

Design and Access Statement
Including Statement for Listed Building Consent

Manchester Central – Recycling Centre
August 2013

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Contents

Design and Access Statement

1.0 Introduction
2.0 Existing Site
3.0 Key Views
4.0 Site Analysis
5.0 Requirements
6.0 Proposals
7.0 Access
8.0 Conclusion

Statement for Listed Building Consent

1.0 Purpose
2.0 Historical background
3.0 Context
4.0 Planning Guidance
5.0 Summary

Listing Entry

Bibliography

Flood Risk Statement

Project Directory

Appendix

Architectural drawings

Existing Location Plan - 5418_100
Proposed Site Plan - 5418_101
Proposed Plan - 5418_SK01
Proposed Elevations - 5418_SK02

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Recently redeveloped Manchester Central Facade



Ongoing exhibition success

1.0 Introduction

1.1 Preface

This design and access report has been prepared by Taylor Design Architects Ltd on behalf of Manchester Central as a supporting document to accompany an application for planning consent.

The Grade II* Listed Manchester Central Convention Centre has recently undergone extensive refurbishment and extension works and this proposal is required as part of an ongoing programme to maintain the Manchester Central building as a quality conference facility.

Manchester Central propose to site a new bin storage and recycle area to the rear of the Manchester Central Convention building. This will be located on the rear car parking area accessed and will be accessed from Trafford Street

This design statement seeks to demonstrate that in urban design terms the proposals provide a considered solution and improves operational procedures at Manchester Central, without detriment to the public realm or listed status of the convention facility

Extent of Peters Square conservation area

Manchester Central Convention Complex

Site of temporary building



2.0 Existing Site

The Manchester Central conference and exhibition complex is situated on the south side of Manchester City centre, on the south side of Windmill Street. The site is bounded by Windmill Street, Lower Mosely Street, Watson Street and Great Bridgewater Street.

The Convention Centre is grade II* Listed and is situated outwith the Peters Sq Conservation area.

The Manchester Central buildings are set above two levels of undercroft formed by brick arches, these are used for NCP parking. This sets the entrance level of the building above the surrounding street level. There are stairs from the Windmill Street public plaza to an upper podium and this provides pedestrian circulation around the main entrance foyer, and along the centres Watson Street elevation towards the Gmex metrolink station.The Watson Street elevation is approximately 10m above street level.Public throughways are separated from the rear parking areas by fence lines.

The metrolink provides an urban boundary condition to the rear of the Manchester site.

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View from Whitworth Street West



View from Mosely Street



View from Watson Street

3.0 Key views

Watson Street and Mosely Street are at ground level and approximately 10m below the site level.The street views attached indicate that there is limited visibility of the site from the key public viewpoints.

There are however views toward the site from the Castlefield Deansgate metrolink station. Metrolink passengers also have a clear view to the proposed site.

Other than as described views are restricted mainly to views from high level in the Beetham Tower and Commercial Street and Hacienda Apartment buildings.



View from Metrolink station



Public through route fouled by current bin area



Screen wall to be fixed to existing barrrier supports



Existing vehicle barrier (to remain)

4.0 Site Analysis

The proposd location for the recycling area is to the rear of the main exhibition hall on an area of existing tarmec parking. presently there is an area used for binstorage which is directly on the main public through route from the metrolink station. This is not an ideal location and moving the current bin storage to the designated area would vastly improve he public perception of the pedestrian route.

The rear of Manchester Central is a key area of operational activity. the car park here provides access for the business events users and main back of house operation al activities happen here, keeping public facing areas of the convention centre to the Windmill Street plaza clear and well presented. During events this is the area where large vehicles load events equipment and fittings and the overiding presentation of the area is functional. The main building arch which is symbolic of Manchesters Convention quarter is still clearly visible and from the lower public levels as presented on the previous page, and is still the main visible item even during busy times when loading is in at full capacity.

There are groups of small ancilliary buildings around the rear of the site and these are all industrial in appearance and functional in nature. Existing materials around the area are generally industrial looking.

The proposed revycling centre is free standing and is completely seperate from the historical fabric of the main exhibition hall which was formerly a train station.

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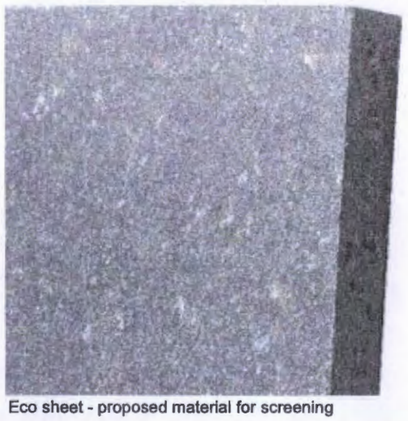
5.0 Requirements

Manchester central is a successful business located within a central city location. As such its success breeds difficult operational conditions. The current bin stoarage location is not ideal for either operational or aesthetic reasons.

Access for vehicles to lift bins from the current area requires access across a public pedestrian route and blocking of the pedestrain path for a short time.It is therefore apparent a better bin storage and recycling area is required.

The site identified is ideal in terms of ease of access and operational streamlining. Any storage area here would promote improvement of the public realm and health and safety.



Eco sheet - proposed material for screening

6.0 Proposal

Manchester Central intend to resite the bin store area and build a screen fence around the area. There will be a metal fence gate suitable to allow vehicle access.

There are existing vehicle barriers along the proposed fence line and these will be used to support the screening.

The screen wall is proposed to unobtrusive and merely a neutral element again ensuring it does not interfere or detract from the views of the heritage asset of the former train hall.



Mesh fencing proposd for front of recycle centre

7.0 Access

The new recycling centre will have level access and will promote the wellbeing and safety of staff at manchester Central involved with logistic and operational handling.

Manchester Central is committed to a policy of inclusion and accessibility in the delivery of its services to members of the public, and in the employment opportunities afforded to both existing and future employees. Manchester Central fully recognises the diversity of its customers and employees, and is active in ensuring that any potential sources of discrimination are addressed in both the physical attributes of the buildings it uses and in the management practices and procedures it adopts.

8.0 Conclusion

Manchester City council through its District Development plan describes the area in terms of regeneration.

' Building on the success of the Bridgewater Hall and the G-Mex Centre, an International Convention Centre, together with these and other visitor facilities, will effectively create a 'convention quarter'. New activity in the area will be maximised with major new leisure and retail development within the Great Northern Warehouse complex. High quality environmental improvements will consolidate the whole area and reintegrate it back into the City Centre.'

Sustainable policies are being implememented by the Manchester Central Team and an improvement in recycling facilities are viewed as part of this ongoing programme. In addition the proposed recycling centre as an opportuniity to improve the appearance of the opperational reas at the rear of the listed building. Resiting the bin store away from the through public route is a common sense approach to improving public perception on accessing the city from the metrolink station. Screening the bins and recycling will mask the view of the bins contained within whilst being remote enough from the listed train hall not to conflict with the former train hall arch.

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Proposed Recycling Centre at Manchester Central (Grade II* listed)

Statement for Listed Building Consent
August 2013

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1.0 Purpose

The purpose of this report is to accompany an application for listed building consent for a resiting of the bin and recycling area located on the service and parking area of the Grade II* listed Manchester Central Convention Centre.

Under the national Planning policy Framework this report recognises the Local planning authorities requirement to account for-

The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

The wider social, cultural,economic and environmental benefits that conservation of the historic environment can bring.

The desirability of new development making a positive contribution to local character and distinctiveness and

Opportunities to draw on the contribution made by the historic environment to the character of a place.

This report details the proposals in connection to the Historical Asset of the Manchester Central listed building and its context, detailed information on the proposals can be found in the design and access statement and drawings comprising the planning application.

2.0 Historical background

In the late 1800's Manchester was served by two mainline railway stations, Hunt's Bank (now Victoria) and Store Street (now Piccadilly). There was demand for a third passenger station and so the Cheshire Lines Committee, a joint venture between the three railway companies at the time, took responsibility for building a third station in Manchester.

The new railway station and was built between 1875 and 1880, officially opening on 1 July 1880. The station structure comprises a series of wrought iron arches with red brick façades and was designed by Cheshire Lines engineer Lewis Henry Moorsom, overseen by Sir John Fowler (1817-1898) the chief engineer of the Manchester, Sheffield & Lincolnshire railways company (MS&L)

The main train hall is rectangular in plan and is constructed over 2 floors of interconnected brick arch vaults which were used for storage. the arched wrought iron truss of the main station building spans 210 feet (64m) and is 90 feet(27m) high at the apex. The structures were built by Andrew Handyside and Co



View to front facade with link to Midland Hotel

The stations entrance faced Windmill Street and to the arched facade a 2 storey building was erected comprising ticket offices, waiting rooms and shops. The building facade presented advertising boards and iconic station clock.

This facade building was originally a temporary construction and was to be replaced by a hotel and ancillary station facilities which were to be similar to London's St Pancras station however the temporary building remained.

To the front of the station there was a concourse and covered link towards the Midland Hotel sited on the opposite side on Windmill Street. The Midland hotel was designed by Charles Trubshaw in 1898. The concourse at the time was fully enclosed by walls and fences and were adorned with various billboard advertising.

Its use as one of Manchester's' main railway stations continued until its closure in 1969. The Beeching report of 1963 "The Reshaping of British Railways" led to the restructuring of the railway network. Manchester Central Station was deemed surplus to requirements and in the same year - 18 December 1963 the station achieved listed building status. The station finally closed to passengers on Monday 5th May 1969.

Expected plans for reuse of the building during this time did not materialise and the building began to fall into disrepair being used as a car park for many years.
In 1978, Greater Manchester County Council purchased the building and plans were announced to develop the station into an exhibition centre. In 1982 and with the building now in poor condition, work started in converting the former railway station into an exhibition centre, eventually opening as GMex in 1986.

The GMex refurbishment cleared the ancillary buildings from around the rectangular train shed and created a new level floor within the station building. New extensions provided new front foyer accommodation. The extensions were constructed of steel frame and featured a translucent black patent glazing to sloping roof and facade walls these extensions wrapped around the north east and west of the building. The glazed arch at each end of the building was infilled with new glazing.

Where the brick offices were demolished on the north-east and north-west corners of the shed, the exterior face of the shed was rebuilt in brickwork to match the original, with some of the detailing executed in GRP to replicate moulded stonework. A new public plaza was created which set the building entrance a level above street level with steps to the front entrance.

GMex was opened in March 1986 by HM The Queen, and the design attracted several design and industry awards including a Civic Trust Award in 1987. The work was one of the first major regeneration projects of its kind and was designed by Architect Jack Bogle of


View to front facade EGS glazed extension

Manchester firm EGS.

In 2001 the Manchester International Convention Centre (MICC) was built adjacent to the GMex building adding separate but additional facilities to the complex.

During 2005 the company running the G-MEX and MICC was bought by Manchester City Council an in January 2007 the venue was rebranded as Manchester Central, evoking the memory of the former Manchester Central railway station. And under Manchester City Council control plans were developed for an updating and refurbishment of the convention centre facilities.
In 2009 The works to the Manchester Central building were undertaken by Manchester practice Stephenson Bell Architects and constructed by Laing ORourke. The alterations included significant demolitions of the 1980's additions whilst leaving intact the historical fabric of the train shed. The project was seen as a consolidation project not only updating the aging fabric of the 1980s extension but linking the facilities of the historical train shed with the 2001 MICC building, combining these buildings into the Manchester Central Convention Complex.

The design of these additions visually connects the two buildings replicating the design aesthetic of the 2001 MICC - horizontal facade glazing with red sandstone features. The low pitch of the new extension revealed more visibility of the windmill street arched glazed facade.
The Stephenson Bell additions feature a large projecting entrance canopy located above the entrance steps and central to the building facade.



View to front facade Stephenson Bell Extension

3.0 Context

The former train shed at Manchester Central is one of the finest examples of railway engineering and design in Britain and for this reason was listed in 1963 and is Grade II* listed. However this proposal requires consideration of the buildings historic context and setting. The Midland hotel also Grade II* faces towards the Manchester Central entrance.

Manchester Central is not within a conservation area but adjacent to St peters square conservation area.

The open space to the north of the building provides an important setting for both Manchester Central and the Midland Hotel. This area has been remodelled on two occasions since the station closed and most recently as part of the 2001 works to build the MICC building. The setting of these buildings has been significantly altered in the past 30 years - historically the station was approached across a sloping forecourt defined by perimeter walls and gateways. the space was used for transport drop off, but is now a two level open space with retaining walls and steps separating the Manchester Central entrance level from the public plaza below.

The srvice area to the south of the building is important in terms of functionality, and current operates as a car park and service area.

4.0 Planning Guidance

National Planning Policy Framework

Section 12

128
Indetermining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.
Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk based assessment and where necessary a field evaluation.

This statement has included for a brief historical description of the historical asset and as desribed in the Design and Access statement no excavations will be required and therfore no areas of archaological interest disturbed.

129
Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

131
Indetermining planning applications, local planning authorities should take account of
The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

The desirability of new development making a positive contribution to local character and distinctiveness.

132
When considering the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. The ore important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

5.0 Summary

Manchester Central was built in 1875- 80 and continued to operate as a train station until 1969 since closure as a station the building has undergone two major alteration and extension projects and now continues to operate as a successful conference and exhibition centre. The Building hosts major events notably both Conservative and Labour Party conferences as well as large scale concert and trade shows.

Thousands of visitors attend functions at the centre and the resiting of the bin and recycling area will have a positive impact on the public perception when arriving at the metrolink station of Castlefield Deansgate. The public through route will no longer trail past an area in habited by waste bins and skips instead these will be resited and screened from public view.

In the context of the National Planning Policy Framework we assess that the proposed recycling centre is not detrimental to the listed building or its setting. The large scale and robust nature of the building and its context can accommodate the proposal and is in keeping with the general functionallity of the service area.

The proposed recycling centre has been sited to avoid conflict with the historical asset

The proposed recycling centre at Manchester Central will be sited on an area of existing tarmac and will not affect any historical materials on the site.

The scale of the screening is in keeping with restricted views available from street level.reducing its impact from those key views. In terms of the listing of manchester central we consider that these proposals ar rspectful respectful of the long term placement of the heritage asset.

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Dept Communities and Local government - . Planning policy Statement 5: Planning for the Historic Environment TSO 2010

C.Hartwell - Pevsner Architectural Guides, Manchester, Yale 2001

N.Spooner, The development of the Central Station site into the GMex Centre,1987

Websites

Manchester City Council - www.manchester.gov.uk - info conservation areas

Manchester Central website - www.manchestercentral.co.uk - about Manchester Central - a history

English Heritage - www.english-heritage.org.uk - National Heritage list for England

Unpublished sources

Proposed signage :PPG15 statement - AHP (Architectural History Practice) February 2010

Building Appraisal and PPG15 Report - Manchester Central September 2007

Environment Agency Flood Map

Attached flood plain map from Environment Agency indicates Manchester central is not located in an at risk zone.

The proposals at Manchester central will not increase surface water run off but rather maintain existing levels. The proposal is for storage and will have no occupancy level, and based on the attached flood map -we therefore confirm that no flood strategy is required for the temporary proposal.

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Appendix

Architectural drawings

Existing Location Plan - 5418_100
Proposed Site Plan - 5418_101
Proposed Plan - 5418_SK01
Proposed Elevations - 5379_SK02

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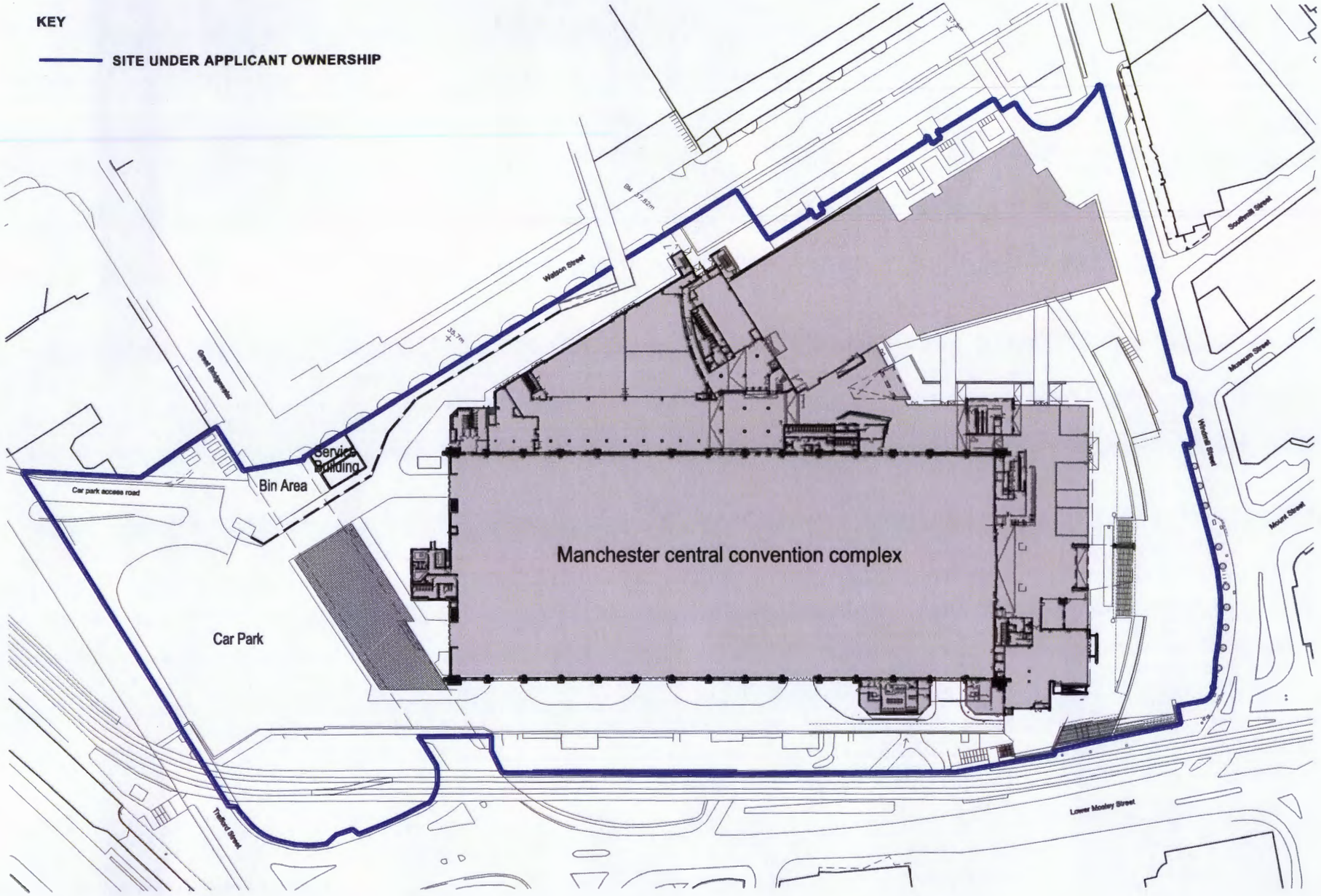
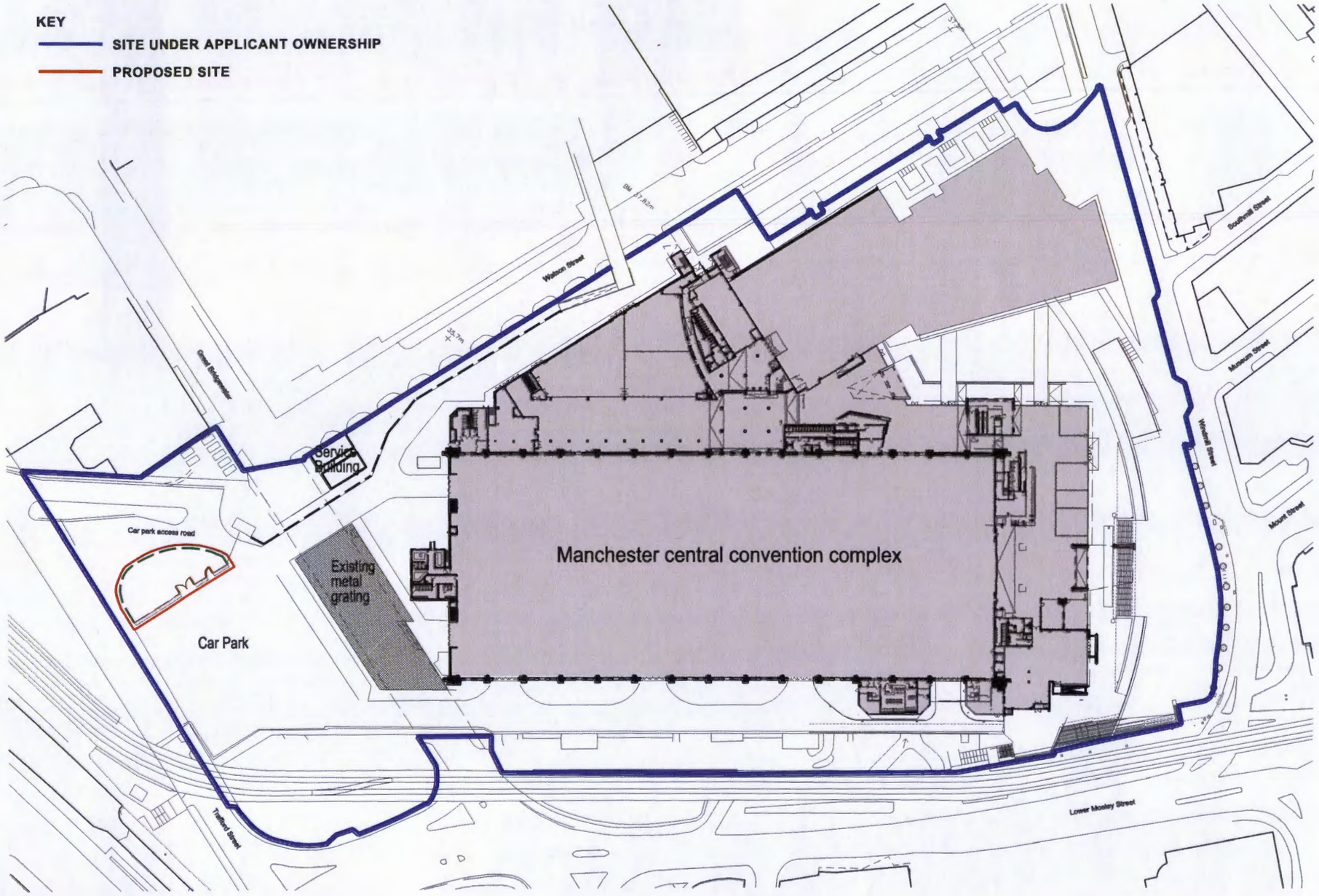
KEY

SITE UNDER APPLICANT OWNERSHIP



Existing Location Plan

Manchester Central	Recycling Centre	5318 - 100	Scale 1:1250 August 2013	© Taylor Design 2007	w www.taylor-design.co.uk 30 Manchester Road, Wilmslow, Cheshire SK9 1BG t 01625 528181 f 01625 524627 e office@taylor-design.co.uk TAYLORDESIGN architects ltd



Proposed Site Plan

Manchester Central	**Recycling Centre**	**5318 - 101**	Scale 1:1250 August 2013	© Taylor Design 2007	w www.taylor-design.co.uk 39 Manchester Road, Wilmslow, Cheshire SK9 1BQ t 01625 528181 f 01625 524627 e office@taylor-design.co.uk

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Key

Line of new fence to enclosure

Line of screen wall to enclosure

Public through path from metrolink

Existing Bin and waste storage area

Existing kerb line

Existing moves to new recycling centre

Recycling centre

vehicle entry to Manchester central parking and loading areas

Existing security station

ELEVATION A

Vehicle Entry

Pedestrian Entry

Existing vehicle barrier

Planters to bottom of fence

ELEVATION A

PROPOSED PLAN

Manchester Central Recycling Centre 5318 - SK01

Scale 1:200
August 2013

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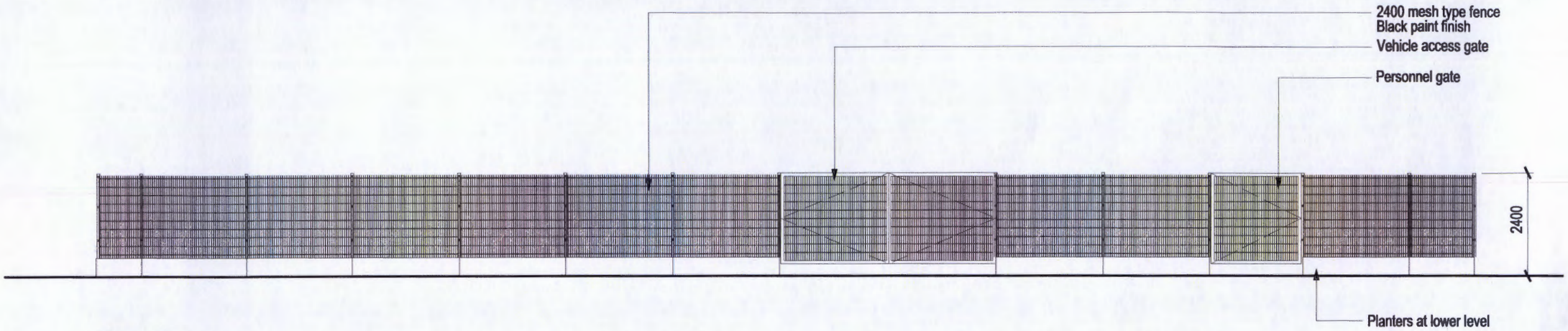
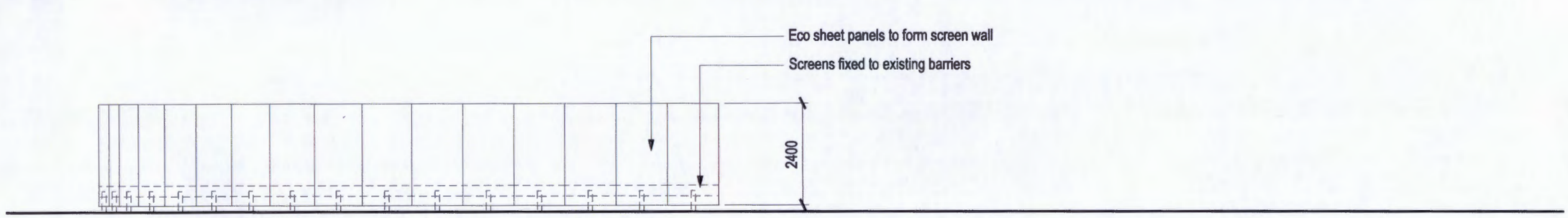


Elevation A



Elevation B

Manchester Central **Recycling Centre** **5318**

Scale 1:1250
November 2012

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