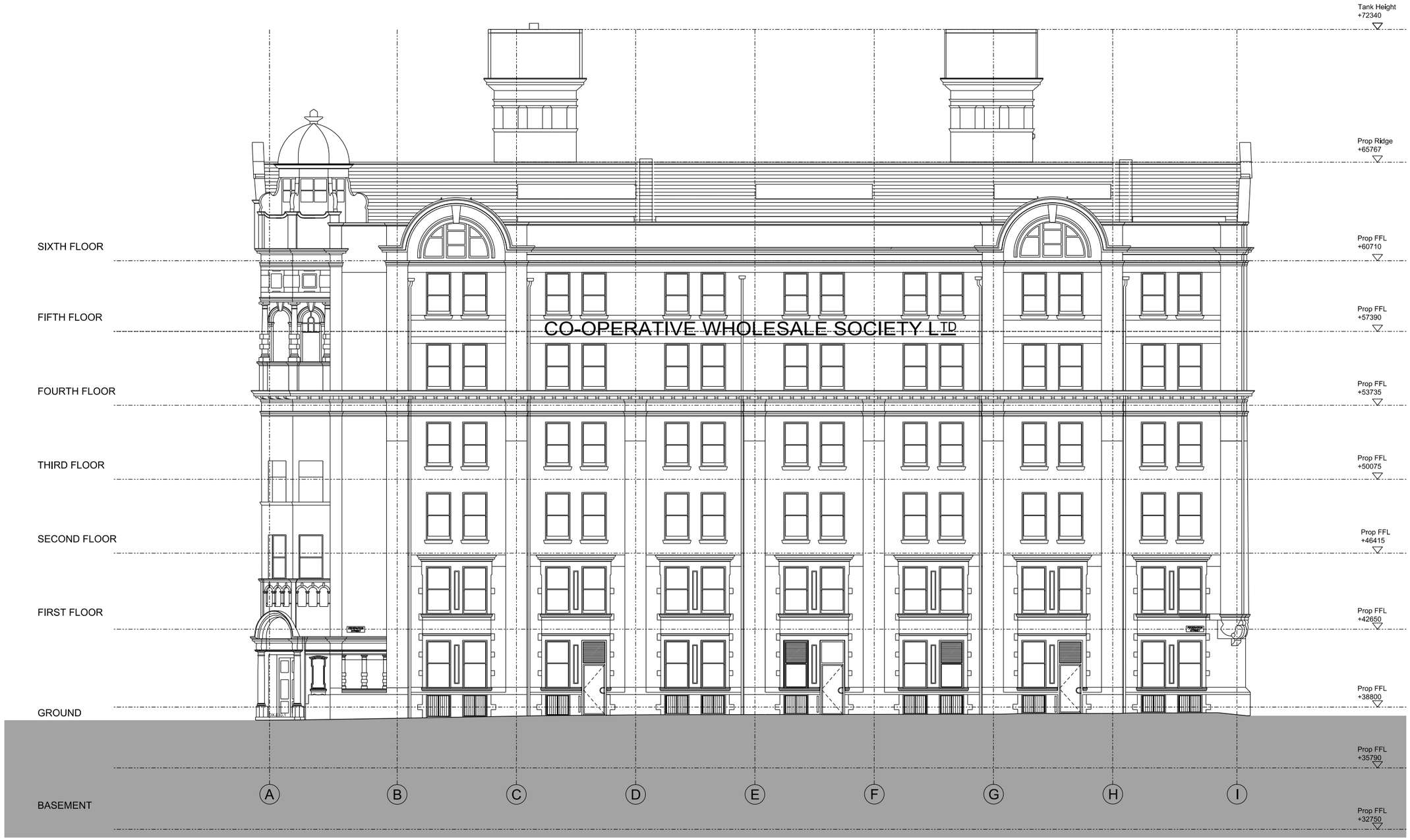
Sill removed, moulding turned back into new door opening, where sill cut made good.



Door to open outward for escape, low level wall mounted barrier with possible integrated shop signage.

FEDERATION STREET ELEVATION

NOTE:
For materials see Materials Tracker



4.1.5 Hanover Street

No entrances to the retail units are proposed on Hanover Street, the only change will be the inclusion of louvres within existing window openings. These will provide the general intake extract air for the retail units behind within both Hanover and E Block. Louvre provision in generally at high level within the unit as the ventilation system is ceiling mounted and allows for simpler connections.





Various images of Hanover Street





HANOVER STREET ELEVATION



4.1.6 Corporation Street

One new and one re-configured entrance will provide access into retail units 1 and 3 from the chamfered corners on Corporation Street. Louvre provision is provided to the lower ground level of these units via the pavement level window openings, which will be replaced with steel PPC louvres. This has the added benefit of providing security to these low level areas, reducing the risk of vandalism.



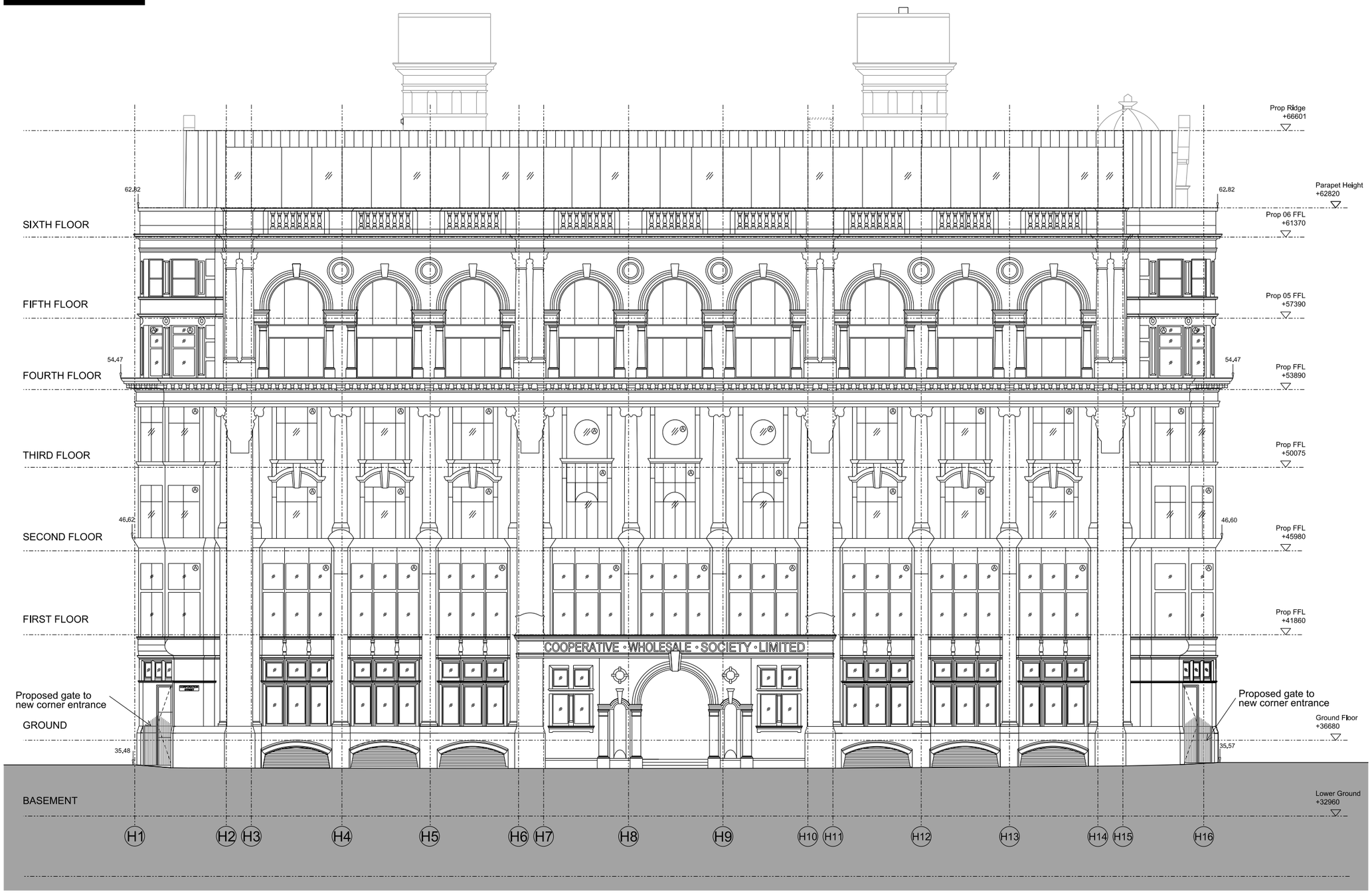
Various images of Corporation Street





CORPORATION STREET ELEVATION

rials see Materials Tracker



4.1.7 Corporation street entrance location analysis

During pre-application the location of the retail unit entrances was discussed. The extant 2016 planning approval formed large openings to the Corporation Street facade as well as the corner bays with a mixture of doors and pop out display windows. The team assessed if the rational of entrances off Corporation Street was still valid, whilst also reviewing the option of entering the units from the corners of the building.

A previously created corner entrance is currently in place on the corner of Balloon and Corporation Streets, where as the opposite corner is in its original state.

Key to these discussions were:

- Previous consented scheme viability in changed retail market
- Level of harm to historic structure (both aesthetic and fabric alterations)
- Safety of future users of the retail units upon entry and exit

The level of structural intervention to form entrances from the corners would mainly be internal, as outline of the annotated diagram opposite.

Existing entrance to corner of Balloon Street



Location of proposed entrance to retail unit



Internal view of existing entrance from Balloon Street



Internal view of main elevation bay to Corporation Street at Ground Floor



Internal view of bay of Corporation Street at Lower Ground



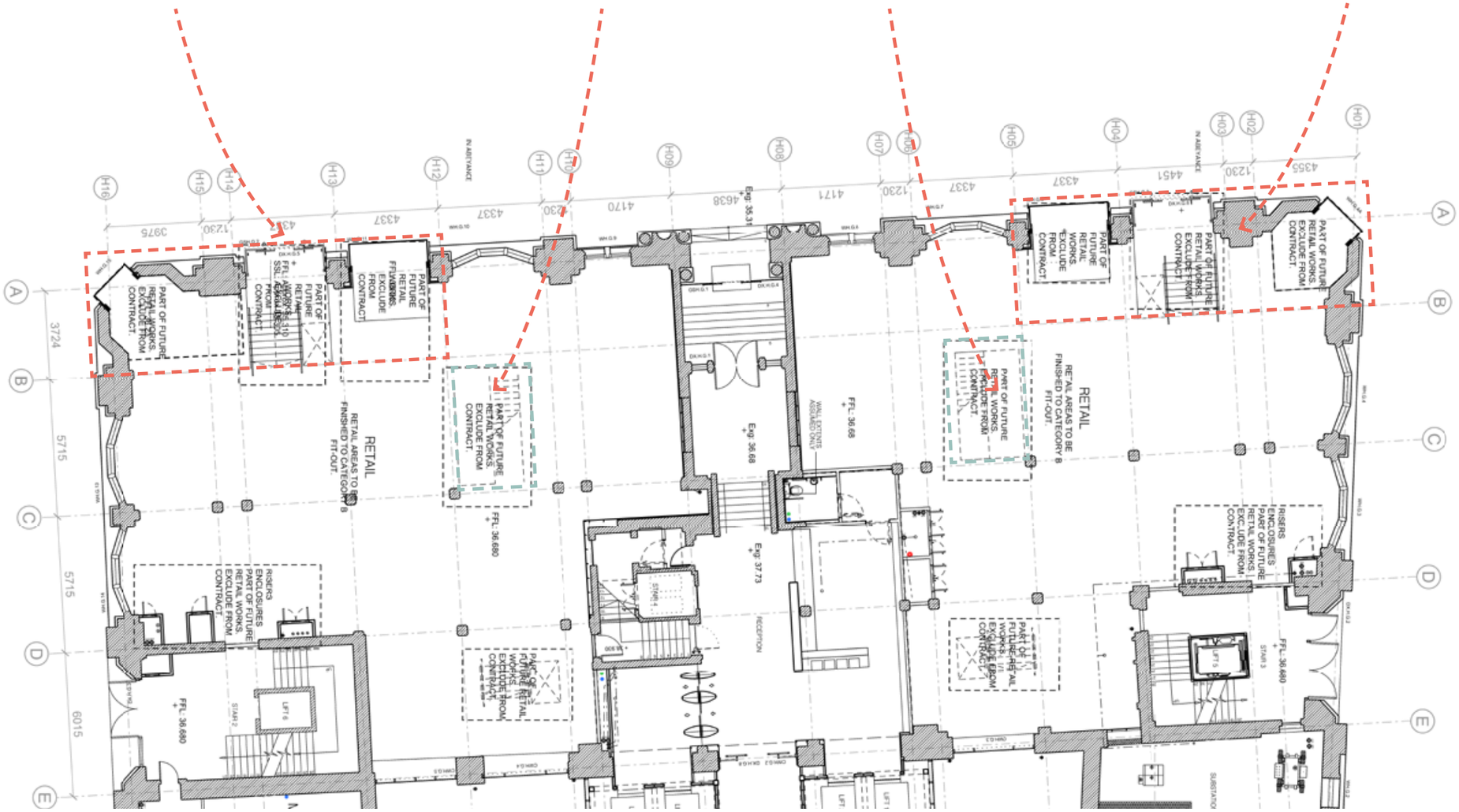
4.1.7.1 Consented 2016 Scheme

Zones of structural slab and elevation removed to form entrance, light well and shop window

Proposed accommodation stair to connect ground and lower ground of retail units

Proposed accommodation stair to connect ground and lower ground of retail units

Zones of structural slab and elevation removed to form entrance, light well and shop window



4.1.7.2 Initial Thoughts - Retaining main entrances on Corporation Street

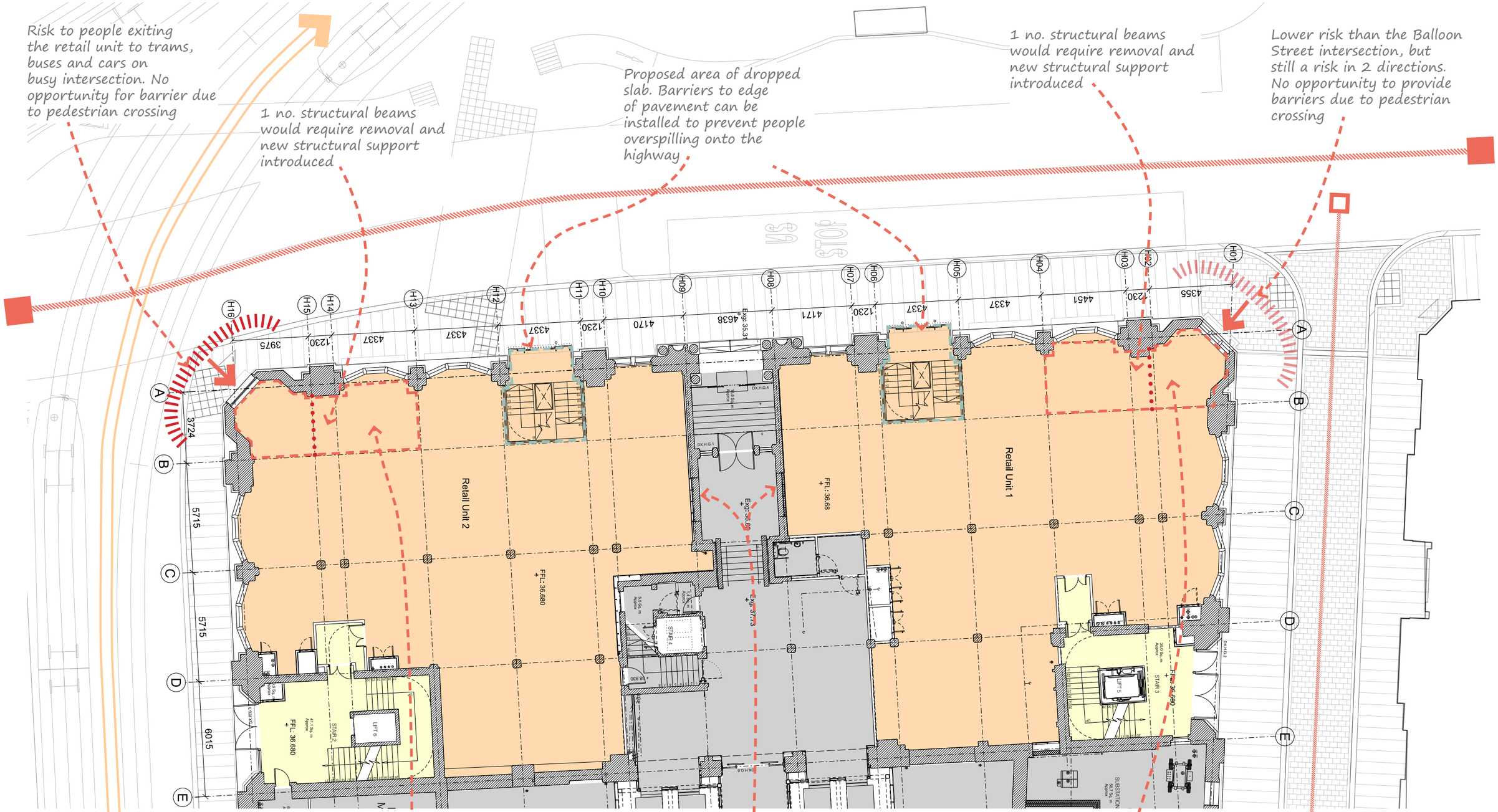
Risk to people exiting the retail unit to trams, buses and cars on busy intersection. No opportunity for barrier due to pedestrian crossing

1 no. structural beams would require removal and new structural support introduced

Proposed area of dropped slab. Barriers to edge of pavement can be installed to prevent people overspilling onto the highway

1 no. structural beams would require removal and new structural support introduced

Lower risk than the Balloon Street intersection, but still a risk in 2 directions. No opportunity to provide barriers due to pedestrian crossing



Area of dropped slab required to allow level access and vertical circulation to basement level

No opportunity to enter via the reception as grey areas is part of Amazon's demise and would result in the damage/loss of significant marble lining to walls

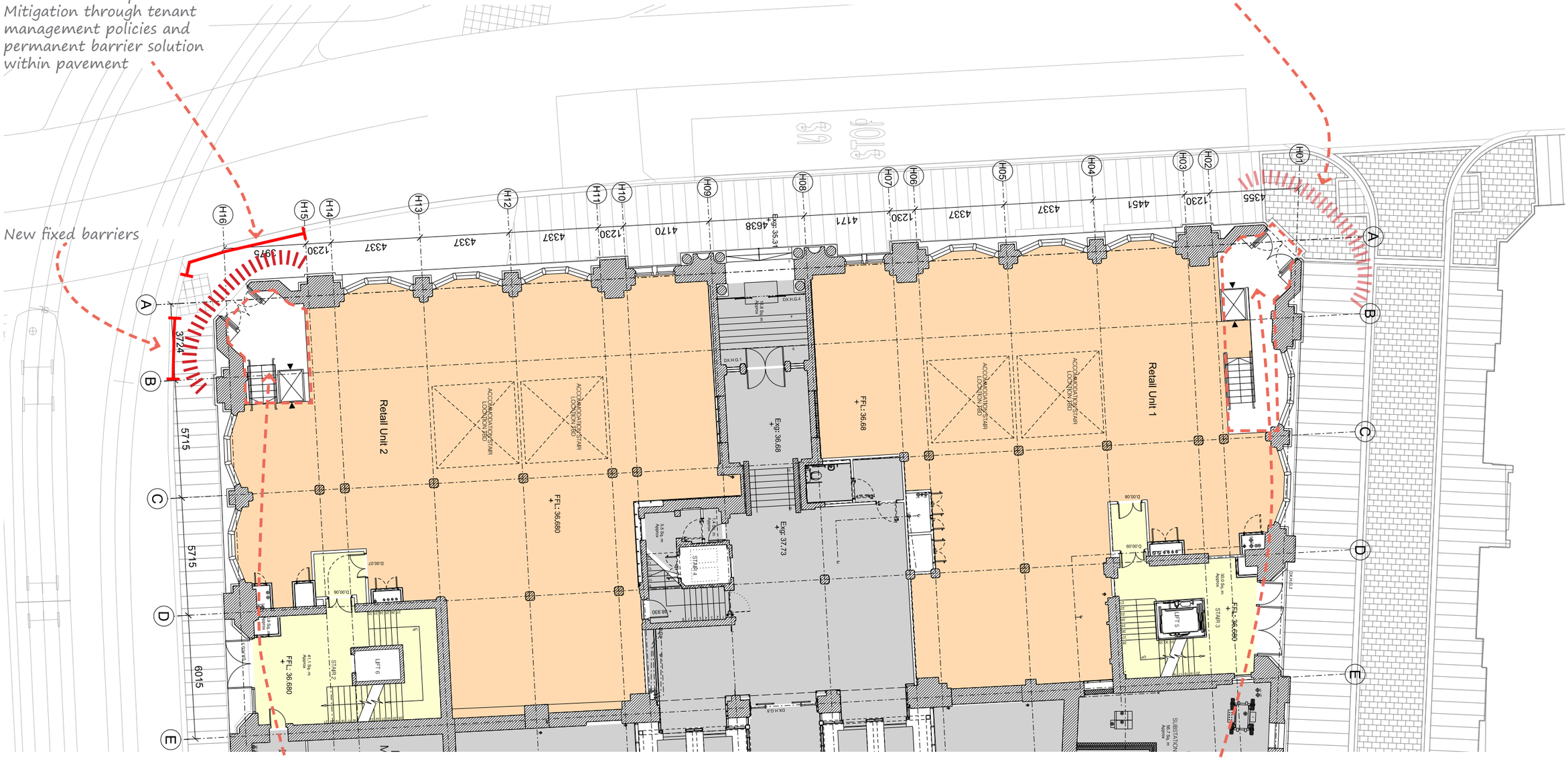
Area of dropped slab required to allow level access and vertical circulation to basement level

4.1.7.3 Proposed entrance configuration

Risk to retail unit users due to proximity of tram line and narrow pavement. Mitigation through tenant management policies and permanent barrier solution within pavement

Risk to retail unit users minimal, mitigation via tenant management policies

New fixed barriers



Corner entrance mitigates harm caused to main Corporation Street elevation, and consolidates interventions into discrete location

Corner entrance mitigates harm caused to main Corporation Street elevation, and consolidates interventions into discrete location

4.1.8 Balloon Street

No entrances to the retail units are proposed on Balloon Street, the only change will be the inclusion of louvres within existing window openings. These will provide the general intake extract air for the retail units behind within both Hanover and E Block. Louvre provision in generally at high level within the unit as the ventilation system is ceiling mounted and allows for simpler connections.

The current door on the corner of Balloon and Corporation Streets is non original. This will be replaced with a new door to match the new entrance to the opposite corner.







BALLOON STREET ELEVATION

ɔTE:
ır materials see Materials Tracker



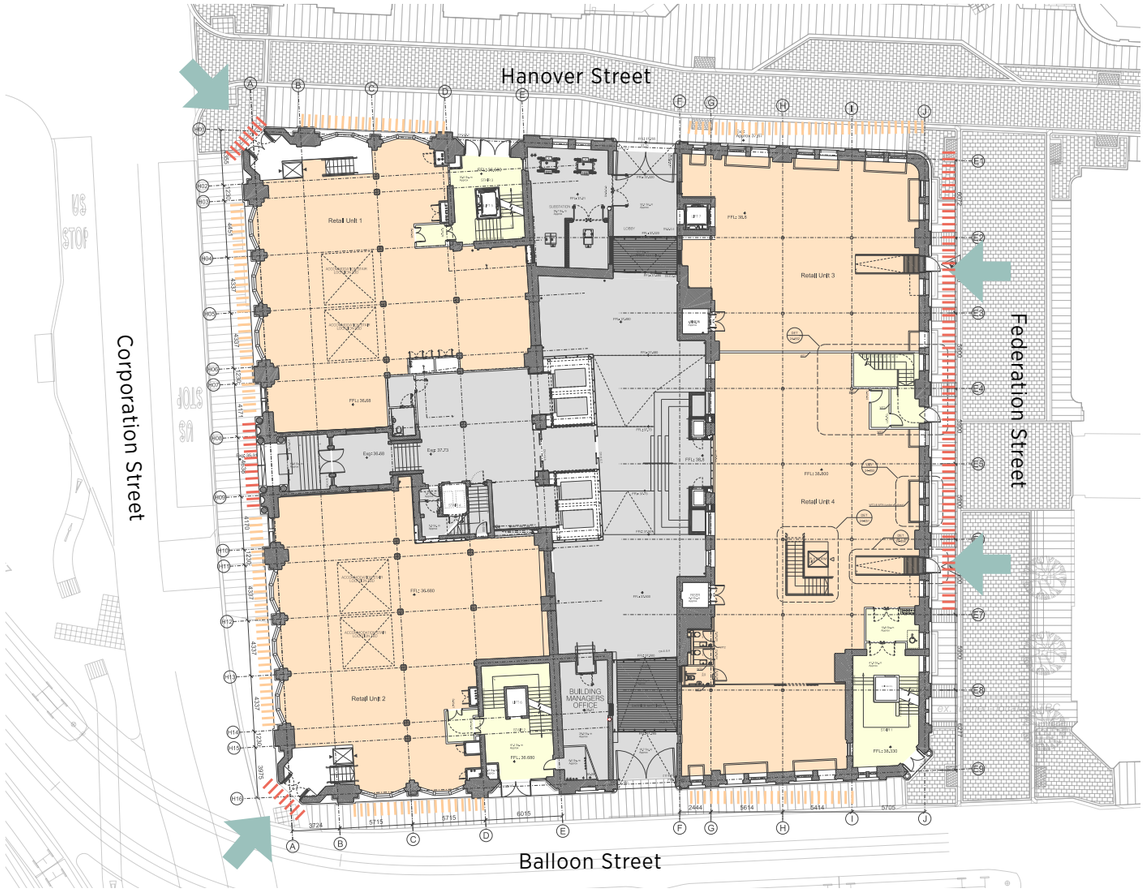
4.2 Main Entrances and Active frontages

4.2.1 Entrances

Each retail unit will have its own new dedicated entrance. Units 1 and 2 will enter from Corporation Street, Units 3 and 4 will enter from Federation Street. There is no access into the retail units from the atrium space to the centre of the building. Each retain unit entrance is level access from the street.

4.2.2 Active Frontages

Corporation Street and Federation Street will benefit form the main active façades, being where the retail unit entrances are located. Activation within the space will for semi-active frontages onto Sadler's Yard and Balloon Street. Sadler's Yard will be active with two new retail units facing onto the public space. This will further enhance the already vibrant public square, with active back of pavement uses now in New Century Hall and Redfern.



Ground Floor Plan

Key

Pedestrian Entrance

Active Frontage

Semi-Active Frontage



Pedestrian Access Key:

- Pedestrian access route
- Wheelchair Accessible route
- Vertical access core

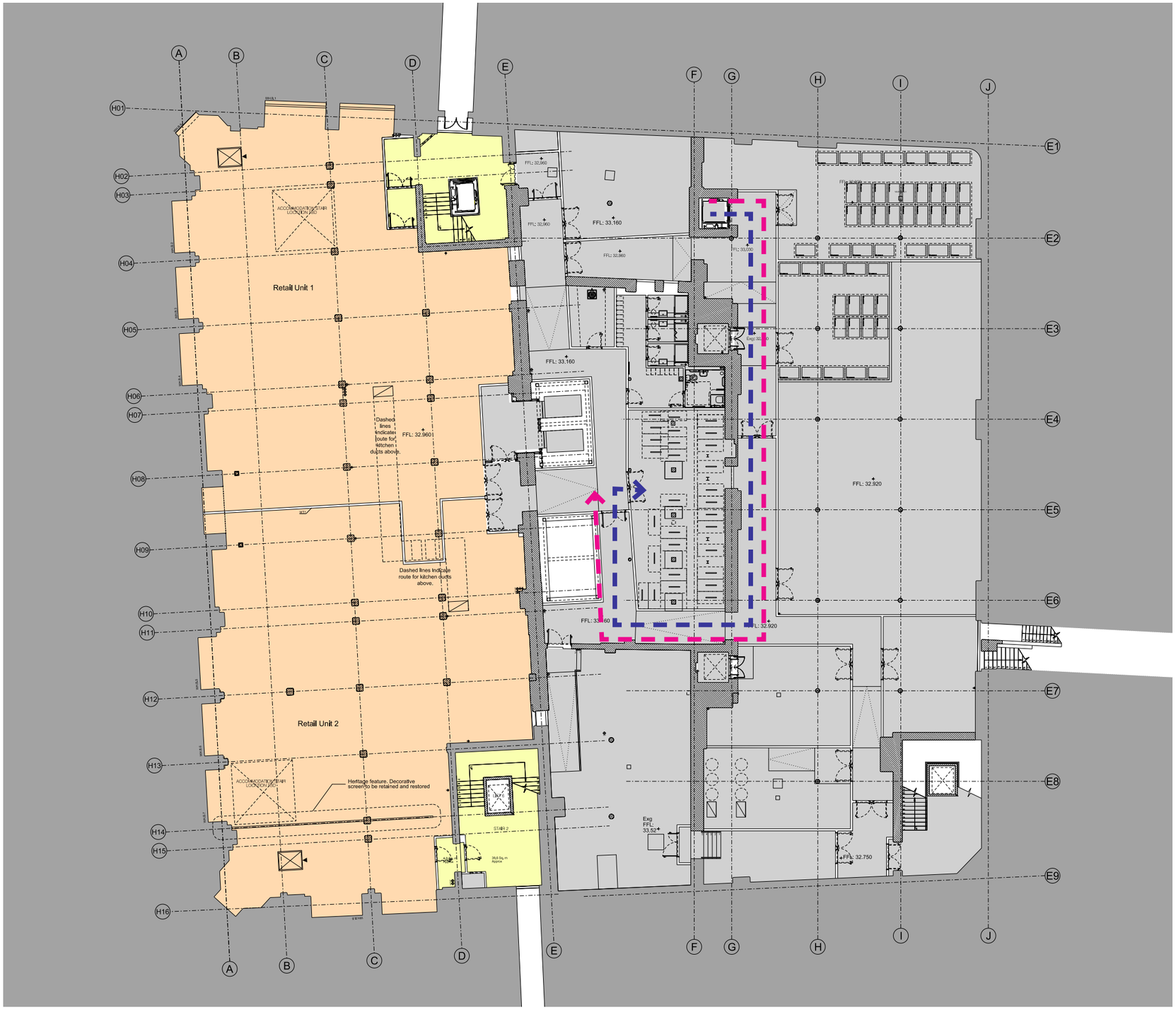
NOTE: Visitor bike parking for the retail units is provided within the wider NOMA public realm



Cyclist Access Key:

Cyclist access route

Accessible cyclist route



Cyclist Access Key:

Cyclist access route

Accessible cyclist route

4.3 Movement Routes – Vehicular

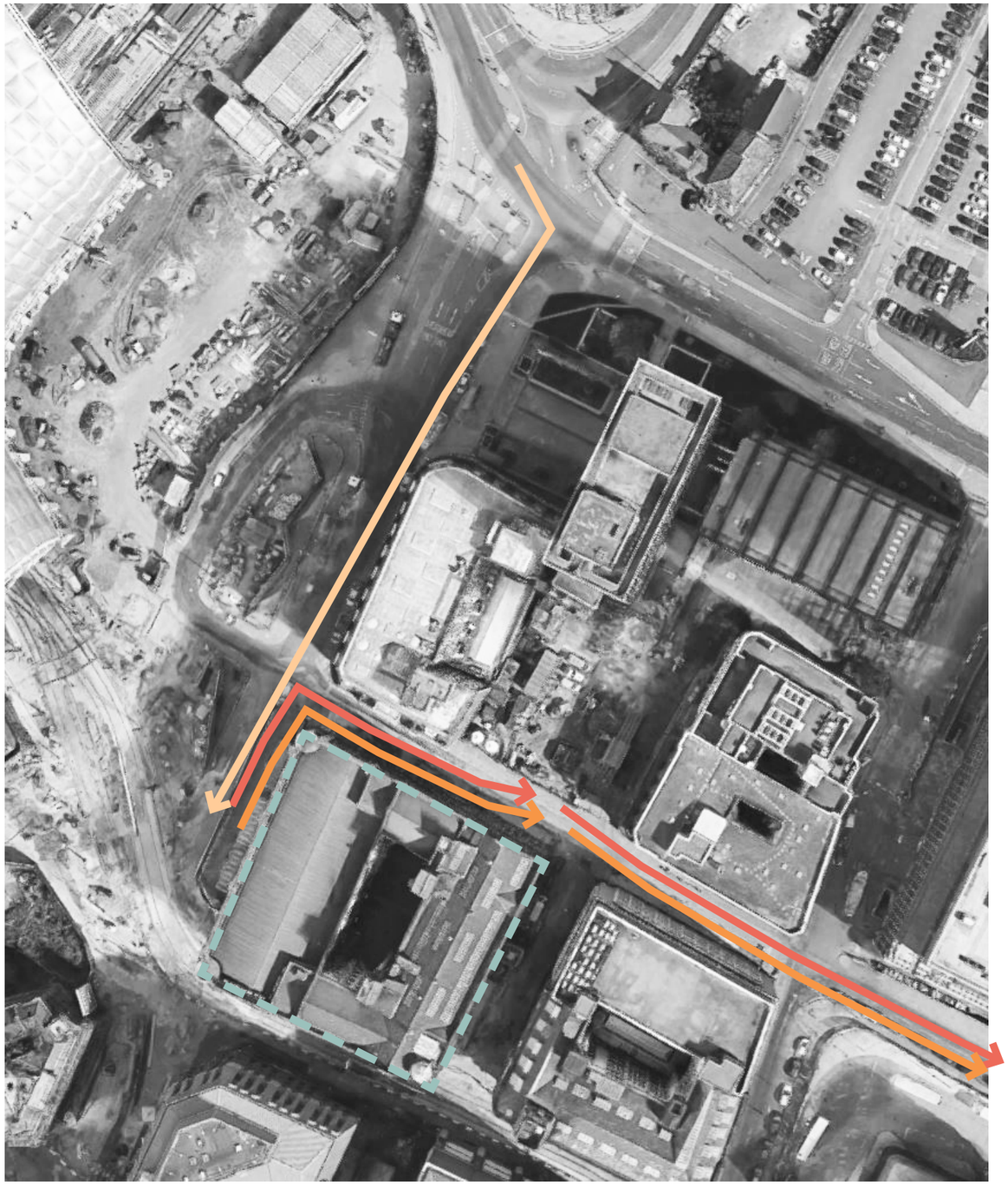
The access routes for the area were set out within the NOMA SRF. These have been updated to reflect current and future usage. A site wide Waste Management Plan has been prepared by Curtins.

Key : Vehicle Access

Delivery/Service Vehicle Access Via Hanover Street Loading Bay

Emergency Vehicle Access

Refuse Collection Vehicle Access



Vehicular Movement

4.4 Indicative Signage Strategy

A wide ranging signage strategy has and is been implemented as part of the wider NOMA master plan area. The scope of which covers all public way-finding, building signage down to bollards and other identifying markers to alert the pedestrian that one is within the historic estate.

The tenants signage is intended to be an extension of that strategy, details of which will follow this application.

The signage will follow previous examples within Manchester, constituting of fixed blade signage not exceeding 400mm in depth and illuminated signage behind the retail units glazing.



THE ROYAL EXCHANGE MANCHESTER - BLADE SIGNAGE



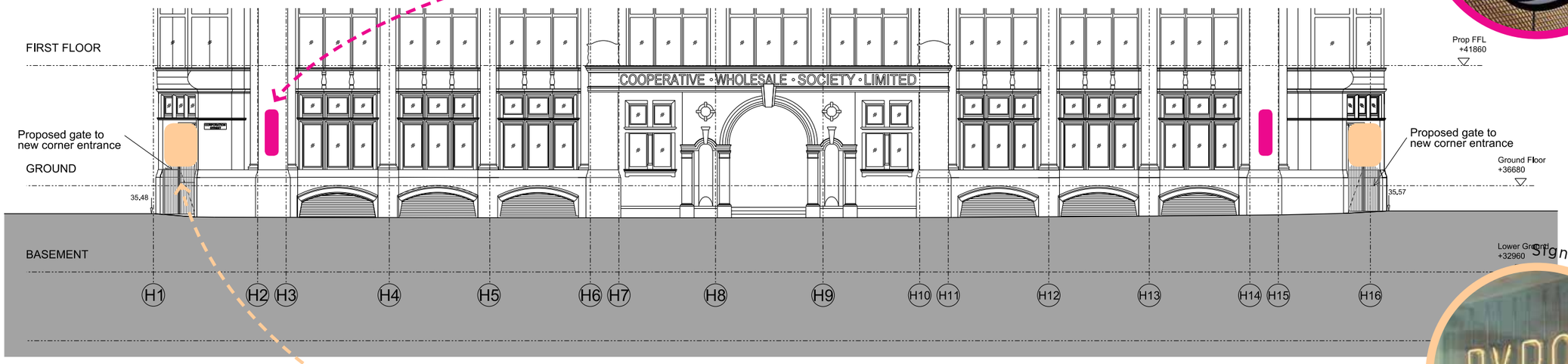
THE CORN EXCHANGE MANCHESTER - SIGNAGE BEHIND GLASS



South Elevation Proposed



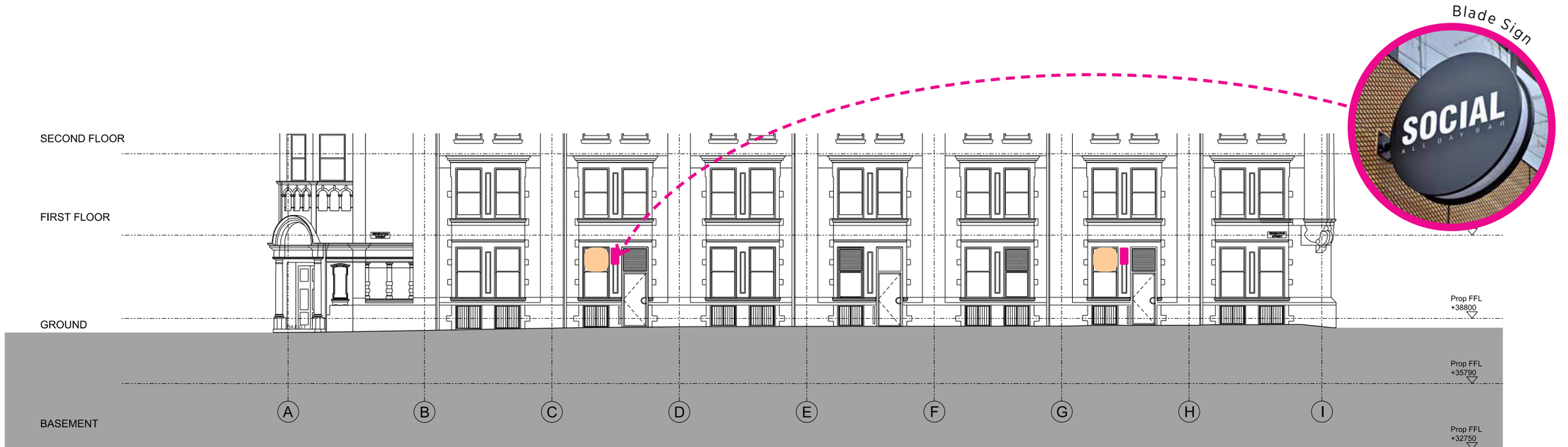
Blade Sign



West Elevation Proposed



Signage behind curtain walling



East Elevation Proposed



North Elevation Proposed

5.0 ACCESS STRATEGY

5.1 Access and Inclusion

Attention has been paid to access issues with cognisance to the use of the building and with reference to Part M of the Building Regulations, the Equality Act and other relevant regulations and standards.

5.2 Access to Site

Level access is provided to each retail unit from their individual entrance doors. Due to the level differences between the street level and the ground floor at all entrance points, each unit requires some mitigation to provide fully accessible entrance ways.

Units 3 and 4 within E Block have ramped access from street level up and into the main ground floor, with Unit 4 having a platform lift linking to lower ground areas.

Units 1 and 2 have level access into Hanover each with a platform lift to either ground or lower ground levels.

Cycle storage for staff is available within the basement of E Block and was provided as part of the 2016-2018 works. Visitor cycle provision is accommodated with external cycle hoops within the NOMA estate.

5.3 Parking Provision

There is no existing or proposed vehicle parking on the site.

Existing vehicular set down / drop off points are located on Dantzic Street and Hanover Street, these will continue to be used for set down / pick up points for Hanover and E Block

5.4 Cycling Provision and Amenities

Cycle storage was provided as part of the main build phase 2016-2018 and met all appropriate standards at that time.

5.5 Public Transport Amenities

Hanover Building is in close proximity to the Shudehill Interchange which serves both trams and buses. The site is also a short distance from Manchester Victoria Station, a key node for trams and national rail services.

Manchester Piccadilly station which serves trams and national rail services is located 0.8 miles away to the east.

5.6 Service Vehicles, Refuse Lorries, Fire Engines etc

Hanover retail units will be serviced from the loading bay on Hanover Street. Service/refuse vehicles will set down at the loading bay, with refuse/deliveries being manually transported into the building. Refuse will be via the dedicated goods lift from the basement bin store, with deliveries for each retail unit directly to each unit.

5.7 Internal Accessibility

Where a retail unit is over two floor levels, a platform lift has been provided. Entrance ramps and to appropriate gradients and lengths.

New lobbies from the cores will comply with Part M and BS8300, incorporating vision panels and clear widths for wheelchair users.

5.8 Emergency Escape

Within Hanover connections to the existing fire escape cores are available at each level. Within E Block, unit 4 is connected to the existing escape stair at both levels and an additional escape stair has been provided for secondary means of escape. Unit 3 is small enough to only require single means of escape.

5.9 Vertical Circulation

Hanover and E Block retail is to be served by:

- 3 no. platform lifts within retail units
- 1 no. goods lift to basement storage areas

New lobbies will comply with Part M and BS8300, incorporating vision panels and clear widths for wheelchair users.

5.10 WC Accommodation

The retail units will be provided with pop ups for WCs to be completed during tenant fit out, with accessible WC provision in line with equalities legislation.

6.0 CONSULTATION

6.1 Pre-application consultation

Pre-application consultation has focused upon providing an explanation of the proposed changes from the 2016 approval of Hanover and E Block. It has also provided background relating to the key market drivers to the proposed project programme. This process has sought to address specific questions and comments that have been raised during the consultation process.

The following pre-planning consultation meetings have taken place with Manchester City Council Planning and Conservation officers:

Meeting	Date
Pre application meeting	November 2020
Pre application meeting	December 2020

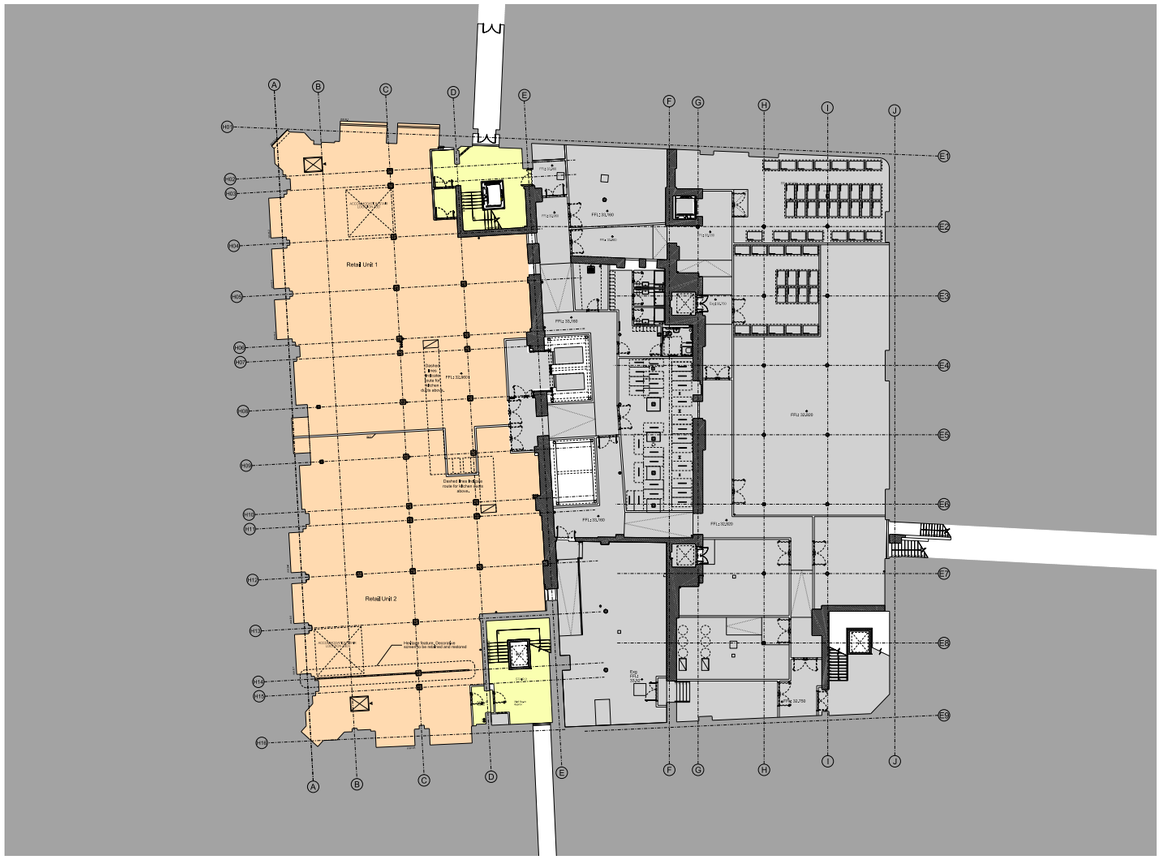
Overall, pre-application feedback has been positive and the proposals have been recognised as a significant opportunity to refurbish the Grade II listed building and bring the areas back in to optimum viable use as active retail units.

7.0 SCHEDULE OF TOWN PLANNING APPLICATION DOCUMENTS

Below is the list of information and drawings submitted for Planning Approval and which has been agreed with the planning case officer, Angela Leckie and conservation officer, Paul Mason as required to validate the Planning Application

Document
Existing and proposed scheme drawings including plans, sections and elevations, (full schedule of drawings provided in the covering letter)- prepared by Sheppard Robson Architects
Accommodation Schedule
Design and Access Statement – prepared by Sheppard Robson Architects
Planning Statement (incorporating Statement of Consultation) – prepared by Deloitte
Material Schedule and Quality Control Statement – prepared by Sheppard Robson Architects
Heritage Statement – prepared by Stephen Levrant Heritage Architecture
Conservation Strategies - prepared by Stephen Levrant Heritage Architecture
Level 2 Historic Building Record – prepared by Stephen Levrant Heritage Architecture
Structural Statement – prepared by Curtins
Environmental Standards and Energy Statement – prepared by Crookes Walker Consulting and Element Sustainability
M&E Strategy - prepared by Crookes Walker Consulting
Ventilation Strategy – prepared by Crookes Walker Consulting
Drainage Strategy – prepared by Curtins
Noise Impact Assessment – prepared by Hann Tucker
Construction Management Plan and Local Labour Agreement – prepared by Russells Construction Ltd
Crime Impact Statement – prepared by Greater Manchester Police
Transport Statement and Travel Interim Plan – prepared by Curtins
Site Servicing and Waste Management Strategy, including Waste Pro-forma – prepared by Sheppard Robson (including NOMA Site Wide Waste Management Strategy prepared by Curtins)
Operational Management Strategy prepared by Workman

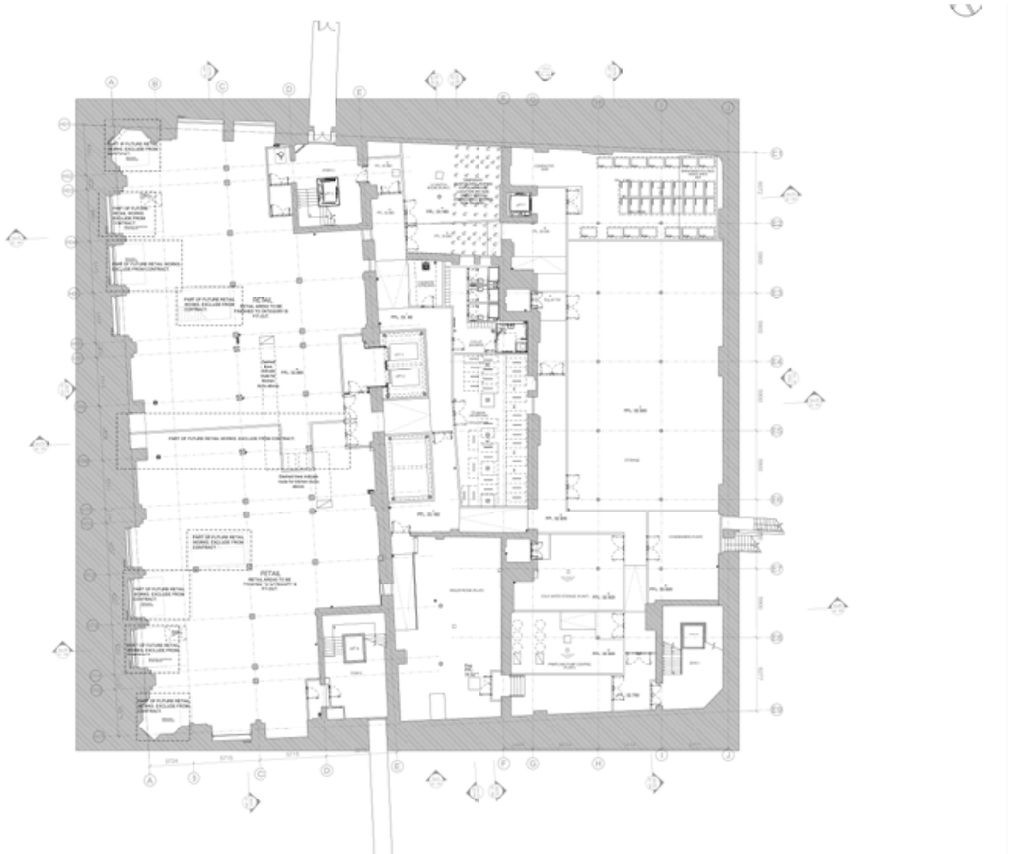
APPENDIX A – KEY DRAWINGS COMPARISON WITH PREVIOUSLY CONSENTED SCHEME



Basement Floor - Proposed Scheme GA

Key changes:

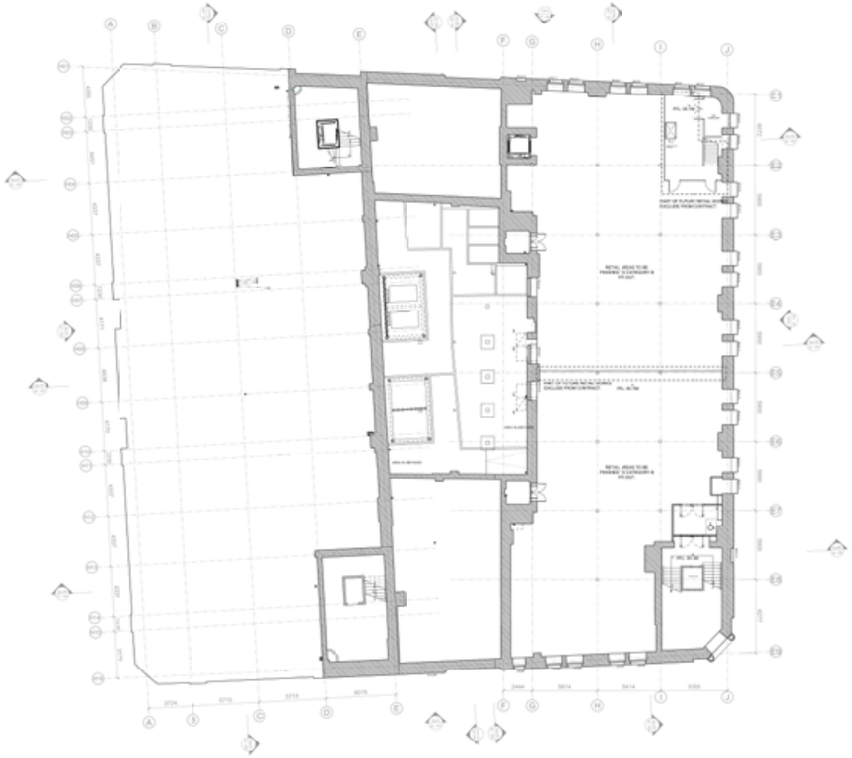
- 1 no. platform lift per unit
- 1 no. staircase connecting both levels



Basement Floor - Previous Scheme GA



Lower Ground Floor - Proposed Scheme GA



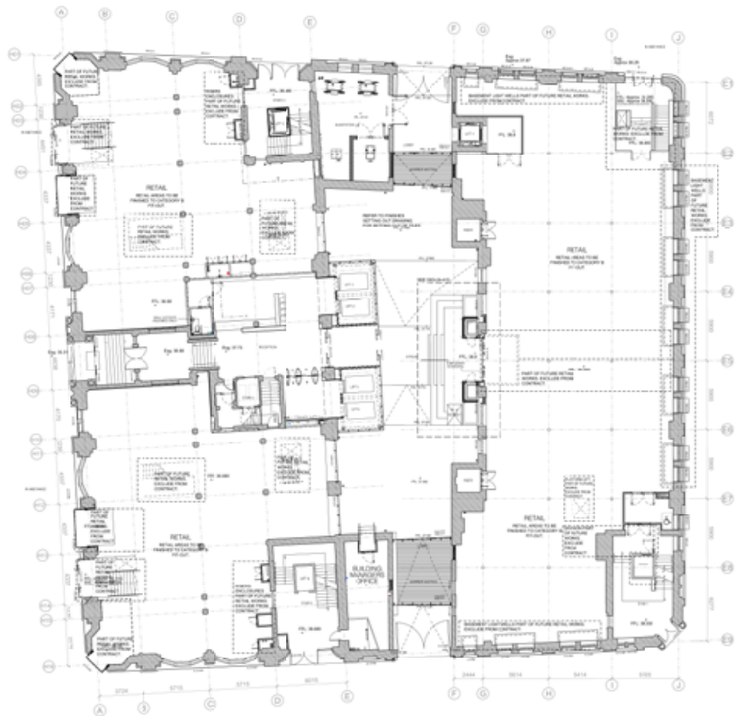
Lower Ground Floor - Previous Scheme GA

Key changes:

- 1 no. accommodation stair omitted
- 1 no. fire escape stair added



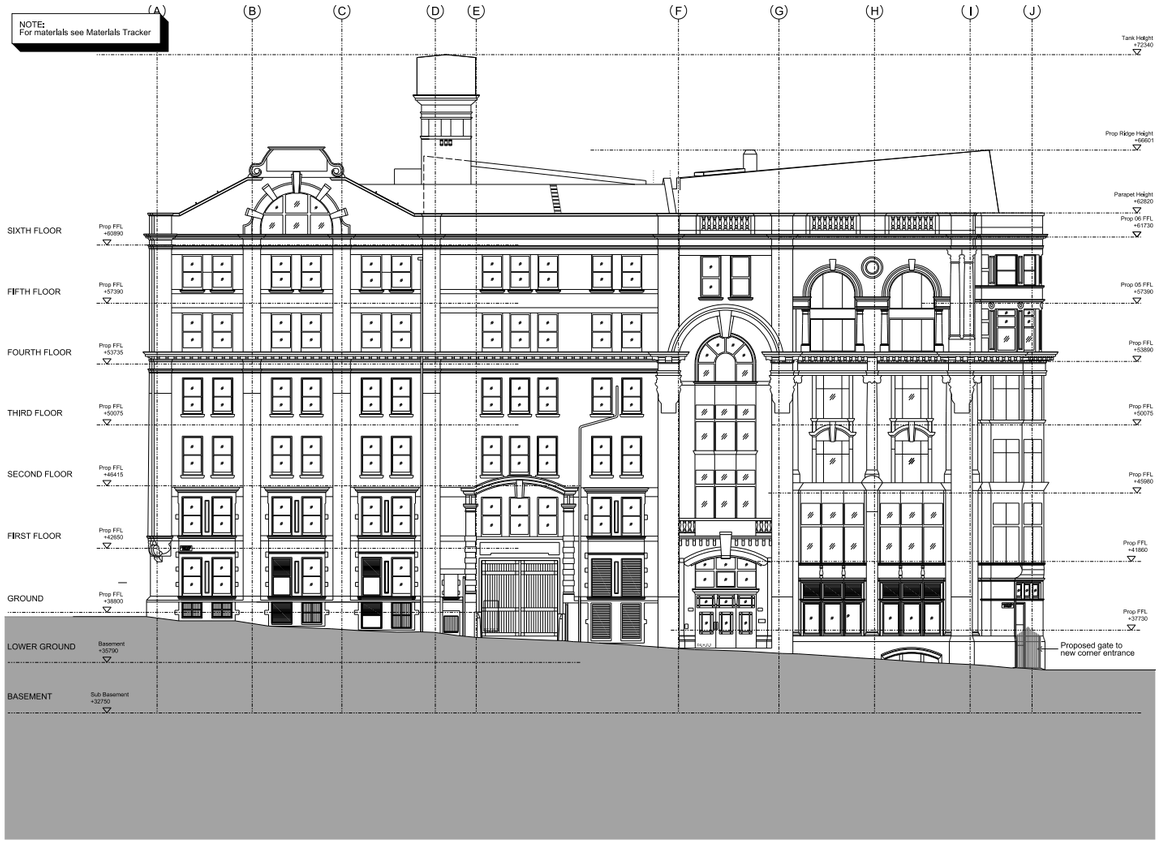
Ground Floor - Proposed Scheme GA



Ground Floor - Previous Scheme GA

Key changes:

- Units do not connect with atrium space
- Unequal retail split to E Block



North Elevation - Proposed Scheme GA

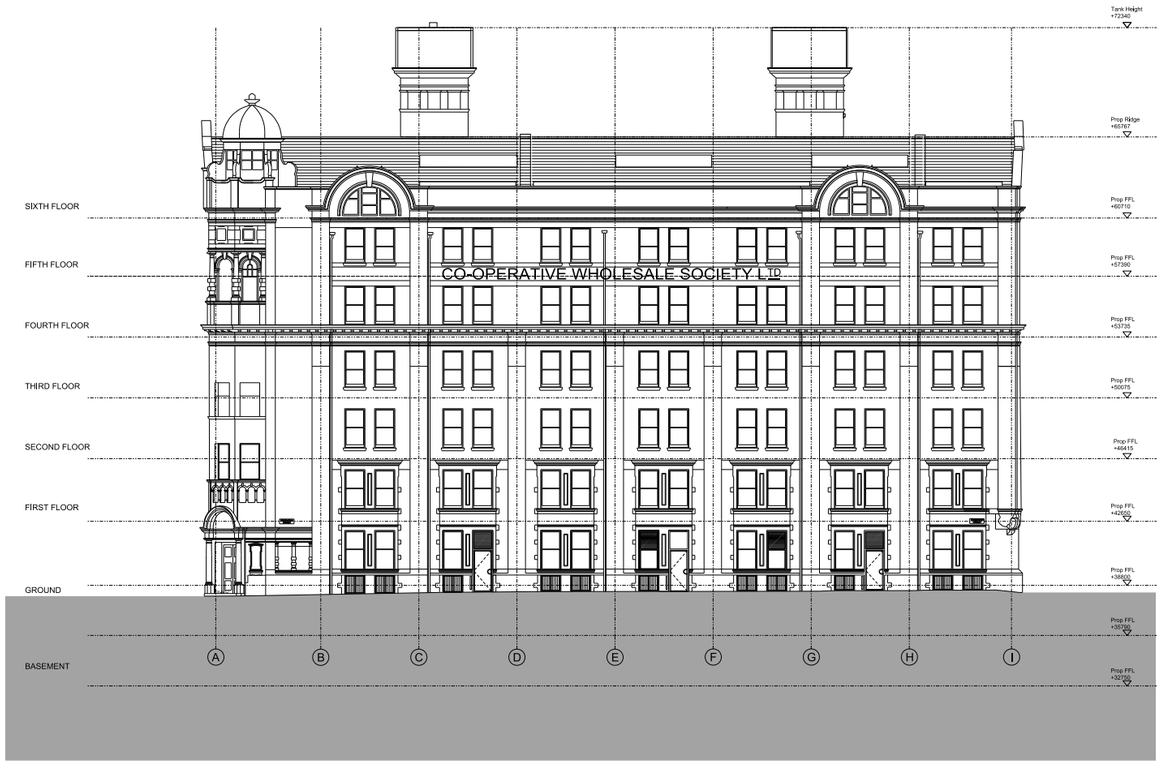
Key changes:

- Entrance to Unit 3 moved to Federation Street
- Additional louvres to E Block and Hanover units



North Elevation - Previous Scheme GA

OTE:
r materials see Materials Tracker



East Elevation - Proposed Scheme GA



East Elevation - Previous Scheme GA

Key changes:

- Entrances to both retail units formed
- Grilles fitted to low level windows
- Provision of louvres to ventilate retail units

NOTE:
For materials see Materials Tracker



South Elevation - Proposed Scheme GA

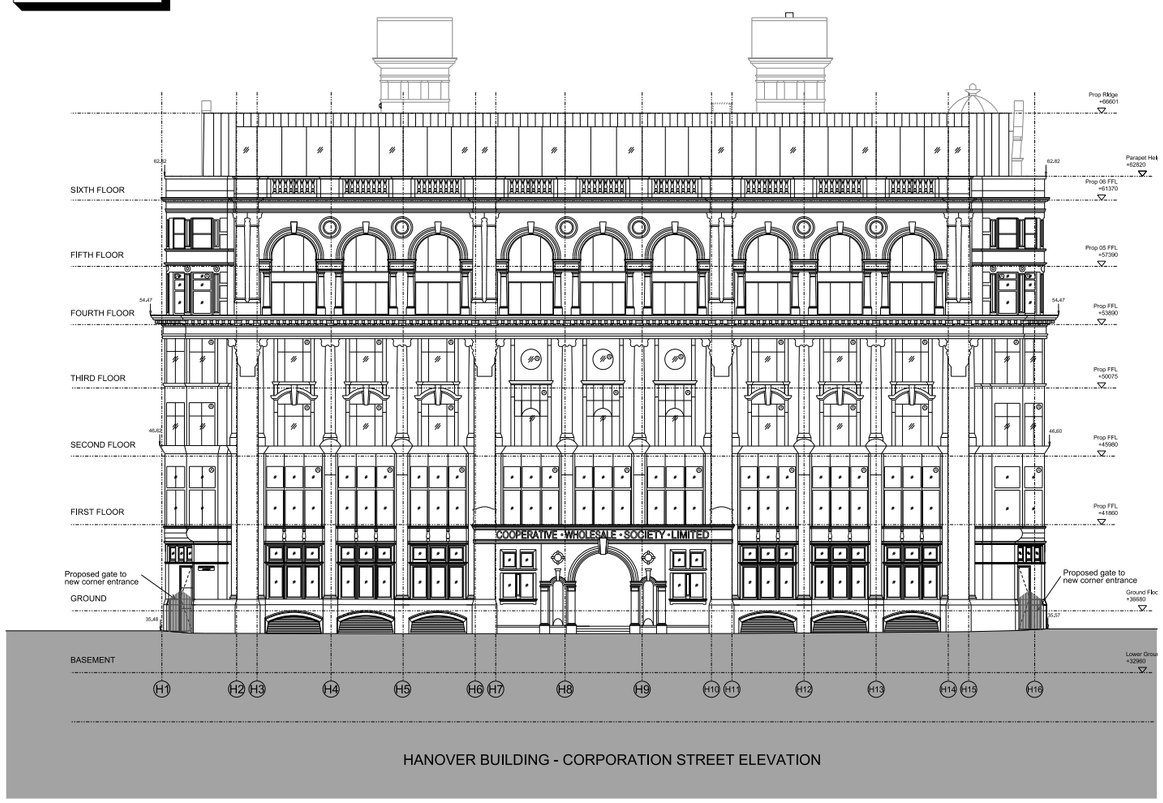


South Elevation - Previous Scheme GA

Key changes:

- Additional louvres to E Block and Hanover units

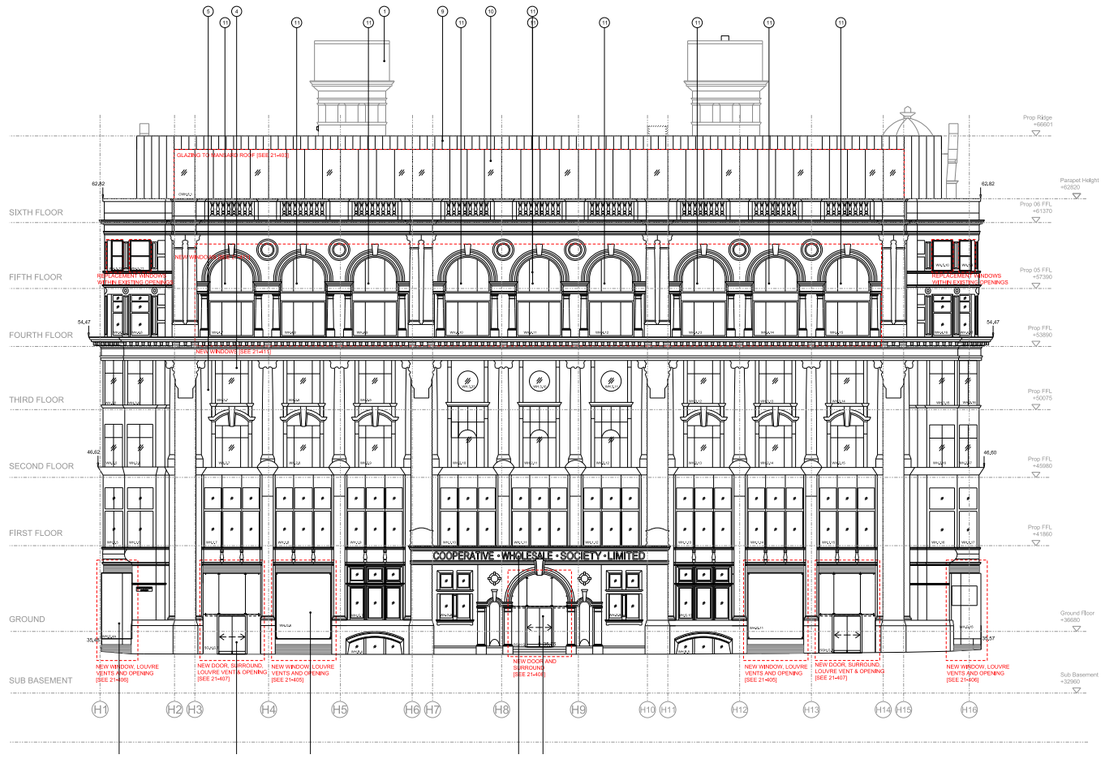
NOTE:
For materials see Materials Tracker



West Elevation - Proposed Scheme GA

Key changes:

- Entrances to both retail units formed
- Grilles fitted to low level windows



West Elevation - Previous Scheme GA

P:\Projects\6700_etc\6702\Documents\00 Project Documents\0015 Planning Design and Access Statement\6702_Hanover Retail Works_Planning_DAS.indd

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