



117-119 Portland Street

Design & Access Statement
04.04.24. Rev 00

117-119 Portland Street
Manchester
M1 6ED



ARCHITECTURE X INTERIOR

53-55 Mosley Street, Manchester, M2 3HQ

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Company No: 11847325

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1.0 Introduction

1.1 Introduction to the Design and Access Statement

This Design and Access Statement has been prepared by AXI. The statement acts as a description of the design process to accompany the drawings submitted in conjunction with this application

This statement demonstrates that the proposed development has emerged from a full assessment of the site's circumstances and characteristics. This document should be read in support of the separate Planning and Heritage Statement produced by Deloitte.

The proposed development involves the refurbishment, alterations and selective demolition of modern elements to facilitate the ongoing office use within the existing building demise and ensure the continued use of this magnificent building in the heart of the City Centre.

1.2 Development Team and Relevant Experience

Client: Bruntwood

Architect: AXI

Structural Engineer: DW LLP

Heritage Consultant: Deloitte

Quantity Surveyor: Bruntwood

Building Control: Assent

Relevant Experience:

Bruntwood have vast experience in the successful refurbishment and renewal of commercial building stock in Manchester, Liverpool, Leeds and Birmingham. AXI is a Manchester based architectural practice and is committed to producing architecture of the highest quality. AXI have most recently been working with Bruntwood on the refurbishment works at Bond on Mosley Street, the Manchester Club and Union building adjacent to the town hall.

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2.0 Assessment

2.1 Assessment

2.1.1 Physical Site Assessment

Site Description

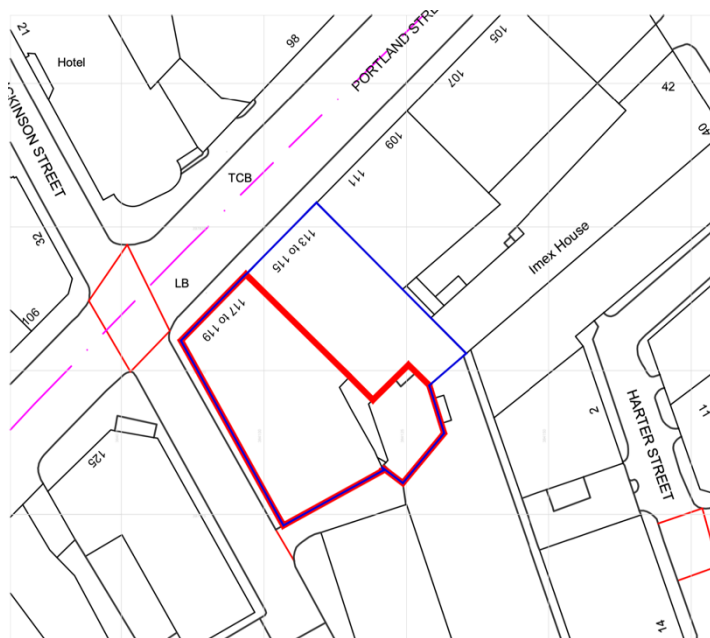
The site is bound by Portland Street to the north, 113-115 Portland Street to the east, Linley House to the south, and Dickinson Street to the west. The building appears to have been built as a shipping Warehouse, not for the typical cotton trading but for exhibiting velvet and moleskin.

The building spans across 6 floors, one of which sits beneath the surrounding street level, all of which operate under the classification of offices. The building has a principal entrance off Portland Street within the original opening, allowing access to an upper Ground Floor level sitting above surrounding street level.

The principal facades onto Portland Street and Dickinson Street are faced by deep recessed windows, which repeat in a regular pattern, and formed of painted timber framing in a sash style with ornate stonework surrounds and horizontal banding. A warm red brick provides the façade finish to the majority of the building, with less ornate stonework grounding the building where it meets the street.

As you move around the building to access the rear courtyard, an exposed masonry plain gable end highlights where a neighbouring building once stood and as such there is no architectural detailing that wraps around this side of the building which leads into the rear courtyard.

The rear of the building includes an impressive timber curtain wall system, in need of localised repairs – please refer to the separate external repairs details for information. The sash windows are not all in working order and do not provide a good level of thermal performance to meet the needs and targets for national and ambitious sustainability credentials.



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Site History

Please refer to separate Planning and Heritage Statement by Deloitte.

2.0 Assessment

2.1 Assessment

Status of Site

The building is currently vacant in its entirety.

Surrounding Context

Please refer to separate Planning and Heritage Statement by Deloitte.

3.0 Description of Proposals

3.1 Design Objectives

- Subdivision of the building to form smaller suites that align with market demand to ensure the economic viability of the building whilst designing to celebrate the existing heritage features of the building
- Decarbonisation of the building with the removal of gas fired boilers and associated wet heating system
- Incorporation of secondary glazing to improve the thermal efficiency of the building and adhere to Bruntwood NZC targets
- Co-ordination of a coherent and considered plant space to the existing rear courtyard to accommodate equipment for the site and retain existing plant that serves neighbouring properties.

3.2 Design Proposals

The design proposals aim to satisfy the design objectives and issues contained within the previous Chapter and outlined in the supporting Deloitte documentation.

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3.2.1 External Works

3.2.1a - New Entrance Doors

The principal access to the building is set to be retained from Portland Street, accessed via several steps up to a contemporary doorset in the original opening. This access is set to be retained and refurbished, with a new entrance door in the existing opening with improved thermal efficiency and security. The adjacent DDA access with accompanying platform lift will also be refurbished in a similar manner.

The design intent is to clearly define the entrance doors as a modern intervention and contrast with the ornate stonework surround as there is no evidence of the design and detailing for the original doors following the investigative works undertaken by Deloitte.



The existing framework to the doors is formed from a brushed stainless steel with deep reveals, mechanically fixed into the flanking stonework. The new doorset will either encapsulate these reveals with a new powdercoated aluminium framework to match the finishes of the thin frames to the doorsets or replace the existing subject to the intrusive inspection of the existing framework. If needed to be removed, these will be carefully undertaken by hand so as to ensure no further damage to the stonework occurs and the contractor to determine the suitability to reuse existing fixing holes to restrain the new frames.

Accompanying access control and intercom systems are set to be replaced, with existing locations used for the new interfaces and stonework made good if needed when exposed.

3.2.1b - New Means of Escape

Following a detailed study by the Fire Consultant and appraised by the Building Control Officer, it was determined that the existing egress points for the building were insufficient to accommodate the safe escape for the occupants of the building once the new works are undertaken. It was deemed necessary to provide a protected route to fresh air from the existing central staircore, back out to Dickinson Street. The collective team determined that the most considered and least harmful option to the Heritage Asset, would be to use the old loading bay on Dickinson Street.

Currently, this space is used as a plant room, with a roller shutter affixed within the reveal to allow the space to be secured and slatted louvres/openings within the shutter to allow the necessary air flow for the mechanical equipment enclosed within.

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Figure 5: Picture of loading bay on Dickinson Street.

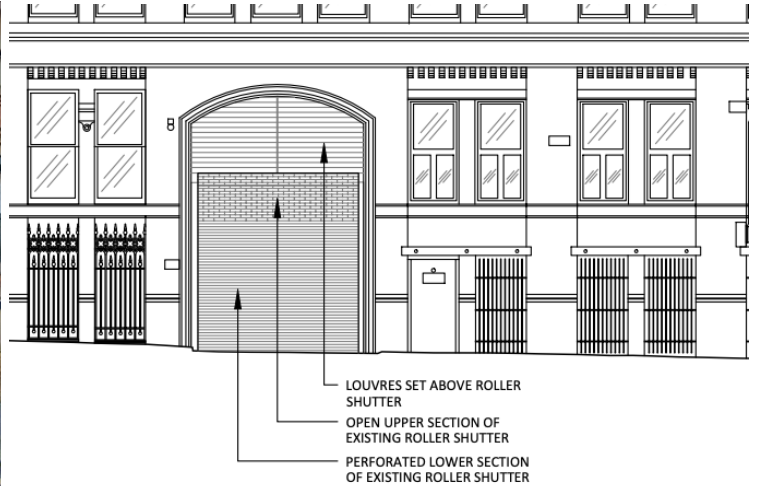
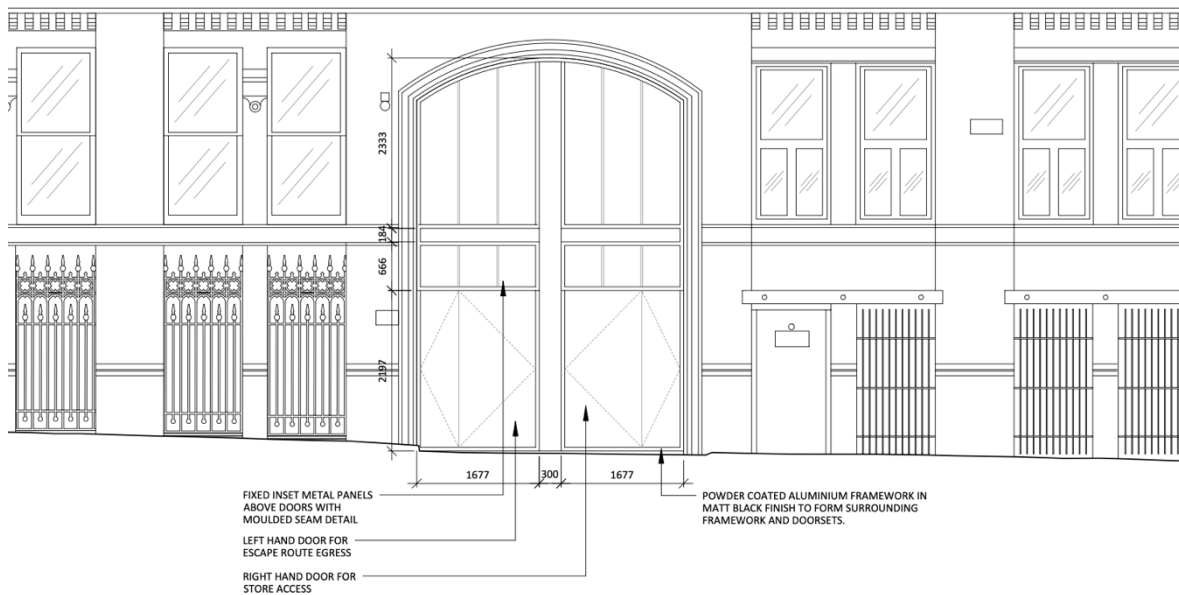


Figure 6: Drawing of existing elevation of loading bay.

The proposed development includes the removal of the existing roller shutter and fixed louvres at high level and the introduction of a new solid enclosure incorporating emergency escape doors.



The new installation is set back from the façade, abutting the rear edge of the painted stone architrave. The doorsets are sized to suit the minimum clear escape width set out by the fire consultant and separated with colour matched powdercoated cross framework in a matt black framework. This detail brings a sense of symmetry to the installation and the horizontal banding aligns with the horizontal stone cill details of the surrounding windows. Please refer to drawing AXI 140 as part of the main application for further details.

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This crossed detail creates two additional panels to the upper level which will be finished in a matching matt black finish and set to the same line as the doors and header panels beneath. To add to the industrial aesthetic, vertical rolled seam joints have been incorporated to the face of the flat panels to provide depth and interest and again these will be in a matching finish. The spacing of these mullion type fixings are set out from the door leaf junctions to suit the egress.

3.2.1c – Air handling interventions to the gable end

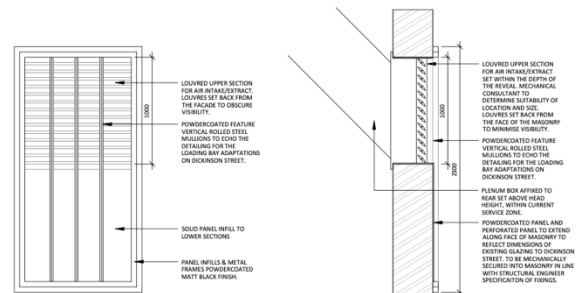
The NZC interventions and mechanical improvements to help with the efficiency and sustainability of the building mean that additional ventilation is required at each level to allow the intake and extract to meet the occupancy requirements for the building.

After a detailed appraisal and subsequent discussions with MCC, it was determined that the masonry gable end of the building provided the best location for these interventions as it is a non-original elevation as a building once adjoined ours and therefore this elevation was never exposed.

The size of the necessary openings has been determined by the mechanical consultant, please refer to the separate report undertaken by Kaizen. The openings reflect the clear air flow needed to ensure the efficiency of the internal duct runs and restrict the size of these ducts to limit the impact on the internal volume of the spaces. The specialist has also advised that louvres are required in this instance as they are designed to deflect driven rain and prevent the internal ductwork from getting wet.

A bespoke design has been incorporated within a decorative panel which matches the size of the glazed sections to the Dickinson Street facade. These proportions provide continuity across all exposed sides of the building and have been set out to bring a sense of balance and symmetry to the gable end.

The louvres are set back from the face of the masonry within the depth of the brick coursing and faced with vertical folded powdercoated mullions which reflect the detailing put forward to create the means of escape in the old loading bay entrance outlined above. The lower section will then be a solid powdercoated metal panel, all surrounded with a matching metal frame, which is proposed to be mechanically fixed into the masonry.



Please refer to drawing AXI 141 in the supporting documentation for detailed information on this element.

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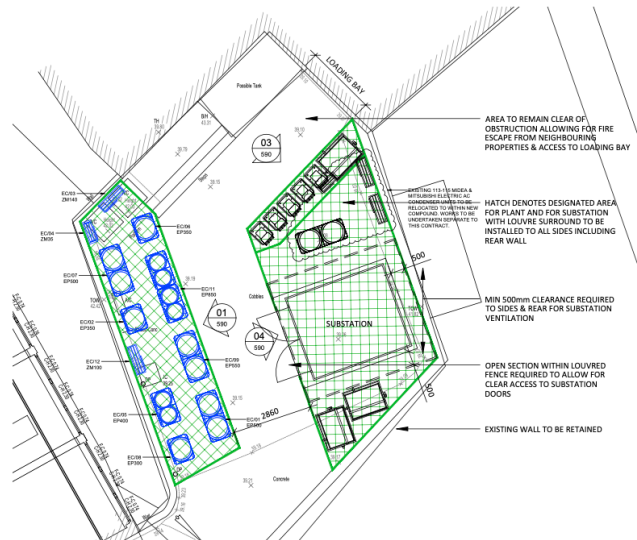
3.2.1d – External courtyard plant and substation

The rear courtyard is accessed off Dickinson Street and the courtyard falls under the ownership of Bruntwood and currently provides a space for plant associated with the neighbouring tenant and associated deliveries to the premises as well as a bin store.

The decarbonisation for the building and subsequent increased load on electrical provision results in the requirement for a power upgrade and inclusion of a dedicated substation.

Please refer to the separate M&E consultant report for a detailed appraisal and specification for the associate plant requirements. The adjacent plan outlines the proposed layout for the rear courtyard, which includes the substation, relocated plant for the restaurant, new plant to serve the offices and new bin storage space.

The setting out of the equipment is to maintain a clear access/egress to the restaurant and clearances needed to navigate the space.



To contain and restrict the visibility of the equipment from street level, the proposal includes the installation of an acoustic powdercoated aluminium louvred screen around the equipment with associated gated access.

This installation aims to give a consistent vernacular to the courtyard, without compromising the necessary air flows and space needed around the plant equipment to guarantee the efficiency of the kit. The air flow requirements above the condensers, which is where the majority of the equipment discharges/intakes air and as such a clear and direct connection to fresh air is required. The mechanical consultants have thereby advised against any roof or even louvred header to the enclosures as it will likely affect the performance.

Please refer to the separate drawing AXI 590 for detailed information on the rear courtyard proposal.

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3.3 Principles of the Design

3.3.1 Use:

The existing Use Class for the building is unchanged by the proposals, with the change being the use of the building by multiple office tenants as opposed to a single occupier. Best in class amenities, including a gym are set to be incorporated into the lower ground floor, which are expected by the current office market and potential tenants.

3.3.2 Layout

The existing configuration of the building is largely retained by the proposals with minor structural alterations to the modern internal walls to open some areas to better serve the requirements of a modern office. All modifications have been proposed following a detailed pre-application appraisal with the Conservation team from MCC as well as a structural appraisal from the supporting Engineer DWLP.

For the general arrangement layouts of the scheme please refer to drawings AXI 099, 100, 101, 102, 103 and 104.

Please refer to the accompanying drawing schedule for a full list of drawings accompanying this application.

3.3.3 Scale

There is no change to the overall scale or footprint of the building with selective internal structural modifications to room sizes as noted above.

3.3.4 Materials

Internally, new walls are set to be sympathetic to the nature of the existing building, faced in plasterboards and to receive full decoration in a neutral palette which sits harmoniously with buildings of such heritage. A full paint analysis report is being submitted in support of the application.

Office spaces will receive new floor finishes throughout, replacing existing modern flooring with carpet to the majority to provide acoustic separation between suites. Vinyl flooring will be provided to breakout/kitchen areas for ease of maintenance.

New internal doors will be solid doors with glazed sections to meet the requirements of modern offices. The mechanical and electrical strategy (please refer to the Kaizen supporting documentation for more detail) will be suspended beneath the existing structure and configured to achieve maximum visibility of the high-level detailing where possible and maintain the volume of the spaces.

Please refer to the separate ceiling, floor and wall finishes drawings for information on materials and finishes.

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4.0 Access

4.1 Movement Through and To the Site

The principal entrance to the building is located from Portland Street, with a glazed doorset accessed via several steps up from street level.

The concerns with the existing door operation include the following:

Security

- The existing glazed doors do not sit within a surrounding framework and there are visible gaps around each respective door. As such, there is opportunity for the doors to be forced open and access unlawfully achieved.
- The replacement of the doors within the existing opening with a dedicated slim framework will close off the surrounding gaps and enable more robust locking mechanisms to be incorporated within the framework in accordance with the security consultant specification..

Thermal efficiency

- As noted above, the gaps around the perimeter of the doorsets also present a significant loss of heat and uncomfortable draughts for occupants in the reception area.
- The inclusion of a framework will remove the gaps, along with brush seals to better improve the air tightness of the building as well as enable a more thermally efficient glazing to be installed in place of the existing.

Fire Safety

- The existing doors open against the flow of traffic and as such need to incorporate an automated opener at the head which is connected to the fire alarm to ensure the doors automatically open in the event of a fire to allow the safe egress of occupants out of the building.
- The new doors with associated framework enables the closer to be incorporated at the head of the doorset to ensure the concerns of the fire consultant are adhered to.

4.1.1 Internal Layout

The existing configuration of the building is largely retained by the proposals with minor structural alterations to the internal walls to open some areas to better serve the requirements of a modern office. All modifications have been proposed following a detailed pre-application appraisal with the Conservation team from MCC as well as a structural appraisal from the supporting Engineer DWLP.

The principal lift core and central staircase will be refurbished to enable principal vertical access across the floors.

4.2 Inclusive Access

The proposed development does not impact upon the existing arrangements for inclusive access. The principal level access from Portland Street is maintained, with a new platform lift in position of the existing to overcome the stepped access between street level and the Ground Floor. Within the building footprint, lift cores enable vertical access to all floors with each floorplate being completely level across the entirety of the area.

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DDA WC provision is allowed for on the Ground Floor with shower and changing facilities in the basement as part of the changing room area.

This ensures that the proposed development adheres to the regulations set out in Part M of the Building Regulations.

5.0 Summary

In conclusion, the location and current use of the building and site have been summarised and proposed plans have been introduced. The scheme seeks to ensure the continued use of the building, reinstating the majority of damaged heritage features and bringing a beautiful Manchester landmark back into the public demise.

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