



Atelier MB
Urban Architects

Tootal EV Charging Points Design and Access Statement

Client:
XLB Property
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Job 1997
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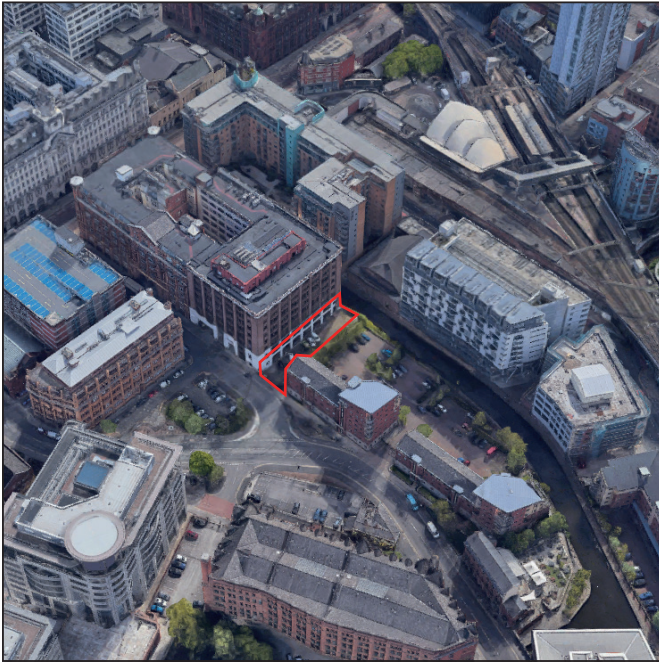
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Aerial photo of the site

1.0 Introduction

Atelier MB have been instructed to act for the building owner and their M&E consultant Market Taylor in assisting them to design this scheme to install EV charging points to the rear of the Tootal building. This is to be done sympathetically to the historic properties of this building.

This report should be read alongside the full package of information submitted as part of the Planning and Listed Building consent applications for this property, including a heritage statement prepared by our in-house heritage consultancy Atelier Heritage.

2.0 Site Appraisal

History

The Tootal Buildings are located on Oxford Street, in Manchester city centre. It is a Grade II* listed building. An excerpt from the listing is included below.

SJ8497NW OXFORD STREET 698-1/2/265 (West side)

0/10/74 No. 56 Tootal, Broadhurst & Lee Building GV II*

Textiles warehouse, now offices. 1896-8 (dated 1896 over doorway), by J.Sankey Gibbons. Probably steel-framed, clad in red brick with liberal dressings of buff and yellow terracotta (roof not visible). Large rectangular plan. Baroque style. Five storeys with basements and attic, 7 bays plus canted corners; glazed terracotta to ground floor with raised banding, alternating bands of red brick and yellow terracotta to all upper floors; cornice over ground floor, banded piers to 1st floor serving as pedestals to giant Corinthian colonnade at 2nd and 3rd floor which has a modillioned cornice and finishes as an arcade of semi-circular windows at 4th floor; very prominent modillioned cornice, attic treated as a parapet and raised in the centre; set-in semi-octagonal corner turrets rising from 2nd floor and capped by colonnaded octagonal cupolas with prominent cornices and apex finials with flagmasts. Massive central round-headed doorway with banded surround and cartouche dated 1896, set in architrave of coupled banded columns and broken pediment; 6-light



Photo of Tootal from Oxford Street

windows with transoms. Right-hand return to Great Bridgewater Street, 5:2:5 bays in matching style, but the 2-bay centre with coupled round-headed loading-bay arches at ground floor (furnished with wrought-iron gates in Art Nouveau style), and pedimented attic. Interior not inspected.

Tootal Broadhurst and Lee

The Tootal Buildings were initially built to provide city centre premises for the Tootal, Broadhurst & Lee Co. Ltd. textile company.

The origins of the company appear to go back to 1799 when Robert Gardner established a textile business in Manchester. In 1817, the Tootal family became involved when his company was absorbed by Atkinson, Tootal & Co. This Tootal was Edward and he had been working with his brother Henry in a silk manufacturing company in Cannon Street, Manchester. After Atkinson left this company in 1851, Henry Lee and Henry Tootal Broadhurst became partners in Tootal Broadhurst Lee and Co. The company's address is given as 56 Mosley Street, Manchester. In the 1860s the company acquired Sunnyside Mills in Bolton and Newton Heath Mills in Manchester. There were a series of name changes until, on the 17 January 1888, Tootal, Broadhurst & Lee Co Ltd was formed and took over the business of spinners and manufacturers with addresses in Manchester and London. The company also traded as Lee Spinners.

As a result of the company's great success and expansion, they came to the decision to erect their own building and acquired a site alongside the Rochdale Canal, on Oxford Street, from the Atlas Iron Works. Its location close to the Great Northern Goods Warehouse and Central Station would have greatly assisted import/export trade.

The Building

In 1895 Salford architect Joseph Gibbons Sankey commenced the design of a building to contain warehousing and offices for the company. His final design, was described by Pevsner as 'large, in red brick striped with orange terracotta, but comparatively classical'. It is generally described as being in 'Edwardian Baroque' style. The building was completed in 1898 or 1899 and was one of Joseph Gibbons Sankey's last works as he died

before its completion aged 37. His practice continued as Sankey, Cubbon and Cubbon and they would have seen the building to completion. The date stone over the entrance reads 1896. This was the year that work began.

Such was the continued success of TB&L that, on the land to the west that had been reserved for future development, a brick store house was proposed alongside the canal, but separate from the main building. Designs by Sankey, Cubbon and Cubbon, dated 1900, were executed and appear on the O.S. map of 1922.

In February 1910, an extension was proposed to extend the north wing, alongside Great Bridgewater Street. This was also designed by Sankey and Cubbon in a style which closely copied that of the original building. At ground level the two buildings are separated by two openings allowing access to the courtyard whilst above, doorways were formed to link the buildings. Windows had to be infilled at all levels. This extension was always meant to be open plan and the aim was to accommodate a further 200 workers.

Alterations over the next few years were confined to a glazed roof over the rear loading bay (1911 by Sankey and Cubbon and altered in 1916 by the same company) and some alterations to the lavatories. In 1924, J Henry Sellers produced proposals for further conveniences, but these do not seem to have been implemented.

J Henry Sellers achieved a rather more prestigious instruction in 1928 when Tootal, Broadhurst and Lee asked him to design a 17 storey warehouse on the west end of the site. Clearly influenced by American skyscrapers at 217ft it would have been the tallest building in Europe but, for some reason, it was capped at 8 storeys and no further added after that date. This building became Lee House. Little change took place until after the second world war when, in the early 1950s, the two loading ways were infilled to the height of ground and first floor (though not identically) and in 195 an 8 storey canal side building connected the 1898 building to Lee House with the result that the warehouse of 1900 was demolished. The initial use for this building was 'comptometers' and the invoice department. This demonstrates the size of the operation of Tootal, Broadhurst and Lee. However, this was the end of the boom in the cotton industry and in 196, Tootal Broadhurst and Lee merged with the English Sewing Company Ltd.

In 1966, the Manchester architect Harry Fairhurst produced designs for alterations to the 1950's canal side

buildings and for removing the partitions on the first floor alongside the Oxford Street elevation to create showrooms for Barlow & Jones and Ogden & Madeleys.

At the same time, suspended ceilings were installed and many of the original features, including parquet flooring, timber and glass partitions, fireplaces, board room panelling, wall tiles and doors, were removed as part of a 'modernisation'. The proposals also show the windows on the south canal side elevation being replaced with double glazing. It is probable that the mosaic floor to the entrance hall was also lost at this time as it was not in-situ when the 2002 remodelling took place. Fairhurst's 'vandalism' was the first of several but, inexplicably, his is the only work that can be excused as being prior to the listing in 1974.

During the 1980s, other alterations began to be made, including the creation of the basement car parking in 1989, and in the early part of the 1990s the building was extensively stripped out to create offices to rent. In 1995, the main elevations were restored, and replacement terracotta was supplied by Shaws of Darwen.

Further remodelling, by Buttress Fuller Alsop Williams took place in 2002 and it would seem that there were some attempts to reinstate the spectacular tiling of the entrance hall. Unfortunately, it bears no resemblance to that which once existed and is but a parody of Sankey's original work.

In 2012 the building's new owners undertook a strip out of the first floor. The restoration reveals the column heads and better views of the window heads by cutting back the suspending ceilings. This work, to the designs of Makin Architecture (now Atelier MB), was a first step in the upgrade of the building for improved office use whilst at the same time ensuring that any original features are restored and exposed to view whenever possible or protected for future generations if the exposure is not appropriate.

Context

The property is located on Oxford Road, and with Lee House behind, forms a full courtyard and urban block, bounded on the other two sides by Great Bridgewater Street and the Rochdale Canal.



Photo of rear parking area and location of proposed EV charging points



Existing rear elevation



Proposed rear elevation

Planning History

The building has undergone a significant upgrade in recent history to ensure the office suites and the communal areas remain of a high standard, continuing to attract high quality tenants. The courtyard is currently being repaired and upgraded to improve the amenity space offered. (132793/LO/2022)

Many of the floors have been refurbished in accordance with Listed Building consents. These fit outs were carefully considered and strike a necessary balance between the need to preserve the Heritage Asset and the need to sustain the building at commercial rent with all the requirements of modern servicing. (135429/LO/2022)

Additionally, there has been a recent approval for the installation of PV panels to the roof. (135279/FO/2022 & 134821/LO/2022)

3.0 The Brief

To install EV charging points to serve the existing car parking area enabling on site charging of electric vehicles. 5 EV charging points are proposed along the rear/east elevation to Lee House.

Following on from the recent approval for roof mounted photovoltaic arrays at the front of the building, this proposal is part on an ongoing building wide strategy by the building owners to reduce the carbon footprint of the site. By promoting the use of electric vehicles. The increasing use of electric vehicles will have the positive affect of reducing emissions within the city centre and therefore improving air quality.

4.0 Design

We met the electrical subcontractor and M&E engineer on site, and explored the options of wall mounting the units, or using larger free standing posts.

Whilst the wall mounted units are relatively small and can be point fixed into the substrate with a single cable leading back into the building, the free standing posts require significant foundations to be formed in the existing pavement. Guarding also needs to be installed to protect the units from the cars. The resultant visual and physical impact of the free-standing unit option was



Typical freestanding configuration - option rejected due to impact.



Photo of proposed EV charging point to be installed



Photo existing louvres on the rear/east facade



Existing cable routes into the basement to be reused.

considered to be much greater and less appropriate given the listing status of the building.

The EV charging points have been aligned with the structural grid, with each unit mounted centrally to the structural columns. The colour of the EV charging points has been chosen to match the facade finish and blend in as much as possible. The cabling will be within colour matched PPC aluminium conduit, and efficiently arranged to enter the basement of the building via the nearest louvred panels.

To accommodate the layout above, parking space positions and widths have been slightly revised in line with the requirements of the use of EV chargers. This has resulted in the reduction of spaces from 10 no. to 12 no.

5.0 M&E Approach

Refer to Market Taylor drawings outlining the design of the EV charging points.

Once the cables have entered the building via the existing louvres, the cables will reach the sub basement sub station via existing services penetrations within the concrete floor slab.

6.0 Access Statement

These works will not impact the existing building access strategy.

7.0 Summary

This proposal continues the evolution of this heritage asset towards its goal of reducing its negative environmental impacts. A minor reversible adaptation which promotes the use of cleaner modes of transport and supports Greater Manchester's low carbon goals. The wall mounted units will have a minimal impact on the building both visually and physically.

