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Design & Access Statements

Project

The Midland Hotel, Manchester: Acoustic Upgrade

Client

QHotels

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Design Statement

INTRODUCTION

The purpose of this project is to improve the acoustic performance of the Midland Hotel due to proposed construction works for the Metrolink Second City Crossing in the vicinity of the building, notably Lower Mosely Street and St. Peter's Square.

These works will constitute a significant change in the existing condition, with high levels of noise from construction of the new tram tracks and subsequent noise from increased tram frequencies.

An acoustician has been appointed to assess the impact these construction works will have on the comfort of persons within the hotel. They have identified 30 bedrooms, 3 function rooms and 3 meeting suites that will suffer from noise levels that will be above acceptable levels for prolonged periods of time.

To maintain the hotel as operable and useable without causing discomfort to its customers, it is imperative that steps are taken to improve the acoustic performance of the windows and doors of the identified rooms so that it remains a viable business in the face of its competition.

PROPOSALS

The majority of the works as part of the project are not in need of planning permission, those works that do and therefore form this application are as follows:

- Replacement fire exit doorset from the Trafford Room, including works to the surrounding glazing.
- Replacement fire exit doorset from the Alexandra Suite, including a bulkhead above
- Installation of 2no louvres within the Chester Suite and 2no louvres set within the frame of the top lights of nearby windows to a back-of-house area
- Louvres within the bottom lights of windows to plant rooms on the first and second floor

The new doors will be specialist acoustic doors that have triple rebates and double seals, as well as a composite structure that is layered to deaden sound. This will be a significant improvement on the existing basic timber doors which have no seals around their perimeter.

Following the remedial works to the windows there will be a significant, if not complete, reduction in the air leakage into the room. Currently the ventilation strategy uses this air leakage into the rooms, including through non-attenuated trickle vents, as a means to provide the required fresh air according to Building Regulations. This means that fresh air will need to be fed into the affected rooms by an alternative method, and as such louvres will be required to facilitate this.

There are works as part of this project which also require Listed Building Consent, these are the subject of an LBC application reference 105783/LO/2014.

LAYOUT

The new fire exit doors are located on the ground floor of the Lower Mosley Street elevation, one to the Trafford Room and one to the Alexandra Suite.

New louvres are proposed within the top-lights of two existing windows at first floor overlooking Lower Mosley Street. There are also new louvres proposed to plant rooms at first and second floor which overlook the main lightwell.

SCALE

The proposals are small in scale and have been designed to have negligible impact on the building's character.

The scope of these proposals has been determined by the works to improve the acoustic performance of the hotel.

APPEARANCE

New louvres to the elevations are proposed to be dark grey and installed within existing frames to give the overall impression of a window, and will be of much less visual impact than existing louvres.

It is proposed the frames of the new doors are off-white to match the existing paint to the woodwork, and for the external face of the door leaf to be the same brown as the existing to maintain a consistent appearance across the hotel.

It is the intention to not only preserve, but enhance the historic and architectural character of the building, with our proposals designed to make as minimal impact as possible whilst achieving our brief of improving the quality of customer experience at the hotel.

Access Statement

As a city centre hotel, the Midland is extremely well connected to public transport with mainline stations easily accessible by walking or tram, and is only 3miles from the end of the M602.

The majority of public areas and bedrooms are accessible by wheelchair.

The proposals make no changes to existing access conditions.