Allied London Fire Station Ltd

Levitt Bernstein
People.Design

London Road Fire Station

Design and Access Statement | April 2017



Job name
London Road Fire Station

Job number
3336

Date of issue
April 2017

Revision
Planning Application

Author
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Checked by
Gillian Harrison

File path
J:\3336 London Rd Fire Station\
Graphics\01 Live Files\InDesign









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Other Supporting Documents

This report is to be read in conjunction with the architectural set of drawings submitted by Levitt Bernstein as part of the Planning and Listed Building Applications.

In addition, the following documents should be referred to:

> Planning Statement (Deloitte)

> Tenant Design Guide (OBI)

> Internal Finishes, Fixtures and Fittings Strategy (Levitt Bernstein)

> Visual Surveys (Levitt Bernstein)

> Heritage Statement Parts 1 and 2 (Levitt Bernstein and Stephen Levrant Architecture)

The Team

ALLIED LONDON

Levitt Bernstein
People.Design

Deloitte.

PIERCEHILL

CWC
crookes walker
consulting

OBI
PROPERTY

GT
gardiner&theobald

curtins
consulting

Chapman
BDSP

SANDY BROWN
Consultants in Acoustics, Noise & Vibration

vectos
transport planning specialists

STEPHEN LEVRANT
HERITAGE ARCHITECTURE



The Vision & development Philosophy

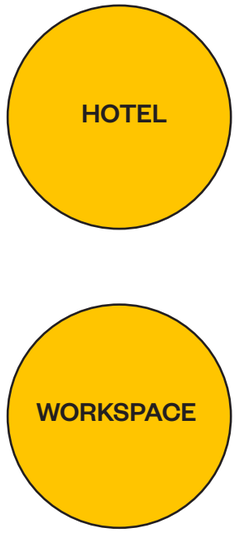
Allied London has the vision to give the Grade II* listed fire station a sustainable and viable future. To create within it a vibrant mixed development that responds to the unique character and significance of the building and that retains its magical sense of place. The vision is to capture the ravages of time whilst arresting further decay and protecting and restoring significant historic fabric.

The development philosophy is not to attempt to restore the fire station to its 1906 appearance and condition, but to celebrate the exceptional heritage value whole life of the building whilst securing a sustainable use. This will inevitably require appropriate interventions in the building's fabric to accommodate the changes required to sustain today's requirements for safety, comfort and function.

Introduction



Engine Room Banquet, 2016



Statement of Intent:

An iconic site, saved, made accessible, visible and efficiently operable:

A key element of the brief from the client's perspective has been to invest first and foremost in the historic and existing building and in parallel introduce wide ranging new uses and amenities to create an efficient operation for a long term shared community.

The scheme will be of the highest quality and aim to overcome the numerous challenges of access and sustainability to reinvent the building for the future.

Design Brief:

The brief for this Planning Application and Listed Building Consent has been developed and evolved from our original feasibility through to the time of this application.

The Brief was to provide the following:

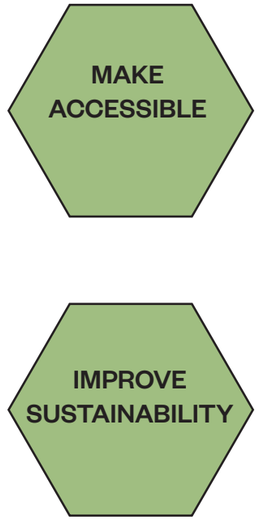
- Hotel accommodation, banqueting and conference facilities.
- Small scale workspace units aimed specifically at the creative industries.
- Wide ranging food and beverage options across varying scale spaces from both known local operators and others looking to expand into the Manchester scene.
- Small scale retail spaces within unique historic spaces.
- High end apartment living offering the option of unique accommodation in a city centre location with the excellent connection afforded by location.
- New space below the existing courtyard for private hire and public events.

Brief



The Gymnasium

KEY OBJECTIVES

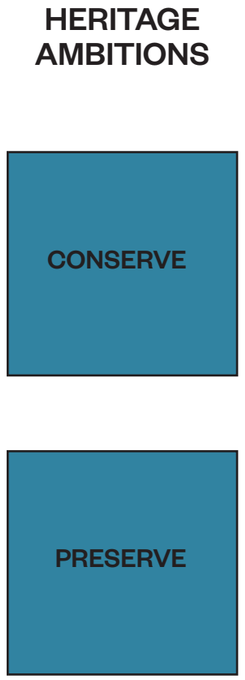


The proposals seek to;

- Create a vibrant new mixed-use destination within Manchester
- Increase public access into the building
- Secure the future viability of the building
- Repair historic fabric to prevent ongoing decay and prevent water ingress
- Ensure the legibility of the plan form
- Remove the building from the 'at risk' register.
- Retain the character of the building 'as found', recognising the significance and atmosphere of the existing building.
- Conserve the site and where possible enhance its historic, architectural and cultural significance.
- Design in response to the particular character and significance of each area within the building.
- Stabilise the building fabric and arrest decay by identifying areas of immediate risk and implementing any necessary emergency repairs based on up to date condition and structural surveys.
- Implement a programme of regular maintenance and repair.
- Utilise the most appropriate materials and techniques available for the repair works in order to protect the particular fabric and character of the building.
- Mitigate the impacts of change on the building through careful design.
- Design new work to enhance the historic character and significance of the site.
- Protect and conserve all key architectural elements and spaces within the building.
- Provide the best possible access for all across the site and respond to the wider context.

The Approach

The Laundry



Heritage Objectives

The heritage value and responsibility that the building presented were key to the projects progress and decision making. The lateral and rigorous approach that we took towards this aspect of consideration are outlined later in the 'Approach to Change' chapter of this Design Access Statement as well as detailed within the associated Heritage Impact Assessment.

Methodology

The Planning Application is predicated on:

- Preserving and enhancing the site's heritage and mitigating any negative impacts of change.
- Enabling a new varied appropriation of the building to facilitate broad ranging leisure and lifestyle activities.
- Improving the public realm and providing a new public space in the courtyard.
- Adding a number of high-quality modern interventions that complement the historic setting and make a bold statement marking a new chapter in the evolution of the building.

Consultation

The Planning Application and Listed Building Consent has been informed by consultations with:

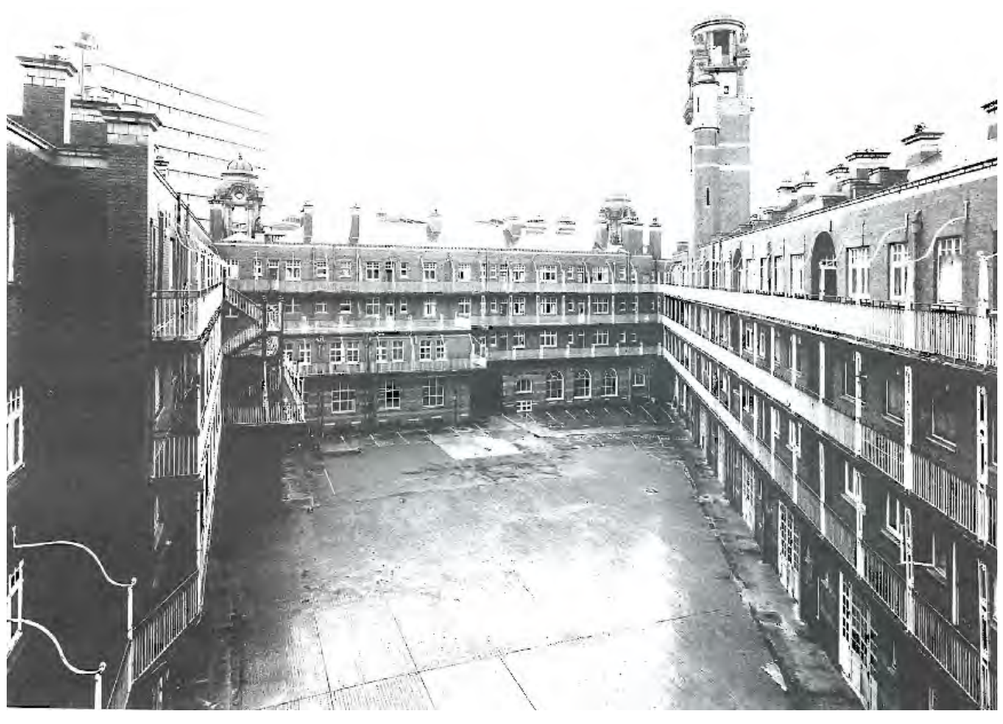
- Future building users: hotel operator, potential commercial, workspace and apartment tenants.
- Historic England and historic consultants with extensive experience of the building and city.
- Town Planning and Conservation Officers.
- Building Control.
- Public exhibitions.
- Community Engagement events.

The Approach



External Street Detail





History

The need for a new fire station was first recognised by the Chief Fire Officer George Parker in 1899, he realised that a modern industrial city like Manchester needed a state of the art fire station from where a centralised emergency response could be co-ordinated.

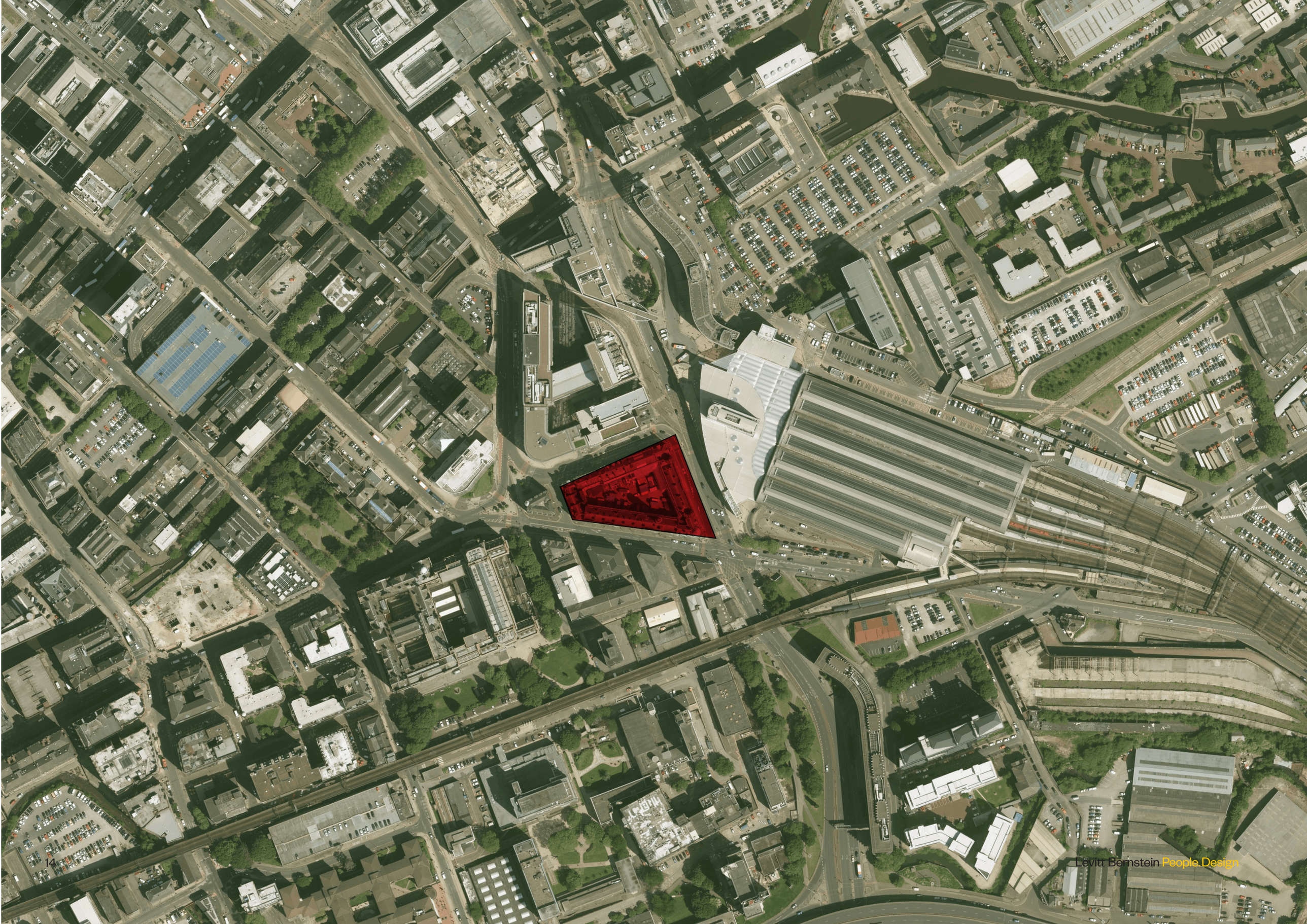
The architects John Henry Woodhouse, George Harry Willoughby and John Langham, were selected to complete the designs after a competition to find an architect which attracted 25 entrants.

Building commenced in 1901 and was competed in 1906. Parker's influence can be seen throughout the building from the selection of the materials to the size and layout of the interior.

The building was built in the Edwardian Baroque style and features friezes and figures on by JJ Millson and produced by the Leeds Fireclay Co.

'It is a fine example of the unique style that contributes to Manchester city centre's proud and idiosyncractic character.'

History





Introduction

The application site, known as the London Road Fire Station has an area of approximately 0.49 Hectares.

It is bounded by Minshull Street South to the West and London Road to the East, to the South Fairfield Street and is enclosed to the North by Whitworth Street.

The site is adjacent to Manchester Piccadilly Station to the east which is the main railway terminal for trains heading south and to London.

The London Road Fire Station sits on the Eastern edge of the Whitworth Street Conservation Area.

It is a Grade II* Listed Building.

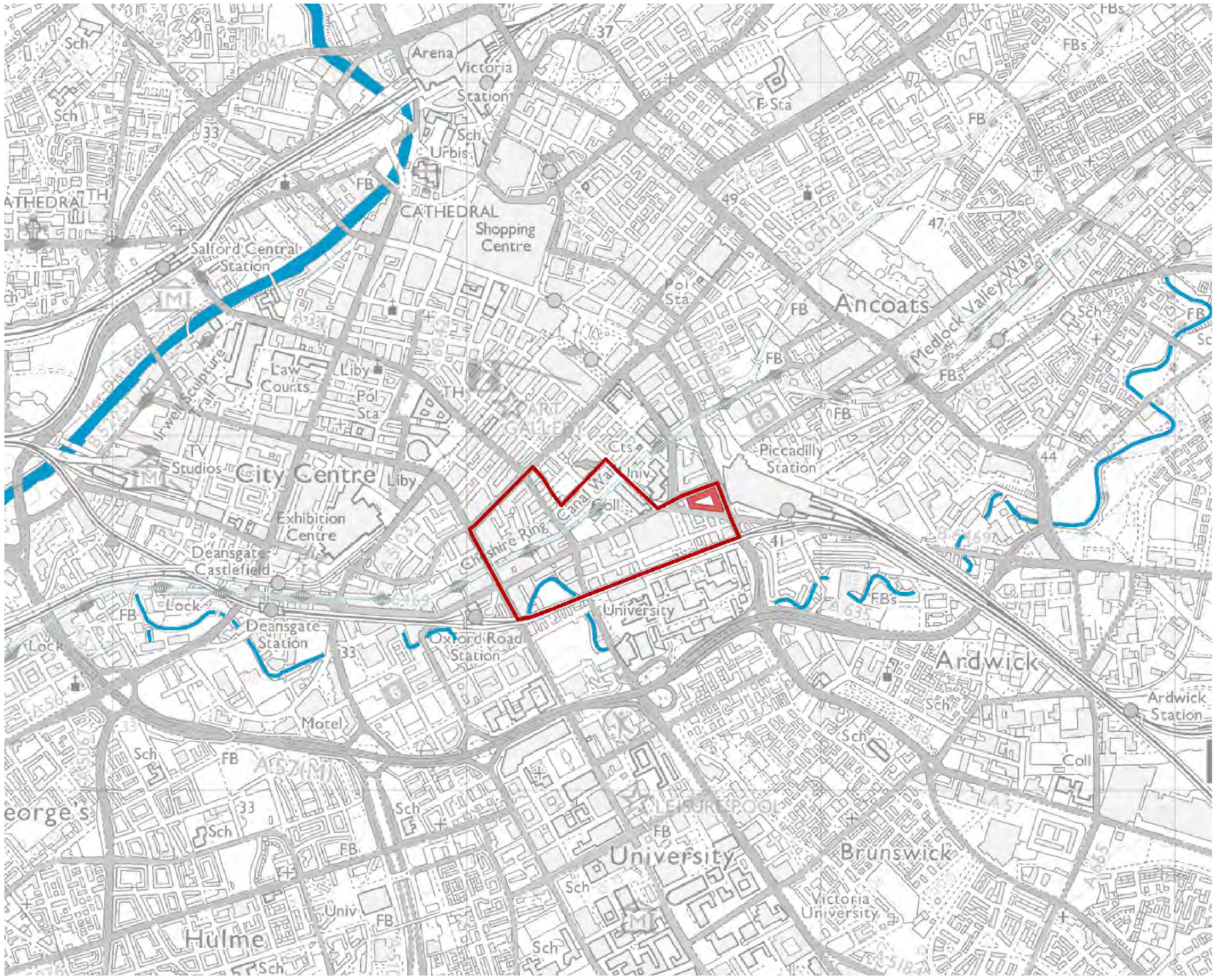
Context

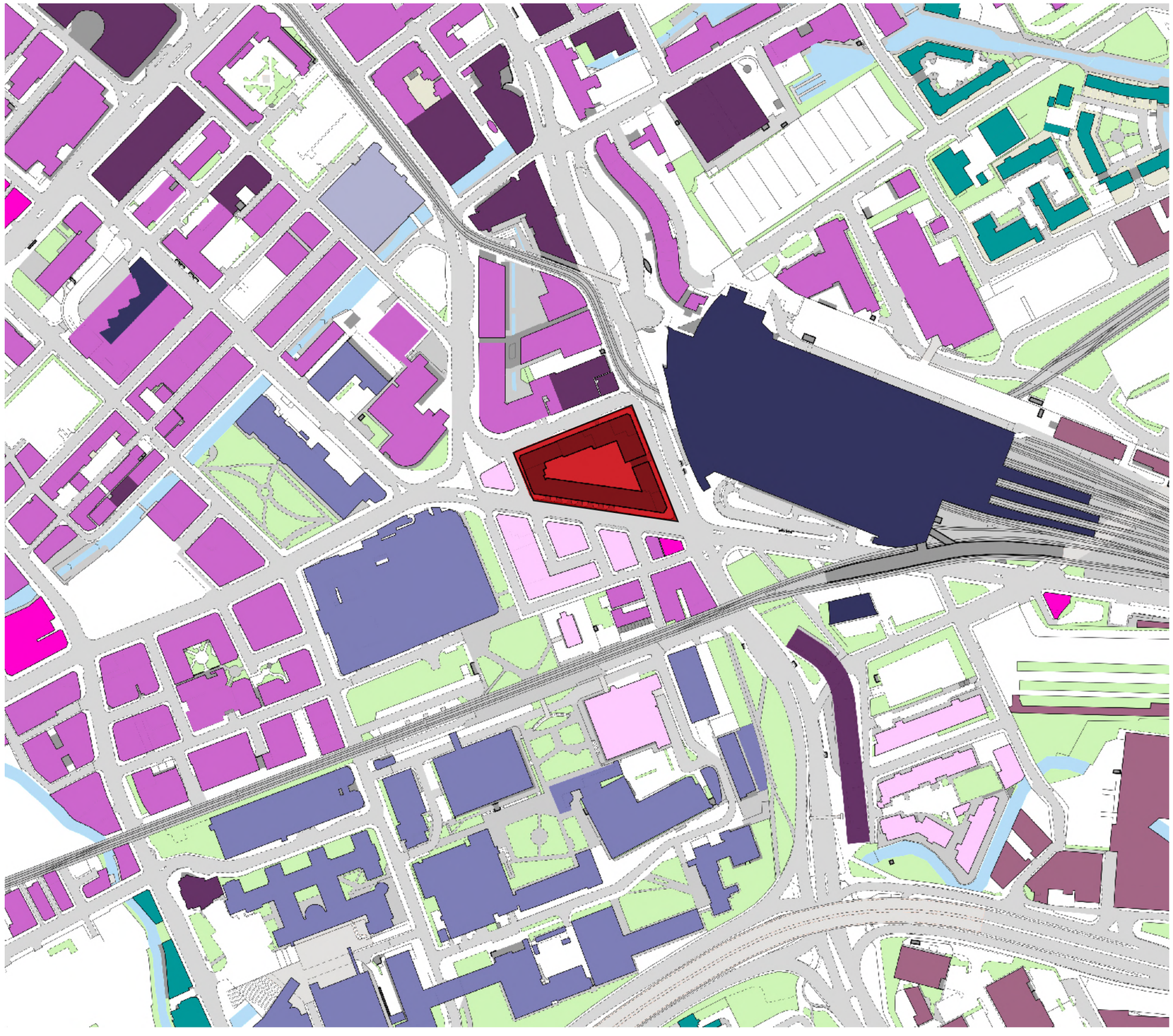
Whitworth Street Conservation Area

"The Whitworth Street conservation area is uniquely Mancunian in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city.

The conservation area was designated by the City Council in September 1974, and was bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the above viaduct."

Above extract from Manchester City Council website detailing Whitworth Street Conservation Area.





Surrounding Uses

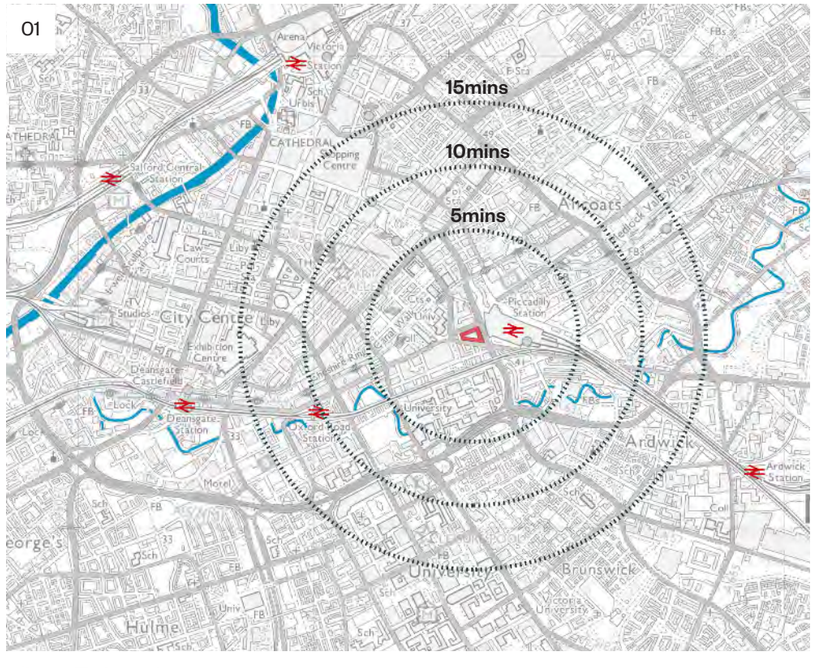
The surrounding building uses vary from mixed-use commercial and retail to student accommodation, hotels, and university/college buildings.

- Commercial/Retail Mixed-Use
- University/College
- Student Accommodation
- Hotel
- Residential
- Industrial/Warehouse
- Retail/Residential Mixed-Use
- Transport
- Council Building

Location

London Road Fire Station is ideally located for pedestrian access to the key public transport corridors, as well as vehicular access within and around the city.

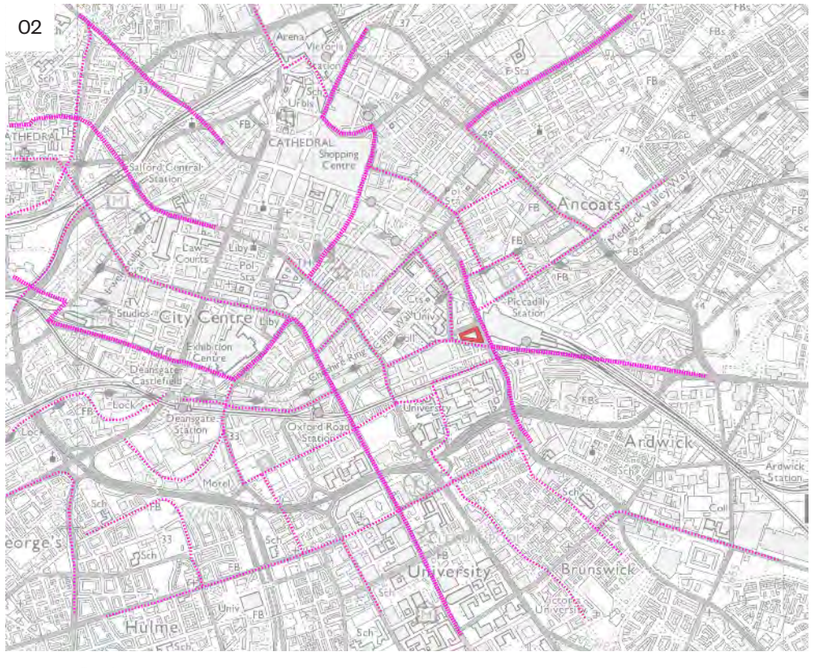
01



Train stations

Walking distance from site

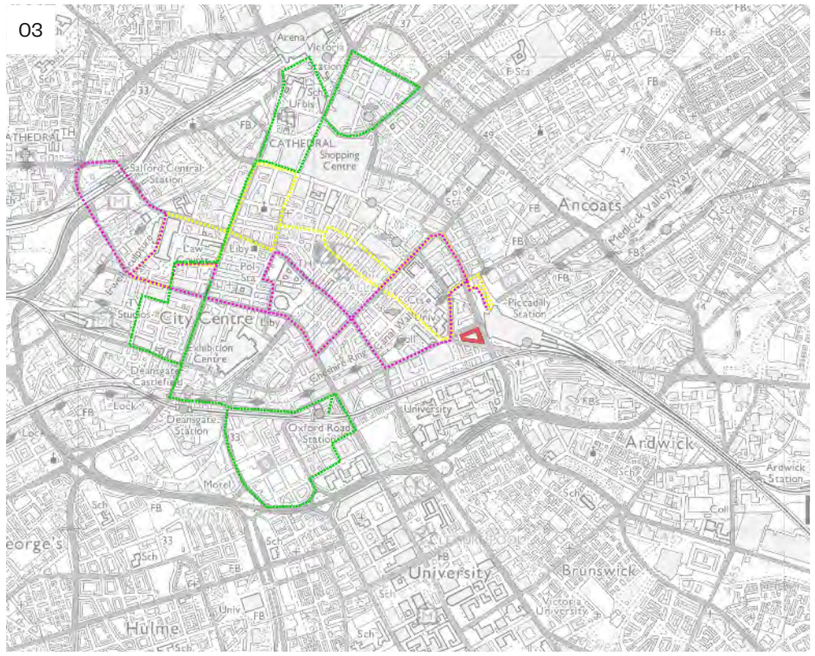
02



Cycle ways

Suggested Cycle Routes

03

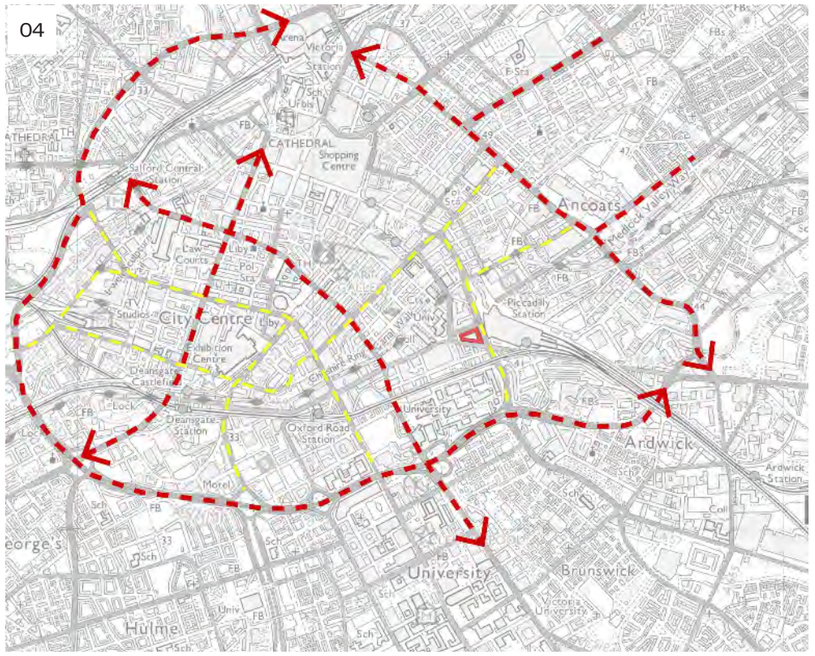


Metroshuttle Route 1

Metroshuttle Route 2

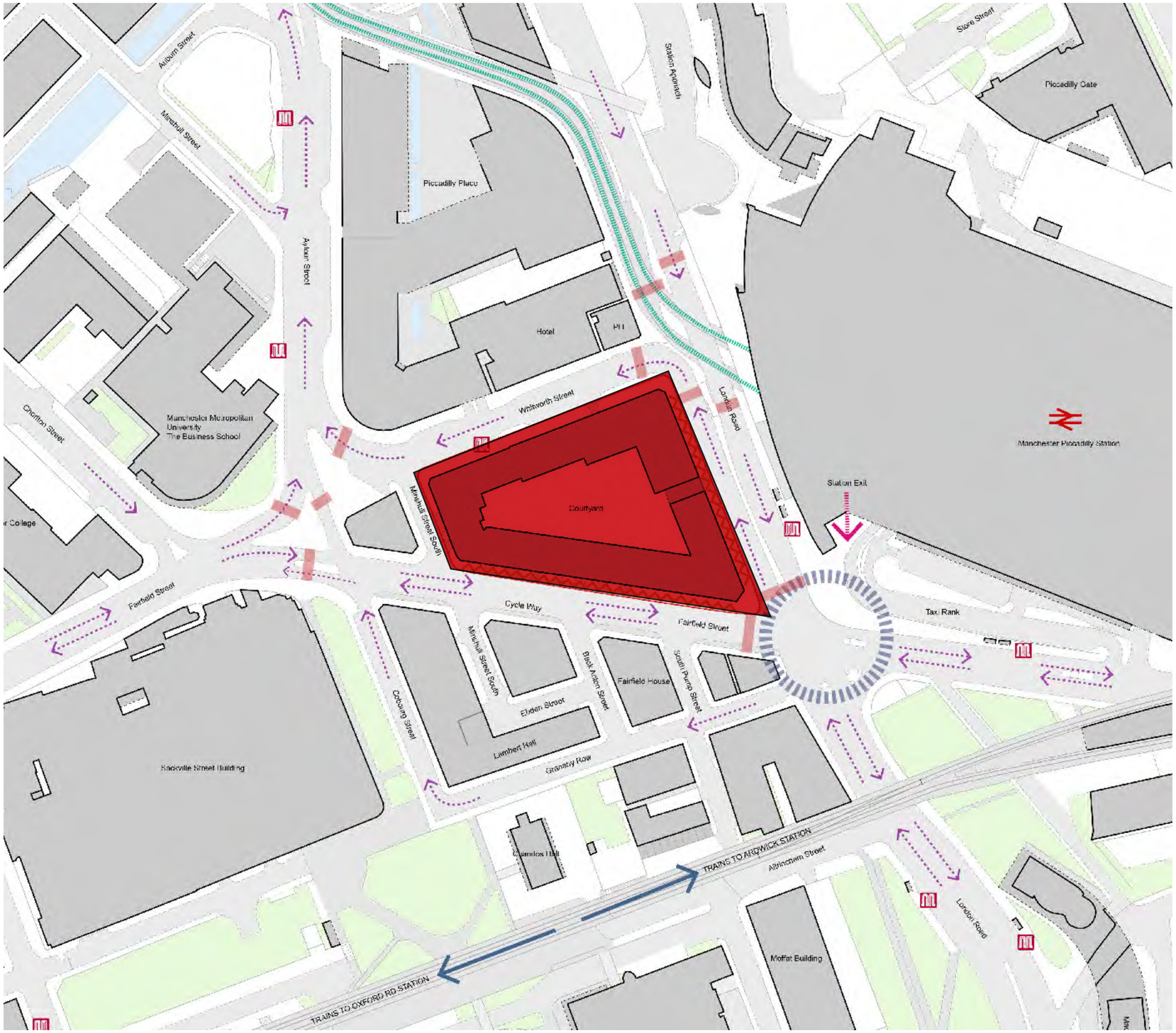
Metroshuttle Route 3

04



Primary Vehcular Routes

Secondary Vehicular Routes



- Train Station
- Bus Stop
- Tram Line
- Vehicular Direction
- Pedestrian Crossing
- Main Cross roads

Site Analysis

London Road Fire Station is bounded by roads on all sides of the building, resulting in a busy street-scape around the building. In particular, London Road and Fairfield Street which experience a large volume of traffic.

A series of one-way traffic measures around the site allow for vehicular and tram traffic to traverse Manchester City Centre. The cross roads at the corner junction of Fairfield Street, London Road and Manchester Piccadilly Station is a key junction for vehicular traffic entering and leaving the city centre.

Numerous bus stops are located in close proximity to the site including bus stops on Whitworth Street and London Road. The site is also opposite the pedestrian exit to Manchester Piccadilly Station to the west, just 50 metres away.

Description of the Existing Site

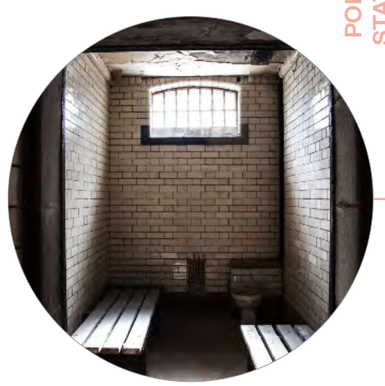
The London Road Fire Station contained a number of different municiple services as well as staff accommodation.

The key historical functions that operated out of the building are shown and labelled on the adjacent plan:.

The previous use of the upper level plans also demonstrate the history of mixed use throughout the building. Plans and descriptions of the previous use of the building can be found in the Historic Appraisal and Significance Assessment submitted as part of this Application.



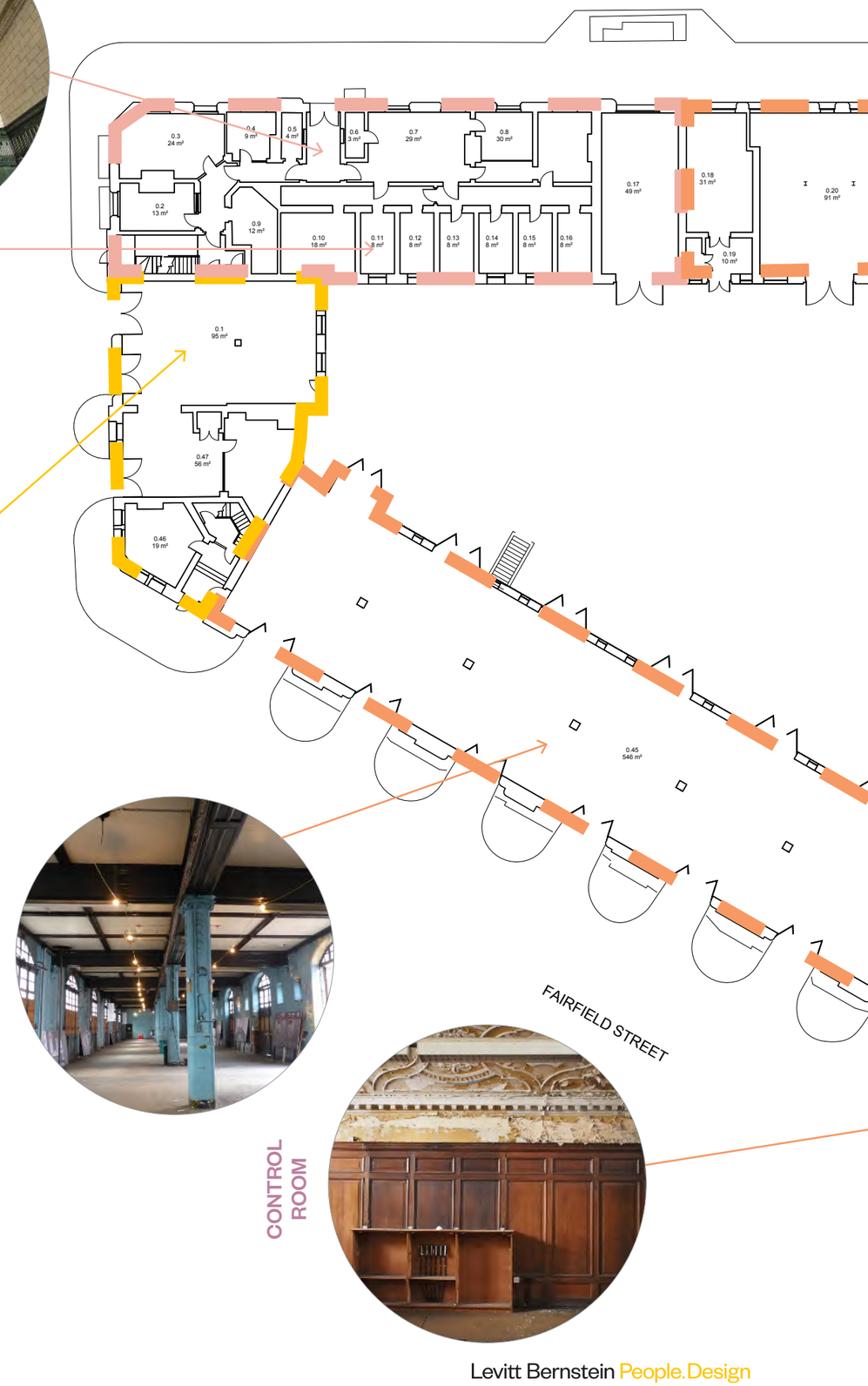
POLICE STATION



POLICE STATION



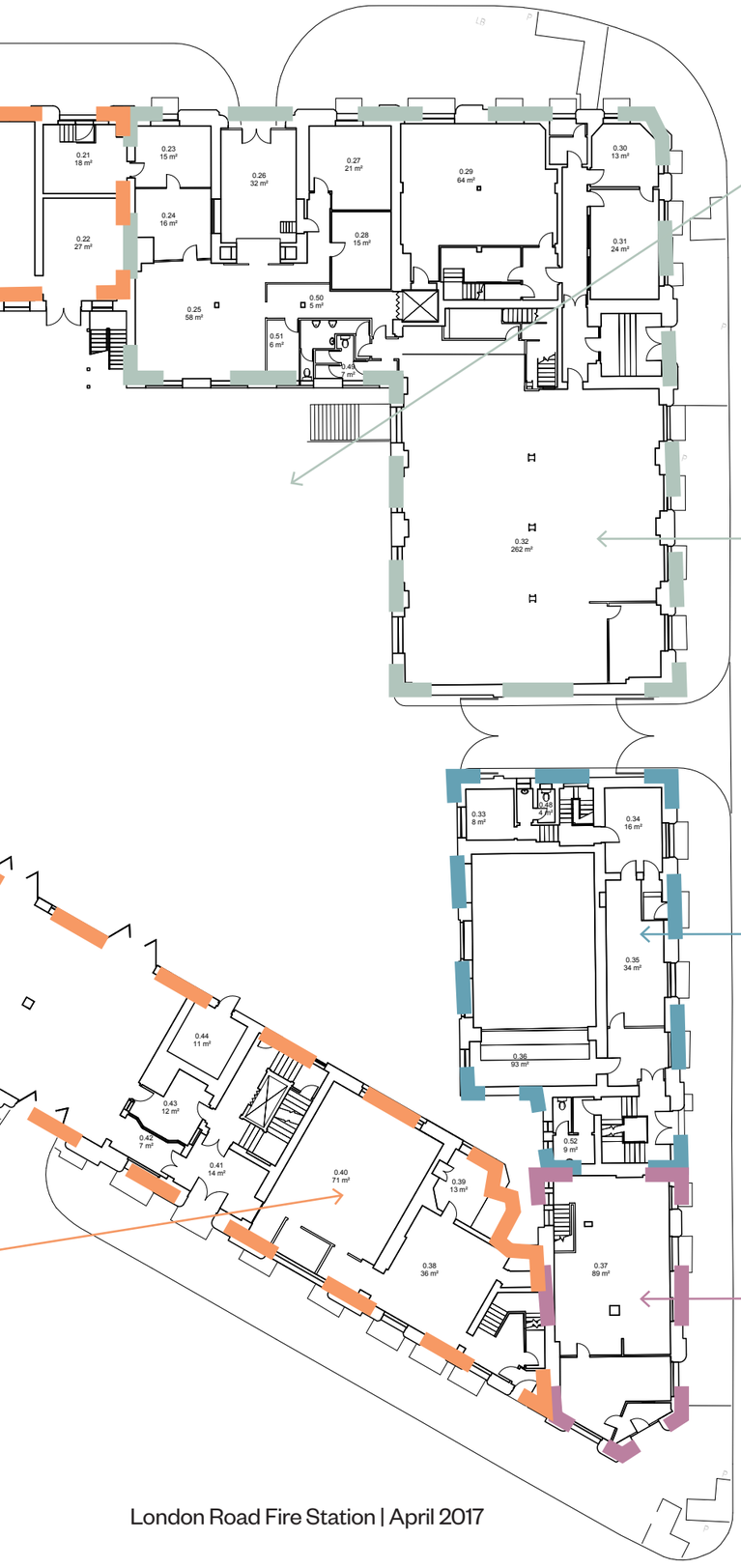
AMBULANCE BAY



ENGINE ROOM

CONTROL ROOM

T



LONDON ROAD



COURTYARD



GAS METER
TESTING ROOM



CORONER'S
COURT



BANK

Old Uses

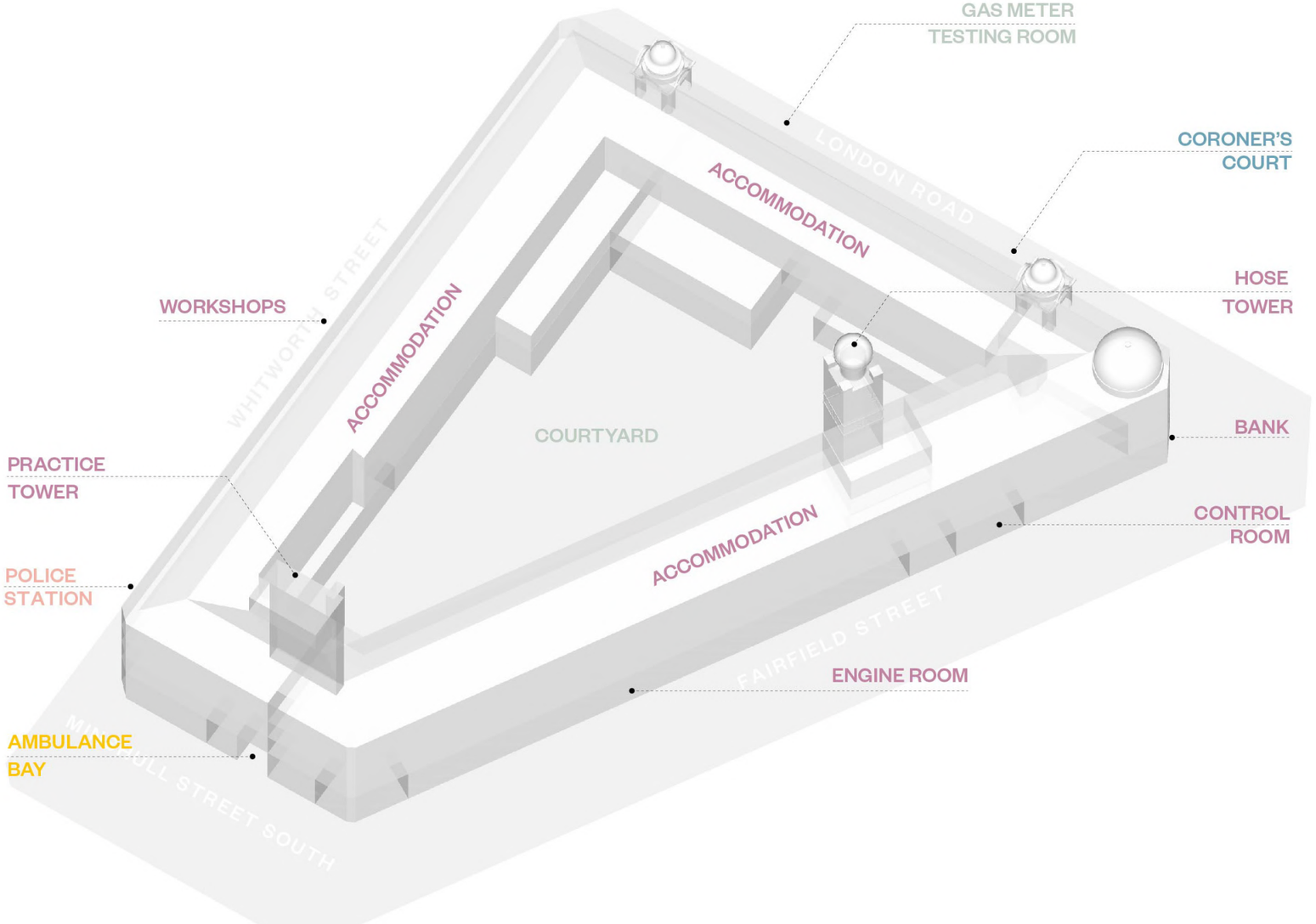


Diagram Showing Existing Building and Former Uses

The Approach

The overall project has been approached with a view to best preserve and exhibit the existing historic building and demonstrate its varied uses in a number of new ways.

This is made all the more important given the historical significance of the building and the place it has held in the cities story. Also the significance to which it still represents within the local mindset, authority and public alike. It is recognised that the project represents a unique and tantilising opportunity to safeguard a building from falling into a state beyond repair.

Alterations to the building will, where possible, be carried out in areas of least significance and changes will be managed to mitigate their impact on the significance of the building. Alterations will include those required to provide modern levels of safety, security, access and comfort within the building including fire safety, acoustic comfort, thermal comfort, environmental safety and level access.

The proposed new interventions will be designed to be clearly read as such and be detailed in a high quality complementary, contemporary form way which will defer to the heritage significance of the former Fire Station.

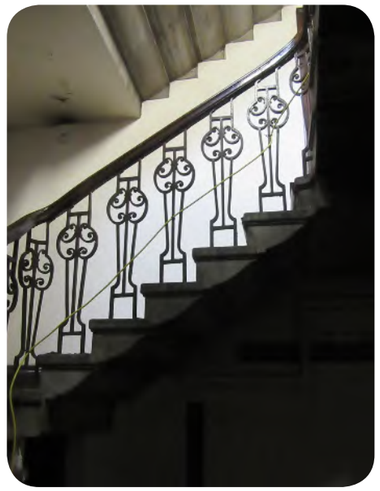




REPAIR



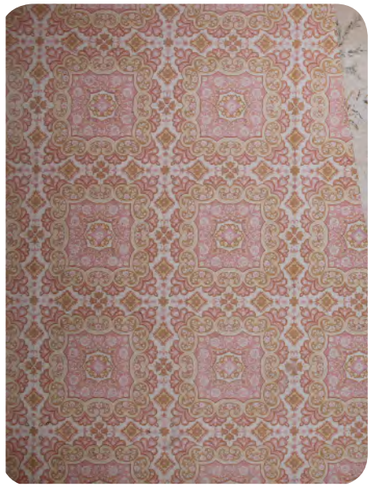
REFURBISH



PRESERVE



REINSTATE



REFERENCE PATTERNS











Design Drivers

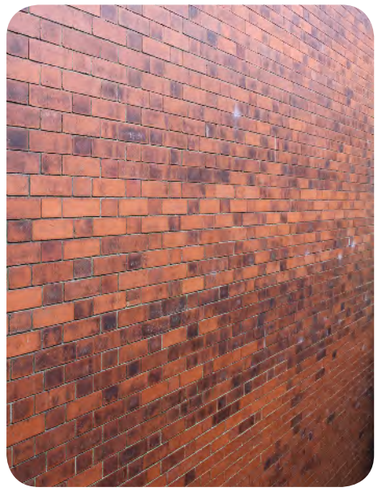
Fabric Repair

EXISTING FABRIC

The building is constructed from Accrington red brick, terracotta and architectural faience (from the Leeds Fireclay Co.)

Following a detailed inspection, where required the terracotta and brickwork faience will be cleaned and repaired as necessary to match existing.





IRONWORK AND BALCONIES

Existing walkways and balconies will be refurbished with any sections that are beyond repair being replaced.

The existing balcony structure wherever possible will be conserved. The inherent structural defect in the walkway support structure will be addressed with installation of new columns to support the outer walkway edge.





Fabric Repair

GLAZING

The windows to the external facades are a mix of single glazed sashes, casements, and pivot lights.

The courtyard the windows are predominantly single glazed casements.

Existing windows will either be refurbished or replaced to match the existing.



EXTERNAL DOORS

Existing external doors will be refurbished. Where necessary new glass and timber will be used to repair doors to the existing design.



ROOF

The roof coverings are a mix of slate pitched roofs with lead parapet gutters and slate with a lead-capped mansard. The roof has a range of iron framed rooflights within it.

The roof covering and rooflights are to be replaced or repaired to match existing. The intention is to conserve the roof structure in-situ wherever possible.



RAINWATER GOODS

The rainwater discharges from the lead gutters through chutes in the external walls into cast iron hoppers and downpipes. In locations where rainwater goods are to be retained they will be repaired, with only irreparable sections replaced.



Proposed New Uses

Hotel:

- A 91 room high-end hotel with banqueting and conference facilities.

Commercial Spaces:

- Food, beverage, retail and leisure Units within 9 unique historic spaces throughout the basement spaces and ground floor.
  For example the old police station has the possibility of being re-purposed as a spa.
- A new extensive basement space below the existing courtyard for use as a space for various functions and events. Other features include 4 small private hire screening rooms.

Workspace:

- 8 new workspace units within former staff and family areas.

Live or Work Units:

- 21 new Live or Work Units within former staff and family areas.

Other:

- Reuse of the former Coroners Court for use as a private hire space for various functions and events.



Commercial Spaces
(Use Classes A1, A3, A4,D2)



Live or Work Units
(Use Class C3 or B1)

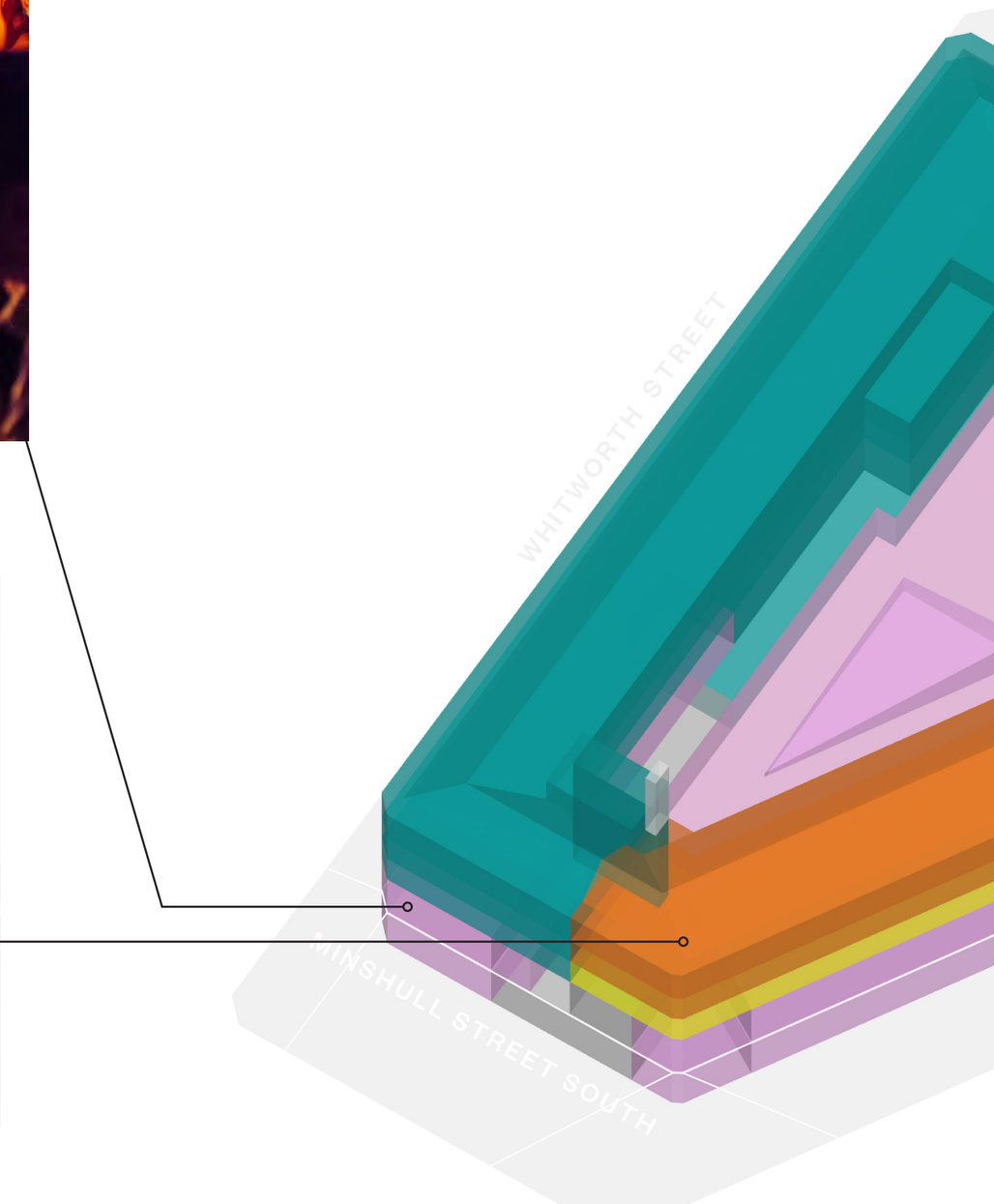
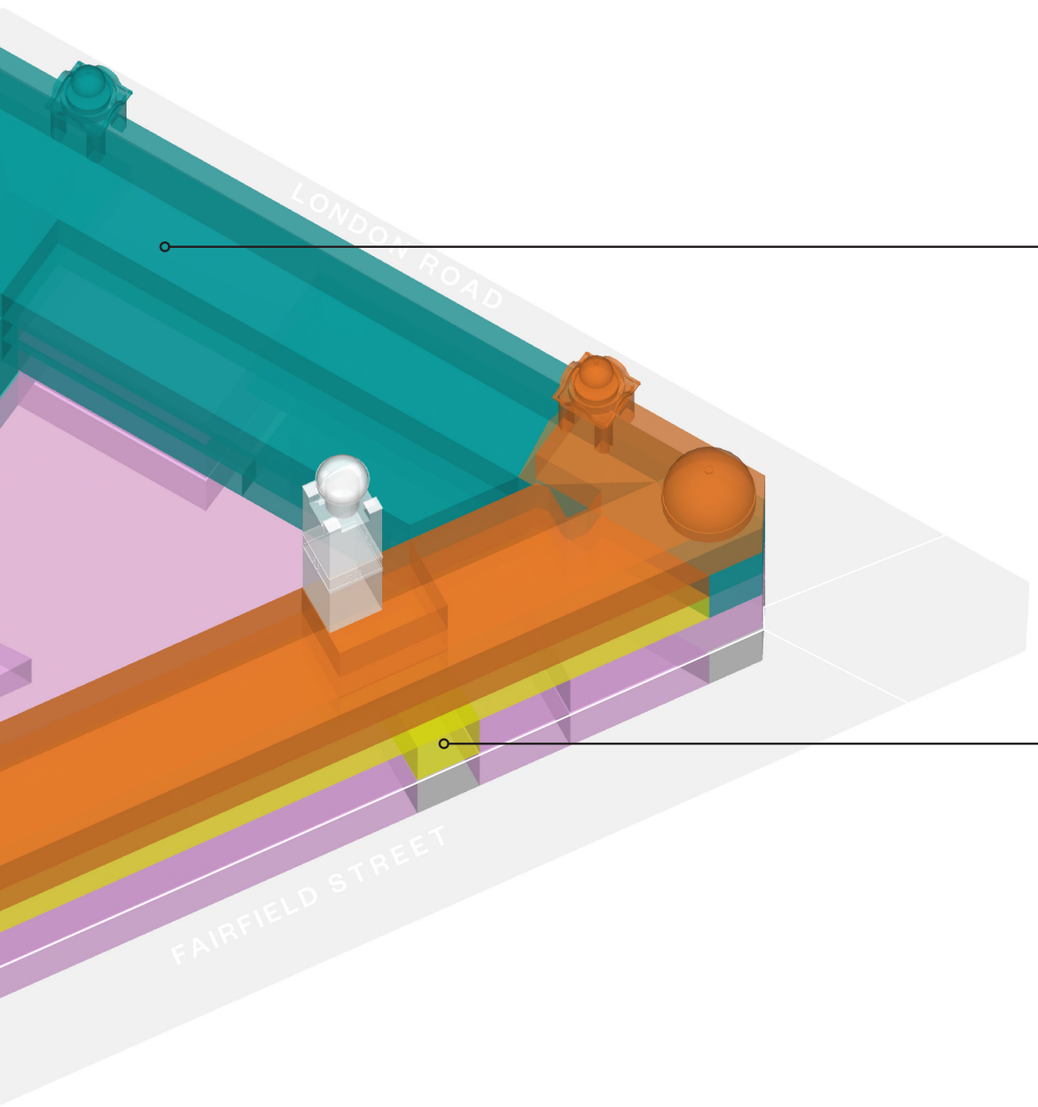


Diagram Showing New Use Locations





Hotel
(Use Class C1)

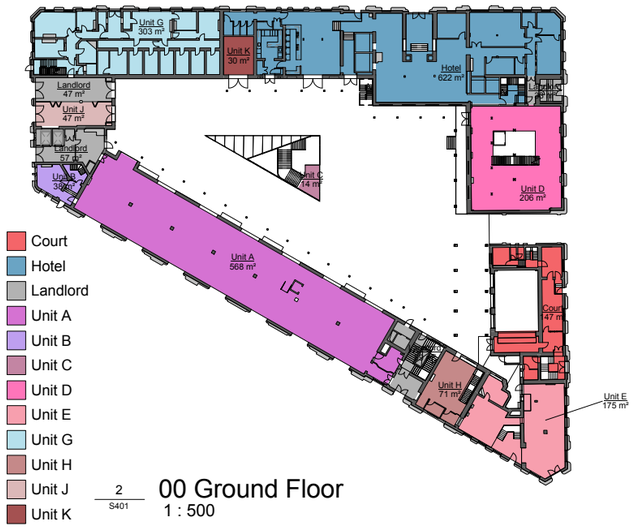


Workspace
(Use Class B1)

New Uses



1 / S401 -01 Basement
1 : 500



2 / S401 00 Ground Floor
1 : 500



3 / S401 01 First Floor Detail
1 : 500

Accommodation Schedule		
Name	Use Class	Area
-01 Basement		
Cinema	D2	198 m²
Court	Sui Generis	201 m²
Hotel	C1	775 m²
Landlord	B1	69 m²
Landlord	B1	87 m²
Landlord	B1	190 m²
Landlord	B1	387 m²
Landlord	B1	35 m²
Unit A	A1 / A3 / A4	226 m²
Unit B	A1 / A3 / A4	363 m²
Unit C	A1 / A3 / A4	878 m²
Unit D	A1 / A3 / A4	240 m²
Unit E	A1 / A3 / A4	74 m²
Unit F	A1 / A3 / A4	164 m²
Unit H	A1 / A3 / A4	74 m²
00 Ground Floor		
Court	Sui Generis	147 m²
Hotel	C1	622 m²
Landlord	B1	57 m²
Landlord	B1	59 m²
Landlord	B1	33 m²
Landlord	B1	47 m²
Unit A	A1 / A3 / A4	568 m²
Unit B	A1 / A3 / A4	38 m²
Unit C	A1 / A3 / A4	14 m²
Unit D	A1 / A3 / A4	206 m²
Unit E	A1 / A3 / A4	175 m²
Unit G	A1 / A3 / A4 / D2	303 m²
Unit H	A1 / A3 / A4	71 m²
Unit J	A1 / A3 / A4	47 m²
Unit K	A1 / A3 / A4	30 m²
01 First Floor -		
Hotel	C1	1706 m²
Landlord	B1	133 m²
Landlord	B1	42 m²
Landlord	B1	6 m²
Live / Work	B1 / C3	796 m²
Unit D	A1 / A3 / A4	185 m²
02 Second Floor		
Hotel	C1	1999 m²
Landlord	B1	42 m²
Landlord	B1	140 m²
Landlord	B1	2 m²
Live / Work	B1 / C3	800 m²
03 Third Floor		
Hotel	C1	1740 m²
Landlord	B1	137 m²
Landlord	B1	3 m²
Live / Work	B1 / C3	923 m²
04 Third Floor Mezzanine		
Hotel	C1	89 m²
Landlord	B1	26 m²
Landlord	B1	35 m²
Landlord	B1	43 m²
Landlord	B1	27 m²
Landlord	B1	236 m²
Live / Work	B1 / C3	234 m²

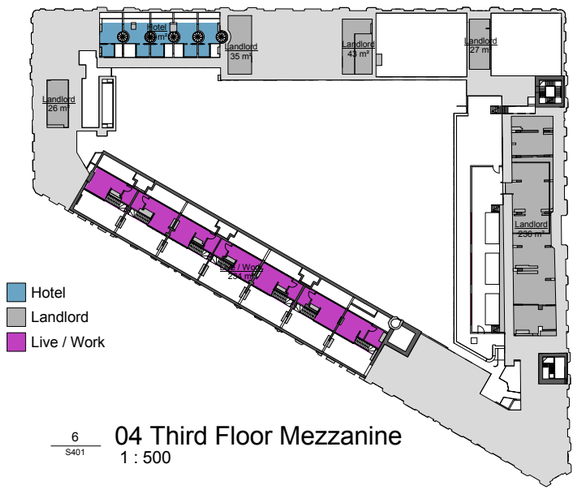
Area Schedule (Use Class)		
Use Class	Name	Area
A1 / A3 / A4		3354 m²
A1 / A3 / A4 / D2	Unit G	303 m²
B1	Landlord	1835 m²
B1 / C3	Live / Work	2753 m²
C1	Hotel	6932 m²
D2	Cinema	198 m²
Sui Generis	Court	348 m²



4 / S401 02 Second Floor Detail
1 : 500



5 / S401 03 Third Floor Detail
1 : 500



6 / S401 04 Third Floor Mezzanine
1 : 500

Area Schedules

Courtyard Proposals

The Courtyard

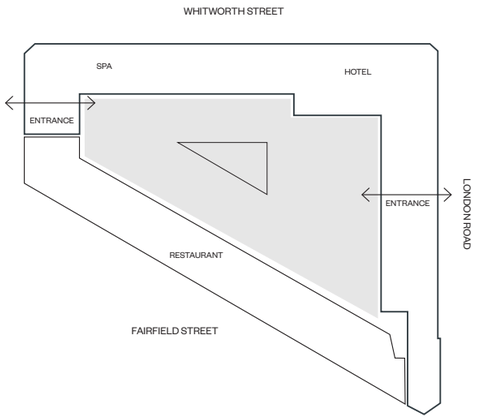
The courtyard is the converging heart of the new Fire Station. Its past as the working yard of the fire station give it a bold and purposeful story.

Design Proposal:

Given the surrounding roads, the courtyard will continue to be safe and lively space into which the various different spaces spill.

Design Driver:

Historically the sociable spaces of the walkways and extended terrace area outside the Social Club which acted as a playspace were a key element to the success of the courtyard as an interactive space. We intend to retain and augment these as an integral part of the new courtyard design.





Existing Courtyard looking towards London Road



Existing Courtyard looking towards Fairfield Street



Existing Courtyard looking towards Minshull Street



Existing Courtyard looking towards Whitworth Street

The Existing Courtyard

The courtyard today is in a very poor state of repair. The original stone setts have been entirely replaced over the years, with the majority of the courtyard now covered by a red cross hatched tile. This tile appears to have been used in various places across the city including the canal towpath and other areas. It does not seem to have any particular quality or sense of place being used in the courtyard. There are also patches of concrete and tarmac surfacing around the perimeter and in the area closest to the gateway entrance.

The proposal to introduce a new full basement below the surface of the courtyard gave us the opportunity to review the courtyard surface anew with the intention to provide a single type high quality stone surface akin to the module size of the original.

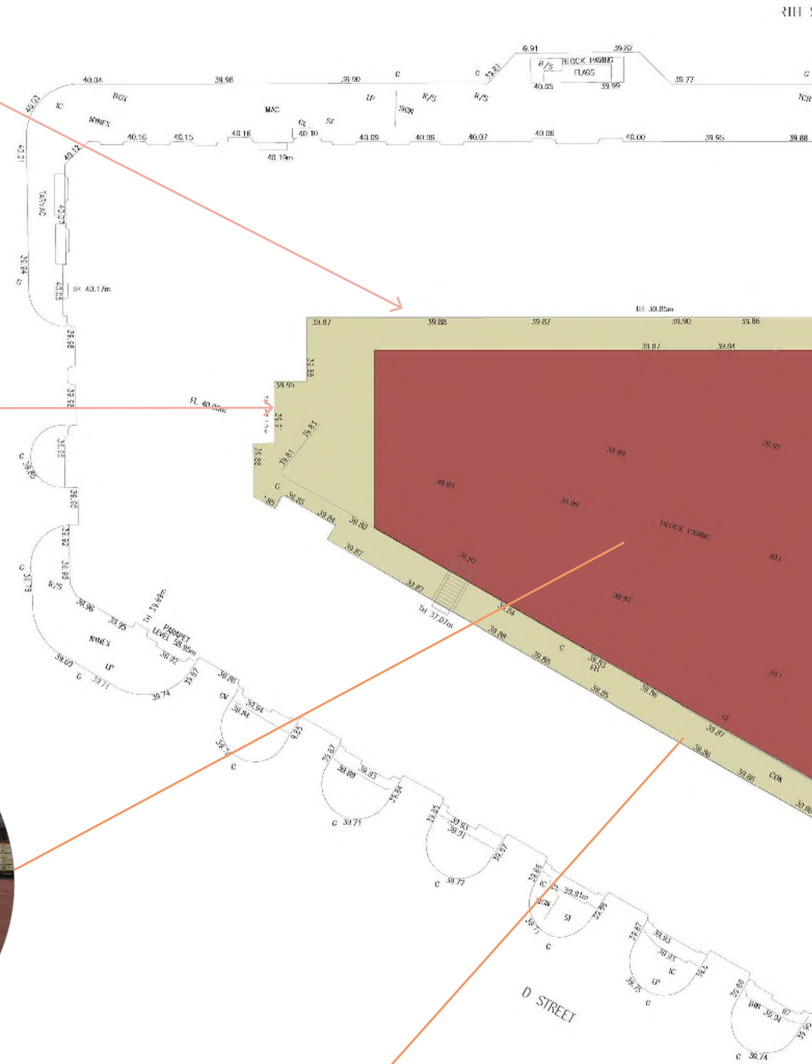
The adjacent plan and photographs show the state and appearance of the existing courtyard surface.

OUTSIDE THE POLICE CELLS



BASE OF THE PRACTICE TOWER





TILED SURFACE



MIXED SURFACE



TH EEXTERNAL STAIR



GAS METER TESTING ROOM



GATEWAY

ENTRANCE

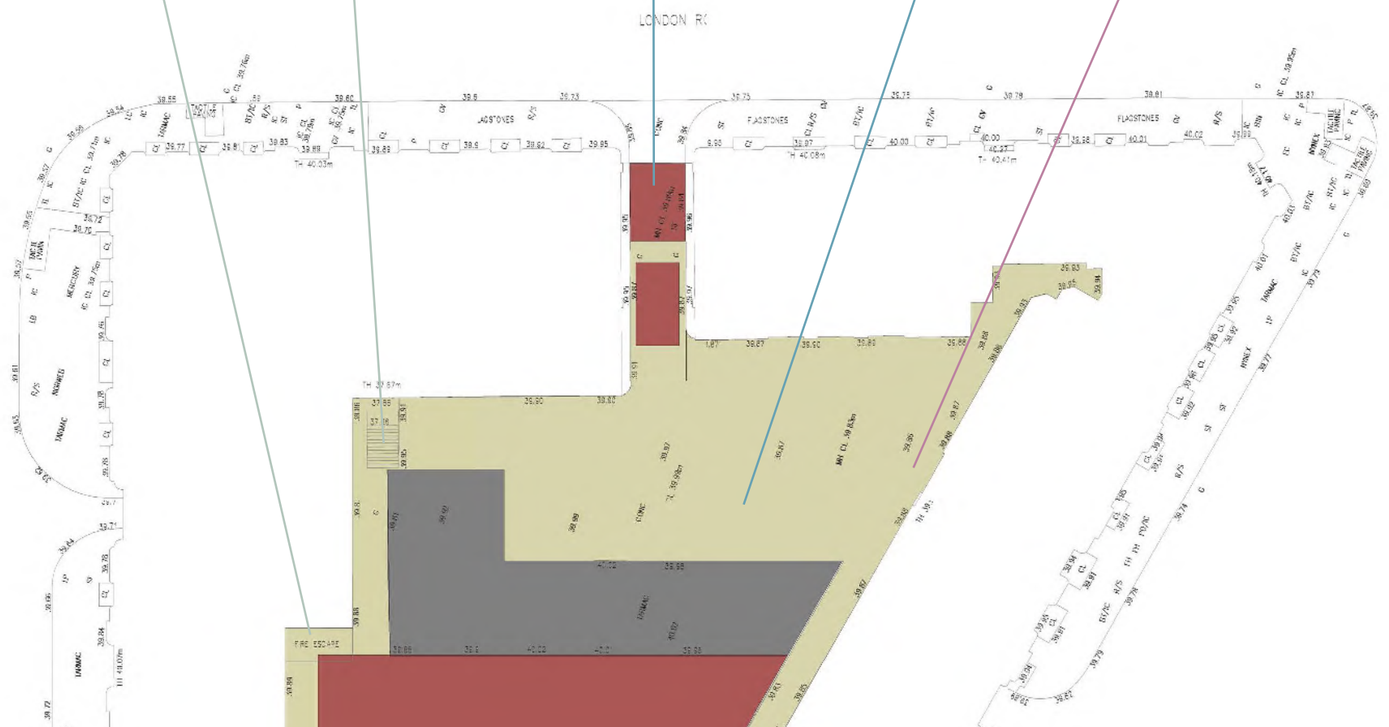


MIXED SURFACES



MIXED SURFACES





The Courtyard

There are several ways in which the courtyard may be designed and used to ensure a busy and active space. In addition to the principle move of refurbishing the courtyard surface there are more detailed questions of how lighting and even furniture may eventually occupy the space. The adjacent precedent images show some built examples of ways in which we envisage the courtyard could be designed to best effect.

Resurfacing to courtyard as on the street to entrance bays with granite setts.

These include the following ideas:

- Inside outside feel extends the building into the courtyard

- Opportunity for businesses to individualise their space

- Small scale planting in moveable planters.

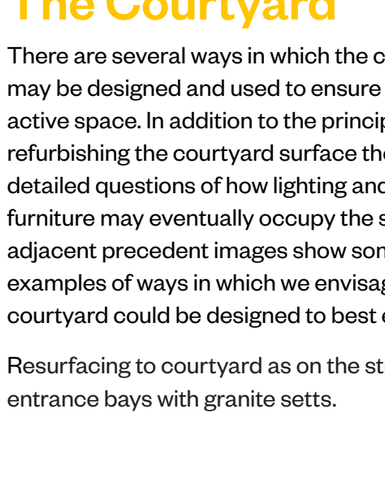
- Opportunity for atmospheric lighting.

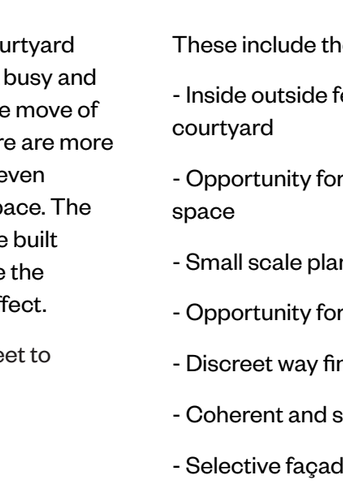
- Discreet way finding lighting.

- Coherent and sophisticated entrance lighting.

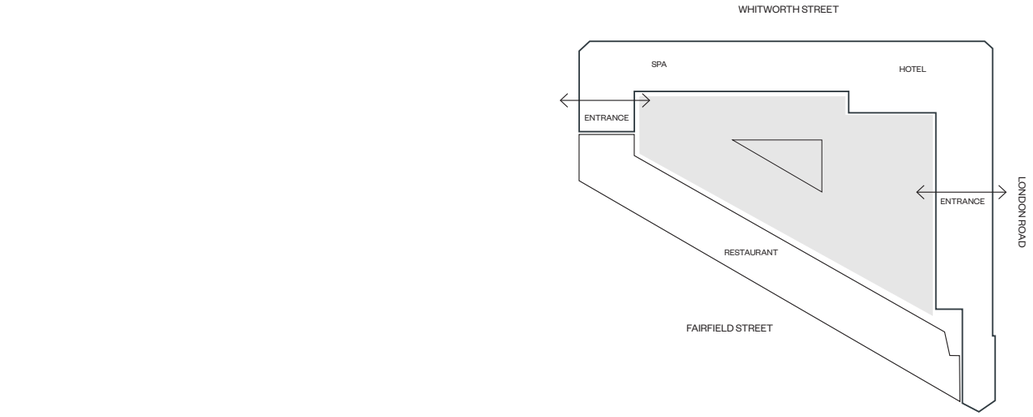
- Selective façade feature lighting.

The proposed courtyard lighting are set out in the Lighting and Signage Strategy of this report. See pages 110-120.

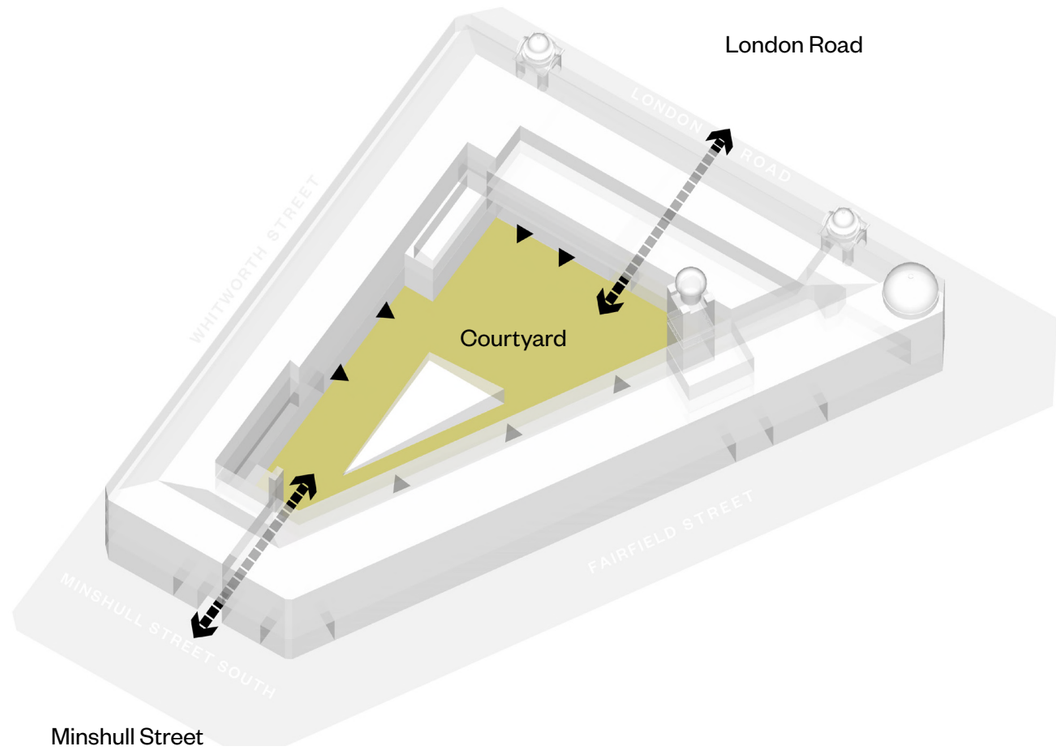




Courtyard Precedents



London Road



Minshull Street

Diagram Showing Courtyard Location and Links to Surroundings

External Space Opportunities

(1) Improved streetscape

- Resurfacing to pavements with natural stone slabs and granite setts to highlight original entrance bays
- Manhole covers and inspection chambers with recessed covers with paving infill to match adjacent surfaces
- Street lighting upgraded

(2) Courtyard space

- Simple hard standing to facilitate pedestrian use and occasional vehicular turning movement.

(3) Demise spill out space

- Opportunity for feature lighting
- Awnings off walkway propping in some areas.
- Furniture positioning to create rhythm with architectural facade
- Opportunity for boundary to be delineated with hedging in moveable planters



New External Interventions

External Proposals

The new architectural elements proposed for the courtyard are:

- A new hotel accommodation wing to the London Road elevation.

- A contemporary pavilion located at the centre of the courtyard to provide entry to a new event space within a new basement under the courtyard.

- New areas of glazed enclosure to sections of the existing external walkways.

- New propping structure to support the existing external walkways.

Design drivers for the new interventions:

- The modern interventions are designed to complement the existing buildings. To sit harmoniously within the courtyard and enhance the existing architecture.

- Create an overall composition within the courtyard – establishing a dialogue between the new entrance pavilion and extension facade.

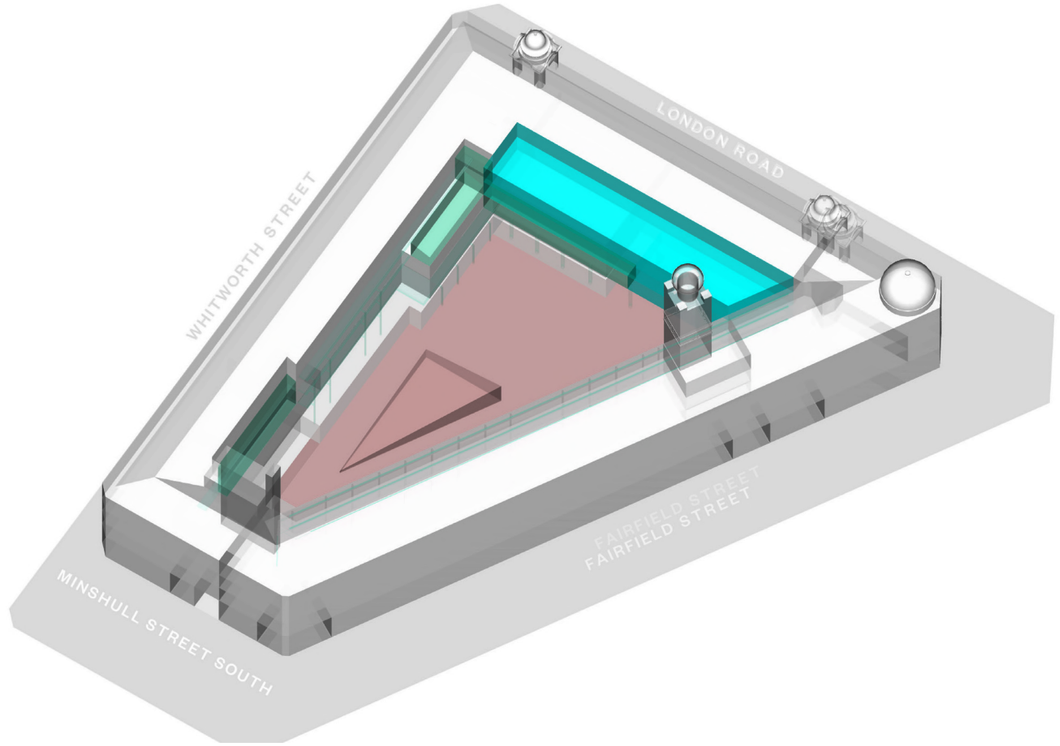


Diagram Showing New External Proposal Locations



Proposed Courtyard Collage

The New Extension

The new extension is located directly on the inside face of the London Road wing of the existing building. The gateway through to London Road remains as the main entrance into the courtyard.

The new extension, a mixture of two and three storey in height, sits outside the external facade of the existing upper floor apartments. A new corridor is created between the existing building and the proposed extension. The new internal corridor takes the place of the existing external metal walkway which is removed.

Below the extension a structural colonnade to both sides of the gateway, raises the new accommodation above the refurbished Gas Meter Testing Room and Coroners Court.

A key reason for introduction of the new extension is to provide a variety of rooms sizes across the hotel. Elsewhere where existing layouts are to be utilised the irregular room sizes are in many instances larger than required. The new extension helps balance this by providing 20 new smaller rooms, facilitating the retention of more of the original fabric in other areas.

The elevation makes direct reference to the existing façade: the proportion of the window apertures and their regularity has informed the fenestration pattern. The existing balconies that will be removed in this location have also been referenced in the facade design and proportions.

A variety of material options for the extension facade have been considered. A series of site visits and meetings with Historic England and Manchester City Council have been held to discuss the approach and the choice of materials. The façade is to be constructed in a mixture of solid and perforated patinated bronze metal panels. The tone and texture sit harmoniously when viewed with the existing brick façade.

A metal frame was developed with the Structural Engineers to help minimise the impact on the existing building both visually and structurally. Details of the design model can be seen in the Architectural and Structural Engineers drawings submitted as part of the Application.

At roof level a new acoustic screen surrounds the new external plant. This screen is faced with metal panels and metal louvred sections.

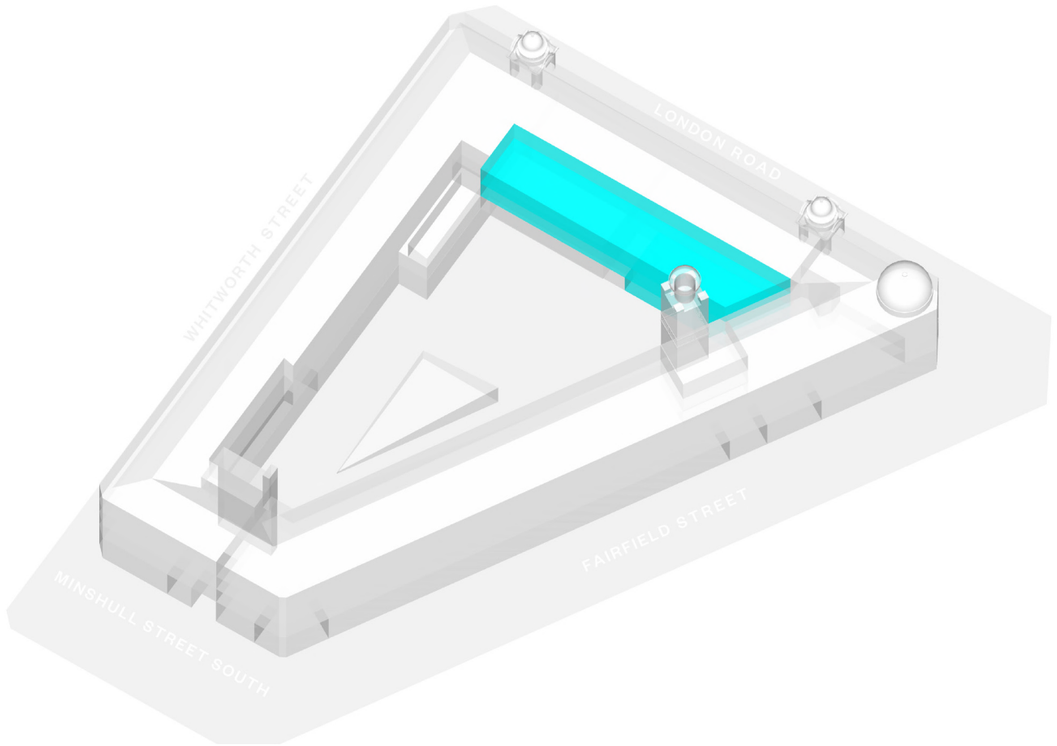
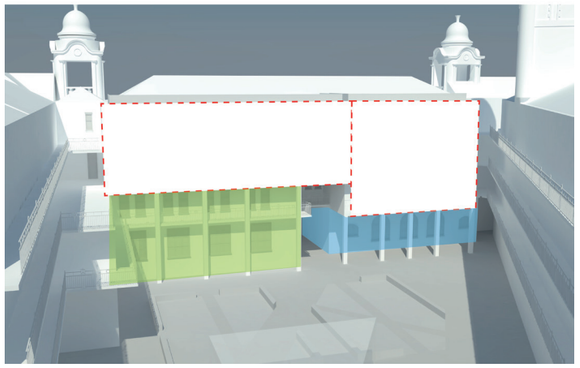
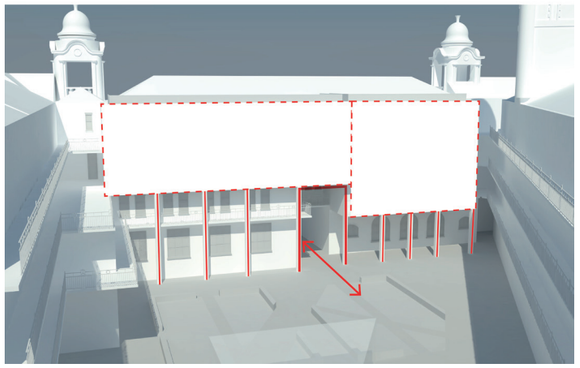


Diagram Showing Hotel Extension Location

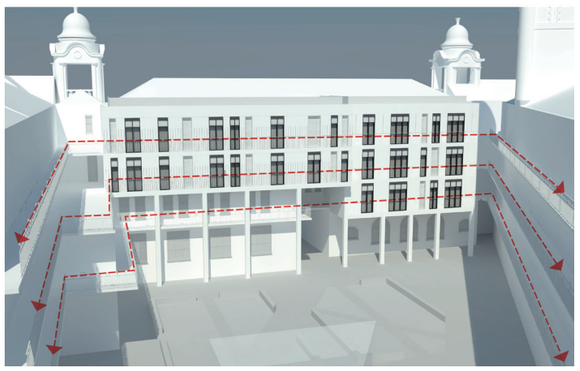
Early Concept Diagrams



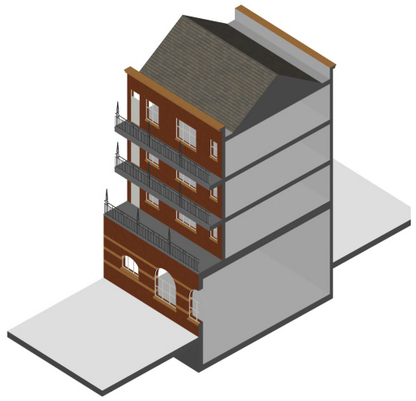
New massing rasied above Gas Test Room and Court



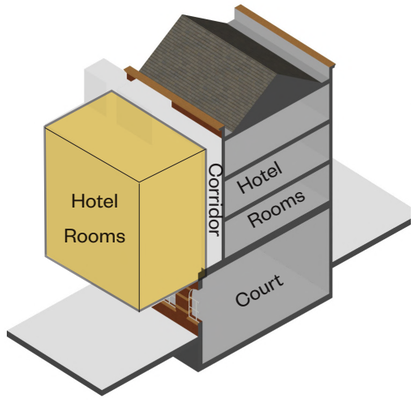
New colonnade and retained gateway



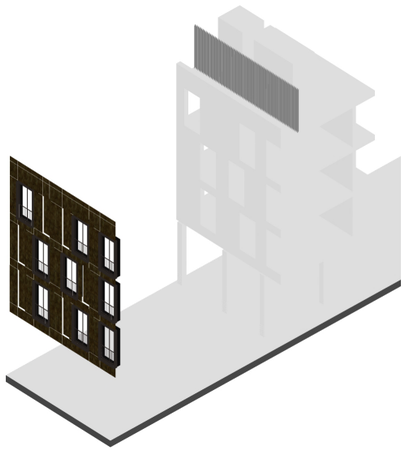
Horizontal lines of the existing railings across new facade



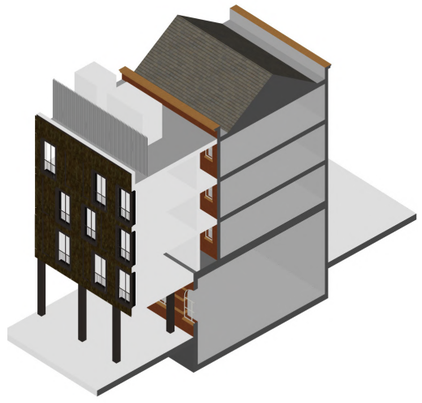
Existing London Road Wing



New Accommodation



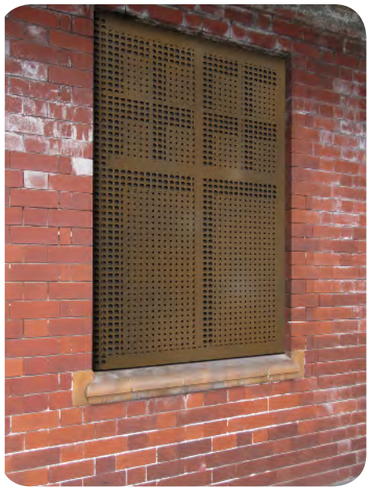
New Metal Facade



New Extension



Existing Window onto Walkway

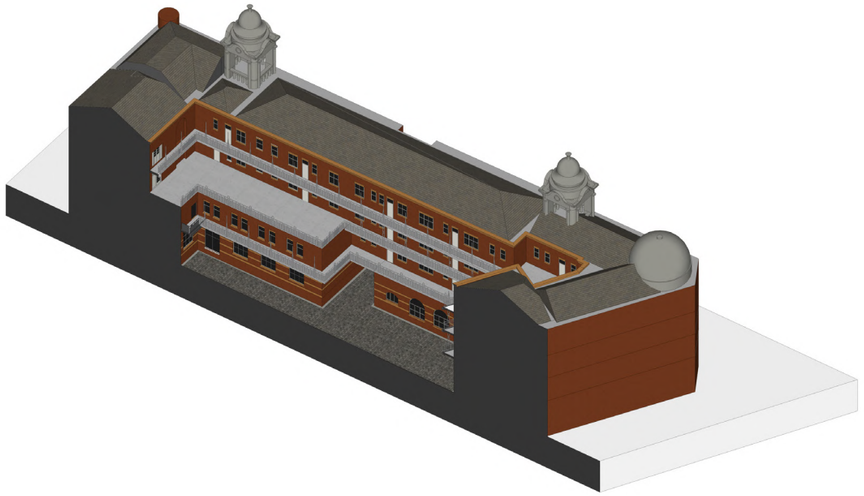


Proposed Design Treatment of Existing
Window Opening onto new Internal Corridor

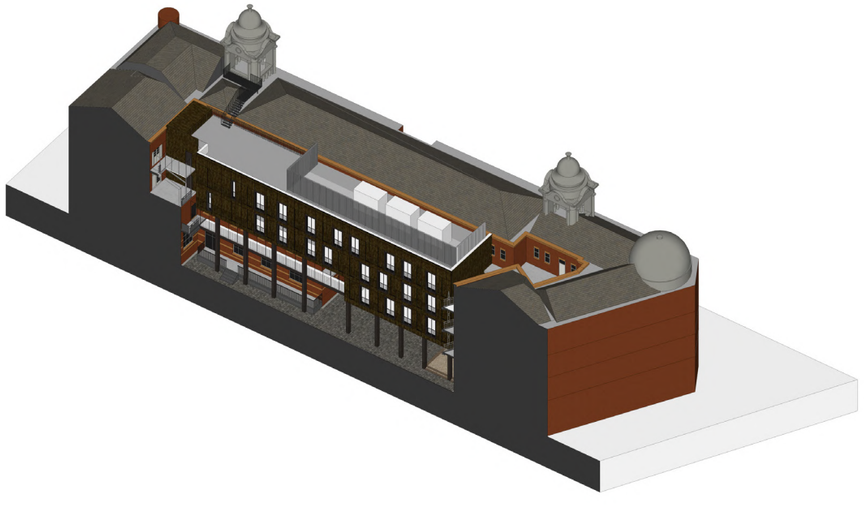
-Infilled to create privacy and acoustic separation

- Uses same bronze metal as extension facade.

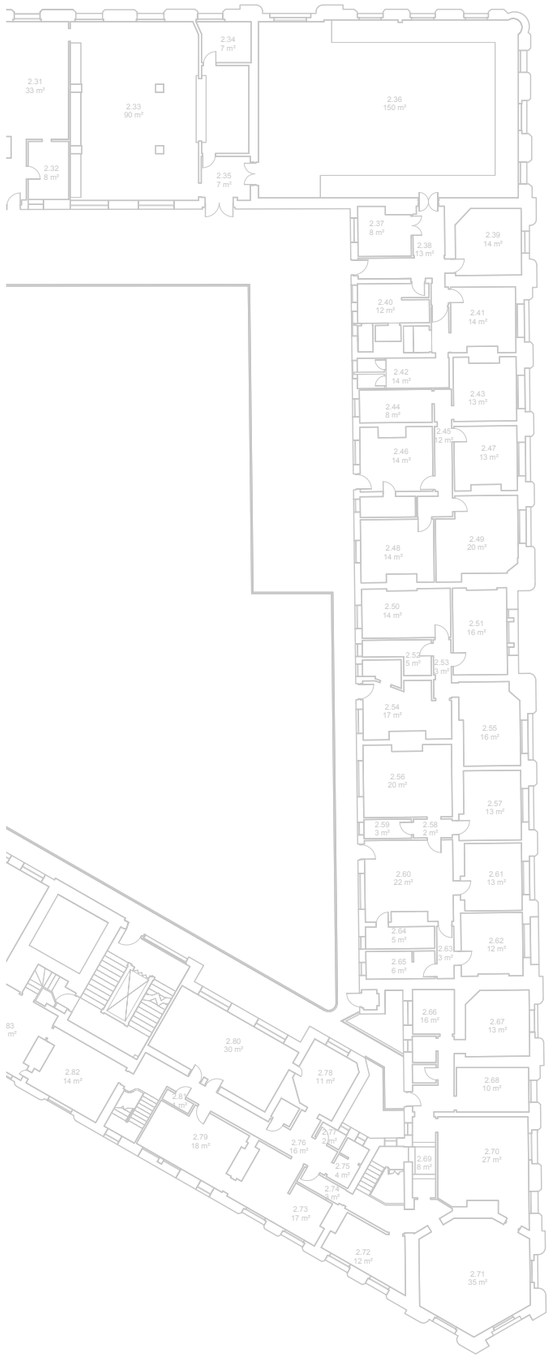
- Pattern of previous window perforated onto bronze.



Existing London Road Arrangement



Proposed London Road Courtyard Arrangement



Existing Second Floor Plan



Proposed Second Floor Plan showing extension

The façade has two major elements.

1. The window openings

The window openings are to be read as articulated frames that stand proud from the main elevation; they make reference to the window pattern and aperture size of the existing façade concealed behind.

2. The recessed panels

The recessed panels feature abstractions of one of the patterns found on the wallpaper of the fire station interiors. Patterns have always featured within the fire station. Over the years it has been decorated in a variety of styles which reflected the taste or fashion of each period ranging from art nouveau inspired flower motifs to late 1960-70s pop wallpaper.

The courtyard elevation will contain fragments of these interior patterns punched into metal panels as a series of perforations, to create a subtle representation of the graphic. The patterned elements will be formally arranged in a gallery of rectilinear panels. To give the façade a sense of hierarchy these panels are slightly recessed from the main façade.

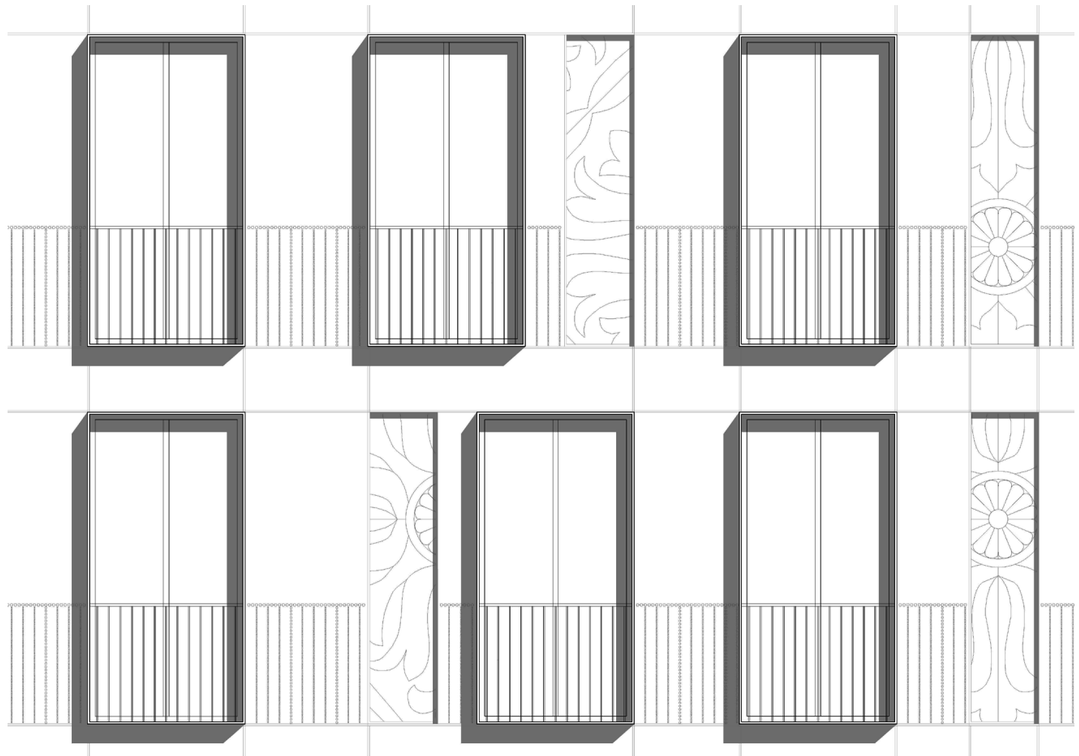


Example of Existing Wallpaper

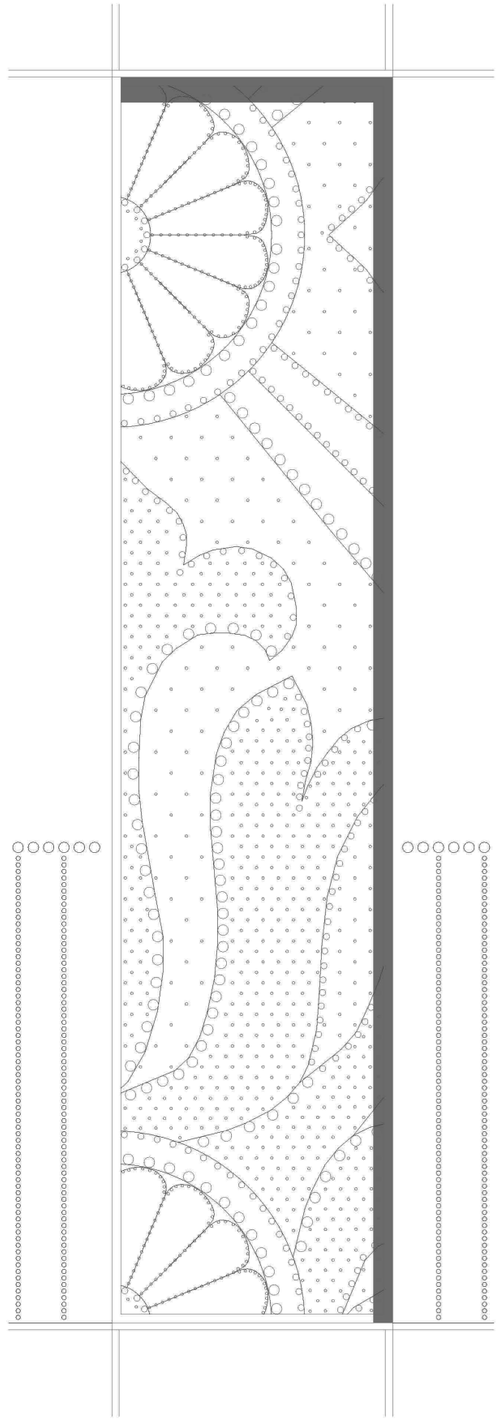




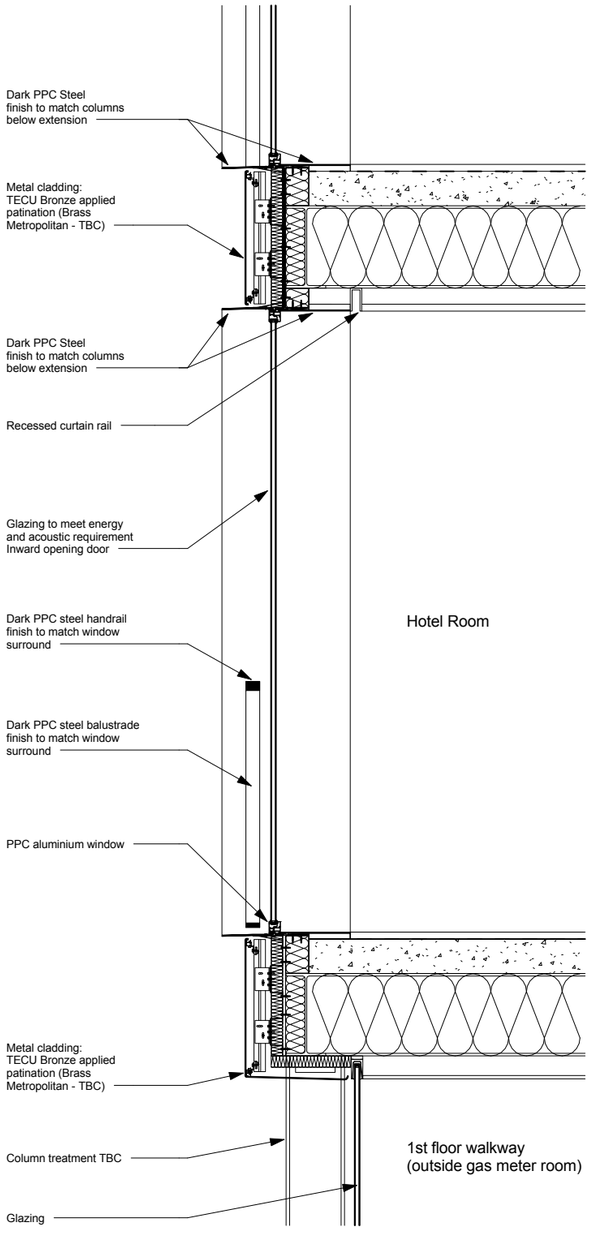
Metal Sample Against The Existing Brickwork and Terracotta

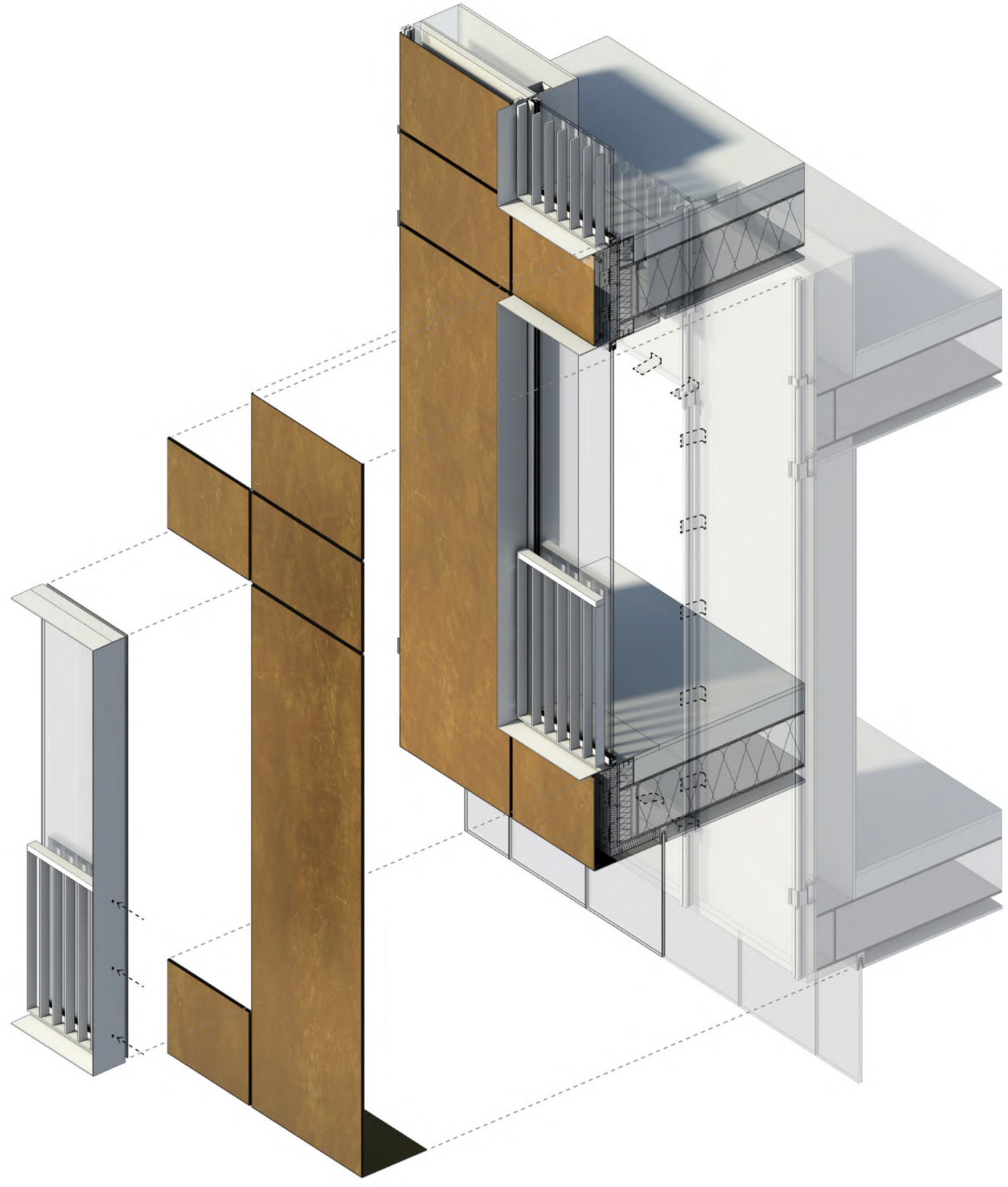


Partial Elevation



Pattern Detail





Proposed window reveal detail



Proposed Courtyard View Looking East

Proposed Courtyard Basement & Pavillion

Photograph of Existing Courtyard

New Basement and Entrance

Context

Historically the courtyard was a busy, hard-working space, the focus of daily life for the fire station. This has informed the design ethos for the courtyard. It is essential to ensure that the courtyard continues in this tradition of being an occupied dynamic space, and is integral to the success of the whole proposal for the Fire Station complex.

Design Approach

A new venue / event space is formed below the existing courtyard surface. Entry to this space will be via a new pavilion located within the courtyard.

Architecturally the proposed entrance is contemporary in appearance and does not seek to mimic or reference the architecture of the courtyard. Instead the design has been conceived as sculptural element which will reflect the existing building.

The entrance pavilion has been conceived as a prism which dramatically descends through the courtyard surface, disappearing below. The articulation of the pavilion's triangular new structure preserves the site line through to the practice tower beyond. The form also acts as signifier, inviting visitors to the space below.

The exterior is to be clad with semi reflective glass. The intention is that during the day the surface will reflect the surrounding building, the entrance appearing to merge with its background. At night this will be reversed: the entrance will be illuminated from within acting as a beacon placed in the courtyard, helping to provide an anchor to bring people into the space at night.

The interior features a grand sweeping stair which descends into the space below; the ambition is for the stair to form part of a journey from the existing gateway through the courtyard and leading into the new spaces below. A landing at the mid-level allows visitors to pause and view the surrounding building through the transparent glazed roof of the entrance pavilion.

The roof itself is to be clear glazing to allow uninterrupted views into it. From the basement event space the fire station will be always visible and the occupants will be aware of their historic surroundings above.

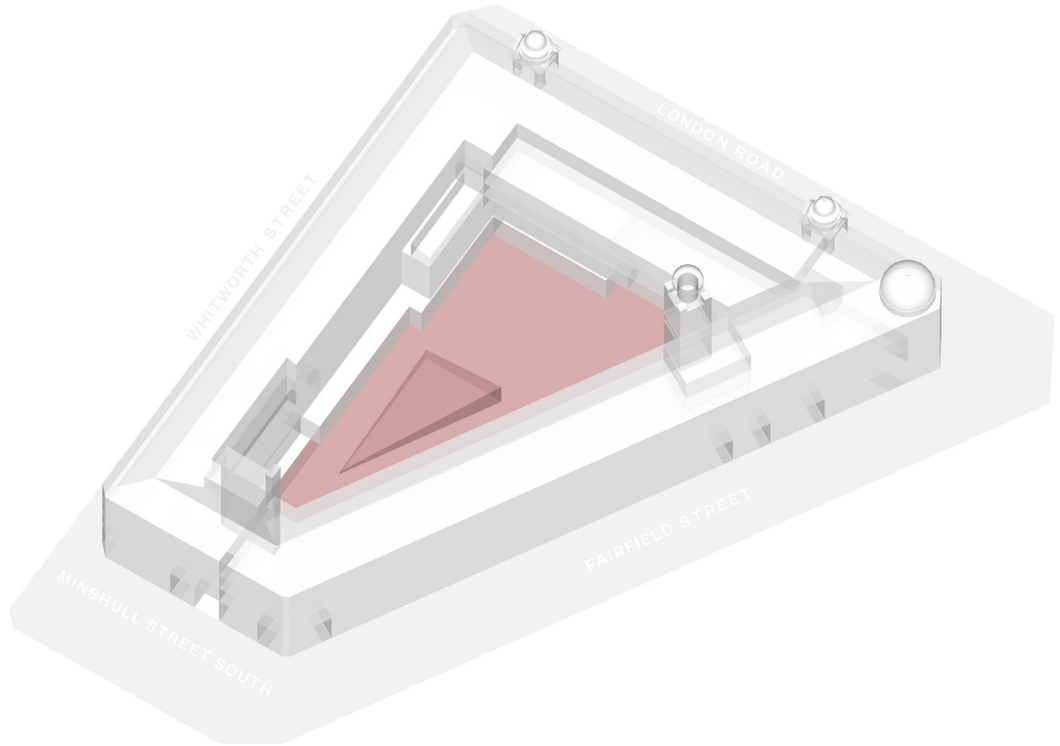


Diagram Showing Basement and Entrance Pavilion

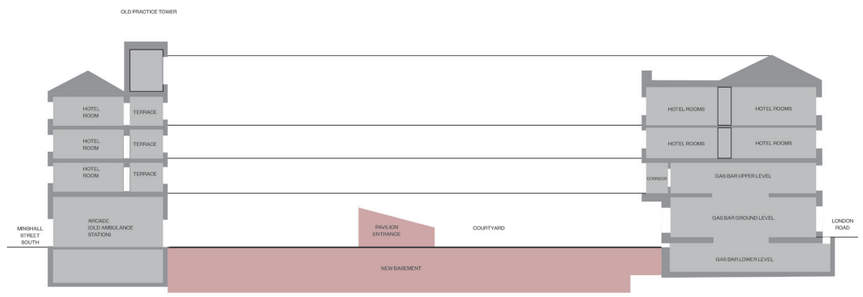
New Basement/ Unit C

A new full scale basement is proposed below the existing courtyard providing a large flexible use space.

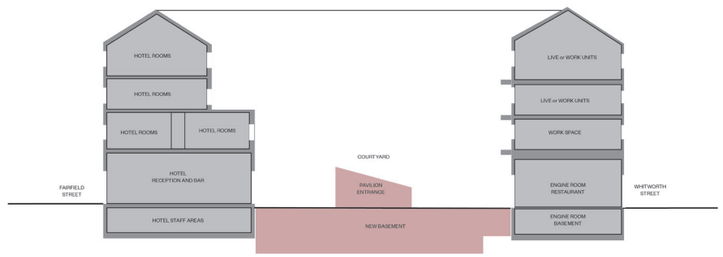
In addition to the large new space, there are a series of small screening rooms accessed directly off the main space.

Access to the new basement is via a stair and lift in the new central pavilion or via several entry/ exit points located around the basement perimeter connecting back into shared circulation areas.





Section A



Section B

The Space

The space will be carefully curated to feature a variety of activities and events which will complement the permanent facilities offered in fire station above. It can accommodate pop up bars and food offers and serve as a venue for large public or private events.

The design drivers for the event space are:

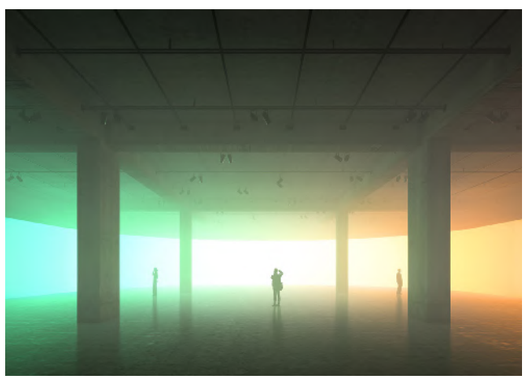
* Large and flexible space for use for larger functions and public events.
* Space for plant (including sub station) allowing for reduced impact on other more significant areas of the building.
* Purpose designed back of house space for the Landlord and other uses away from more significant areas of the building.
* Providing separate waste, service routes and escape routes from a number of the surrounding uses.

The interior features a grand sweeping stair which descends into the cavernous space below; the intention is that the stair will form part of a journey from the existing gateway through the courtyard and leading into the fire bar below. A viewing landing at the mid-level of the stair allows for visitors to stop and view the surrounding building through the transparent glazed roof of the entrance pavilion,

The roof itself is to be clear glazing to allow uninterrupted views into and from the fire bar, the intention is that from the lower level the fire station exterior will be always visible and the occupants will be aware of their historic surroundings above and, from the existing perimeter walkways views into the subterranean basement will be afforded.



Early Concept Interior View



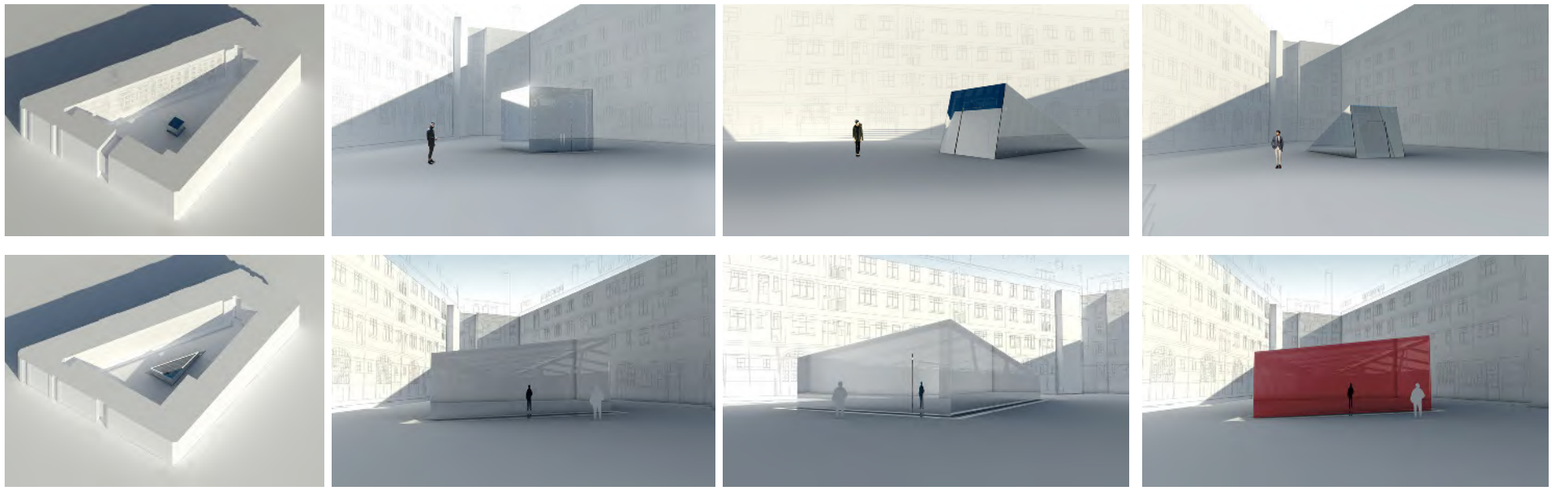
A built example of a similar type of space

Entrance Pavilion Design Development

Design Development

As a significant new feature within the courtyard we have spent time developing a number of alternative approaches. The scale and geometry of the entrance pavilion underwent a series of design presentations and reviews with the client, heritage consultants, Manchester City Council and Historic England.

The final scale, geometry and choice of materials allow the pavilion to act as the new focal point and distinguish it clearly from the surrounding building.



Entrance Pavilion Design Development Images

Material Precedents

The exterior is to be clad semi reflective glass, the intention is that during the day the surface will reflect the surrounding building and the entrance will appear to merge with its background effectively making it disappear.

At night this will be reversed, the entrance will be illuminated from within and will be a beacon within the courtyard, helping to provide draw/ anchor to bring people into the courtyard at night.



Precedent showing similar glass finish

Form

The entrance pavilion has been conceived as an abbe prism which dramatically descends through the courtyard surface and disappearing below. The articulation of the pavilions triangular profile helps preserve site line through the courtyard towards the practice tower. The form also acts as sign, inviting visitors to the space below.

Entry to the pavilion is through a set of sliding doors located beneath the zenith of the buildings geometry.

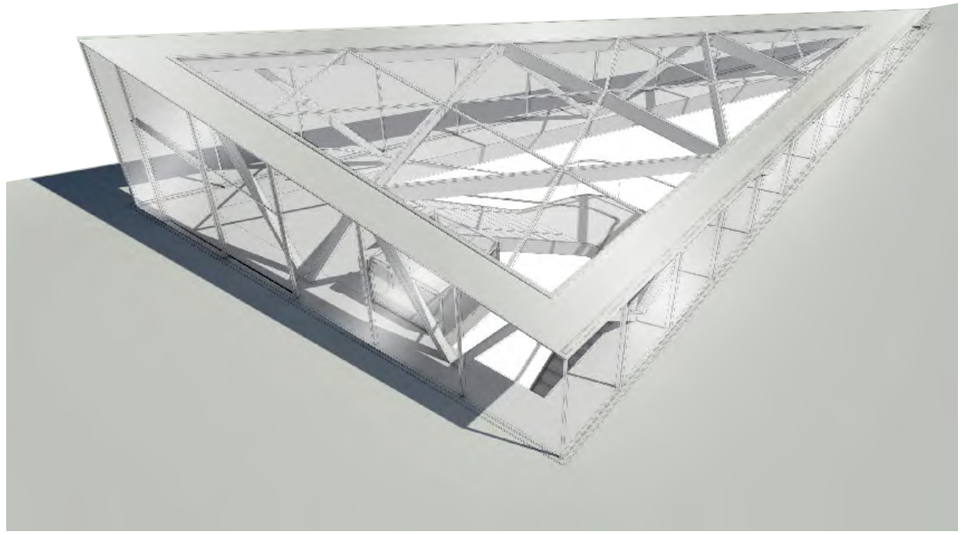
Structure

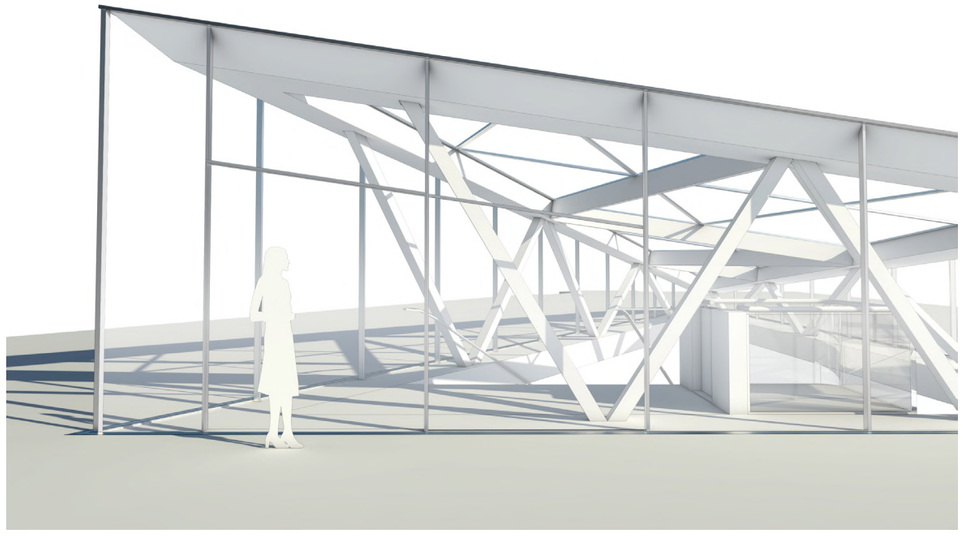
When originally constructed London Road Fire Station was very much at the forefront of engineering methods and construction techniques and like many buildings of the era, the structural exuberance is manifest on the exterior.

The existing walkways are one of most prominent the architectural features of the courtyard and help to define the building's unique character. This engineered aesthetic has informed the design for the entrance pavilion. The proposed entrance draws heavily on this traditional of legible engineering.

Structurally the building is composed of three tapered lattice steel beams. The diagonal bracing is deliberately expressed becoming a striking motif on the elevations; it helps to reinforce the dynamism of the overall triangular prismatic form of the building.

A steel ring beam ties the lattice beams together at their upper edge, this element allows for the services such as lighting ad perimeter drainage to be concealed within At its lowest point the building sits at a minimum of 600mm above the courtyard surface to prevent people climbing up onto the glazed roof of the structure.





Entrance Pavilion Initial Design Studies.

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Walkway Propping

During the initial site investigations it was identified that the existing walkways are structurally unstable and would require considerable repair work to arrest the damage to both the walkway and the existing building fabric. It was identified that the walkways to all the elevations of the courtyard require remedial work.

The original design relies on the weight of the masonry external wall to restrain the cantilevering balconies. This inherently defective detail has resulted in large cracks to the perpendicular walls (which are worse higher up where the weight of masonry above is less) and the balconies gradually leaning further off the building.

In order to address this issue two approaches were considered -

1. Adding sufficient cantilever beams or strapping to adequately restrain the walkways. Both options would require significant intrusive/ destructive work to the existing fabric. This option was therefore discounted.

2. Propping the walkways– the addition of a secondary structural system which would provide additional support to failing walkways. This would be a legible addition which would preserve all the existing structure and would have a minimal impact on the existing façade.

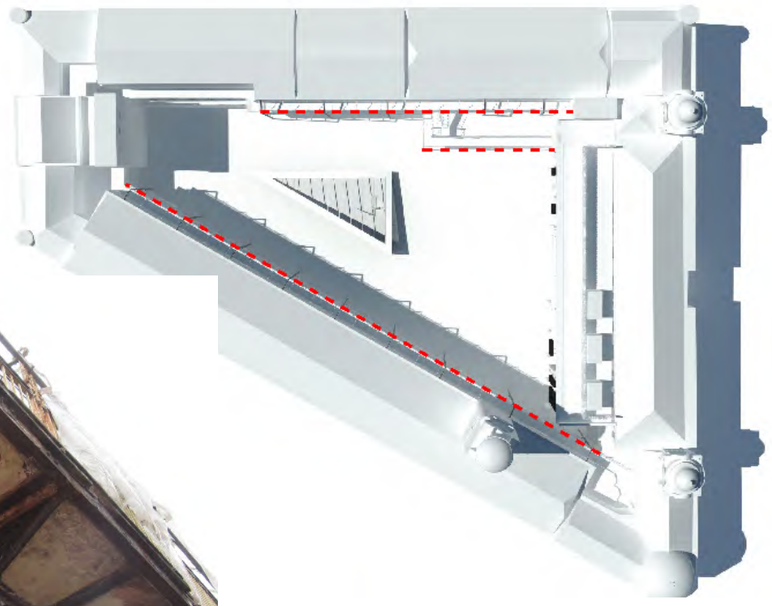
It is proposed that a secondary line of steel square section columns are introduced around the perimeter of the courtyard.

These columns are attached to the walkways at their edge via a series of discreet steel connecting plates and at high level the columns are tied back to the existing façade.

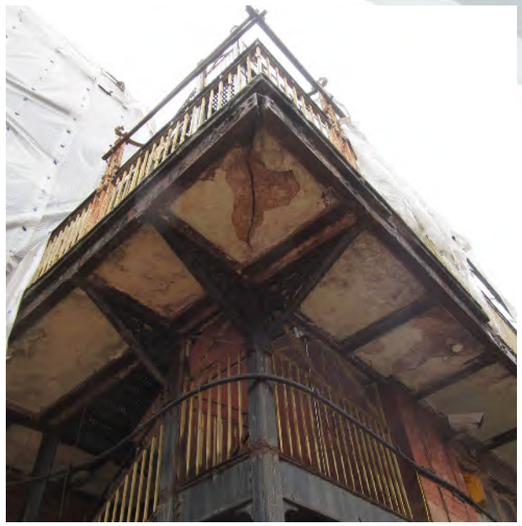
The advantage of this option is that it minimises the impact of structural repair work on the existing façade and internal fabric and would be reversible.

An additional advantage of introducing this new structure is that it creates a wwcolonnade at ground which helps to define the new public realm with a series of spaces which can provide outside amenity space for the units at the ground floor.

The guiding principle throughout the design development was to propose a system that would perform but with the least degree of intrusion. This involved careful consideration of the size and profile of the vertical steels themselves as well as the spacing and position in front of the existing balustrade and other historic metalwork.



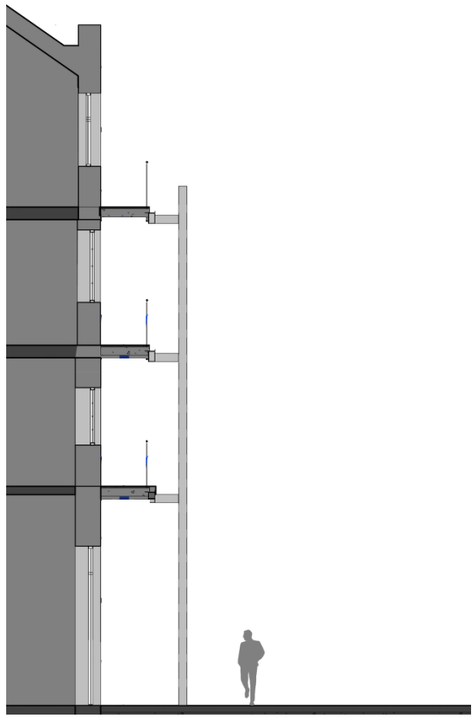
Plan Showing New Propping Location



Photograph showing existing walkway condition



Photograph showing internal structural damage



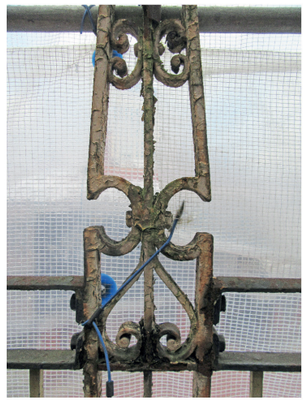
Section diagram showing position of new propping



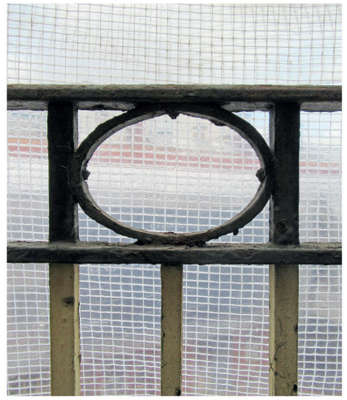
01. Top floor balcony top rail



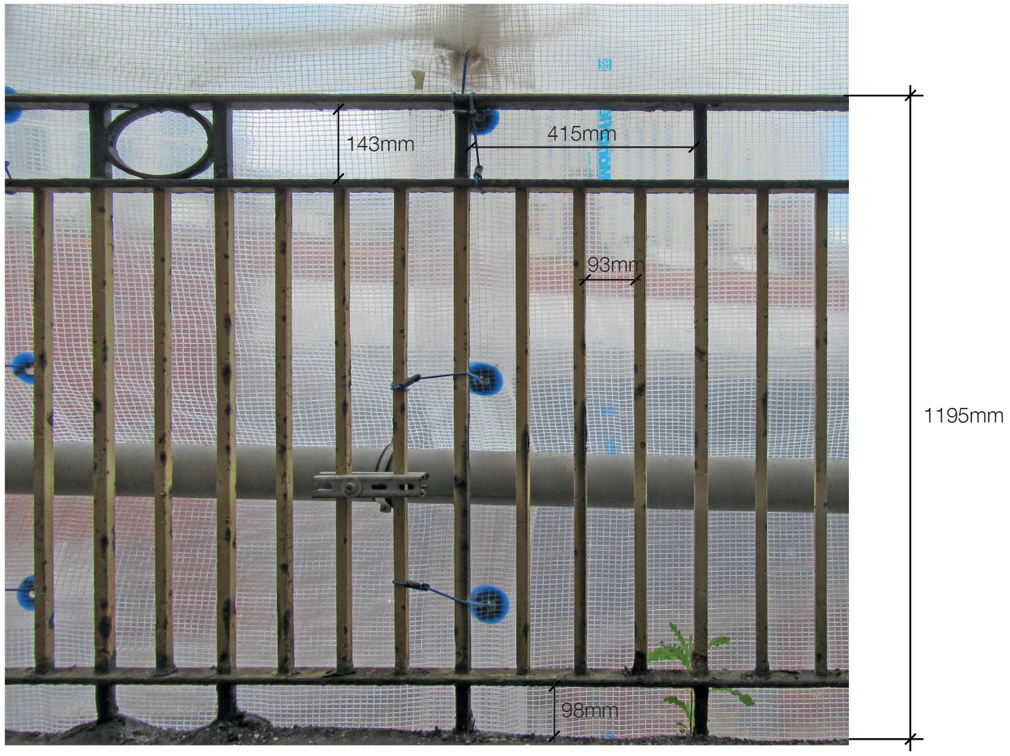
02. Top floor balcony top rail connection detail



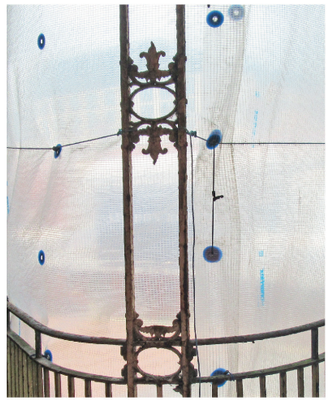
03. Top floor balcony post detail



04. Typical balcony detail



07. Typical balcony balustrade

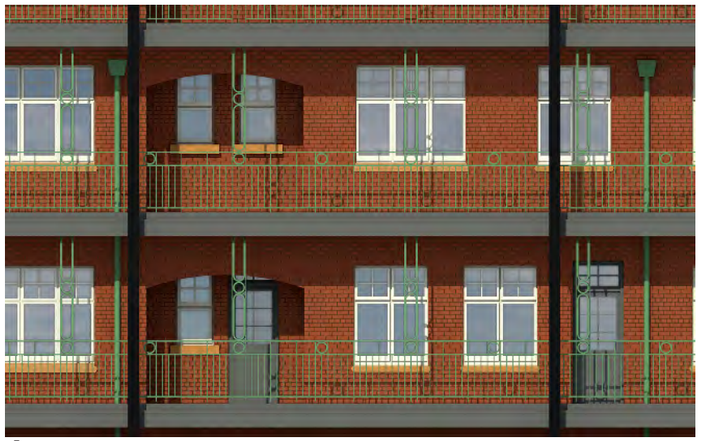


05. Balcony to balcony post detail



06. Wide balcony support post

Photographs showing details and condition of the existing metal balustrade



A



B



C



Door Type Precedent



D



E

Proposed Walkways and Door Colour Options

A - Green Balustrade. White Frames. Black Propping.

B - Grey Balustrade. Gray Frames. Black Propping.

C - Black Balustrade. White Frames. Black Propping.

D - Gray Balustrade. Gray Frames. Black Propping.

E - Black Balustrade. White Frames. Black Propping.

Chosen Colour Scheme:

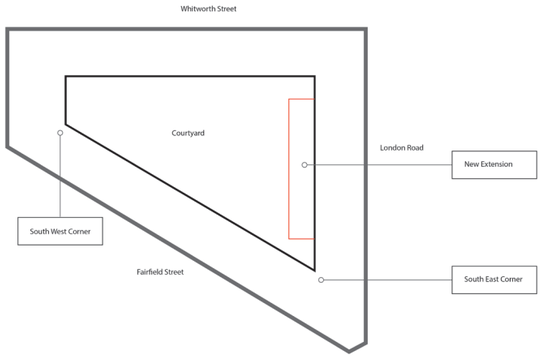
E - Black Balustrade. White Frames. Black Propping.

It has been recognised in the historical appraisal that the current colours to the external metalwork and window frames are not the original. Samples show that different paint colours have been used over the building's lifetime including green, white and black.

Having both the new propping structure and existing balustrade in black helps tie these elements together. The single dark colour offers a simple approach which will help harmonise the old and new elements.

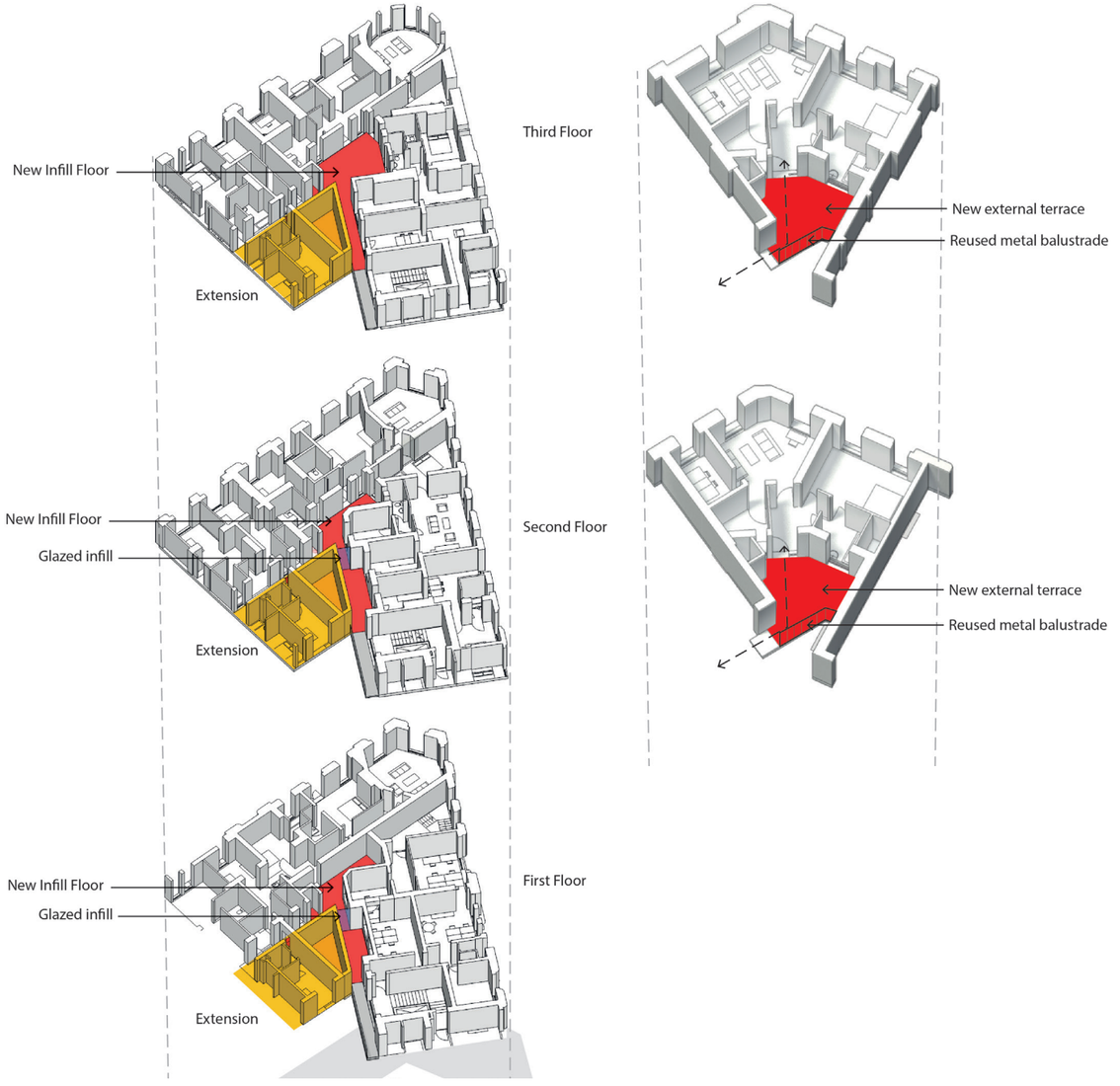
This option also allows a sense of organisation by seeing the metalwork (downpipes, balustrades and propping) in black with the timber elements (windows and doors) in white. Both colours are also neutral and do not detract from the historic fabric of the red masonry and yellow terracotta.

Courtyard Corners



In the south east corner a new infill walkway section will replace the existing branching arrangement. At first and second floors this will be enclosed to provide protected access to all hotel rooms.

In the south west corner the external walkway will be extended towards the Practice Tower. A new terrace area outside the live or work units will be created. The balustrade to this new section will be reused metal balustrade removed from the area of the new extension on the London Road elevation.

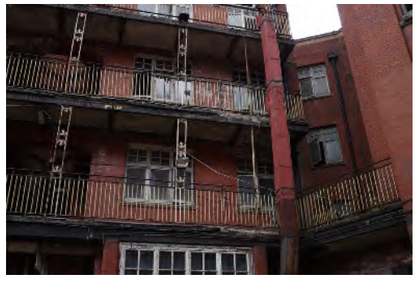


South East Corner - Proposed Infill Walkway

South West Corner - Proposed Infill Walkway



Existing South East Corner



Existing South West Corner

Areas of Enclosure

In order to allow the fire station to function as a hotel it was identified at the outset of the design process that a clear circulation strategy operating both vertically and horizontally would have to be created. Two options were considered:

1. Internal corridor – this would have required the construction of a new corridor within the existing building necessitating remodelling of the interior , which would significantly alter the internal layout and be detrimental to the character of the existing historic internal spaces. This would have required a substantial amount of remodelling and removal of building fabric., and was therefore discounted.

2. Re-use of the existing walkways- The walkways are such an important feature of the building and previously used for circulation it was appropriate to reuse them for their intended purpose within any new proposal. By adopting the existing circulation the amount of reconfiguring of the interior spaces could be reduced. At present the walkways are open to the elements and are therefore not suitable for access to the hotel rooms. To ensure appropriate guest experience the walkways are required to be enclosed to allow all circulation for the hotel to be internal.

The design intent is to keep the vernacular of the existing architecture apparent and for any new addition to be discreet and not impact on the legibility of the walkways and associated balustrade. The proposed enclosure is intended to read as a simple glass curtain, with minimal visible structure.

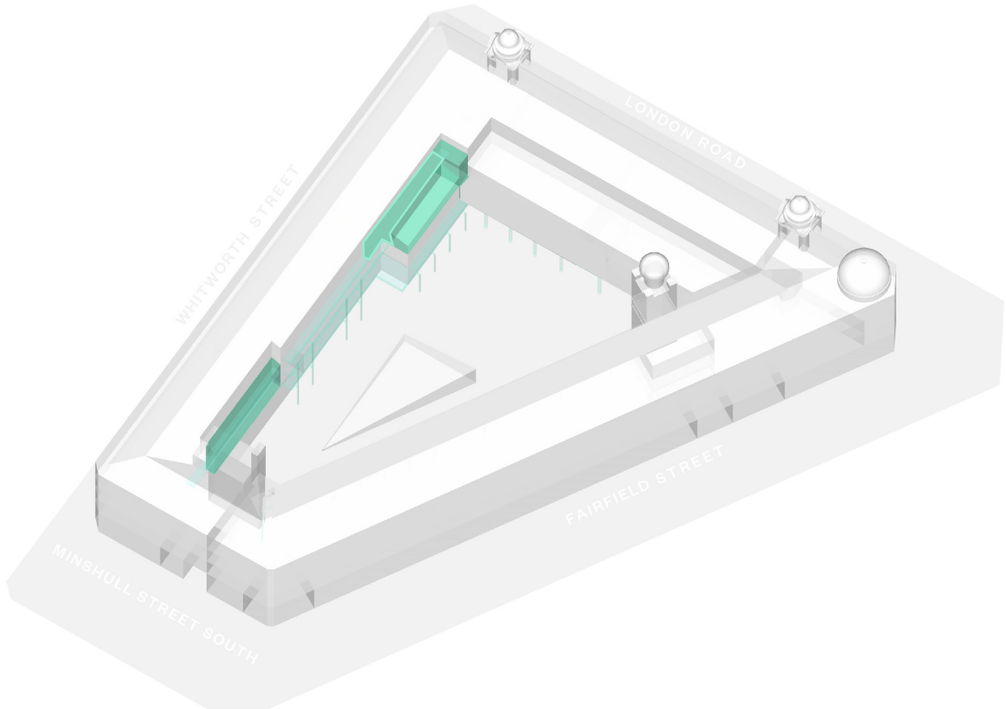
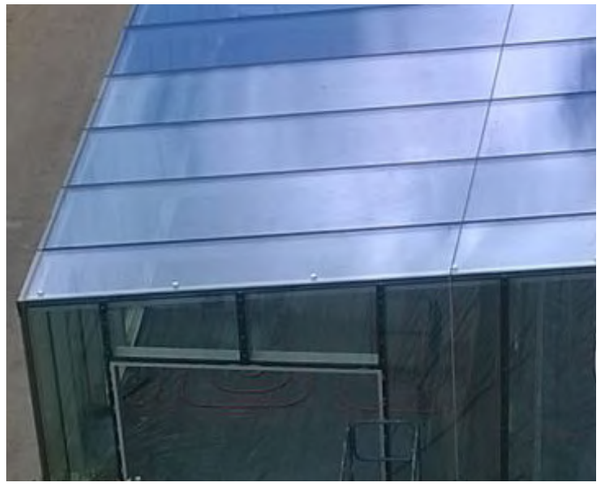
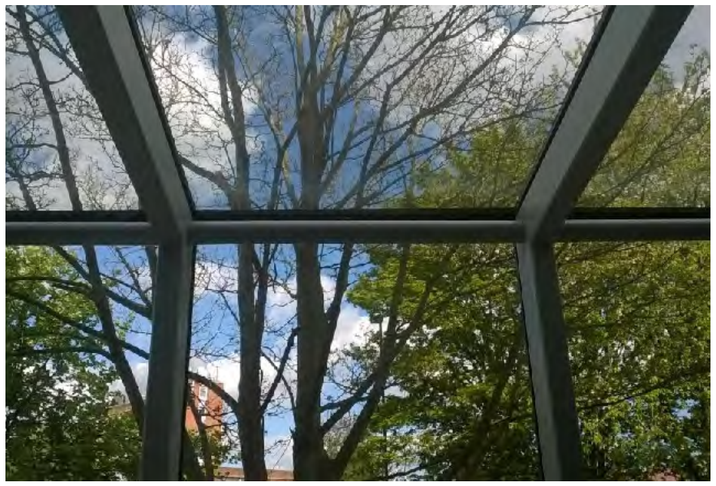


Diagram Showing New Glass Enclosure Locations





Built Example of similar Types of Glass Enclosure

Changes to Courtyard Elevations

Whilst every effort has been made to use existing openings, in order to respond to the new room layouts and circulation there is a need to make changes to a number of the existing door and window openings currently facing onto the existing courtyard walkways. In other instances it has been necessary to propose adjustments to existing openings in order to ensure routes comply with accessibility requirements.

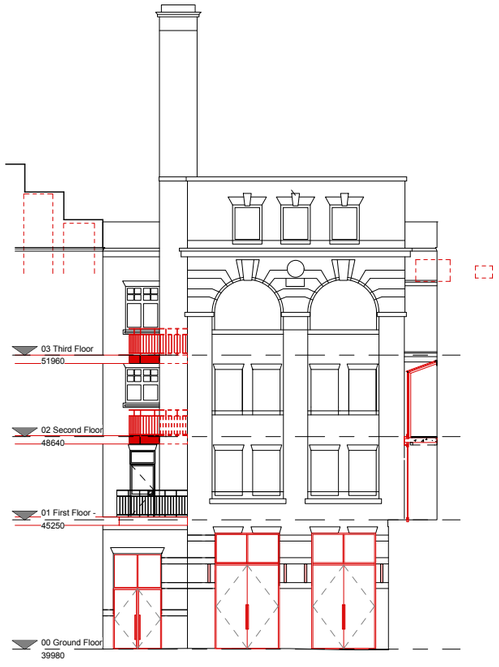
Details of these adjustments and new openings can be found in the proposed elevation drawings submitted as part of this Application.



Proposed Whitworth Street Couryard Elevation.



Proposed Fairfield Street Couryard Elevation.



Proposed Minshull Street Couryard Elevation.

Internal Alterations

Existing Drying Rack

Internal Alterations

Introduction

The Fire Station has been carefully curated to ensure there is a best ‘fit’ between potential new uses and the existing spaces and volumes of the building.

The intention is to ensure that wherever possible the existing layout and interior is preserved and alterations are keep to a minimum, where changes are essential either for structural remediation or functional requirements they will be integrated to ensure that the original fabric remains legible.

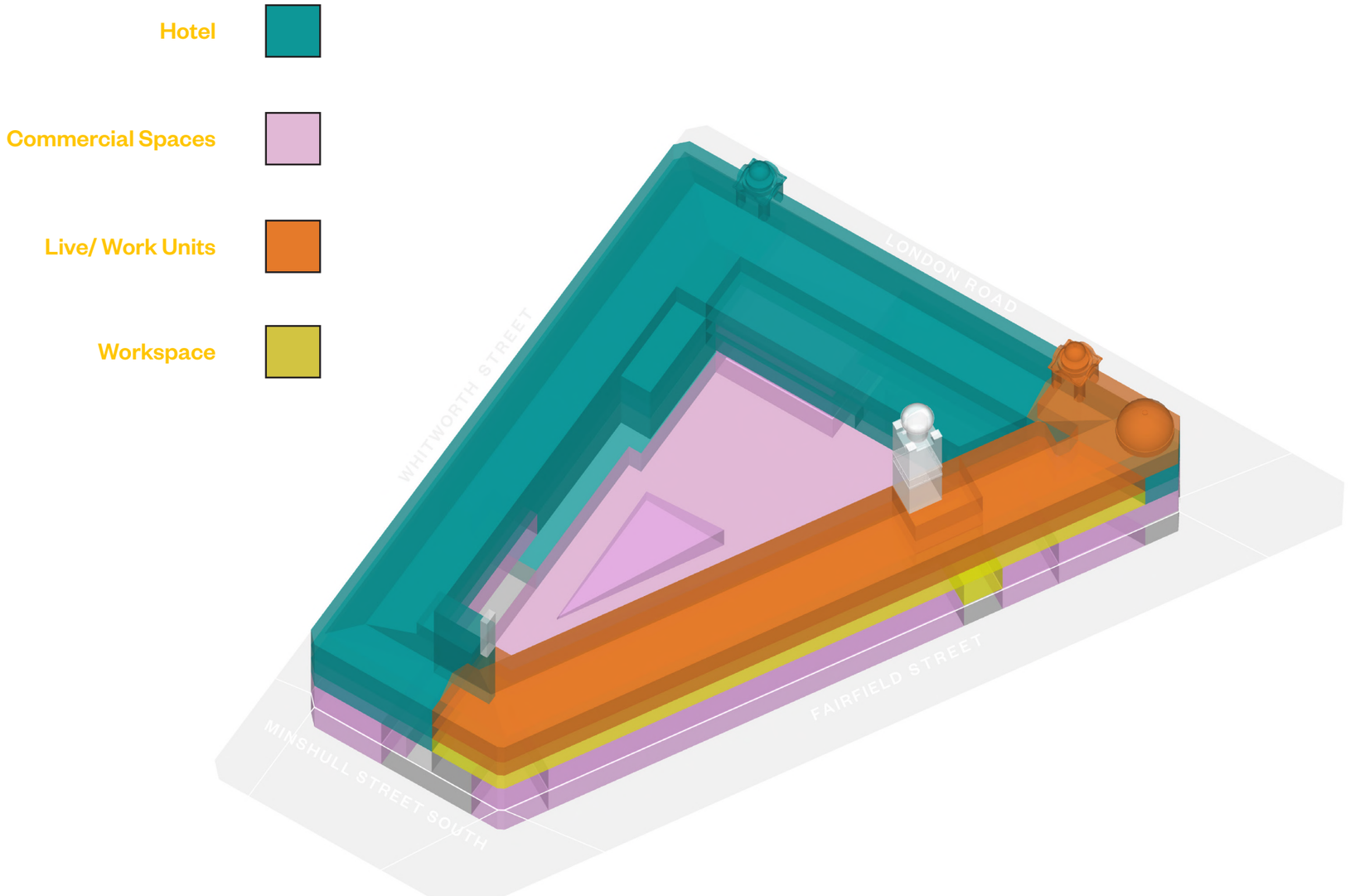


Diagram Showing All New Uses

Hotel

Hotel Bar Precedent

The Hotel

A 91 room boutique hotel will be located in the north and east wings of the building, focussed around the ground floor entrance on Whitworth Street.

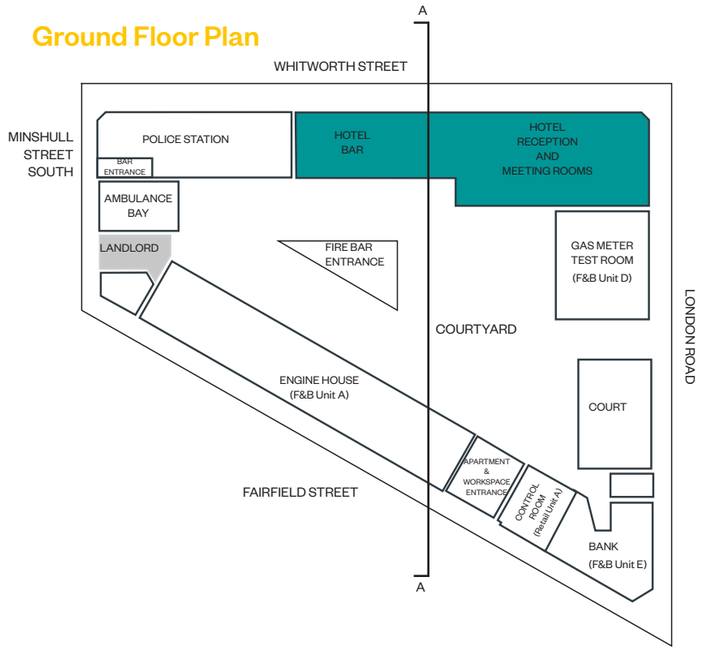
It will occupy various spaces from the basement up to the third floor. In addition to accommodation, the hotel includes facilities such as meeting rooms and a banqueting hall.

The hotel interior will be carefully designed to ensure that as much of the existing character of the fire station in terms of layout and features can be preserved and exposed, becoming part of the hotel interior.

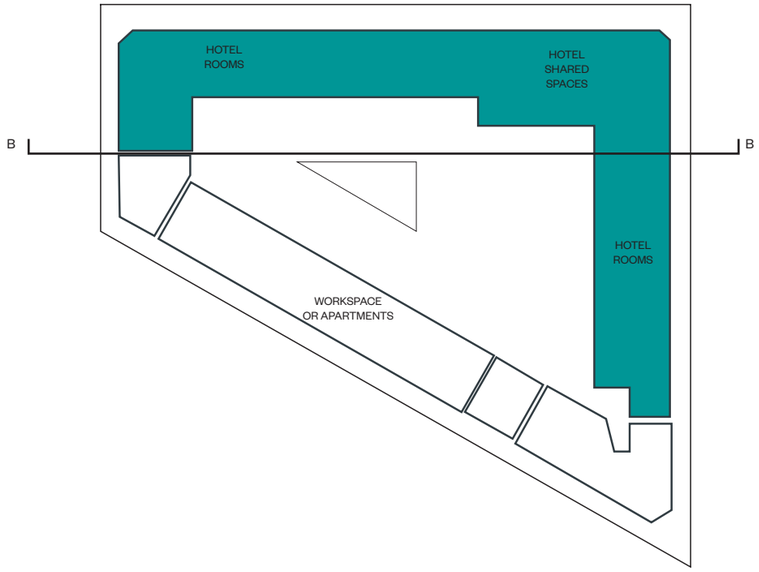
A new hotel wing containing an additional 20 bedrooms will sit in front of the existing courtyard elevation of the London Road Wing.

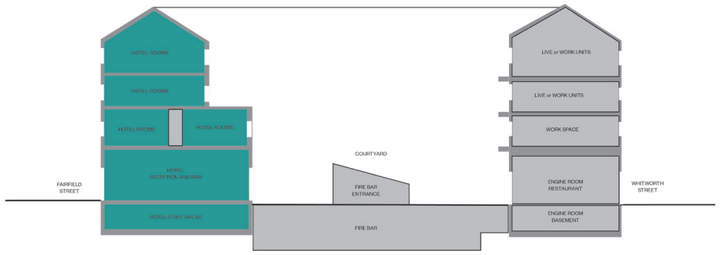
The interior design elements for the entire hotel are being undertaken by Russell Sage Group and do not form part of this application.

Ground Floor Plan

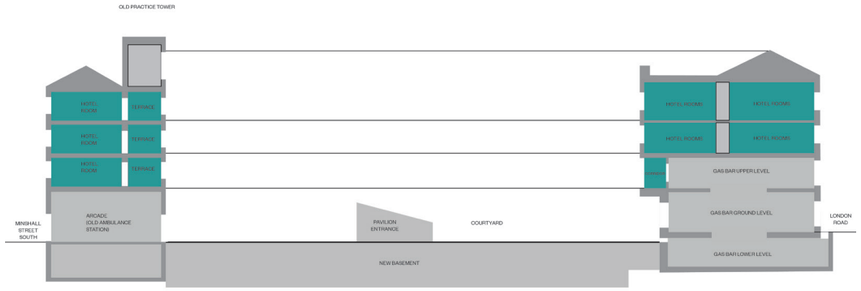


Typical Upper Level Plan





Section A



Section B

The Hotel - Key Spaces

The adjacent model and photographs show the key main spaces within the fire station that will be refurbished as part of the hotel accommodation. The proposed new functions of each space is labelled below the former use

These areas each served a specific function when used as the fire station which help tell the story of the people who lived and worked here. In each case the overall space and features will be retained with all necessary repairs being made.



Former 2nd Floor Gymnasium:

Becomes Hotel Ballroom

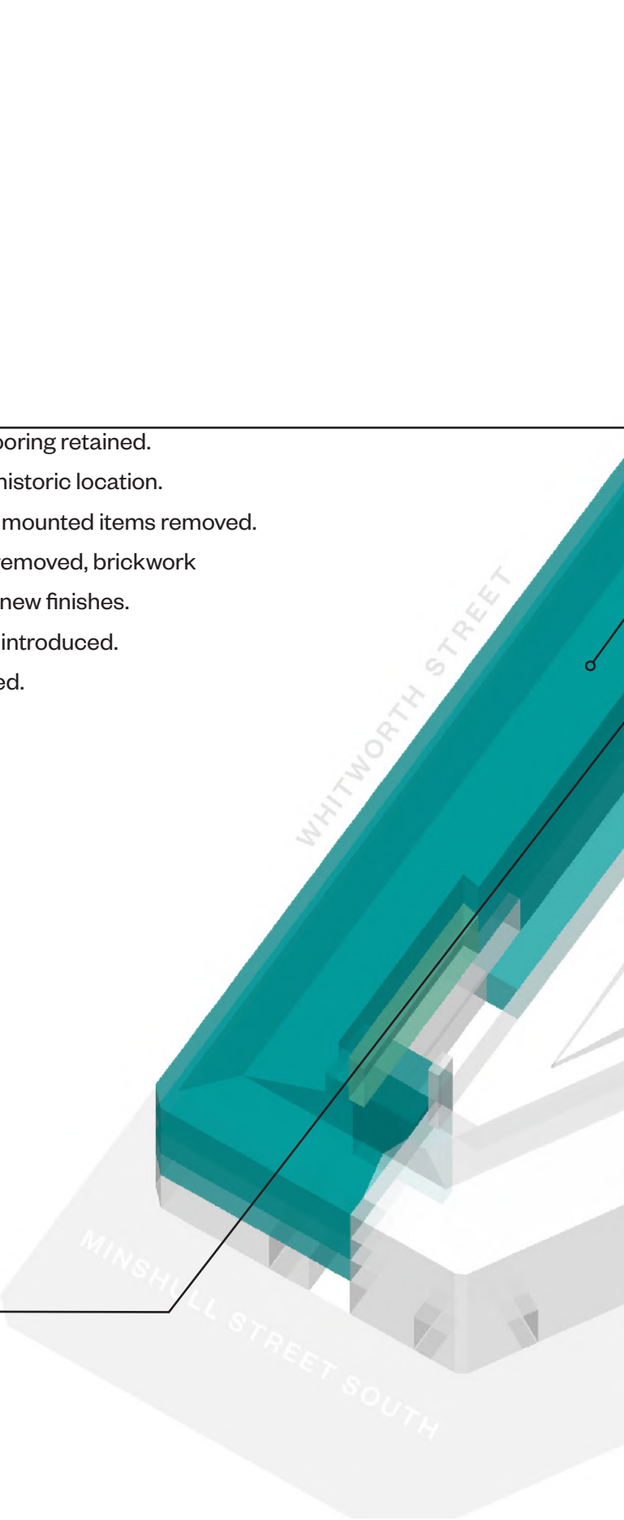
- Existing parquet flooring retained.
- New mezzanine in historic location.
- Miscellaneous wall mounted items removed.
- Flaking paintwork removed, brickwork prepared to receive new finishes.
- Secondary glazing introduced.
- Rooflights reinstated.

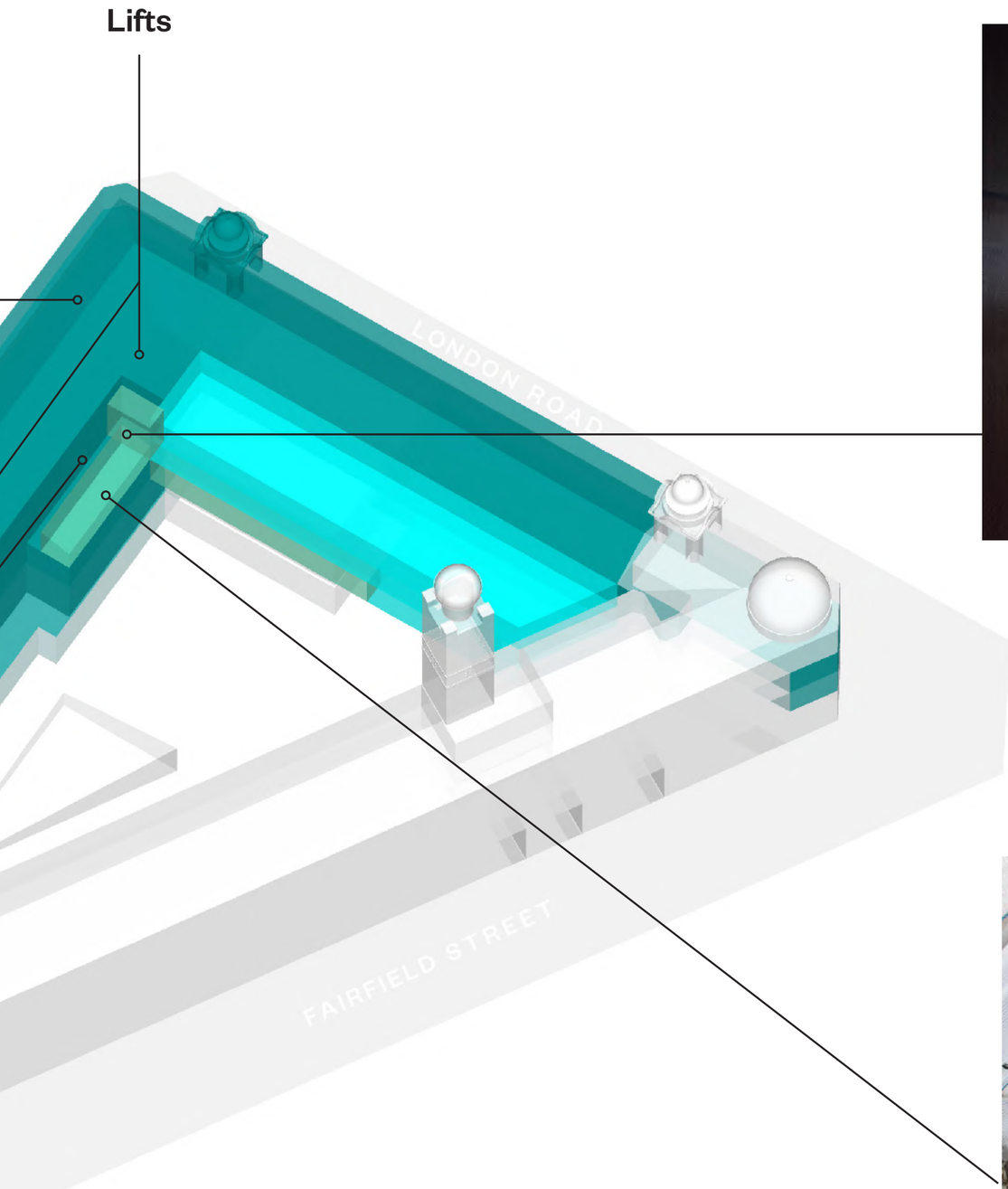


Former 3rd Floor Laundry:

Become Hotel Breakfast Room/ Cocktail Bar

- Drying rack retained.
- Miscellaneous electrical items removed.
- Secondary glazing introduced.
- Flaking paintwork removed, brickwork prepared to receive new finishes.
- Secondary glazing introduced to street elevation.







Former 2nd Floor Club Room:
Becomes Hotel Bar and Kitchen

- Associated with adjacent ballroom and kitchen.
- Becomes bar space
- Later panelling and benches removed.
- Wall mounted services removed.
- Wood board flooring taken up and replaced.
- Secondary glazing introduced to street elevation.



Former 2nd Floor Play Terrace:
Become Hotel Conservatory

-Becomes additional spill out space for adjacent ballroom and bar.

- Metal balustrade retained and redecorated.
- New glazed structure built to enclose space.
- New floor finishes installed.

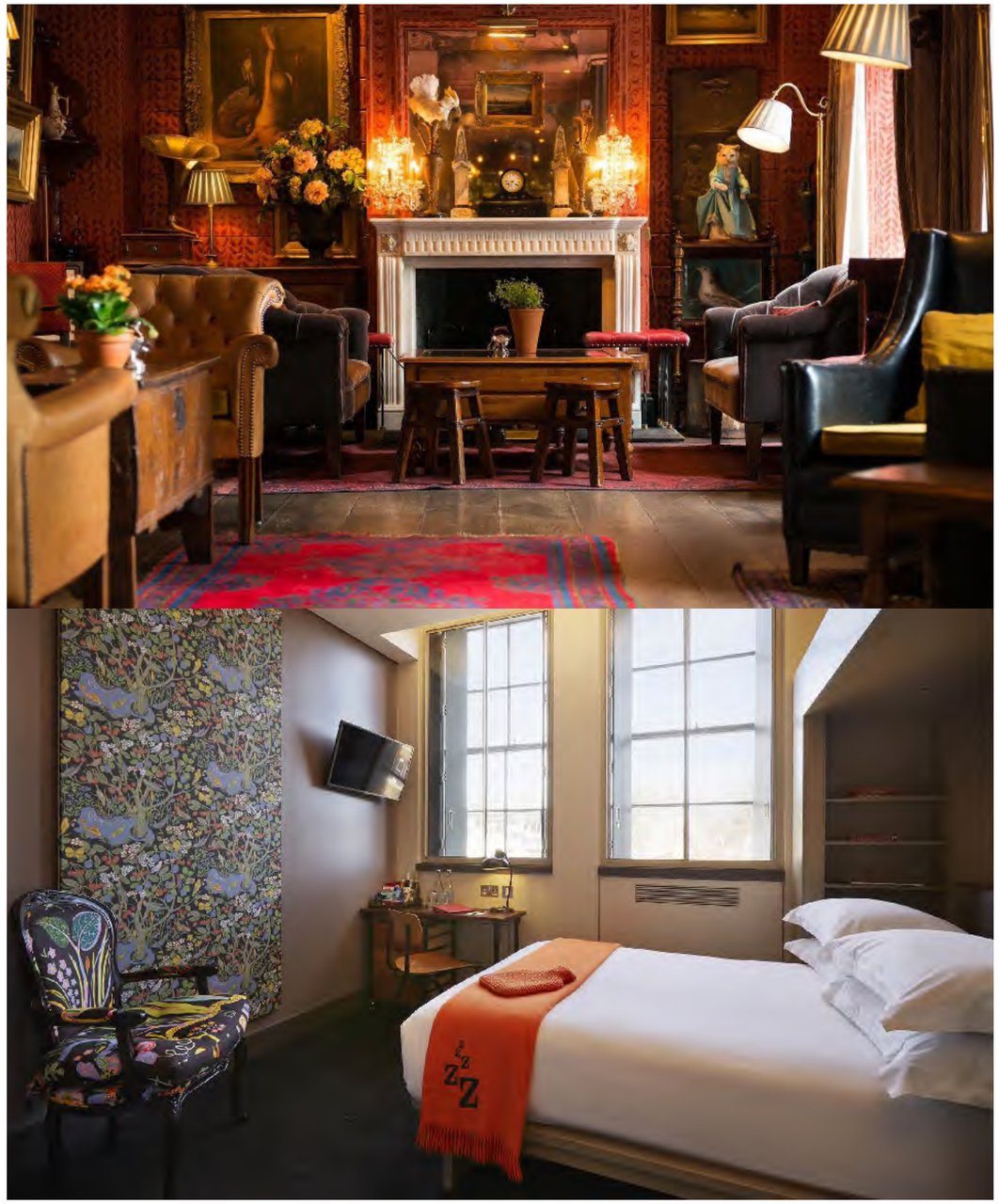
Hotel Precedents

The Approach to Hotel

The hotel operator will be the Zetter Group. The operator was selected because they are experienced at working with existing and historic buildings, and are willing and eager to work with the existing layout and character of the fire station.

The overall interior design is being developed separately by Russell Sage Studio. Some built examples of previous interiors are shown here.





Other Zetter/ Russell Sage Studio Hotel Interiors

Hotel Rooms

The Approach to Rooms

We have carried out a full visual survey of the existing building and compiled a catalogue detailing the condition of each room and space. (Refer to Visual Survey prepared by Levitt Bernstein Architects and Significance Plans in the Heritage Significance Statement prepared by Stephen Levrant Heritage Architecture)

General Principles:

- Retain existing room layouts where possible (see Alteration and Proposed Floor Plans for details)

- Introduce openable secondary glazing to all existing external windows.

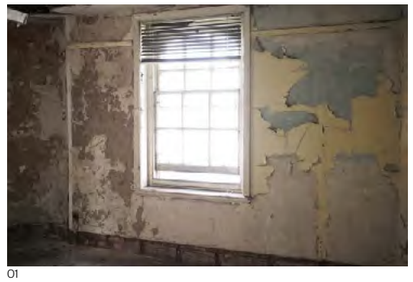
- Introduce mechanical ventilation serving bedrooms and bathrooms as per M&E information.

Room by Room Basis:

- Retain decorative features such as cornicing and architraves where possible as part of the fit out works.

- Reinstate historic parquet flooring where identified as part of the fit out works.

- Reinstate historic fireplaces where identified as part of the fit out works.



01



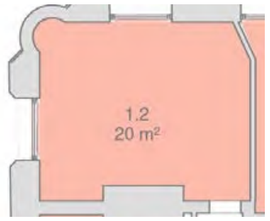
ceiling



floor



03



RM no. 1.2

NOTES:

Walls:
Plaster in very poor condition to walls 01 and 04. Cracks in plaster throughout and exposed brickwork under window. Fireplace removed, hole in plaster reveals location.

Ceiling:
Cracked and crumbling with large areas of ceiling missing.

Floor:
Parquet flooring has been removed and stacked in room, bitumen remains on slab.

Windows:
Window to wall 04 heavily damaged and rotten, all panes intact.

Other:
Skirting board missing to walls 01 and 04. Picture rail missing to wall 04. Metal cased power sockets heavily corroded. Light switch intact.







RM no. 1.2

9

Sample pages from Visual Survey





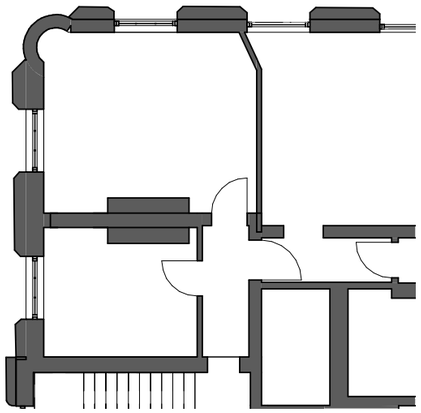
Early Concept Diagram of Approach to Rooms

Hotel Rooms

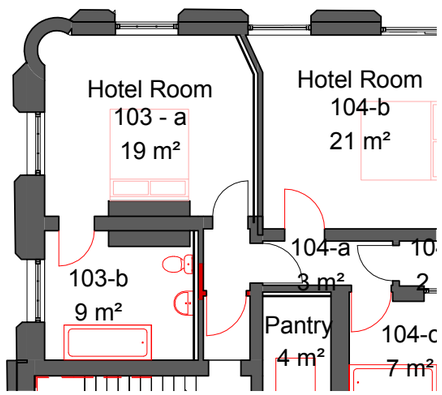
The Approach to Rooms

We have identified three categories of change required to convert the existing floor layouts into the proposed hotel layouts.

This will involve a variable scale of internal adjustments to create new rooms and circulation spaces.



Existing Room Layout



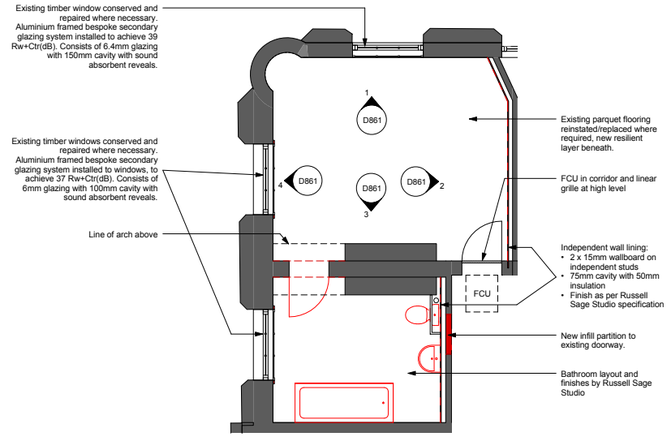
Proposed Room Layout

Layout Change - Category 1

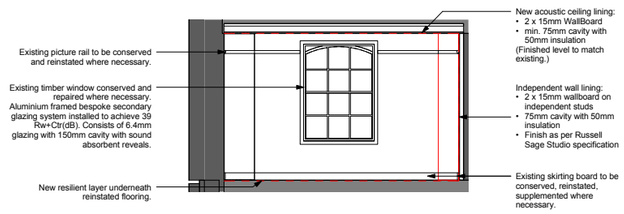
Minimal alteration to existing layout

Existing layout retained with only minimal alteration such as:

- New door positions.
- Additional wall linings to achieve acoustic separation.
- Louvred ceilings over circulation and bathroom spaces.

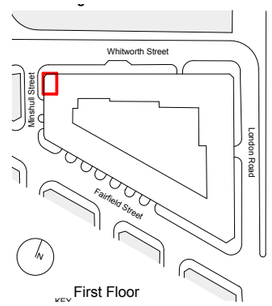


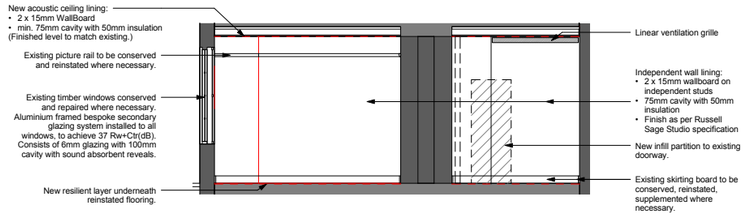
5 D861 Hotel Room 103 - Plan
1 : 50



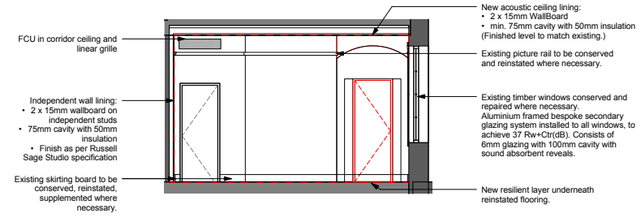
1 D861 Hotel Room 103 - Elevation 01
1 : 50

Sample Category 1 Room Alteration Drawing

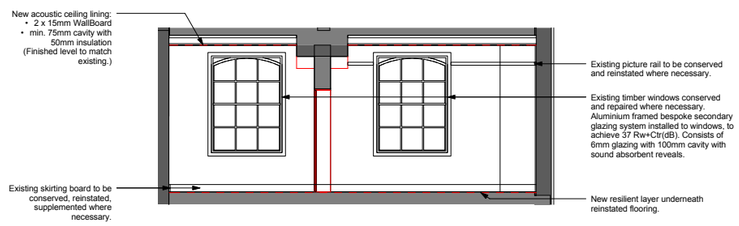




2 D861 Hotel Room 103 - Elevation 02
1 : 50



3 D861 Hotel Room 103 - Elevation 03
1 : 50



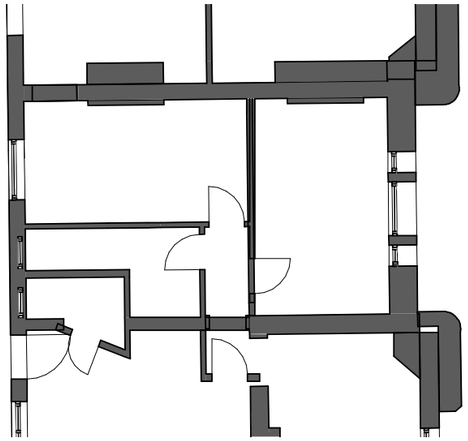
4 D861 Hotel Room 103 - Elevation 04
1 : 50

Layout Change - Category 2

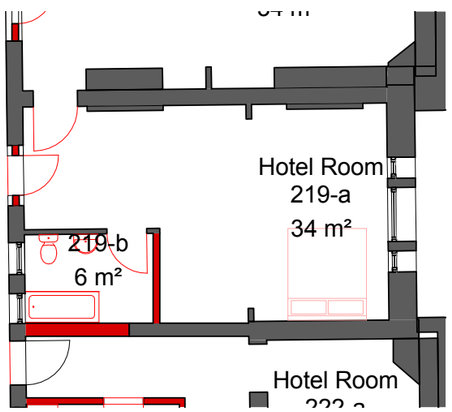
Some alteration to existing layout

Existing larger room volumes retained with greater intervention needed to create overall bathroom including:

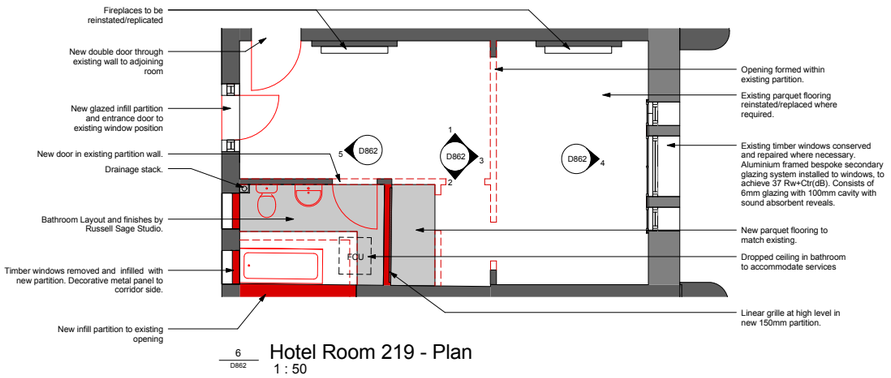
- Forming opening between bedroom and other spaces to allow light into whole room. With the addition of the extension, there will only be natural light from one side of the room.
- New walls to form bathrooms, following pattern of existing walls where possible.
- Additional wall linings to achieve acoustic separation (where existing walls are below required thickness - not present in example below).



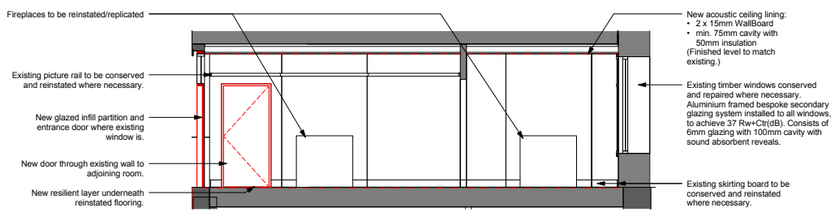
Existing Room Layout



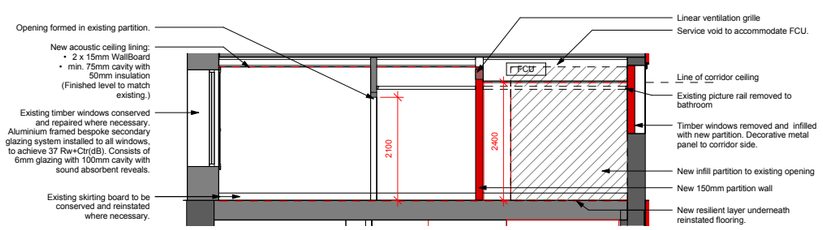
Proposed Room Layout



6 D862 Hotel Room 219 - Plan
1 : 50

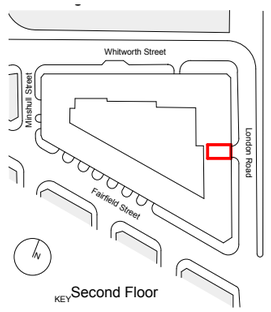


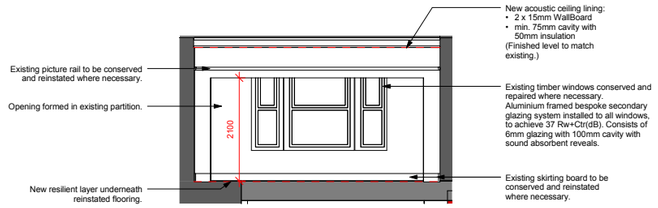
1 D862 Hotel Room 219 - Elevation 01
1 : 50



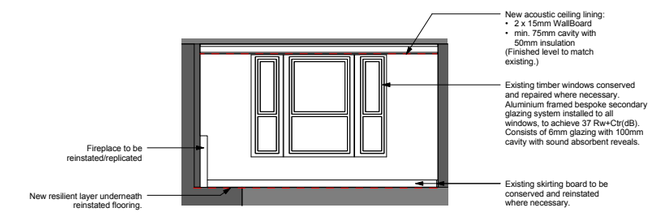
2 D862 Hotel Room 219 - Elevation 02
1 : 50

Sample Category 2 Room Alteration Drawing

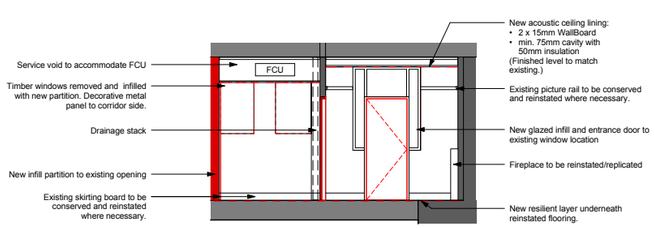




3 D862 Hotel Room 219 - Elevation 03
1 : 50



4 D862 Hotel Room 219 - Elevation 04
1 : 50

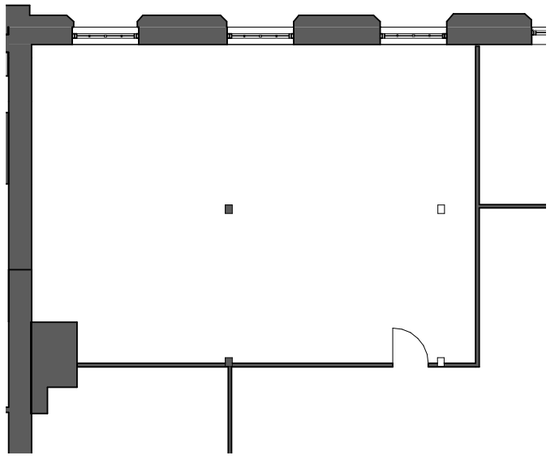


5 D862 Hotel Room 219 - Elevation 05
1 : 50

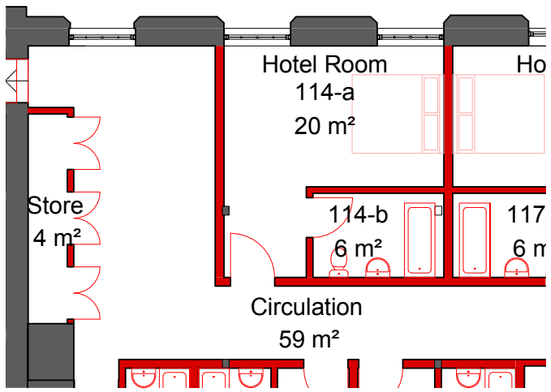
Layout Change - Category 3

New layout to form bedrooms

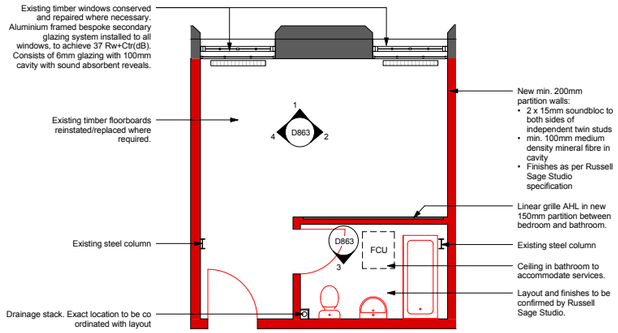
Where existing layout is either primarily open plan or the current room layout cannot be adapted to form hotel rooms, a new layout of partitions is proposed.



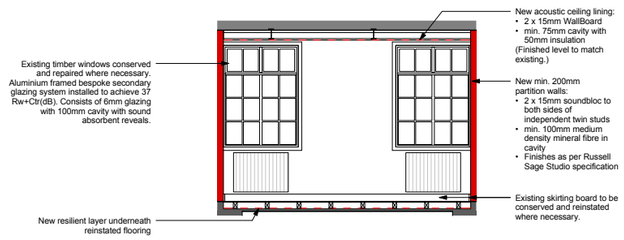
Existing Room Layout



Proposed Room Layout

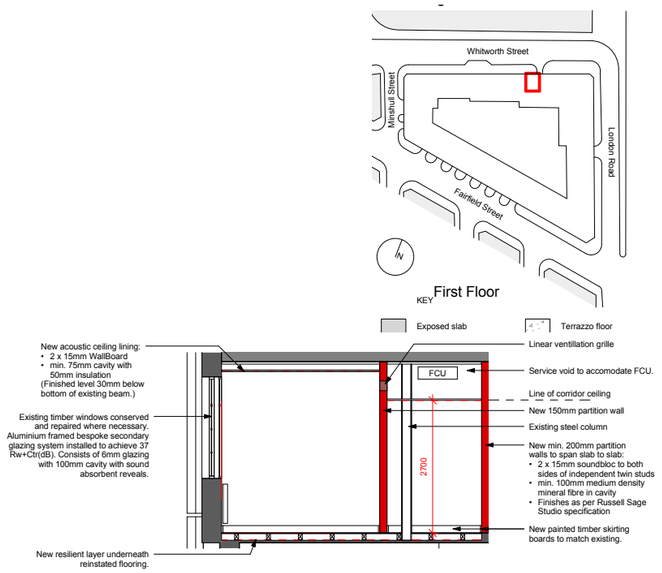


5 D863 Hotel Room 114 - Plan
1 : 50

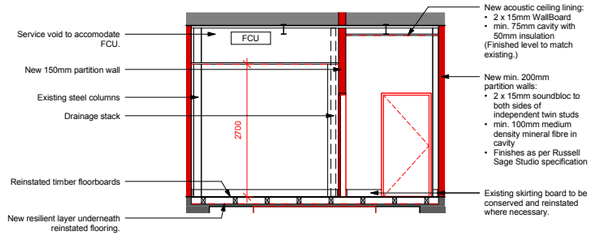


1 D863 Hotel Room 114 - Elevation 01
1 : 50

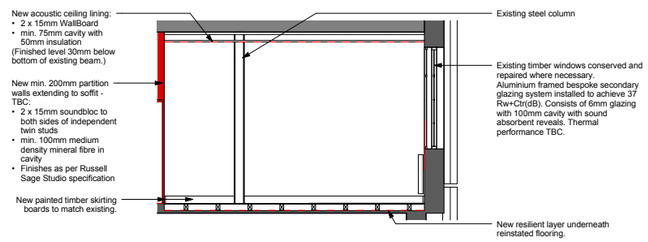
Sample Category 3 Room Alteration Drawing



2 D863 Hotel Room 114 - Elevation 02
1 : 50



3 D863 Hotel Room 114 - Elevation 03
1 : 50



4 D863 Hotel Room 114 - Elevation 04
1 : 50



Layout Change Category

- Category 1
- Category 2
- Category 3

WHITWORTH STREET

MINSHULL STREET SOUTH

LONDON ROAD

FAIRFIELD STREET

New walkway and terrace

Revision - layouts reversed

Stair removed

Stair removed

Stair removed

Stair removed

Layout Change Category

Category 1

Category 2

Category 3



Layout Change Category

Category 1

Category 2

Category 3

Commercial Spaces

Commercial Bar Precedent

Commercial Spaces

At ground level and in the existing basements beneath a series of complementary units will be created.

Each interior will be carefully integrated with the existing fabric of the building to safeguard the original features wherever possible.

For further details refer to the Tenant Design Guide.

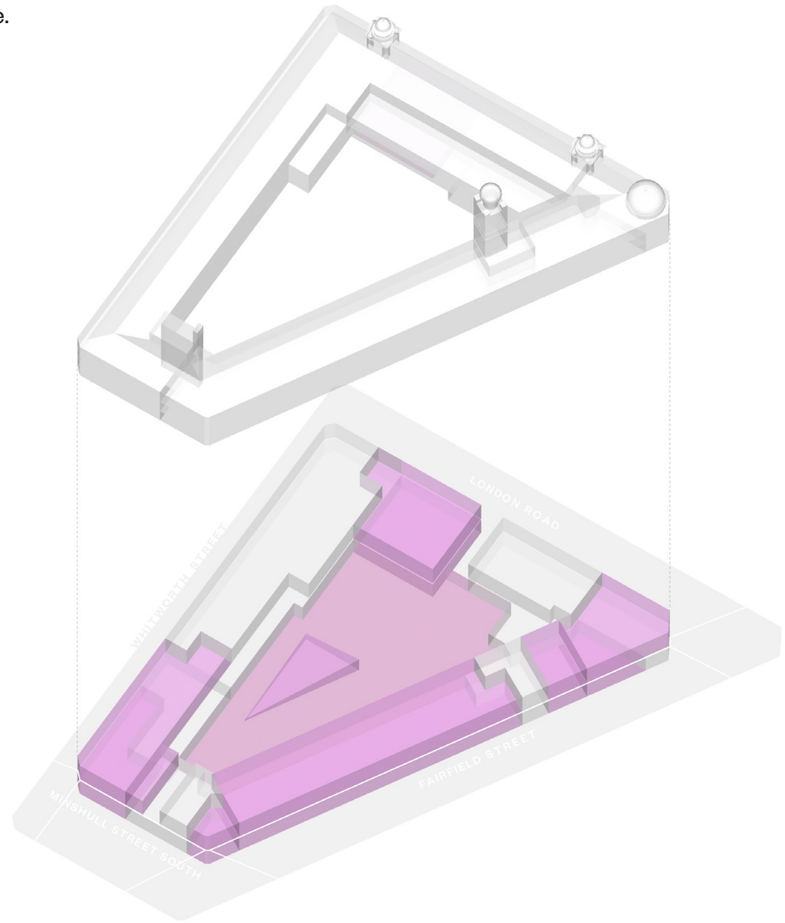
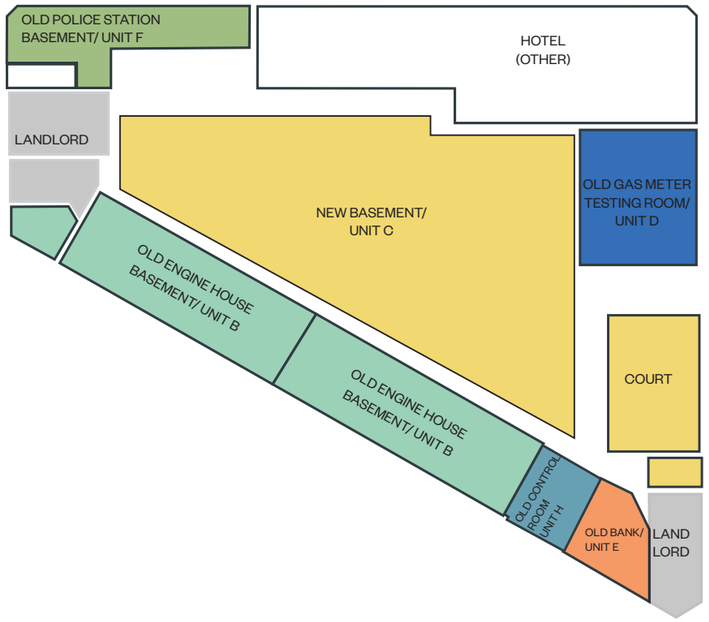
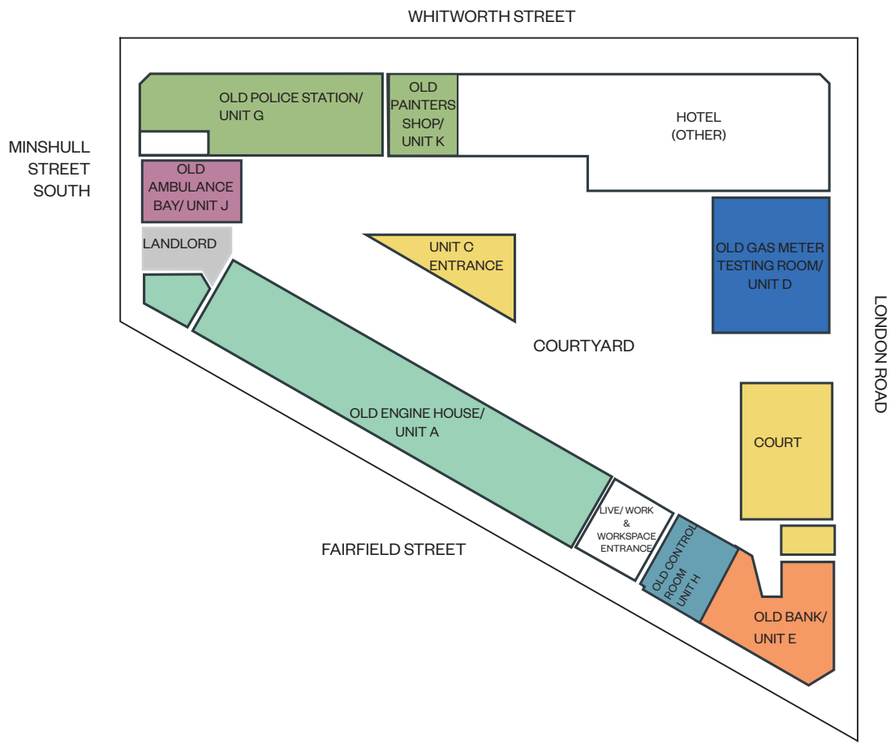


Diagram Showing Commercial Space Locations

Proposed Basement Demise Plan



Proposed Ground Demise Plan



Old Gas Meter Testing Room/ Unit D

This space provides a unique opportunity to become a fine dining restaurant or event space. The double height industrial space will be preserved. A previous mezzanine level located towards the northern end of the space was removed in the past and remaining mezzanine/ balcony structure will also be removed. A new mezzanine floor with a generous central void will be inserted to create additional floor area at upper level on all sides of the space.

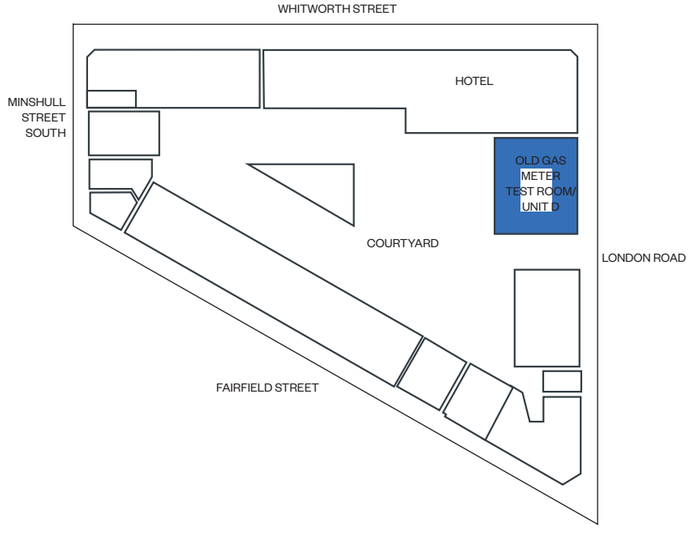
The public will enter this Unit via the existing entrance located on London Road.

A secondary entrance will be formed to provide a direct route to the courtyard. Within the north east corner of the courtyard, adjacent to the Gas Meter Testing Station the Unit will have a dedicated terrace to provide external space.

The ceiling will be upgraded to enhance acoustic separation between this Unit and the hotel rooms above.

For further details refer to the Tenant Design Guide.

Ground Floor Location Plan

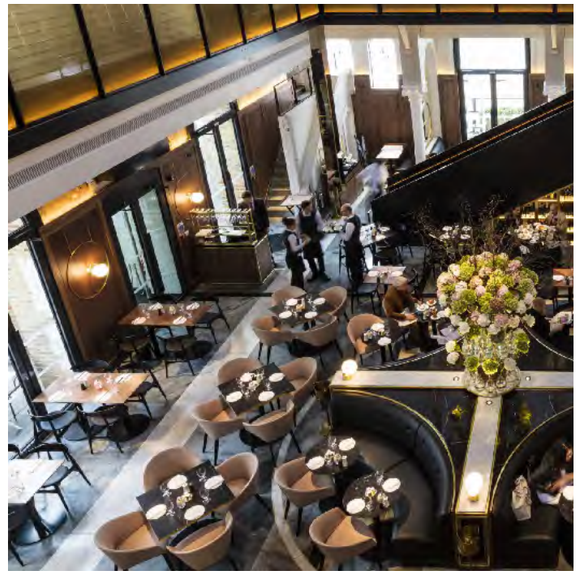




Existing Interior

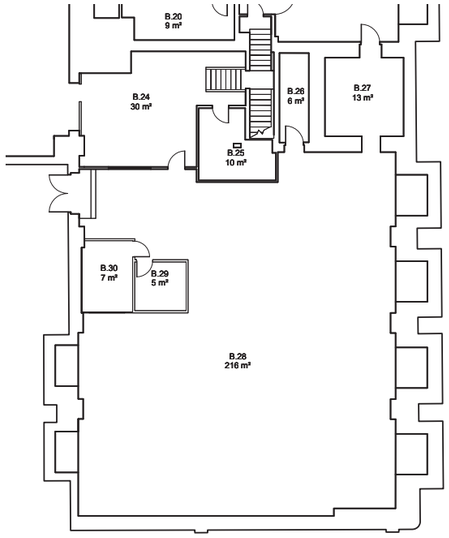


Existing Interior



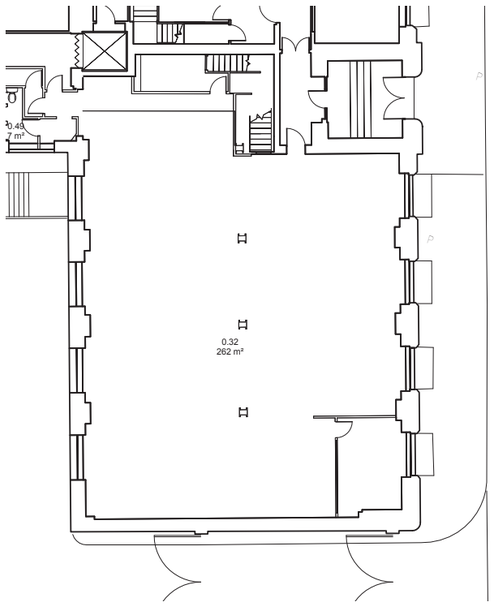
Potential Restaurant Precedent

Old Gas Meter Testing Room/ Unit D



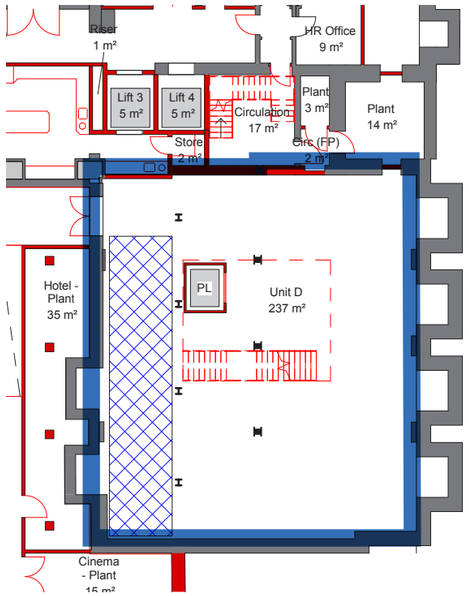
Existing Basement Floor

Previous Use: Storage



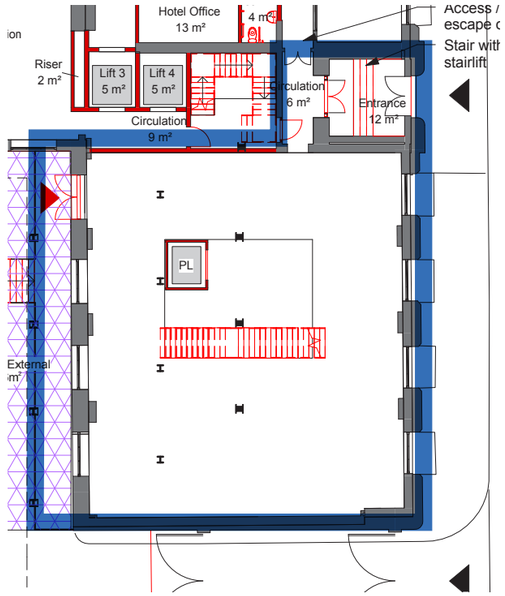
Existing Ground Floor

Previous Use: Gas Meter Testing Station



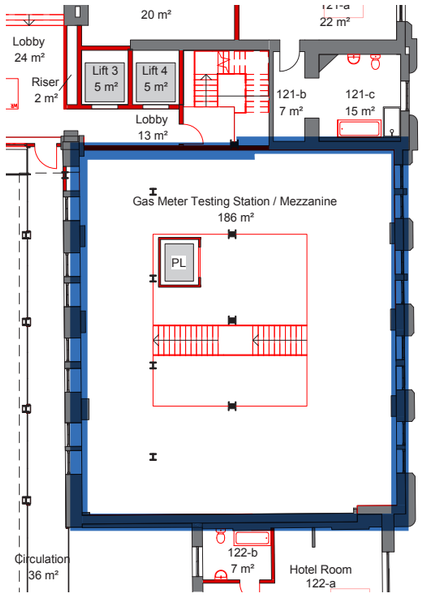
Proposed Basement Plan

Proposed Use: Use Class A1, A3, A4



Proposed Ground Floor Plan

Proposed Use: Use Class A1, A3, A4



Proposed First Floor Mezzanine Plan

Proposed Use: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises

Plans Showing Indicative Layouts Only

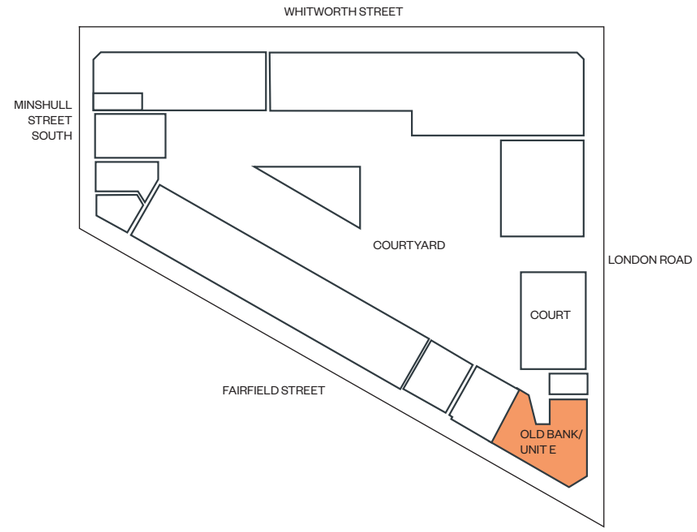
Old Bank/ Unit E

The existing bank located at the corner of Fairfield Street and London Road will be combined at ground with the adjacent space on Fairfield Street to form a Unit currently anticipated to be used as a destination coffee shop or wine bar.

The existing internal stair will be removed to make better use of the floor space and open up the route of access to a designated outdoor seating area within the courtyard.

The volume of the main bank space will be maintained and openings formed into the adjacent space to create additional space and link via the existing stair to basement back of house areas.

Ground Floor Location Plan





Existing Interior

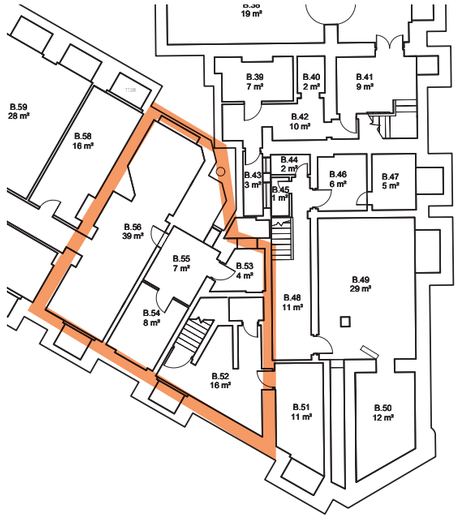


Existing Interior



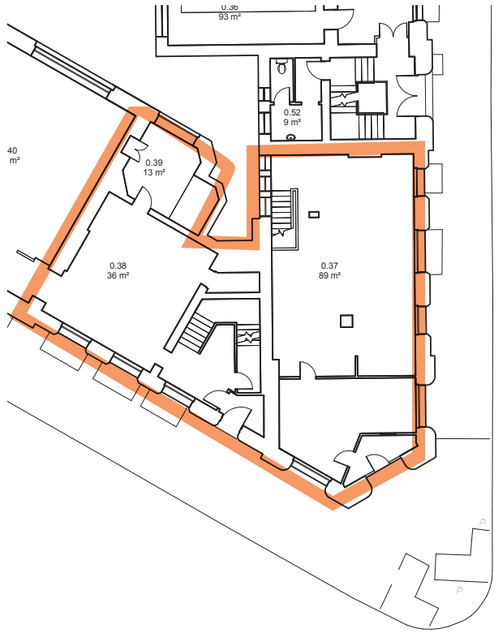
Potential Coffeeshop Precedent

Old Bank/ Unit E



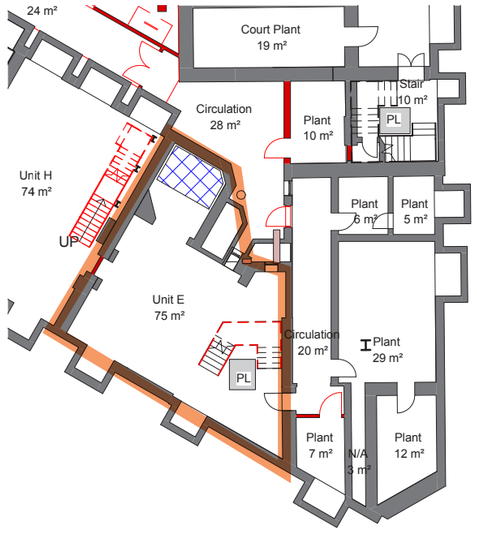
Existing Basement

Previous Use: Storage



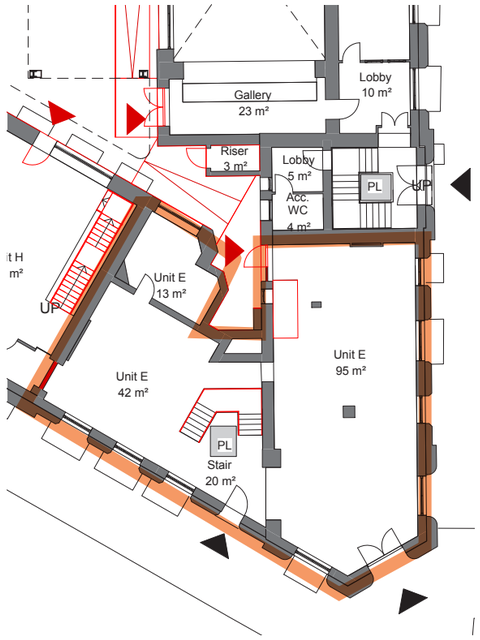
Existing Ground Floor

Previous Use: Commercial Bank



Proposed Basement

Proposed Use: Use Class A1, A3, A4



Proposed Ground Floor

Proposed Use: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises

Old Engine House/ Unit A

The engine bays are one of the most important spaces in the Fire Station. The impressive space features glazed brick walls and a herringbone brick floor. Intervention in this space will be cognisant of its historic status and the interior architecture will be preserved.

The ground floor level Engine House space will retain its presence of being a single large space.

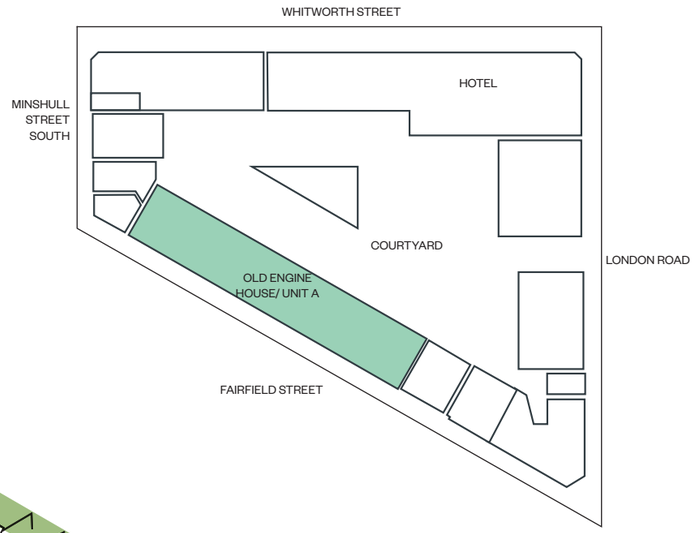
A new stair and platform lift will provide access to the basement. These sit within an opening that corresponds to the historic position of a stable enclosure.

Existing doors facing the courtyard will be supplemented with new glazed doors, set within the depth of the existing reveals. This will allow light in and views in and out of the courtyard, animating this space without compromising the warmth of the Engine House Unit.



Existing Engine Hall

Ground Floor Location Plan



Existing Ground Floor

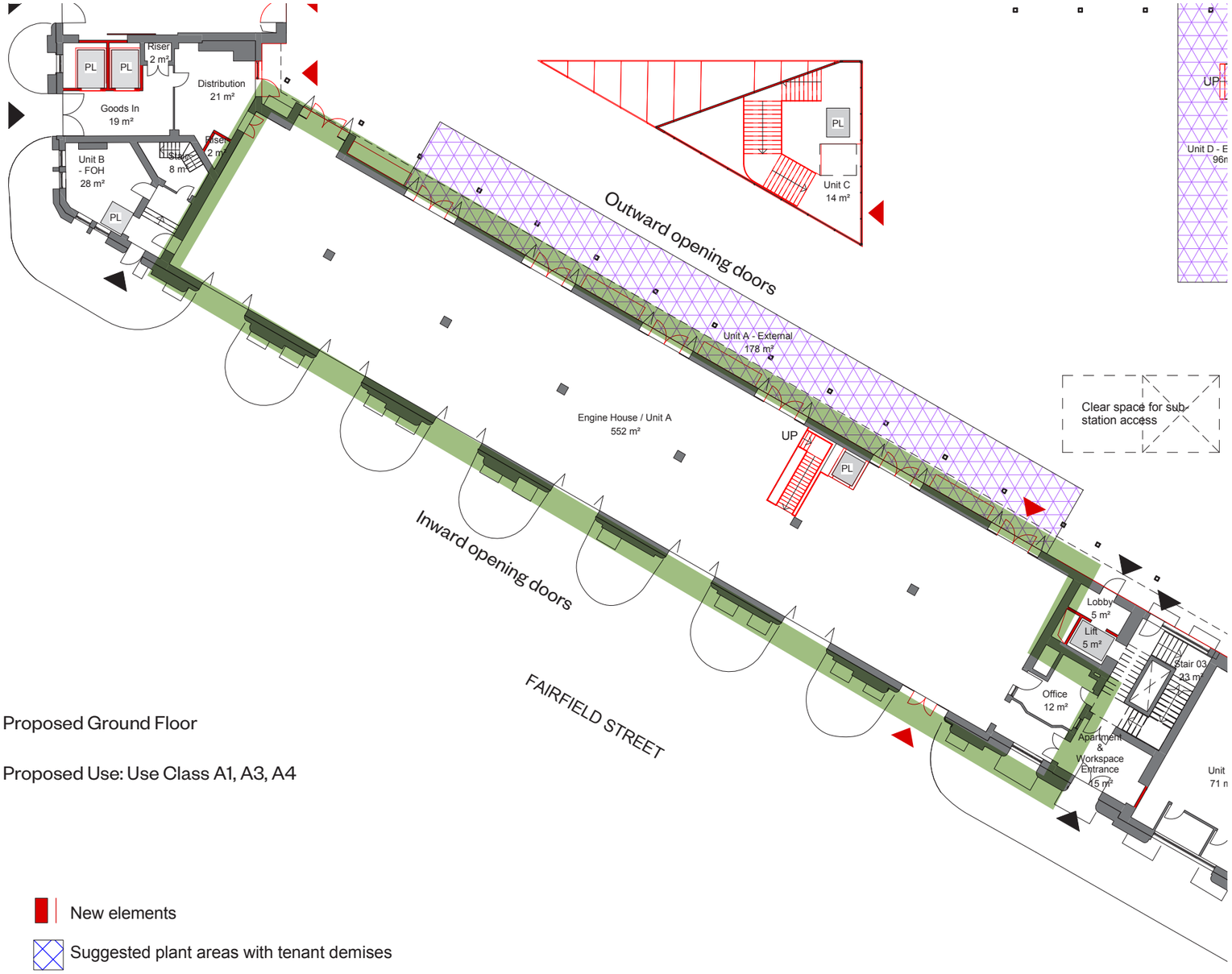
Previous Use: Fire Station Engine House

Existing doors facing the street will be refurbished to provide enhanced weather protection. One door position will be amended from the current bi-fold arrangement to create a double swing door that can be used as the main Unit entrance.

Other features such as the Fireman's poles, decorative columns surrounds and other fire service paraphernalia will also be retained.

For further details refer to the Internal Finishes, Fixtures and Fittings Strategy, Tenant Design Guide and Detail Drawings.

Engine House event - Allied London



Proposed Ground Floor

Proposed Use: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises

Old Engine House/ Units A & B

Within the basement area below the Engine House the existing internal partitions will be removed to open up the space for use as kitchen space and other back of house areas supporting Unit A above and a smaller self-contained Unit B..

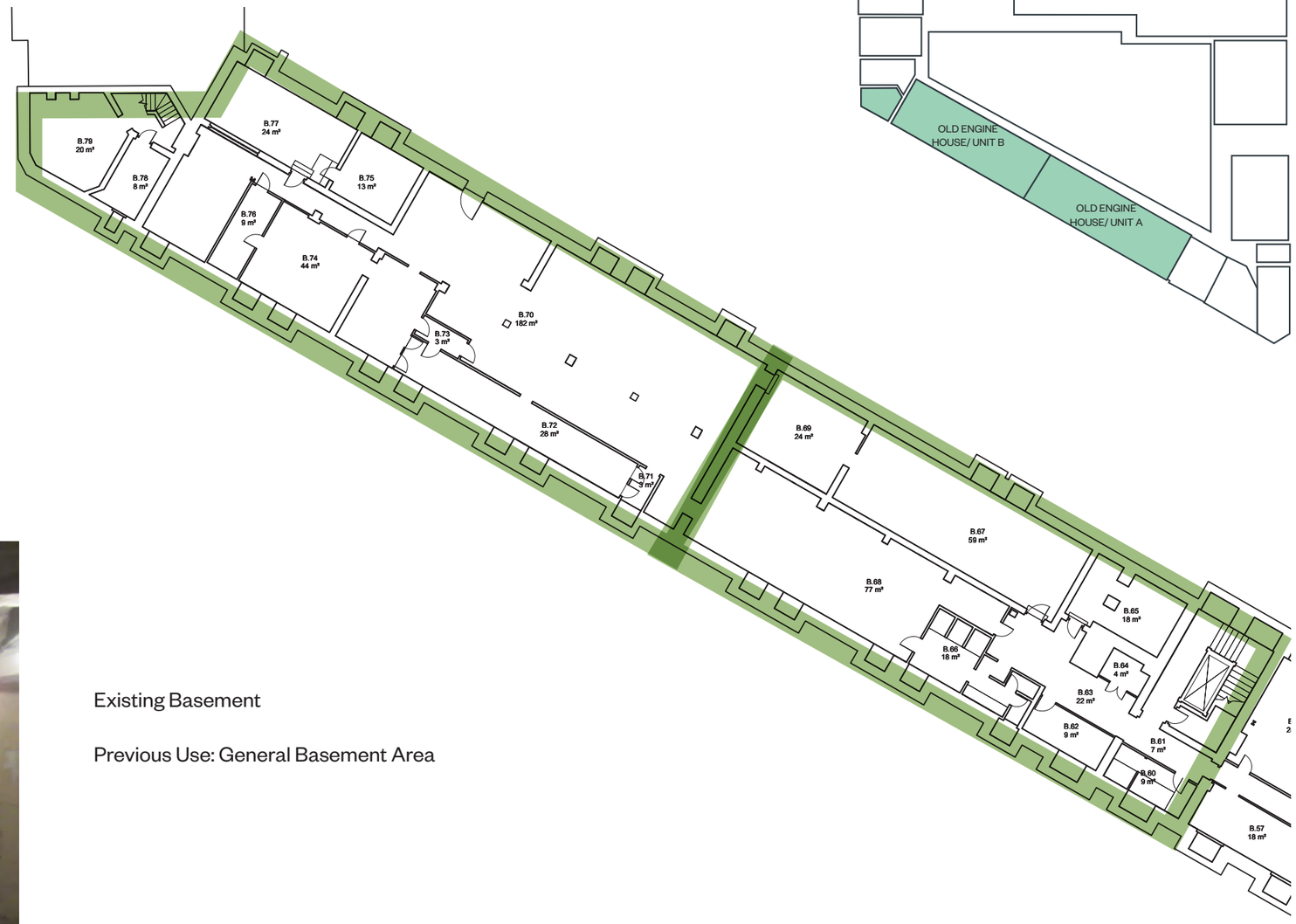
Existing pavement lights on the street side will be refurbished to bring natural light down into the space.

Pavement lights facing the courtyard will be used for air intake with the addition of vent units..

Unit B will be accessed from an existing street level entrance and via the existing 2nd Officers accommodation stair.



Existing Engine Hall Basement

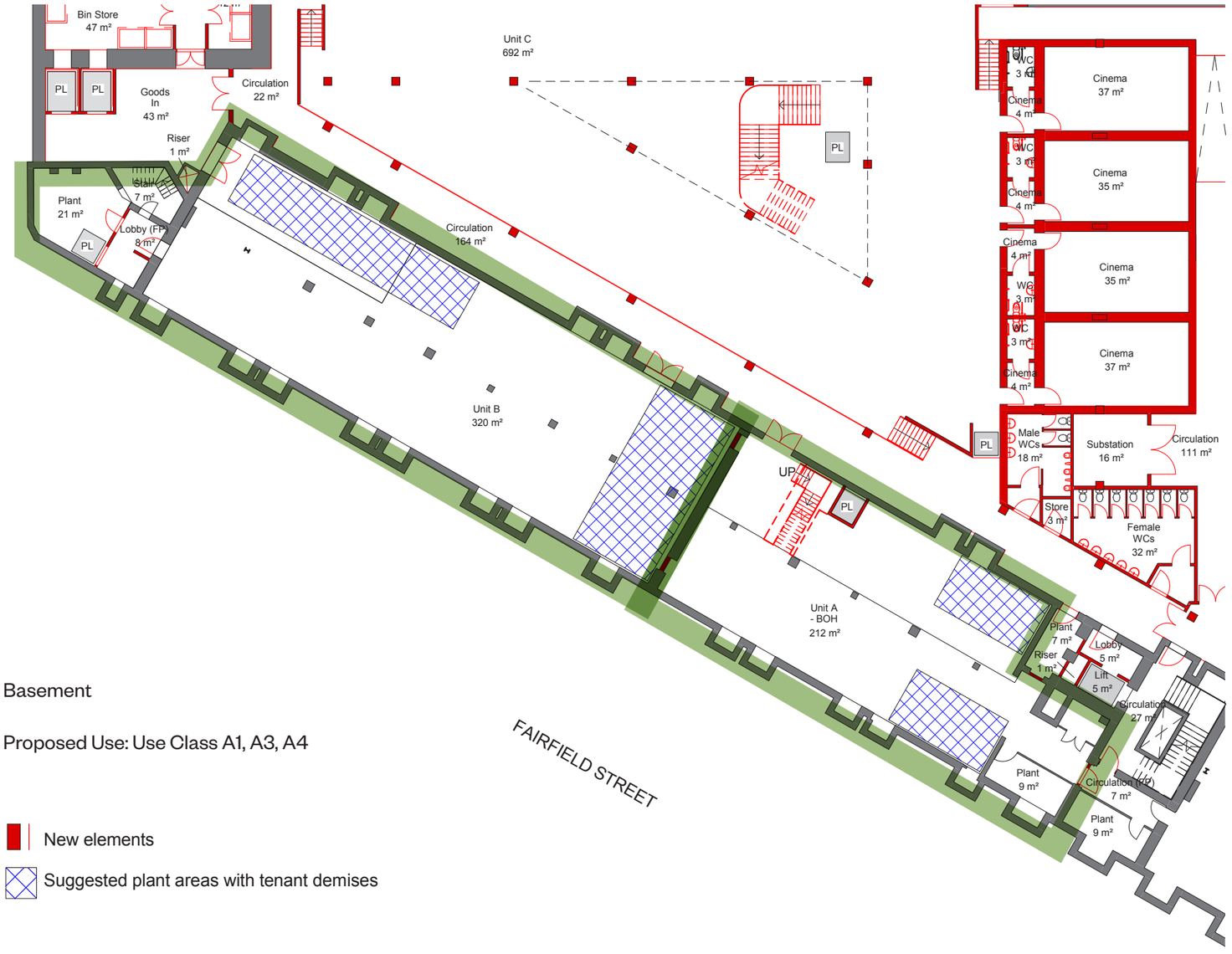


Existing Basement

Previous Use: General Basement Area

Basement Floor Location Plan

Potential Kitchen and Restaurant Precedent



Basement

Proposed Use: Use Class A1, A3, A4

New elements

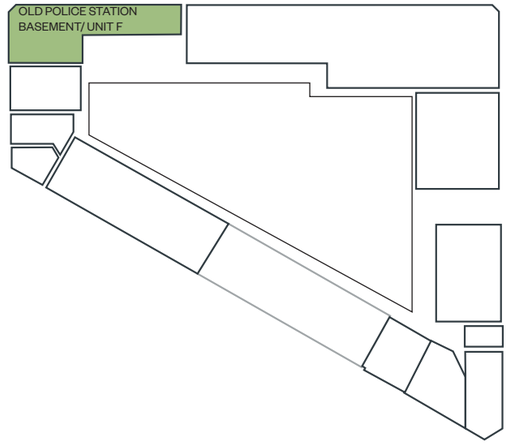
Suggested plant areas with tenant demises

Old Police Station Basement/ Unit F

The basement below the police station basement would make an ideal specialist bar or “Speakeasy" – this secret bar would be accessed from the existing ground floor entrance on Minshull Street and via the existing stair core.

The existing layout will be retained and the spaces cleared of existing mechanical equipment in preparation for an operator fit out. The existing pavement lights on the street side will be refurbished to bring natural light down into the space.

Basement Floor Location Plan





Existing Interior

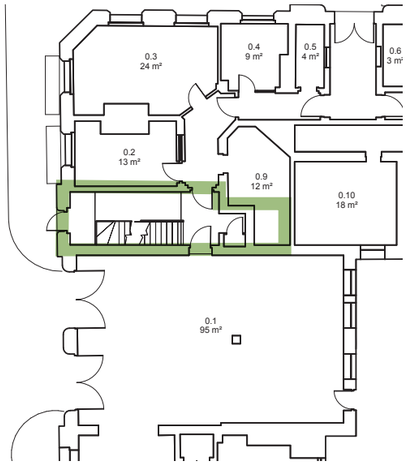


Existing Interior

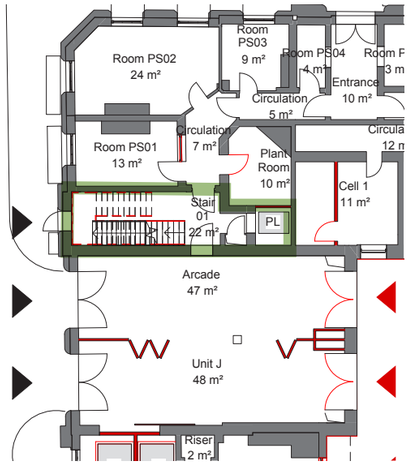


Potential 'Speakeasy' Precedent

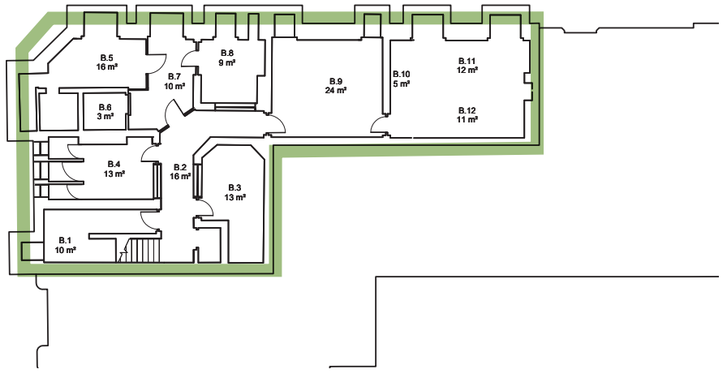
Old Police Station Basement/ Unit F



Existing Ground Floor

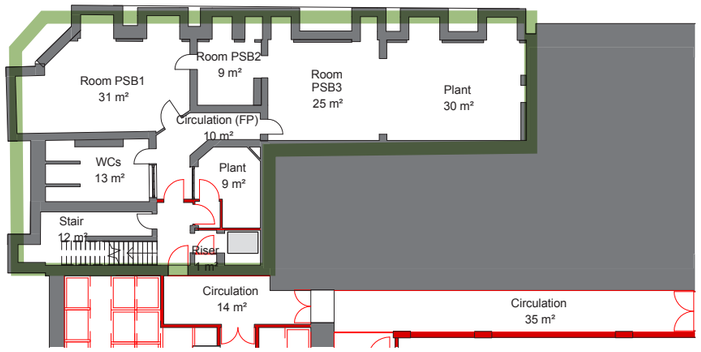


Proposed Ground Floor



Existing Basement

Previous Use: Storage



Proposed Basement

Proposed Use: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises

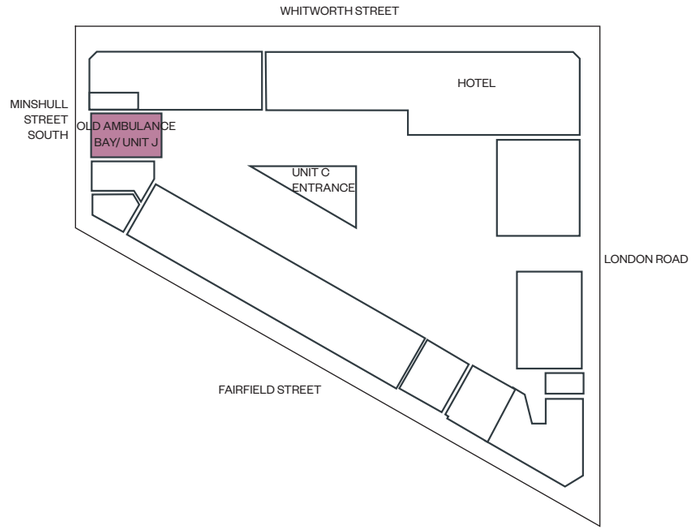
Old Ambulance Bay/ Unit J

The Ambulance Station will be re-purposed as a new entrance into the courtyard, sue to its strategic location opposite the existing London Road gateway entrance.

The existing high level windows on the courtyard facade will be extended down to provide generous new door openings between the space and the courtyard.

A new glazed partition down the centre of the room will divide the space without compromising the sense of space of the historic interior. The divide allows for the creation of a pass through arcade for the public between Minshull Street South to the courtyard on one side and a small retail unit on the other.

Ground Floor Location Plan



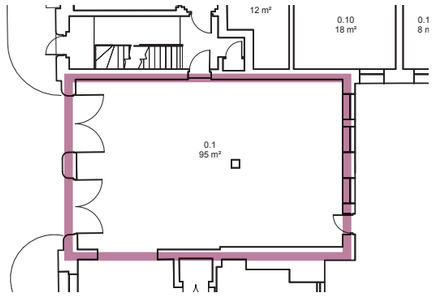


Existing Interior



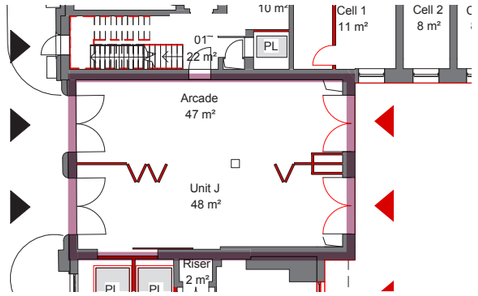
Existing Interior

Old Ambulance Bay/ Unit J



Existing Ground Floor

Previous Use: Ambulance Bay



Proposed Ground Floor

Proposed Use: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises



Potential Retail Precedent



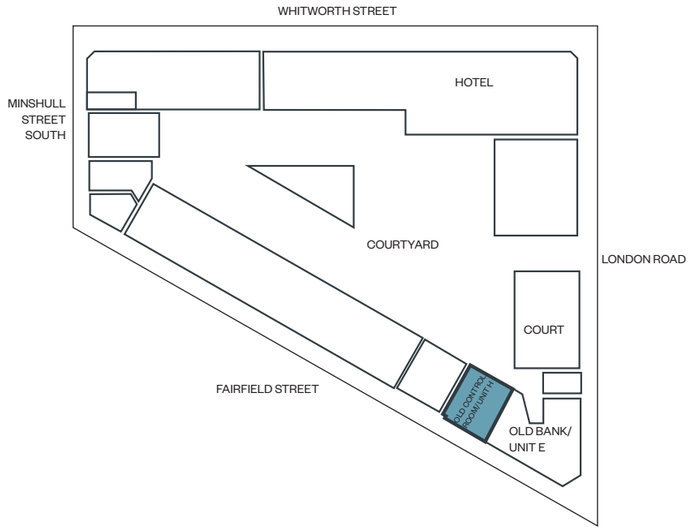
Proposed Type of Glass Division

Old Control Room/ Unit H

The Gamewell Control room no longer features the original equipment which was removed by previous owners. The space however remains of great interest as it still features wood panelling to the walls and a decorative barrel vaulted ceiling, making this a unique interior within the Fire station.

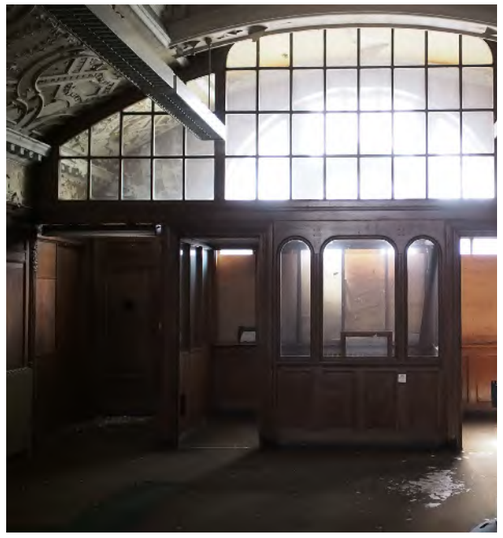
Minimal change is proposed for this space. A new entrance door in the position where one has previously been removed reconnects the space to the courtyard. Internally a new light weight stair will connect down to a basement area for use by the new commercial unit.

Ground Floor Location Plan





Existing Interior

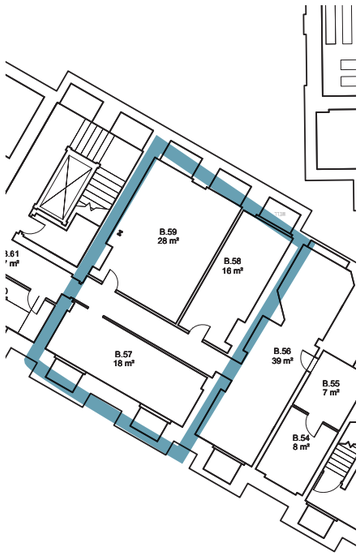


Existing Interior



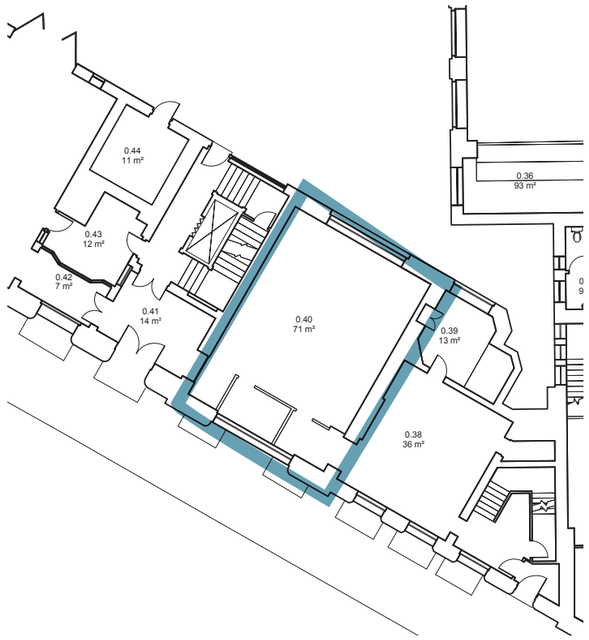
Potential Retail Precedent

Old Control Room/ Unit H



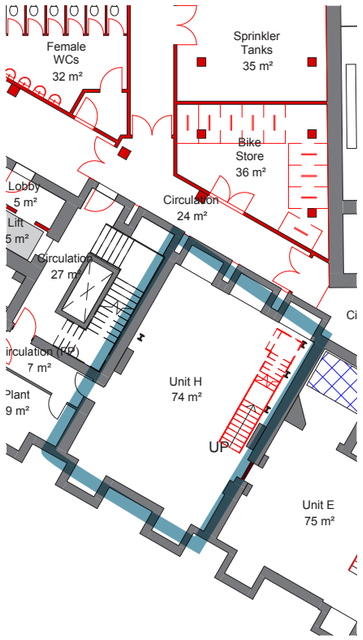
Existing Basement

Previous Use: Storage



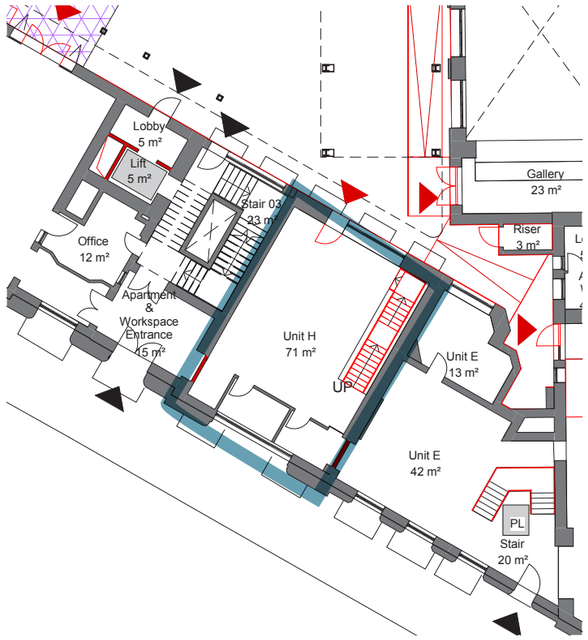
Existing Ground Floor

Previous Use: Station Control Room



Proposed Basement

Proposed Use: Use Class A1, A3, A4



Proposed Ground Floor

Proposed Use: Use Class A1, A3, A4

New elements

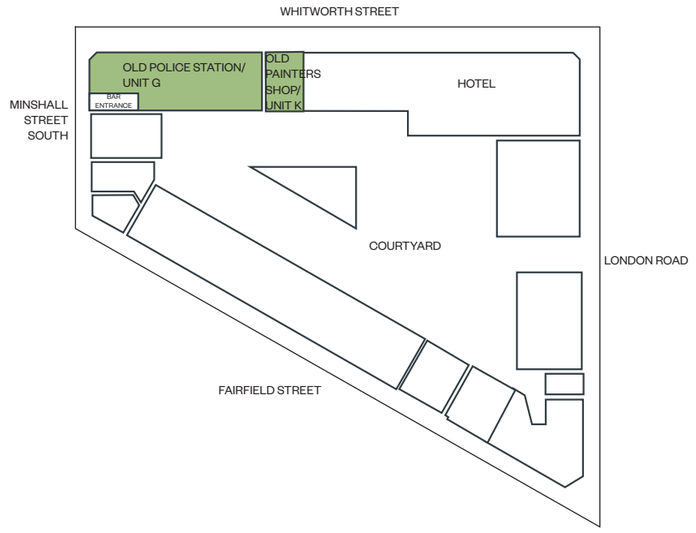
Suggested plant areas with tenant demises

Old Police Station/ Unit G

The police station is considered to be an area of high significance due to the preserved nature of its original interior; many of the original features remain intact including the glazed bricks and faience which contribute to the unique character of the space.

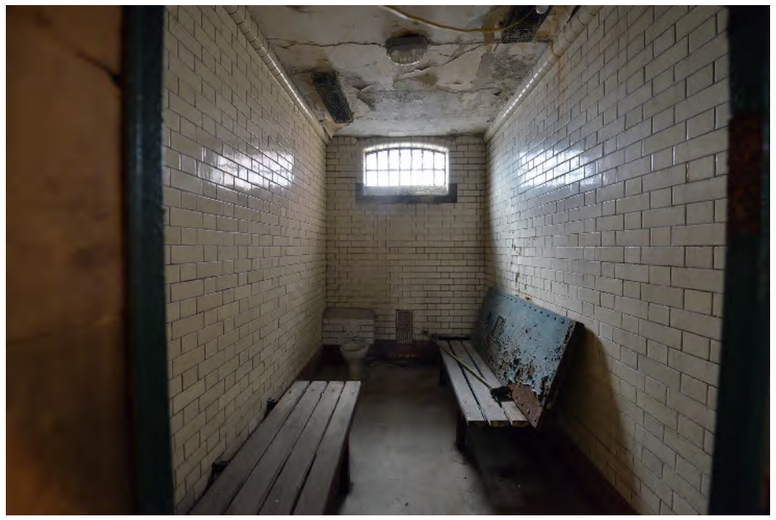
Access into the unit remains via the prominent street entrance on Whitworth Street. The unique set of spaces will be reused with minimal change to the layout.

Ground Floor Location Plan





Existing Interior

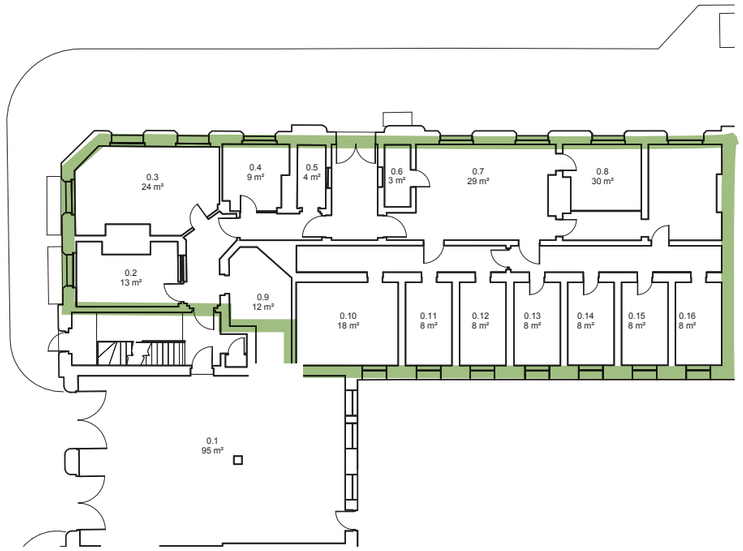


Existing Interior



Potential Spa Precedent

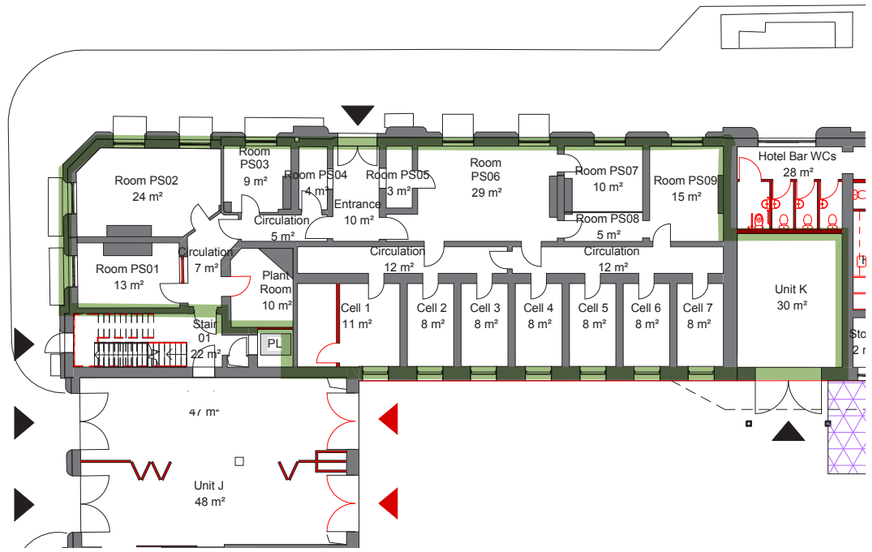
Old Police Station/ Unit G
Old Painters Shop/ Unit K



Existing Ground Floor

Previous Uses: Police Station

Painters Workshop



Proposed Ground Floor

Proposed Uses: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises

Former Coroners Court

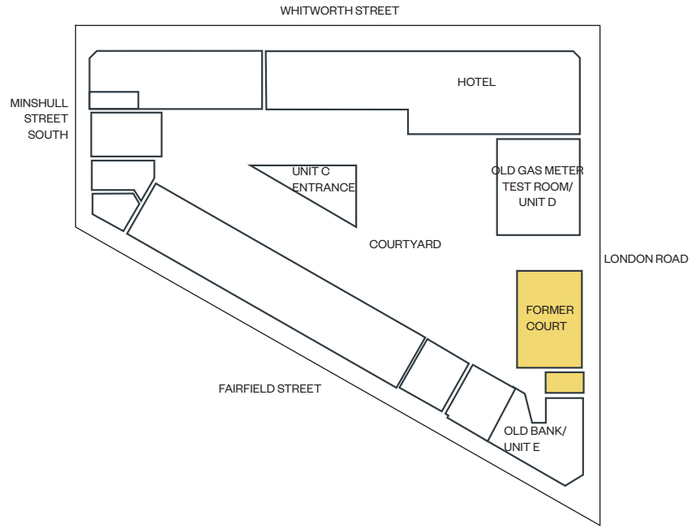
The Coroners' Court will be conserved and preserved as it is one of the most complete and significant interiors within the Fire Station. It will function as a unique venue for special events and allow users to get a true sense of this period interior.

A new platform lift central to the existing stair will provide access to the court space at the lower level.

A new door formed by extending an existing window opening will provide access between the ground floor gallery space out to the courtyard.

Some of the courtroom furniture will be made removable to increase flexibility of the space - refer to the Internal Finishes, Fixtures and Fittings Strategy for further details.

Ground Floor Location Plan





Existing Interior

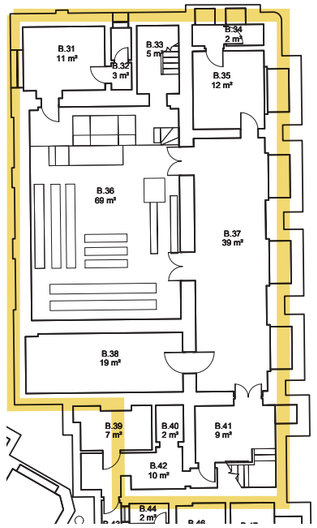


Existing Interior



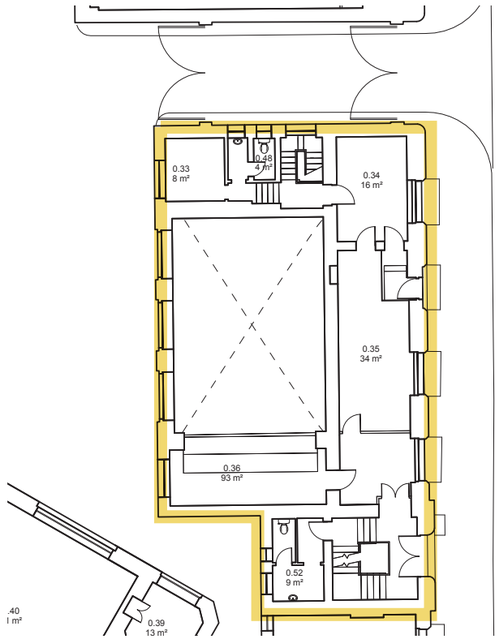
Potential Bar Precedent

Former Coroners Court



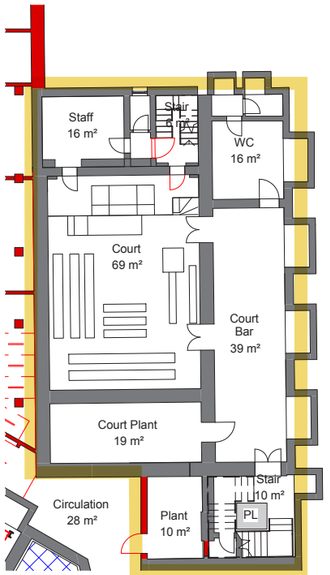
Existing Basement

Previous Use: Coroners Court



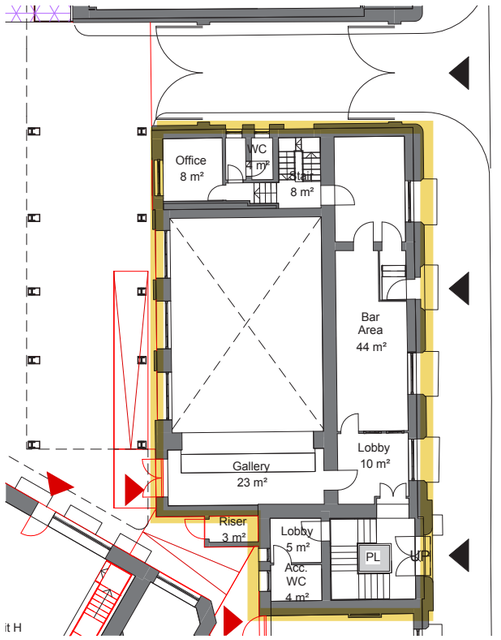
Existing Ground Floor

Previous Use: Coroners Court



Proposed Basement

Proposed Use: Use Class A1, A3, A4



Proposed Ground Floor

Proposed Use: Use Class A1, A3, A4

New elements

Suggested plant areas with tenant demises

Workspace Units

Workspace Precedent

Workspace Units (Use Class B1)

A series of 8 new workspace units are to be created in the first floor Fairfield Street flats.

These follow the general layout of the existing building wherever possible; the objective has been to keep as much of the interior and layout intact and sensitively adapt the space to enable it to function as a modern workspace.

In order to provide open plan work space there are several instances where internal walls would be removed. Where internal walls are removed the differing flooring types are preserved to allow the previous room layout to be read.

Access to these units will be via the restored external walkways and existing door locations.

For further details refer to the Tenant Design Guide.

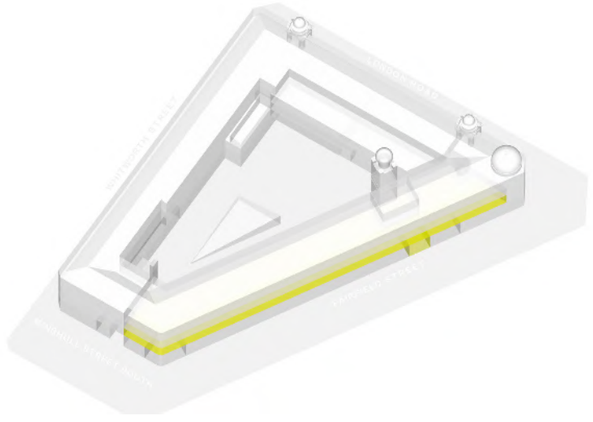
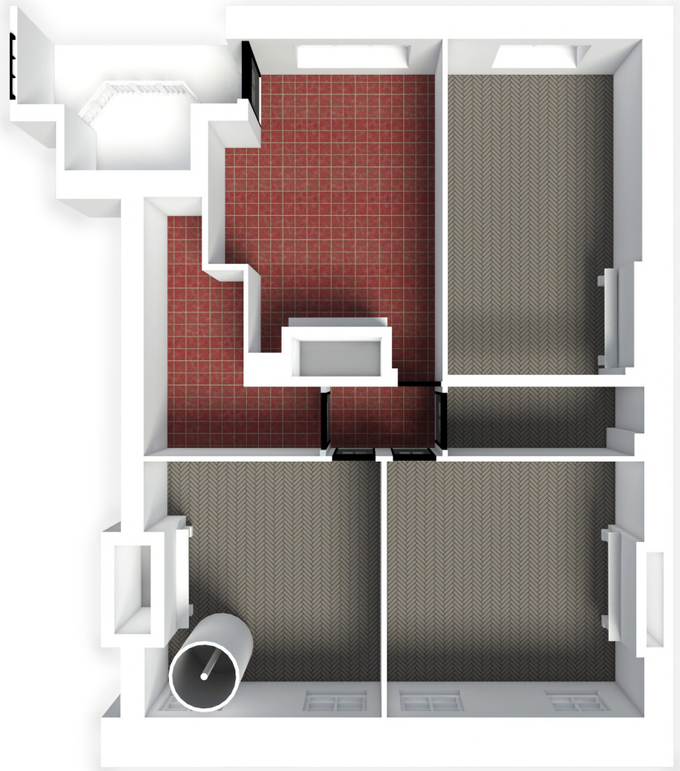


Diagram Showing Workspace Location



Photographs of Existing Flat Interiors

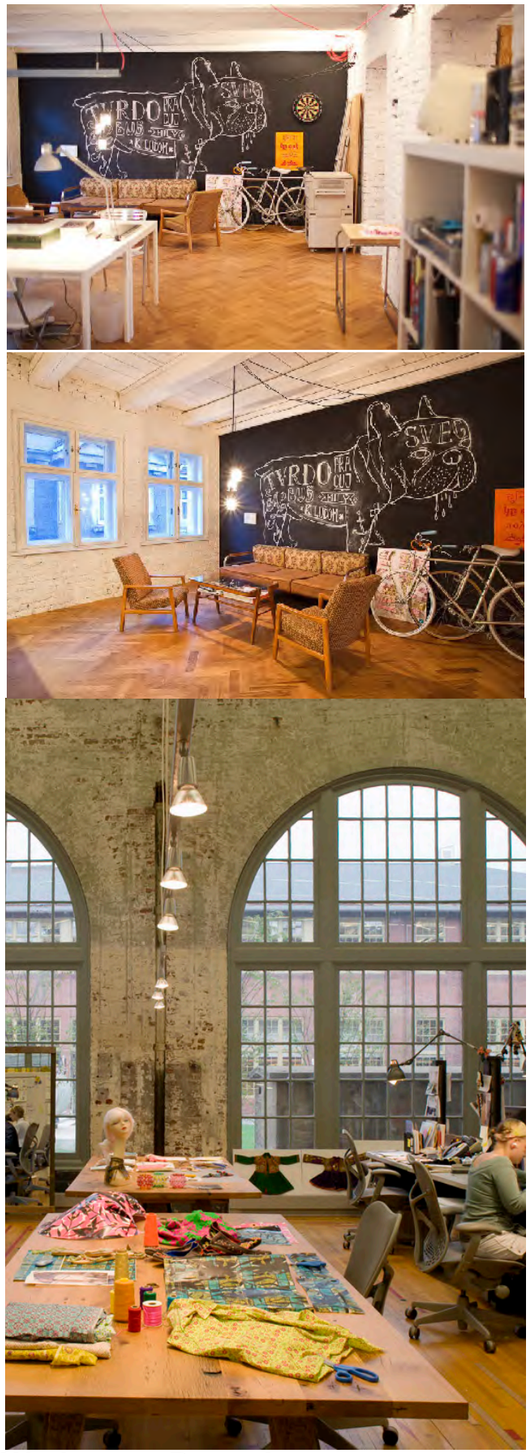


Fairfield Street Flat - Existing Plan Layout



Existing First Floor Plan

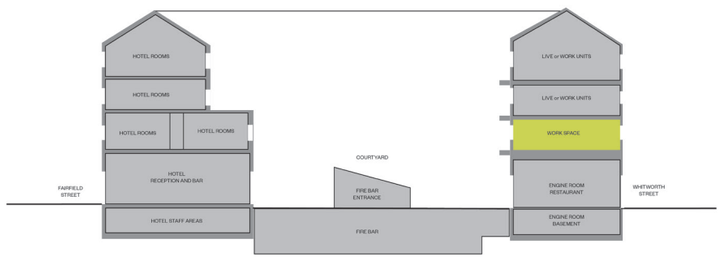
Workspace Units



Workspace Precedents



Proposed First Floor Plan



Section A



Workspace Units Section





Proposed 1st Floor Workspace Plan (Work Layout)

Furniture layout shown indicatively

Live or Work Units

Live Unit Precedents

Live or Work Units (Use Class C3 or B1)

The Live or Work units are located within the Fairfield Street wing of the fire station. As with the work spaces below the design intent was to work with the fabric of the existing building to create a series of bespoke Live or Work units, each carefully tailored to respond to the layout of the building.

The Live or Work units are located on the second floor with duplex units occupying the third floor and roof space above. All the Live or Work units have been designed to follow as far a possible the existing room configuration of the former firemen's apartments. Each unit is entered directly from the existing external walkways. Where possible the original features are maintained, or sympathetically restored: the interior will allow the building's history to be revealed and form an integral part of the contemporary design.
The single storey Live or Work units all feature open plan spaces to maximize the available interior space.

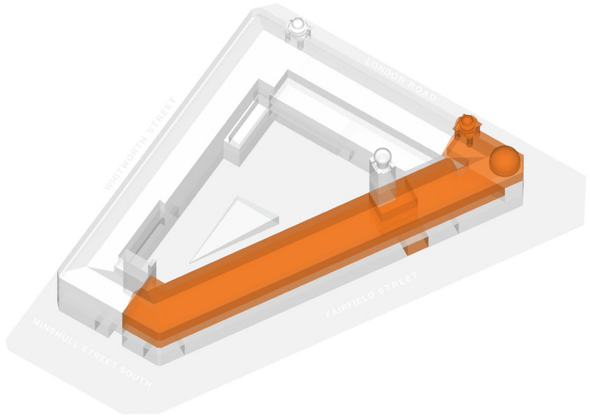
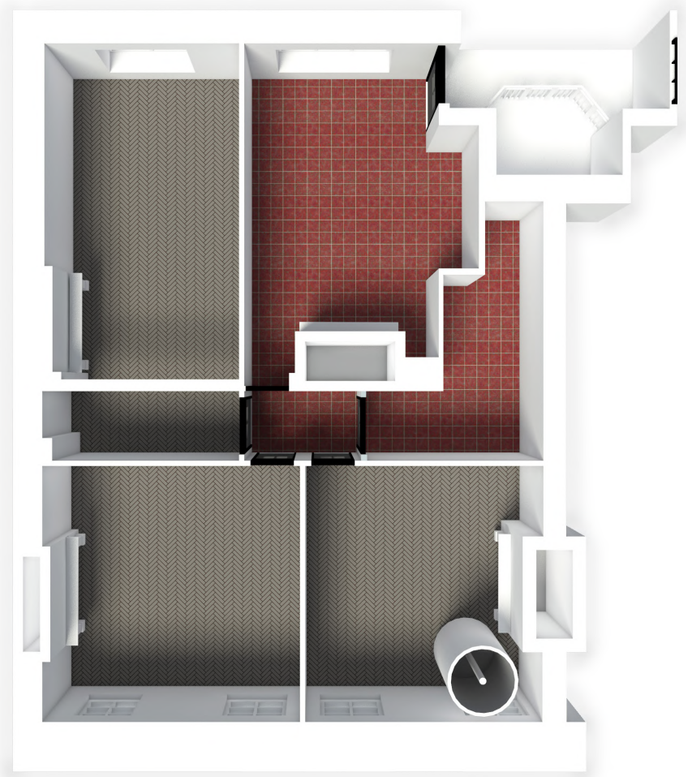


Diagram Showing Live or Work Unit Location



Photographs of Existing Flat Interiors



Fairfield Street Flat - Existing Plan Layout

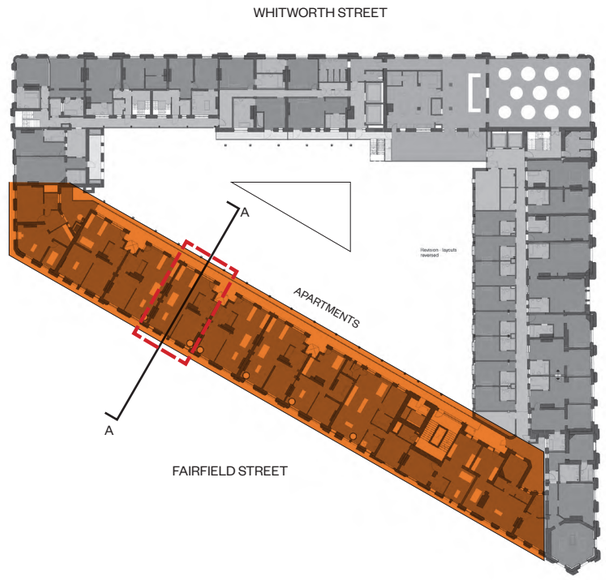


Existing Second Floor Plan

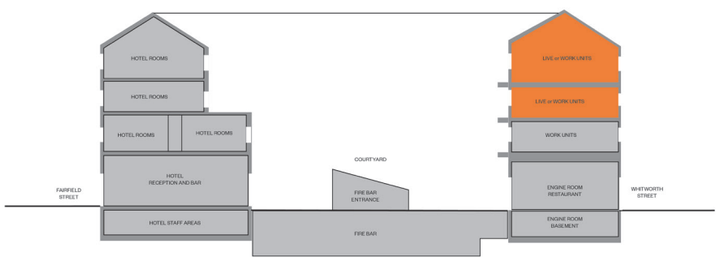
Live or Work Units



Live Unit Precedents



Proposed Second Floor Plan



Section A



Live or Work Unit Section

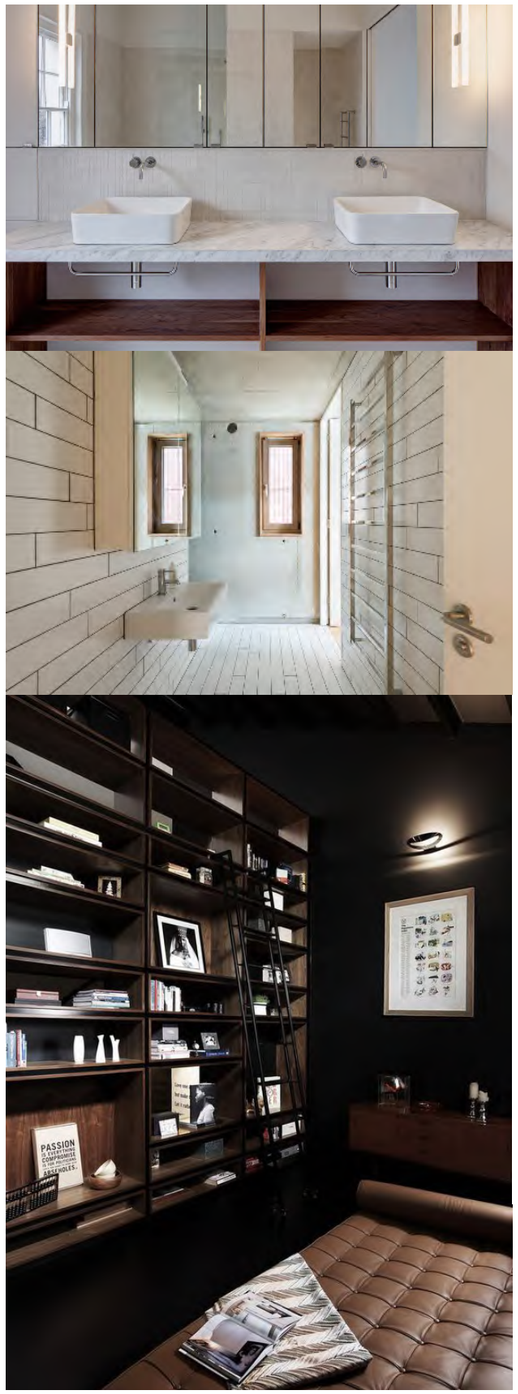


Example 2nd Floor Live or Work Unit (Live Layout)

Work Units can be laid out as Workspace Units - similar to 1st Floor visuals



2nd Floor Live or Work Unit Plan (Live Layout)
Furniture layout shown indicatively



Live Unit Precedents



Example 3rd Floor Duplex Live or Work Unit (Live Layout)

The duplex Live or Work units make use of the vacant roof space above, allowing for the creation of a series of Live or Work Units featuring a grand double height space. The interiors feature a stair which leads to a glazed mezzanine level benefiting from views to the main space below.



3rd Floor Duplex Live or Work Unit Plan (Live Layout)

Furniture layout shown indicatively



3rd Floor Duplex Live or Work Unit Mezzanine Plan (Live Layout)

Furniture layout shown indicatively

Signage & Lighting Strategy

Overview

The descriptions, examples and drawings contained in this section establish the principles of the proposed external signage and lighting for both the street and courtyard facades.

The specific details of both signage and lighting would be the subject of a separate Planning Application and Listed Building Consent and follow the guidelines set out in the Tenant's Design Guide.

Signage

Metal Plaque Signage
On street entrances, small flat metal plaque signs are proposed. These will be mounted beside entrance doors around eye level. Where there are existing signage mounts these will be reused.

Banner Signage
At specific locations for more significant entrances banner signage is proposed. These would be fixed at top and bottom levels.

Hanging Signage
Within the courtyard small hanging signs above or to the side of doors are proposed to each of the entrances identified on the elevations.

Lighting

External Lighting
It is recognised that a building of this quality and detail warranted a careful approach as to how best to draw appropriate attention to the rich architectural language of the historic facades. All lighting fixtures will be discreetly positioned and sized so as to minimise their impact on the historic fabric and reduce their appearance during daytime hours. External lighting should be designed to avoid being a nuisance to any hotel guests or residents.

Courtyard Lighting
Lighting in the courtyard has been about finding the correct balance between serving activity, operation and safety. It is also important to properly consider both occupants privacy and respond to the historic fabric itself.

Entrance Lighting
There is an opportunity that the number of existing historic lighting fixtures and brackets that served the different municipal functions be reused and refurbished. The lighting to these will be clean and minimal in order that the bracket metal work is given due respect and attention. Where new entrance lighting is required metal brackets of a refined nature will be fabricated to compliment those that will be refurbished.

In the case of both the arcade and gateway entrances, there is a unique opportunity for lighting to be introduced to ensure these routes are clearly marked and inviting.











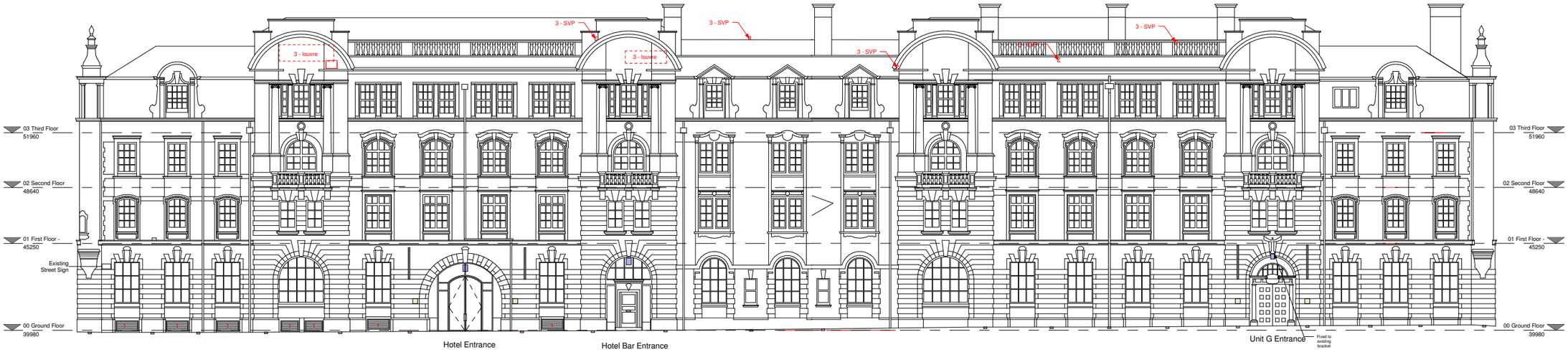


STREET

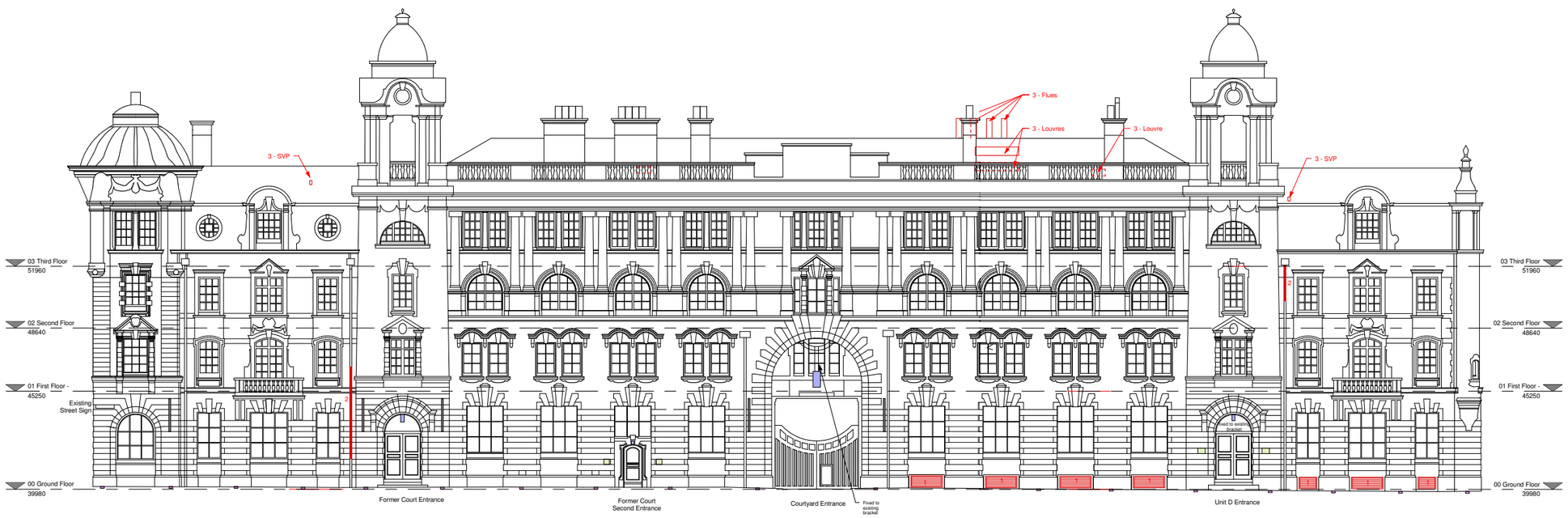
COURTYARD

Examples of Signage Types

Examples of Lighting Types

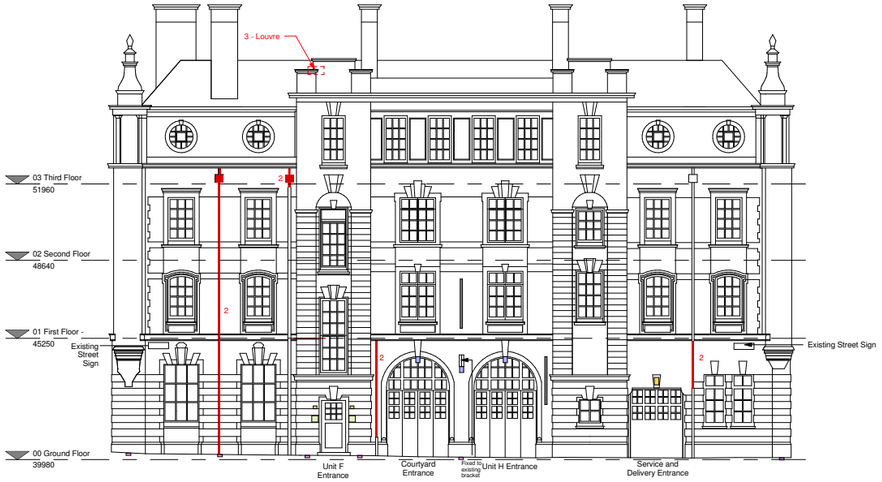


Whitworth Street Proposed Elevation



London Road Proposed Elevation

- New recessed floor uplighting
- New lighting mounted within opening
- New wall mounted lighting
- New wall mounted plaque signage
- New banner signage with integrated lighting
- 1 New louvre to existing vertical pavement light opening
- 2 New cast iron rainwater gutter/ hoppers/ SVP/ RWP
- 3 M&E item within roof (shown dashed where concealed from view)
- New elements



Minshull Street South Proposed Elevation



Fairfield Street Proposed Elevation

New recessed floor uplighting

New lighting mounted within opening

New wall mounted lighting

New wall mounted plaque signage

New banner signage with integrated lighting

1 New louvre to existing vertical pavement light opening

2 New cast iron rainwater gutter/ hoppers/ SVP/ RWP

3 M&E item within roof (shown dashed where concealed from view)

New elements



Whitworth Street Proposed Courtyard Elevation
(Balustrade and Propping Omitted for Clarity)

Key

New wall mounted lighting

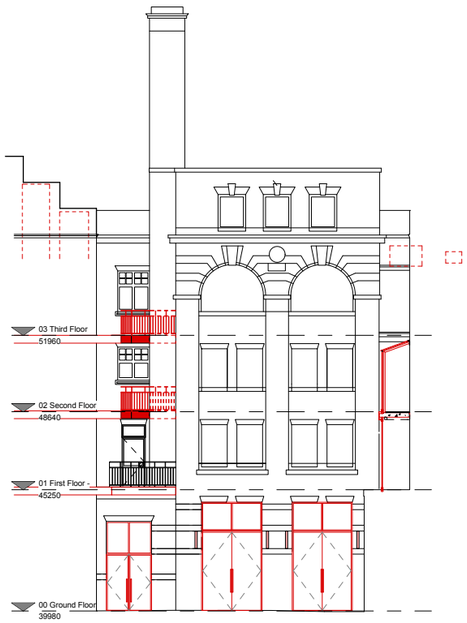
New recessed soffit lighting

Lighting positions shown indicatively

New suspended signage - refer to signage strategy



London Road Proposed Courtyard Elevation



Minshull Street South Proposed Elevation

Key

New wall mounted lighting
New recessed soffit lighting
Lighting positions shown indicatively

New suspended signage - refer to signage strategy



Fairfield Street Proposed Elevation
(Balustrade and Propping Omitted for Clarity)

Access Strategy

Access

Inclusive design
The design of the proposed development of London Road Fire Station seeks to achieve the highest standards of accessibility and inclusion. The design has been developed to provide a simple and clear layout which is easy to use for, all regardless of disability, age or gender.

The following sets out the key principles which have informed the design.

- Disability Discrimination Act (1995)
- Disability Discrimination Act (2005)
- The Building Regulations, Approved
- Document M, Access to and use of Buildings.
- Town and Country Planning Act 1990
- MCC Core Strategy 2012

External
Accessible lift to the ground floor where not at street or courtyard level.
High contrast hardscape to clearly define the pedestrian route to main entrance.
High visibility signs to identify building and entrances.
Materials will be selected to reduce surface glare.
The entrance will be clearly signposted.
The interior layout will be clearly signposted.
The use of lighting and clear high contrast signs to aid way finding.
Tactile and visual surface guides to denote the route from entrance to lifts.
Solid floor surfaces to facilitate ease of wheel chair movement.

Circulation
The circulation areas have been designed to ensure unobstructed movement and access to the building.

Horizontal movement
All corridors have been designed to accommodate a minimum width of 1,200mm with no obstructions.

Doors
All new doors to be a minimum width of 900mm (between door stops) when fully open.
Existing doors that are not 900mm wide may be adjusted to provide the minimum width.
Fitted with vision panels.
Ergonomically user friendly and visually distinct ironmongery, fixtures, fittings and equipment, at a height user 1,000mm from floor level.
Be of a weight suitable to be used by people with limited strength or reduced mobility.
On certain primary circulation routes doors to be on hold open systems.
Lighting to help define space, fixtures, signs.
Deliberate use of colour and surface treatment to enable vision impaired people.

Vertical movement, stairs
User-friendly handrails to stairs and landings, tactile count downs on underside of handrails to indicate changes in direction and presence of landings.
High contrast to step nosings.
The escape stairs will have enhanced lighting and glare will be minimised.
To ensure that the lifts are accessible to visually impaired people the lifts are to include high contrast signage and tactile controls.

Means of escape
Egress planning to address procedures, design and equipment including auxiliary aids.
Visual fire alarms especially where people may be alone.
LED definition to escape cores for vision impaired people.
Improvements in legibility of evacuation procedure signs.
Direction and location signs to escape cores and refuges.

The overall strategy for the entire scheme is to adopt a policy of passive way finding, the intention is that all users have a sense of location and can orientate themselves without the need for total reliance upon tradition signage. By including changes in material texture and colour, circulation routes can be defined and made apparent.
This methodology ensures that spaces are not dominated by large confusing signs but instead the building fabric forms part of the signage strategy and the interior is less threatening and impersonal for the user.

Lighting Strategy
Throughout the scheme lighting is integral to the overall way finding and accessibility strategy.
Visual fire alarms to be included.
Reflected and diffused light to escape stairs.
Lighting to defining lift landings and doors.
Highlighting for columns.
Lighting to wash walls.

Hotel Access External
The existing external steps to the main front entrance are unavoidable to deal with site conditions. Therefore a new accessible lift will be located adjacent to the main entrance on Whitworth Street allowing direct access to the building. This route has been designed as an integral part of the entrance design so as to not be perceived as secondary.

Hotel Access Internal
Where communal corridors have been used to access hotel rooms from cores they have been designed to allow for a full wheelchair.
The entrance doors and bedroom interior have been designed to comply with current Building Regulation requirements. These requirements include compliance with internal corridor and door widths, access for ambulant disabled people to all stairs switches, sockets and windows at convenient heights for all, and WC at entrance level which is wheelchair accessible.

DDA Accessible Rooms:
Given the historic fabric of the building it was not possible to provide level access to all hotel rooms. We have allowed that up to 11 of the total 91 rooms will be designed and built to be fully DDA compliant. Alongside those rooms which are fully DDA compliant, a larger number of the overall total number of rooms will be suitable for guests who may have a degree of mobility issues or impairments. We have also made provision for several inter-connected rooms via internal doors to enable guest who require a carer to stay in a number of locations within the hotel accommodation. All function and conferencing rooms, along with reception and bar will be fixed with induction loops.

WHITWORTH STREET

MINSHULL STREET SOUTH

LONDON ROAD

FAIRFIELD STREET

Basement Plan Accessibility Strategy

Vertical Access	Horizontal Access
Existing stairs	Level access
Existing lift (not in use)	Stepped access
Proposed stairs	Accessible bedrooms
Proposed lift	Optional accessible bedrooms
Proposed ramp	


MINSHULL STREET SOUTH
FAIRFIELD STREET
*managed with portable ramp
*managed with portable ramp
*managed with portable ramp
*managed with portable ramp
*managed with portable ramp
Exit
Exit
Exit
Ground Floor Accessibility Strategy
Vertical Access
Existing stairs
Existing lift (not in use)
Proposed stairs
Proposed lift
Proposed ramp
Horizontal Access
Level access
Stepped access
Accessible bedrooms
Optional accessible bedrooms

WHITWORTH STREET

MINSHULL STREET SOUTH

LONDON ROAD

FAIRFIELD STREET

Second Floor Accessibility Strategy

Vertical Access	Horizontal Access
Existing stairs	Level access
Existing lift (not in use)	Stepped access
Proposed stairs	Accessible bedrooms
Proposed lift	Optional accessible bedrooms
Proposed ramp	

WHITWORTH STREET

MINSHULL STREET SOUTH

LONDON ROAD

FAIRFIELD STREET

Exit

First Floor Accessibility Strategy

Vertical Access	Horizontal Access
Existing stairs	Level access
Existing lift (not in use)	Stepped access
Proposed stairs	Accessible bedrooms
Proposed lift	Optional accessible bedrooms
Proposed ramp	

WHITWORTH STREET

MINSHULL STREET SOUTH

LONDON ROAD

FAIRFIELD STREET

Third Floor Accessibility Strategy

Vertical Access	Horizontal Access
Existing stairs	Level access
Existing lift (not in use)	Stepped access
Proposed stairs	Accessible bedrooms
Proposed lift	Optional accessible bedrooms
Proposed ramp	

Third Floor Mezzanine Accessibility Strategy

Vertical Access	Horizontal Access
Existing stairs	Level access
Existing lift (not in use)	Stepped access
Proposed stairs	Accessible bedrooms
Proposed lift	Optional accessible bedrooms
Proposed ramp	

Sustainability & Security

Sustainability

The sustainability interventions at London Road Fire Station are focused on the essential repairs and with unobtrusive thermal performance upgrades. These works are primarily aimed at safeguarding the longevity of the Grade II* listed building for future generations to enjoy.

Due to the heritage significance of London Road Fire Station, it is proposed that the majority of the existing external fabric will be retained with the windows either replaced or repaired due to their current condition. The window upgrades will provide an opportunity to enhance the performance of the building's thermal envelope in terms of thermal comfort and air permeability. The scope of this currently includes new secondary glazing to improve acoustic separation and thermal performance.

The inherent features at London Road Fire Station including good levels of natural light, ventilation, and passive temperature regulation will be used as a baseline for the improvements proposed. The sustainability measures considered for the site include the following energy efficiency and thermal comfort improvements:

- Fabric insulation levels – seeking to balance thermal performance and internal temperatures within the context of the historic fabric. temperatures in summer.

- Glazing strategy – optimising the use of the sun as a natural resource through careful glazing specification.

- Ventilation strategy – The city centre location of the building drives the need for mechanical ventilation throughout. Modern, highly efficient heat recovery ventilation systems will therefore be utilised in all areas, to minimise heat being wastefully vented to atmosphere.

- Heating strategy – using low energy sources of heating with consideration for the use of combined heat and power (CHP).

- Water consumption strategy – The new sanitary ware to be fitted will be designed to reduce potable water demand through the inclusion of low flow flush devices and flow limiting taps.

Security

Security:
A consultation was held with the Crime Prevention Officer to outline the principles of the security. Further details can be found in the Crime Impact Statement submitted as part of the Planning Application.

Wherever possible the refurbishment and proposed new works will follow the guidance and advice outlined in the Crime Prevention Report, for example to the secondary glazing and other critical elements.

Externally CCTV be used by the landlord, any locations and details of fixtures would be fully agreed and coordinated with the Conservation Officer. Within the courtyard and internally, CCTV may also be used by operators and the landlord, again any locations and details of fixtures would be fully agreed and coordinated with the Conservation Officer.

The courtyard will be accessible only during designated opening hours. The courtyard will be securely closed to the public outside of these hours.

Cycles:
Cycle storage for use by apartment residents and workspace users is provided in the basement below the resident and workspace entrance. Lift access is provided and can be accessed either off Fairfield Street or from the courtyard.

Servicing & Waste Strategy

Servicing Strategy

The primary service route serving the building is via and off Minshull Street South, running down the western face of the building. This has been identified by the transport assessment as the most appropriate given the relatively low traffic flow in this location. This location will allow minimal disruption to other road users and avoids the busy public transport routes.

Deliveries and Servicing

The proposal outlined introduces two new doors adjacent to the Ambulance Bay (refer to Minshull Street South elevation). Vehicles would stop on the street parallel to this entrance. The new entrance accesses into a new internal service bay which in turn allows access through to the courtyard and down to the basement goods in and bin stores via twin service lifts.

For further details refer to the Waste and Services Strategy by Vectos.

Waste Strategy

In combination with a number of temporary bin stores within demise Back of House areas, the main bin store is located within the basement below the service entrance. On collection days the bins will be transferred up via either of the two service lifts to the ground floor lobby area, then picked up by the large refuge vehicles on Minshull Street. The bin storage will also contain recycling storage areas and compacting equipment. The overall size of these areas has been designed to comply with the Manchester City Council guidance.

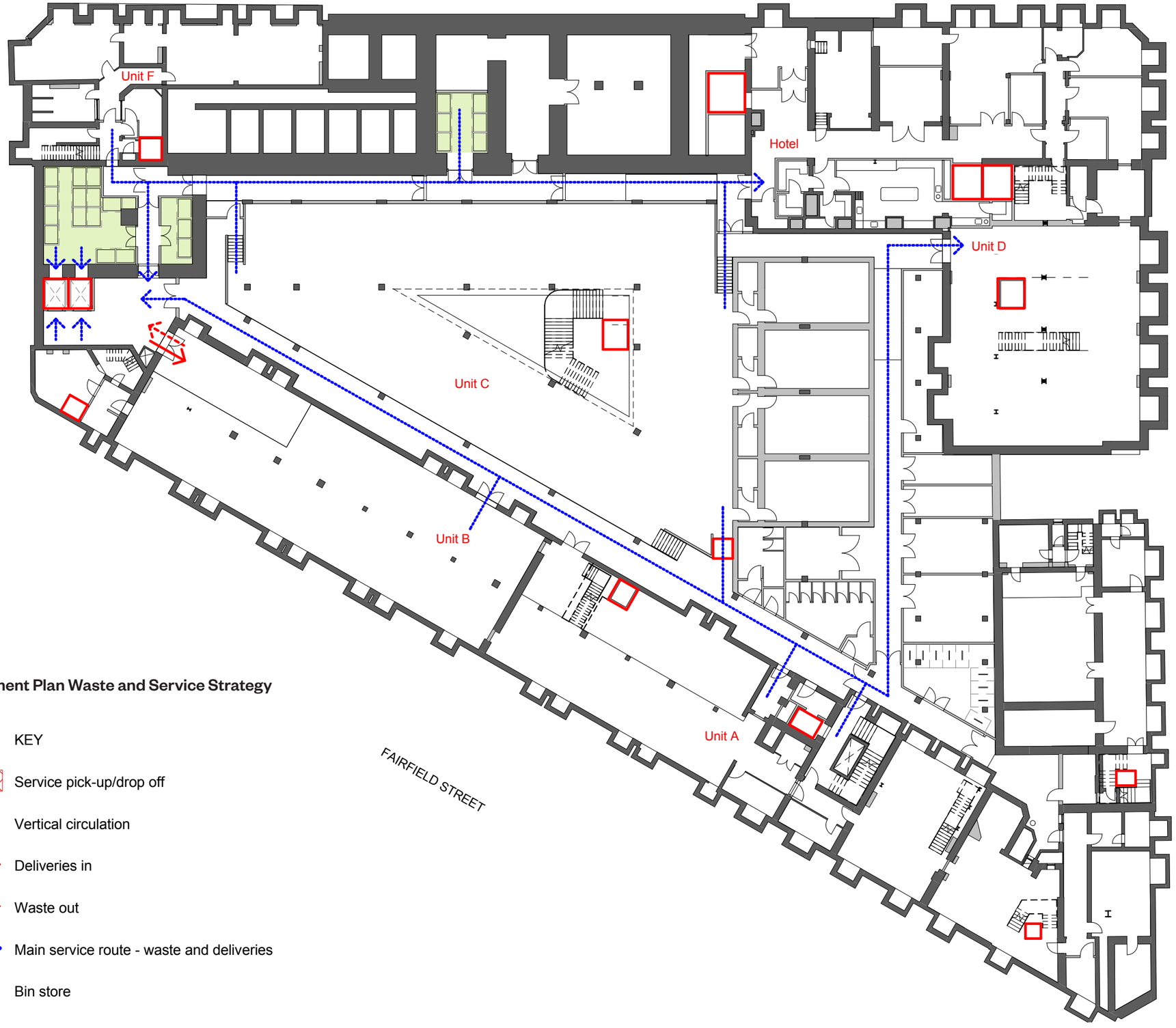
For further details refer to the Waste and Services Strategy by Vectos.

WHITWORTH STREET

MINSHULL STREET SOUTH

LONDON ROAD

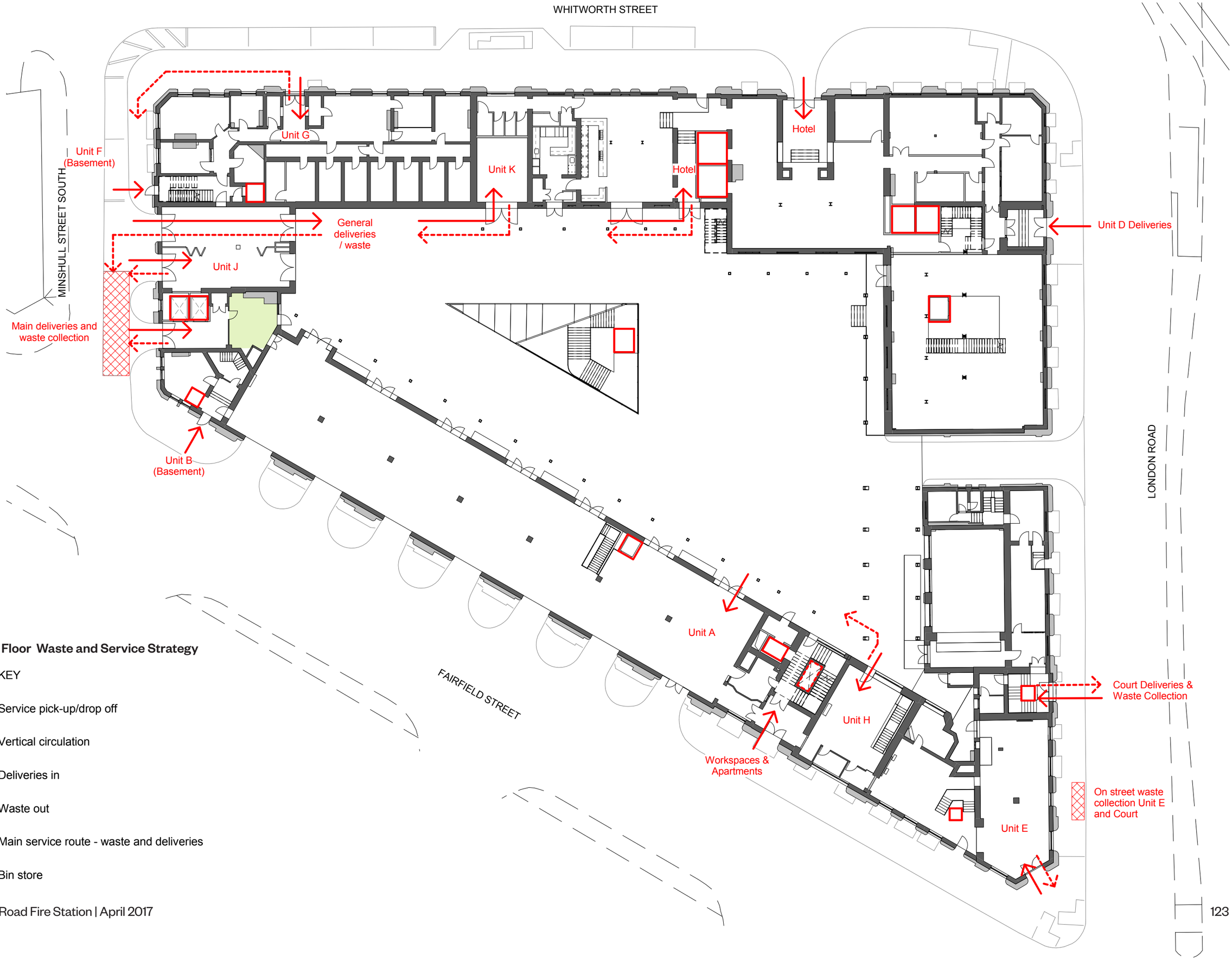
FAIRFIELD STREET



Basement Plan Waste and Service Strategy

KEY

- Service pick-up/drop off
- Vertical circulation
- Deliveries in
- Waste out
- Main service route - waste and deliveries
- Bin store



Ground Floor Waste and Service Strategy

KEY

- Service pick-up/drop off
- Vertical circulation
- Deliveries in
- Waste out
- Main service route - waste and deliveries
- Bin store

Architectural Drawing Register

D001	Location Plan	A1	1:1250
EXISTING SITE PLANS			
D002	Site Plan Existing	A1	1:500
D003	Public Realm Plan - Existing	A1	1:500
EXISTING PLANS			
D009	Basement Plan - Existing	A1	1:200
D010	Ground Floor Plan - Existing	A1	1:200
D011	First Floor Plan - Existing	A1	1:200
D012	Second Floor Plan - Existing	A1	1:200
D013	Third Floor Plan - Existing	A1	1:200
D015	Roof Plan - Existing	A1	1:200
DOWNTAKINGS / ALTERATIONS PLANS			
D029	Basement - Downtakings / Alterations	A1	1:200
D030	Ground - Downtakings / Alterations	A1	1:200
D031	First - Downtakings / Alterations	A1	1:200
D032	Second - Downtakings / Alterations	A1	1:200
D033	Third - Downtakings / Alterations	A1	1:200
D035	Roof - Downtakings / Alterations	A1	1:200
EXISTING RCPs			
D079	Basement - RCP Existing	A1	1:200
D080	Ground - RCP Existing	A1	1:200
D081	First - RCP Existing	A1	1:200
D082	Second - RCP Existing	A1	1:200
D083	Third - RCP Existing	A1	1:200
PROPOSED SITE PLANS			
D_102	Site Plan - Proposed	A1	1:500
PROPOSED PLANS			
D_109	Basement Plan - Proposed	A1	1:200
D_110	Ground Floor Plan - Proposed	A1	1:200
D_111	First Floor Plan - Proposed	A1	1:200
D_112	Second Floor Plan - Proposed	A1	1:200
D_113	Third Floor Plan - Proposed	A1	1:200
D_114	Third Floor Mezzanine - Proposed	A1	1:200
D_115	Roof Plan - Proposed	A1	1:200
PROPOSED RCPs			
D179	Basement - Ceiling Strategy	A1	1:200
D180	Ground - Ceiling Strategy	A1	1:200
D181	First - Ceiling Strategy	A1	1:200
D182	Second - Ceiling Strategy	A1	1:200
D183	Third - Ceiling Strategy	A1	1:200
D184	Third Mezz - Ceiling Strategy	A1	1:200
D189	Basement - RCP Proposed	A1	1:200
D190	Ground - RCP Proposed	A1	1:200
D191	First - RCP Proposed	A1	1:200
D192	Second - RCP Proposed	A1	1:200
D193	Third - RCP Proposed	A1	1:200
D194	Third Mezz - RCP Proposed	A1	1:200
PROPOSED PLANS - ACCESS & SERVICING			
D201	Entrance Strategy	A1	1:200
D209	Basement - Waste / Service Strategy	A1	1:200
D210	Ground - Waste / Service Strategy	A1	1:200
PROPOSED PLANS - LEVEL ACCESS			
D229	Basement - Accessibility	A1	1:200
D230	Ground - Accessibility	A1	1:200
D231	Frist - Accessibility	A1	1:200
D232	Second - Accessibility	A1	1:200
D233	Third - Accessibility	A1	1:200
D234	Third Mezzanine - Accessibility	A1	1:200

EXISTING ELEVATIONS			
D301	Existing Whitworth St. Elev	A1	1:100
D302	Existing London Rd. Elev	A1	1:100
D303	Existing Fairfield St. Elev	A1	1:100
D304	Existing Minshull St. Elev	A1	1:100
D305	Existing Whitworth St. Cyd Elev	A1	1:100
D306	Existing London Rd. Cyd Elev	A1	1:100
D307	Existing Fairfield St. Cyd Elev	A1	1:100
D308	Existing Minshull St. Cyd Elev	A1	1:100
PROPOSED ELEVATIONS			
D311	Proposed Whitworth St. Elev	A1	1:100
D312	Proposed London Rd. Elev	A1	1:100
D313	Proposed Fairfield St. Elev	A1	1:100
D314	Proposed Minshull St. Elev	A1	1:100
D315	Proposed Whitworth St. Cyd Elev	A1	1:100
D316	Proposed London Rd. Cyd Elev	A1	1:100
D317	Proposed Fairfield St. Cyd Elev (w. balustrade)	A1	1:100
D318	Proposed Minshull St. Cyd Elev	A1	1:100
D319	Proposed Fairfield St. Cyd Elev (w/o balustrade)	A1	1:100
DOWNTAKINGS / ALTERATIONS ELEVATIONS			
D321	Whitworth St. Elev - Downtakings / Alterations	A1	1:100
D322	London Rd. Elev - Downtakings / Alterations	A1	1:100
D323	Fairfield St. Elev - Downtakings / Alterations	A1	1:100
D324	Minshull St. Elev - Downtakings / Alterations	A1	1:100
D325	Whitworth St. Cyd Elev - Downtakings / Alterations	A1	1:100
D326	London Rd. Cyd Elev - Downtakings / Alterations	A1	1:100
D327	Fairfield St. Cyd Elev - Downtakings / Alterations	A1	1:100
D328	Minshull St. Cyd Elev - Downtakings / Alterations	A1	1:100
EXISTING SECTIONS			
D351	Existing Section A-A	A1	1:100
D352	Existing Section B-B	A1	1:100
D353	Existing Section C-C	A1	1:100
D354	Existing Section D-D	A1	1:100
D355	Existing Section E-E	A1	1:100
D356	Existing Section F-F	A1	1:100
PROPOSED SECTIONS			
D361	Proposed Section A-A	A1	1:100
D362	Proposed Section B-B	A1	1:100
D363	Proposed Section C-C	A1	1:100
D364	Proposed Section D-D	A1	1:100
D365	Proposed Section E-E	A1	1:100
D366	Proposed Section F-F	A1	1:100
DOWNTAKINGS / ALTERATIONS SECTIONS			
D371	Section A-A - Downtakings / Alterations	A1	1:100
D372	Section B-B - Downtakings / Alterations	A1	1:100
D373	Section C-C - Downtakings / Alterations	A1	1:100
D374	Section D-D - Downtakings / Alterations	A1	1:100
D375	Section E-E - Downtakings / Alterations	A1	1:100
D376	Section F-F - Downtakings / Alterations	A1	1:100
DETAIL SECTIONS			
D381	Walkway Enclosure 01 - Terrace Detail	A1	1:50 / 1:20
D382	Walkway Enclosure 02 Detail	A1	1:50 / 1:20
D383	Extension Facade Detail	A3	1:20
D384	Basement Entrance Detail	A1	1:50 / 1:10
D385	Courtyard Vent - Detail	A1	1:50 / 1:20
VISIBILITY SECTIONS			
D391	Visibility Section	A1	1:200 / 1:50
D392	View - Piccadilly Station	A1	N/A
D392	View - Piccadilly Place Bridge	A1	N/A
SCHEDULES			
S_401	Accommodation Schedule	A1	500

DETAIL AREAS - EXISTING			
D801_A	Police Station - Basement	A1	1:100
D801_B	Police Station - Ground 1	A1	1:100
D801_C	Police Station - Ground 2	A1	1:100
D801_D	Police Station - Ground 3	A1	1:100
D802_A	Whitworth St. Entrance - Ground 1	A1	1:100
D802_A	Whitworth St. Entrance - Ground 2	A1	1:100
D803_A	Gas Meter Room - Testing Area - Basement	A1	1:100
D803_B	Gas Meter Room - Testing Area - Ground	A1	1:100
D804_A	Gas Meter Room - Basement	A1	1:100
D804_B	Gas Meter Room - Ground	A1	1:100
D805_A	Coroner's Court - Basement	A1	1:100
D805_B	Coroner's Court - Ground 1	A1	1:100
D805_C	Coroner's Court - Ground 2	A1	1:100
D806	Control Room/Tower	A1	1:100
D807	Engine House - Grnd	A1	1:100
D808	Engine House - Bmnt	A1	1:100
D809	Gymnasium	A1	1:50
D810	Social Space	A1	1:100
D811	Laundry	A1	1:50
D815_A	Whitworth St. - 1F 1	A1	1:100
D815_B	Whitworth St. - 1F 2	A1	1:100
D815_C	Whitworth St. - 2F 1	A1	1:100
D815_D	Whitworth St. - 2F 2	A1	1:100
D816_A	London Rd. Zone A - 1F	A1	1:100
D816_B	London Rd. Zone A - 2F	A1	1:100
D817_A	London Rd. Zone B - 1F	A1	1:100
D817_B	London Rd. Zone B - 2F	A1	1:100
D817_C	London Rd. Zone B - 3F	A1	1:100
D818_A	Minshull St. / Tower - 1F	A1	1:100
D818_B	Minshull St. / Tower - 2F	A1	1:100
D818_C	Minshull St. / Tower - 3F	A1	1:100
D821_A	Fairfield St. - 1F 1	A1	1:100
D821_B	Fairfield St. - 1F 2	A1	1:100
D821_C	Fairfield St. - 2F 1	A1	1:100
D821_D	Fairfield St. - 2F 2	A1	1:100
DETAIL AREAS - PROPOSED			
D831	Police Station - Proposed	A1	100
D832	Whitworth St. Entrance - Prop.	A1	50
D833	Gas Meter Room - Testing Area	A1	100
D834	Gas Meter Room - Proposed	A1	100
D835	Coroner's Court - Proposed	A1	100
D836	Control Room/Tower - Prop.	A1	100
D837	Engine House - Proposed Grnd	A1	100
D838	Engine House - Proposed Bmnt	A1	100
D839	Gymnasium - Proposed	A1	50
D840	Social Space - Proposed	A1	50
D841	Laundry - Proposed	A1	50
D845	Whitworth St. - Proposed	A1	100
D846	London Rd. Zone A - Proposed	A1	100
D847	London Rd. Zone B - Proposed	A1	100
D848	Minshull St. / Tower - Proposed	A1	100
D851	Fairfield Street - 1F Workspace	A1	50
D852	Fairfield Street - 2F Live / Work	A1	50
D853	Fairfield Street - 3F Live / Work - Duplex	A1	50
D861	Proposed Hotel Room 103	A1	50
D862	Proposed Hotel Room 219	A1	50
D863	Proposed Hotel Room 114	A1	50