ADELPHI SQUARE - 64-68 Dale Street, 13-19 Paton Street

DESIGN, ACCESS PPG 15 STATEMENT APRIL 2008

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URBAN ARCHITECTS & DESIGNERS





adelphi square-design, access and PPG15 statements

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Appendices

External Restoration Specification
M&E Statement
Acoustic Report
Preliminary BREEAM assessment

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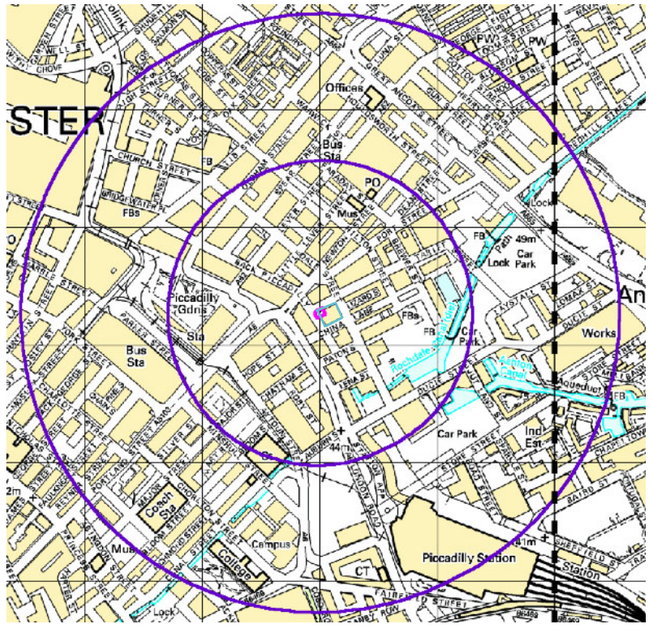

1.0 History

1.1 Introduction

Makin Architecture have been employed by Eastern Green Ltd to design a scheme to develop and refurbish 62-68 Dale Street, 13-17 Paton Street and the rest of the land surrounded by Back Piccadilly, China Lane, Dale Street and Paton Street. Collectively the scheme is known as Adelphi Square.

The proposed scheme is a mixed use proposal with a combination of apartments, A3 use and B1 offices. This scheme also includes a public open space in Adelphi Square which will invigorate the scheme and the area and will help to give the development of the Piccadilly Estate a meaningful focus.

1.2 Planning History (Extant Permission - 058730/LO/CITY2/00, 058729/FO/CITY2/00)

The group of buildings that form this application have an extant Planning Permission and Listed Building Consent to convert the buildings into 25 apartments, with a large square and open car park onto the China Lane/Back Piccadilly corner. Access to an underground car park was provided via a vehicle ramp accessed from Back Piccadilly.

The scheme formed part of the wider Piccadilly Estate application which included Adelphi Square, 77-83 Piccadilly and 56-58 Dale Street and 3 China Lane. All the buildings were approved for residential conversion. 77-83 Piccadilly is currently in the process of conversion in accordance with this permission. Adelphi Square was in process of being converted when a much improved architectural solution was muted which required a re-think on vehicular access to the basement car park This necessitated a modified proposal which we were advised required a fresh planning and listed building consent. The modifications will be dealt with in greater detail in the PPG 15 Statement, but a summary of the amendments are as follows:-

a) The ramp with vehicular access from Back Piccadilly has been replaced with a vehicle lift in the existing loading bay from Dale Street.
b) 13, 15 and 17 Paton Street have been proposed as B1 office space rather than apartments (the numbers of residential units have reduced from 25 units to 15 as a result)
c) A newbuild office has been added to the corner of Back Piccadilly and Paton Street

Currently the scheme is progressing on site strictly in accordance with the extant permission, but will revert to the proposed scheme if and when approval is granted.

images of the estate

below: recently refurbished 77-83 by Makin Architecture





1.3 History of Estate

The Piccadilly Estate is bounded by Dale Street, Piccadilly, Dale Street and Newton Street.
The Estate was established by Humphrey Booth the Elder (1580-1635) as a charitable trust to help fund education for disadvantaged children and the poor of Salford. As late as 1995, the Estate was still in the ownership of The Booth Charity before being sold to its present owner. At the time of its establishment the site was largely rural, and over time, as the city spread outwards, the development of the land for housing and industrial uses became the norm.

The street pattern in the Estate was established in the Eighteenth Century when a tightly packed terraced development of mixed residential and light industrial uses (e.g wick makers, carpenters) took shape in the fashionable area surrounding the Infirmary (previously occupying Piccadilly Gardens) and bordering the main coach route south on the Piccadilly/London Road. The advent of the Ashton-and-Stockport and Rochdale Canals in 1805 and Birmingham-Manchester railway in 1842 terminating at the, then, London Road Station, encouraged secondary industry in the area and the replacement of Georgian terraces with Victorian warehousing. The decline of the canals, bombing of the city during the 1939-1945 War and changing economic circumstances has lead to the decline of industry in the area and its domination by small scale transitory concerns mainly comprising clothing manufacture and storage.

Today the buildings on the Estate consist principally of typical Manchester Victorian warehouses which have been built at different times over a period of a number of years but, primarily between 1850 and 1890. The two remaining terrace properties from the Georgian era face Paton Street. Various buildings are built off the party walls of earlier buildings

Most of the buildings on the estate are grade 2 listed and the site itself sits within the boundary of the Stevenson Square Conservation area.

To the North West of the site sits Piccadilly Gardens. This is the largest open space in the city and forms a major transport interchange between bus and tram routes. The area has recently been the subject of major redevelopment. Although the estate and its environs are currently run-down, the belief is that the proposals will encourage redevelopment of the surrounding areas.

The main estate frontage is on to Piccadilly. This pavement is a busy pedestrian route between the gardens, the shopping district and the Station. The run of Piccadilly between the gardens and Piccadilly Station has been the subject of recent developments by Argent Estates and a number of hoteliers

images of the estate:

below 12-14 Newton Street

above 89-95 Piccadilly, facade recently refurbished by Makin Architecture







To the East of the site is Dale Street and the Northern Quarter. This is traditionally a marketing, wholesaling and warehousing district, but is quickly developing into a vibrant and bohemian residential area with associated commercial development. The Piccadilly basin is the subject of a major development proposal.

1.4 History of the site

Historical map analysis shows that prior to the 1800's the site was largely in Agricultural use. By the early 1800's the street pattern had been established and on the map of 1851 the site had been entirely built up. Only 13 and 15 Paton Street are original in that they remain the only built structures originally built on the virgin agricultural land. All the other buildings are second or third generation structures.



LEFT: view of 13 and 15 Paton Street restored in accordance with existing permission

BELOW: view prior to restoration





view of 13 and 15 Paton Street restored gable in accordance with existing permission



detail of back piccadilly elevation - 13 Paton Street



LEFT:detail of historic front railings on 13 Paton Street
RIGHT: detail of brick arch in 13 Paton Street

2.0 PPG 15 Statement

2.1 Introduction

Substantial parts of this proposal are identical to the extant permission. Essentially the elevations to Dale Street and Paton Street are very similar to the existing approval. The new rear elevation to 62 Dale Street is also identical to the approved drawings however, following our proposal to remove the ramp and car park from our plans we have re-elevated the rear of 64, 68 Dale Street and 17 Paton Street. By providing new openings into the Square at ground floor level we have introduced more potential for activity in Adelphi Square.

2.2 13-15 Paton Street

These two buildings are historic Georgian workers cottages and some of the oldest surviving buildings in this part of Manchester. They date from early 19th Century and were probably the first buildings to occupy the former agricultural land. From their elevations it is clear that there have been some later alterations to the front doors openings probably in the late Victorian period. The facades of the houses have been restored in accordance with the previous application.

The railings surrounding the lightwells are typical of Georgian detailing and are probably original. They will be restored fully in accordance with drawings and specifications. Additionally we have shown new railings which would once have surrounded the lightwell at 15 Paton Street.

Internally there are only four significant details to be protected and restored. This is not surprising as they were simple dwellings built for working people at the beginning of the industrialisation of the City.

There are 2 fireplace surrounds to be protected and restored. These are noted on the floor plans.
The brick arch supporting the first floor of 13 Paton Street, which will be retained and is noted on the plans. Finally there is a historic handrail internally inside 15 Paton Street on the first flight of stairs forming the staircase. This will be protected and restored.



top 6 courses of brickwork to be removed and replaced by reclaimed brick from the site to specification







existing loading bay at 19 Paton Street to be retained as a pedestrian entrance into the new offices

ABOVE: view of 17-19 Paton Street and 68 Dale Street Corner

BELOW :view of remainder of 68 Dale Street together with 66 and 64 Dale Street

RIGHT: views of 17-19 Paton Street showing loading bay and existing entrances



proposed vehicular entrance through loading bay

2.3 17-19 Paton Street and 68 Dale Street

This simple warehouse dates from the early Victorian period and is therefore later than the neighbouring dwellings at 13 and 15. It probably replaced some similar dwellings when it was first built. There is an existing loading bay accessed from Paton Street and this connects to both sides of the building.

Externally the three-storey window pattern is understated, but regular with brickwork interrupted only by stone cills and a stone feature course at first floor cill level, that starts on Paton Street, and wraps around to Dale Street. The differential window spacing, building heights and thick internal walls indicate that 17-19 Paton Street (including the loading bay) and 68 Dale Street were built at different times. At some point in the past the parapet of 68 has been renewed. In this case it is proposed to remove the inappropriate brickwork and reinstate with reclaimed brick and lime mortar as per our specification.

Internally there are very few remaining features of interest, although in common with 13 and 15, a building of this type was functional and would have had little or no internal detail. There is an existing iron hoisting spindle at high level in 68 Dale Street. This will remain and be restored and is located on P(103). There is also a splayed fireplace in the corner, which although the surround is not present will be retained as a memory of the former feature.

2.4 62 and 64 Dale Street

This warehouse was used until very recently as a fabric weaving and clothes manufacturing facility. The ground floor was a wholesale showroom and warehouse for the items of clothing manufactured largely on the premises. The building is split into three distinct buildings. 66 Dale Street adjoining 68 is a 4 bay, 4 storey (including basement) warehouse built directly off the party wall of 68. This indicates that it was built at a later time. The window pattern, brickwork detail, stone band courses and parapet corbeling detail indicate that this building was designed with more aesthetic input than 68 Dale Street. This is an example of the progression of warehouse architecture in Manchester, where it is well documented that the designs of the facades became more intricate the later they were built. 64 Dale Street incorporates a loading bay and eight window bays along Dale Street. On China Lane after 5 window bays the building steps down to 3 storeys. This rear section is an older building and the floor levels necessitate a step in the floor.

As part of the previous application, the blank rear of all the buildings have been re-elevated. These works are ongoing in so far as they comply with the previous permission.