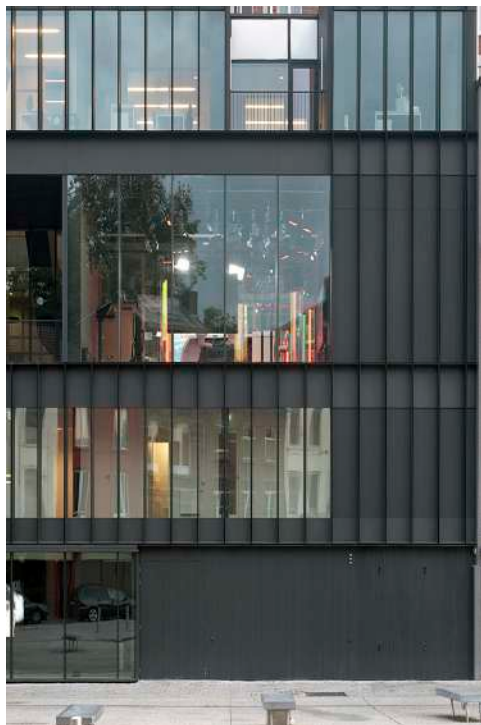


Facade / Fin Precedents

Look and Feel



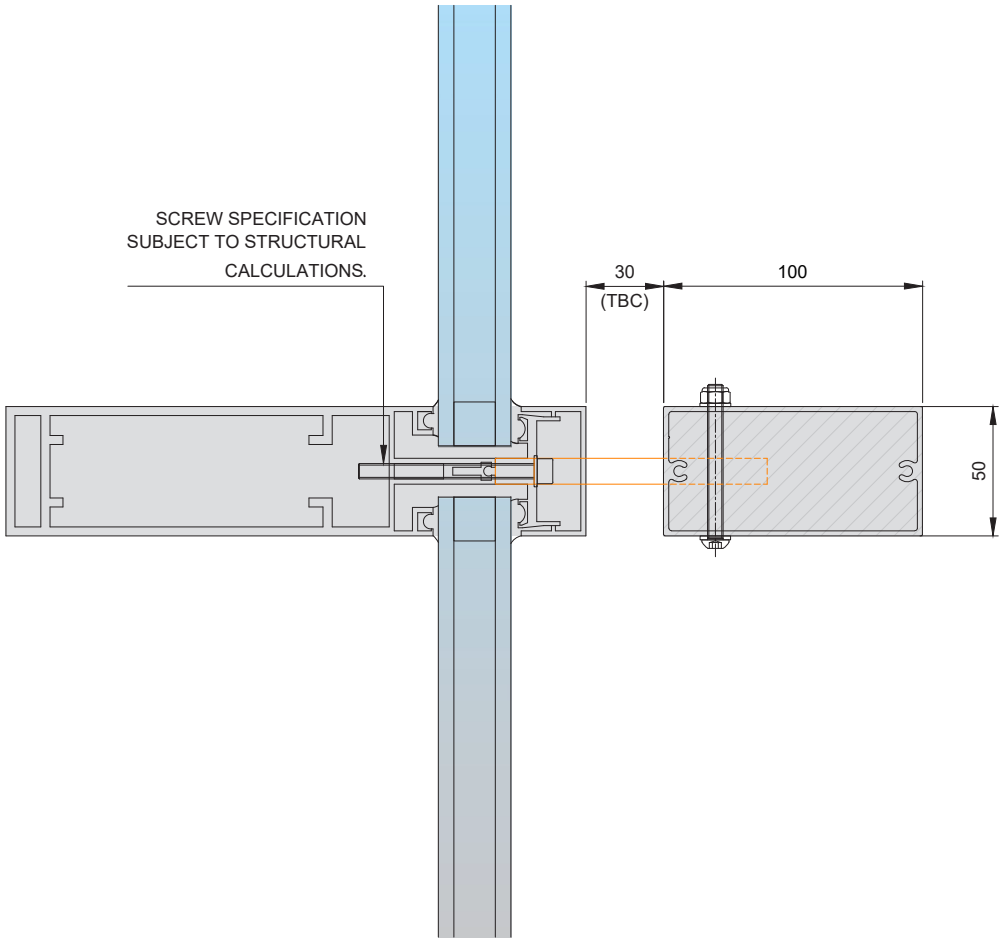
Vertical Fins

Fixing Strategy

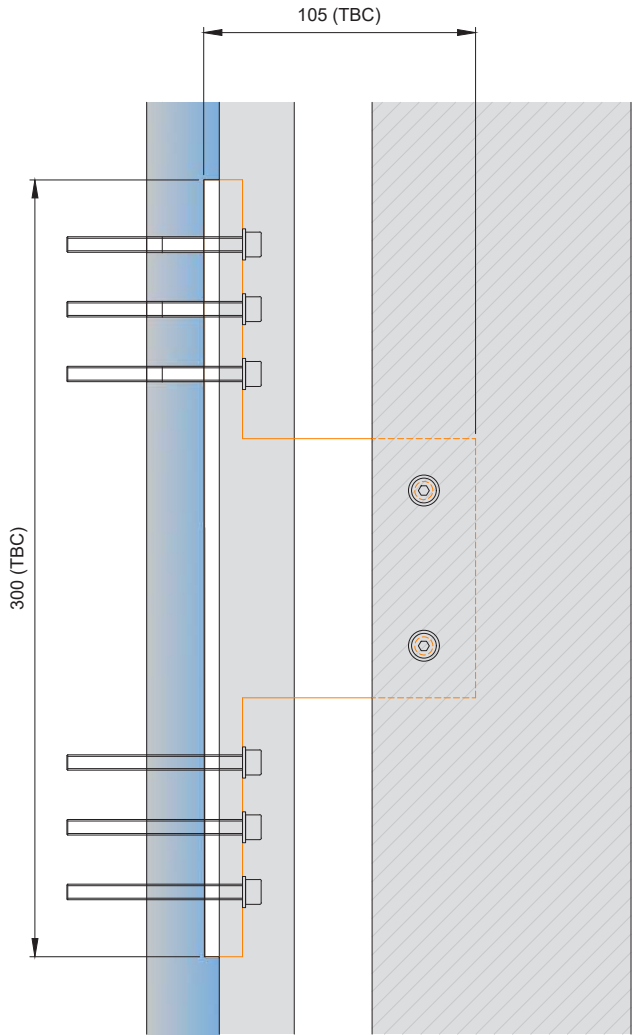
We have consulted a specialist facade subcontractor, who has provided an outline strategy for the design and installation of the new vertical fins.

The fins will be formed from rectangular section aluminium profiles. They will be fixed into the mullions of the existing curtain walling system. A small gap will be maintained between the facade and the fins, to allow for air movement and to mitigate wind loading on the fins. The fins will appear seamless with the existing curtain walling capping and there will be no visible fixings

The details included on this page demonstrate a typical fin installation, and are not specifically showing the proposed detail at Castlefield House.



Typical Plan Detail



Typical Side Elevation

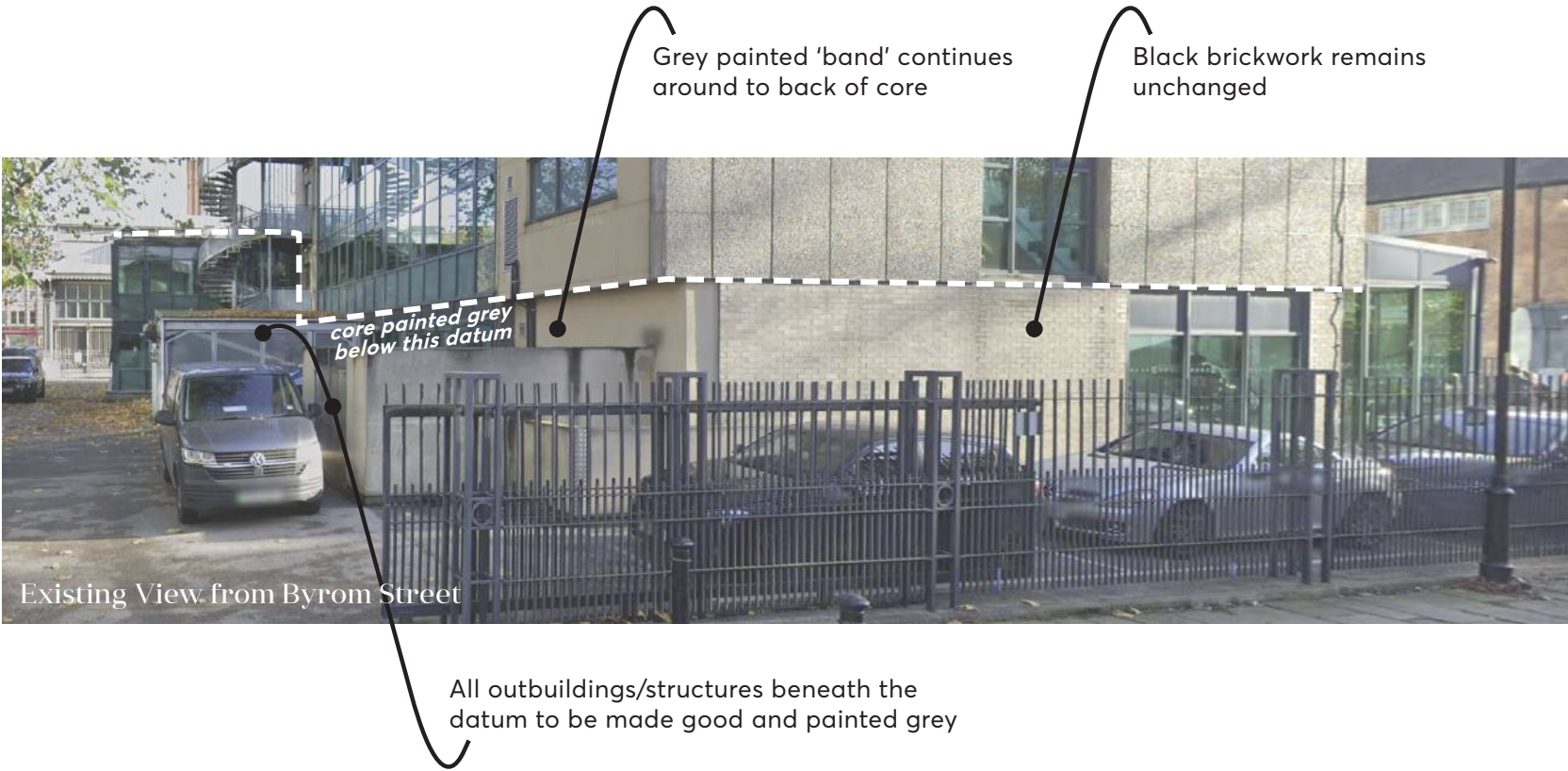


‘Cohesive Band’ Decoration Works

Side and Rear Elevations

The proposal to create a cohesive grey ‘band’ around the base of the building, continues on all elevations.

A ‘datum line’ will be struck around all facades, and the building will be decorated grey beneath this line. This includes the decoration of all existing outbuildings.

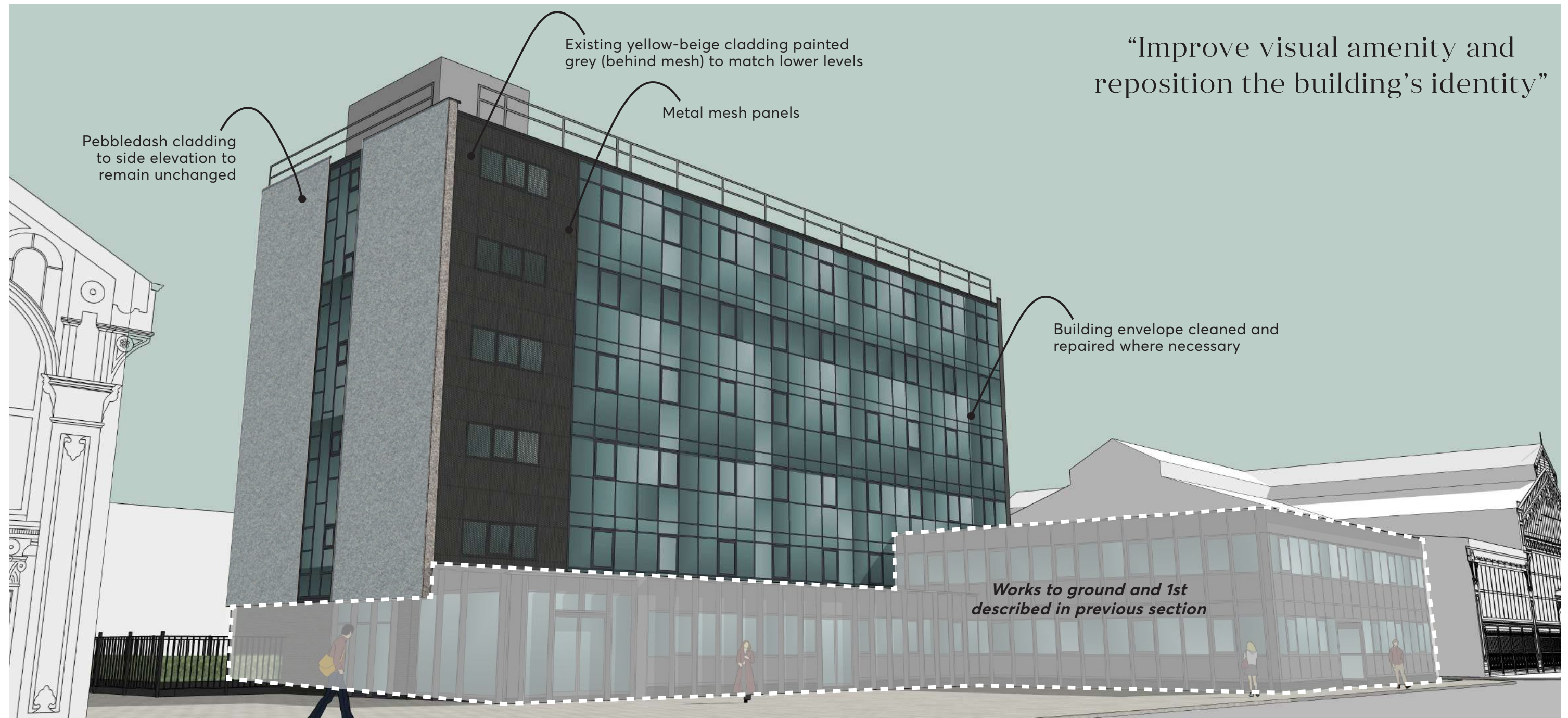


2. Redecoration of the Upper Facade

Light-touch redecoration to bring the existing facade in line with the rest of the scheme

- Building envelope to be cleaned and repaired where necessary
- Redecoration of the existing yellow-beige cladding to tie it in with the anthracite colour of the ground & 1st
 - Metal mesh panels installed to the south elevation
 - Pebbledash to remain on Byrom Street elevation





Upper Facade Works

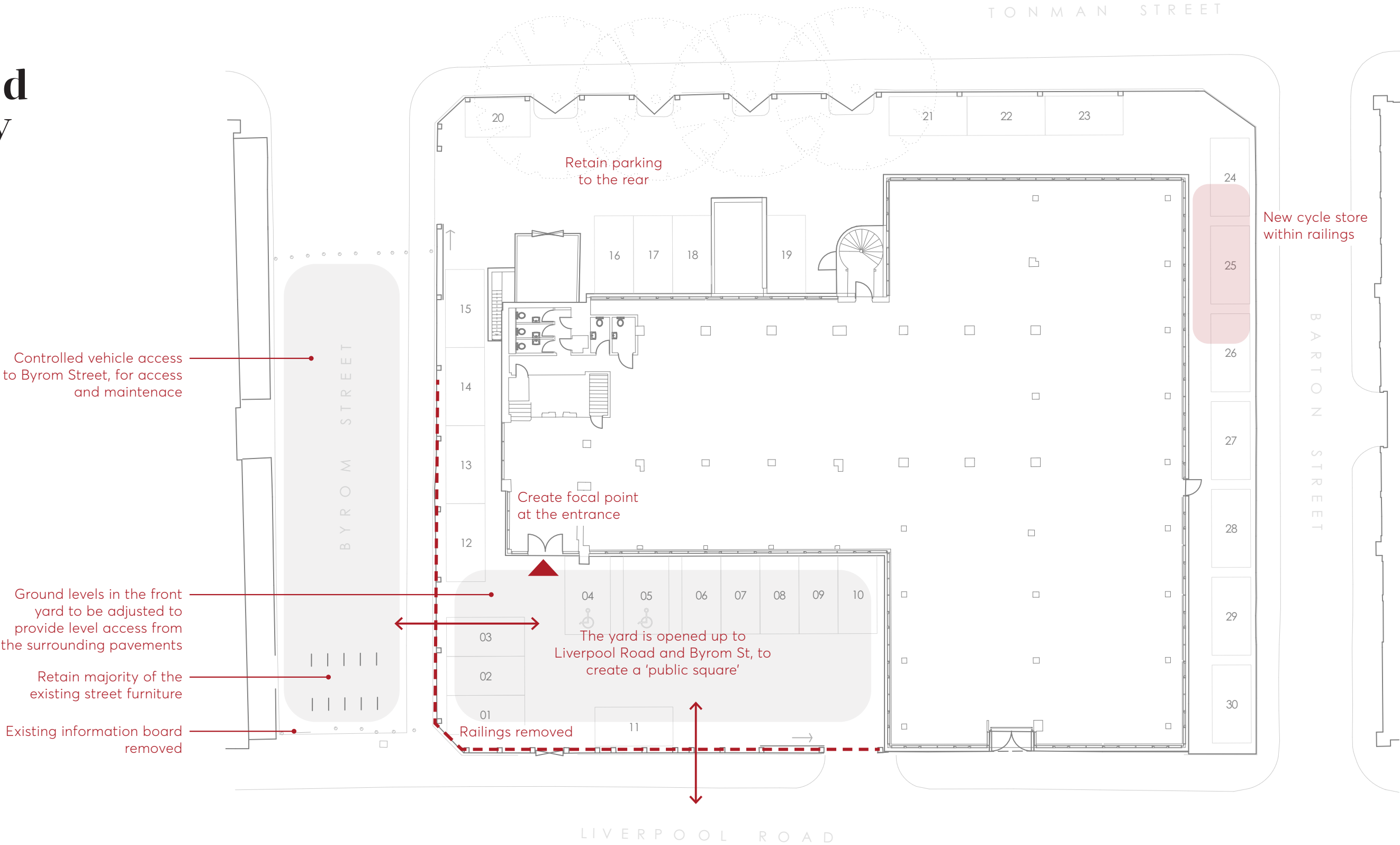
3. Public Realm Improvements

Opening up the front yard, and connecting it to the public realm of Liverpool Road and Byrom Street

- Sections of existing railings to be removed to Liverpool Road and Byrom Street
- Ground levels in the front yard to be adjusted to provide level access from the surrounding pavements
- Car parking at the front of the building to be omitted
 - New paving, planting and lighting installed



Proposed Strategy



Public Realm Precedents

Look and Feel



Small square pavers to echo the scale of nearby cobblestones



Trees and planting to screen Liverpool Road

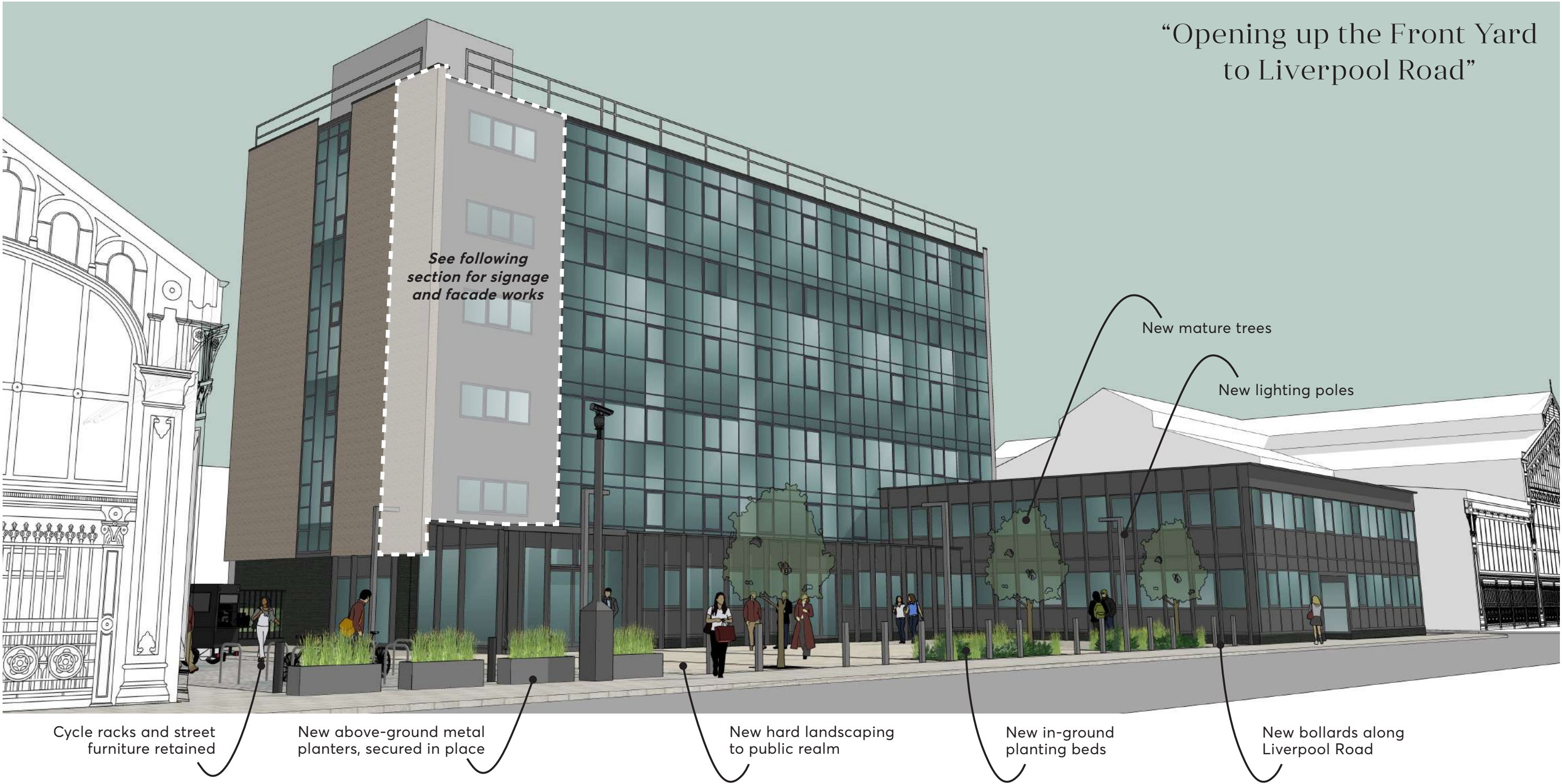


Warm grey/beige tone to paving



New street lights and bollards





Public Realm Scheme



Proposed Public Realm Overview

Please Note:
For full details of the public realm scheme, refer to chapter 04

- 1 Existing railings and parking to front yard removed, and a new public realm created, with level access from the surrounding pavements
- 2 New paving to the public realm, laid in patterns to create interest and delineate the entrance
- 3 3no. New mature in-ground trees
- 4 Following removal of the gate on Liverpool Road, the dropped kerb will be removed and the pavement reinstated
- 5 Byrom Street cobblestones retained as existing, with controlled vehicular access proposed via removable bollard (refer to public realm section for details)
- 6 Pavement along Liverpool Road is retained as existing (and as noted above, will be reinstated in one area, due to the removal of the dropped kerb)
- 7 Cycle store (refer to page 42 for details)
- 8 New access door



4. Addition of Large-Scale Signage

Increasing brand visibility and enlivening the upper facade

- Lightweight, illuminated extruded lettering





Supersized signage,
extruded illuminated letters
(wording/name tbc)

“Increase brand visibility
and enliven the facade”

Building Signage

CHAPTER 04

Proposals

Proposed Site Plan

*Please Note:
For details of the proposed materials and street furniture, please refer to the more detailed site plans on the following pages*

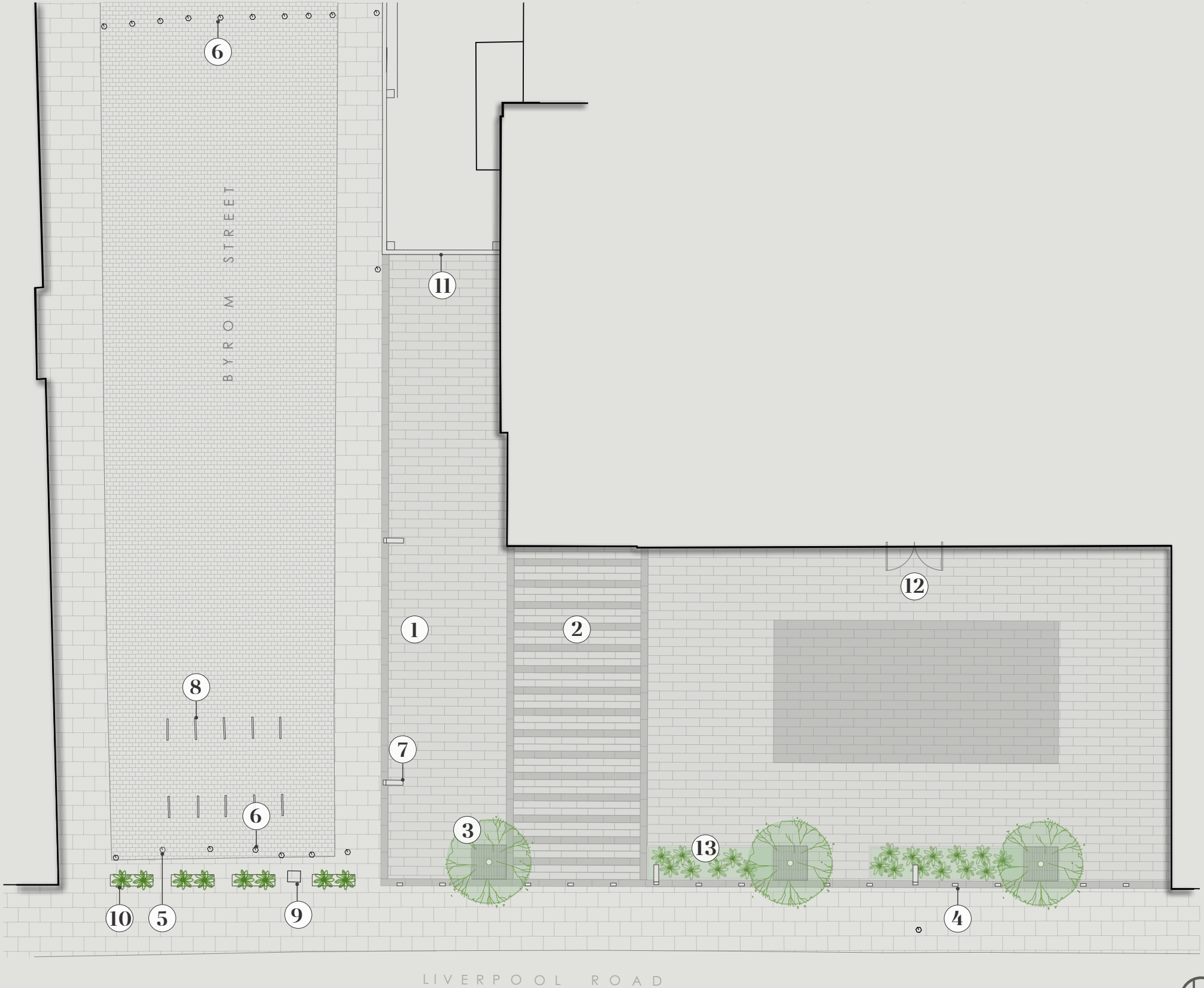
- ① Existing railings and parking to front yard removed, and a new public realm created, with level access from the surrounding pavements
- ② New paving to the public realm, laid in patterns to create interest and delineate the entrance
- ③ 3no. New mature in-ground trees
- ④ Following removal of the gate on Liverpool Road, the dropped kerb will be removed and the pavement reinstated
- ⑤ Byrom Street cobblestones retained as existing, with controlled vehicular access proposed via removable bollard (refer to following page for details)
- ⑥ Pavement along Liverpool Road is retained as existing (and as noted above, will be reinstated in one area, due to the removal of the dropped kerb)
- ⑦ Cycle store (refer to page 42 for details)
- ⑧ New access door



Proposed Layout: Front Yard

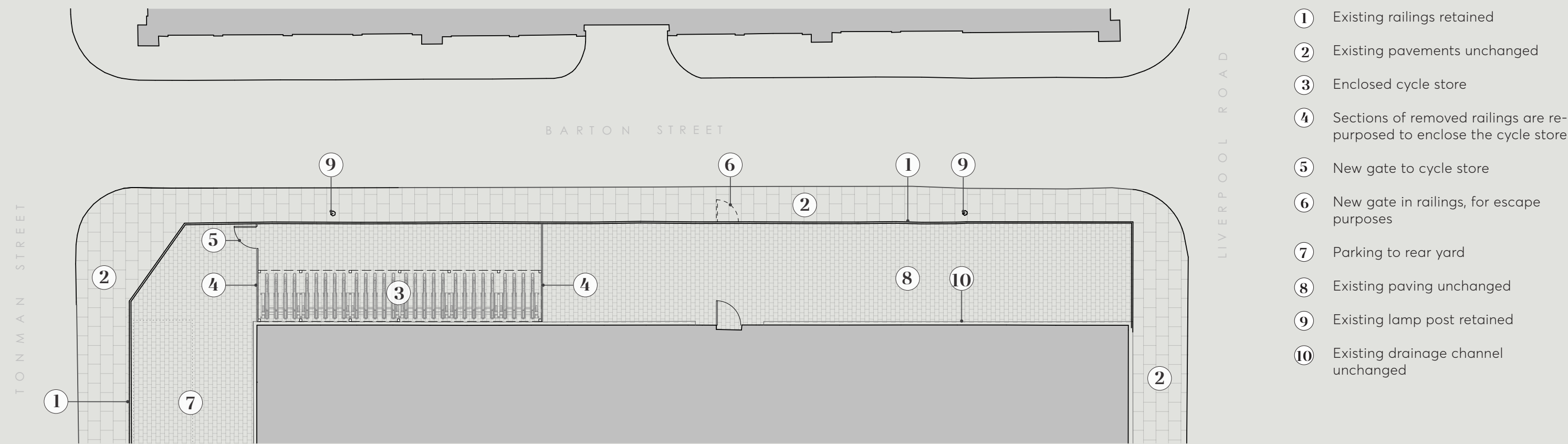
Materials and Street Furniture

- ① New paving with two-tone patterns (patterns shown here are indicative and subject to detailed development). Level access provided from the surrounding pavements
- ② Striped paving pattern to delineate the building entrance
- ③ 3no. New mature in-ground trees with square tree grilles
- ④ New bollards along Liverpool Road
- ⑤ 1no. New removable bollard to allow controlled vehicle access to Byrom Street for access and maintenance
- ⑥ Existing bollards retained as existing
- ⑦ New lighting poles
- ⑧ 10no. existing cycle stands relocated
- ⑨ Existing CCTV camera retained
- ⑩ New above-ground metal planters, secured in place
- ⑪ Sections of removed railings are re-purposed to enclose the reduced rear yard
- ⑫ New access door
- ⑬ New in-ground planting beds



Proposed Layout: Cycle Parking

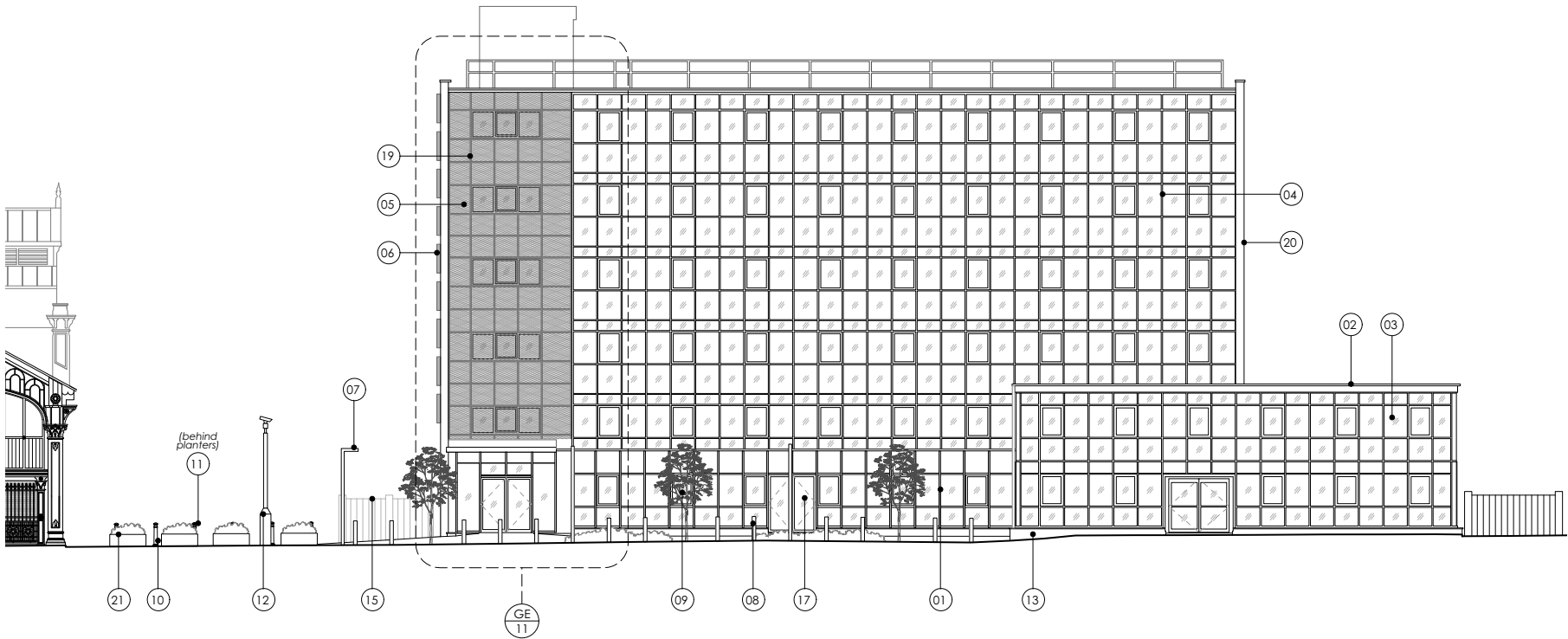
Materials and Street Furniture



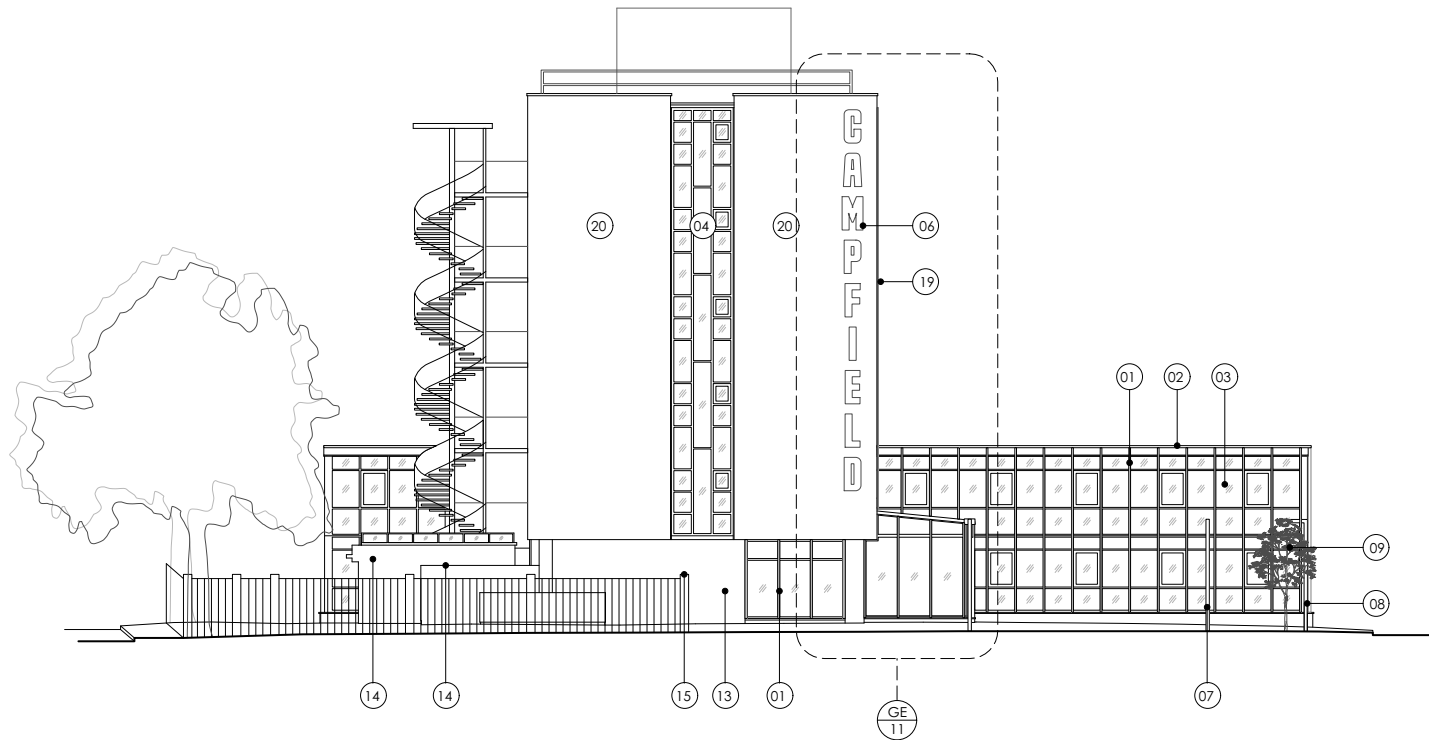
Proposed Elevations

Proposed Streetscape

- ① New aluminium fins
- ② New aluminium coping
- ③ Existing curtain walling to be decorated
- ④ Building envelope to upper floors to be cleaned and repaired where necessary
- ⑤ Yellow-beige cladding to be painted grey
- ⑥ Super-sized illuminated signage
- ⑦ New lighting poles
- ⑧ New bollards along Liverpool Road
- ⑨ New mature in-ground trees
- ⑩ New removable bollard to allow controlled vehicle access to Byrom Street
- ⑪ Existing bollards, retained as existing
- ⑫ Existing CCTV camera, retained as existing
- ⑬ All existing black brickwork to be retained as existing
- ⑭ All outbuildings/structures to rear yard to be made good and decorated grey
- ⑮ Sections of removed railings are re-purposed to enclose the reduced rear yard and cycle store
- ⑯ New cycle store
- ⑰ New access door
- ⑱ New gate in railings, for escape purposes
- ⑲ Metal mesh panels to south elevation of core
- ⑳ Existing pebbledash cladding remains unchanged
- ㉑ New above-ground metal planters, secured in place



Proposed South Elevation

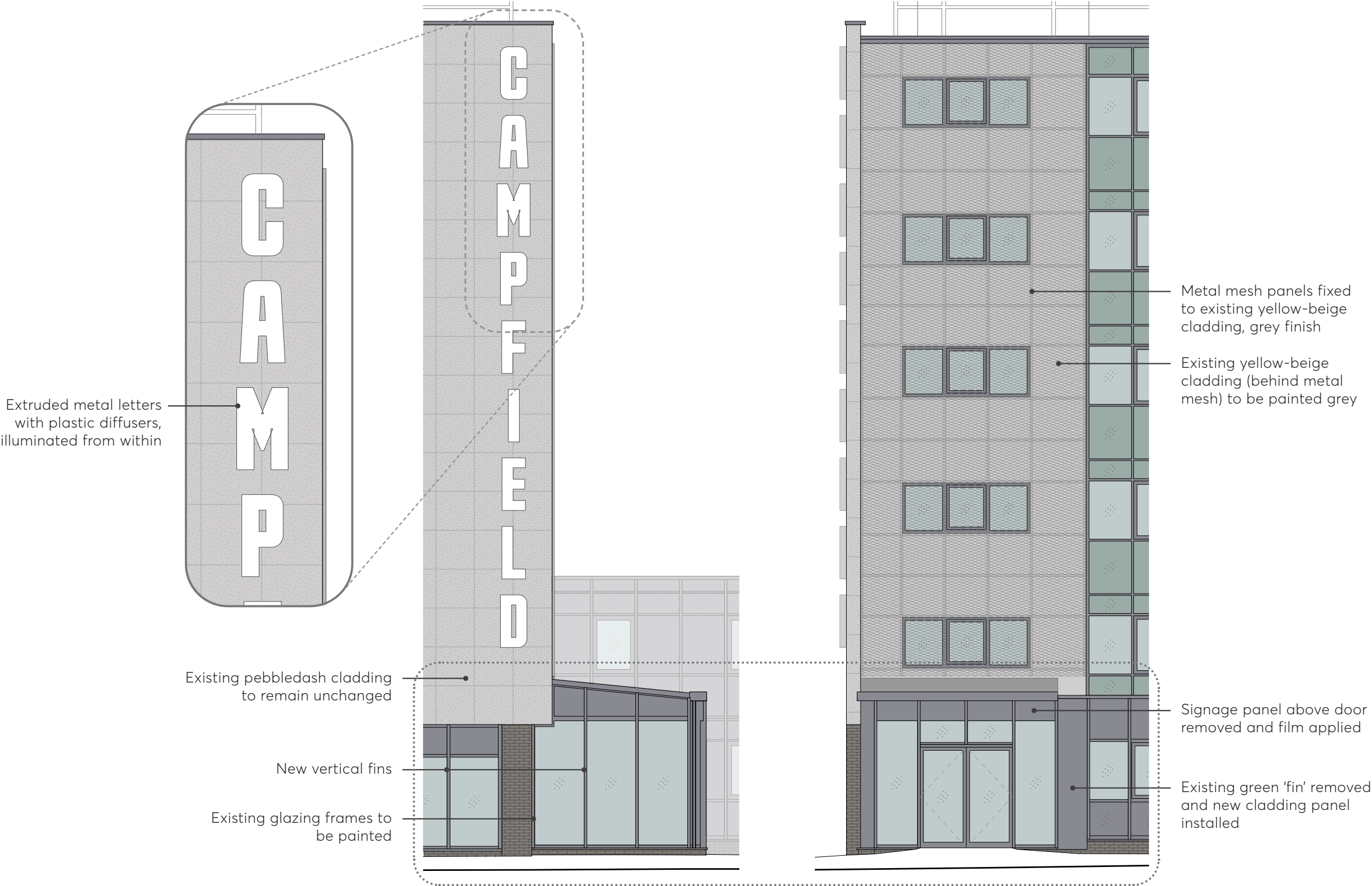


Proposed West Elevation



Signage & Metal Mesh

Proposed Material and Design

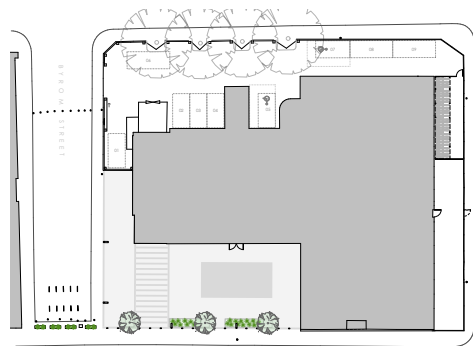


For full details of the signage, and proposed works to the entrance lobby, please refer to drawing CH_GE-11



Visualisations

Proposed streetscape



View 1

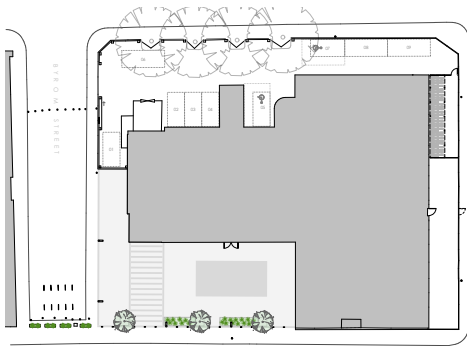


Visualisations

Entrance and Byrom Street



View 2

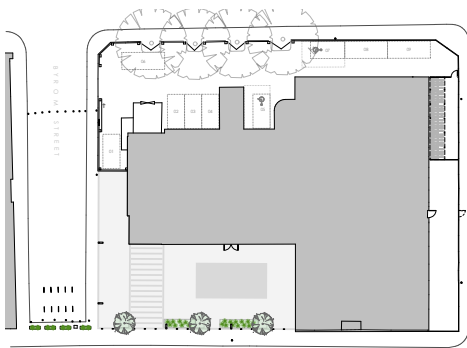


Visualisations

Proposed works to curtain walling



View 3

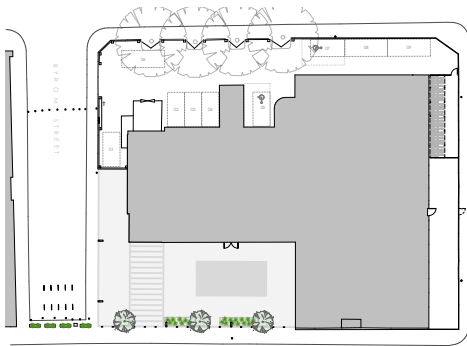


Visualisations

Entrance and public realm

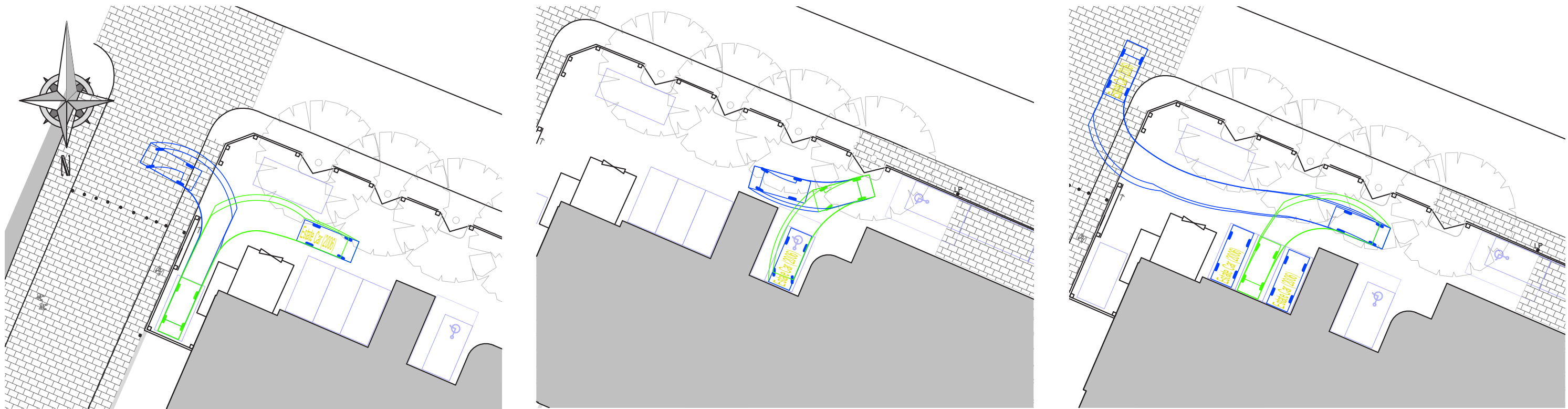


View 4



CHAPTER 05

Highways, Parking & Accessibility



Vehicle Tracking of Rear Parking Yard, taken from Mosodi's Transport Statement

Highways

Transport Statement

Please refer to the separate Transport Statement prepared by Mosodi, for full details of the highways and transportation impacts of the scheme.

The proposals include the removal of car parking to the front yard (reducing the overall capacity from

30 spaces to 9) and the inclusion of a cycle store. As Mosodi have noted in their report, this is a positive move;

"It is appropriate to reduce car parking on Site and replace with cycle parking provision as part of a modal shift from car use to public transport and active travel."



Car Parking

Current and Proposed Quantities

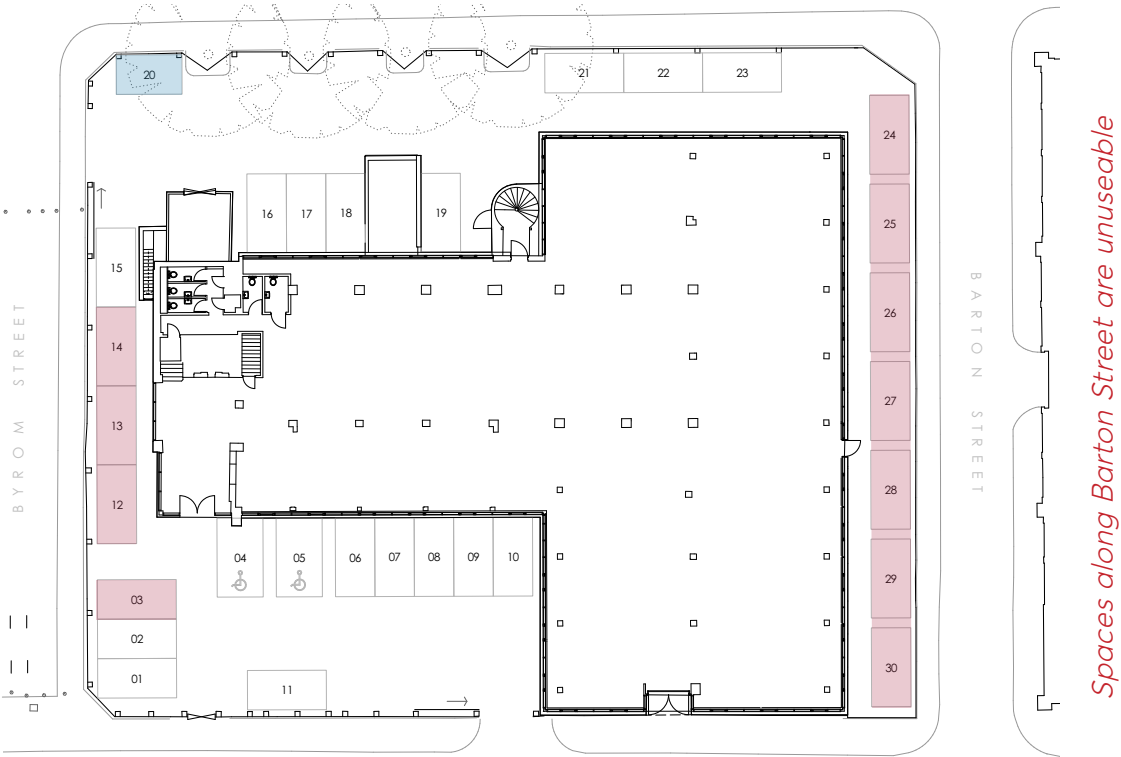
The existing car parking arrangement is inefficient, with 6no. spaces along Barton Street being inaccessible to vehicles due to the enclosed railings, and other spaces of a non-compliant sizing/spacing.

As a result of creating a new public realm to the front of the building, we are losing car parking spaces, the overall capacity reduces from 30 to 9. We are proposing to retain the parking to the enclosed rear yard.

CURRENT PROVISION

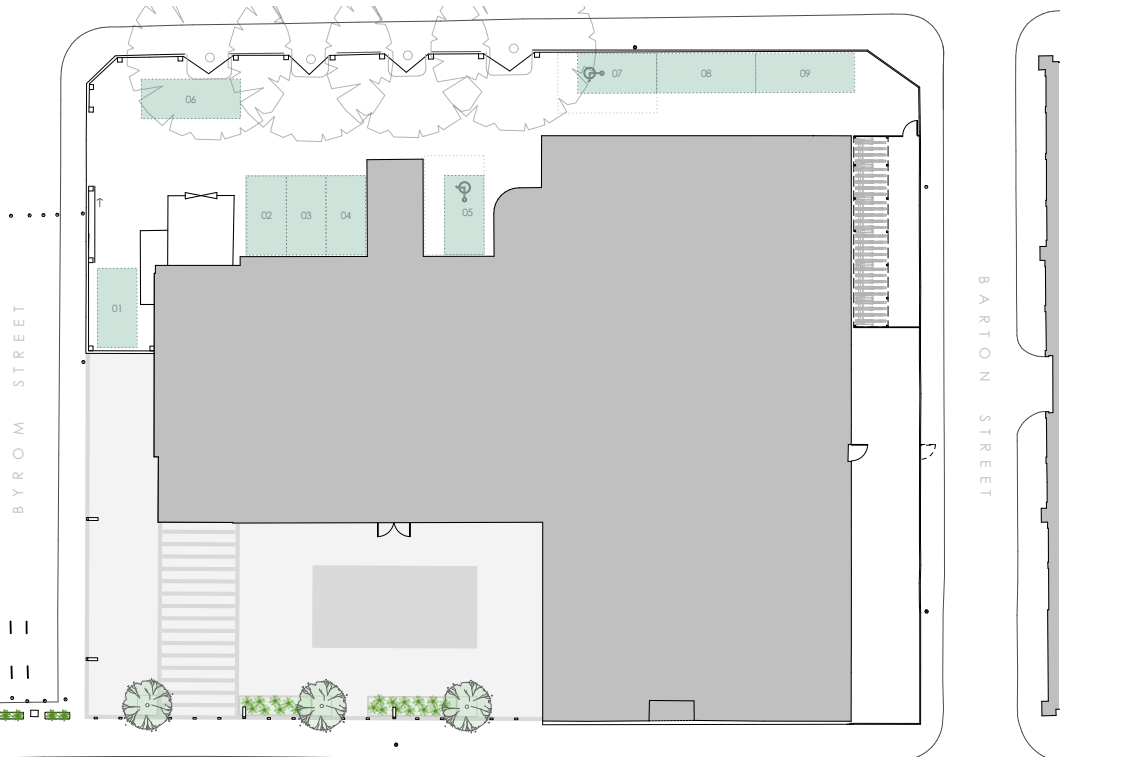
30 spaces, 18 are usable

- 11 spaces are practically unusable due to the railings layout and access restrictions
- 1 space is a small, non-compliant size



PROPOSED PROVISION

9 useable spaces
(2 of those spaces are accessible)



Cycle Parking

Proposed Location and Quantities



Examples of double-stack cycle racks and enclosures (product spec tbc)

A secure, covered cycle store is proposed to the east side of Castlefield House (along Barton Street), which, along with serving the building itself, also serves Lower and Upper Campfield.

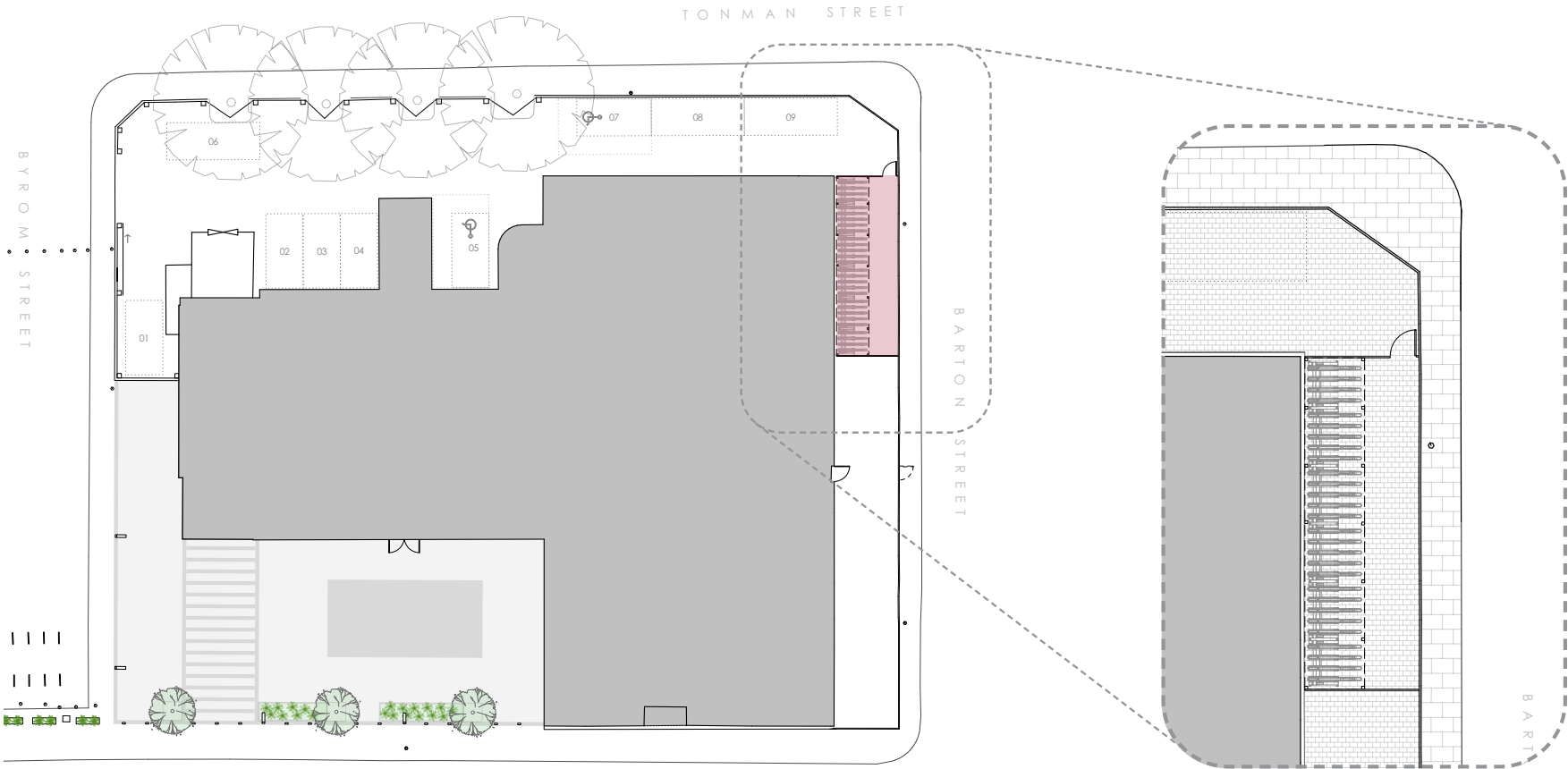
Cyclists from all three buildings will gain access to the cycle store through the existing gate off Byrom Street. Shower and locker facilities are located in each of the separate buildings.

There will be two levels of security to the cycle store - the existing railings and lockable gate off Byrom Street, and a new lockable gate to the enclosure. The cycle racks will be two-tier and covered.

Proposed Provision

Castlefield House	19 spaces
Lower Campfield	26 spaces
Upper Campfield	9 spaces
Total	54 spaces

Notes:
The Castlefield House cycle quantities are based on MCC's general cycle parking standards. For Office Space, the minimum requirement is 1 space per 200sqm (GIA). The total GIA of Castlefield House is 3,800 sq.m, therefore 19 spaces are proposed.



Servicing & Access

Accessibility

Access to Castlefield House will not be affected by any of the external works that are proposed. The new public realm will have level access from the existing pavements on Liverpool Road and Byrom Street.

Some of the proposed bollards will be demountable/removable, in order to allow controlled vehicle access into the public realm. This is for the purpose of maintenance, and servicing/holding events.

Waste

Location of, and access to, the bin store remains unchanged. The existing bin store is located to the rear of Castlefield House, with it's own external access doors, and vehicular access is via the existing gate off Byrom Street

Servicing

Goods/delivery access remains as existing. Pedestrian access is via the main entrance off Liverpool Road, and vehicle access is via the gate off Byrom Street, into the rear yard.



