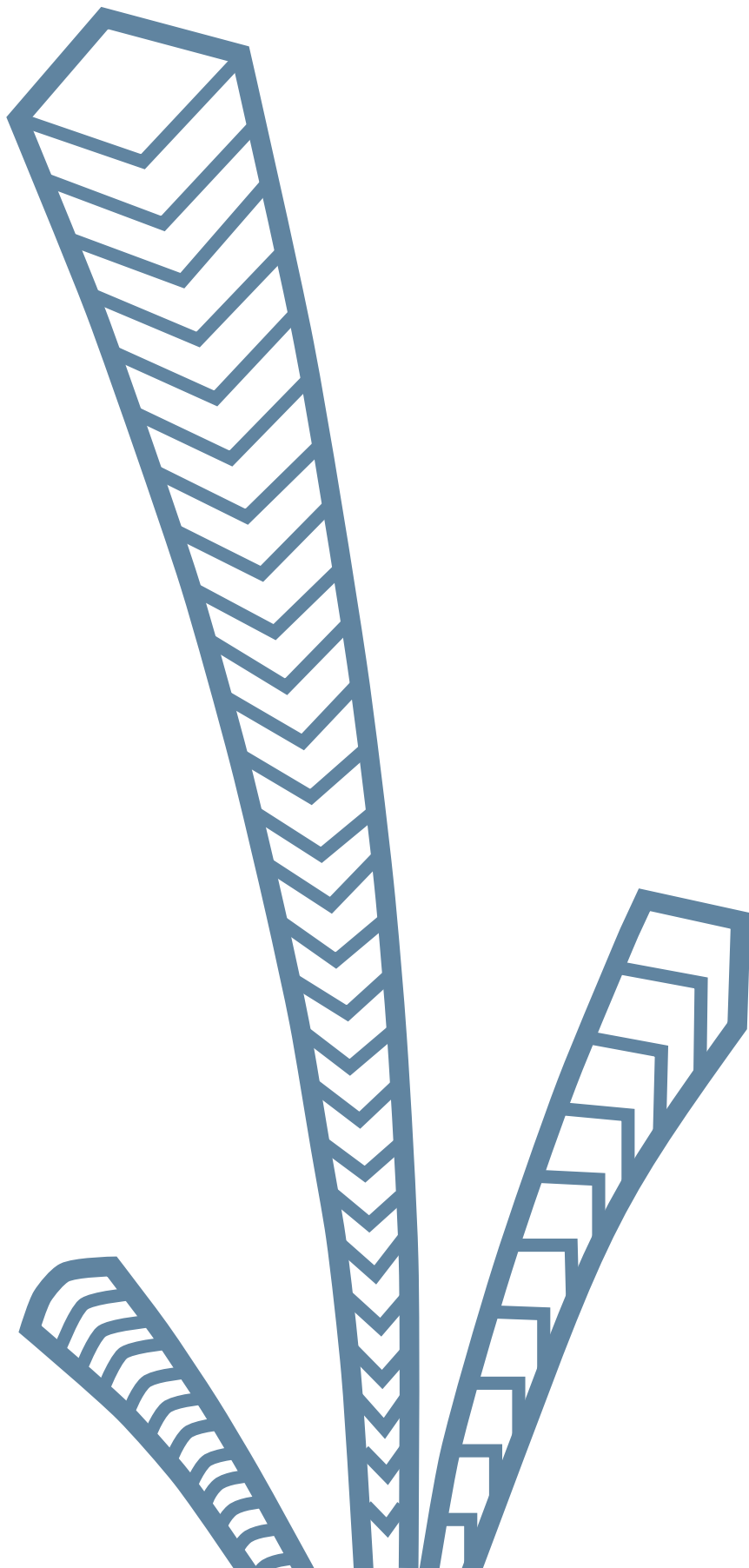


## 76 QUAY STREET

76 QUAY STREET  
MANCHESTER  
M3 4PR

### JUSTICE PROPERTIES

DESIGN & ACCESS STATEMENT  
3165/DA001 REV 1  
AUGUST 2020



## CONTENTS

### 3. INTRODUCTION

4. Purpose of the Document

### 5. SITE ANALYSIS

6. Location  
7. Description  
8. Context  
9. History  
10. Transport

### 11. DESIGN

12. Concept  
13-15. Facade Development  
16. Exploded Design  
17-22. Floor Plans  
23. Street Frontage

### 24. Access

25. Arrival to the Site  
26. Access to the Building  
28. Accessibility & Inclusive Access  
28. Servicing Strategy  
28. Access for Emergency Vehicles and Fire Escapes



PURPOSE OF THE DOCUMENT

---

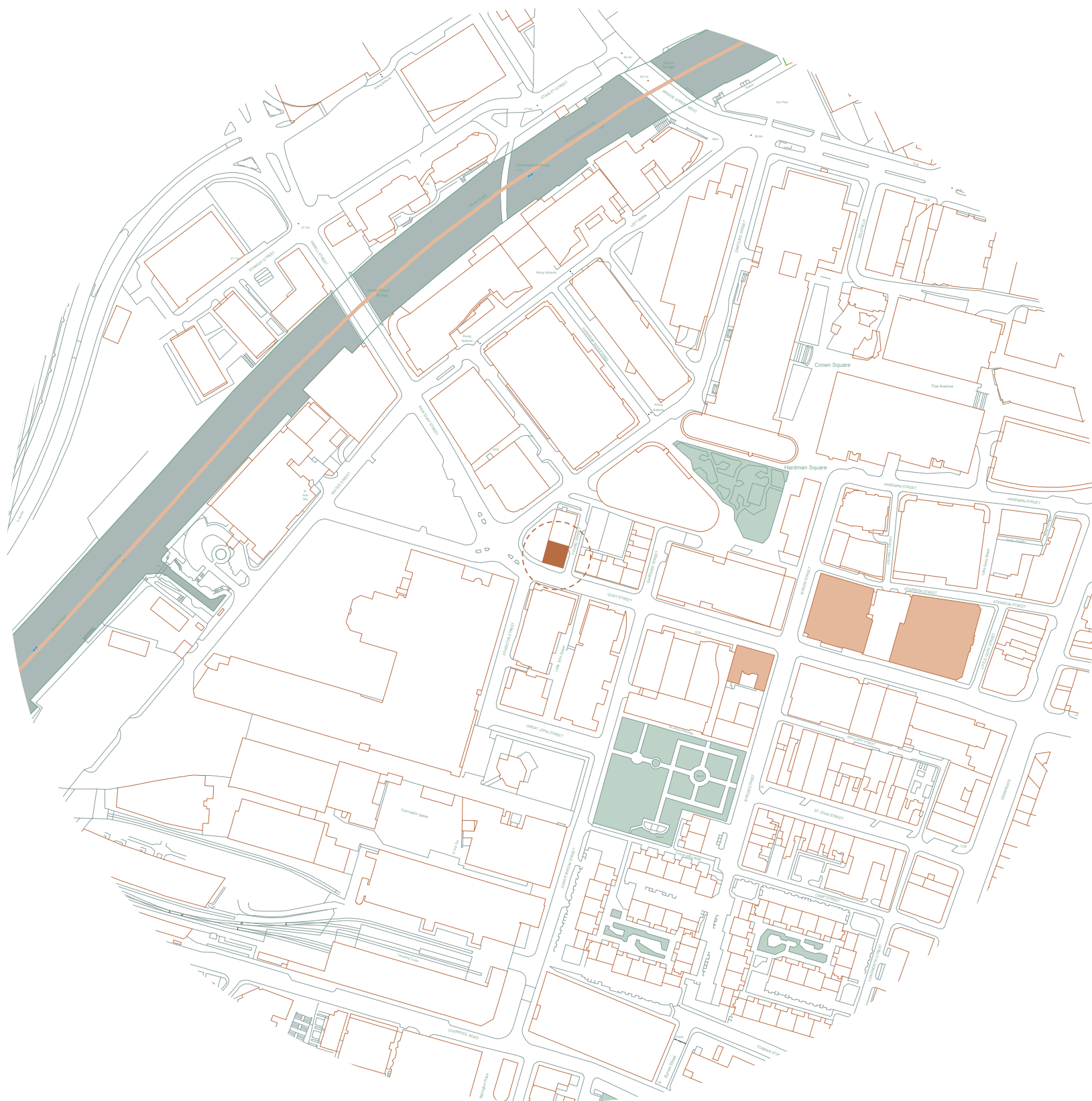
This document is in support of the redevelopment of 76 Quay Street for use as 'Grade A' office space. Replacing the existing UPVC poor double glazed units with slimline aluminium triple glazed units with a frame-less external appearance.

This statement has been prepared on behalf of Justice Properties to accompany an application for planning permission made to Manchester City Council for the refurbishment of 76 Quay Street. The building was previously Young Street Chambers and has façades on Quay Street, Young Street and Gartside Street.

The proposal generally retain the design logic and overall appearance of the existing building. This statement records the stages and provides an explanation of the final proposal, giving an understanding of the principles and concepts that have informed the design.

It is intended that this Design and Access statement is read in conjunction with the documents supplied as part of the planning application.





## SITE LOCATION

The site is situated within Manchester's city centre, occupying a key location between the established commercial Deansgate thoroughfare and the recently established Spinningfields business district.

Being situated on the South East edge of Spinningfields, the surrounding buildings are generally commercial multi-storey office buildings with retail and leisure at ground level.

Landmarks near the site of historic value include Cobden House, the Opera House and St Johns Park.

There is a high building density to the east of 76 Quay Street, with a contrast in architectural language between multi-storey glazed office blocks built within the last 10 years and existing office blocks undergoing refurbishment.

- Site Location
- Historic Buildings
- Public Green Space
- River Irwell



1 | Perspective from Quay Street - Manchester approach



2 | Perspective from Quay Street - Salford approach



3 | Gartside Street Elevation



4 | Perspective from Gartside Street

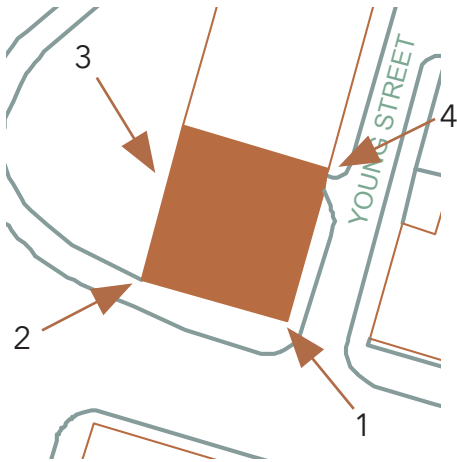
## SITE DESCRIPTION

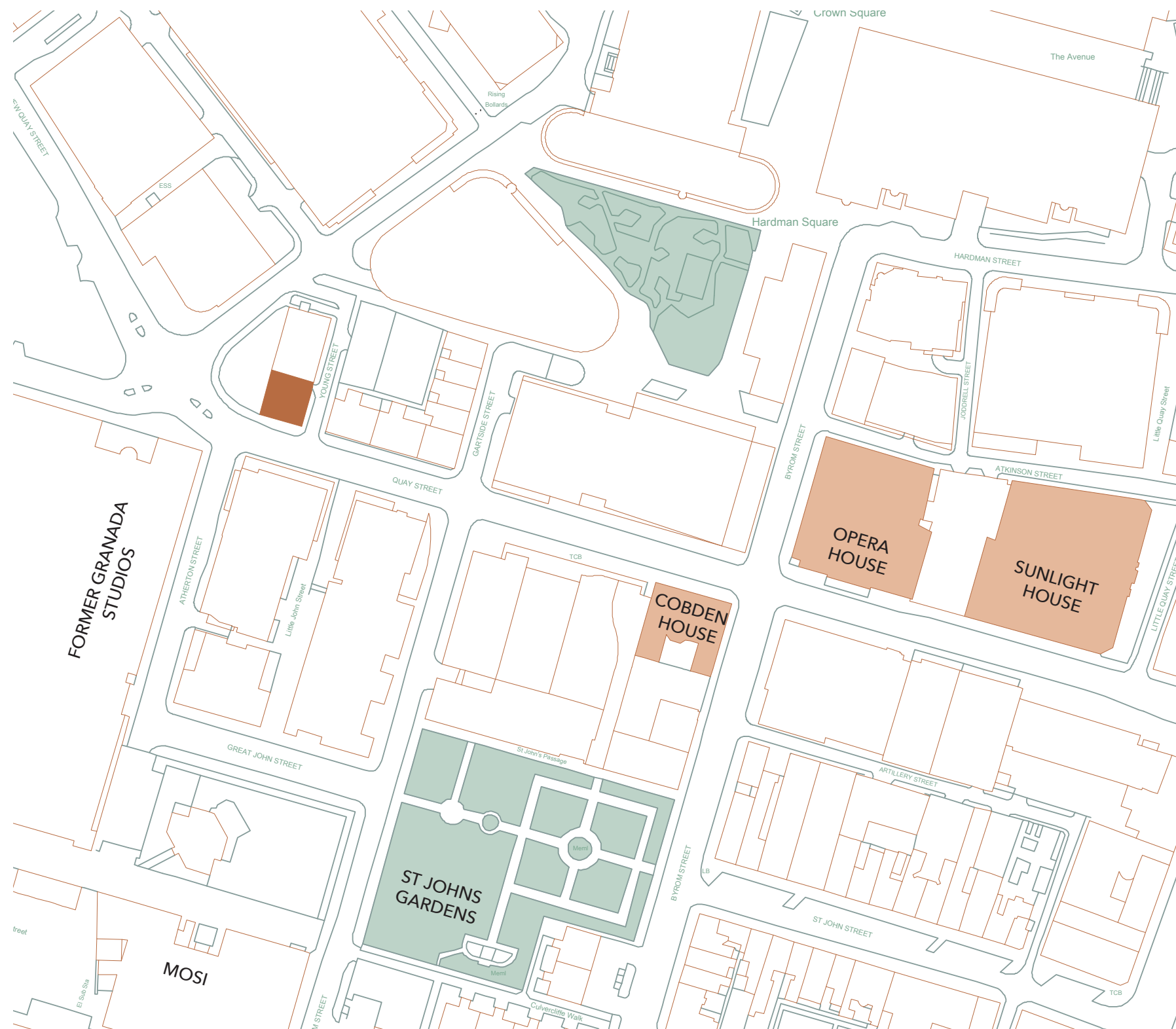
The building was constructed in 1869 for James Booth, carver and gilder, as a workshop. The building has lower and upper ground floors, first floor and second floor with a split level entrance onto Quay Street. The principal elevations face Quay Street and Young Street. The entrance is on Quay Street, there was a secondary goods entrance to Young Street.

No. 76 Quay Street is not listed, nor is the building within a conservation area. It is not considered suitable for listing against the national statutory criteria. Whilst the building is visible in conjunction with parts of the Deansgate, St John Street and Castlefield conservation areas, it is not considered that alterations to the site could affect the setting or character of these areas. Similarly, it is not considered that changes to the building could significantly affect the setting of the nearby Grade II\* listed Cobden House.

The site is entirely occupied by the building and there are no associated areas of open space, curtilage features and the like within the same ownership. The adjoining open ground on Gartside Street is planted with mature trees which obscure the view of the west elevation of the building.

Quay Street runs from Deansgate westwards towards the River Irwell which forms the boundary between the Cities of Manchester and Salford. The street divides two distinctive areas of Manchester City Centre with the heavily regenerated commercial area of Spinningfields to the north and the St John's area to the south including the former Granada Television site, which was under redevelopment at the time of writing of this statement.





## SITE CONTEXT

The buildings within the context of the site vary greatly in height, ranging from four to twenty storeys. No. 1 Spinningfields is the tallest in the immediate context at 75m, further North along Deansgate, the iconic Beetham Tower at a height 157m is visible from the surrounding area.

There is also a number of historic landmark buildings in the vicinity of the site. Cobden House, The Opera House, Sunlight House, are all located within the conservation areas. With their stark contrast to the new modern glazed offices in the area, they contribute to the mix of old and new and an extremely rich and varied context within the city centre.

## SITE HISTORY

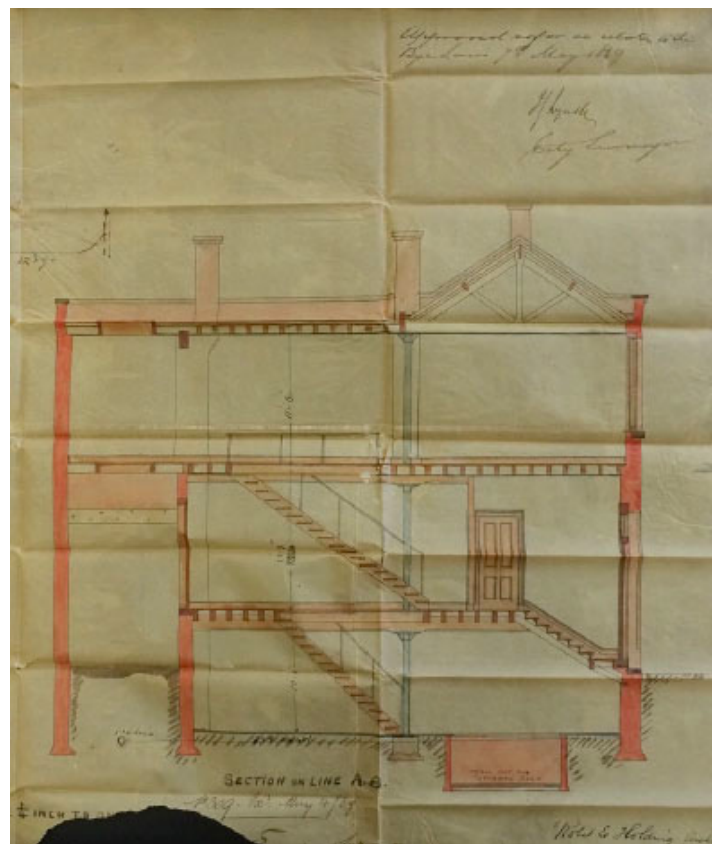
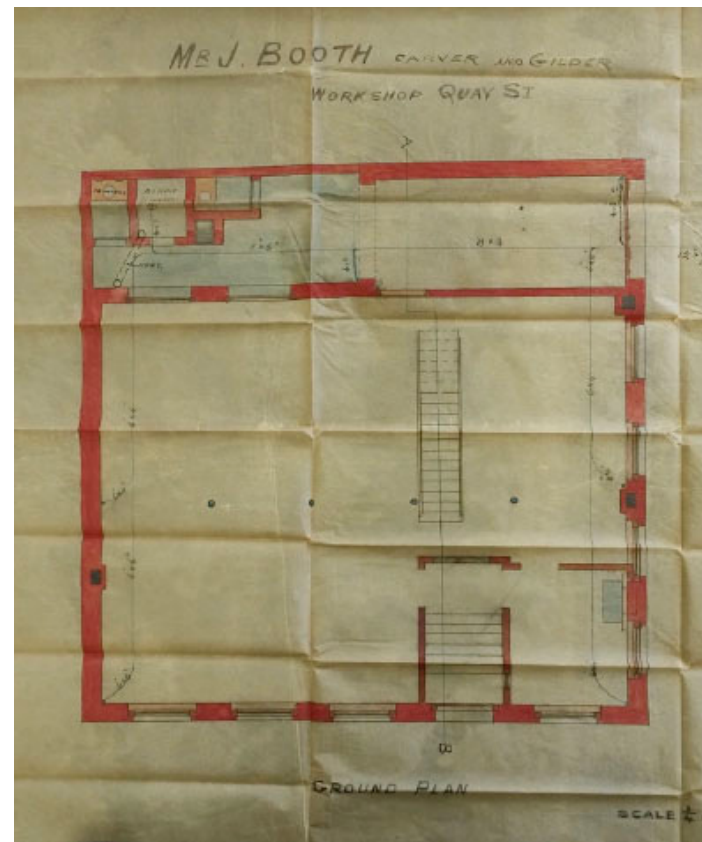
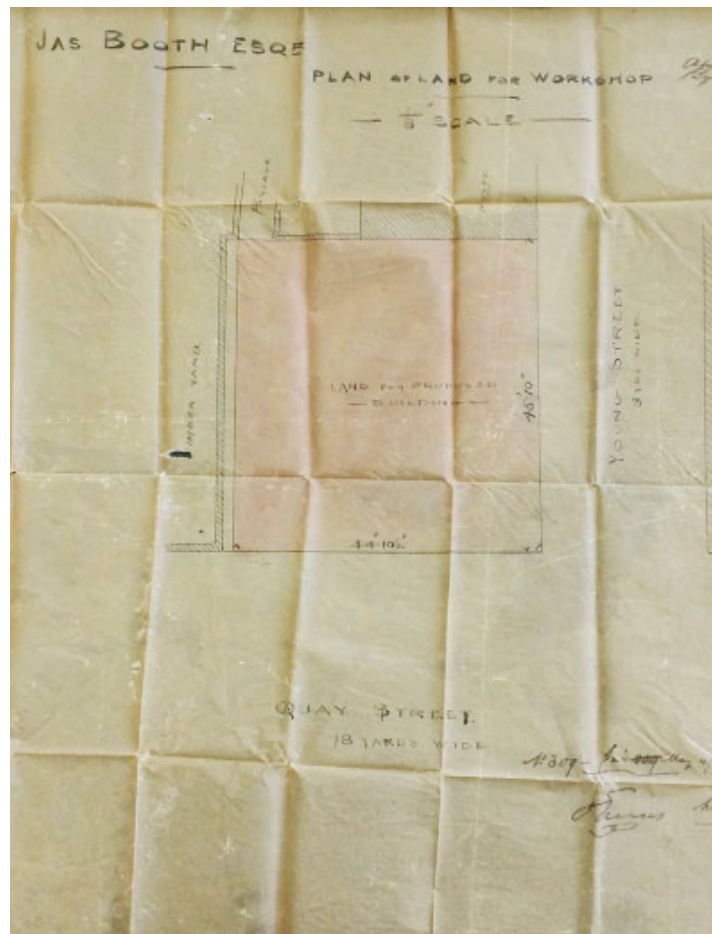
Quay Street was set out in 1735 to provide access from Deansgate to a new quay on the River Irwell. This coincided with works to make the Irwell navigable, completed up to this point in 1736. Despite the street's 18th century origins, the only significant building on Quay Street which dates to this period is the c. 1770s Cobden House, on the corner of Quay Street and Byrom Street. The western end of Quay Street is now superseded by New Quay Street which turns sharply to the north-west before crossing the Irwell into Salford.

The land on which No. 76 Quay Street was later to be built formed part of an area which was the subject of a conveyance dated 29th September 1787 between Elizabeth Byrom, Henry Atherton and Joseph Young. The conveyance imposed a yearly rent charge upon the land of 47 pounds seven shillings and ten pence. Byrom Street, Atherton Street and Young Street remain in close proximity to the site. The rent charge of 1787 was "informally" revoked by a further conveyance dated 1st March 1842 between five separate parties, being Thomas Boyer, Thomas Luckman, Jonathan Brignall, John Travis and John Massey Simpson.

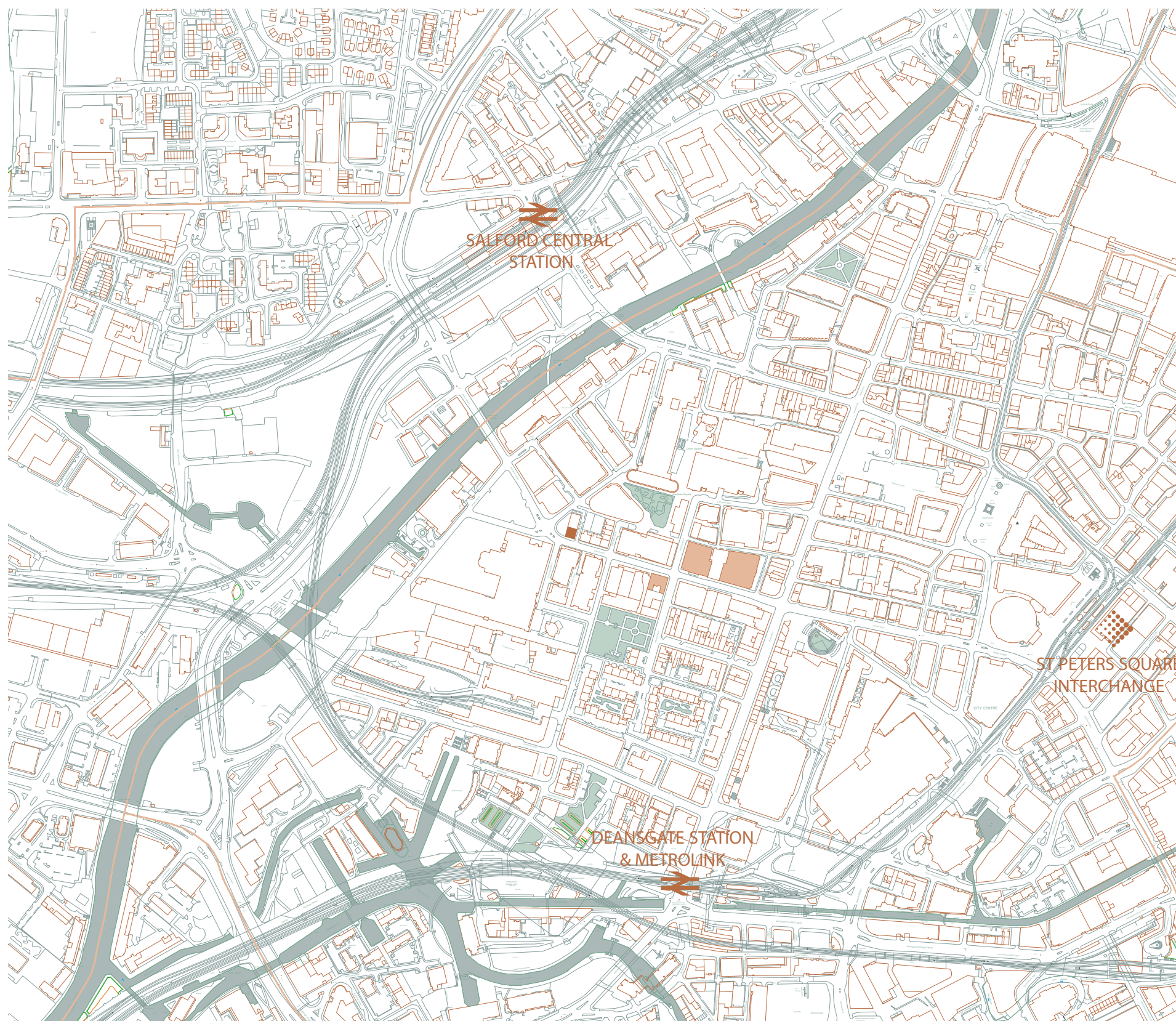
In 1869 James Booth, carver and gilder, submitted plans for the construction of a workshop at 76 Quay Street which became the present building on the site. The architect was Robert E Holding and the plans were granted Byelaw approval by the City Surveyor on 7th May 1869. The plans show a building clearly identifiable as that which remains on the site. There are nevertheless notable differences between the drawings and both the plan and details of the original building as constructed.

The drawings of 1869 show a lower and upper ground floor and a single first floor above, whereas the constructed building had both first and second floors. Further, the original drawings show only a single pitched roof bay adjacent to Quay Street with a flat roof behind, whilst the building as constructed has a series of two and a half bays of pitched roofing. Finally, the drawings show three substantial chimneys and whilst it is possible that these were built and later removed, there is no evidence within the building to suggest this and it seems more likely that they were never constructed.

The area surrounding the site evolved rapidly during the 20th century, eventually leaving No. 76 Quay Street as the final remaining 19th century building within the immediate area. A photograph in 1968 gives a partial view of the building looking down Young Street from a vantage point on Quay Street. The image provides evidence of window configurations which have since been lost.



Copyright: Manchester Archives and Local Studies



## TRANSPORT

### LINKS TO TRANSPORT

The site is bound by Quay Street to the south, Gartside Street to the west and Young Street to the east. The surrounding land is used for a wide variety of uses including commercial, retail and educational use and the site is easily accessible via public transport. Salford Central and Deansgate train stations are located approximately 400m and 600m respectively from the site and bus stops are located close along Quay Street. Deansgate-Castlefield & St Peter Sq Metrolink stations are less than a 10-minute walk from the site.

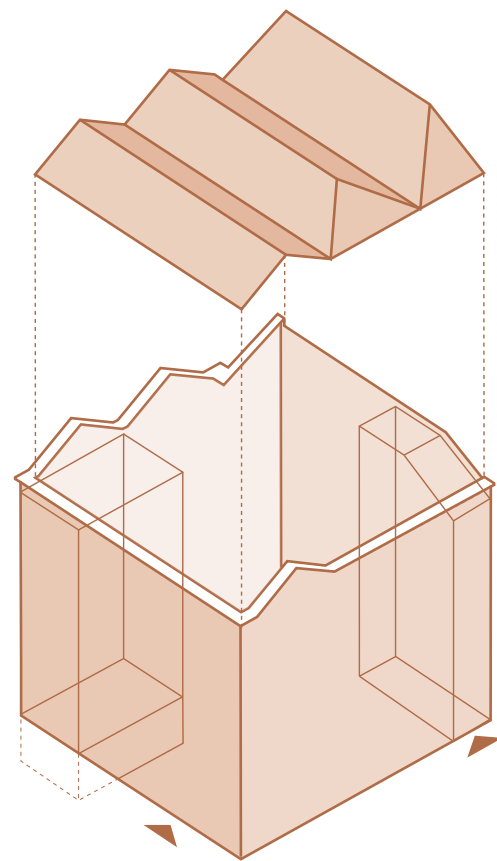
### CAR PARKING

It is proposed that no parking will be provided for the development. As a result this should promote the use of other travel methods such as public transport and capitalise on the city centre location.

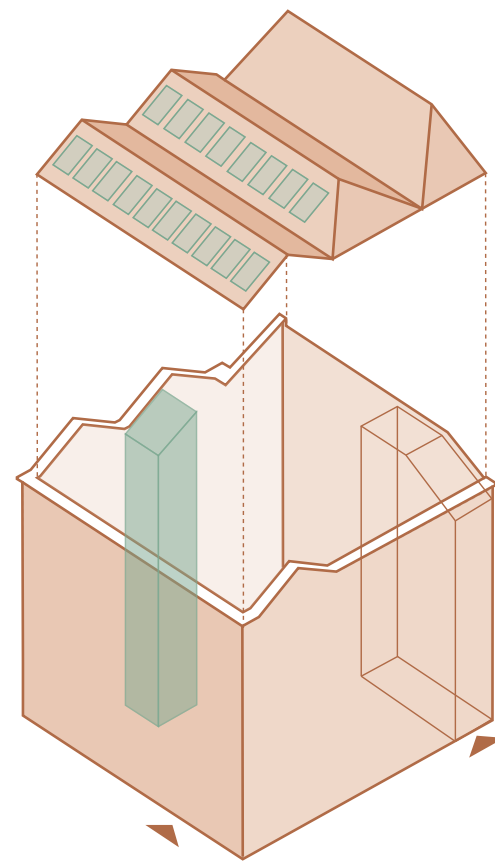
### CYCLE PARKING

Provision for cycle parking will be provided as well as shower and changing facilities for staff to use, in line with the city centre ambitions to promote cycling as a mode of transport.





EXISTING  
TWO STAIR CORES

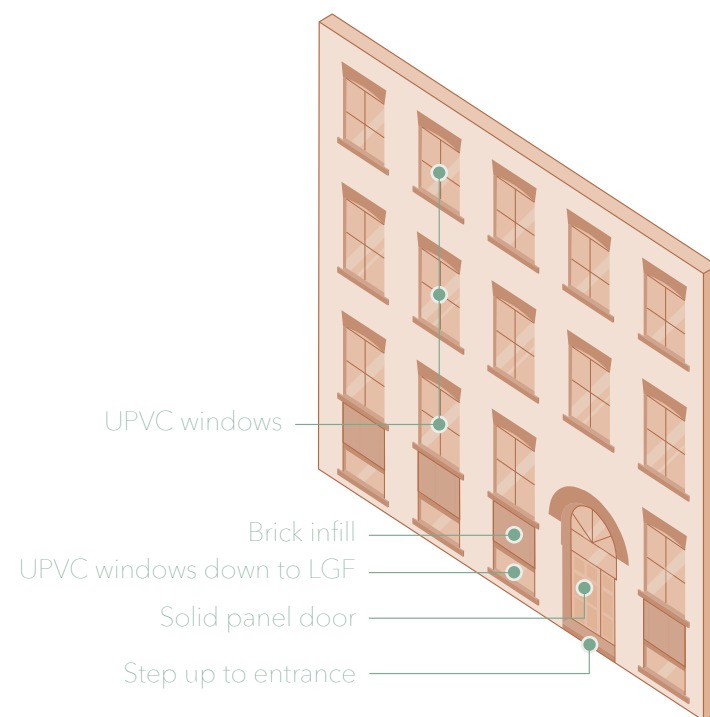


PROPOSED  
ONE STAIR CORE  
ONE LIFT  
SOLAR PANELS

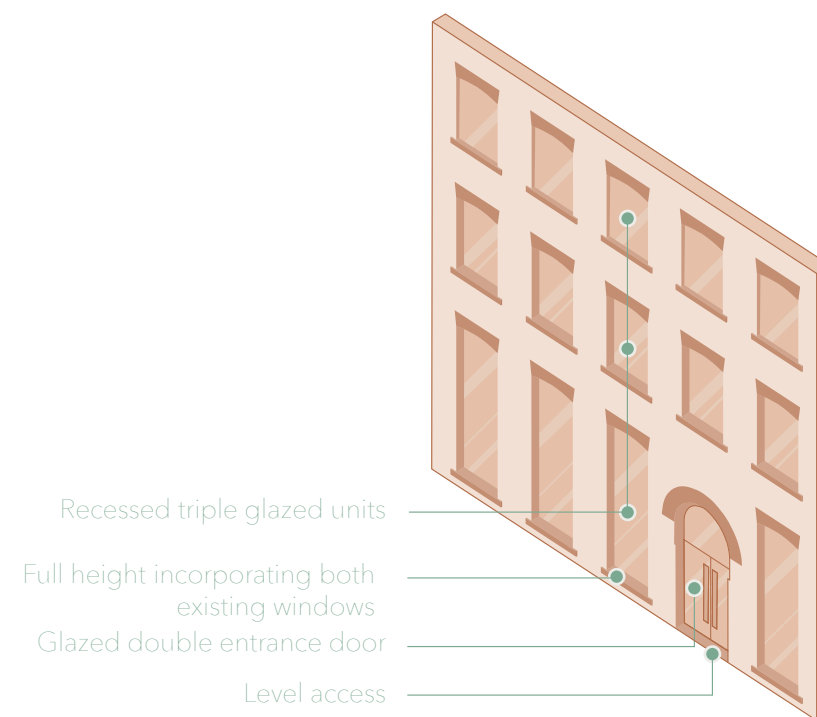
## DESIGN CONCEPT

The proposal for the design 76 Quay Street centres around 3 main points:

- The removal of the second stair core to increase usable floor space on all floor plates. Building Control has raised no objections with this proposal when consulted.
- The provision of a lift with level access to each floor.
- The addition of solar panels on the south facing roof slopes to generate a proportion of the building's electricity use. This is part of the overall aim of the building to reach PassivHaus standards.



EXISTING

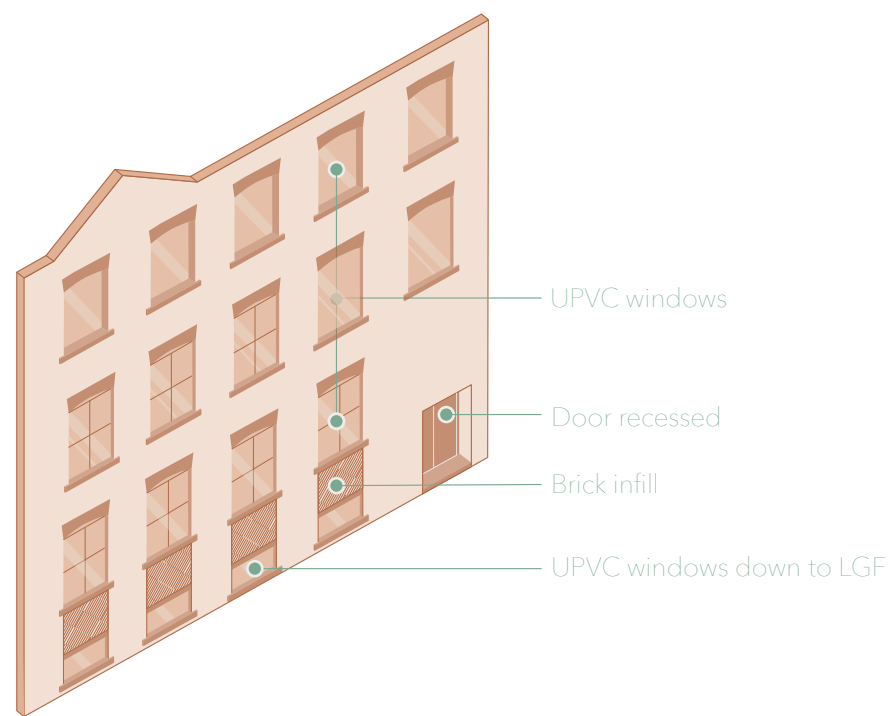


PROPOSED

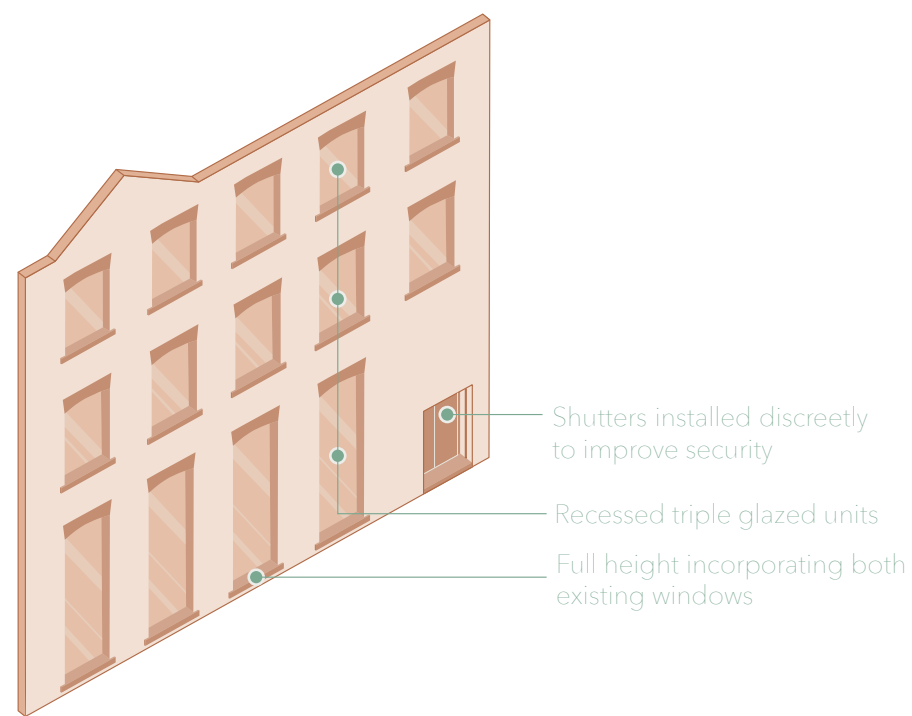
## FACADE DEVELOPMENT

### Quay Street

The proposed Quay Street Elevation aims to enhance the existing qualities. The brick infill is removed to create tall windows at street level, allowing a greater proportion of light into the ground and lower ground floors. The visual hierarchy is restored as the window size decreases as you get further up the elevation. The UPVC frames will be replaced with thin profile aluminium frames with triple glazing, chosen for its acoustic and thermal properties. Level access will be created at the main entrance and the solid panelled door replaced with a glass double door.



EXISTING

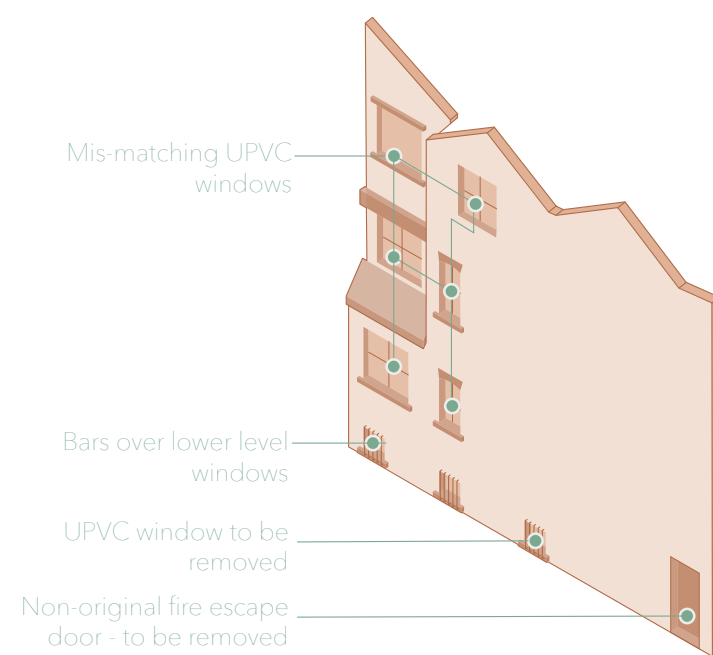


PROPOSED

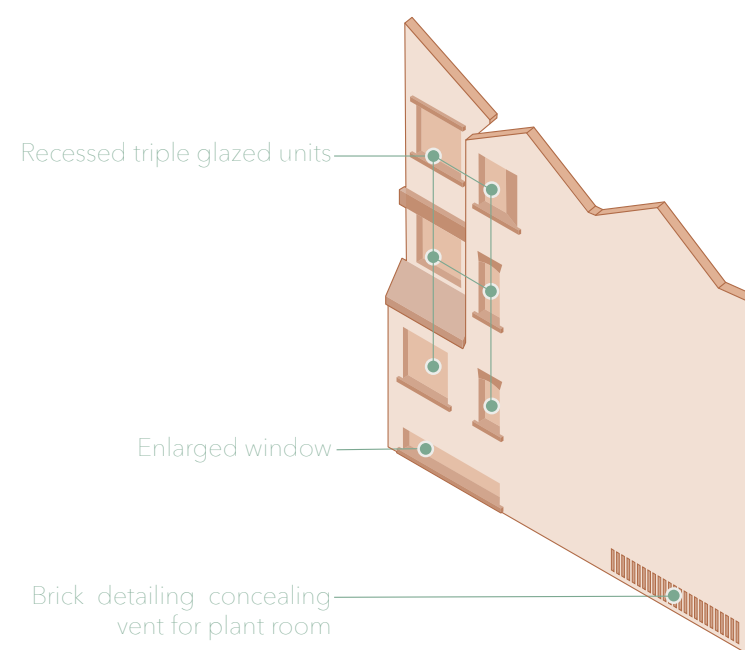
## FACADE DEVELOPMENT

### Young Street

The proposed Young Street facade incorporates the same changes as the Quay Street facade with existing UPVC windows replaced with thin profile aluminium triple glazed units. Discreet shutters are to be installed over the secondary entrance located on this facade to improve security.



EXISTING



PROPOSED

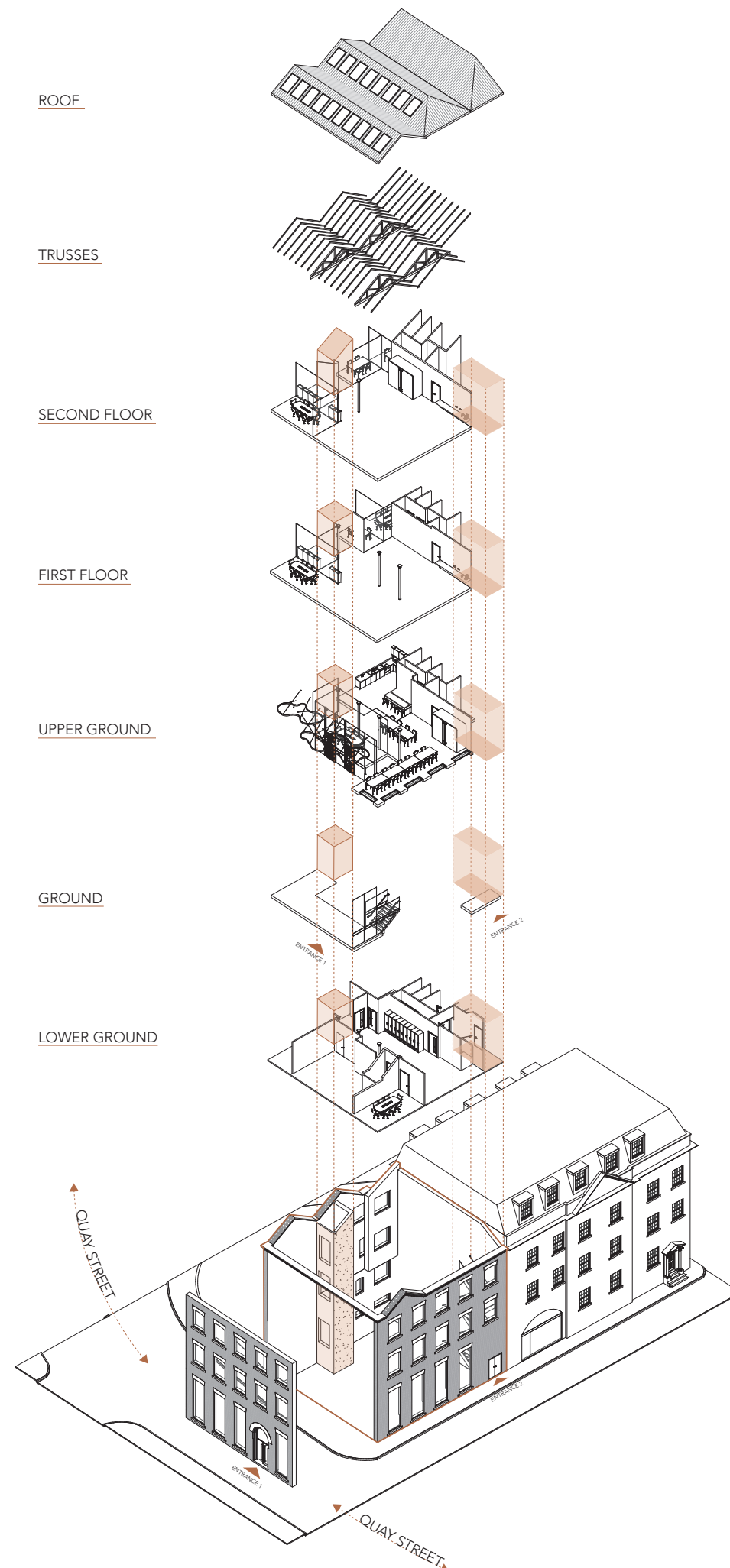
## FACADE DEVELOPMENT

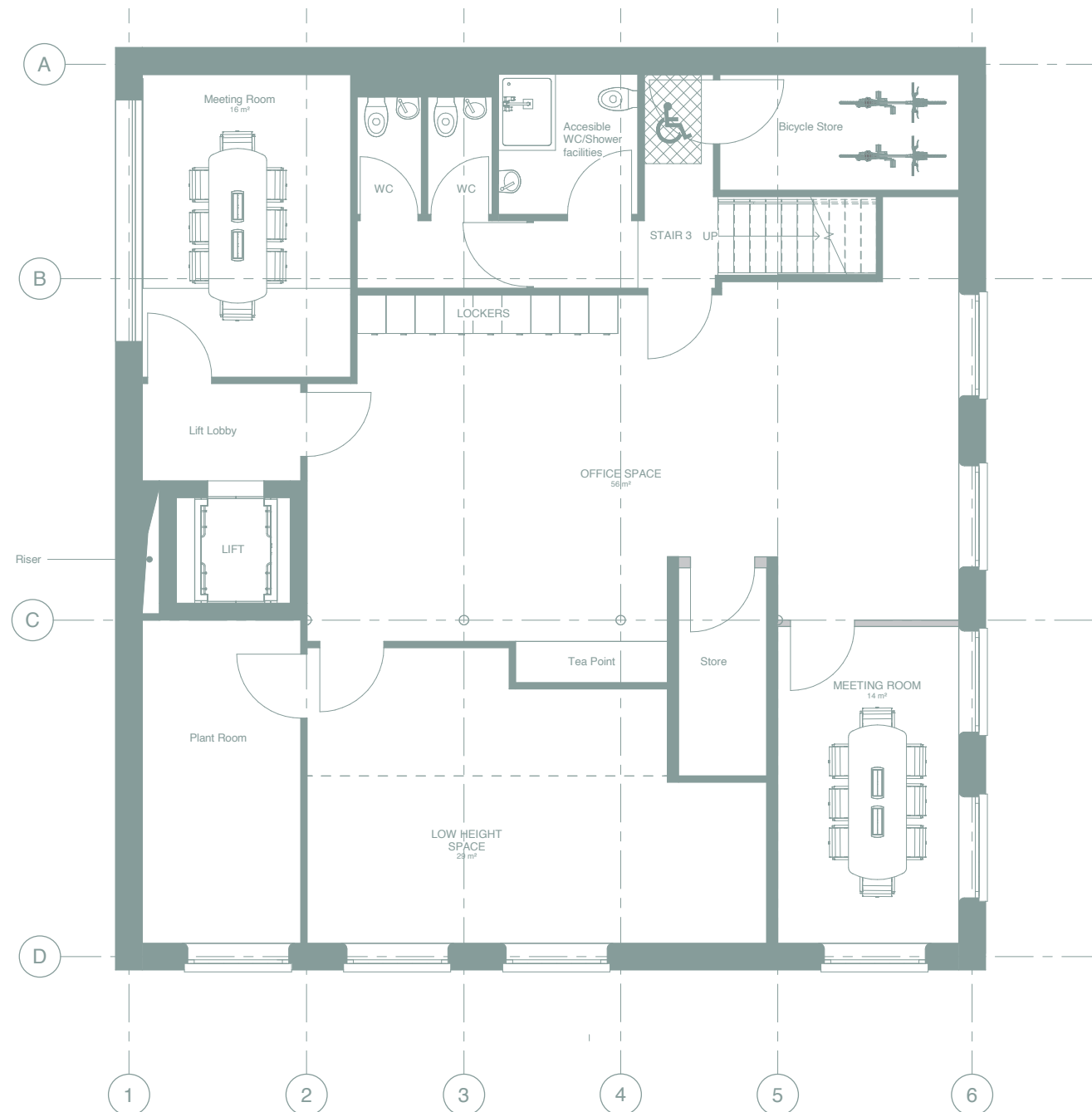
### Gartside Street

The proposed Gartside Street facade aims to provide a more cohesive window configuration than the existing facade, with the same size aluminium triple glazed window units. The exception being a window on the second floor which has brick infill detailing to maintain the same size 'opening' as the existing. Brick detailing on the ground floor conceals the necessary louvre to the plant room on the lower ground floor.

## EXPLODED DESIGN

The exploded design diagram shows the lift and stair cores running the full height of the building as well as the placement of the trusses in the roof space. The floor layouts and uses are explored in more depth on the following pages.

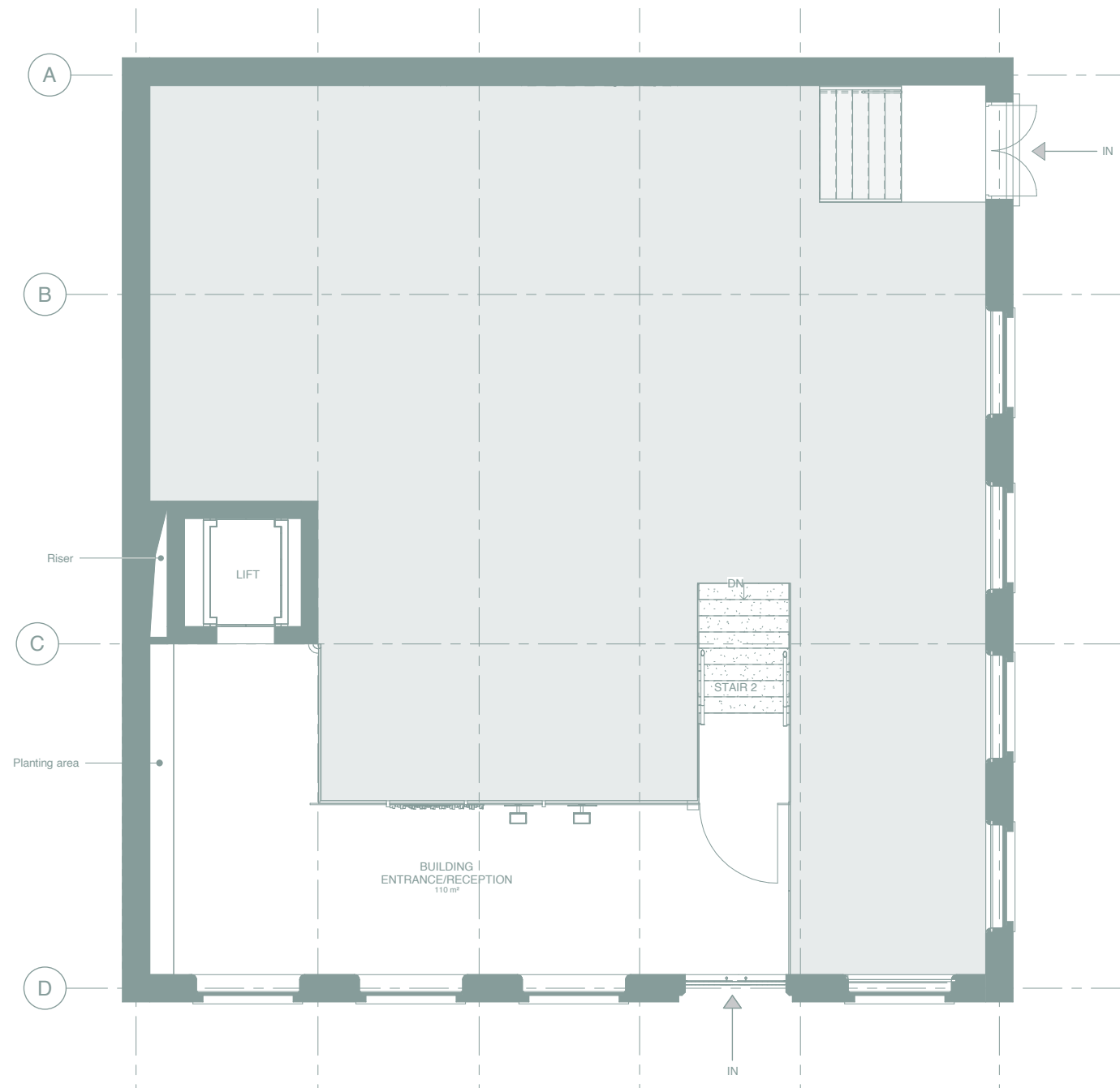




## LOWER GROUND FLOOR PLAN

### ACCOMMODATION

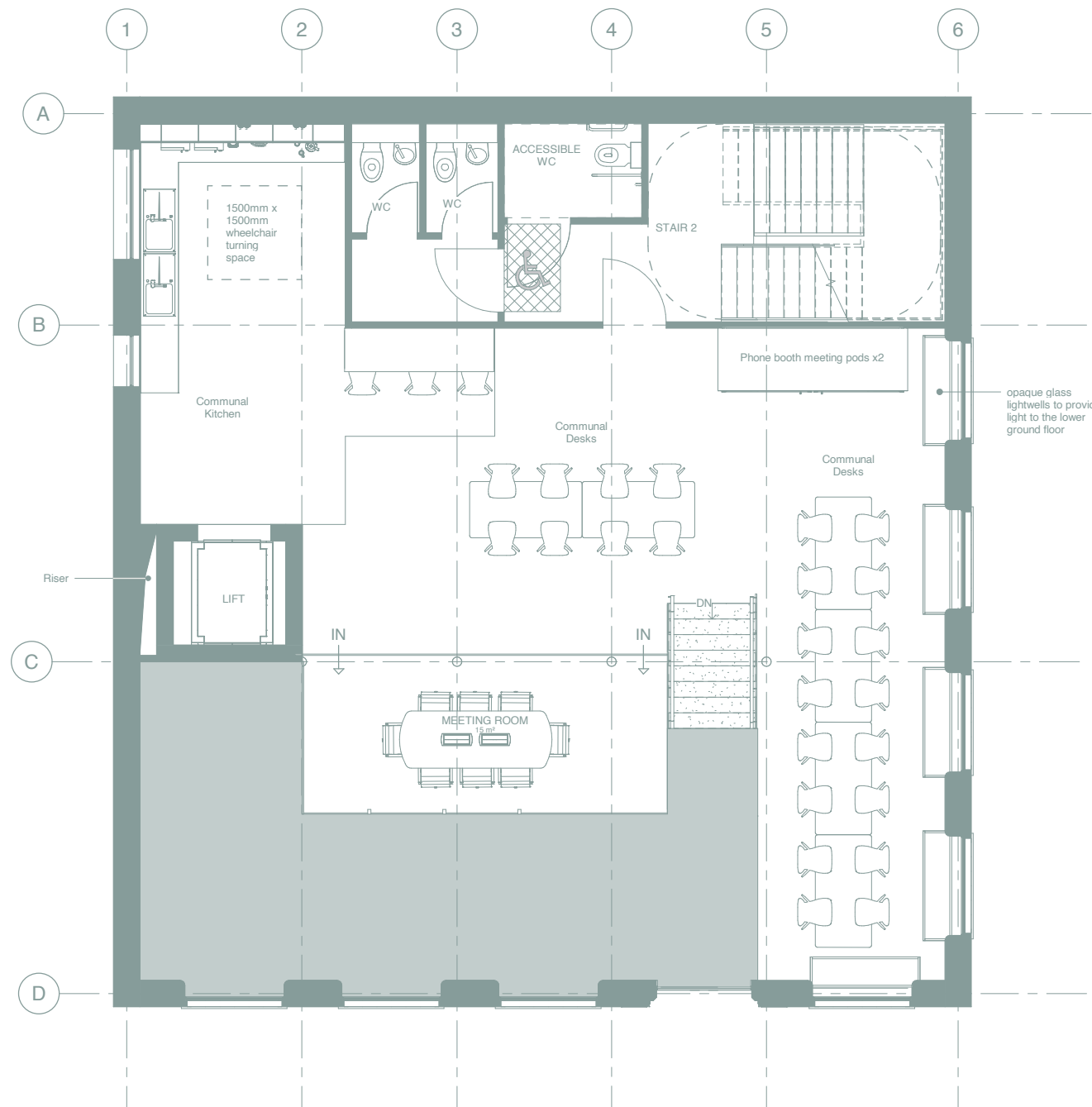
- Lockers for use by all floors
- 2 x meeting rooms for use by all floors
- 3 x WC facilities (including 1 x full disabled shower/WC)
- Bike store for 4 bikes for use by all floors
- Plant room
- Low height workstation space
- 1 x tea point



## GROUND FLOOR PLAN

### ACCOMMODATION

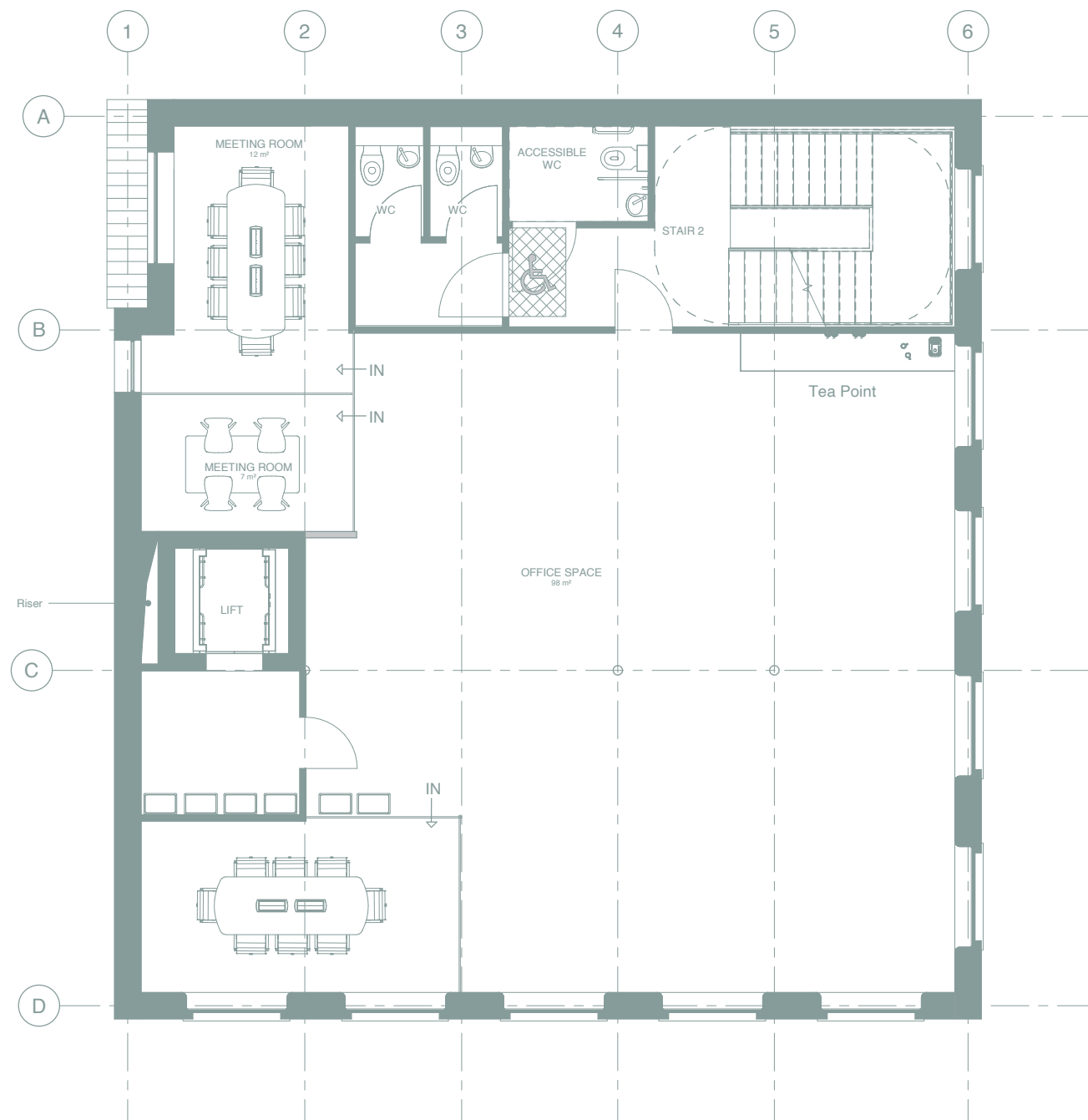
Building foyer for use by all floors  
 Seating area for use by all floors  
 On-screen sign in stations for use by all floors



## UPPER GROUND FLOOR PLAN

### ACCOMMODATION

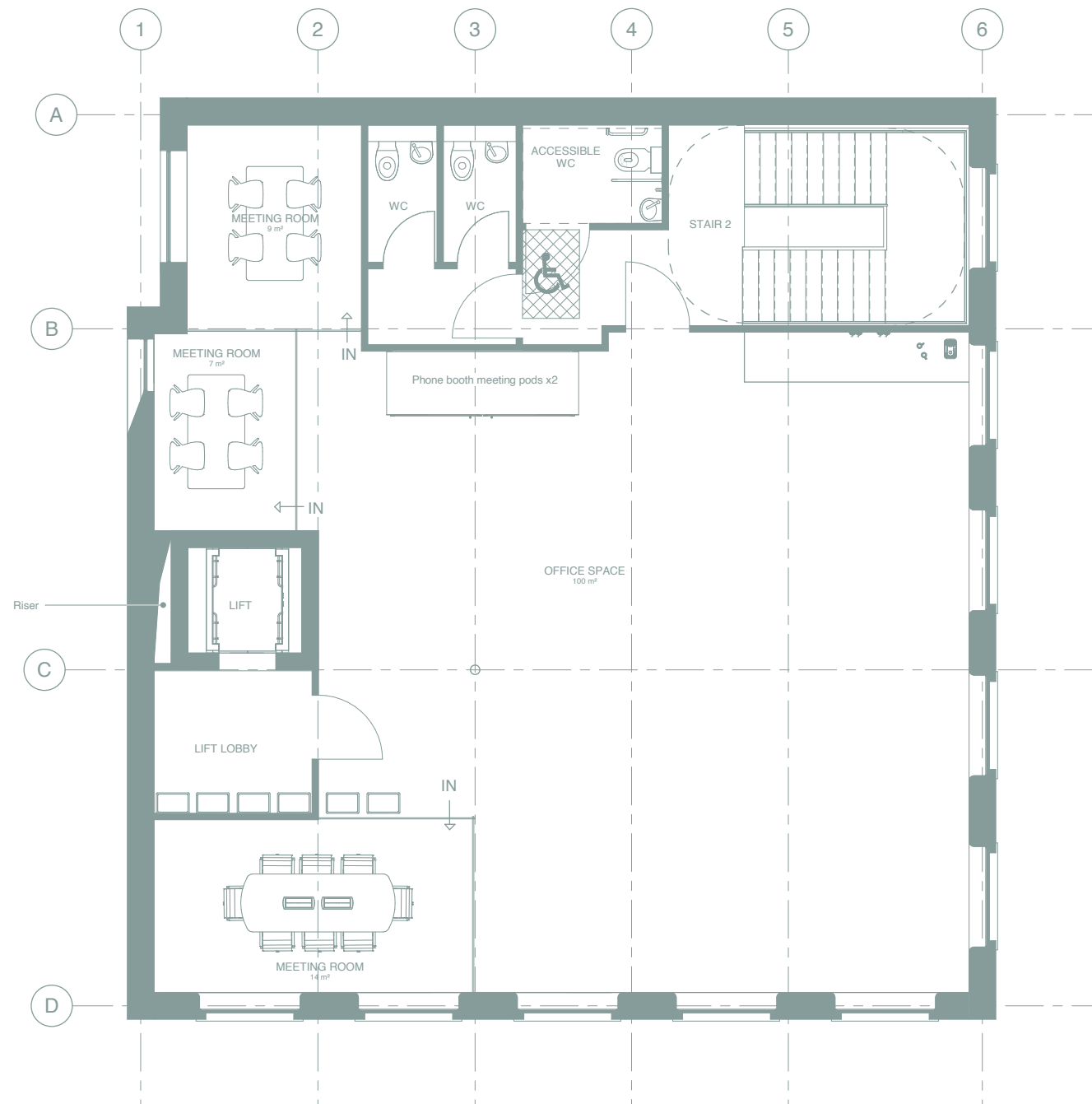
- 1 x meeting room for use by all floors
- Communal desk spaces
- 1 x Communal kitchen
- 2 x phone meeting booths
- 3 x WC facilities (including 1 x full disabled WC)



## FIRST FLOOR PLAN

### ACCOMMODATION

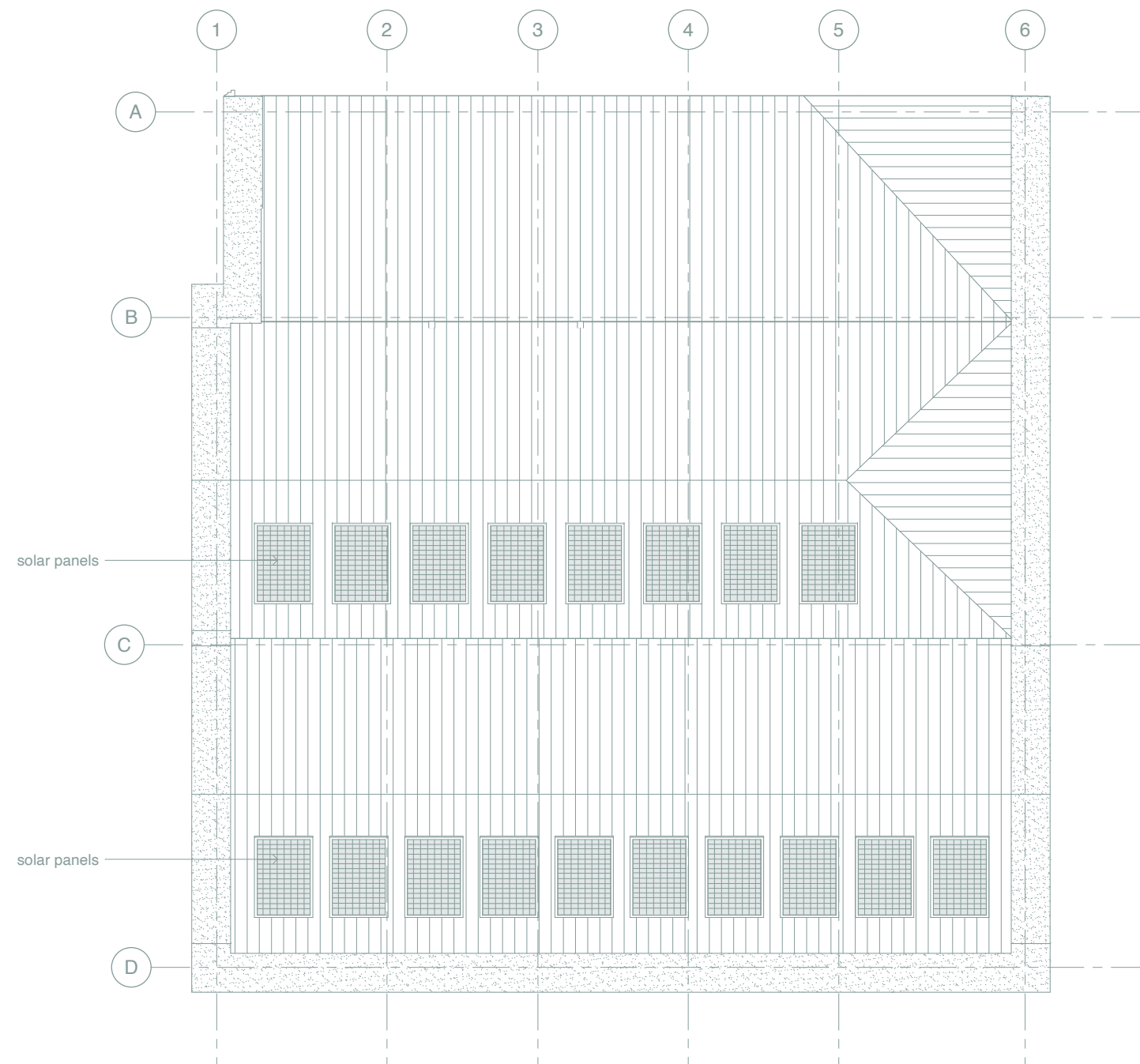
3 x meeting rooms  
 3 x WC facilities (including 1 x full disabled WC)  
 1 x tea point



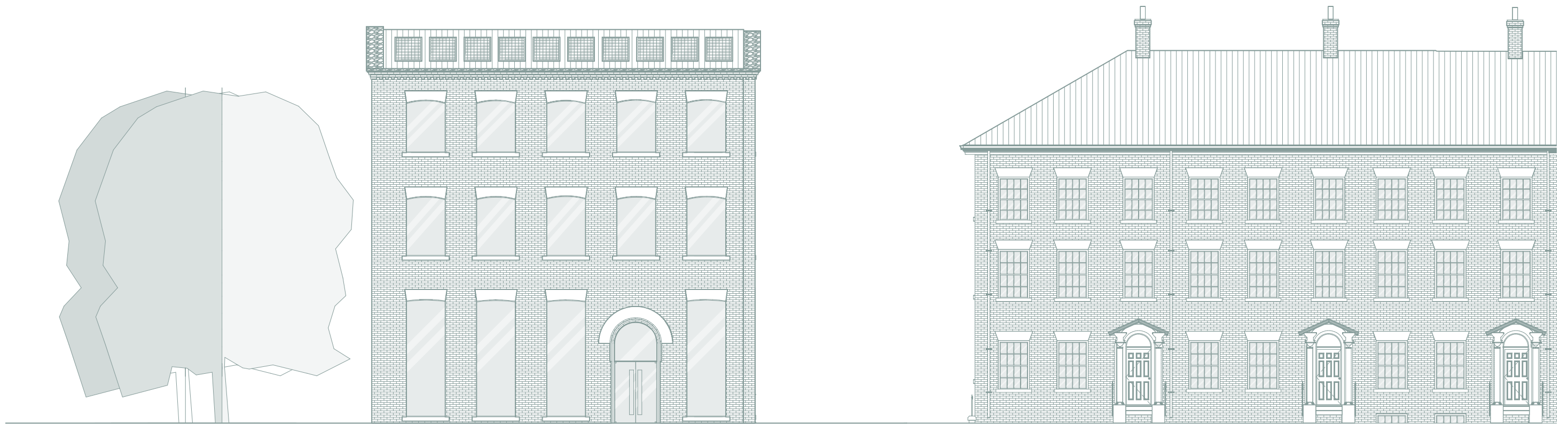
## SECOND FLOOR PLAN

### ACCOMMODATION

- 3 x meeting rooms
- 3 x WC facilities (including 1 x full disabled WC)
- 1 x tea point
- 2 x phone meeting booths



ROOF PLAN



## STREET FRONTAGE

The Quay Street elevation remains largely unchanged except for the aforementioned changes which include the lengthening of the Ground Floor windows and the introduction of solar panels on the south facing roof faces.





**GARTSIDE STREET APPROACH**



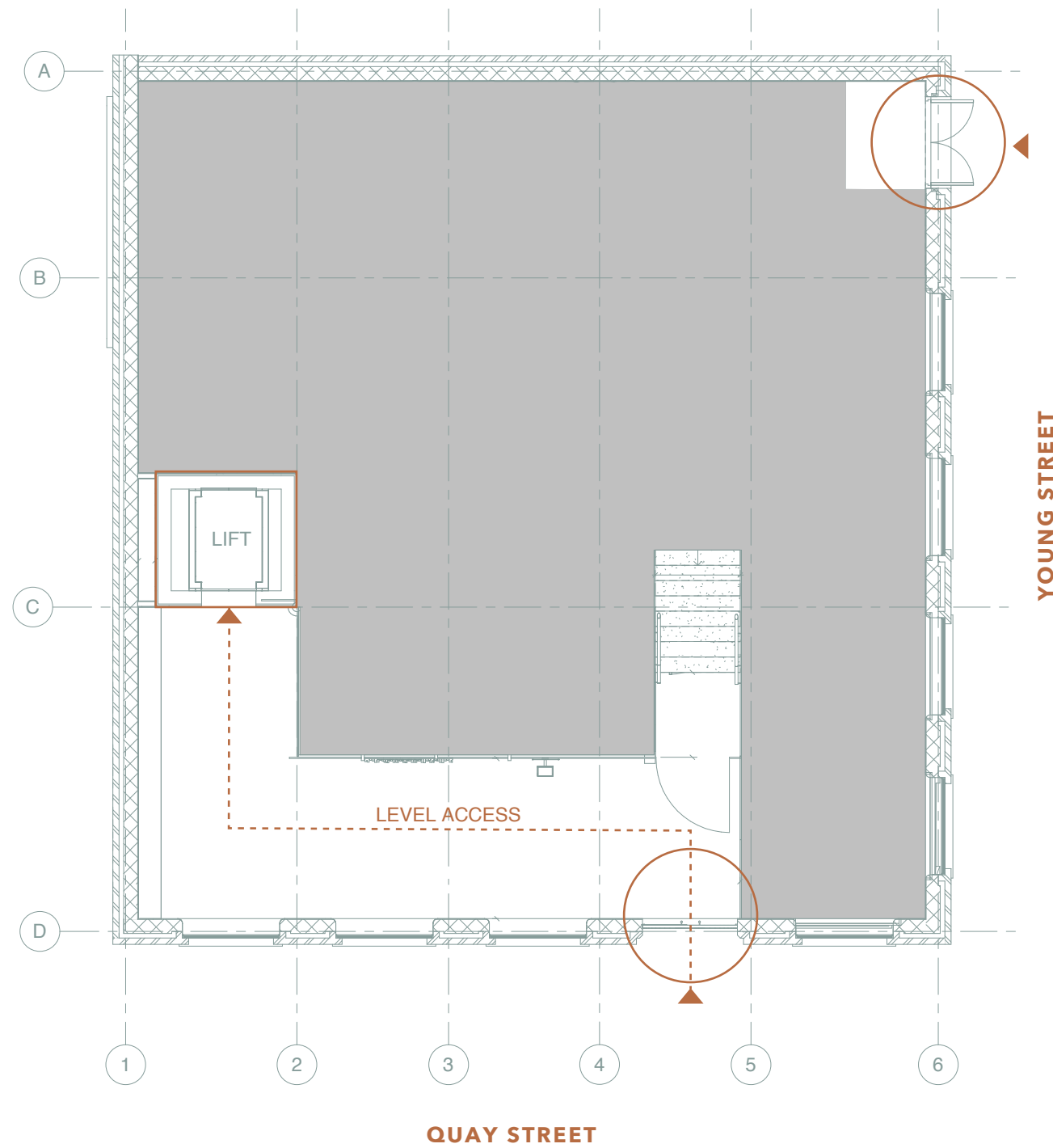
**QUAY STREET APPROACH**

## **ARRIVAL TO THE SITE**

---

Building users will arrive to the site via various means of transport, both public and private. 76 Quay Street is located in the city centre with excellent public transport links. Deansgate, Manchester Victoria and Salford Central station are all less than a 15 minute walk away. There is also ample bus route connections surrounding the site with Manchester Central coach station also a 15 minute walk away from the site. Users arriving by private transport or taxi will be dropped off along Quay Street or Young Street, both of which have an entrance into the building.

Provision for up to bicycles will be provided on the Lower Ground Floor with direct access from the Young Street entrance. A shower room is also provided opposite the cycle storage.



## ACCESS TO THE BUILDING

Pedestrian access to the building will be via the two entrances, one located on Quay Street and the other located on Young Street. The Quay Street entrance will provide level access from the pavement to the lift, from which the rest of the building can be accessed.

## **ACCESSIBILITY AND INCLUSIVE ACCESS**

---

The main entrance will provide a Document M compliant level access threshold with a fully wheelchair accessible and powered door for ease of access. All interventions to external surfaces will be non slip with minimal undulations and joints to provide a level surface.

Corridor widths, door widths, and opening patterns all comply with Document M of the building regulations. The Young Street entrance is not wheelchair accessible due to the placement of the existing stair.

Accessible toilets are provided on each floor, excluding the ground floor. Either the upper ground floor or the lower ground floor toilets are easily accessible from the ground floor via the lift.

Touch screens will be provided in the reception area, with one fixed at a lower height for wheelchair access. A loop system will also be provided and linked to the touch screen sign in system.

## **SERVICING STRATEGY**

---

The building will be served by a private refuse collection company with collections arranged to be picked up from Young Street. It is anticipated that the building users and or/ cleaning staff will move the refuse to the designated collection zone on collection days.

No access to the roof is currently proposed. Access to maintain and service the proposed solar panels will be via cherry picker. The windows will be cleaned and maintained from the pavement.

## **ACCESS FOR EMERGENCY VEHICLES AND FIRE ESCAPES**

---

Access for emergency vehicles is available via the public highway along Quay Street. Vehicles can also access the building via Young Street, where there is a second pedestrian entrance. The fire escape stairs open directly onto Young Street. The ground floor area provides external escape onto Quay Street via the primary entrance.