Atelier MB
Urban Architects

Design and Access Statement in Support of a Planning and Listed Building Consent Application for Works to 8-16 Newton Street

Client: Eastern Green
Date: December 2017
Job: 1665

Revision B



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Aerial view of 8-16 Newton Street.



External view of 8-16 Newton Street.



External view of 14-16 Newton Street.

1.0 Introduction

Atelier MB have been instructed by Eastern Green Ltd. to submit a planning application and listed building consent application for the following works to 8-16 Newton Street. This design and access statement is to be read in conjunction with the listed building consent for the works and the accompanying heritage statement.

Briefly the proposed works comprise of the external and internal repair and refurbishment of the upper floors of 8-16 Newton Street, the change of use of these parts of the building to office use and associated works to enable this. This includes the upgrading of entrances, the inclusion of lifts and the modifications to stairs to improve the access and fire escape from the building. The application also includes new provision of bin stores for all the building users.

Site and building

8-16 Newton Street is a classic example of a late 19 Century Manchester commercial warehouse. Over 5 storeys, the building, which is now disused at all the upper levels, is relatively well preserved externally with the exception of finish and roof structure. A full history of the building is included in the heritage statement.



External view of 12-8 Newton Street.

2.0 Present Condition

The building is currently in a state of disrepair and works are urgently required.

Ownership

Eastern Green Ltd. has full ownership of the buildings 8-16 Newton Street.

3.0 Scope of Works

- External facade repair and restoration.
- External roof repair and restoration.
- Internal sympathetic structural repairs to trusses and beams
- The strengthening to the roof/wall of number 8
- The insertion of a secure bike store in the original loading/service area
- The insertion of secure bin store in the original loading/service area
- The insertion of an electrical sub station in the original loading bay/service area
- The restoration and retention of what remains of the historic staircases
- The insertion of 2 no lifts to aid vertical circulation
- The modification of the entrances at number 12 and number 14 to provide office entrances which will be fully accessible.
- The insertion of fire screens and staircase lobbies to ensure that means of escape meet current standards.
- The upgrading of floors and ceilings to provide required fire and sound barriers.
- The inclusion of mechanical plant to provide efficient heating and cooling to the office spaces
- The inclusion of electrical fittings as is necessary in offices.

4.0 Philosophy

The main driver behind all works within this application was to restore the building to its original historic condition as far as possible. By removing all unsympathetic additions to the façade, the original stonework is revealed, thus



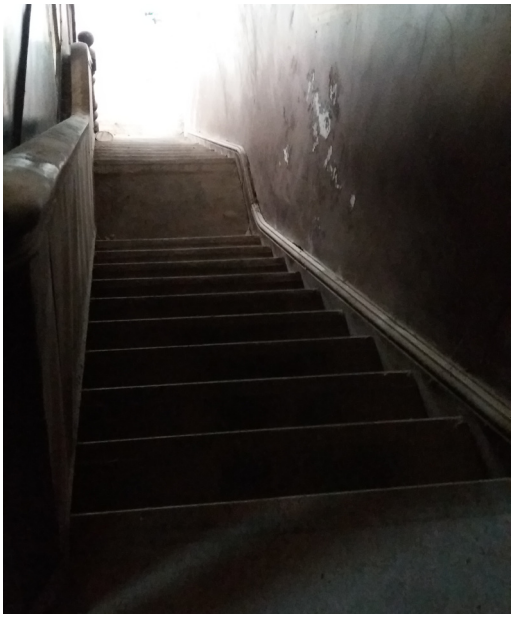
Unsympathetic additions to the facade.



Original partitions are to be retained. Image taken on the 4th floor.



Existing decorative ceiling to ground floor to be retained and reinstated.



Original staircases to be retained in place.

ensuring that the original elevation and materiality of the building is visible again.

Internally, all of the non-original partitions have been removed to reveal the true extent of the original open spaces.

Original features such as staircases, original partitions, windows, roofs, floors, skirtings and covings will remain and in cases where they are missing, be restored. The light wells will be brought back into use and columns will be expressed and visible. Fireplaces will be restored and wall panelling will be restored and preserved in the few places that it was present.

Please refer to the heritage statement which will give a more detailed overview of the heritage strategy.

5.0 Use

The upper floors of these buildings have been largely vacant for a number of years with the exception of the 8-12 which was used as a martial arts gym at the upper floors. The space was blighted by access issues, and fire escape concerns which have effectively ensured that the building was unlettable. This application seeks to address those issues for the first time in so doing create a sustainable, fully accessible office space fit for future years.

Whilst the upper floors have been mostly vacant, the ground floor uses have been active in the A1/A3 categories. The building is well located sitting on the Southern Edge of the Northern Quarter and has benefited from the continued expansion southwards of this unique area. Popular coffee shops and bars occupy these ground floor units and the basement in numbers 8-12 was occupied by the Road House, a live music venue, for many years. Although the club is recently closed, the former use is still extant.

The reuse of the upper floors has been carefully considered by our client. As the building has listed status, the use should aim to minimise the need for major changes to the historic fabric. Options considered included residential development, and office use.



Proposed earlier residential use scheme.

Residential use would require the upper floors to be subdivided more than would be the case with offices, and this is a material consideration in terms of preserving the unique character of the building and the heritage lead approach to the development. Furthermore, as the city becomes more developed with a mix of uses, it is the case that residential development above A3 and A4 uses is increasingly problematic. The noise transmission through a historic building is difficult to control fully and, in any case, the noise of people arriving and leaving venues is equally problematic.

It is for these reasons that it was decided that residential development on the upper floors was incompatible with the building and the uses in the lower floors. The application therefore proposes office use on the upper floors.

6.0 Overview of Proposals

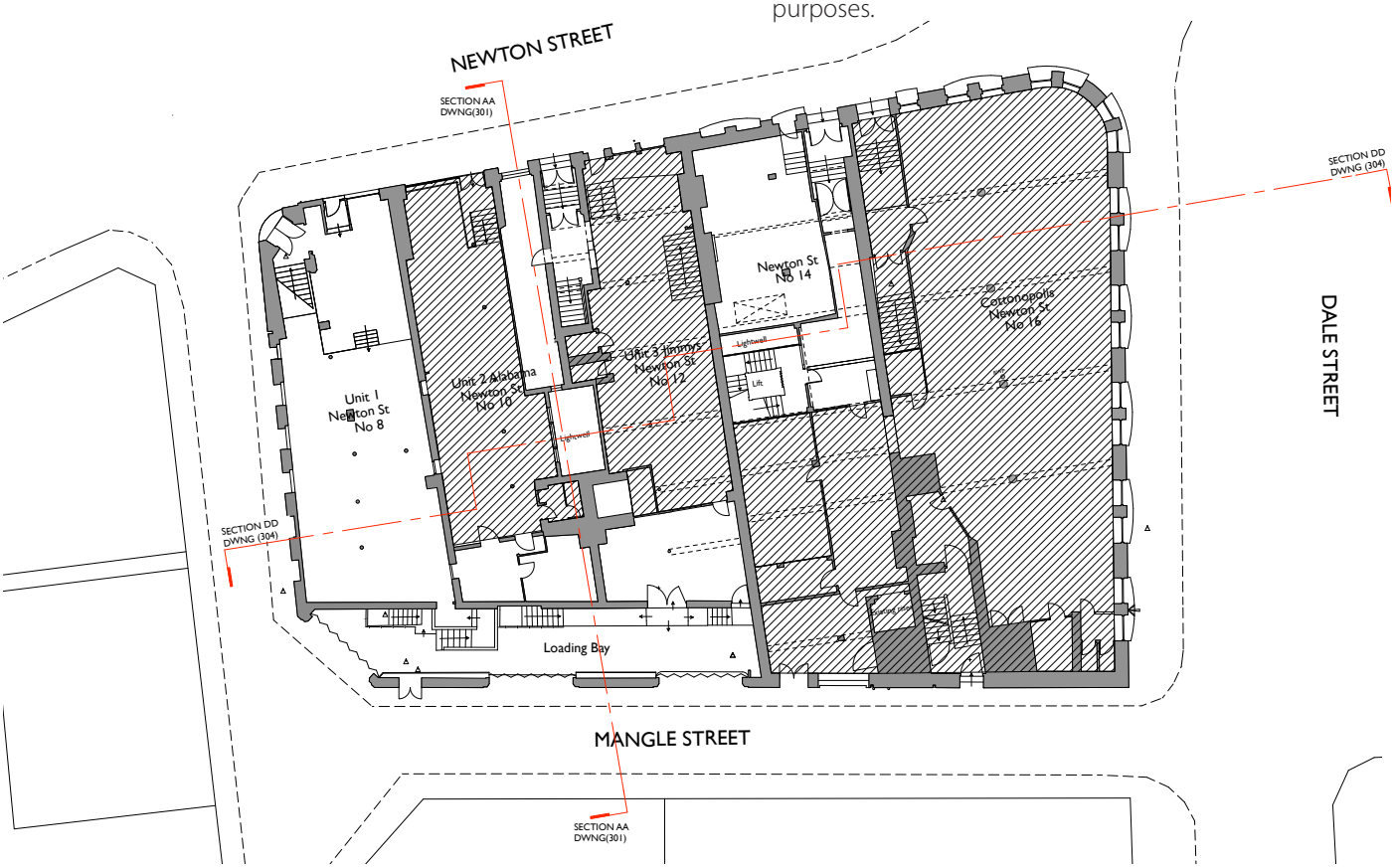
In accordance with good conservation practice our proposals have been driven by a Heritage lead approach. However, other considerations have driven the brief. Notably the need for full and proper access to all floors of the building to comply with the Equality Act 2010, and the need to create office space which is fit for purpose. This requires the installation of heating and cooling, lighting, power, data and WC facilities. Our approach is to minimise the impact of these impositions on the listed building and to retain a large part of the existing fabric.

The building has been historically subdivided between 16/14 and 12/10/8. This original split is the natural way to approach the refurbishment of the building. The existing entrances and the existing light wells compliment this approach and there seemed little reason to try to work against this existing split.

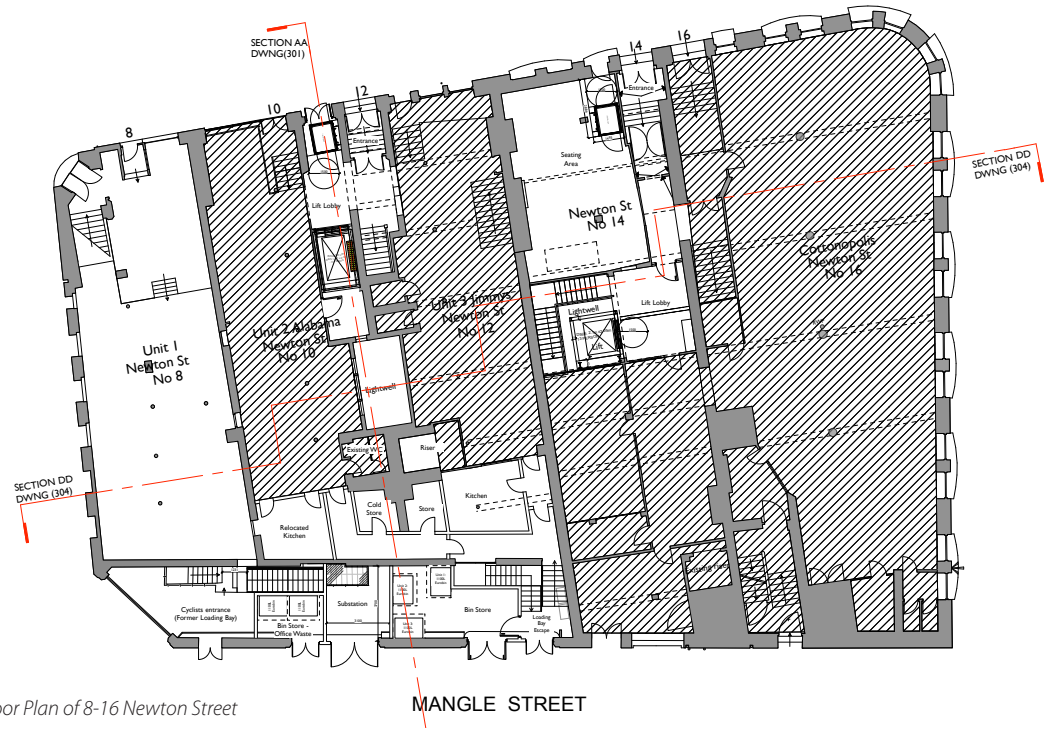
In this way the building is split into two large offices per floor, one in 16/14 and the other in 12/10/8. Each has its own entrance and vertical circulation and is effectively a separate compartment for fire purposes.

It is envisaged that each space would be a single let of each floor per building. This would negate further subdivision and also allow the escape strategy to

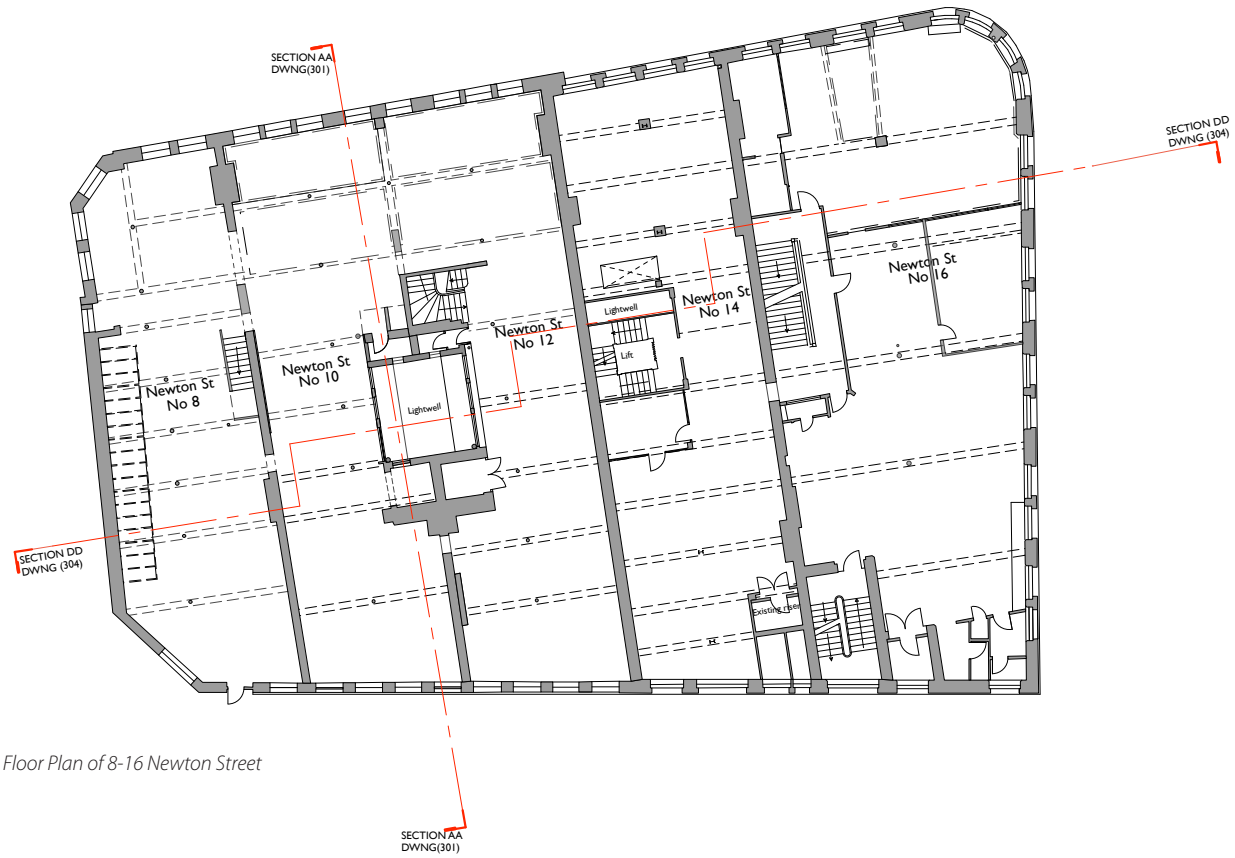
utilise the existing staircase locations without having to introduce an extra staircase location for means of escape purposes.



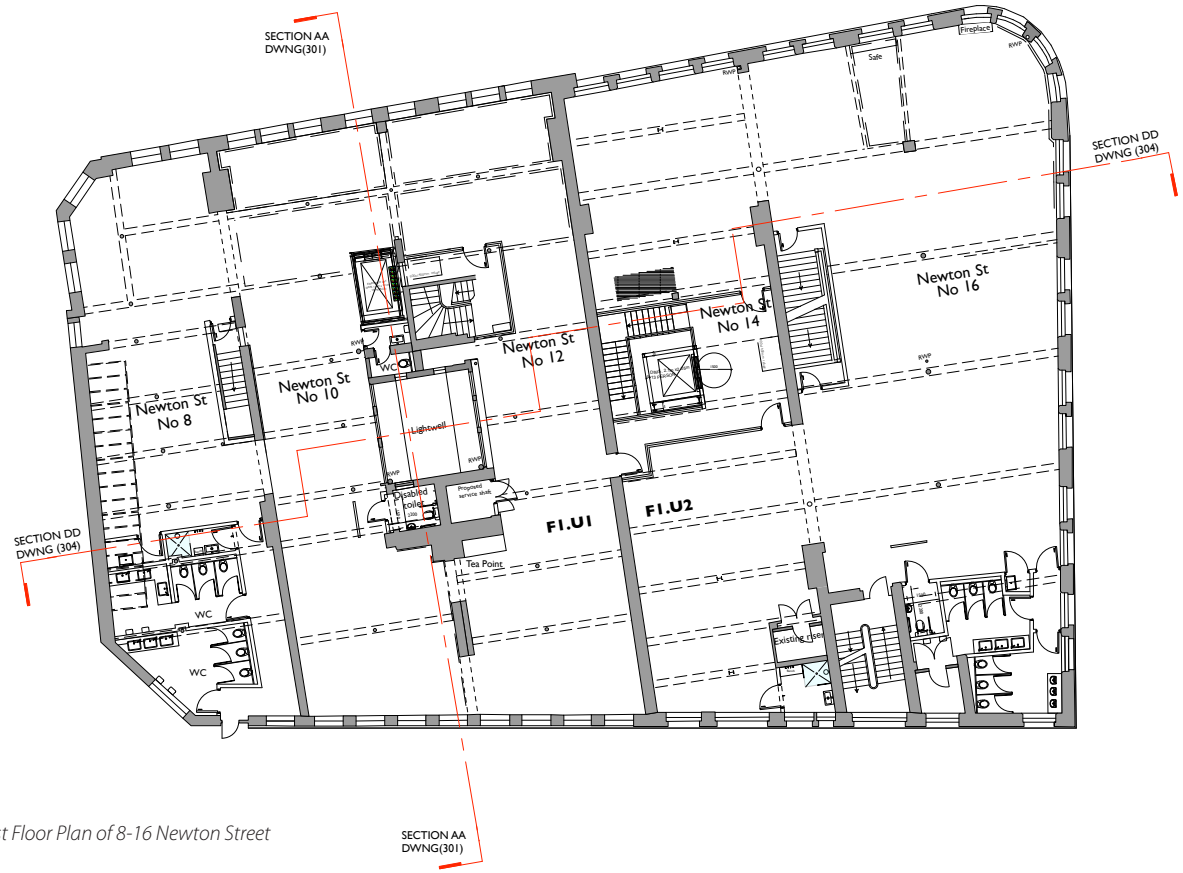
Existing Ground Floor Plan of 8-16 Newton Street



Proposed Ground Floor Plan of 8-16 Newton Street



Existing First Floor Plan of 8-16 Newton Street



Proposed First Floor Plan of 8-16 Newton Street



Existing original entrance at 14-16 Newton Street



Original concrete staircase to be removed at number 14 lightwell.

7.0 Design Detail

7.1 Entrances

The entrances to the upper floors are in the original locations. 16/14 is entered from the original entrance of number 14 and 12/10/8 is entered from the original entrance of number 12. As the ground floor is elevated, there is a need for a disabled lift from street level to allow full disabled access to the ground floor. In both cases new Equality Act compliant lifts will allow access from the ground floor to the upper floors. In number 14 the level entrance, albeit not original, is existing and adjacent to the original staircase which will be preserved and refurbished. At number 10, the original stair will also be preserved and refurbished and disabled access will be adjacent to this via a former door opening. In this case it will be necessary to create a level access with fabric alterations but it is considered a vital modification in order to make the building fully accessible.

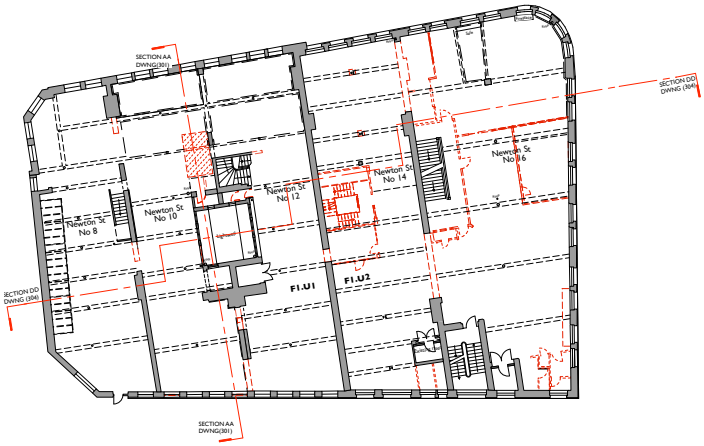
7.2 Existing staircases

In all cases, original staircases are being retained. The only staircase to be removed is the later concrete staircase in the lightwell of number 14. This together with the non-original lift are being removed to allow the installation of an Equality Act compliant lift and staircase in the existing light well.

7.3 General Approach to layout

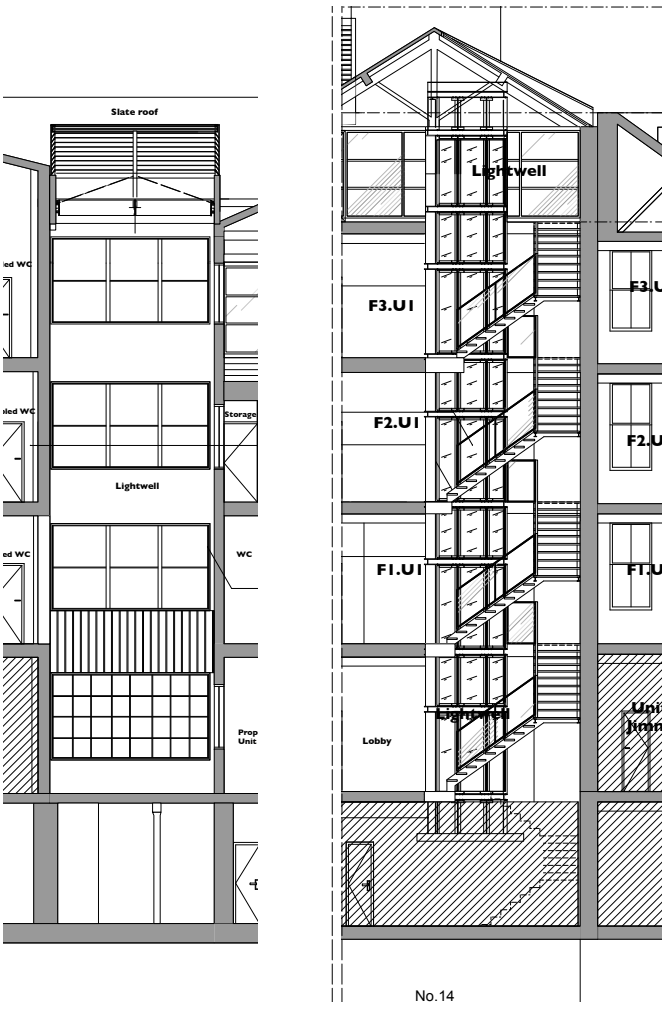
The building had been previously used for a combination office of use, which was mainly on the Newton Street elevation, and associated warehousing, which was mainly to the rear. The long narrow floor-plates suited this approach as each building had a small front office which benefited from the front light with longer warehouse space to the rear which didn't require natural lighting.

In this new use, there is no warehousing and the ideal scenario would be provide all space with the maximum light that is possible. The restoration of the light wells



Existing First Floor Strip-out Plan.

and the removal of window boarding (on the top floor to the rear) will go some way to achieving this, but our advice from the letting agents is that to utilise the space as single let offices (which benefits from the existing stair circulation), the cross walls will have to be partly removed. Please refer to Appendix A for more details on these points. Some cross walls have already been removed but we are proposing to remove further cross walls in such a manner as to minimise the effect on the character of the listed building. Where crosswalls are to be removed, a downstand of approximately 500mm of the original wall is to be retained, to keep the memory of the former wall location. Furthermore, the crosswall between numbers 12 and 14 is being retained fully.
Please refer to the heritage statement which will give a more detailed overview of the heritage strategy.



Proposed light wells at no.10/12 and no.14.

7.4 Vertical Circulation

In order to comply with the Equality Act and upgrade the building to modern office requirements it is necessary to address the issue of vertical circulation. A building of this size requires at least two lifts and it is logical to propose one lift in each of the two sides of the development.

No. 16 and 14
There is an existing, non-compliant lift in the existing light well. The proposal is to replace this lift and stairs with a new compliant lift and associated staircase. These will form the means of escape, however, we will have to created fire lobbies to comply with fire regulations.

Nos 8, 10 and 12.
There is currently no lift in this side of the buildings. We conducted a detailed option analysis for the location of this new lift and the location proposed is the one that does least harm to the existing building fabric. Please refer to the option analysis in the Heritage Statement. Existing stairs will form the means of escape, however, we will have to create fire lobbies to comply with fire regulations.

11.0 Transport Statement

The building is well serviced by all modes of transport. Public Transport: The building is centrally located close to Piccadilly Railway station with local and national rail services (5 minutes walk), Piccadilly Bus and tram station for local destinations (2 minutes walk) and adjacent to a number of bus routes. Vehicles: There is a multi storey car park situated opposite on Piccadilly (NCP) and a further multi storey car park on Piccadilly.

Cycles: The building will incorporate secure bike storage and showers for use of the office occupiers in the loading bay proposals. In addition there are communal and shower facilities incorporated into the basement area as well as individual showers shown in the individual suites.

Car Share: The Enterprise Car Club scheme operates a shared vehicle service throughout the city. The closest cars are situated in the Piccadilly Place car park (3 number). In conclusion, the building benefits from variety of modes of transport and significant transport infrastructure within close proximity and consequently, there is no need to provide on-site parking or to take any other measures.

12.0 Access Statement

Although a listed building with no level access, it was considered essential to the success of the scheme and the future proofing of the buildings to ensure as much of the building as possible was accessible. To this end this scheme proposes fully accessible office suites. Level access is afforded from street level and the upper ground floor is accessed via a disabled platform lift. Equality Act compliant lifts in each building allow access to all floors.

Disabled facilities are provided at each level in each office suite. In conclusion, as a result of this proposal, the whole upper floor plates of this building will be fully accessible to disabled people.

8.0 Mechanical and electrical strategy

Ventilation - in order to minimise the amount of kit in the building it has been decided that there will be no mechanical ventilation. All Office ventilation will be natural via the existing windows.

Heating and cooling- this will be via ceiling mounted air recycling units. Layouts are included with this application.

Lighting - layouts are included with this application. Lighting will be via suspended luminaries.

Power and data distribution - these will be via surface mounted conduits.

Substation - there is a need for a substation which will be accommodated in the loading bay. Please refer to the drawings.

Vertical risers will be in existing, redundant lift shafts. There are two plant decks proposed. Neither will be visible from the street and the plant deck in number 8 is entirely within the existing roof. The plant deck above numbers 16 and 14 has been reduced in height and impact following a meeting with the Conservation Officer and the Planning officer.

9.0 Structural Strategy

Please find enclosed the full structural report and justification for repair and remediation of all elements in need of structural repair works.

10.0 Delivery and refuse strategy

The refuse arrangements in this building have been carefully considered in light of recent issues with bins stored in fire escapes or on public streets. In response this application seeks to provide adequate refuse storage for all units and the upper floors. The bin stores are located in the former loading bay. Refer to the drawings for locations of the bins and delivery and collection locations.

13.0 Crime Statement

The following areas of the building will be accessible only by Fob access and access control panels to ensure that no casual access can occur.
Rear Bins.
Loading Bay for Bikes.
Transformer housing.
Entrance to number 14.
Entrance to number 10.
Individual offices will be alarmed and the lifts will be programmable and coded to allow access to floors only through fob or codes means.

The Ground floor leisure units are not part of this application and will have their own access control arrangements.

14.0 Energy Statement

8-16 Newton Street is a Grade II listed building and as such, it is 'exempt' from the need to comply with the energy efficiency requirements of the Building Regulations, where compliance would unacceptably alter its character and appearance. When developing our proposals, we have sought to strike a balance between the building conservation and energy conservation.

The proposed works include roof repairs and restoration, as significant parts of the roof are heavily damaged, causing water and air ingress. This will drastically improve the air tightness of the building and make it waterproof.

The existing windows are to be assessed for repairs and reinstated. If repair/ replacement is not possible, the windows are to be draught-proved in a sympathetic manner to improve the air-tightness of the spaces.

The proposed offices are to rely on natural ventilation, instead of energy-demanding equipment, thus reducing the energy demand and carbon footprint associated with use of the building.

The proposed reinstatement of blocked windows, rooflights and the addition of new rooflights, is aimed at maximising daylight and thus, reducing energy demand

for using artificial lighting. In addition, all lighting within the offices and communal areas is to be fitted with low energy efficient lamps.

Keeping the building as existing and retaining and reusing as much of the existing fabric as possible also means reduced embodied energy during construction (reduced non-renewable energy consumed in the acquisition of raw materials, their processing, manufacture, transportation to site and the construction process) due to the reduction in materials used.

15.0 Air Quality Management Strategy

The 8-16 Newton Street property falls within the City of Manchester Air Quality Management Area. As works are to an existing building, the proposal does not affect existing traffic conditions. However, as outlined in the Travel Assessment section of the report, the central location of the building, together with the proposed cycle storage in the Loading Bay, will encourage building users to make sustainable travel choices such as walking, cycling and public transport.

The proposed works are mainly internal interventions to an existing historic building and as such the impact of the development will be negligible. As we are keeping and reusing as much of the existing fabric as possible, the carbon footprint of the proposal is very low.

The works will also involve the removal of toxic materials found on site such as asbestos and lead paint.

16.0 Local Employment Agreement

Eastern Green Ltd always prefer to use local labour and Contractors for construction works where possible.

This proposal creates substantial office space in the Northern Quarter for which we are advised there is considerable demand. The space to be created is proposed to reveal and enhance the heritage of these historic building and in particular appeal to 'creatives'.

Eastern Green will not be occupying the premises themselves and the short duration of the refurbishment works will not support any apprenticeship opportunities.

We are happy to report on any achievements in respect of local labour during and at the end of the project.'

17.0 Conclusion

This is a complex set of buildings that have underperformed on the upper floors due to the unusual layout of the space and circulation. This application aims to fix this issue in such a way as to bring them back into viable use. The changes are complex by the nature of the building, but the aim is to restore the spaces and ensure that the character of the building remains intact.

Appendix A

Commentary from OBI.

Planning comments

If these buildings were refurbished to provide workspace accommodation in their current configuration within No.10, 12, 14 & 16 then this would provide office accommodation that would be extremely compromised a difficult to use. The layouts of the floorplates within No.10, 12 & 14 are very thin buildings and have limited natural day light.

These thin floor plates would have limited appeal to any prospective occupier as workspace accommodation as the use of the floorplate is restricted due to the narrow width of the existing buildings. Any occupier of workspace within these buildings would require meeting space, which are likely to be located on the front of the building which would remove the majority of the natural light from the Newton Street elevation. The remaining workspace would be dark with a poor rear aspect over Mangle Street. Each of these buildings will require WC facilities within each floor and this will result in further areas of the floor plate having pinch points, for example the offer of Nos.10+12 are only 5m wide adjacent the lightwell a No.14 is only 3,5m wide. These wide would render this area unusable for anything other than circulation. The floorplate within No.16 has the best configuration when compared to the other building and the floor also has the benefit of good natural light from two elevations.

A ground floor reception, which is DDA compliant, would need to be created to serve buildings No.10 & No.12. The new reception would require the installation of a new passenger lift to provide access to the upper floors but retaining the existing structural walls will impact on creating usable offer space. In order to access the upper floors of No.14 & No.16 a reception area needs to be provided within No.14 and again this reception would need to be DDA compliant and include a passenger lift to the upper floor. If the structural wall is retained between these two buildings (14 & 16) the floor plate would need to be split within No.14 to allow access to No,16. This would result in two small suites being created within No.14 and the rear suite would have a very limited appeal due to its poor aspect.

The proposed plans to remove the structural walls between No.10 & No.12 makes a dramatic improvement to the floorplate, the combined floor plate has improved natural light and removes the issue of the narrow workspace. Combining No.14 & No.16 also makes a dramatic improvement as No.14 in its current configuration would be very difficult space to lease. Combining these buildings as shown in the proposed plans will provide a product that will appeal to a wide range of occupiers. It is important to provide this type and size of workspace within this Northern Quarter as there is currently limited availability. We have already seen building such as Sevendale House and Dale House be substantially remodelled to provide larger workspace that appeals to indigenous Northern Quarter occupiers as well as attracting inward investors into Manchester city centre.