

Faraday Tower Demolition

Design & Access Statement

5706-HMA-FT-ZZ-RP-A-90002

Developing game-changing materials to solve global challenges

Engineering biology for a sustainable world

Leading the energy transformation

MANCHESTER
1824

The University of Manchester

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1.0

INTRODUCTION

1.0 Introduction

This Design & Access Statement has been prepared to support a full planning application for the demolition of the Faraday Tower.

In December 2024, Manchester City Council confirmed a full planning application would be required as demolition of the tower would trigger the requirement for an Environmental Impact Assessment (EIA). Please refer to the Environmental Statement that accompanies this application, prepared by Buro Happold.

The University of Manchester have appointed a Project Team to lead the works, which includes the disconnection of utilities and services; removal of hazardous materials; soft strip and hard demolition of the building; and to leave the site in a safe and secure condition for potential future redevelopment.

The site address is Faraday Tower, The University of Manchester, Sackville Street, Manchester, M1 3BB.



Faraday Tower Location

1.0 Introduction

1.1 Project Team

Applicant/Client
Project Manager
Quantity Surveyor
Architect
Structural Engineer
Civil Engineer
MEP Consultant
Planning Consultant
Ecology Consultant
Arboricultural Consultant
Environmental Sustainability Advisor
Environmental Impact Assessment Consultant
Flood Risk Consultant

University of Manchester
Arcadis
Gleeds
Halliday Meecham Architects
Curtins
Curtins
Arup
Paul Butler Associates
Rachel Hacking Ecology
Tree Solutions
Buro Happold
Buro Happold
WML Consulting Ltd.

2.0

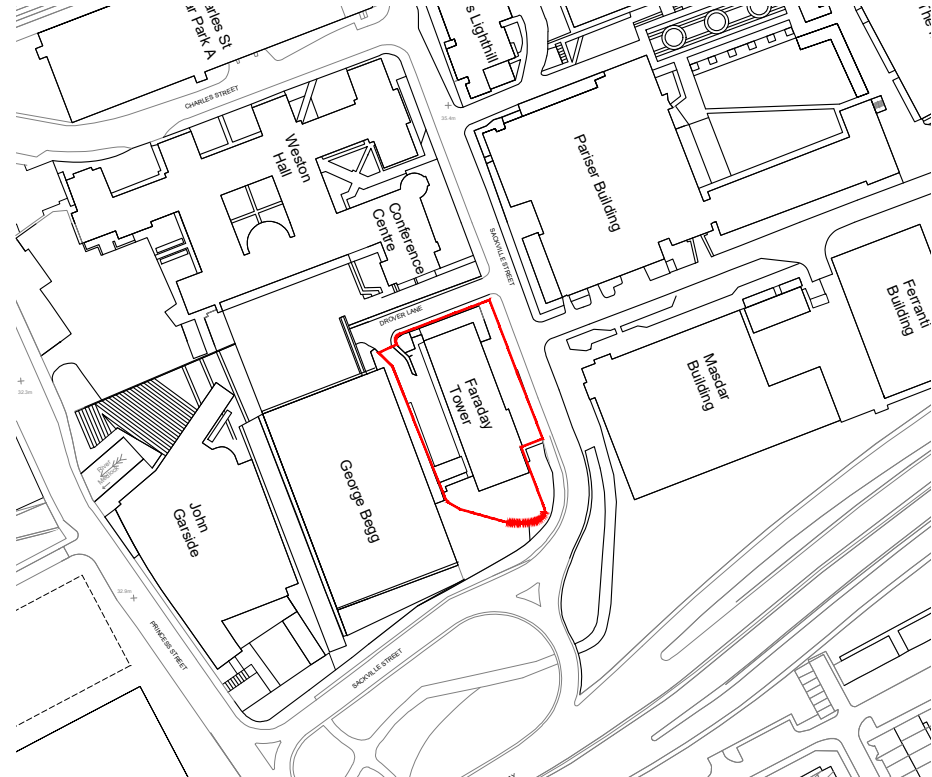
THE SITE

2.0 The Site

2.1 Site Location

The Faraday Tower is located in central Manchester and was part of the former University of Manchester Institute of Science and Technology (UMIST) campus.

The site is bounded by Sackville Street to the East, the Mancunian Way to the South, the George Begg Building to the West, and the Pendulum Hotel & Conference Centre to the North.



Site Location Boundary

2.0 The Site

2.2 Existing Building

2.2.1 Overview

The Faraday tower is a 15-storey building on a split-level site, which includes a basement accessed directly from the service yard level and a further sub-basement. The Faraday Tower and the previously connected Faraday Building were designed by H.M. Fairhurst and constructed in 1967 as part of the University of Manchester Institute of Science and Technology (UMIST) Campus. The building was occupied by the School of Chemistry until 2007 when it was closed by The University of Manchester and has remained vacant since.

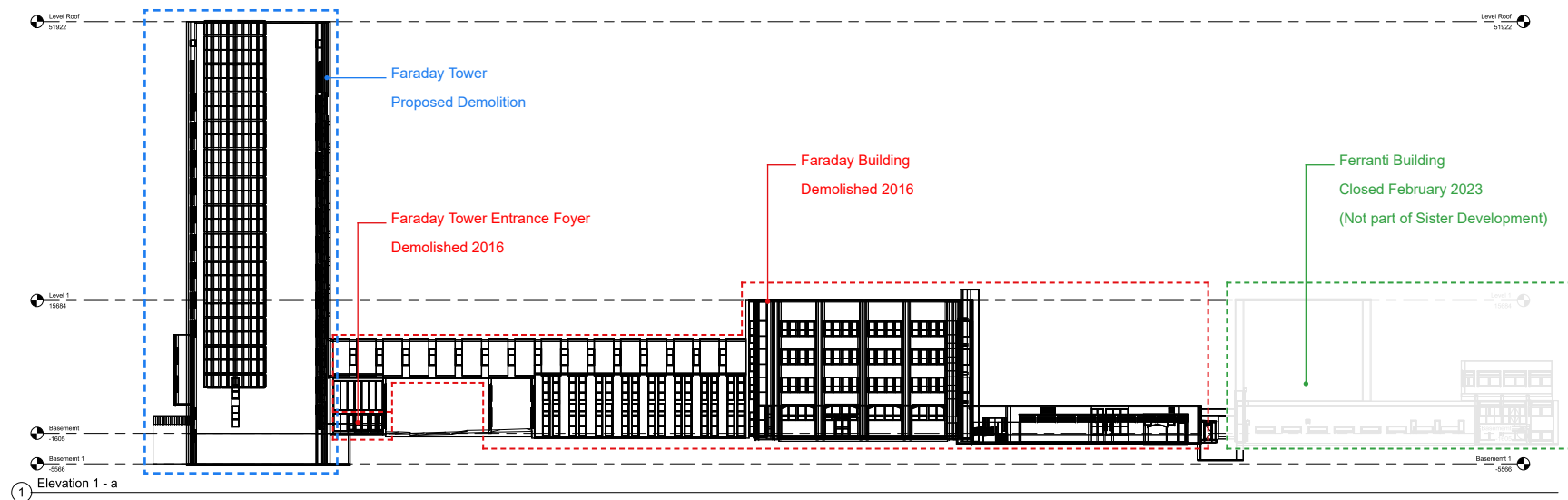
The Faraday Building, connecting bridge and entrance foyer to the Faraday Tower were demolished in 2016 to make way for the Graphene Engineering Innovation Centre

(GEIC / Masdar Building) which now faces the Faraday Tower on Sackville Street. A below ground pedestrian connection remains in-situ although capped on the Eastern side, and services tunnels containing the North Manchester Ring Main connect on the Northern edge before crossing Sackville Street.

Planning References for 2016 Demolition Works:

- 109953/DEM/2015/C1 - Demolition of Faraday Building and associated structures - Approved 30th September 2015
- 110685/DEM/2015/C1 - Demolition of Faraday Tower entrance lobby - Approved 22nd December 2015

The tower remains unoccupied and in a poor state of repair. Following detailed structural assessment and the level of contamination identified within the building, it is not viable to refurbish the building. Therefore, the demolition of the Faraday Tower is proposed.



2.0 The Site

2.2.2 Accommodation

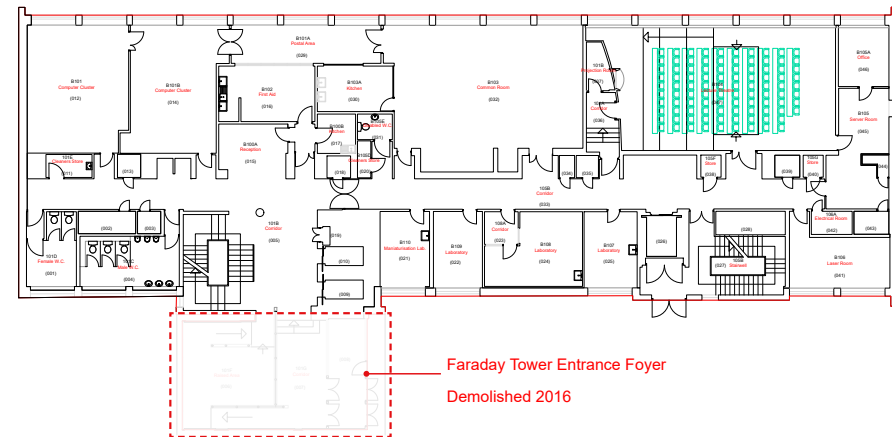
The main entrance to the Faraday Tower was previously via a large entrance foyer at Ground Floor level on Sackville Street, which was demolished in 2016.

The Ground Floor house an IT cluster, raked teaching rooms, and common room spaces.

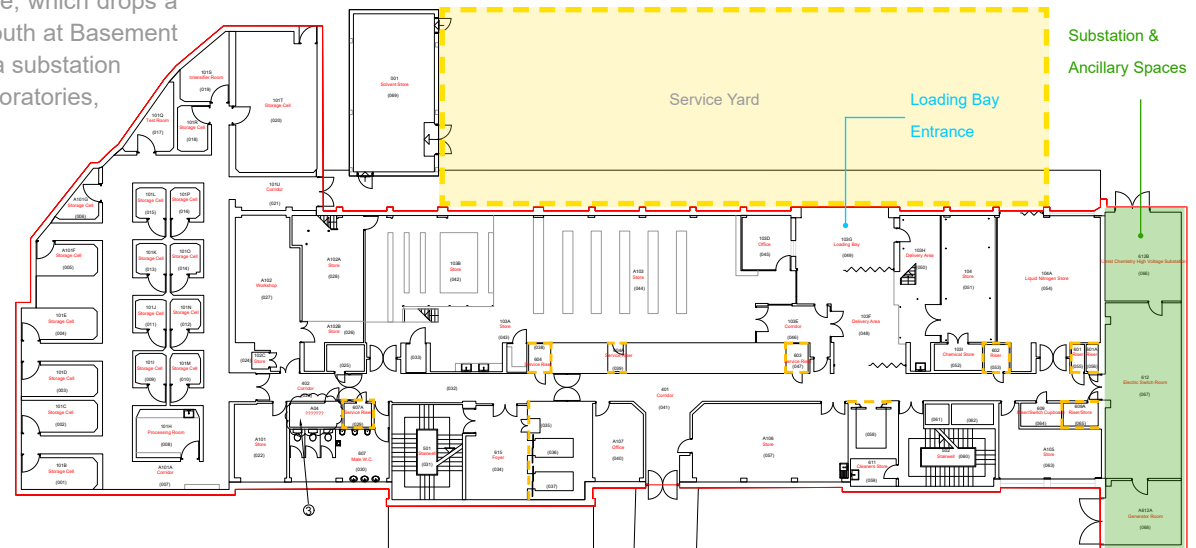
Upper floors (Floors 1-12) are generally occupied by teaching accommodation and science labs. The First and Second Floors also include a cantilevered floor slab to the rear of the building overlooking the service yard.

Plant is situated on the Twelfth Floor as well as at Roof level. Further plant equipment was added to the north and west elevations at a later date, encased in a metal cage-style structure, which carried services from upper floors to the Roof level.

There are two basement levels. The first Basement level accommodates a delivery area, workshops, stores and offices. This is at the same level as the service yard to the rear of the building. Vehicles access this service yard via Drover Lane, which drops a full building storey from Sackville Street. A podium to the north and south at Basement level projects beyond the footprint of the tower, which accommodate a substation and an autoclave. The Sub-Basement level below accommodates laboratories, plant rooms and offices.



Above Image: Existing Ground Floor
Below Image: Existing Basement Level



2.0 The Site

2.2.3 Heritage

The Faraday Tower and the Faraday Building were designed by H.M. Fairhurst and constructed in 1967 as part of the University of Manchester Institute of Science and Technology (UMIST) Campus. The building was occupied by the School of Chemistry until its closure in 2007. In 2016, the Faraday Building, the connecting bridge and the entrance foyer to the Faraday Tower were demolished to make way for the Graphene Engineering Innovation Centre.

Murals in the entrance colonnade to the Faraday Building titled 'The Alchemist's Elements' by artist and designer Hans Tisdall were carefully removed prior to demolition. These have since been relocated to the Schuster Building on the University's main campus on Oxford Road, in line with the measures set out within the Heritage Asset Statement for the Graphene Engineering Innovation Centre (planning reference: 115328/JO/2017).

The north and south elevation of the Faraday Tower are clad in concrete panels with a relief pattern designed by sculptor Anthony Hollaway. These patterned concrete panels previously extended to the Faraday Building before its demolition.

The Faraday Tower is not listed nor in a conservation area. However, it has the potential to be regarded as a Non-Designated Heritage Asset and as such a Heritage Statement accompanies this planning application.

Please refer to the Heritage Statement prepared by Paul Butler Associates.

2.0 The Site

2.2.4 Appearance

The East and West elevations are heavily glazed providing natural light to the deep floorplates. The north and south elevation are clad with large, sculpted concrete panels designed by sculptor, Anthony Hollaway.

A rendered, retaining wall follows the perimeter of the site, providing retention to the Sackville Street highway, separation between the University of Manchester George Begg building and a boundary line to the rear service yard and the culverted River Medlock lying to the South East of the site.

The condition of the building is poor and has deteriorated since it was closed in 2007. Regular inspections have been undertaken to review the deterioration of the façade and maintenance has been undertaken to prevent spalling concrete. A crash deck has been provided at building entrances and perimeter hoarding has been installed to Sackville Street and Drover Lane. Internally, the building is in disrepair following vandalism from break-ins who have removed services and ceilings exposing asbestos fibres etc. There are areas of 'no access' throughout the building due to the asbestos.

Most of the loose furniture and equipment has been removed off site and only fixed furniture like lab benching and lecture theatre seating remains.

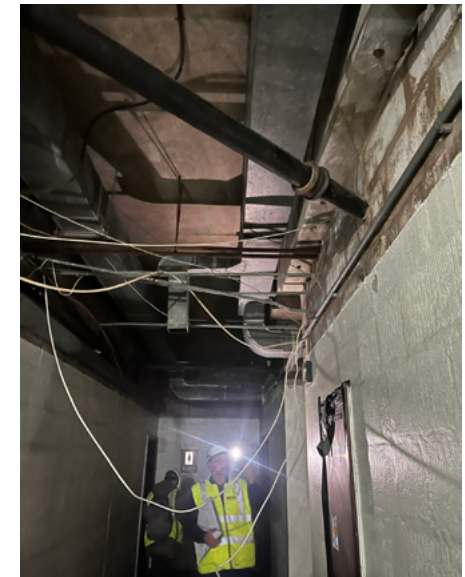
It is unlikely that much material can be easily salvaged due to poor condition and contamination.



Top left image: North-West building corner with glazed western elevation, sculpted concrete panels and metal cage-style encasement to plant equipment.

Top right image: Sackville Street elevation and the location of removed link bridge.

Bottom images: Condition of building interior.



2.0 The Site

2.2.5 Tunnels

A pedestrian tunnel runs from Faraday under Sackville Street to the Masdar plot. This previously connected the Faraday Tower to the Faraday Building below ground. It is capped and back filled on the Masdar Building side of the tunnel but open to the Faraday Basement (although temporary hoarding is in-situ).

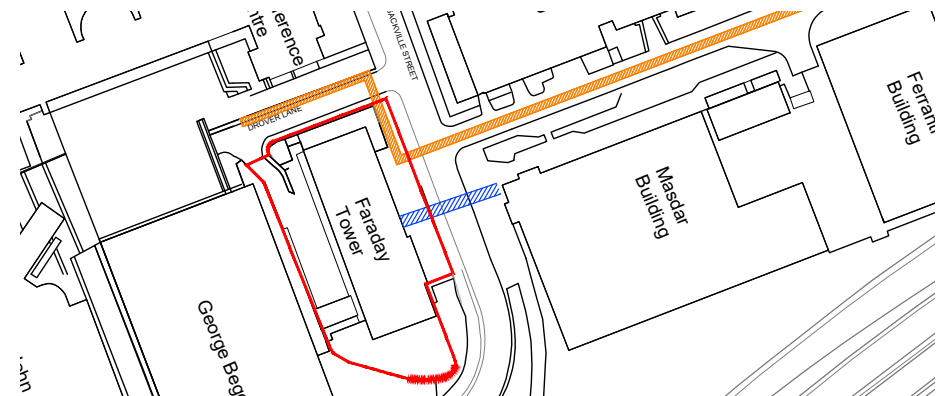
Branched service tunnels containing the North Campus Ring Main run along Drover Lane and beneath Sackville Street, which contain old services.



Image: View through tunnel looking East, towards Masdar Building



Image: View through tunnel looking West, to temporary hoarding within the Faraday Basement



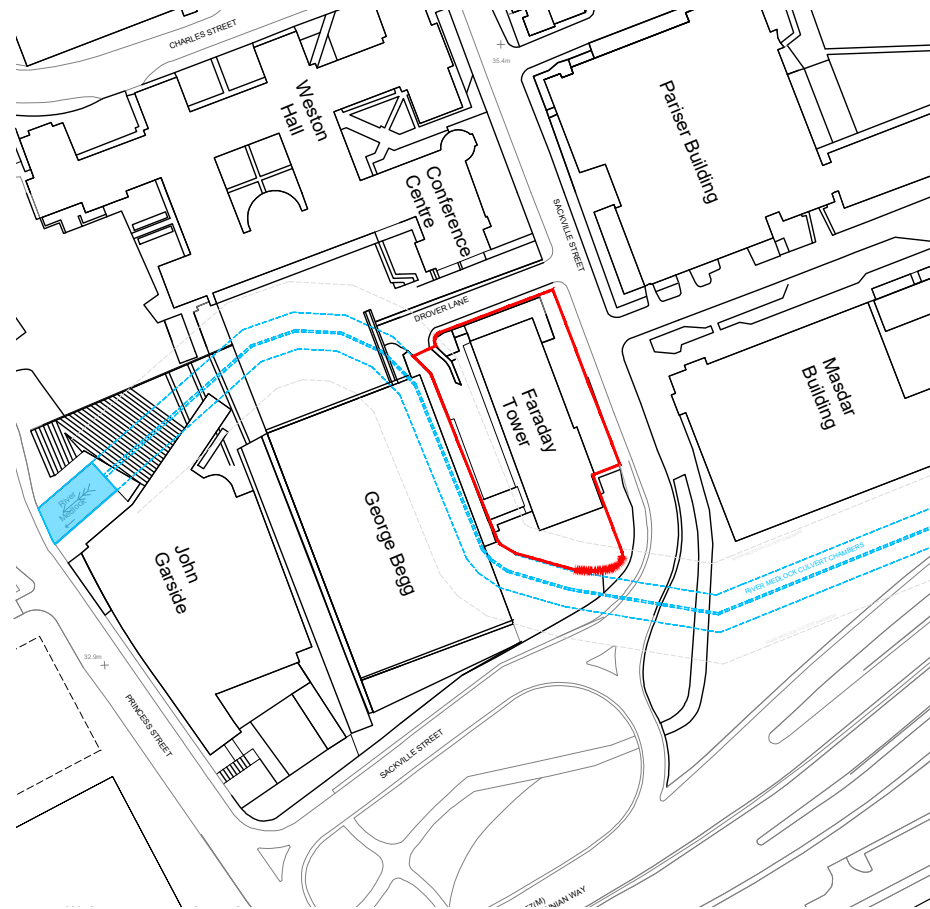
Plan: Tunnel previously connecting the Faraday Tower and Faraday Building shown in blue and service tunnels shown in orange

2.0 The Site

2.2.6 River Medlock Culvert

A culvert containing the diverted River Medlock sits outside of the site boundary to the South East of the Faraday Tower. The culvert wall aligns with the site boundary retaining wall along the western and southern edges of the site. An agreement in 1960 between the City of Manchester and UMIST imposes obligations for repair and maintenance on the University for the culverted land.

A full dimensional survey has been carried out as part of this project.



Plan: River Medlock to the west of the site and the culverted River Medlock running around the western and southern edges of the site and south of the Masdar Building

2.0 The Site

2.2.7 Adjacent Projects

Sister Development

Much of the former UMIST campus is proposed to be redeveloped into a new innovation district, Sister, in a joint venture by the University of Manchester and Bruntwood SciTech's.

Sister is split into phased development zones. The refurbishment of the Renold Building is the first project, opened in late 2024. A planning application and Listed Building Consent application have been made for Zone C, which is the next phase planned (planning references 143024/FO/2025 & 143025/LO/2025).

The Faraday Tower site sits outside the boundary of Sister. It is not anticipated that either project will cause disruption to the other, however construction vehicles may use Sackville Street to access both sites.

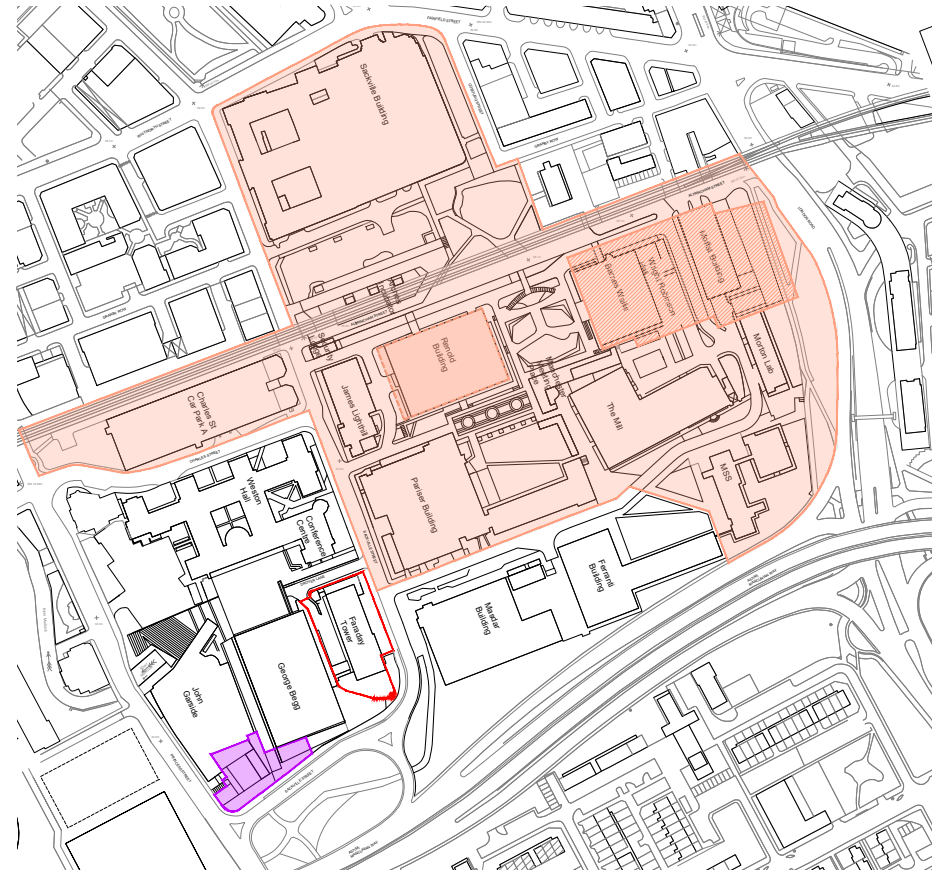
Energy Centre

The University of Manchester has submitted a planning application for a new Energy Centre to assist with the decarbonisation of their estate (planning reference 141496/FO/2024). This will house mechanical and electrical services equipment for the production of heat and hot water.

Primary vehicular access for the Energy Centre site is from Drover Lane through the internal road network (below the George Begg podium), with secondary access from Princess Street car park through the internal road network.

Drover Lane will also be used for access and removal of waste during the demolition of Faraday Tower. Demolition can be contained within the Faraday Tower site boundary, behind the gates off Drover Lane.

Careful traffic management of Drover Lane will be required to ensure both projects can run concurrently, as well as ensuring access is maintained to service areas below the George Begg podium for MIB, George Begg and the Pendulum Hotel.



- Faraday Tower Red Line Boundary
- Sister Development (including first phases - Renold Building and Zone C)
- Proposed Energy Centre development

Plan: Adjacent Developments

3.0

THE BRIEF

3.0 The Brief

The Faraday Tower has remained vacant since its closure in 2007. The circa 50+ year old Faraday Tower has reached the end of its serviceable life. Following detailed structural inspections, it has been established that the structural integrity cannot be relied upon. Internally, there are contamination issues including asbestos debris, and and further disrepair caused by vandalization from break-ins. It has been determined that refurbishment is unviable, and the only suitable option is to demolish the building.

Whilst various options have been considered, this application seeks to demolish the building to Sackville Street level (Ground Floor level), with the two basement levels retained. The existing basement levels provide retention to the adjacent highway of Sackville Street on the eastern boundary. The extent of demolition/excavation required to the basement levels will be considered further when the future development of the site is established.

The project brief includes for the demolition of the Faraday Tower including: the disconnection of utilities and services; removal of hazardous materials; soft strip and hard demolition of the building, and to leave the site in a safe and secure condition for potential future redevelopment.

4.0

THE PROPOSAL

4.0 The Proposal

4.1 Proposed Design

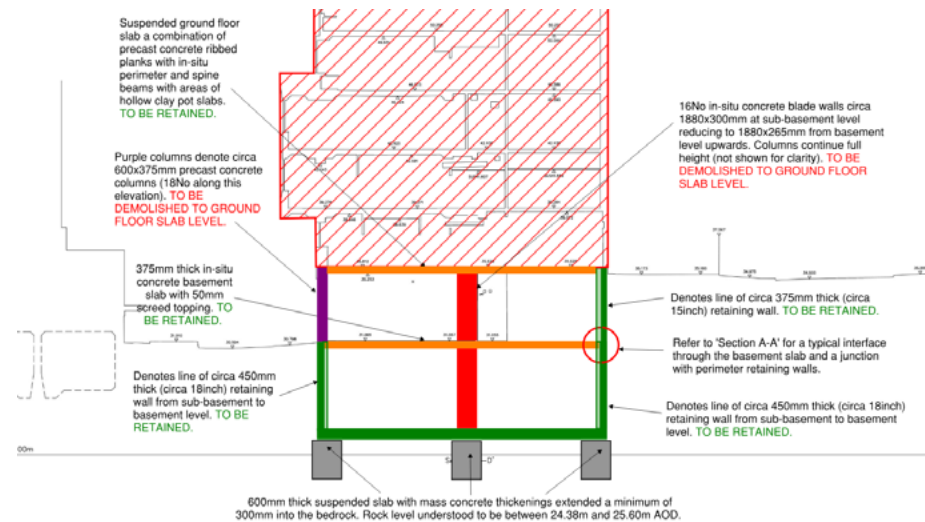
4.1.1 Structural Design

The proposal is to demolish the structural frame of the tower to ground floor level i.e. Sackville Street level.

The two existing basement levels below the ground floor slab provide retention to the adjacent highway of Sackville Street on the eastern boundary. As the ground floor slab is retained, this continues to act as a diaphragm to prop the perimeter retaining walls. Therefore, the lateral loads will be transferred back to the existing stability walls, maintaining the existing load paths. The lateral loads are then understood to be resisted by the passive earth pressures acting on the basement retaining walls on the western boundary of the building perimeter, in conjunction with friction acting on the underside of the basement slab. A typical cross-section in the east-west direction through the width of the building can be seen in the figure opposite.

All structures projecting from the retained ground floor slabs and ancillary buildings in the service yard at basement level are to be retained.

Please refer to Demolition drawings prepared by Curtins.



Typical Demolition Cross Section

4.0 The Proposal

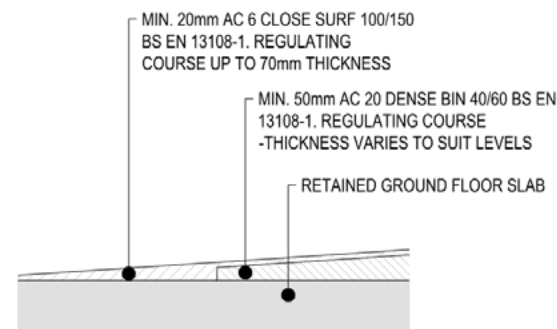
4.1.2 Drainage Design

The demolition of the building to ground floor level, along with retention of the existing below ground drainage network, has a negligible impact on the below ground drainage systems in the permanent condition. To ensure the surface water is directed back to the existing downpipe locations to replicate the current drainage strategy, the outline design proposal is to overlay the existing structural surface slab with an asphalt surfacing. The asphalt surfacing has been detailed to fall either to the edge of the slab, or to where the existing rainwater downpipes are shown to pass through the ground floor slab based on the dimensional survey information.

Where the falls in the asphalt surfacing are directed towards the edge of the ground floor slab, a linear drainage channel is proposed alongside the slab to collect the runoff. The outlets of the linear drain will then connect into the existing rainwater pipes. Where the asphalt falls towards an internal rainwater pipe, a new gully will need to be fitted to the rainwater pipe. Where the asphalt falls towards the western 'free edge' of the building adjacent to the basement service yard, a gutter detail will be required to collect the runoff and connect back to the existing rainwater pipes.

The asphalt overlay has been specified for pedestrian traffic only and is only anticipated to be accessed for maintenance purposes only in accordance with the loading constraints detailed further below. Subsequently, the design life of the overlay system is anticipated to be a minimum of 20-years, which is in excess of the intended use of the site in its post-demolition condition.

Please refer to the Drainage Strategy prepared by Curtins.



Indicative Asphalt Overlay to Ground Floor Slab

4.0 The Proposal

4.1.3 Architectural Design

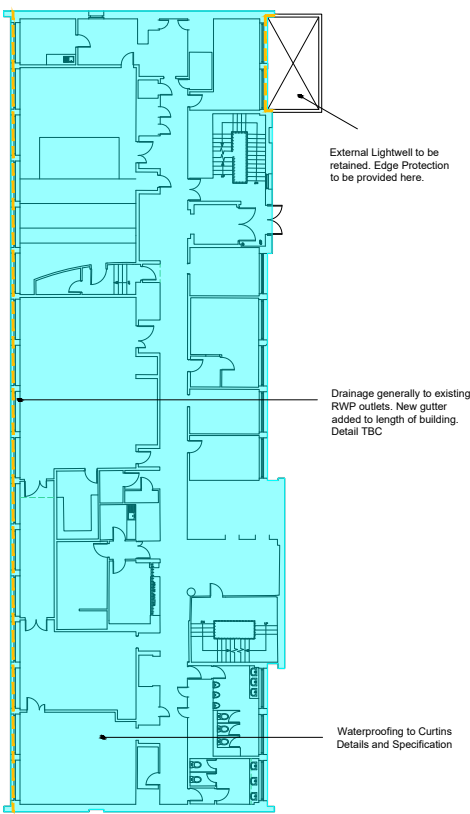
Following demolition of all structure down to the existing Ground Floor slab, stairs between Basement level and Ground Floor. The lift, stair and riser openings will be infilled at Ground Floor level.



4.0 The Proposal

The Ground Floor slab will be waterproofed with an asphalt overlay and drainage will connect to the existing drainage system (refer to Section 4.1.2 Drainage Design).

Due to the split level nature of the site, the Ground Floor slab sits at one storey above the rear service yard. Edge protection will be provided along the rear of the Ground Floor slab to prevent falls. Edge protection will also be provided around the existing lightwell to the front of the building on Sackville Street.



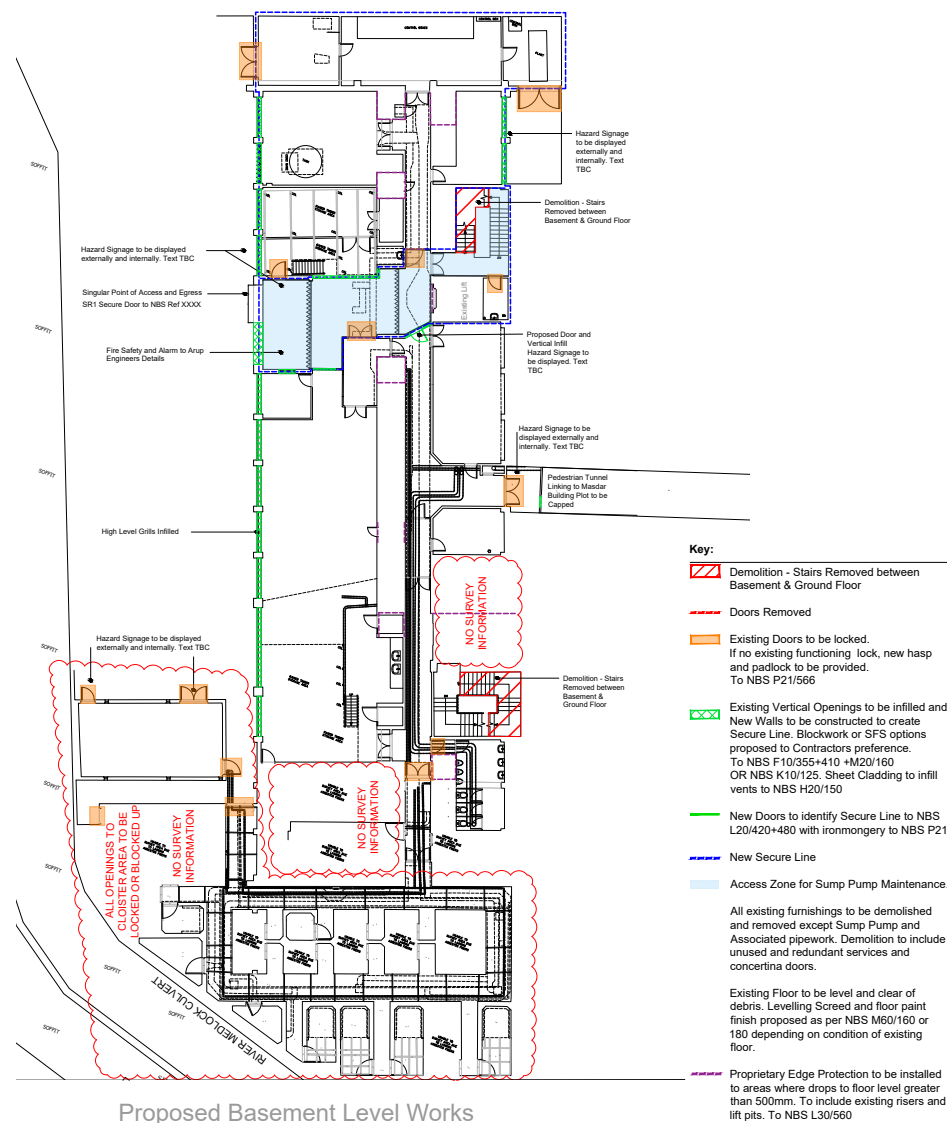
- Key:**
- Waterproofing to Curtains Specification and Details
 - Proposed Edge Protection to be installed to areas where drops to floor level. To NBS L30/560

Ground Floor Waterproofing & Edge Protection

4.0 The Proposal

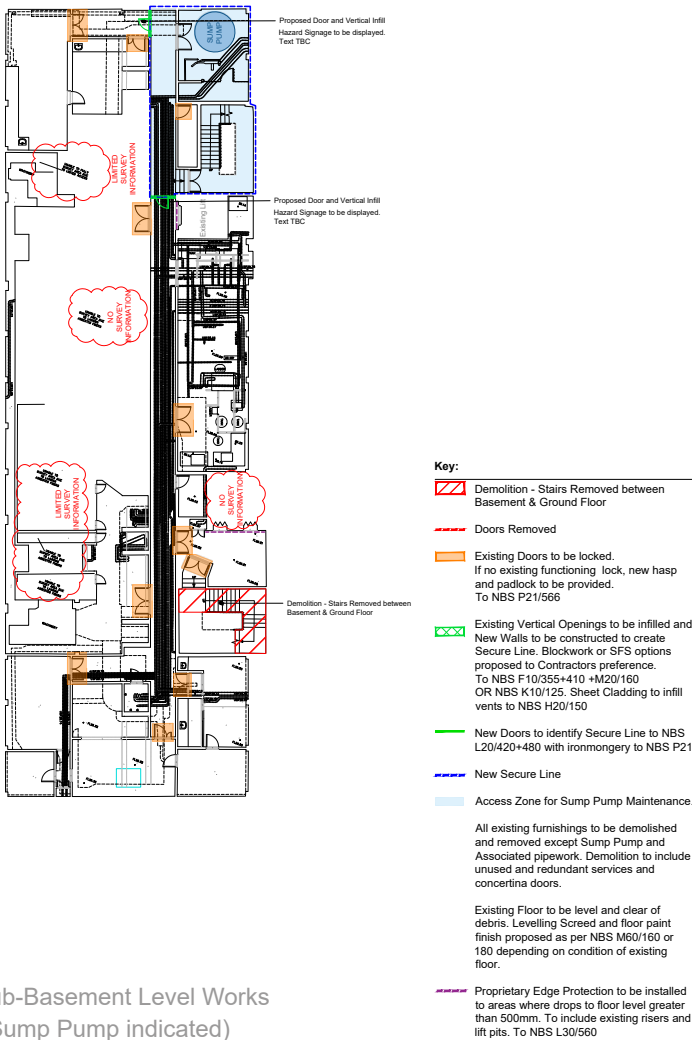
At Basement level, existing openings in external walls will be blocked up. A secure door will be installed to provide a singular point of access/egress from the service yard into the existing loading bay. Edge protection will be provided to lift openings and risers/voids to the below Sub-Basement level.

The pedestrian tunnel running below Sackville Street to the Masdar plot will be capped at the Faraday Tower side (resulting in the tunnel being capped from both sides).



4.0 The Proposal

There is a deep, open sump at Sub-Basement level adjacent to the north staircase which accommodates a sump pump. This was installed following previous flooding to the basement and removes any groundwater that may enter the building. The sump pump will be retained following demolition.

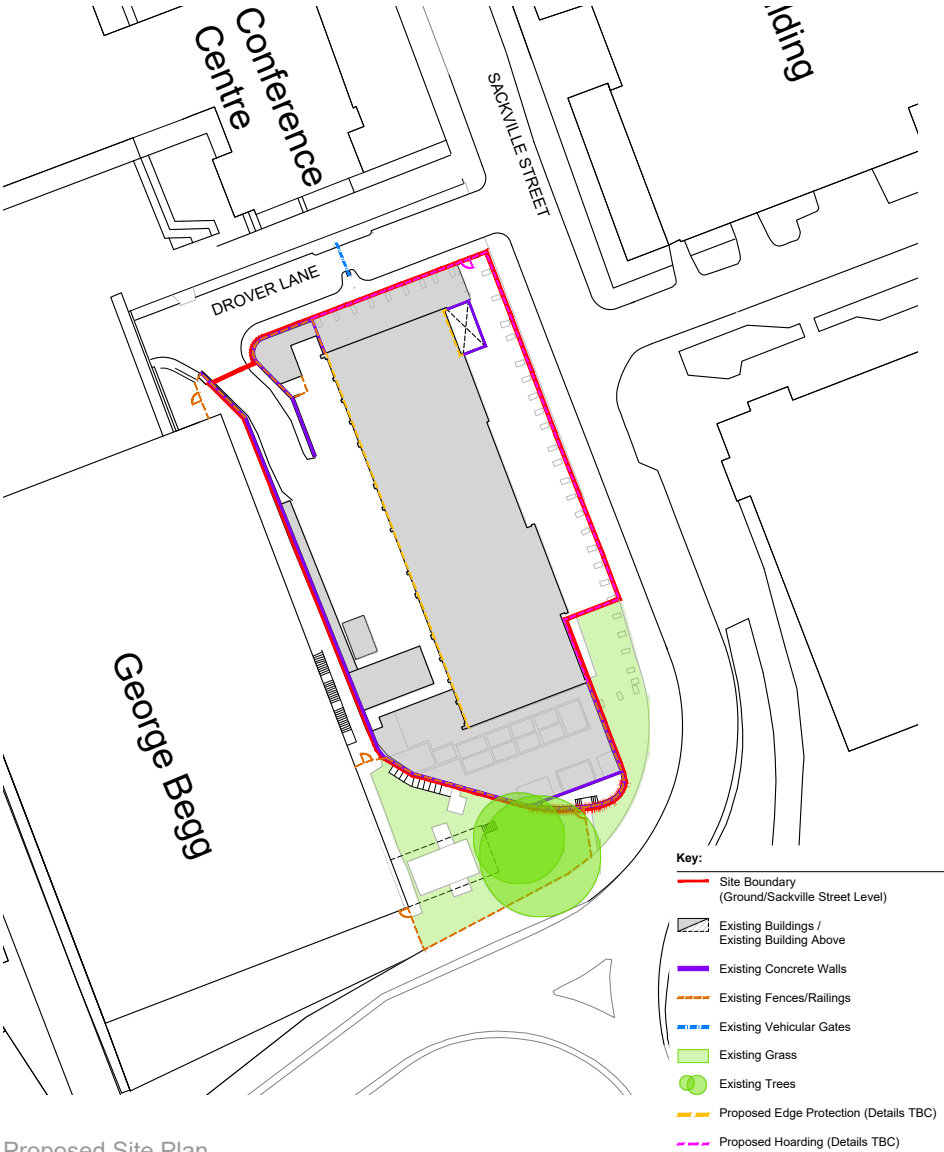


Proposed Sub-Basement Level Works
(location of Sump Pump indicated)

4.0 The Proposal

Following demolition of the tower, the site will be secured to prevent unauthorised access. Existing concrete boundary walls are to be retained. Hoarding will be installed to Sackville Street and Drover Lane. This new hoarding is aligned within the red line boundary. Vehicular gates will prevent unauthorised vehicular access to the service yard to the rear of the building.

Please refer to drawings prepared by Halliday Meecham Architects.



Proposed Site Plan

4.0 The Proposal

4.2 Scale & Amount

The existing Faraday tower is a 15-storey building. Due to the split level nature of the site, there are 13 storeys above ground and a further two basement levels below ground. The proposal is to demolish 13 storeys above ground, with the two basement levels below ground retained.

4.3 Use

The Faraday Tower was formerly occupied by the UMIST School of Chemistry. The building has remained vacant since it was closed by the University of Manchester in 2007. Following demolition of the tower, the site will be left in a safe and secure condition for potential future redevelopment.

4.4 Appearance

Following the demolition of the Faraday Tower to Ground Floor level, the site will be left in a safe and secure condition for potential future redevelopment.

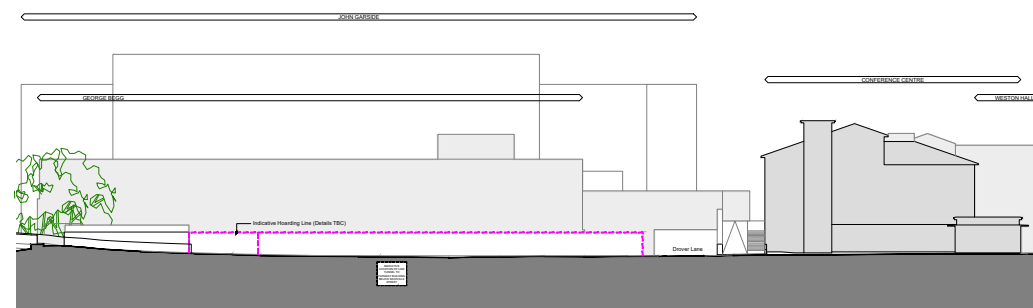
As the site is split level, the retained basement structure will face into the service yard at the rear and this will not be seen from Sackville Street (ground) level. This will give the appearance from Sackville Street and A57 Mancunian Way that the building has been demolished entirely.

Hoarding will be provided to Sackville Street and part of Drover Lane, and will abut existing boundary walls which will be retained.

Please refer to Existing and Proposed Elevation and Section drawings prepared by Halliday Meecham Architects.



Existing - Sackville Street Elevation before Demolition



Proposed - Sackville Street Elevation following Demolition

4.0 The Proposal

4.5 Townscape & Views

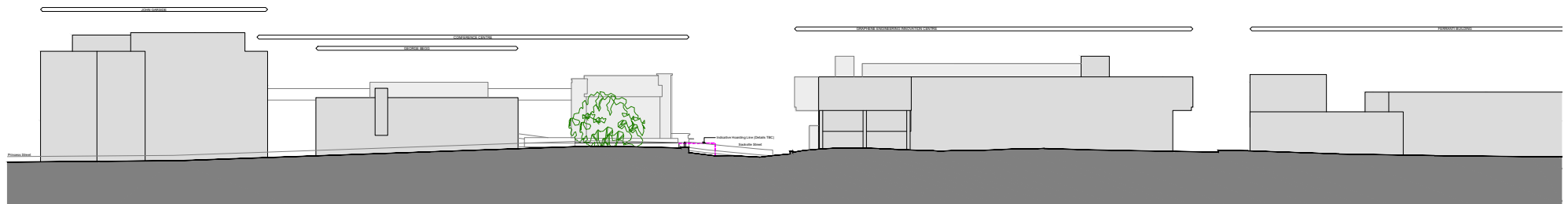
As discussed in the previous section, the demolition of the Faraday Tower to Ground Floor level will result in the appearance from Sackville Street and A57 Mancunian Way that the building has been demolished entirely.

Due to the scale of the existing tower, and its close proximity to neighbouring buildings, the main visual impact of the tower's demolition will be from the south of the site, from A57 Mancunian Way.

Please refer to Existing and Proposed Street Scene Context drawings prepared by Halliday Meecham Architects.



Existing - South Elevation Street Scene before Demolition



Proposed - South Elevation Street Scene following Demolition

5.0
ACCESS

5.0 Access

5.1 Access Constraints

Drover Lane is situated on the northern boundary of the site and provides vehicular access to the rear of the Faraday Tower, dropping a full building storey from Sackville Street to provide access to the service yard at Basement level.

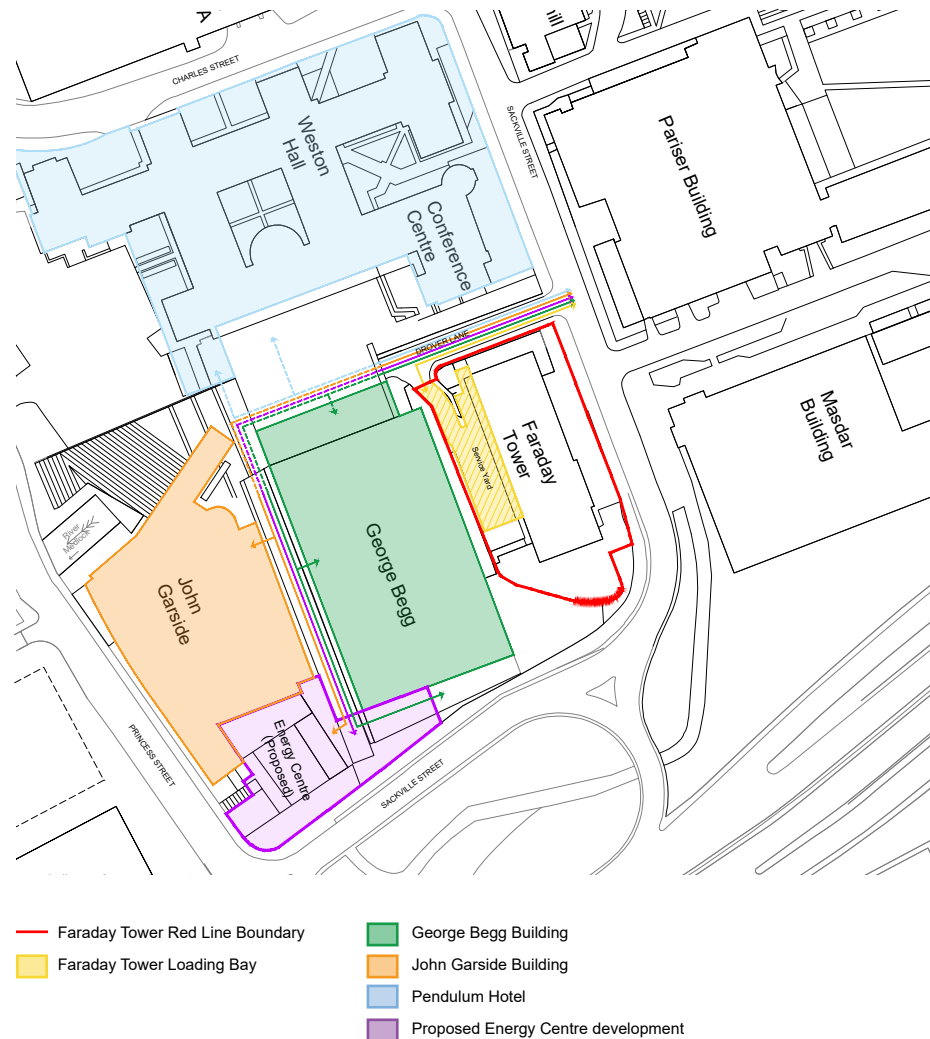
Drover Lane is owned by the University of Manchester and provides access to a number of other university buildings, as well as other surrounding buildings, via an internal road network below the George Begg podium. Access is provided to:

- Faraday Tower (UoM owned)
- George Begg building (UoM owned)
- John Garside building (UoM owned)
- Pendulum Hotel (freehold owned by UoM)
- Energy Centre (UoM owned – proposed development)

Access to these buildings must be retained throughout the demolition period of the Faraday Tower. As detailed in Section 2: The Site, a planning application has been submitted for a new Energy Centre on behalf of the University of Manchester, which will also utilise Drover Lane for access during its construction. Existing service ducts that lie under Drover Lane may be used to extend new services from the Energy Centre, which may require partial excavation of Drover Lane.

Careful traffic management and co-ordination of users of Drover Lane will be required during the demolition of Faraday Tower.

It should be noted that there are vehicular height restrictions to access the internal road network below the George Begg podium.



NB: Boundaries are not indicative of ownership. Refer to the Report on Title.

5.0 Access

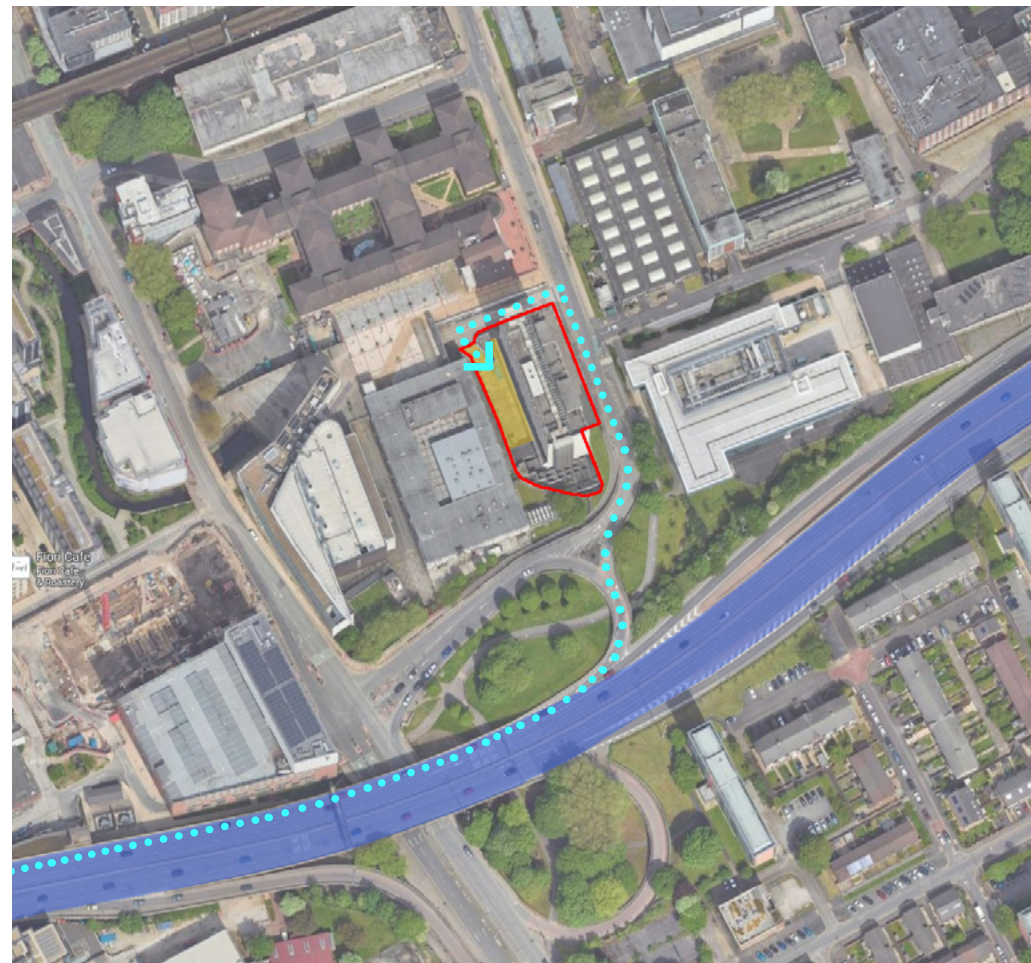
5.2 Construction Access

It is anticipated that construction traffic will be routed to and from A57 Mancunian Way to the south of the site as the closest major road providing routes in and out of the city centre.

The route for vehicles into the service yard at the rear of the building is via a left turn onto Drover Lane from Sackville Street, which is one-way. Sackville Street can be directly accessed from A57 Mancunian Way from the slip road to the south of the site.

Careful traffic management and co-ordination of users of Drover Lane will be required during the demolition of Faraday Tower.

Vehicular gates will be provided to the service yard at the rear of the building.



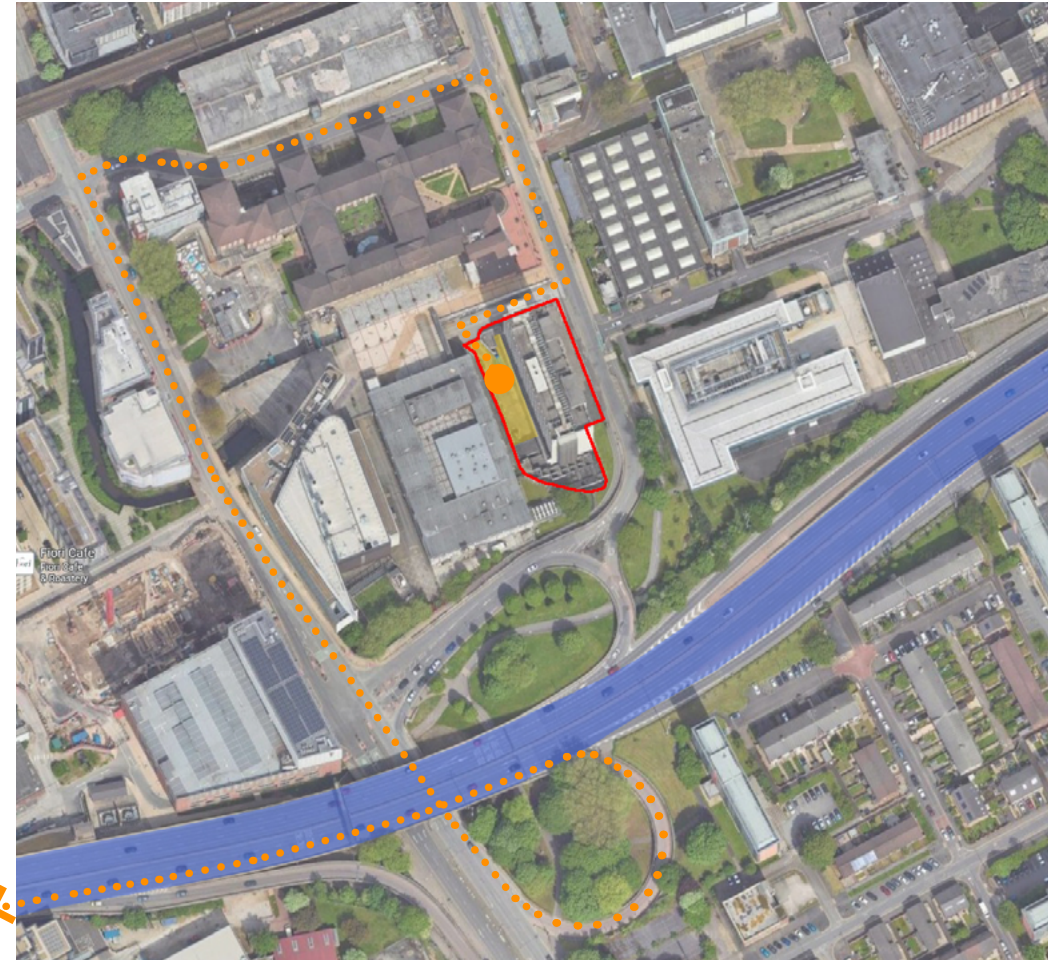
Anticipated Construction Traffic to Site

5.0 Access

The route for vehicles leaving the service yard is via Drover Lane, turning left onto Sackville Street. From Sackville Street, vehicles can be routed via Charles Street and A34 Princess Street to join A57 Manuncian Way.

Careful traffic management and co-ordination of users of Drover Lane will be required during the demolition of Faraday Tower.

Vehicular gates will be provided to the service yard at the rear of the building.



Anticipated Construction Traffic from Site

5.0 Access

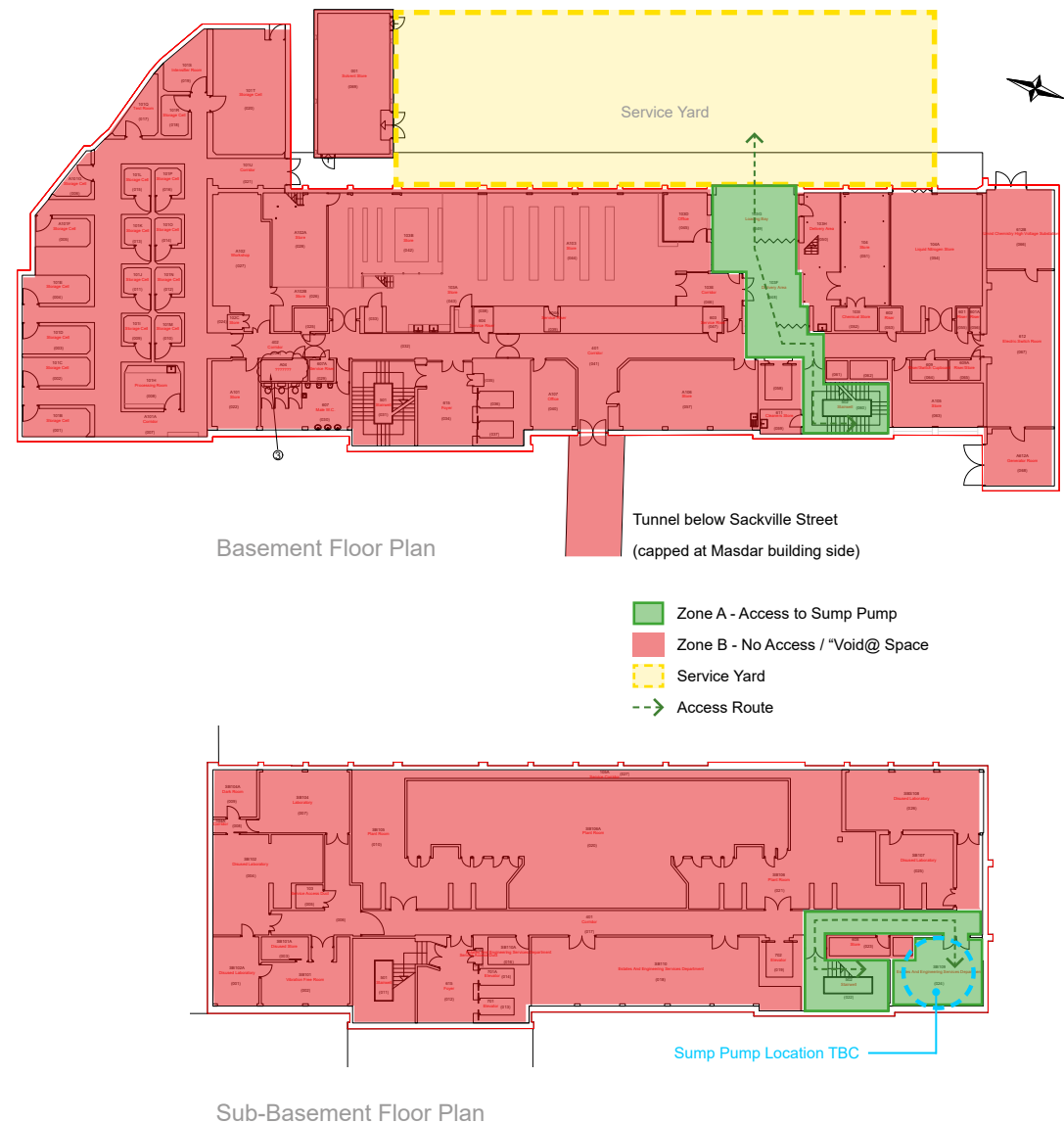
5.3 Access Following Demolition

Following demolition of the Faraday Tower and the site being left in a safe and secure manner, access to the remaining structure will be required by the University to allow regular inspections and potential maintenance to be carried out on an existing sump pump that is located in the north-east corner of the Sub-Basement.

A safe access route to the pump will be provided from the service yard to the rear of the building via the northern staircase. A singular point of access and egress will be provided within the current loading bay opening, with a new security door.

Following demolition, it is expected other spaces within the Basement and Sub-Basement levels will be left as "voids" with no access required. Signage will be provided to clearly identify no access and safe access zones.

Access for vehicles to the service yard will be via vehicular gates from Drover Lane.



6.0

SUSTAINABILITY

6.0 Sustainability

6.1 Waste Management Plan

The University signed up to the Halving Waste to Landfill Construction Commitment with WRAP (Waste and Resources Action Programme) which is a voluntary agreement through which the University has developed measures and set targets to reduce the amount of construction, demolition and excavation waste sent to landfill as a result of construction activities. The University has a “Code of Practice relating to Construction Waste” which all contractors are required to comply with. In particular, the following targets relevant to demolition should be met:

During the demolition of existing buildings, a Demolition Recovery Index (DRI) of at least 80% is achieved, with the aim of exceeding 90% (excluding asbestos and asbestos contaminated material removed from the existing building)

A Site Waste Management Plan will be produced by a demolition contractor following appointment.

Contact Us

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