Design and Access Statement

FOR

Change of Use application for part 1st floor and full 2nd floor from Use Class A3 to Use Class C1, and for change of use of 3rd floor (existing C3) to Use Class C1 including mezzanine(s) to create 8 Nº serviced apartments (C1) with two proposed rear dormers, including replacement of existing rear windows and front mansard windows.

Submitted to Manchester City Council on behalf of Bridgewater Properties Developments Ltd

NR627-E-01 Rev B/JWA/da

19th June 2018

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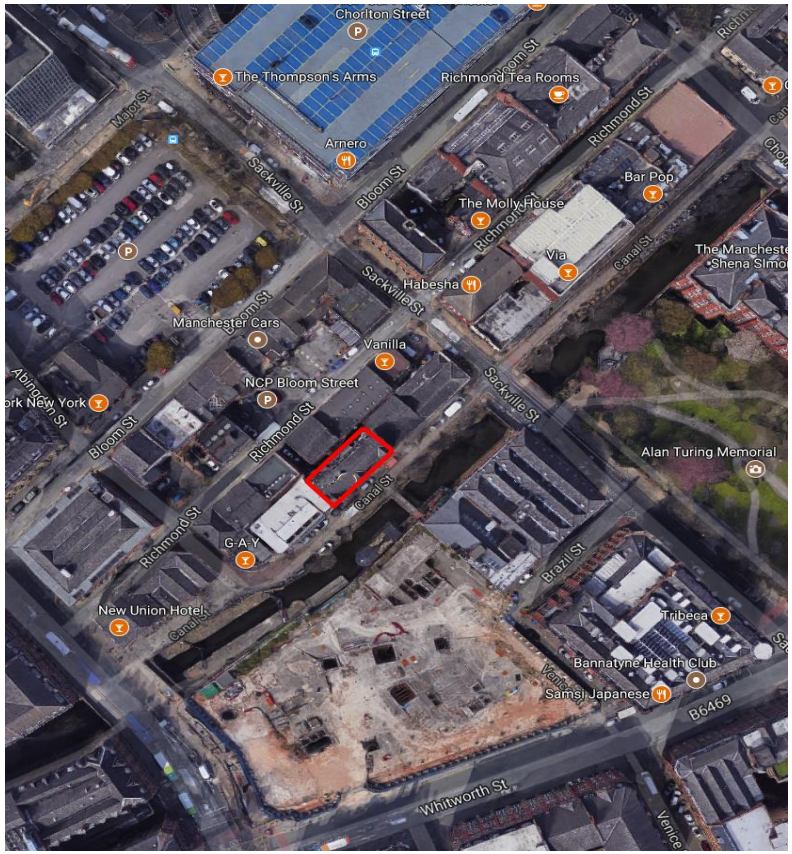


Figure 1. Aerial view of the site

1 INTRODUCTION

1.1 Site Location

The site is located on Canal Street, at the heart of the Village area of Manchester city centre. The primary frontage is south east facing onto Canal Street which is served by a paved footpath/vehicle lane. The site is situated in a busy part of the city centre, close to local amenities, and nearby transport hubs including the central coach station, bus interchange at Piccadilly Gardens, Piccadilly Train Station and city centre car parks.

1.2 Existing Use

The site currently consists of a 4-storey structure accessible from Canal Street, with service access available from Richmond Street to the rear. The property was most recently used as an Italian restaurant/bar at ground, 1st and 2nd floors. The 3rd floor provided two residential flats, as indicated on the accompanying plans.

1.3 About the Proposal

The applicant purchased the property in early 2017, when the property was sold by the previous owner/operator of the restaurant. Since then, the ground floor has operated on a short-term lease as a restaurant, and the intention is that the restaurant use will remain on the existing ground floor and part 1st floor.

This planning application seeks to refurbish part of the 1st floor, and all of the 2nd and 3rd floors, into 8 Nº serviced apartments with 2 Nº rear dormers facing north west, accessed via Canal Street. The proposed design focuses on retaining the existing historical Canal Street façade and maximising the use of the upper floors for serviced apartment accommodation in this highly sustainable city centre location.

1.4 Design Priorities

The proposal focuses on:

- Retaining the existing Canal Street streetscene;
- Retaining as much of the original internal building/structure as possible;
- Retaining the existing restaurant venue at ground floor and part 1st floor whilst maximising the use of under-used floorspace to the first, second and third floors;
- Providing 1 and 2 bed serviced apartments in this city centre location



Figure 2. Photo of 44 Canal Street frontage

2 USE

2.1 The Existing Site

The premises are currently vacant subject to a short-term restaurant let to ground floor only. Previously, the property has been used as an Italian restaurant/bar with residential flats at 3rd floor level.

The No 44 Canal Street is an existing former small warehouse building with a split level ground floor, probably formed originally for horse drawn access. The property has 5 central front bays which are raised 4 steps above street level, accessed from the original steps directly off-street level.

The restaurant is currently accessed via the original raised entrance, with doors at the head of the steps into the stairwell. Within the restaurant there are further steps back down to the lower level. The restaurant 'front of house' area extends round to the front of the left-hand bay, where existing doors can be used to facilitate access.

2.2 Surrounding Areas

The premises are situated on Canal Street, known as the Village area of the city centre, which is home to a variety of uses. The property is surrounded by traditional Mancunian brick built warehouses, many of which have been converted to flats, offices, bars, and restaurants.

2.3 Proposed Use

The proposed use of the building will retain the existing Use Class A3 for ground and part 1st floors. This application seeks planning permission for the Change Of Use for part 1st floor, full 2nd floor and 3rd floor to create 8 No Use Class C1 serviced apartments.



Figure 3. Photo taken from Whitworth Street of 44 Canal Street frontage

These will operate independently from the ground floor restaurant use with a separate access from Canal Street. The proposed use will enable the continued use of the building within the Conservation Area.

The concept will maximise the use of the building and provide centrally located 1 and 2 bed accommodation on a short term let basis. This location is ideal for people seeking a city centre location for short term self-catering work or leisure stays.

2.4 Local Impact

The proposal primarily involves internal alteration and conversion, with the creation of two dormer windows to the rear of the property. The design has taken full account of the Conservation Area status of the premises and are sympathetic to the historic setting of the property. Full details of the proposals are shown on the attached plan.

In terms of use, the proposal will retain the ground floor restaurant use, thereby retaining an active ground floor usage, and also retains restaurant function space to the first floor. As such, it is considered that the proposed use will not have a negative impact on the Canal Street economy.

Residential and hotel uses are a dominant feature of the locality, therefore it is considered that the proposals are in keeping with existing neighbouring uses.



Figure 4. 44 Canal Street frontage



Figure 5. 44 Canal Street

3 AMOUNT OF DEVELOPMENT

3.1 Development of Existing Building

The proposal is to refurbish the existing building which will retain all of the existing exterior features to the Canal Street frontage. The creation of two dormer windows to the rear is proposed. The planned external refurbishment includes cosmetic repairs, removal of the existing external metal fire escape staircase to the rear of the property and the replacement of existing rear and mansard windows which are beyond repair.

The proposal will retain the existing entrance on Canal Street to enable access to the proposed serviced apartments.

3.2 Proposed Rear Dormers

To the rear elevation of the property, 2 Nº dormers will be constructed to accommodate the bedroom space for flats 6 and 7, within a 3rd floor mezzanine level.

They have been specifically positioned to provide “book-ends” to reflect similar roofscape turrets on the main Canal Street front façade. The new dormers will provide additional internal floor space to these two flats and provide interesting views over the Manchester city roofscape. Rooflights and roof end features are typical of some of the older city centre former brick warehouse building features.

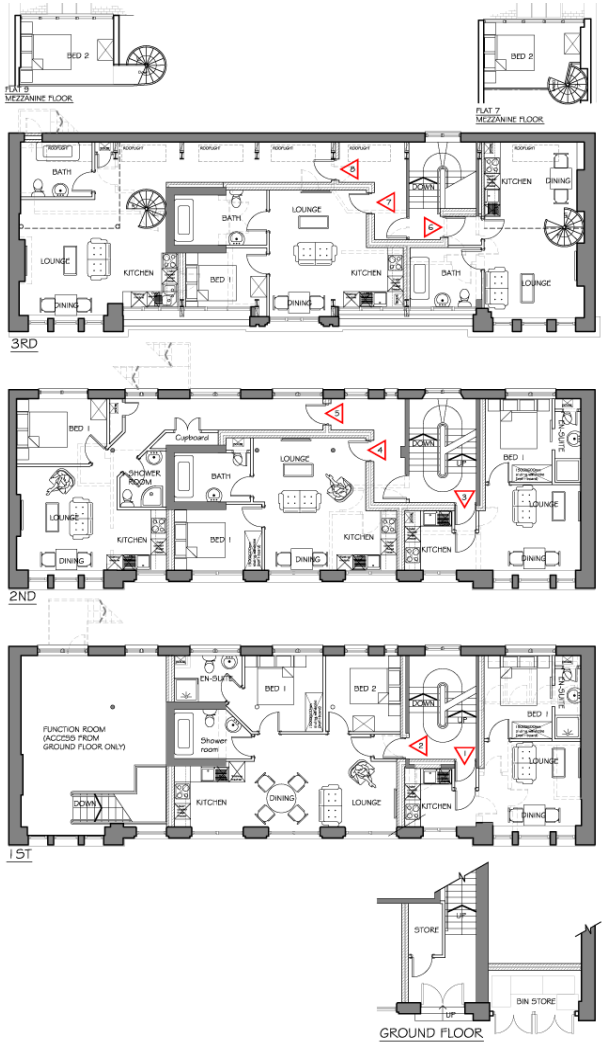


Figure 6. Proposed floor plans (not to scale)

4 LAYOUT

4.1 Proposed Layout

The proposed layouts will comprise: -

1st floor: 1 Nº 1 bed apartment and 1 Nº 2 beds apartment

2nd floor: 3 Nº 1 bed apartments

3rd floor: 3 Nº 1 bed apartments

The existing staircase provides access to all floor levels and will be retained. All the apartments will have adequate space for an open plan lounge/kitchen/dining area with bedroom and bathroom/shower room for modern urban living.

4.2 Layout Considerations

In order to preserve the access to the restaurant at (part) 1st floor this will be accessed by the existing internal private staircase. The proposed access for the serviced accommodation utilises the original entrance, in order to respect the front facade within the conservation area and avoid rebuilding the original internal stairs, which is then retained to provide access to upper floor apartments.

The incorporation of a lift for vertical access was considered. The size and layout of each floorplate does not make the incorporation of a lift physically practical, without effectively sterilising 2 of the 7No bays, one of which would be one of the wider 'end' bays. In order to demonstrate the practical problems, we have summarised these in the 'lift study' option drawings A, B &C at the back of this Statement.

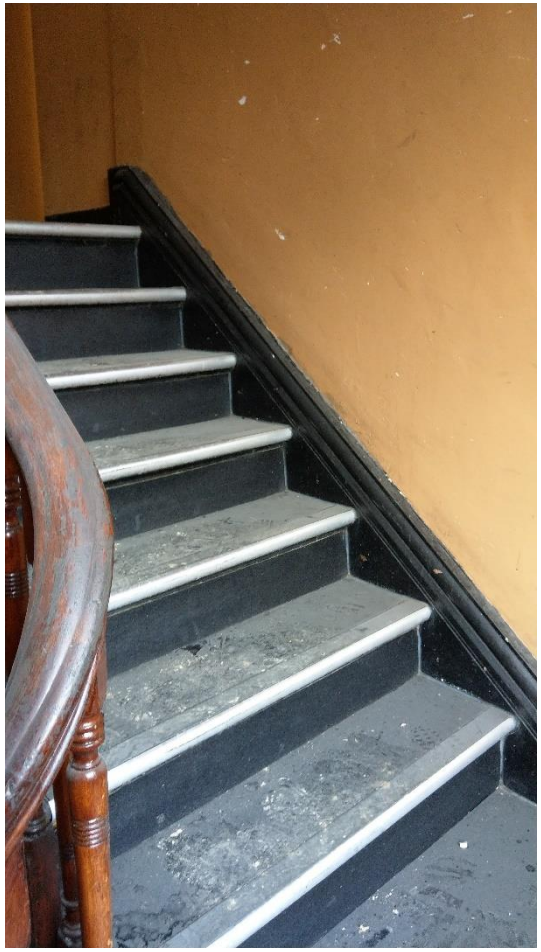


Figure 7. Existing staircase

With a fixed staircase in bay 6 and only potential level access at street level in bay 7, that layout will just not work when reflected at upper levels. It either takes out too much floor area or sterilises a significant part of bays 6 &/or 7 to leave only bays 1 - 5 for usable accommodation.

Access from the rear of the building is not possible as no access/rights of way to/from the rear exist to support such an option, and therefore have not been considered further.

As such, lift access to each of the upper floors is not physically or financially viable without reconfiguring the existing internal layout to the detriment of the historic building fabric. The existing staircase is generous in proportion, and the accommodation will be otherwise generally designed to satisfy the requirements of the approved document to Part M of the Building Regulations and incorporating tactile visual material changes as “Design For Access 2”. (Please refer the Appendix A, B and C for Lift Study).

5 SCALE

5.1 Against Surrounding Buildings

The proposed work is confined within the existing building/footprint. The proposed rear dormers at 3rd floor mezzanine floor level are not overlooking or overlooked by any other buildings nearby and are of a complementary scale to the existing external features of the building.

6 APPEARANCE

The existing building comprises of slate roof, red brick walls, red brick slip feature lintels and stone sills. The existing doors, windows and frames are painted timber. The front windows will remain unchanged, except for the front mansard windows which will be replaced with painted low profile conservation style roof windows. The mansard roof windows to the rear elevation will be replaced where the relatively recent painted timber windows frame have failed.

The rear elevation contains original windows at 1st and 2nd floors that have nearly all been bricked up internally. The existing windows at 1st & 2nd floor will be re-instated as windows with new painted timber to generally reflect the original glazing patterns.

The original, redundant metal fire escape, with walkway and drop ladder is still in existence, but long defunct. This will not be required as part of the change of use so it will be removed.

There are extract ducts and vents from the 2nd floor kitchen, mounted externally, which will be removed.

The proposed dormer will have a zinc clad exterior and cheek feature, including a zinc roof in natural grey to blend in with the existing slate roof.



Figure 8. Existing entrance and steps

7 ACCESS AND TRANSPORT

7.1 SITE

Access to and from the building is anticipated to be mainly by foot. It is anticipated that occupiers of the serviced apartments will utilise the local public transport system to access work and leisure facilities within walking distance in the city centre.

Many public transport facilities are less than 1km from the front door.

- The coach Station is 200m walk distance.
- Piccadilly Train Station is 500m walk distance.
- Oxford Road Train Station is 500m walk distance.
- Piccadilly Garden bus interchange is 600m walk distance
- Market Street is 900m walk distance.
- Tram stations are located in Piccadilly Gardens, Piccadilly station & St Peters Sq.
- The Bridgewater Canal is located on the opposite side of Canal Street

The site is within easy walking distance of Manchester city centre retail and leisure facilities.

For further details on transport facilities please refer to the technical note prepared by Peter Brett Associates, Transport Consultants, produced at 9th July 2018.

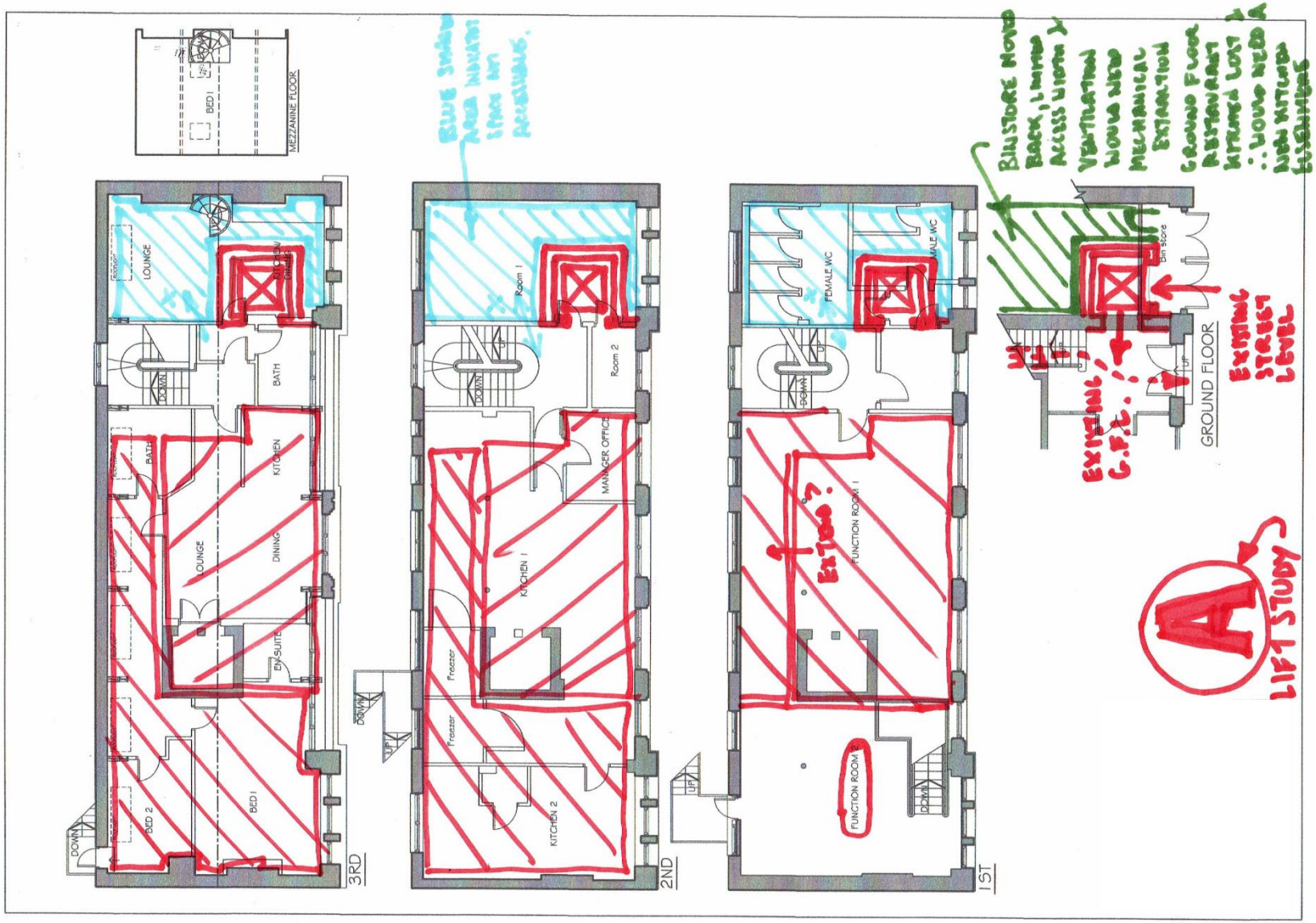
8 SUMMARY

The proposal seeks to retain the existing fabric of the building whilst providing small serviced accommodation for leisure, work and tourist visitors in this central city location.

In summary this proposal seeks to: -

- Retain the existing Canal Street streetscene
- Retain the original building and features
- Retaining the existing restaurant venue at ground floor and part 1st floor, with level access from Canal Street.
- Provide much needed 1 and 2 bed serviced accommodation in this extremely accessible city centre location

APPENDIX A – LIFT STUDY A



APPENDIX B – LIFT STUDY B



APPENDIX C – LIFT STUDY C

