

Property Alliance Group
27-33 King Street West,
The Carriage Works & Warehouse
Heritage Asset 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

The purpose of this document is to supplement the full planning application and listed building consent. The document aims to identify potential areas of remediation, renovation and removal of elements of the listed buildings to enhance the existing heritage.

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 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.



2.0 The Site

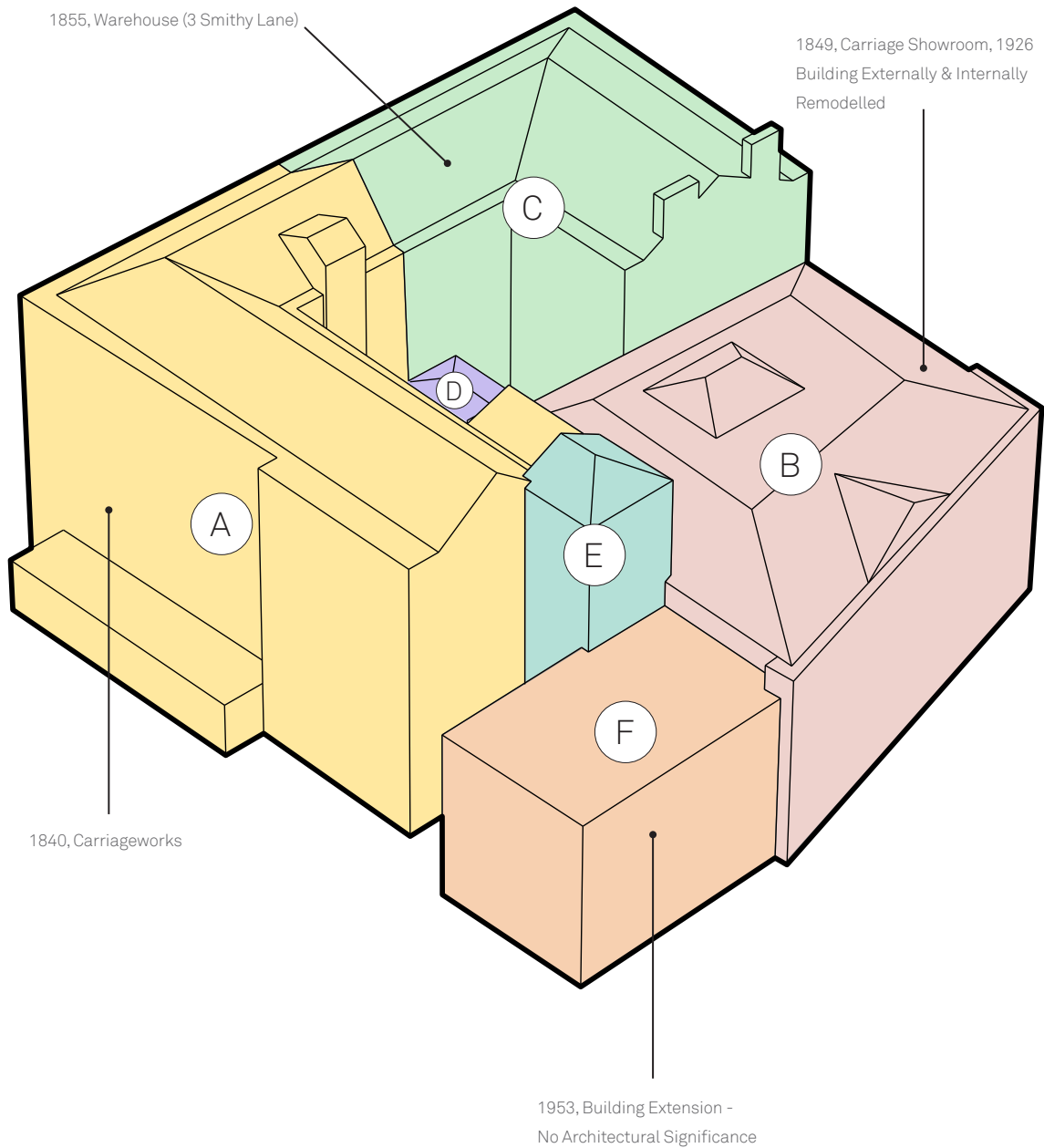
2.1 Existing Building

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.

The focus of this document will be buildings A (Carriage Manufacturer) and C (Warehouse).



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)

2.2 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.



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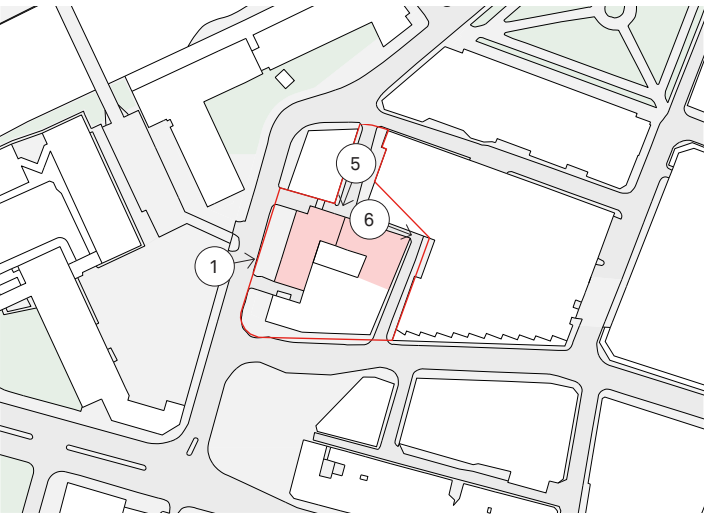


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Key Plan



2.3 Existing Building - Reedham House & 1953 Extension

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Jon Matthews Architects

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.



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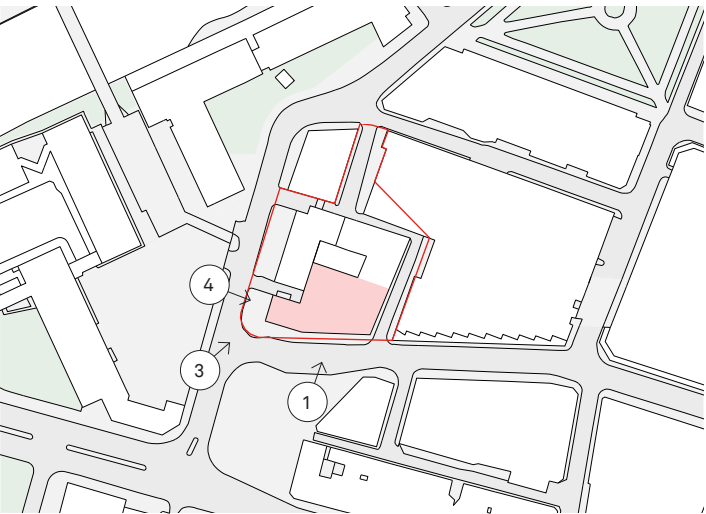


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Key Plan



3.0 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.



A - River Irwell B - Albert Street

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.

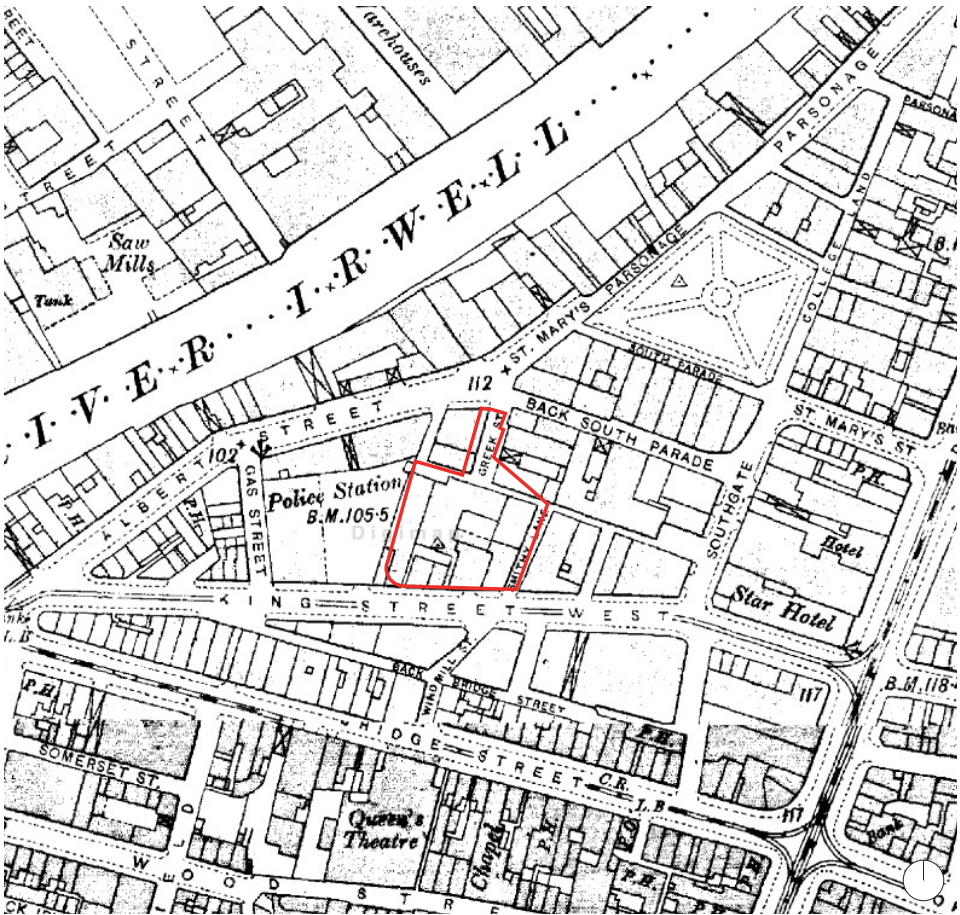
The 1953 extension has not yet been built and there appears to be a historic brick structure which forms part of the carriage works to the south west corner of the site.



3.2 Historic Maps

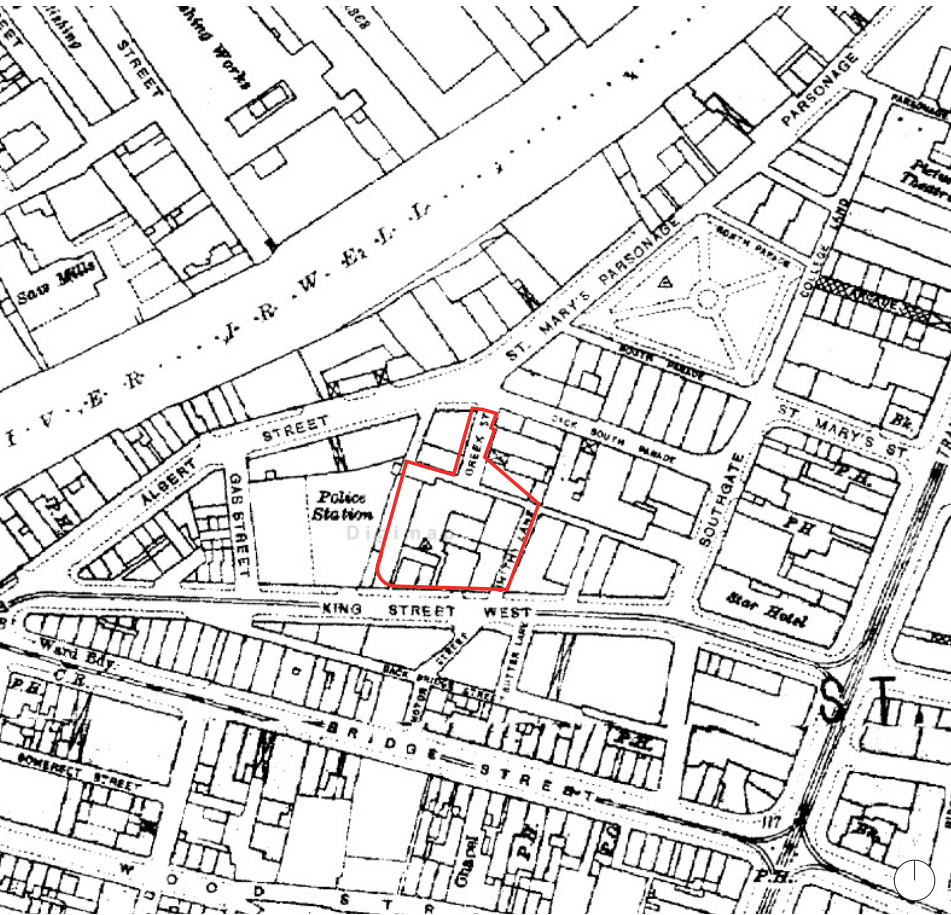
1900's

- 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.



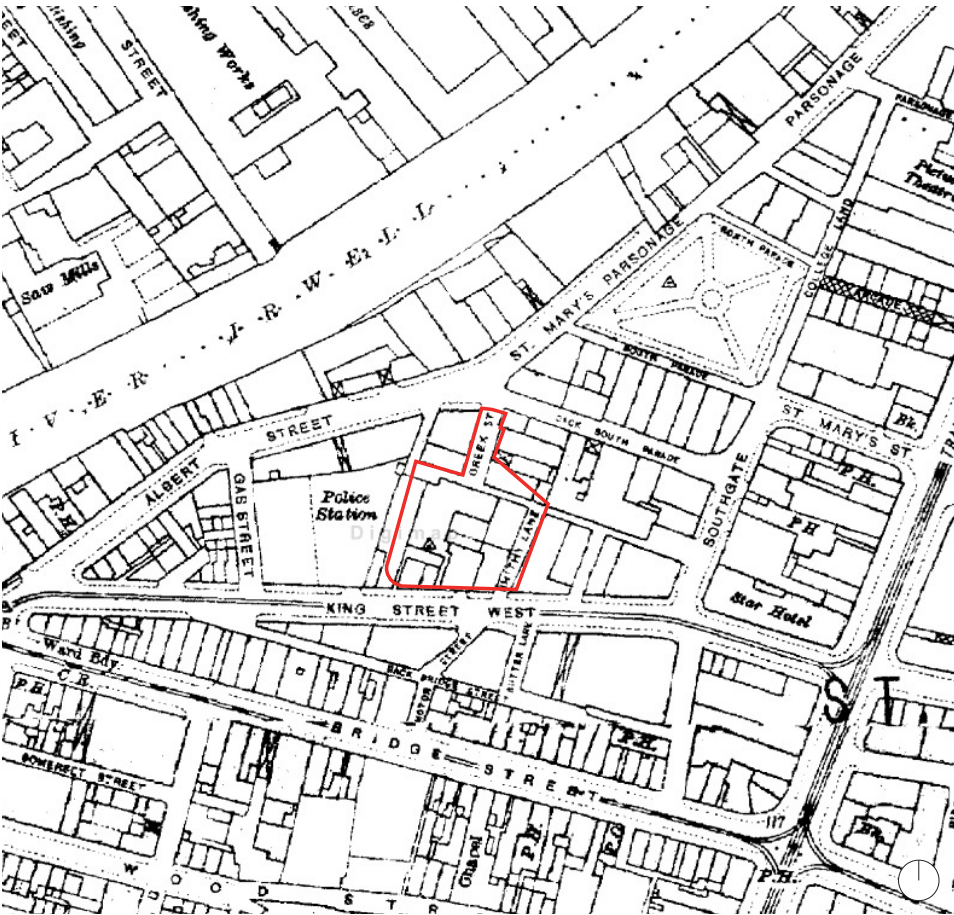
1920's

- There is little change in the historic grain.



1930's

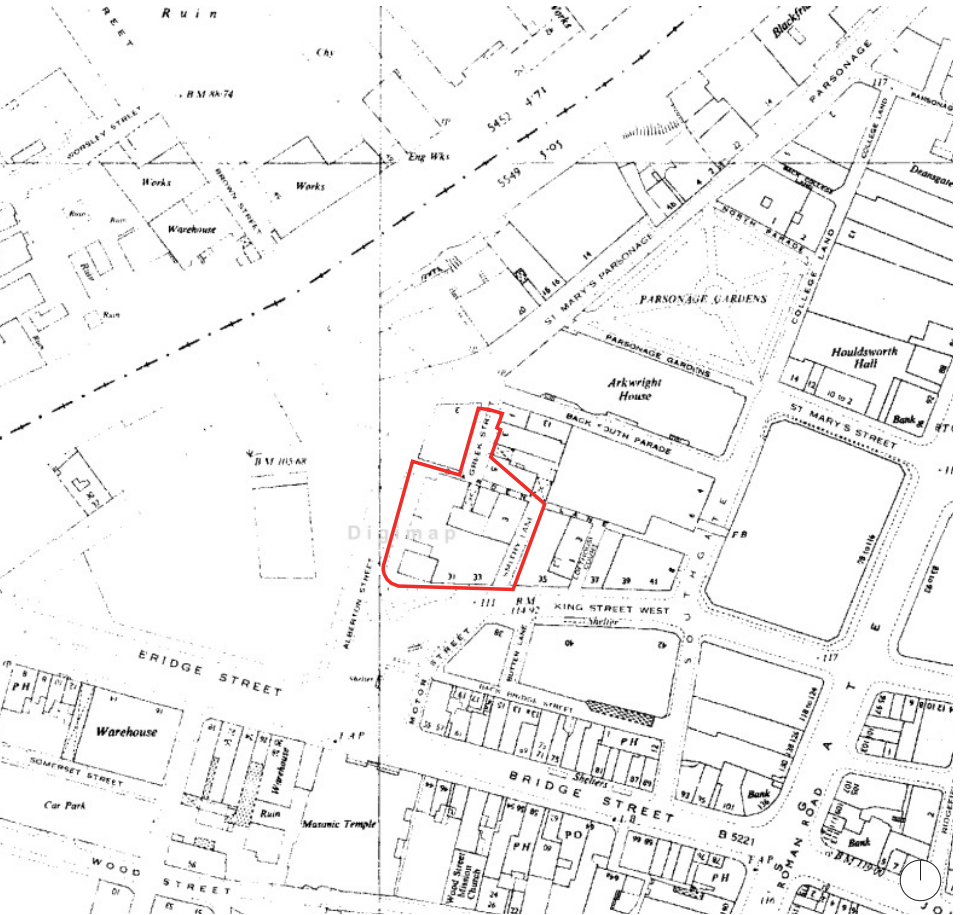
- There is little change in the historic grain.



3.2 Historic Maps

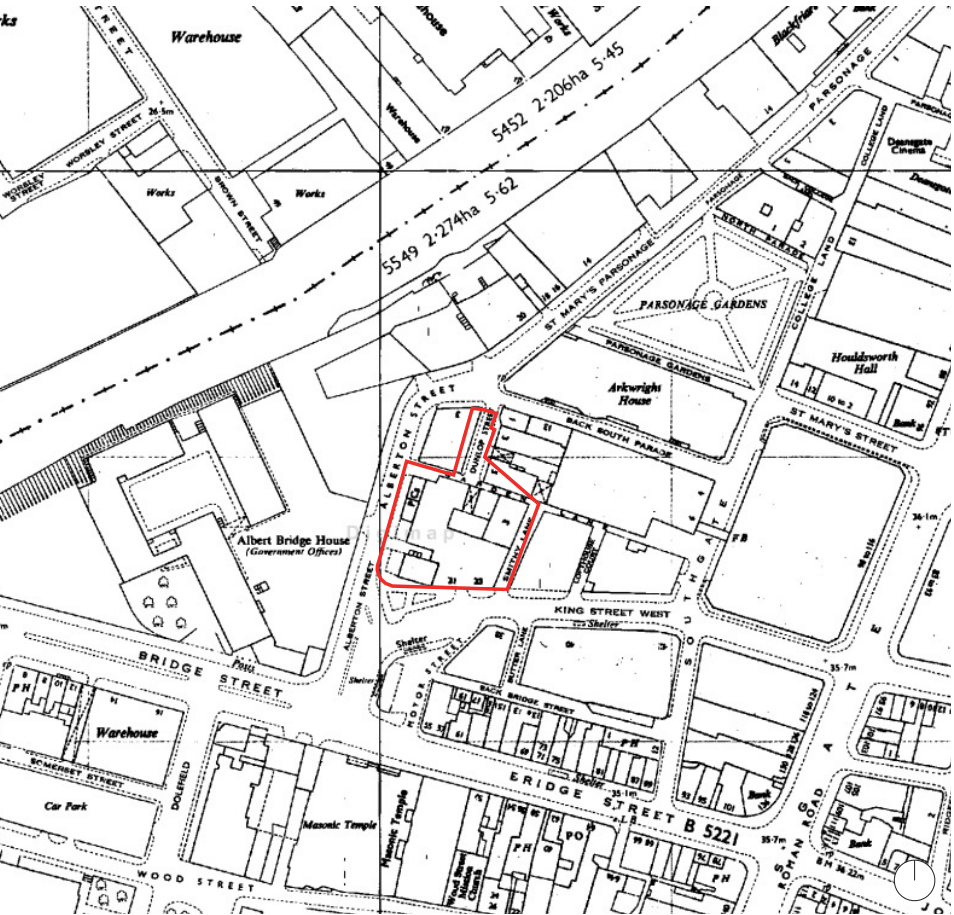
1950's

- 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.



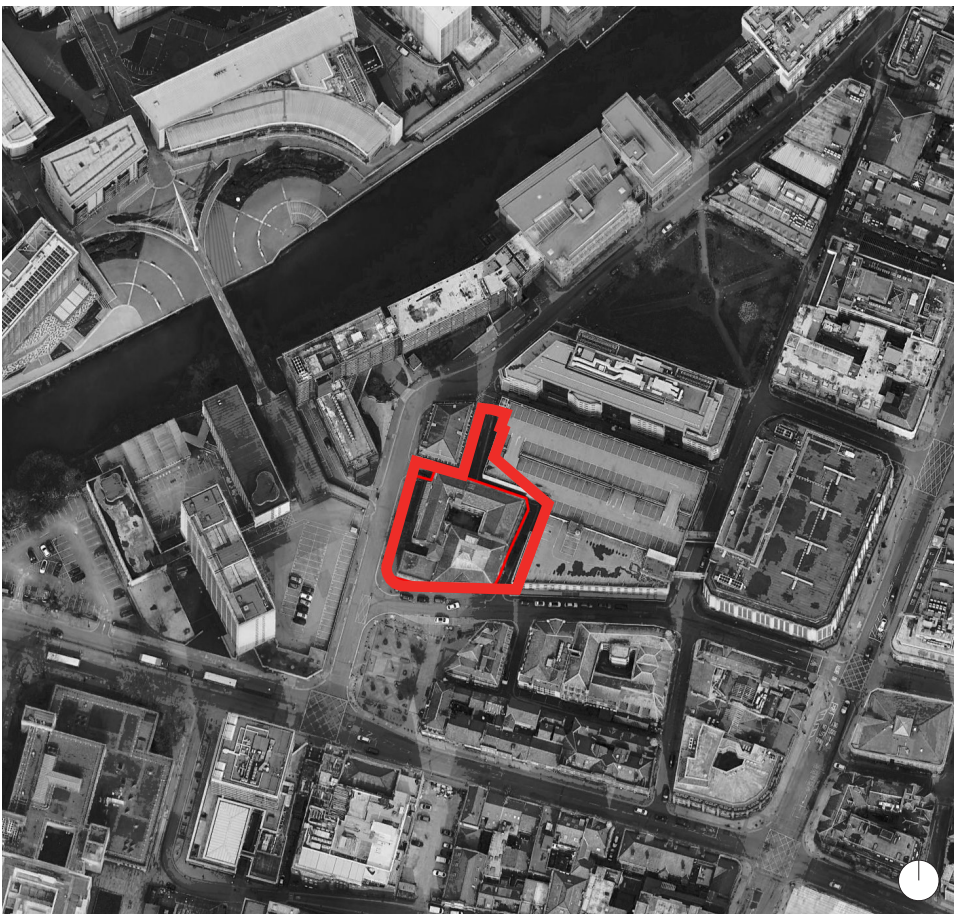
1970's

- 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.



4.0 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.

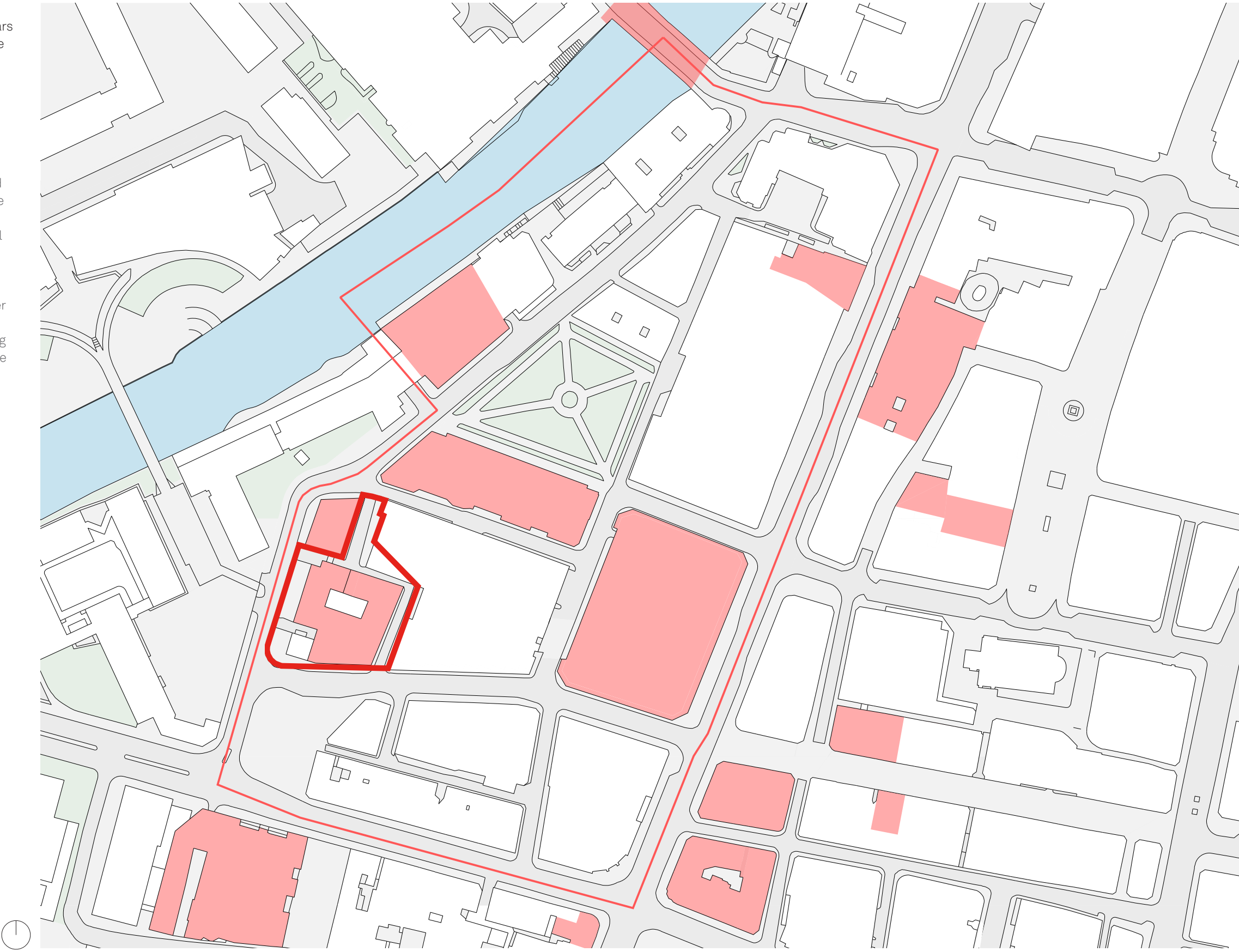
The conservation area extends south to Bridge Street, a busy shopping street of small-scale Victorian and Edwardian shops, providing a variety of height, materiality and detail of high architectural and aesthetic quality.

Key

Parsonage Road Conservation Area Boundary Line

Listed Building/ Structure

Site Boundary



4.2 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.

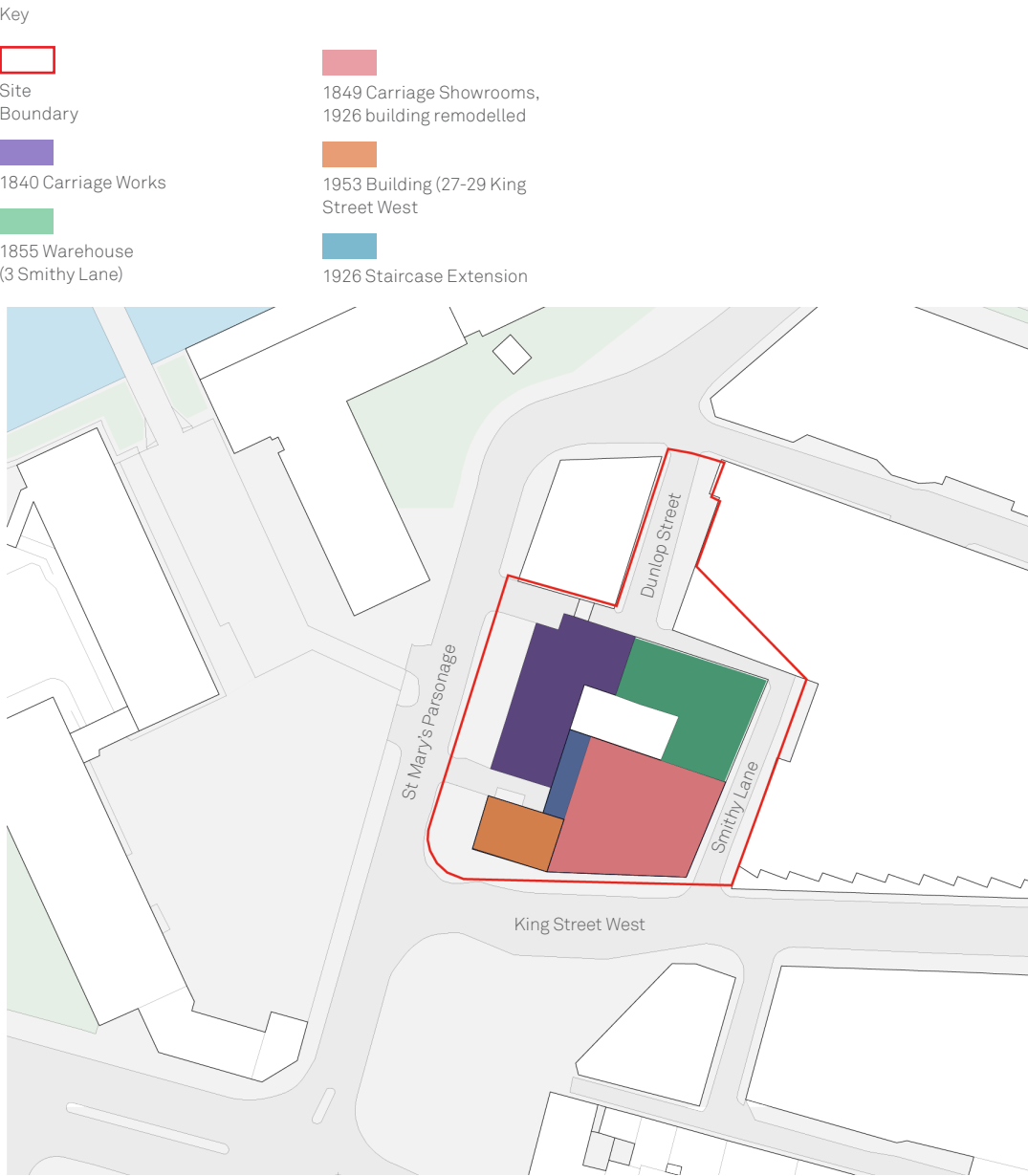
Since then what we know about the site is detailed in the supporting KM Heritage Report but in summary is as follows:

- 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 shop fronts 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



Present Day - A Mix of Separate Buildings



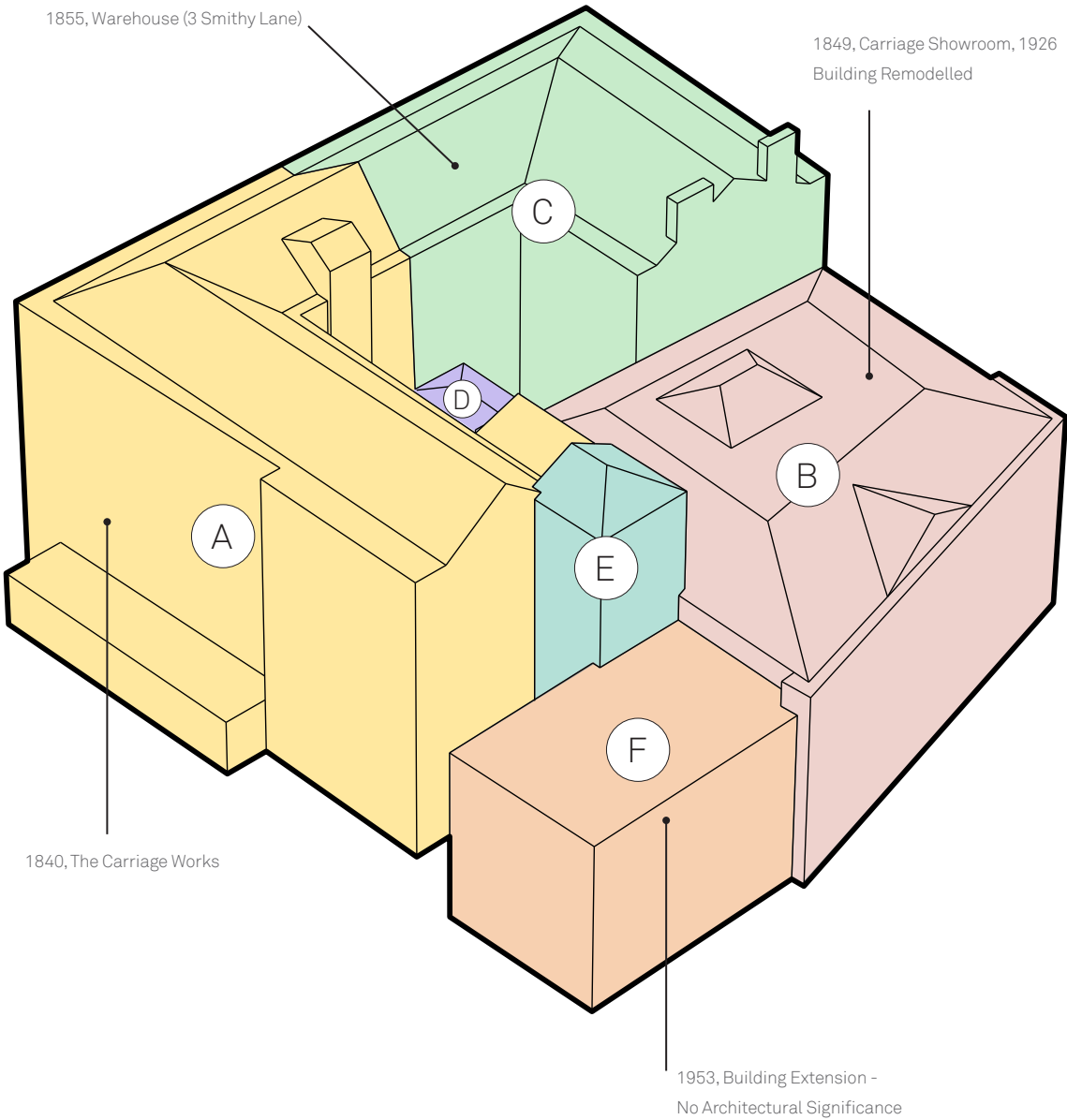
4.3 Building Evolution

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.

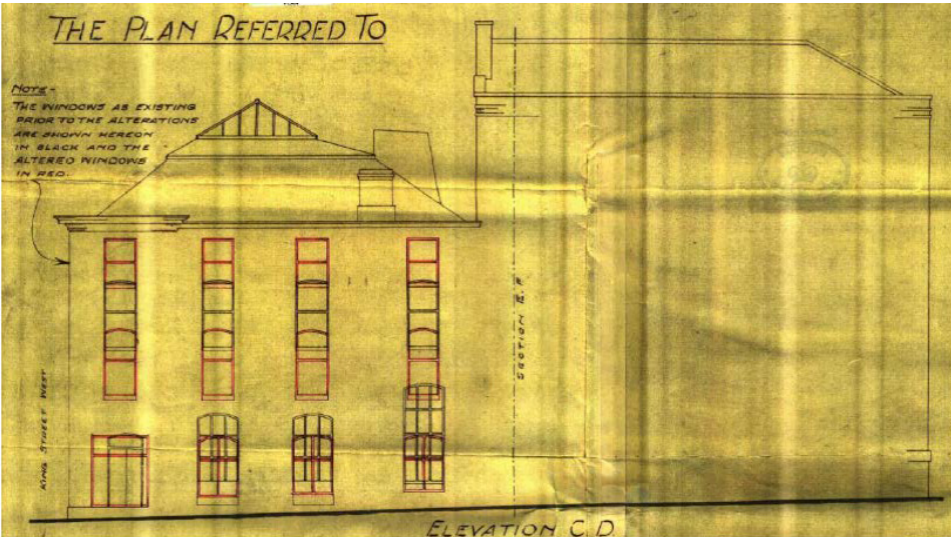
- The present Reedham House developed out of a carriage manufacturers showroom first built in 1849, but heavily altered in 1926 and largely re-constructed again after Second World War bomb damage.
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- The architectural treatment of Reedham House – which 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.

Key

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- E - 1912, Staircase Extension
- 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.

5.0 Heritage & Regeneration Proposals

Proposed Downtakings
Existing & Proposed Condition

The existing building was developed over a number of years with the initial buildings (A, B & C) being erected between 1840 and 1855.

Later additions were built to enhance the operations of the building such as the toilet extension (D) and the staircase extension (E), with the final element of the building being built in 1953 (F).

The proposals for the redevelopment of the site call for the removal of building, B, D, E & F. The decision to retain certain buildings and not others can be explained as follows;

- Building A & C are two of the oldest parts of the site and retain much of their original architectural merit, although internally much of this has been covered over with modern intervention, this redevelopment proposes to omit these and express the historic fabric of the building.

- Building B, although was initially built in 1849 was heavily reconstructed in both 1926 (following change in ownership and use) and again following World War II due to bomb damage. The building due to these renovations has limited architectural merit. The ground floor is punctured by modern interventions (retail units), and the layout behind the facade remodelled to create an office space fit for the time and ultimately lacking in any architectural features. The fenestrations on the South and East Facade were altered in 1926 when the building was converted from a carriage showroom to offices, and very little of the original 1849 building remains unaltered,

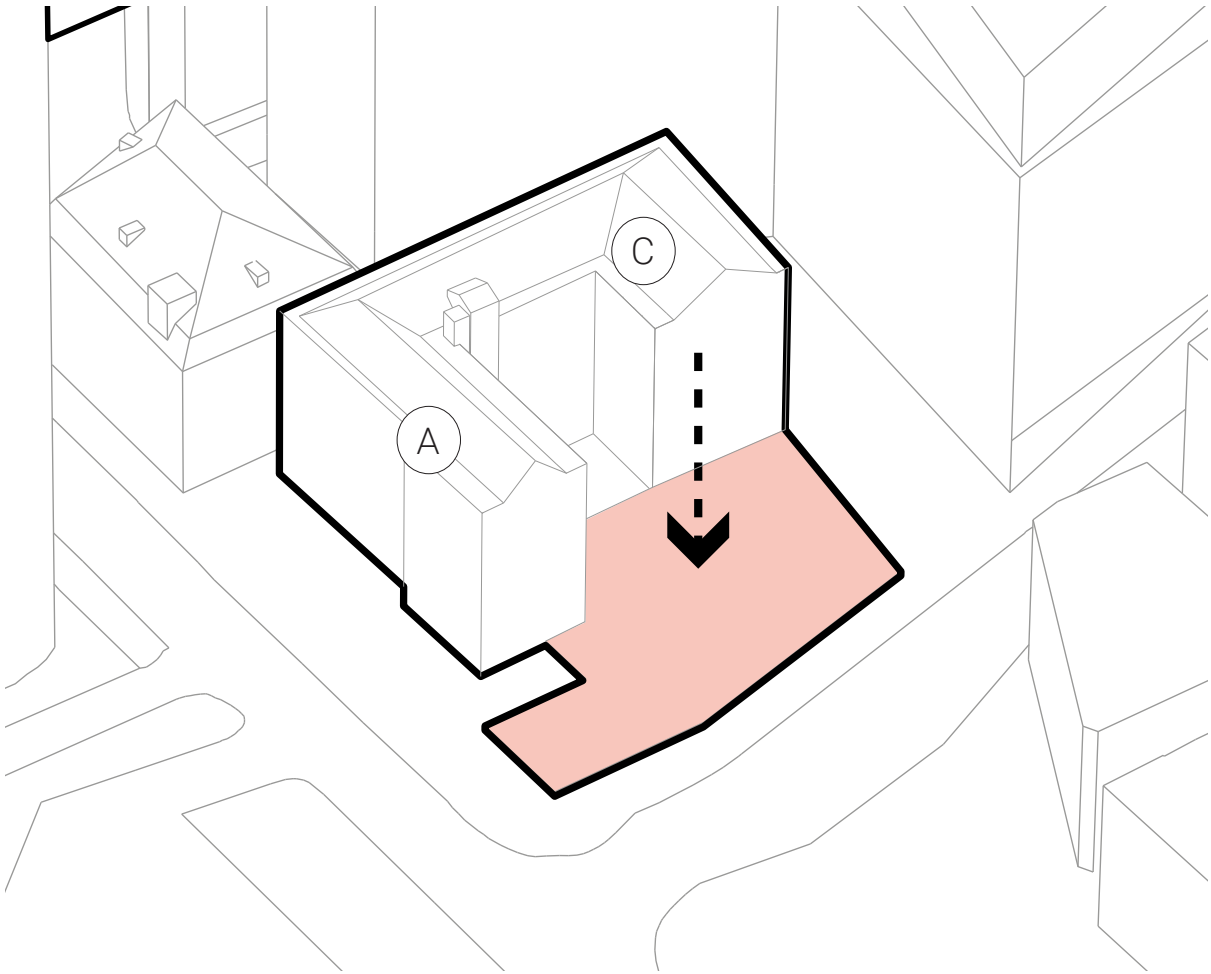
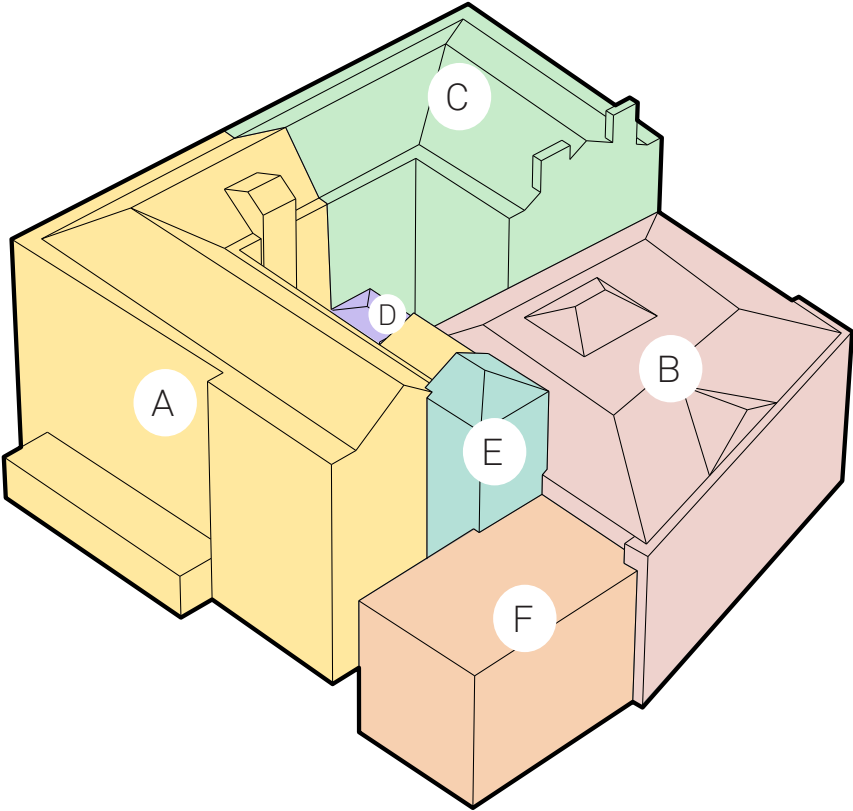
- Building D's function with the new proposals will be redundant and would detract from the enhancements proposed for buildings A & C. The buildings intended use (toilets) are proposed to be housed in the remodelled buildings A & C as well as the new purpose built office block, it was therefore deemed that this building was not required, allowing the courtyard to be opened up and re-purposed.

- Building E is of no architectural merit, and serves as a circulation space linking buildings A, B & F, accounting for the changes in levels across the site. Since the proposals are forming two separate buildings linked by the internal courtyard the level change across the site is dealt with on the ground floor level only. Building E is therefore redundant and not worth retaining.

- Building F was built in 1953 and is of no architectural merit. The removal of this building opens up the possibility of the gable end of building A being expressed internally in the new purpose built office block. Features on the South gable of building A will be evident in the new building, with the existing windows on this elevation becoming blind windows to pay homage to the history of the building whilst juxtaposing this against the new modern intervention.

The nature of the evolution of the site means that there is a very obvious architectural, structural and historical point at which divide the site which leaves the integrity of the remaining elements in tact.

The diagram adjacent illustrates the clear and logical way to split the building with buildings A & C having a similar massing, form and architectural expression. Buildings B, D, E & F are fragmented and are either subservient to the main buildings (buildings D & E) or of limited architectural merit (buildings B & F), it is therefore proposed to omit these building, in doing so providing oportunites to enhance and repurpose the central courtyard space and redevelop the remainder of the site.



5.1 North Elevation - Existing

Existing North Elevation Existing Condition

To following pages identify elements of remediation, renovation and removal on the listed buildings.



Existing North Elevation
Existing Condition



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Existing North Elevation
Existing Condition

1.Existing timber sash windows to be renovated where applicable, and replaced where renovation is not possible. uPVC windows to be replaced with new timber sash windows.

2. Spoiled masonry and pointing to be replaced where necessary.

3. Steel bars to existing windows to be omitted. Window behind replaced with new timber sash window

4. Existing timber gates to be removed and replaced with new glazed entrance doors leading to courtyard.

5. Existing door to be replaced with new anodised aluminium door to stair core. Roller shutter to be omitted.

6. Existing roller shutter door to be replaced with anodised aluminium door to bin store.

7. Boarded up window above existing roller shutter door to be replaced with new sash window.

8. Existing glazed link bridge to be omitted. Door cill to be built up to match adjacent window cills and new timber sash window installed.

9. Boarded up window below link bridge to be replaced with anodised aluminium MicroRib louvres for mechanical services behind.

10. Part of existing building to be demolished.

11. Existing rainwater pipes to be repaired and repainted, uPVC rainwater pipes removed and cast iron rainwater pipes installed where required

12. Existing brick infill to be removed and infilled with masonry taken from doughtakings to match existing building.



Proposed North Elevation
Proposed Condition



Existing West Elevation
Existing Condition

To following pages identify elements of remediation, renovation and removal on the listed buildings.



Existing West Elevation
Existing Condition



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Existing West Elevation
Existing Condition

- 1. Existing timber sash windows to be renovated where applicable, and replaced where renovation is not possible. uPVC windows to be replaced with new timber sash windows.
- 2. Spoiled masonry and pointing to be replaced where necessary.
- 3. Existing glazed link bridge to be omitted.
- 4. Part of existing building to be demolished. The existing single storey element to be replaced with new commercial unit with curtain walling and feature pigmented pre-cast lintel surround, re-engaging this elevation with the street and forming a new active frontage along St Mary's Parsonage.
- 5. Existing rainwater pipes to be repaired and repainted, uPVC rainwater pipes removed and cast iron rainwater pipes installed where required.
- 6. Roof repaired and slates replaced where required.



Proposed West Elevation
Proposed Condition



5.9 East Elevation

Existing East Elevation Existing Condition

To following pages identify elements of remediation, renovation and removal on the listed buildings.



Existing East Elevation
Existing Condition



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Existing East Elevation
Existing Condition

- 1. Existing timber sash windows to be renovated where applicable, and replaced where renovation is not possible. uPVC windows to be replaced with new timber sash windows.
- 2. Spoiled masonry and pointing to be replaced where necessary.
- 3. Existing roller shutter door to be omitted. Window cill lowered to match adjacent windows and new timber sash window to be installed. Stone infill below to match existing.
- 4. Existing door to be repaired to match original condition.
- 5. Existing window (G+1) and doors (G+2 & G+3) to be replaced with anodised aluminium MicroRib louvres for mechanical services behind.
- 6. Redundant services to be removed and areas infilled with stone/ masonry to match adjacent.
- 7. Existing rainwater pipes to be repaired and repainted, uPVC rainwater pipes removed and cast iron rainwater pipes installed where required.
- 8. Roof repaired and slates replaced where required.



Proposed East Elevation
Proposed Condition



5.13 Internal Courtyard Elevations

Existing Courtyard Elevations Existing Condition

The proposals for the courtyard are intentionally minimal. The works include, omitting plant equipment, restoring masonry/stonework and omitting the modern interventions such as the stair. By introducing the lift into the centre of the courtyard the proposals are having minimal impact on the existing fabric of the listed building whilst also modernising, enhancing and re-purposing the existing buildings and space around-.

1. Existing metal egress stair to be omitted.

2. Existing wall mounted air handling units to be removed. Penetrations to be filled with masonry to match existing. Existing single storey entrance on the East Elevation to be omitted. Access to basement to be infilled and new floor to be made level.

3. All existing windows to be replaced with new double glazed timber sash windows. Style, astragals and mullions of new windows to match existing sash windows.

4. Damaged stone work to be repaired to match original.

5. Existing external basement to be infilled and new floor to be made level. Railings to be omitted and surrounding masonry to be made good.

6. Existing bars to windows to be omitted and windows replaced as per point 3.

7. Openings to the south elevation of The Carriage Works (GF - G+3) to be infilled to allow for the proposed office tower to be erected. (Refer to plans for locations).

8. Windows on North Elevation (G+1 - G+3) to be omitted & cills lowered for office FFL to allow for access to office via new feature courtyard lift.

9. Existing window omitted and opening infilled with brick to match existing to hide lift behind.



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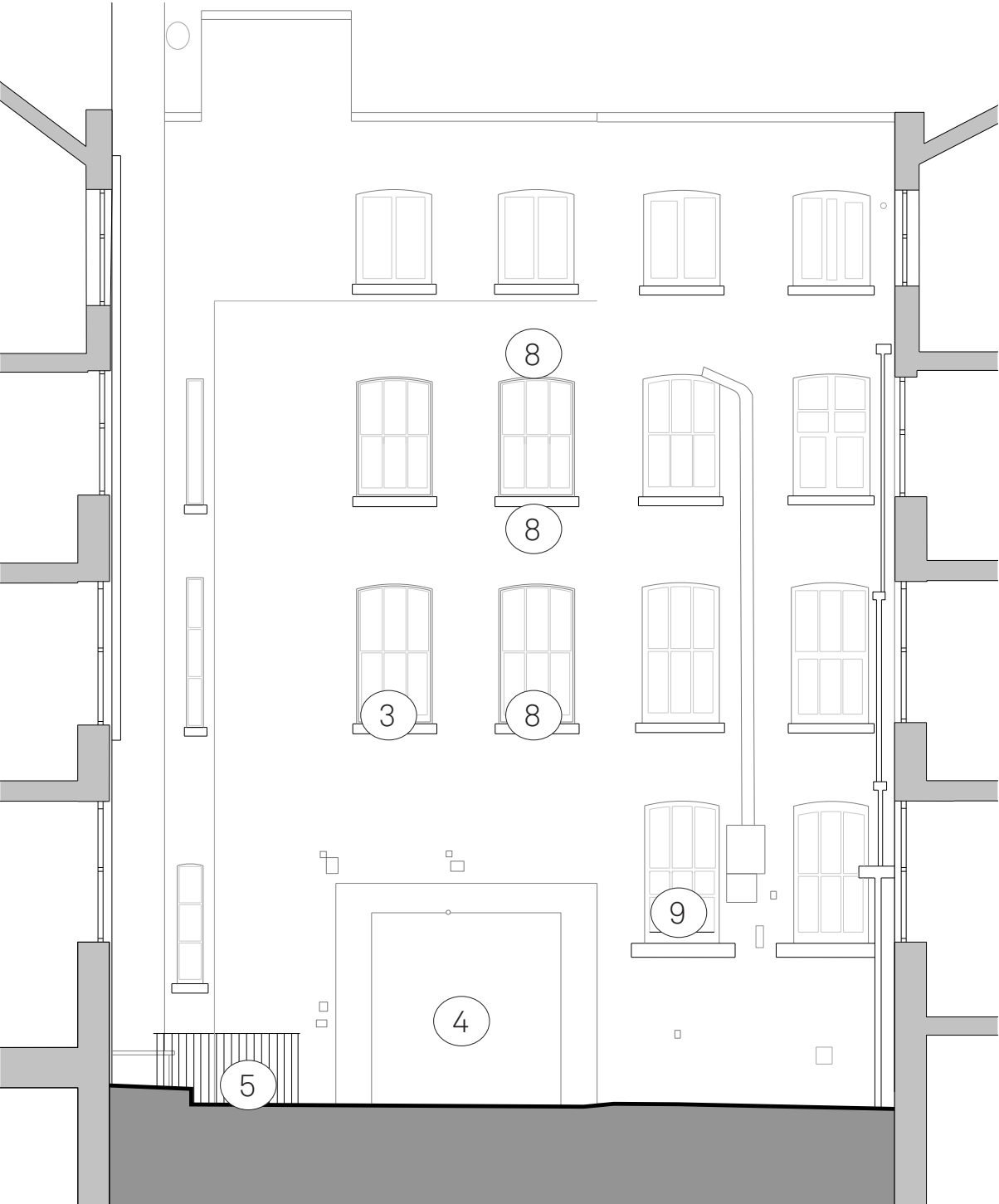


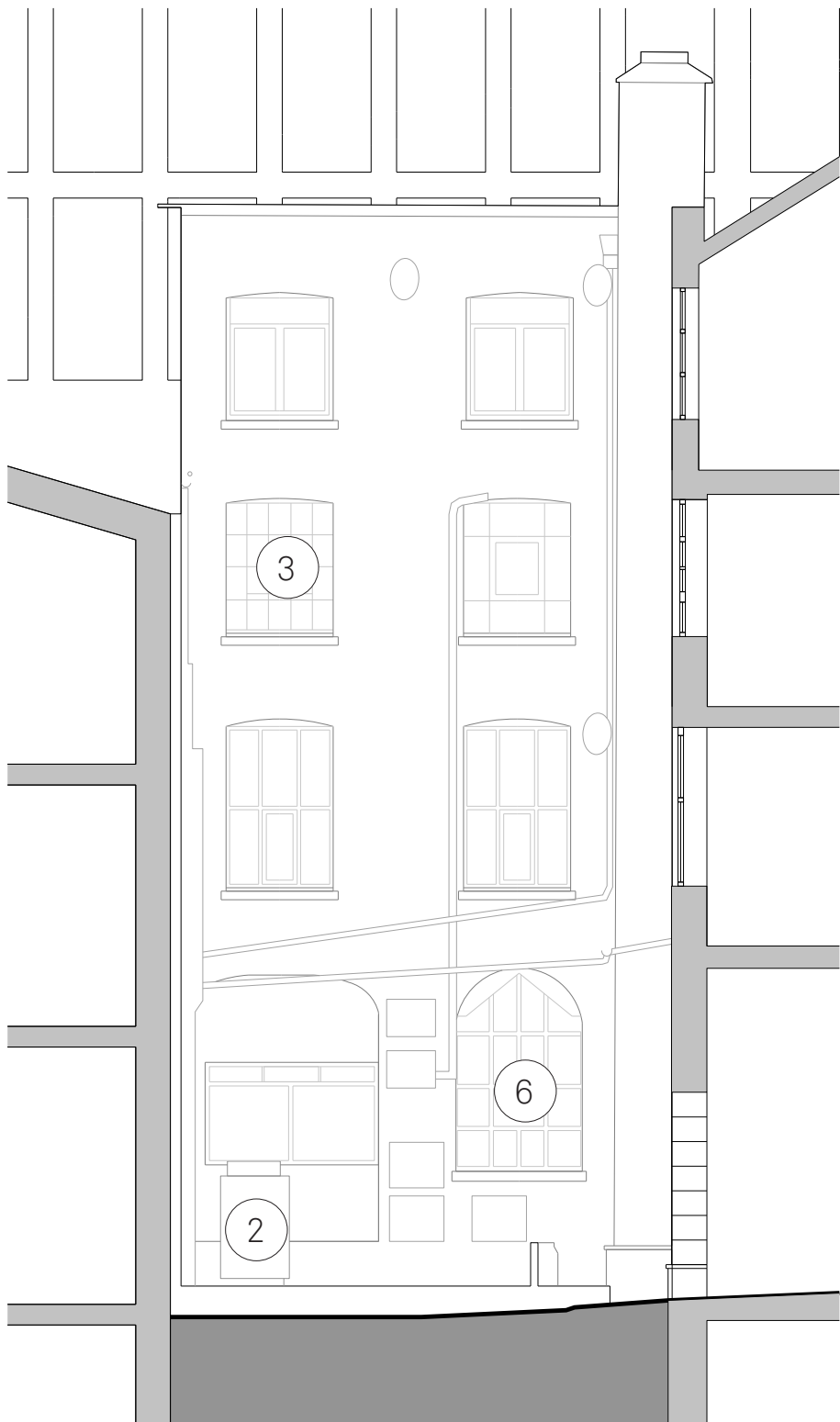
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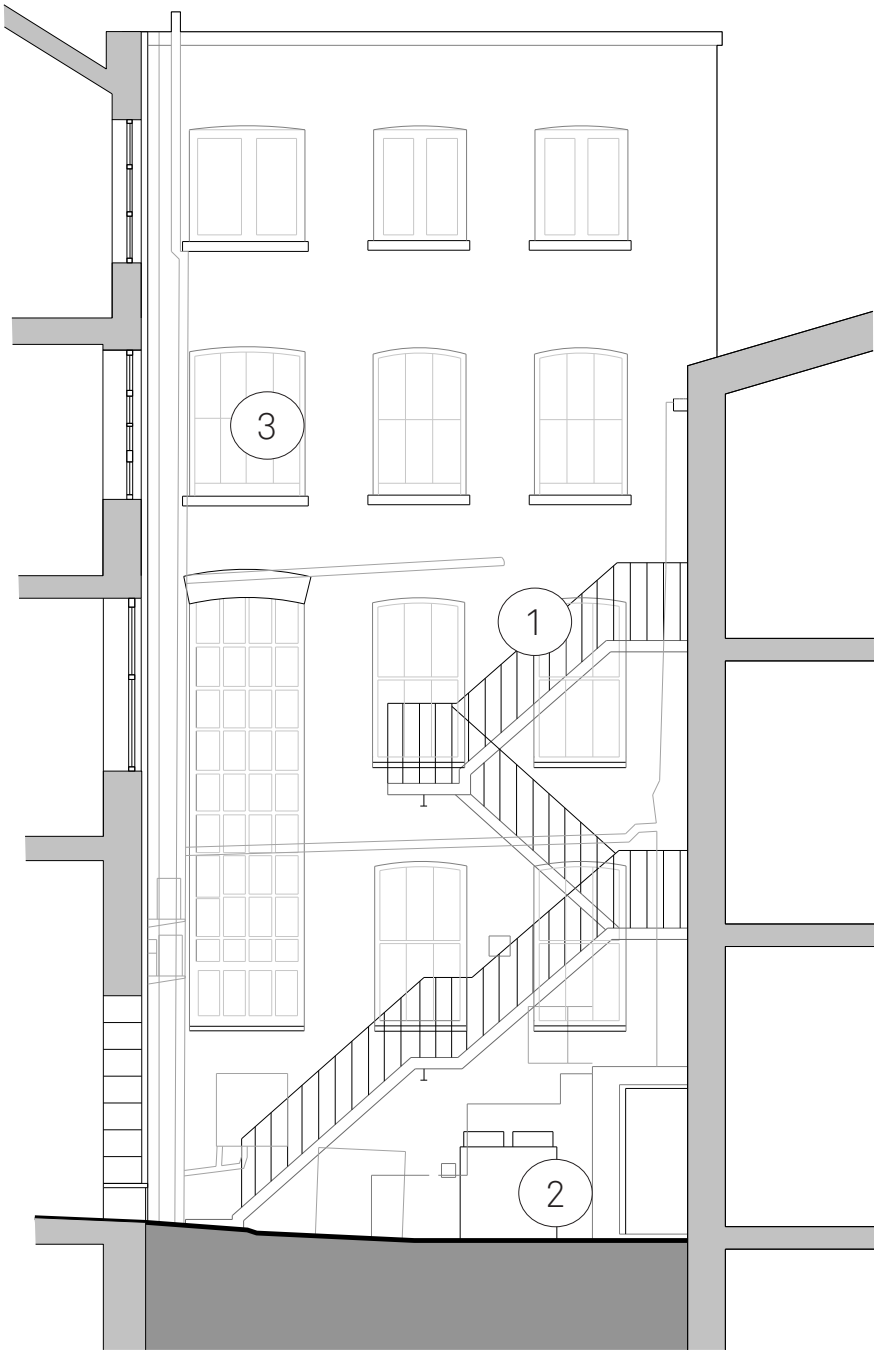
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5.14 Internal Courtyard Existing & Proposed North Elevations





5.16 Internal Courtyard East Existing & Proposed Elevations



5.16 Internal Features

Existing Internal Features Existing Condition

1. Existing concrete block stair by North Entrance to be omitted. Upper access to be infilled to match.
2. Existing suspended ceilings to be omitted to reveal original ceiling. Services and lighting to be surface mounted.
3. Existing suspended ceilings to be omitted to reveal existing column head detailing. Original ceilings to remain exposed and services to run surface mounted
4. Existing internal features of architectural merit such as cornicing and door surrounds to remain. Features to be repaired and repainted where required.
5. Existing Stair in The Carriage Works to remain. Stairs to be cleaned, exposed brick repainted and new balustrade to be installed.
6. All existing windows to be replaced with new double glazed timber sash windows. Style, astragals and mullions of new windows to match existing sash windows. Guard rails and secondary glazing to be installed where required.
7. Modern interventions to The Carriage Works & Warehouse to be omitted and plan to be stripped back to form an open plan office.
8. Exposed columns to be retained and repainted. Column bases to be exposed.
9. Existing link bridge to be omitted opening up route through to courtyard.
10. Existing internal linings in The Carriage Works & Warehouse to be stripped back to expose brick. Existing suspended ceiling and wall mounted services to be omitted.
11. Existing stair to remain. To be cleaned and repainted.
12. Existing internal decoration to be stripped back to expose masonry where applicable.



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Existing Ground Floor Plan
Proposed Demolition Plan

A - Existing single storey extension to be removed.

B - Existing internal walls (and sanitary facilities) to be removed. Floor plate to remain.

C - Existing bridge connection to be omitted. Walls to be infilled and made good.

D - Existing external metal escape stair omitted. Single storey basement access and stair omitted, floor to be built up to courtyard level.

E - Existing buildings (27-29 King Street West & 38 King Street West, Reedham House) to be demolished.



5.18 Generic Upper Floor Downtakings Plan

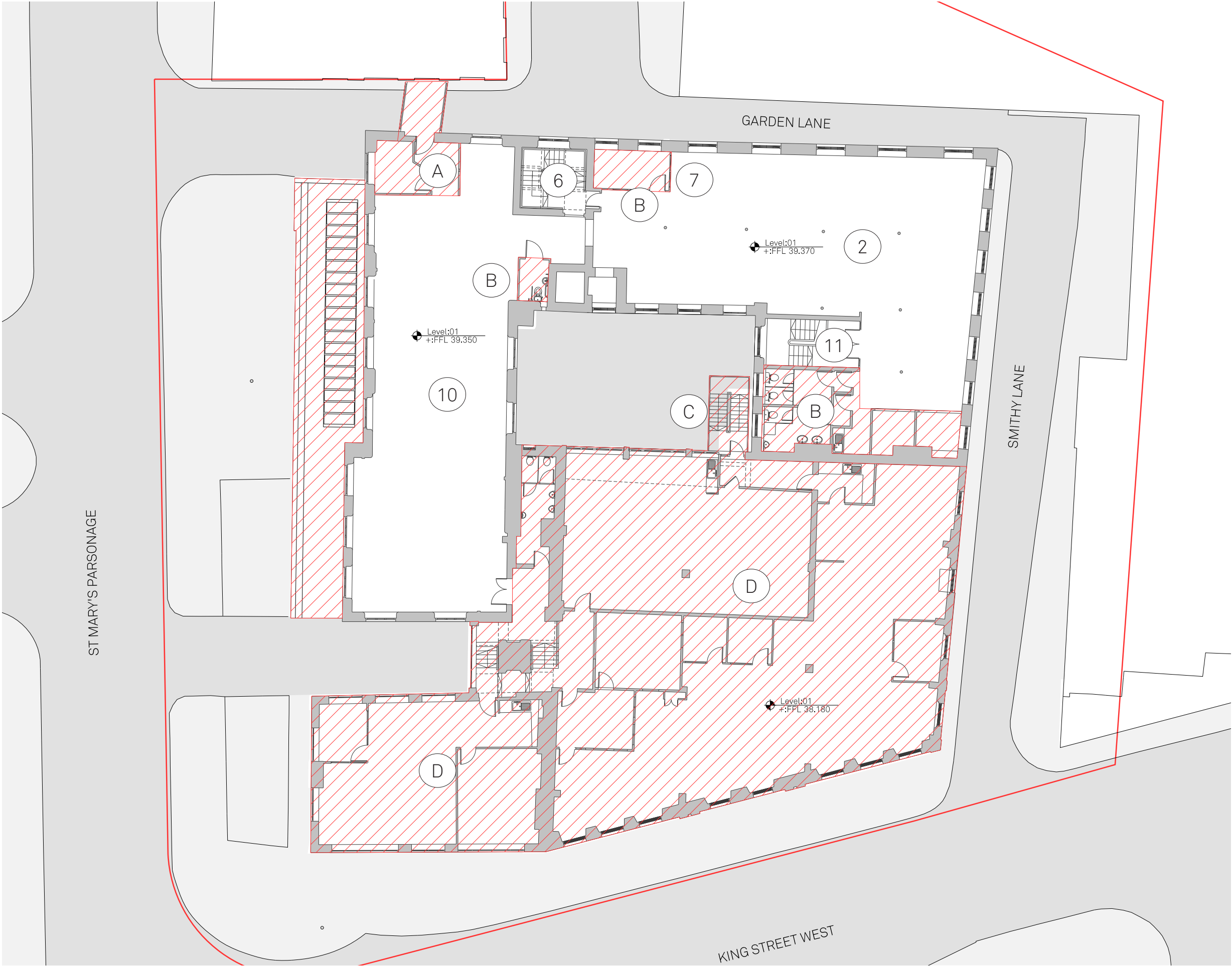
Existing Upper Floor Plan
Proposed Demolition Plan

A - Existing link bridge to 3 St Mary's Parsonage to be omitted. Walls to be infilled to match existing externally and internally. Internal Walls to be omitted. Floor plate to remain.

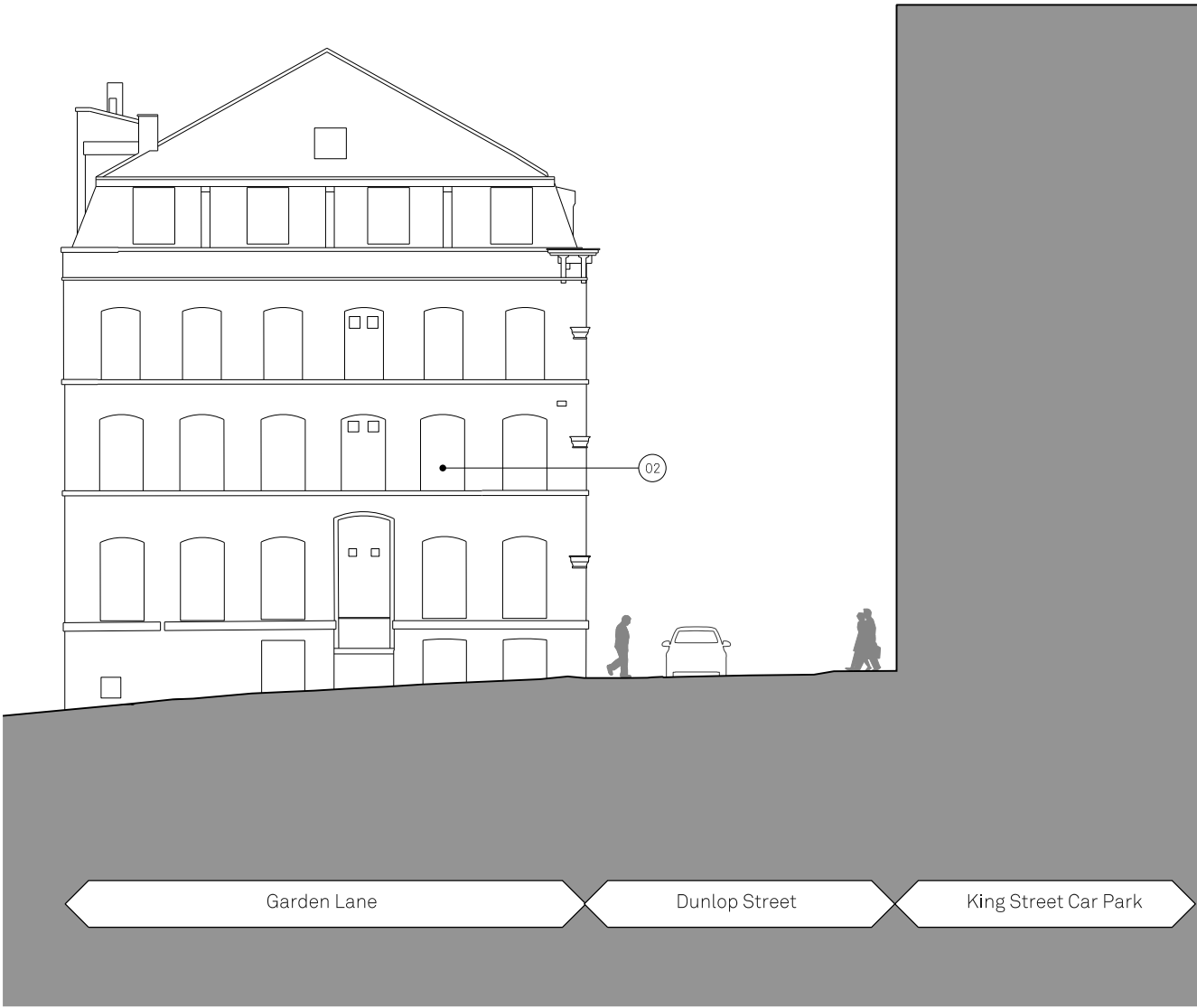
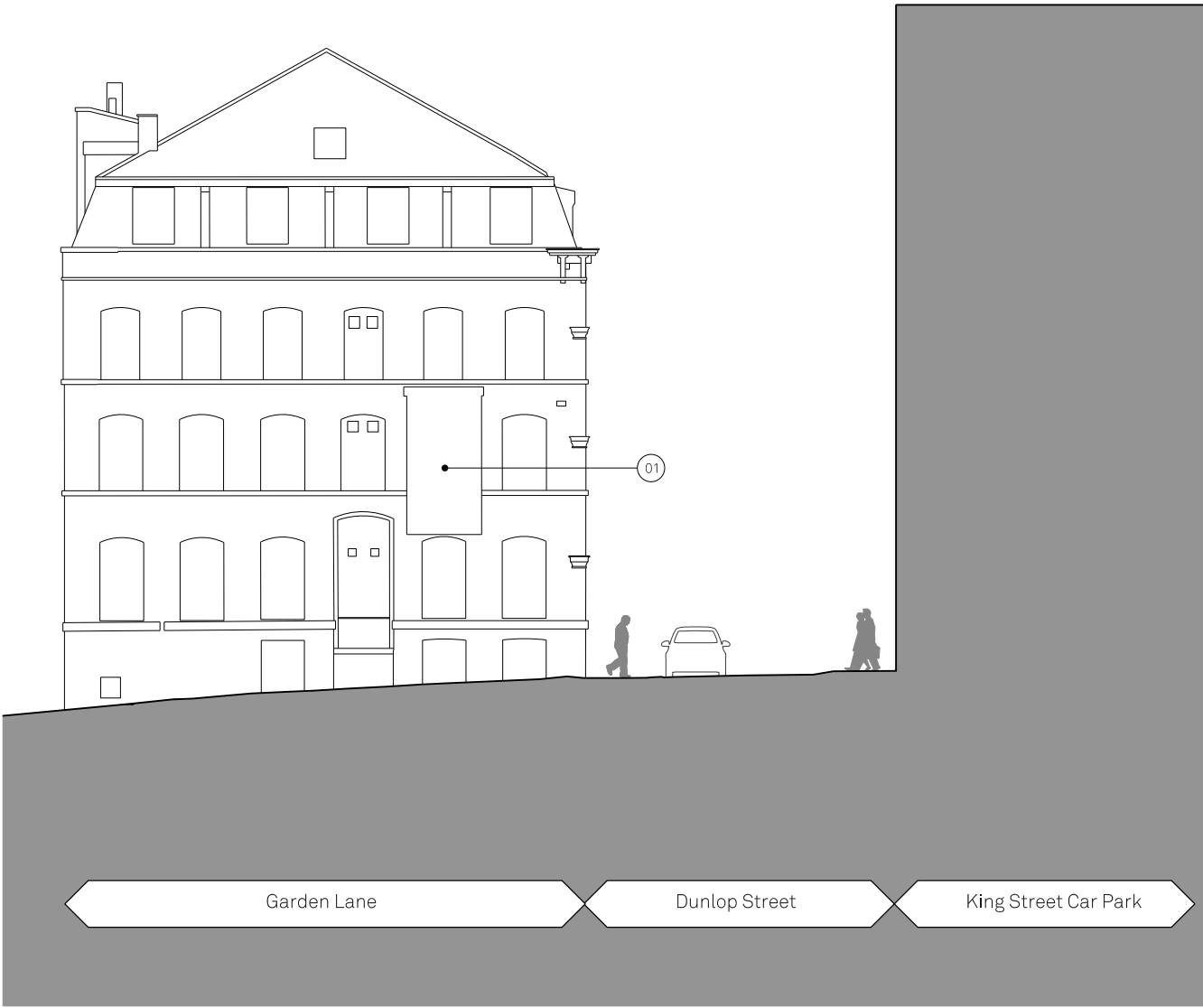
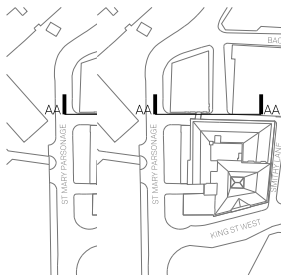
B - Existing internal walls (and sanitary facilities) to be removed. Floor plate to remain.

C - Existing external metal escape stair omitted.

D - Existing buildings (27-29 King Street West & 38 King Street West, Reedham House) to be demolished.



5.19 3 St Mary's Parsonage Existing & Proposed Elevations



Notes:

ELEVATION KEY:

01 Existing glazed bridge link to be removed

02 Window to be reinstalled like for like with existing windows. Brickwork to be reinstated like for like with existing brickwork.

6.0 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 be 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 the 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 will have an exceptionally positive contribution to the area. The texture and relief in the cladding is a nod to the ornate detailing, depth and joy of the sites 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 of the Design & Access Statement for more details.)

- Carefully consider the sites 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.



7.0 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:

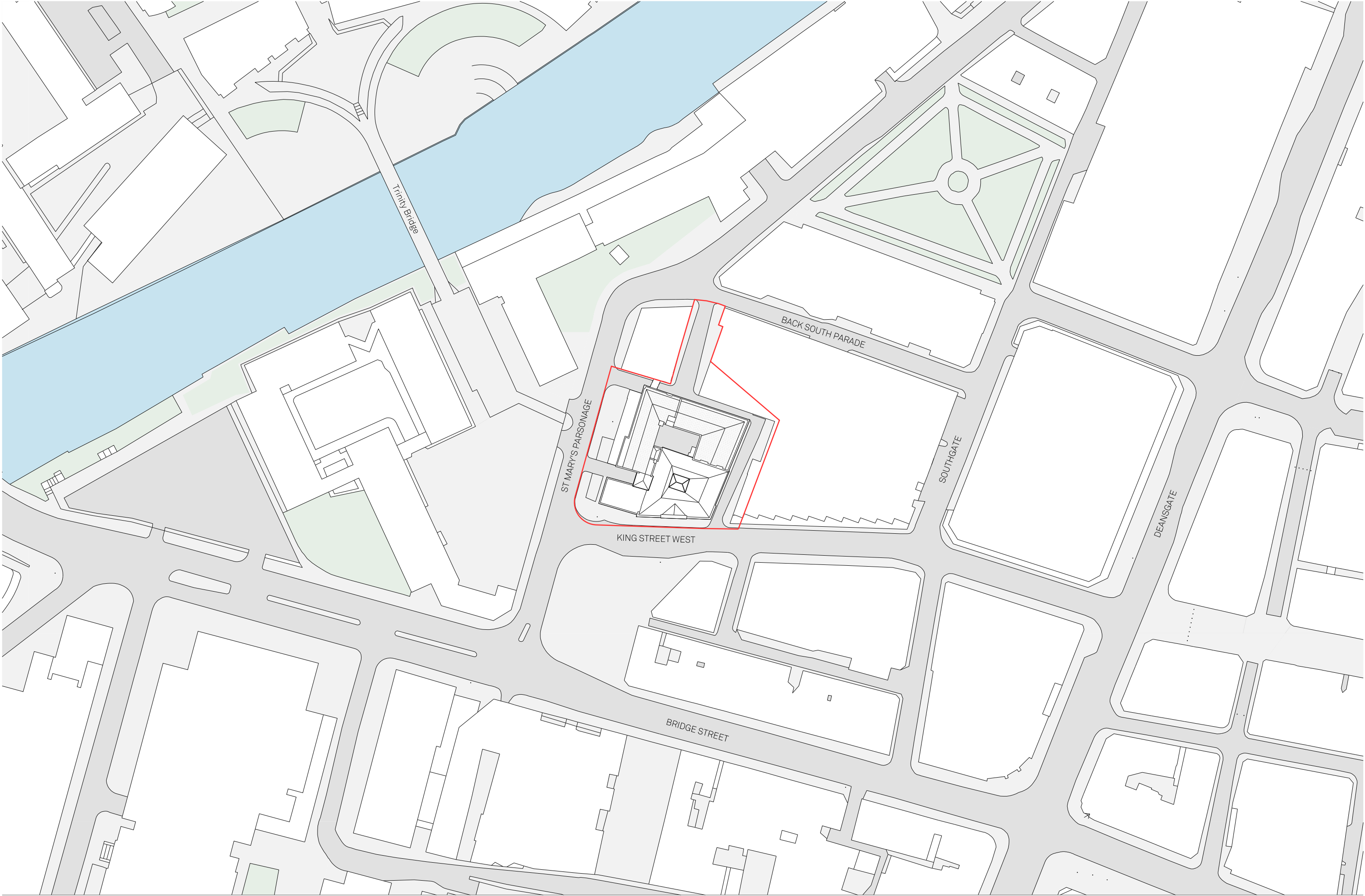
- A unique, high quality office-led development which will deliver a wide range of public benefits through the proposed refurbishment of the Carriage Works and Warehouse on Garden Lane / Smithy Lane which is at the heart of the submitted scheme
- Heritage and regeneration benefits along with a positive 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! = 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



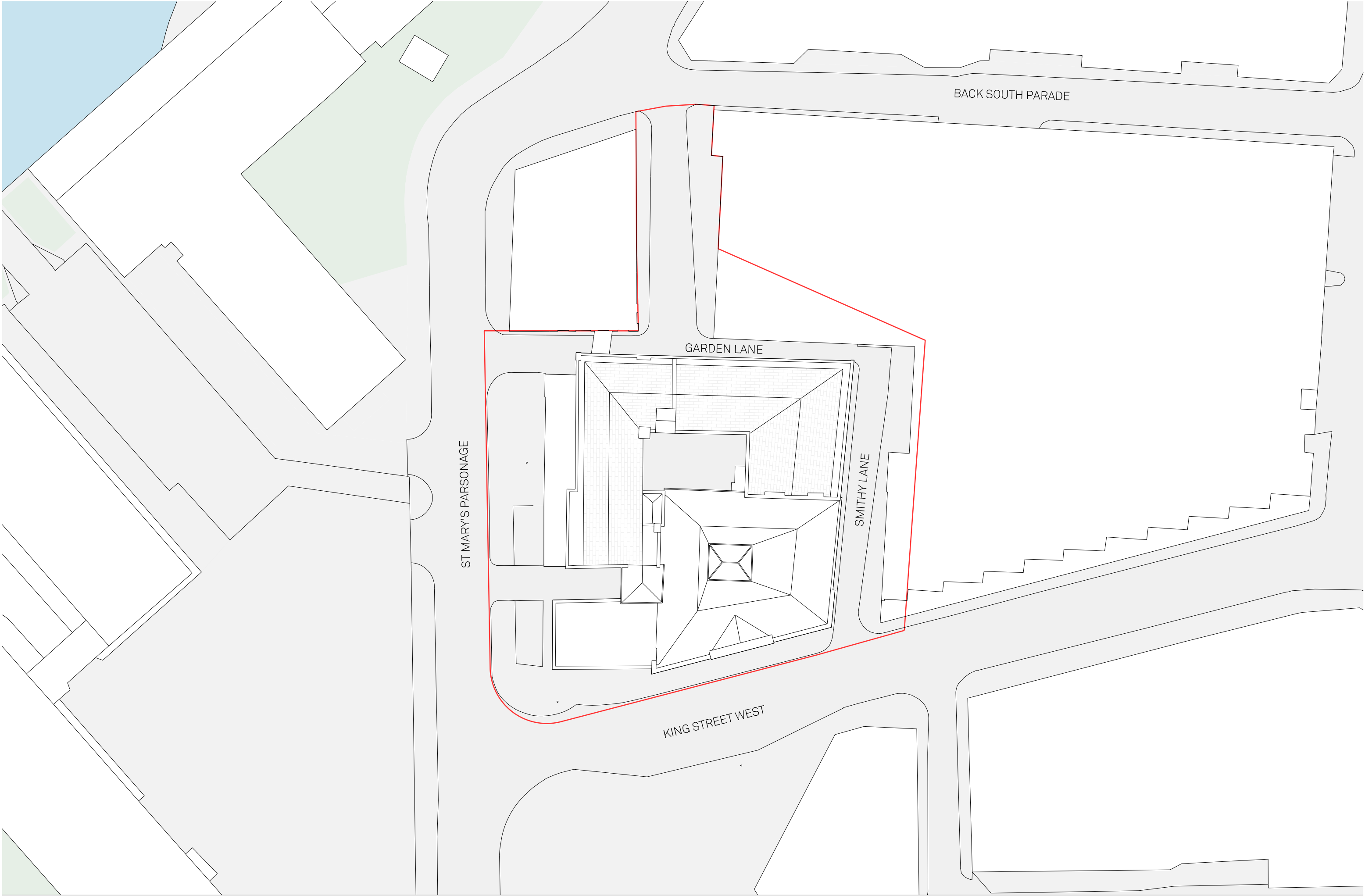
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Drawn: RW	Checked: FM	Status: Planning	Project: 107	Drawing No: B1_00_0000	Rev: -
Details:					

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Notes:
[Red outline] Site Boundary

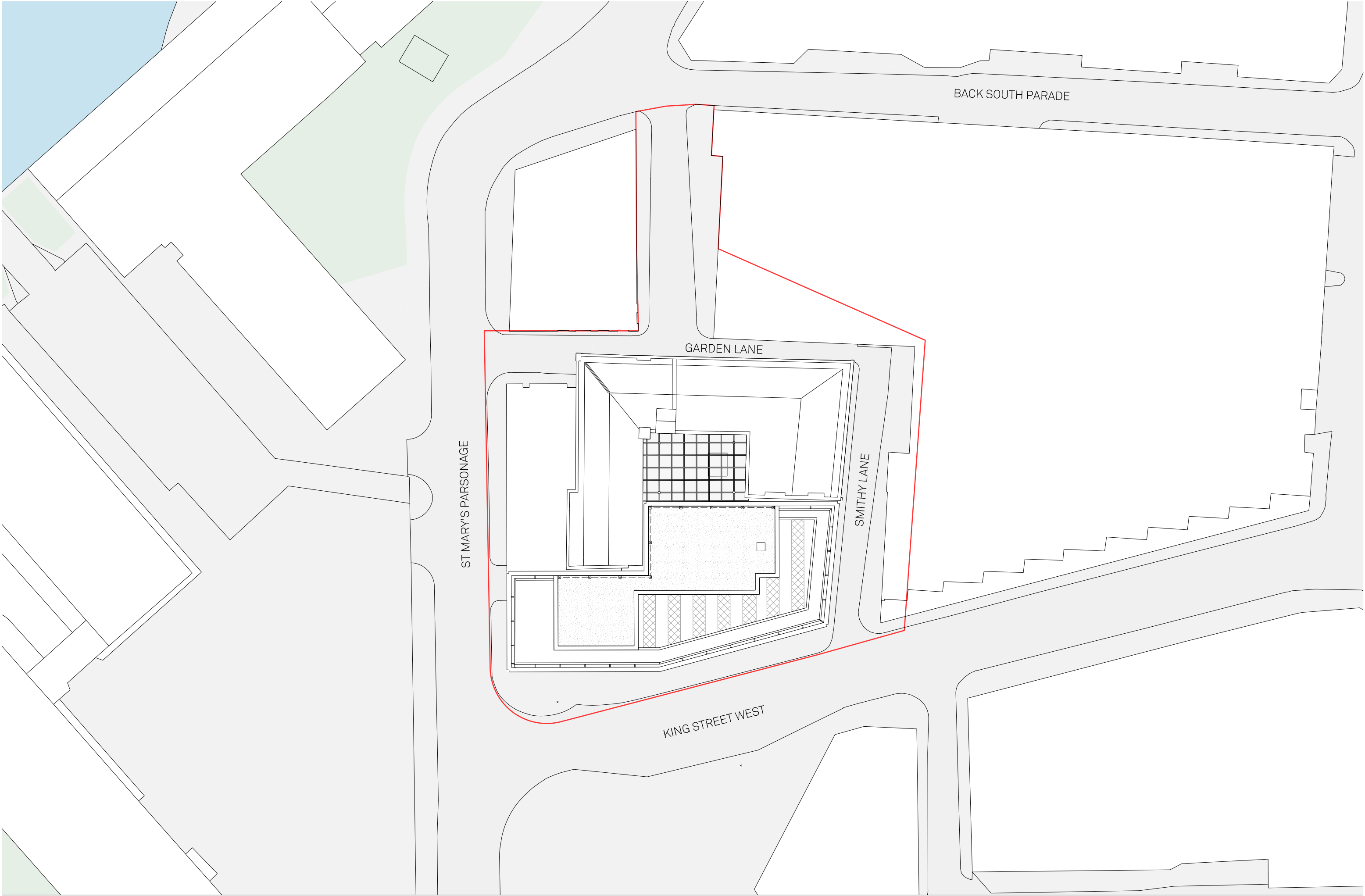


Project Name: Reedham House		Title: Existing Roof Plan		Scale: 1:200 @ A1	
Drawn: FM	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_00_1000	Rev: -
Details:					

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Notes:
Site Boundary



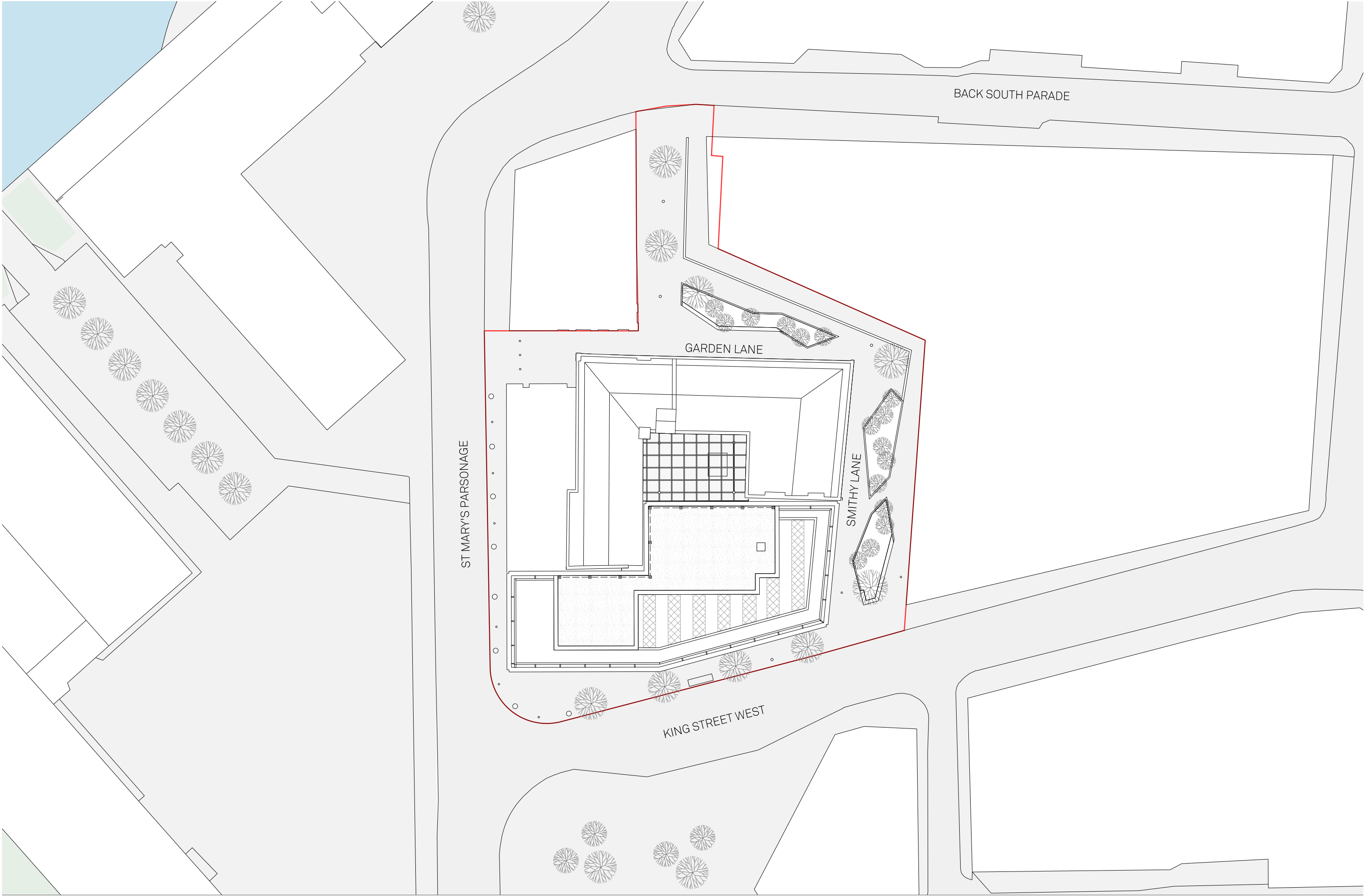
Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Site Plan in Existing Conditions		Scale: 1:200 @ A1	
Drawn: FM	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_00_1200	Rev: -
Details:					

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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

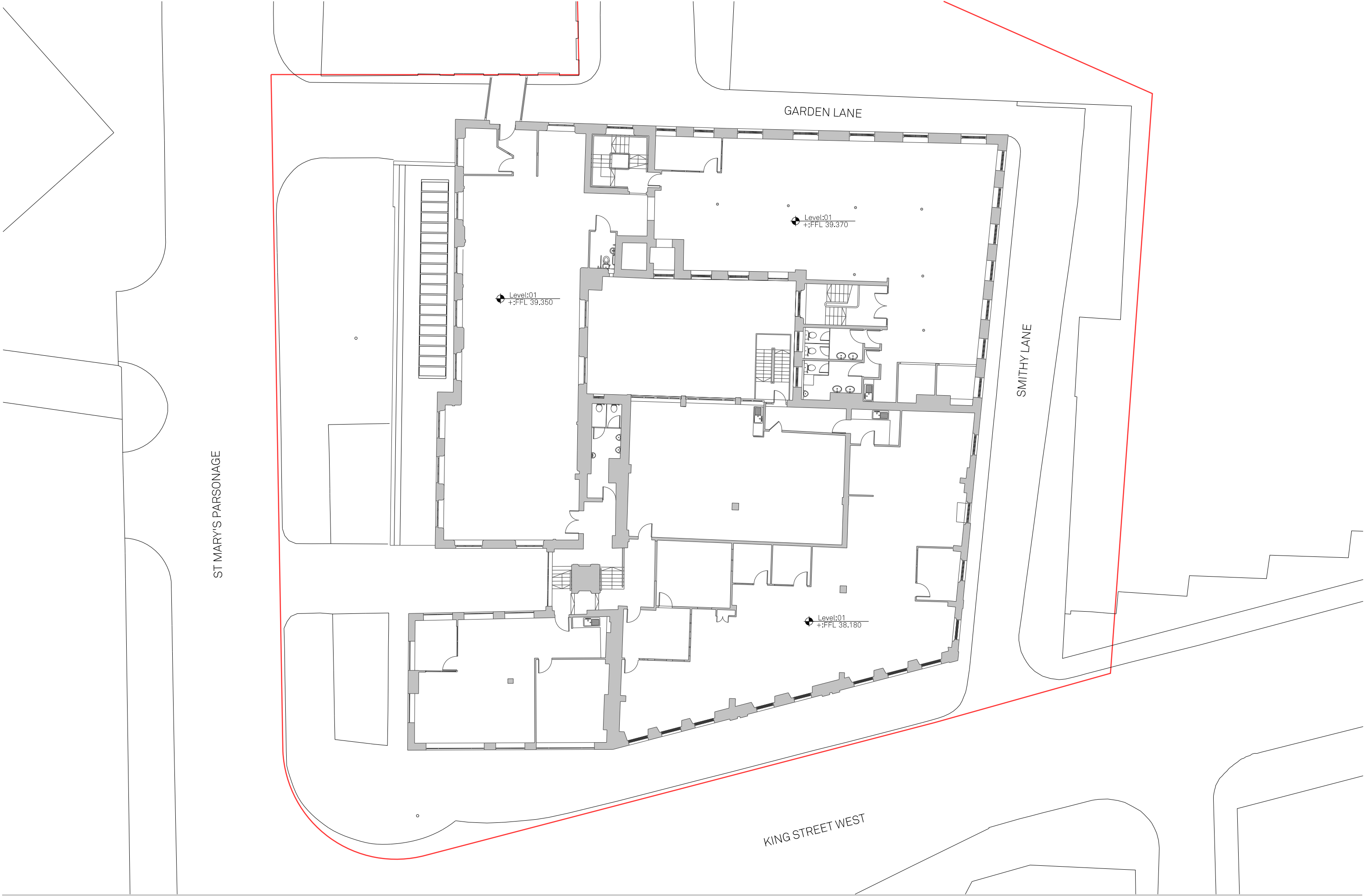


Project Name: 27-31 King St West & The Carriage Works		Title: Existing Ground Level Floor Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_1000	Rev: -
Details:					

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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



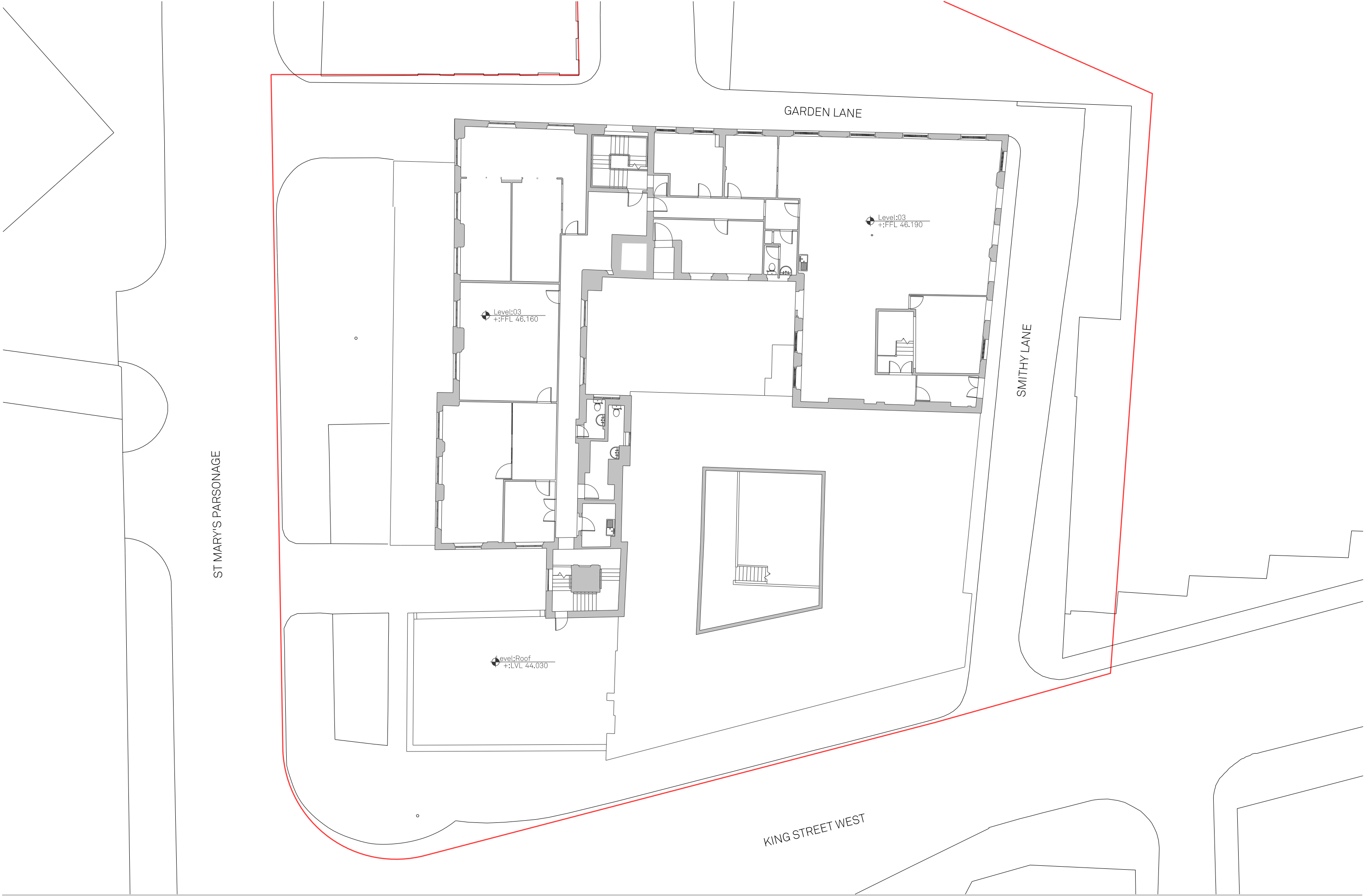
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Drawn: RW	Checked: JC	Status: Planning
Project: 107	Drawing No: B1_02_1002	Rev: -
Details:		

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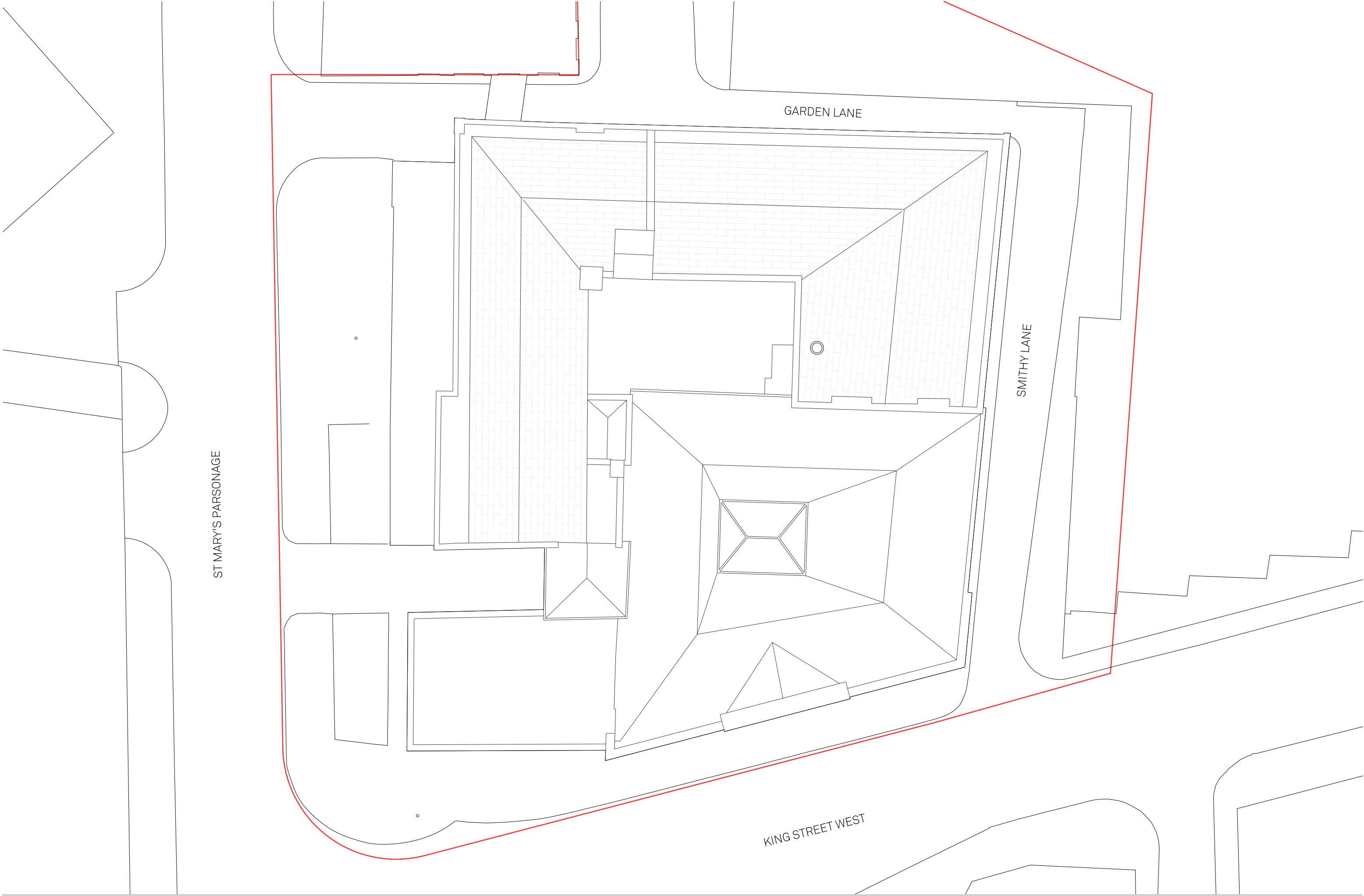
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Notes:
Site Boundary





Notes:
Site Boundary



Project Name: 27-31 King St West & The Carriage Works		Title: Existing Roof Level Floor Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_1004	Rev: -
Details:					

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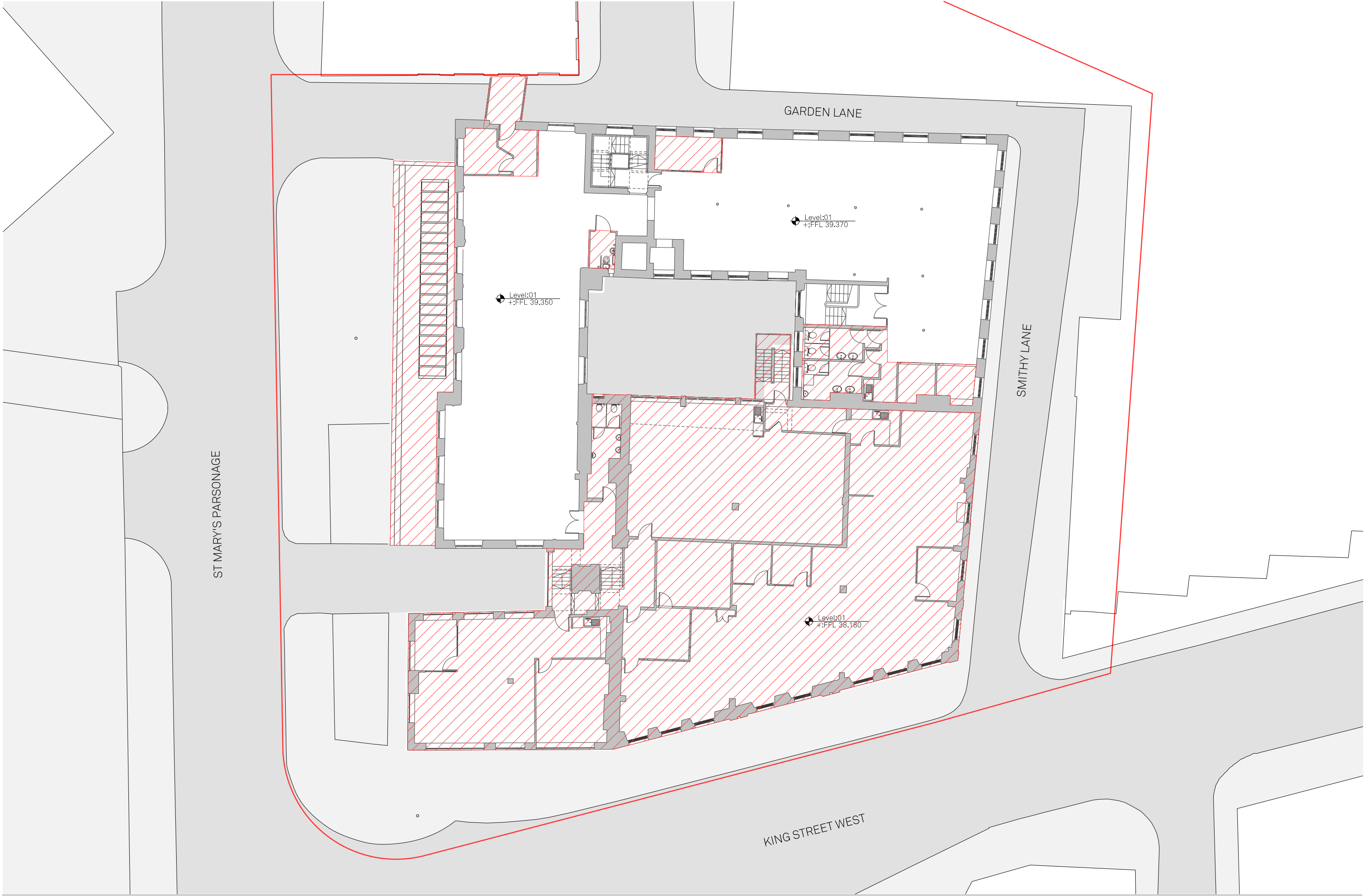
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Notes:
[Red outline] Site Boundary
[Red hatched area] Demolition Scope



Project Name: 27-31 King St West & The Carriage Works		Title: Proposed Level 01 Demolition Plan		Scale: 1:100 @ A1	
Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_02_1101	Rev: -
Details:					

Jon Matthews Architects

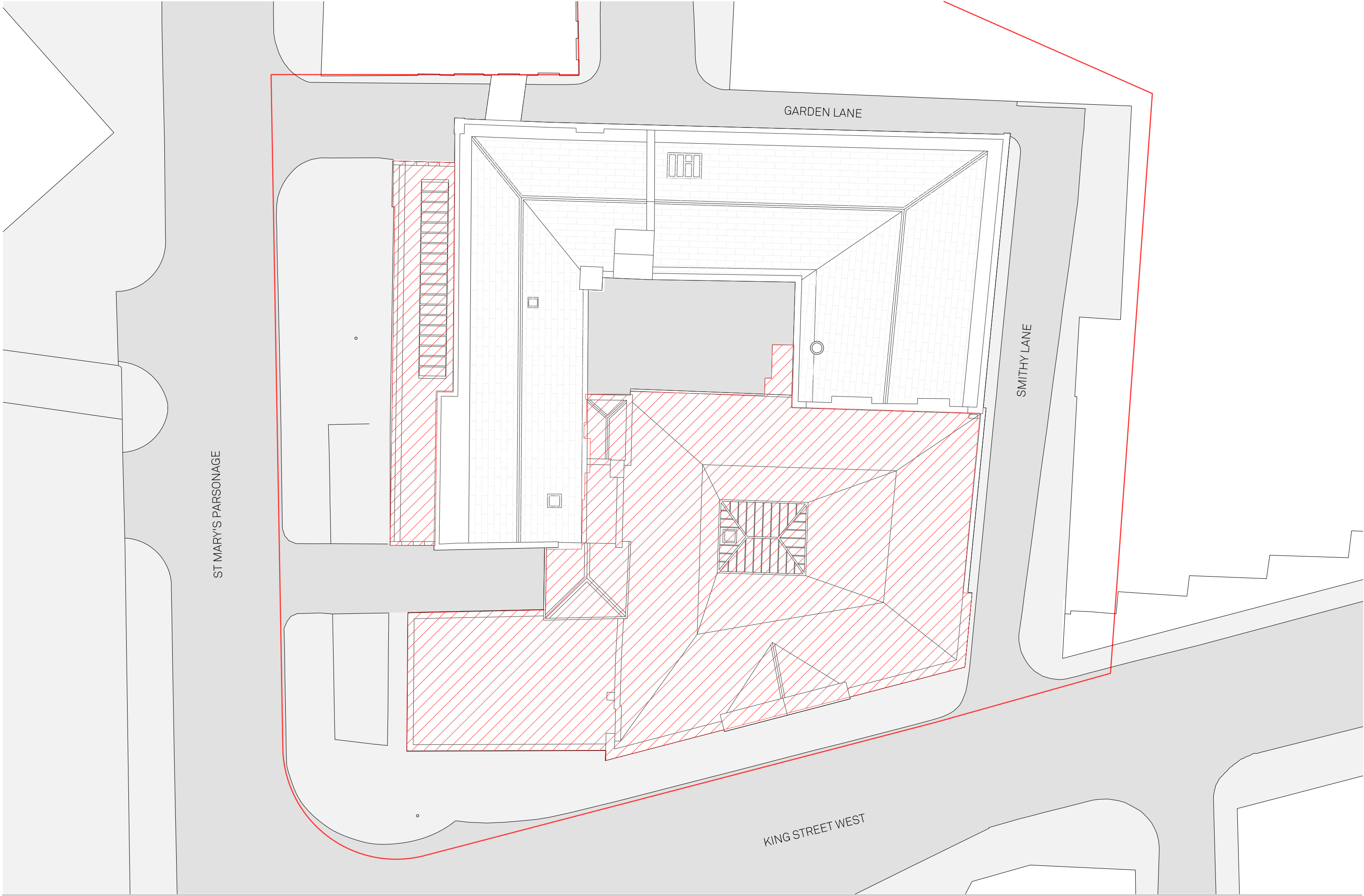
Union, 2-10 Albert Square, Manchester, M2 6LW

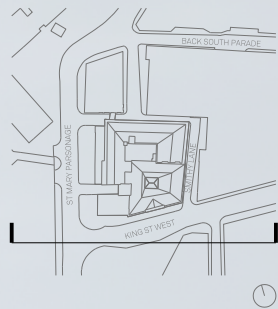
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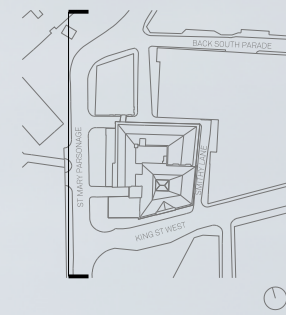
Notes:
Demolition Scope

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Drawn:	Checked:	Status:	Project:	Drawing No:	Rev:
CS	JC	Planning	107	B1_04_1100	-
Details:					

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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

Status:
Planning

Project:
107

Drawing No:
B1_02_2199

Rev:
-

Title:
Proposed Basement Level
Floor Plan

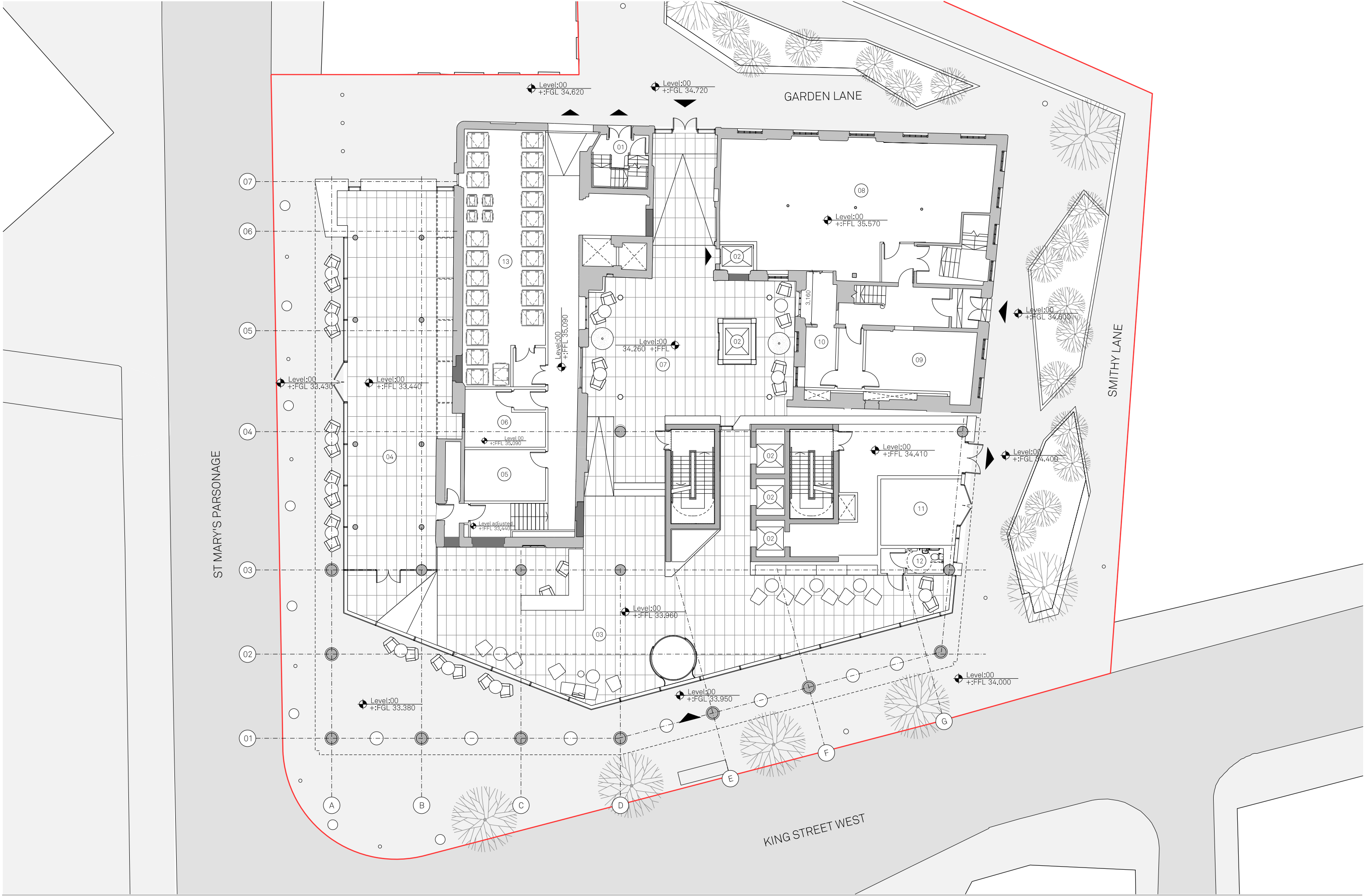
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Notes:
Site Boundary

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: -
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
Details:

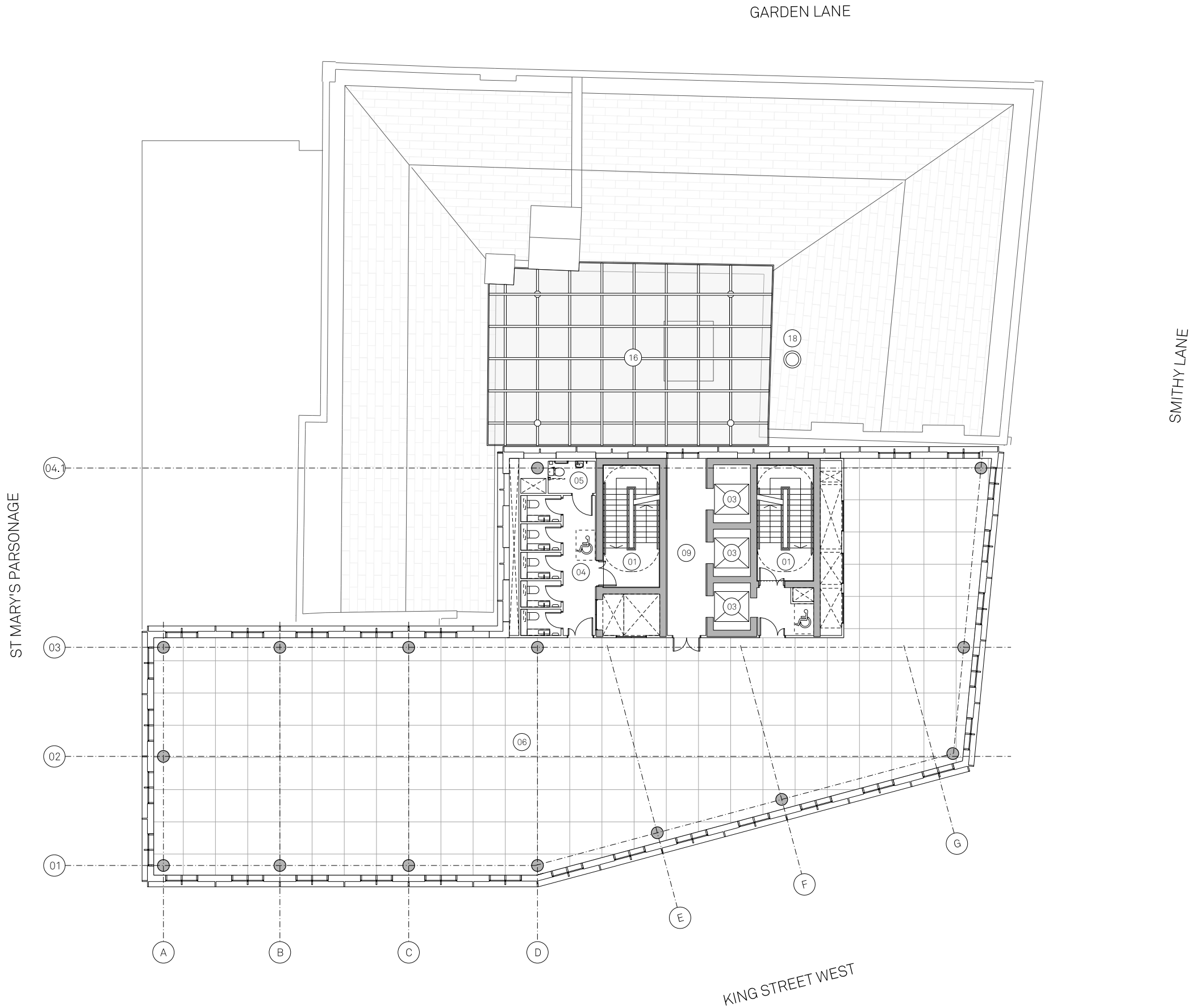
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Proposed Level 01-03
Floor Plan
Status: Planning

Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2201
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

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

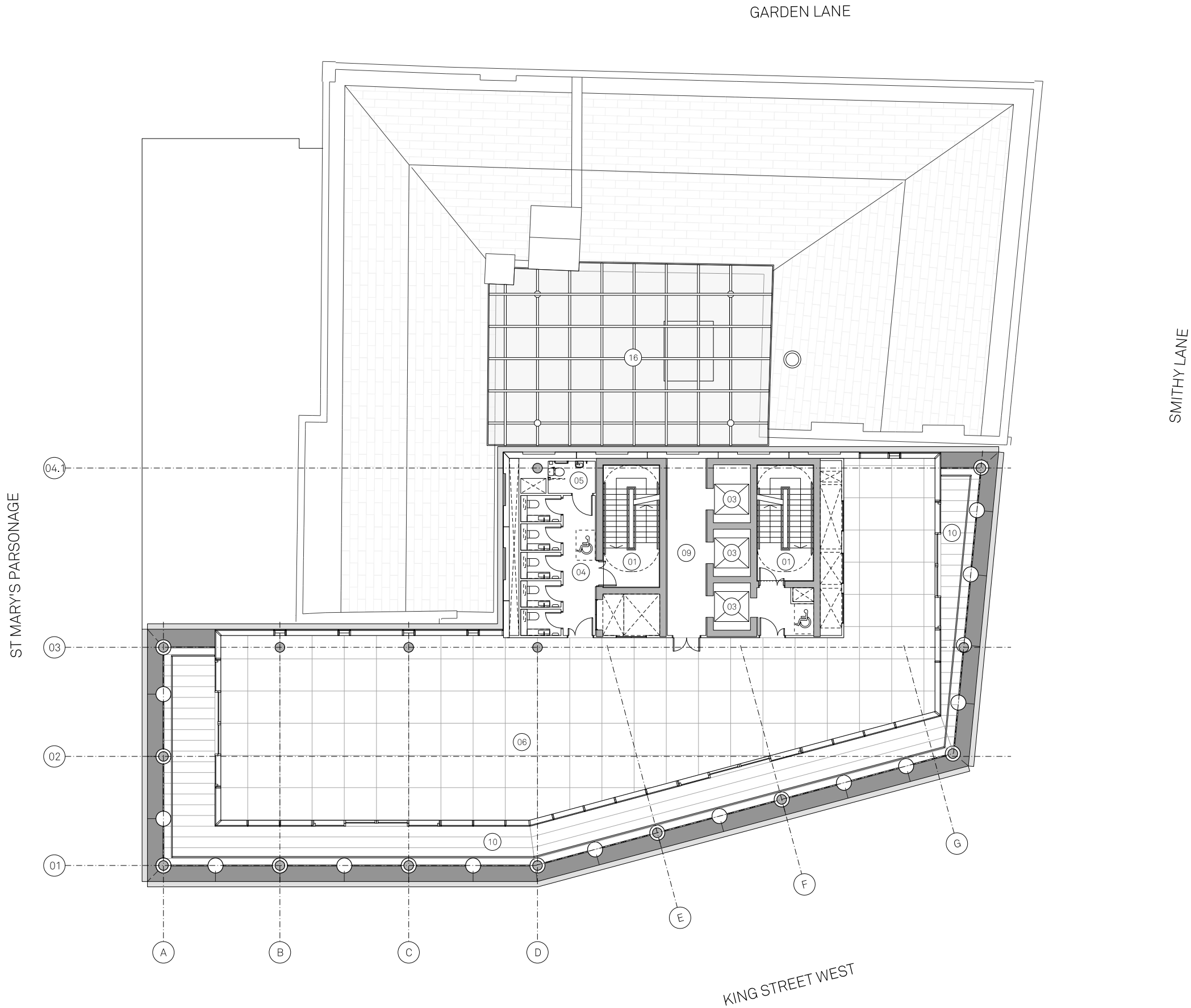
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Project: 107
Drawing No: B1_02_2204
Rev: -

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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
Details:

Title:
Proposed Level 10
Floor Plan
Status: Planning

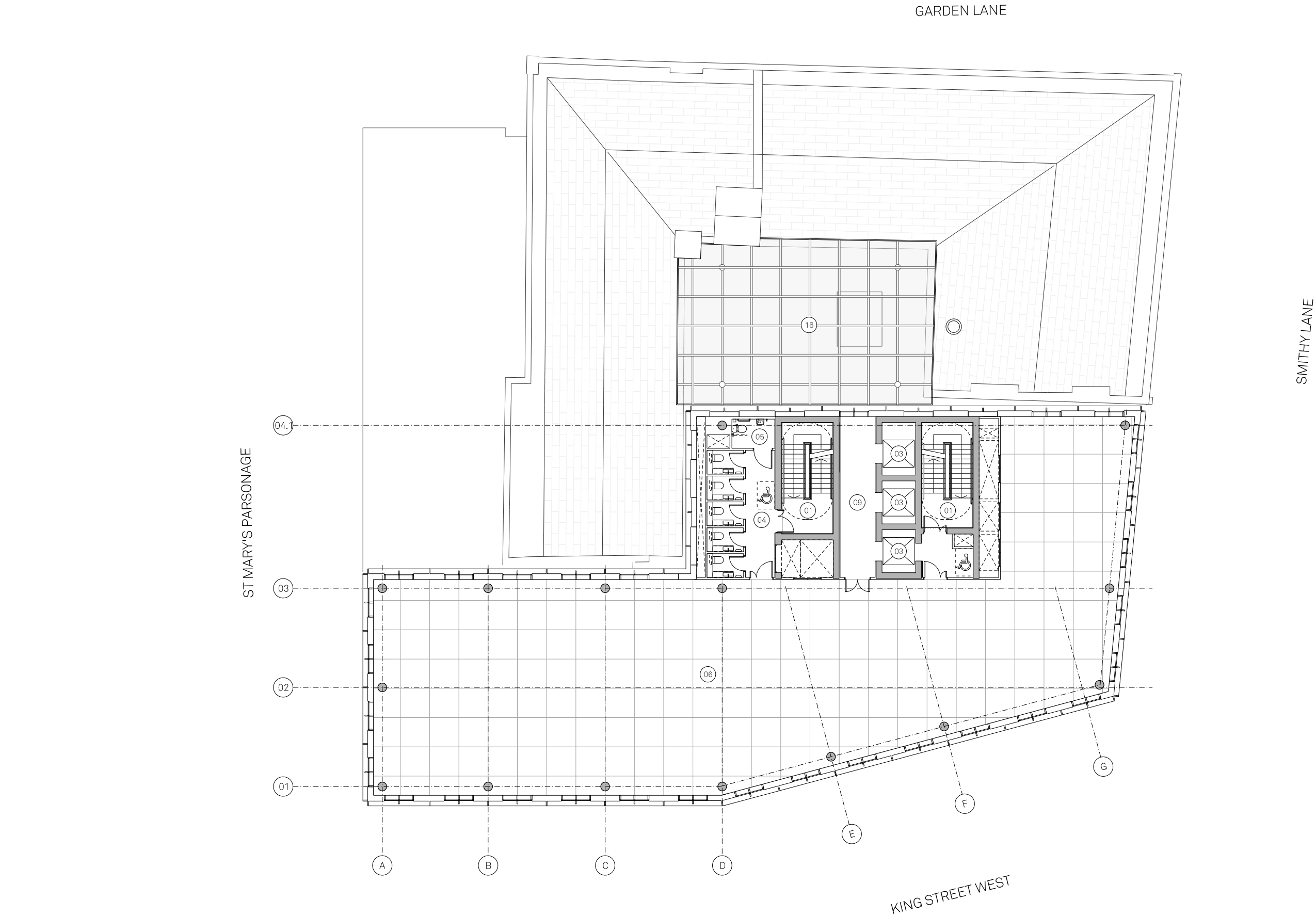
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Project: 107
Drawing No: B1_02_2210
Rev: -

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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 | |



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

Title:
Proposed Level 11-12
Floor Plan
Status: Planning

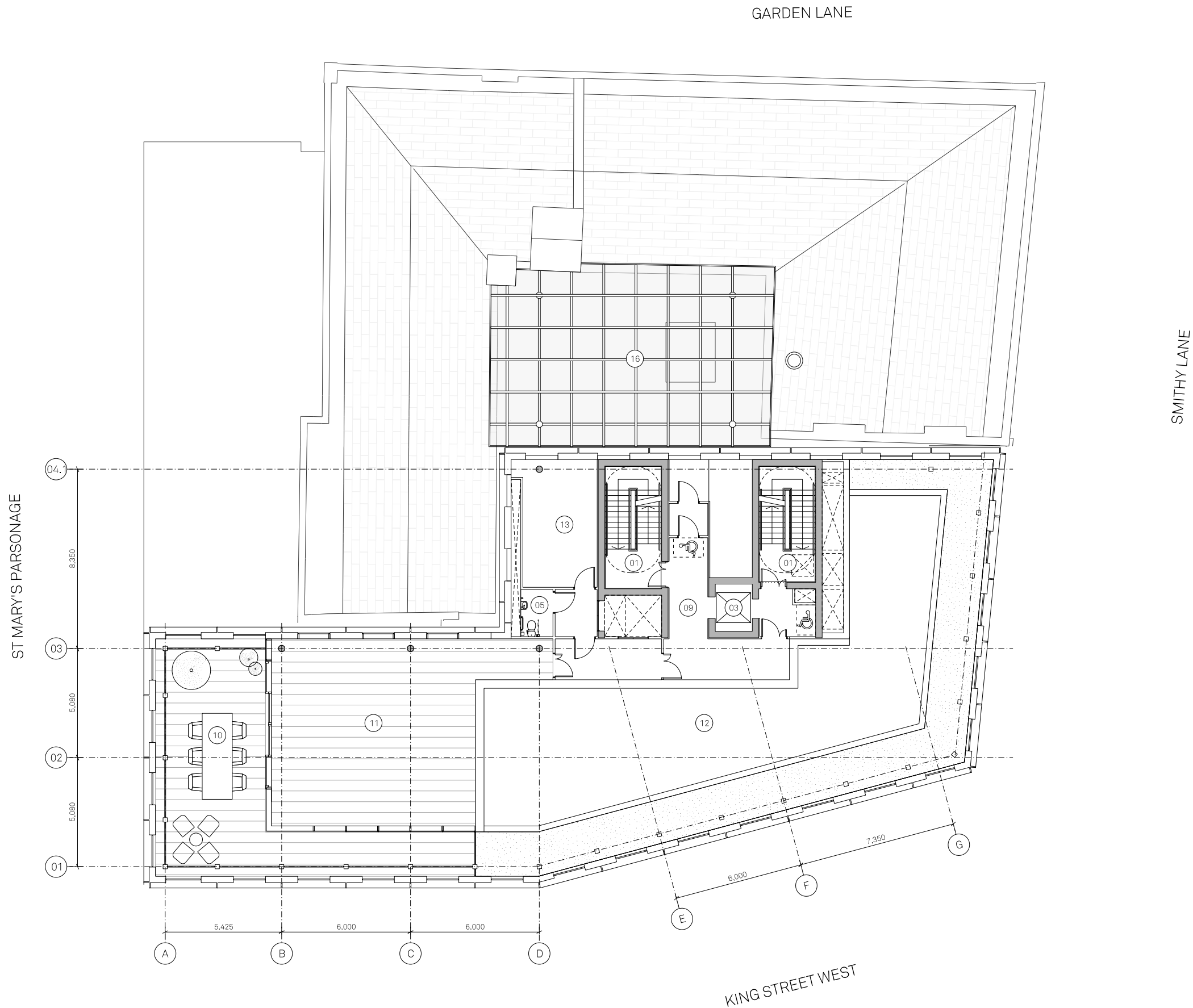
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Project: 107
Drawing No: B1_02_2211
Rev: -

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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 13
Floor Plan
Status: Planning

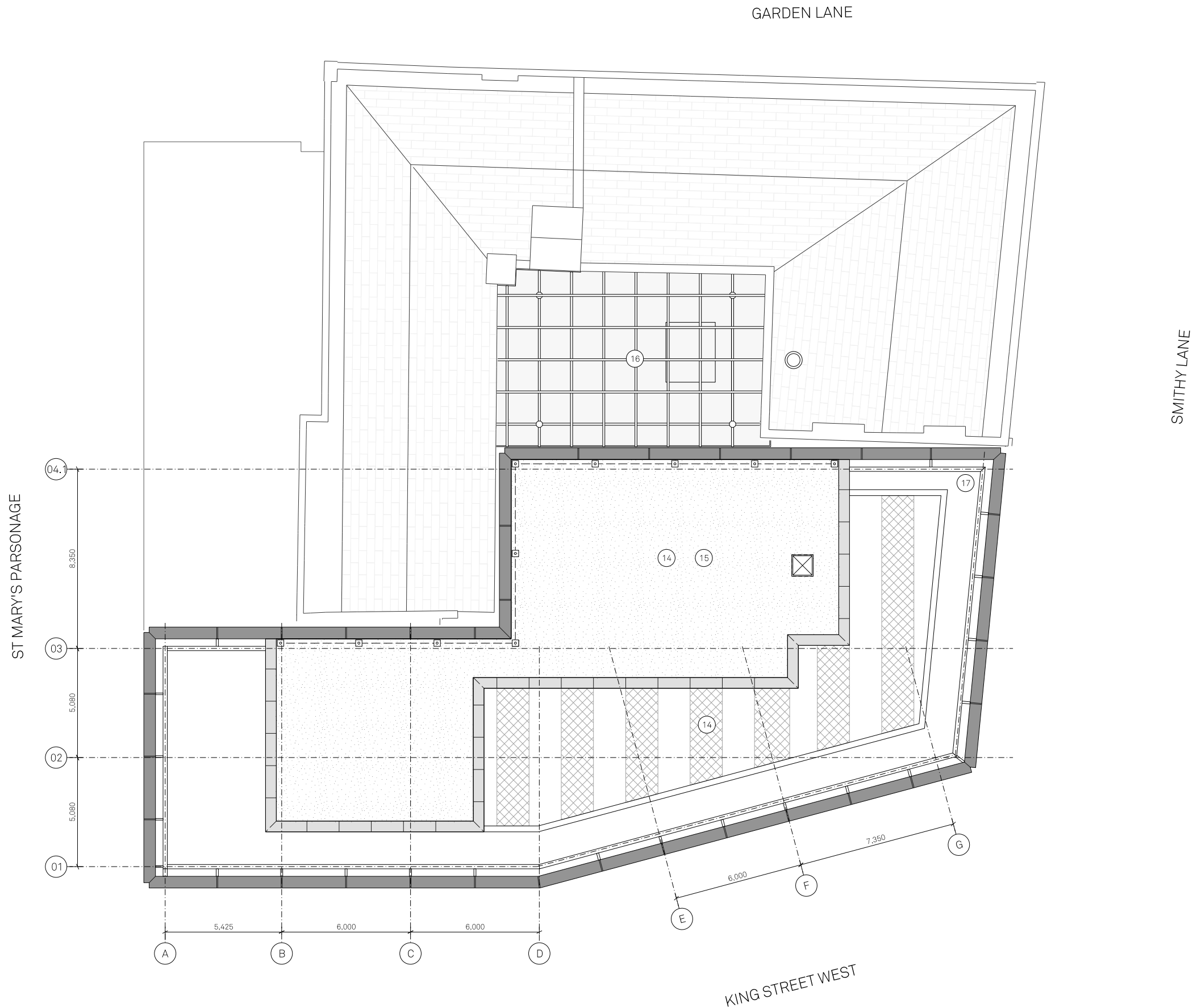
Scale:
1:100 @ A1
Project: 107
Drawing No: B1_02_2213
Rev: -

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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
Project: 107
Drawing No: B1_02_2213
Rev: -

Title:
Proposed Roof Plan
Floor Plan
Status: Planning

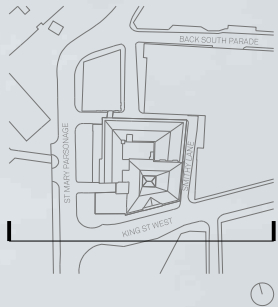
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Rev: -

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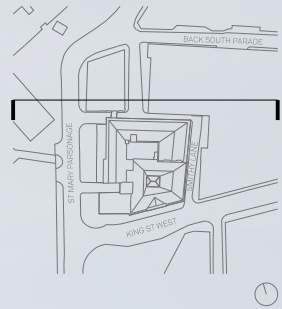
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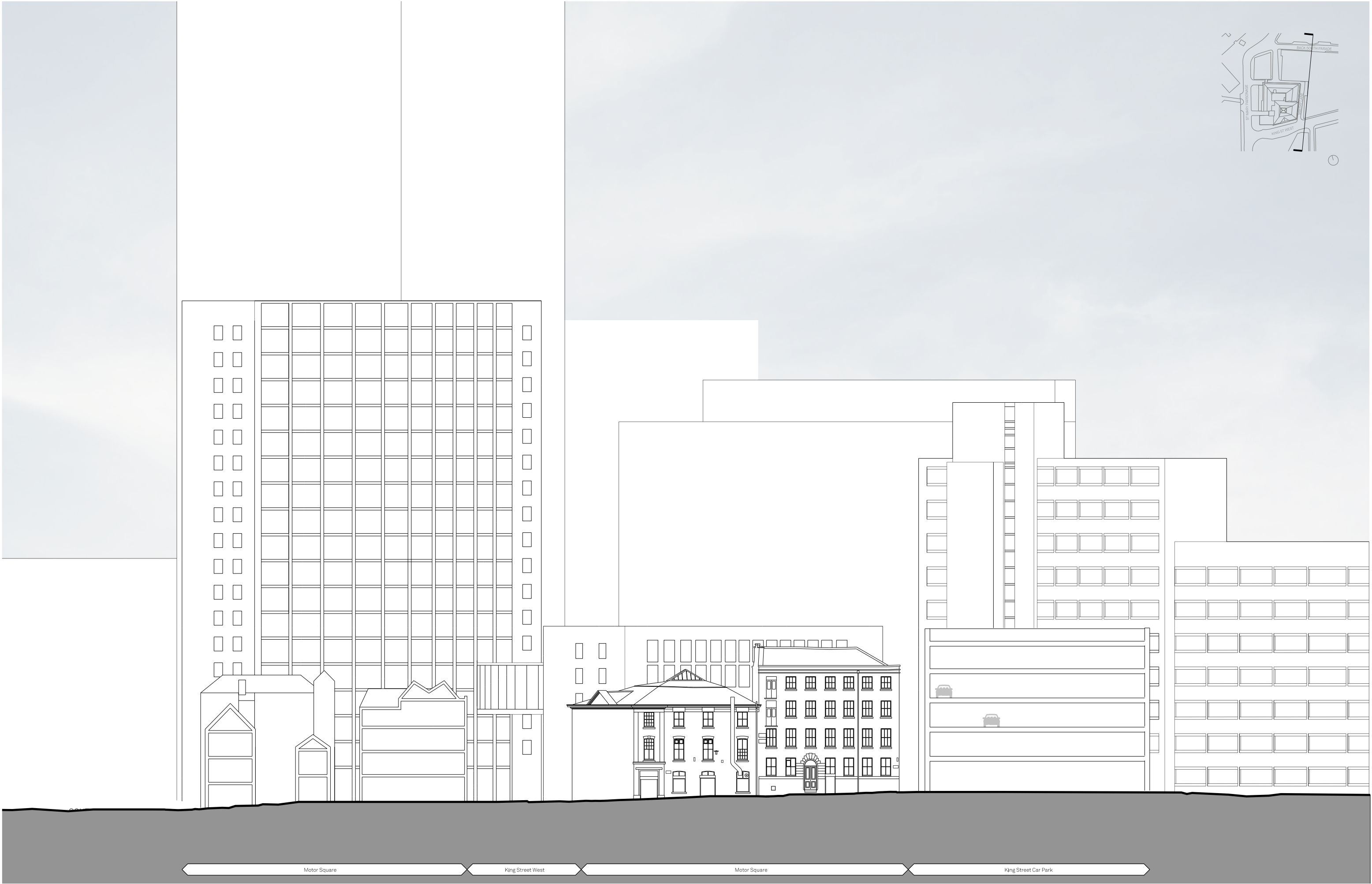
Notes:



Notes:



Notes:



Notes:



Project Name:	Title:	Scale:
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Details:		

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0161 974 3690

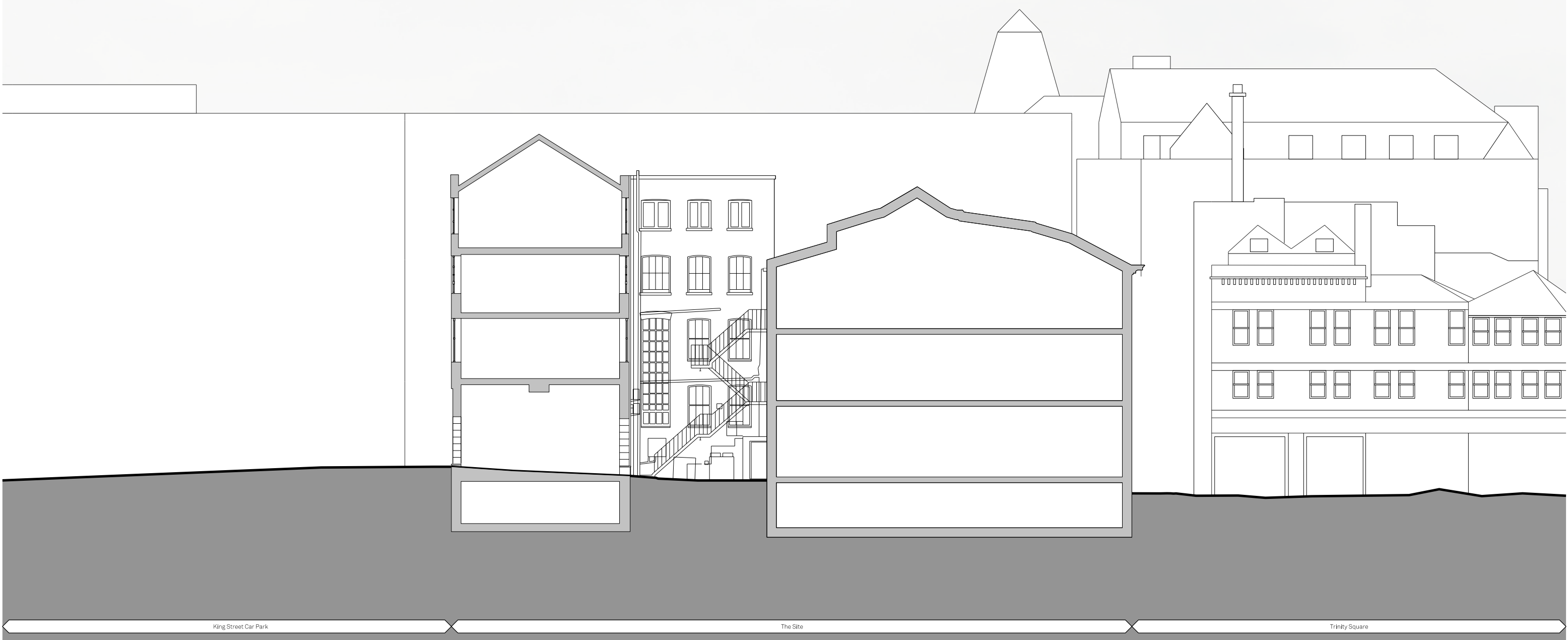
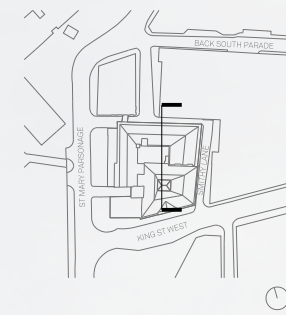
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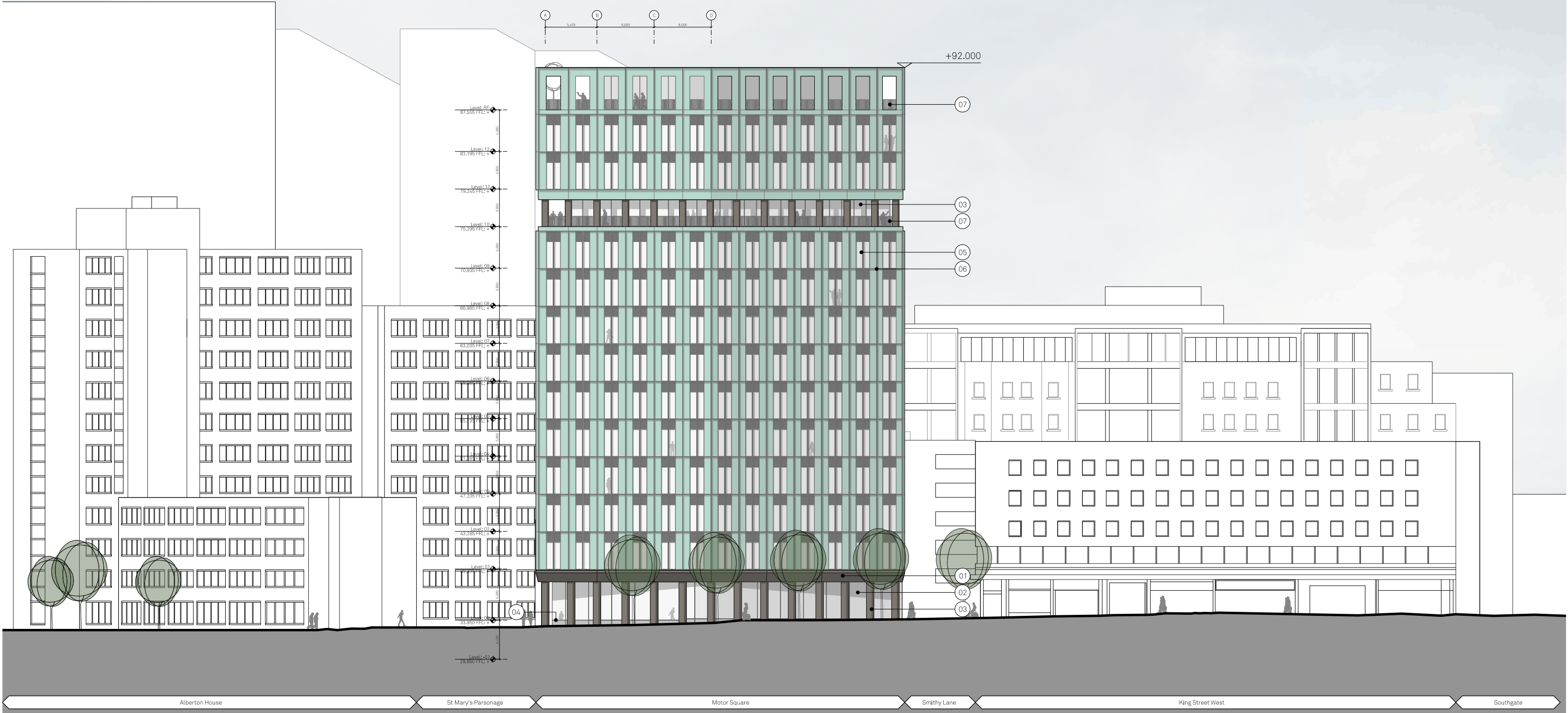
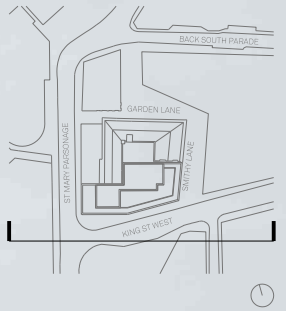
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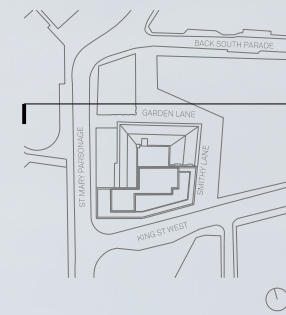
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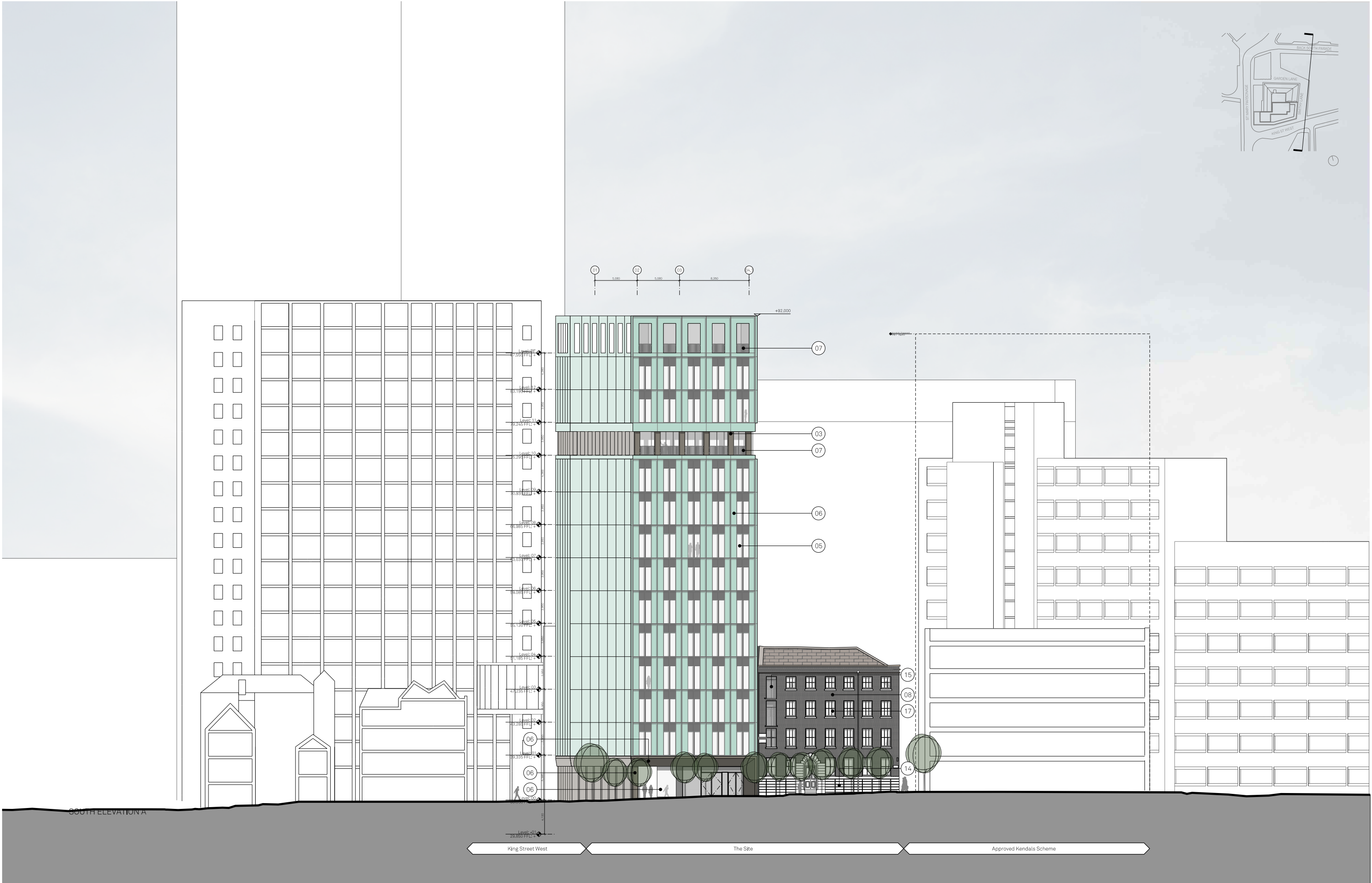


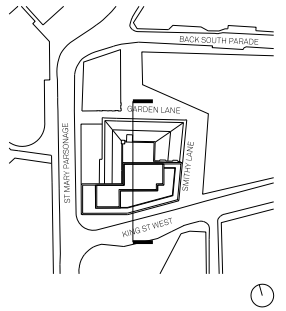
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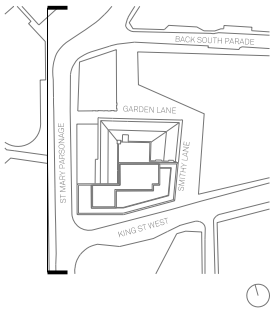


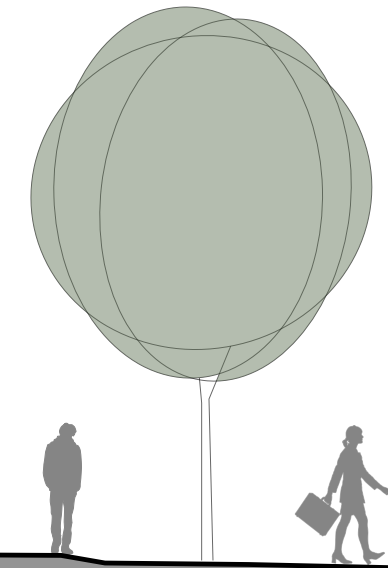
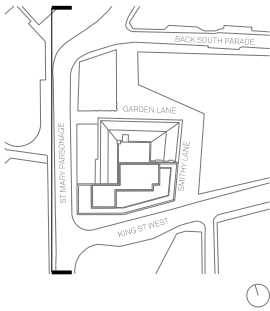






- Notes:
- 01 Carriage Works Entrance
 - 02 Feature Glazed Lift to Courtyard
 - 03 Feature Glazed Bridge Link
 - 04 Feature Glazed Roof Light
 - 05 Main Reception
 - 06 External Colonade
 - 07 Commercial Floorplate
 - 08 Proposed Lift Lobby





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, Reinstated, Anodised Aluminium Microrib Louvre | 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 |

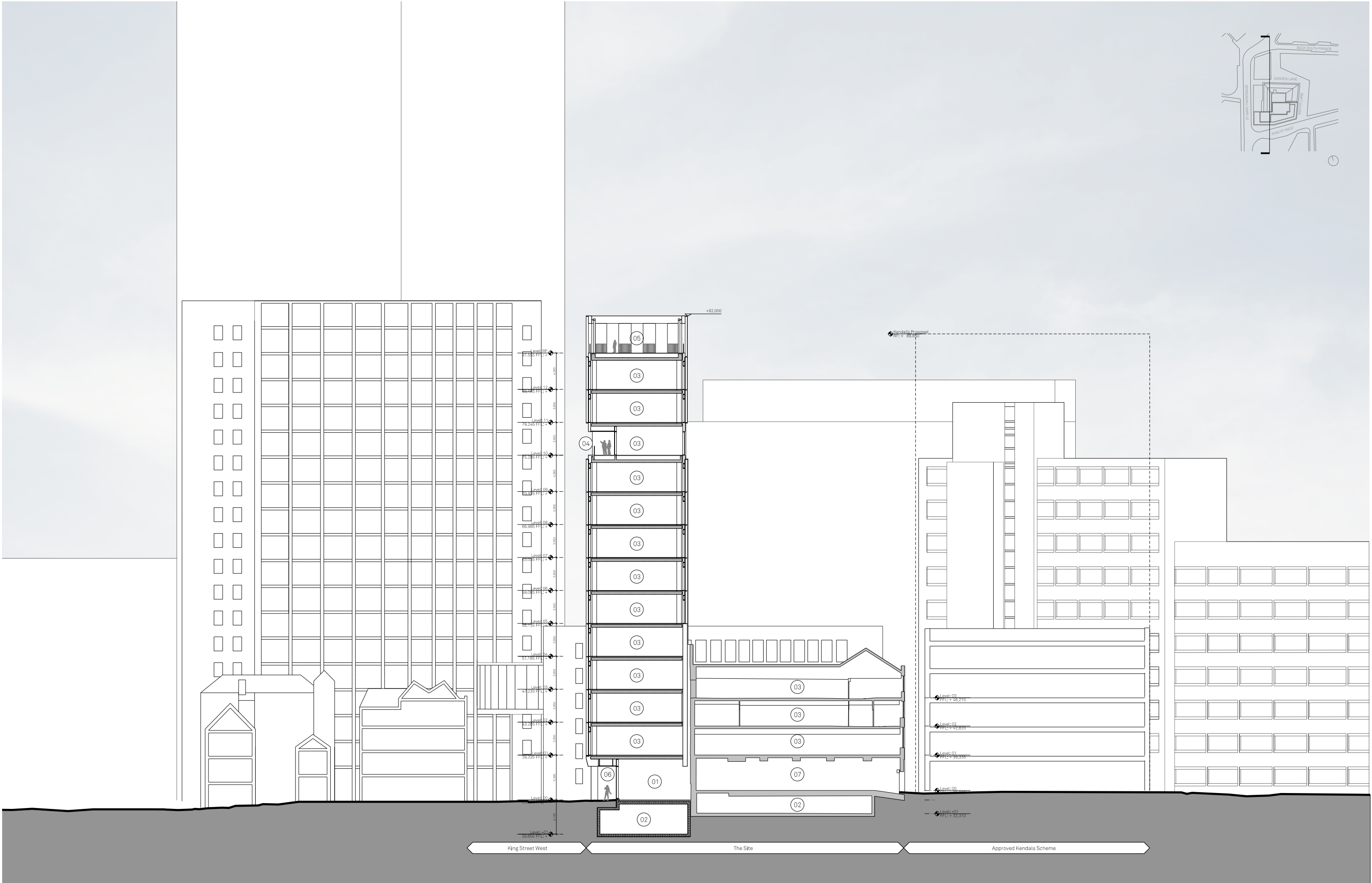
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Drawn: RW	Checked: JC	Status: Planning	Project: 107	Drawing No: B1_04_2211	Rev: -
Details:					

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Notes:

SECTION KEY:

- 01

Reception
- 03

Commercial Floorplate
- 05

Amenity
- 07

Bin Store

02

Plant

04

Terrace

06

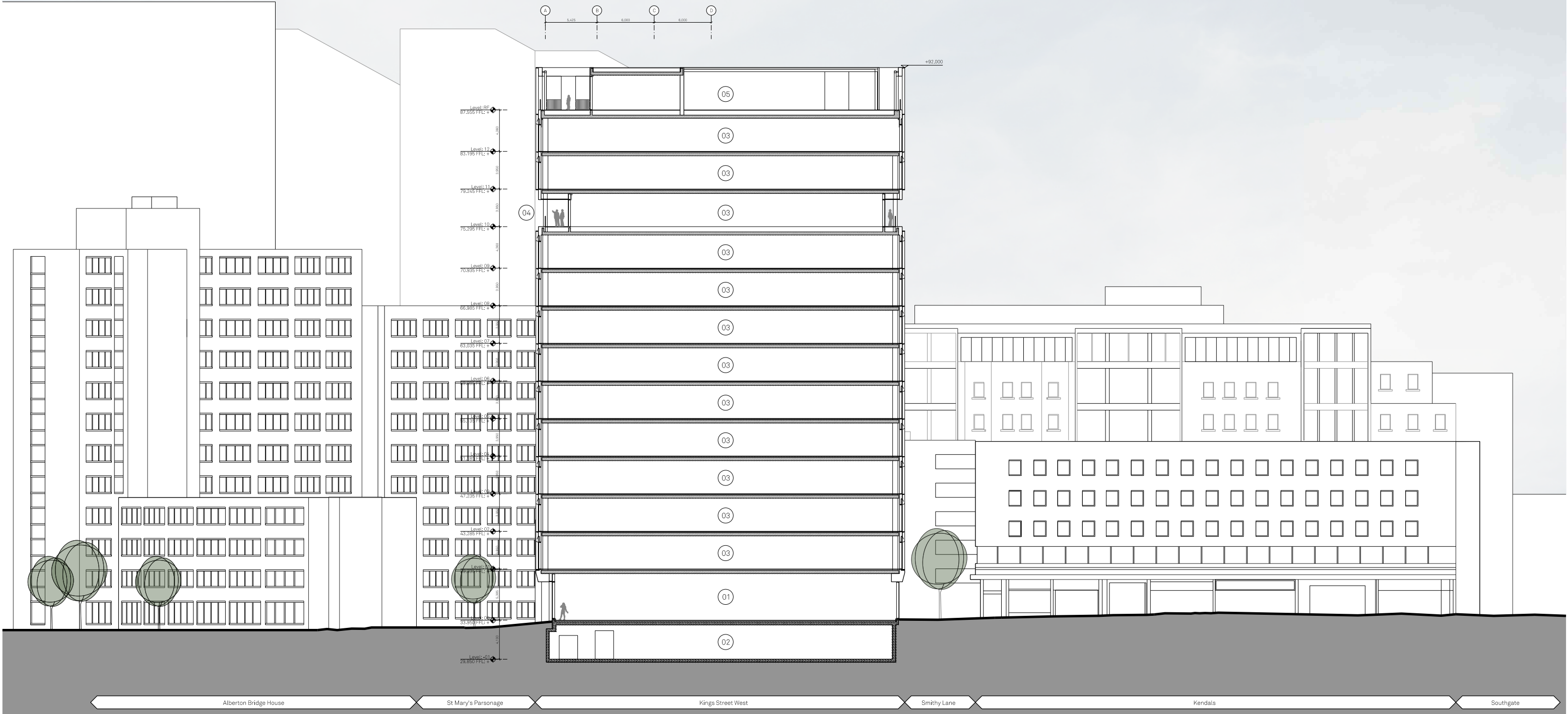
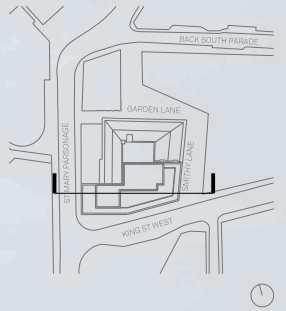
External Colonade

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

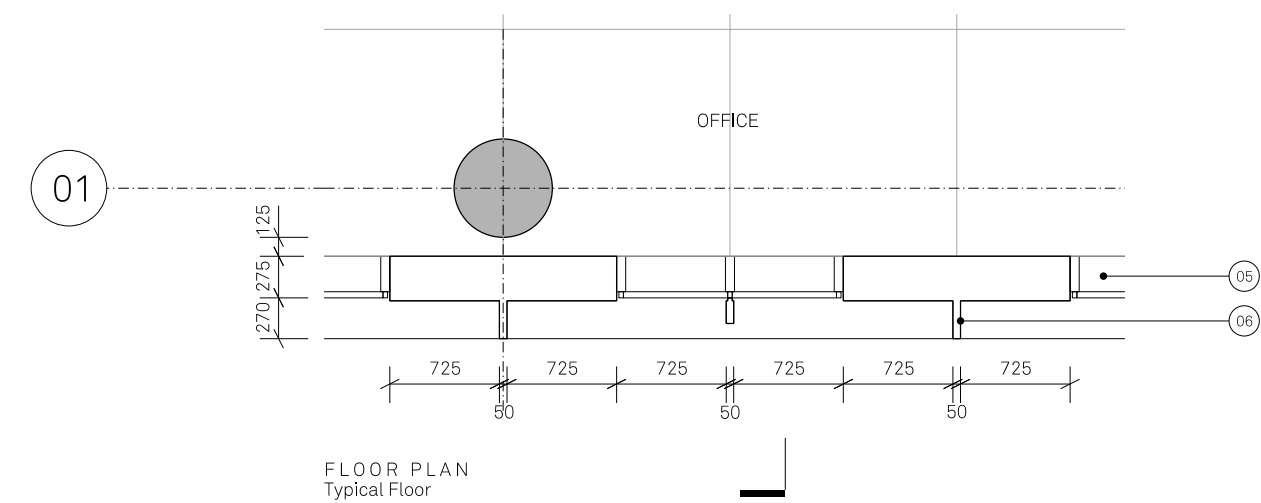
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Drawn:	Checked:	Status:
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Project:	Drawing No:	Rev:
107	B1_05_2201	-
Details:		

Jon Matthews Architects

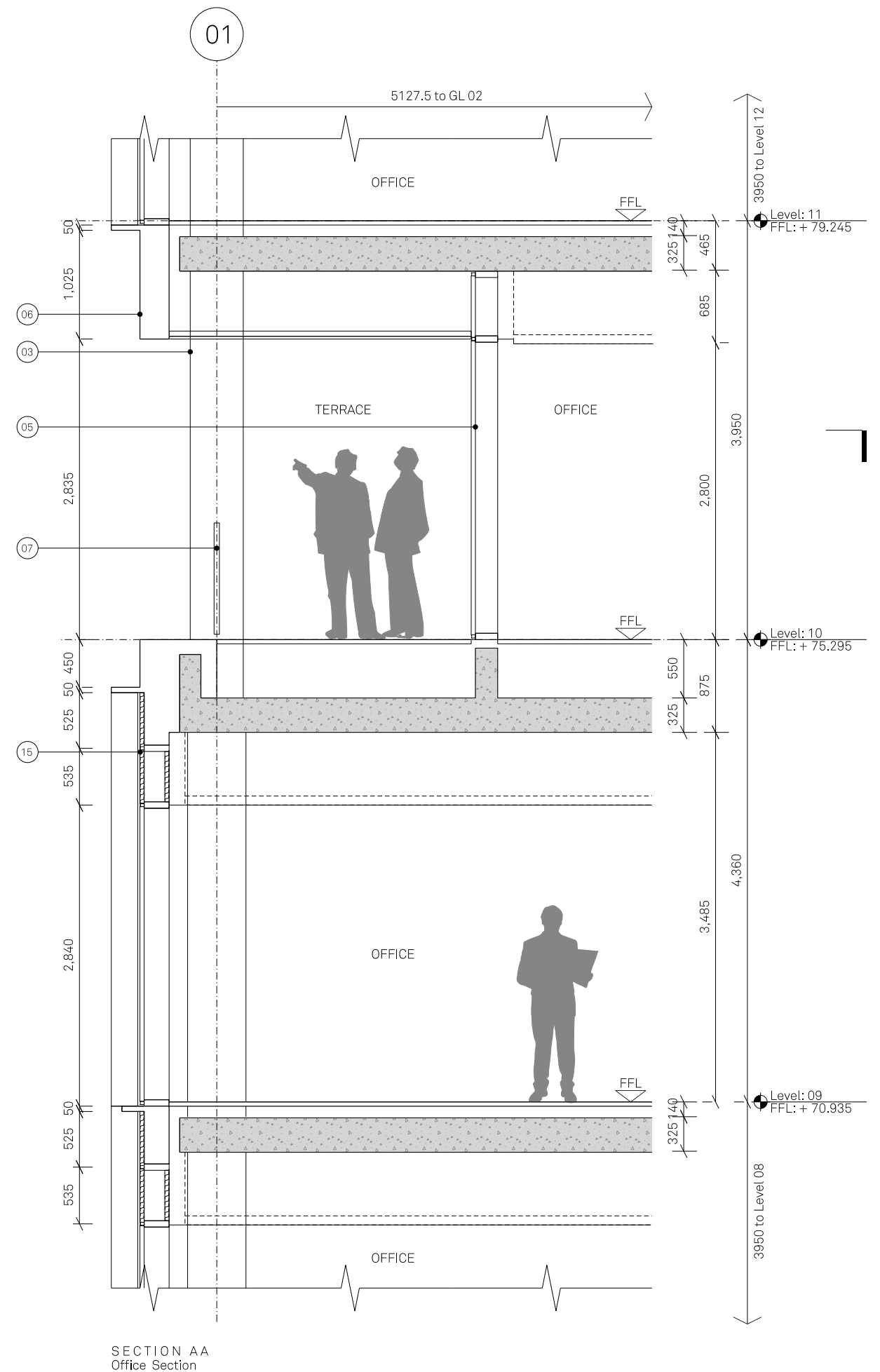
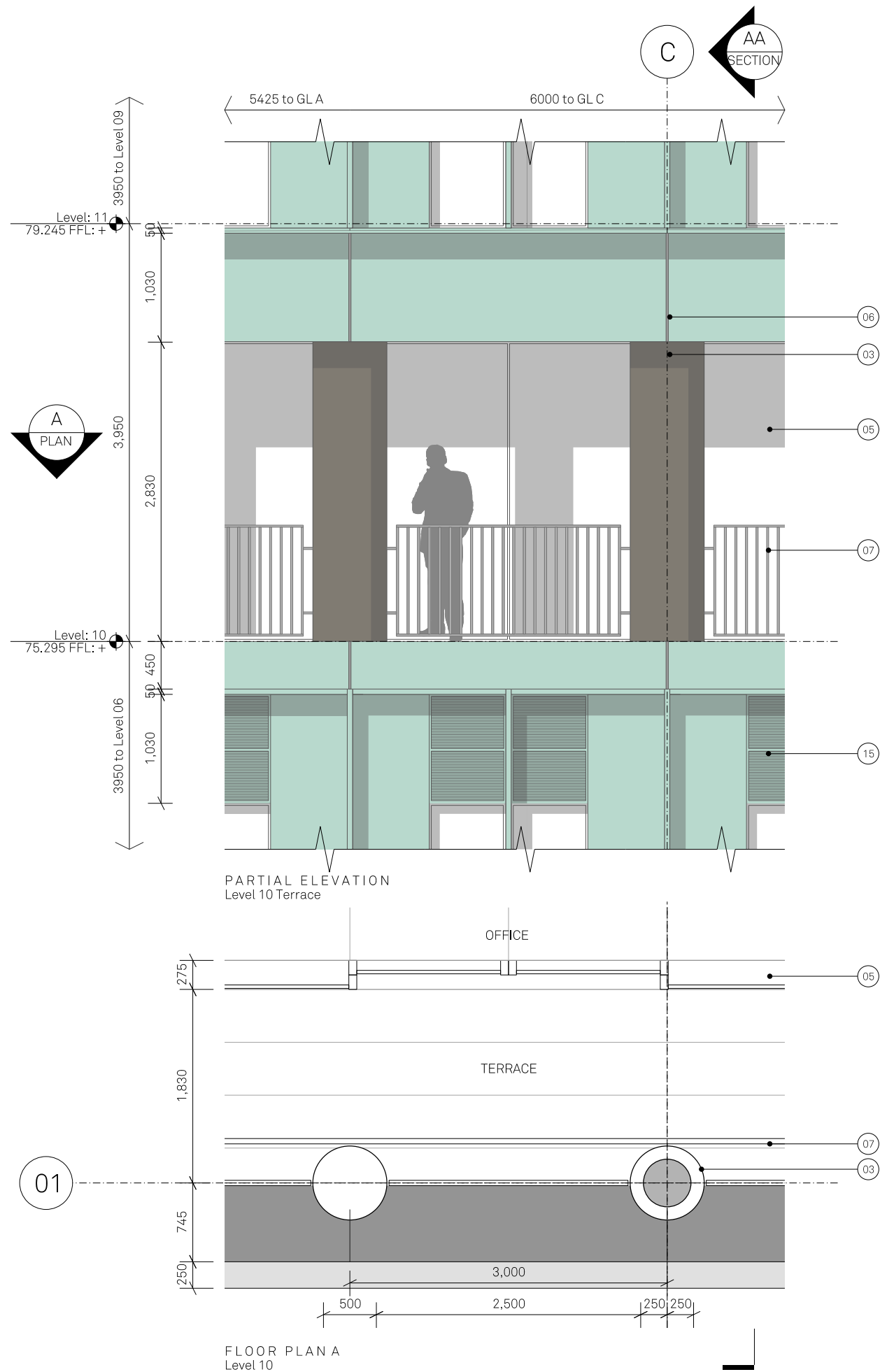
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Notes:

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 02
Level 10 Terrace

Scale:
1:25@A1

Drawn:
RW JC

Checked:
JC

Status:
Planning

Project:
107

Drawing No:
B1_10_4202

Rev:
-

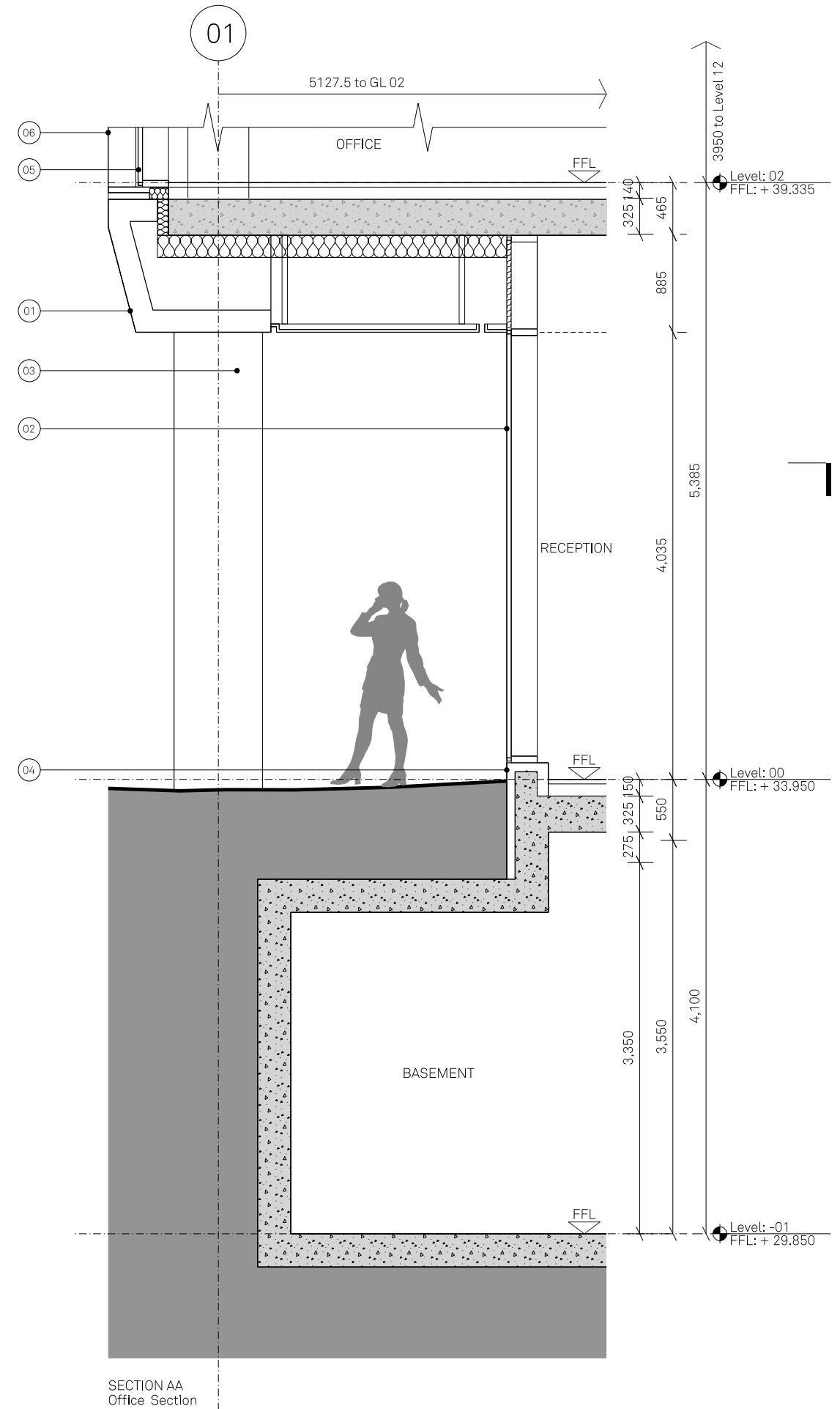
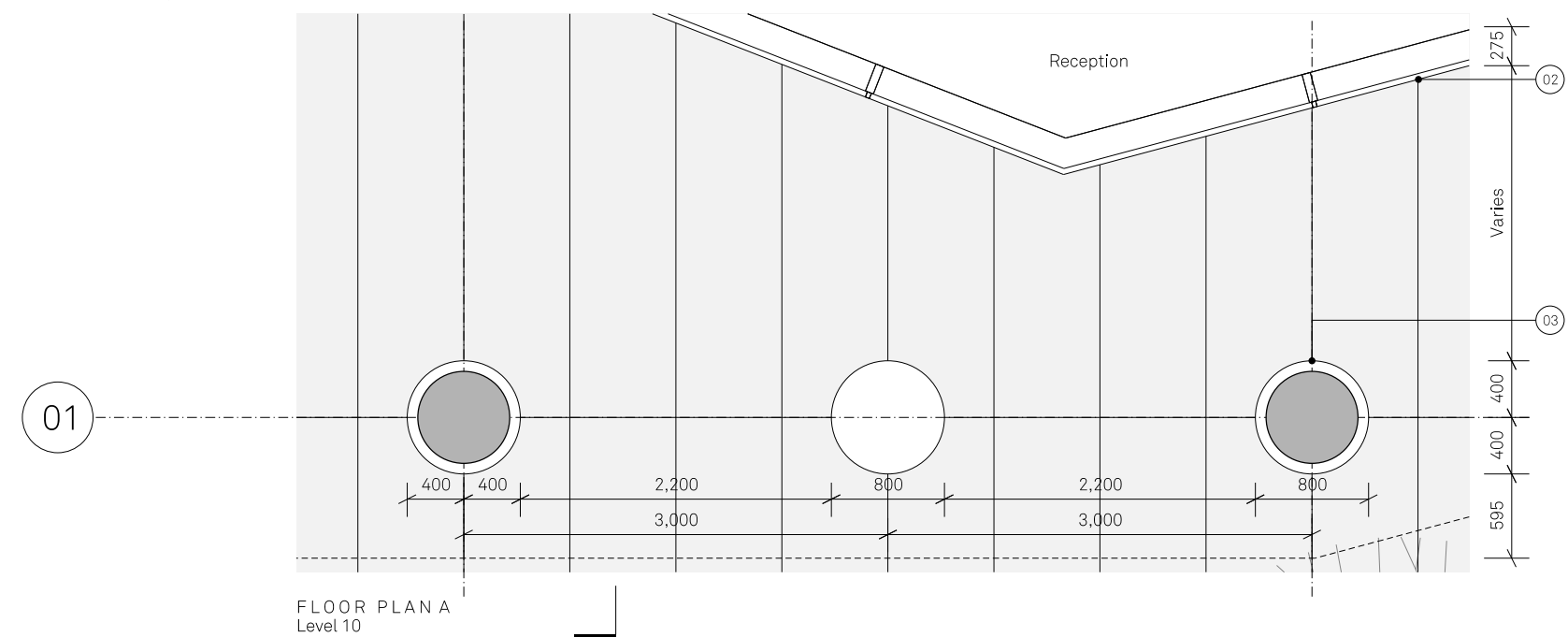
Detail:

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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 03
Reception
Status:
Planning

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

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