

Change of Use Application - Design & Access Statement

Finlay’s Yard, 2 Mangle Street, Manchester

November 2023

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- 3. Site Analysis and Appraisal
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- 5. Access

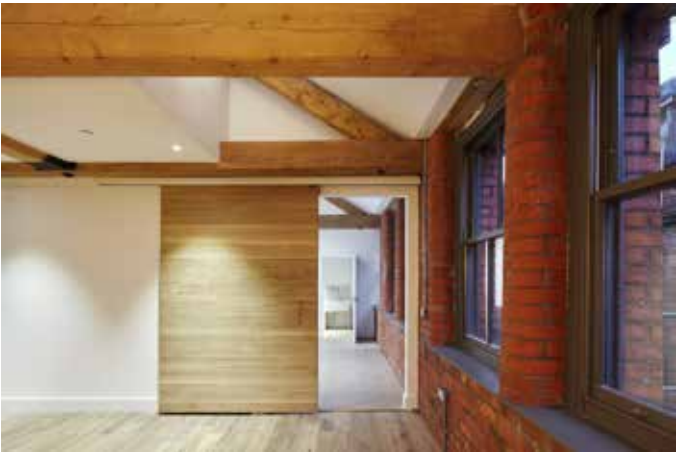
about stephenson hamilton risley STUDIO

stephenson hamilton risley STUDIO is an architectural and urban design Practice based in Manchester, established in 1979 by Roger Stephenson. We are a design driven, problem solving studio, which is structured so that all members of the practice can bring creative, practical and value for money solutions to our clients. We have a long track record of designing high quality buildings including hotels, retail, residential and commercial office based projects.

The Practice has spent the last 40 years being involved in the urban renaissance of the North West. Some would say that we were amongst the few who started it. Roger Stephenson was awarded an OBE in recognition of the Practice's service to architecture, particularly in relation to regeneration in Manchester. He was also recently the chair of the Manchester Conservation Areas and Historic Buildings Panel for a 5 year period, and he served for 6 years as a member of CABI's National Design Review Panel.

The Practice prides itself on its commitment to projects, large and small, and to delivering workable, sustainable and economic solutions. We strongly believe in a team approach to design, which includes a collaborative relationship with the client, the local community and key consultee groups alike. If the realised project is to succeed, the design must reflect the aspirations of all parties.

The senior members of the Practice maintain an active, on-going involvement in all projects in both managerial and design roles. The practice philosophy and architectural ethos has resulted in the Practice winning in excess of 150 national awards for architecture.



- 15 RIBA awards
- 2 RIBA Stirling Prize shortlists
- 6 Civic Trust Awards
- 100+ other regional architectural awards

2.0 Project Background

Project Summary

In 2023, stephenson hamilton risley STUDIO completed the construction of Finlay's Yard, a 7 storey, 14 apartment, extension to the Grade II listed Finlay's Warehouse located at 2 Mangle Street, Manchester.

The purpose of this document is to obtain full planning permission for a change of use from private residential apartments (Class C3) to short-term serviced apartments (Class C1).

This submission has been compiled by stephenson hamilton risley STUDIO on behalf of Three Popes Ltd, the submission team is as follows:

Architect:	stephenson hamilton risley STUDIO
Planning Consultant:	Enzygo



3.0 Site Analysis and Appraisal

immediate surroundings

3.1 Physical Context

The site location occupies a prominent position within the conservation area of Stevenson Square. The site forms part of an island site bounded by Dale Street, China Lane, Back Piccadilly and Mangle Street. Its presence is one of significance to the urban realm of the Northern Quarter area. Like many of the buildings in this area of Manchester, originally they were used as warehouses for shipping and the clothing industry, the layout of buildings within this area is informed by a strict rectangular grid pattern road system.

The area is also known as a home to the creative industries, and in particular fashion design, with various designers, agencies, and clothing wholesalers populating its back streets. There are also a number of commercial art galleries in the area.

56 Dale Street is now occupied by 27 residential apartments from lower ground through to roof terraces, 3 China Lane is used as office space for a major fashion retailer and 58 Dale Street is currently used as an apart hotel.



3.0 Site Analysis and Appraisal

immediate surroundings

3.2 Social Context

Given the site is located adjacent to a pedestrian 'corridor' from Piccadilly Station to Manchester city centre, and Piccadilly Gardens, a change of use to serviced apartments would be able to take advantage of the central location, nearby to city centre offices/jobs, transport infrastructure and proximity to the popular Northern Quarter and other popular lesiure areas.

Serviced apartments are a popular choice for business travelers, tourists, and individuals relocating to a new city. They provide a flexible, spacious and cost-effective means for short/medium term stays within the city.

The proposals offer a great opportunity to provide a much needed amenity in the heart of the Northern Quarter. The site enjoys its position within an intricate but connected streetscape and has good footfall of people using and exploring the Northern Quarter as a natural extension to the City Centre.

The proposed serviced apartments would provide high quality living space in a highly soughtafter location, diversified through the inclusion of 2 bed and town house properties.



4.1 Amount

The application seeks approval for the change of use of 14no. residential apartments and associated ancillary spaces. The scheme combines a mix of two bed apartments and two storey townhouse apartments. The schedule is as follows:

2 bedroom apartment	x 11
2 bedroom two storey townhouses	x 3

This is a change from the previously granted 115529/FO/2017 application which had a mix of;

1 bedroom apartment	x 1
2 bedroom apartment	x 10
2 bedroom two storey townhouses	x 3

This is an improved mix on the previous proposal.

Apartment areas;

	flat	beds	sqm	sqft
Level 00	1	2	71.3	767
Level 01	2	2	64.2	691
	3	2	64.8	697
Level 02	4	2	64.2	691
	5	2	66.3	714
Level 03	6	2	64.2	691
	7	2	66.3	714
Level 04	8	2	64.2	691
	9	2	66.3	714
Level 05	10	2	61.0	656
	11	2	63.0	678
Level 06/07	12	2	89.0	958
	13	2	78.8	848
	14	2	96.0	1033

4.2 Layout

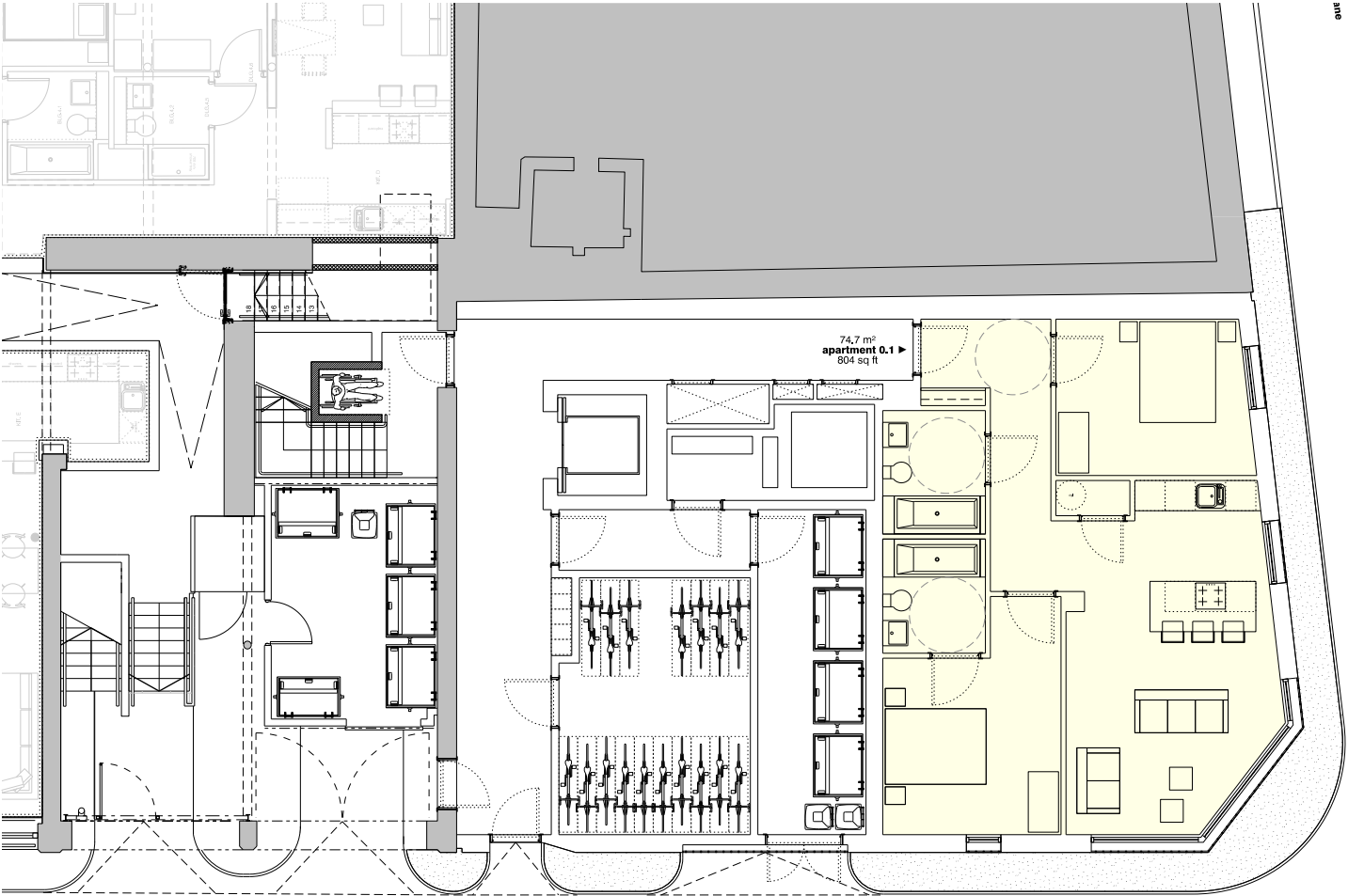
The proposed plans are notably informed by the small and intricate nature of the site. With the schemes viability being a key factor due to the small area, it was vital to utilise the space efficiently. A number of layouts were tried and tested, with the resulting layout taking advantage of the void lightwell space above Finlays Warehouse.

The typical level apartments take advantage of the Mangle Street and Back Piccadilly elevations for openings within bedrooms and living spaces, meaning the service, circulation and lift access are located to the rear of the plot, adjacent to the stair access.

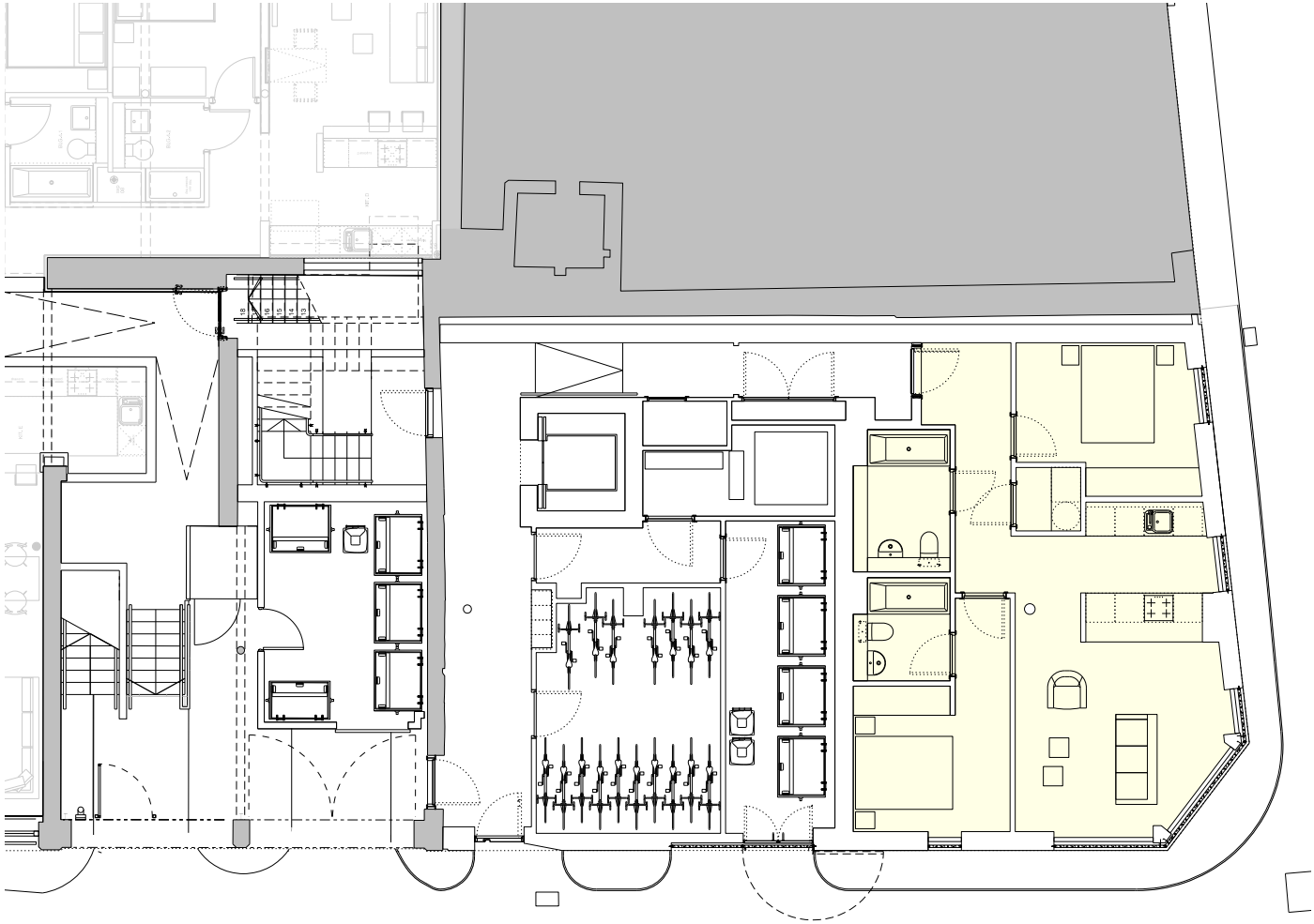
The upper two floors of the scheme rise above the existing building line of Finlays Warehouse and 3 China Lane, allowing views outward from all directions.

4.0 Proposal

4.3 Existing and proposed plan comparison

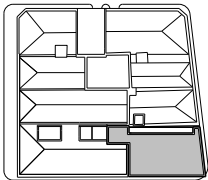


Existing Mangle Street Ground Floor Plan - planning approved 132058/JO/2021



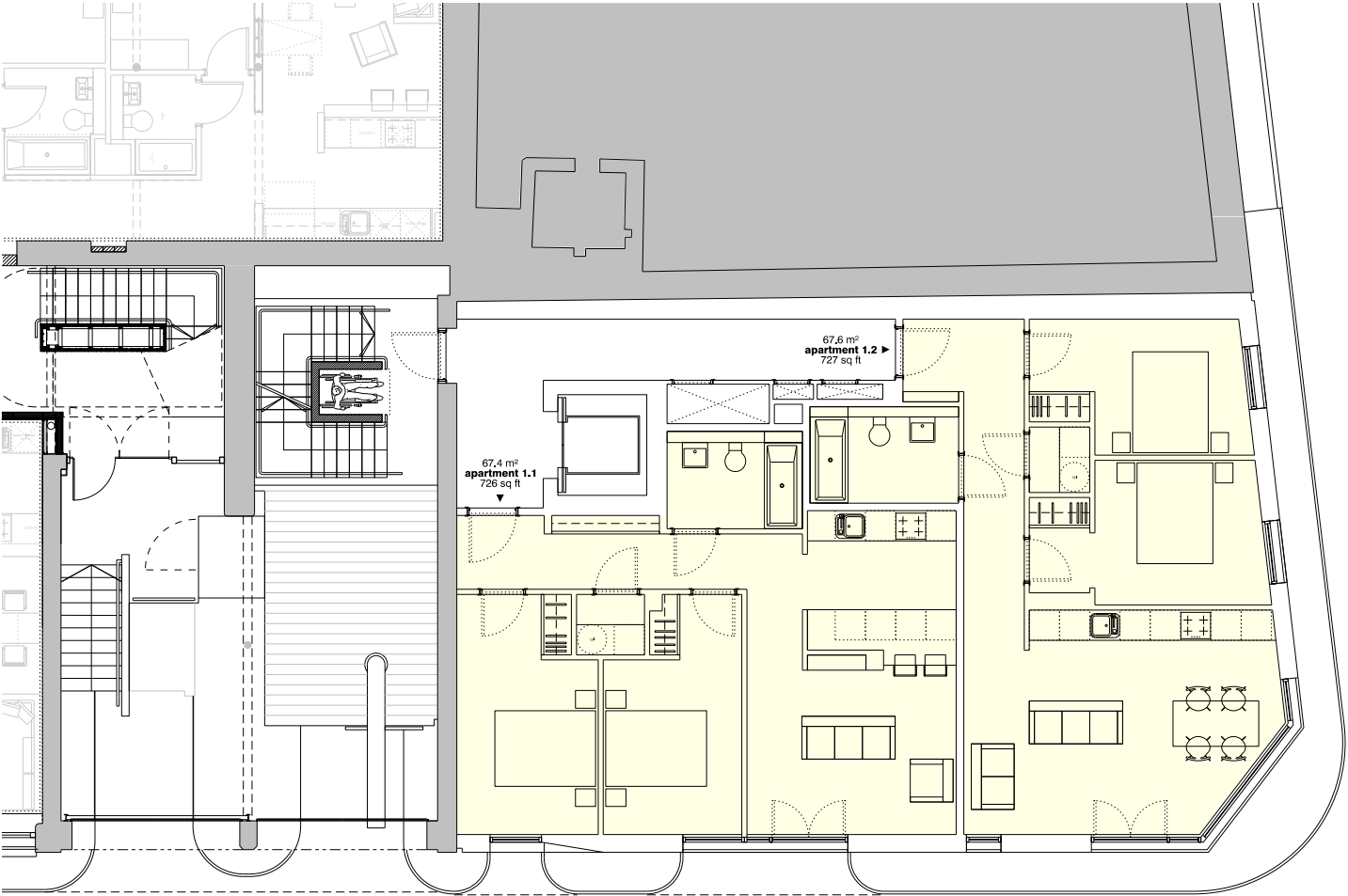
Proposed Mangle Street Ground Floor Plan - internal arrangement changes

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse

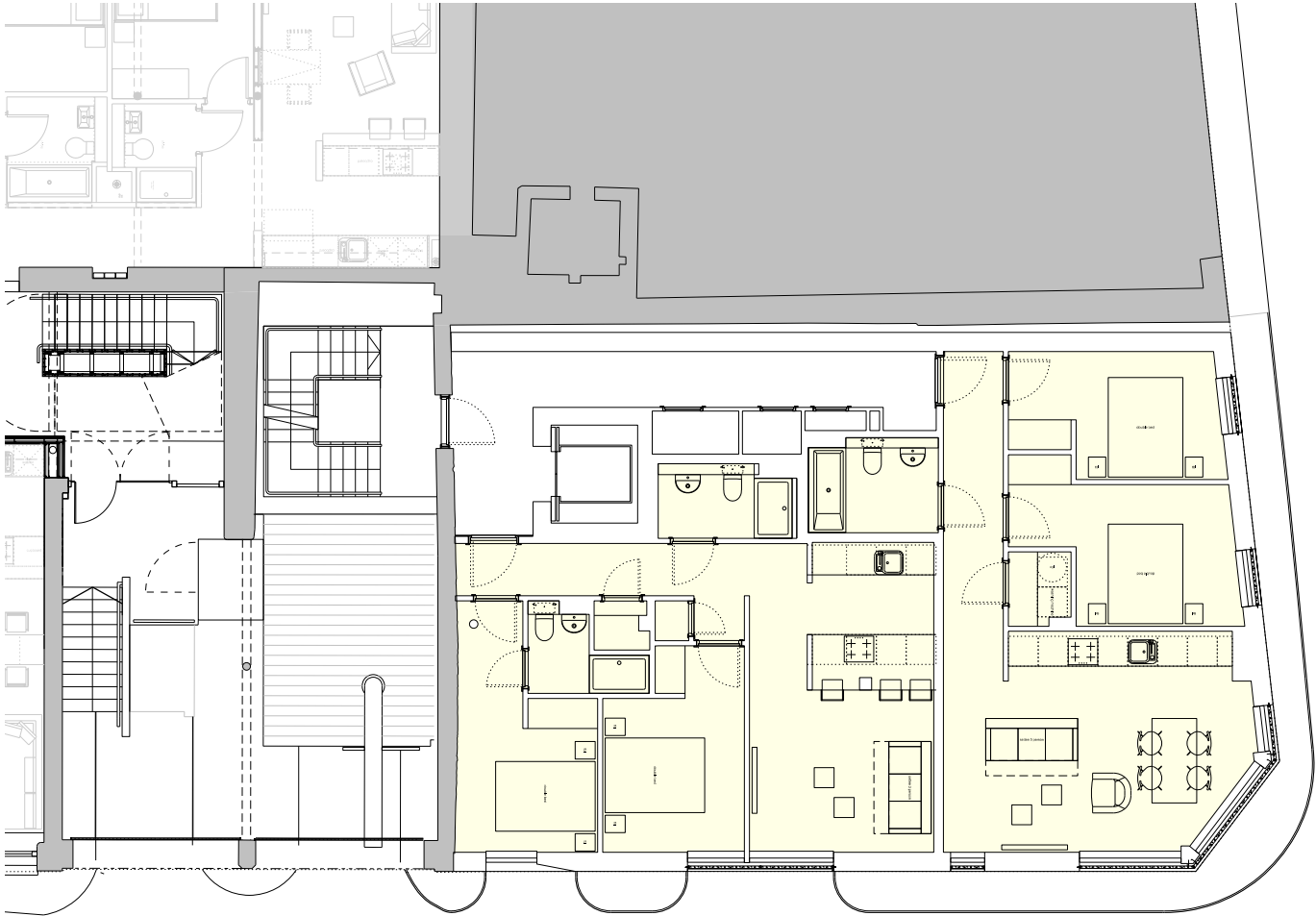


4.0 Proposal

4.3 Existing and proposed plan comparison

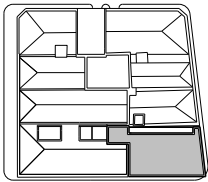


Existing Mangle Street First Floor Plan - planning approved 132058/JO/2021



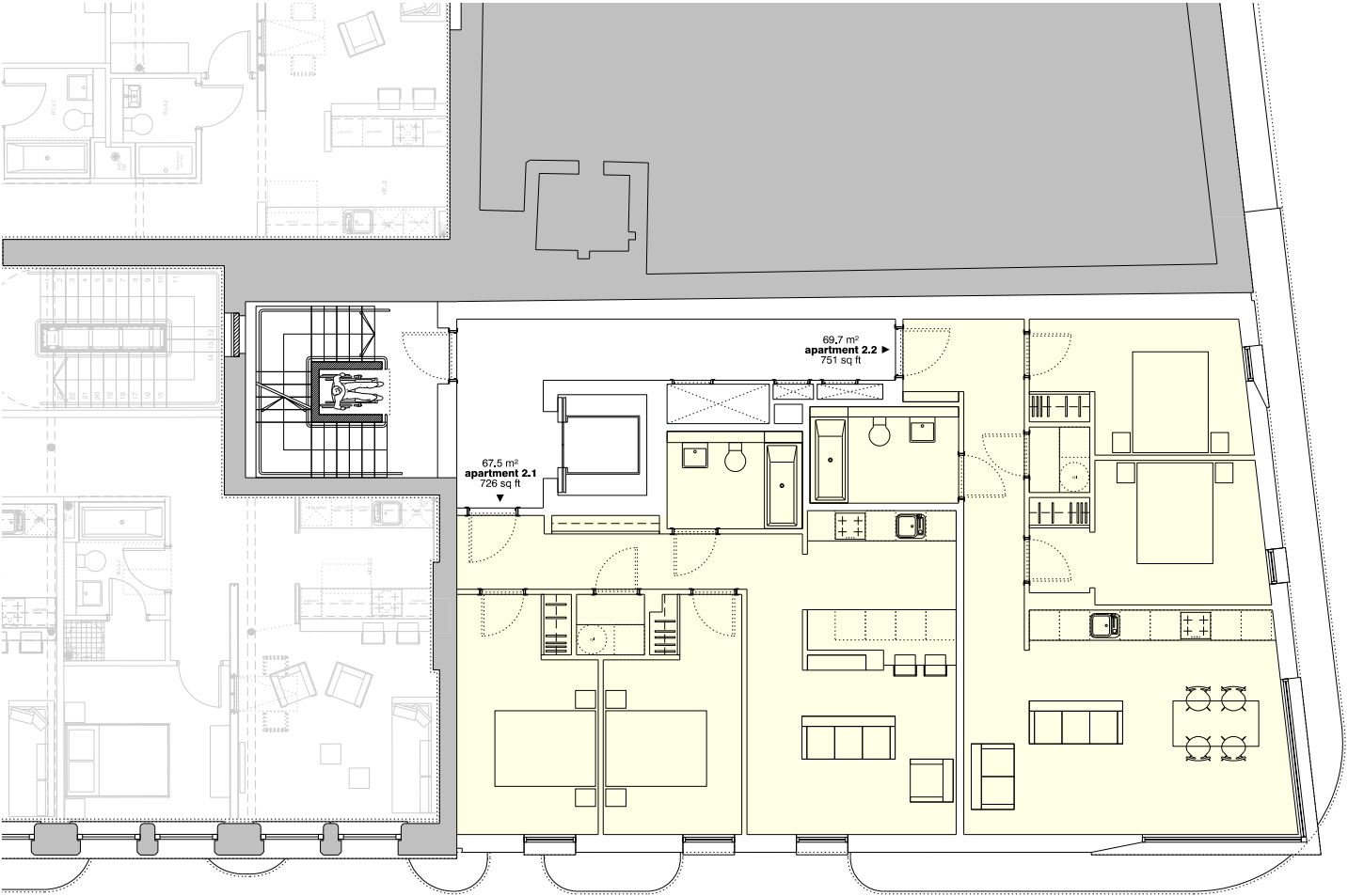
Proposed Mangle Street First Floor Plan - internal arrangement changes

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse

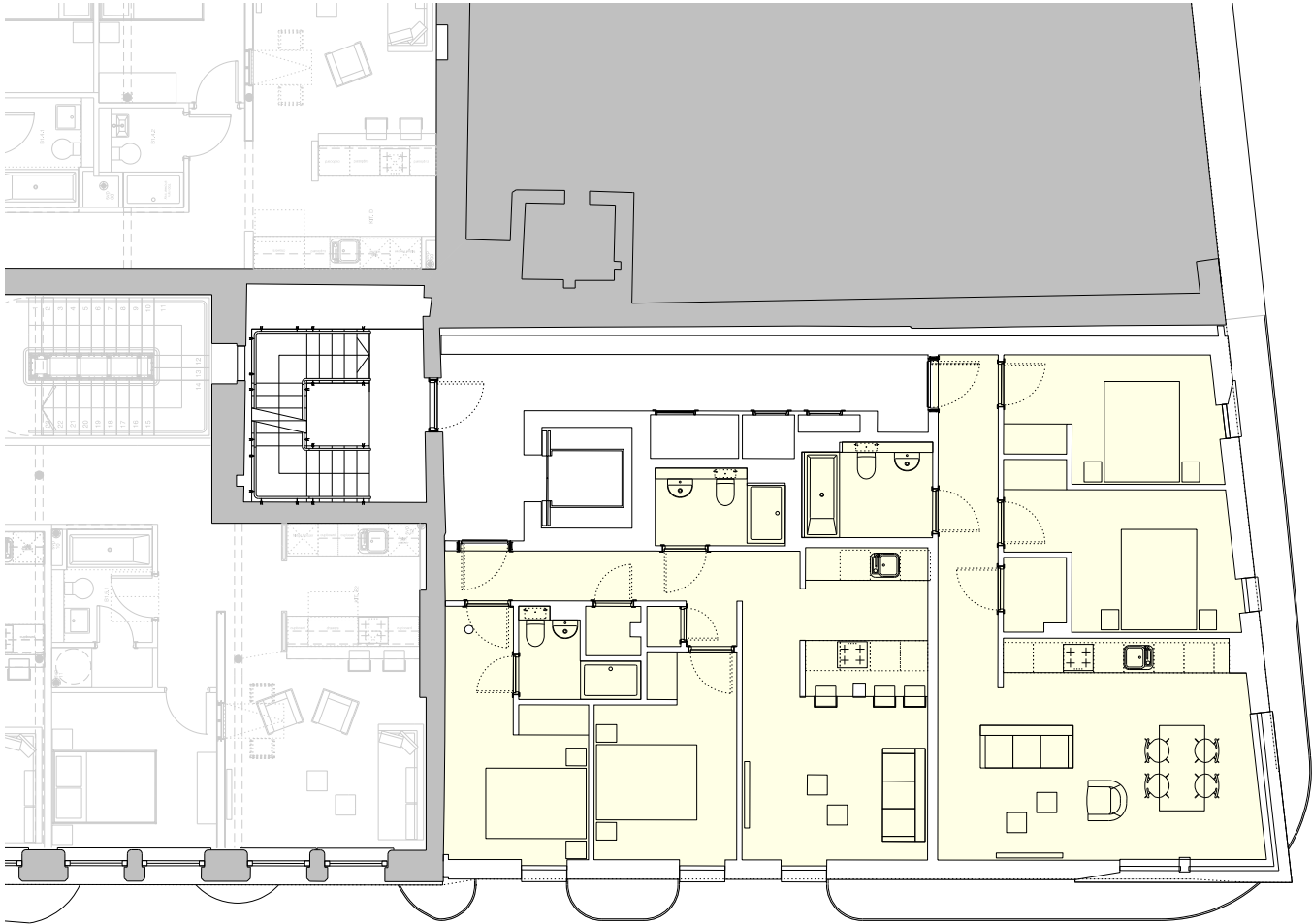


4.0 Proposal

4.3 Existing and proposed plan comparison

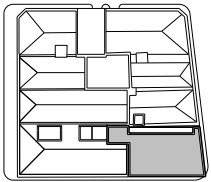


Existing Mangle Street Second Floor Plan - planning approved 132058/JO/2021



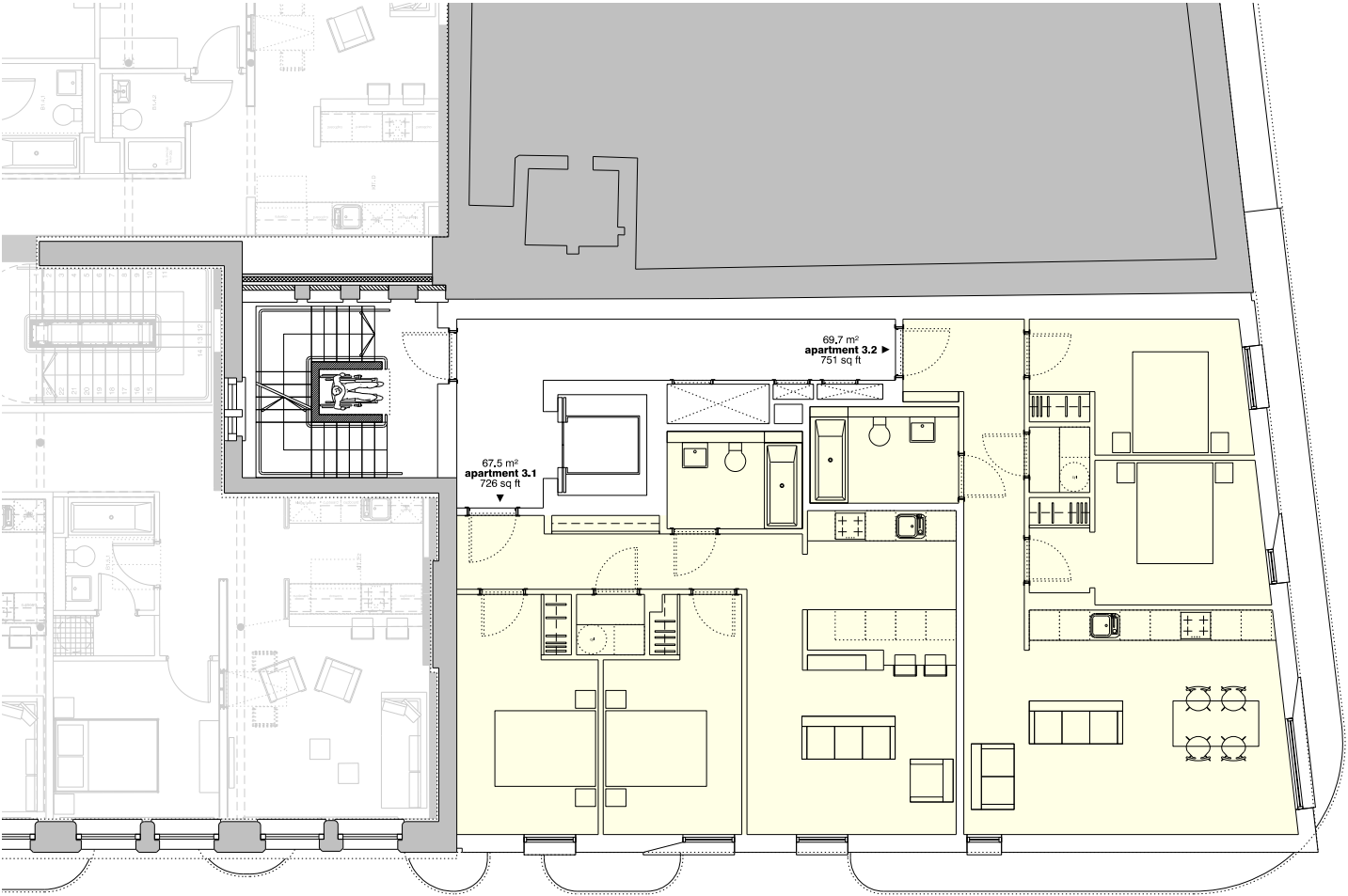
Proposed Mangle Street Second Floor Plan - internal arrangement changes

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse

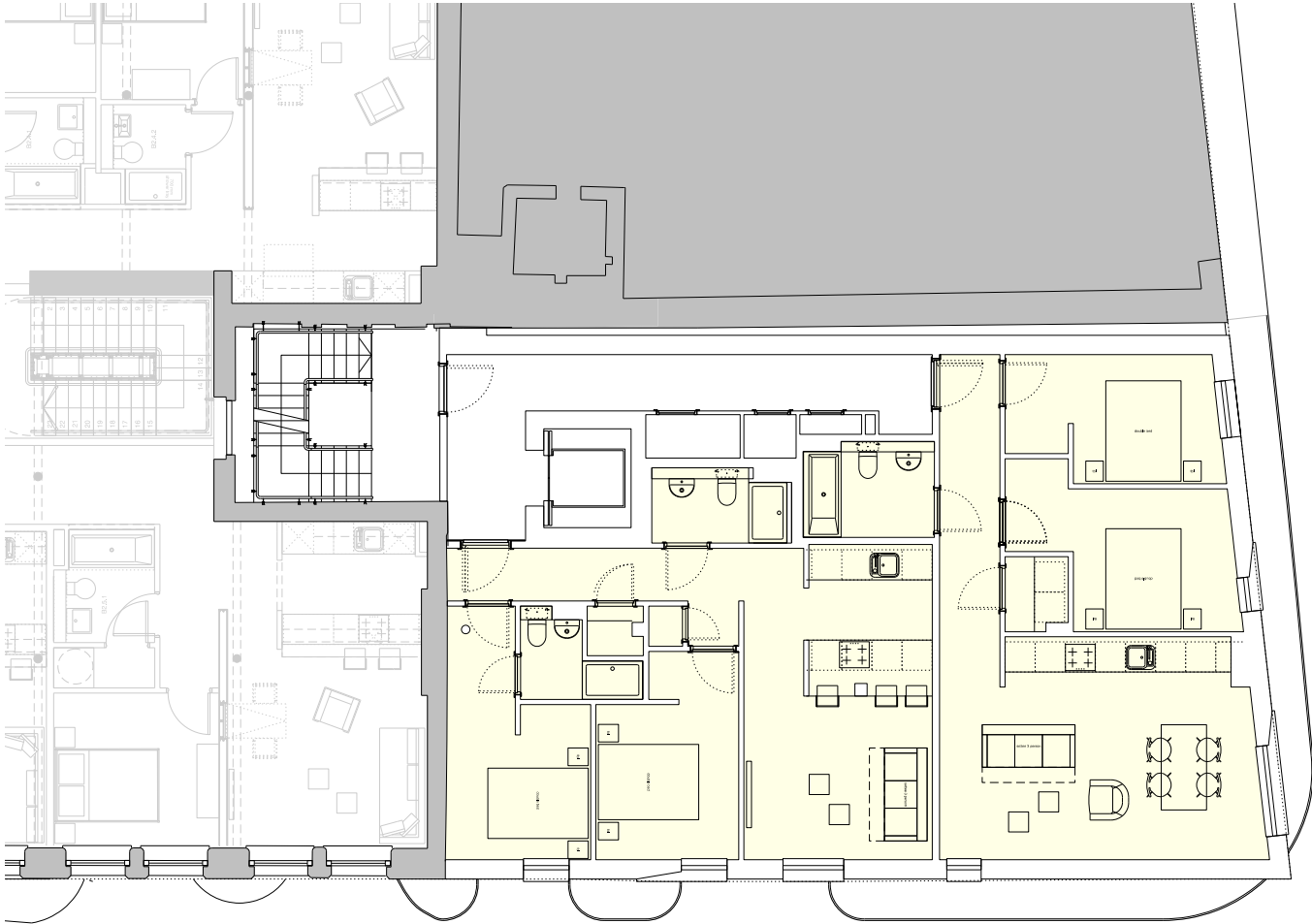


4.0 Proposal

4.3 Existing and proposed plan comparison

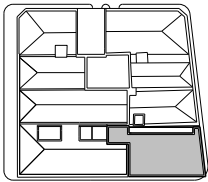


Existing Mangle Street Third Floor Plan - planning approved 132058/JO/2021



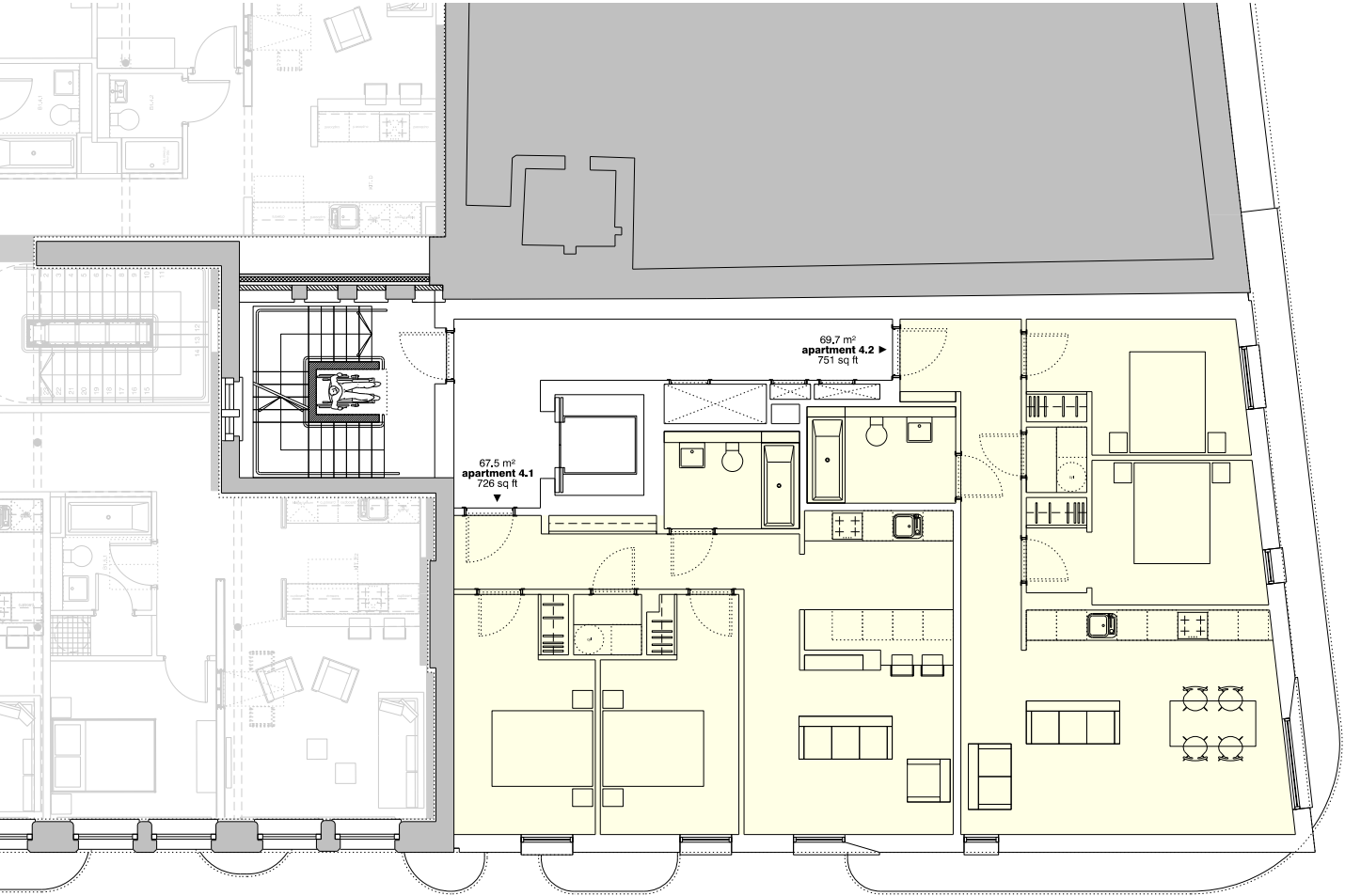
Proposed Mangle Street Third Floor Plan - internal arrangement changes

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse

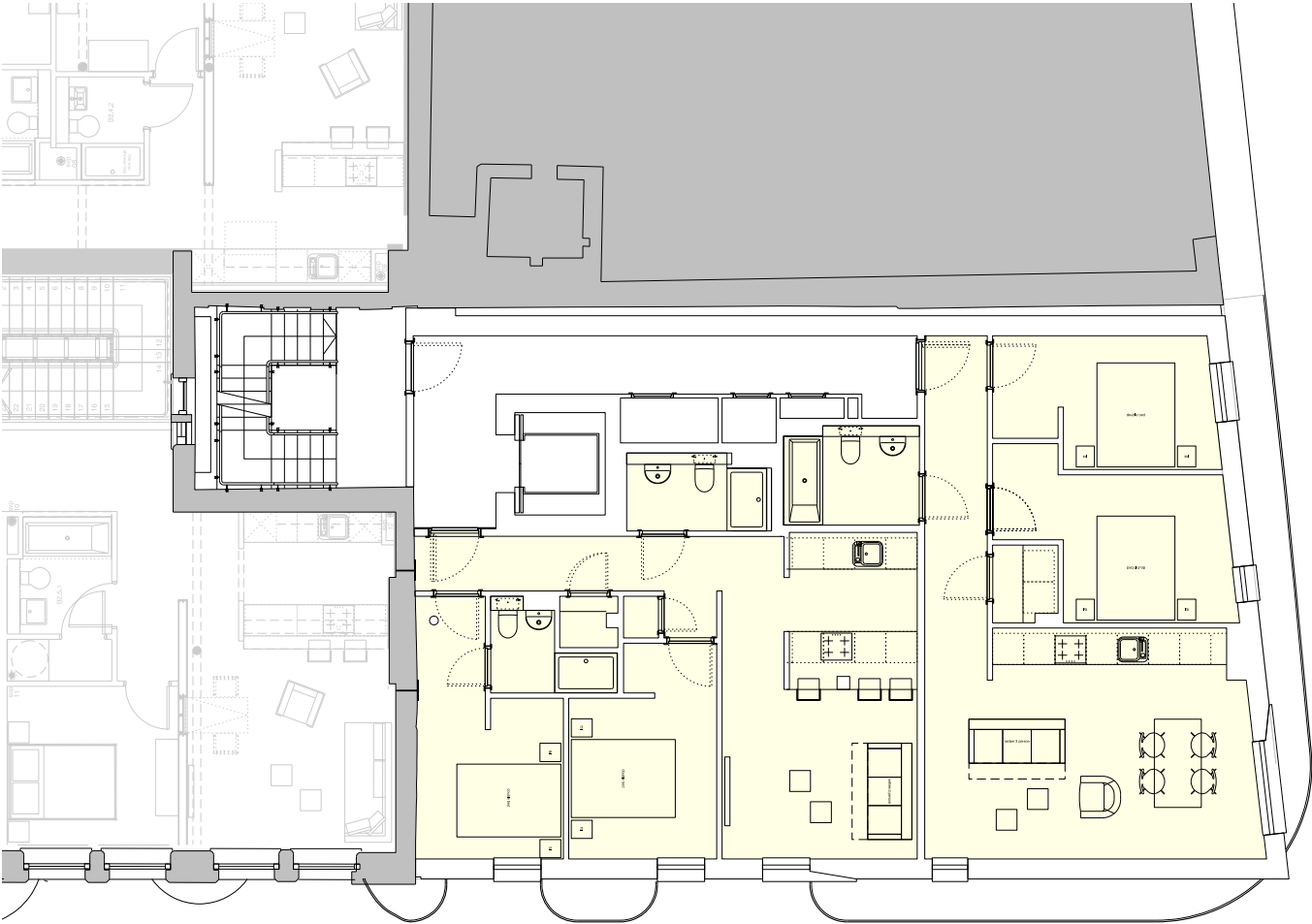


4.0 Proposal

4.3 Existing and proposed plan comparison

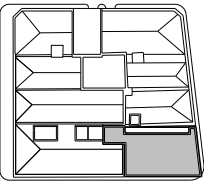


Existing Mangle Street Fourth Floor Plan - planning approved 132058/JO/2021

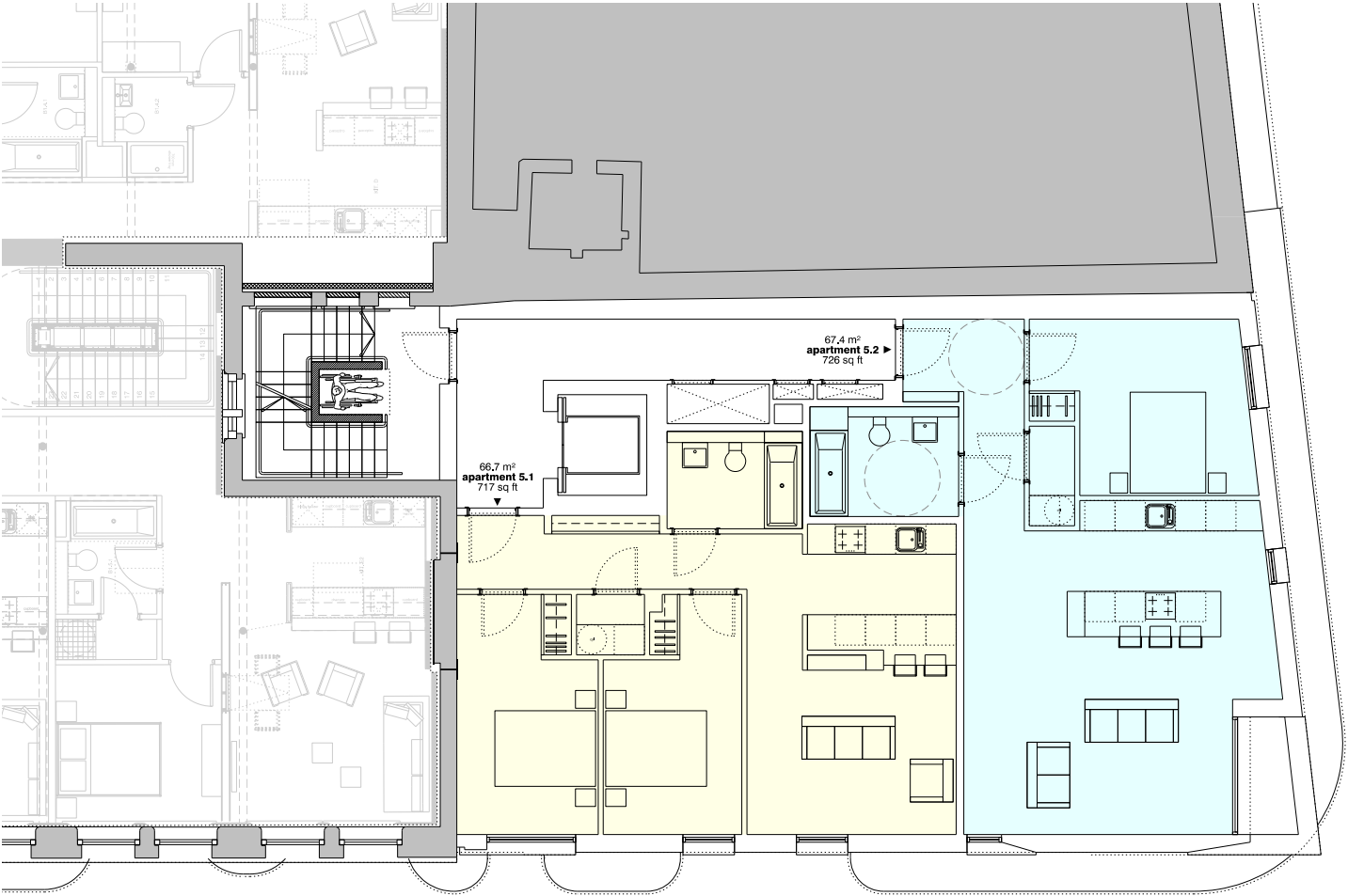


Proposed Mangle Street Fourth Floor Plan - internal arrangement changes

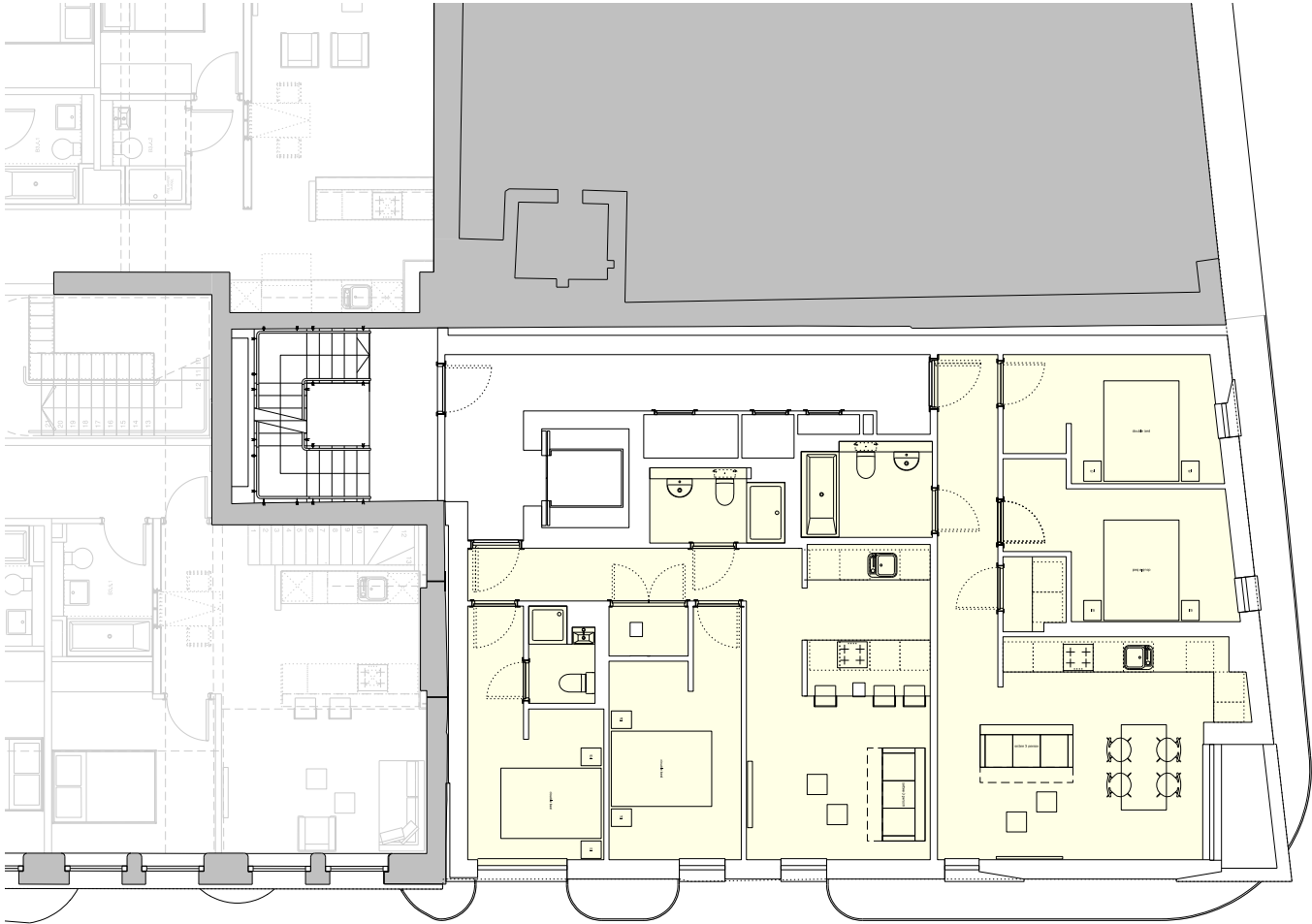
- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse



4.3 Existing and proposed plan comparison

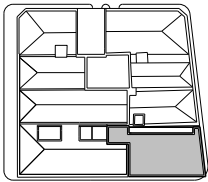


Existing Mangle Street Fifth Floor Plan - planning approved 132058/JO/2021

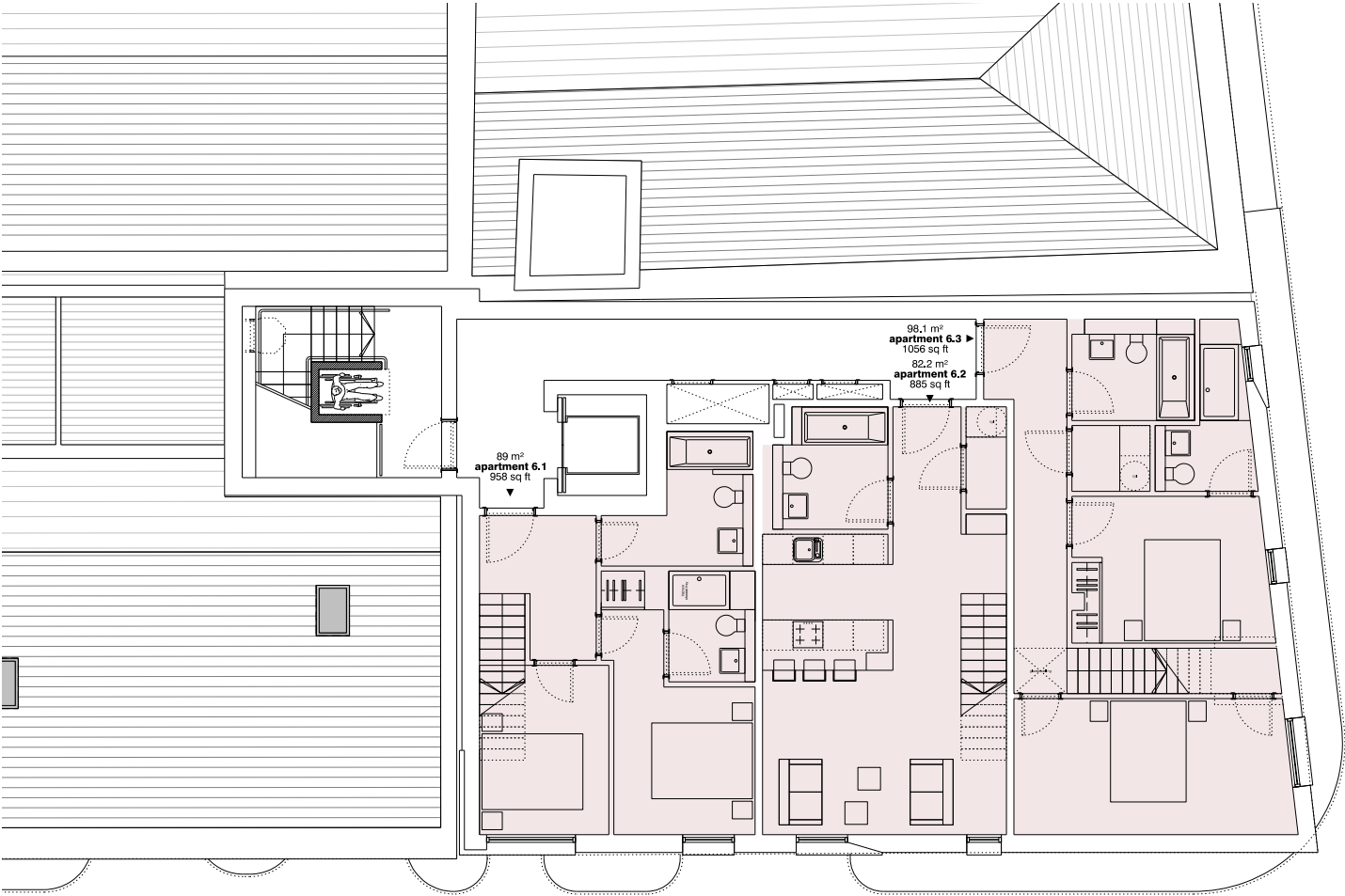


Proposed Mangle Street Fifth Floor Plan - internal arrangement changes, changed 1 bed to 2 bed

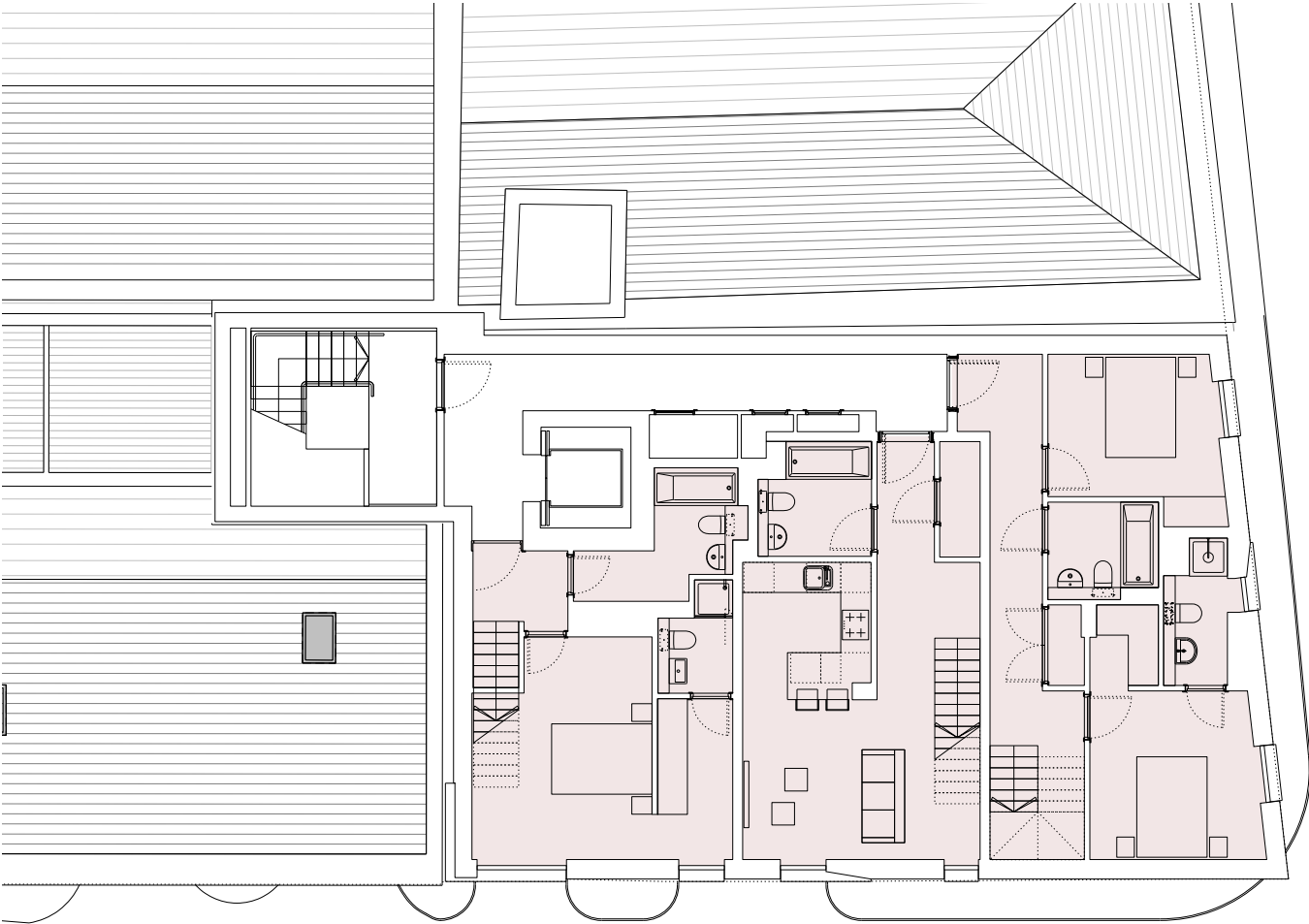
- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse



4.3 Existing and proposed plan comparison

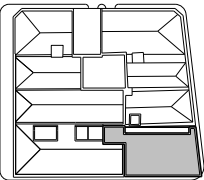


Existing Mangle Street Sixth Floor Plan - planning approved 132058/JO/2021



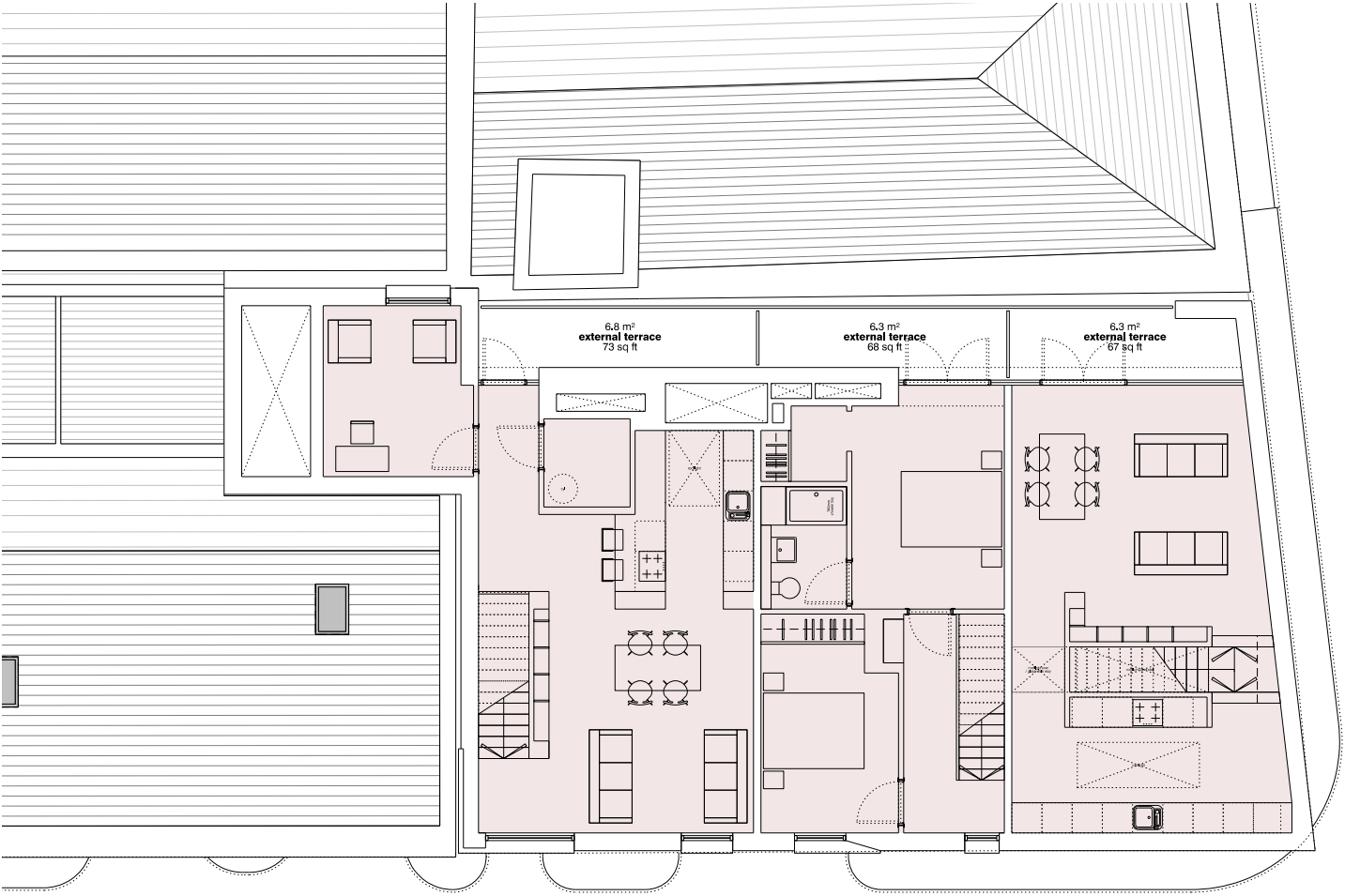
Proposed Mangle Street Sixth Floor Plan - internal arrangement changes

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse

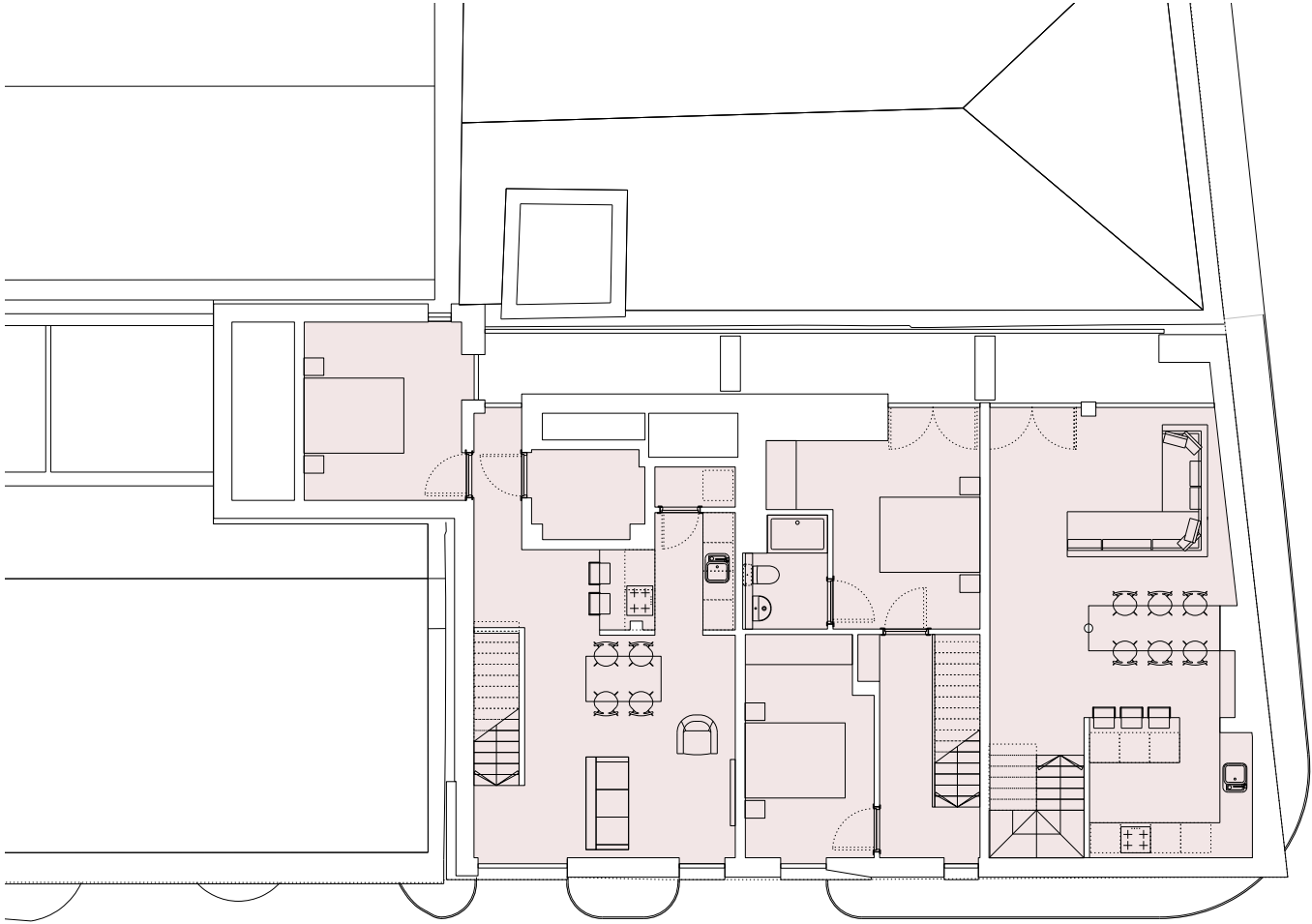


4.0 Proposal

4.3 Existing and proposed plan comparison

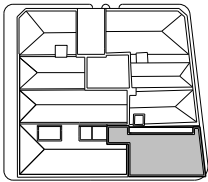


Existing Mangle Street Seventh Floor Plan - planning approved 132058/JO/2021



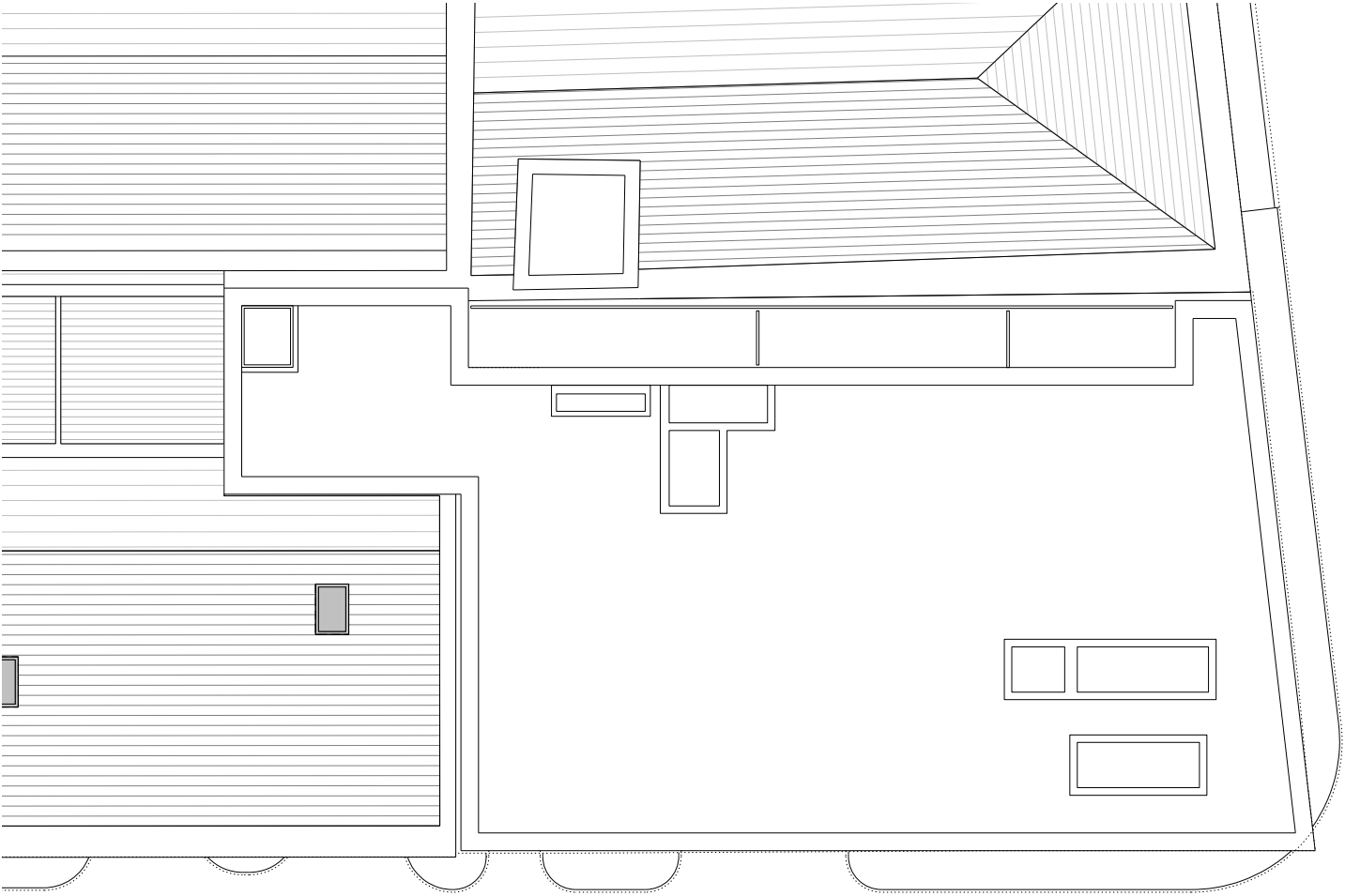
Proposed Mangle Street Seventh Floor Plan - internal arrangement changes

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse

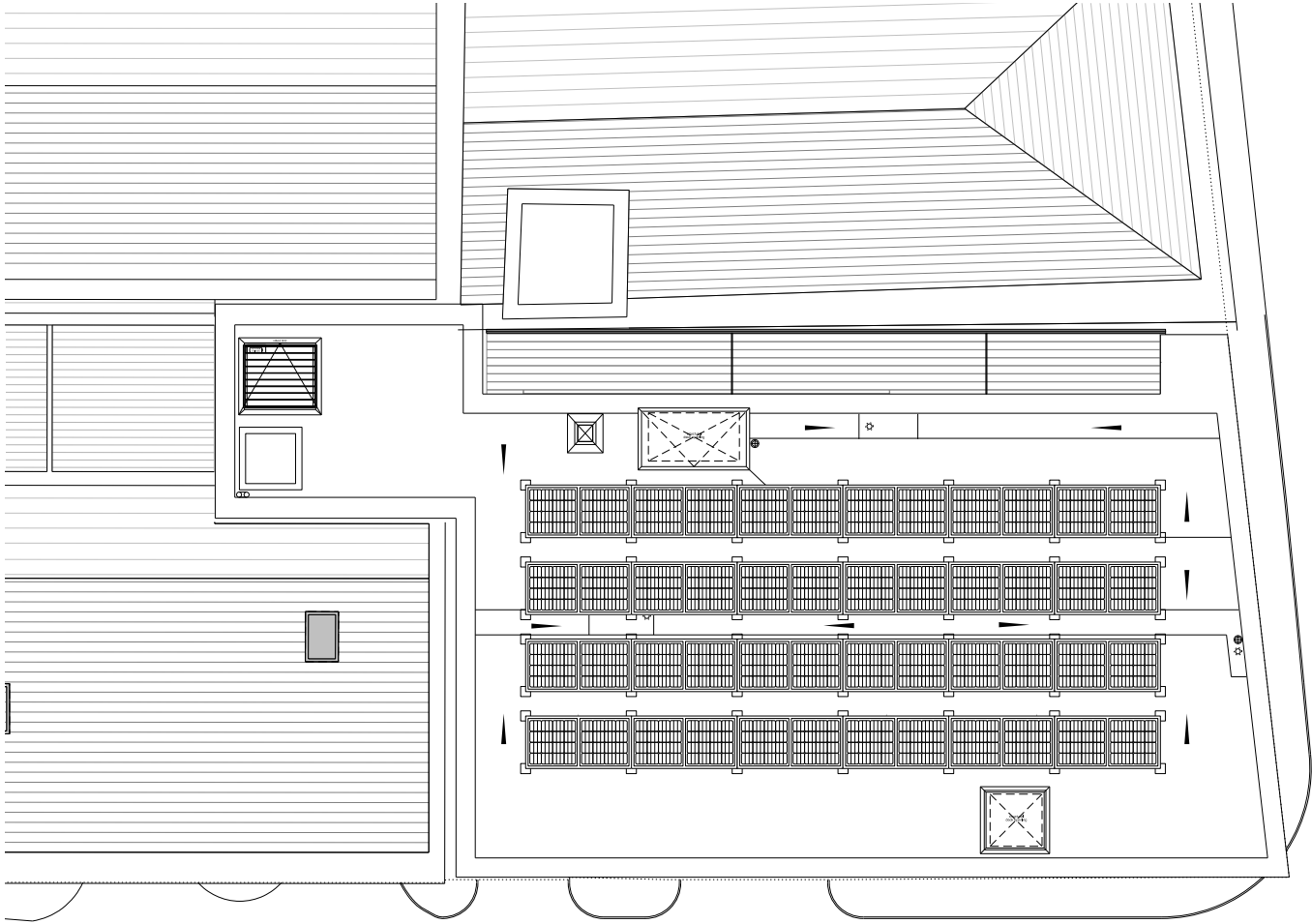


4.0 Proposal

4.3 Existing and proposed plan comparison

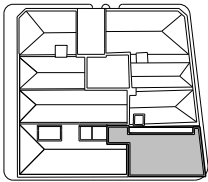


Existing Mangle Street Roof Plan - planning approved 132058/JO/2021



Proposed Mangle Street Roof Plan - roof light size and locations amended, PV's added to satisfy Part L

- one bedroom apartment
- two bedroom apartment
- two bedroom townhouse



4.0 Proposal

4.4 Existing and proposed elevation comparison



Existing Mangle Street Elevation - planning approved 132058/JO/2021



Proposed Mangle Street Elevation - no change

- ①

apartment entrance
- ②

red brickwork
- ③

metal railings (openable for cleaning)
- ④

shadow gap between existing and proposed
- ⑤

double glazed window
- ⑥

glazed spandrel panel between floor levels
- ⑦

splayed brick opening
- ⑧

concrete sill
- ⑨

brick soldier course
- ⑩

recessed balcony
- ⑪

glazed balustrade
- ⑫

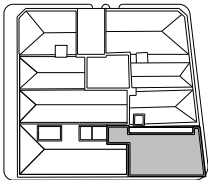
glazed openable doors
- ⑬

metal balcony dividers
- ⑭

surveillance camera
- ⑮

external lighting
- ⑯

natural slate rainscreen cladding



4.0 Proposal

4.4 Existing and proposed elevation comparison

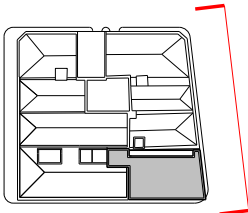


Existing Back Piccadilly Elevation - planning approved 132058/JO/2021



Proposed Back Piccadilly Elevation - no change

- | | |
|--|-------------------------------------|
| ① apartment entrance | ⑨ brick soldier course |
| ② red brickwork | ⑩ recessed balcony |
| ③ metal railings (openable for cleaning) | ⑪ glazed balustrade |
| ④ shadow gap between existing and proposed | ⑫ glazed openable doors |
| ⑤ double glazed window | ⑬ metal balcony dividers |
| ⑥ glazed spandrel panel between floor levels | ⑭ surveillance camera |
| ⑦ splayed brick opening | ⑮ external lighting |
| ⑧ concrete sill | ⑯ natural slate rainscreen cladding |



4.0 Proposal

4.4 Existing and proposed elevation comparison

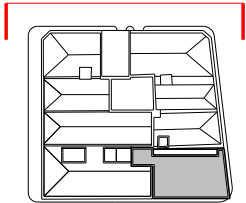


Existing China Lane Elevation - planning approved 132058/JO/2021



Proposed China Lane Elevation - no change

- | | |
|--|-------------------------------------|
| ① apartment entrance | ⑨ brick soldier course |
| ② red brickwork | ⑩ recessed balcony |
| ③ metal railings (openable for cleaning) | ⑪ glazed balustrade |
| ④ shadow gap between existing and proposed | ⑫ glazed openable doors |
| ⑤ double glazed window | ⑬ metal balcony dividers |
| ⑥ glazed spandrel panel between floor levels | ⑭ surveillance camera |
| ⑦ splayed brick opening | ⑮ external lighting |
| ⑧ concrete sill | ⑯ natural slate rainscreen cladding |



4.0 Proposal

4.4 Existing and proposed elevation comparison



Existing Dale Street Elevation - planning approved 132058/JO/2021



Proposed Dale Street Elevation - no change

- ①

apartment entrance
- ②

red brickwork
- ③

metal railings (openable for cleaning)
- ④

shadow gap between existing and proposed
- ⑤

double glazed window
- ⑥

glazed spandrel panel between floor levels
- ⑦

splayed brick opening
- ⑧

concrete sill
- ⑨

brick soldier course
- ⑩

recessed balcony
- ⑪

glazed balustrade
- ⑫

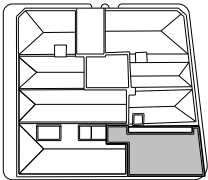
glazed openable doors
- ⑬

metal balcony dividers
- ⑭

surveillance camera
- ⑮

external lighting
- ⑯

natural slate rainscreen cladding



Benefits of the proposed scheme

5.1 General Access & Parking

The proposal does not include any vehicular parking associated with the development. Taking into account the proximal location of the site to a suite of major transportation hubs within Manchester City Centre areas, the proposed development site can be considered extremely accessible by all available modes of transport. For this reason it is suggested that a lack of provision of car parking in this location is acceptable. There is available parking within close proximity of the proposed development in various car parks, many of which include seasonal ticket parking for longer term residents.

5.2 Cycle Parking

In order to promote sustainable travel to and from the development, a minimum of 1.5no. cycle spaces per apartment have been provided at ground floor level. The remaining cycle spaces are provided for the relocation of Finlays Warehouse cycle parking. The cycle store can be accessed by either the main entrance to the building or through the adjoining doorway for residents of the neighbouring building. Within the store, two tiered cycle spaces are available, maximising the use of the space.

- 14no. apartments x 1.5 cycle spaces (21 cycle spaces)
- remaining spaces for Finlays Warehouse (13 spaces)

5.3 Inclusive Access

The proposed development has applied inclusive design principles to both the external and internal environments in order to maximise access and egress for disabled people. In particular, the aim is to design an inclusive environment regardless of age, gender, ethnicity or disability.

The main entrance benefits from a level threshold off Mangle Street with the internal finished floor levels. Internal levels to all proposed floors for bike parking, apartments and bin storage are all connected by Part M compliant lifts and ambulant disabled stairs that ensure equal access by all.

The design team are committed to the principles of inclusive design and have, as far as reasonably possible, ensured that the project is accessible both internally and externally. The development has been designed to satisfy the provision for access as outlined in Part M of the Building Regulations and these requirements are exceeded where practical.

5.4 Servicing

The only vehicles serving the building will be refuse collection vehicles on a weekly basis. The design concentrates all servicing activity and vehicle access on Mangle Street and Back Piccadilly.

5.5 Waste management strategy diagram

