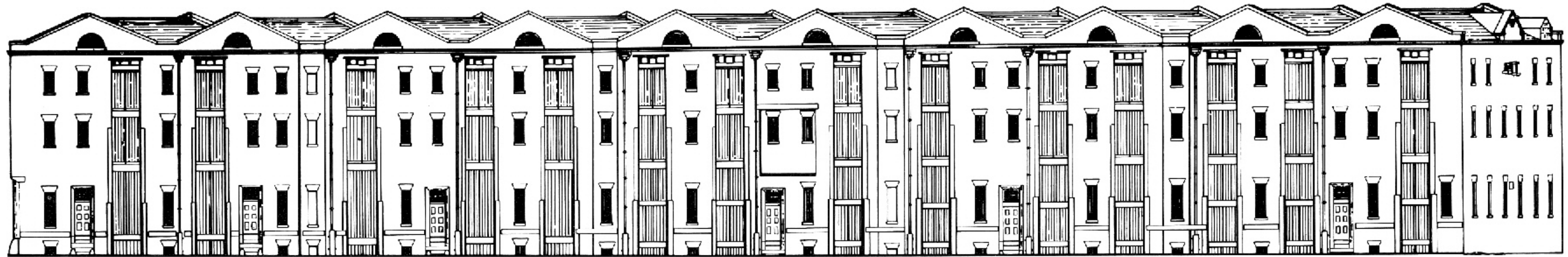


Proposals for Safe Access to the 1830 Warehouse, the Science and Industry Museum, Manchester

Design & Access Statement February 2021



NORTH ELEVATION



SECTION

Studio Downie Architects LLP

Contents	Page
1: Introduction	2-3
2: The site and its context	4-7
3: Analysis and approach	8-12
4: Schedule of proposed works	13-21

This Design & Access Statement report has been prepared on behalf of the Science and Industry Museum (SIM) Manchester for proposed works which are part of a large capital spend by the museum on their estate of historic buildings. This includes an important programme for inspection, repairs and maintenance to bring the buildings back to where they should be and to ensure their continued enhancement and long term well being as an important part of the visitor experience.

As part of this programme Studio Downie Architects LLP have been working with SIM from August 2018 coordinating a team of experienced consultants and specialists to provide a series of Conditional and Measured surveys for the Grade 2 Power Hall, the Grade 1 Viaduct and the Grade 1 1830 Warehouse including an Historic Environment Assessment. The team has developed a detailed understanding of the historic buildings both individually through their history, construction details and current maintenance/ defect issues and collectively their importance within the wider context of Manchester’s townscape setting.

Studio Downie’s varied experience includes historic buildings on challenging landlocked city sites and sensitive protected landscapes.

- The Grade 1 Parker Library, Corpus Christie College, Cambridge
- The Grade II* Royal Geographical Society, London
- The Cass Sculpture Foundation, South Downs National Park.
- The Grade 2 Lyme Regis Museum, Unesco World Heritage Site
- The Grade II Stanley Building, Kings Cross, London awarded best Heritage-led project, London Planning Awards.

The client instructed Studio Downie to prepare and submit this application and the proposals have been reviewed with the historic building consultants HCUK Group who have prepared a full Heritage Statement which with this document provides an overview of the site, its context, the client's needs and the proposals. HCUK Group have also prepared a statement for the 1830 Warehouse itself, the proposed works and the specific primary details.

Safe roof level access to the 1830 Warehouse is currently not possible. The client's aim is to also avoid the serious build-up of maintenance, fabric damage and safety issues experienced on the Power Hall (particularly the roof, the space at highest risk and primary contributor to defects) which lead to the closure of the building to the public. This application is being made in conjunction with a separate application for Urgent Repairs Works to the 1830 Warehouse.

The proposal represent SIM's requirements for safe access to the roof of the 1830 Warehouse and this forms part of a practical strategy for the long term wellbeing of the historic building to enable specialists to access the roof safely and to set up specialist temporary safe access when required. This will allow staff and their advisors tasked with the monitoring and upkeep of the building a safe access point for routine inspection, maintenance and repairs and a more efficient and targeted use of funds to safely and efficiently monitor the building.

As part of the planning pre-application process meetings were held at the museum with the Senior Planner David Brettel and Conservation Officer John Whyard from the City Centre Team, Manchester City Council:

26 February 2019:

SDA presented an Introductory Overview document and initial sketch plan studies for the Safe Access proposal which explained the requirements for the proposed works, their scope and our proposed approach.

c May 2019:

Taking the comments and guidance received updated plans of the roof of the building, images of safe access installations and sketches were presented and discussed and agreed these could form the basis for preparing the planning applications.

Historic England

The information presented to the planners was also issued to Andrew Davison, Inspector of Ancient Monuments, North West and a summary of his comments received 29.5.19 were:

- o he did not have a problem with principle of approach suggested
- o the basic design principles are sensible and should ensure the new installation is relatively hidden from most 'historic' viewpoints.
- o his main concern were views from locations such as the station plat-

forms, the lower yard, and not views from modern elevated locations.

- o from the information we had provided it did not look as if the new installation would be intrusive.

Further Discussion:

Design Team received feedback from MCC on 11/09/19 which considered the level of access sought in terms of the practical type and frequency of access for non-specialist access. The MCC feedback was that the originally proposed system of valley walkways, stepped walkways and fall restraint to the ridge was too invasive to manage highly localised deterioration.

26 Sep 2019:

Design Team meeting with MCC to review considerations and clarification notes issued 03/10/19 with two schedules: the first an addendum to the heritage statement prepared by the heritage consultant and the second prepared by SDA which sets out MCC comments and SDA responses. The response provided an overview of the journey and process taken including the options considered to reach the proposals. The schedule explained the extent of the east roof access/existing & new spiral stair and the platform landings.

c Feb 2020:

Further discussion and review of handrail detail to walkways.

c July 2020:

MCC and Design team agree an extension of time to enable an alternative proposal which may be more acceptable to MCC.

07 Oct 2020:

Client instruction to withdraw the current application, confirmed by MCC letter dated 02/11/20.

SDA contact MCC 02/12/20, to advise that the design team is now to work on a revised scheme of two roof access hatches only in Bay 2 (retractable ladder) and Bay 5 (spiral stair). Draft updated drawings to show the proposed scope were shared with MCC 29/01/21 for pre-application discussion held on 04/02/21.

REVISED PROPOSAL:

- To enable regular, planned inspection and both planned and ad-hoc maintenance by appropriately qualified and experienced people and so ensure the building remains in good condition into the future.
- To avoid harm and keep intervention to a minimum impact on the heritage significance.
- The roof will be little changed from the original/historic form and appearance.
- To provide safe permanent access up to the roof and a safe location from which to deploy access on the roof through temporary means

Different types of access and frequency:

- To provide safe point of observation for the Estates Team.
- To provide permanent access for specialist trained contractors to access the roof and then to set out their own temporary portable safe access on the roof in order to undertake inspection and localised repair.
- If inspection identifies more significant repair, the type of temporary access provision would be reviewed and may require LBC.

Comparison to the previous (withdrawn) submission:

- Omission of all roof walkways and ridge line fall restraint.
- Amended proposed east and west roof access hatch with step out platform above slates with minimal structural intervention. Hatch materials will be metal, non-reflective grey finish to match the roof slates, the upstand is designed to provide practical waterproofing detail, while the position is located low in the valley and set back a good distance away from the coping to minimise visual impact.
- Amended internal vertical access through adapting existing features to minimise intervention, and where required to be honest and sympathetic in material quality.

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.

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.

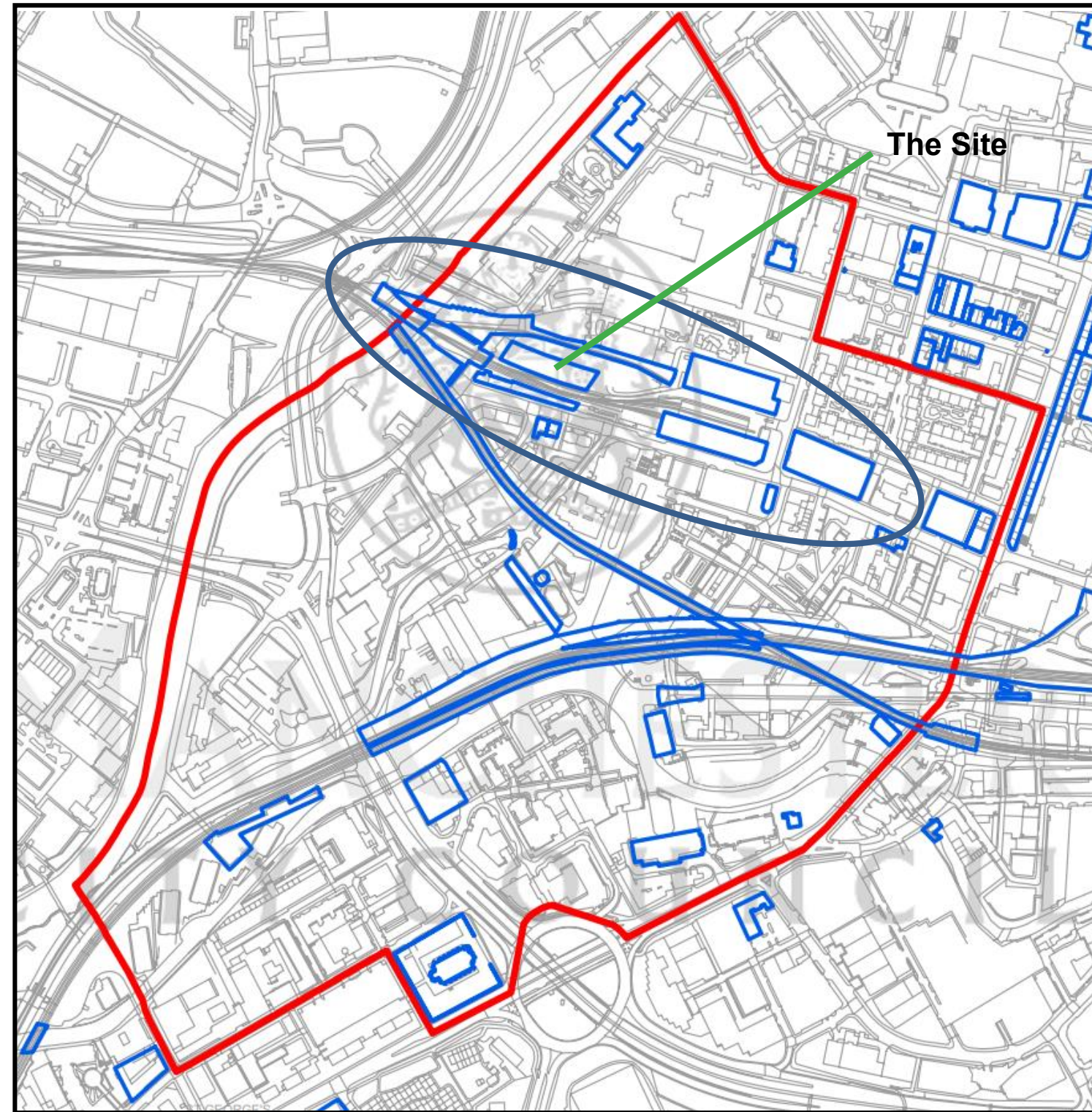
2: The site and its context

The buildings and the site

- As the world's oldest surviving passenger railway station and the world's first railway warehouse, the western end of the site has been extensively researched.
- Located within the Castelfield Conservation Area the large and complex former "Liverpool Road Railway Station" site contains a significant collection of Grade I and Grade II listed buildings.
- A Conservation Management Plan commissioned by the Museum, who are the owners of the site sets out policies which form a framework of philosophy and priorities for repair and conservation.

Planning, Heritage & wider context

- The Grade I 1830 Warehouse is an important building both individually and as one of a collection with the Grade II Power Hall, the Grade II New Warehouse, the Grade 1 Viaduct structure and Grade 1 Station Buildings forming a landmark historical townscape within the Conservation Area. The site reflects the beginning of Britain's Railway Heritage, industrial development, and the growth of trade in the C19th.
- A Heritage Report was compiled in October 2018 by the consultants HCUK Group based on The Conservation Plan, The Gazetteer and Archival Findings which forms the basis of the Assessment of Significance for the Heritage Statements accompanying this submission.
- Using traditional techniques the works will be in accordance with the NPPF 2018 to protect and enhance the heritage building.
- The museum is obliged to ensure the external fabric of the 1830 Warehouse is fit for purpose as an important part of the museum's estate with its continued current and future use both as a space for exhibitions and valuable commercial income earning functions.
- To its current position the 1830 Warehouse building in particular has been subject to organic and not-so-organic change in use, appearance and function. Further appropriate change could be considered to be in keeping with that part of its industrial character, particularly if such change addresses long term failures and 'design faults' and improves the ability to sensibly monitor and protect the building



Castelfield Conservation Area

Heritage Category: Listed Building.

Grade: I. List Entry Number: 1282991. Date first listed: 08-May-1973.

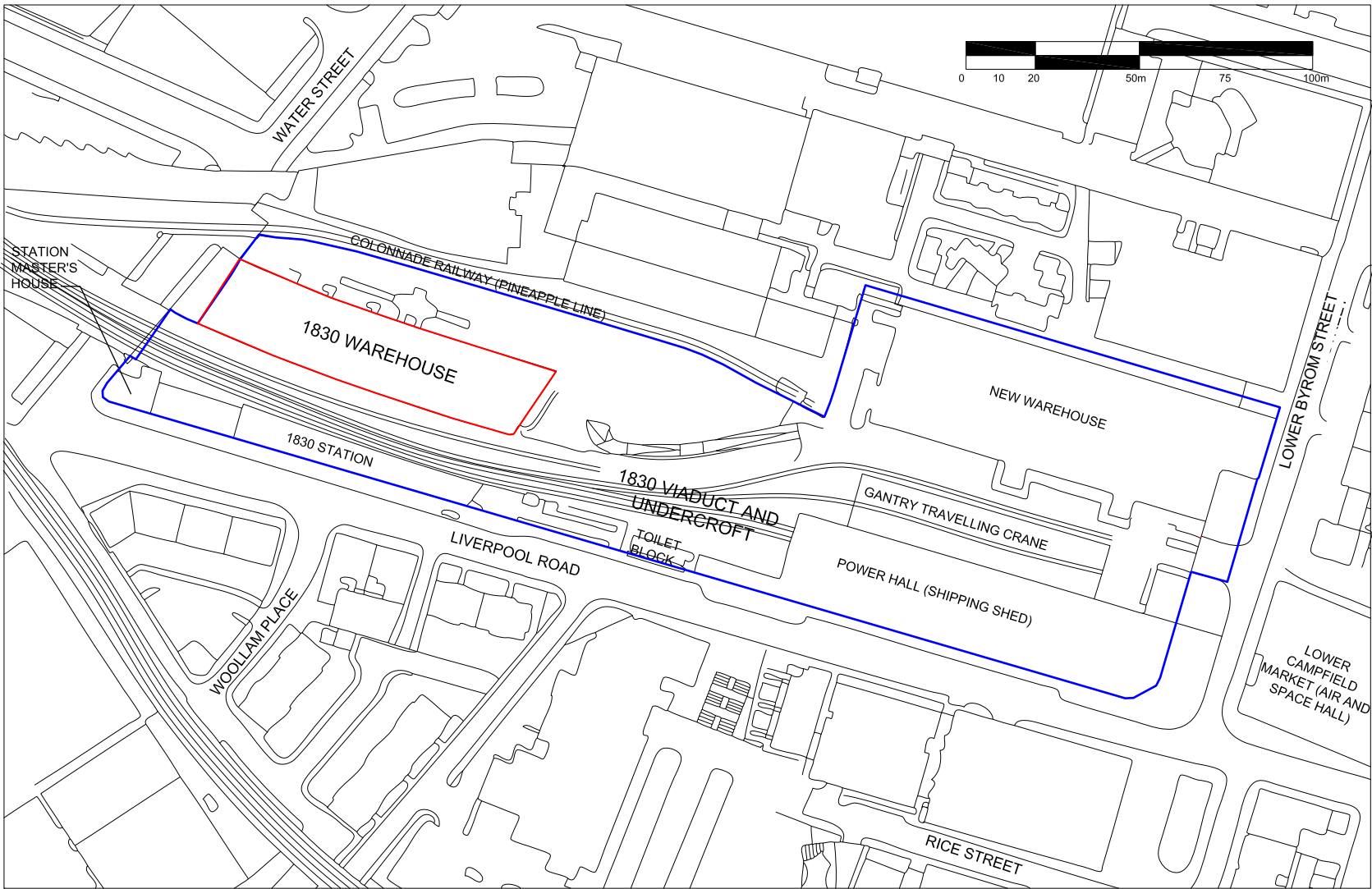
Statutory Address:
OLD WAREHOUSE TO NORTH OF FORMER LIVERPOOL ROAD RAILWAY STATION, LIVERPOOL ROAD.

Details MANCHESTER

SJ8297 LIVERPOOL ROAD 698-1/18/208 (North side) 08/05/73 Old Warehouse to north of former Liverpool Road Railway Station

GV I Listing NGR: SJ8299097886.

Railway warehouse. c.1830, together with Liverpool Road Railway Station (q.v.), by George Stephenson and his son Robert; altered. Red brick in Flemish bond, with sandstone dressings and slate roofs. Long slightly curved plan, convex to the railway line and concave to the rear. Three storeys but presenting only 2 storeys to the raised level of the track, 10 individually gabled bays arranged in pairs, with slotted pilasters between each pair and at both ends, a moulded stone cornice (carried round the whole), a small lunette on the cornice in the centre of each bay, and stone gable copings linked by short flats. In each pair of bays (except the 5th pair, at the right-hand end), one bay has a segmental-headed wagon archway with stone surround, 3 small segmental-headed barred windows above the archway with linked sills and wedge lintels (except the 4th bay where the wagon entrance has been raised so as to leave only the heads of the windows) and one 2-stage loading slot to left or right, and the other bay has 2 loading slots. The last pair of bays both have the wagon-archway form. The right-hand loading slot in the 3rd bay has a hoist pulley over the lintel, and apparently altered brickwork over the other loading slots suggests that all were formerly equipped with similar hoists. The left hand return wall has (inter alia) a small pediment to the centre, with an oculus; the 3-storey 6-window right-hand return wall has a doorway with stone surround at the left end of the ground floor, 2 segmental-headed doorways at 1st floor level, and narrow rectangular windows diminishing in the height. The 3-storey rear, with cornice and lunettes like the front, and pilasters which have small windows, has 3-stage loading slots arranged singly or in pairs corresponding to those at the front, with hoists over all except one at the west end and 2 at the east end, doorways with stone surrounds next to the single slots, and small rectangular barred windows with wedge lintels. Interior: timber construction visible.



Location Plan

Photographs of the site and building



View looking West



View of the roof looking East



The East elevation



The North elevation



The South elevation



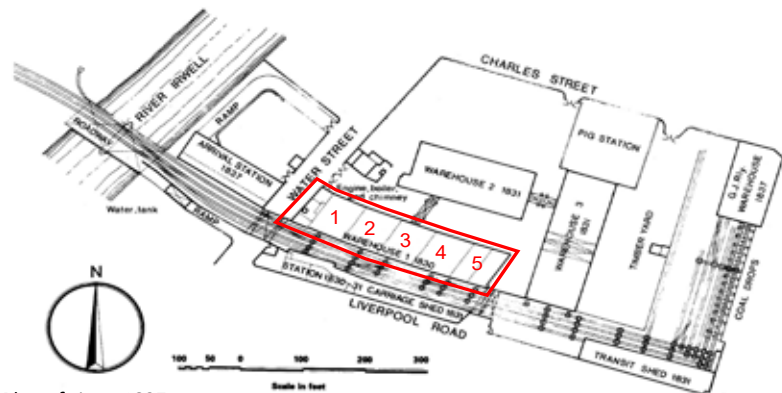
The West elevation

Bays to the building

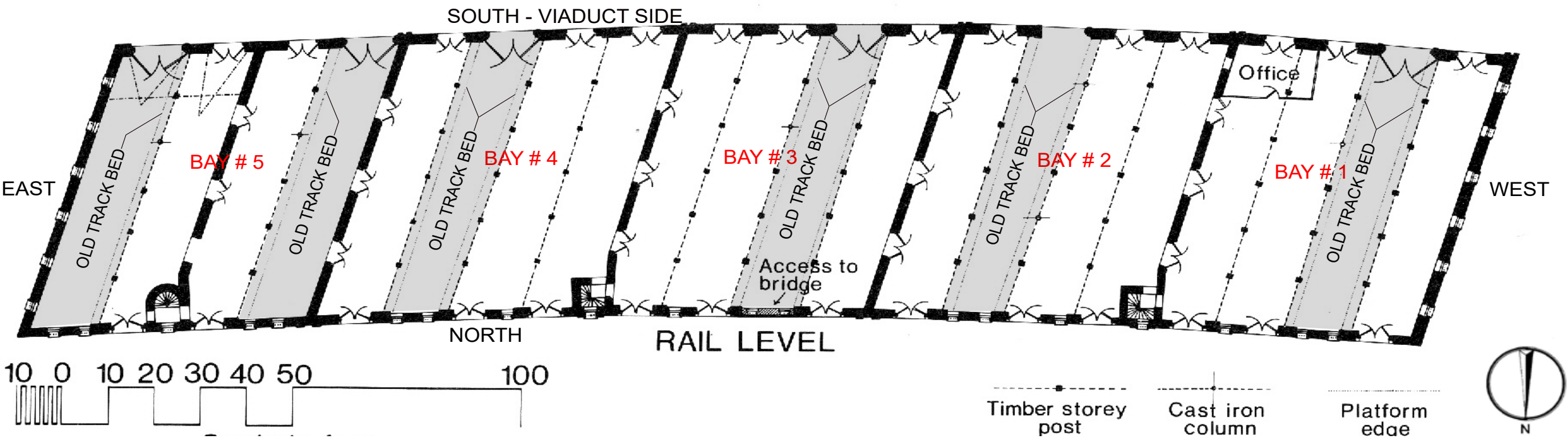
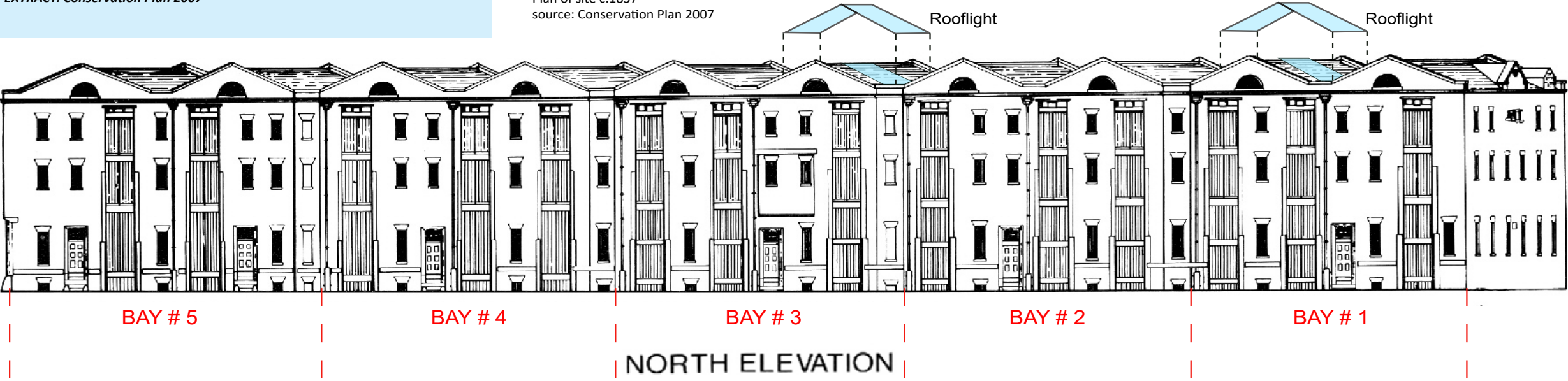
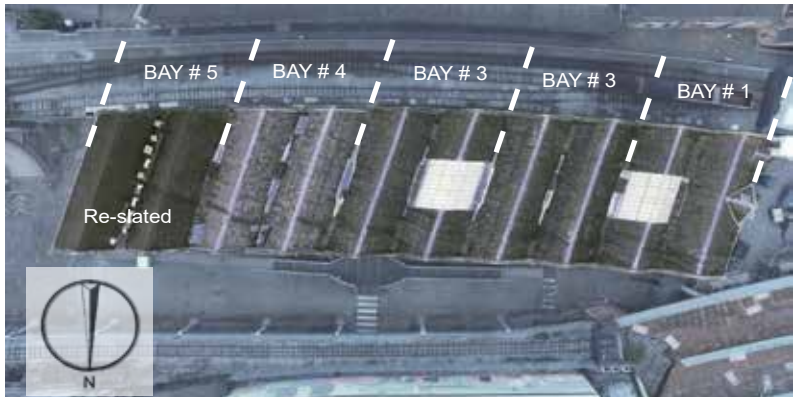
Description of 1830 warehouse

It is timber framed (with cast iron columns in the basement) with brick walls and a slate roof (with some glazing). Stone is used for the sills and lintels, cornice and coping blocks for the gable ends. It is of five storeys (including the basement), but presenting only two to the southern (rail) elevation. The main northern façade is characterised by the strong vertical lines of the brick pilasters and the vertical lines of the loading doors. The transverse gable roofs end in gables with stone copings, linked by short flats; the gables are accentuated by lunettes above the moulded cornice. The loading bays are surmounted by openings for the hoist jibs, which remain in varying degrees of repair.

EXTRACT: Conservation Plan 2007



Plan of site c.1837
source: Conservation Plan 2007



3: Analysis and approach

3.1 Planning, Heritage and the wider context

A Heritage Statement has been prepared by HCUK Group based on The Conservation Plan, The Gazetteer, and Archival Findings and is the basis of the Assessment of Significance for this submission.

Conservation Plan, strategic objective, principles of repair, conservation
The Client’s Conservation Plan will be updated to reflect the proposals

Conservation Policy Aims

- Preserve the significance of the site for the benefit of the present and future generations.
- Set out priorities for repair and restoration.
- Identify specific requirements to retain or enhance the significance of the setting and the structures.
- Promote, provide interpretation of cultural significance of the site.
- Provide appropriate guidance to manage alterations & extensions.
- Provide guidance for the design of new buildings.
- Provide a maintenance strategy for the site once repaired

A Conservation Philosophy

- Existing significant elements of the buildings, structures or areas should be repaired rather than restored.
- Existing historic elements in good condition should be retained.
- Elements of historic structures or buildings should be replaced only where essential.
- New development or additions outside of the historic footprint should complement but not copy the historic structures.
- Interventions should be kept to the minimum to ensure a viable future use.
- Intrusive features of little historic interest may be removed.

3.2 Maintenance and Repair

The objectives are the production of a planned strategy to guide the present and future maintenance of the 1830 Warehouse exterior with the principles:

- The existing fabric should be retained and repaired as appropriate, according to best conservation practice.
- Disturbance should be minimised to retain authenticity and integrity and design should, where possible, allow for reversibility.
- Any repairs should be designed to minimise impact on the fabric of the exterior, whilst ensuring its continued stability. Repairs should follow best practice as regard materials and techniques.
- A maintenance strategy will be prepared providing for regular and thorough inspection for the life of the buildings.

3.3 Fabric and Features

The objectives where practicable are to retain and repair/refurbish the historic existing fabric and notable features of the 1830 Warehouse exterior with the principles

- The implementation of a programme of building assessment, recording and historic analysis of the fabric and features should be secured before commencement of the works on site.
- Notable fabric and features as detailed in the Conservation Plan, should be retained in situ where possible within the scope of repair. Where that is not possible then they should be considered for re-use elsewhere or assigned to the Collection Team for recording and archiving.
- Removal of fabric and notable features should be justified in any Supporting Statements that accompany the planning submissions of detailed proposals including Listed Building Consent applications.
- The palette of elements to be repaired and conserved should respect and enhance the historic fabric of the building.

3.4 Conclusion and brief

The Science & Industry Museum is the steward of these historic buildings and the works to the 1830 Warehouse are necessary firstly to ensure an appropriate Health and Safety environment for visitors and staff of the Museum; and secondly for the longevity and continued utility of the heritage asset (as part of the museum experience) by halting the continued degradation of the building which will continue if not resolved.

A scope of works based upon sensitive repair, restoration and medium to long term safeguarding of the buildings was prepared and the basis for Pre-Application discussions with the Local Planning Authority. Included in these works is this important proposal to provide safe access to monitor the condition of the roof, the building’s largest continuous space and at the highest risk of weathering defects

The proposed works will enable the building to be safely used with the provision of safe access to the roof of the building with safety points to allow proper inspection and maintenance with temporary access.

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



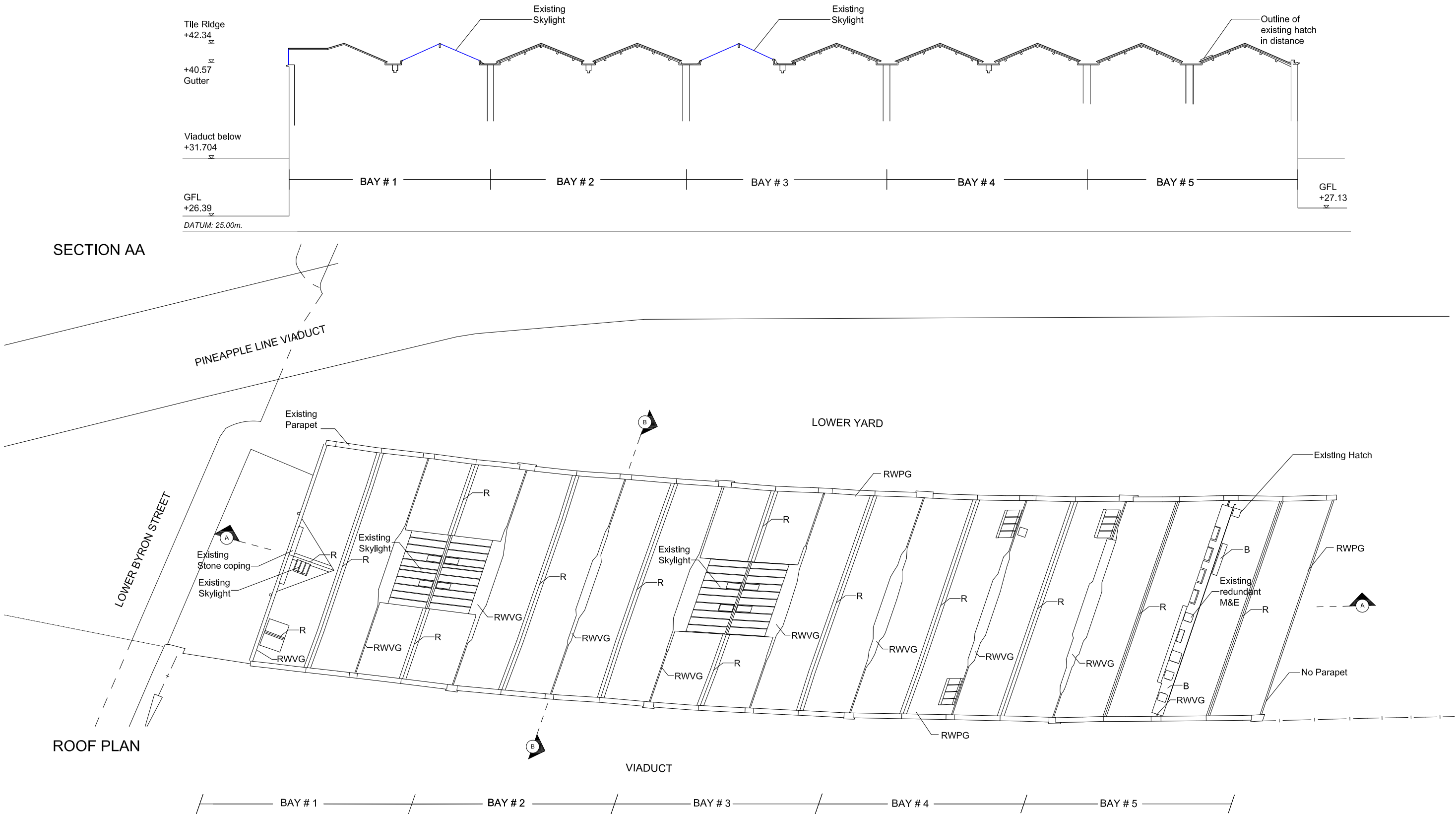
The south elevation looking west from the station platform



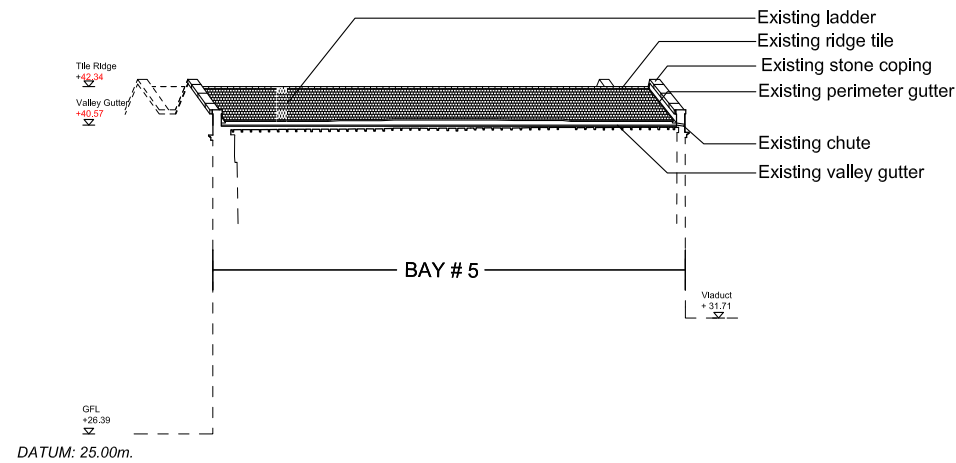
The north elevation from the Pinnapple Line viaduct



Looking west from the Hilton Deansgate Hotel



EXISTING BUILDING: ROOF PLAN + SECTION AA + SECTION BB. 1:400 @ A3 1:200 @ A1



SECTION BB

3.6 Design Philosophy, Conservation, Sustainability & Management

Our reviews have included responding to the Conservation Plan, visual inspections where possible and an understanding of the historical and current information including previous alterations to the building. This has allowed a considered and measured review of the issues and a sensitive approach with the client to providing a safe access proposal.

This identified the need and processes required to enable adequate stewardship of the buildings and to safeguard their long term use as important historical assets of the Museum's collection and heritage.

3.7 Scope of Works overview

The Safe Access work is the second phase of a programme of works which includes the Urgent Repair Works and future full repair works.

The proposals will allow the important access to the roof which is the source of the majority of repairs, defects, weather ingress and deterioration to the fabric.

The Access Points: one to each end of the roof.

The location in Bay 5 re-uses of an existing spiral stair (and extend it to roof level) and enlarge an existing roof hatch; and the location in Bay 2 re-uses of an existing hatchway in the mezzanine of bay 2 with a new roof hatch to match the form and position of the hatch in Bay 5. The two access points form alternative egress points in event of evacuation.

The principles applied are:

Using the roof forms, building height, viewing angles and existing features to conceal the routes

Using existing access points and features where possible to minimise further adjustment to the historic fabric

Fixing points detailed in carefully with the existing slates

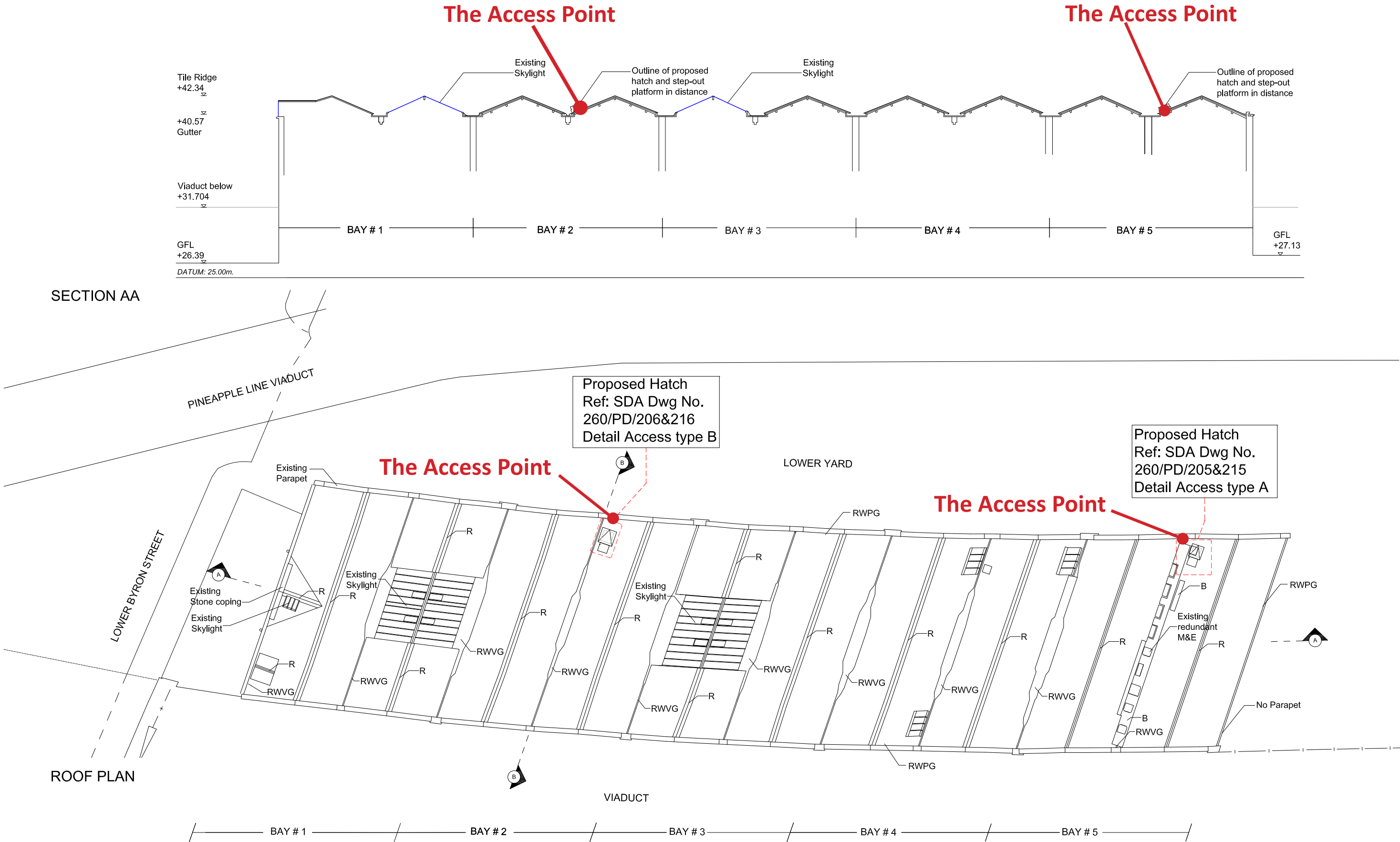
Choosing colours that are sympathetic to the roof top colours such as the grey slates.

Careful integration of internal fixing details to conceal within internal structure

Structural notes:

Timber at fixing locations must be inspected to ensure that is free from decay, infestation or damage that may reduce its load-bearing capacity.

The internal soffits are exposed in most areas and the aim is to position the restraint over the timber trusses and rafters such that it allows the efficient direct fixing to the existing structure and minimises the need for additional packing and strengthening to the roof structure.



PROPOSED WORKS TO EXISTING BUILDING: ROOF PLAN + SECTION AA + SECTION BB. 1:400 @ A3 1:200 @ A1

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.

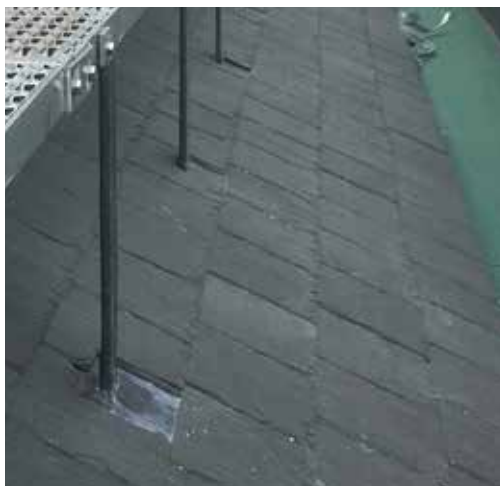
All details will be reversible so that the fabric can be returned to its original condition.



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.



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



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



Photo #02 shows the existing rafter and purlin layout.



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



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.



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

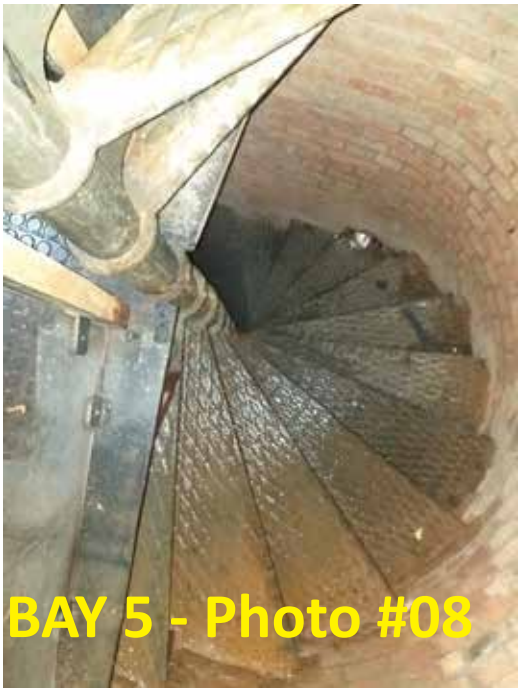
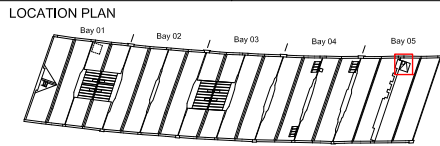
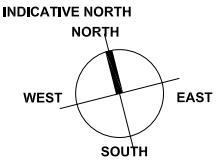
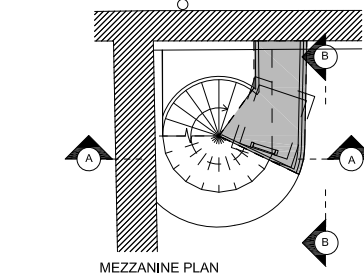
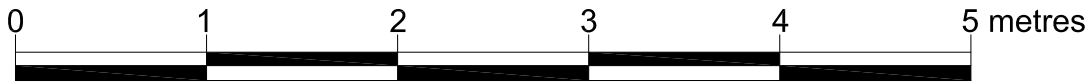
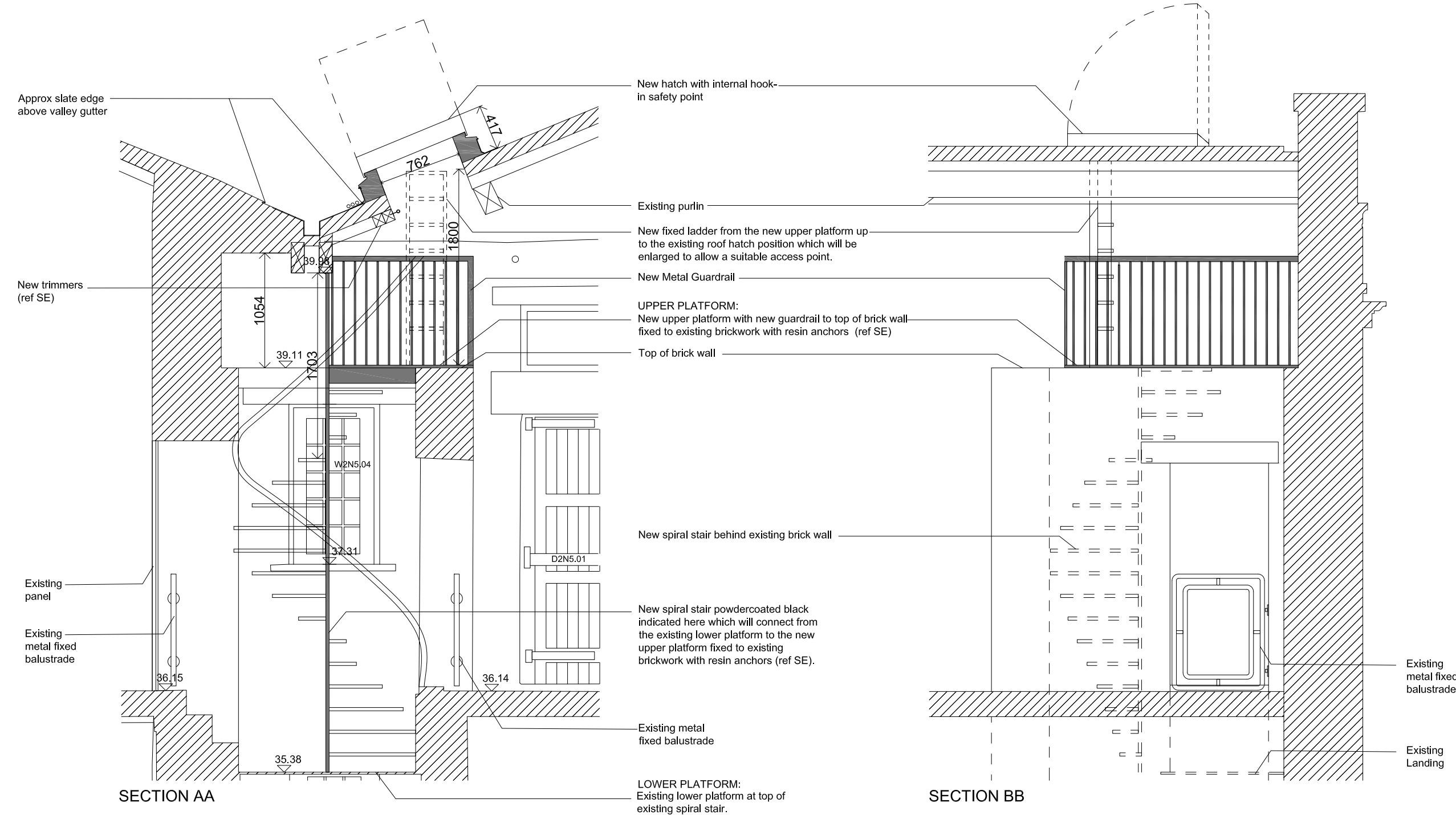
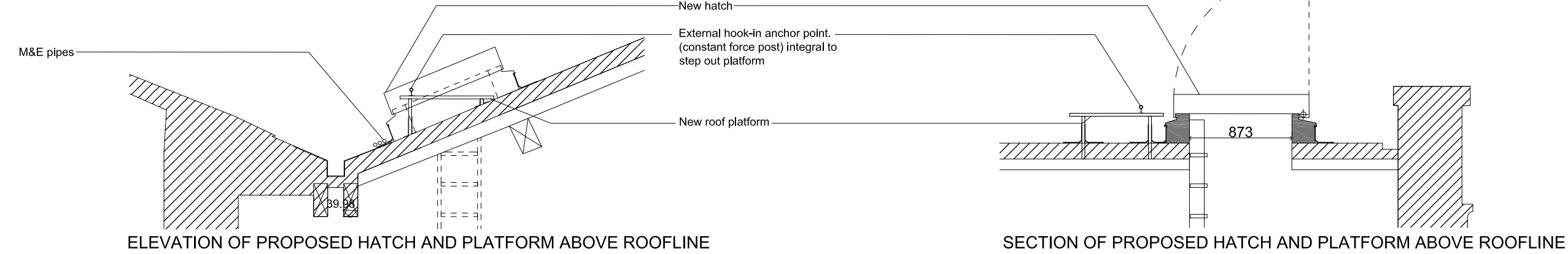


Photo #08 and Photo #09 show the detail of the existing spiral stair.

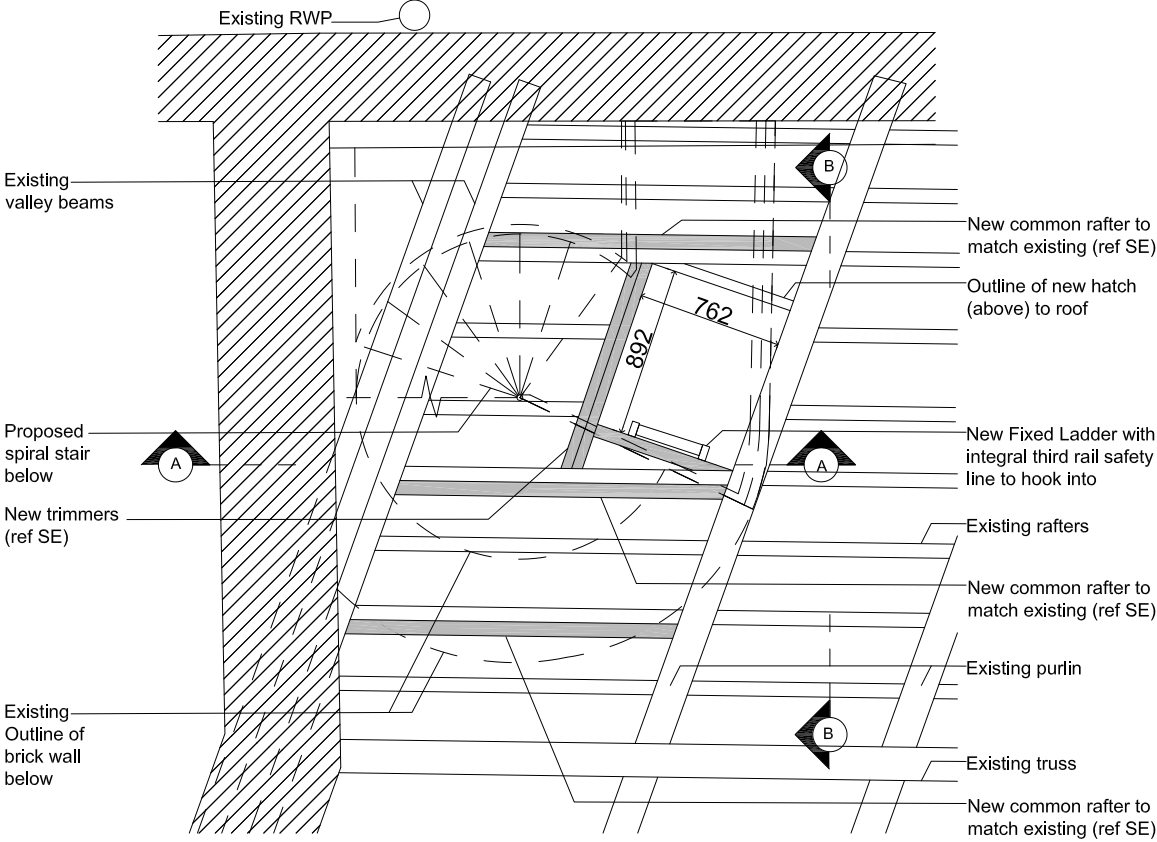


The steps, balustrade handrail and spindles will aim to reflect the quality of the existing spiral stair and colour finish.

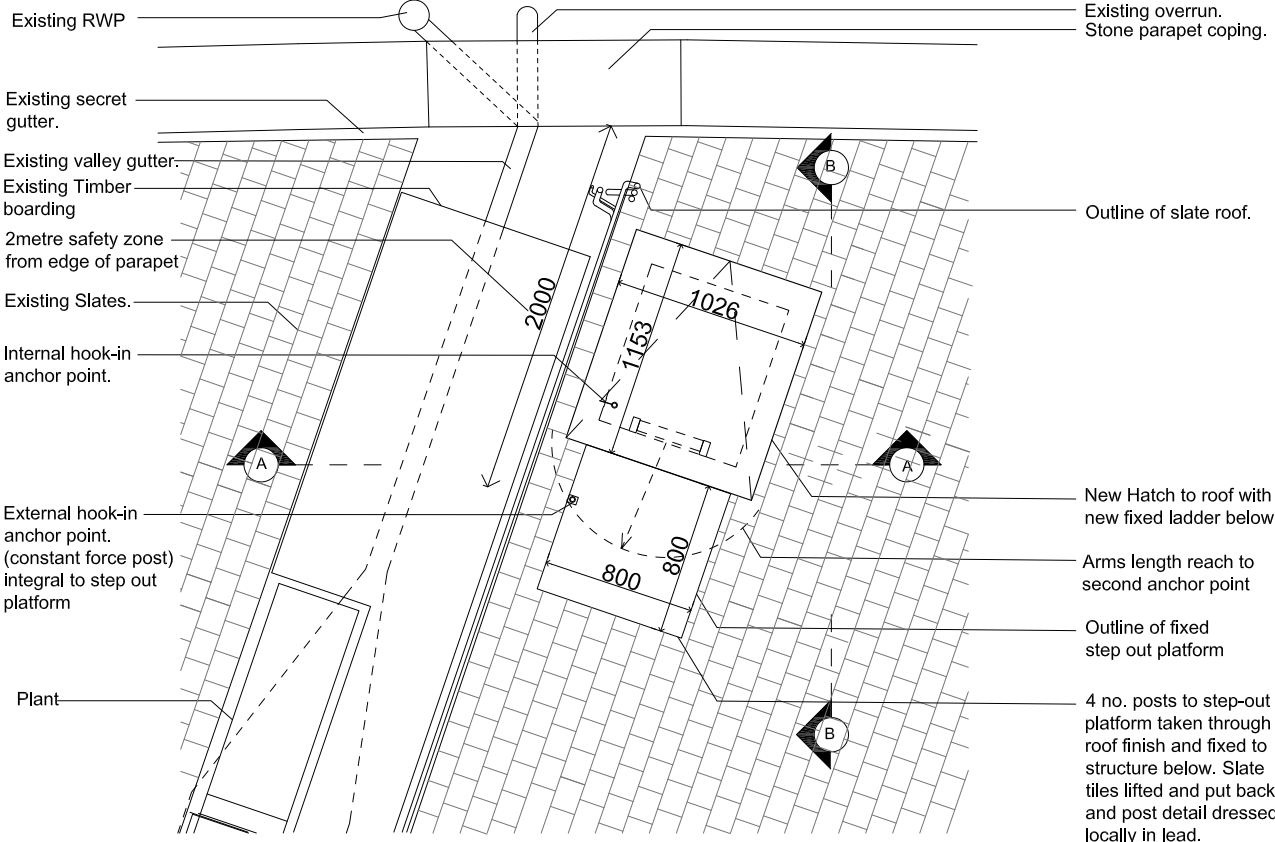
Drawing 260/PD/205C



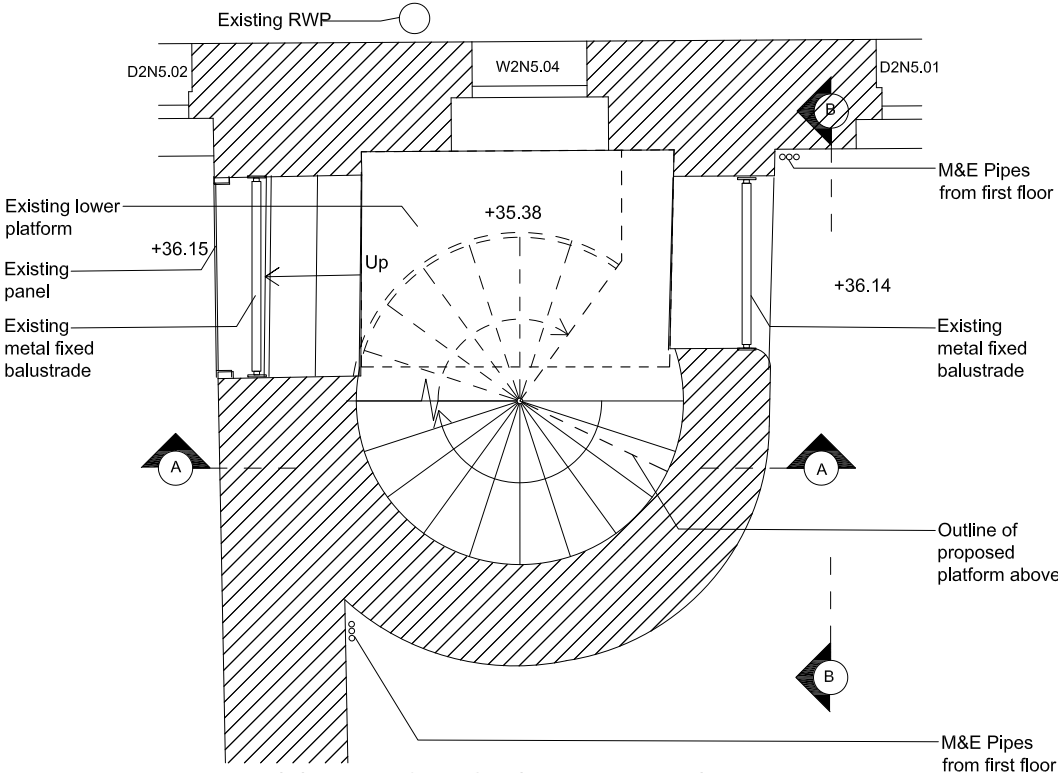
Drawing 260/PD/215C



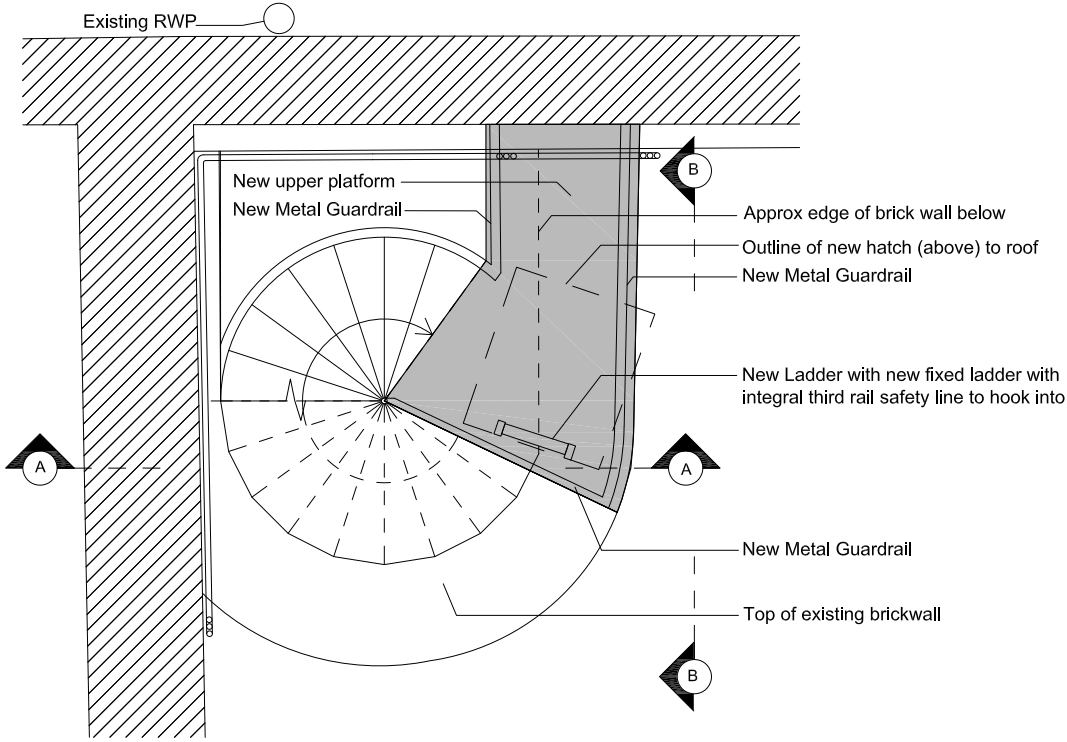
UPPER PLATFORM WITH REFLECTED ROOF PLAN



ROOF PLAN



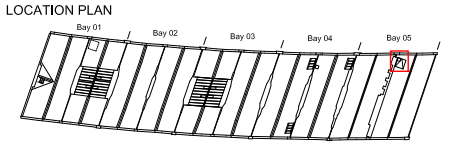
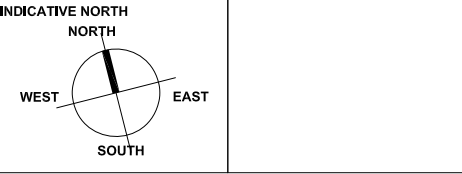
2ND FLOOR - EXISTING LOWER PLATFORM



MEZZANINE - NEW UPPER PLATFORM



PROPOSED WORKS TO EXISTING BUILDING: PLAN OF ACCESS TYPE A (SPIRAL STAIR AND ROOF HATCH) - BAY 05 1:20 @ A1 / 1:40 @ A3



BASED ON MEASURED SURVEY BY "GREENHATCH"				
JOB TITLE Science and Industry Museum, Manchester, M3 4FP		JOB NO. 260	DRWG. TITLE Proposed works to existing building: Plan of Access (Type A spiral stair and roof hatch) - Bay 05	STATUS Planning
A	10.12.20		DRWG. NO. 260 / PD / 215 (A1 ORIGINAL FORMAT)	REV: C SCALE: 1:20@A1 1:40@A3
B	27.01.21			Drawn by: JP
C	11.02.21			DATE: 28/06/19
Studiowin		ARCHITECTS LLP		

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.

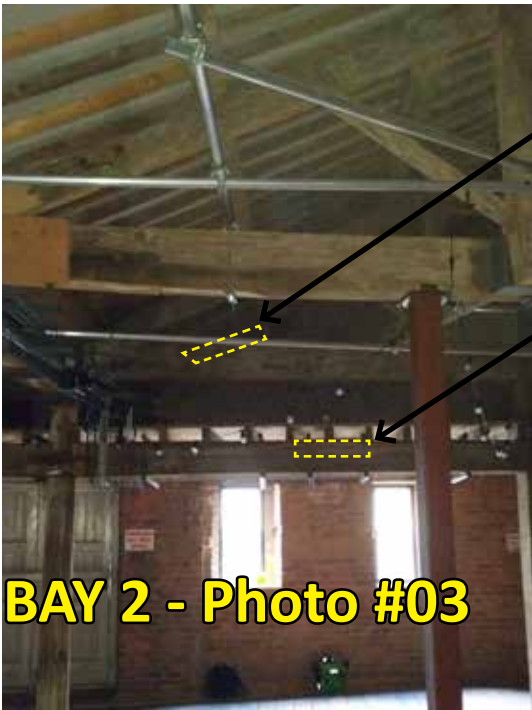


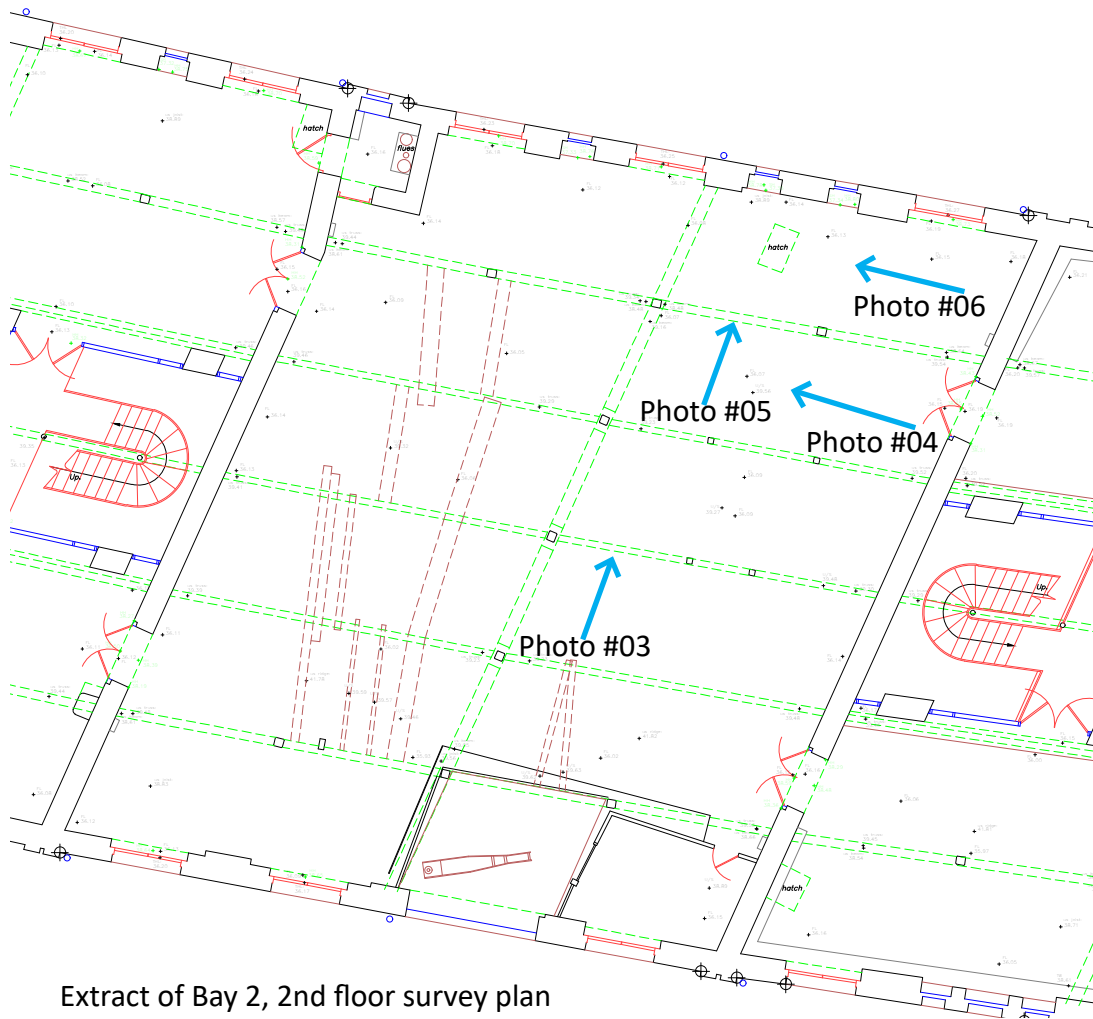
Photo #03 looking north to hatch location

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

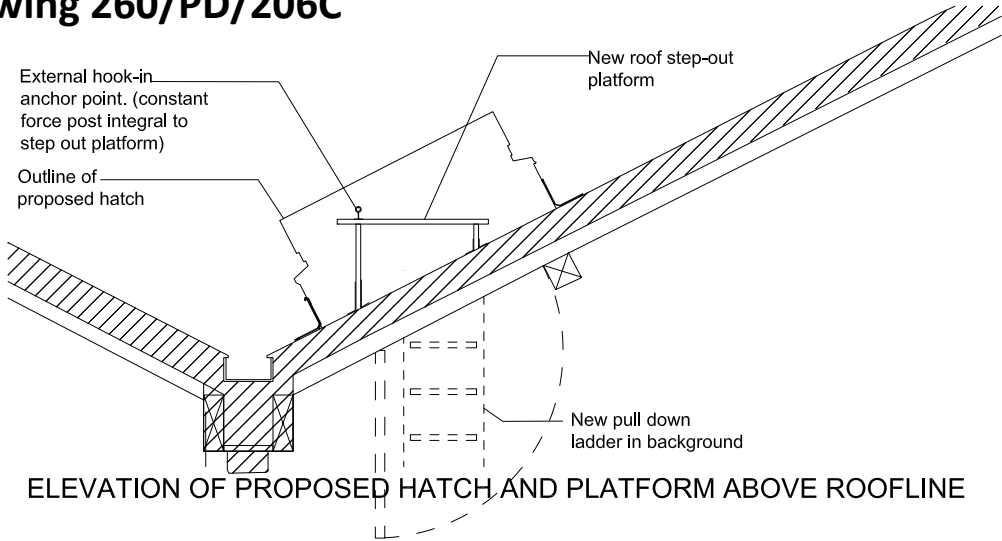


The proposal is to adapt the existing mezzanine hatch to fix a retractable ladder with hatch doors and to form a new hatch ion the lower thirds of the slope between the lower purlin and valley beam.

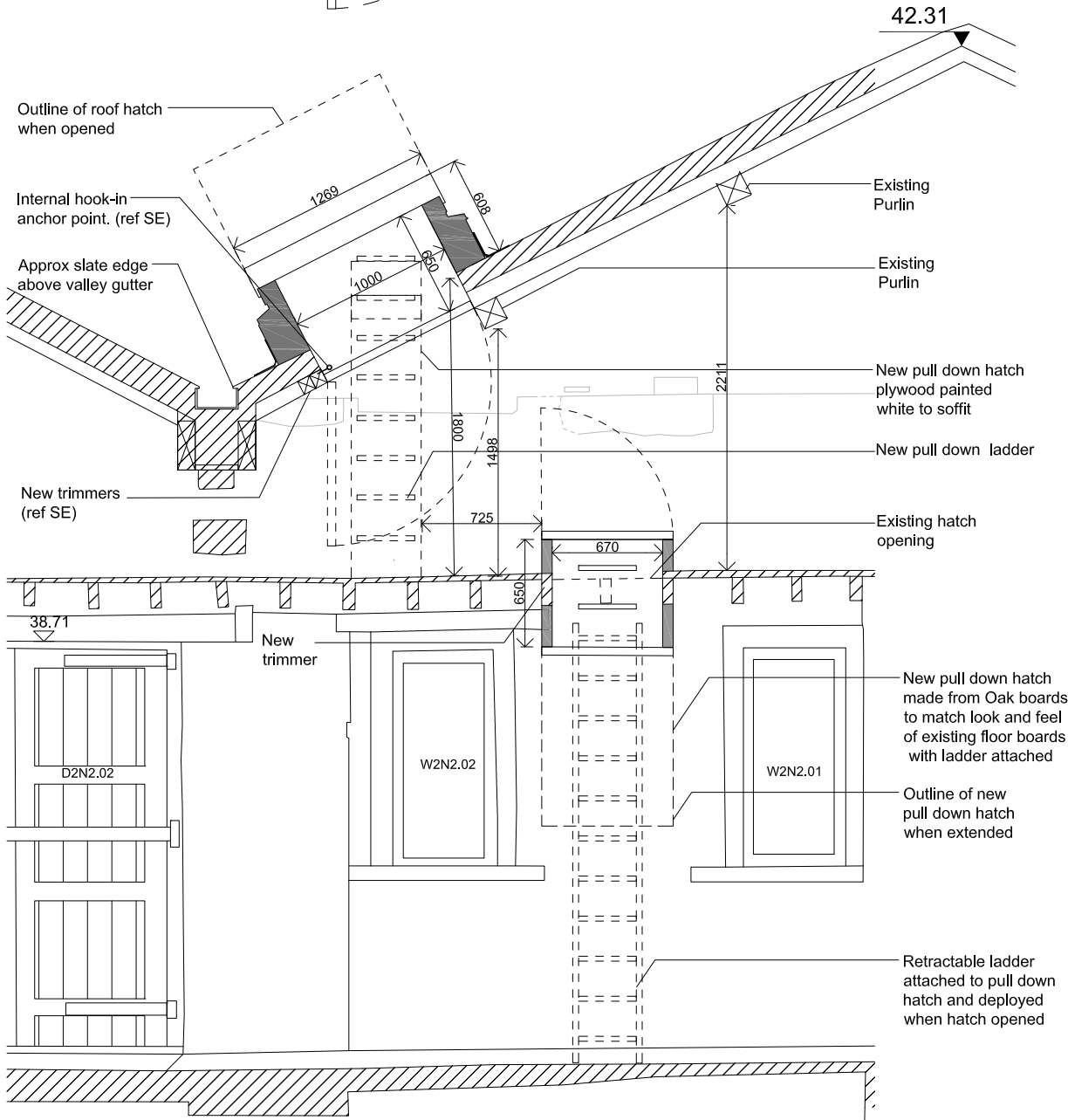
Photo #07 is viewed looking through the mezzanine hatch looking south towards the mezzanine edge and shows the valley gutter beam and lower tie beam (see in detail in Photo #08).

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

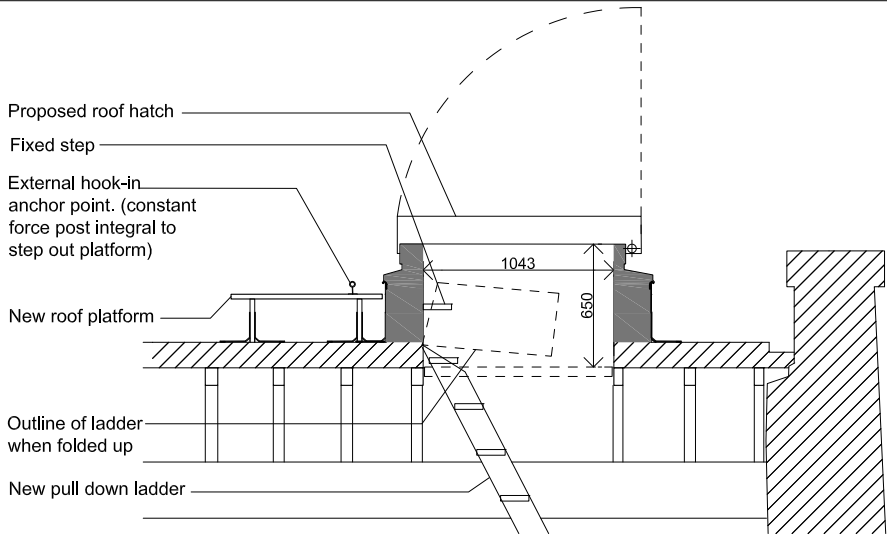
Drawing 260/PD/206C



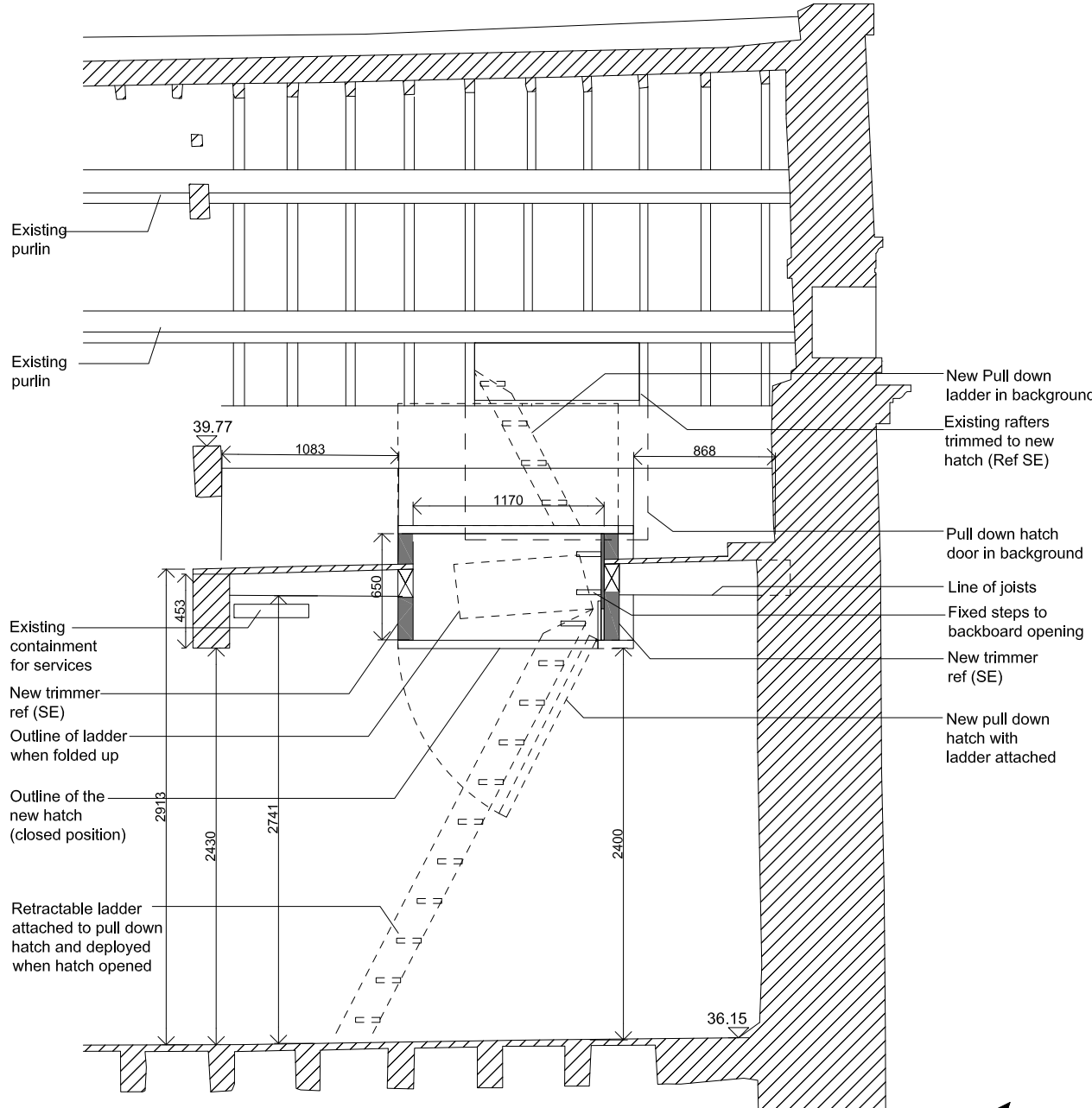
ELEVATION OF PROPOSED HATCH AND PLATFORM ABOVE ROOFLINE



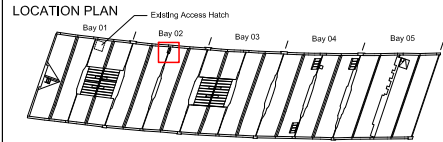
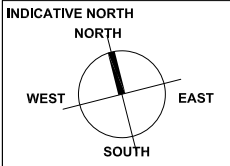
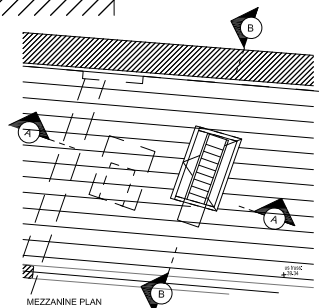
SECTION AA



SECTION OF PROPOSED HATCH AND PLATFORM ABOVE ROOFLINE

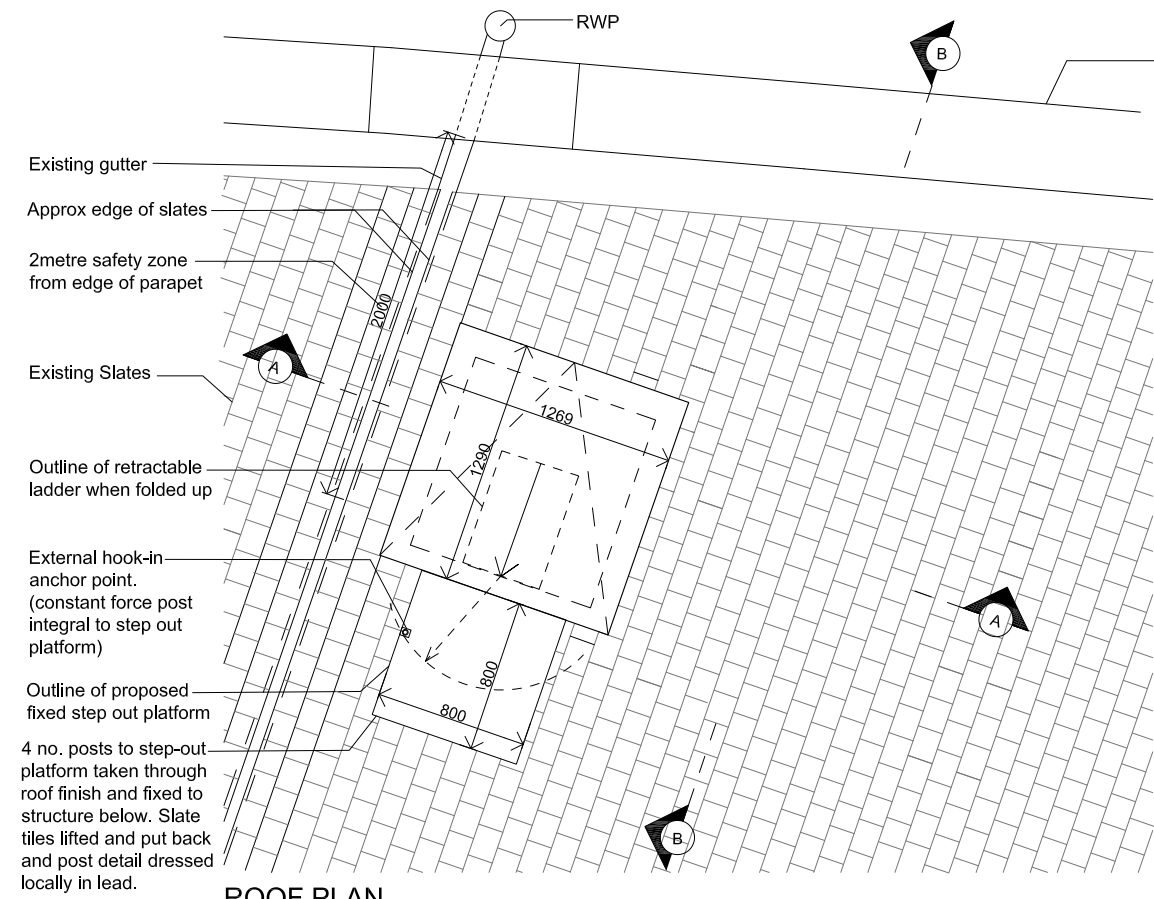


SECTION BB

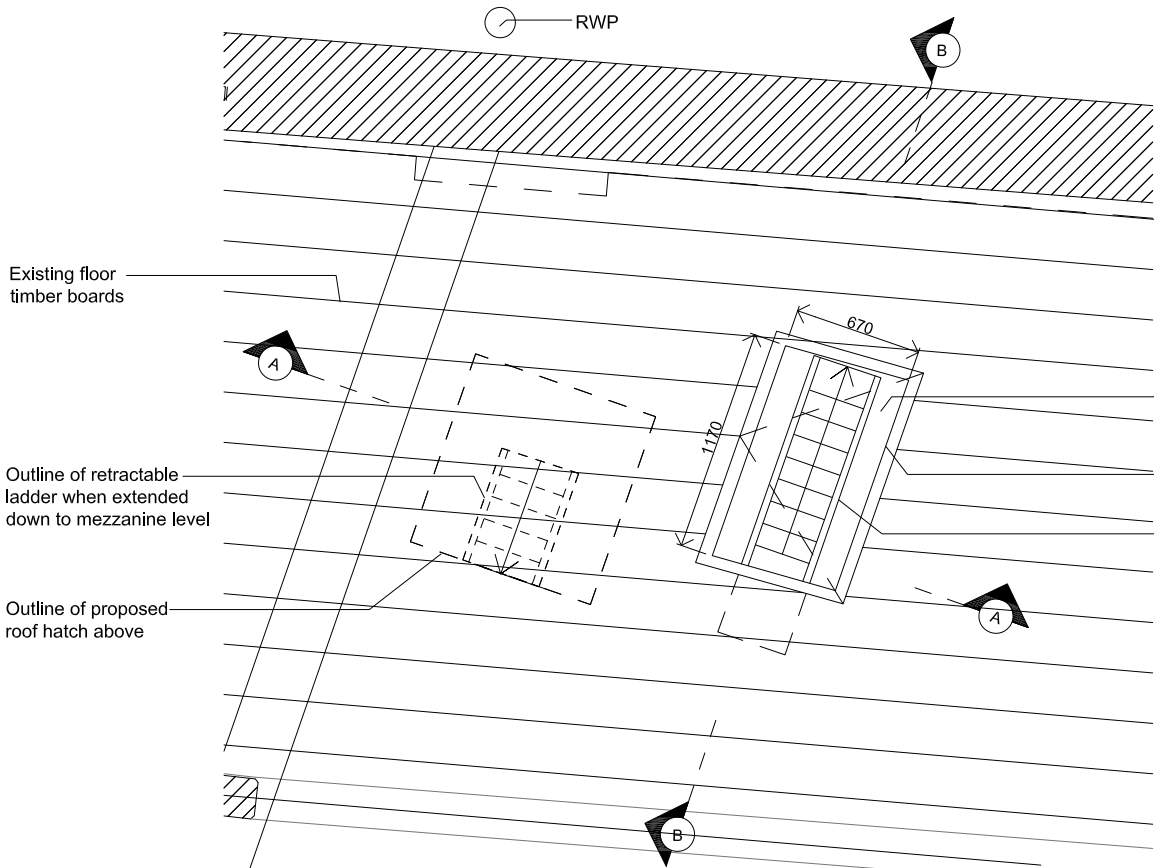


BASED ON MEASURED SURVEY BY "GREENHATCH"					
JOB TITLE Science and Industry Museum, Manchester, M3 4FP		JOB NO. 260	DRWG. TITLE Proposed works to Existing Building: Sectional Elevation of Access Type B (Mezzanine and roof hatches) - Bay 02	STATUS Planning	
A	10.12.20		DRWG. NO. 260 / PD / 206 (A1 ORIGINAL FORMAT)	REV: C	SCALE: 1:20@A1 1:40@A3
B	27.01.21			Drawn by: JP	DATE: 28/06/19
C	11.02.21				
Studiowdownie		TEL: +44 (0) 20 7299 7766	All dimensions to be checked on site by the Contractor and confirmed with the Architect prior to construction. Do not scale off this drawing.		
ARCHITECTS LLP		info@studiowdownie.com			

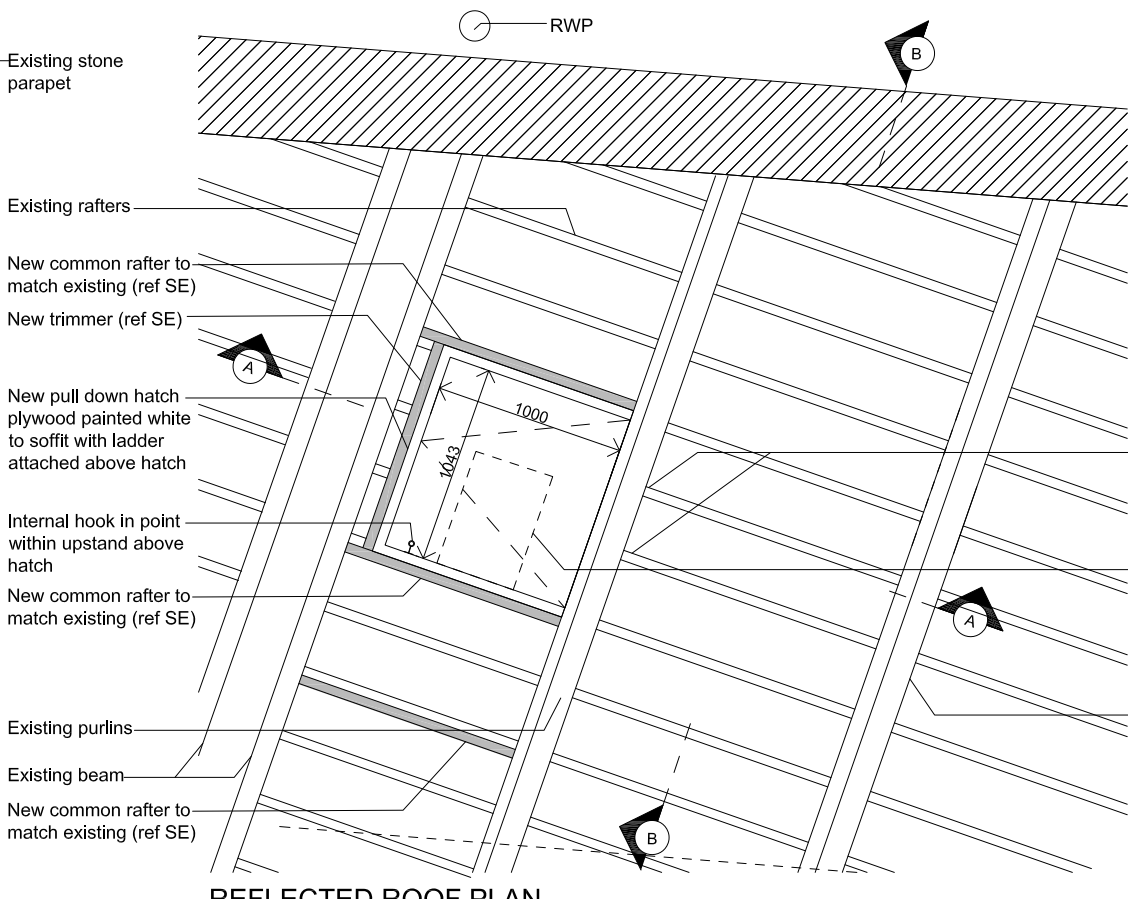
Drawing 260/PD/216C



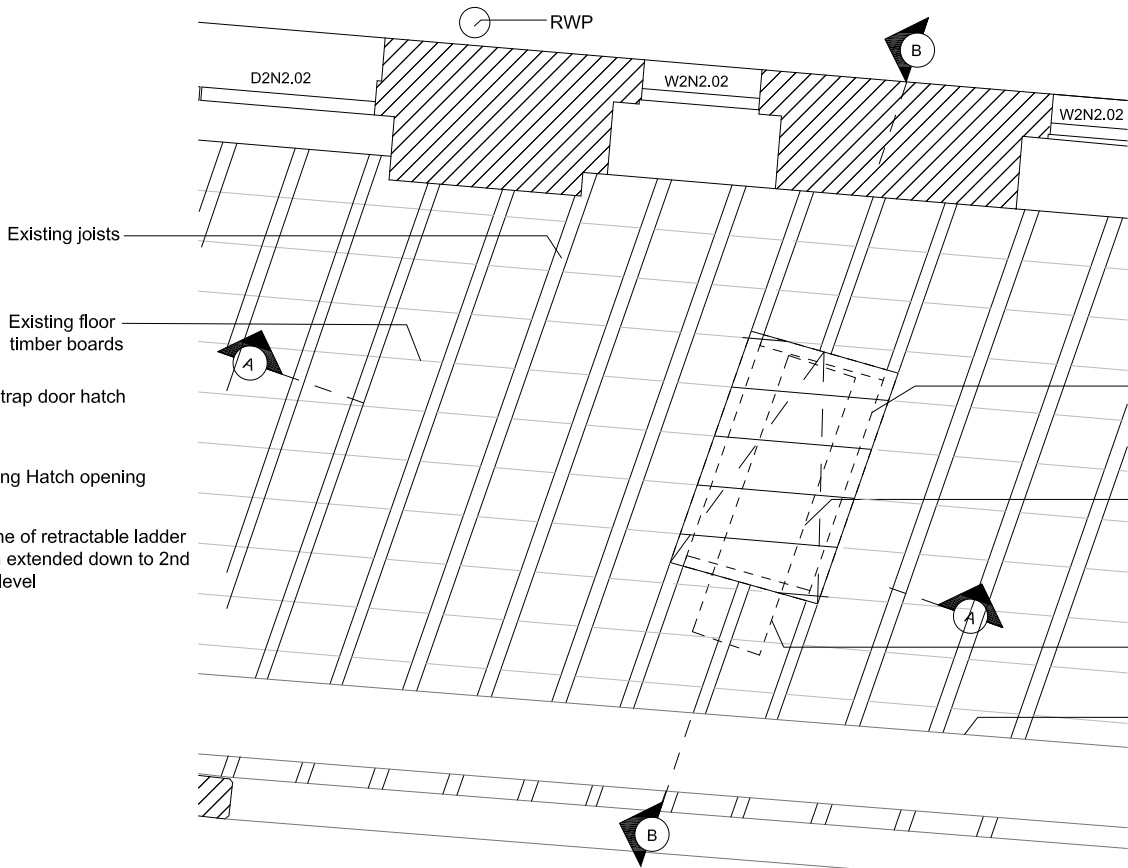
ROOF PLAN



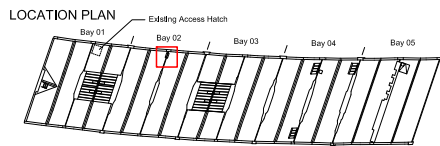
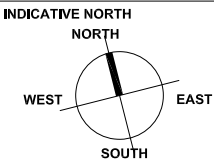
MEZZANINE PLAN



REFLECTED ROOF PLAN



MEZZANINE REFLECTED CEILING PLAN



BASED ON MEASURED SURVEY BY "GREENHATCH"					
JOB TITLE		JOB NO.		STATUS	
Science and Industry Museum, Manchester, M3 4FP		260		Planning	
DRWG. TITLE		DRWG. NO.		REV:	
Proposed Works to Existing Building: Plan of Access Type B (Mezzanine and roof hatches) - Bay 02		260 / PD / 216 (A1 ORIGINAL FORMAT)		C	
A 10.12.20				SCALE:	
B 27.01.21				1:20@A1	
C 11.02.21				1:40@A3	
Studiodownie		TEL: +44 (0) 20 7299 7766		Drawn by:	
ARCHITECTS LLP		All dimensions to be checked on site by the Contractor and confirmed with the Architect prior to construction. Do not scale off this drawing.		DATE:	
© Studiodownie Architects LLP		2021		28/06/19	