

Whitworth Street West Arch 77, Manchester

Design & Access Statement

For Full Planning Submission,
and Listed Building Consent.

06/06/25

Rev 1



SGP
Architects + Masterplanners

SGP



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1. Introduction

This Design and Access statement has been prepared by Stephen George and Partners LLP (SGP) in support of a Full Planning Application by Rapleys and Listed Building Consent by Smith Jenkins to be submitted to Manchester City Council, on behalf of The Arch Company (ArchCo); for the refurbishment of 1nr Units (Arch 77) on Whitworth Street West, Manchester.

Team

Client:	The Arch Company 140 Manchester Wall London EC2Y 5DN
Design Architects:	Stephen George and Partners
MEP Engineers:	Pick Everards
Cost Consultant:	Aecom
Planning Consultant:	Rapleys
Heritage Consultant:	Smith Jenkins
Transport Consultant:	Transport Planning Associates
Project Reference:	19-259-031
Document Ref:	Design & Access Statement - Arch 77, Whitworth Street West, Manchester
Date:	06.06.25
Revision:	1
Prepared By:	DG
Approved By:	AS

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The application is supported by a comprehensive, plot specific set of documents:

Documentation	Responsibility
Full Planning Application & Cover letter	Rapleys
Full Planning Application Design and Access Statement	SGP
Site Location Plan	SGP
Existing & Proposed Plans	SGP
Existing & Proposed Elevations	SGP
Existing & Proposed Sections	SGP
Heritage Statement	Smith Jenkins
Acoustic Survey	Air & Acoustics Consultants
Transport statement	Transport Planning Associates





2. The Site and Context

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2.1 The Application Site in Context

The Site sits on Whitworth Street West West, in Manchester, M1 5WQ.



Aerial View of the Site



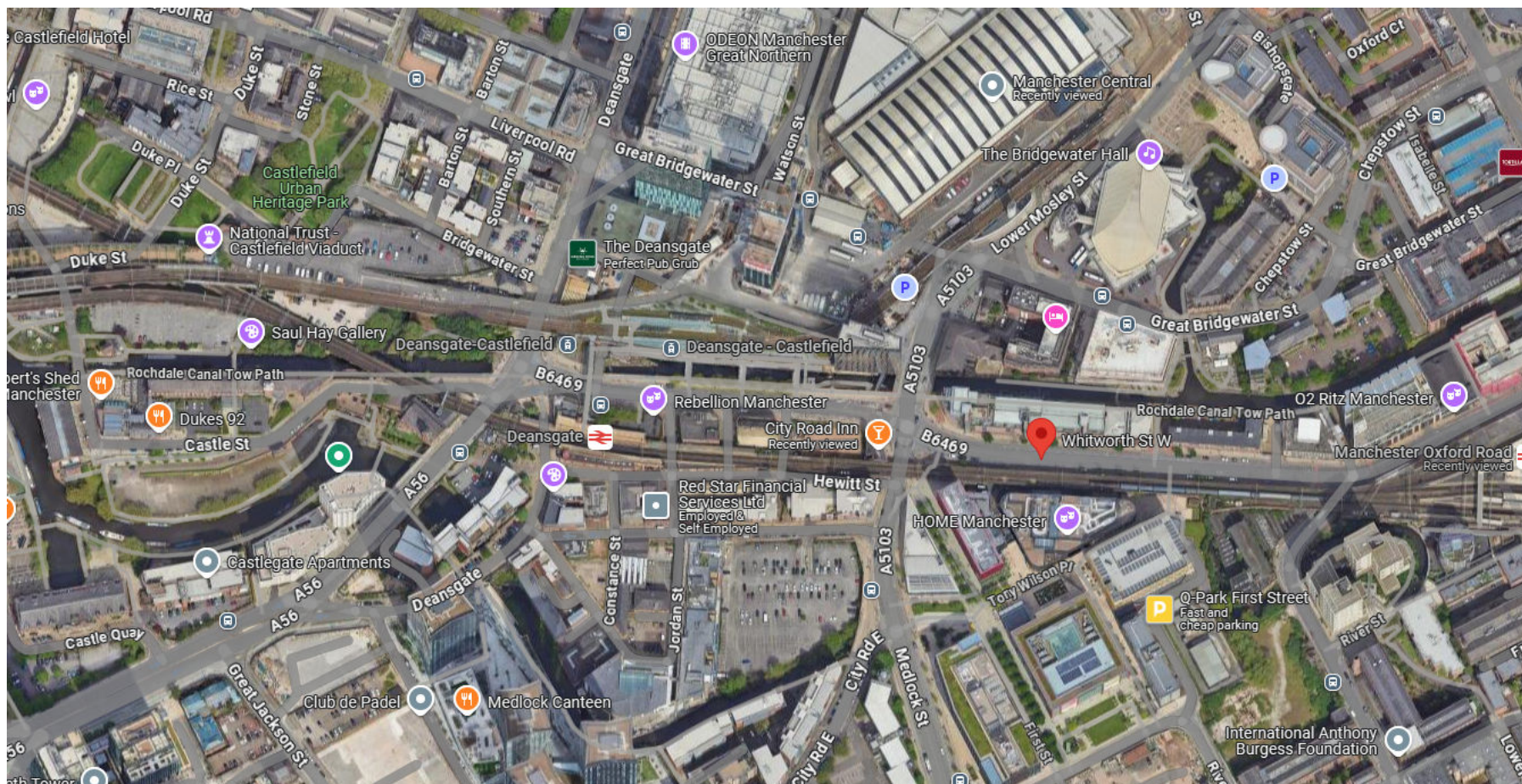


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2. The Site and Context

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2.1 The Application Site in Context



Site Location





2. The Site and Context

2.2 Historical Character of the Area

Manchester Oxford Road Station

Manchester Oxford Road railway station is a railway station in Manchester, England, at the junction of Whitworth Street West and Oxford Street. It opened in 1849 and was rebuilt in 1960. It is the third busiest of the four stations in Manchester city centre.

The station sits on a Grade II listed viaduct, which was built in 1839 as part of the Manchester, South Junction and Altrincham Railway.^[3] To reduce load on this viaduct, the station unusually utilises laminated wood structures as opposed to masonry, concrete, iron or steel. It was Grade II listed in 1995.

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Grade II listed timber façade of the station.





2. The Site and Context

2.2 Historical Character of the Area

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Manchester Oxford Road Station circa 1960s



Manchester Oxford Road Station –Historical Photograph – 1970s



Manchester Oxford Road Station circa 1970s





2. The Site and Context

2.2 Historical Character of the Area



Manchester Oxford Road Station –Historical Map – 1849



Manchester Oxford Road Station –Historical Map – 1922



Manchester Oxford Road Station –Historical Map – 1942

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2. The Site and Context

2.2 Historical Character of the Area

LISTED STATUS:

There is one listing on the site.

1. Grade II Listing; Southern Railway Viaduct

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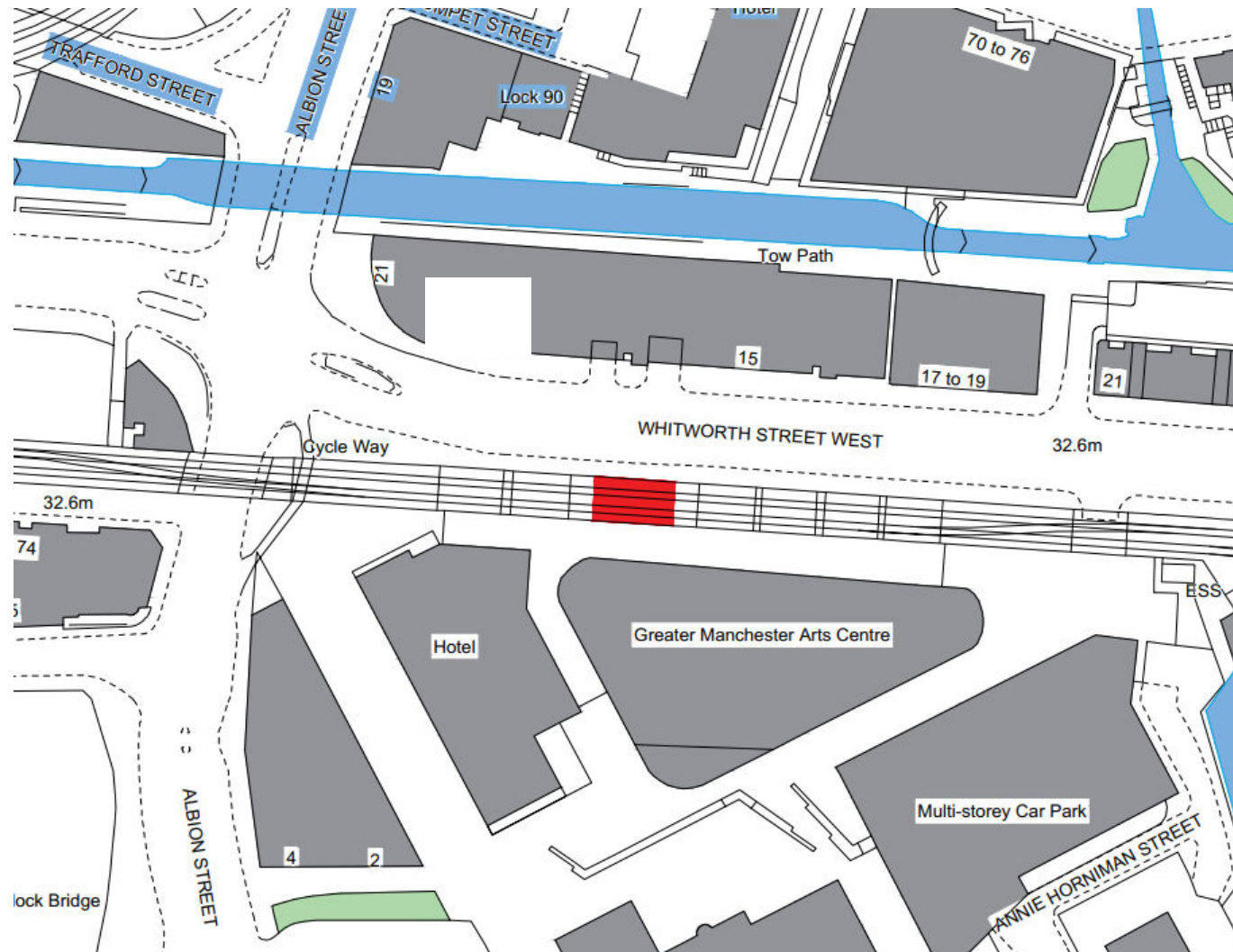


2. The Site and Context

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2.3 The Application Site

The application Site occupies an area of Railway Arches in Manchester and is accessed from by the existing vehicular access from Whitworth Street West. The Site accommodates Arch 77.



Site Plan





2. The Site and Context

2.4 Existing Site

The property, Arch 77 Whitworth Street, Manchester M1 5WQ, is standalone arch located 300 yards from Oxford Road train station and sat adjacent to the modern First Street/HOME development (office, hotel and restaurant scheme by Manchester City Council).

Externally:

The front elevation consists of a single glazed powder coated aluminium framed shop front, with manually operated double doors and an electronically operated roller shutter. The tenant installed branding remains in-situ to the left-hand side of the shop front.

Internally:

Internally the property is split across ground floor and basement. The ground floor is constructed from a suspended timber floor, and this will restrict floor loads for a prospective tenant. The basement is constructed from a secondary frame comprising a timber frame and over boarded with a single layer of standard plasterboard. Egress from the basement is supplemented by a secondary means of escape. However, the fire escape is no longer useable due to HOME backfilling against the fire escape door and installing a ramp which blocks our fire escape.

The former tenant has fitted out the unit to suit their operational requirements. This includes laminate floor coverings, vitreous China sanitaryware to the WCs, a timber podium and kitchenette. The property is provided with an electricity supply, believed to be single phase as viewed from our limited vantage point. Water is heated via point of use heaters and lighting is provided by a combination of suspended and soffit mounted strip fluorescent lighting.





2. The Site and Context

2.4 Existing Site - External Condition

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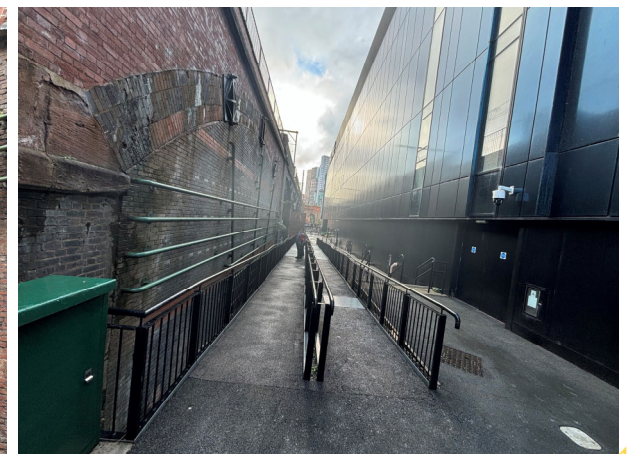
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Front Elevation



Rear Elevation





2. The Site and Context

2.5 Existing Site - Internal Condition

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Internal Photos of Arch 77





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3. Opportunities & Design Objectives

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SGP has been working with The Arch Company to refurbish the existing, vacant Arch, providing an opportunity to revitalise this through active commercial use and ultimately contribute to its longevity.

Strong demand is anticipated for F&B/ leisure Use.

The fit out would be undertaken under tenant works.

Historic reference

- Industrial context
- Listed station viaduct/bridges

Opportunity

- Contemporary design / aesthetics.
- Maintain the recess to reflect the character of the arch and to highlight the 'massive' masonry structure which is part of the character of the viaduct and provides structural support to the bridge / track / station above.





4. Design Constraints

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There are a series of design, and site constraints which have influenced the design process. Some of these are technical, others environmental, and others have arisen from the planning background.

- Existing Railway Arches defined the Unit design response.
- Existing infrastructure defining site access
- Arch has a Grade II Listed Status

Without demolition of a considerable area of brick work, which will need NR approval (which is unlikely to be granted) the opportunity to create a significant frontage to the proposed F&B unit is severely restricted by the constraints of the scale / limited opening size.

Therefore, the design approach is to explore how to optimise the design options to:

- highlight the entrance
- provide visual appeal
- allow for tenant signage
- '*signpost*' the proposed F&B unit

The aim is to create a sufficiently strong visual quality to the new entrance which will attract the maximum number of potential customers from the Whitworth Street.





5. Design Proposals

5.1 Layout

The existing internal mezzanine and stairs, and associated internal walls are to be removed. All of the external elements of the front elevation within the brick arch are to be removed.

The design retains a central entrance from Whitworth Street, but the new mezzanine floor is lowered to allow for an accessible entrance. The central glazing is framed by an aluminium frame that creates two new side panels. The side panels allow for a fire exit from the new compliant staircase on the left-hand side, the panels to the right allow for the tenant to create a dedicated bin / cycle store.

The existing fire door on the ground floor is removed as it is no longer usable due to the adjacent development. The existing tubular structure is removed from the rear elevation allowing the installation of 3 areas of aluminium louvres. These provide resilience for various internal layouts depending upon the tenant preferences.

Behind the staircase a knockout panel provides an area for a future platform lift.

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5. Design Proposals

5.2 Appearance

Main Entrance Elevation

The design of the new infill of the Arch is site specific, responding to the new infills created in the adjacent uses and comments made by the planning department on a previous application. Using a varied pallet of material including curtain walling, aluminium flashings and perforated Corten Panels.

The full arch is framed by a light grey aluminium box section that conceals the zinc flashing that forms part of the waterproof solution. The central curtain walling section is set back from the face of the arch and is framed by a second aluminium frame in a dark grey. The two side panels are pushed back a further 250mm to create an articulated façade. These panels are finished in perforated corten sheets as a rainscreen panel with back lit lighting features.

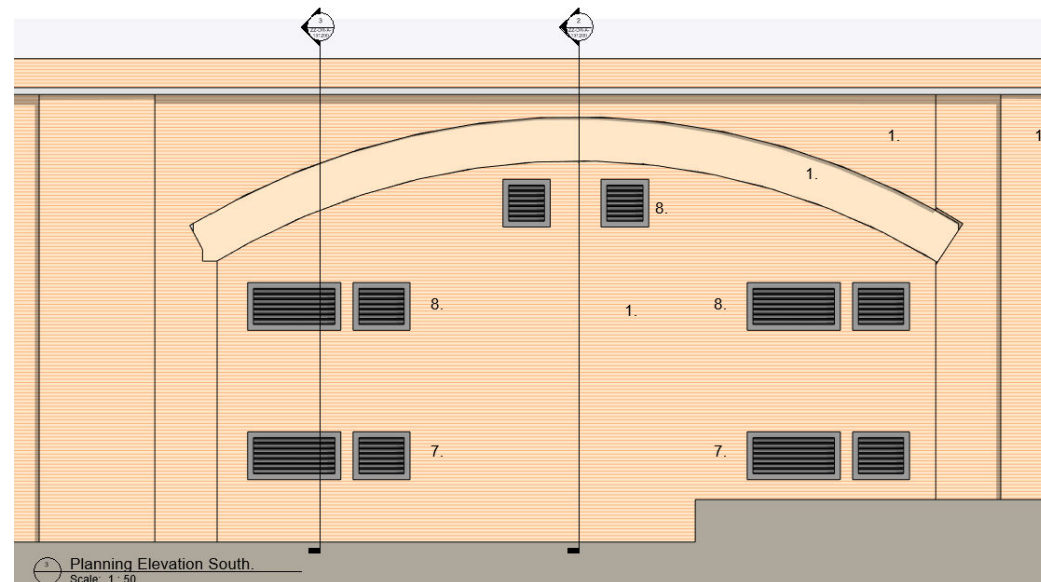
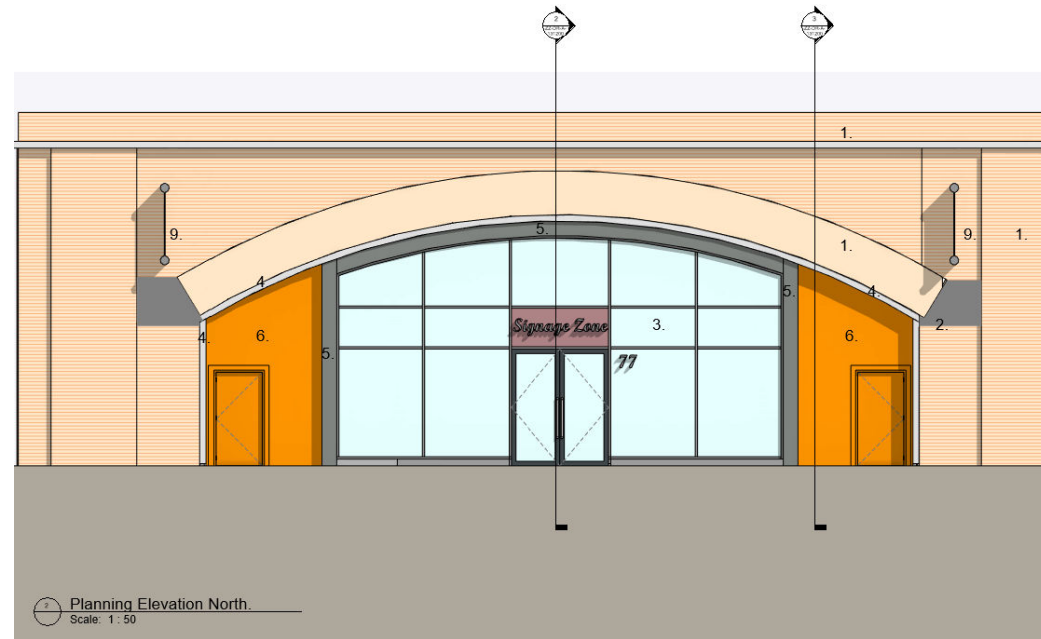
The side panels can contain the secondary doors required for escape and dedicated access to the bins / cycle areas.

An indicative store is shown on the plan but is subject to final fit out drawings.

1. Existing brick work.
2. Existing stone corbels.
3. New curtain walling infill.
4. Light grey aluminium flashing to underside of arch.
5. Dark grey box frame to curtain walling.
6. Corten panels with leaf shaped perforations to side elements, including doors.
7. New dark grey aluminium supply louvres.
8. New dark grey aluminium extract louvres. ral 7016
9. Steel banner signage.

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5. Design Proposals

5.3 Signage Strategy

There are two types of signage proposed:

1. Above the entrance doors is a panel to fix signage to.
2. On either side of the arch is a vertical steel banner.

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3D View 1

Scale:





5. Design Proposals

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5.4 External Lighting

We are proposing a host of different External Lighting, to provide Tenants with the most flexibility, in how they choose to use the space.

1. LED Lighting: to the inside edge of the outer aluminium frame.
2. Internal lighting to the perforated Corten side panels.
3. Spotlights to illuminate the sign above the door.





5. Design Proposals

5.5 Fire Strategy

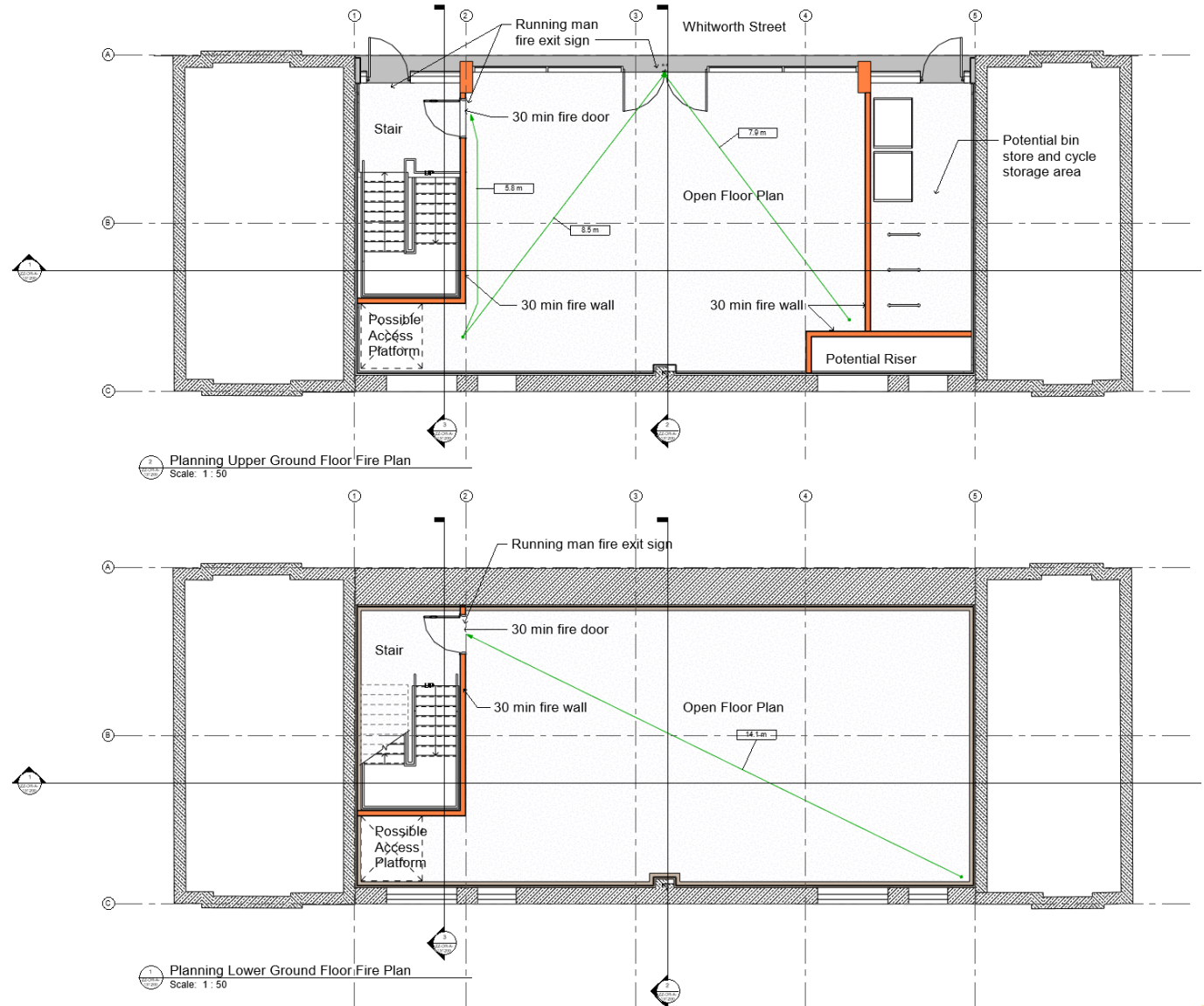
Travel Distance: Part B2 of the Building Regulations states that the maximum primary travel distance for leisure buildings, where travel is only possible in one direction, is a maximum of 18m.

The attached plan shows that with the protected fire escape staircase all areas of the building are within 18m of either a door to fresh air or a protected area.

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Below: Indicative Fire Plan





5. Design Proposals

5.6 Drainage Strategy

Existing drainage: There is an existing combined sewer that run along Whitworth Street.

The layout of the private underground drainage system within the site boundary will be confirmed with a CCTV drainage survey.

Foul Drainage: The new foul drainage within the arch will be directed to the top north corner of the unit where the existing drainage discharges via a manifold through the lower ground floor slab.

The new slab will be laid over a new drainage system that is finished with number of pop ups to offer flexibility in future use of the space.

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5. Design Proposals

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5.7 Ventilation Strategy

The proposed redevelopment of the arch is currently a speculative project, stripping out the existing internal walls and floors and replacing the floor and front elevation.

To this end the ventilation strategy has been based on the unit being used with a professional kitchen, containing ovens, fryers, griddles and the other appliances associated with a professional kitchen including an extract hood.

The arch is quite narrow front to back and has a large blank wall facing The Home located behind the unit. This has allowed the scheme to locate all the louvres on the back of the unit. The proposed elevation shows the extent of louvres calculated by Pick Everard; To maintain the flexibility we have allowed twice the amount louvres listed on the schedule so that the kitchen if needed can be located on either side of the unit. We have also included some high-level louvres for possible tenant equipment mounted internally at high level.

For the restaurant dining area, ventilation has been designed to provide 10 L/sec per person, allowing for a maximum occupancy of 86 people. This would be provided by mechanical ventilation with heat recovery, and fresh air and exhaust ductwork will be connected to the rear elevation louvres, as part of the tenant's fit-out design.

The toilets will be ventilated mechanically, with exhaust ductwork connected to the louvres at the rear of the arch. The airflow rate to the toilets would be six air changes per hour. Mechanical ventilation with heat recovery, with fresh air and exhaust ductwork, will also connect to the louvres at the back of the arch, in an arrangement to be determined by the tenant during their fit-out.

	Schedule title	Provisional Louvre Area Schedule					Status	Stage 1				
	Schedule ref	241445-PEV-XX-XX-M-ME-SH-0001					Revision	P02				
	Project title	Archo- Whitworth Street					Date	20/06/2025				
	Project no	241445					By	AK				
	Site	Whitworth Street, Salford					Checked	UA				

	Extract Louvre Areas (m ²)						Supply Louvre Areas (m ²)							
	catering canopy	dishwasher condense canopy	minimum general ventilation (@ 1 person/30m ² occupancy)	maximum general ventilation (@ 1 person/1.8m ² occupancy)	General Store Supply (@ 6 ac/h)	WC extract (@ 10 ac/h)	catering canopy	dishwasher condense canopy	minimum general ventilation (@ 1 person/30m ² occupancy)	maximum general ventilation (@ 1 person/1.8m ² occupancy)	General Store Supply (@ 6 ac/h)			
Upper Ground Floor - Restaurant Rear	N/A	N/A	0.032	0.624	N/A	N/A	N/A	N/A	0.032	0.624	N/A	Total		
Restaurant Rear	1.439	0.281	0.000	0.040	0.053	0.158	1.223	0.239	0.000	0.040	0.053	3.526	0.405	5.179

Tenant Plant Louvre Area Estimation Based on Mitsubishi Multi Split Unit Requirements: 2 x PUZ-M250YKA = 0.405 m².

Notes

1. Allowances above are provisional only and have been based upon the design parameters and catering appliances indicated on the accompanying calculations page 2 of 2.

2. Allowances above do not include for any local extract ventilation from specialist equipment.

3. Allowances above do not include for gas fired boiler flue terminals or for associated plantroom high and low level combustion ventilation requirements.

4. A vertical stack arrangement terminating at high level may be a building control requirement for catering extract dependent upon site arrangement and adjacencies.

5. Maximum separation distances should be provided between supply and extract louvre banks

6. Dishwasher condense canopy can be omitted if a dishwasher with integral condense hood is installed.

7. Louvre areas indicated above are based upon louvres with 50% free area.

8. Louvre areas for general ventilation are based upon recommended CIBSE guidance of 10 l/s/person.

9. Louvre areas for the catering canopy are based upon an overhead wall type canopy open at both ends





6. Summary

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Design & Access Statement

This Design & Access Statement illustrates that the proposed development has been carefully assessed and designed having regard to the Grade 2 listing of the Arch Structure, the constraints and opportunities of the site, as well as the brief of The Arch Company (ArchCo), development requirements.

As such, the strategic development will provide a scheme, which will enable an important economic investment in the area.

Furthermore, the application proposals are considered to be sympathetic to the listed status of the arches, as assessed in the heritage assessment (please see separate report).

In addition, a full account of the planning background has been undertaken, and the proposed development is consistent with the objectives of the Council's planning policies. More details on this are provided in the Full Planning Application Cover Letter, which also includes the Planning Statement.



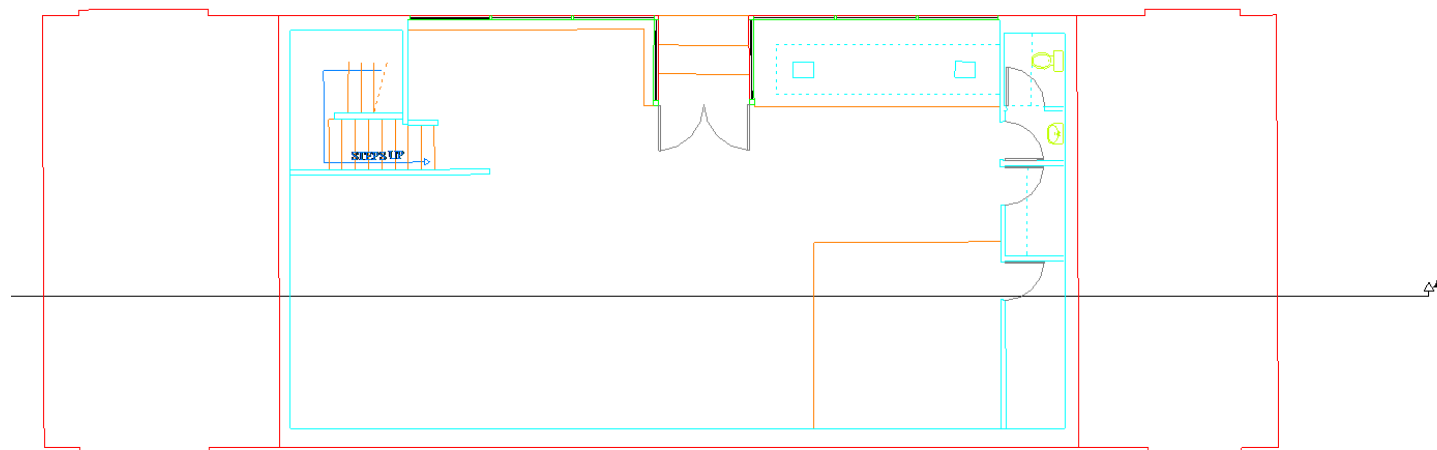


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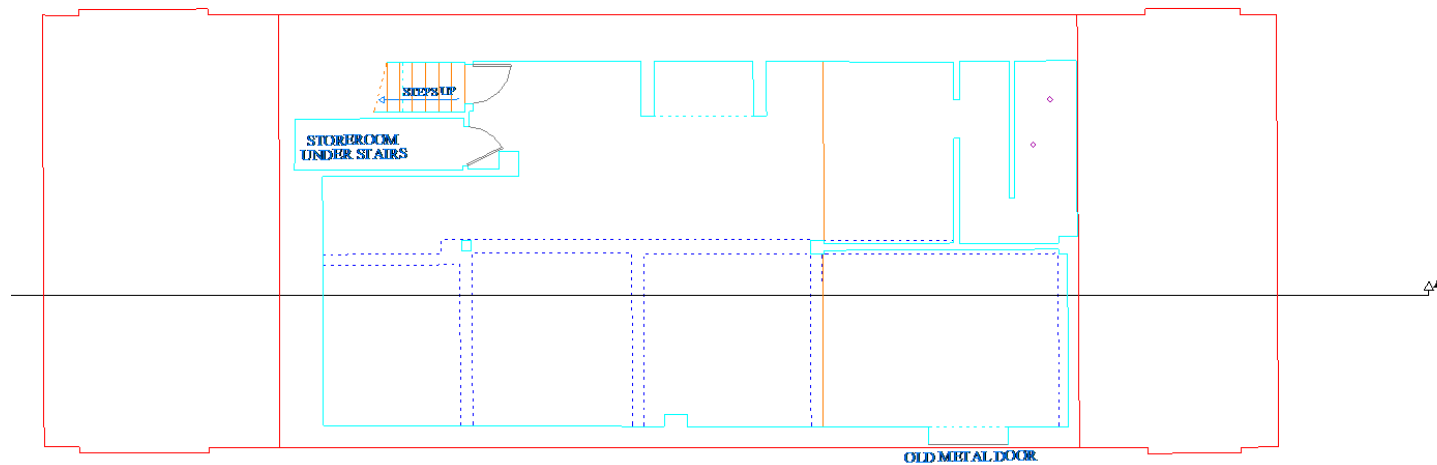
Existing Plans

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Upper Ground Floor



Lower Ground Floor



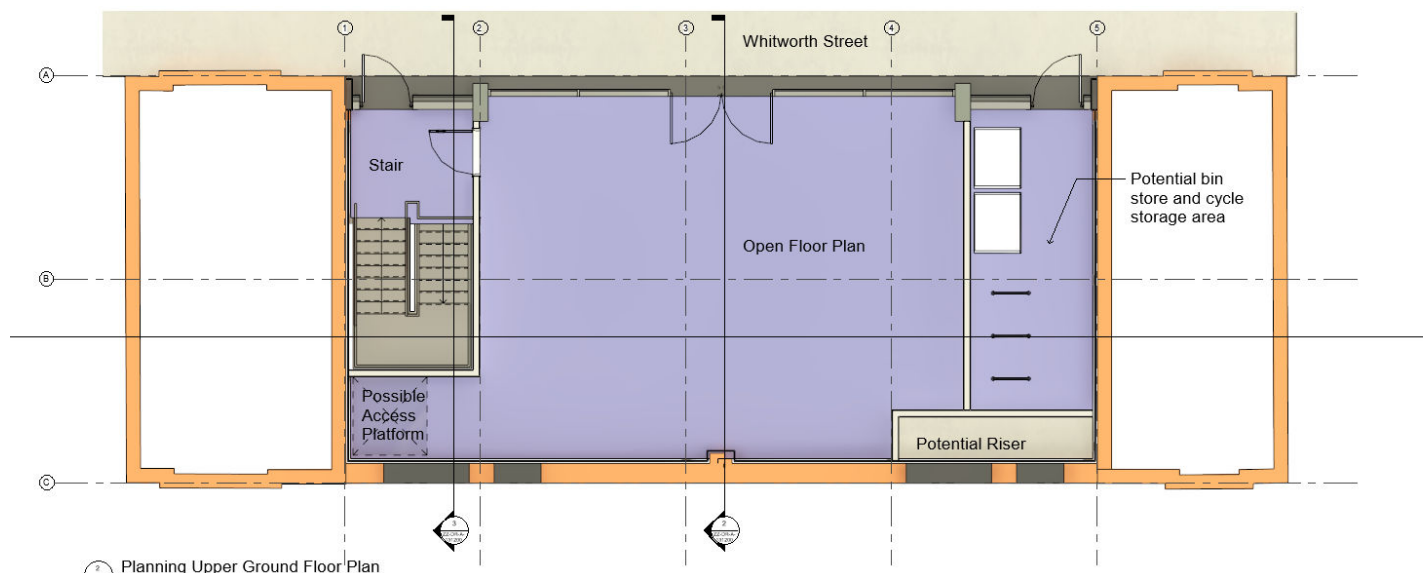


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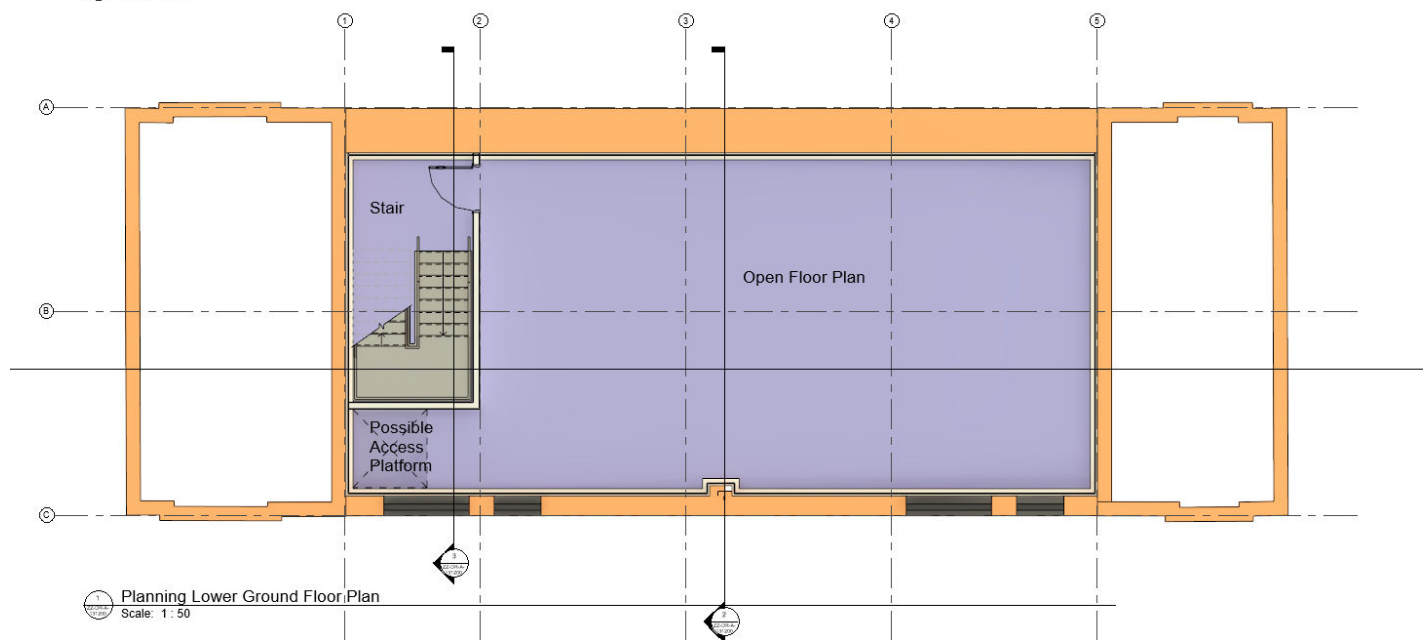
Proposed Plans

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Planning Upper Ground Floor Plan
Scale: 1:50



Planning Lower Ground Floor Plan
Scale: 1:50



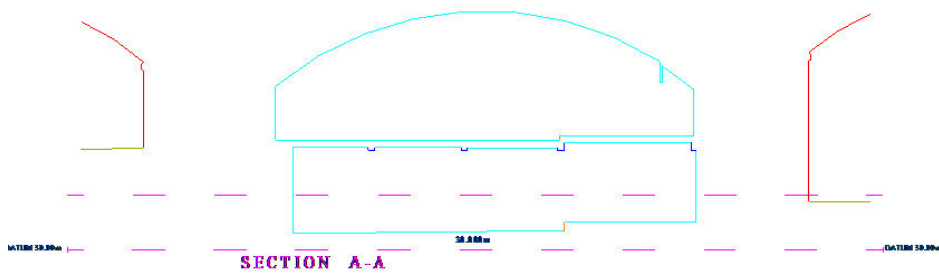
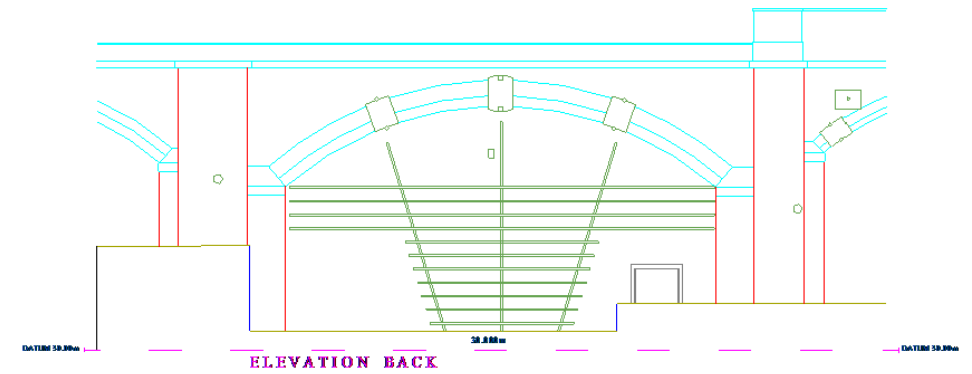
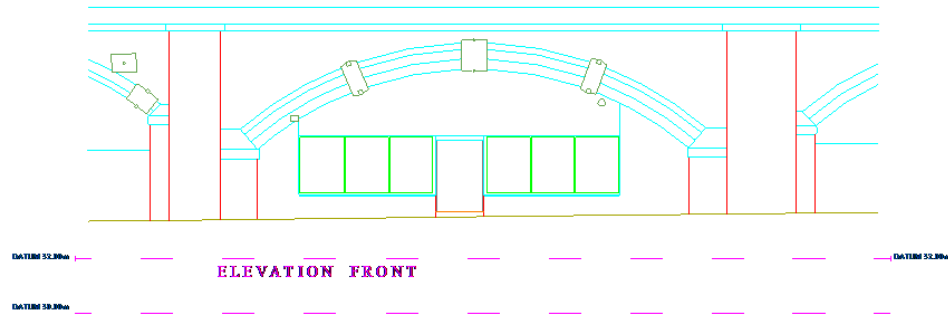


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Existing Elevations

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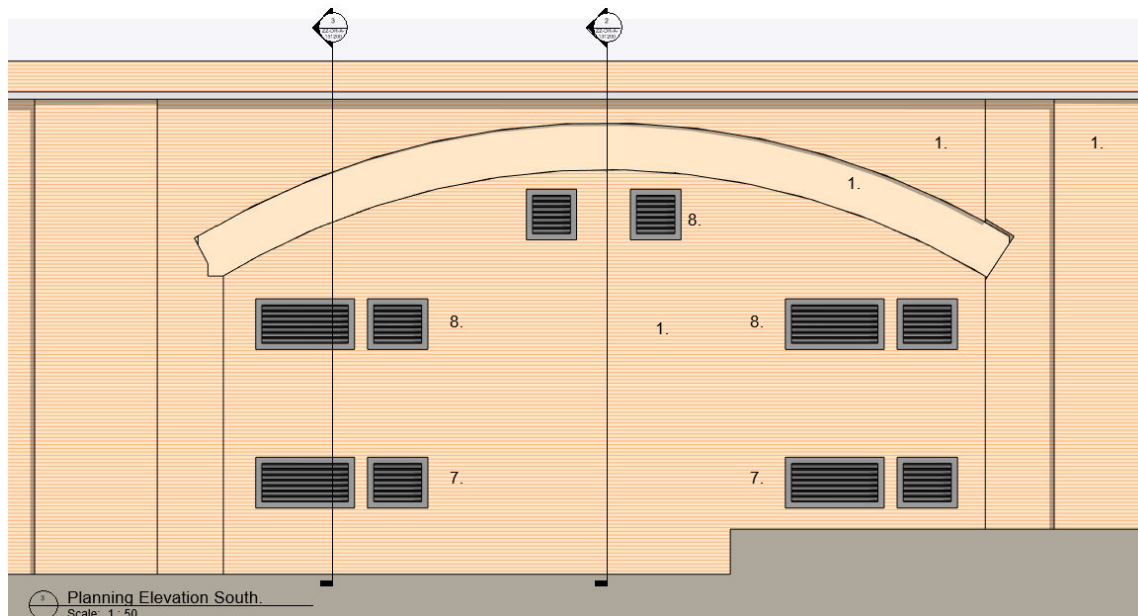
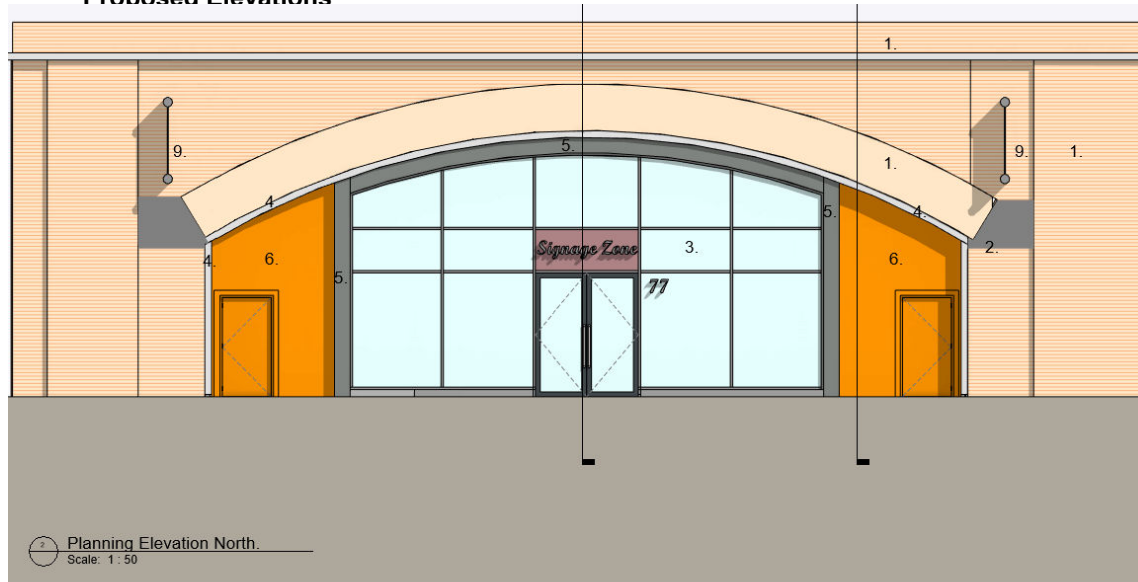
Existing Elevations
Scale: 1 : 100





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Proposed Elevations



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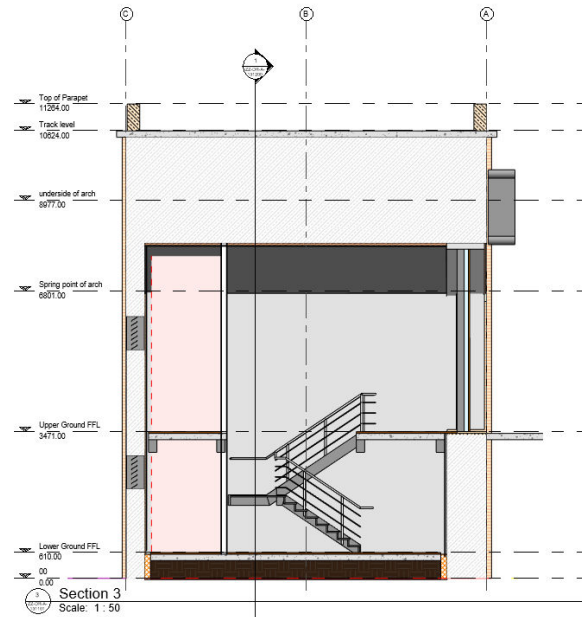
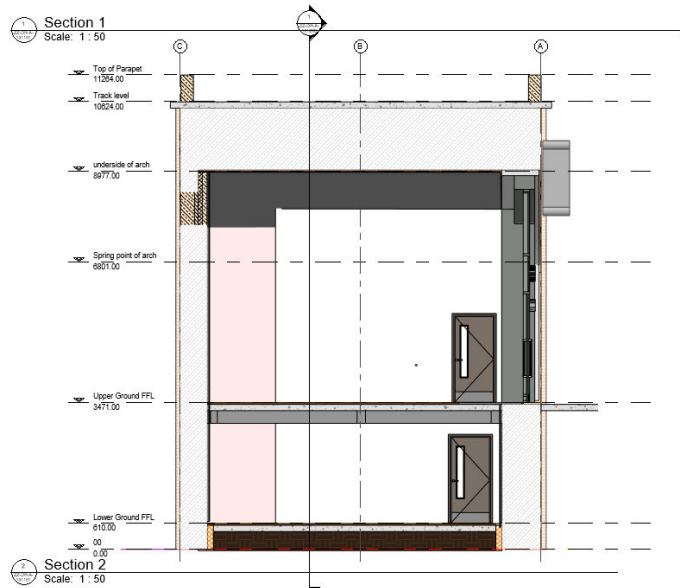
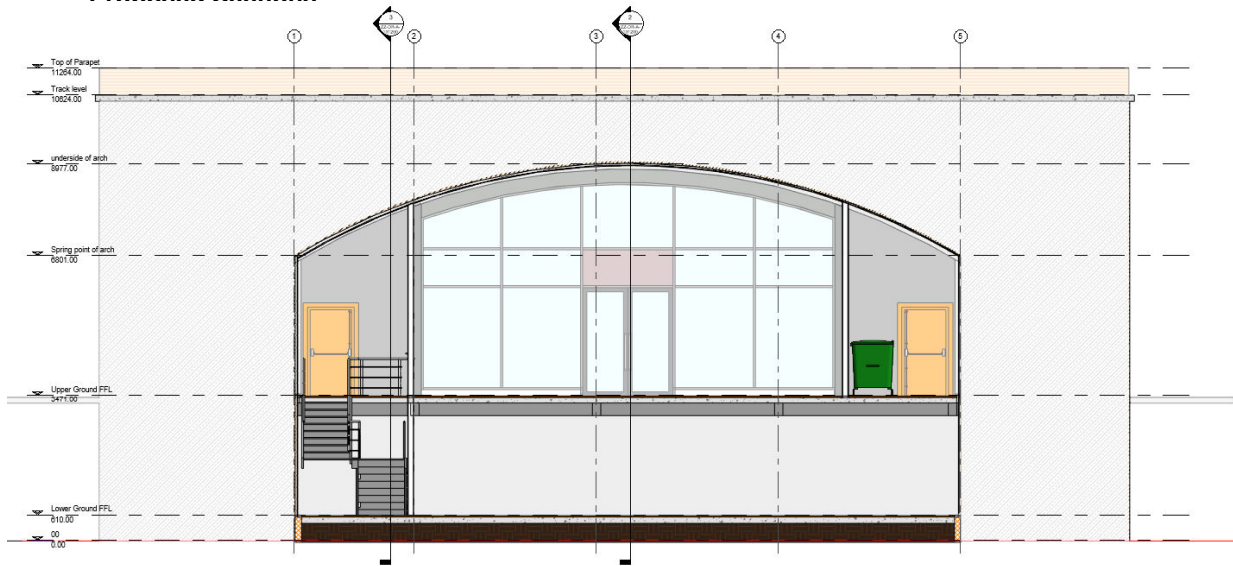


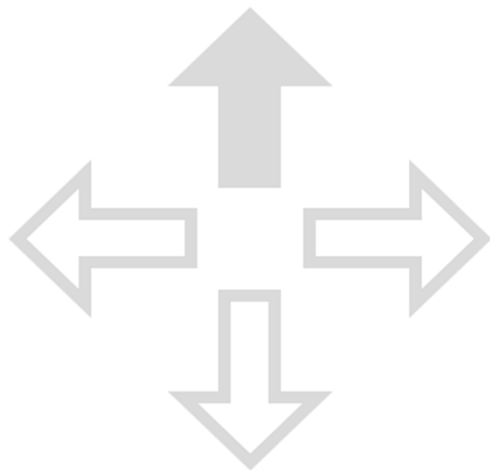
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Proposed Sections

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