

HERITAGE: SITE AND BUILDING HISTORY



c. 1973 Water Street Photograph

The five modules of the Shipyard are still present in 1973.

The surrounding architecture to the site appears to all be of a similar height and suggests the Manchester skyline may have been more uniform during this time.

The Water Street side of the building would have been primarily used for road based loading and unloading, with the elevation being utilised for advertising.



c. 2022 Water Street Photograph

Through the large scale regeneration of Spinningfields and the implementation of the St. John's Masterplan, surrounding architecture provides a much more varied skyline with taller elements.

The Water Street elevation is still currently used for advertising.

HERITAGE: RIVER IRWELL



c. 1980 Photograph

The above photo suggests that the typology of Shipyard was at one time a very common type of building that would be found along the River Irwell. The building is also very prominent and can be seen mostly unobscured adjacent to the bridge.

At this time, a building on the other side of the river seems to be the most prominent structure in the area in terms of its height and grander design.



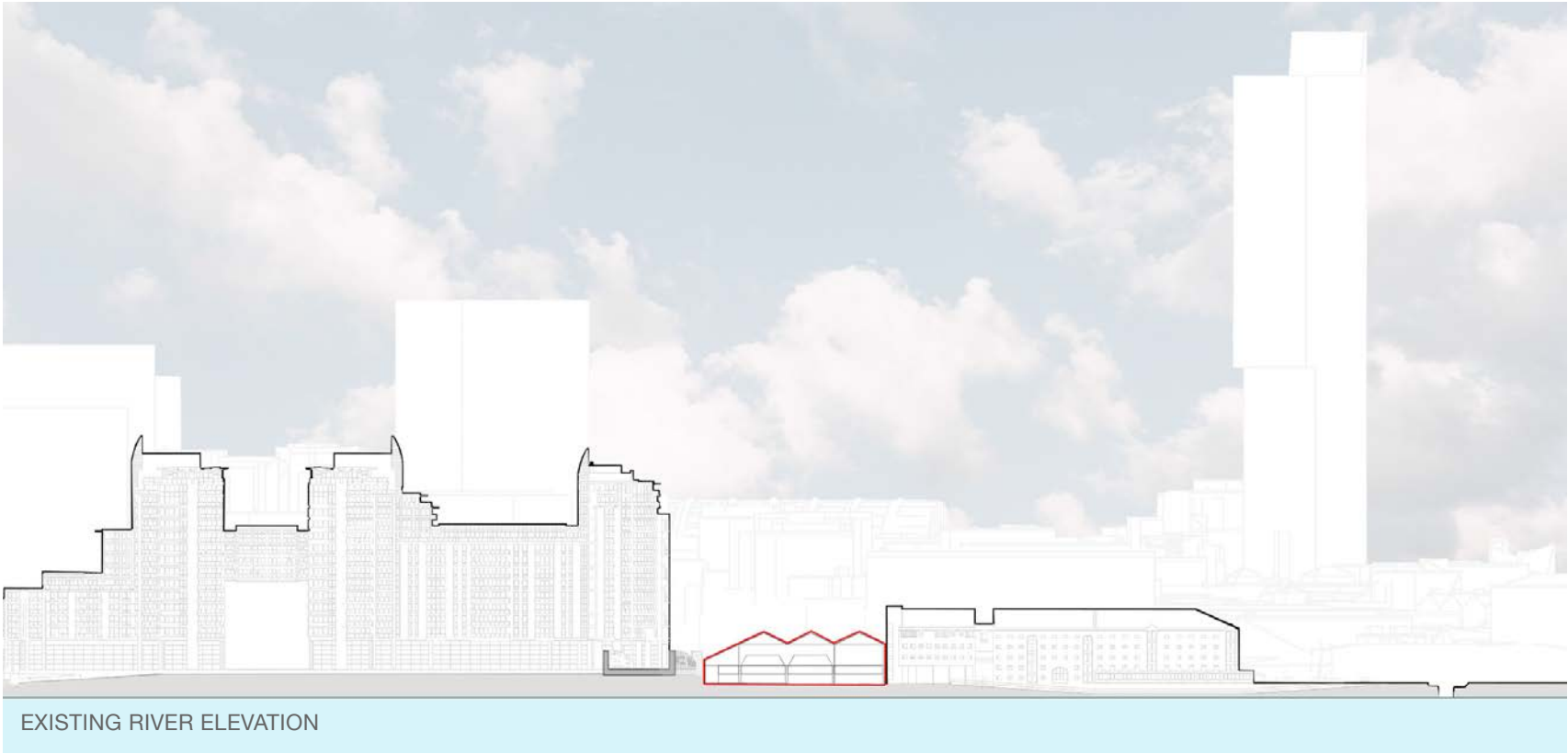
c. 2017 Photograph

Today, the site is almost completely surrounded by a dense urban development.

The surrounding architecture introduces more varied forms and heights, immediately adjacent to the site.

The building originally on the opposite side of the river has been replaced with residential apartments.

EXISTING CONTEXT



LONG ELEVATIONS

The surrounding context as seen within the long elevations shows how significantly the city has evolved in the last 100 years in regards to the building heights and mass.

The Shipyard together with the neighbouring listed hotel has a unique presence within the streetscape and stands out in it's form and industrial historic look, amongst the contemporary high rise architecture.



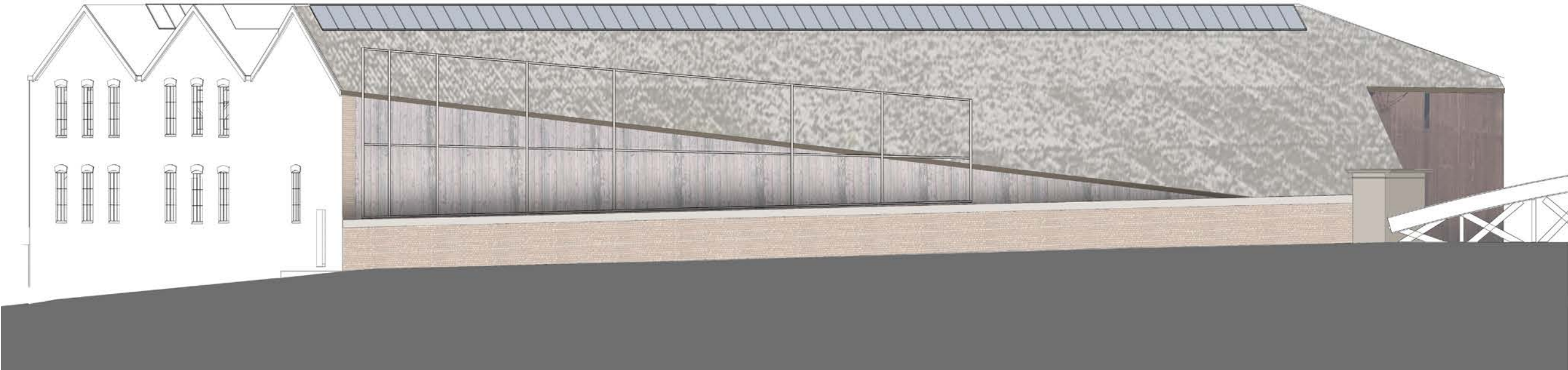
EXISTING ELEVATIONS



WATER STREET EXISTING ELEVATION



EXISTING ELEVATIONS



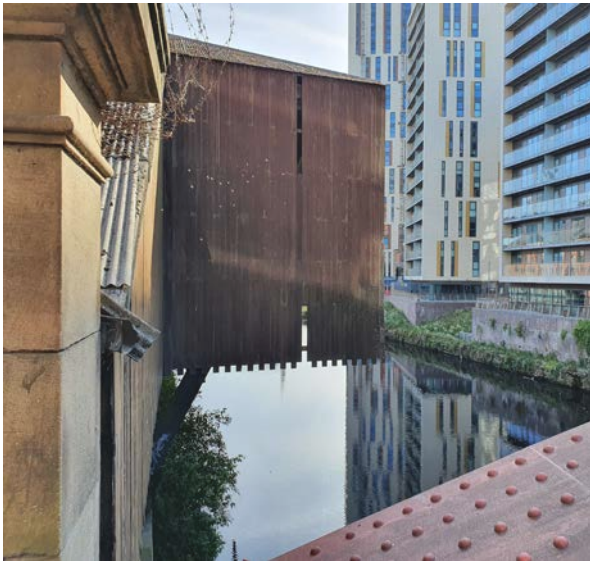
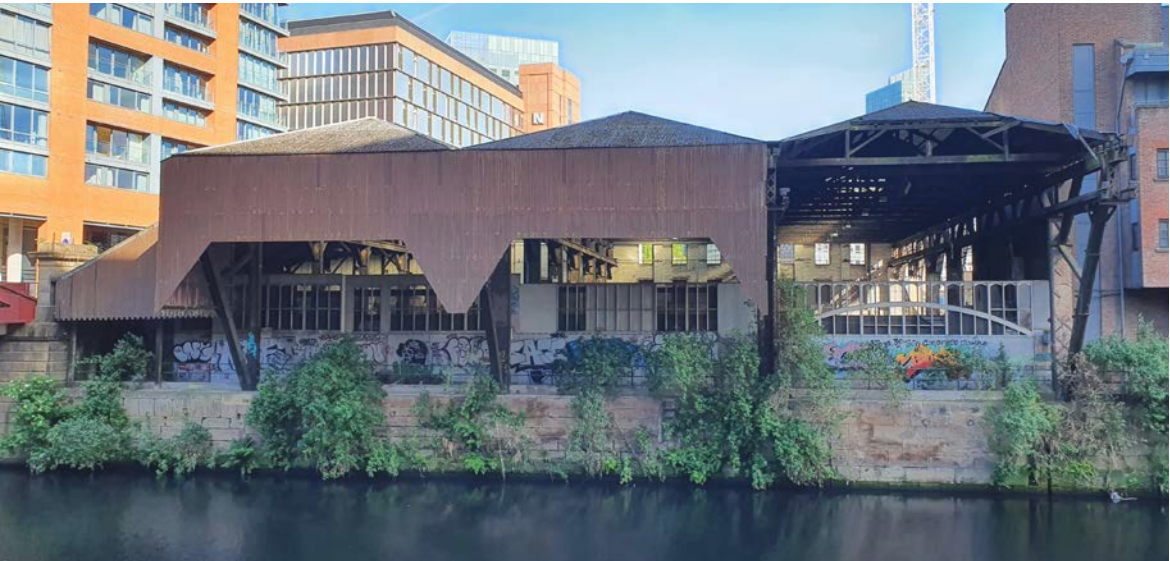
NEW QUAY STREET EXISTING ELEVATION



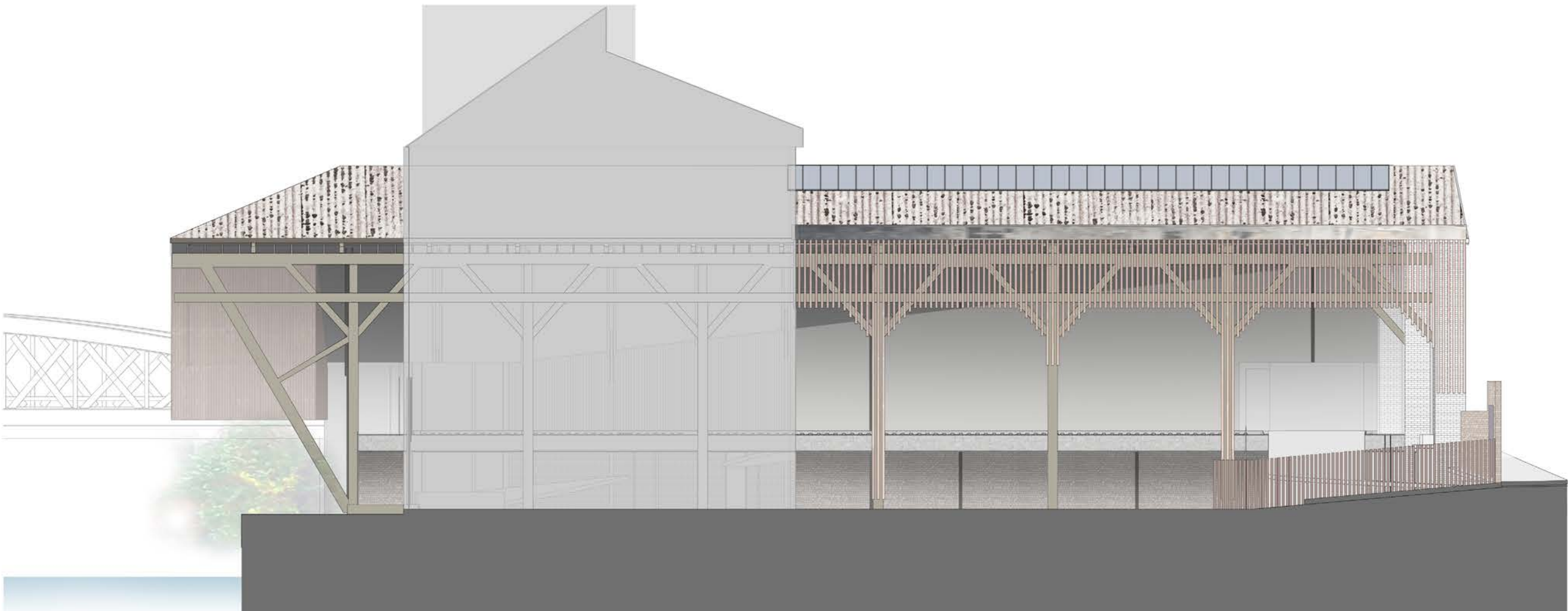
EXISTING ELEVATIONS



RIVER SIDE EXISTING ELEVATION



EXISTING ELEVATIONS



SERVICE YARD EXISTING ELEVATION



03 DESIGN PROPOSALS



PRECEDENT STUDIES

Kyiv Food Market

This food hall is located within a former arsenal, which was unused for decades. The site was renovated in 2018 in order to attract visitors to the historically relevant building and to accommodate the food hall.



Time Out Market, Lisbon

Historically, the building has always been a food market, and recently it has undergone a full renovation to attract more visitors to the site.

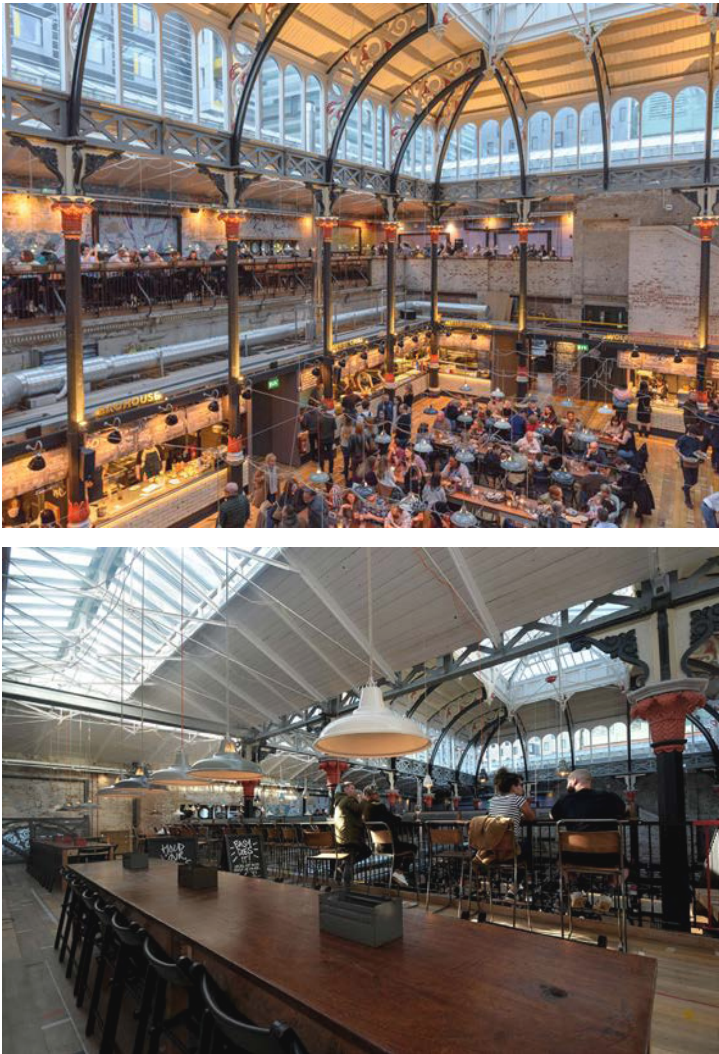
The market has been designed for flexibility for the vendors, allowing businesses to occupy individual stalls for varied lengths of time.



Precedent Study: Mackie Mayor, Manchester

The food hall occupies a 19th century Grade II listed market building, on the edge of Northern Quarter, within the former Smithfield market.

The building was originally used as a fresh produce market, but was left unused since the early 1990's. Recently refurbished it provides a variety of food and drink outlets with seating areas both internally and externally.



LOOK & FEEL

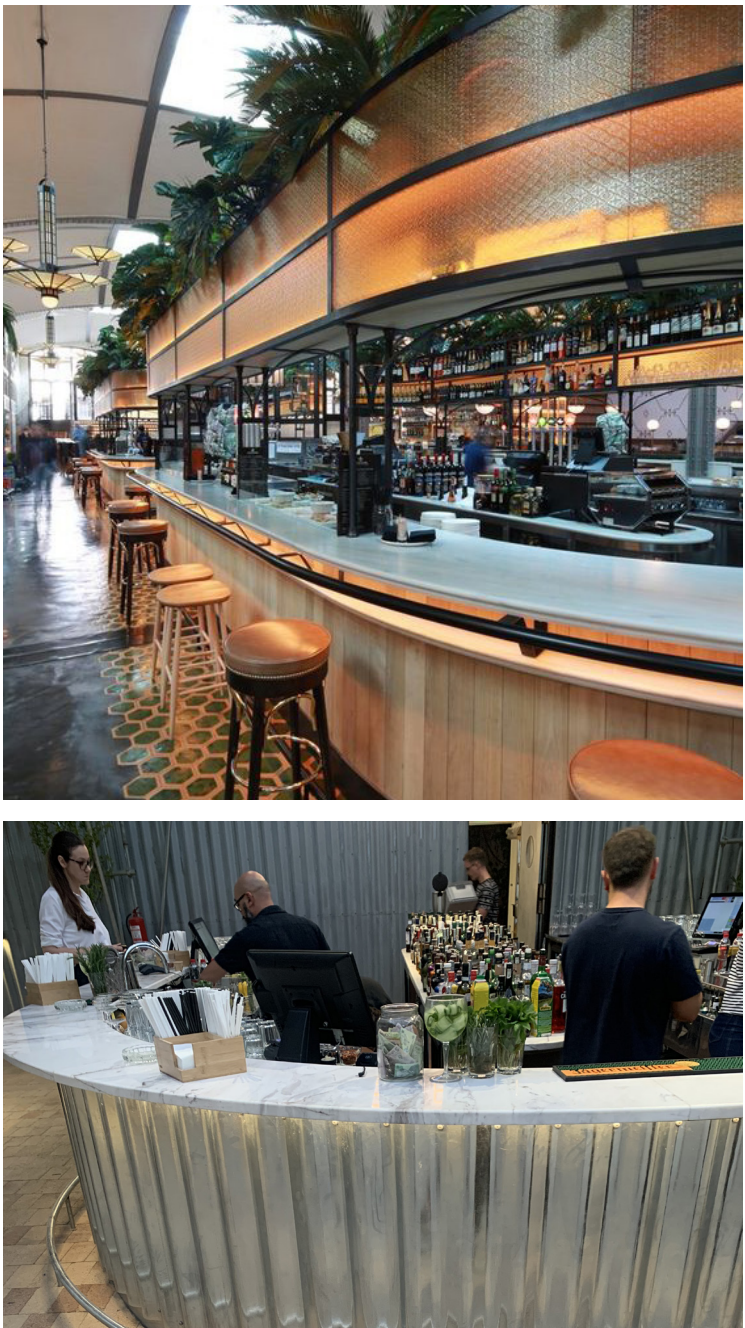
CAFE



HOT FOOD UNITS



BARS



LOOK & FEEL

STAGE AND EVENTS



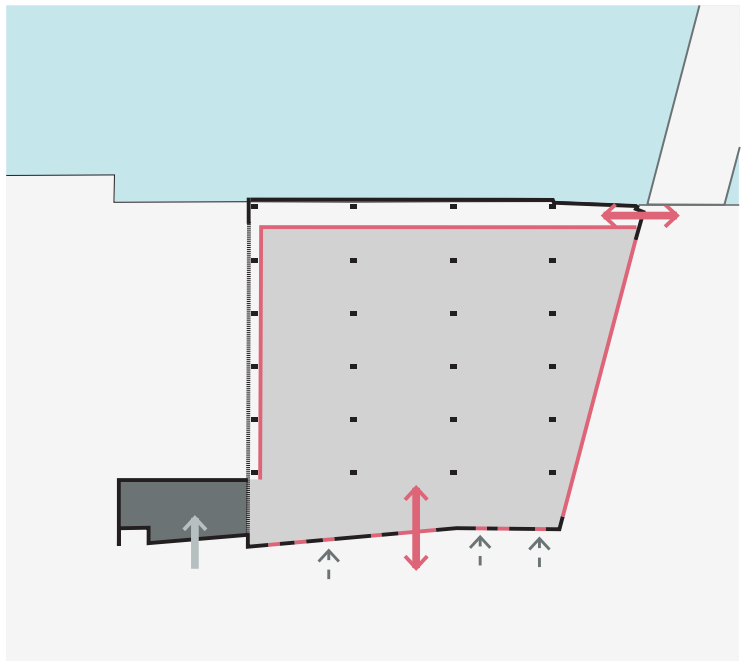
PRIVATE DINING



TERRACES



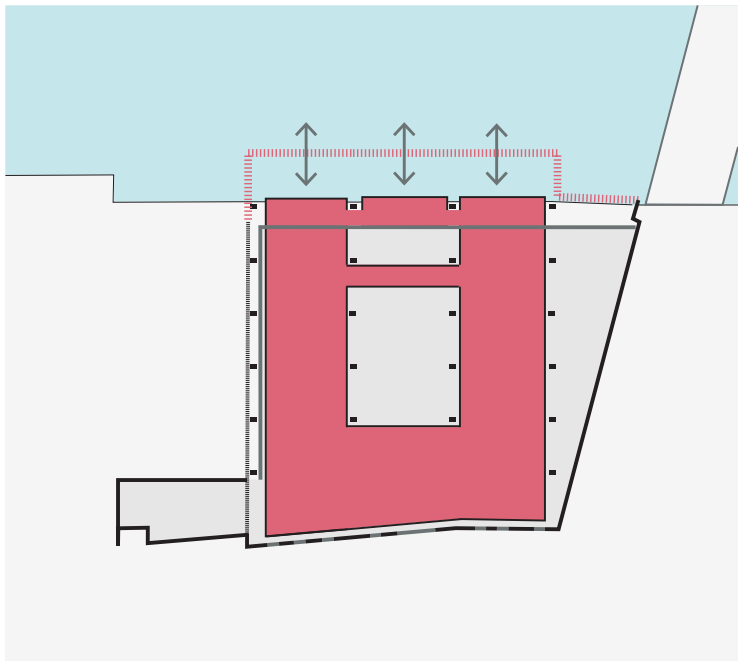
PLAN DEVELOPMENT



ACCESS & FACADE ACTIVATION

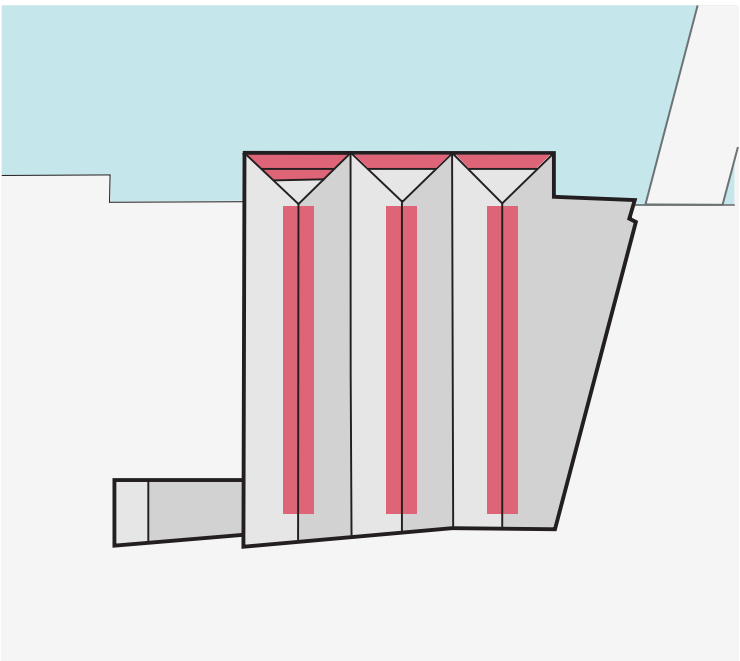
The proposal provides new central access onto Water Street. It is intended that access also be opened up from New Quay St providing better connection from the City to the River.

Following development of the fire strategy for the proposed scheme, it became clear that secondary exit is required. Having reviewed multiple options for location of the exit, we concluded the only feasible one is onto the New Quay Street, adjacent to the bridge. Without the additional exit the development would be unviable for the proposed occupation.



MEZZANINE & RIVER ELEVATION

The existing timber cladding is modified to ensure that there is a visual connection to the waterfront as well as increasing natural light. The mezzanine floors are inserted and extended into terraces to provide greater connection to the water.



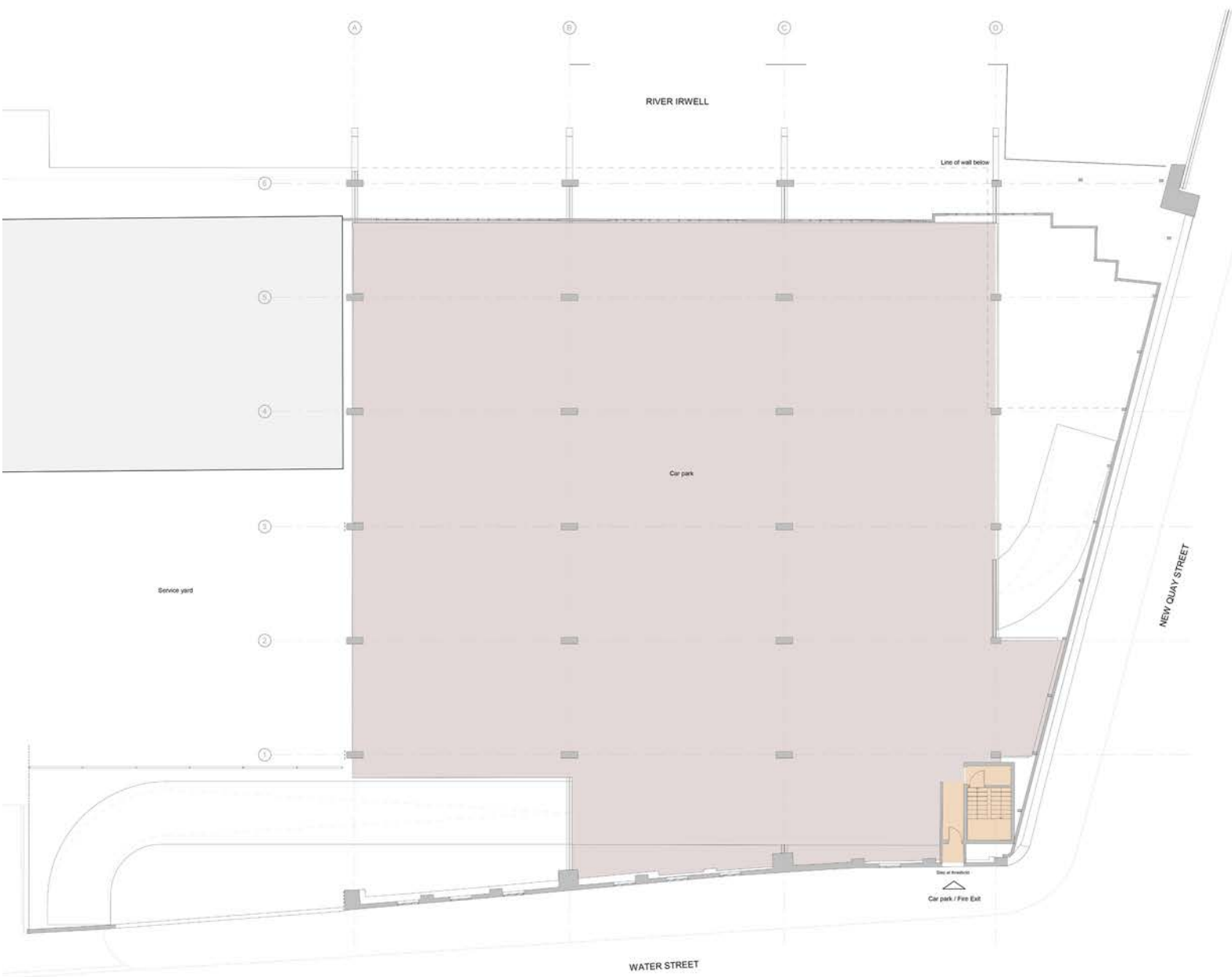
ROOFSCAPE

The existing roof is to be re-covered and the existing skylights replaced. The missing roof over the river front is added, together with new skylights.

EXISTING PLANS



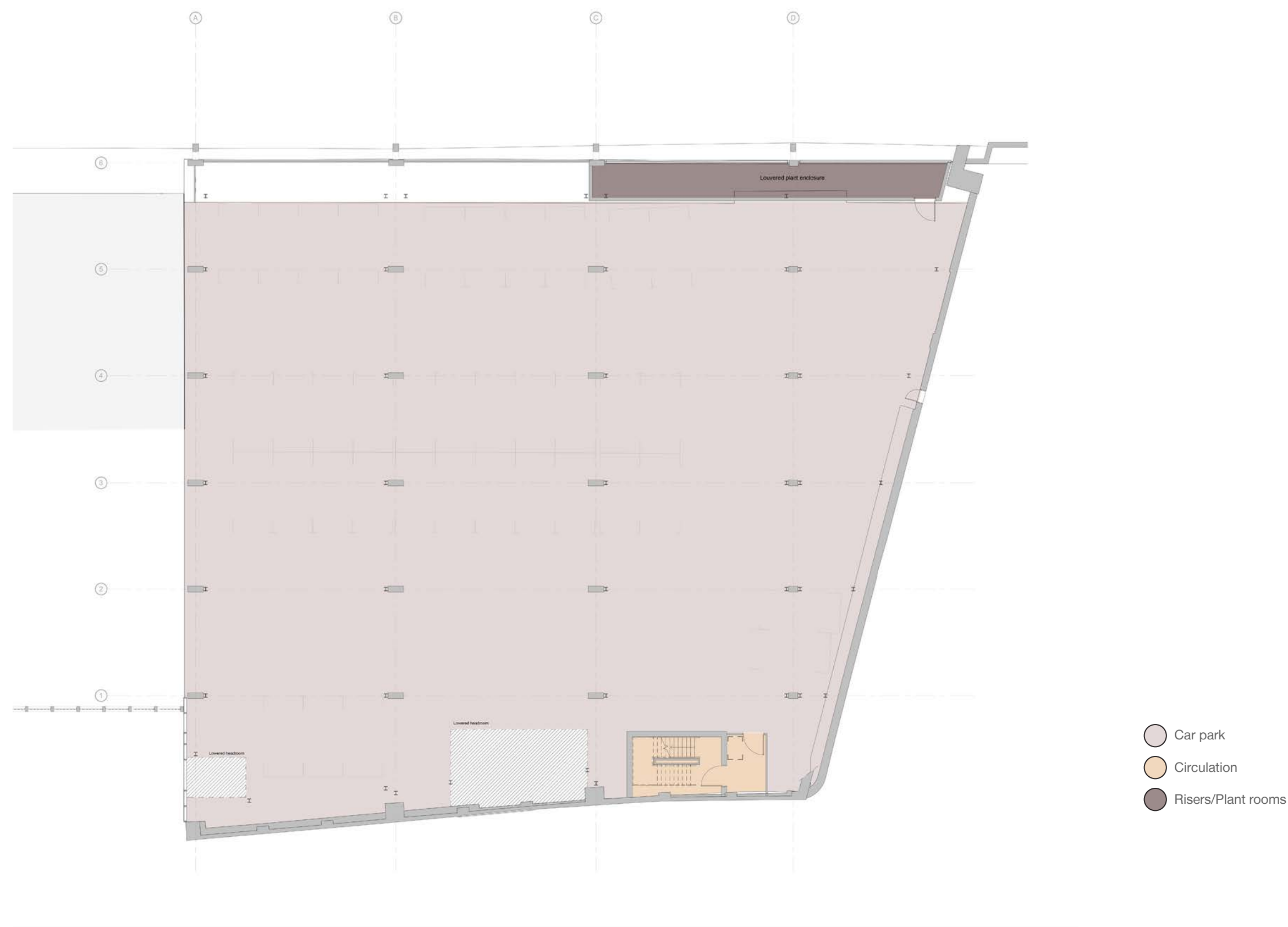
GROUND FLOOR PLAN



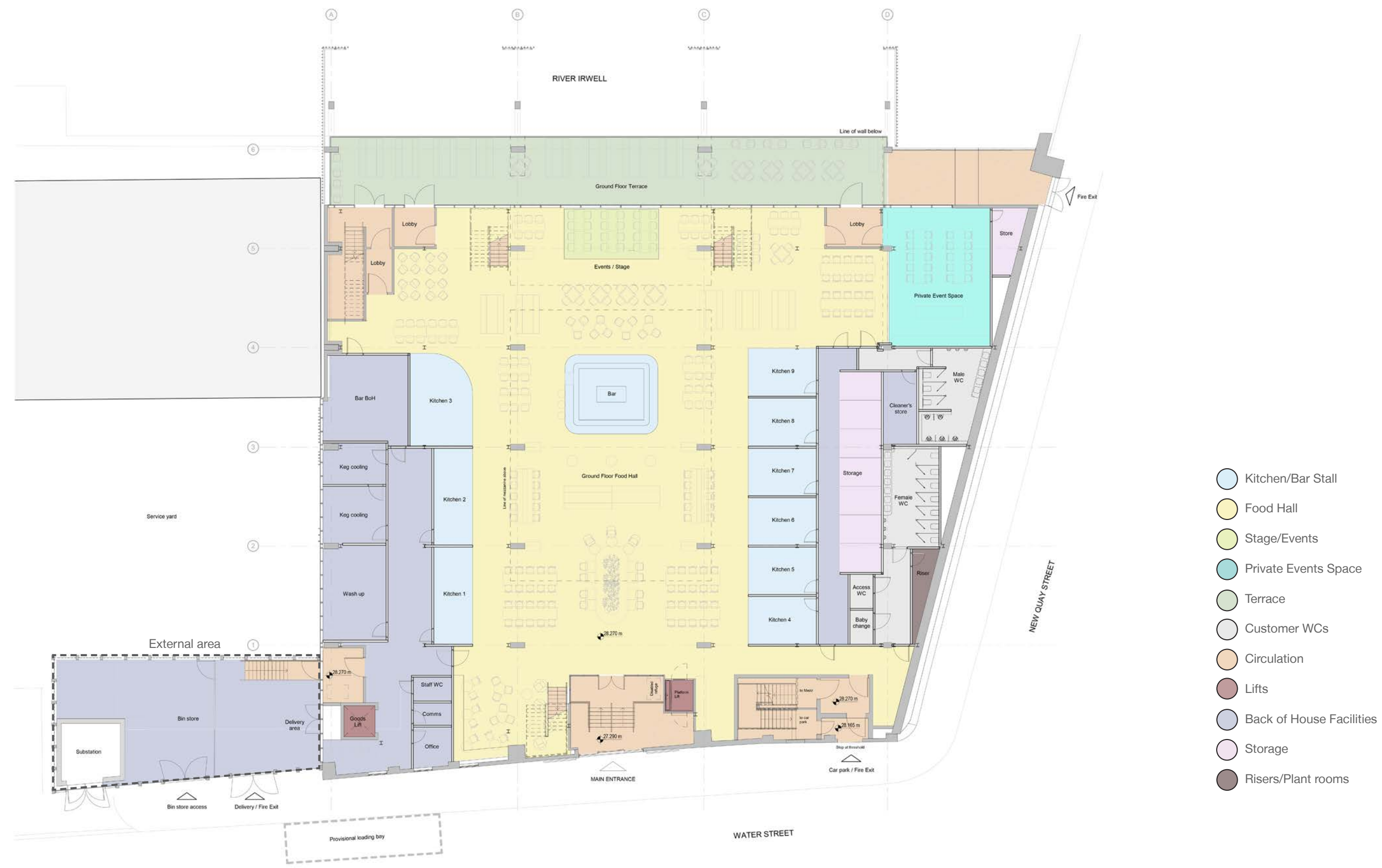
FIRST FLOOR PLAN

- Car park
- Circulation

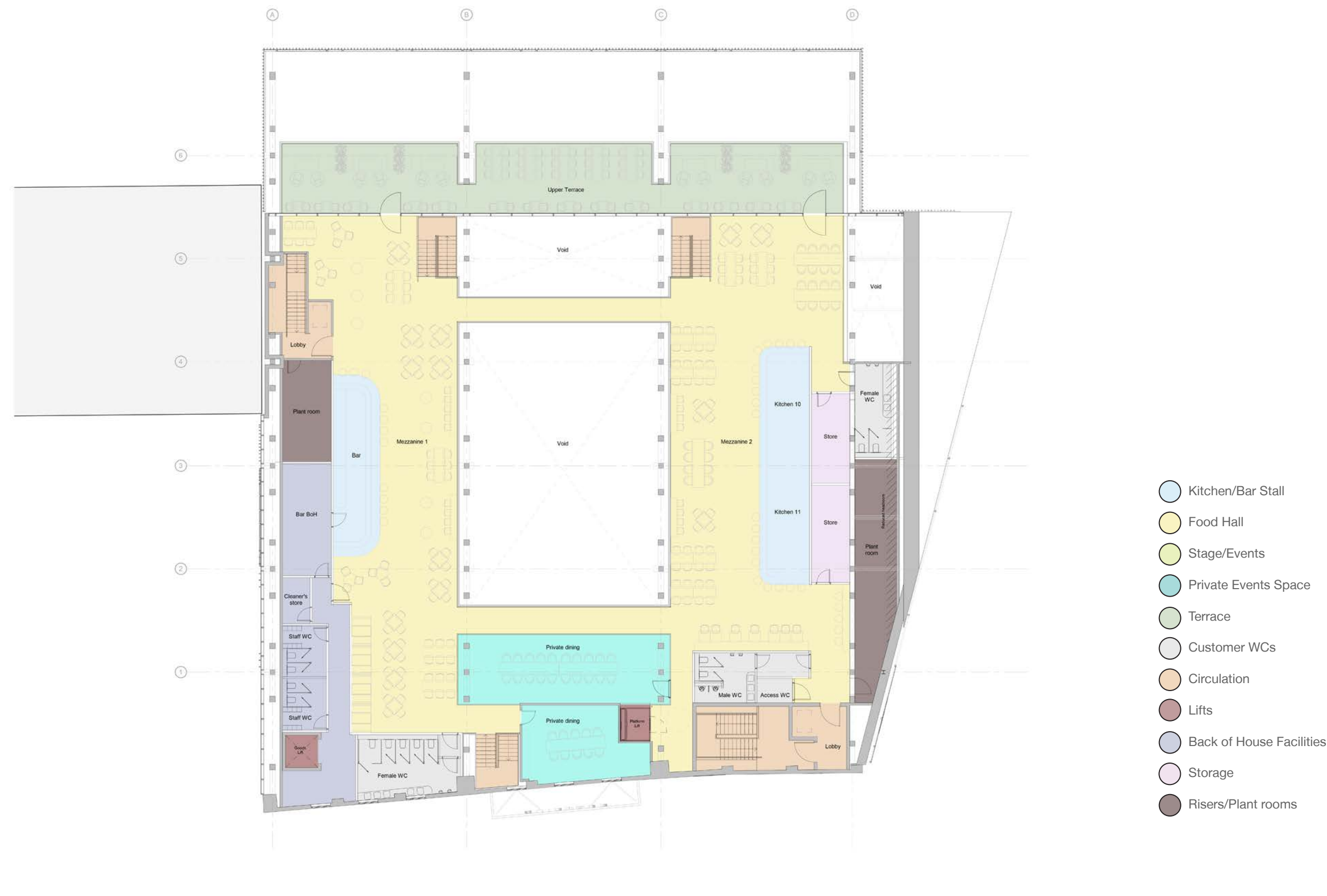
PROPOSED PLAN - GROUND FLOOR



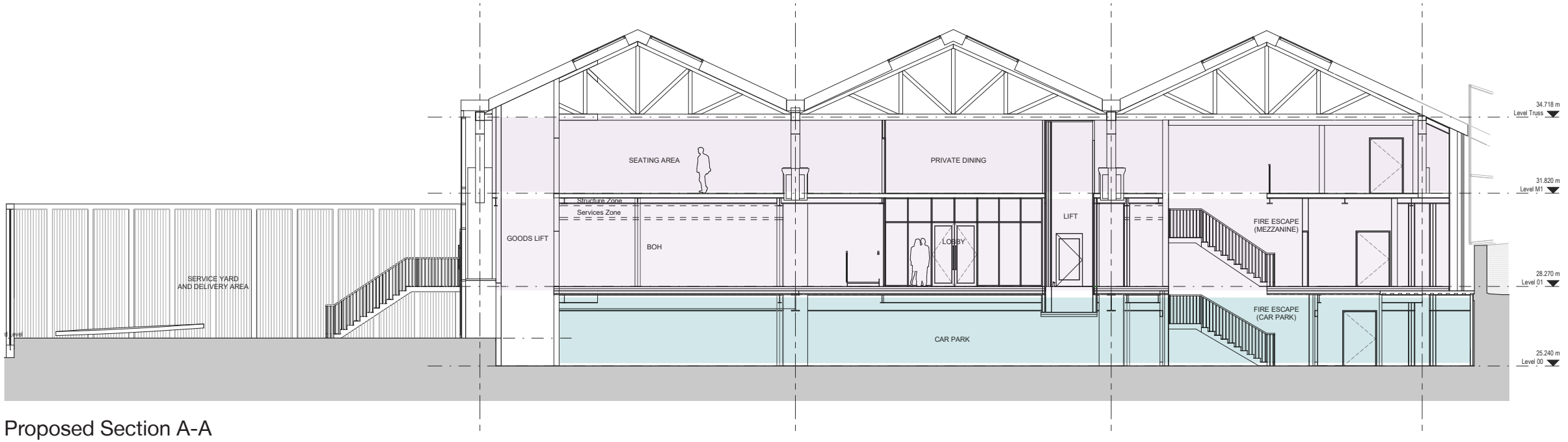
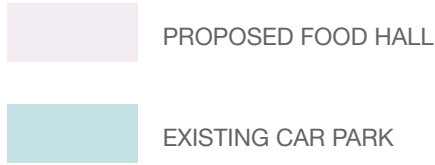
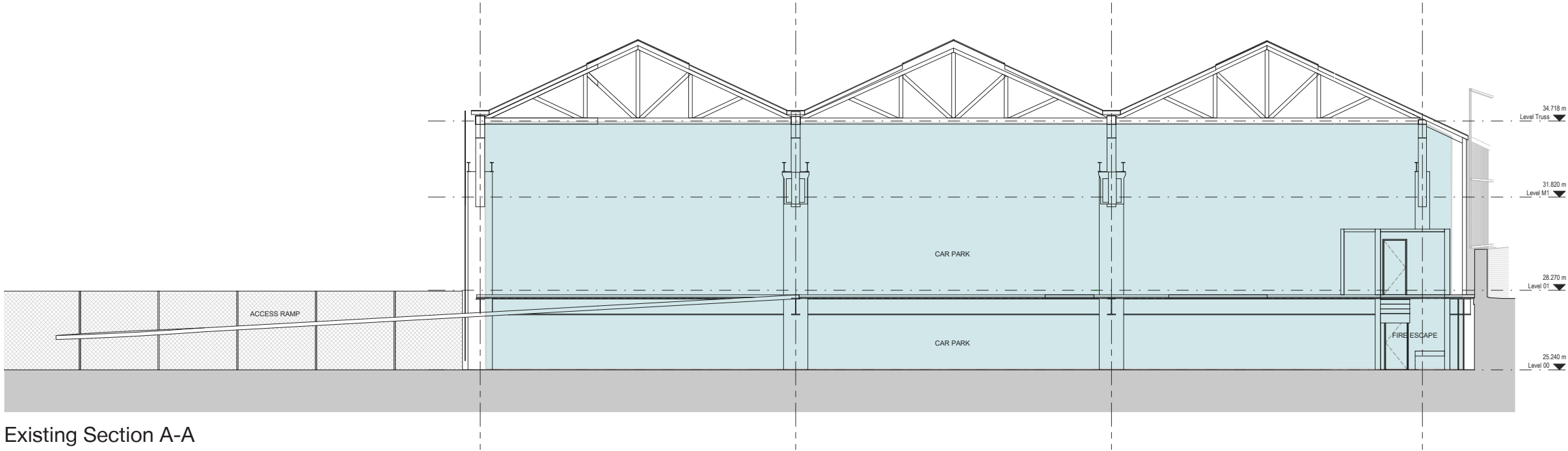
PROPOSED PLAN - FIRST FLOOR



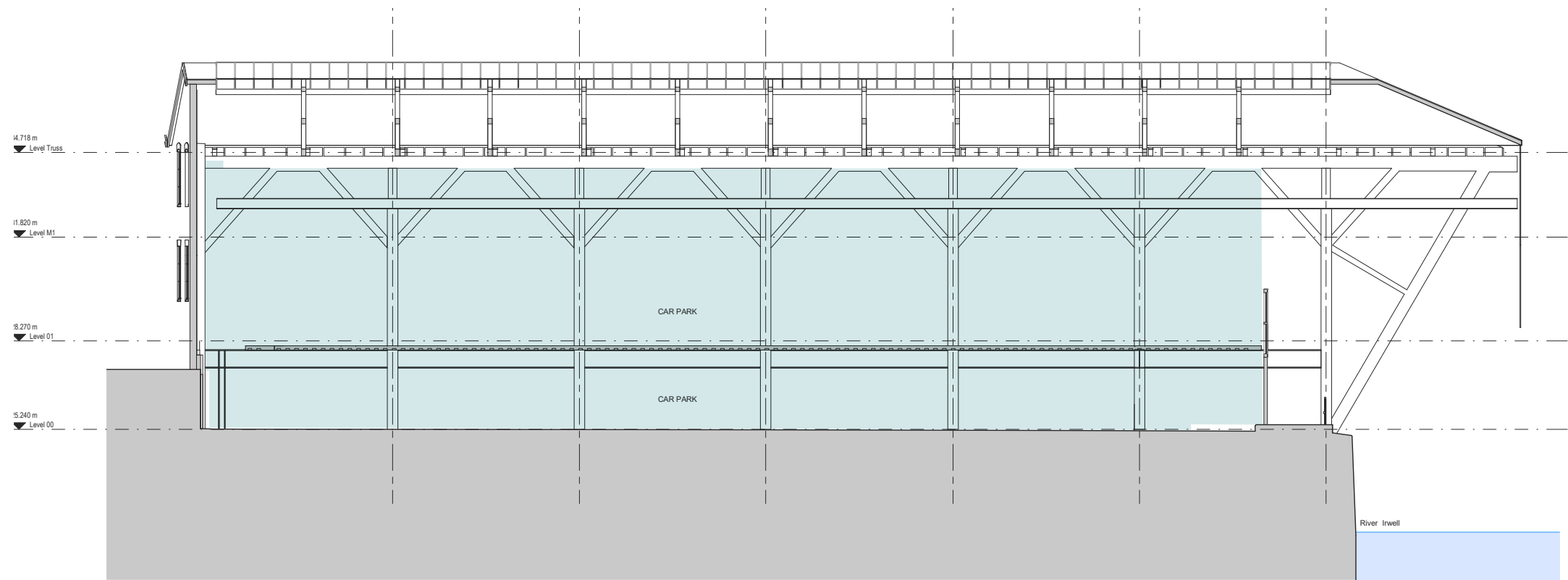
PROPOSED PLAN - MEZZANINE LEVEL



EXISTING & PROPOSED SECTION A-A

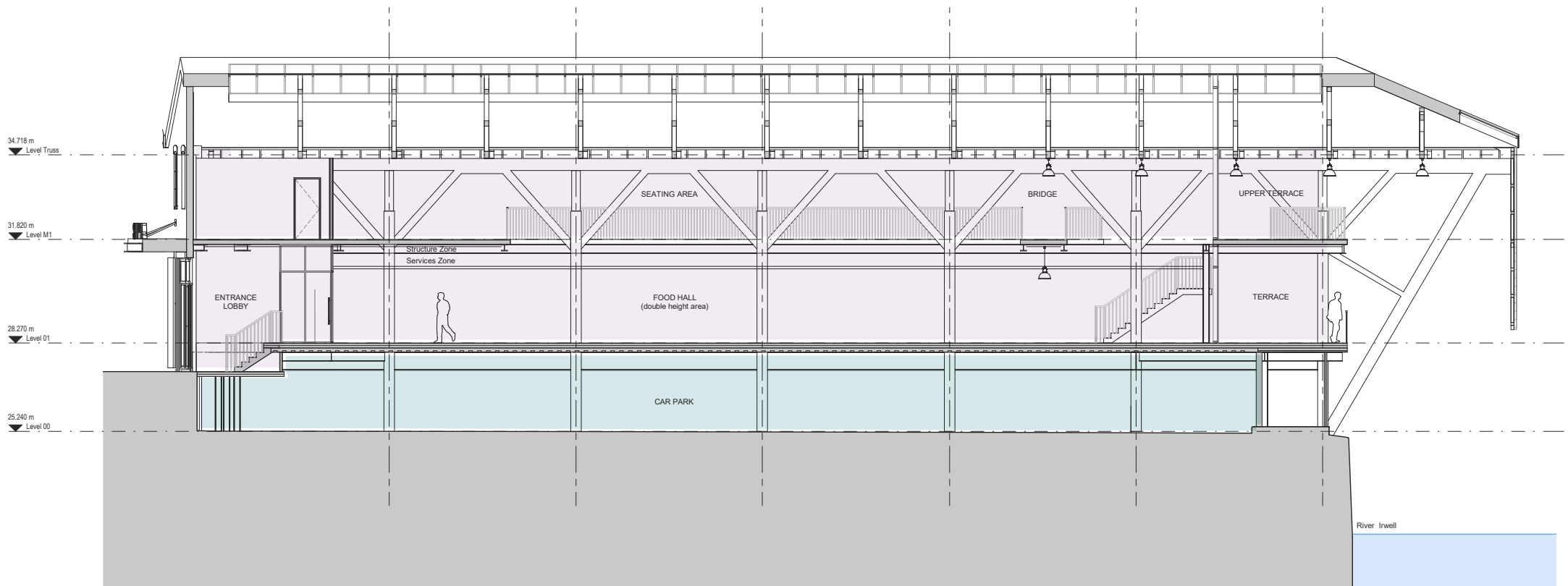


EXISTING & PROPOSED SECTION B-B



Existing Section B-B

- PROPOSED FOOD HALL
- EXISTING CAR PARK



Proposed Section B-B