

Property Alliance Group
27-33 King Street West,
The Carriage Works & Warehouse
Design & Access Statement



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1.0 Introduction

Purpose of this Document

This document has been prepared on behalf of Property Alliance Group in support of a full planning application and listed building consent for:

- The demolition of 27-29 King St West
- The demolition of grade II listed 31-33 King St West (Reedham House)
- Refurbishment of the grade II listed Carriage Works & Warehouse
- Development of a new G+14 storey office

Property Alliance Group (PAG) have a vision and commitment to deliver a stand-out refurbishment of this site. PAG's real estate experience means the team is very well positioned to deliver a landmark scheme that will regenerate this key site in Manchester. They are proposing a transformational, high-quality and deliverable scheme that will finally realise the potential of the existing buildings and a new build development to deliver an exemplar flagship office building. The scheme will reactivate frontages to the existing Listed Buildings along with re-engaging the site with Motor Square.

The Brief

Proposed Use:

- Existing Carriage Works & Warehouse to be transformed into a new commercial workspace with active ground floor use and a new G+13 storey building to the south of the site
- Re-animate the entire perimeter of the site with active frontages

The sustainability criteria for the scheme is to:

- Target low carbon buildings
- Reduce energy in use
- Capable of achieving 5.5 NABERS rating
- Provide access to fresh air

Design Response to meet this criteria:

- Reduce glazing to 40%
- Facade design allows for mixed mode ventilation with provision of openable vents
- Provision of tenant amenity on level 10 and roof garden, along with on-site gym.

The site lies within the Parsonage Gardens Conservation Area and the St. Mary's Parsonage Strategic Regeneration Framework. The building sits within a unique position with the entire southerly facade addressing Motor Square.

Directly adjacent the site is the Kendals building, which has Planning Approval for a G+13 commercial scheme. The emerging context includes the redevelopment of Alberton House as a G+18 commercial building - the planning submission has recently submitted for this scheme.



The Client Team

Property Alliance Group (PAG) are proposing a deliverable scheme that will realise the potential of this site through redevelopment of the existing heritage buildings and create a new flagship low carbon office building. The scheme will reactivate the buildings presence on Motor Square and St. Mary’s Parsonage.

PAG has an enviable track record of delivering difficult City Centre sites to create high quality landmark developments, in both the commercial office and luxury residential sectors.

The client is fully aligned to the re-purposing, reuse, and significant upgrade of the existing building, with an ambition to deliver an exemplar net zero office building on this gateway site.

Some examples of PAG’s recent experience in Manchester are shown to the right of the page.

There has been continuous ongoing consultation with MCC, Historic England and other key stakeholders to inform the scheme proposals, undertaken as part of a comprehensive programme of pre-application consultation.



Oxygen, Manchester



Axis, Manchester



Renaissance, Manchester

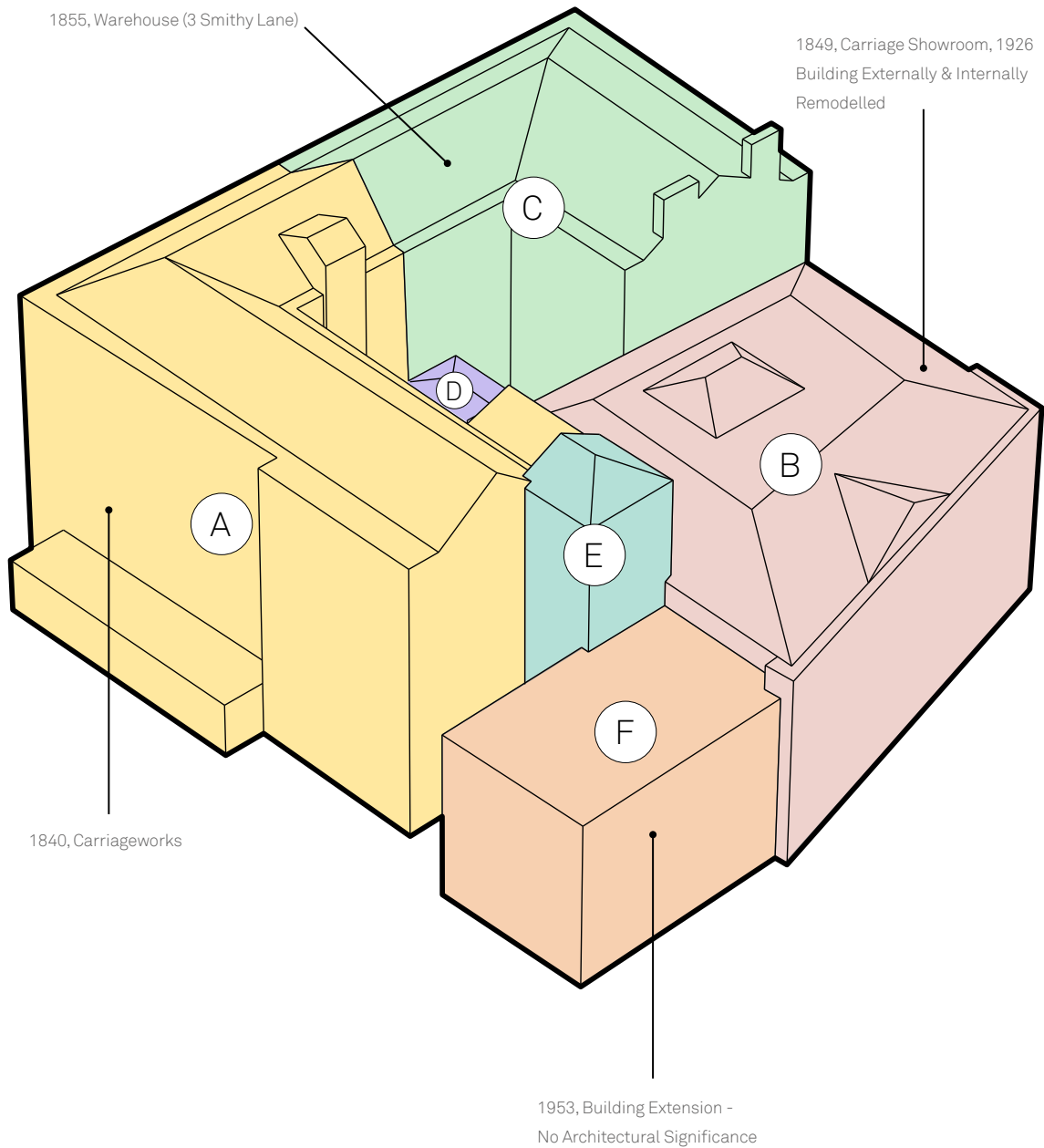
2.0 The Site

2.1 Existing Building

The Existing Buildings

- The diagram opposite describes the listings associated with the site.
- The listed buildings within the site have different architectural and historic values.
- The site is within Parsonage Gardens Conservation Area.
- The current Reedham House building has been significantly remodelled since being a carriage manufacturers showroom first built in 1849. It was heavily altered in 1926 and largely re-constructed again after Second World War bomb damage.
- Although historically part of the whole complex, in reality the Reedham House was in separate occupation and activity by the late 1870s. The rebuilding of Reedham House in 1926 further confirmed this separation, with a total re-build behind a façade that was so heavily re-modelled it would appear to be an almost complete re-construction in a more classical style fashionable at that time.
- The architectural treatment of Reedham House – which is just skin-deep along the southern elevation, turning the corner by one bay, is polite but not of ‘special interest’ in its own right. All of the ground floor shop fronts are modern.
- Considering the extent of overall change and the limited elements of quality remaining within Reedham House it does not represent a rare surviving example of early commercial architecture – there is almost nothing remaining of the pre-1926 structure, and much of the that was subsequently damaged and repaired in the post-war period.
- Internally there are no features of interest at all. Not only was the building much repaired following bomb damage, but subsequent refurbishments have further altered the interior.

The following pages include a series of site photographs which focus on each of the buildings within the site boundary.



Key

- A - 1840, Carriage Manufacturer
- B - 1849, Carriage Showroom, 1926 Building Remodelled (31-33 King Street West)
- C - 1855, Warehouse (3 Smithy Lane)
- D - 1851-86, Toilet Extension
- E - 1912, Staircase Extension
- F - 1953, Building (27-29 King Street West)

2.1 Existing Building - The Carriage Works & Warehouse

The 1840's Carriage Works & 1855 Warehouse

1. The western facade along St. Mary's Parsonage is completely inactive with a brick extension which formed part of a later addition to the scheme. Windows have been replaced with white plastic
2. There is an courtyard which connects all buildings - this is currently in a poor state of repair with plant equipment mounted on the listed buildings.
3. The historic entrance to the courtyard with existing fire escape door egress to the right. The stonework and brick is in a poor condition.
4. View along Smithy Lane. The existing building is in a poor state of repair with graffiti applied to the stonework.
5. Interior view within the Warehouse building, with a cast iron structure and exposed brickwork.
6. Interior view within the Carriage Works building, the existing features have been covered up, with a suspended ceiling and lining to the internal walls.



1.



2.



3.



4.

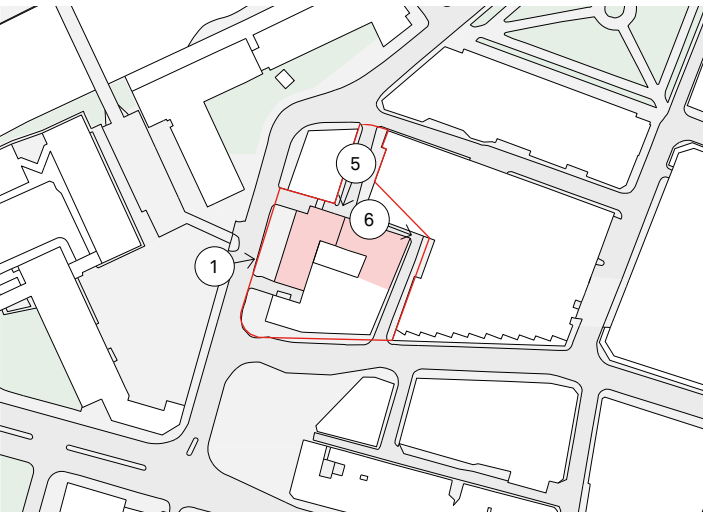


5.



6.

Key Plan



2.2 Existing Building - Reedham House & 1953 Extension

The 1925 Remodelled Reedham House & 1953 Extension

1. Reedham House is located to the south of the site. The present Reedham House developed out of a carriage manufacturers showroom first built in 1849, but heavily altered in 1926 and largely re-constructed again after Second World War bomb damage. The total re-build behind a façade that was so heavily re-modelled it would appear to be an almost complete re-construction in a more classical style fashionable at that time.
2. The 1953 extension is a G+2 storey building with a flat roof profile. The building form and roof profile are not sympathetic in any way to the historic context.
3. Each of the buildings across the site have varying floor levels, resulting in difficulty connecting the floor-plates.
4. Interior view within the Reedham House building, there are no existing features due to the extensive remodelling of the building in 1926.
5. Interior view within Reedham House, showing the lack of historic features.
6. Interior view within Reedham House, showing the lack of historic features.



1



2



3



4

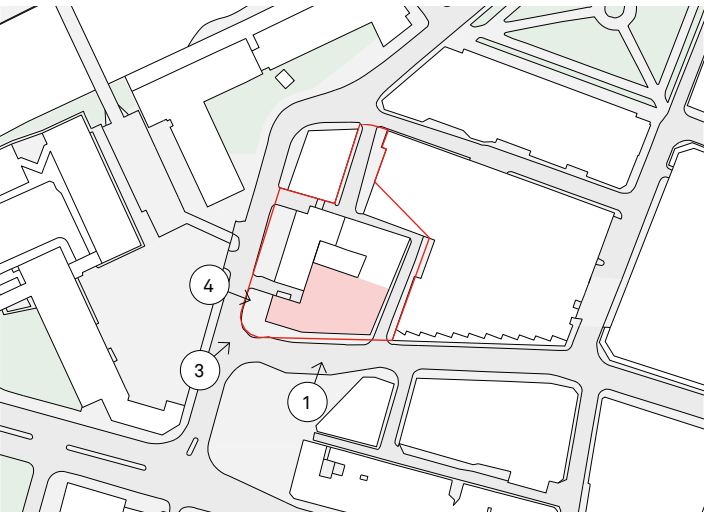


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6

Key Plan



3.0 Site Analysis

3.1 Site Analysis

Environmental

- South facing facade addressing King St West .
- Maximum daylight into Motor Square.

Key

 Site Boundary

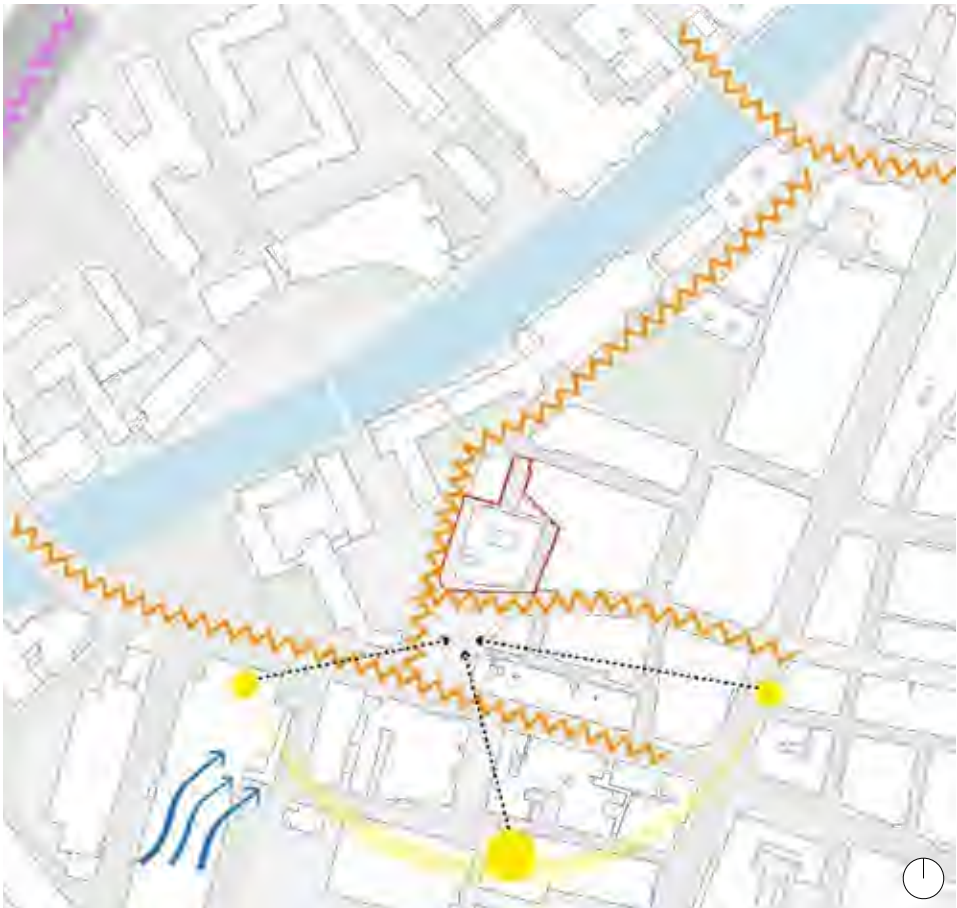
 Sun Path

 Well Oriented Public Space

 Prevailing Wind

 Noise Source

 Railway Noise Source



Active Frontages

- Under-utilised opportunity for frontage to St Mary's Parsonage, Dunlop St and Smithy Lane.

Key

 Site Boundary

 Building Frontages



Movement & Public Space

- An anchor site at the westerly end of King St and gateway between Manchester & Salford with links across the Lowry Bridge.
- A key public space fronted by leisure and retail uses with opportunity for wider enhanced public realm and connections around the site.

Key

 Site Boundary

 Vehicular Movement

 Rail Movement

 Pedestrian Movement

 Key Public Space

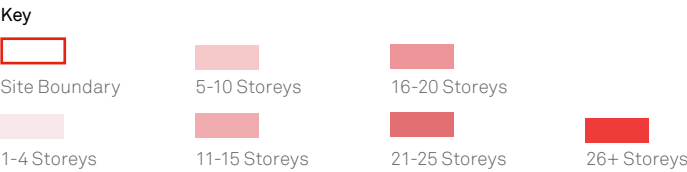
 Key Intersection

 Public Spaces



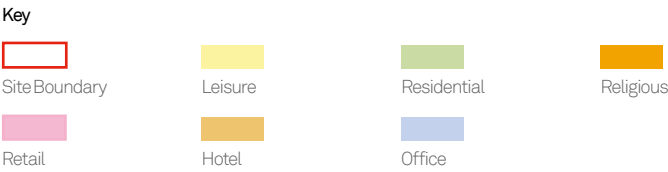
Building Heights

- Albert Bridge House at 19 storeys is the only building of notable height.
- Approved proposals for Kendals redevelopment immediately adjacent to our site will top out at 14 storeys.



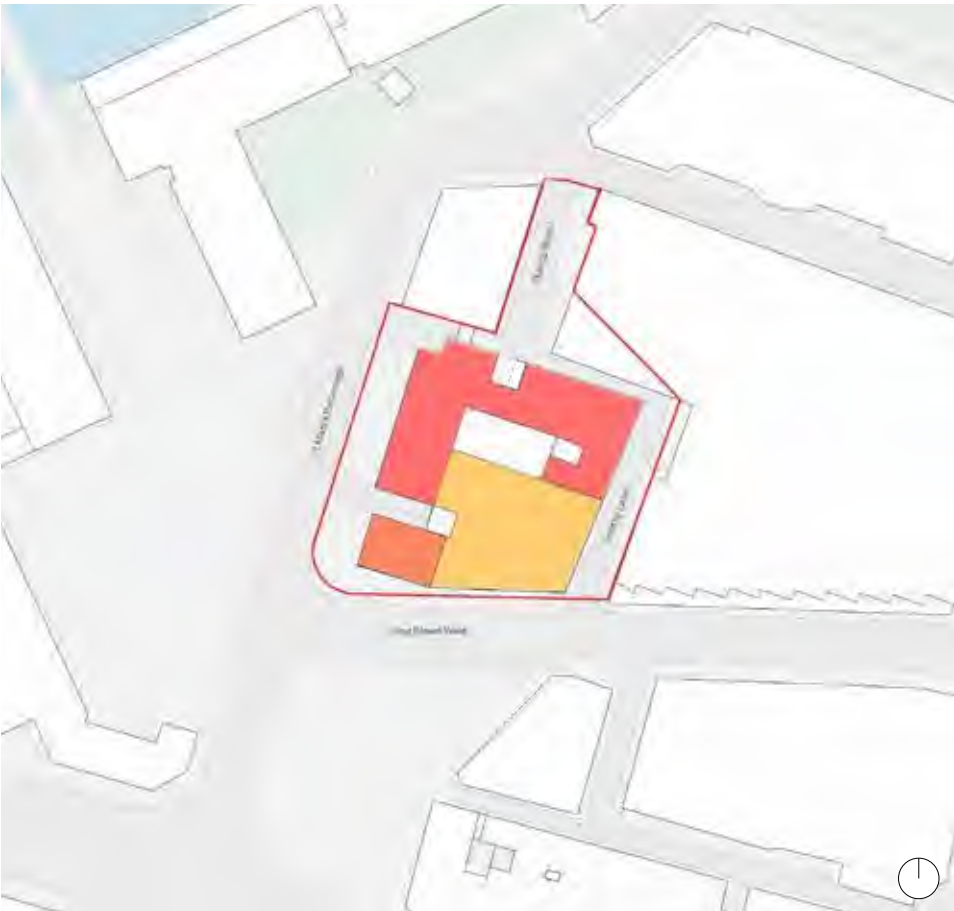
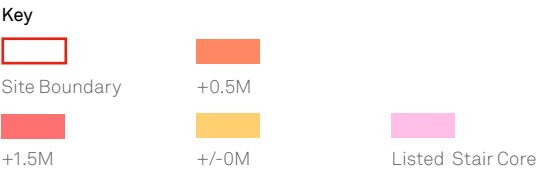
Building Usage

- The surrounding context consists of several office, leisure and retail buildings.
- The site is in close proximity to the Metrolink tram stops and in walking distance to Victoria Station and Salford Central Station.



Building Constraints

- 3 different floor levels.
- An outdated core.
- Listed internal stairs.



4.0 Site History

Aerial Overview

This historic aerial photo is looking north across the city. Reedham House is visible and is surrounded by a series of historic warehouses, which have since been demolished.



King Street West View

This historic photo is taken from around St. Mary's Parsonage, looking east along King Street West. Motor Square is to the right of the image.

The 1953 extension has not yet been built and there appears to be a historic brick structure which forms part of the carriage works to the south west corner of the site.



4.2 Historic Maps

1900's

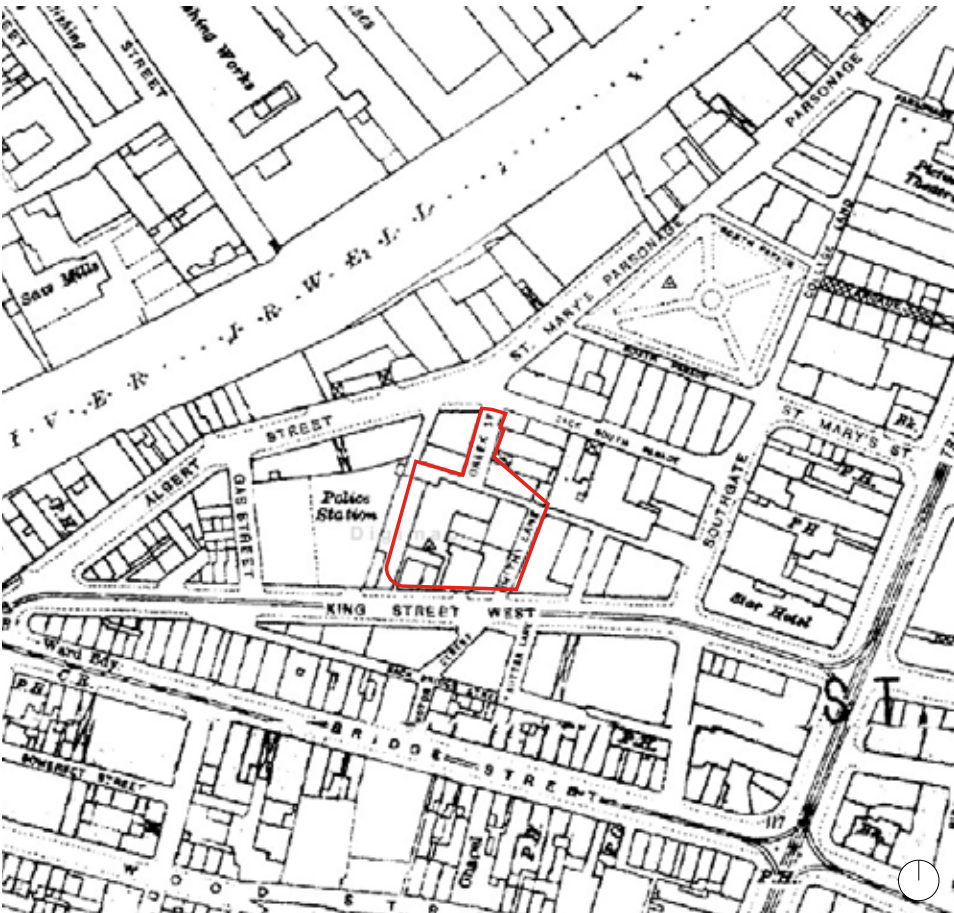
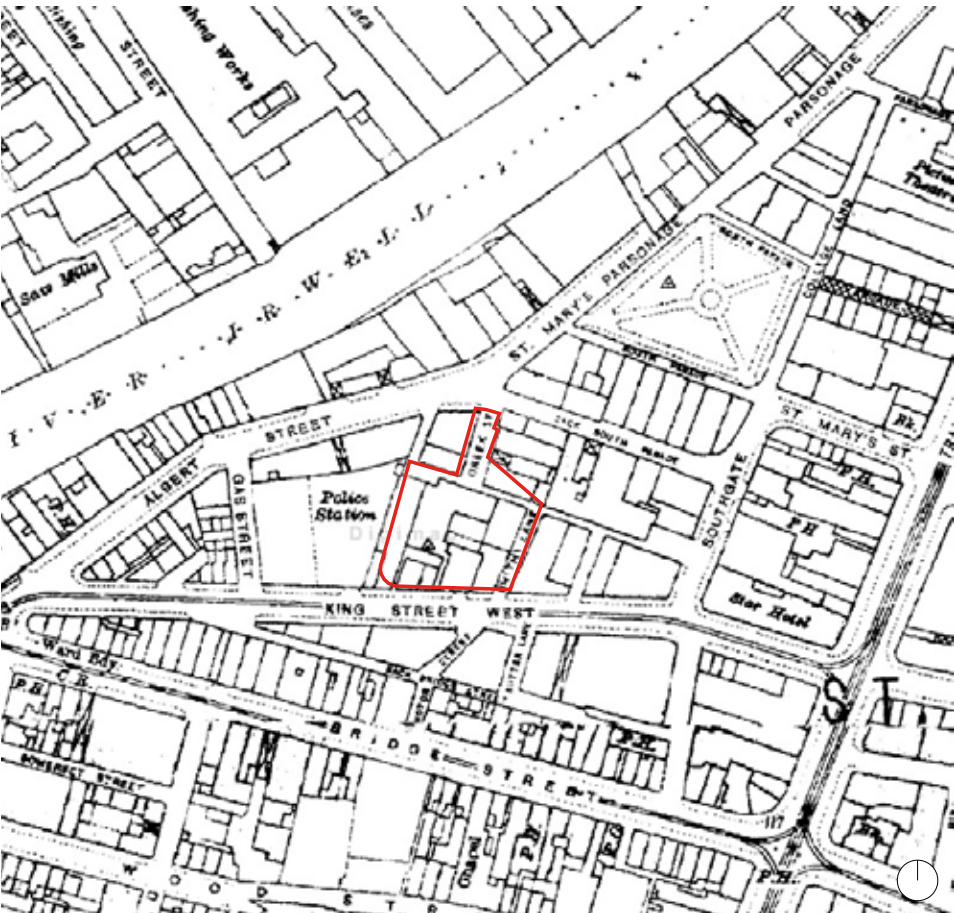
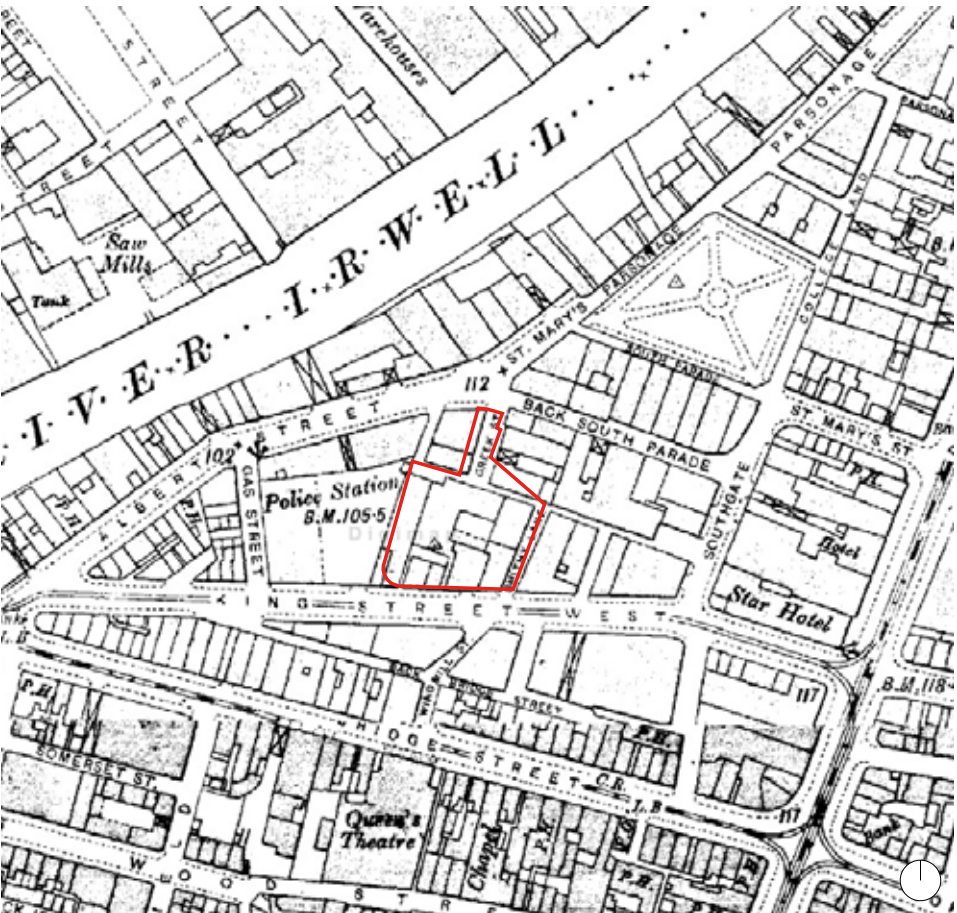
- The site forms part of a series of larger buildings to the north of King St with a area populated with a heavy concentration of terraced buildings.
- St Mary's parsonage that we recognise today doesn't exist. This elevation is therefore not visible to the street.
- Albert St and Gas St link through to St Mary's Parsonage to the north of the site.
- Motor Square has not been realised.

1920's

- There is little change in the historic grain.

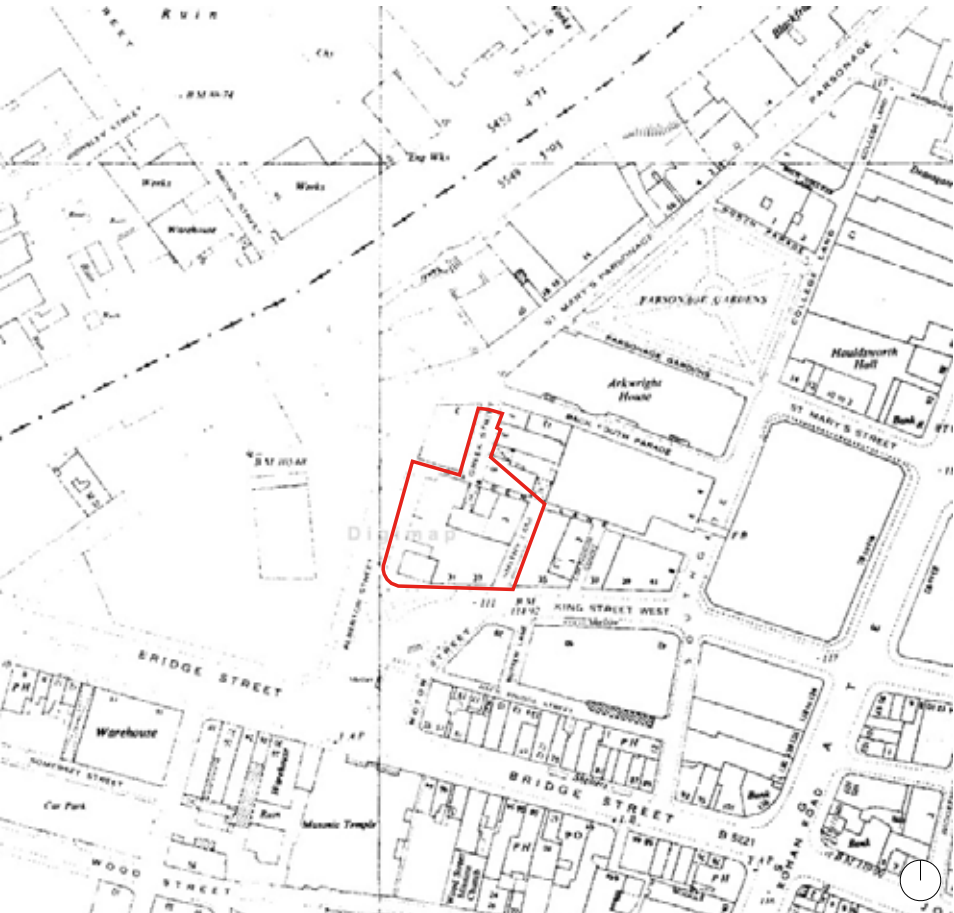
1930's

- There is little change in the historic grain.



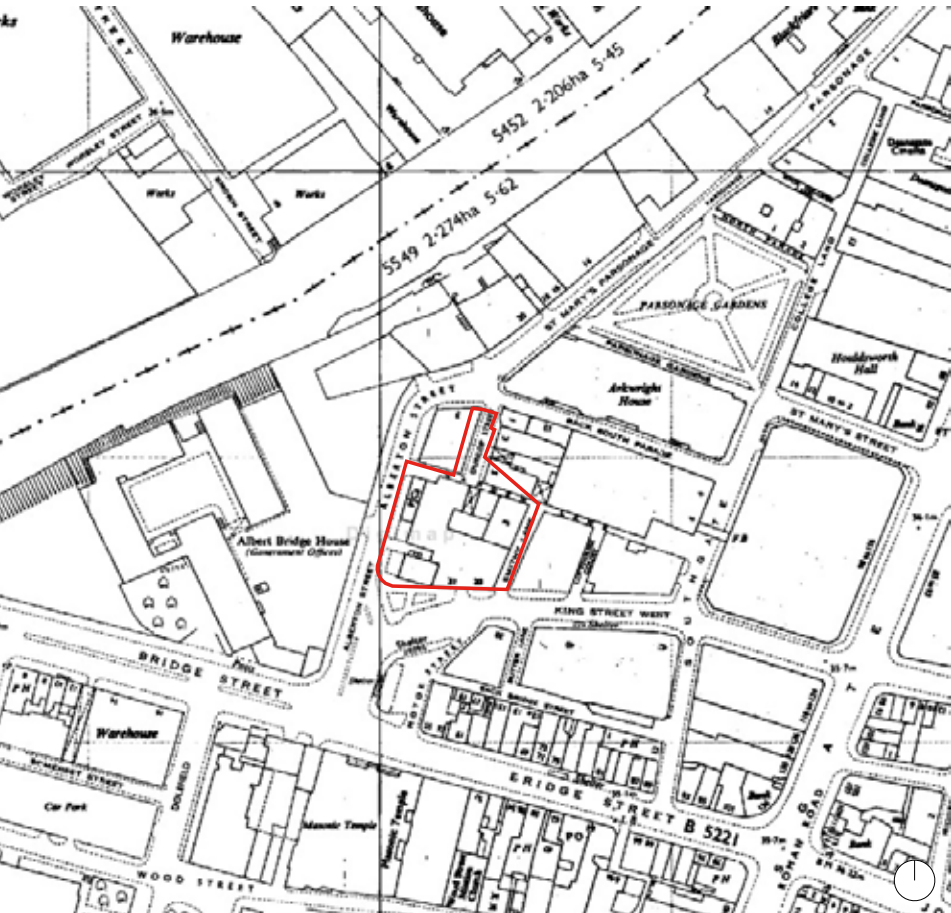
1950's

- Following the war, there appears to be significant clearance of the terraced buildings to the west of the site, along the River Irwell.
- The southern area of the site has also opened up with the removal of the buildings between King Street West and Bridge Street.
- Alberton Street now runs down the western edge of the site. Albert St appears to have been stopped. This is a significant shift in the historic street pattern.



1970's

- Between the 1950's & 1970's Albert Bridge House was constructed, creating a modernist building alongside the River Irwell.
- The Kendals car park to the east of the site appears to have been constructed during this period.
- Motor Square has not yet been realised and is a confluence of streets.
- The Lowry Bridge has not yet been constructed.



Present

- Growth of larger development along the river is evident in the 50 yrs with more recent developments in excess of 30 storeys on the north side of the river.
- Motor Square holds a key strategic position as a gateway bringing together streets and threshold between Manchester and Salford.



5.0 Heritage Context

The site lies within the Parsonage Gardens Conservation Area which was designated in June 1985. Its boundaries are Blackfriars Street, Deansgate (a common boundary with the St Ann's Square conservation area), Bridge Street (a common boundary with the Deansgate/Peter Street conservation area) and St Mary's Parsonage. The River Irwell forms the western boundary of the area along the line of the administrative border of the City of Salford.

Parsonage Gardens itself is a small square surrounded by large buildings in a variety of elevational treatment including Portland stone, brick or terracotta and modern steel and glass blocks. The Portland stone clad Arkwright House (GII) on the south side of the square is a 7-storey office block of 1929 built in the classical revival style.

Deansgate plays host to a number of listed buildings including the steel framed modernist Portland stone and glass clad former Kendal Milne's department store built in 1939 (GII). Nos. 62-66 Deansgate, is the Italian Palazzo style Hayward's Building. Dating from 1875 it is probably Manchester's most complete shop of the period.

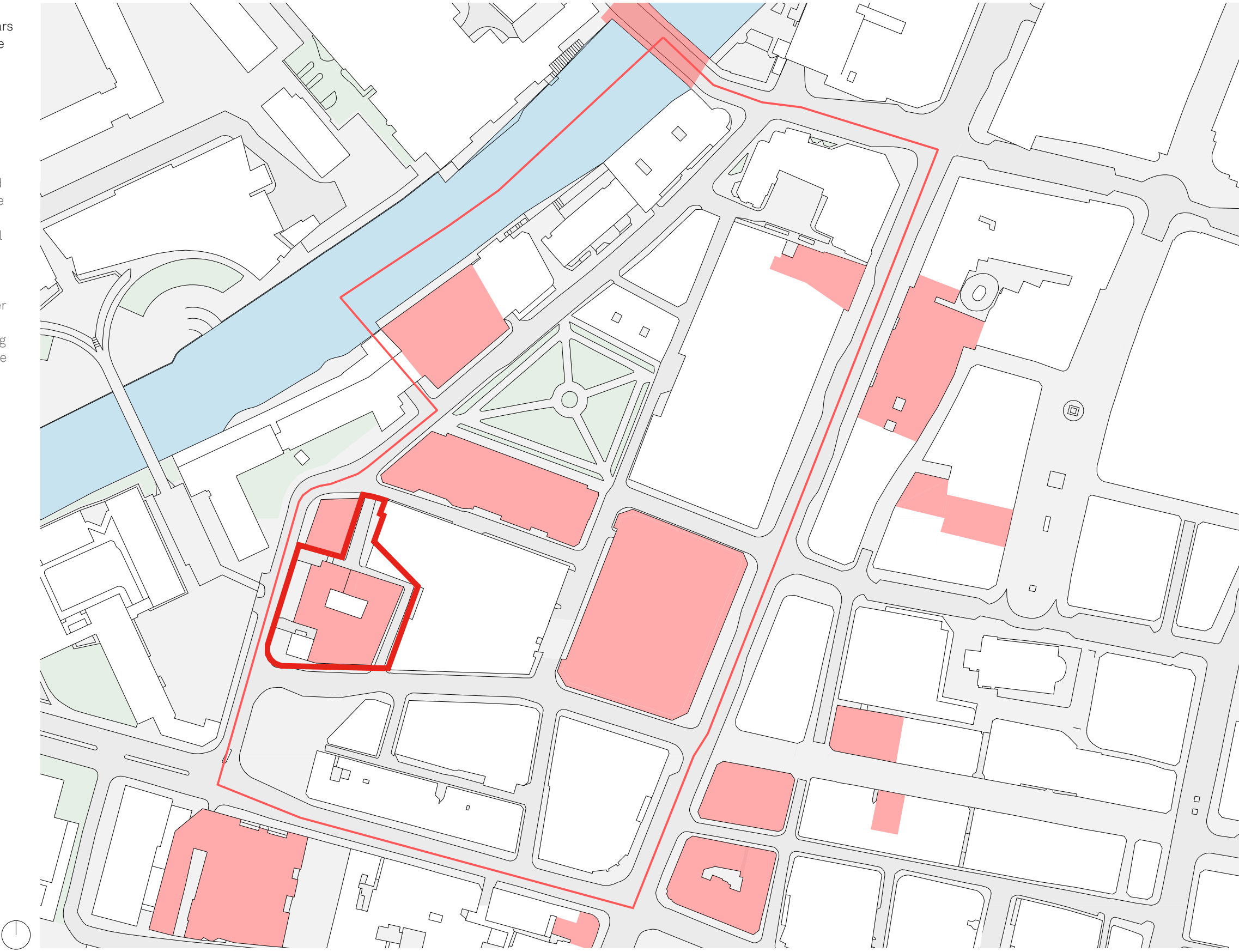
The conservation area extends south to Bridge Street, a busy shopping street of small-scale Victorian and Edwardian shops, providing a variety of height, materiality and detail of high architectural and aesthetic quality.

Key

Parsonage Road Conservation Area Boundary Line

Listed Building/ Structure

Site Boundary



5.2 Building Evolution

This group of buildings, on tightly bounded plot, evolved over the course of a century responding both to changes in commercial use, architectural fashion and structural damage. The earliest evidence of development on site can be seen on William Green's 1794 map of Manchester and Salford.

Since then what we know about the site is detailed in the supporting KM Heritage Report but in summary is as follows:

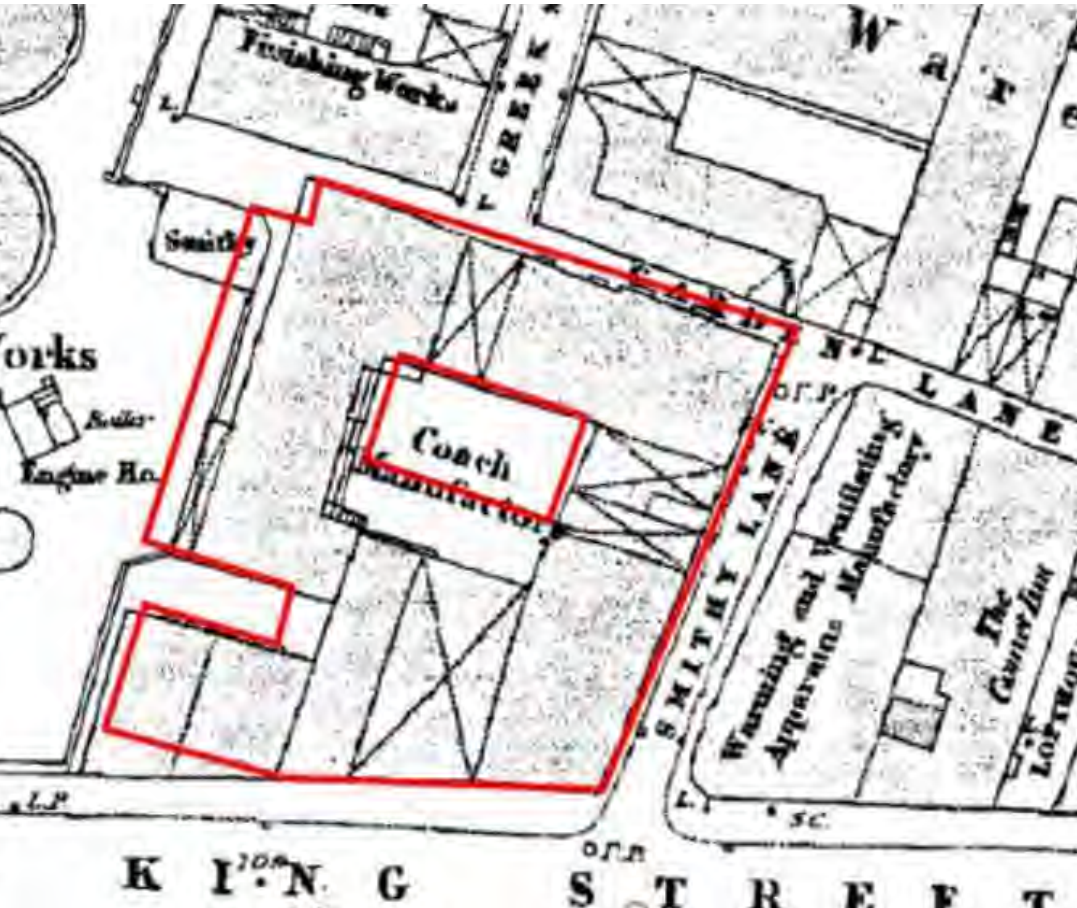
- In 1805 coach maker Allen Carr started a coach and carriage manufacturing firm in a rented building on the north side of Windmill Yard.
- In May 1836 a fire in Carr's original coach manufactory building (to the north-west corner of the present site) seems to have been the catalyst for redevelopment of the larger site.
- William Carr's new carriage workshop was built around 1840 and in 1849 a showroom for his carriages, fronting Lower King Street (now King Street West) was constructed with a wide carriage entrance into the yard behind.
- In 1854 a fire completely destroyed the buildings in the North-East corner of the site, although the workshop and showroom were saved.
- By 1855 No. 3 Smithy Lane which remains today was under construction.
- In 1926, major works were undertaken to convert the 1849 showroom to office suites. The building was extended to three storeys around a completely new steel and concrete structure. The south and east walls were rebuilt above the ground floor with the upper fenestration adjusted and shopfronts inserted at ground floor. A new staircase and hoist were inserted at the junction of the workshop and warehouse.
- Manchester suffered heavy bomb damage during World War II. A bomb was detonated nearby and caused significant damage to the buildings on site. Repair and remedial works were carried out, including the lowering of the tall perimeter chimney stacks.
- In 1953, a three storey retail and office unit was built on the cleared site of 27-29 King Street West to replace the shop units that were destroyed.
- The interiors of Reedham House are modern, the original 19th Century features were stripped out during the 1926 remodelling.

1851 OS - Coach Manufactory and Show Room

Key

Parsonage Road Conservation Area Boundary Line

Listed Building/Structure



Present Day - A Mix of Separate Buildings

Key

Site Boundary

1840 Carriage Works

1855 Warehouse (3 Smithy Lane)

1849 Carriage Showrooms, 1926 building remodelled

1953 Building (27-29 King Street West)

1926 Staircase Extension



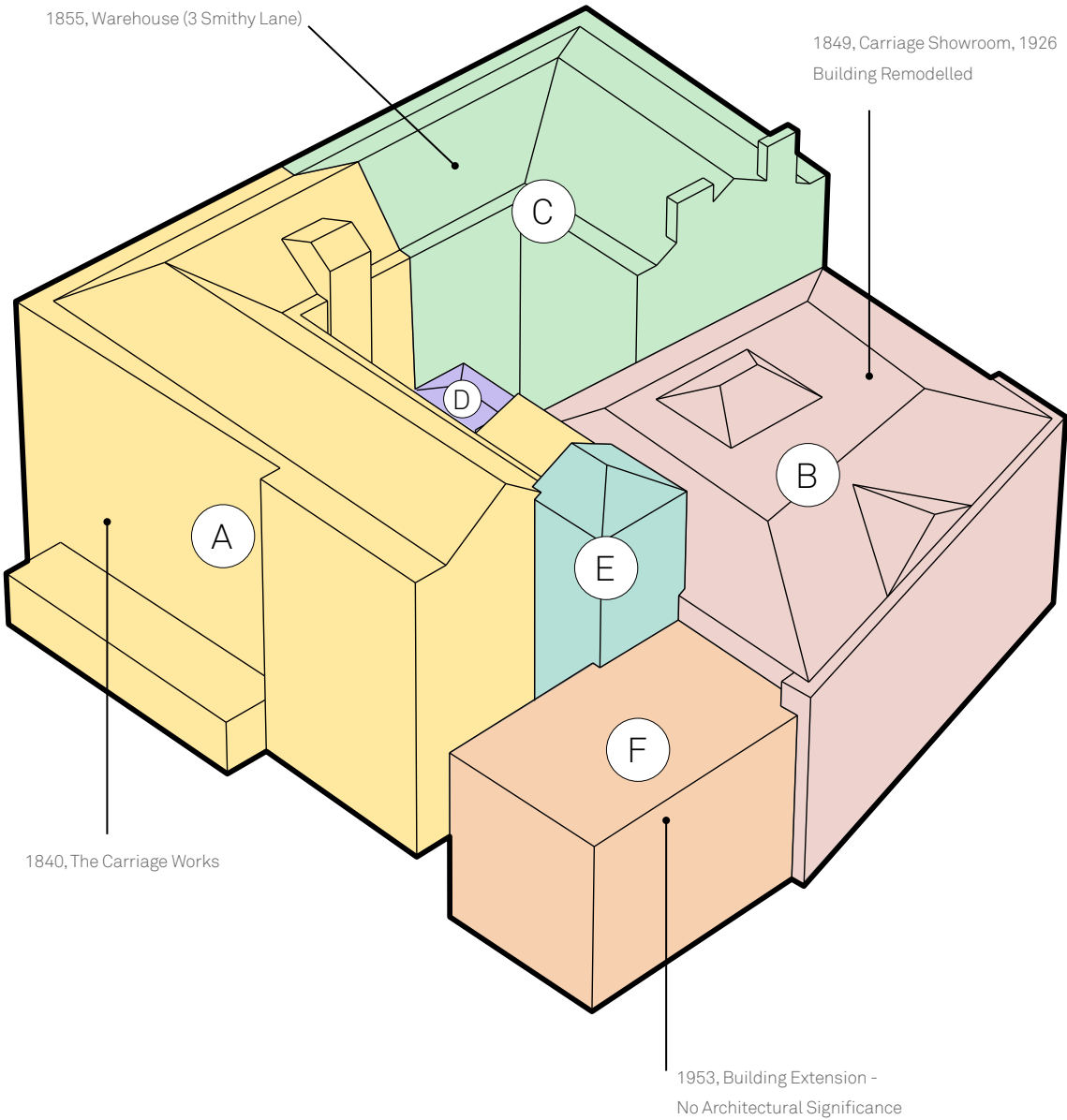
5.2 Building Evolution

Whilst the whole site is Grade II listed, the buildings within the site have different architectural and historic values. The drawings opposite, highlight the extent of changes which were carried out in 1926 as part of the complete remodelling to Reedham House.

- The present Reedham House developed out of a carriage manufacturers showroom first built in 1849, but heavily altered in 1926 and largely re-constructed again after Second World War bomb damage.
- Although historically part of the whole complex, in reality the Reedham House was in separate occupation and activity by the late 1870s. The rebuilding of Reedham House in 1926 further confirmed this separation, with a total re-build behind a façade that was so heavily re-modelled it would appear to be an almost complete re-construction in a more classical style fashionable at that time.
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- F - 1953, Building (27-29 Kings Street West)



1926 proposed elevation on King Street West. The red outline illustrates the original location of the windows



Eastern elevation into Smithy Lane showing the original William Carr window arrangement to his carriage showrooms in black, and the new windows openings dating to the insertion of new floor levels in 1926 shown in red, plan dated 1932

A



B



C



F



In 1926 major works were undertaken:

- The 1849 showroom was converted to three storeys.
- A completely new steel and concrete internal structure was added
- The south (front) and east walls were rebuilt above the ground floor.
- Ground floor original first-floor windows were relocated at a lower level, and new top floor windows.
- A new shop front was inserted at the ground floor.
- It is thought that the height was also raised as the current proportions would have been too tall for a single tier of glazing.
- The lower stages of the pilasters and quoins are of cement.
- Rather than stone, and the lower courses of brick appear redder than the more orange bricks above.
- A new staircase and hoist were also inserted at the junction of the workshop with the warehouse.
- In 2020 stair and lift tower inserted in the angle between the workshop and showroom.

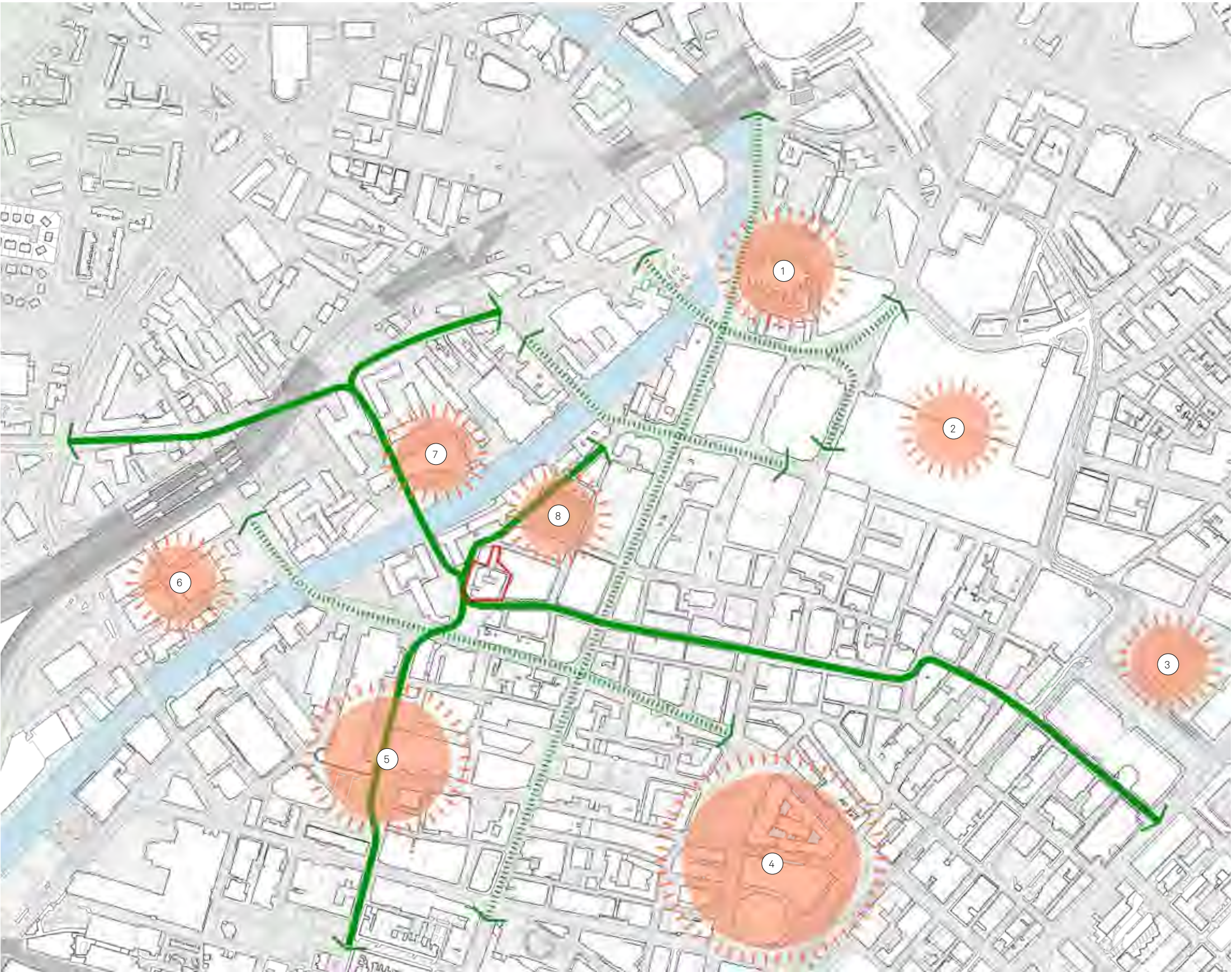
6.0 Strategic Planning Context

Site Wide Connectivity

This plan demonstrates the site's proximity to local landmarks and the key links to different areas of the city within walking distance.

More notable however is the strategic location of the site and public open space as an anchor to King St West and gateway between Manchester & Salford linked by the Lowry Bridge.

The site is hugely significant in this regard and has an opportunity to create a new world class destination and build upon the defining principles of the emerging redevelopment of the area being brought forward through the St Mary's Parsonage SRF.



Key

- 1. Manchester Cathedral
- 2. Arndale Centre
- 3. Piccadilly Gardens
- 4. St Peter's Square
- 5. Spinningfields
- 6. New Bailey
- 7. The Lowry
- 8. Parsonage Gardens



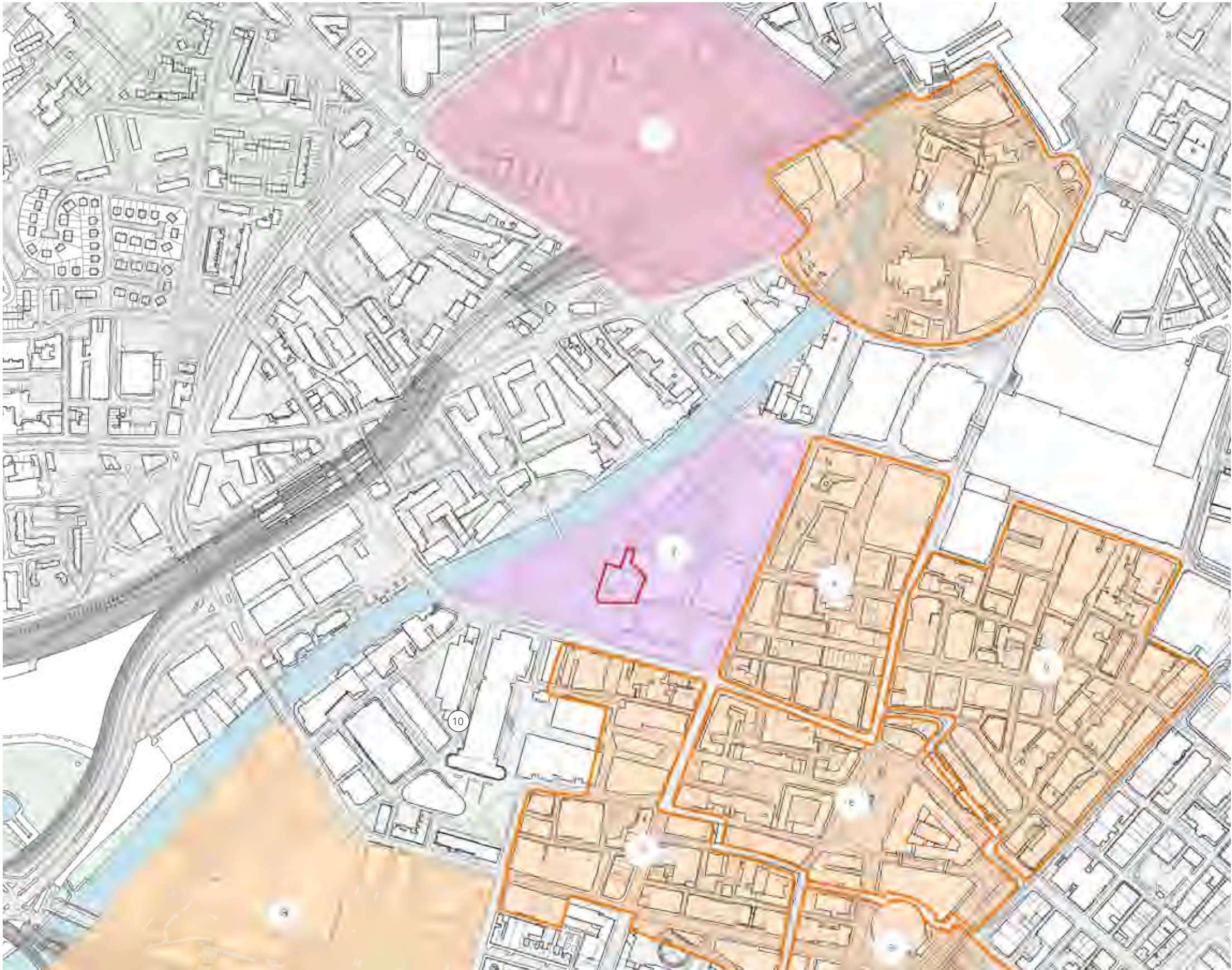
Development Zones

This plan demonstrates the site's strategic location and how it sits within the wider emerging development areas within this part of the city centre.

As illustrated, the site sits at the heart of the St Mary's Parsonage SRF against which any proposals will be guided. In 2021 plans to significantly redevelop the Kendals site were approved and will see a new 14 storey office development brought forward on the car park site immediately adjacent to our site.

Key

- 1. Greengate SRF
- 2. Medieval Quarter SRF
- 3. St Mary's Parsonage SRF
- 4. St Ann's Conservation Area
- 5. Upper King Street Conservation Area
- 6. Albert Square Conservation Area
- 7. Deansgate Conservation Area
- 8. St Peter's Square Conservation Area
- 9. St John's SRF
- 10. Spinningfields



The vision for St. Mary’s Parsonage is to establish the SRF area as a clearly definable and cohesive part of the city centre, recognised by its distinctive character and sense of place. It will be a commercially-led mixed use neighbourhood, anchored by high quality public space at its heart and a range of leisure and retail facilities to create a vibrant destination that compliments the wider city centre. It will be a place where people live, work, relax, socialise; and crucially it will be a place where all Mancunians have the ability to share in the long term success of the area.

St Mary’s Parsonage will be a thriving and sustainable neighbourhood which fully embraces Manchester’s zero carbon ambitions and builds on the strength of the existing residential and business communities, to deliver jobs and opportunities for all, a place for enterprise as well as innovation and an important driver of inclusive socioeconomic productivity for Manchester.

St Mary’s Parsonage will be built upon its existing asset base, and its positive adjacencies to other parts of the City Centre, to successfully host an eco-system of the best in class employment from global businesses to start ups - and other high quality uses including residential, hotel, retail and leisure.

Functionally and physically, St Mary’s Parsonage will be fully integrated and connected into the wider city centre and will draw activity and support the further expansion of the City Centre’s quality activity into the area. This will make the most of its positive adjacencies to other successful and vibrant parts of the City Centre including Spinningfields, the Primary Retail Area, the Central Business District, and support the growth and enhanced productivity of the City.

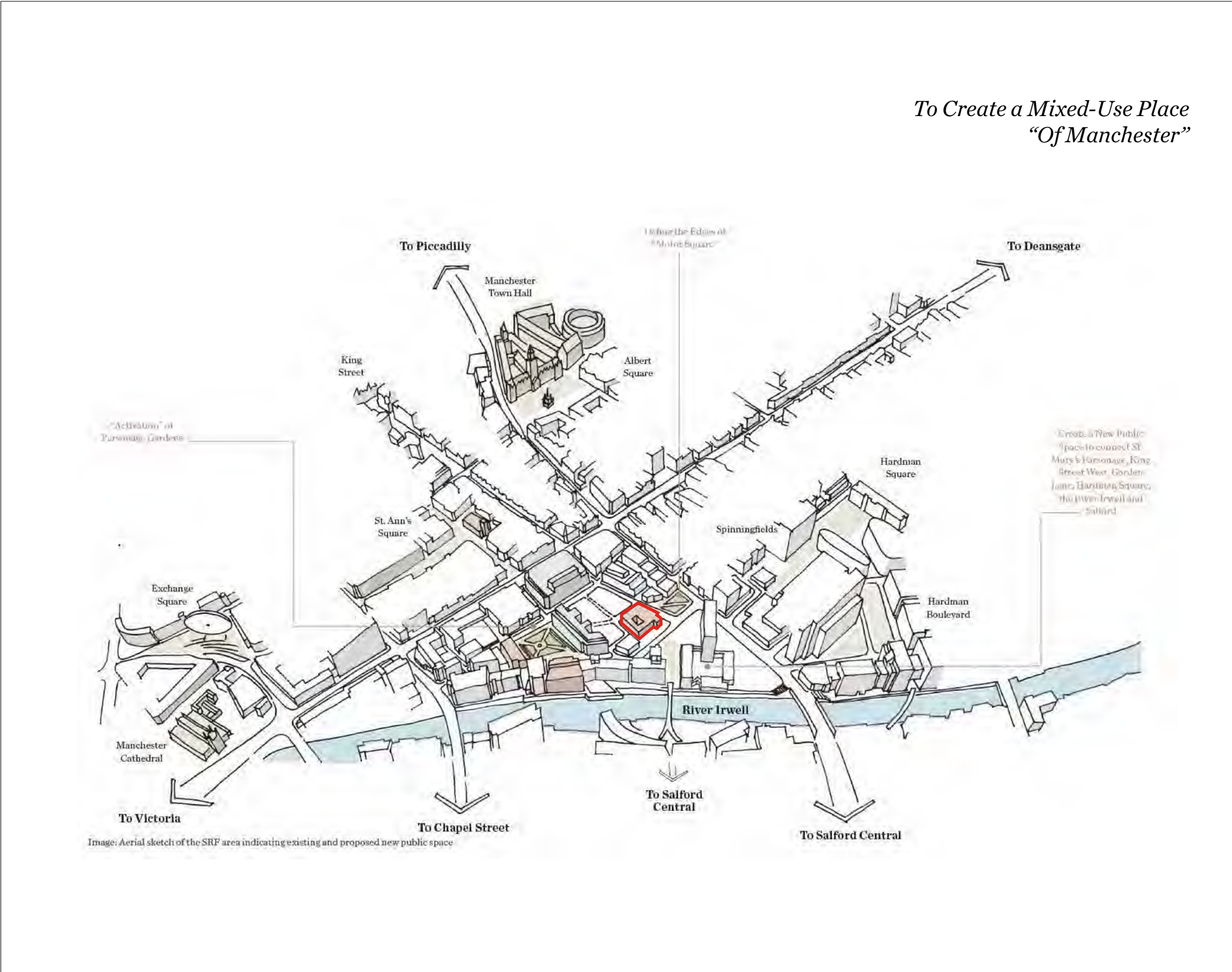
The aim is to ensure that the full economic potential of the area is realised, at an appropriate density of development, taking into account the City Centre’s finite land resources. This must equally be done in a manner that conserves and promotes the area’s essential qualities and characteristics that can make it a special place– one of the City’s most attractive neighbourhoods, raising the City’s international profile as a world class destination.

**St. Mary’s
Parsonage SRF**

Draft Strategic Regeneration Framework

August 2020

KPF



Place Making

Reedham house is situated on a strategic gateway location with the main frontage addressing Motor Square. There are key east/west and north/south pedestrian routes through the site.

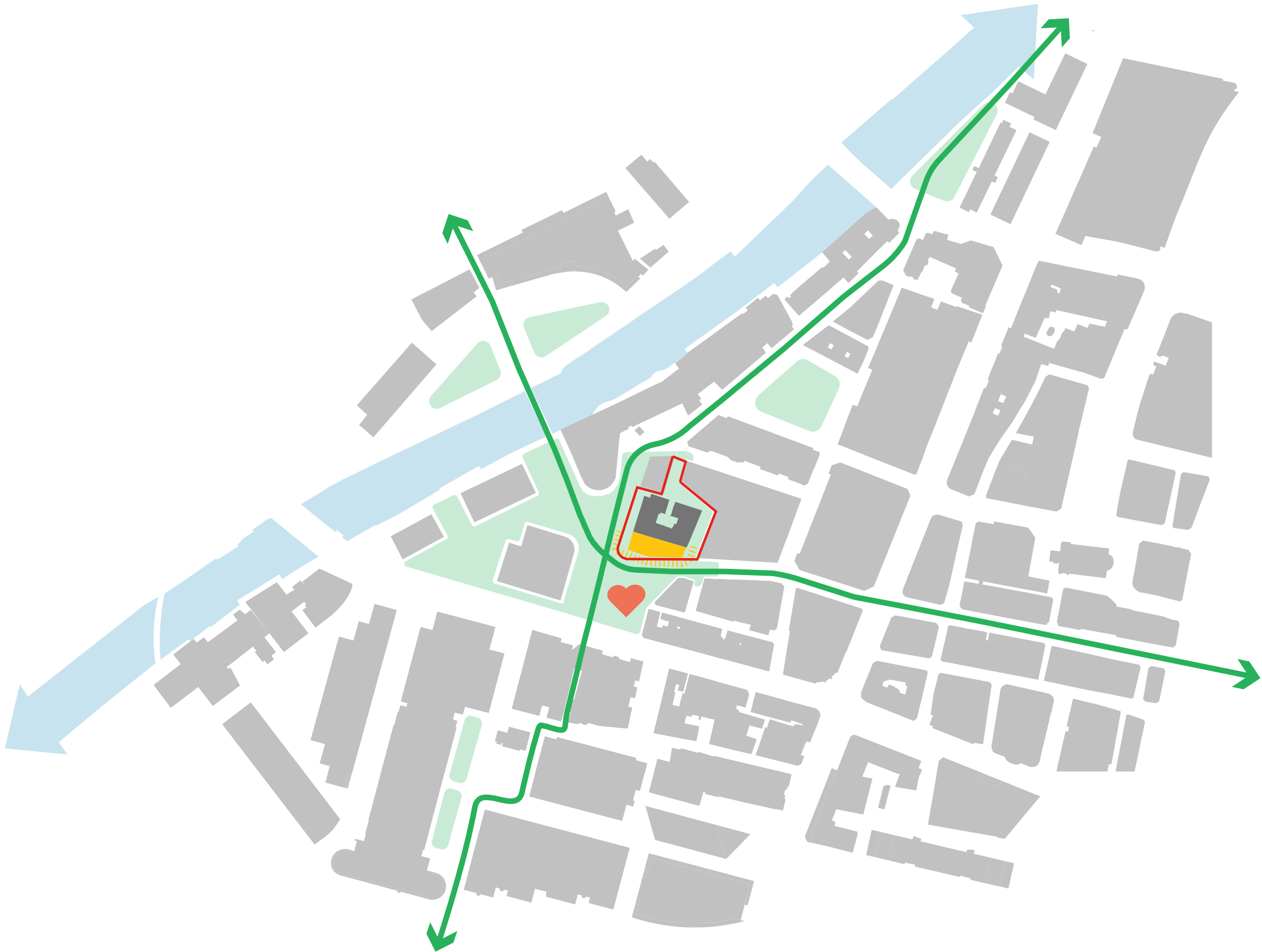
The proposal plays a significant role in terms of re-engaging with the street and public realm.

The key constraints unique to the site are summarised as follows:

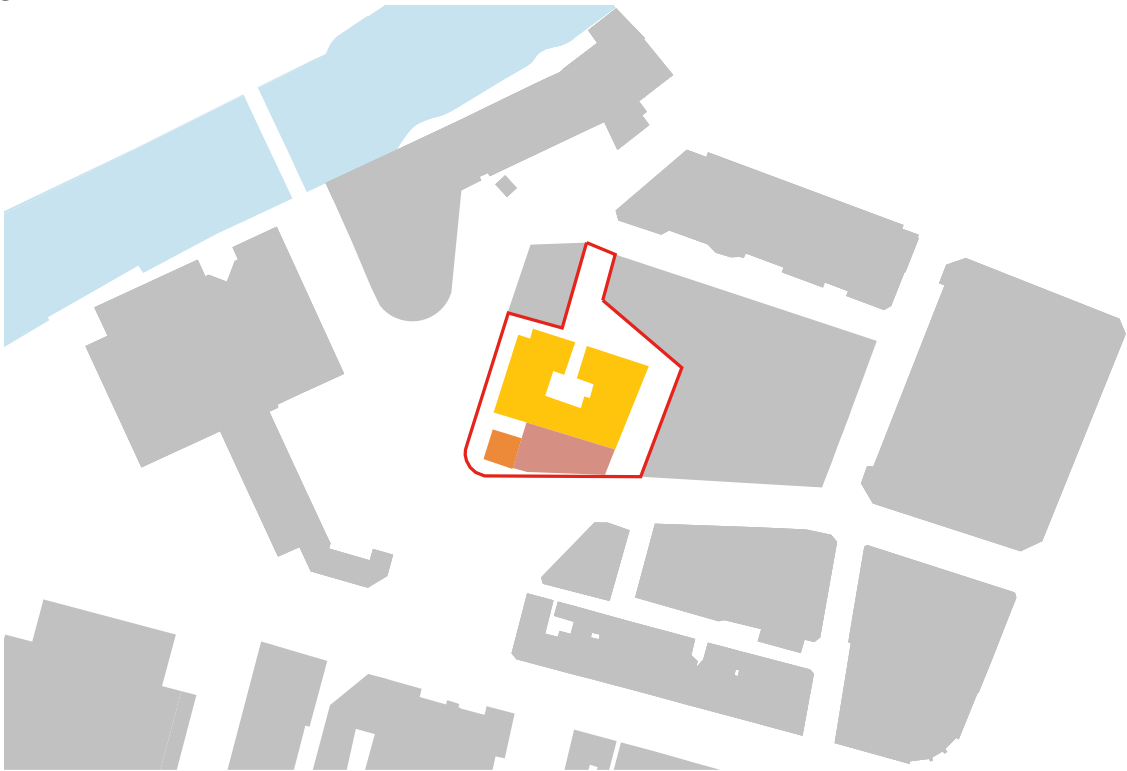
- The site has been developed over many years with a series of buildings of different characters with challenging access arrangements.
- Poor public realm quality surrounding the site.
- Poor access and environment along Garden and Smithy Lane.

A series of opportunities unique to the site must also be considered. Key opportunities can be summarised as follows:

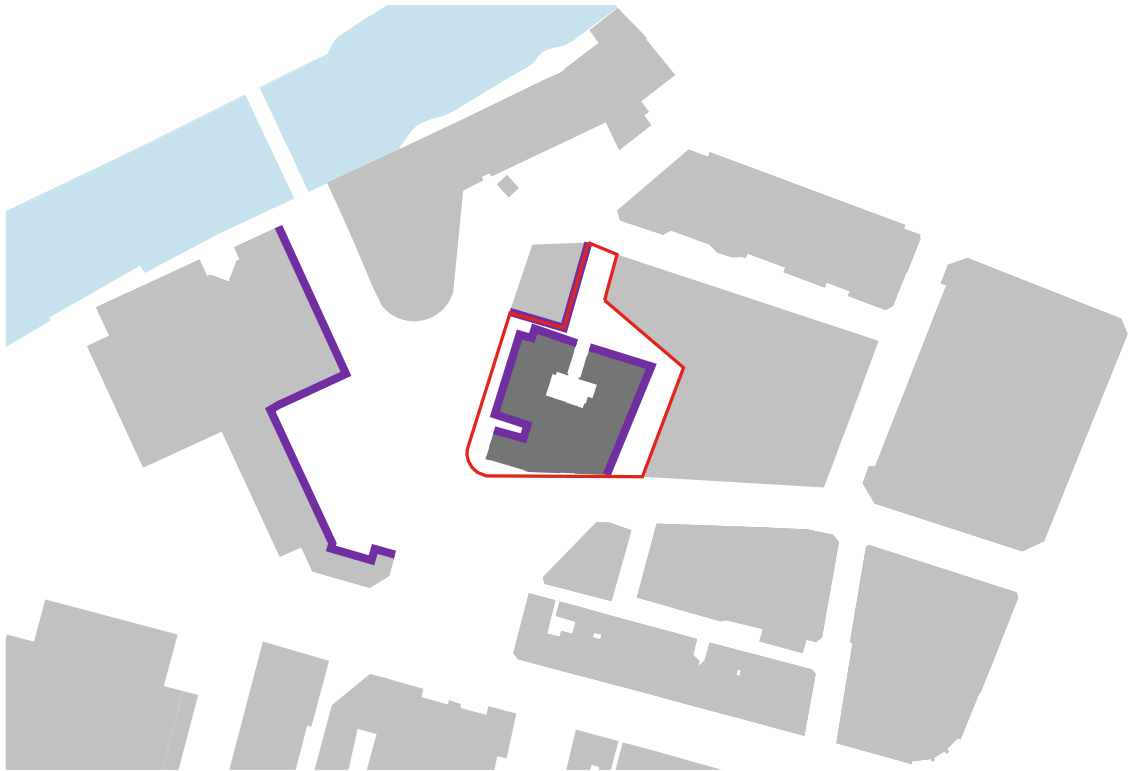
- The Grade II listed Carriage Works and Warehouse building should be restored and brought back to life as a new modern workspace, forming part of the unique character of Manchester city centre.
- The site is served by excellent transport connections, within close proximity to Victoria Station.
- The site is ideally located in terms of its proximity to wider employment areas of Manchester City Centre and Salford.
- Opportunity reanimate the street by providing active frontages at ground level, reinforces street edges and improving the street environment.
- Opportunity to create an active neighbourhood with a mixture of building uses.
- Opportunity to design an active area, promoting a walk-able city by connecting public realm spaces.



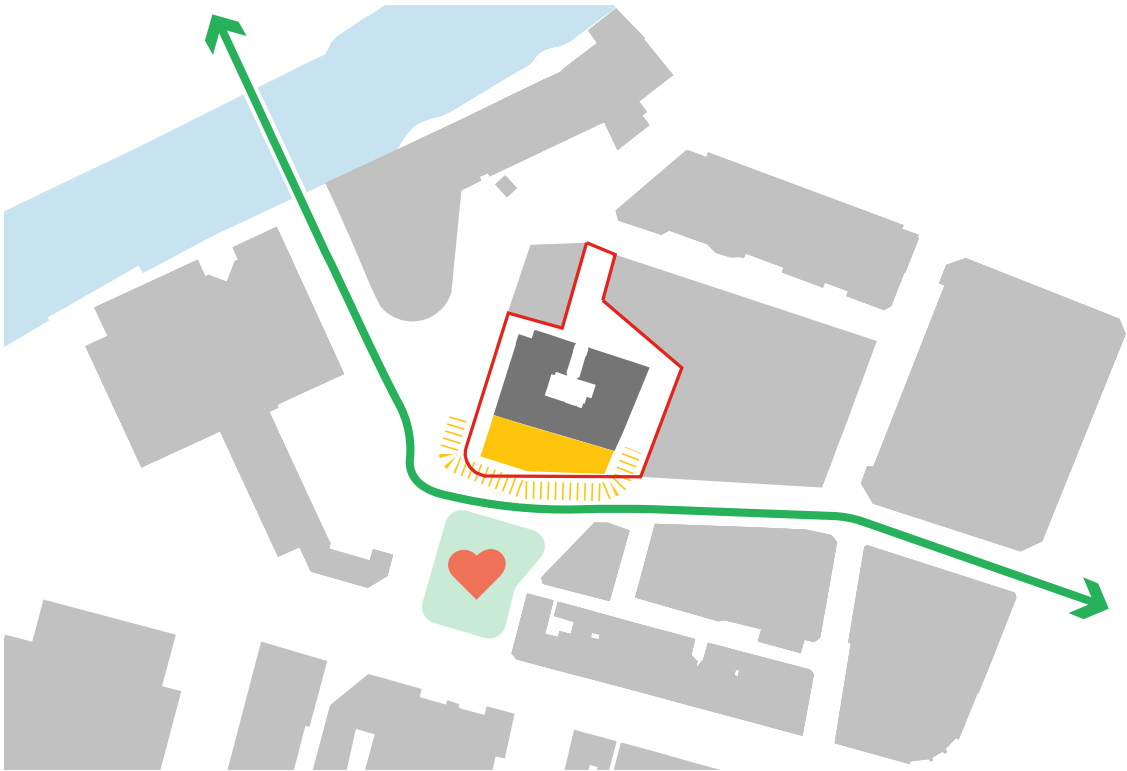
3 Different Buildings



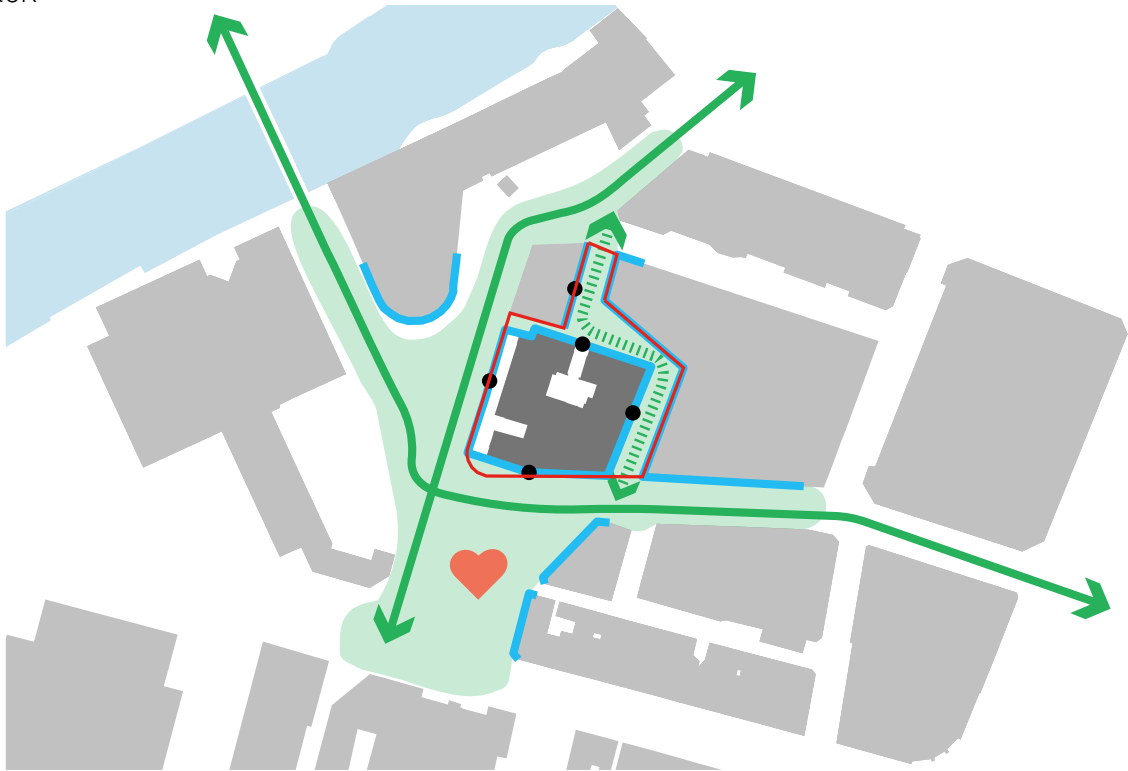
Inactive Frontages



Gateway Location



Give Everything Back To The Street



7.0 Design Development

Option 1
Refurb Carriage Works & Warehouse.
New Point Block.
27-29 Demolished.
31-33 King St West Retained.

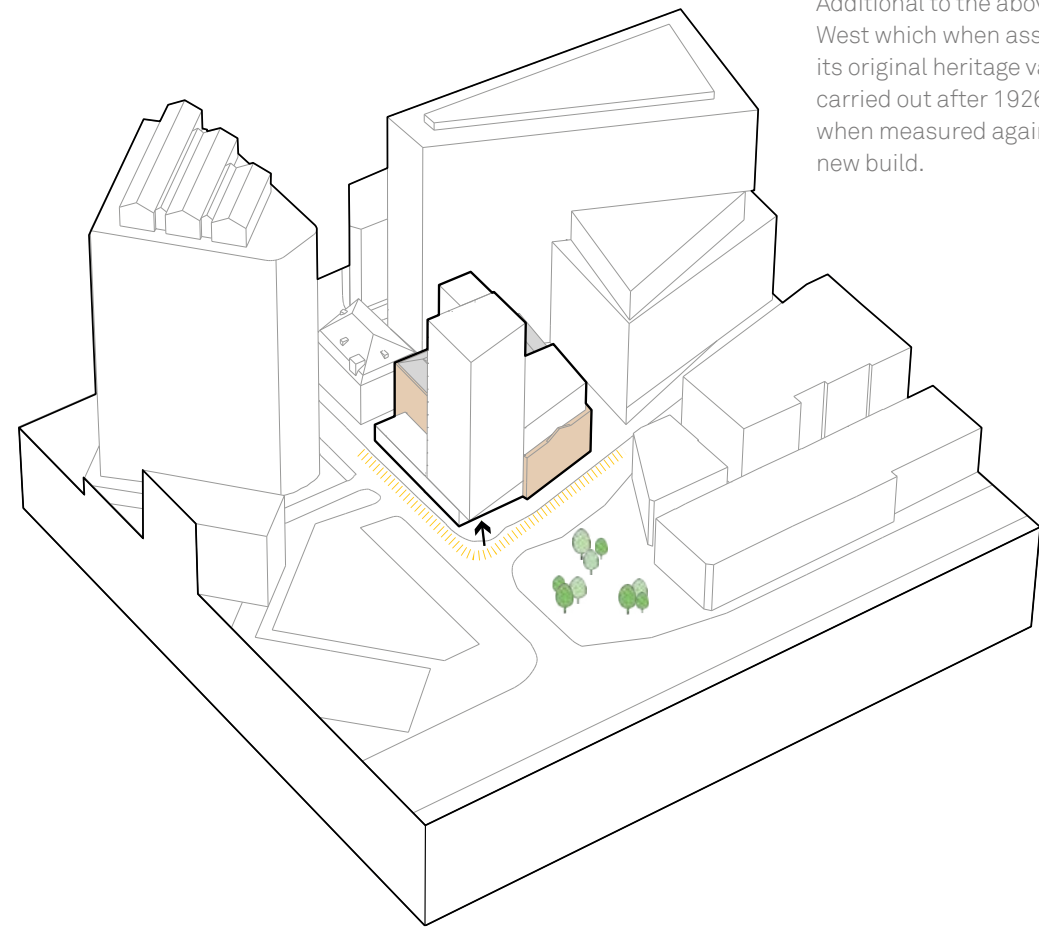
All options tested started with the preservation and enhancement of the Carriage Works and Warehouse. Development of options on the remaining parts of the site would support this.

2 key options tested.

- Option 1 focused on:
- preservation and enhancement of the Carriage Works & Warehouse
 - demolition of the unlisted 1953 building
 - retention of 31-33 King St West with double storey rooftop extension
 - new point block office floor plate to the corner of Motor Square.

- This option was discounted due to:
- small floor plate sizes & technical constraints of linking new floors with 31-33 King St
 - constraints of working the existing 31-33 King St West core - this would need to be removed but it is integral to structural integrity of 31-33 King St West
 - therefore new core to support new build would impact the footprint of the Carriage Works

Additional to the above it visually dominated 31-33 King St West which when assessed is said to have retained little of its original heritage value due to the extent of modifications carried out after 1926. Retaining this was therefore unviable when measured against the wider benefit to the site of a new build.

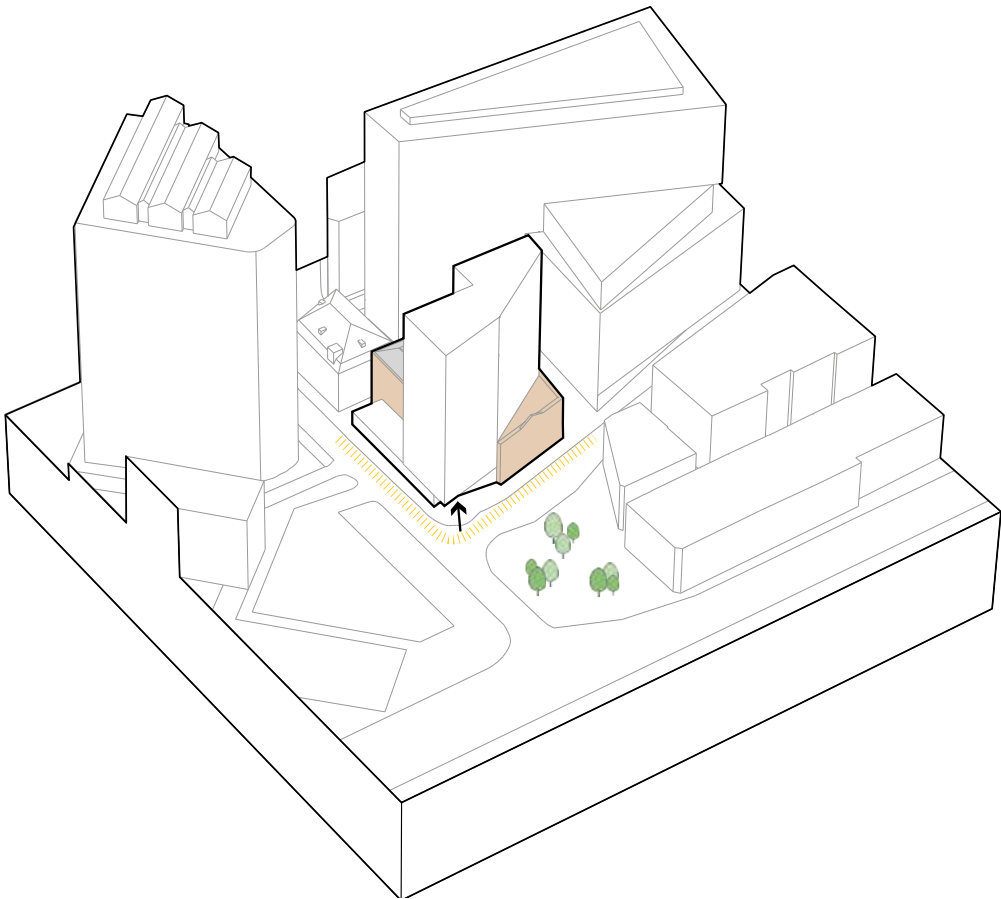


Option 2
Refurb Carriage Works & Warehouse.
New Office Block.
27-29 King St West Demolished.
31-33 King St West Facade Only Retained.

- Option 2 focused on:
- preservation and enhancement of the Carriage Works & Warehouse
 - demolition of the 1953 building
 - retention of 31-33 King St West listed facade only
 - new build office within the footprint of 31-33 King St West and the 1953 building.

- This option was discounted due to:
- clash of new floor plate alignment with the retained facade window positions
 - visually poor relationship between new build and the retained facade
 - small / narrow upper floor-plates

Additional to the above it visually dominated the 31-33 King St West which when assessed is said to have retained little of its original heritage value due to the extent of modifications carried out after 1926. Retaining this was therefore unviable when measured against the wider benefit to the site of a new build.



Option 3 - Key Move A
Preserve & Enhance The Carriage Works & Warehouse.
Demolish 27-29 King St West.
Demolish 31-33 King St West.

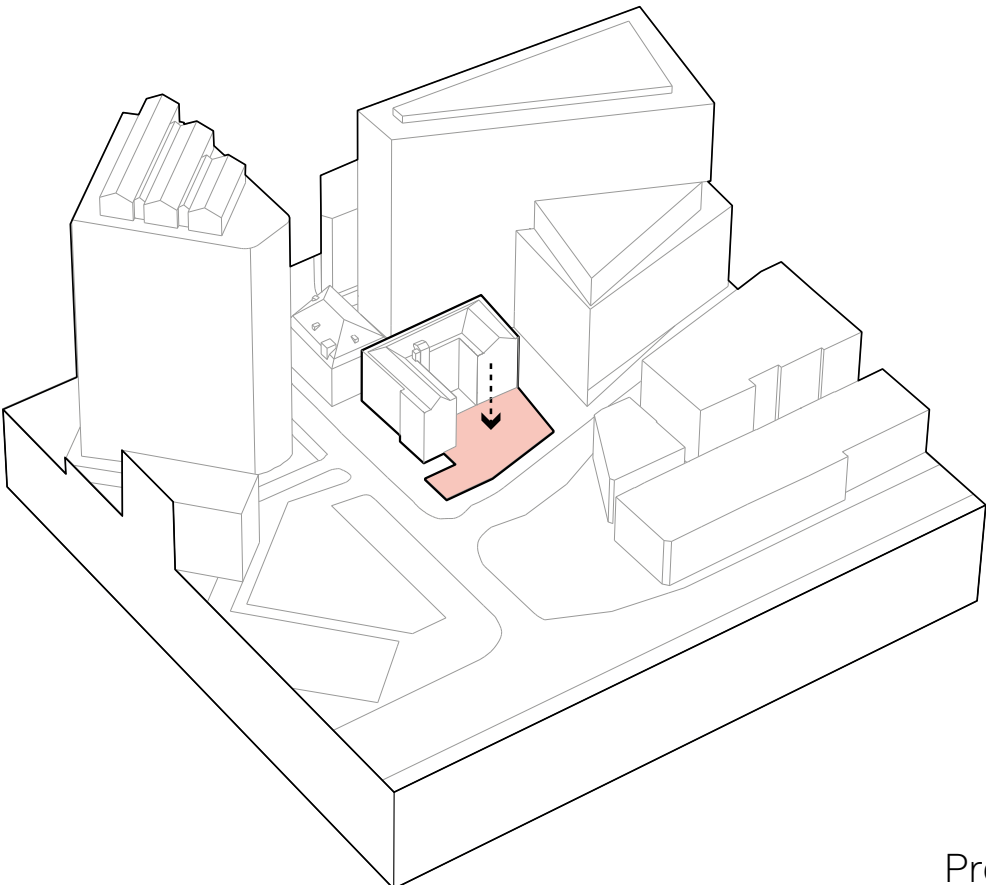
This option involves the demolition of the 27-33 King St West to allow for the construction of a new build office within the footprint of both buildings.

Both existing buildings have significant internal layout issues in terms of accessibility, differing floor levels that wont allow for accessible-linked floor plates, and quality of offer in terms of a modern workplace.

As demonstrated we have tested options that included the retention of 31-33 King St West but were unviable. These too would not support the proposed enhancements of the Carriage Works & Warehouse nor improvement of public realm around the site.

Through careful assessment of the heritage value of 31-33 King St West which had undergone significant remodelling in 1926, demolition of buildings 31-33 King St West was selected as the preferred strategy to bring forward positive development of the site.

The Carriage Works & Warehouse will be preserved and enhanced with increased ground floor active uses along with public realm improvements around the site that will allow the public to access and enjoy the historic buildings.



Preferred Option ☒

Option 3 - Key Move B
Preserve & Enhance The Carriage Works & Warehouse.
A New Build Office To 31-33 King St West.

Demolition allows for the construction of a new modern office building adjacent to the Carriage Works & Warehouse.

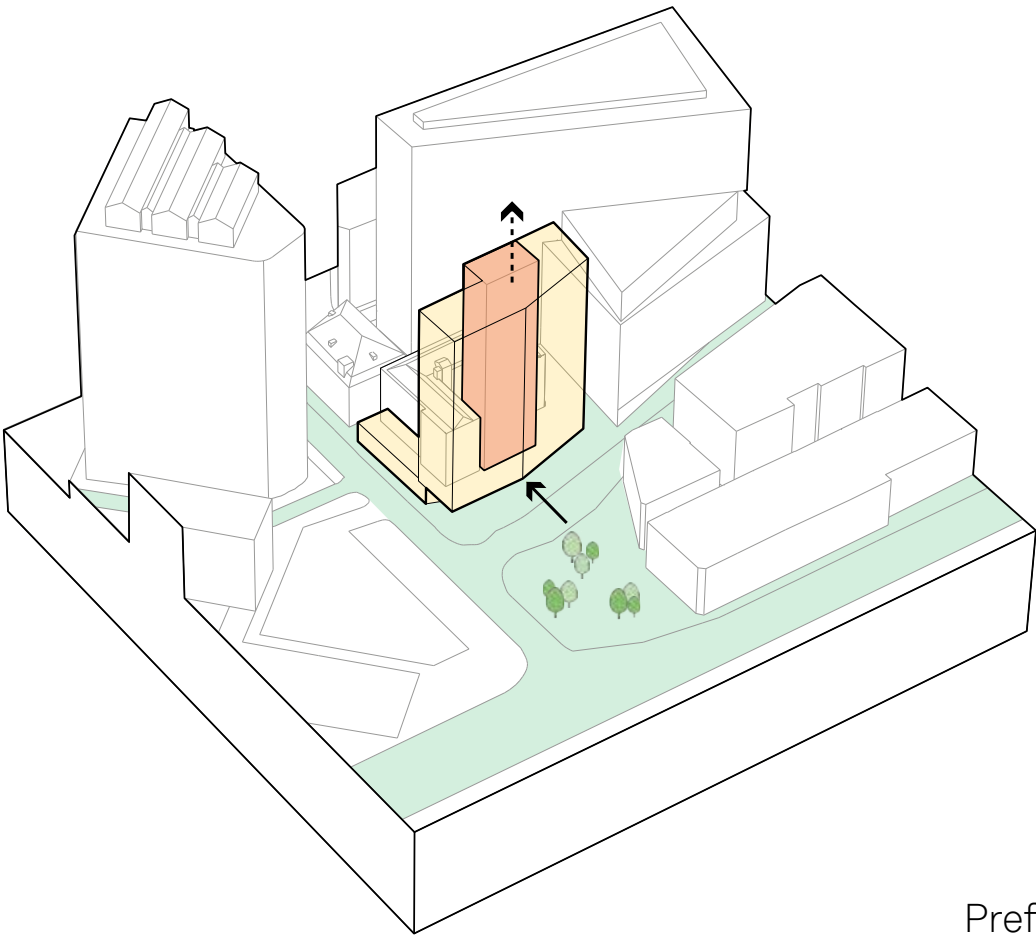
The footprint will broadly follow the line of the current buildings on the site. However it s proposed to create a much wider pavement addressing King St West through a large cantilever.

The front door will address Motor Square.

A new glazed pavilion will occupy the site of the old public toilets and in doing so reactive St Mary's Parsonage with a strong street edge and active use.

The core is located to the rear of the new build providing maximum active frontage to Motor Sq, all corners and in response to orientation.

The scale of development is no more than it need be. It has been carefully balanced between viability to support wider site enhancements and the approved and emerging townscape. We consider the height appropriate in the context the public realm and gateway location between Manchester & Salford.



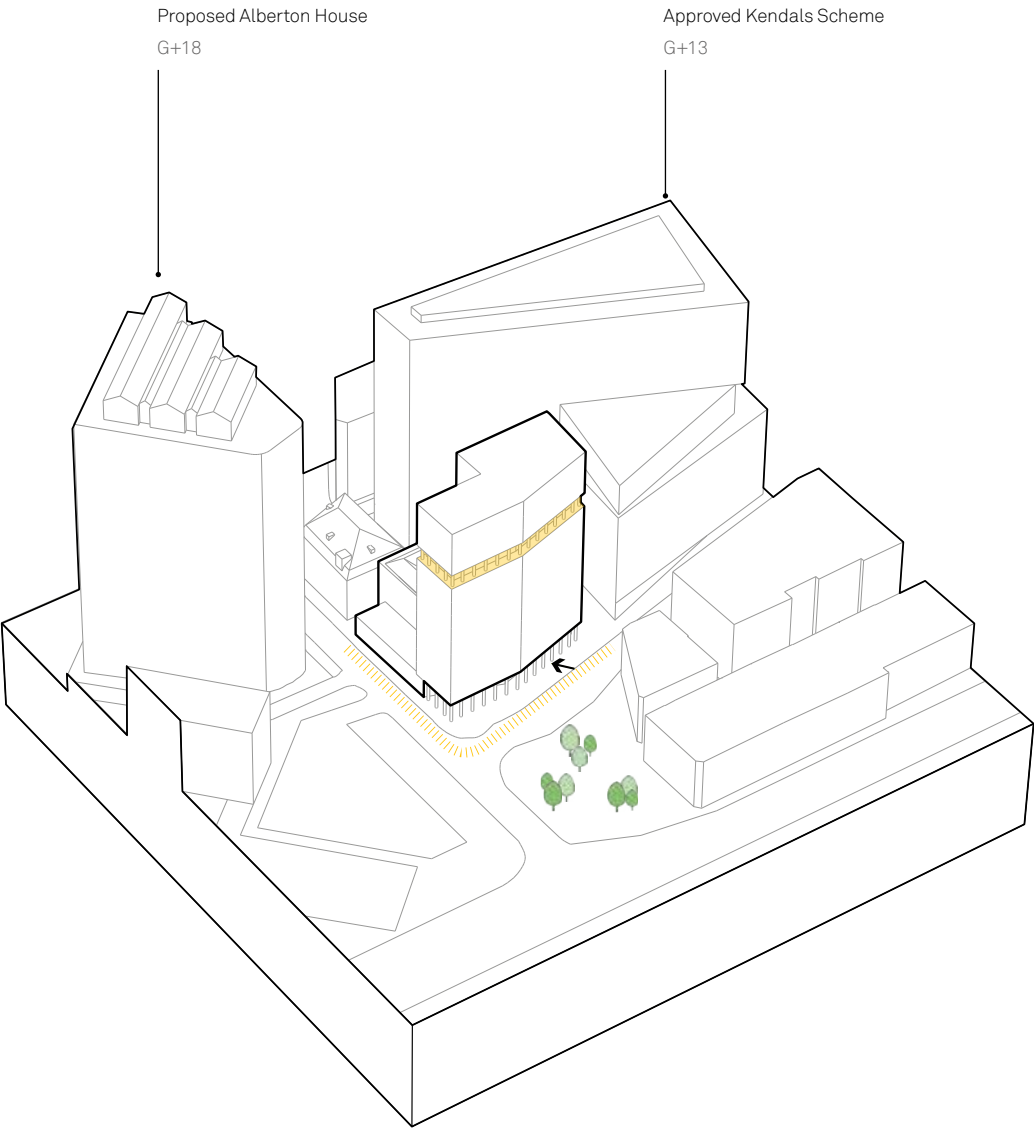
Preferred Option ☒

Option 1
G+17

We have explored several massing options which have been assessed alongside the Strategic Regeneration Framework, approved and emerging townscape and viability of the proposal for the wider site.

In summary two options were tested in detail.

G+17 responding to the height of approved and emerging townscape context; the approved Kendals (G+13) and submitted Alberton House (G+18) proposals which sets up and roofline that drops from the River toward Kendals.



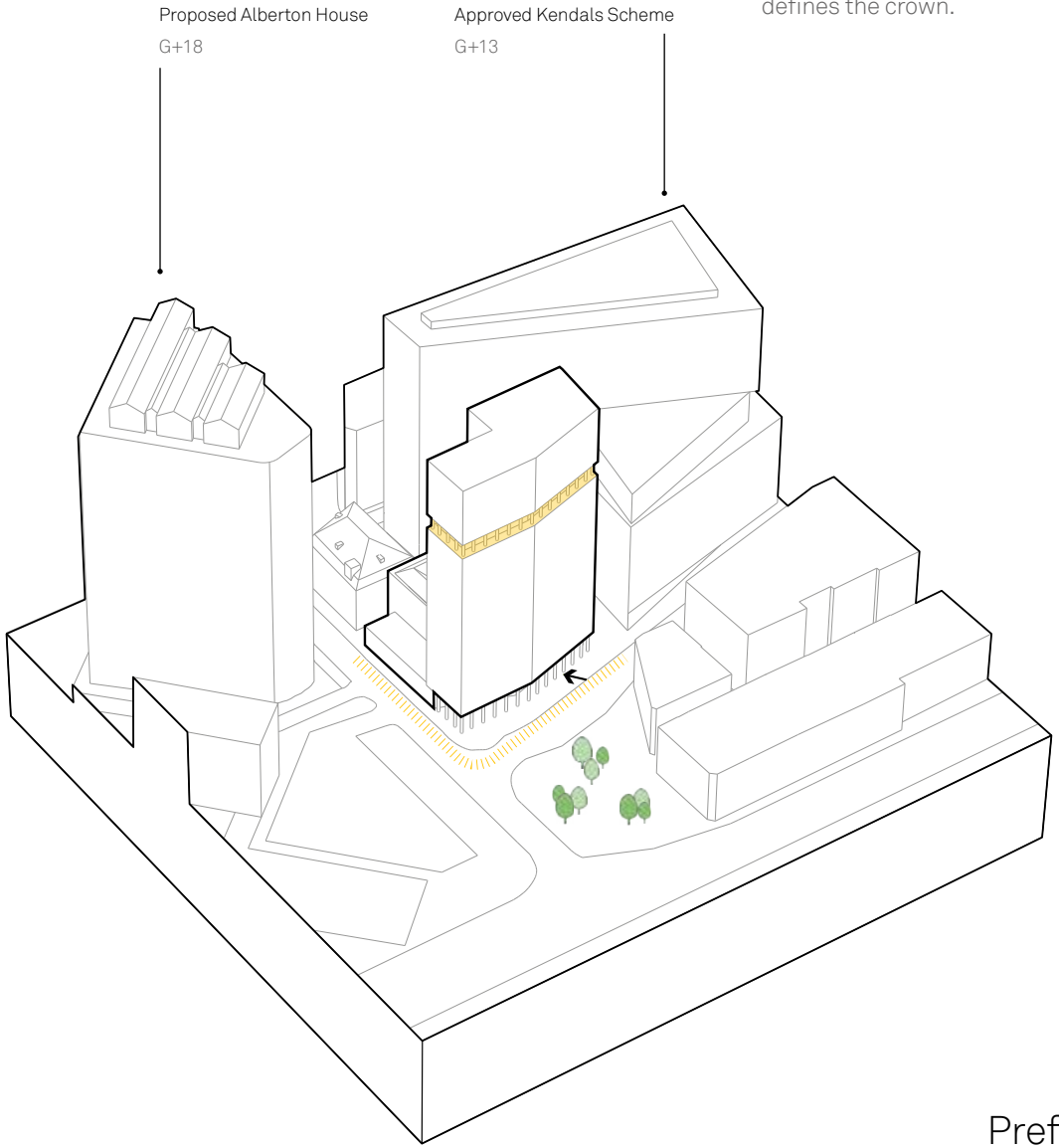
Option 2
G+13

Through key stakeholder engagement G+13 was identified as preferred.

This was considered as the optimum in terms providing the economic viability to ensure the scheme for the wider site is deliverable, whilst setting up a dialogue with the emerging townscape that steps down from the river toward Kendals.

As identified below, the scale and massing is carefully balanced with a strong classical order;

- a tall and set back ground floor with colonnade of columns grounding the building
- 10th floor galleria that breaks down the mass of the building with a clearly identifiable mid-section and,
- the upper 2 floors with vertically expressive parapet that defines the crown.



Preferred Option ☒

Permeability

- To promote new public realm around the site and enhance the historic street pattern
- Respond to approved proposals for the Kendals site and address the remodelling of Smithy Lane as a key link between Motor Square and Parsonage Gardens
- Increase visibility and public enjoyment of the Carriage Works & Warehouse
- Pull back the south-east corner to promote a stronger vista between Motor Sq, King St West and the Lowry Bridge approach.

Key

Site Boundary

Future Development

Key Public Realm

Key Route and Sightline



Active Frontage -
'Give Everything Back To The Street'

- Maximise active frontage to all sides of the site
- Widen the pavement to King St West
- Reanimate St Mary's Parsonage with active frontage and a positive street edge
- Restore historic frontages and front doors into the Carriage Works & Warehouse.

Key

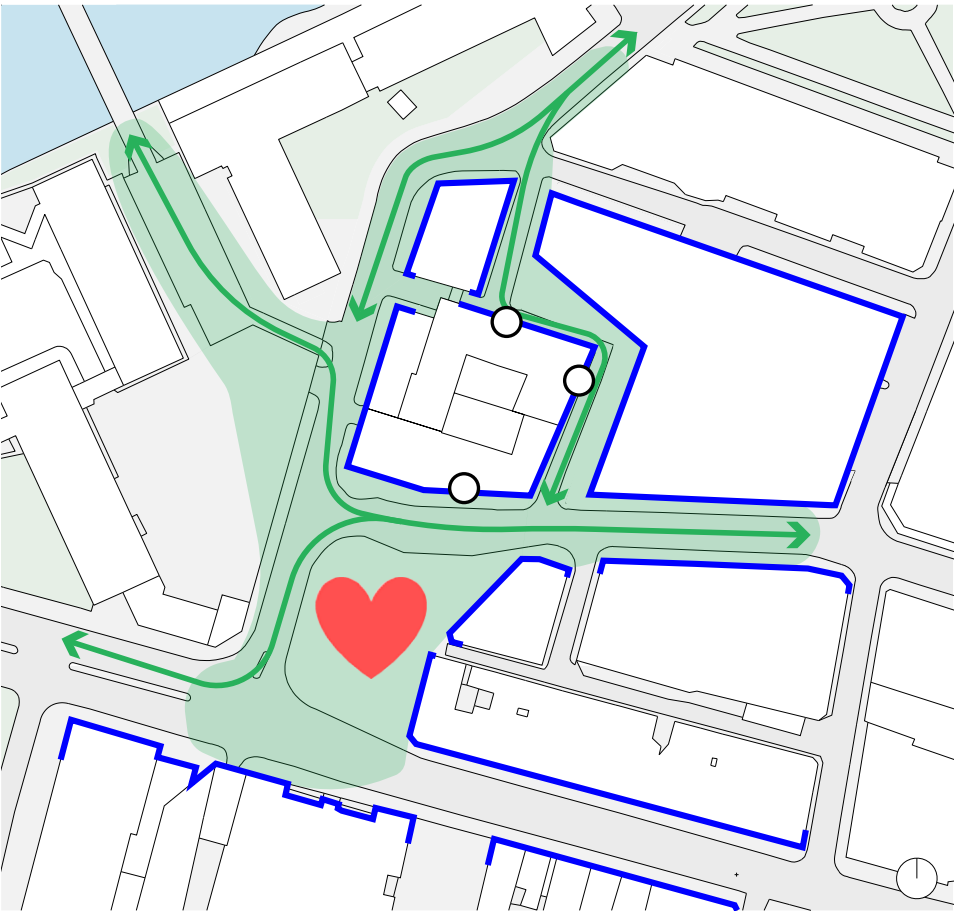
Site Boundary

Active Frontage

Front Door

Key Public Realm

Public Square



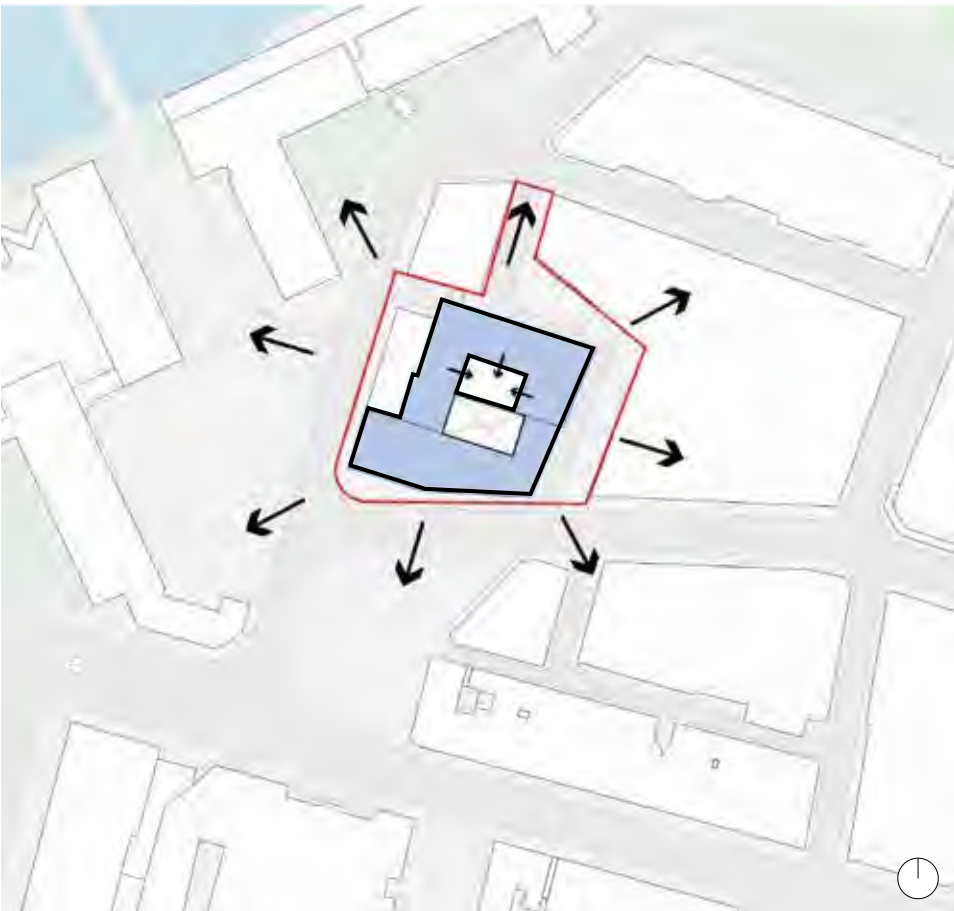
Core Placement

- Optimise active frontage to all sides
- Maximise daylight penetration
- Minimal disruption to below ground retained listed structures.

Key

Commercial Office

Building Frontage



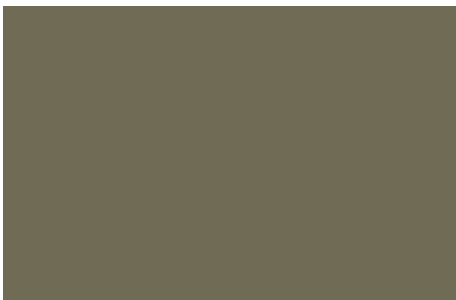
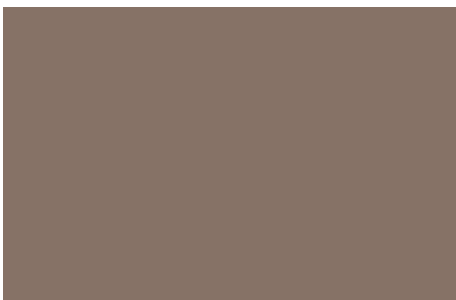
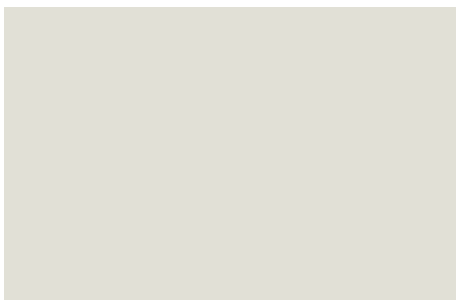
8.0 Materiality

Contextual Materiality + Texture

- Historical contextual materiality is predominantly solid masonry construction
- Context buildings have texture, feature form and openings to the base, window reveals

Contextual Colour + Tone

- Contextual colour palette made up of red tones from brickwork & terracotta taken from the heritage and other built context around the site and within the conservation area
- Soft green tones identified to complement the existing colour palettes and root the building within its heritage context
- In contrast to other built and approved commercial buildings, the facade is deliberately solid to provide a canvas for colour and to bring texture, relief and joy to the elevations
- Warm, earthy pigmented, modernist precast concrete to compliment the composition of tones.



Contextual Materiality, Texture + Tone

The Grade II listed Carriage Works and Warehouse building are brick construction with a red/brown tone. There is a strong base to the 1855 Warehouse which is a cream stone with horizontal banding.

There are feature stone openings to the courtyard and warehouse entrance.

Arched soldier course brickwork sits above the sash window openings.

- Reddish/brown tone to brickwork
- Strong feature stone base to the 1855 Warehouse building
- Feature stone openings to doorway/courtyard entrance
- Mix of timber sash and pvc windows
- Cast iron columns internally



9.0 Consultations

Public Consultation

Pre-application discussions have been held with the Local Planning Authority (LPA) on the evolving scheme throughout 2022.

The Applicants have been proactive in its approach to pre-application consultation to maximise the generation of meaningful feedback from the local community and key stakeholders. The Applicants sought to agree the approach to community consultation with officers at a very early stage. The community consultation exercise provided community members with an opportunity to find out more about the proposed development, to see the emerging plans and to ask questions and engage with the project team should they wish to. A public consultation event took place in July 2022. This involved the following:

- A comprehensive consultation brochure was prepared outlining the clients vision for the wider site and the masterplan proposals, albeit with a focus on the redevelopment of the Carriage Works & Warehouse with a new build office on the site of 27-29 & 29-33 King St West which is the subject of this planning application;
- A consultation website was set up outlining the proposals, providing the consultation brochure, and inviting comments using a dedicated consultation feedback form;
- A letter drop was distributed to the local community (residents and businesses) within a consultation area prior agreed with officers, notifying them on the proposals and directing them to the dedicated consultation website,

Places Matter

- Places Matter consultation took place on the 10th May 2022.

We have responded positively to the feedback given as follows;

- better demonstrated the positive enhancements of the retained Carriage Works & Warehouse
- refined sensitive interfaces between retained structures and new build
- provided more detail on the public benefit of enhancing the retained structures and public realm around the site
- refined the rear of the new build to strengthen the uniformity of the building envelope in response to the significance of the facade in the context of St Mary's Parsonage and back drop to the enjoyment of the Carriage Works elevations
-

GMP

- Consultation with GMP took place with Patrick Babb on the 14th July 2022. Please see Chapter 17.0 for detail.

Historic England

Pre-Application consultation undertaken with Richard Broadhead at Historic England on the 1st September 2021 and written pre-application advice provided. Letter dated 17th September 2021.

This concluded that the loss of Reedham House
“Would therefore result in harm to the significance of the listed building and to the conservation area, which is identified to fall within the spectrum of less than substantial harm, covered by paragraph 202 of the NPPF.”

For reference, NPPF Para 202 states as follows:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”



10.0 Design Proposal

Use

Full Planning Application and Listed Building Consent for the erection of 14 storey building and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor extension to comprise office accommodation (Class E) with front of house and commercial floorspace at ground floor (Class E) with associated landscaping and other works following demolition of existing buildings at 27-29 King Street West and 33-33 King Street West and link bridge from Carriage Works on Garden Lane / St Mary's Parsonage to 3 St Mary's Parsonage.

The existing Carriage Works entrance from Garden Lane will be reinstated with a connection through the historic courtyard to the main reception area on King Street West.

The building has active frontages along St. Mary's Parsonage and King Street West.

Amenity space is provided; including a gym and communal roof terrace.

Amount

The application boundary is circa 0.26 ha.

The proposed new build office is G+13 storeys.

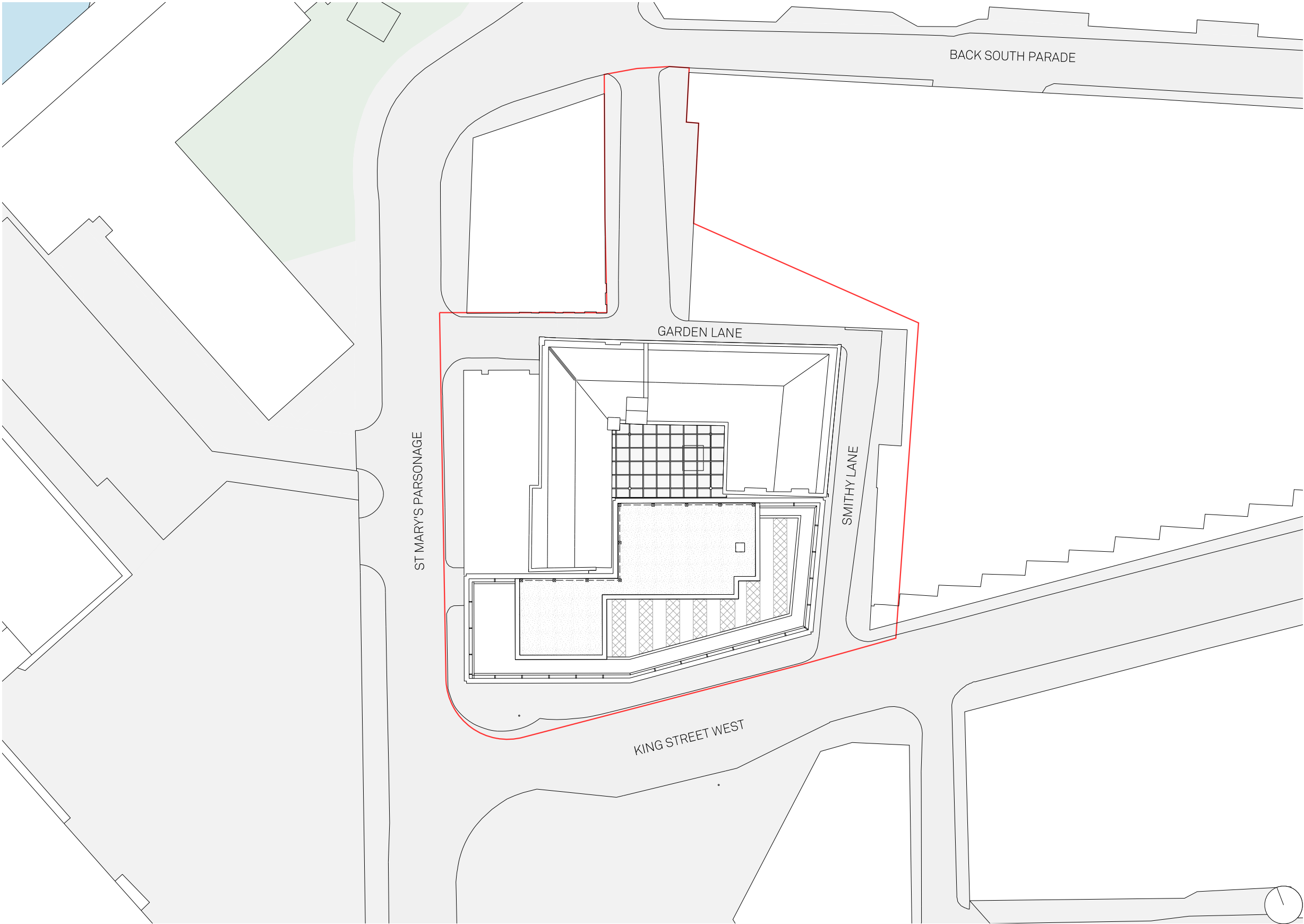
New build ground floor retail:
· 140m² / 1,507sqft

Floor	Gross Internal Area New Building (Office A)		Gross Internal Area Existing Building (Office B)		Net Internal Area New Building (Office A)		Net Internal Area Existing Building (Office B)		Retail (New Building)		Efficiency New Office Building (Office A)	Efficiency Existing Office Building (Office B)	Notes
	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²			
Basement	453	4,876	377	4,058	0	0	0	0			0%	0%	
Ground	686	7,384	407	4,381	0	0	0	0	140	1,507	20%	0%	GIA for existing building at ground floor includes courtyard space
1st	550	5,920	484	5,210	416	4,478	363	3,907			76%	75%	
2nd	550	5,920	484	5,210	416	4,478	370	3,983			76%	76%	GIA on upper floors to existing building includes new bridge link & lift core within courtyard space
3rd	550	5,920	493	5,307	416	4,478	375	4,037			76%	76%	
4th	550	5,920		0	416	4,478					76%		
5th	550	5,920		0	416	4,478					76%		
6th	550	5,920		0	416	4,478					76%		
7th	550	5,920		0	416	4,478					76%		
8th	550	5,920		0	416	4,478					76%		
9th	550	5,920		0	416	4,478					76%		
10th	402	4,327		0	271	2,917					67%		
11th	550	5,920		0	417	4,489					76%		
12th	550	5,920		0	417	4,489					76%		
13th	240	2,583		0									91m2 of Amenity is provided at this roof level. Not included in the NIA.
TOTAL	7,831	84,293	2,245	24,165	4,849	52,195	1,108	11,927	140	1,507	76%	56%	

Proposed Site Plan
Existing Condition

The plan opposite indicates the existing Kendals car park to the east of the scheme.

The redline boundary overlaps this as it is based on the emerging vision for the site, based on the approved footprint for the Kendals scheme.



Key

Site application
boundary

Proposed Site Plan
Approved Condition

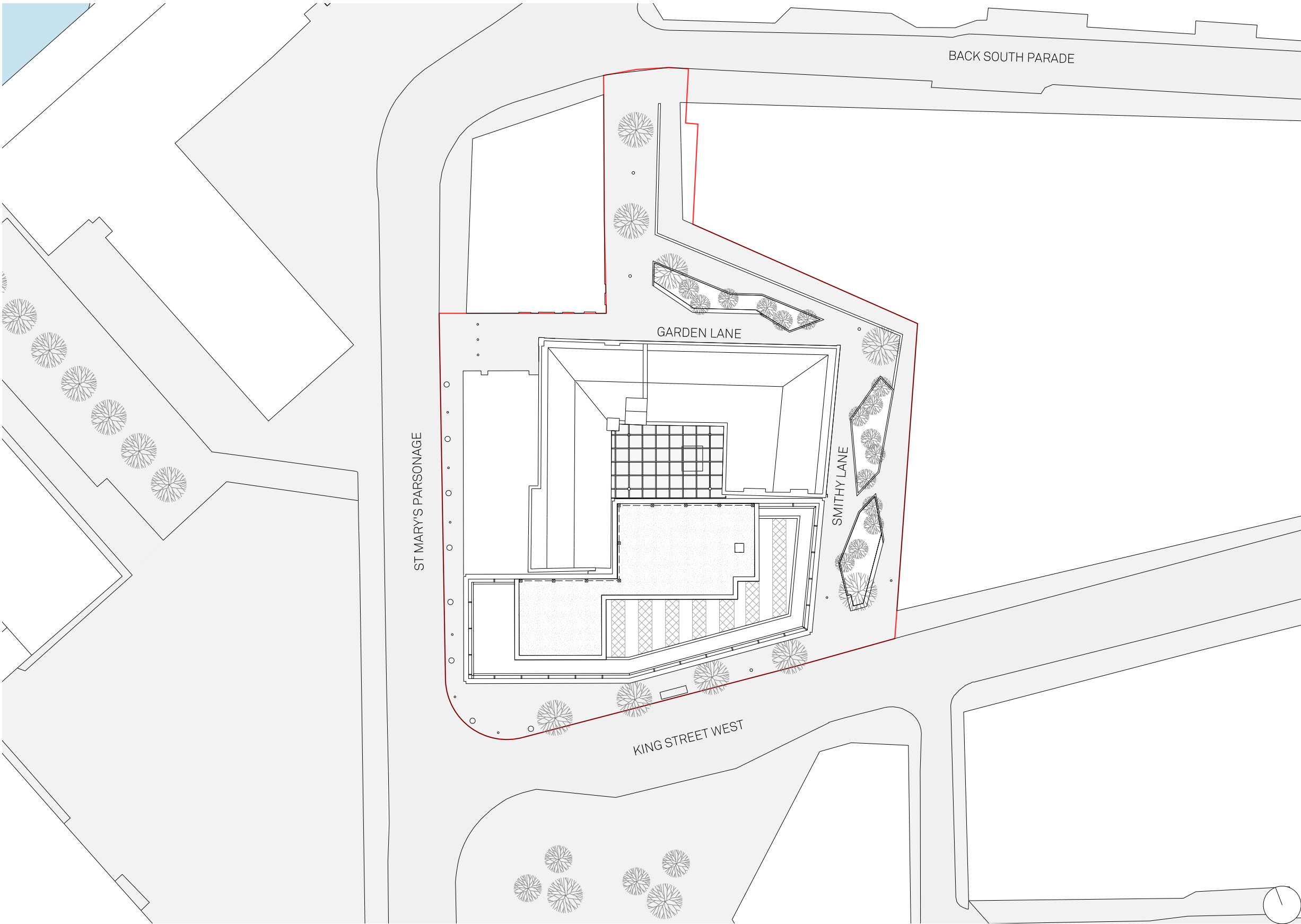
This plan shows the application boundary following the footprint of the approved adjacent scheme for the Kendals site.

The landscape works indicated reflect the long term vision for the site and can only be implemented following the redevelopment of the Kendals approval.

This revised footprint provides the opportunity to widen both Garden and Smithy Lane. The streets will be brought back into use promoting pedestrian permeability and breathing life back into the historic street pattern.

Encouraging movement through once forgotten streets will provide a new aspect and appreciation for the heritage assets once considered at the back of the building.

Biodiversity will be improved in the area through the introduction of trees and rain gardens with a mix of planting species.



Key

Site application
boundary

Proposed Ground Floor

The scheme involves the full refurbishment of the Grade II listed 1840's Carriage Works and 1855 Warehouse building to the north of the site.

The existing Carriage Works entrance from Garden Lane will be reinstated with a connection through the historic courtyard to the main reception area on King Street West.

The historic courtyard will have a new feature lift installed to provide level access to the historic buildings. The courtyard will have a feature glazed roof, enabling the space to be used as a wider extension of the reception space for building amenity.

The main entrance to the building is from King Street West. The facade has been deliberately pulled back to create a colonnade. The glazing line is tapered to respond to the direction of travel towards Trinity Bridge.

The new build footprint wraps around the retained listed structures along King Street West and St. Mary's Parsonage.

The west facade will have a large retail / F&B offer, maximising active frontages at street level.

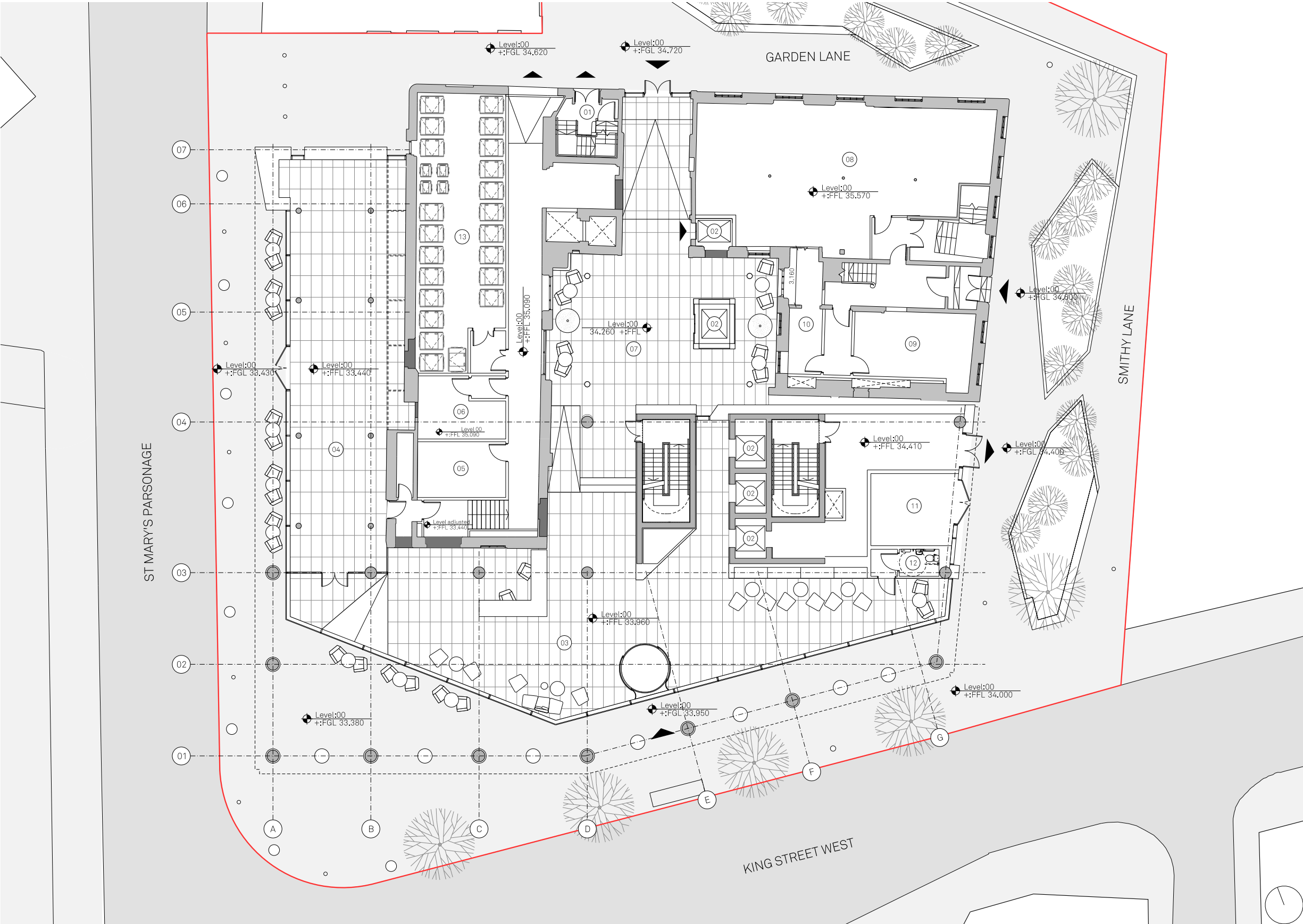
A gym is provided within the 1855 Warehouse.

The refuse store is located within the Carriage Works, where the building has no existing windows, therefore making use of this inbound space.

Key

Site application
boundary

- | | |
|------------------------|----------------------|
| 1. Existing Stair | 7. Courtyard |
| 2. Proposed Lift | 8. Gym |
| 3. Main Reception | 9. Generator |
| 4. Retail Unit | 10. Secondary comms' |
| 5. Building Management | 11. Substation |
| 6. Comm's Room | 12. Accessible WC |
| | 13. Refuse Store |



Proposed Levels 1-3

The existing and new buildings will be treated as separate structures due to the fire engineering strategy.

The listed building to the rear of the plot makes use of the existing staircases with a new feature provided within the historic courtyard. A feature bridge will link the arrival from the lift to the office floor-plate.

The new building has located the core to the north of the footprint, providing maximum access to daylight for the office floor-plate.

The existing building windows will be openable allowing for mixed mode ventilation.

High level vents are provided in the new office floor-plate, with openable windows within the existing floor-plate. This provides fresh air intake as part of the mixed mode ventilation and reducing the energy demand on the building.

The existing bridge link connecting the Carriage Works to No.3 St Mary's Parsonage will be removed. This was a modern addition to the building and has no heritage value. The façades will be in-filled with brickwork to match the existing stock - these works will be heritage-led.

Key

1. Proposed Stair

2. Existing Stair

3. Proposed Lift

4. WC

5. Accessible WC

6. Office A

7. Office B

8. Proposed Retail Unit Roof

9. Lift Lobby
10. Roof Terrace

11. Amenity

12. External Plant

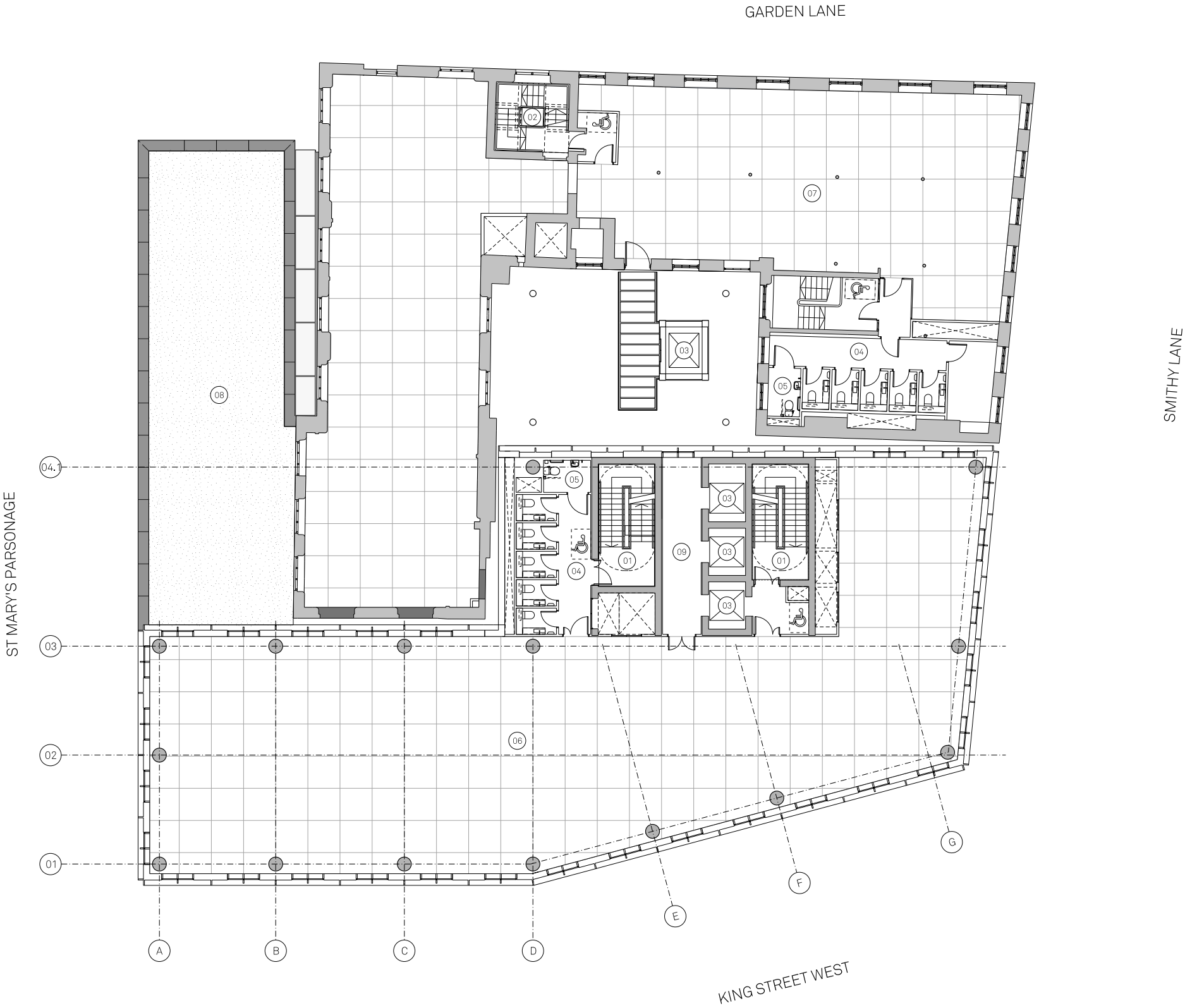
13. Internal Plant

14. Provision for PV

15. Roof

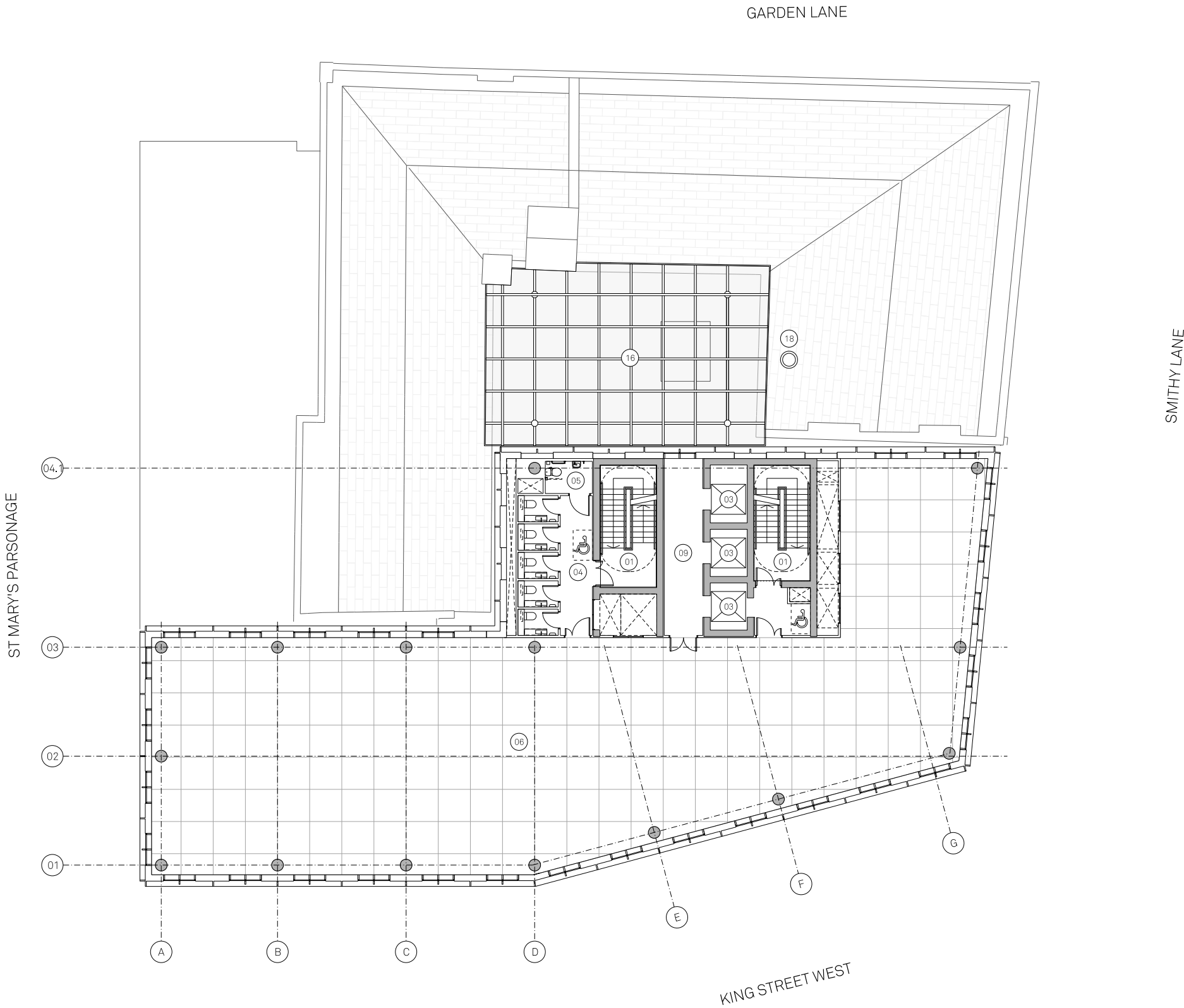
16. Proposed Glazed Roof to Courtyard

17. Bird and Bat Box Location



Proposed Levels 4-9 + 11-12

The existing courtyard will have a new glazed roof to create a more usable, transient space as part of the ground floor reception area.



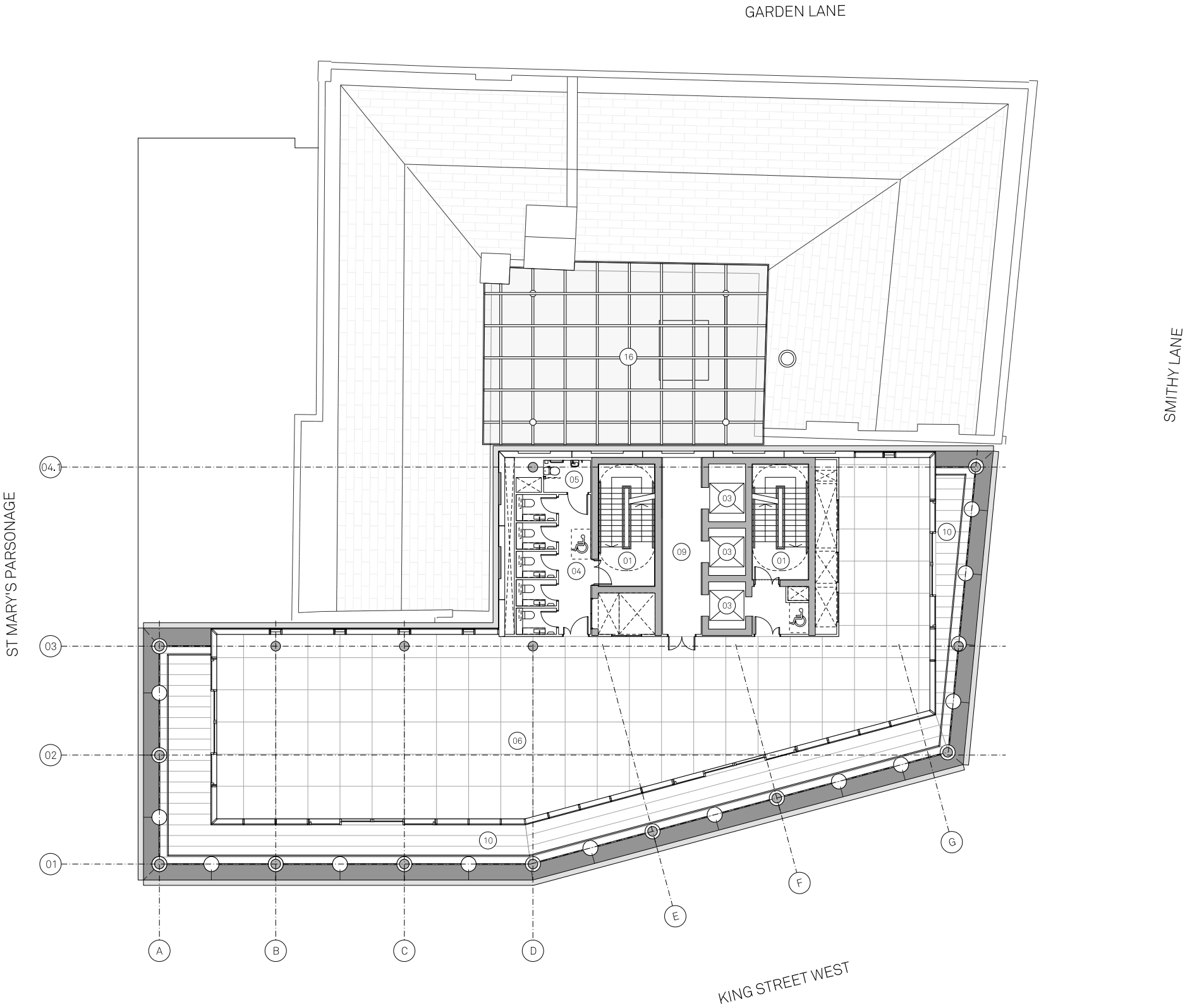
Key

- | | |
|--------------------|----------------------|
| 1. Proposed Stair | 10. Roof Terrace |
| 2. Existing Stair | 11. Amenity |
| 3. Proposed Lift | 12. External Plant |
| 4. WC | 13. Internal Plant |
| 5. Accessible WC | 14. Provision for PV |
| 6. Office A | 15. Roof |
| 7. Office B | 16. Proposed Glazed |
| 8. Proposed Retail | Roof to Courtyard |
| Unit Roof | 17. Bird and Bat Box |
| 9. Lift Lobby | Location |



Proposed Level 10

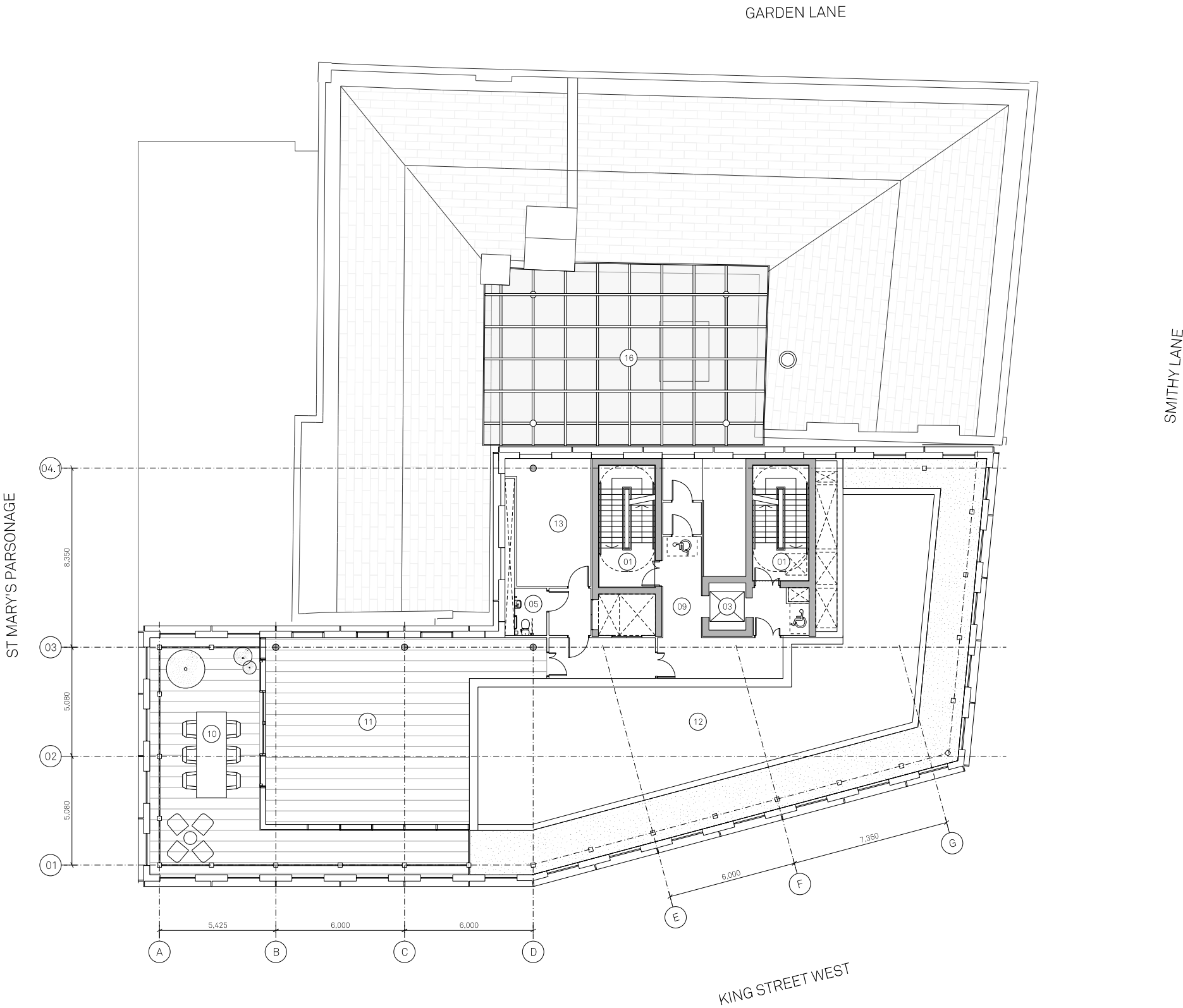
A wraparound external terrace has been created at level 10, which creates a unique floor-plate for the potential occupier. It also is a deliberate move to provide articulation for the scale and massing of the building form.



Proposed Level 13

The roof level will have an amenity pavilion and roof terrace for use by the building occupants.

The pavilion and roof terrace have been positioned to the west of the floor-plate, with a more beneficial solar orientation.

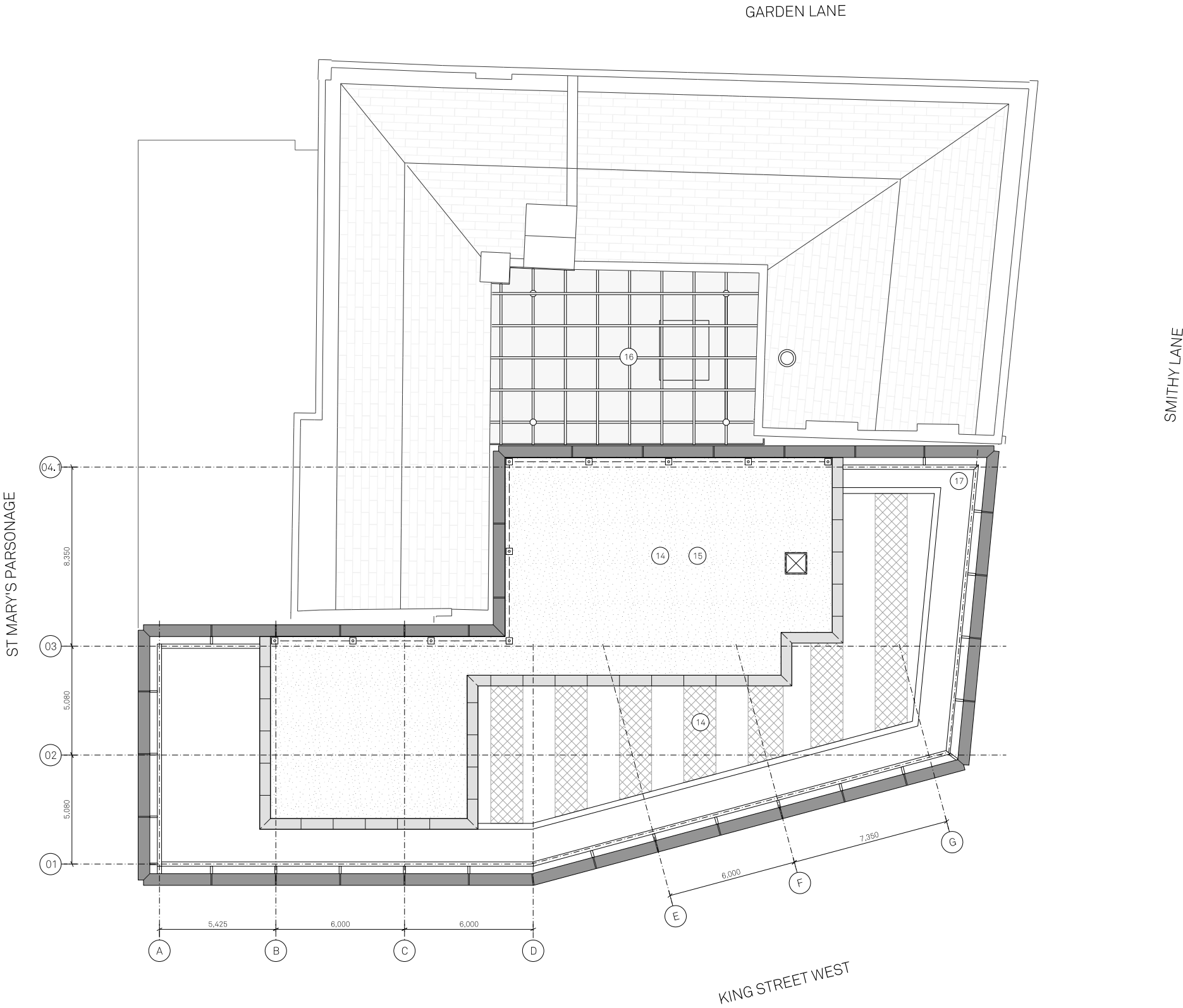


Key

- | | |
|--------------------|----------------------|
| 1. Proposed Stair | 10. Roof Terrace |
| 2. Existing Stair | 11. Amenity |
| 3. Proposed Lift | 12. External Plant |
| 4. WC | 13. Internal Plant |
| 5. Accessible WC | 14. Provision for PV |
| 6. Office A | 15. Roof |
| 7. Office B | 16. Proposed Glazed |
| 8. Proposed Retail | Roof to Courtyard |
| Unit Roof | 17. Bird and Bat Box |
| 9. Lift Lobby | Location |

Proposed Roof Level

A series of bat and bird boxes will be installed at the roof level. They will be positioned to avoid any illuminated areas of the building.



Key

- | | |
|--------------------|----------------------|
| 1. Proposed Stair | 10. Roof Terrace |
| 2. Existing Stair | 11. Amenity |
| 3. Proposed Lift | 12. External Plant |
| 4. WC | 13. Internal Plant |
| 5. Accessible WC | 14. Provision for PV |
| 6. Office A | 15. Roof |
| 7. Office B | 16. Proposed Glazed |
| 8. Proposed Retail | Roof to Courtyard |
| Unit Roof | 17. Bird and Bat Box |
| 9. Lift Lobby | Location |

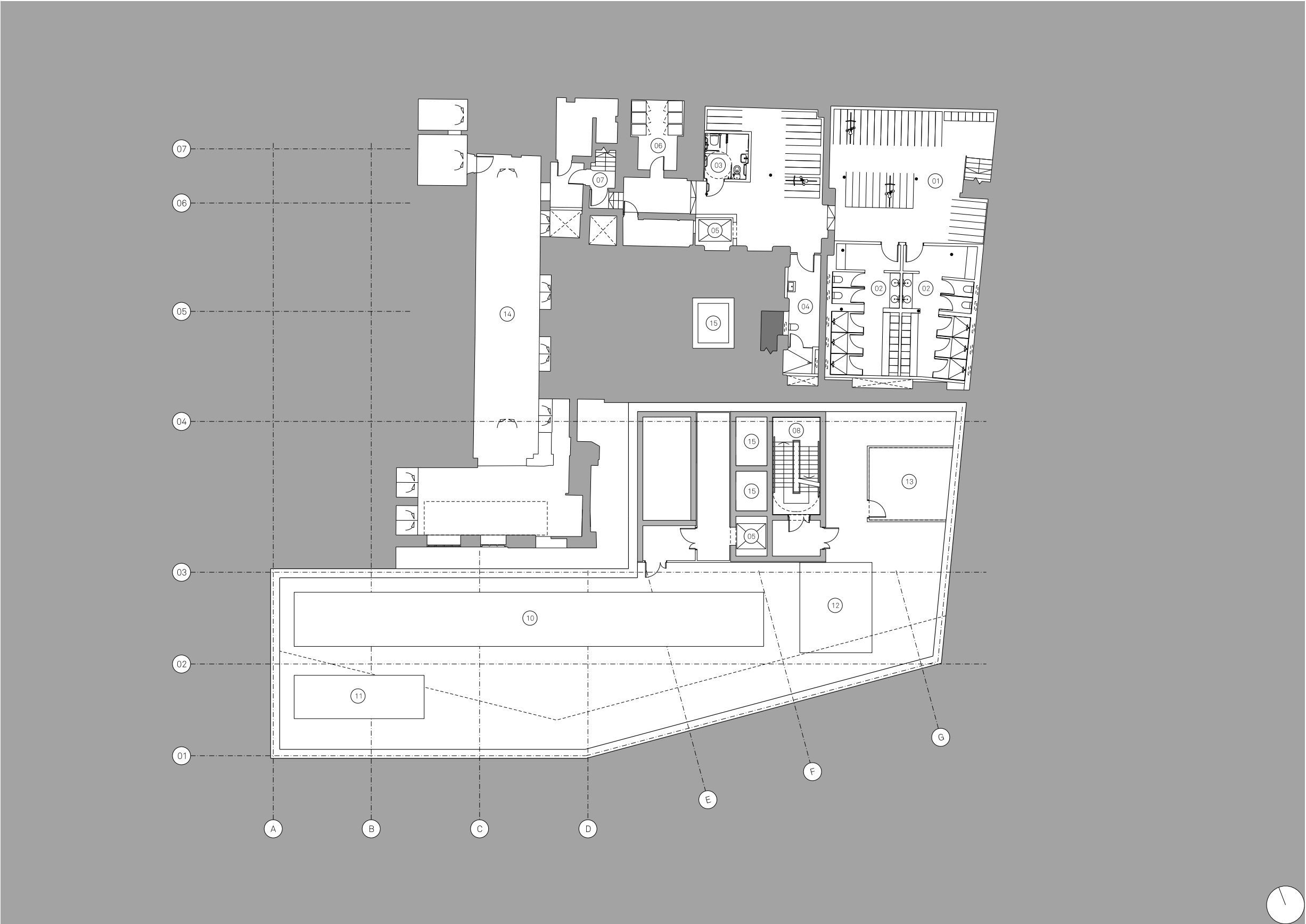
Proposed Basement

The existing basement is retained to the north of the plot and accommodates the cycle store with 92 spaces and changing facilities.

The new build footprint to the south of the plot contains plant space to serve the building.

Key

- 1. Cycle Storage
- 2. Changing & Shower Facilities
- 3. Accessible WC/ Shower
- 4. Gender Neutral Shower & Changing
- 5. Proposed Lift Shaft
- 6. Drying Room
- 7. Existing Stair
- 8. Proposed Stair
- 9. Core
- 10. Sprinkler Tank
- 11. Attenuation Tank
- 12. Potable Water Tank
- 13. LV Switch Room
- 14. Plant
- 15. Lift Pit



King Street West

The new build footprint on the site is located along King Street West.

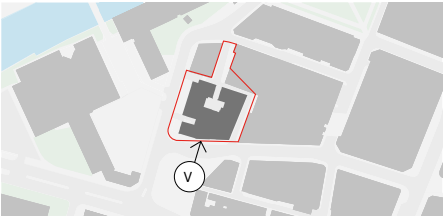
The building is arranged in a clear classical order, with a bottom, middle and top.

The base is articulated through a colonnade of circular textured columns which ground the building, with inset glazing to create active frontages along the street frontage. The glazing line is set back to respond to the direction of travel to Trinity Bridge.

The main body of the facade is clad in an anodised aluminium rainscreen cladding which have extruded fins to create a depth in the facade.

The 10th floor has an external terrace, with a series of feature columns which break up the building massing and assist with creating an order to the building form.

View Location



- Key
1. Pigmented Concrete Lintel / Wall

2. SG Curtain Wall System

3. Anodised & Textured Circular Column

4. Granite Plinth

5. Unitised SG Glazing System

6. Anodised Aluminium Cladding with Feature Fin

7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear

8. Existing Brickwork Re-pointed where necessary with mortar to match existing

9. Anodised Aluminium Windows

10. Glazed Entrance

11. Anodised Metal Door

12. Existing Opening reinstated with Anodised Aluminium Microrib

Louvre

13. Feature Timber Door

14. Existing Opening In-filled with like for like Stone

15. Anodised Aluminium Microrib Louvre

16. Negative Joint between new and listed facade. Anodised metal panel

17. PVC windows replaced to match original frames

18. Existing roof slates replaced where needed to match existing

19. Rainwater good repaired and repainted

20. Existing bridge link removed. Brickwork infill to match existing stock

21. Existing stonework repaired and cleaned

22. Existing door repaired or replaced to match original



St Mary's Parsonage

The scheme involves the complete refurbishment of the Grade II listed Carriage works and Warehouse building.

The restoration of the retained Grade II listed buildings will enhance the vitality of the wider Parsonage Gardens SRF.

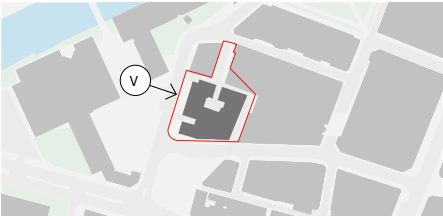
The colour green has been chosen for the cladding to complement the existing reddish/brown brickwork at the retained Carriage Works and Warehouse.

The concrete lintel to the base pigmented to compliment the existing brickwork.

The circular columns will be clad in anodised metal with an ornate pattern.

The decorative treatment to the base can also be found in the stonework to the existing Warehouse building on Smithy Lane.

View Location



- Key
1. Pigmented Concrete Lintel / Wall

2. SG Curtain Wall System

3. Anodised & Textured Circular Column

4. Granite Plinth

5. Unitised SG Glazing System

6. Anodised Aluminium Cladding with Feature Fin

7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear

8. Existing Brickwork Re-pointed where necessary with mortar to match existing

9. Anodised Aluminium Windows

10. Glazed Entrance

11. Anodised Metal Door

12. Existing Opening reinstated with Anodised Aluminium Microrib

Louvre

13. Feature Timber Door

14. Existing Opening In-filled with like for like Stone

15. Anodised Aluminium Microrib Louvre

16. Negative Joint between new and listed facade. Anodised metal panel

17. PVC windows replaced to match original frames

18. Existing roof slates replaced where needed to match existing

19. Rainwater good repaired and repainted

20. Existing bridge link removed. Brickwork infill to match existing stock

21. Existing stonework repaired and cleaned

22. Existing door repaired or replaced to match original



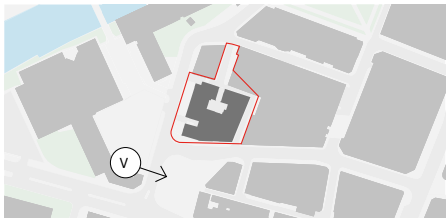
St Mary's Parsonage

The scheme involves the complete refurbishment of the Grade II listed Carriage works and Warehouse building.

The historic Carriage Works entrance will be reinstated, with new glazed entrance doors to the archway. This new entrance create a north/south connection through the building.
The existing brickwork will be re-pointed where necessary, PVC and timber sash windows will be replaced.

The new build footprint has the core positioned to the north of the plan. There is a slot window provided in the lift waiting area.
The inset 10th floor and roof level terrace wrap around the north elevation, enabling the office occupiers to benefit from 360 degree views across the city.

View Location



- Key
1. Pigmented Concrete Lintel / Wall

2. SG Curtain Wall System

3. Anodised & Textured Circular Column

4. Granite Plinth

5. Unitised SG Glazing System

6. Anodised Aluminium Cladding with Feature Fin

7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear

8. Existing Brickwork Re-pointed where necessary with mortar to match existing

9. Anodised Aluminium Windows

10. Glazed Entrance

11. Anodised Metal Door

12. Existing Opening reinstated with Anodised Aluminium Microrib

Louvre

13. Feature Timber Door

14. Existing Opening In-filled with like for like Stone

15. Anodised Aluminium Microrib Louvre

16. Negative Joint between new and listed facade. Anodised metal panel

17. PVC windows replaced to match original frames

18. Existing roof slates replaced where needed to match existing

19. Rainwater good repaired and repainted

20. Existing bridge link removed. Brickwork infill to match existing stock

21. Existing stonework repaired and cleaned

22. Existing door repaired or replaced to match original



Garden Lane

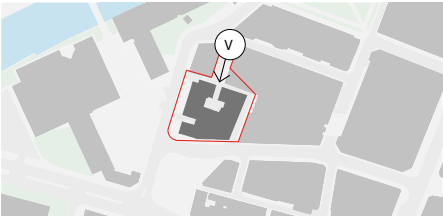
The historic Carriage Works entrance will be reinstated, with new glazed entrance doors to the archway. This new entrance create a north/south connection through the building.

The existing brickwork will be re-pointed where necessary, PVC and timber sash windows will be replaced.

The new build footprint has the core positioned to the north of the plan. There is a slot window provided in the lift waiting area. The inset 10th floor and roof level terrace wrap around the north elevation, enabling the office occupiers to benefit from 360 degree views across the city.

The single storey pavilion which wraps along St. Mary's Parsonage will connect to the Grade II listed building via a structural glazed roof-light. The pavilion will be clad in precast concrete.

View Location



- | | |
|--|--|
| Key | Louvre |
| 1. Pigmented Concrete Lintel / Wall | 13. Feature Timber Door |
| 2. SG Curtain Wall System | 14. Existing Opening In-filled with like for like Stone |
| 3. Anodised & Textured Circular Column | 15. Anodised Aluminium Microrib Louvre |
| 4. Granite Plinth | 16. Negative Joint between new and listed facade. Anodised metal panel |
| 5. Unitised SG Glazing System | 17. PVC windows replaced to match original frames |
| 6. Anodised Aluminium Cladding with Feature Fin | 18. Existing roof slates replaced where needed to match existing |
| 7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear | 19. Rainwater good repaired and repainted |
| 8. Existing Brickwork Re-pointed where necessary with mortar to match existing | 20. Existing bridge link removed. Brickwork infill to match existing stock |
| 9. Anodised Aluminium Windows | 21. Existing stonework repaired and cleaned |
| 10. Glazed Entrance | 22. Existing door repaired or replaced to match original |
| 11. Anodised Metal Door | |
| 12. Existing Opening reinstated with Anodised Aluminium Microrib | |

Garden Lane

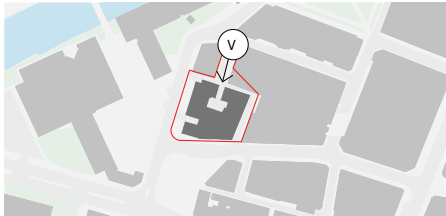
The historic Carriage Works entrance will be reinstated, with new glazed entrance doors to the archway. This new entrance create a north/south connection through the building. The existing brickwork will be re-pointed where necessary, PVC and timber sash windows will be replaced.

There is an existing glazed bridge link which connects to the adjacent Kuits building - this will be omitted with the opening reinstated as a sash window.

The existing roller shutter to the fire escape will be omitted. The historic lintels will be cleaned and the openings replaced with new anodised aluminium fire escape doors.

Feature lighting will be mounted on the facade at the Courtyard entrance.

View Location



- Key
1. Pigmented Concrete Lintel / Wall

2. SG Curtain Wall System

3. Anodised & Textured Circular Column

4. Granite Plinth

5. Unitised SG Glazing System

6. Anodised Aluminium Cladding with Feature Fin

7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear

8. Existing Brickwork Re-pointed where necessary with mortar to match existing

9. Anodised Aluminium Windows

10. Glazed Entrance

11. Anodised Metal Door

12. Existing Opening reinstated with Anodised Aluminium Microrib

Louvre

13. Feature Timber Door

14. Existing Opening In-filled with like for like Stone

15. Anodised Aluminium Microrib Louvre

16. Negative Joint between new and listed facade. Anodised metal panel

17. PVC windows replaced to match original frames

18. Existing roof slates replaced where needed to match existing

19. Rainwater good repaired and repainted

20. Existing bridge link removed. Brickwork infill to match existing stock

21. Existing stonework repaired and cleaned

22. Existing door repaired or replaced to match original



Smithy Lane

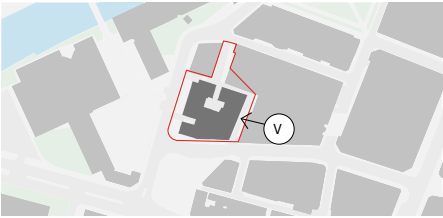
The Grade II listed 1855 Warehouse building will be retained and refurbished into a modern commercial office space whilst retaining and enhancing the heritage character and detailing of the building.

The existing entrance door will be replaced with a new door acting as a fire escape to the building. The ground floor glazing to the new build has been deliberately set back to create a colonnade along the south elevation and in doing so increase and enhance the public realm.

The refurbishment of the existing listed buildings and new build footprint will regenerate this key strategic site within the Parsonage Gardens Conservation area.

The restoration of the listed buildings will breathe new life into these unoccupied buildings.

View Location



- Key
1. Pigmented Concrete Lintel / Wall

2. SG Curtain Wall System

3. Anodised & Textured Circular Column

4. Granite Plinth

5. Unitised SG Glazing System

6. Anodised Aluminium Cladding with Feature Fin

7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear

8. Existing Brickwork Re-pointed where necessary with mortar to match existing

9. Anodised Aluminium Windows

10. Glazed Entrance Door

11. Anodised Metal Door

12. Existing Opening reinstated with Anodised Aluminium Microrib

Louvre

13. Feature Timber Door

14. Existing Opening In-filled with like for like Stone

15. Anodised Aluminium Microrib Louvre

16. Negative Joint between new and listed facade. Anodised metal panel

17. PVC windows replaced to match original frames

18. Existing roof slates replaced where needed to match existing

19. Rainwater good repaired and repainted

20. Existing bridge link removed. Brickwork infill to match existing stock

21. Existing stonework repaired and cleaned

22. Existing door repaired or replaced to match original



Smithy Lane

The existing brickwork will be re-pointed where necessary, PVC and timber sash windows will be replaced.

Three windows will be replaced with an anodised vent panel to accommodate the mechanical intake for the existing building AHU. An extract flue will be provided at roof level.

There is an existing opening formed on this elevation which is providing egress from the basement, this opening will be in-filled with the stone work. Egress from the basement will be via the existing entrance door. This existing entrance door will be replaced with a new historic door acting as a fire escape to this building.

- Key
1. Pigmented Concrete Lintel / Wall

2. SG Curtain Wall System

3. Anodised & Textured Circular Column

4. Granite Plinth

5. Unitised SG Glazing System

6. Anodised Aluminium Cladding with Feature Fin

7. Metallic PPC Metal Balustrade, Glazed Balustrade to the rear

8. Existing Brickwork Re-pointed where necessary with mortar to match existing

9. Anodised Aluminium Windows

10. Glazed Entrance

11. Anodised Metal Door

12. Existing Opening reinstated with Anodised Aluminium Microrib

Louvre

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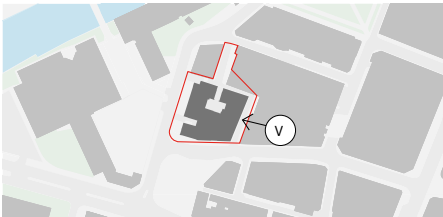
19. Rainwater good repaired and repainted

20. Existing bridge link removed. Brickwork infill to match existing stock

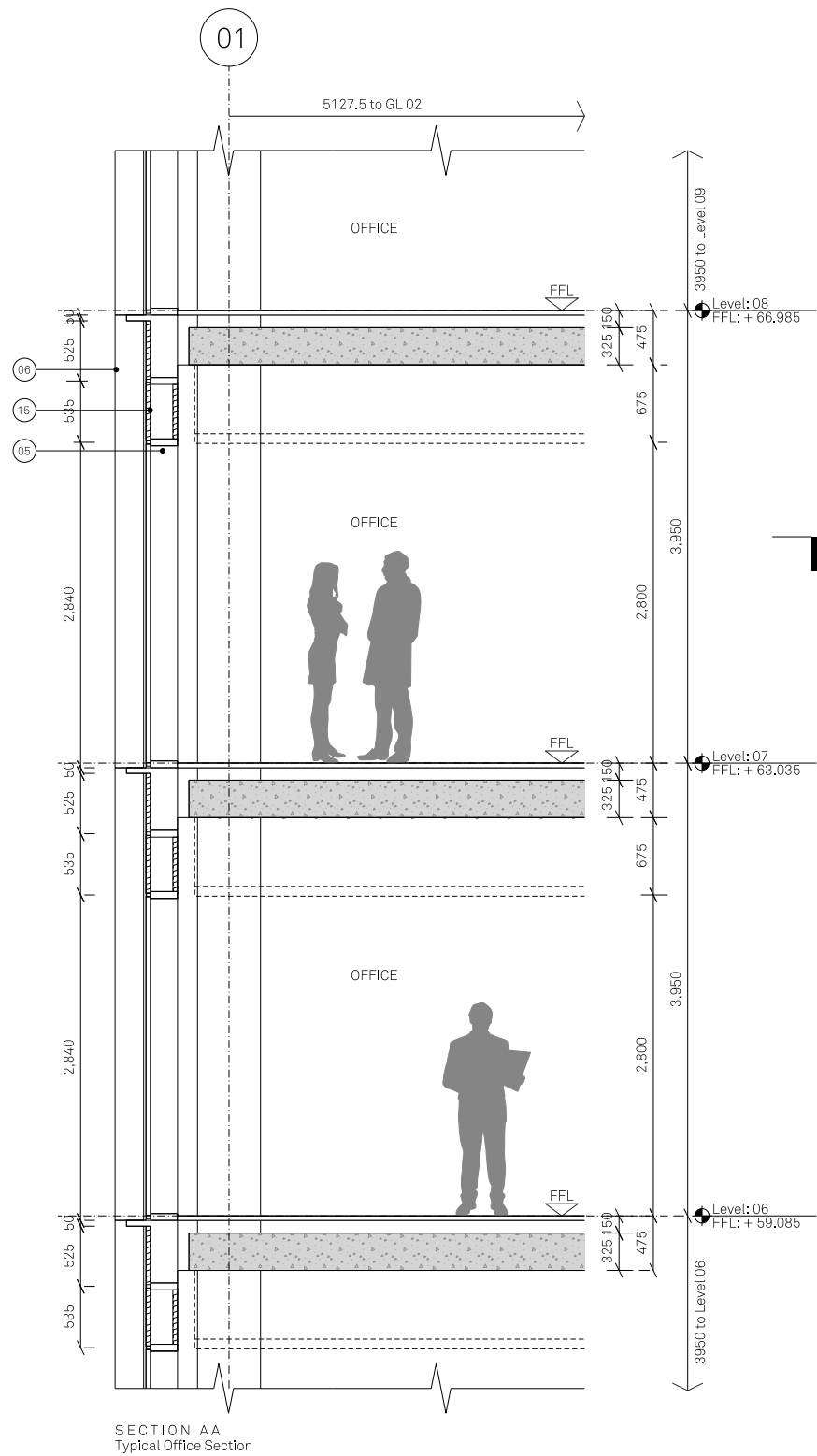
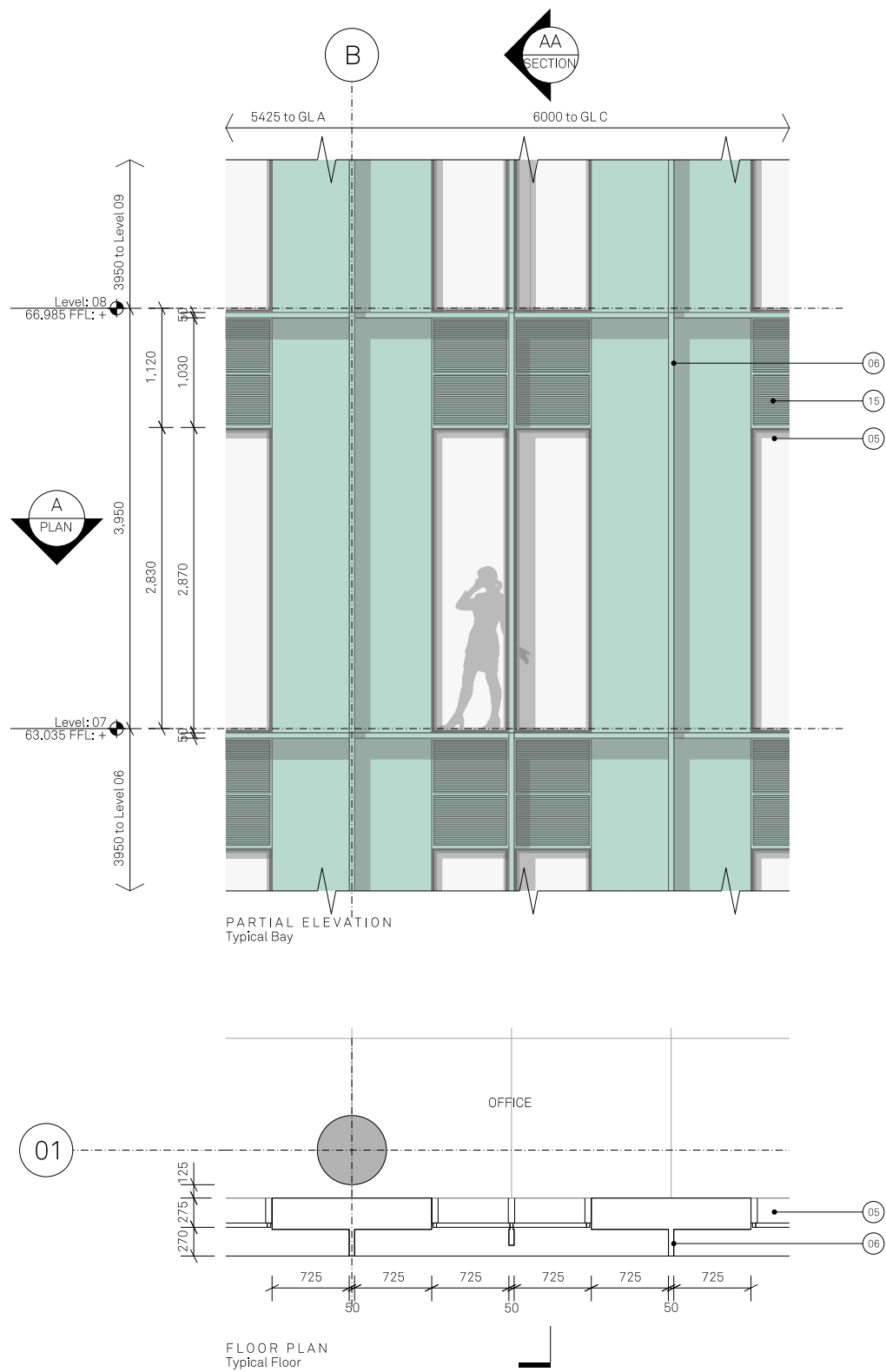
21. Existing stonework repaired and cleaned

22. Existing door repaired or replaced to match original

View Location



- Key**
- | | |
|--|--|
| 1. Pigmented Concrete Lintel / Wall | Louvre |
| 2. SG Curtain Wall System | 13. Feature Timber Door |
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- Key
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16. Negative Joint between new and listed facade. Anodised metal panel

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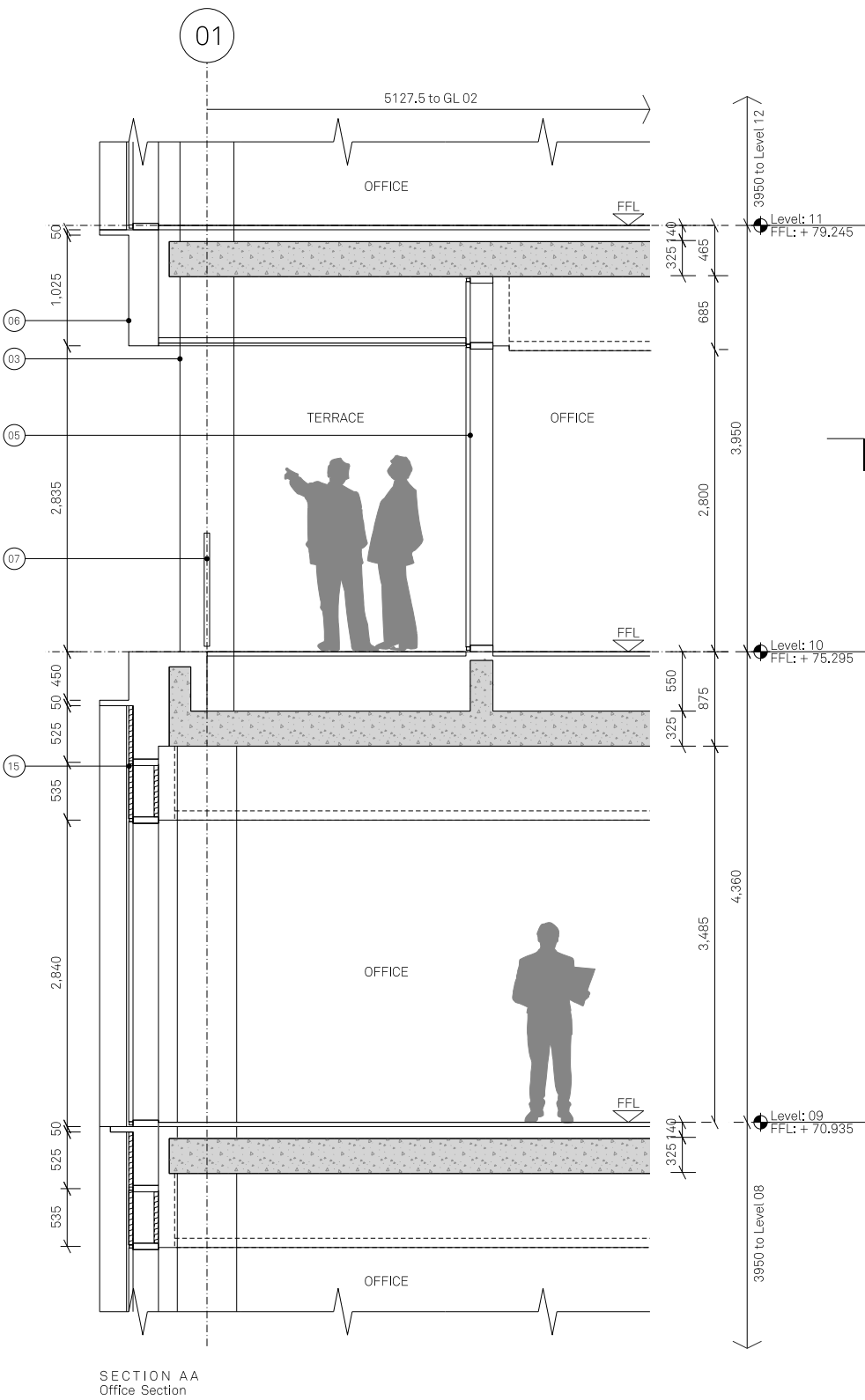
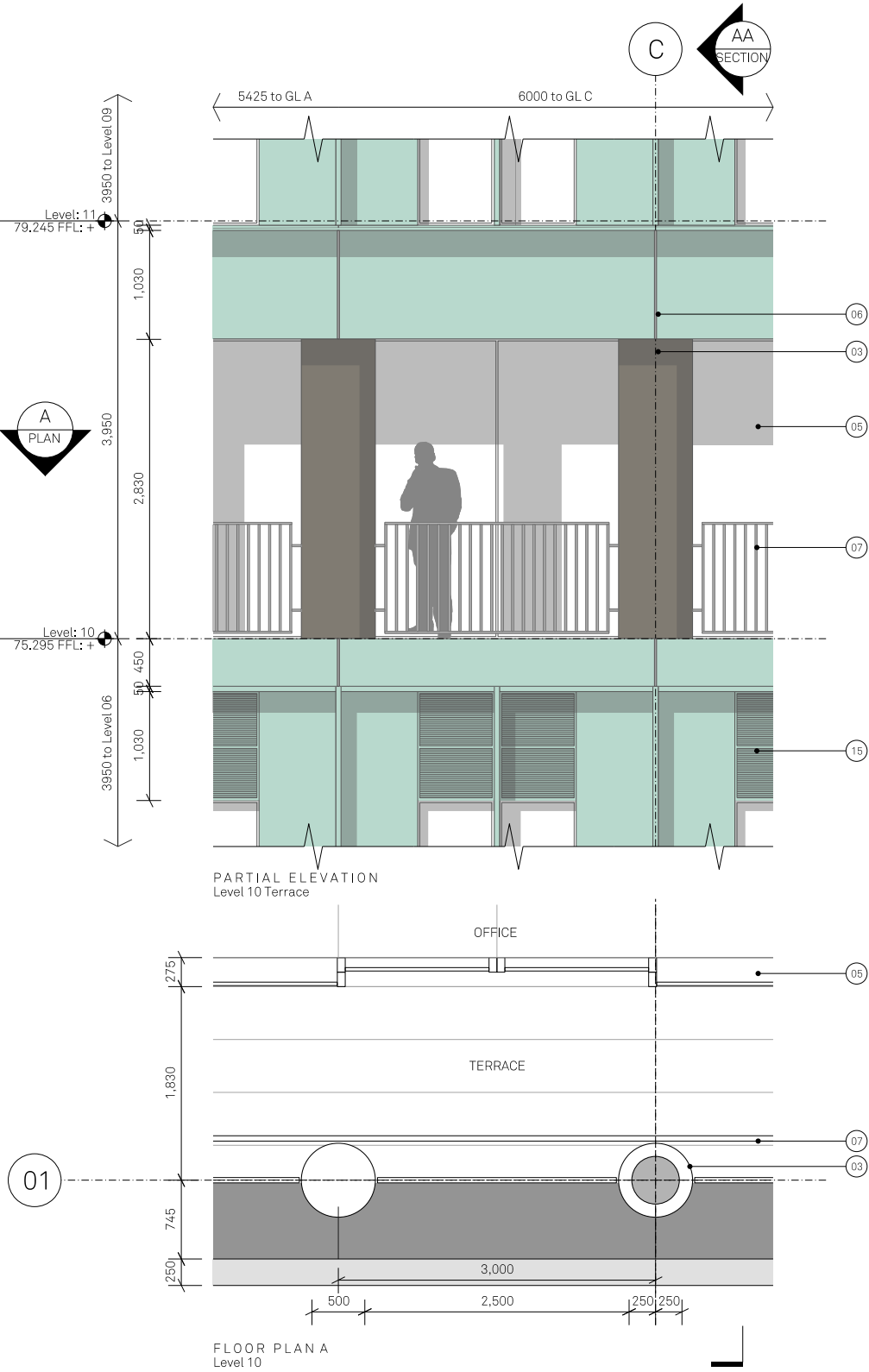
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- Key
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17. PVC windows replaced to match original frames

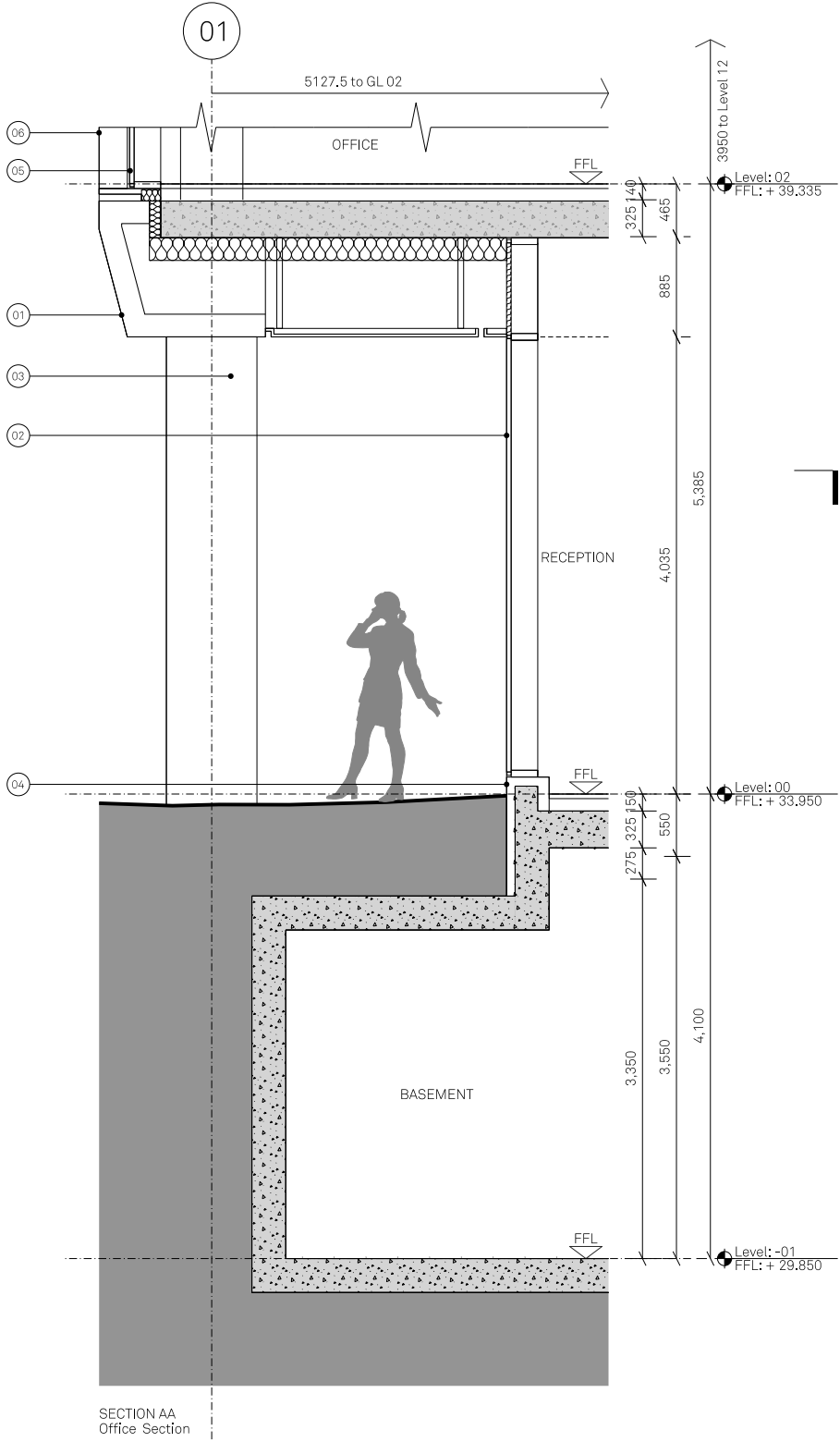
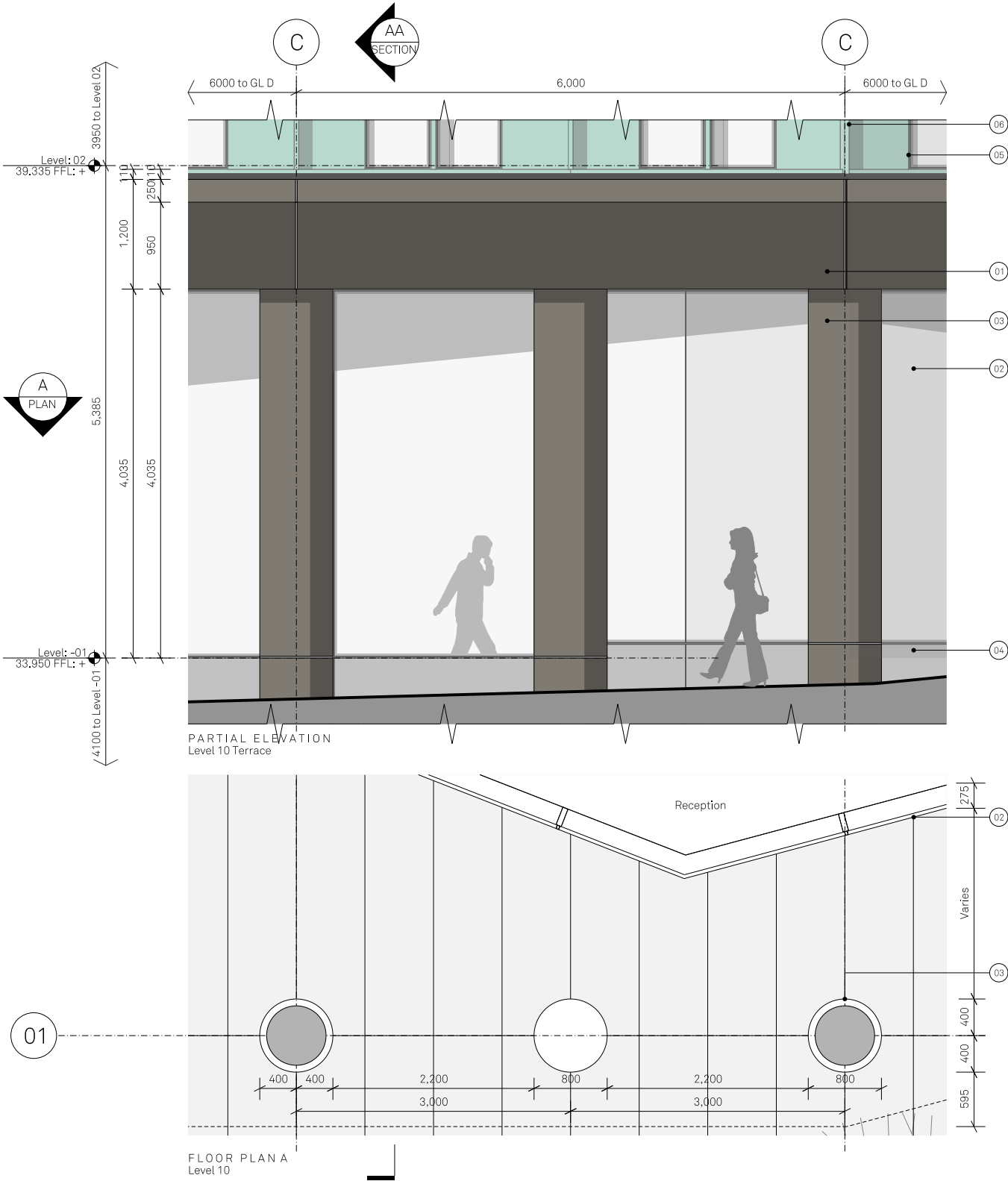
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22. Existing door repaired or replaced to match original



11.0 Visualisations

11.1 The Proposal

60

Jon Matthews Architects

View looking north east from Bridge Street

The new build footprint on the site is located along King Street West.

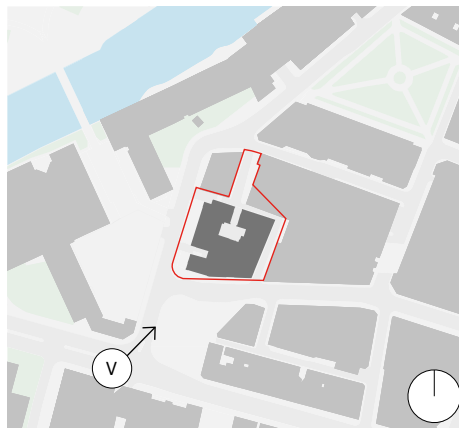
The building is arranged in a clear classical order, with a bottom, middle and top. The base is articulated through a colonnade of circular textured columns which ground the building, with inset glazing to create active frontages along the street frontage.

The glazing line is set back to respond to the direction of travel to Trinity Bridge. The main body of the facade is clad in an anodised aluminium rainscreen cladding which have extruded fins to create a depth in the facade.

The regeneration benefits to the site include the activation of Motor Square and the surrounding streets, acting as a catalyst to further regeneration and investment in the area.

The scale and massing of the building responds to the emerging and approved adjacent context. It aims to re-enforce the sense of enclosure on the northern edge of Motor Square, acting as a landmark building which addresses the public square.

View Location



View looking towards the West elevation / St Mary's Parsonage

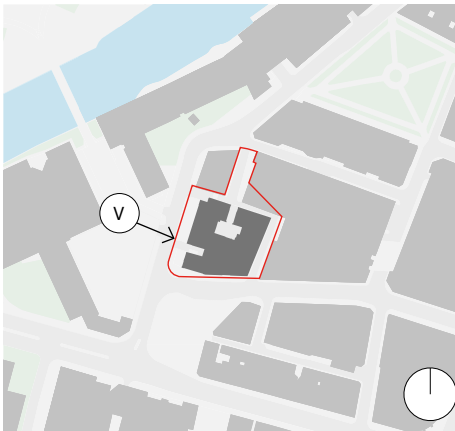
The new build footprint creates a slender form when viewed from the Trinity Bridge.

The precast concrete lintel to the base wraps around the ground floor and grounds itself with a tapered wall forming a single storey pavilion which connects to the 1840's Carriage Works.

Note there are no existing window openings to the ground floor of the Carriage Works Building. The pavilion is a means to provide active frontage along this facade with retail/leisure use proposed.

The listed Carriage Works will be brought back to life with the brickwork re-pointed where necessary and PVC windows replaced.

View Location



11.1 The Proposal

62

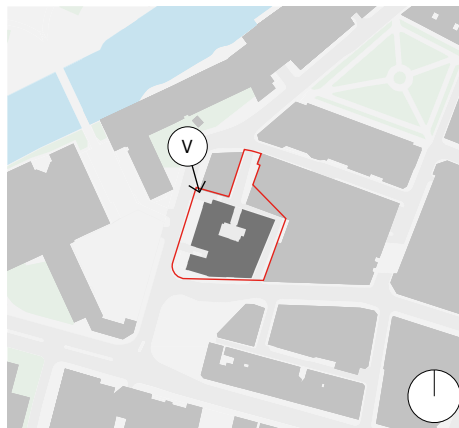
Jon Matthews Architects

View looking south from St Mary's Parsonage

The new build footprint has the core positioned to the north of the plan. There is a slot window provided in the lift waiting area. The inset 10th floor and roof level terrace wrap around the north elevation, enabling the office occupiers to benefit from 360 degree views across the city.

The single storey pavilion which wraps along St. Mary's Parsonage will connect to the Grade II listed building via a structural glazed roof light. The pavilion will be clad in precast concrete.

View Location



View from Garden Lane

The scheme involves the complete refurbishment of the Grade II listed Carriage works and Warehouse building.

The historic Carriage Works entrance will be reinstated, with new glazed entrance doors to the archway. This new entrance creates a north/south connection through the building.
The existing brickwork will be re-pointed where necessary, PVC and timber sash windows will be replaced.

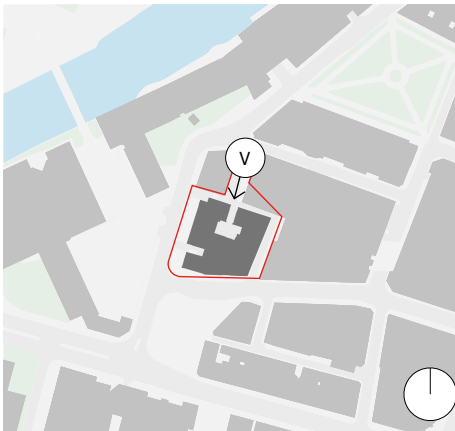
There is an existing glazed bridge link which connects to the adjacent Kuits building - this will be omitted with the opening reinstated as a sash window.

The existing roller shutter to the fire escape will be omitted. The historic lintels will be cleaned and the openings replaced with new anodised aluminium fire escape doors.

Feature lighting will be mounted on the facade at the Courtyard entrance.

Following the construction of the approved adjacent Kendals scheme, Garden and Smithy Lane can be widened. These streets will no longer act as back streets, reanimated with trees, planting and rain gardens with people using the space.

View Location



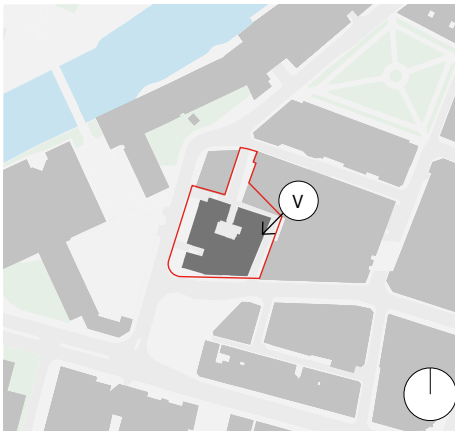
View looking south along
Smithy Lane

The public realm vision is to widen Smithy and Garden Lane following the completion of the adjacent approved Kendals scheme.

These streets will be brought back to life, reanimating this area within the Parsonage Gardens Conservation Area.

The Grade II listed Warehouse will be refurbished, with new glazing and brickwork re-pointed. Modifications will be repaired with like for like stonework.

View Location



Proposed Cross Section

The existing Grade II listed building will be restored as new commercial workspace.

The historic Carriage Works entrance will be reinstated, with new glazed entrance doors to the archway. This new entrance creates a north/south connection through the building.

The historic courtyard will have a new feature lift installed to provide level access to the historic buildings. The courtyard will have a feature glazed roof, enabling the space to be used as a wider extension of the reception space for building amenity.

The main entrance to the building is from King Street West. The facade has been deliberately pulled back to create a colonnade. The glazing line is tapered to respond to the direction of travel towards Trinity Bridge.

Many of the historic features within the Grade II listed building will be revealed, with the existing brickwork and timber trusses exposed.

The building is designed to be capable of achieving NABERS 5.5. Openable vents in the facade and retained existing building provide fresh air intake for the mixed mode ventilation strategy.

The use of post-tensioned concrete has been chosen as carries lower embodied carbon than the alternate steel frame solution. The concrete frame provides further benefits through the use of thermal mass, the flat slab also means the floor to floor heights were kept to a minimum.

Key

- 1. Motor Square
- 2. New Office Reception
- 3. New Office Floor-plate
- 4. Courtyard Atrium
- 5. New Glazed Lift
- 6. New Glazed Roof Above Existing Parapets
- 7. Carriage Works Office Floor-plate
- 8. Restored Dunlop St Entrance
- 9. Dunlop St
- 10. Widened Pavement - Improved Public Realm



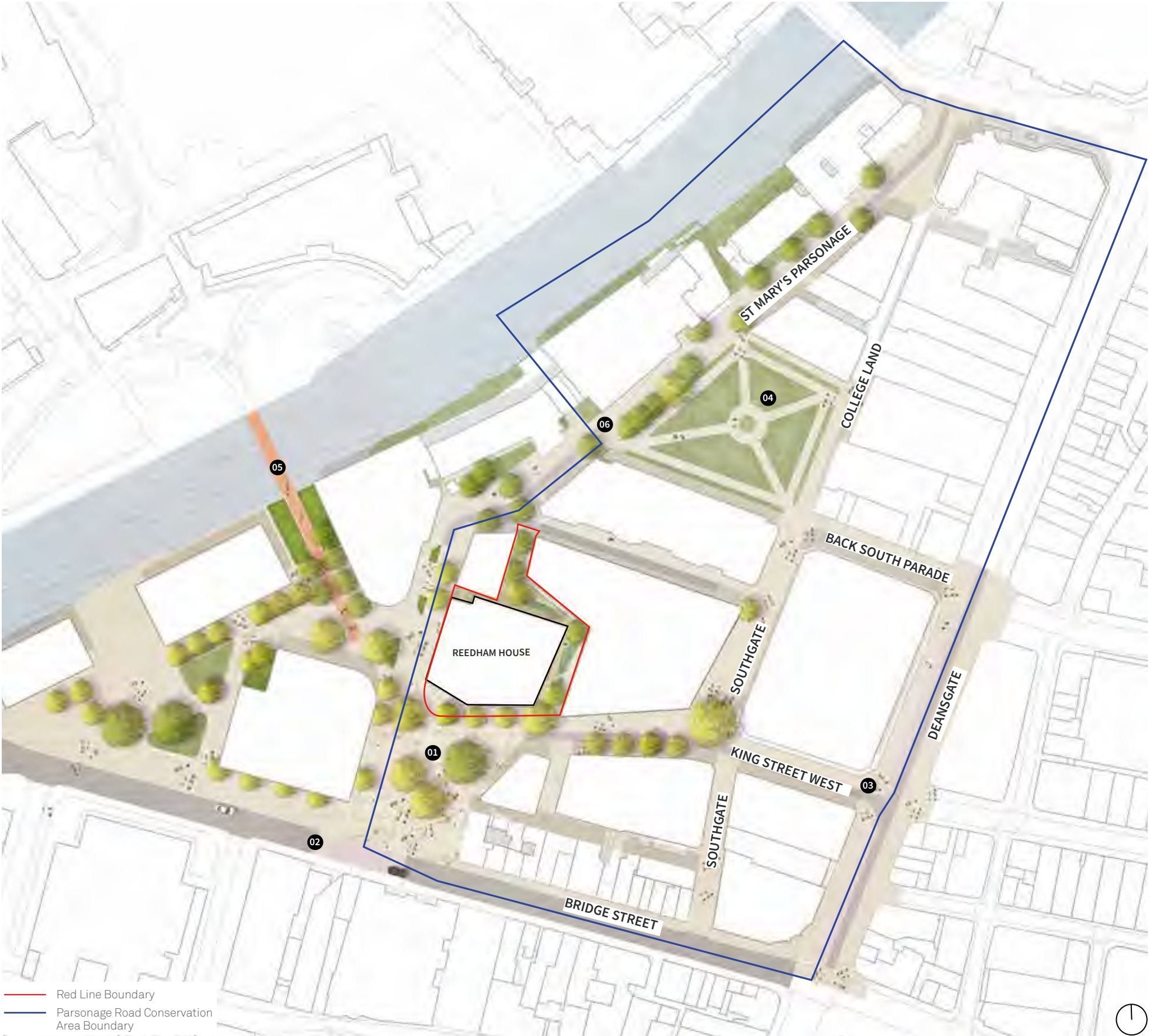


12.0 Landscape Strategy

Wider Public Realm Vision

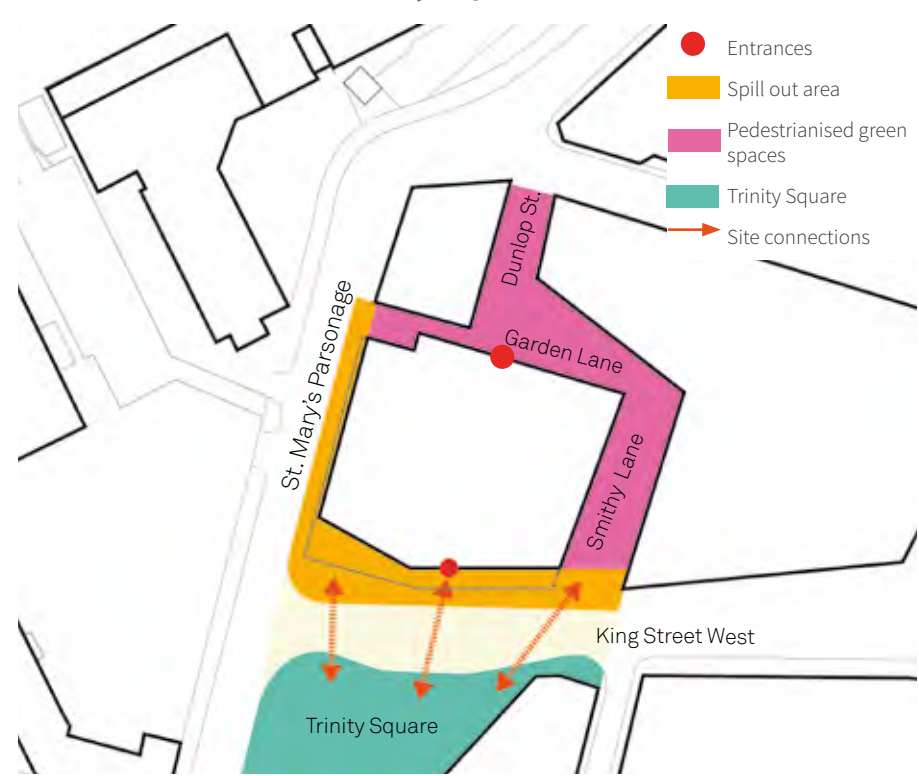
Building upon the principles and guidance set out in the approved ‘St Mary’s Parsonage SRF Aug20’ an illustrative vision has been developed to understand the role that Reedham House can play in this part of the city. Key spaces within the SRF include;

- Motor Square
- Bridge Street
- King Street West
- Parsonage Gardens
- Trinity Bridge
- St Mary’s Parsonage



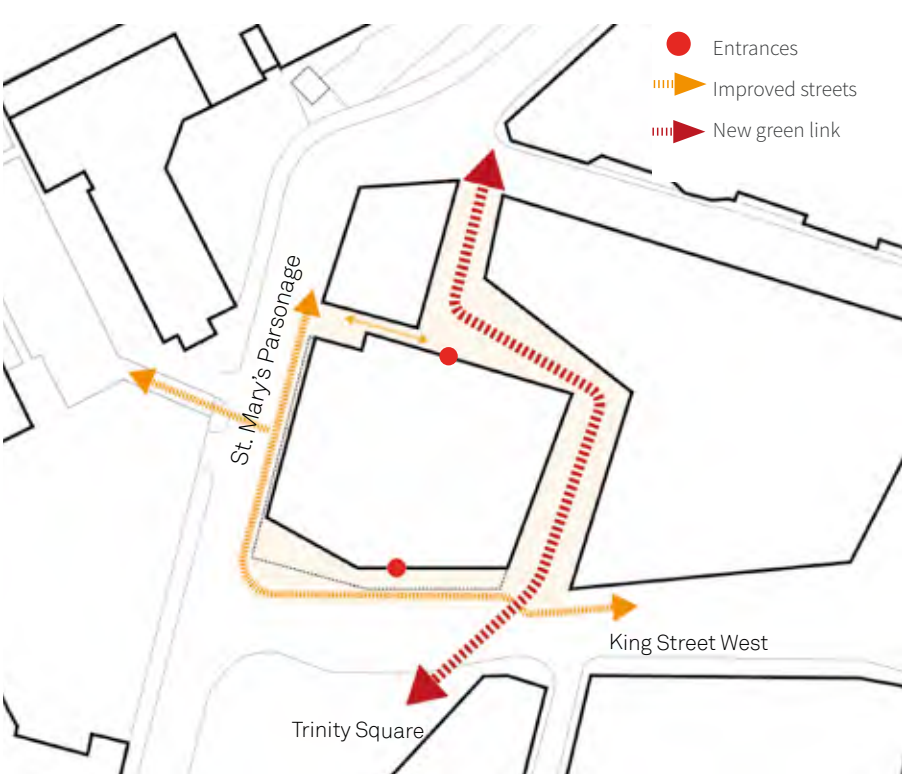
Design Drivers

Key Spaces



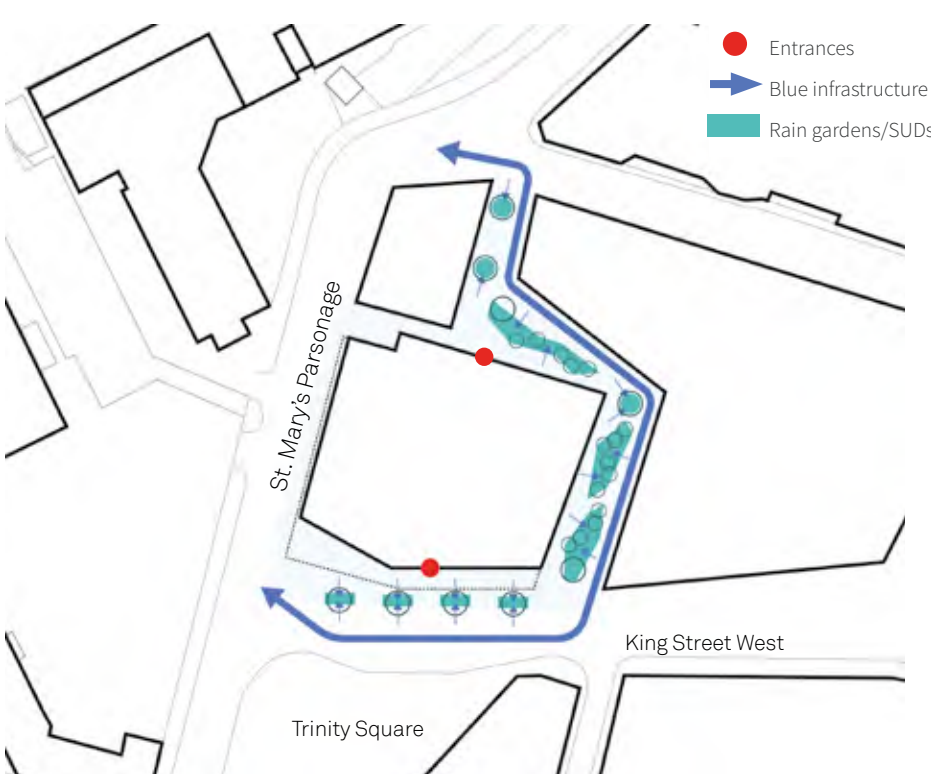
- Improvement to St Mary's Parsonage and King Street West will open up opportunities for spill out
- Visual connections to Trinity Square
- New, pedestrianised green spaces along Smithy Lane, Green Lane and Dunlop Street

Connections



- Open up pedestrian links & enhance permeability
- Improving street frontages overlooking Trinity Sq. will soften the facade of the building

SUDs



- Introduce SUD features
- Rain gardens along Smithy Lane
- Climate tolerant design

12.0 Landscape Strategy

Illustrative Public Realm Scheme

The illustrative scheme includes the approved Kendals scheme and enhances the public realm by featuring a series of rain gardens, vegetation and seating which will provide an attractive pedestrian route. The new connection will run through Smithy Lane, Green Lane and Dunlop St.



Rain garden



Grey to Green rain garden



Historical Context

In the 1800s part of the site featured a coach manufacturer
This heritage could inform how artwork is represented
throughout the public realm adding depth and richness to the
proposals
A playful interpretation of motifs, graphics, colours and historical
references will create a distinct identity and sense of place. Initial
thoughts are shown opposite



Wheels and spokes



Embellished design



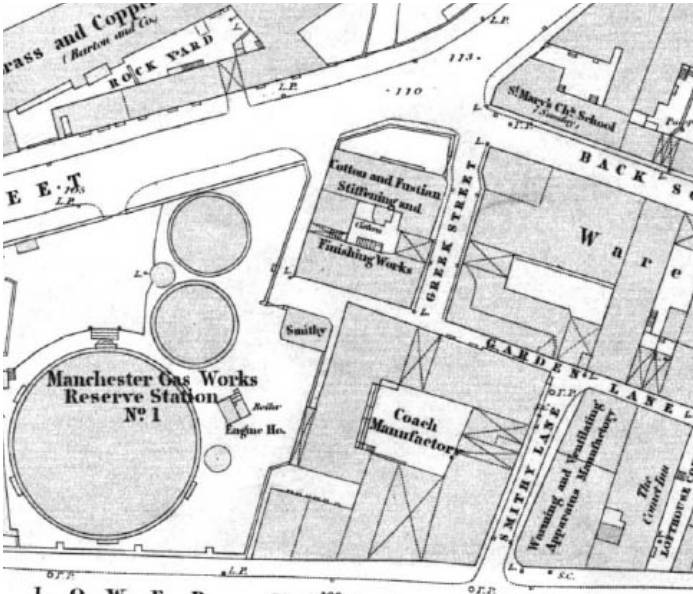
Tones of the Manchester Carriage Company



Historic embellishment inspired details



Horseshoe pattern in paving



Former coach manufacturer on site



Refurbished Manchester Carriage Company coach



Historic markers laid into paving and timber impression



Historic photo of Manchester coach in use



Artwork



Pops of colour in cycle racks



Pops of colour in seating

Smithy Lane - Illustrative Visual



Look and Feel



Bike stands with detailing



Avenue of trees



Seating amongst vegetation



Coloured seating



Lighting



Rain garden



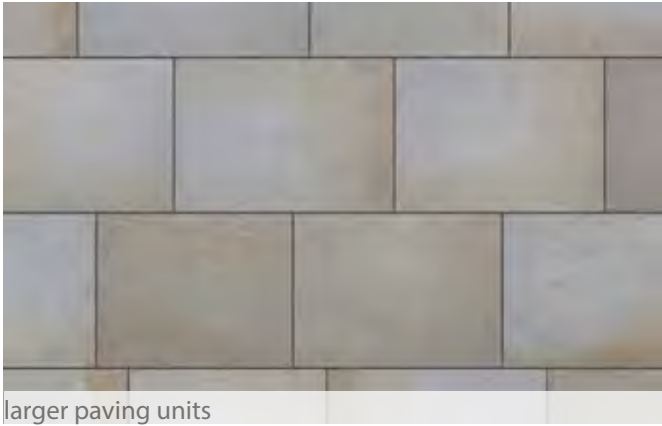
Rain garden planting



Bollards with site specific detailing



Permeable paving



larger paving units



Smaller paving units



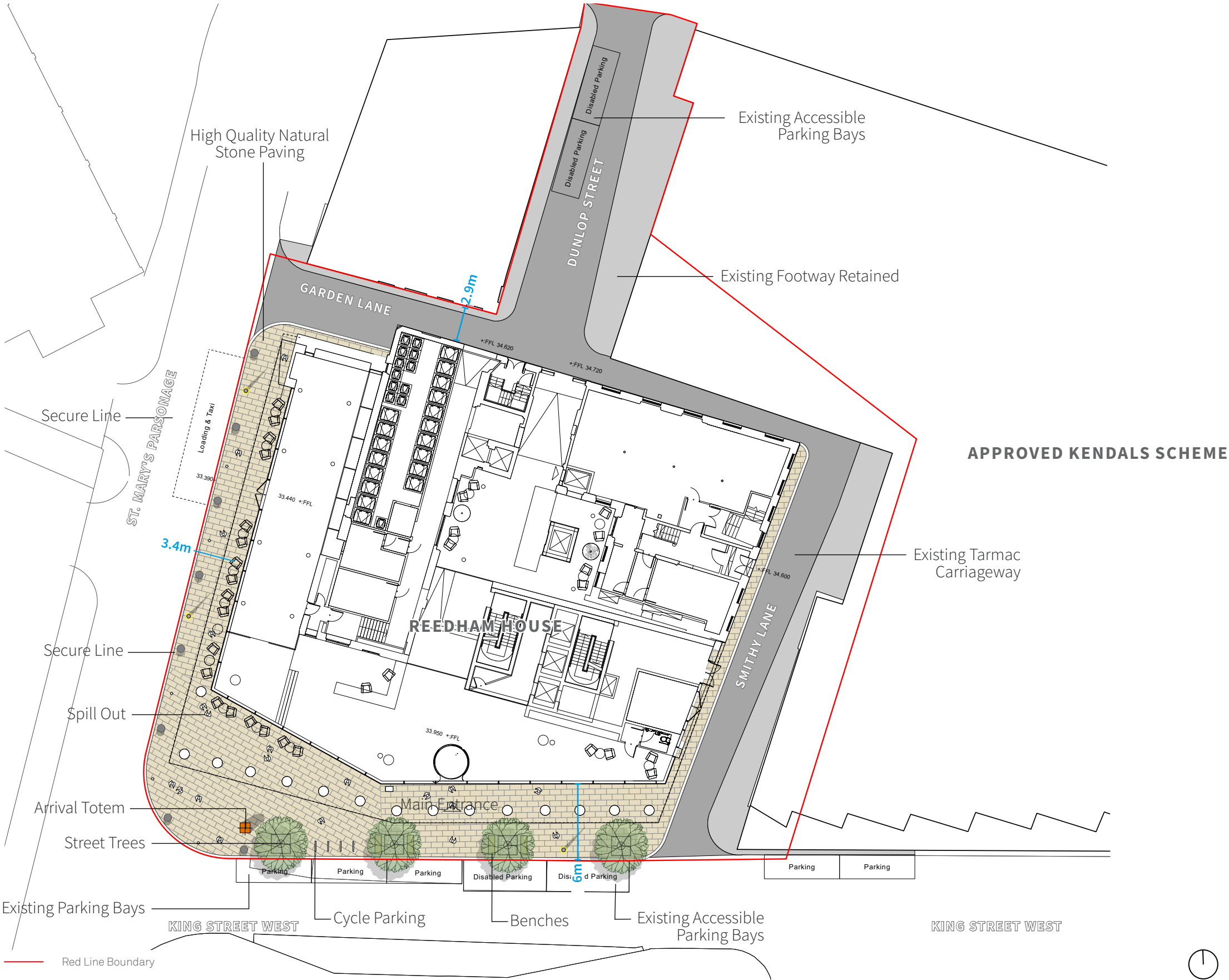
Resin bound gravel

Planning Application Scheme

The planning application scheme features a high quality street
scape with natural stone paving, semi mature street trees and
opportunities for spill-out facing onto King Street West and St
Mary's Parsonage
Garden Lane, Dunlop St. and Smithy Lane remain as existing
vehicular dominated spaces with no enhancement to the public
realm



Semi-mature street trees



Tree Strategy - Planning Scheme

A single line of semi mature trees are proposed along King Street West, installed within paving and incorporating SUD activated tree pits, is an opportunity to extent artwork elements within the tree grills

Trees will be a minimum of 2m clear stem forms, to maximise the permeability along the footpath

The selected species (*Gleditsia triacanthos*) will create a grand street tree that maintains a light canopy



Bespoke tree grill - Artwork elements



Avenue of street trees



Tree locations

13.0 Heritage & Regeneration Benefits

Heritage Benefits

The clear ambition will be to deliver a proposal that will enhance the quality and historic character of the Grade II Listed Carriage Works & Warehouse and in doing so strengthen the heritage benefit to the wider St Mary’s Parsonage Conservation Area.

This will be delivered through:

A full, heritage-led refurbishment of Carriage Works & Warehouse that includes a complete restoration and repair of all elevations and roof with modern insertions i.e. white plastic windows, replaced with new alternatives that complement the character and original features.

Internally, all listed structures i.e. existing stairs will be retained and sensitively repaired. Modern wall linings will be removed and the original brickwork revealed and sensitively repaired where needed.

Modern ceilings will be removed to allow the existing floor boards and supporting structures to be enjoyed. New lighting and services will be exposed and carefully threaded through the existing fabric.

The inner courtyard will be cleared of the existing clutter that lines the walls of the Carriage Works & Warehouse to expose its original features and architectural detail. These will be enjoyed by occupiers within a new conditioned atrium with glazed roof that delicately floats above the listed parapets. What was once an external service yard will re-imagined as an extension of the reception, providing a visual and physical connection through the building from Motor Sq to Dunlop St.

This will be made possible through the demolition of 27-29 & 29-33 King St West and economic benefit of the new build office.

Benefits to Conservation Area

The heritage benefit of the preservation and enhancement of the Carriage Works & Warehouse are listed opposite.

In respect of the new build proposal the quality of material and detailing with be exceptional positively contribute to the area. The texture and relief in the cladding is a nod to the ornate detailing, depth and joy of the site’s heritage context.

The proposals seek to reunite the whole site, re-opening the courtyard as the centre of the complex, reactivating Garden Lane with the re-opening of the entrance on the northern side, and restoring the western elevation with the replacement of the existing ground floor extension which detracts from the overall listed building in its current form. The reunited complex will also then positively respond to the emerging improved public realm around the Site, with routes and views through to the Carriage Works and Warehouse being restored.

Regeneration Benefits

In so far as it is consistent with the criteria set out in policy, the clear ambition of our proposal is to enhance the vitality and viability of the site and the wider Parsonage Gardens SRF area by:

- Positively contributing to the character and quality of the Parsonage Gardens Conservation Area as a whole

Through careful, heritage-led restoration of the Carriage works & Warehouse the proposed enhancements will breath life back into the buildings to preserve their historic quality for many years to come. In doing so this will complement the character of the surrounding area and offer further public benefit through the enjoyment of the building within the historic street-scape.

- Activating Motor Square and the surrounding streets

In reaction to the strategic significance of the site on the northern edge of Motor Square, our proposal will bring forward a strategy for public realm improvements to all edges of the site. Following through with our mantra to ‘Give Everything Back To The Street’, all frontages around the site will be activated with positive ground floor public and private uses.

- Re-enforcing the sense of enclosure on the northern edge of Motor Square
-

The scale of development to the northern edge of the square is befitting of a large public space. The building is point of orientation within the City that locates Motor Square and is seen from key long range vistas such as the King St approach. Added to this the building is the elbow between Manchester and Salford and as such a gateway between the two cities.

- Supporting Manchester’s zero carbon ambitions and delivering an exemplar of sustainable development

The design has been developed with the flexibility to allow for NABERS 5.5. Please see chapter 16.0 for detail.

- Carefully consider the site’s relationship with any existing sensitive uses, in terms of impact and amenity. Issues of noise, privacy, sunlight and daylight, for example, will need to be fully assessed and justified as part of any future planning application proposals.

The wider impact of the proposal have been carefully assessed and the technical reports have been included in support of this application.

Given the location of the site the existing side streets around the buildings have been carefully assessed with regard to servicing and waste collection such that they do not impact on the quality and enjoyment of the public realm nor existing uses.



14.0 Verified Views

Existing view looking north from
Bridge Street

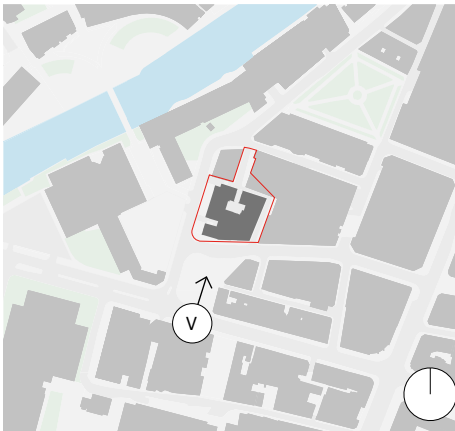


Proposed view looking north
from Bridge Street



Proposed view with approved and emerging context looking north from Bridge Street

View Location



Existing view looking west from King Street West



Proposed view looking west from King Street West



Proposed view with approved
and emerging context looking
west from King Street West



View Location



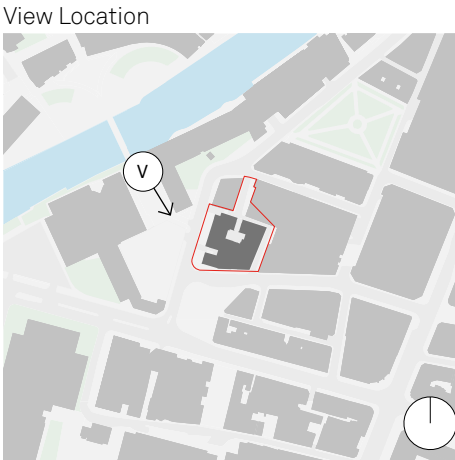
Existing view looking southeast
alongside Alberton House



Proposed view looking
southeast alongside
Alberton House



Proposed view with approved and emerging context looking southeast alongside Alberton House



Existing view looking east from
Trinity Bridge

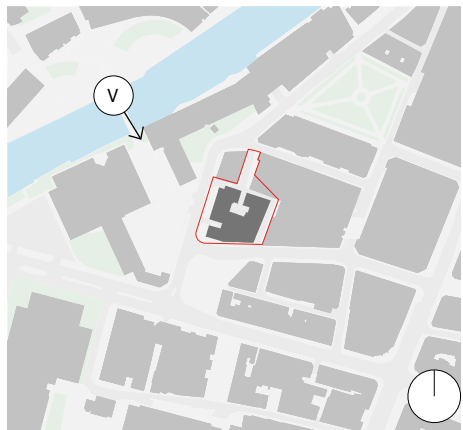


Proposed view looking east
from Trinity Bridge



Proposed view with approved
and emerging context east from
Trinity Bridge

View Location



Existing view looking east from
Trinity Bridge



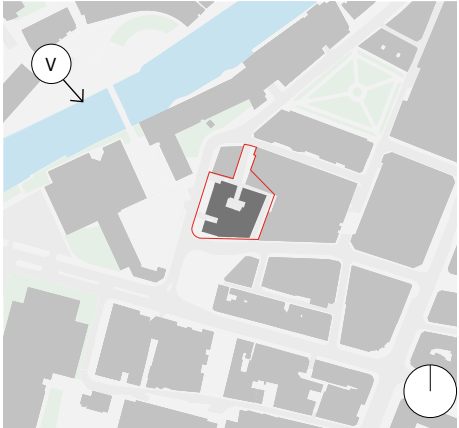
Proposed view looking east
from Trinity Bridge



Proposed view with approved and emerging context east from Trinity Bridge



View Location



Existing view looking west from
King Street



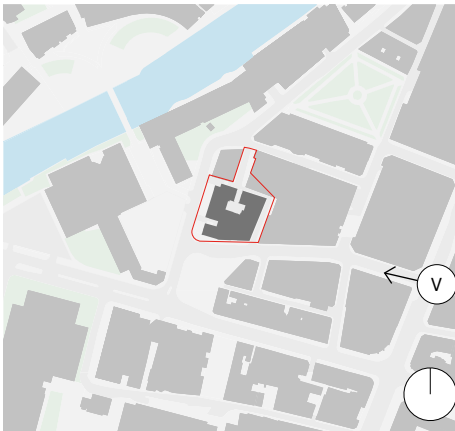
Proposed view looking west
from King Street



Proposed view with approved and emerging context looking west from King Street



View Location



Existing view looking south from
St Mary's Parsonage

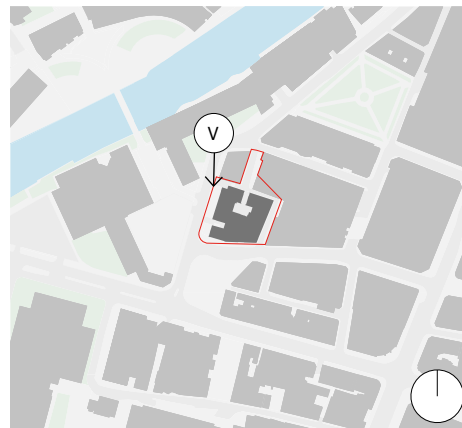


Proposed view looking south
from St Mary's Parsonage



Proposed view with approved
and emerging context looking
south from St Mary's Parsonage

View Location



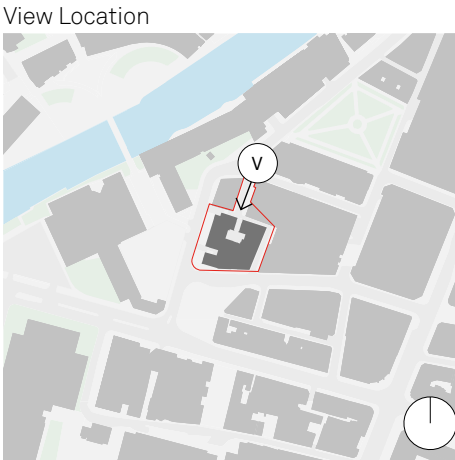
Existing view looking south from
St Mary's Parsonage



Proposed view looking south
from St Mary's Parsonage



Proposed view with approved and emerging context looking south from St Mary's Parsonage



Existing view looking south from
Parsonage Gardens



Proposed view with approved
and emerging context looking
south from Parsonage Gardens



15.0 Tall Building Assessment

Introduction

Guidance on dealing with proposals for tall buildings is set out within 'Tall Buildings: Historic England Advice Note 4' prepared by Historic England and published on 4 March 2022.

This chapter will assess the proposal against the English Heritage/ CABE criteria in the following order:

- Relationship to context
- Effect on the historic context
- Relationship to transport infrastructure
- Architectural quality of the building
- Credibility of the design
- Contribution to public space and facilities
- Effect on the local environment
- Contribution made to the permeability of the site and the wider area
- Provision of a well-designed environment

Relationship to context

In completing the design proposals for the site we have considered the external appearance and massing in relation to the wider context of the Parsonage Gardens Conservation Area.

The site context is varied and representative of its city centre urban location.

The images opposite indicate the existing and proposed buildings of scale within the wider context. Immediately adjacent the site, is the approved Kendals Scheme which is G+13 storeys commercial office.

To the west of the site, Alberton House is proposed to be redeveloped into a G+18 storey commercial office. This has demonstrated a capacity for taller, denser development in the immediate proximity of the site.

The proposed development will have a positive contribution on the existing context. A series of immediate and mid-distance views have been produced to inform the development proposals and to understand any impact that the development may have on the existing site context and surrounding heritage assets and setting of the conservation area. These views have been developed in consultation with the appointed Heritage Consultant and these are depicted on the proceeding pages of this Design and Access Statement.



1



2



3



4

Images

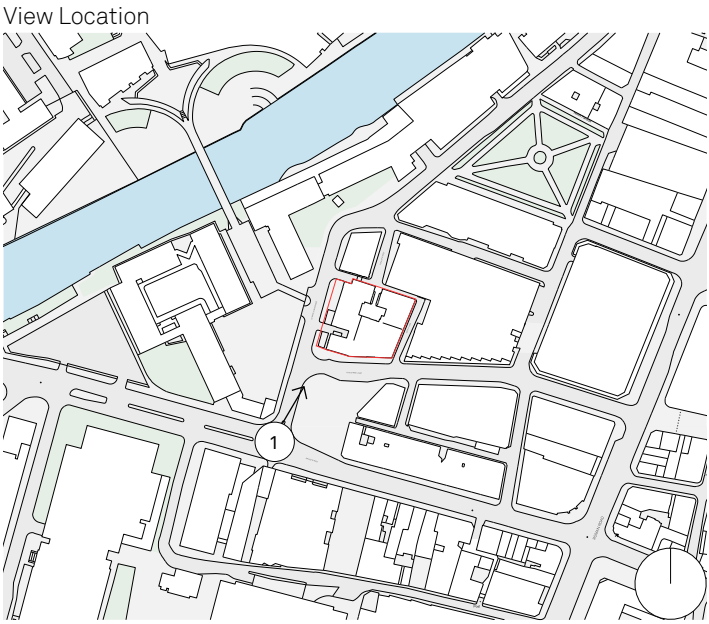
1. Albert Bridge House
2. Proposed Kendals Scheme - Shepard Robson Architects
3. Proposed Alberton House - EPR Architects
4. Affinity Living - Denton Corker Marshall Architects

Height Study

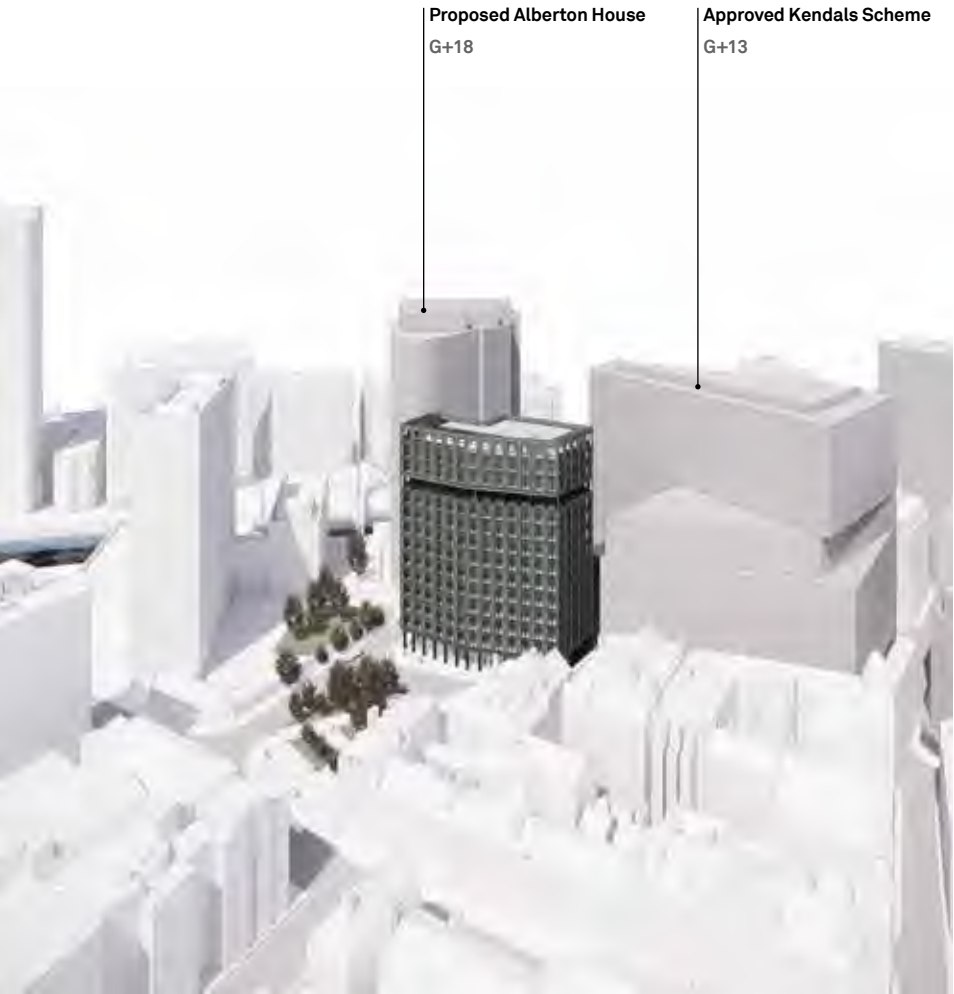
A series of massing options were explored during the design process to assess the appropriate scale and massing for the new build footprint to the south of the site.

There is a precedent for buildings of scale through the adjacent approved and emerging context. The Kendals scheme sits at G+13 and Alberton House at G+18.

View from Bridge St looking north



View from Bridge St looking north



G+13



G+17



G+19

Effect on the historic context

The application site is located within the Parsonage Gardens Conservation Area. The Carriage Works & Warehouse plus 29-33 King St West are Grade II Listed.

Part of the site itself has been vacant for a number of years whilst existing structures have been significantly modified, removed and/or are in a poor condition.

The site consequently requires regeneration to re-engage with its immediate environment and a full heritage assessment has been undertaken to establish the impact of demolishing 29-33 King St West.

The proposal will have ‘less than substantial harm to listing buildings and will have a positive impact on the Parsonage Gardens Conservation Area’.

Architectural quality of the building

The proposals have been designed to deliver a high quality, visually attractive building in a central location in the city centre. The quality of the scheme has been acknowledged by Places Matter! Design Review Panel. The scheme has been considered in great detail on both a macro and micro scale to carefully craft the massing and form to contribute positively to its wider context capitalising on the sites unique setting and gateway status.

The scheme involves the complete transformation of The Carriage works and Warehouse buildings, which are Grade II listed into new commercial offices. The character of these buildings will be restored through revealing the hidden features. The project involves the demolition of the existing Reedham House building which although has listed status, carries very little heritage value to the site. This footprint will be replaced by a new office building of scale located to the south of the site.

The ground floor of the building is deliberately manipulated to maximise active frontages creating logical front and back doors and offering a catalyst for improved surveillance, activity and quality of the surrounding streets.

Credibility of the design

The proposed development has been designed by a team which has extensive experience of restoring heritage buildings and delivering office buildings in similar central urban locations and as such are familiar with the issues to be addressed to ensure that the proposed development is not only of a high quality of design but also deliverable within the client budget.

The design evolution process has given due consideration to the high profile location of the site whilst ensuring it is deliverable.

The proposal submitted is a well thought through design, that is coordinated and shows joined up thinking across all disciplines and stakeholders for the benefit of future occupiers, existing residents and the wider community.



Contribution to public space and facilities

Please refer to Chapter 12.0 Landscape that sets out the vision for landscape improvements and public open space benefits that builds upon the core principles set out in the St Mary's Parsonage Strategic Regeneration Framework.

Effect on the local environment

A number of technical studies have been undertaken to support the planning application and to assess the impacts of the proposed development, including:

- Heritage Statement, including Visual Impact Assessment
- Desk Based Archaeological Assessment
- Transport Assessment
- Extended Phase 1 Ecology Survey
- Air Quality Assessment
- Flood Risk Assessment and Drainage Strategy
- Wind Assessment
- Noise and Vibration Assessment
- Crime Impact Statement
- Energy Statement, ESS and Ventilation Statement
- Daylight and Sunlight Assessment
- TV Reception Survey

These studies have demonstrated that the scheme will have, in overall terms, no adverse impacts.



Existing view looking north from Bridge Street



Proposed view looking north from Bridge Street



Proposed view from Bridge Street with Approved & Emerging Context



Existing view looking west along King Street West



Proposed view looking west along King Street West



Proposed view along King Street West with Approved & Emerging Context



Existing view looking east from Trinity Bridge



Proposed view looking east from Trinity Bridge



Proposed view looking east from Trinity Bridge with Approved & Emerging Context

Contribution to the permeability of the site and the wider area

As part of the vision for the site Garden and Smithy Lane will be widened following the construction of the adjacent Kendals scheme. This will enable the streets to be brought back to life with tree lined rain gardens. The ground floor of the new building has been deliberately set back to create a colonnade along King Street West.

There are two main entrances to the scheme on King Street West and Garden Lane. These entrances are connected through the refurbished courtyard space. A ground floor retail unit is located on St. Mary's Parsonage.

Motor Square sits directly south of the site. The space has public seating along with al-fresco dining for the Pizza restaurant and coffee shop. Servicing to the site will be via St. Mary's Parsonage.

The surrounding landscape is entirely public space and has been designed to ensure that the area is fully maintained and there is no antisocial activity. It is anticipated further consultation with GMP will generate a more refined scheme in terms of legibility and security.

Provision of a well designed environment

Planit Landscape have included information to treat the public realm around the site illustrated throughout the proposals. They have an excellent reputation in producing spaces that people can explore and enjoy and have produced a well thought through contextual design that will deliver a delightful space for residents and general public.

The scheme aims to improve the pedestrian experience for the wider connections from Salford, via Trinity Bridge along King Street West. The interaction with Motor Square will improve with a reanimated ground floor experience.



Key Spaces



Connections



SUDS

16.0 Access & Maintenance

Proposed Ground Floor

The main pedestrian access to the proposed scheme is directly off King Street West.

The proposal will provide fully accessible entrances from street level complete with automated doors. The existing Garden Lane Carriage Works entrance will be re-instated with new glazed entrance doors. Cyclists will enter the building through this door with a lift provided to access the basement cycle store.

A retail/leisure unit is located along St Mary's Parsonage elevation. The refuse store will be accessed via Garden Lane.

The refuse store provides space for 19no. 1100l Euro bins & 12no 240l bins. The provision is based on the MCC GD04 & BS5906:2005 and has been designed to serve the office use only.

The aim of inclusive access is that the design and layout of the building should enable everybody to be able to enter it, use its facilities and leave safely, independently and with ease. Adequate ramps and step free access are provided as well as fully accessible WC located off the main reception.

Key

Office Entrance

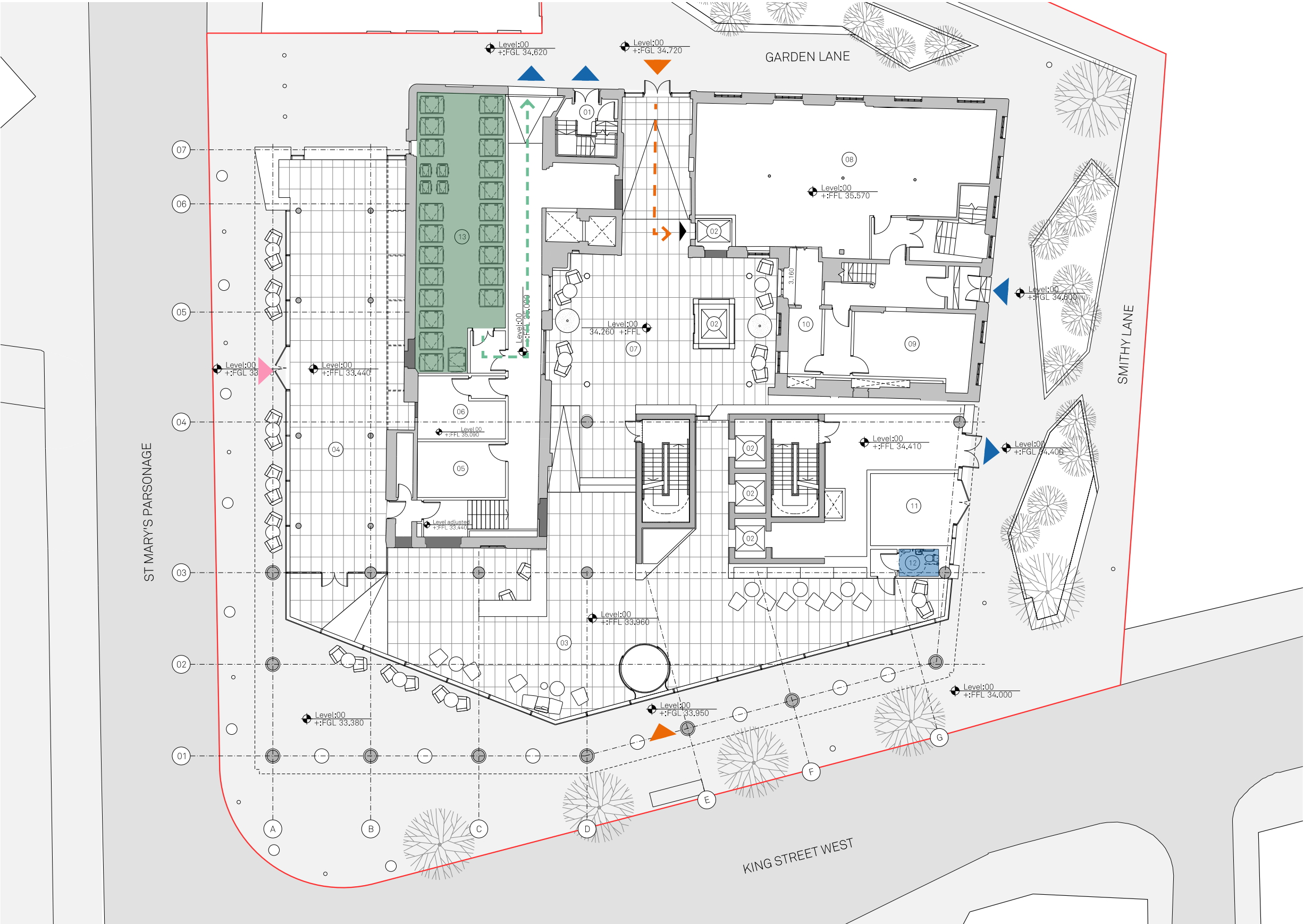
BoH entrance/ fire escape

Retail Entrance

Cyclist Route

Refuse

Accessible facilities



Proposed Basement

The existing basement is retained to the north of the site and accommodates the cycle store with 92 spaces and changing facilities.

The new build footprint to the south of the plot contains plant space to serve the building.

Key

Entrance

BoH entrance/ fire escape

Cycle route

Cycle store

Plant

Accessible facilities



Proposed Level 13/Roof

The roof will have a small pavilion and external terrace providing communal tenant amenity for the building.

The pavilion and roof terrace have been positioned to the west of the floor-plate, with a more beneficial solar orientation.

Balustrade and perimeter guarding must take account of the detail set out in the Wind Assessment undertaken by RWDI included in this application.

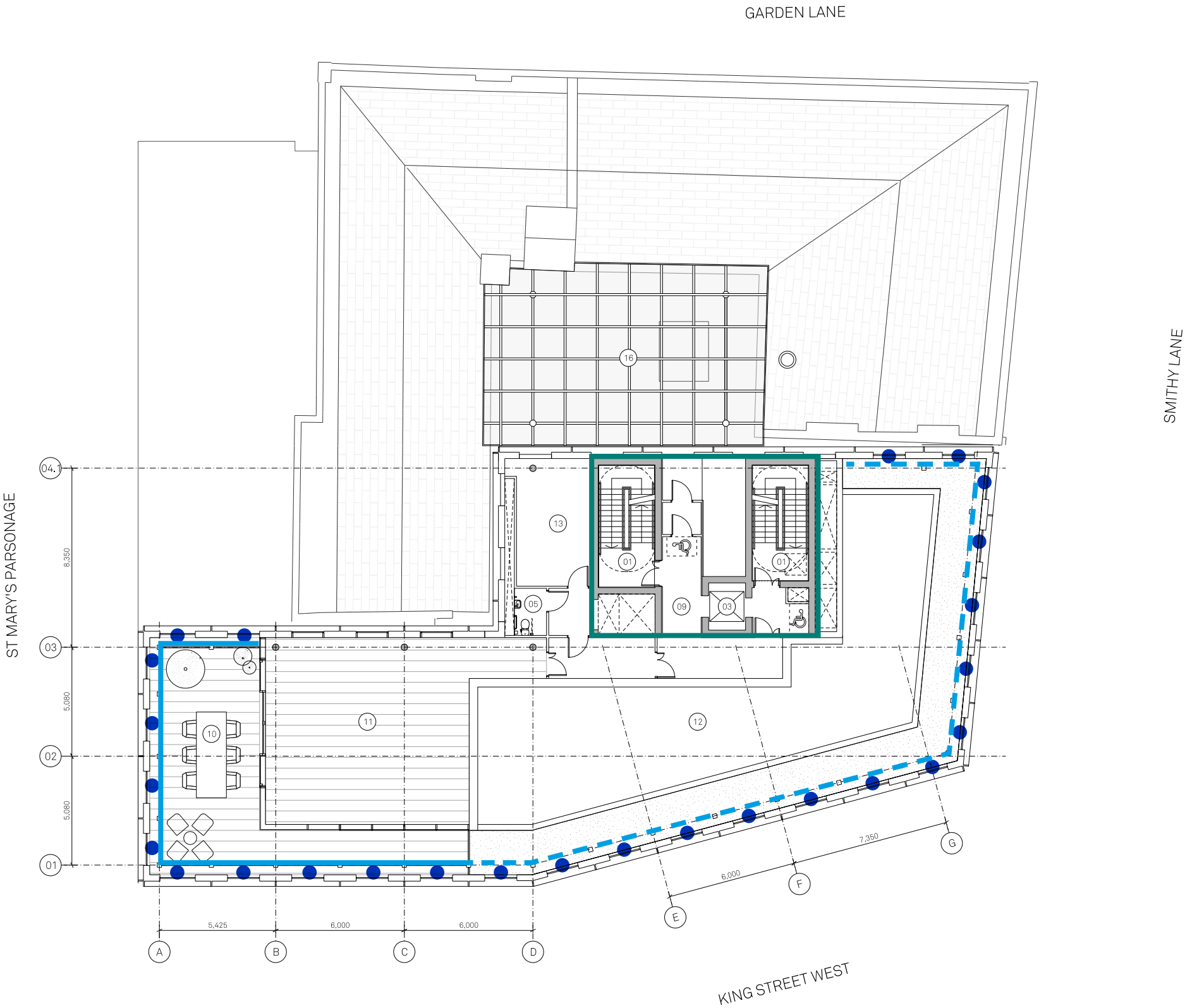
Key

Mansafe

Guarding/Balustrade

Demountable Davit Arm Fixing Point

Internal Access



The facade will be cleaned and maintained through a combination of high level and low level access.

The lower elements of the facade (L00-01) will be cleaned via 'Reach and Wash' and accessed via the pavement. Minor disruption to pedestrians may be necessary to provide cleaner with safe working zone. As for glazing replacement, these levels would require use of a MEWP from street level. Temporary cordoning off of the carriageway may be required.

The higher portion of the facade will be accessed via abseiling/cradle suspended from davit arms on roof level. Cradles would be deployed from street level and be utilised where street access allows. On façades where street access isn't possible, only abseiling would be used with potential use of a Bosun chair to mitigate workers' fatigue. Glazing replacement would try to utilise internal replacement via lifts with assistance from external abseiler or operative on a cradle.

Management strategy to allow for provisional sums for leasing cleaning and maintenance equipment outlined above.



- Reach and wash / MEWP zone
- Abseil zone
- Abseil and cradle zone



The facade will be cleaned and maintained as described opposite.

Key

Reach and wash / MEWP zone

Abseil zone

Abseil and cradle zone



The facade will be cleaned and maintained as described on page 104.

Key

Reach and wash / MEWP zone

Abseil zone

Abseil and cradle zone



The facade will be cleaned and maintained as described on page 104.

Key

Reach and wash / MEWP zone

Abseil zone

Abseil and cradle zone



Office
The total weekly volume is divided by percentage into the following waste streams:

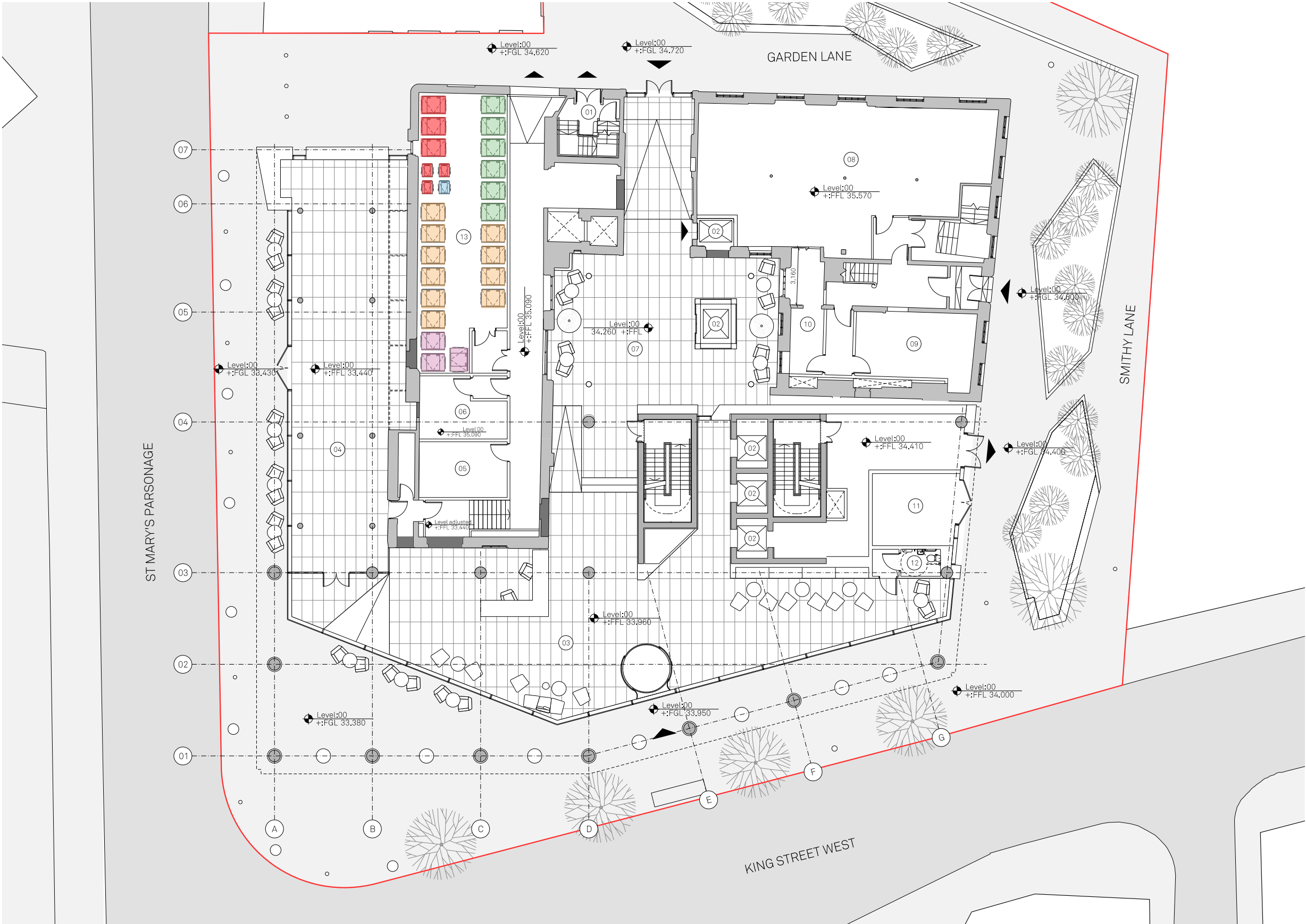
- General refuse = 30% = 6435 L
= 6no. x 1100L Euro bins
- Pulpable refuse = 50% = 10725 L
= 10no. x 1100L Eurobins
- Co mingled Refuse = 15% = 3218 L
= 3no. x 1100L Eurobins
- Organic = 5% = 1073 L
= 1 no. x 1100L Eurobins

Retail
Recycling percentage and storage requirements vary depending on the future use of the retail units. Additional provisions for refuse have been allowed for within the Refuse store as highlighted. It is advisable for the refuse generated by the retail units are collected daily.

Please refer to MCC Waste Proforma in appendices.

Key

- General refuse
- Pulpable Refuse
- Co Mingled Refuse
- Organic Refuse
- Potential retail refuse area



Crime Impact Statement

The Greater Manchester Police Design for Security were consulted during the design stage.

The Crime Impact Statement makes reference to the main risk factors typical for this type of development in this area:

- Burglary
- Violence towards staff
- Theft of personal belongings at work
- Criminal damage to property and vehicles
- Unauthorised access to buildings/ private space
- Arson
- Cycle theft

Design responses to the above points are summarised as follows:

Primary Entrance

The reception desk within the entrance lobby is to be staffed at all times and suitably located to overlook all main entrances. All visitors should report to reception prior to gaining access to the upper office floors. It is recommended that lift/stair cores are accessed speed gates and access controls.

Retail/F&B

The link between the office and F&B/ Retail should be either entirely separate or should have doors capable of out-of-hours settings, overridden by access control fobs.

Cycle parking access

Access to the cycle store on Smithy Lane should be video controlled remotely by concierge or swipe-card/fobs.

Refuse Collection

The bin store entrance is located at Garden Lane. Access to them will be controlled so that they are only accessible to authorised staff members. On the day of collection the refuse vehicle will gain access via Garden Lane and through the secured doors to the Refuse Store.

Access beyond reception

The access to the office part of the building will be controlled via key fobs located at the lift and staircase entrances and will be monitored by reception staff & CCTV. Visitors access will be controlled by the building managers.

Subdivision of office floor space

Any subdivision of floor space will result in individual access controls.

Street animation

It is anticipated that the development will increase activity levels and therefore natural surveillance and ownership in the area. The manned receptions will also increase natural surveillance.

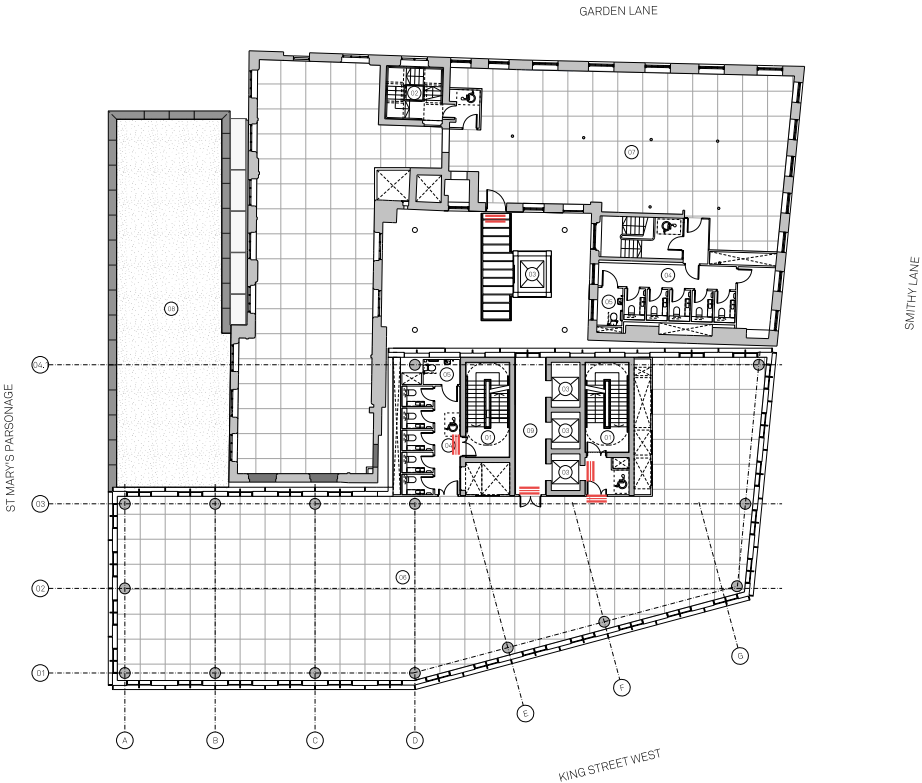
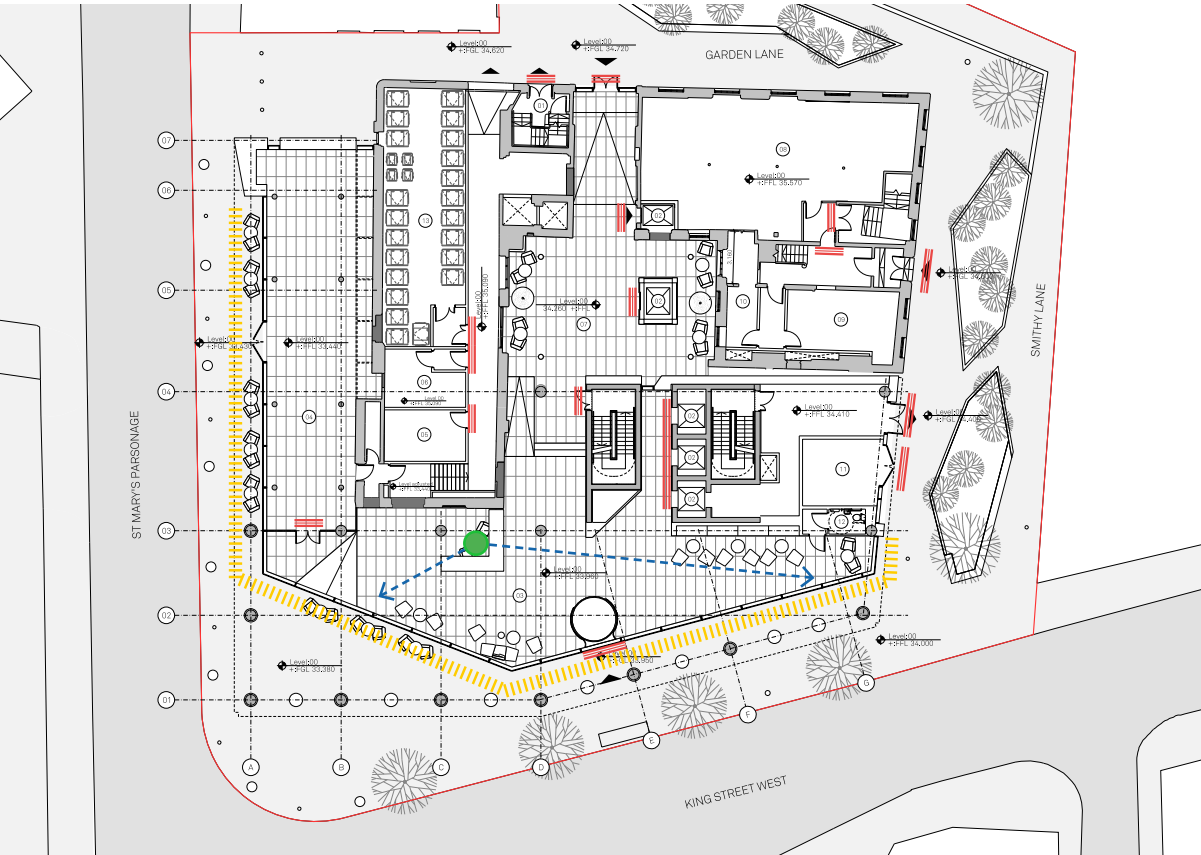
Key

Active frontage

Security / access control

Reception

Line of sight



17.0 Conclusion

In its current form, the site has remained undeveloped for many years with the existing Grade II Listed buildings becoming tired and out of touch with an evolving office market.

Whilst the whole site is Grade II listed, the buildings within the site have different architectural and historic values. The Carriage Works on Garden Lane and Warehouse contain a number of features of historic and architectural interest whereas 31-33 King Street West has little architectural merit externally or internally.

The lack of activity over the years illustrates the complexities associated with developing the site.

This current proposal represents a deliverable scheme, that will regenerate this gateway site within the Parsonage Gardens Conservation Area and deliver the principles outlined in the original St. Mary's Parsonage SRF.

The proposal will deliver:

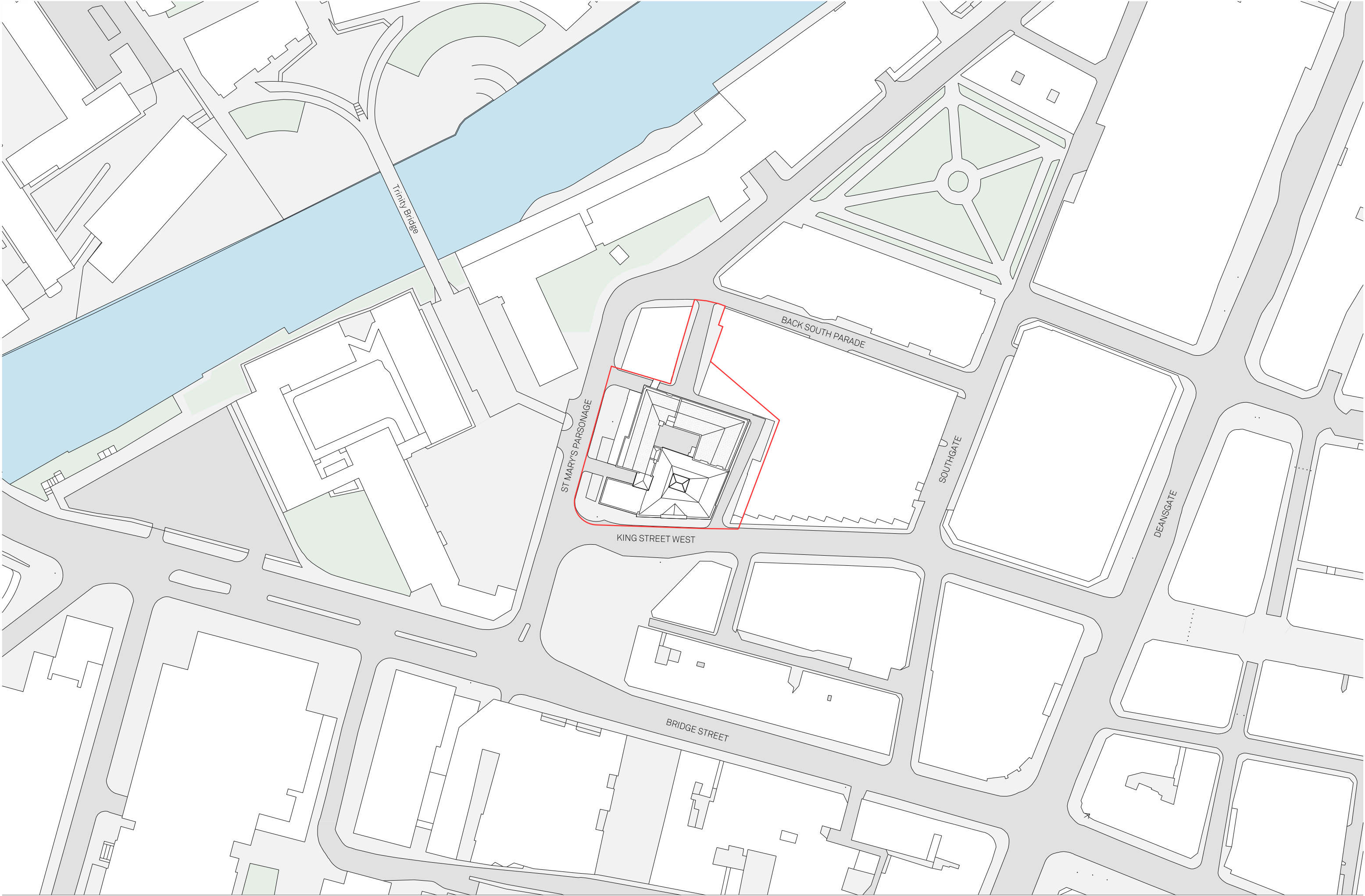
- A unique, high quality office-led development which will deliver a wide range of public benefits through the proposed refurbishment of the Carriage Works and Warehouse on Garden Lane / Smithy Lane which is at the heart of the submitted scheme
- Heritage and regeneration benefits along with a positive contribution to office supply with economic and socioeconomic benefits
- New public realm on King Street West, St Mary's Parsonage and Garden Lane / Smithy Lane improving permeability around the Site and increasingly visibility of the Grade II Listed Carriage Works and Warehouse
- Long-term sustainable use of the site
- Exceptional design quality which has been developed through consultation with MCC Planning and Highways officers, Places Matter! and other key stakeholders including Deansgate Ward Councillors and local residents and businesses.

This new building on the northern edge of Motor Square addresses its strategically significant gateway location and supports the emerging vision for the St Mary's Parsonage Strategic Regeneration Framework.

It brings forward the heritage-led enhancement of the Grade II Listed Carriage Works & Warehouse as new and relevant office space whilst bringing forward new, sustainable office floor space to sit alongside the emerging and approved townscape and compliment the character of its strategic setting.



Appendix A- Architectural Drawings



Notes:
Application Boundary
Ownership Boundary



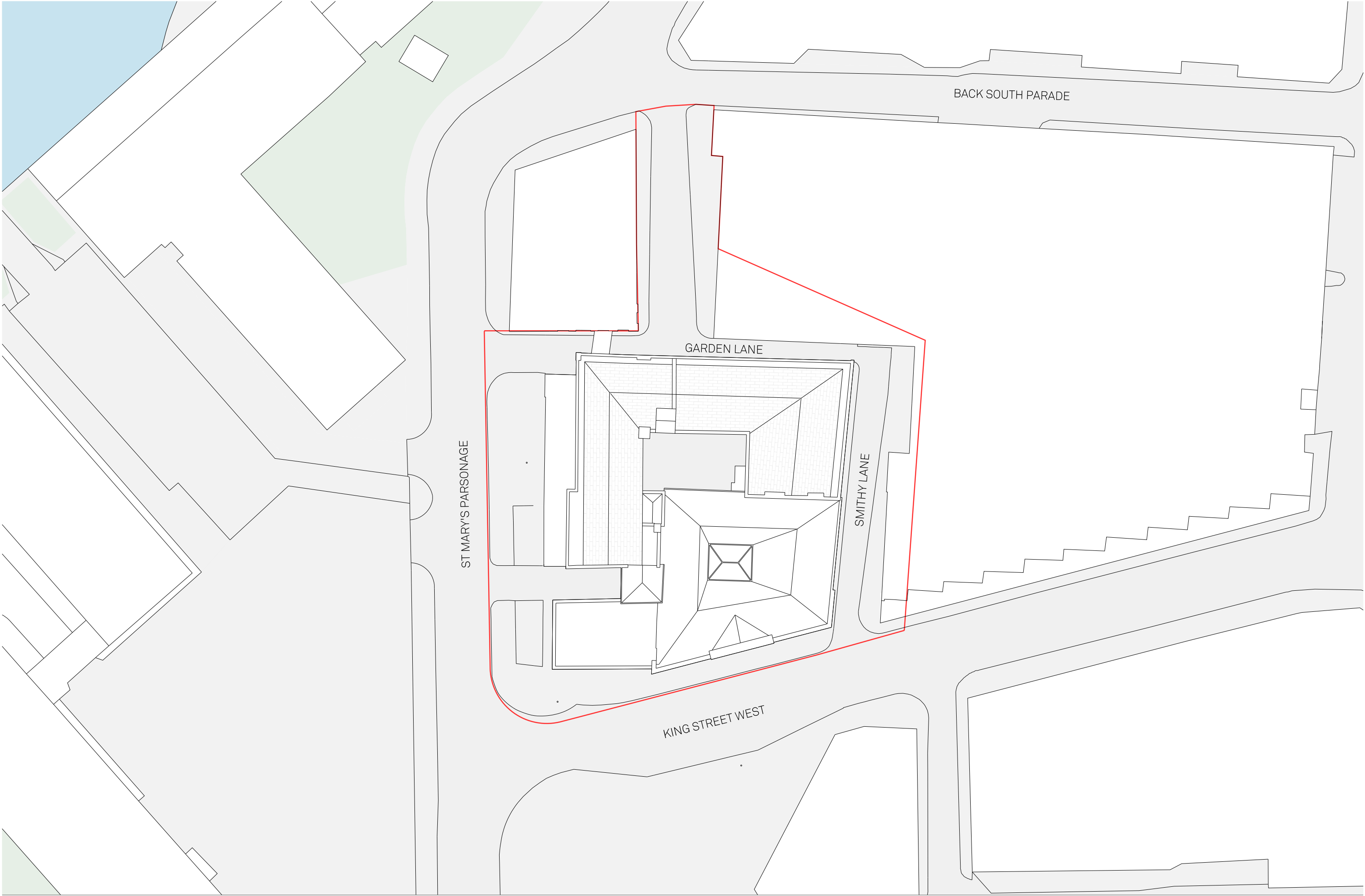
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Drawn: RW	Checked: FM	Status: Planning	Project: 107	Drawing No: B1_00_0000	Rev: -
Details:					

Jon Matthews Architects

Union, 2-10 Albert Square, Manchester, M2 6LW

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Notes:
[Red outline] Site Boundary



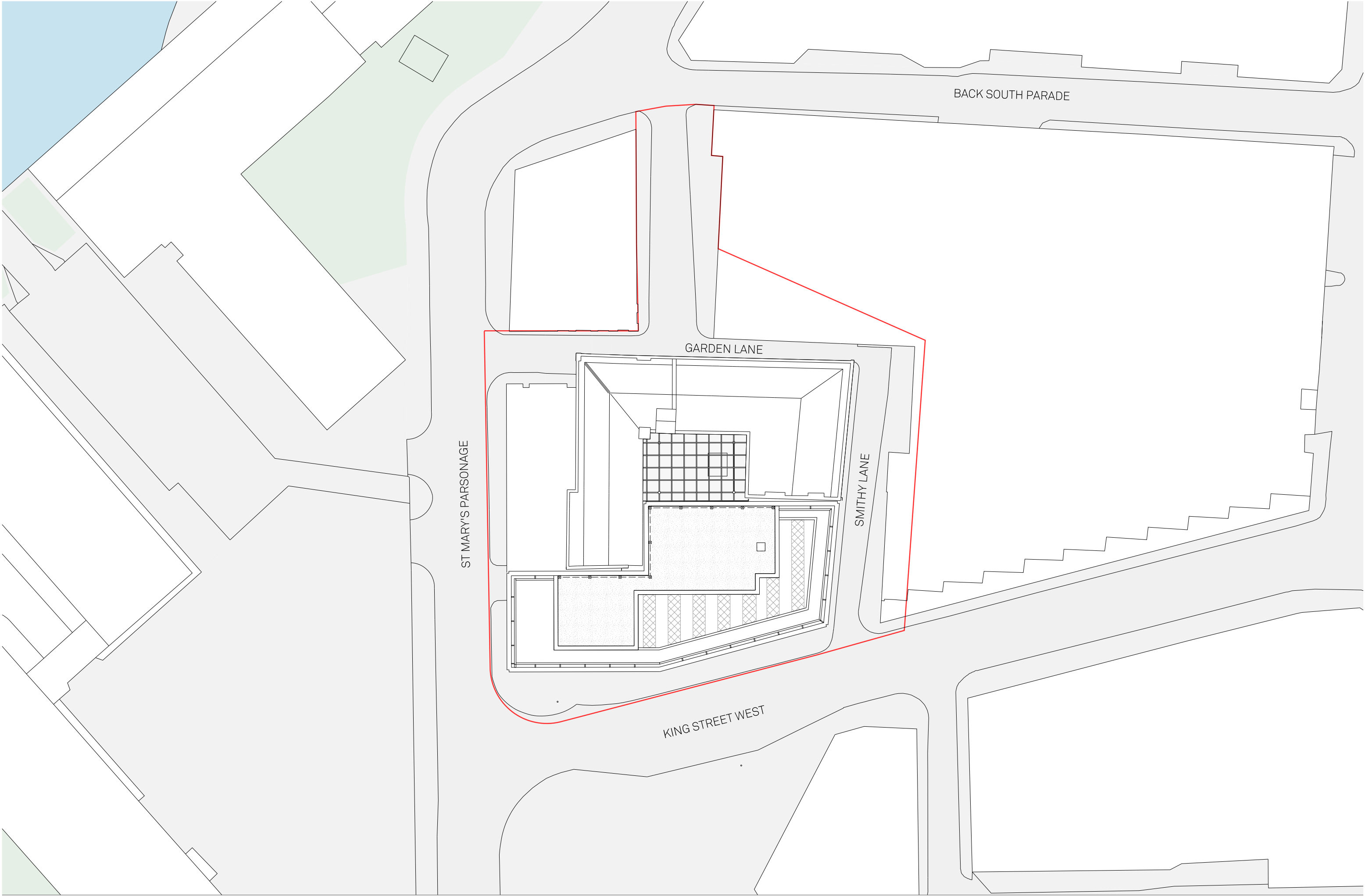
Project Name: Reedham House		Title: Existing Roof Plan		Scale: 1:200 @ A1	
Drawn: FM	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_00_1000	Rev: -
Detail:					

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Notes:
[Red Outline] Site Boundary



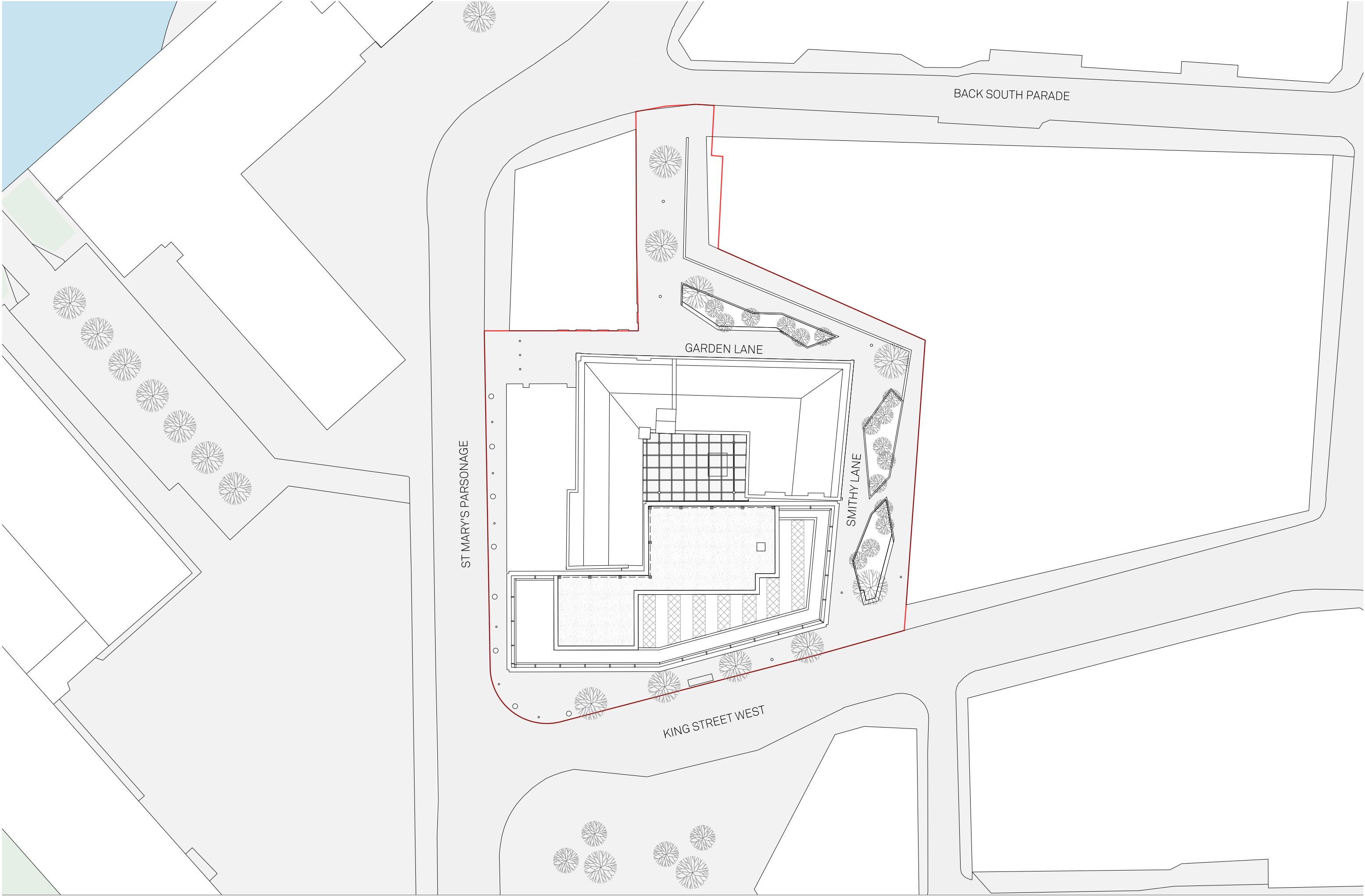
Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Site Plan in Existing Conditions		Scale: 1:200 @ A1	
Drawn: FM	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_00_1200	Rev: -
Details:					

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Notes:
Site Boundary



Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Site Plan in Approved Conditions		Scale: 1:200 @ A1	
Drawn: FM	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_00_1201	Rev: -
Details:					

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Notes:
Site Boundary



Project Name: 27-31 King St West & The Carriage Works		Title: Existing Basement Level Floor Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_0999	Rev: -
Details:					

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Notes:
Site Boundary



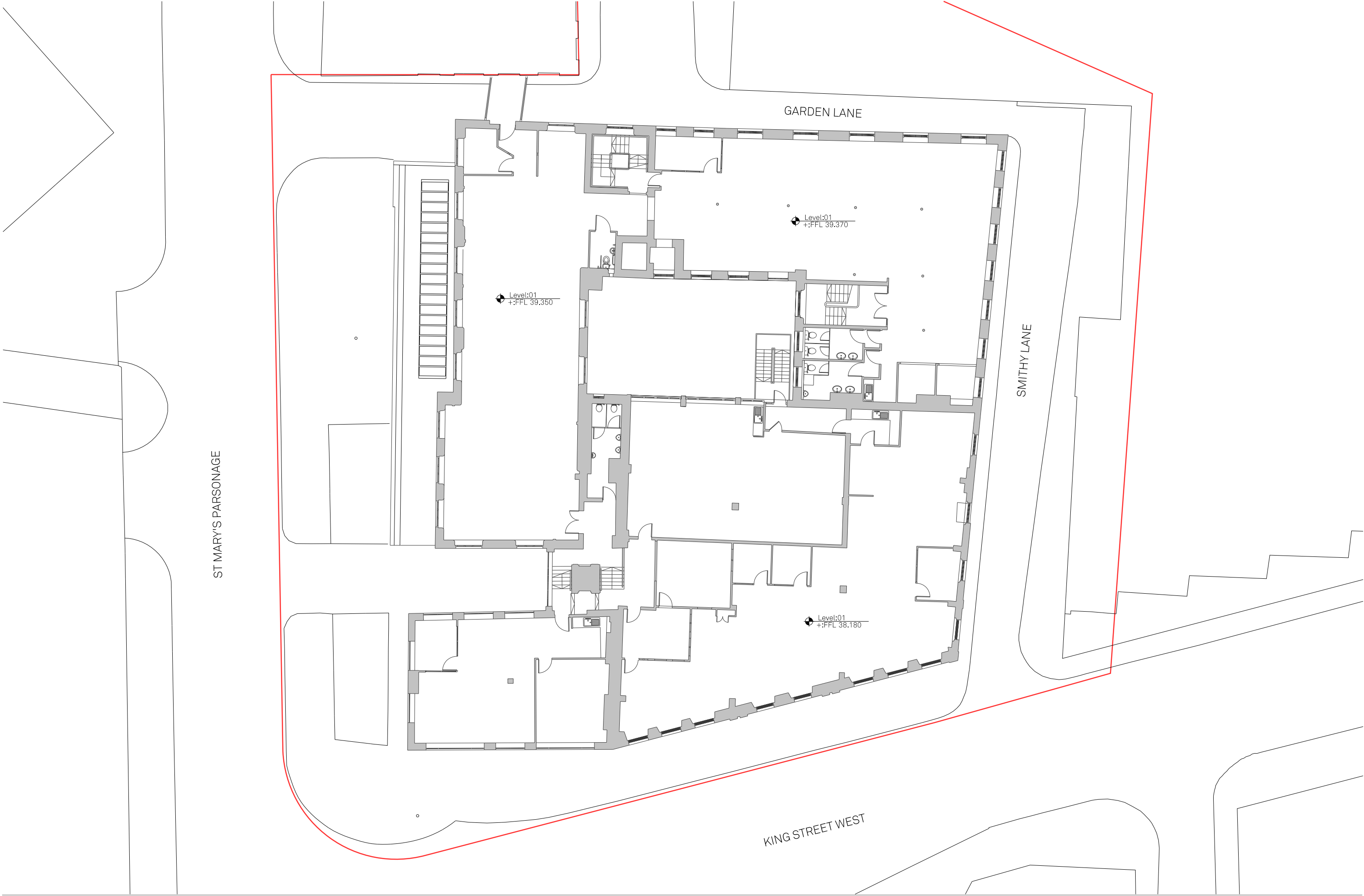
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Details:					

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Notes:
Site Boundary



Project Name: 27-31 King St West & The Carriage Works		Title: Existing Level 01 Floor Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_1001	Rev: -
Details:					

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Notes:
Site Boundary



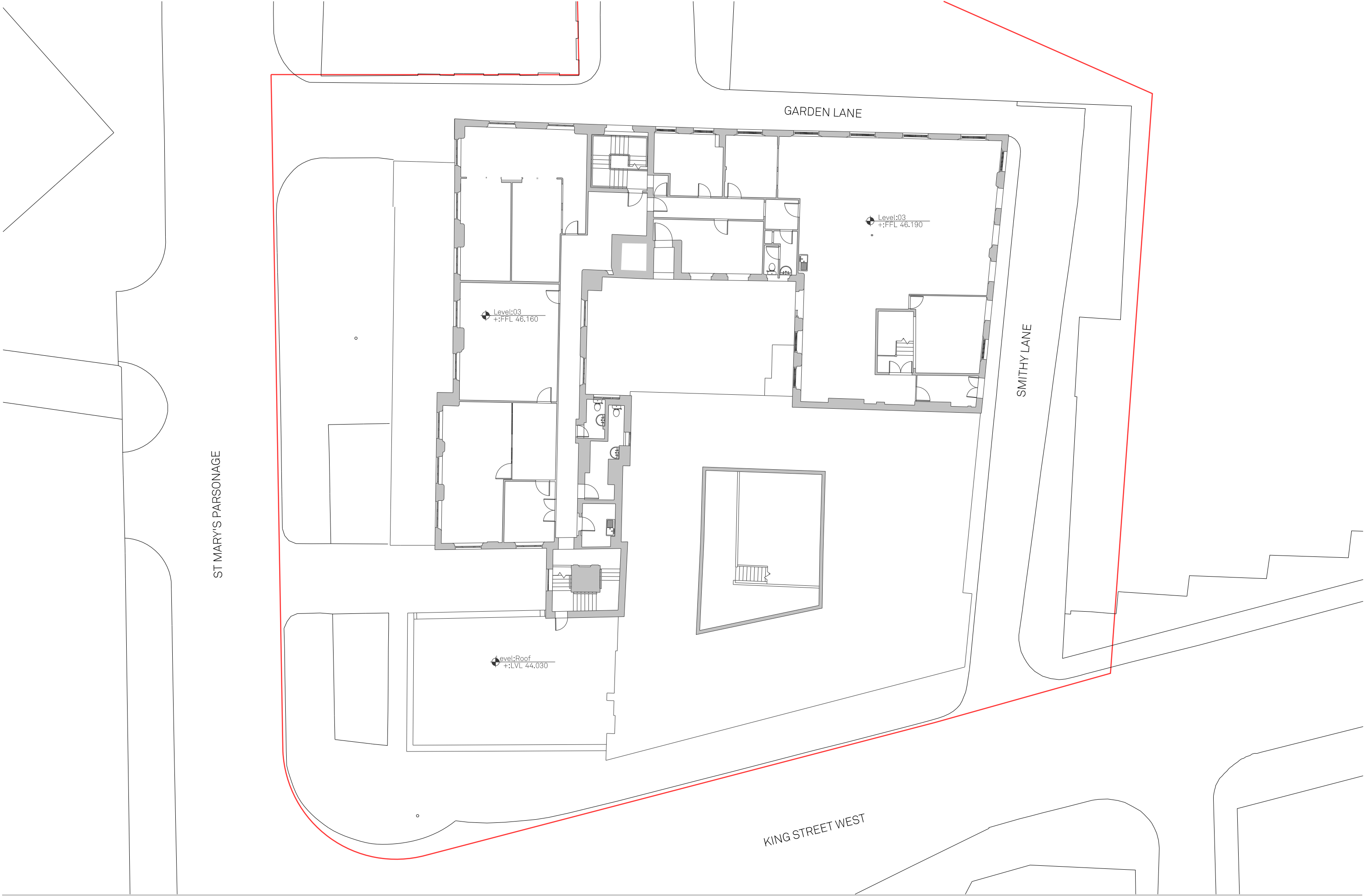
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Drawn: RW	Checked: JC	Status: Planning
Project: 107	Drawing No: B1_02_1002	Rev: -
Details:		

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Notes:
Site Boundary



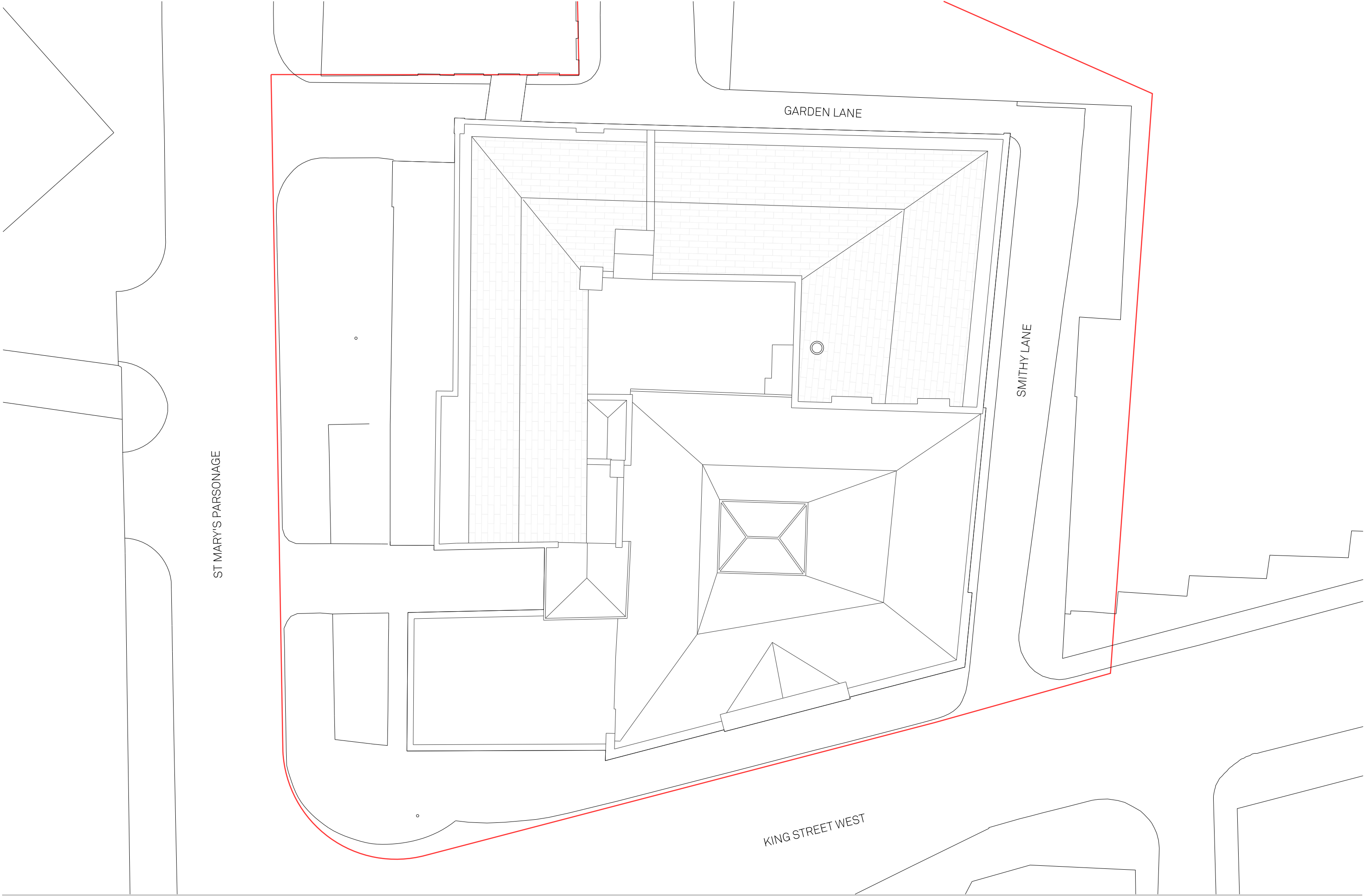
Project Name: 27-31 King St West & The Carriage Works		Title: Existing Level 03 Floor Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_1003	Rev: -
Details:					

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Notes:
Site Boundary







Notes:
[Red Line] Site Boundary
[Red Hatched] Demolition Scope



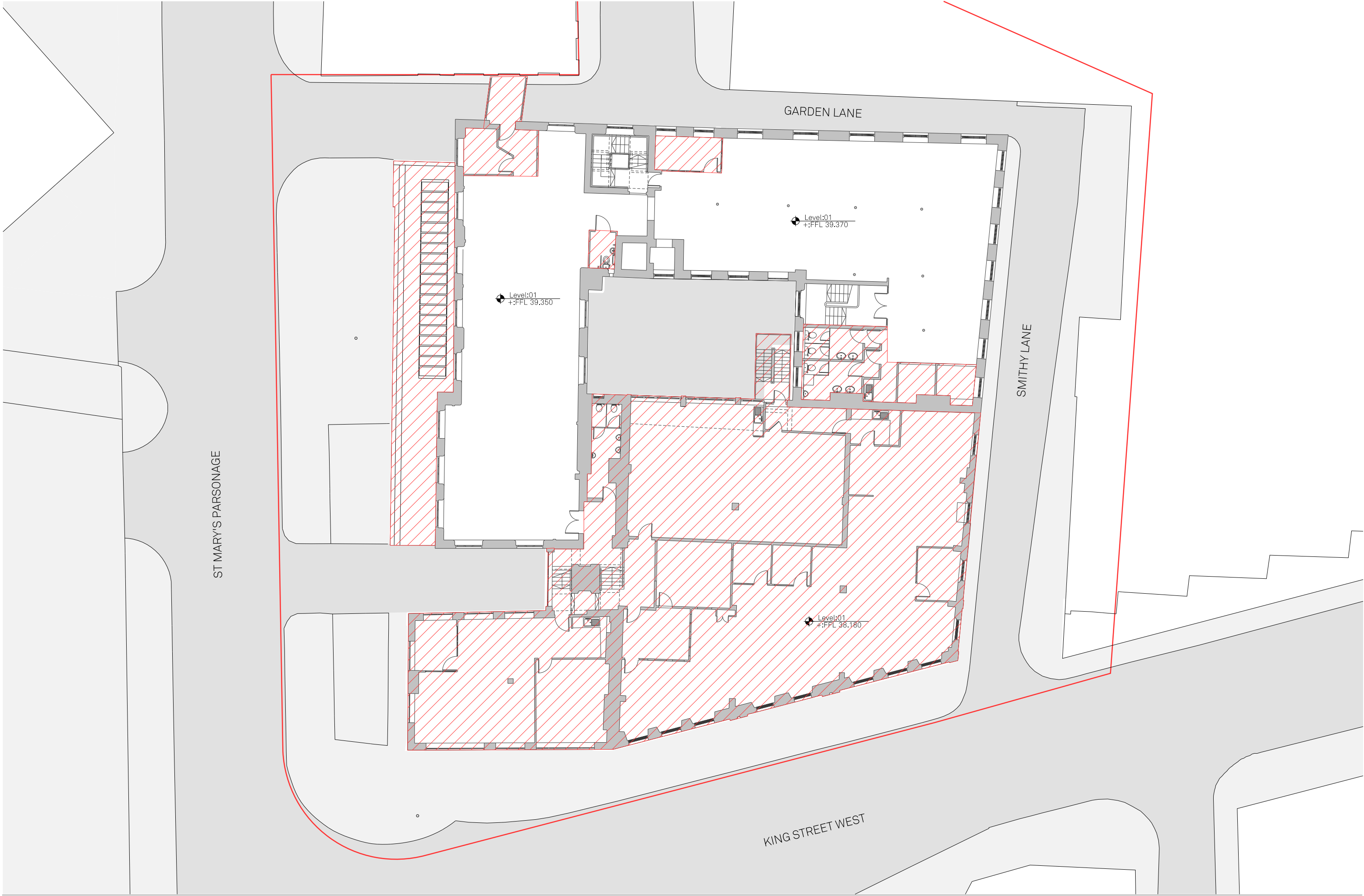
Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Ground Level Demolition Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_1100	Rev: -
Details:					

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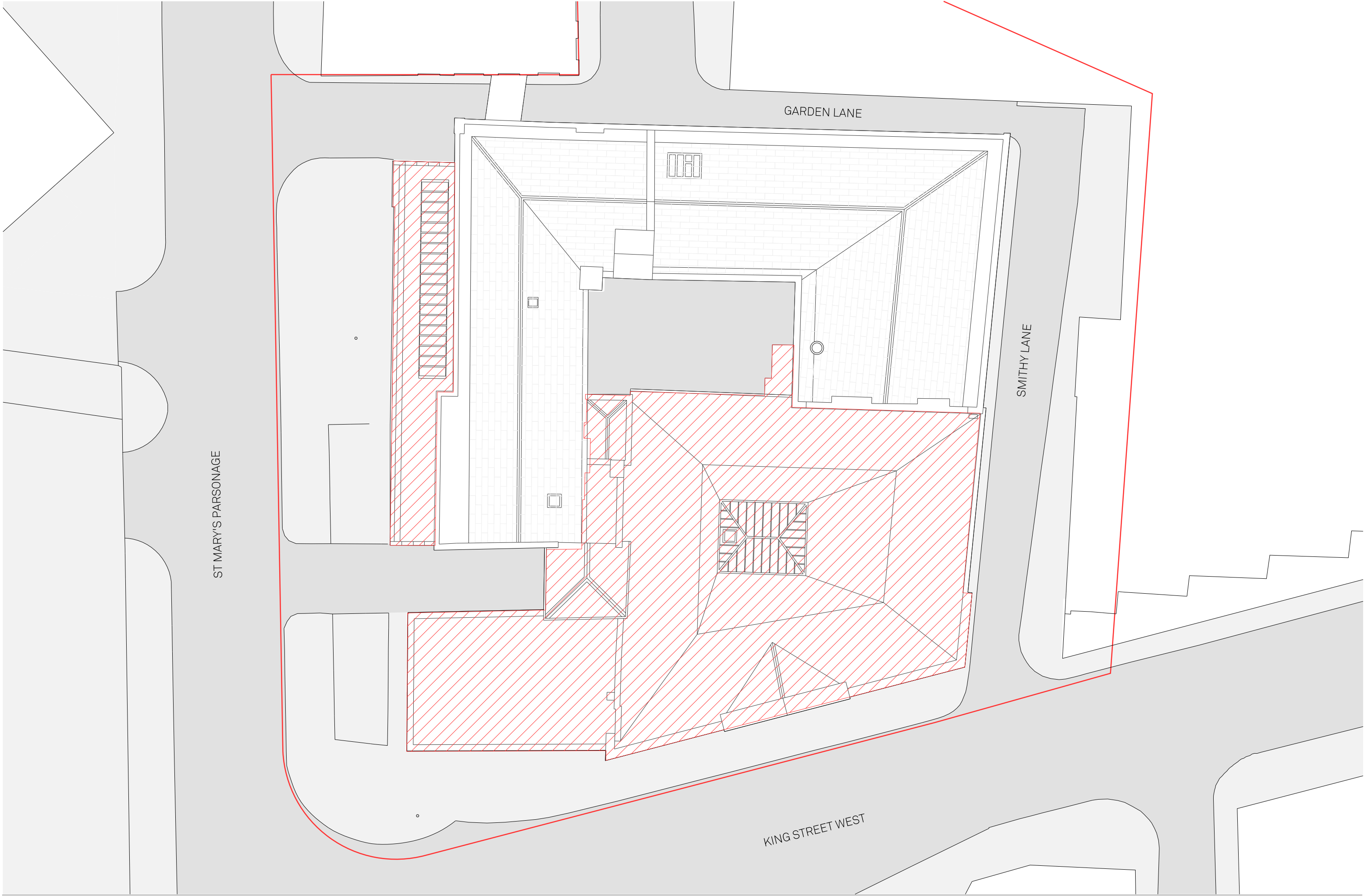
0161 974 3690

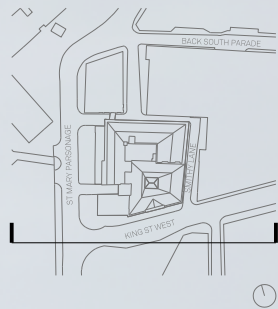
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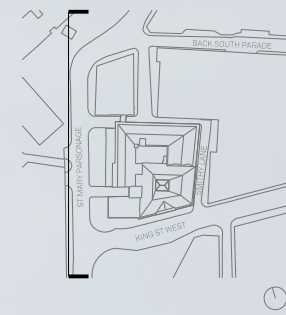








Notes:
Demolition Scope



Arkwright House Back South Parade 3 St Marys Parsonage Garden Lane The Site Motor Square Bridge Street





Notes:
Demolition Scope



Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | |
|---------------------------------|-------------------------------------|------------------------|-------------------|-------------------|-----------------------|-------------------|-------------|
| 01 Cycle Storage | 03 Accessible WC/Shower | 05 Proposed Lift Shaft | 07 Existing Stair | 09 Core | 11 Attenuation Tank | 13 LV Switch Room | 15 Lift Pit |
| 02 Changing & Shower Facilities | 04 Gender Neutral Shower & Changing | 06 Drying Room | 08 Proposed Stair | 10 Sprinkler Tank | 12 Potable Water Tank | 14 Plant | |



Project Name:
27-31 King St
West & The
Carriage Works

Drawn: RW
Checked: FM

Detail:

Title:
Proposed Basement Level
Floor Plan

Status:
Planning

Scale:
1:100 @ A1

Project:
107

Drawing No:
B1_02_2199

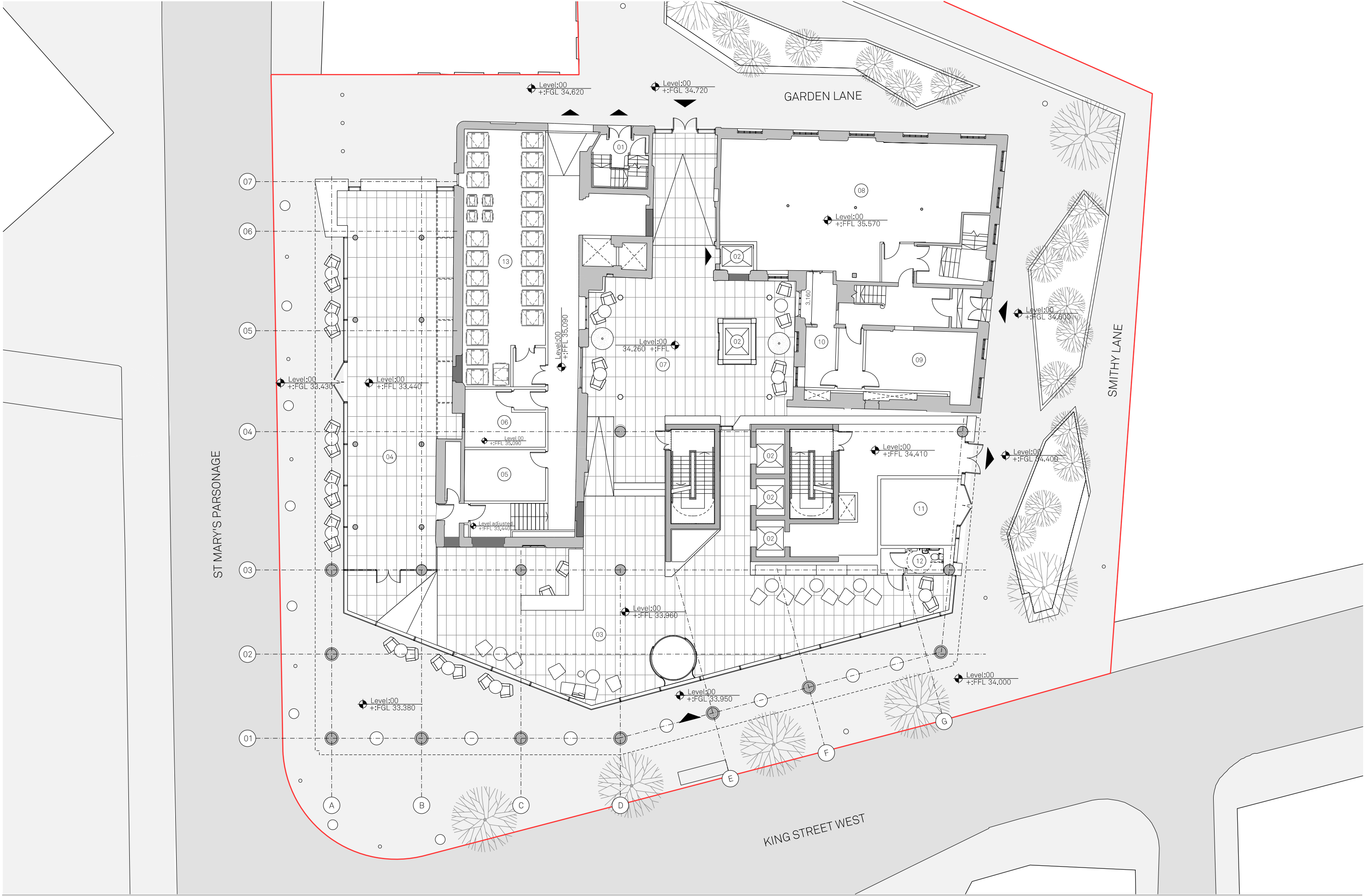
Rev:
-

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | |
|-------------------|-------------------|------------------------|--------------|---------------------|------------------|-----------------|
| 01 Existing Stair | 03 Main Reception | 05 Building Management | 07 Courtyard | 09 Generator | 11 Substation | 13 Refuse Store |
| 02 Lift | 04 Retail Unit | 06 Comms' Room | 08 Gym | 10 Secondary Comms' | 12 Accessible WC | |



Project Name:
27-31 King St
West & The
Carriage Works

Title:
Proposed Ground
Floor Plan

Scale:
1:100 @ A1

Drawn:
RW

Checked:
JC

Status:
Information

Project:
107

Drawing No:
B1_02_2200

Rev:
-

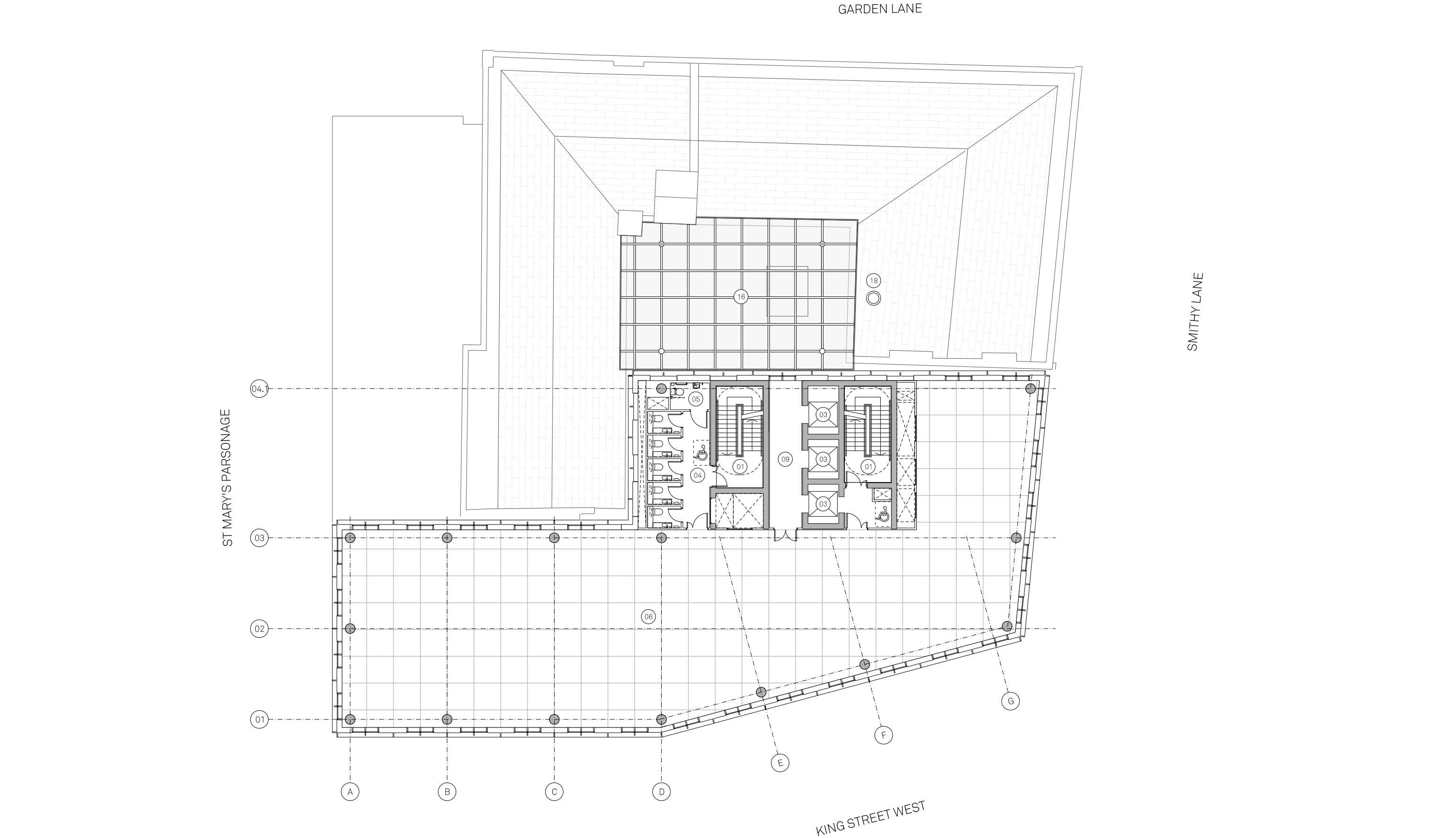
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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | 18 Extract Flue |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Status: Planning
Details:

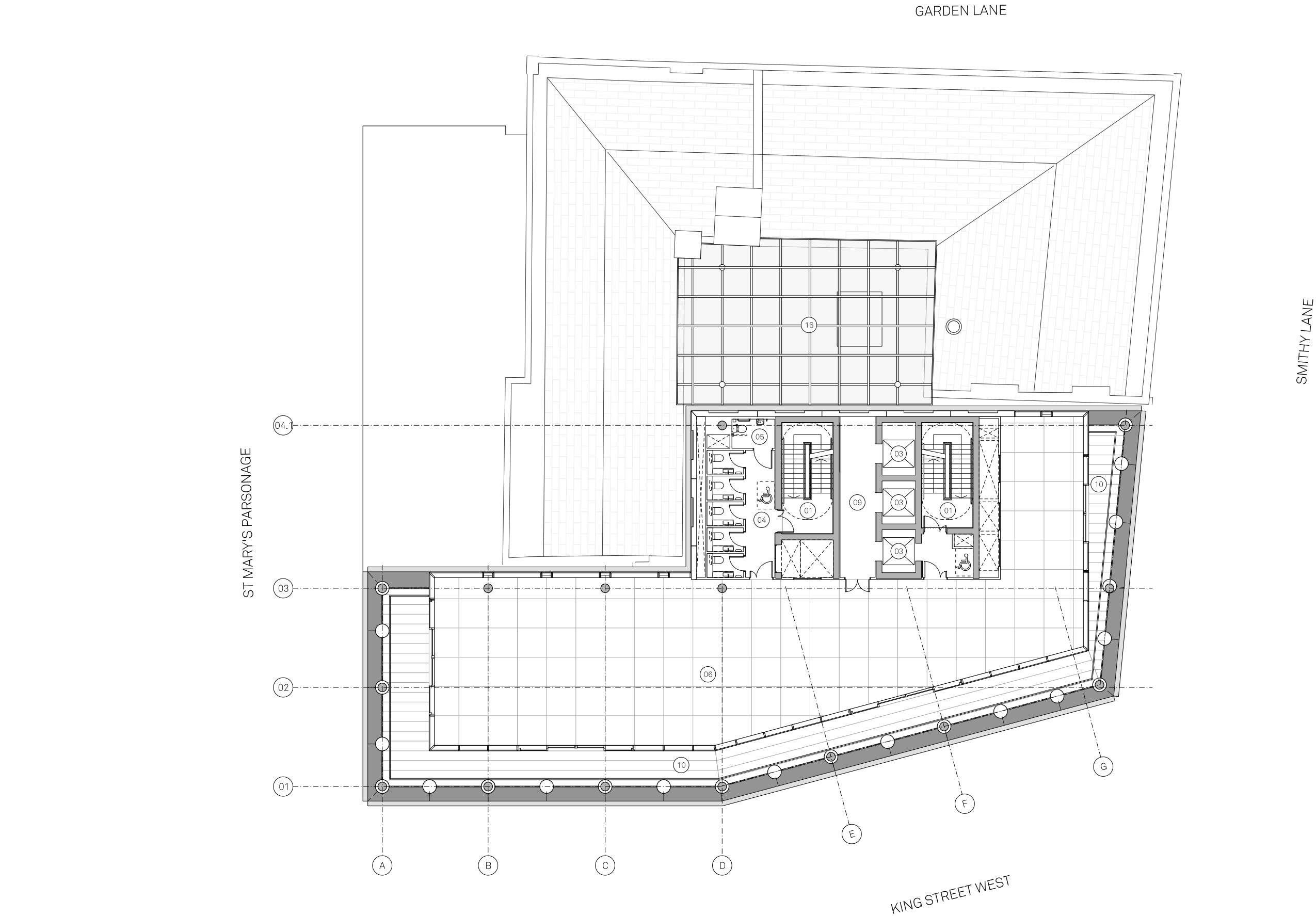
Title:
Proposed Level 04-09
Floor Plan
Status: Planning

Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2204
Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Status: Planning
Detail:

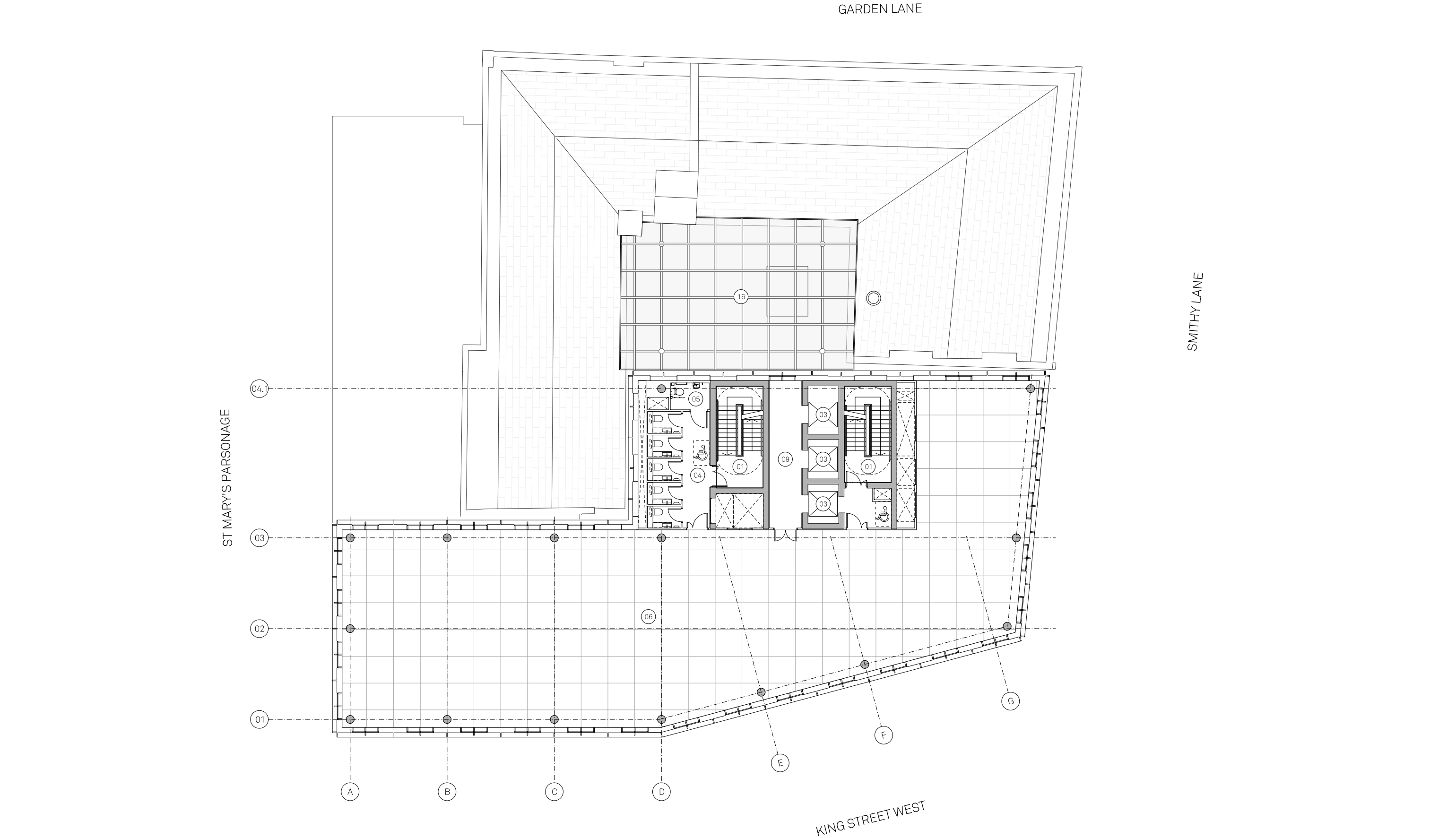
Title:
Proposed Level 10
Floor Plan
Status: Planning

Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2210
Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |

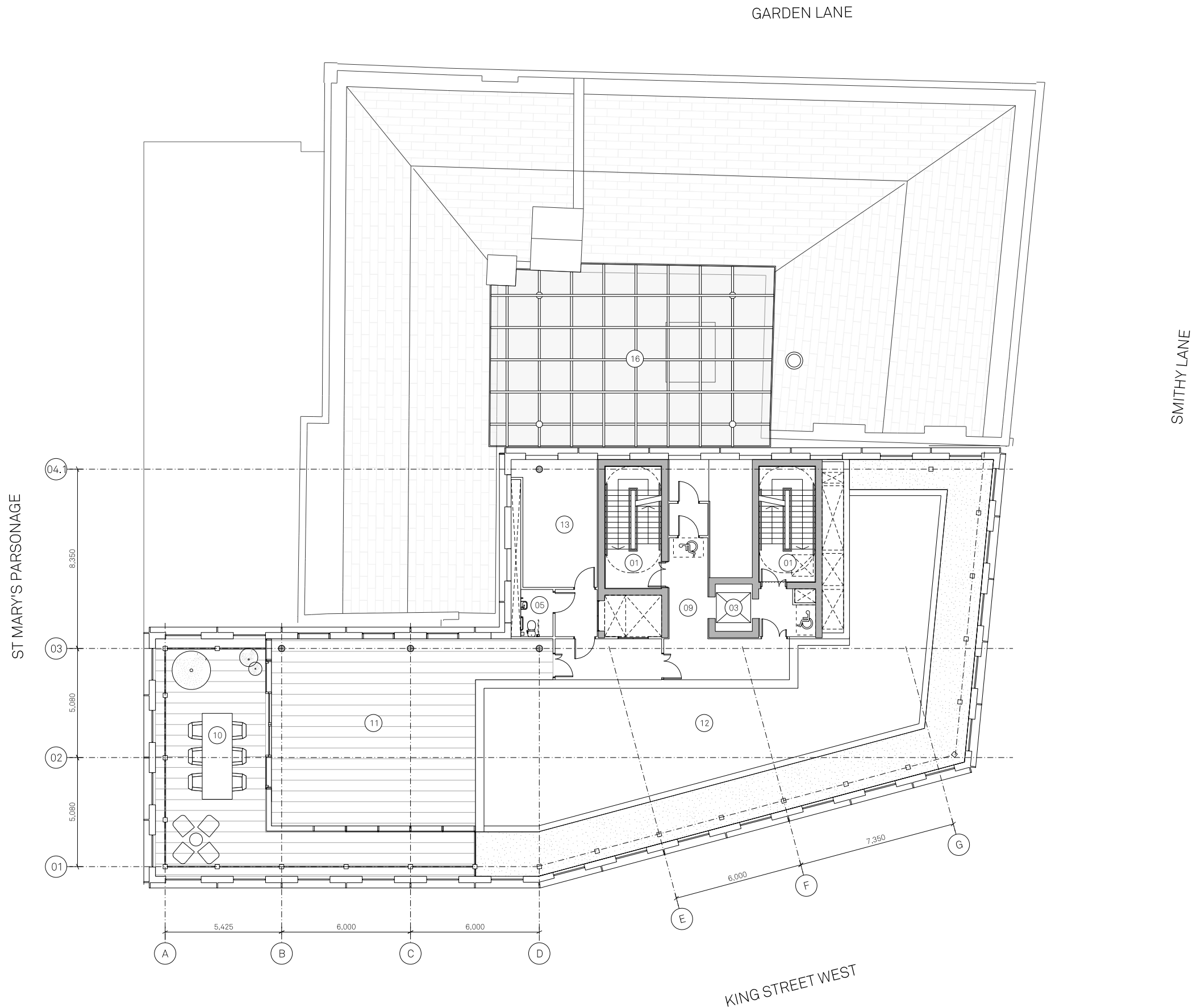
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Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_2211	Rev: -
Detail:					

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Status: Planning
Detail:

Title:
Proposed Level 13
Floor Plan
Status: Planning

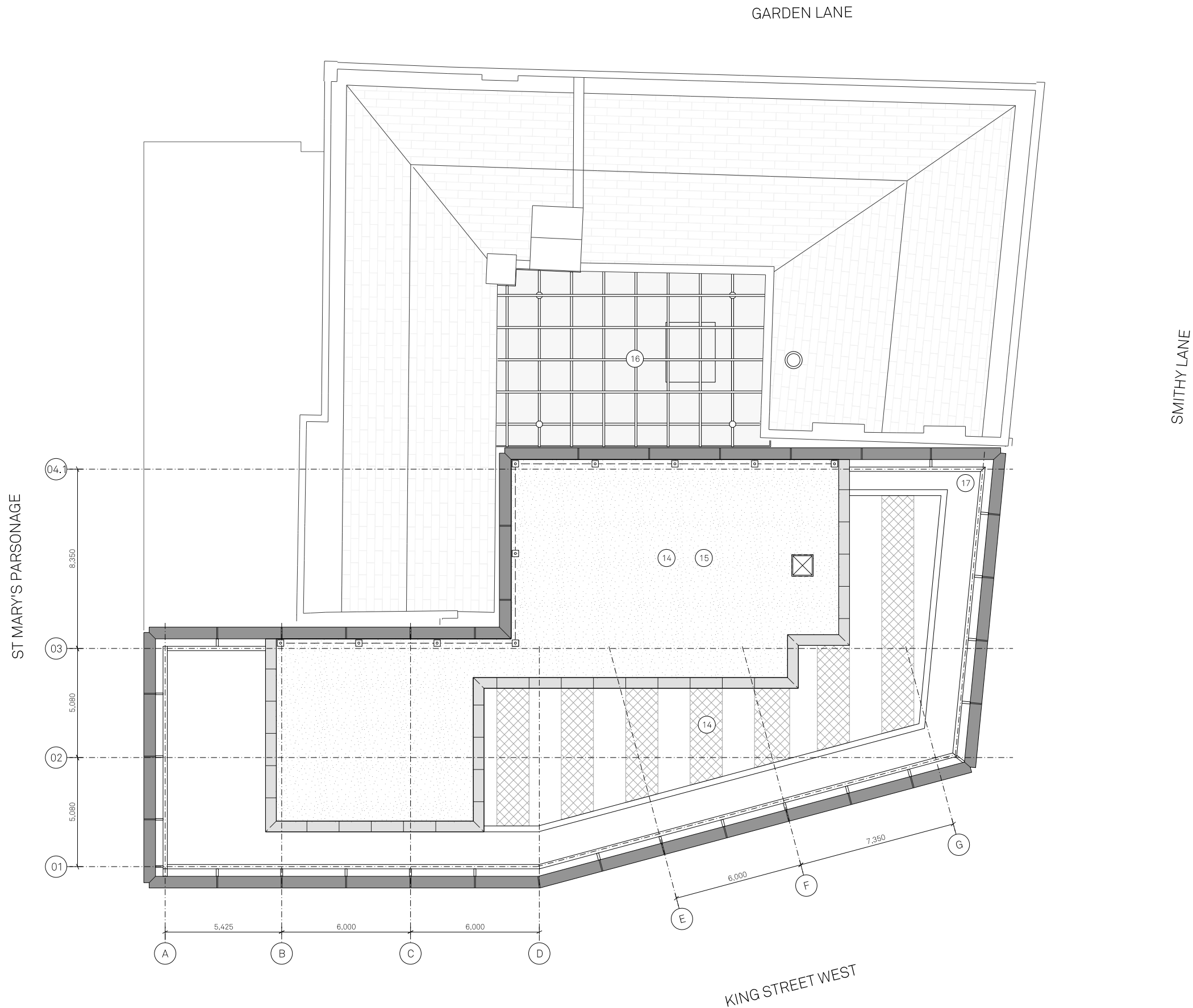
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Project: 107
Drawing No: B1_02_2213
Rev: -

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Notes:
Site Boundary

PLAN KEY:

- | | | | | | | | | |
|-------------------|------------------|------------------|------------------------------|-----------------|-------------------|----------------------|-----------------------------------|------------------------------|
| 01 Proposed Stair | 03 Proposed Lift | 05 Accessible WC | 07 Office B | 09 Lift Lobby | 11 Amenity | 13 Plant Internal | 15 Roof | 17 Bird and Bat Box Location |
| 02 Existing Stair | 04 WC | 06 Office A | 08 Proposed Retail Unit Roof | 10 Roof Terrace | 12 Plant External | 14 Provisions for PV | 16 Proposed Glazed Courtyard Roof | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Status: Planning
Details:

Title:
Proposed Roof Plan
Floor Plan
Status: Planning

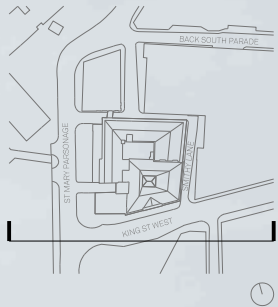
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Project: 107
Drawing No: B1_02_2213
Rev: -

Jon Matthews Architects

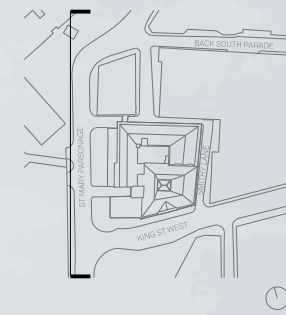
Union, 2-10 Albert Square, Manchester, M2 6LW

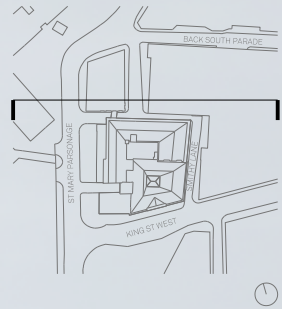
0161 974 3690

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Notes:





Notes:



Notes:



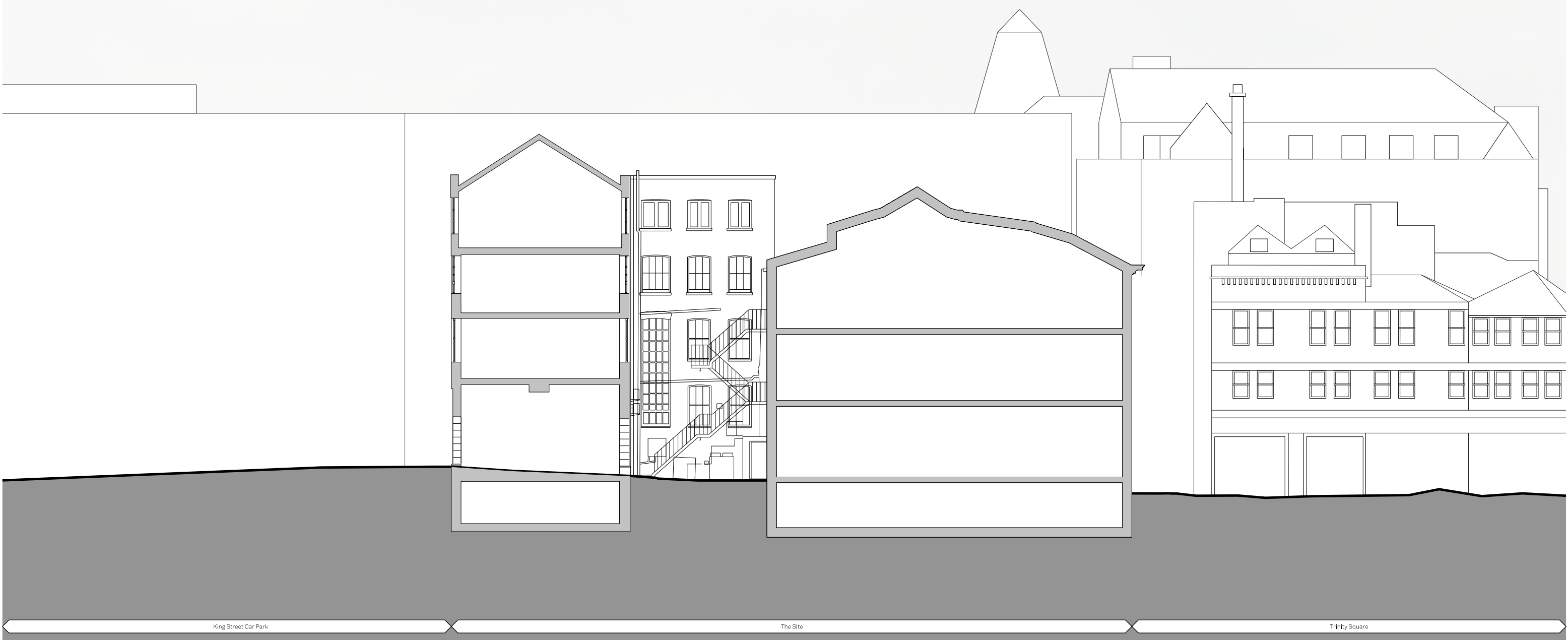
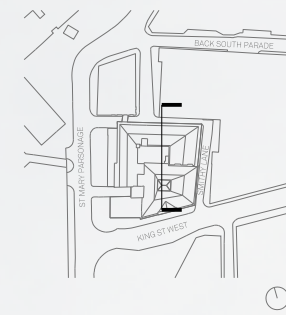
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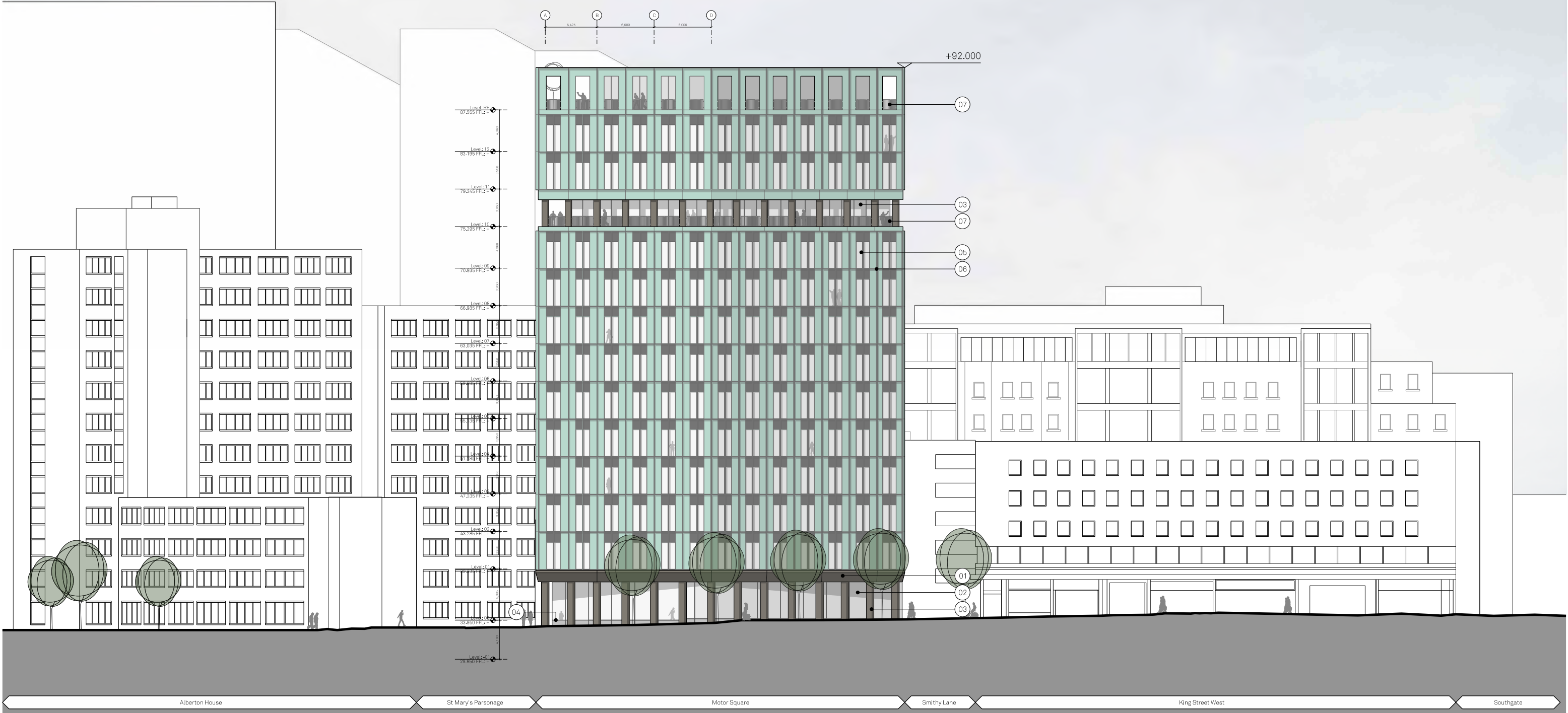
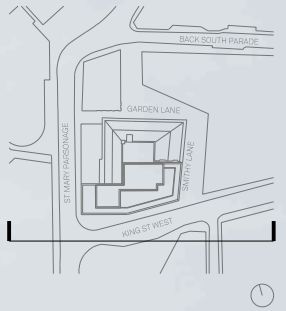


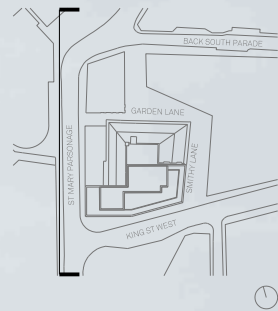
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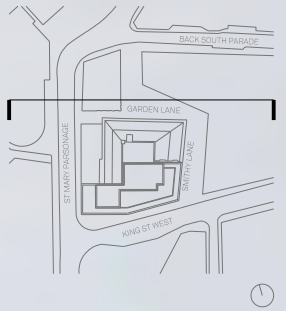


Notes:









Notes: ELEVATION KEY:

- | | | | | | | | | | | |
|---|-------------------------------------|---|---|-------------------------------|---|--|---------------------------------------|---|---|---|
| 01 Pigmented precast concrete lintel with earthy tone | 03 Feature Anodised Circular Column | 05 Unitised SG Glazing System | 07 Metallic PPC Metal Balustrade, Glazed Balustrade to Rear | 09 Anodised Aluminium Windows | 11 Anodised Metal Door | 13 Feature Timber Door | 15 Anodised Aluminium Microrib Louvre | 17 Windows replaced to match original | 19 Rainwater pipes repaired and repainted | 21 Existing stonework repaired and cleaned |
| 02 SG Curtain Wall System | 04 Granite Plinth | 06 Anodised Aluminium Cladding with Feature Blade | 08 Existing Brickwork Repointed Where Necessary | 10 Glazed Entrance | 12 Existing Opening, Reinstated, Anodised Aluminium Microrib Louvre | 14 Existing Opening, Infilled With Like-For-Like Stone | 16 Negative joint | 18 Roof slates repaired to match where needed | 20 Existing bridge link removed, Brickwork infill to match existing | 22 Existing door repaired to match original condition |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: FM
Checked: JC
Detail:

Title:
Proposed North Elevation
Status:
Planning

Scale:
1:200@A1
Project:
107
Drawing No:
B1_04_2202
Rev:
-

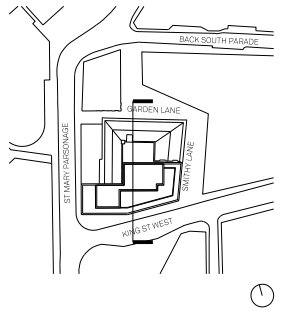
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Garden Lane The Carriage Works Courtyard Proposed Building Trinity Square

Notes:

- 01 Carriage Works Entrance
- 02 Feature Glazed Lift to Courtyard
- 03 Feature Glazed Bridge Link
- 04 Feature Glazed Roof Light
- 05 Main Reception
- 06 External Colonade
- 07 Commercial Floorplate
- 08 Proposed Lift Lobby

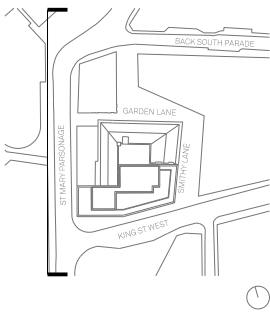
Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Courtyard East Elevation		Scale: 1:200@A1	
Drawn: RW	Checked: FM	Status: Planning	Project: 107	Drawing No: B1_04_2204	Rev: -
Details:					

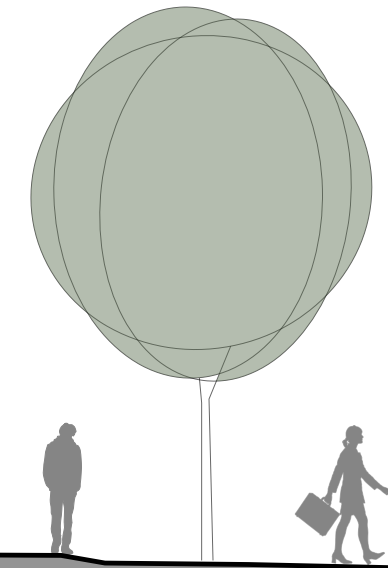
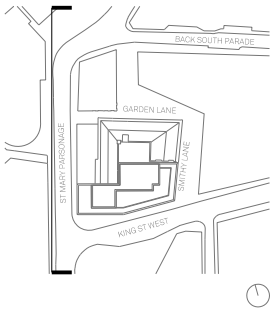
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Notes: ELEVATION KEY:

- 01

Pigmented precast concrete lintel with earthy tone
- 02

SG Curtain Wall System
- 03

Feature Anodised Circular Column
- 04

Granite Plinth
- 05

Unitised SG Glazing System
- 06

Anodised Aluminium Cladding with Feature Blade
- 07

Metallic PPC Metal Balustrade, Glazed Balustrade to Rear
- 08

Existing Brickwork Repointed Where Necessary
- 09

Anodised Aluminium Windows
- 10

Glazed Entrance
- 11

Anodised Metal Door
- 12

Existing Opening, Reinstated, Anodised Aluminium Microrib Louvre
- 13

Feature Timber Door
- 14

Existing Opening, Infilled With Like-For-Like Stone
- 15

Anodised Aluminium Microrib Louvre
- 16

Negative joint
- 17

Windows replaced to match original
- 18

Roof slates repaired to match where needed
- 19

Rainwater pipes repaired and repainted
- 20

Existing bridge link removed, Brickwork infill to match existing
- 21

Existing stonework repaired and cleaned
- 22

Existing door repaired to match original condition

Project Name:
27-31 King St West & The Carriage Works

Drawn:
RW

Checked:
JC

Detail:

Title:
Proposed Carriageworks

Status:
Planning

Scale:
1:200@A1

Project:
107

Drawing No:
B1_04_2211

Rev:
-

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Notes:

SECTION KEY:

- 01

Reception
- 03

Commercial Floorplate
- 05

Amenity
- 07

Bin Store
- 02

Plant
- 04

Terrace
- 06

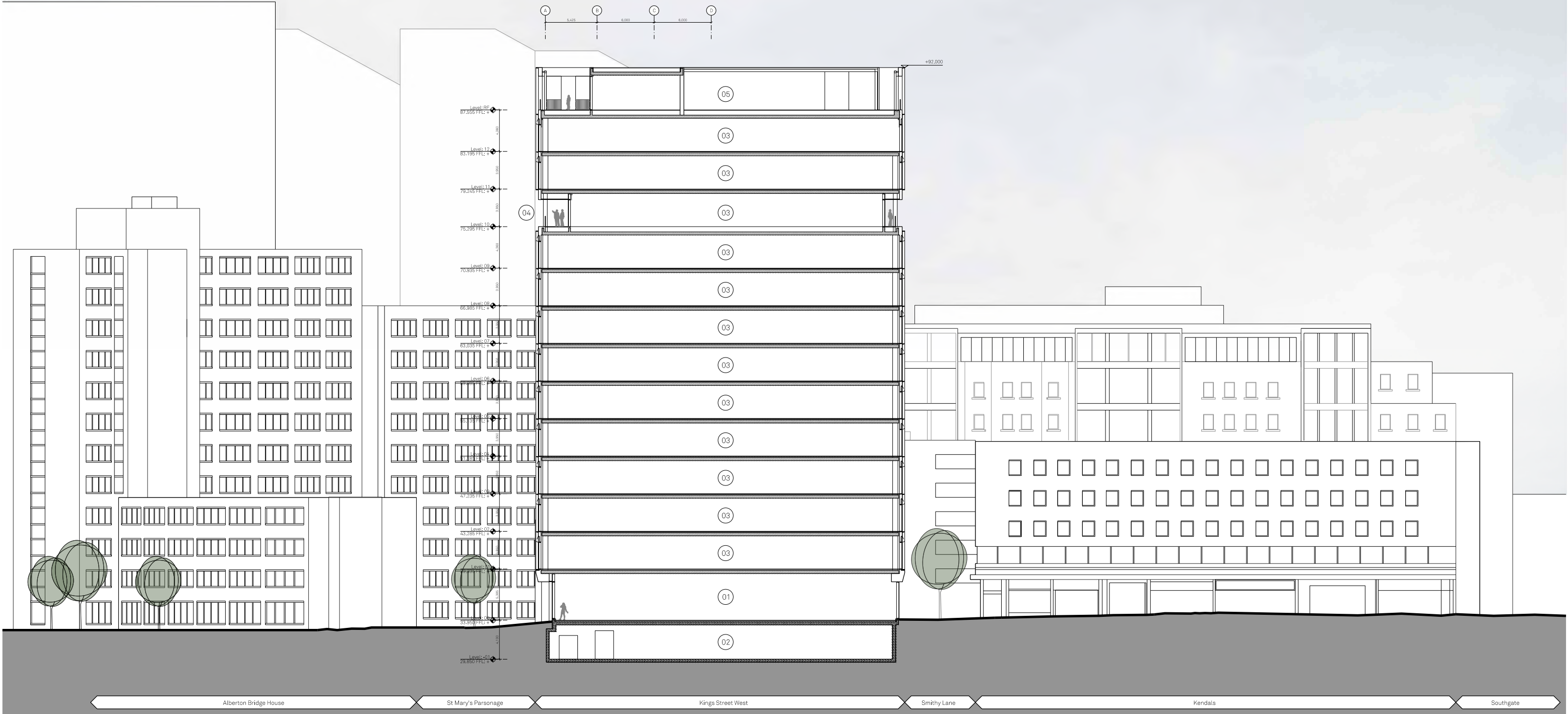
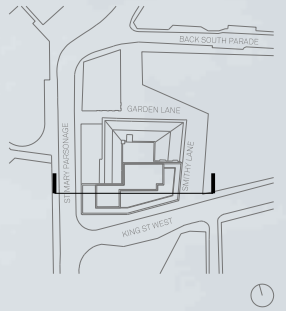
External Colonade

Project Name:		Title:		Scale:	
27-31 King St West & The Carriage Works		Proposed Section AA		1:200@A1	
Drawn:	Checked:	Status:	Project:	Drawing No:	Rev:
RW	JC	Planning	107	B1_05_2200	-
Detail:					

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Notes:

SECTION KEY:

- | | | | |
|--------------|--------------------------|----------------------|--------------|
| 01 Reception | 03 Commercial Floorplate | 05 Amenity | 07 Bin Store |
| 02 Plant | 04 Terrace | 06 External Colonade | |

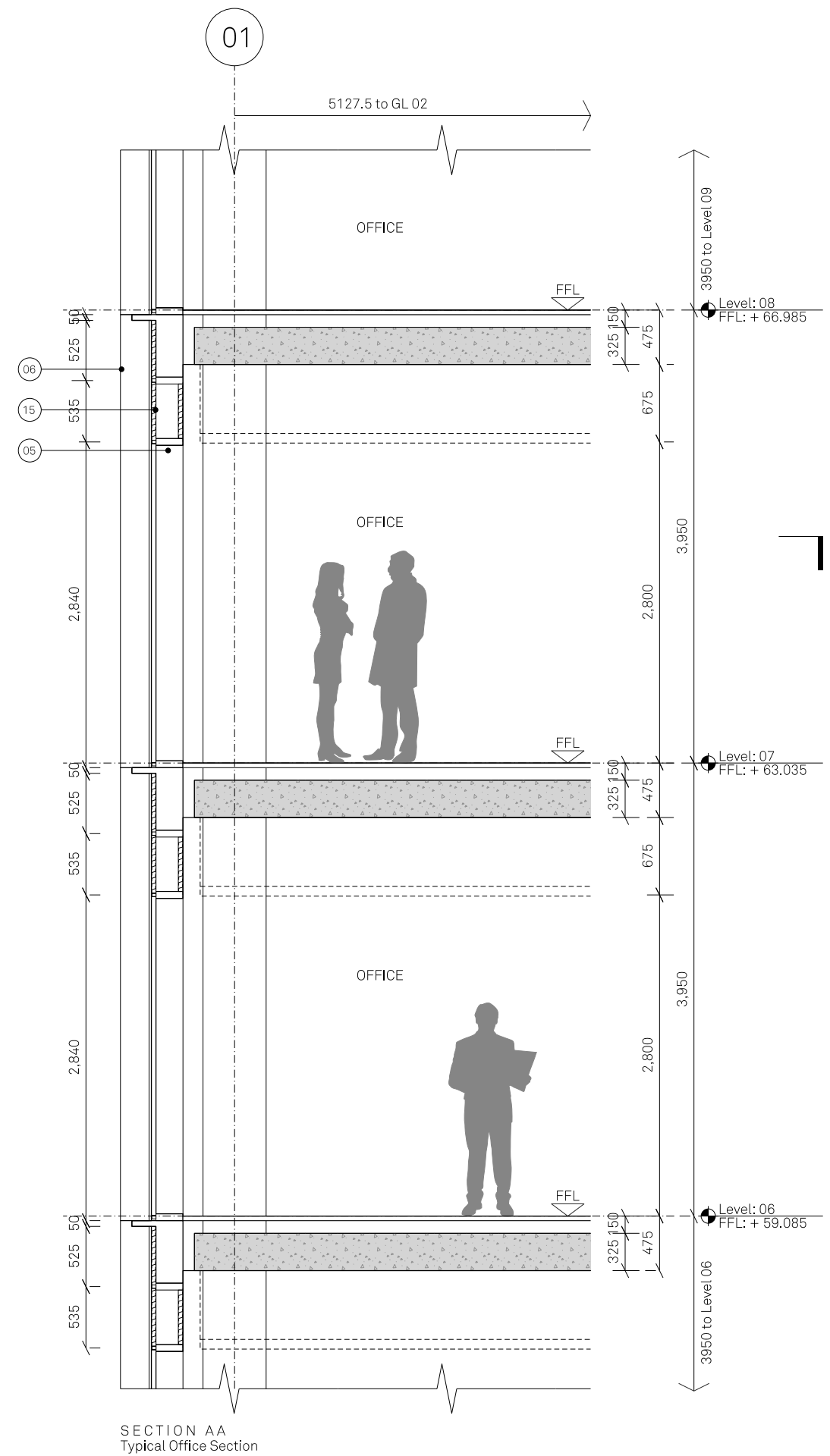
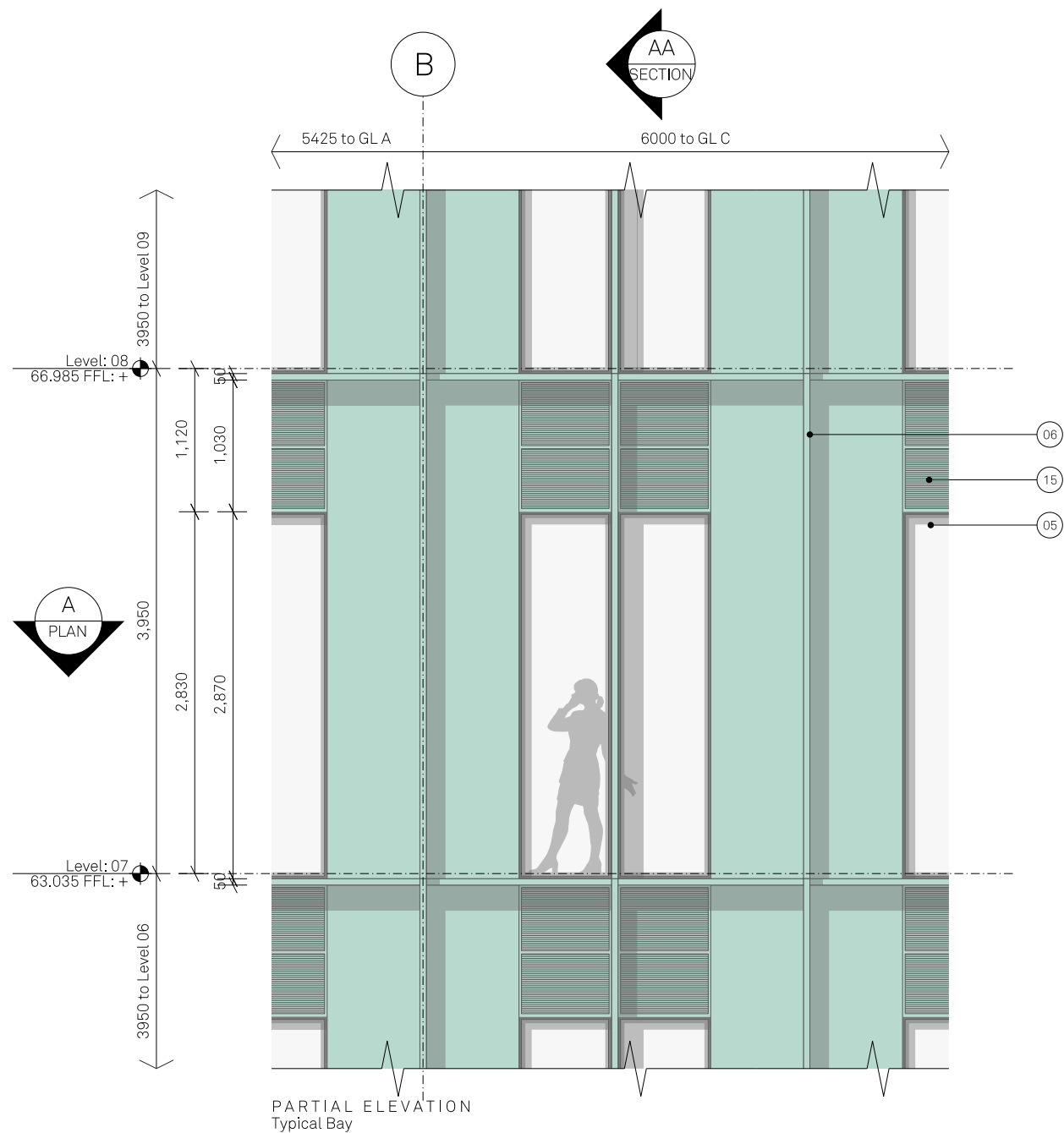
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Drawn:	Checked:	Status:
RW	JC	Planning
Project:	Drawing No:	Rev:
107	B1_05_2201	-
Details:		

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Notes:

ELEVATION KEY:

- | | | | | | | | |
|----------------------------|-------------------------------------|---|---|-------------------------------|---|--|---------------------------------------|
| 01 Precast Concrete Lintel | 03 Feature Anodised Circular Column | 05 Unitised SG Glazing System | 07 Metallic PPC Metal Balustrade, Glazed Balustrade to Rear | 09 Anodised Aluminium Windows | 11 Anodised Metal Door | 13 Feature Timber Door | 15 Anodised Aluminium Microrib Louvre |
| 02 SG Curtain Wall System | 04 Granite Plinth | 06 Anodised Aluminium Cladding with Feature Blade | 08 Existing Brickwork Repointed Where Necessary | 10 Glazed Entrance | 12 Existing Opening, Reinstated, Anodised Aluminium Microrib Louvre | 14 Existing Opening, Infilled With Like-For-Like Stone | |

Project Name:
27-31 King St
West & The
Carriage Works

Title:
Proposed Bay Study 01
Typical Bay

Scale:
1:25@A1

Drawn:
RW

Checked:
JC

Detail:

Status:
Planning

Project:
107

Drawing No:
B1_10_4201

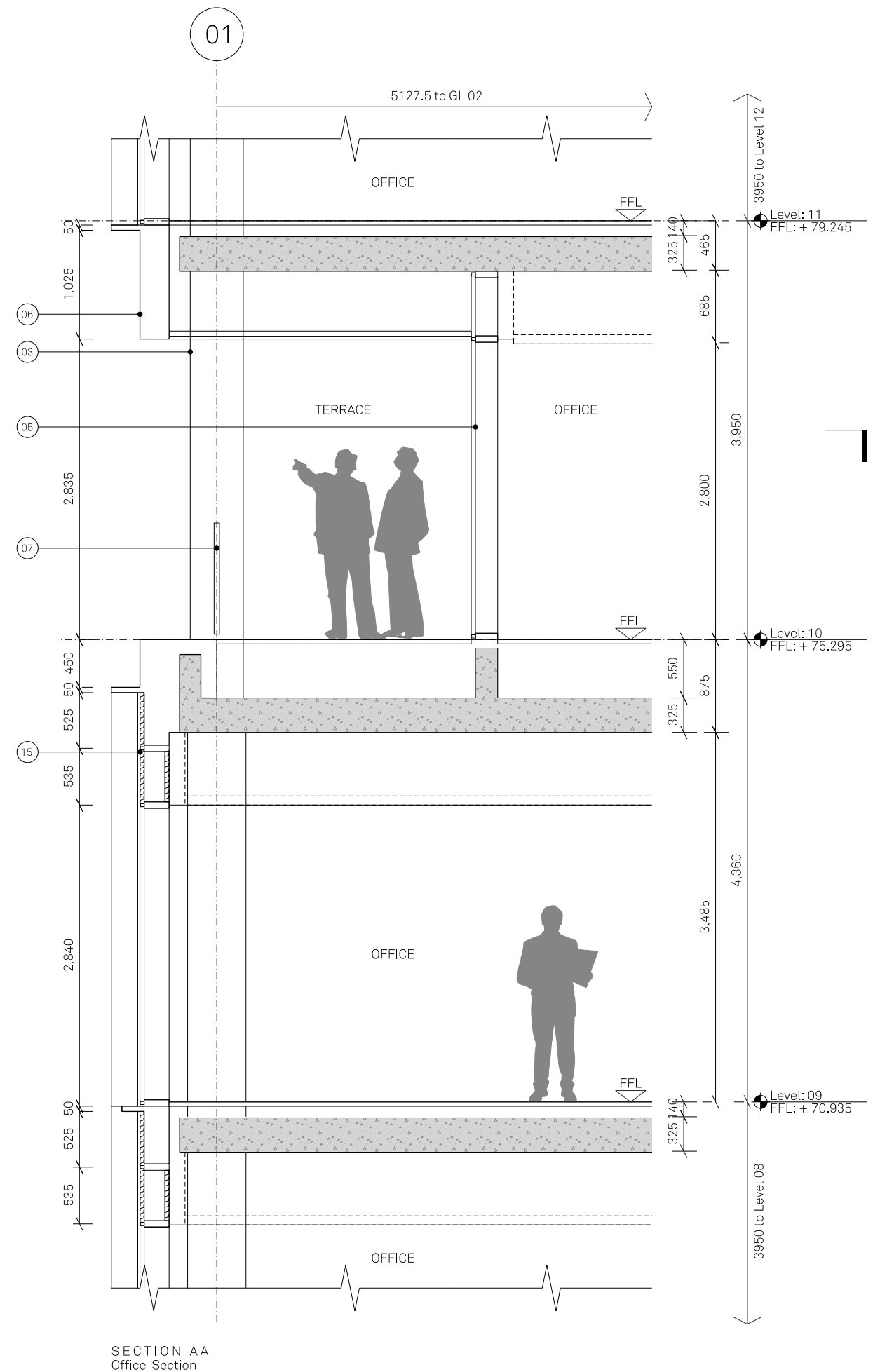
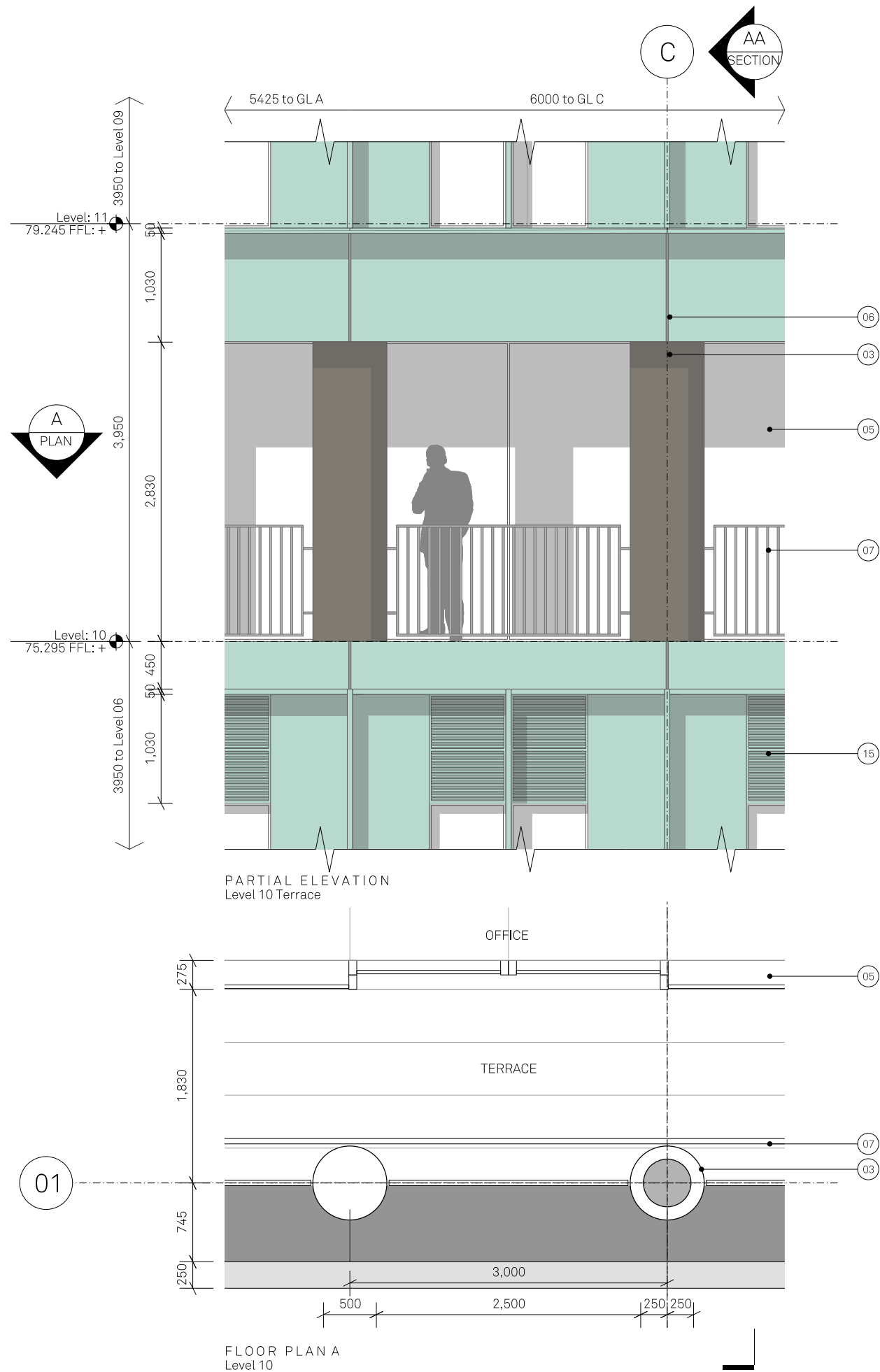
Rev:
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Notes:

ELEVATION KEY:

- | | | | | | | | |
|----------------------------|-------------------------------------|---|---|-------------------------------|---|--|---------------------------------------|
| 01 Precast Concrete Lintel | 03 Feature Anodised Circular Column | 05 Unitised SG Glazing System | 07 Metallic PPC Metal Balustrade, Glazed Balustrade to Rear | 09 Anodised Aluminium Windows | 11 Anodised Metal Door | 13 Feature Timber Door | 15 Anodised Aluminium Microrib Louvre |
| 02 SG Curtain Wall System | 04 Granite Plinth | 06 Anodised Aluminium Cladding with Feature Blade | 08 Existing Brickwork Repointed Where Necessary | 10 Glazed Entrance | 12 Existing Opening, Reinstated, Anodised Aluminium Microrib Louvre | 14 Existing Opening, Infilled With Like-For-Like Stone | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Detail:

Title:
Proposed Bay Study 02
Level 10 Terrace
Status:
Planning

Scale:
1:25@A1
Project:
107
Drawing No:
B1_10_4202
Rev:
-

Jon Matthews Architects

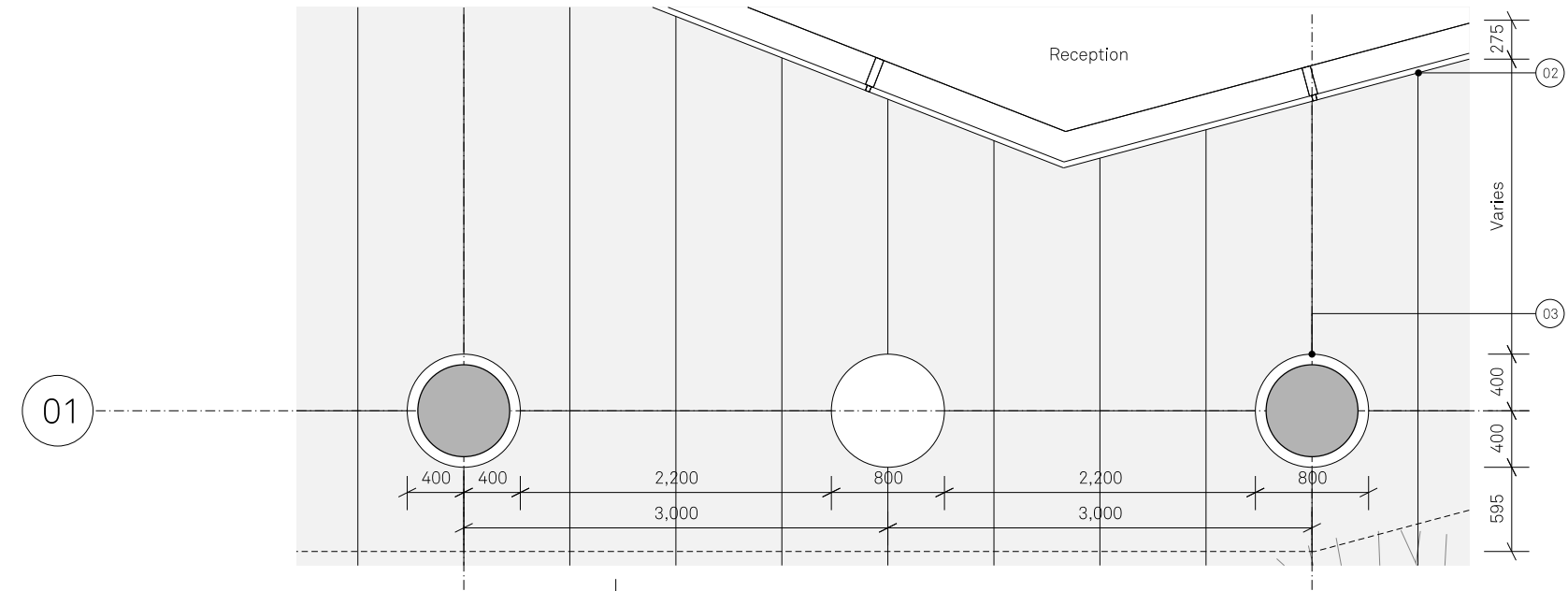
Union, 2-10 Albert Square, Manchester, M2 6LW

0161 974 3690

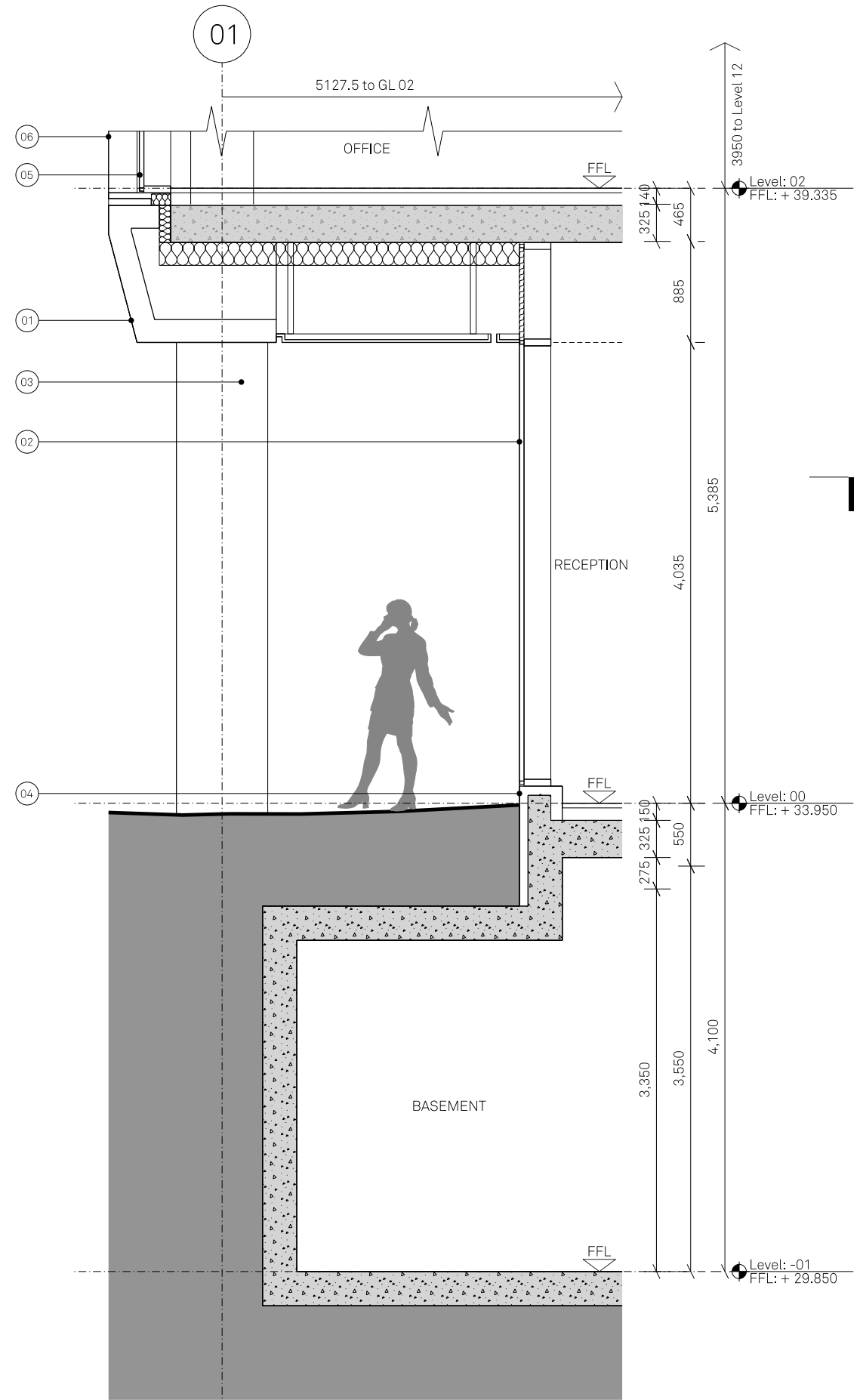
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PARTIAL ELEVATION
Level 10 Terrace



FLOOR PLAN A
Level 10



SECTION AA
Office Section

Notes:

ELEVATION KEY:

- | | | | | | | | |
|----------------------------|-------------------------------------|---|---|-------------------------------|---|--|---------------------------------------|
| 01 Precast Concrete Lintel | 03 Feature Anodised Circular Column | 05 Unitised SG Glazing System | 07 Metallic PPC Metal Balustrade, Glazed Balustrade to Rear | 09 Anodised Aluminium Windows | 11 Anodised Metal Door | 13 Feature Timber Door | 15 Anodised Aluminium Microrib Louvre |
| 02 SG Curtain Wall System | 04 Granite Plinth | 06 Anodised Aluminium Cladding with Feature Blade | 08 Existing Brickwork Repointed Where Necessary | 10 Glazed Entrance | 12 Existing Opening, Reinstated, Anodised Aluminium Microrib Louvre | 14 Existing Opening, Infilled With Like-For-Like Stone | |

Project Name:
27-31 King St
West & The
Carriage Works
Drawn: RW
Checked: JC
Detail:

Title:
Proposed Bay Study 03
Reception
Status:
Planning

Scale:
1:25@A3
Project:
107
Drawing No:
B1_10_4203
Rev:
-

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Appendix B - Landscape Drawings



- KEY**
-  **Application Boundary**
- HARDWORKS**
-  **Yorkstone Flags**
Material: Yorkstone flags
Colour: Buff, to match existing
Size: Tbc following site survey
Finish: 50% shot blasted, 50% wire sawn
Bond: Random stretcher, flexibly laid
-  **Yorkstone Setts**
Material: Yorkstone setts
Colour: Buff, to match existing
Size: W150mm x Lrandom 150-300mm x D75mm
Finish: 50% shot blasted, 50% wire sawn
Bond: Random stretcher, rigidly laid
Notes: 8-12mm joints to allow paving to turn corners
-  **Granite Kerb**
Material: Granite
Size: 205mm (w) x Upstand Varies
Colour: TBC
Manufacturer: Hardscape Ltd

- SOFTWORKS**
-  **TREE - PROPOSED STANDARD**

- FURNITURE**
-  **Bespoke Cycle stands**
Material: Blackened steel with timber top detail
Colour: Black & natural
Size: TBC
Notes: Local fabricator to be sourced.
-  **Granite Cylinders**
Material: Granite
Colour: Dark Grey
Finish: TBC
Size: 600 x 450 mm
Manufacturer: Hardscape
Notes: Mechanically fixed
-  **Free Standing Tables & Chairs**
Notes: Subject to further design development & coordinated with interior designers
-  **Tree Grille**
Material: Galvanised steel
Size: 1590 x 1590 mm
Manufacturer: Logic street furniture
Notes: 500mm diameter inner aperture
-  **Fixed bollard**
Material: Stainless Steel
Finish: TBC
Size: 125mm diameter, 900mm height
-  **Recycling Bins**
Size: tbc.
Notes: Bin housing to contain 240L bins.
-  **Integrated Timber Bench to Raingardens**
- Subject to further design
- Single facing aspect
-  **Feature Tree Grille**
- Subject to further design
- Artwork to be incorporated
-  **Wayfinding Totem**
- Subject to further design
- Artwork to be incorporated
-  **Street Lighting Columns**
To adoptable standards

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NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

P03	13.09.22	Updated red line boundary	CB	RM
P02	12.09.22	Planning	CB	RM
P01	29.06.22	For Information	JC	RM

Revision	Date	Description	Drawn	Apprvd.
----------	------	-------------	-------	---------

Plant I.E. Limited
E: info@plant-ie.com W: plant-ie.com
MANCHESTER
2 Back Grafton St., Atrincham, WA14 1DY
T: 0161 928 9281
LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678
LIVERPOOL
Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
T: 0151 363 1230

Client **Property Alliance**

Project **Reedham House**

Drg Title **Landscape GA
Planning Application**

Created on **29-06-22** Created by **CB** Approved by **RM**

Scale **1:150** Size **A1** Workstage **Planning**

Drg No. **2951-PLA-GF-XX-DR-L-0001** Suitability **S3** Revision **P03**



Number	Abbreviation	Species	Common name	Height	Form
4	Gt	Gleditsia triacanthos 'sunburst'	Golden Honey Locust	400-450cm	2m clear stem

SOFTWORKS



TREE - PROPOSED STANDARD

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 2. Always work to noted dimensions.
 3. All dimensions are in millimetres unless otherwise stated.
 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. This drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.

Revision	Date	Description	Drawn	Apprvd.
P02	13.09.22	Updated red line boundary	CB	RM
P01	12.09.22	Planning	CB	RM

Planit I.E. Limited
E: info@planit-ie.com W: planit-ie.com
MANCHESTER
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Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT
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Client **Property Alliance**

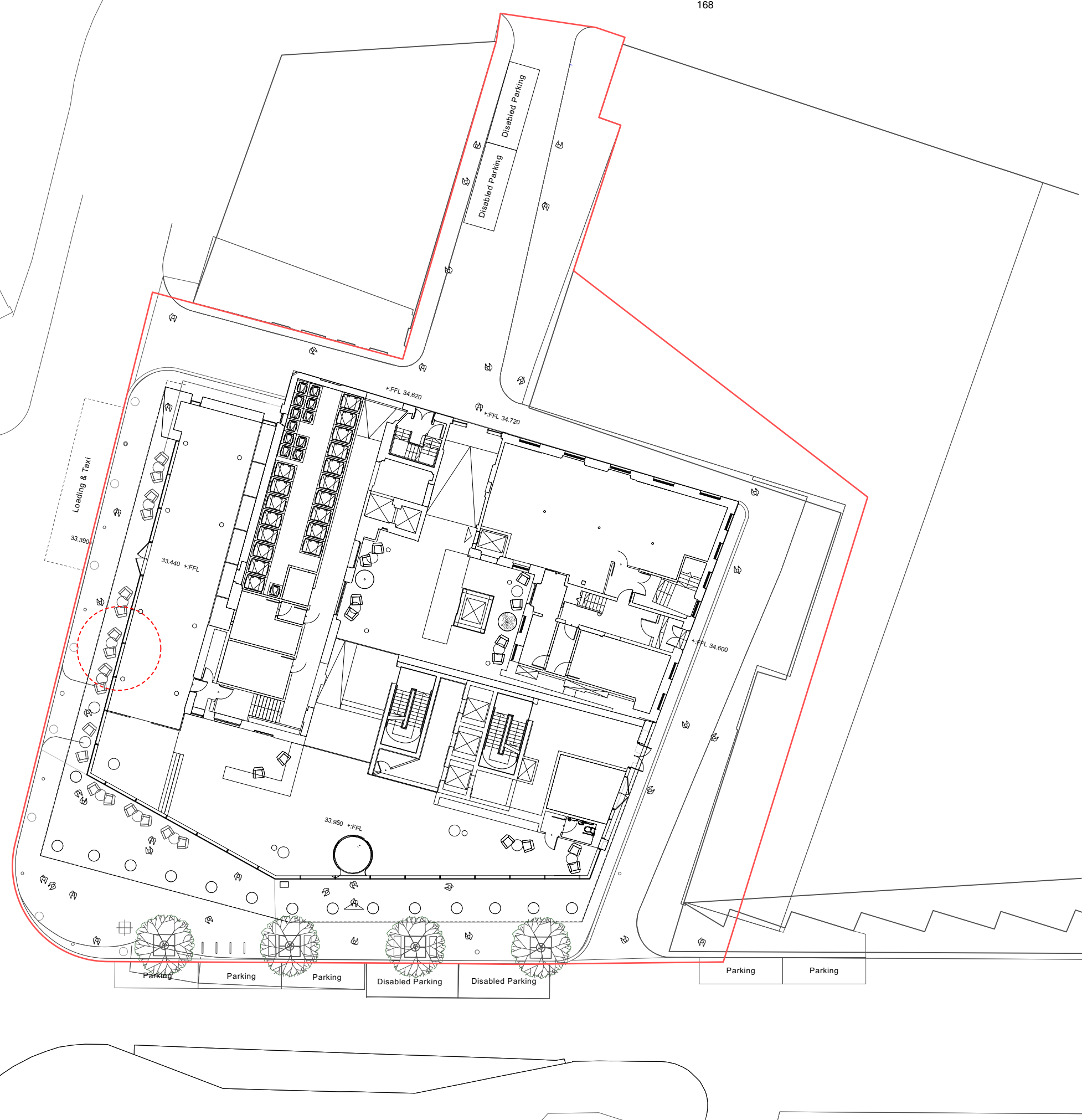
Project **Reedham House**

Drg Title **Softworks
Planning Application**

Created on	Created by	Approved by
29-06-22	CB	RM

Scale	Size	Workstage
1:150	A1	Planning

Drg No.	Suitability	Revision
2951-PLA-GF-XX-DR-L-2002	S3	P03



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- NOTES:
- 1. Do not scale from this drawing.
 - 2. Always work to noted dimensions.
 - 3. All dimensions are in millimetres unless otherwise stated.
 - 4. All setting out, levels and dimensions to be agreed on site.
 - 5. The dimensions of all materials must be checked on site before being laid out.
 - 6. This drawing must be read with the relevant specification clauses and detail drawings.
 - 7. Order of construction and setting out to be agreed on site.

Existing Tree Removed to facilitate development

P01	12.09.22	Planning	CB	RM
Revision	Date	Description	Drawn	Apprvd.

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Client **Property Alliance**

Project **Reedham House**

Drg Title **Tree Removal Planning Application**

Created on **29-06-22** Created by **CB** Approved by **RM**

Scale **1:150** Size **A1** Workstage **Planning**

Drg No. **2951-PLA-GF-XX-DR-L-2003** Suitability **S3** Revision **P01**

Simple, elegant design.