Manchester One Ramp Enclosure

Store room, staff facilities and minor plant space below car park ramp

Design and Access Statement
Dec 2012
Rev A



bridge
architects

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examples of Bruntwood refurbishment schemes

1.0 Introduction

1.1 Introduction to the Design and Access Statement

The planning statement has been prepared by Russell Bridge of Bridge Architects in accordance with CABE's 'design and access statements – how to write, read and use them' document. The statement acts as a description of the design process to accompany the drawings submitted in conjunction with this application. This statement demonstrates that the proposed development has emerged from a full assessment of the site's circumstances and characteristics.

Manchester One is an existing tower located on Portland Street in Manchester City Centre. To the rear of the building lies an access ramp providing entry and egress from the Chorlton St NCP Car Park. Below this ramp lies a triangular brick infill, currently containing staff and cycle facilities. The proposals involve the replacement of this triangular infill, to provide new staff facilities and an enclosed space for storage and plant. This application seeks to replace planning approval REF: 092194/FO/2010/C2, which was for a metal clad plant enclosure to the rear of Yates, on Chorlton St.

1.2 Architectural Commission

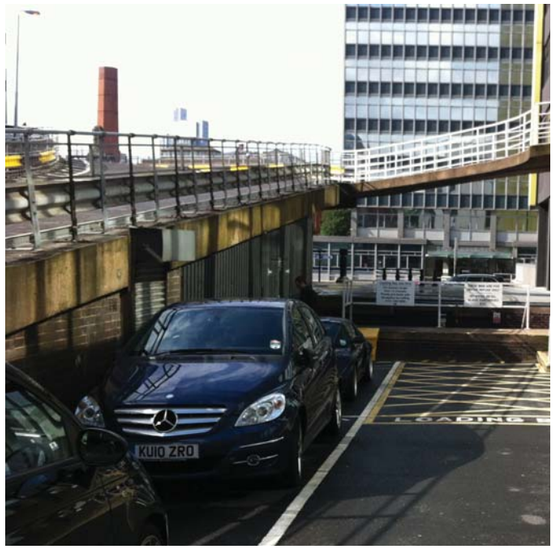
Bridge Architects were commissioned by Bruntwood in August 2012 to prepare designs for the proposed plant and staff facilities.

1.3 Development Team and Relevant Experience

Client:	Bruntwood
Architect:	Bridge Architects
Structural Engineer:	DW Consulting
Quantity Surveyor:	RBA

Relevant Experience:
Bruntwood have vast experience in the successful refurbishment and renewal of commercial building stock throughout Manchester, Liverpool, Leeds and Birmingham.

Bridge Architects is a young Manchester based architectural practice and is committed to producing architecture of the highest quality. Russell Bridge (director and project architect) of Bridge Architects has won many architectural awards for work completed in collaboration with Bruntwood, such as Square One on Travis St, and Piccadilly Plaza on New York St. (completed whilst at previous employment - Stephenson Bell). The refurbishment of Manchester One by Bridge Architects and Bruntwood is currently nearing completion.











existing site photos

2.0 Assessment

2.1 Assessment

2.11 Physical Site Assessment

Site Description
To the rear of Manchester One, parallel with Major St, is a two way concrete vehicle ramp providing access to the Chorlton St NCP Car Park. Below this ramp is a triangular brick enclosure containing several rooms. It is this space that forms the basis of this application.

Site History
The site was originally occupied by warehouses constructed in the 1800's. In 1940 the buildings occupying the site were destroyed in the Manchester Blitz, and the site was subsequently used as surface car parking.

Originally known as St Andrew's House, Portland Tower was constructed in 1962, for Scottish Widows. Designed by the architects Leach Rhodes Walker the tower formed part of a building complex that also included the Chorlton Street Bus Station and the multi-storey car park above it.

As far as can be established, the triangular brick infill is original to the complex.

Status of Site
The triangular space below the ramp is currently used as a store, cycle store, and staff rooms. A previous application (ref 092194/FO/2010/C2 was approved for a metal plant enclosure to the rear of Yates on the corner of Chorlton St and Major St. It is considered that the newly-proposed location is better suited for storage and plant, and as such this application seeks to replace that approval.

Surrounding Context
The site is surrounded by a variety of building types dating from different periods and of different styles. Immediately adjacent are: the 22 storey 1960's Portland Tower (now re-named Manchester One) to the north west (currently being refurbished), the 2 storey Yates's bar to the north east (constructed in the early 1980's), Chorlton Street bus station and car park to the south east, and 55 Portland Street to the south west all dating from the 1960's. The wider context of Portland Street houses many Victorian buildings, typically 5 storeys high containing a mixture of uses including shops at ground floor, restaurants, hotels and offices. Immediately to the rear (SE) of the site is the bus turning area forming part of the Chorlton St bus station.

2.12 Social and Economic Site Assessment
n/a

Views and Aspirations of the Local Community
n/a

Contribution of the development to the Local Economy
There are approximately 1500 daily users of Manchester One, and these users significantly contribute to the local economy and atmosphere around Portland Street. The improvements made by providing suitable staff facilities, additional storage, and plant space are considered vital to maintain the smooth operation of the building. In turn this will ensure retention of the high quality mix of tenants within Manchester One, benefitting both Bruntwood and Manchester city centre.

2.2 Involvement

2.21 Local Community
No community groups have been consulted about the proposals.

2.22 Planning Department
No consultation has taken place to date – the scheme is not considered controversial. It seeks to improve the facilities available within Manchester One, and it replaces a previous approval for an exposed metal plant enclosure, all in a well considered design.

2.3 Evaluation

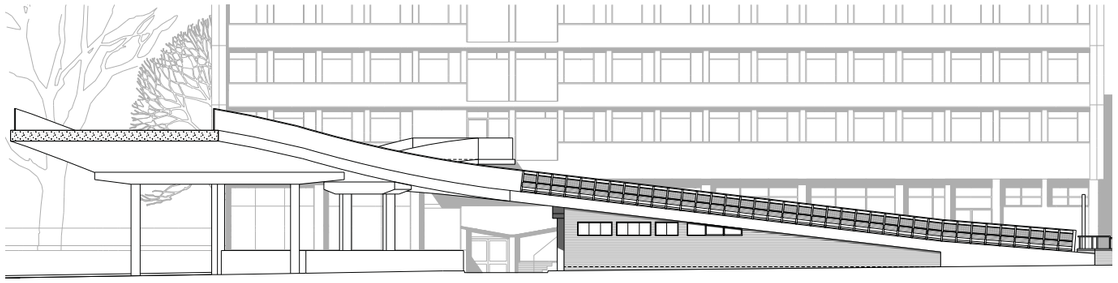
2.31 Opportunities and Constraints
There is an opportunity to improve the existing staff, storage and plant facilities within Manchester One in order to retain existing tenants, and attract new ones. A previous application 092194/FO/2010/C2 was approved March 2010. There is opportunity to improve on the aesthetic solution of this approval.

The constraints are that there is no space to locate additional staff, storage or plant facilities within Manchester One itself. The roof has been discounted as the distance from the lower floors is too great. Hence the space around the building at ground floor must be considered. The space below the ramp is currently used but is badly planned and fitted out, and could be improved.

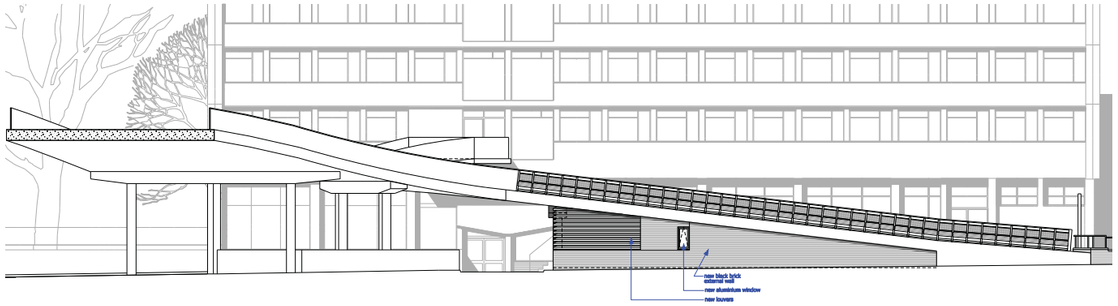
2.32 Design Process
The above constraints have been taken into account when considering the architectural solutions. The design solutions seek to continue the high quality architectural language and materials used in the refurbishment of Manchester One itself (currently underway). The solutions have been closely developed with the Client in order to meet their aspirations.

2.33 Acoustics
A full acoustic assessment has been commissioned by the client. Please refer to the enclosed Arup Acoustics report titled:

Portland Tower
Plant Noise Assessment
AAc/113300-45/R01
Issue 3 | 9 November 2012



existing elevations



proposed elevations

3.0 Description of Proposals

3.1 Design Objectives

- Provide staff facilities and storage space
- Accommodate minor plant
- Improve the layout, efficiency and security of the space
- Improve the aesthetic of the building facades, removing the last remaining panels of brown brick.
- Improve loading access into Manchester One

3.2 Design Proposals

The design proposals aim to satisfy the design objectives and issues contained within the previous chapter.

- Using the same footprint and volume as the original building
- Improving the façade treatment
- Improving access and security

3.3 Principles of the Design

3.31 Use:
The existing uses remain unchanged by the proposals

3.32 Amount of development:
No additional floor area is created by the proposals

3.33 Layout
The proposed layout comprises a cycle store, a staff room with WC, and storage / plant space.

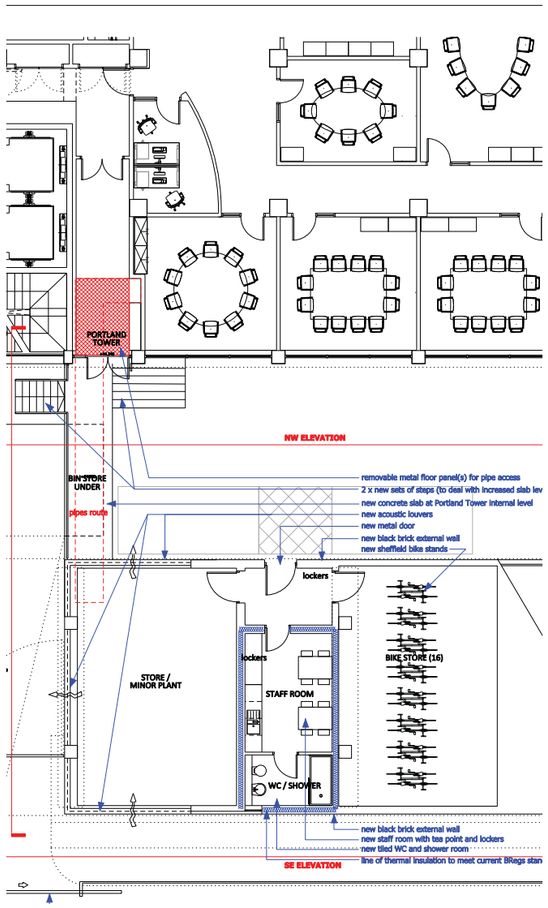
3.34 **Scale**
Not applicable – the scale is unchanged

3.35 **Appearance**
The proposals seek to re-build the elevations using a good quality black brick and dark grey acoustic louvres. This provides a clean palette complimenting the dark base to Portland Tower, with the last elements of low quality brown brick removed. The simple design language and clear use of materials allows the buildings to be read as good quality subsidiary space, whilst improving the feel of this ‘back of house’ area.

It is felt that this is an improvement over the previous application which used mesh screening as an elevational material adjacent to a main pedestrian route.

3.36 **Landscape**
Not applicable

3.37 **Sustainability**
The proposal extends the usability and lifetime of a large, concrete framed building. The most sustainable use for the site / building is continued, adapted re-use with improvements to the fabric over time. The fabric around the proposed heated spaces (staff facilities) is being re-built to current Building Regs standards which is an improvement upon the current poor fabric standards.



Proposed GA Plan

4.0 Access

4.1 Movement Through and To the Site

The existing accommodation (store, cycle store and staff facilities) benefit from level access, albeit the staff from Manchester One are required to descend a flight of 6 external steps before crossing a car park to the staff room.

The proposals do not change any of the existing access arrangements; access remains level throughout. The number of cycle spaces increases from 13 to 16.

4.11 Internal Layout

The proposals to not affect the existing internal access provision – access remains level throughout.

4.2 Inclusive Access

The proposals do not impact upon the existing arrangements for inclusive access. An alternative staff Dis. WC is available on the ground floor of Manchester One

4.3 Consultants

No access consultants were consulted.

5.0 Client

5.1 Client Statement

"Manchester One is an important asset to Bruntwood and Manchester. The works herewith continue the high quality refurbishment of Manchester One , which is currently being completed to a high standard to ensure that it continues to attract quality customers into the building and the Portland St area. We are committed to ensuring that this work is carried out to the high standards required by both ourselves and the City, and have appointed an appropriate design team to deliver this project."

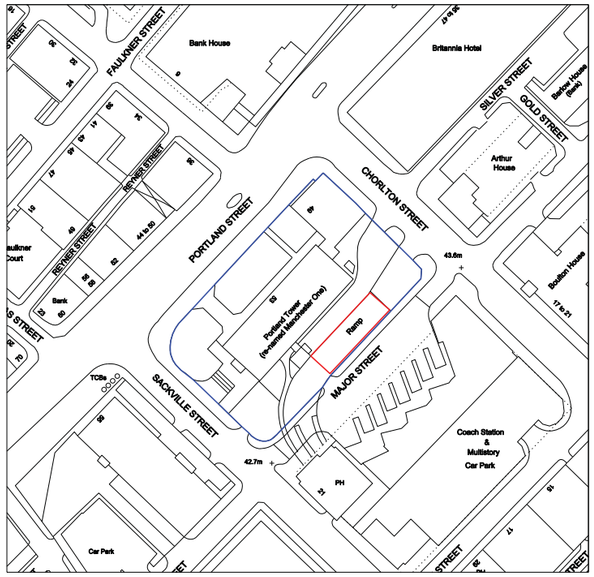
Mark Spavin
Building Surveyor
Bruntwood

Appendix 1

Bridge Architects Planning Drawings

Existing Drawings
Existing Location Plan / GA Plan / Sections / Elevations al(05)100

Proposed Drawings
Existing Location Plan / GA Plan / Sections / Elevations al(05)101



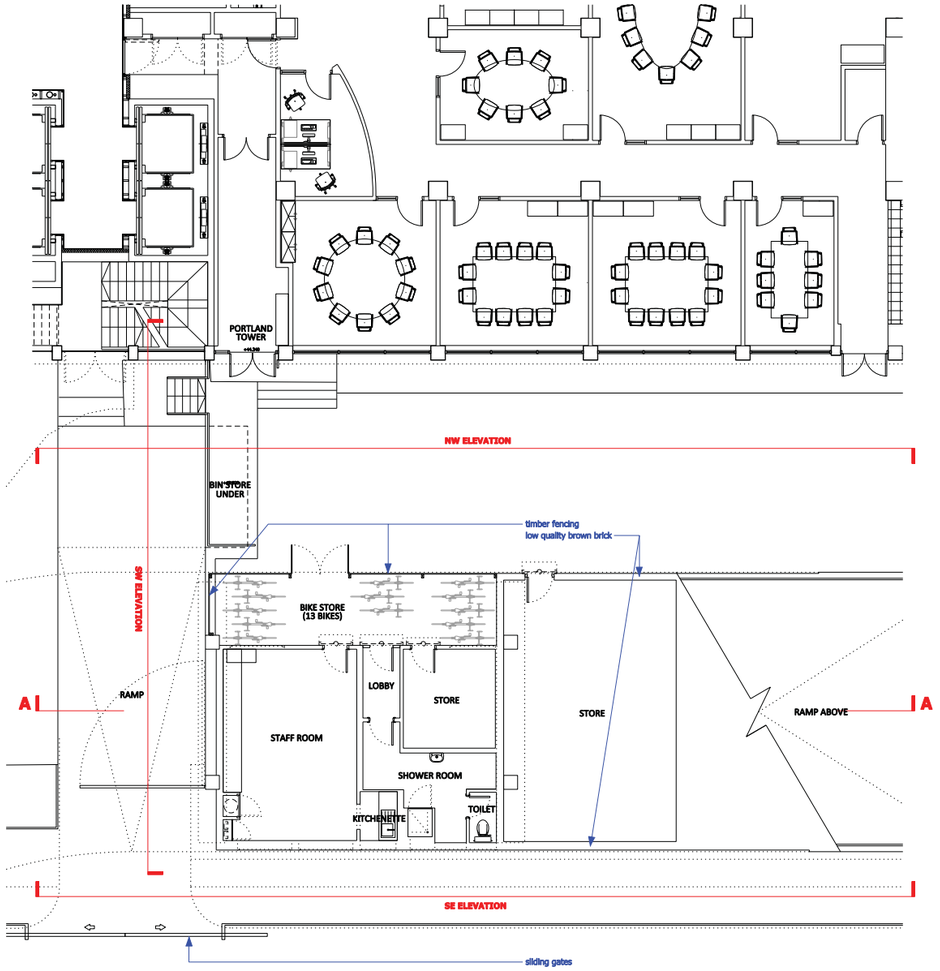
SITE APPLICATION BOUNDARY
ADJOINING LAND WITHIN THE SAME OWNERSHIP

LOCATION PLAN scale 1:1000

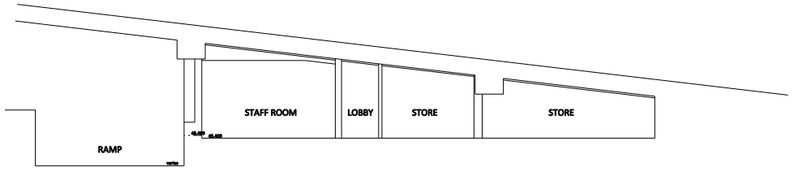




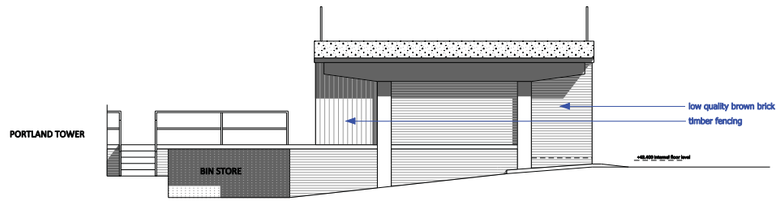
PHOTOGRAPHS



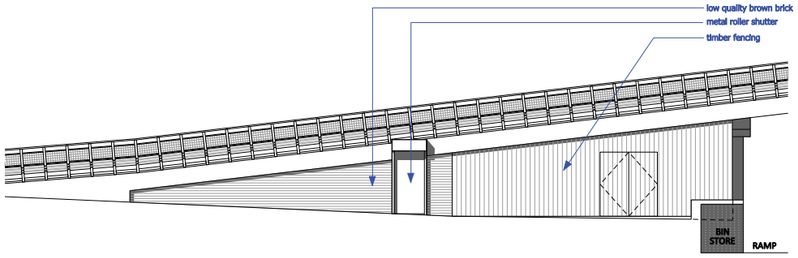
EXISTING FLOOR PLAN scale 1:100



EXISTING SECTION A-A scale 1:100



EXISTING SW ELEVATION scale 1:100



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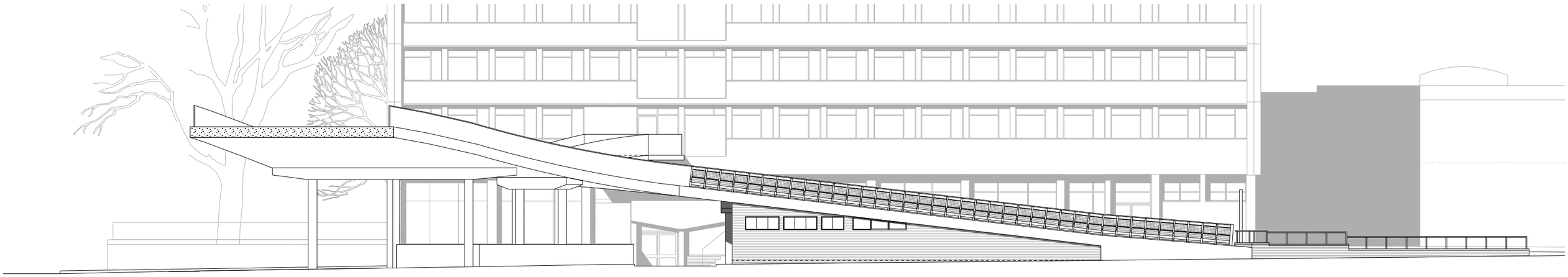

EXISTING SE ELEVATION scale 1:100

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rev A - 2012-09-20 general updates
rev B - 2013-12-14 name amended

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client Bruntwood
job no. 0151
drawing no. al(05)100
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drawing scale 1:100 @ A1, 1:200 @ A3
drawing created August 2012
drawing rev B

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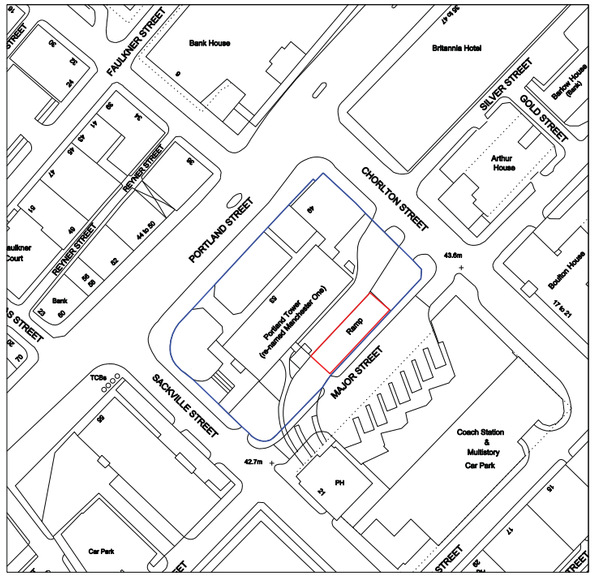
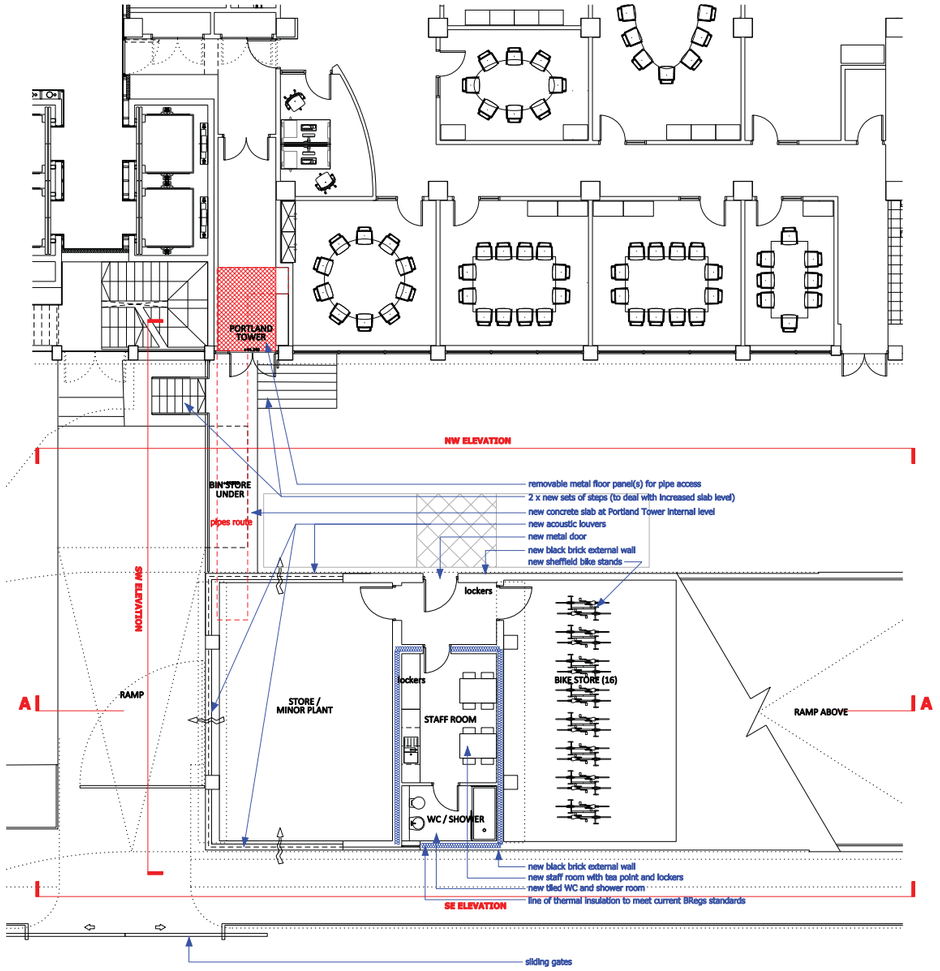
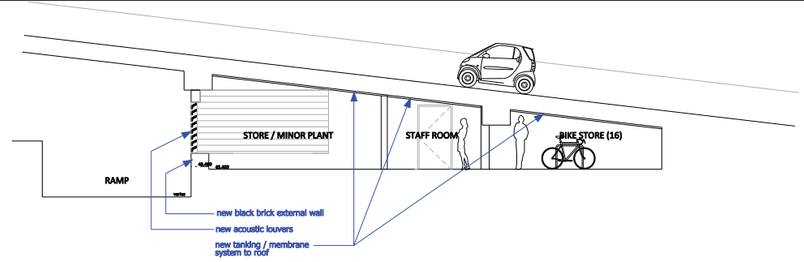


SITE APPLICATION BOUNDARY
ADJOINING LAND WITHIN THE SAME OWNERSHIP

LOCATION PLAN scale 1:1000



PROPOSED FLOOR PLAN scale 1:100



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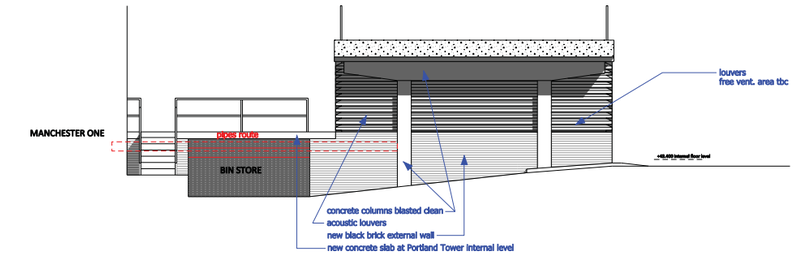

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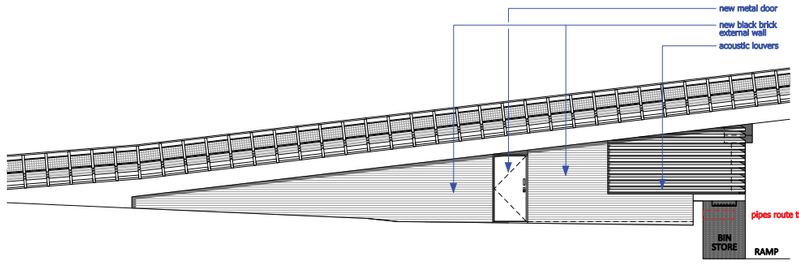

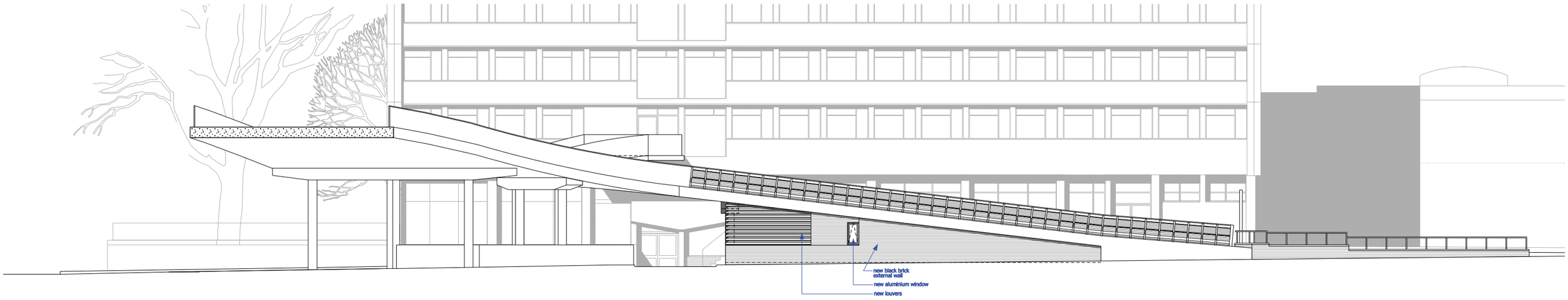

PROPOSED NW ELEVATION scale 1:100

PROPOSED SE ELEVATION scale 1:100

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revision notes
rev A - 2012-09-06 updated as site meeting
rev B - 2012-09-20 general updates
rev C - 2012-12-14 name amended

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