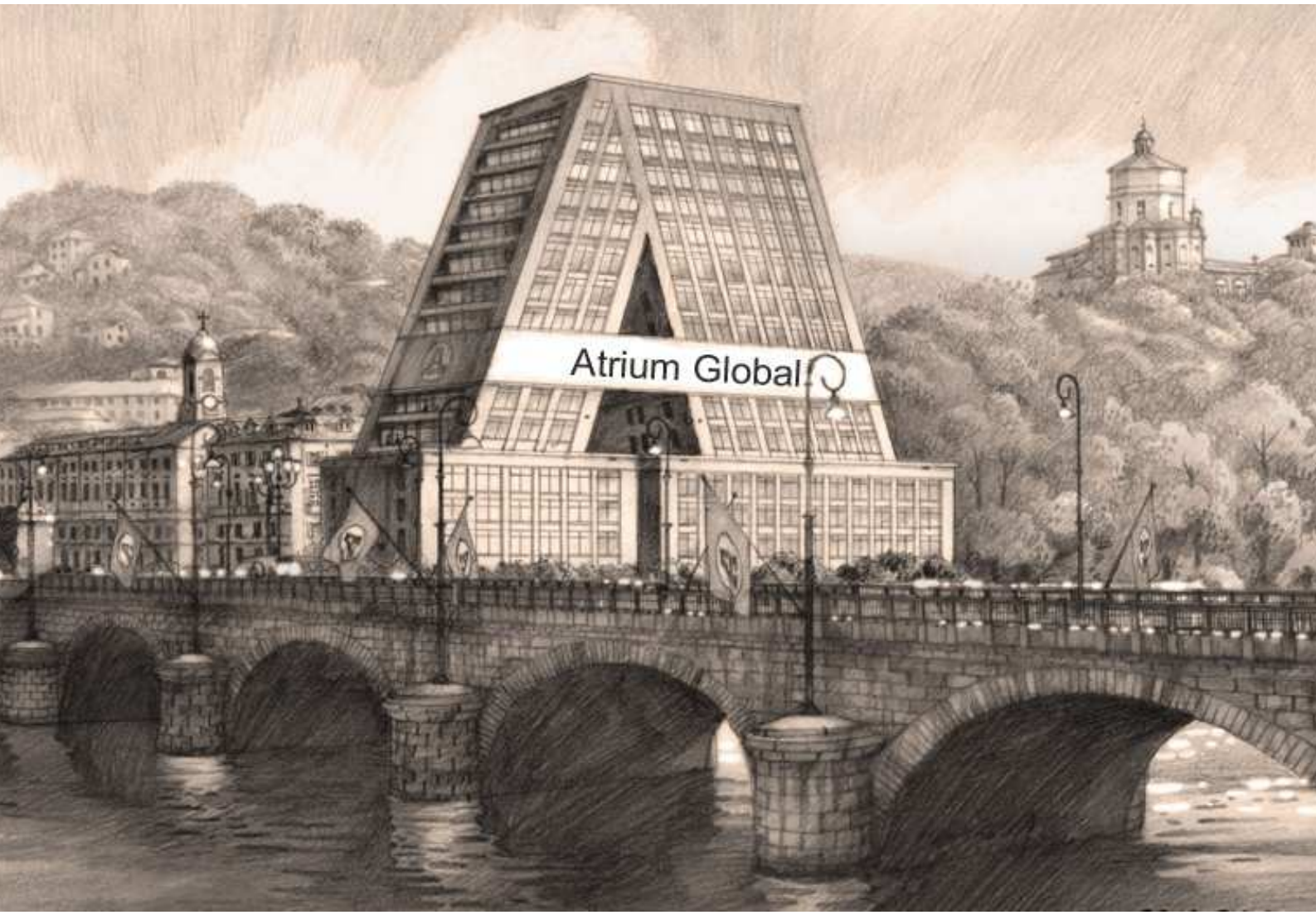

DESIGN STATEMENT & STRATEGIES

PROPOSED REDEVELOPMENT
97 JERSEY STREET
MANCHESTER
M4 6JG

Atrium Global
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CONTENTS

Proposal	**3**
Planning & Policy Guidance 15 Statement	**3 - 5**
Use	**6**
Site Location Plan	**6**
Amount of Development	**6**
Layout	**7**
Scale	**7**
Appearance	**7**
Design for Access	**8**
Green Travel Plan	**8 - 9**
Waste Management Strategy	**9**
Servicing Strategy for Waste & Delivery Vehicles	**9**
Security	**9**
Bibliography	**9**

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DESIGN STATEMENTS & STRATEGIES

Site Address:	Former Dance Bar public house, 97 Jersey Street, Manchester, M4 6JG	**Date:** Feb 2010

Contact details:

Applicants name	**Agents name**
Name: Sigma Property Ltd	**Name:** Atrium Global
Address: 30 Mason Street Manchester	**Address:** Hilton House 4th Floor 26-28 Hilton St. Manchester
Postcode: M4 4HU	**Postcode:** M1 2EH
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The Proposal

This planning application is for a mixed-use development containing retail units and offices which is to replace an existing public house building on the development site. The site is a prominent corner position at the junction of Jersey Street and Radium Sreet. The public house is currently vacant; its windows are boarded up and the building has become dilapidated. The new building will bring life to this redundant corner plot by promoting day-time retail and business based activity and pedestrian traffic in the area.

Planning & Policy Guidance 15 Statement

This statement has been prepared as required by Planning Policy Guidance Note No.15 (Planning and the Historic Environment) in order to justify the proposed demolition, in view of the location of the building within a Conservation Area. It has therefore been prepared in full knowledge of the site, the redevelopment scheme and all local and national planning conservation policies relevant to the area.

In conservation areas, the policy towards demolition is contained within Policy BE7 which states that:
'Where it is considered that a building makes a positive contribution to the character or appearance of the conservation area, proposals involving its demolition or partial demolition will not normally be accepted unless:

i) the building cannot be beneficially used in the future or is structurally unsound:
ii) all possible efforts have been made to retain the building in use.'

This is a distillation of the more detailed criteria listed in Planning Policy Guidance Note 15 (see below).

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The government's policy on **conservation areas** is contained within Planning Policy Guidance Note No 15 (Planning and the Historic Environment).

Paragraph 4.27 states that:

- **The general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area.**

  In its current state the building at 97 Jersey St makes no positive contribution but has a negative impact on the surroundings and conservation area, with no significance or similarity to any local buildings in terms of height, design or character except for the red brick facade. In appearance the building looks like a basic red brick house with added extensions and no real sign of character. With the building being boarded up, structurally unsafe, inhabitable, with no prospective future tenant and the refurbishment costs outweighing the rebuild cost will in the near future have only a negative impact on the upcoming Ancoats area.

Paragraph 3.19 states the broad criteria against which all proposals to demolish unlisted buildings should be assessed, which are:

1) **The importance of the building in terms of its architectural and historic interest and rarity.**

   The building has no significance in terms of architectural and rarity significance, mainly due to no main or special features to the building.

2) **The setting of the building and its contribution to the local scene.**

   The majority of the surrounding buildings which are mainly offices are predominantly greater in height and have a greater impact on the local scene. The old public house (97 Jersey St) building is a two storey building divided in to separate sections with a small extension to the rear. In contrast it sits very low and plays no major contribution to the city scape or area and other than bringing a sense of run down street scene.

3) **The condition of the building and the relevant costs of repair and maintenance in relation to its importance and to the value derived from its continued use.**

   With considerate refurbishments and structural alterations carried out internally over the last 20 years the majority of internal walls and floors are in a state of minor collapse.

   Internal load bearing walls have been removed with the addition of inadequate structural support to the structure or due consideration of the building framing and lateral stability affects. The removal of these walls, local settlement and rain water damage has left the building in an inhabitable form. The exterior walls due to lack of lateral support have internal cracks and the roof is inadequately supported. To bring the building back in to use will cost a lot more than the potential return and will not benefit the landlord, as his building will still not interest any prospective business party.

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4) The efforts made to sustain the existing use or secure an alternative use for the building

With the downturn in the market and the current state of the building, no tenant is approaching the building as a potential business, even if renovated, due to the amount of damage to the building and non guarantee of a full repair. With the current state and repair of the building, the easiest option which is more financially viable is to demolish the building. This will also bring character and life to the area with a new more modern building but will still be in keeping with the red brick façade.

5) The relative merits of any alternative proposals weighed against the benefits of retaining the building.

The proposal to demolish the existing building; this is due to is detrimental state and disrepair that the building has suffered through its life cycle and substantial refurbishment costs which will have no real long term solution to the building structurally or visibly, externally and internally. In comparison the other local buildings along Jersey St and the Ancoats area have either been refurbished or redeveloped. The building in context and the adjacent building are the few buildings which bring character of the area down and provide negative impact on the street scene. As outlined above the alternative proposals will generate benefit to all parties involved; the landlord, tenants, the council, the surrounding area and the general public.

Finally, PPG15 states that the design merits of the proposed development may be taken into consideration in any application to demolish, and the legal requirement is for the new development to preserve or enhance the character or appearance of the conservation area.

A Design and Access Statement follows which describes the design approach to this site development. Whilst the scheme is still at a formative stage it is submitted that the development is sympathetic to the scale and general character of this part of the Ancoats Area, and will further respect its character through the use of materials, which the Applicant would expect to be conditioned. The present scheme has been developed in close collaboration with the Local Planning Guidelines.

Finally the proposal considers the benefits which would be derived from the new development, which has been developed in conjunction with the Local Planning Authority Guidelines. The development is finely balanced financially in order to achieve maximum conservation benefit within financial constraints, and it is considered that the scheme offers overriding social, economic and environmental benefits to the locality: otherwise the site will only continue to decline and become an increasing eyesore and liability within the conservation area.

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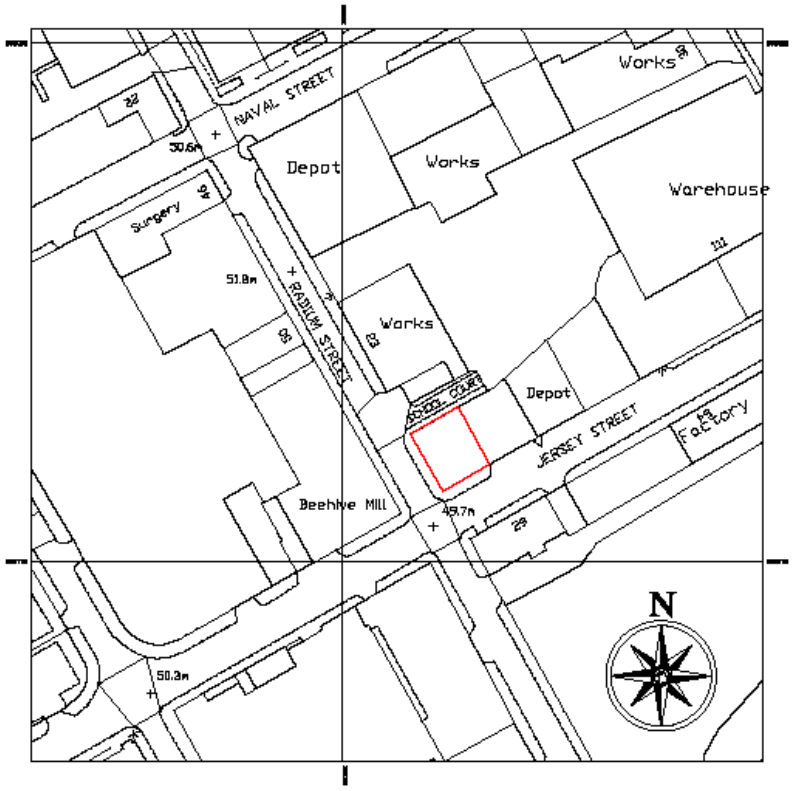
Use

The application is for a change of use as the building, though now vacant, was previously a public house (A4 Use Class). The development proposes to create 2no ground floor retail units (A1 Use Class), and 4no office units on the first, second, third and fourth floors (B1 Use Class). The office and retail units would be used during normal commercial/retail working hours enlivening this section of Jersey Street.

Site Location Plan



Amount of Development

The existing building on the site is a predominantly two storey building including a basement with a 126m^2 footprint. There is a small single storey area to the north east corner of the site. This equates to approximately 362m^2 of total floor space. The proposed building is to be five storeys plus a basement with a footprint of 126m^2, and the internal floor area will total 756m^2. The proposals therefore create approximately 394m^2 of new internal floor space.

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Layout

In response to the primarily pedestrian context of this building, retail units have been set out on the ground floor with access directly from Jersey Street, the principal thoroughfare. There is direct access from Radium Street to an internal lobby with staircase and lift which lead up to the self contained office at the upper levels. The upper floors contain an open plan secure office, complete with welfare facilities. The mixed-use nature of the development works well with the split-levels as it allows the retail units to sit alongside each other, with the offices above, similar to adjacent buildings on Jersey Street.

Scale

The proposed building is five storeys with a flat roof whereas the existing building is two storeys with a pitched roof. The proposed building, although taller than the existing property, is in proportion to the existing four, five and six storey buildings along the length Jesrsey Street. It will have a stronger visual impact on the streetscape as the façade will be taller than existing, but not be out of scale with its surroundings. This will ensure the corner building has weight and emphasis, giving the right urban "feel" to the area.
The proposed building has a greater mass than the existing building, but this mass has been divided into contrasting segments; the articulation of the staircase tower at the north west corner of Radium Street separates this elevation into elements, recessed from the adjoining brickwork façade. The introduction of zinc cladding panels at the top floor creates a three dimensional profile to all the elevations reducing the aesthetic bulk of the proposed building. Emphasis of the corner of the plot on the Jersey Street / Radium Street junction is created by full height windows at each floor level. The protruding zinc clad horizontal band courses and eaves capping creates relief to each elevation. The modernist design of the glazed and clad elements in juxtaposition with the more traditional brickwork elements sits well with the combination of modern apartment buildings and Victorian warehouse buildings in the vicinity. The building it fits well in the context of the street.

Appearance

The building is to be a contemporary design with large sections of glazing married with brickwork panels. The differing materials help to dissipate the mass of the building into separate but interlocking and related elements. The section of building at the corner of Jersey Street and Radium Street and the glazed staircase enclosure at the corner of Radium Street and School Court give the building a clean modern appearance, and adds dynamism and movement to the building. This shows the building responds to the differing aspects. The projecting horizontal banding and the recessed glazing assist in reducing the bulk of the building and help relate it to other surrounding buildings. The roof area is to be developed as a garden to provide a "green space" in the midst of a built up area.

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Access

Level access from the external footway is provided with correct railings into the retail units and into the circulation lobby for the offices which will help disabled people.
Once inside the building, people working in or visiting the offices may use either an ambulant disabled compliant staircase or a lift, these are both located inside the lobby.

All external doors are single leaf and have a clear opening of 1000mm and will be designed for disabled users and powered sliding doors will be used where possible. All internal doors will have a clear 850mm with 450mm clearance from any walls at the leading edge. All thresholds will be flush. All designs will comply with design for access guidance document for disabled users

The site is ideally located for public transport and the proliferation of secure off road parking lots in the immediate locality should ensure that a high proportion of the building users do not bring cars to the site.

The site is developed to promote green travel and all users of the building will travel to site via use of the public transport system, cycling and walking this has obvious environmental benefits. Any users wishing to use their cars will make use of the numerous secure parking lots (Approx 10+), which are scattered within walking distance to the site.

Green Travel Plan

The overall objective of the travel Plan for this site is to seek to ensure that staff and visitors use more environmentally friendly alternatives than driving alone. The Plan contains four specific objectives:

- to lead by example;
- to reduce unnecessary travel and encourage the use of more sustainable modes of transport;
- to facilitate the use of sustainable travel by improving facilities and providing information; and
- to ensure that all staff are aware of the Travel Plan

A clear monitoring strategy will be defined to assess our achievements. This travel plan covers staff and visitors travelling to the site for commuting journeys and business travel.

Site Audit - Public Transport
Rail: There are approximately 3 railway stations all within a 1 mile radius from the Site, namely the closest being Victoria Station, and a 10 minute walk to Manchester Piccadilly Rail Station. There are frequent services from all parts of England to both these situations with a 2 hour journey from London and 45 minute journeys from other major cities like Liverpool & Leeds
Bus: A range of bus services from around the county terminate at Manchester bus station which is a 10 minute walk.

A "Travel to Work at the Site" leaflet will be distributed to all Site staff with details of bus routes, telephone information lines, pool bikes, the Travel Board and cycle facilities.

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Our Key Points for our Travel Plan are:
- A specific contact to communicate with.
- Dates of when the development is to be complete.
- Staff are surveyed as to their travel patterns and results analysed.
- We promote green travel i.e. walking, cycling and public transport.
- We complete an audit of facilities and modes of transport local to workplace.
- Provide secure cycle storage internally in each floor

Waste Management Strategy

There is to be a designated waste storage area of approximately 14 Sqm with two large 1100L Rubbish Bins and two 240L Wheeled Recycle Bins. The storage area will be accessible to all occupants internally and externally and is within the limits of the 30m access. The storage area is 6m from the radium street and can by directly collected from the storage by the collection vehicle and is within the recommended 8m. An agreement will be set up with the local council for collection prorata on a weekly basis. In preparation of this the correct guidance was sought from the council and the waste storage collection guidance was used.

Servicing Strategy for Waste & Delivery Vehicles

Delivery vehicles will be for ground floor retails units only and during 7am – 9am only. Vehicles will be allowed parking opposite the entrance on the street parking spots on Jersey St. It is not envisaged that heavy loading, bulk or frequent loading will be required, due to large stock areas in the basements; delivery vehicles can be infrequent and minimised to once weekly or every fortnight. Waste Vehicles as described under the waste management strategy

Security

Access to the offices is to be protected with a keypad operated access door into a secure lobby area monitored by CCTV. Each office is in turn to be provided with a secure access door from the staircase lobby.
Access to the retail units is direct from Jersey Street only, this entrance being used for deliveries out of working hours. This reduces the number of potential access points in to the premises. CCTV is also considered for the retail units. Out of hours the building is to be secured at ground floor level by means of roller shutters fitted to doors and windows.

Bibliography

We have utilised the following design standards and guidance publications in the preparation of this document:

- Manchester City Council Unitary Development Plan.
- The Building Regulations Approved Documents – Parts B & M.
- Manchester City Council Design for Access 2
- The Greater Manchester Act 1981
- Secured by Design Principles.
- BS5588-5:2004 Fire Precautions in the design, construction and use of buildings.

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