

design and access statement
Holiday Inn Express, Manchester

23rd November 2023
revision 01



Document Revision

Rev	Date	Notes
01	23.11.2023	First Issue

contents

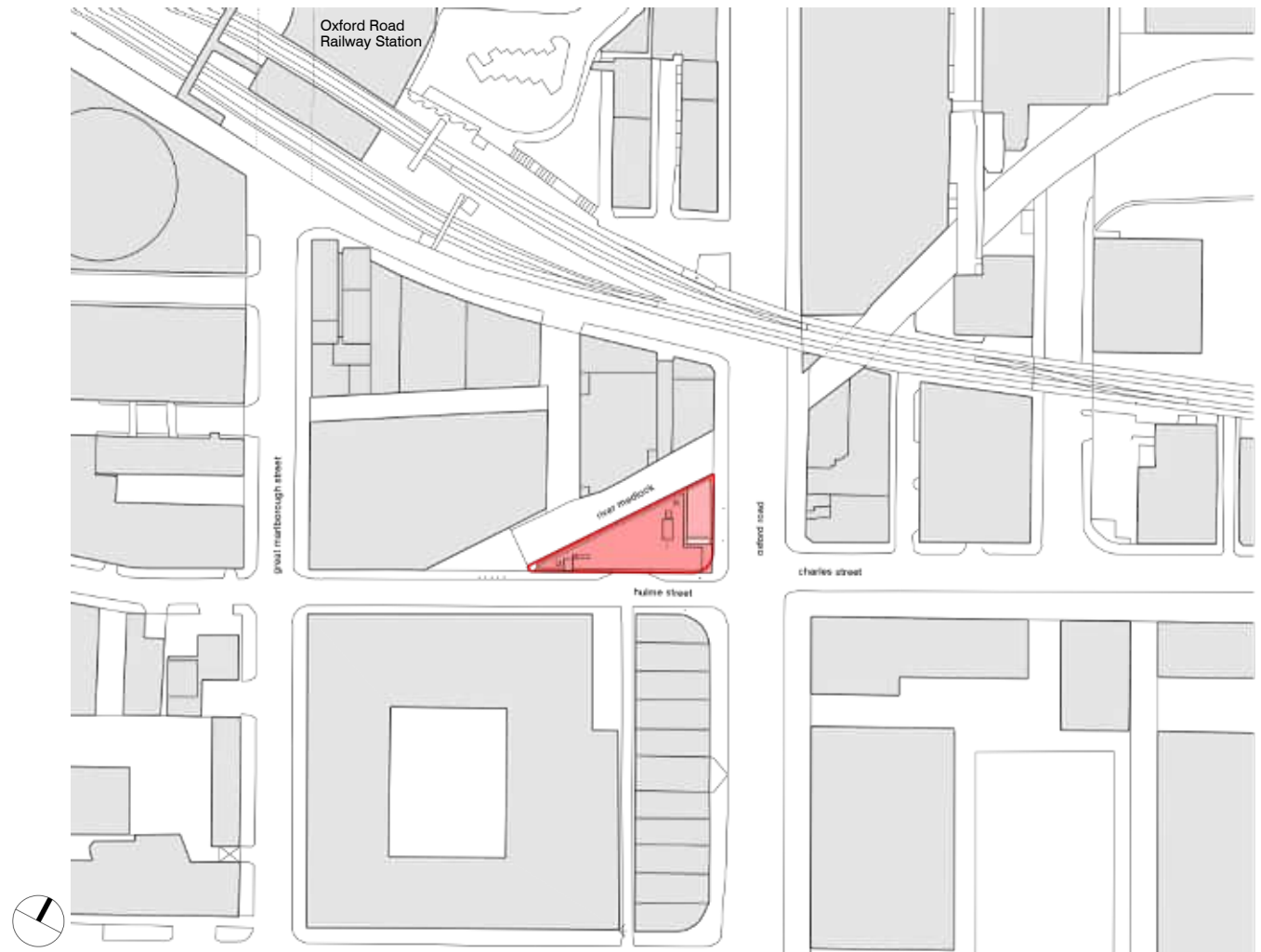
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1.0 introduction

1.1 Introduction

This document has been produced to support a planning application for an extension to the existing Holiday Inn Express hotel on Oxford Road, Manchester.

The redevelopment of the site is in line with the aspirations of the client and in accordance with National Planning Policies and Local Development Frameworks and guidance of Manchester City Council (MCC).





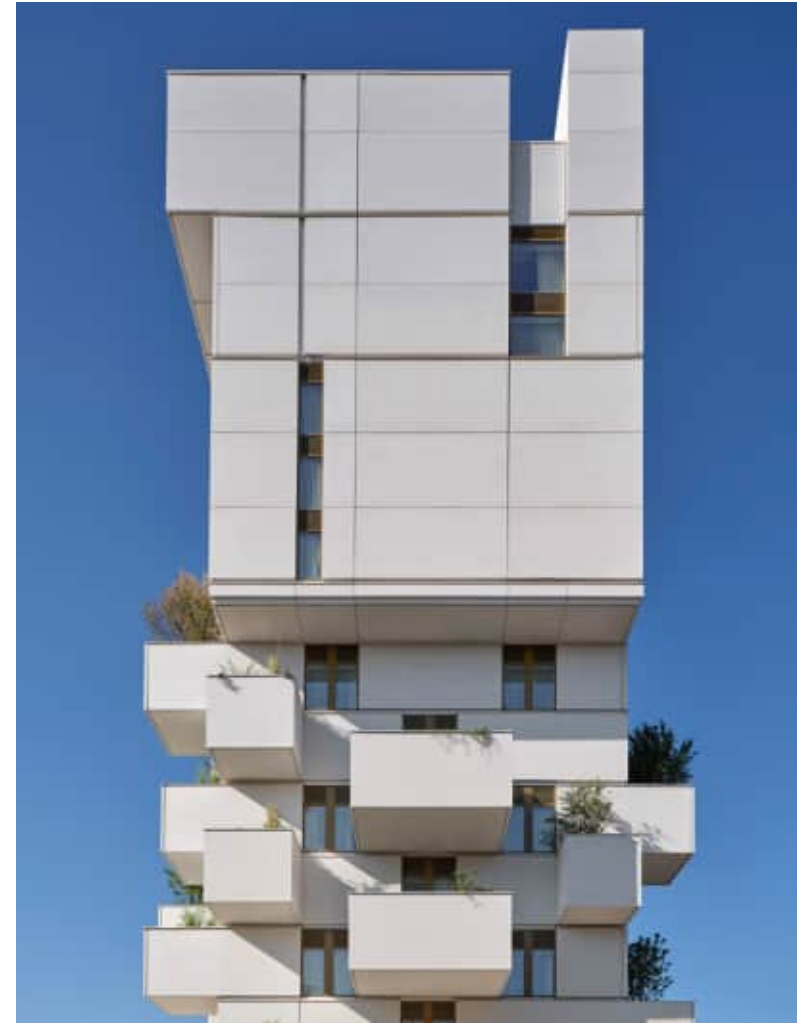
1.0 introduction

1.2 Relevant projects and experience

stephenson hamilton risley STUDIO is a Manchester-based architectural practice originally founded in 1979. The practice has developed a reputation for working nationally on a wide range of residential, hotel, heritage, arts, cultural, education, and leisure projects. The practice strives to achieve stimulating and inspired designs in concept, detail, and construction. This approach has earned national recognition and over 170 awards for completed projects.

stephenson hamilton risley STUDIO has designed many critically acclaimed and award winning hotels in Manchester City Centre. The practice was also responsible for the design of the existing Holiday Inn Express, to which this application relates.





2.0 Context

2.1 Site location

The proposed development is located at 2-4 Oxford Road, Manchester. The site is located towards the South of the City Centre approximately 0.5 miles from Manchester Town Hall.

2.2 Site description

The site is broadly triangular in nature and bound by the River Medlock that flows North East to South West, whilst Oxford Road and Hulme Street complete the site to the East and South respectively. The site forms a city block and therefore has no adjoining properties.

The area is characterised by a very intense land useage with a dense urban grain. The is located towards the North of the University district and is well connected to the city's transport network with Manchester Oxford Road Railway Station 0.1 miles to the North, a busy bus route on Oxford Road, and the Metrolink tram system also within a short walk.

A number of city centre tourist and visitor attractions are located nearby including, Bridgewater Hall, O2 Ritz, and Manchester Central Conference Centre.

The existing building is an 11 storey Holiday Inn Express hotel featuring 147 bedrooms and a Ground Floor Spar supermarket. There are two student residential towers to the North West of 33 and 35 storeys. Opposite the hotel is the recently completed Circle Square mixed use development that includes commercial, retail and residential uses, in a variety of medium to high rise buildings arranged around a new landscaped public square.





Hulme Street



Oxford Road



Oxford Road

2.0 Context

Existing plans and elevations

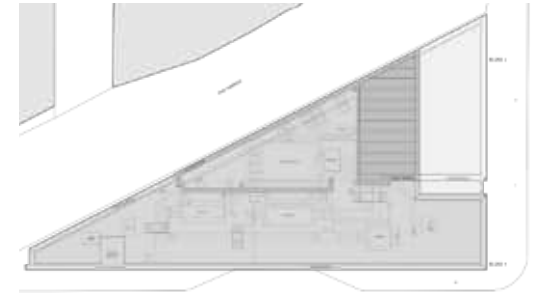
For current drawings refer to those submitted as part of the planning application



existing 10th floor plan



existing 11th floor plan



Existing roof plan



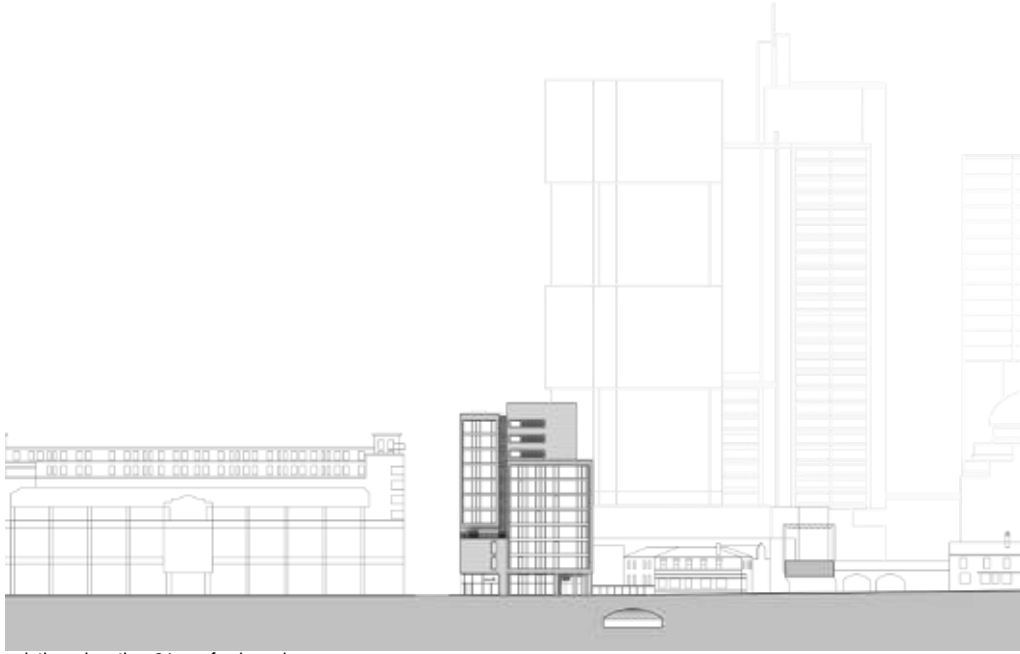
existing elevation 02



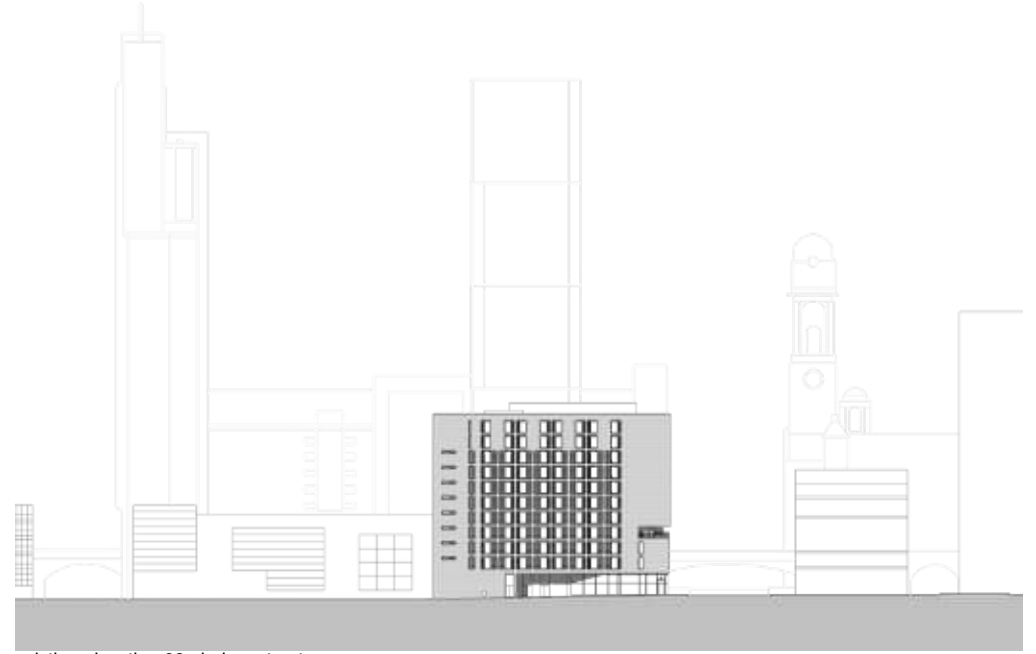
existing elevation 01



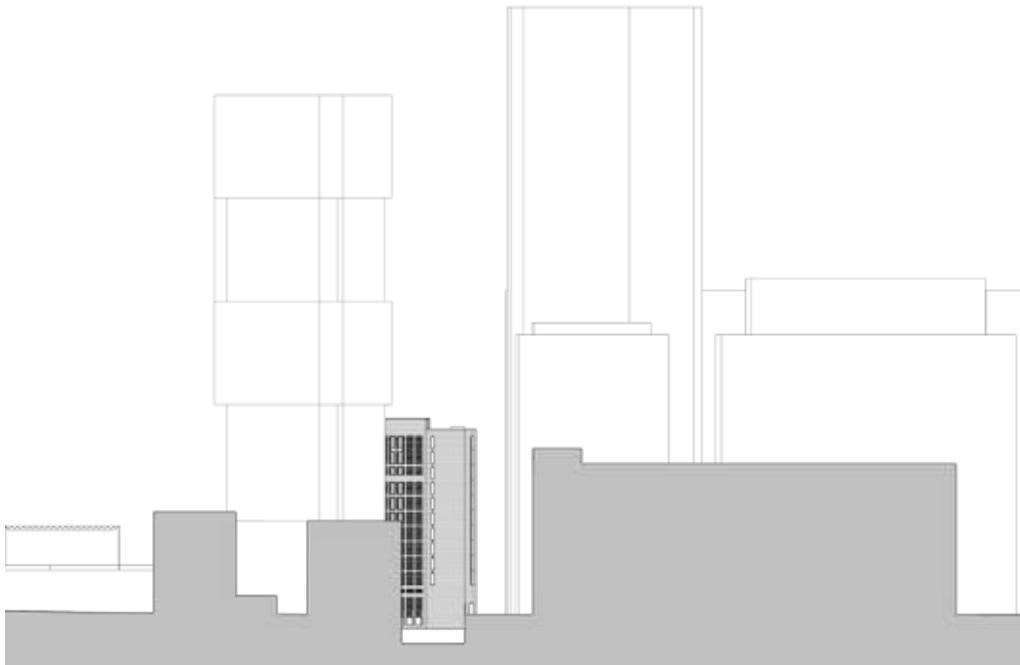
existing elevation 04



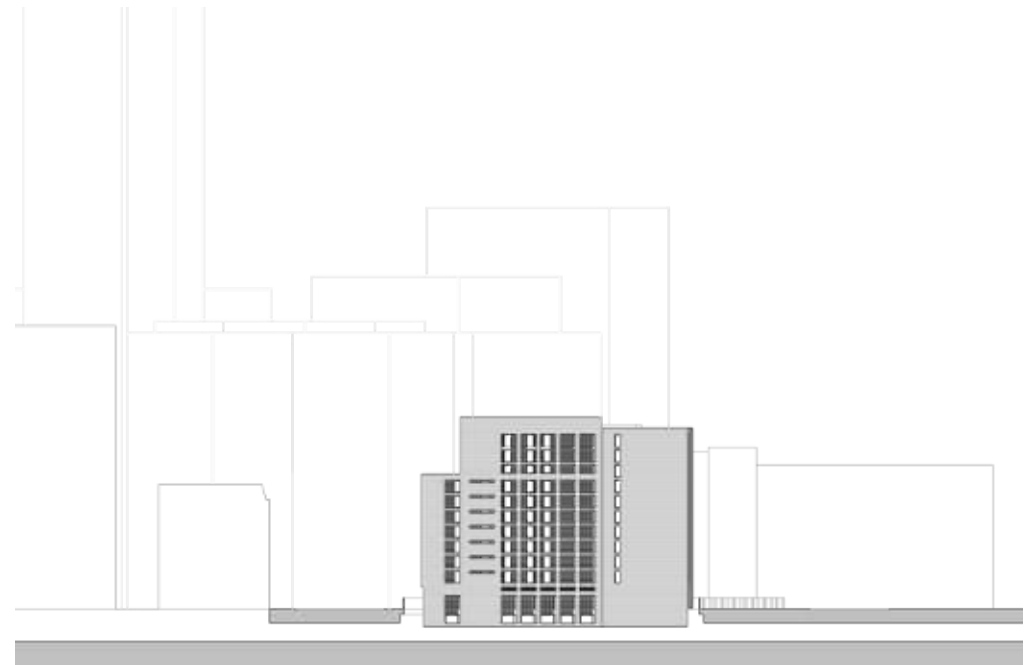
existing elevation 01 - oxford road



existing elevation 02 - hulme street



existing elevation 03 - south west



existing elevation 04 - river medlock

2.0 Context

2.3 Client's brief

The current owners of the hotel have seen a rising demand for additional hotel rooms at their Oxford Road site. The client approached stephenson hamilton risley STUDIO as authors of the original hotel, to explore the feasibility of increasing the bedroom numbers with the following requirements:

- Create a rooftop extension to accommodate as many additional bedrooms as possible using the capacity of the existing structure.
- Retain the existing roof mounted plant equipment on 11th floor to facilitate as little operational downtime as possible.
- Extend the existing staircase vertically to serve new floors.
- Extend the existing lift cores vertically to serve new floors

Consequential works

To serve the increased number of bedrooms the client will be undertaking the following works as part of their internal reconfiguration activities:

- Entrance level stair removed and floor infilled
- New entrance level reception and check-in kiosks
- Larger luggage store
- Basement dining area increased
- Bin collection frequency adjusted to suit increased guest capacity



3.0 Description of proposals

3.1 Design proposals

The design proposal is for a two storey rooftop extension set above the existing 11th floor plant area. The extension will accommodate 24 bedrooms, back of house areas, and circulation zones.

The extension has been guided by the 10 characteristics of the National Design Guide 2021. The extension has been conceived as a heavily articulated metal shroud that will act as a crown to the existing building. The architectural form can be disseminated into three components and expressed as:

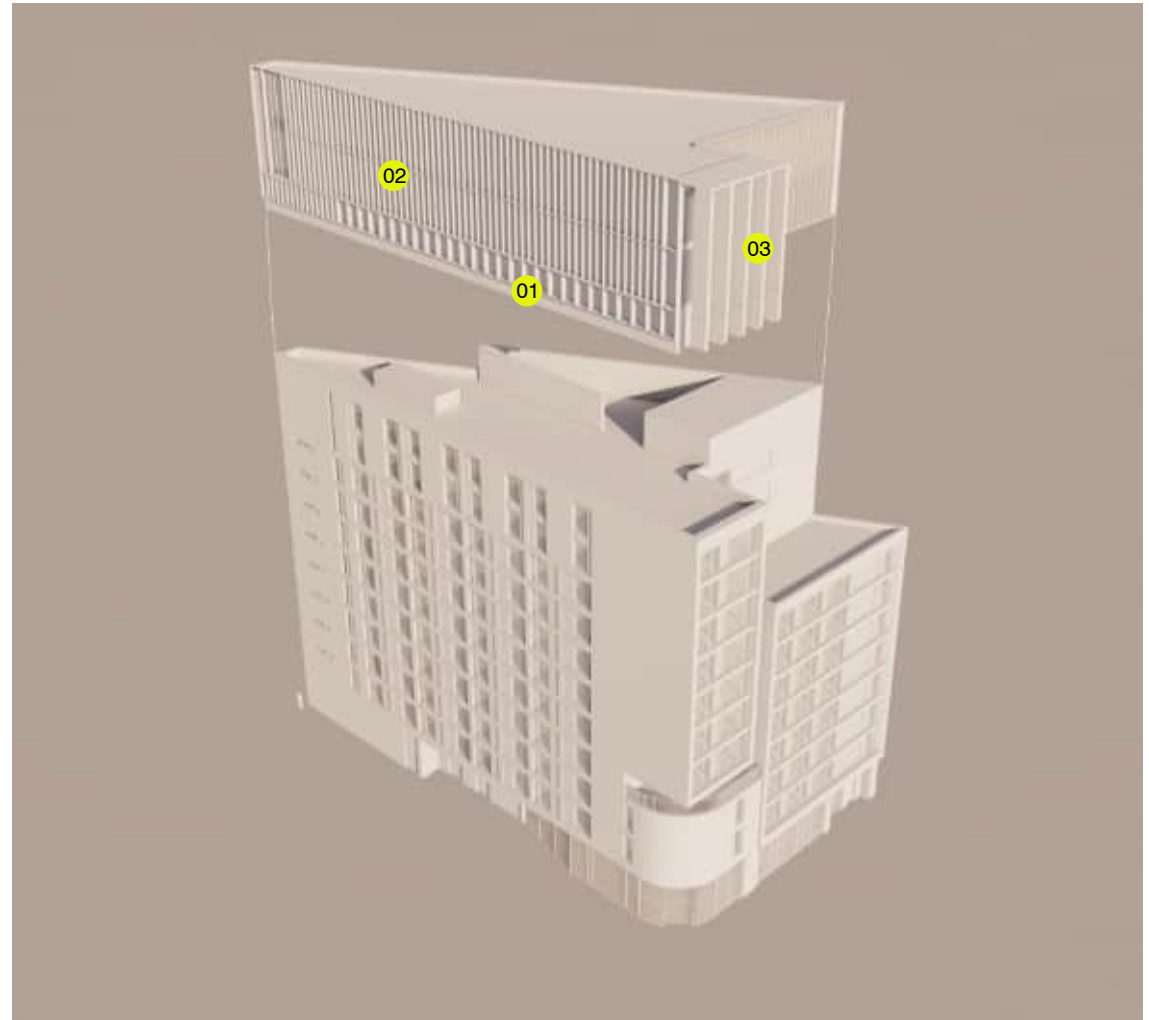
- 01 Plantroom plinth
- 02 Body
- 03 Portico

A series of regular spaced anodised aluminium fins establish an order into which bedroom and circulation area windows are punctured, whilst the fin modules and centres to the lowest tier along Hulme Street and facing The River Medlock proportionally increase to form ventilation zones to serve the existing 11th floor plant equipment. A small section of the 11th floor brick parapet facing the River Medlock will be removed to further facilitate essential ventilation needs.

A contemporary portico facing Oxford Road terminates the Hulme Street and River Medlock elevations. Itself proposed as a series of monolithic metal fins as a continuation of the extension's architectural language.

The existing hotel structure included a cast in-situ concrete plinth above which were load bearing concrete cross walls and concrete floor planks. A structural desktop study concluded that a new two storey extension could be built using a lightweight MetSec type construction utilising the capacity of the existing structural frame to avoid the need to reinforce existing foundations.

Internally, each floor of the extension will feature 12 bedrooms including an accessible bedroom, stores and linen rooms. The existing stair and lift cores will be extended to serve all new floors, with a small amount of mechanical and electrical equipment on the new roof.



3.2 Use

The proposed extension will have a hotel use and classified as:

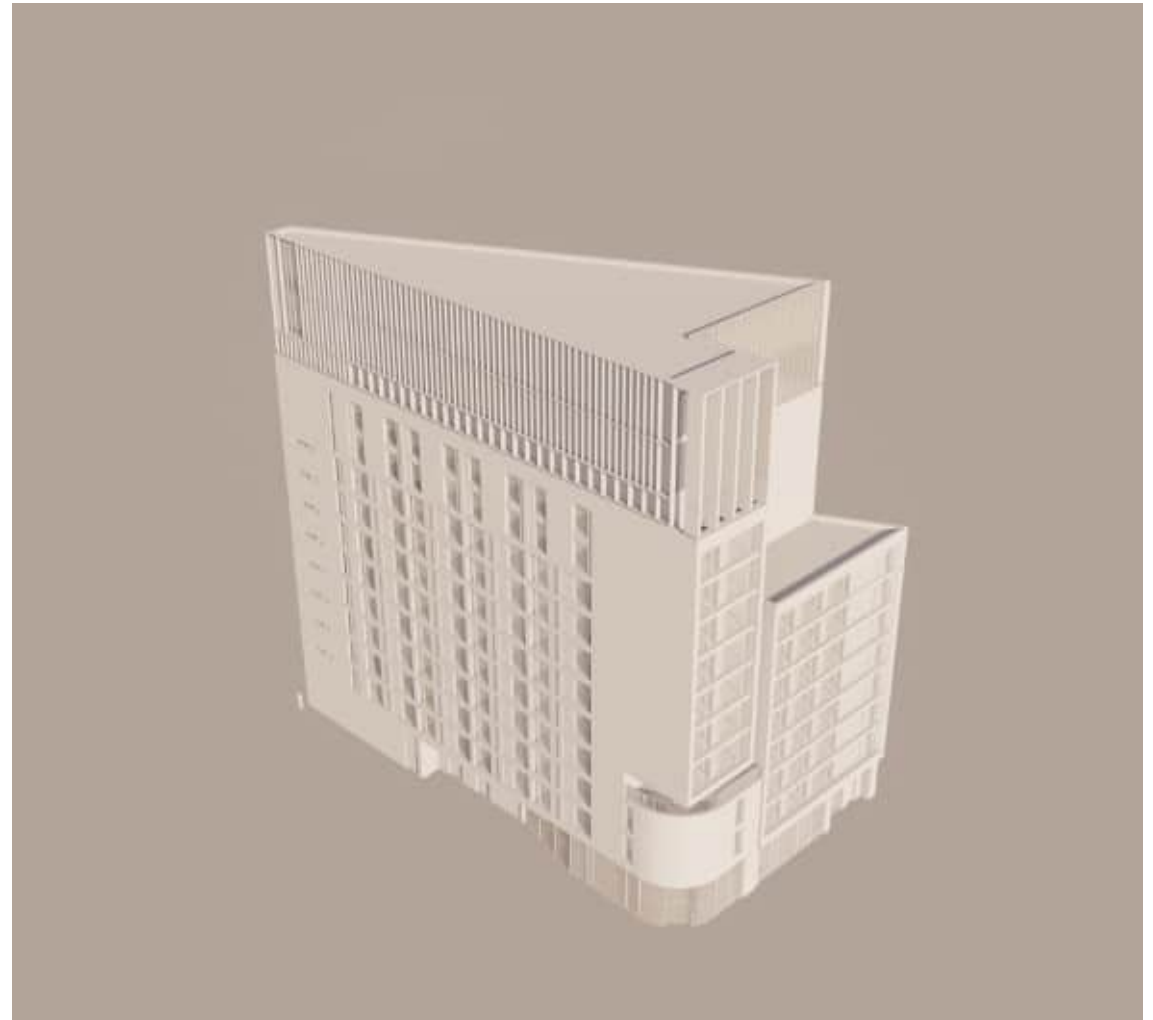
C1 - Hotel

3.3 Amount of development

The proposed extension will provide a series of additional bedrooms, support, service, and plant spaces as summarised below:

- 24 bedrooms
- Including two accessible bedrooms
- Linen store
- Guest lifts
- Fire Fighting core and goods lift
- Roof mounted plant

The proposed extension will provide an additional 1,134 sqm gross internal floor area. This will result in the total hotel gross internal floor area being 6,634.00 sqm.



3.0 Description of proposals

Proposed plans and elevations

For current drawings refer to those submitted as part of the planning application



proposed 11th floor plan



proposed 12th and 13th floor plan



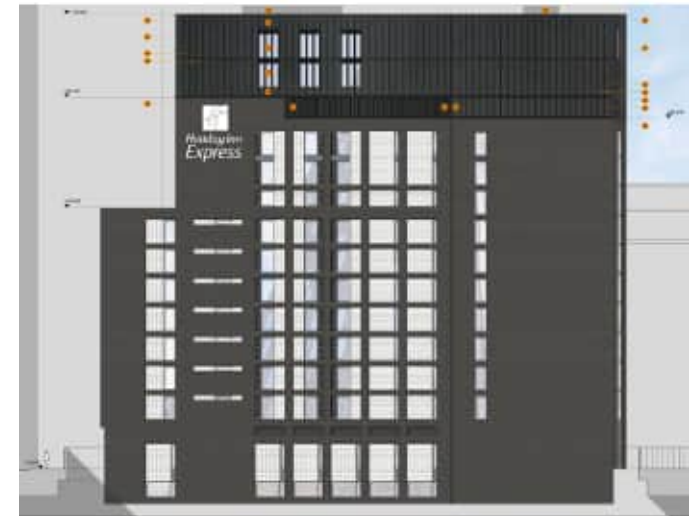
proposed roof plan



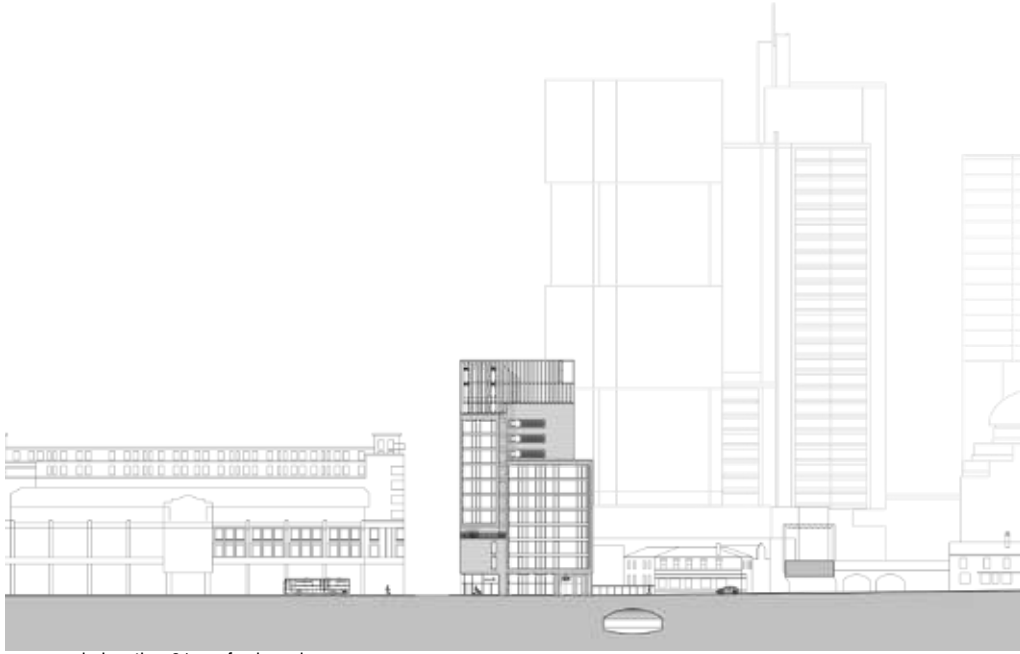
proposed elevation 02



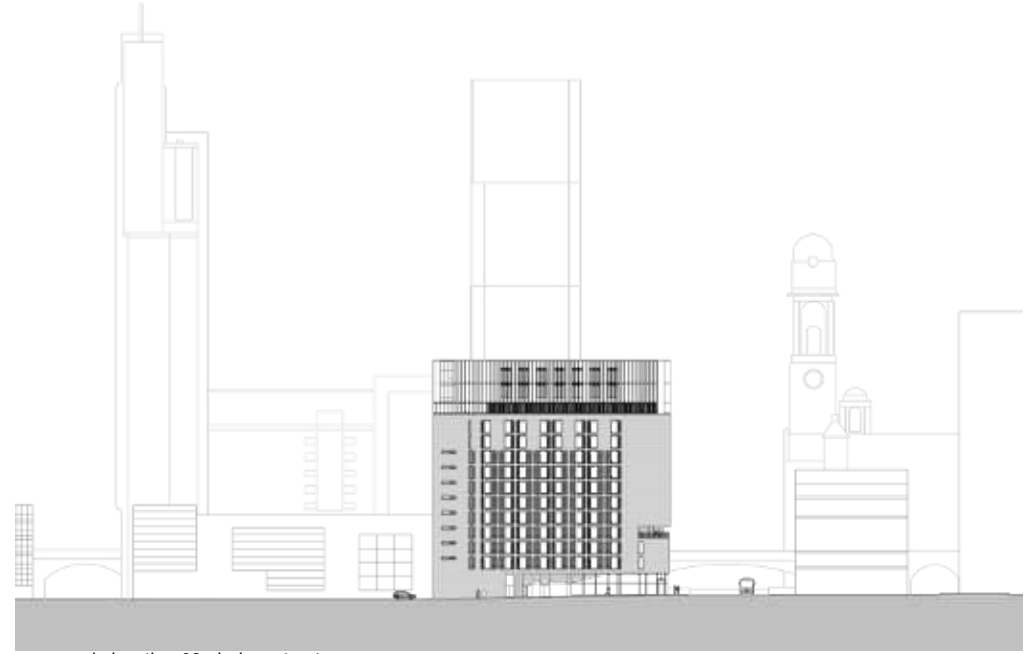
proposed elevation 01



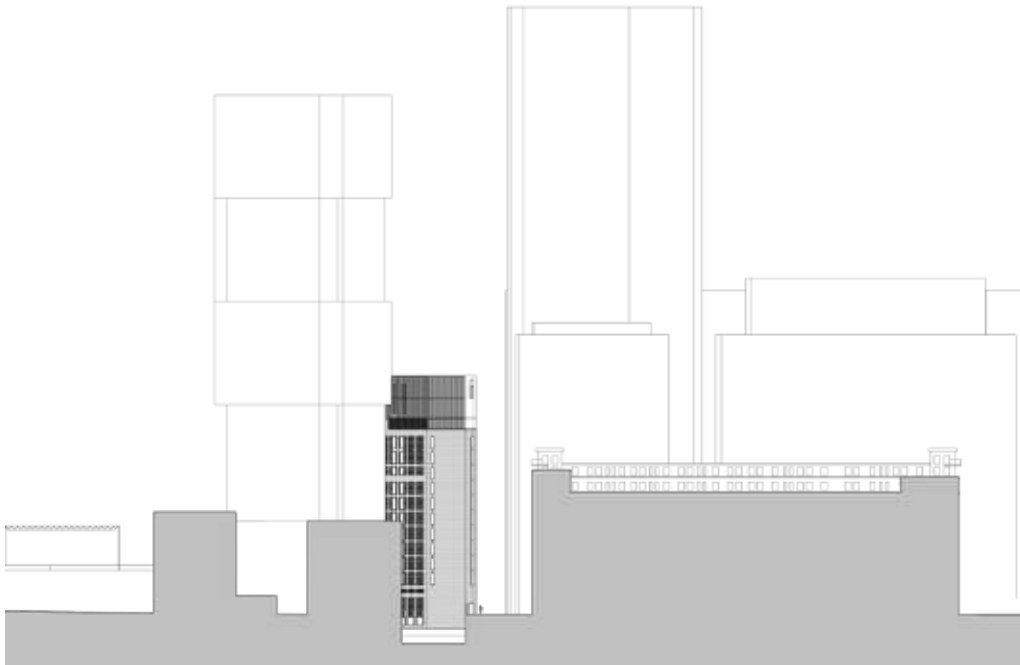
proposed elevation 04



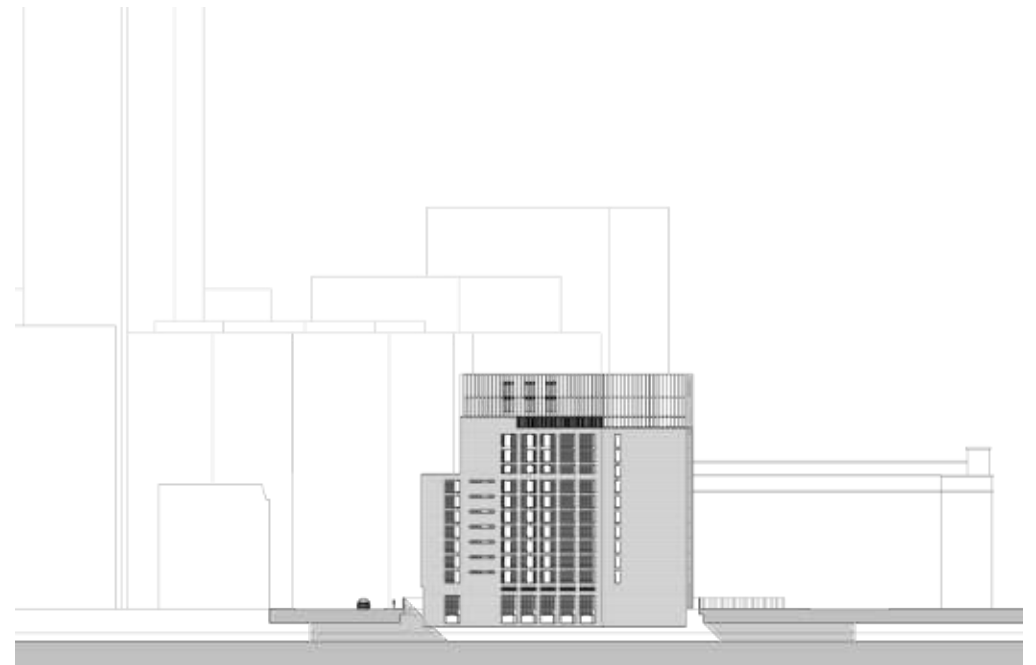
proposed elevation 01 - oxford road



proposed elevation 02 - hulme street



proposed elevation 03 - south west



proposed elevation 04 - river medlock

3.0 Description of proposals

3.4 Layout

The proposed extension will share the same footprint as the existing hotel, and be built over the existing 11th floor plantroom, that is currently external. The existing arrangement of internal spaces largely informs the proposed layouts, due to the requirements for vertical continuity of services, stair and lift cores.

The guest lifts open onto a generous lift lobby from which a small corridor leads to a cluster of two rooms that look out onto Oxford Road. The primary corridor runs the length of the floorplan leading to twin, double and accessible bedrooms with views over Hulme Street and The River Medlock.

Floors 12 and 13 are identical, with a roof access ladder and secure hatch being located above the uppermost stair landing.

The new roof will feature full height parapets that will both screen the lift overrun, and some roof mounted plant, whilst also providing permanent edge protection from falling.

3.5 Scale

The proposed extension will be two storeys above the existing rooftop external plantroom. The height of the extension has been largely informed by the maximum number of floors that the existing structure can support, without the need for structural strengthening works and upgraded foundations.

Since the extension follows the same planform as the existing building, a large portion of the building already steps back from Oxford Road. The newly created portico on the Hulme Street corner further contributes to reducing the perceived massing of the building.

The rooftop extension is set against the backdrop of 38, 35 and 33 storey towers, therefore having little visual impact against these substantial neighbours.



Typical floor plan

3.6 Appearance

The extension manifests as a dark anodised aluminium crown that sits above the existing black brick building.

The architectural language of the extension is complimentary to the existing facades, but purposefully identifies as a more recent addition to avoid the uncomfortable colour mismatch of new bricks and mortar against the existing, should a continuation of the existing architectural language have been proposed.

A series of vertical anodised aluminium fins establish an order to the facades, whilst horizontal bands signify the floor levels. Fins and inset panels are all secret fixed to allow the purity of the elevations to be appreciated. Bedroom windows with micro louvres punctuate the facades whilst circulation cores are celebrated on the Oxford Road and Hulme Street elevations. The horizontal datum between the existing building and the new extension will be expressed as a recessed shadow gap.

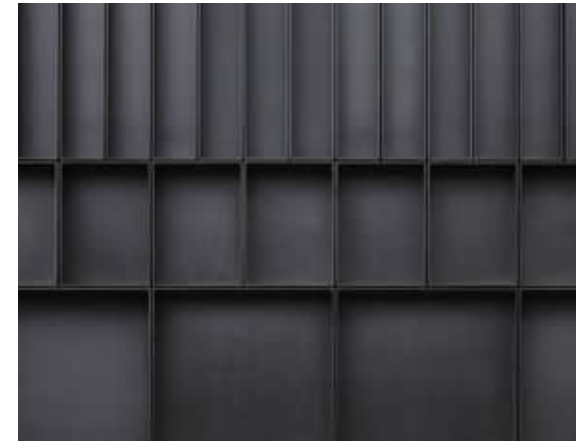
The prow of the extension that looks out towards Oxford Road is expressed as a contemporary portico, with monolithic fins extending up towards the parapet above. A secret external access door is incorporated into the 11th floor cladding to provide maintenance access onto the small roof facing Oxford Road.

The fin modules and centres to the lowest tier along Hulme Street and facing The River Medlock proportionally increase to form ventilation bays to serve the existing 11th floor plant equipment. Although each bay is further subdivided with secret fix vertical anodised plates to prevent views into the plant space behind.

The deeply articulated bays will generate an ever changing pattern of shadows throughout the day and through the seasons. In the evenings the facades will become punctuated with the bedroom lights that will illuminate and darken as guests inhabit their bedrooms.

3.7 Landscape

Since the proposal is for a rooftop extension, there will be no provision for landscape works. The existing Ground Flor hard landscaping will remain as part of the proposals.



3.0 Description of proposals

3.8 Access

The proposed extension will be served by the existing hotel entrances, lift, and stair cores. A level, step, and barrier free entrance exists on the Oxford Road frontage that gives direct access to the stair and lift cores. All cores will be extended vertically to serve the proposed new floors.

The extension will comply with current Building Regulations, following the guidance of Approved Documents, in particular Part L, K, and M that are now more stringent than those in use when the original hotel was first constructed.

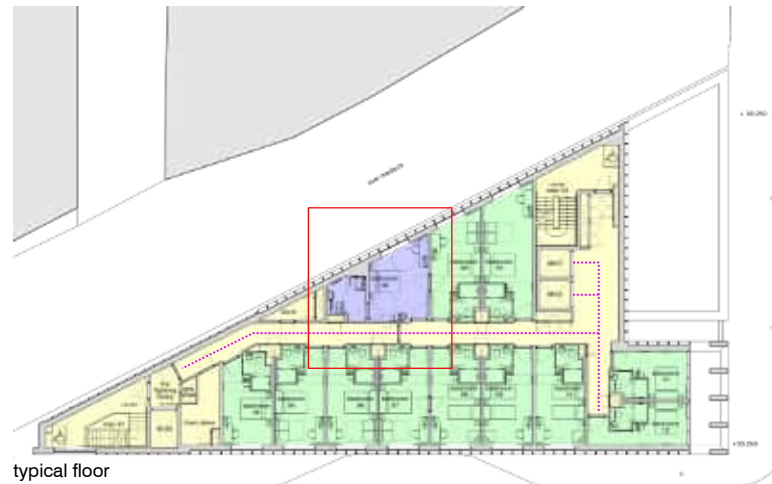
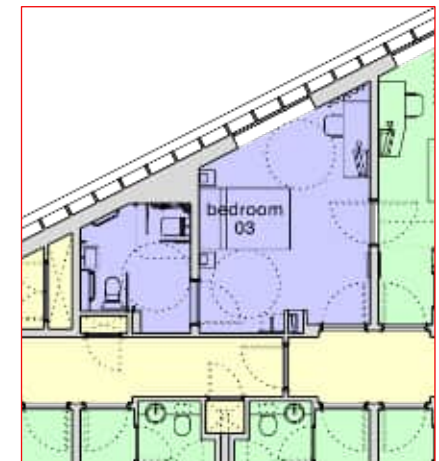
3.9 Disabled Access / Universal Accessible Bedrooms

The proposed extension will provide universal level access to all circulation areas and bedrooms.

An accessible bedroom will be located on each new floor complete with en-suite bathrooms featuring step free wet room showers. All internal doors will meet the requirements of Building Regulations, whilst compliant turning circles beside the bed, wall mounted controls

All internal corridors and doors will provide compliant clear widths, whilst all new stairs will provide compliant riser, tread and handrail dimensions.

Each floor will feature two disabled refuge points with emergency call points that are monitored at all times.



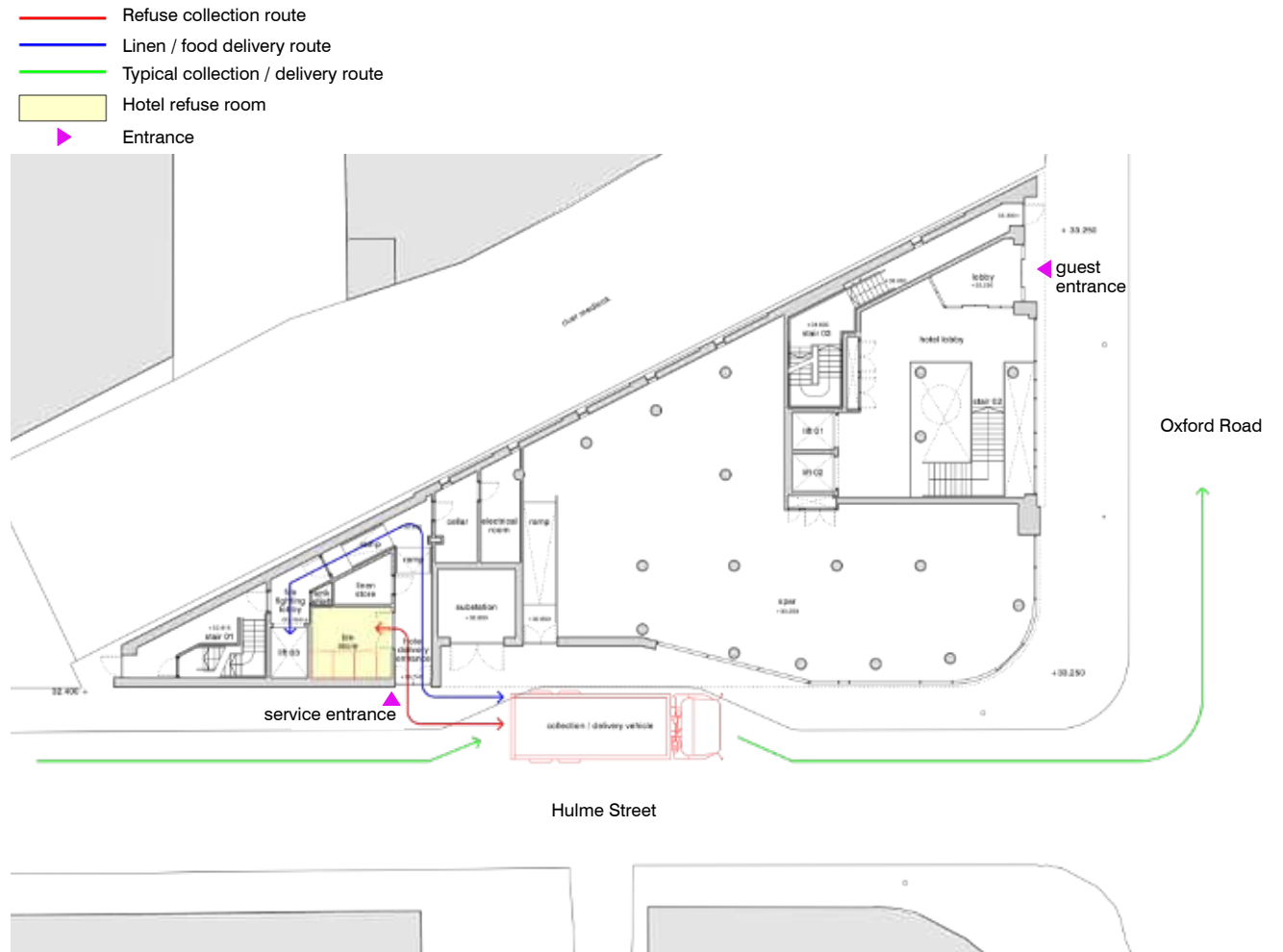
3.10 Refuse collection and deliveries

The current servicing strategy will remain, which involves regular refuse collections from the Ground floor bin store to a dedicated vehicle lay by on Hulme Street. The increased refuse generated by the additional bedrooms and guest numbers will be accommodated by excess capacity in the existing bin store, and where necessary, increased refuse collections.

Deliveries will continue to be made to the service entrance on Hulme Street, from the dedicated vehicle lay-by. Once inside the goods lift will continue to be used to distribute deliveries and goods throughout the hotel.

3.11 Sustainability

The proposed extension will meet the requirements of current Building Regulations and by adopting a lightweight method of construction, will feature a higher percentage of recycled materials or those with a high recyclable content. Windows will feature high thermal and acoustic values. Highly efficient mechanical ventilation with heat recovery units are proposed together with low energy lighting, linked to presence detectors to avoid unnecessary energy use. Holiday Inn Express has a sustainable approach to energy use, linen cleaning and hotel operation that will continue to be implemented across the site.



3.12 Consultation

A pre-application consultation was held with Manchester City Council where proposed drawings and details of the development were shared with Dave Roscoe and the following comments were received from MCC on 28.07.2023. These have all been incorporated into the current proposals as annotated responses in blue:

- No objection to the principle of extending the hotel in the manner proposed

01 *If a cladding material is to be used, this should be anodised to ensure the highest quality finish to the extension. Grey PPC will not be acceptable.*

The proposed cladding material is anodised aluminium.

02 *We are not convinced extending the white tiles used on the lower sections of the building is appropriate.*

The tiles have been replaced with anodised aluminium panels to match the metareality and language of the rest of the extension.

03 *The open areas to provide ventilation to the external plant area should be screen with some sort of decorative steel. A standard louvre system would not be acceptable.*

Close centred vertical fins are proposed to the plant areas that better respond to the architectural language of the extension, provide adequate free air for plant equipment, and will provide visual screening since the facades are seen obliquely.

04 *Where cladding is proposed it will not be acceptable to face fix.*

Secret fixings are proposed, and presume full details of jointing and fixing will be conditioned and submitted once contractor details are received.



Pre-application design proposal

4.0 Conclusion

This Design and Access statement has demonstrated that the proposed rooftop extension to the existing Holiday Inn Express on Oxford Road is considered, appropriate and fully justified, as summarised by the following headline points:

- It has the guest demand to be commercially viable.
- It is a high quality design created by the buildings original authors.
- Features premium materials.
- Is modest in scale and does not impact neighbouring properties.
- Positively contributes to the evolving Oxford Road roovescape.
- Will require additional local labour requirements once operational.
- Follows the Local Development Framework and National Policy

The proposal will not only provide greatly needed additional bedrooms, in turn supporting the tourist and leisure economies, but it will also create local labour opportunities during construction and then additional local labour to serve the hotel's needs during operation.



5.0 Appendix

5.1

Associated drawings

al(02)0003	existing basement floor plan	al(04)0001	location plan
al(02)0004	existing ground floor plan	al(04)0003	proposed basement floor plan
al(02)0005	existing floor plan - level 01-02	al(04)0004	proposed ground floor plan
al(02)0006	existing floor plan - level 03	al(04)0005	proposed floor plan - level 01-02
al(02)0007	existing floor plan - level 04-07	al(04)0006	proposed floor plan - level 03
al(02)0008	existing floor plan - level 08	al(04)0007	proposed floor plan - level 04-07
al(02)0009	existing floor plan - level 09	al(04)0008	proposed floor plan - level 08
al(02)0010	existing floor plan - level 10	al(04)0009	proposed floor plan - level 09
al(02)0011	existing floor plan - level 11	al(04)0010	proposed floor plan - level 10
al(02)0012	existing roof plan	al(04)0011	proposed floor plan - level 11
		al(04)0012	proposed floor plan - level 12
al(02)1001	existing site elevation 01 - oxford road	al(04)0013	proposed floor plan - level 13
al(02)1002	existing site elevation 02 - hulme street	al(04)0014	proposed roof plan
al(02)1003	existing site elevation 03 - south west		
al(02)1004	existing site elevation 04 - river medlock	al(04)1001	proposed site elevation 01 - oxford road
al(02)1051	existing elevation 01 - oxford road	al(04)1002	proposed site elevation 02 - hulme street
al(02)1052	existing elevation 02 - hulme street	al(04)1003	proposed site elevation 03 - south west
al(02)1053	existing elevation 03 - south west	al(04)1004	proposed site elevation 04 - river medlock
al(02)1054	existing elevation 04 - river medlock	al(04)1051	proposed elevation 01 - oxford road
		al(04)1052	proposed elevation 02 - hulme street
al(02)2001	existing section 01	al(04)1053	proposed elevation 03 - south west
al(02)2002	existing section 02	al(04)1054	proposed elevation 04 - river medlock
		al(04)2001	proposed section 01
		al(04)2002	proposed section 02
		al(04)3001	bay study 01
		al(04)3002	bay study 02
		al(04)3003	bay study 03
		al(04)3004	bay study 04
		al(04)3005	bay study 05
		al(04)3100	bedroom study
		al(04)8000	area schedule
		al(04)9000	computer generated image 01
		al(04)9100	proposed massing study
		al(04)9500	precedent and materials
		al(04)9600	proposed servicing strategy

