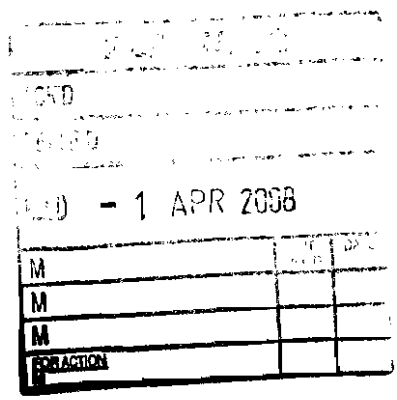
140 Deansgate, Manchester

Design and Access Statement

March 2008

Prepared by Drivers Jonas and Encia Group Limited for Dulgrave Limited



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1. Introduction

1.1 This Design and Access Statement accompanies a planning application by Dulgrave Limited to Manchester City Council for the redevelopment of 140 Deansgate to incorporate Class A3 and A4 uses, plus associated elevational works.

The Requirement for a Design and Access Statement

1.2 The 2004 Planning and Compulsory Purchase Act introduced the requirement for a statement covering the design concepts and principles and access issues to be submitted with applications for planning permission.

1.3 Article 4C of the GDPO (Amendment 2005) and Circular 01/2006 set out the principal requirements for a design and access statement, in relation to planning permissions, as follows:

- Demonstration that proposals are responsive and based on a good understanding of the development context;
- Explanation of the design principles and concepts that have been applied to particular aspects of the proposal – these are the amount, layout, scale, landscaping and appearance of the development;
- Inclusion of an access component – setting out how proposals will ensure that users will have equal and convenient access to buildings, public transport and public spaces.

The Application Proposals

1.4 The application for planning permission is for the ground and upper floors of 140 Deansgate and is described as:

> *"The restoration and refurbishment of the Deansgate elevation and further works to the rear elevations and roof, together with change of use of ground and upper floors to incorporate Class A3 (Restaurant) and Class A4 (Drinking) Uses, plus associated works."*

1.5 It will restore and refurbish the façade of the building and establish the use for both Class A3 (Restaurants) and Class A4 (Drinking) uses throughout.

1.6 It is proposed that the building will be operated as follows:

- Ground Floor - restaurant and bar uses, focussing on restaurant uses during the day / early evening, with bar uses being the main activity in the evening / night-time.
- First Floor - restaurant and bar uses, focussing on restaurant uses during the day / early evening, with bar uses being the main activity in the evening / night-time. The kitchen will also be located on this floor.
- Second and Third Floor – bar uses.

1.7 The operation of the building will be similar to that of other buildings along Deansgate utilised for both restaurant and drinking uses, for example The Living Room.

1.8 The proposed hours of operation are 11am to 4am, seven days a week.

2. Site Analysis and Context

2.1 The application refers to the ground and upper levels of 140 Deansgate, a four storey building located in Manchester City Centre.

2.2 The site is positioned within a row of buildings, which form a busy section of Deansgate and comprise primarily of bars and restaurant uses, but also includes the Grade I Listed John Rylands Library. It fronts onto Deansgate, which is currently a key cross city centre route and backs onto a small alley way which provides access to Wood Street and Bridge Street.

2.3 The site is within the Deansgate / Peter Street Conservation Area. It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street.

2.4 The building dates from c.1885 and was designed by Edward Salomon and Alfred Steinthal to accommodate the Gas Board.

2.5 The ground and upper levels of the building are currently vacant, and were last used in 2006, when the ground floor was utilised as a hot food takeaway and the upper floors as a hairdressers. The basement floor of the building is not subject to this application, and is currently occupied by a private dancing club.

3. Pre- Application Consultation

3.1 In line with best practise, there has been regular pre-application consultation with the Local Planning Authority from an early stage on the application proposals for 140 Deansgate.

3.2 Advice has been sought on the proposals in terms of design, appearance and access, as well as on the form and content of the application documentation submitted as part of this planning application.

3.3 The project team are meeting with the Greater Manchester Police Architectural Liaison Officer to discuss the application proposals for 140 Deansgate and their acceptability in terms of the objectives of Secured By design on 9th April 2008.

4. Design Proposals

4.1 The planning application is for the change of use of the ground and upper levels of 140 Deansgate to incorporate Class A3 and A4 uses, plus associated elevational works.

4.2 The key design issues for the proposals are as follows:

- The project will involve the installation of a new kitchen to serve ground and first floor eating areas.
- The project will involve the installation of disabled access and toilet facilities.
- The building was constructed in the late 19th century and has interesting features to be retained / reinstated:
  - Original sandstone façade
  - Original staircase
  - Original glazing panels to side and rear elevations

4.3 Overall, the proposals will restore the façade of the building to repair and reinstate the original features of the building which were removed during

the 1960's/1970's. The attached architectural drawing (Appendix 1) from the archives of Manchester City Council illustrate these original features.

Use and Amount

4.4 The existing floor areas of the ground and upper floors remain unchanged by the application proposals at 540 sq m.

4.5 The subject application will establish the use of the building for both Class A3 (Restaurants) and Class A4 (Drinking) uses.

4.6 These uses are entirely appropriate to this location and accord with the aspirations of the local planning authority to provide a continuous active frontage along Deansgate.

4.7 It is proposed that the building will be operated as follows:

- Ground Floor - restaurant and bar uses, focussing on restaurant uses during the day / early evening, with bar uses being the main activity in the evening / night-time.
- First Floor - restaurant and bar uses, focussing on restaurant uses during the day / early evening, with bar uses being the main activity in the evening / night-time. The kitchen will also be located on this floor.
- Second and Third Floor – bar uses.

4.8 The operation of the building will be similar to that of other buildings along Deansgate utilised for restaurant and drinking uses, for example The Living Room.

4.9 The proposed hours of operation are 11am to 4am, seven days a week.

Scale

4.10 This application seeks planning permission for a change of use and associated elevational works to an existing building. Therefore this section is not relevant.

Layout

4.11 The submitted drawings provide an illustrative layout of the ground and upper floors of 140 Deansgate.

4.12 The kitchen will be located to the rear of the first floor bar / restaurant. An existing dumb waiter will be re-commissioned to serve a further restaurant area on the ground floor. The dumb waiter shaft from the first floor to the roof will be utilised for kitchen extract ducts.

4.13 To the front ground floor bar / restaurant an existing passenger lift shaft will be re-commissioned with the installation of a new lifting platform to convey disabled passengers to the new toilets located at second floor level.

4.14 Natural light will be made available to the central ground floor area via patent glazing over the central bar feature.

4.15 A recessed frontage will comprise of sliding, folding doors at ground floor level to match a pair of main entrance doors to the premises.

External Appearance

4.16 The proposals will restore the façade of the building in accordance with the details shown on the City Council Archived drawing (Appendix 1).

4.17 Drawing No 9051.03 shows the re-instatement of sandstone pillars and corbels to replicate the original (now missing). The photographs attached to this statement (Appendix 2) show where the original corbels had been located and shows damage to the original store fascia which is to be repaired.

4.18 Drawing No 9051.03 also shows the proposed signage zones on the Deansgate Elevation for which separate advertisement consent will be applied for, subject to tenant requirements.

4.19 There are a number of original glazed walls remaining intact. Drawing No 9051.04 shows the reinstatement and replication of glazed walls to the side and rear elevations at both ground and first floor levels. The photographs attached to this statement show the detailing and proportions of the existing glass panels (Appendix 2).

4.20 The fire escape serving the rear, first and second floor areas is to be encased in a glazed stairwell to match the existing. A slate hipped roof is to be added above the existing flat roofed area to match the existing.

4.21 All new store dressings will be in red sandstone sourced from an appropriate quarry, sample to be agreed with the planning office. The existing stone façade will be cleaned to restore its original colour.

Landscaping

4.22 The application proposals does not include any landscaping works, therefore this section is not relevant.

5. Refuse Strategy

5.1 The proposed Refuse Strategy for 140 Deansgate has been based on the guidance issued by Manchester City Council '*Waste Storage and Collection Guidance for New Developments*'.

5.2 The aim of the document is to help Manchester become the Greenest City in the UK , and as a result all new developments must have a waste management strategy which best facilitates the storage of waste and maximises the amount that can be sent for recycling.

5.3 A dedicated refuse store is to be provided as shown on drawing No 9051.02. This is to be accessed via the rear lane linking Bridge Street and Wood Street as shown on drawing No 9051.05. Separate bins will be provided for glass, tin and landfill refuse.

6. Mechanical Services and Plant

6.1 The new mechanical services required to facilitate a change of use of the premises to incorporate Class A3 and A4 uses, have been designed to have a minimum impact on the outside of the building and to conform to current building regulations.

6.2 The mechanical services and plant required are detailed below.

Fume Extraction

6.3 Vertical extract ducts will be installed within the existing dumb waiter duct to serve the kitchen. The ducts will rise through the roof and will be located between two existing chimney stacks as shown on drawing no 9051.02 side elevation.

6.4 The location of these ducts and fans will reduce noise / vibration to acceptable levels (see Enviros Acoustic Report).

Air Conditioning Units

6.5 Wall mounted air conditioning units at ground and first floor levels were previously installed to serve the former Magnet Nightclub. These are to be re-commissioned or replaced with new units installed in the same positions on the side elevation.

Lifts

6.6 A new disabled lift is to be installed by Invalifts Ltd. The model SC2000 will fit within the existing lift shaft with entry at ground floor travelling to the first and second floor where a disabled toilet is located.

6.7 The lift size is fully compliant with Design for Access 2 and Building Regulations Part M.

Security Shutters

6.8 The proposals include security roller shutters along the Deansgate frontage.

6.9 An aluminium framed security roller shutter is to be provided by Enviroll Security Shutters Ltd (Appendix 3). The model will incorporate polycarbonate panels and roll into a suspended ceiling above the ground floor entrance as shown on Drawing 9051.03. When the shutter is up, it will be concealed from view to the Deansgate elevation by the reinstated corbel.

7. Access

7.1 This section of the statement explains the movement pattern in and around the application site for vehicles, service vehicles and pedestrians in accordance with planning policy.

7.2 The building at present has poor accessibility for all. The general access from Deansgate is stepped with a single 280mm riser and no handrails.

7.3 Internally, the building does not have lift access and hence the upper floors are accessible by staircase only.

7.4 The application proposals will result in improved accessibility for all to the building. The steps taken to provide this improved accessibility are described in detail below.

Policy Background

7.5 At the Local level, the Manchester Unitary Development Plan (UDP) sets out the planning policy context for considering accessibility to residential accommodation, retail, commercial and car parking facilities.

7.6 Policy DC7.1 states that the Council will require all new commercial buildings and the environments in which they are set to meet high standards of accessibility for disabled people. This requirement will also apply to development, which involves the adaptation of existing buildings unless practical considerations dictate otherwise.

7.7 Paragraph 3.1 of the Manchester's Guide to Development (April 2007) outlines the design principles that will help to achieve accessible

development, and includes encouraging the conversion of existing buildings for a range of new uses, which maximise accessibility.

Multi-modal Connectivity

7.8 Located within the city centre, 140 Deansgate is well served by a variety of sustainable modes of transport.

Foot

7.9 The application site's location on Deansgate, one of the city centre's main streets and cross city centre routes, results in it being easily accessible by foot.

Rail

7.10 Deansgate Railway Station is approximately 750 metres away, and can be accessed directly from Deansgate. Victoria Station is approximately 850 metres away in the opposite direction along Deansgate, and is accessed from Hunts Bank / Victoria Station Approach.

7.11 Both are easily accessible by foot or bicycle.

Metrolink

7.12 St Peters Square Metrolink is approximately 500 metres away and the most convenient access for pedestrians from this part of Deansgate is through Brazenose Street, Lincoln Square and Albert Square.

7.13 Additionally, the GMEX Metrolink station is located on a raised viaduct immediately north of Whitworth Street West, at its junction with Deansgate and Bridgewater Viaduct. The station lies within approximately 750 metres from 140 Deansgate. The most convenient access for pedestrians from the application site is the access via stairs from Bridgewater Street.

Bus

7.14 The free Manchester City Centre bus service, Metroshuttle, has two routes which go directly past the application site:

- Metroshuttle Service 1 linking Piccadilly Station and Spinningfields – nearest stop to 140 Deansgate is at the John Rylands Library on Deansgate.
- Metroshuttle Service 2 linking Oxford Road Station and the Shudehill Interchange – nearest stop to 140 Deansgate is at the John Rylands Library on Deansgate.

7.15 In addition, the third Metroshuttle route linking Piccadilly and Salford central Stations has stops in Albert Square and Spinningfields (Gartside Street and Hardman Square), all of which are within easy walking distance of 140 Deansgate.

7.16 A number of frequently served bus stops are in close proximity to the site on Deansgate, Albert Square, Bridge Street, Gartside Street, Hardman Square, John Dalton Street and Quay Street. These stops provide bus services across Greater Manchester linking the city centre to a variety of destinations including Altrincham, Bolton, Wigan, Eccles, Walkden, Prestwich, Chorlton, Didsbury and Stockport.

External Access

7.17 General access to the building is direct from Deansgate.

7.18 The access to the building will be a gradient of 1:16. This is the minimum gradient which can be achieved at the application site given the existing features inside the building and the requirement for the ramp to terminate in a level area.

7.19 Within the building there is an existing original staircase located a short distance from the main entrance door. It is necessary to terminate the ramp short of the staircase in order to maintain a safe circulation area at the foot of the stairs. The gradient of the new ramp is therefore constrained to a minimum of 1 in 16. This gradient was agreed in pre-application discussions with the local planning authority.

7.20 Handrails will be provided to both sides of the ramp into the building as shown on drawing No 9051.03

7.21 It is also not possible to achieve the preferred gradient of 1:20 by providing a series of ramps into the building. Due to the narrowness of the building, this would require either the ramp to break through into the neighbouring building, which is not an option, or the loss of functionality of the area to the left of the entrance which comprises the Deansgate frontage of the application site.

7.22 Therefore, in order for the access ramp not to compromise either the existing features of the building or the functionality of the space to the left of the entrance, a higher gradient ramp needs to be provided.

7.23 There is no direct vehicular access to the building to the rear of the property. There is an existing rear access onto a small alley way which provides access to both Wood Street and Bridge Street.

7.24 Access for emergency vehicles will be direct from Deansgate.

Internal Access

7.25 Internal access to the upper floors of the building is currently via a series of internal staircases.

7.26 The proposals include a passenger lift which will fit within the existing lift shaft and provide level access to the first and second floors.

7.27 Design for Access 2 states that in specific constrained circumstances, such as refurbishment schemes, the minimum internal dimensions required for passenger lifts are 1100 mm wide by 1400 mm deep by 2000 mm high.

7.28 The lift size is fully compliant with Design for Access 2 and Building Regulations Part M.

7.29 There will be an unobstructed area in front of the lift entrance of 1800 mm by 1800mm. This area and the area to the side of the lift will be kept clear of obstructions to allow access to the controls.

7.30 The door to the lift will provide a clear opening of 900 mm, the general requirement of Design for Access 2.

7.31 The original staircase from ground to first floor has risers of 166mm, 4mm below the maximum for an ambulant stair. The original stair flight from first to second floor has rises of 182mm and the flight from second to third is 184mm.

7.32 All internal doors shall have a clear opening of at least 850mm, and the effective clear opening area shall be free of projections such as door furniture. Where possible, doors will have a two-way swing.

7.33 Means of escape from the third floor will be down the main staircase. Escape from the first and second floors will be via either the main or rear staircases.

8. Conclusions

8.1 This Design and Access Statement supports a planning application by Dulgrave Limited to Manchester City Council for the restoration and refurbishment of the Deansgate elevation of 140 Deansgate and further works to the rear elevation and roof, together with change of use of ground and upper floors to incorporate Class A3 (Restaurant) and Class A4 (Drinking) Uses, plus associated works.

8.2 The proposals offer an excellent opportunity to bring the currently vacant ground and upper floors of 140 Deansgate into active use, whilst restoring the exterior of the building to the detail shown on the historic plans. These uses are entirely appropriate to this location and accord with the aspirations of the local planning authority to provide a continuous active frontage along Deansgate.

8.3 The proposal is responsive to, and based on a good understanding of the development context of 140 Deansgate. The scheme has been developed with reference to the historic character of the building and materials used, restoring and reintroducing these features where appropriate.

8.4 The proposals will ensure that the redevelopment of the ground and upper floors of 140 Deansgate has equal and convenient access for all to the building, public transport and public spaces.

8.5 If you have any comments or questions, please contact:

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Appendix 1: Archived Architectural Drawings of 140 Deansgate

09/05/2007

Appendix 2: Photographs of 140 Deansgate


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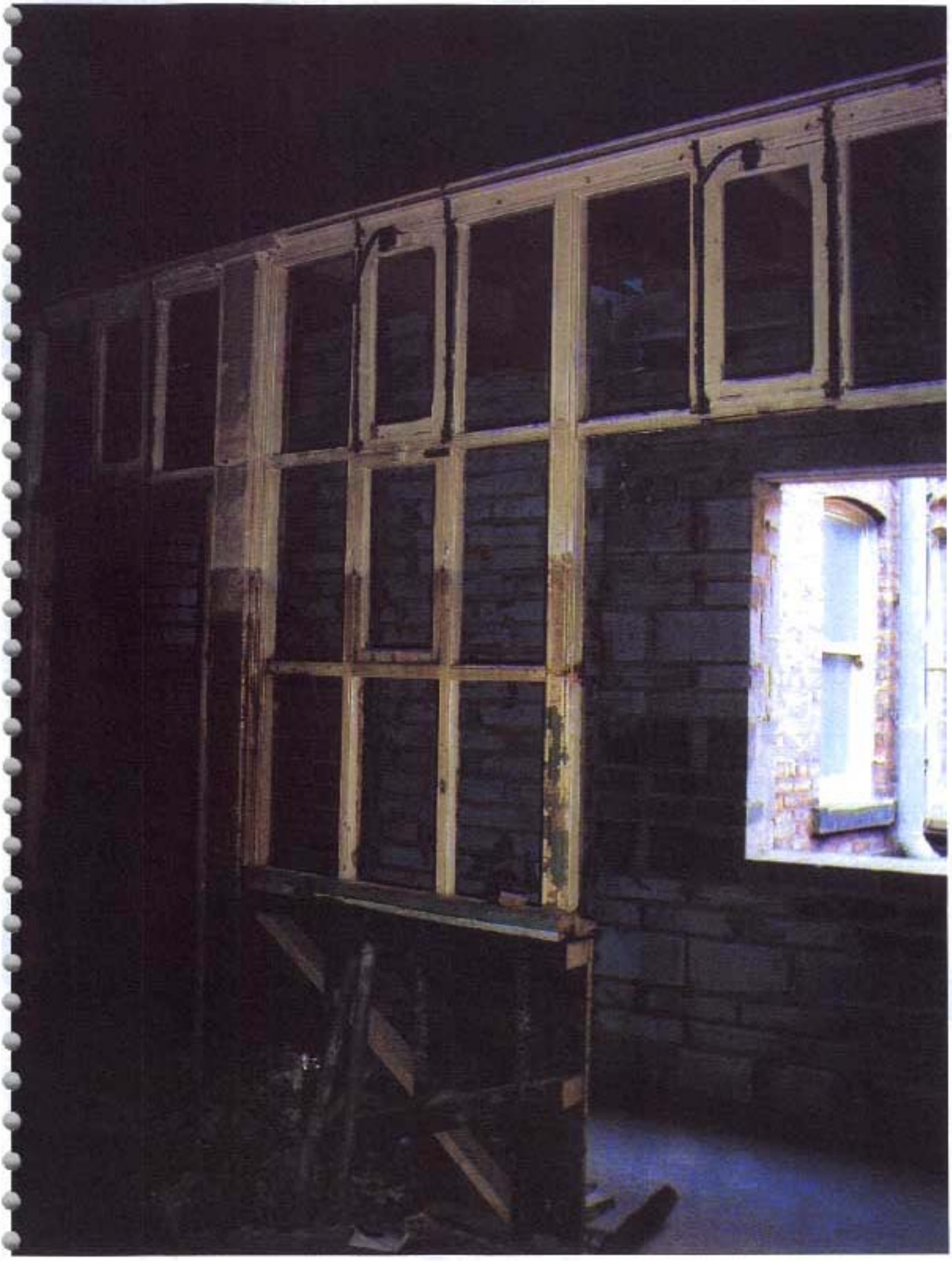
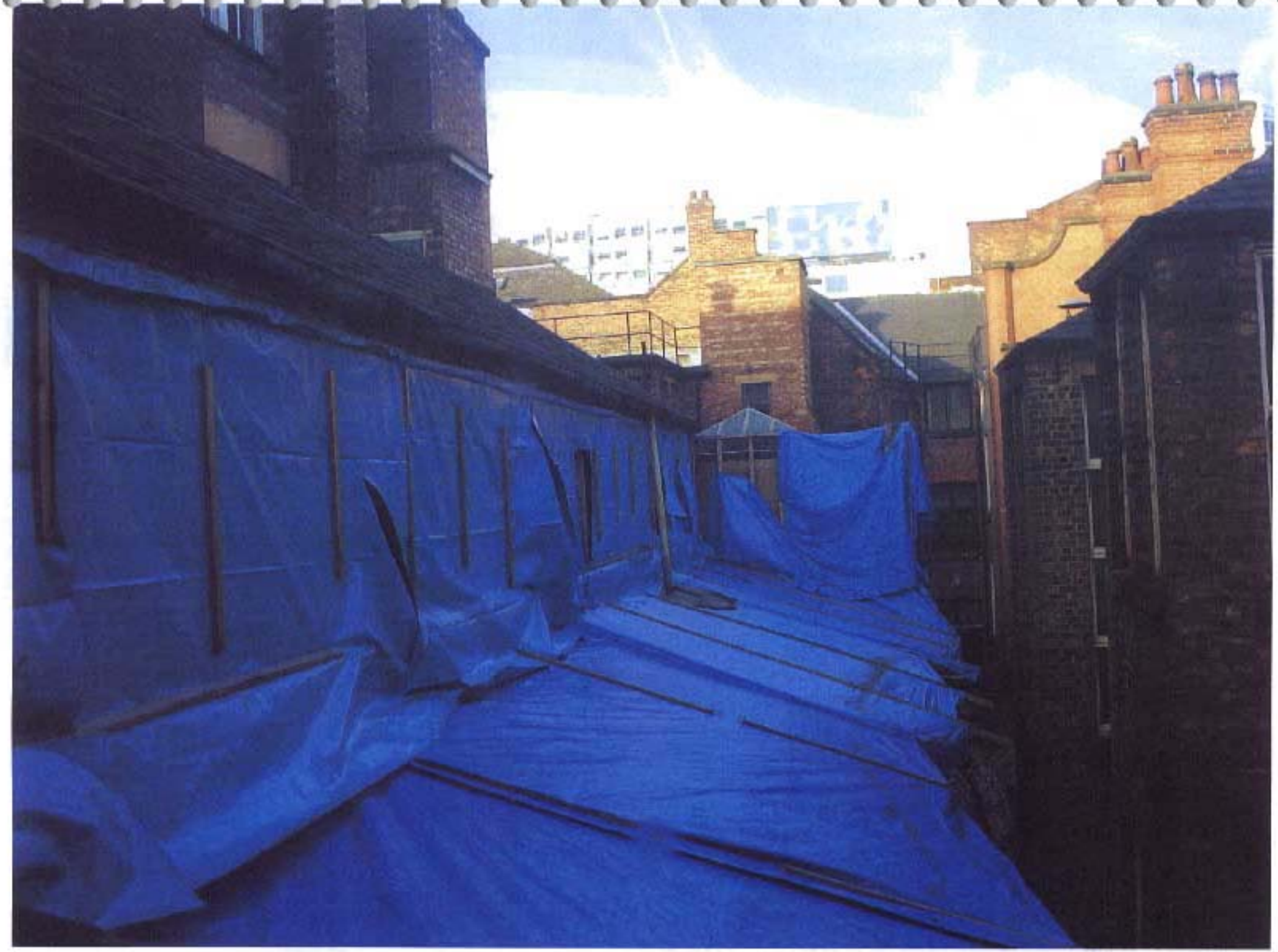
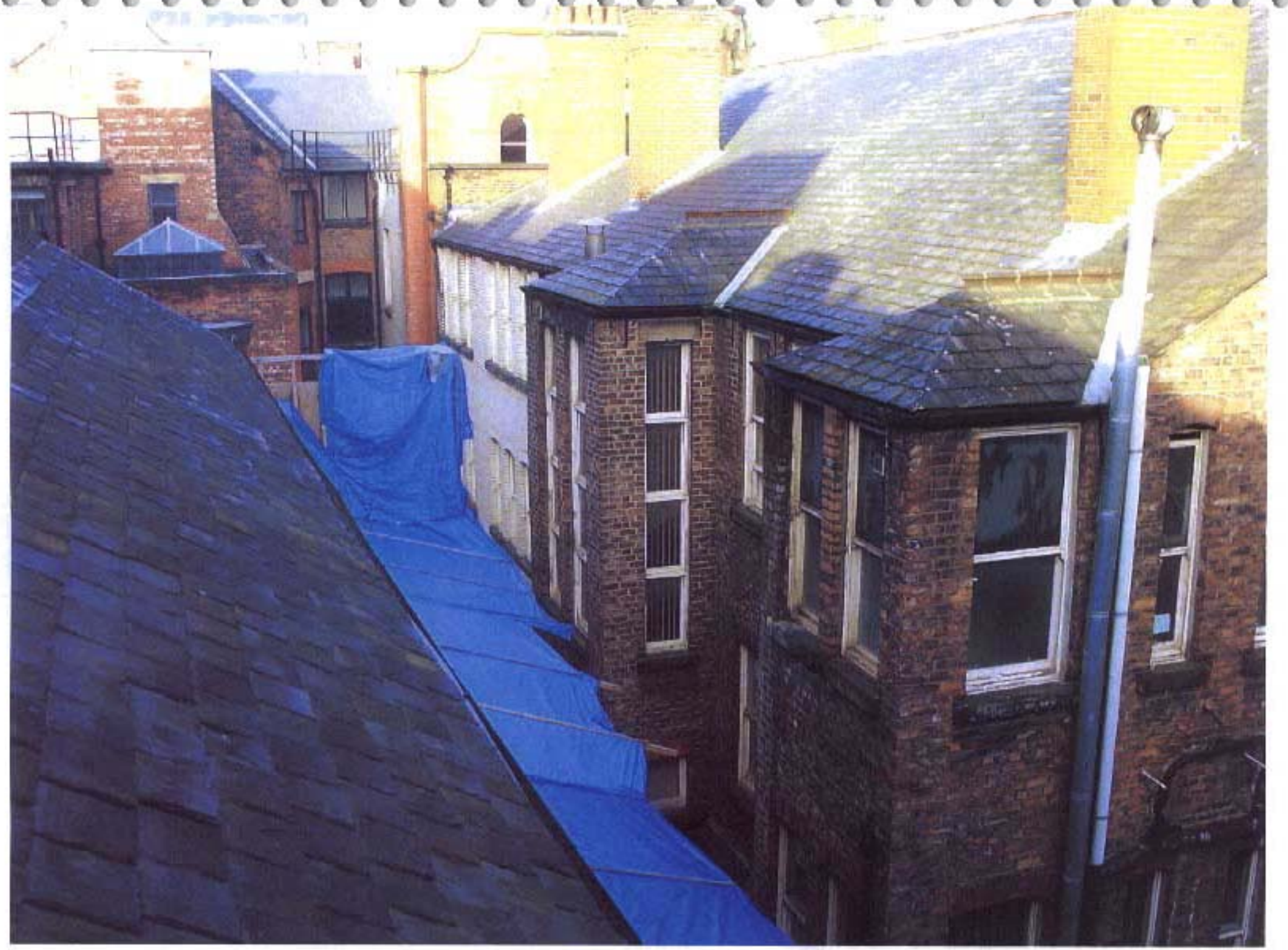
SAWYERS ARMS
ALL MAJOR SPORTS
SHOWN HERE LIVE


Y
BAR
SIGNAL
PRIORITIES
CHANGED









Appendix 3: Proposed Security Shutter

