

simpsonhaugh

Larard's Still, 68-70 Oldham Street, Manchester

DESIGN & ACCESS STATEMENT | SEPTEMBER 2022

10338-SHP-RP-B5D8-DAS01

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1.0 Introduction

1.1 Purpose of the Document

This Design and Access Statement has been prepared by SimpsonHaugh, with input from others, on behalf of Jadebricks Manchester Limited and accompanies an application for detailed planning permission at the site known as 68-70 Oldham Street and adjacent NQ1 warehouse, Spear Street in central Manchester.

For the purposes of this statement Jadebricks Manchester Limited is referred to as the "Applicant".

The statement explains the design development process and describes the final proposals for the re-development of the site.

This document should be read in conjunction with the application drawings and other material submitted in support of the planning application.

1.1.1 THE PROJECT

The planning application relates to the partial removal of existing structures on the site and its subsequent redevelopment. The planning application accordingly seeks full planning permission for the following (the "Development"):

> "Partial demolition of existing buildings, conversion of existing warehouse building, rooftop extension and new building of 10 storeys to create aparthotel and flexible commercial uses (Use Class E)."

1.1.2 THE PROCESS

In developing the proposals the Applicant has sought advice from a wide range of specialist consultants experienced in developing and delivering schemes of a similar nature to the proposals.

The proposals have been developed with input from a highly experienced and comprehensive team of specialist consultants with the intention of delivering a unique project which not only maximises the development potential of the site and directly responds to market demand but also delivers key policy objectives and statutory requirements.

The proposed development has been subject to extensive pre-application consultation with the Local Planning Authority, statutory consultees, and local stakeholders. The involvement of statutory consultees at the pre-application stage has informed the design of the Development, and changes to the scheme have been included where appropriate.

1.2 Document Structure

The document has been prepared in accordance with CABE guidance 'Design & Access Statements: How to write, read and use them' (2006), which identifies the four key stages of the design process that need to be described in the planning submission. These are Assessment, Involvement, Evaluation and Design.

1.2.1 'ASSESSMENT'

This needs to demonstrate that analysis of the site and its surrounding context have been carried out and used to inform the proposals. This is covered in:

Chapter 2.0: Assessment.

Chapter 2.0 presents the planning context of the proposals, analysis of the site including location, description of the existing buildings on the site, adjacent buildings and land use, the character of the local area, movement and environmental issues.

1.2.2 'INVOLVEMENT'

This requires demonstration of which groups of people have been consulted during the development of the scheme. This is summarised in:

Chapter 3.0: Design Evolution.

This stage is also the subject of a separate Statement of Community Involvement, prepared by Turley, submitted in support of the application.

1.2.3 'EVALUATION'

This should show that options have been developed for the site, which take into account issues raised in the assessment, and how these have evolved through the involvement of those consulted on the proposals. This forms the basis of

Chapter 3.0: Design Evolution.

1.2.4 'DESIGN'

This should explain the thinking behind the final scheme as it is presented in the Planning Application. This is described in:

Chapter 4.0: Design,

Chapter 5.0: Access.



Aerial View from the North

1.3 The Developer & the Architect

1.3.1 THE DEVELOPER

The Applicant is Jadebricks Manchester Limited, a privately owned developer/ investor based in Manchester city centre.

Jadebricks is part of an organisation that has an extensive knowledge of hotel development and operation, having been involved with the design and construction of three hotels in the UK since 1990, in each case using a team of consultants based in Manchester. The company successfully managed each of these hotels for over ten years, giving it a unique insight into what is required to create a long term successful operation.

Jadebricks completed the site assembly for Larard's Still in 2020.

1.3.2 THE ARCHITECT

SimpsonHaugh was founded by Ian Simpson and Rachel Haugh in 1987 and has since compiled an impressive and diverse portfolio of award winning projects.

The practice originated from a shared belief in the power of high quality design to lead the regeneration of post-industrial cities and initiate new contemporary architectural identities. As the practice has grown, these original values have matured and been reinforced such that they remain the practice's guiding principles.

The underlying themes of urban renewal, sustainability and design excellence unite an otherwise diverse range of building functions and solutions. Similarly, the completed work demonstrates that the practice's regeneration objectives are equally valid whether applied to new buildings or to existing historic structures.

A recurring challenge of the practice's work has been the need to confront appropriate forms for emerging typologies. Its innovative solutions for public galleries, transport interchanges and high density living have both challenged normative design responses and contributed positive new precedents.

SimpsonHaugh has a wide range of experience from small rural primary schools to larger schemes such as One Blackfriars Road and Phase 1 Battersea Power Station in London, and; Beetham Hilton Tower and Owen Street in Manchester. The thread that links all of our work is the desire for design excellence.

A selection of the practice's completed hotels in Manchester is shown opposite.

1.3.3 THE TEAM

The team that the Applicant has engaged to develop a proposal for this site are:

Architect:	SimpsonHaugh
Planning Consultant:	Turley
Structural Engineer:	DP^2
Mechanical, Electrical & Environmental Services:	Caldwell Consulting
Fire Engineer:	DFC
Project Management & Cost Consulting:	Cumming Group





StayCity ApartHotel, 20 Cable Street, Manchester: SimpsonHaugh





Maldron Hotel, 60 Charles Street, Manchester: SimpsonHaugh





Beetham Hilton Tower, Manchester: SimpsonHaugh (as Ian Simpson Architects)

1.4 The Operator & the Brief

1.4.1 THE OPERATOR

The operator is Cycas Hospitality BV, who are an international operator of hotels with headquarters in Amsterdam, Netherlands.

Cycas Hospitality have been appointed by Jadebricks Manchester Limited to provide services with regard to the Apart-Hotel that is anticipated to open as the Adagio Access Manchester Hotel.

The Accor brand 'Adagio Access' has been identified and detailed Heads of Terms have been agreed. The Adagio Access brand standards and room layouts have informed the development and layout of the proposal.

A selection of UK hotels within Cycas' portfolio is shown opposite.

1.4.2 THE BRIEF

The objectives for the project were defined by a very clear brief, which set a target of 117 bedrooms and ancillary accommodation as defined by the Adagio Access brand.

This responds to a market demand for an apart-hotel within the Northern Quarter of Manchester City Centre, which provides a positive contribution to the character and context of the site, whilst delivering a commercially attractive building for the operator.

The brand requirements consist of a prescribed schedule of accommodation providing front of house areas and facilities for guests as well as back of house areas for staff.








A selection of Cycas' portfolio

2.0 Assessment

2.1 Physical Context

2.1.1 THE SITE

The Site is located on the northern half of Oldham Street, at the junction with Warwick Street.

The immediate site is bounded by Oldham Street to the North-West, Warwick Street to the North-East, Spear Street to the South-East and Back Spear Street to the South-West. The site shares a party wall with the adjacent Castle Hotel pub which is listed Grade II.

The site is situated in the Stevenson Square Conservation Area and currently comprises a collection of existing buildings, none of which are listed assets.

No.68 Oldham Street is a three storey (plus basement) structure dating from the mid to late 19th century. It has an ornate and detailed facade from first floor with facing plaster and mouldings which is considered to contribute to the character of the conservation area.

No.70 Oldham Street is a three storey (plus basement) structure also dating from the mid to late 19th Century which has simpler ornamentation and is faced with painted brickwork and has undergone a number of alterations.

Both 68 & 70 Oldham Street have been extended to the rear, and have been united at ground floor with a combined shopfront which replaced the existing Ground floor facades to both properties.

No.67-71 Spear Street is a two storey (plus basement) structure dating from the 20th Century, along with a number of extensions, this structure was amalgamated with No 68 & 70 some time in the 20th Century.

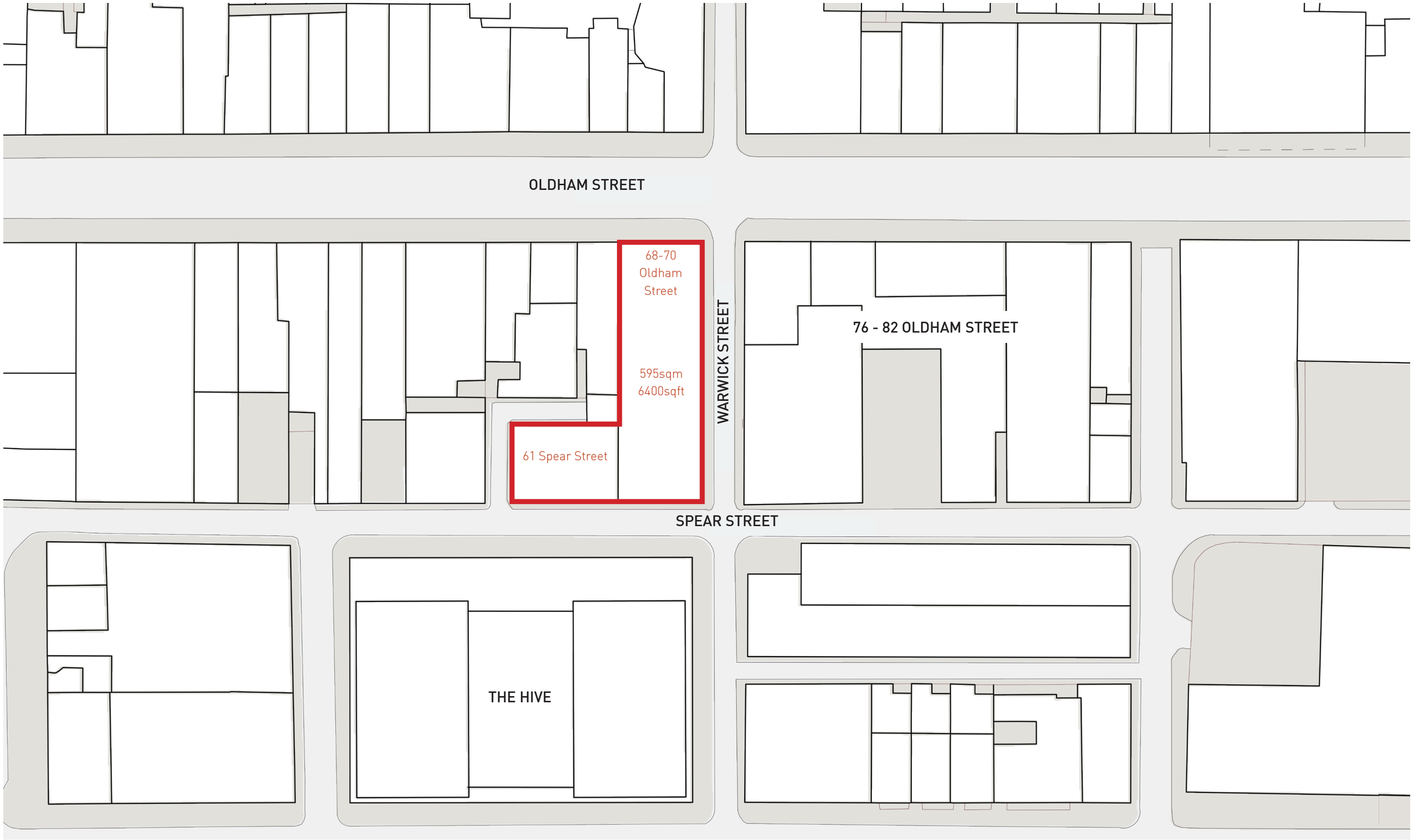
No.61-65 Spear Street is a late 19th Century warehouse. Originally 2 separate warehouses, built concurrently, these has been unified for use as a single commercial property.

The site sits within Flood Zone 1, which is the lowest risk category and does not require a Flood Risk Assessment.

There is a difference in level across the site of approximately 125mm falling across the site diagonally from Oldham Street towards Spear Street, which is generally considered to be flat.



Aerial Views of the site



Existing Site Plan

2.1 Physical Context

2.1.2 NOS. 68 & 70 OLDHAM STREET

Nos 68 & 70 Oldham Street were originally two individual properties dating from the 19th century, but have been much extended and altered throughout the 20th century, including their unification as a retail property and the loss of existing Ground Floor frontage, presenting a very poor quality face to the street.

No. 68 is a 3 storey classical building with a decorative white painted render/ stucco frontage, whereas No. 70 is a more understated building, also Classical in style, in a white painted brick.

No 70 was originally built as a Public House, originally called Cobden Arms, then Larard's Still in 1850. Following which it was converted to retail as use as a Drapers. The building turns the corner to Warwick Street, whereupon the elevation becomes very plain. Later extensions along Warwick Street are lower and utilitarian in nature.

The frontages to both buildings are currently in a poor state. These have recently requried scaffold and interim repair work to minimise further damage. The facades in their present condition are a blight on Oldham Street.

The interiors of both buildings are also in very poor condition, although some works have been undertaken to prevent further damage.





Nos. 68 & 70 Oldham Street







Nos. 68 & 70 Oldham Street - Internal Ground Floor







Nos. 68 & 70 Oldham Street - Internal Upper Floor Levels

2.1 Physical Context

2.1.3 NOS. 61-65 SPEAR STREET (NQ1 WAREHOUSE)

Nos 61-65 Spear Street is a 4 storey brick warehouse, plus basement dating to the 1880's.

The building appears to be originally built as 2 adjoining premises separated by a structural brick wall; a bedding factory, and a larger underclothing factory and warehouse.

The elevation to Spear Street is a regular array of sash windows in 6 bays. The rear of the property includes a cast iron staircase and a vertical bay of fixed loading doors and hoist cover at roof level.

The existing condition appears generally good, with the property having been used as a commercial office. This has resulted in some alteration both internally and externally:

- Concrete/ Render applied to the Ground Floor of Spear Street
- Removal of existing arched entrances, with new office entrance added
- Removal of existing window at Ground level adjacent to the entrance - this is assumed to be masked by the concrete
- Internally, the brick separating wall has been broken through in places to create a single floorplate with circulation.
- Lift core and stair case added







61 Spear Street Warehouse















61 Spear Street Warehouse

2.1 Physical Context

2.1.4 OLDHAM STREET

The character and grain of Oldham Street reflects its rich and varied history and use, with a wide range of retail premises occupying former domestic properties, as well as purpose built 19th century retail premises with very decorative facades.

Late 19th century warehouse buildings with large retail facades at ground floor and 20th Century commercial additions further altered the grain of Oldham Street.

The result is a streetscape of richness and variation, as highly decorative commercial frontages, sit adjacent to smaller modest domestic properties.

The changing range of heights presents a syncopated rhythm of scale along both sides of the street. Typically composed of narrow plot fronts, these have been combined to form wider, unified premises in parts, leading to a very eclectic character. This rhythm is shown on the elevations on the opposite page.

One of the characteristics of the street identity are the gable walls between properties that are visible when viewed along the street. This is due to the irregular heights with taller buildings sitting adjacent to smaller buildings.

The party wall gable becomes an additional elevation, and in some areas of the Northern Quarter, this has led to these walls being used for murals, and signage. The adjacent photos show examples of visible gable walls.













Oldham Street Photos

NOTE: IMAGE OF CONSENTED 76-82 OLDHAM STREET SITE CURRENTLY UNDER CONSTRUCTION





SITE

OLDHAM STREET - NORTH ELEVATION



OLDHAM STREET - SOUTH ELEVATION

Oldham Street Elevations

2.1 Physical Context

2.1.5 NORTHERN QUARTER CHARACTER

As identified in the English Heritage publication 'Manchester's Northern Quarter; The Greatest Meer Village' (pub. English Heritage, 2008), the Northern Quarter is an area of varied and distinct character within the city, that is reflective of it's history. Covering around 0.3sq km, it displays Georgian, Edwardian and Victorian architecture of varying scales, amongst more recent developments.

Originally housing weavers, the area developed as a residential suburb around Stevenson Square in the 1780's. Following the decline of the local weaving industry, the residential properties were converted to commercial use, such as Castle Hotel, along key streets such as Oldham Street, and with increase in markets and transport infrastructure, numerous fabric and textile warehouses were built along secondary streets.

In the early 20th Century, as wholesale trade declined in the city, retail took its place and Oldham Street became a key shopping location for clothing and textiles. An example of this are Tailors such as Henry Jacob at 87 Oldham Street.

The decline of retail from post-war through to the late 20th Century drew tenants and customers away from the area. The Smithfield market closed and the advent of new larger shopping centre, such as the Arndale Centre resulted in more commercial premises in the area.

However, more recently, the area has benefitted from the boom in inner city living, whilst attracting the creative industries and a range of independent businesses. Alongside a wide offer of bars and restaurants, the area has once again become a destination.



Northern Quarter Use Diagram





















Northern Quarter Character

2.2 Historic Context

2.4.1 CONSERVATION AREAS

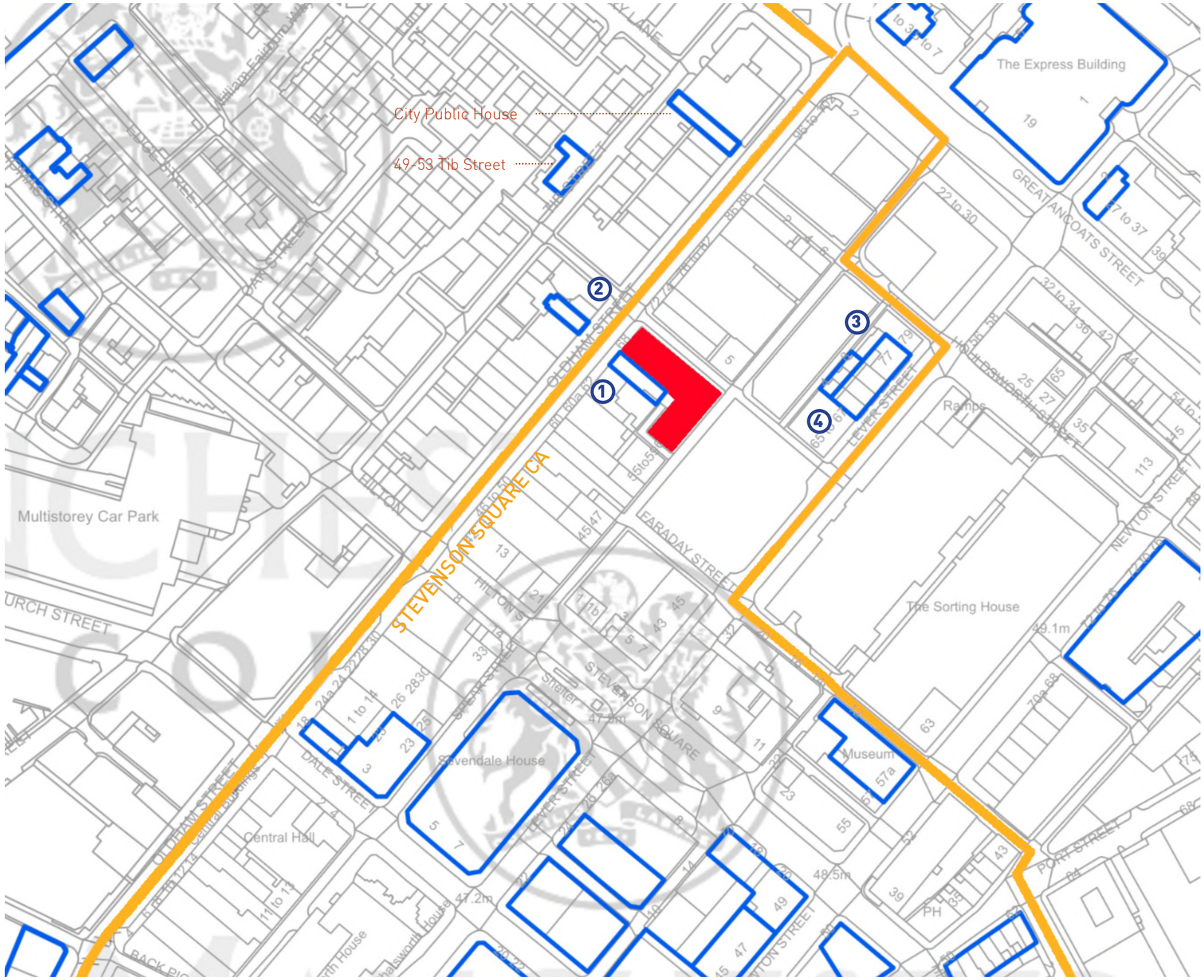
The site is adjacent to the northern boundary of the Stevenson Square Conservation Area, and opposite the southern boundary of the Smithfield Conservation Area which lies immediately adjacent. The boundary to each is situated along Oldham Street.

2.4.1 LISTED BUILDINGS

There are a number of listed buildings near to the site. These include the following:

1. Castle Hotel: Grade II
2. 105 Oldham Street: Grade II
3. 4, 6 & 8 Bradley Street: Grade II
4. 69-77 Lever Street (including 10 Bradley Street): Grade II

Further away from the site are the City Public House and 49-53 Tib Street, both Grade II.



Site

Conservation area

Listed building

Conservation Area and Listed Buildings







OLDHAM ST







SPEAR ST WAREHOUSE

Historic Photos

2.2 Historic Context

2.2.1 HISTORIC SITE DEVELOPMENT

The site, given its location in the Northern Quarter, is situated within a zone of the city centre that has undergone significant transformations during the past 250 years.

The diagrams shown opposite illustrate the urban grain and character of the site and immediate context between 1772 and 1922.

A detailed assessment of the Historic site development is provided in the Heritage Impact Assessment, however a summary of the historic context is outlined below:

1794

Grid plan of streets centred on Stevenson Square, with residential development along key streets of Oldham Street and Great Ancoats Street.

1824

Industrial uses introduced into the area. Oldham Street houses converted to commercial use or public houses, e.g no. 66 Oldham Street now known as Castle Hotel.

1851

No. 70 Oldham Street is annotated as **Larard's Still Vaults**, shaded pink indicating use as a hotel, inn or public house. No. 68 Oldham Street is shown as a warehouse use or place of business.

1893

The Goad Insurance plan shows No. 68 Oldham St being occupied by a shop, and the pub at No. 70 has been extended to the rear along Warwick St. The warehouses at 61, 63 - 65 Spear Street are evident and identified as a Bedding Factory and Underclothing Factory and Warehouse

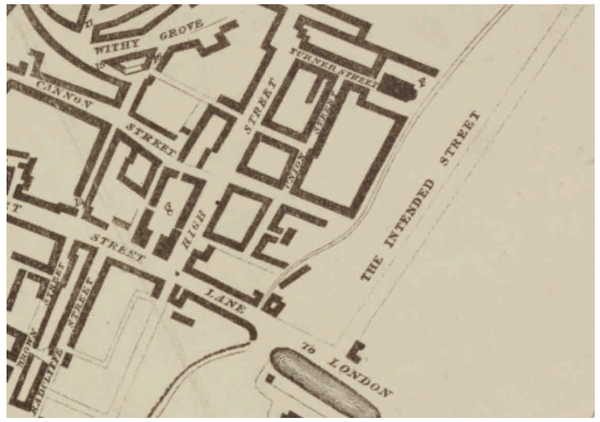
1922

By the early 20th century, Oldham St is well established as a key retail street dominated by haberdashers and drapers. Nos. 68 and 70 Oldham Street have been amalgamated and are used as a drapery. Nos. 61, 63 - 65 Spear St are also combined and used as a Gown Factory.

1965 (not shown)

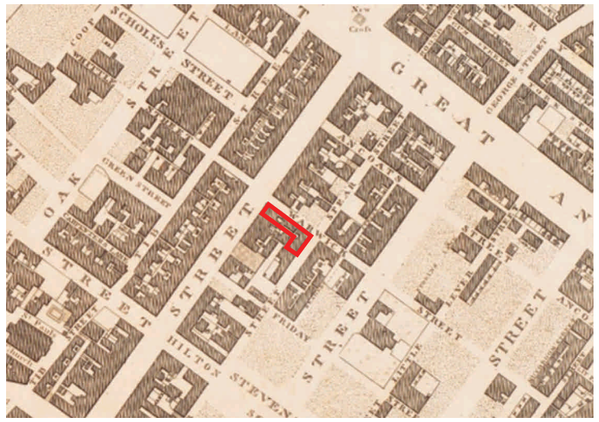
The Ordnance Survey shows 68 & 70 Oldham Street extending to Spear Street as a single property. It is assumed that the modern buildings to the rear of Warwick St date from the 1960's

1772



Tinker's A Plan of Manchester and Salford in the County Palatine of Lancaster. The line of 'The Intended Street' indicates the route of Oldham Street.

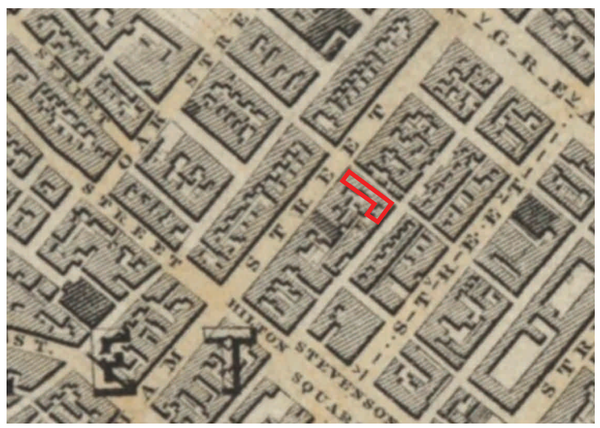
1794



Extract from A Plan of Manchester and Salford. Drawn from an actual survey by William Green. Engraved by J. Thornton.

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1848



Ordnance Survey, Lancashire Sheet CIV (Manchester), Surveyed 1845.

1850



Ordnance Survey, Town Plan of Manchester. Surveyed 1848.

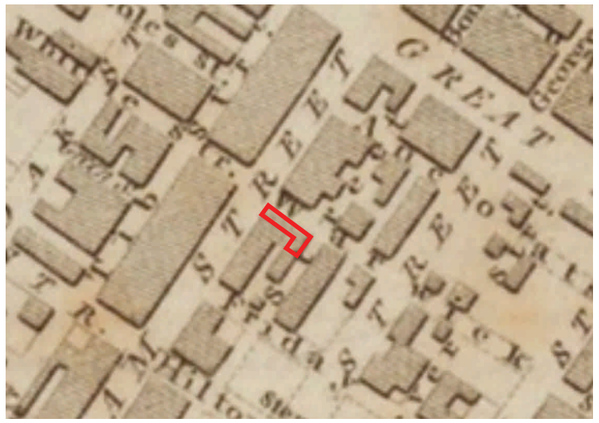
1800



Extract from A Pocket Plan of Manchester and Salford with the Latest Improvements.

©Manchester Archives and Local Studies.

1807



Extract from Roper, J. A Plan of Manchester and Salford.

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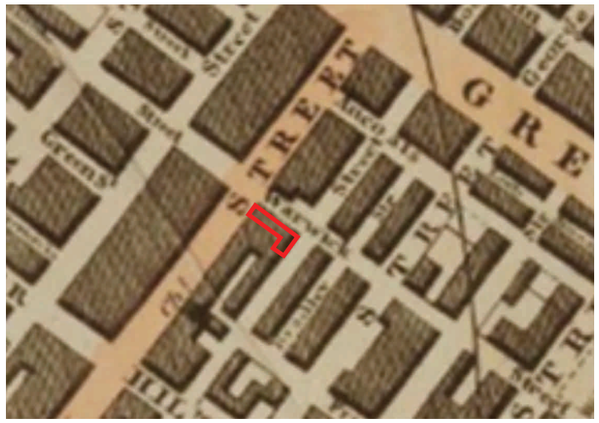
1813



Extract from Pigot, J., Plan of Manchester and Salford.

©Manchester Archives and Local Studies.

1824



Extract from Pigot, J., Plan of Manchester and Salford.

©Manchester Archives and Local Studies.

1851



Extract from 'Exchange Ward' sheet of Adshead's twenty four illustrated maps of the township of Manchester.

1893



Ordnance Survey, Lancashire Sheet CIV.7 (Manchester), Surveyed 1888-1891.

1908



Ordnance Survey, Lancashire Sheet CIV.7 (Manchester), Revised 1905.

1922



Ordnance Survey, Lancashire Sheet CIV.7 (Manchester), Revised 1915

2.3 Planning Context

2.3.1 OLDHAM STREET

The northern end of Oldham Street has not been subject to much recent regeneration, however the 2 largest developments within the area are located immediately adjacent to the site:

- The Hive: a 7-storey, 80,000 sqft commercial office building, occupying the site between Lever Street and Spear Street. This was completed in 2009.
- 76-82 Oldham Street: a 3 to 7-storey residential development for Kempton Homes. This was consented in 2016, and is currently under construction.

In addition, close to the site is the recently completed 53 Spear Street residential development. Part of the wider re-development of 60 Oldham Street, this 7-storey new build, was consented in 2018 and completed in 2021.

2.3.2 STEVENSON SQUARE CONSULTATION

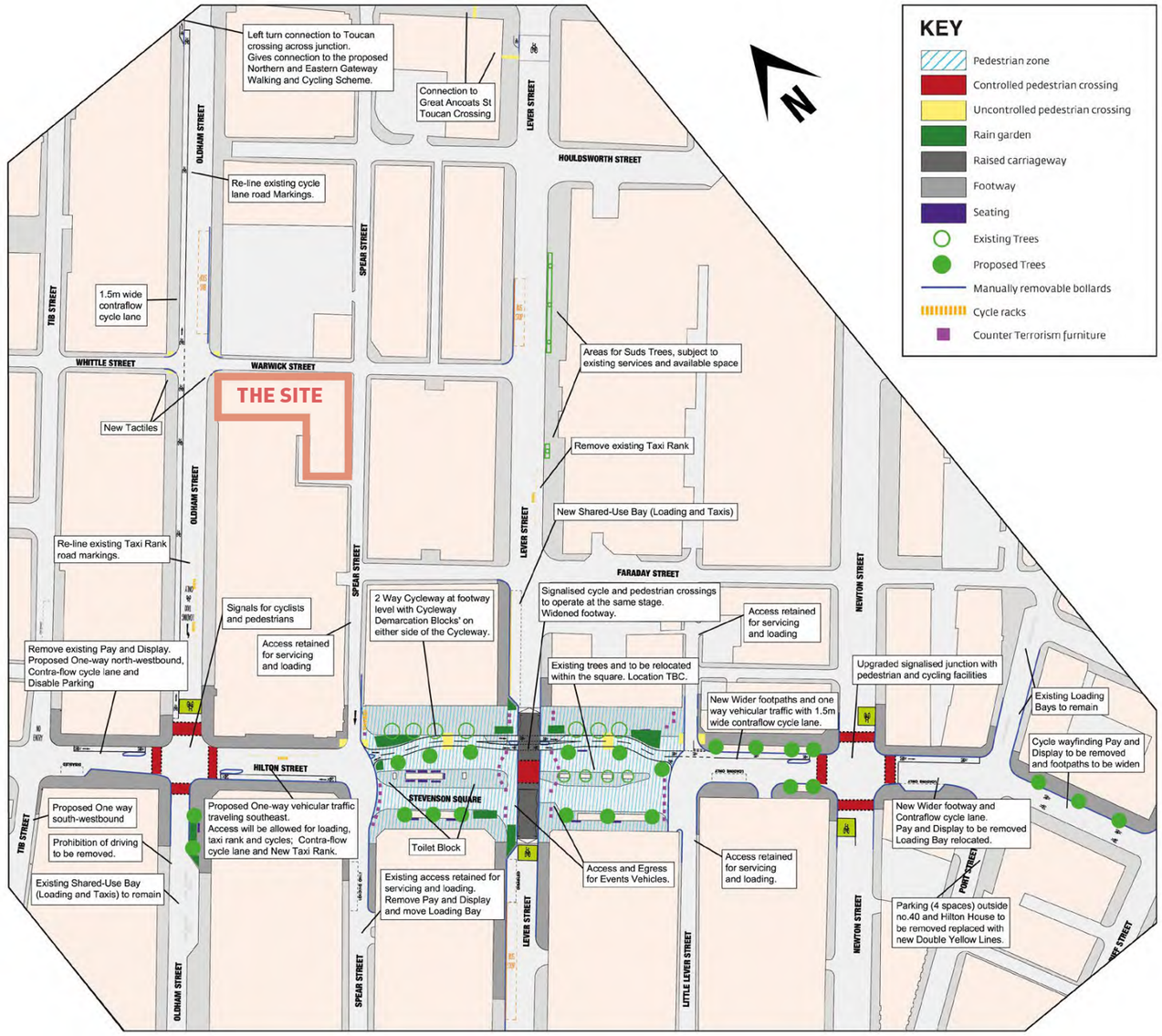
In December 2021, Manchester City Council consulted on proposed changes to Stevenson Square. The proposal included the pedestrianisation of Stevenson Square with the removal of all motor traffic and a 2-way cycle lane running through the square.

The map opposite shows the proposals that were published for consultation.

Following consultation, revised proposals were released in July 2022. These retained the pedestrianisation of three-quarters of Stevenson Square, with limited access provided for buses and hackney carriages. The permanent improvements to the square will include:

- The pedestrianisation of most of Stevenson Square
- A two-way cycle lane, which will run through the Square at carriageway level, with cycleway demarcation blocks on one side, and tactile crossings put in place, as well as new signage for cyclists.
- Pedestrian and cyclist crossings will be installed at the junctions of Oldham Street/Hilton Street, and Newton Street/Hilton Street.
- Footpaths will be widened in the area to give more space over to pedestrians.
- Pay and display bays in Hilton Street will be removed.

The timeline for making the changes to the area are yet to be confirmed



Stevenson Square Consultation Plan



Planning Context Diagram

2.4 Constraints & Opportunities

2.4.1 SITE CONSTRAINTS

The design development of the scheme has been a thorough process. As demonstrated in the following Chapter 3.0, an extensive sequence of options have been generated to analyse key issues associated with the site and its surroundings, including the scale, massing and the relationship of proposed development to the existing buildings on site.

Analysis of the existing site identified a series of factors and constraints that had to be taken into account when considering the re-development of the site.

ASPECT

- Narrow, L-shaped plot makes for challenging plan type
- Primary frontages to Oldham Street & Warwick Street are North facing
- Close proximity to the adjacent development, 76-82 Oldham Street.
- Party wall condition with the adjacent listed Castle Hotel.
- Limited aspect to North edge of Spear Street block
- South facing conditions to Spear Street & Back Spear Street - potential for views towards the city centre once above the local roofline.
- Taller buildings to the South, including the adjacent The Hive, and Griffin House on Lever Street beyond..

CITY GRID

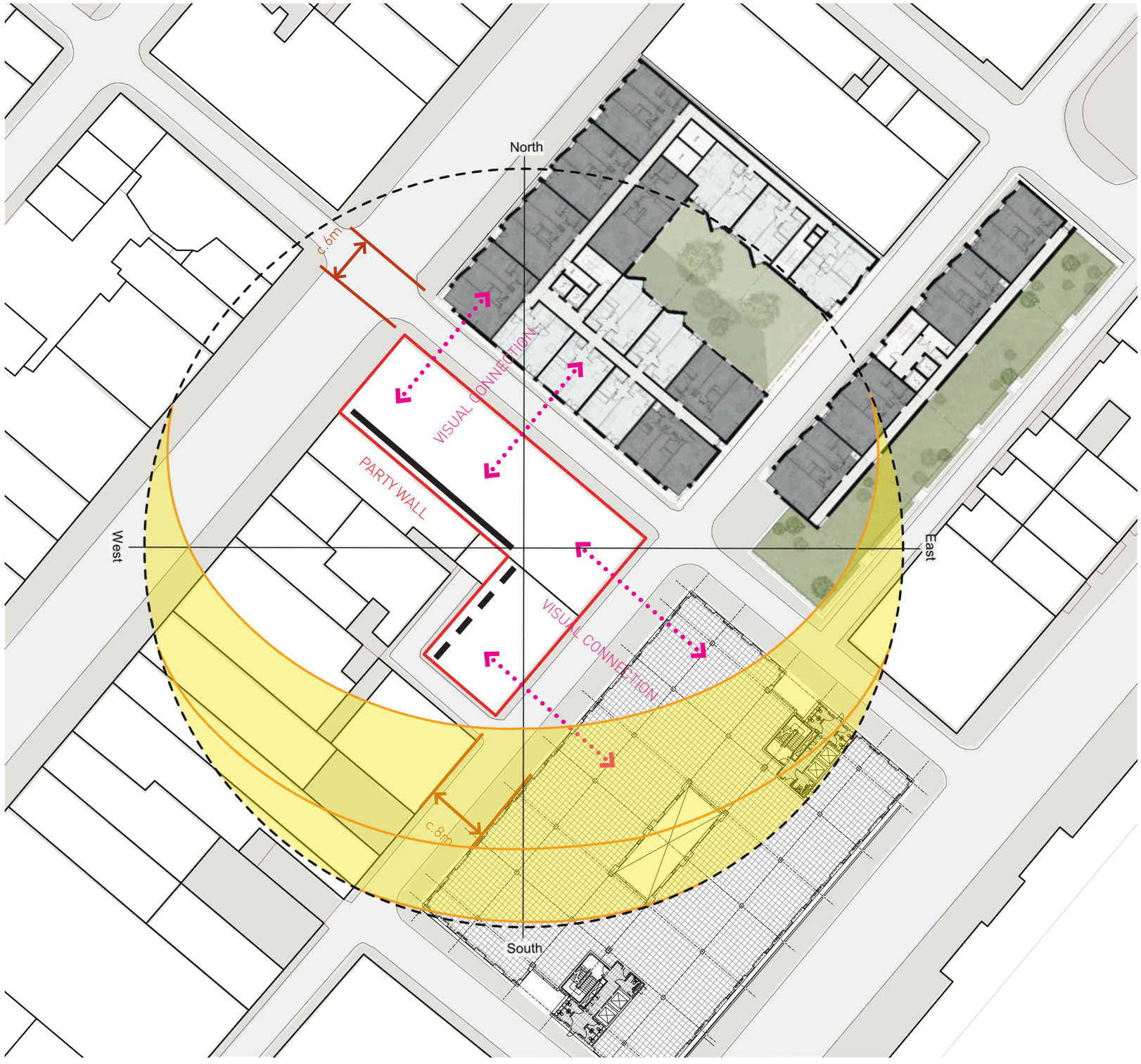
- Historic fabric of the Northern Quarter, as the 1848 map (below) demonstrates
- Narrow widths of secondary Warwick Street (c. 6m) and Spear Street (c. 8m)
- Adjacent recent developments being in close proximity. Impact on internal planning & use

EXISTING BUILDINGS

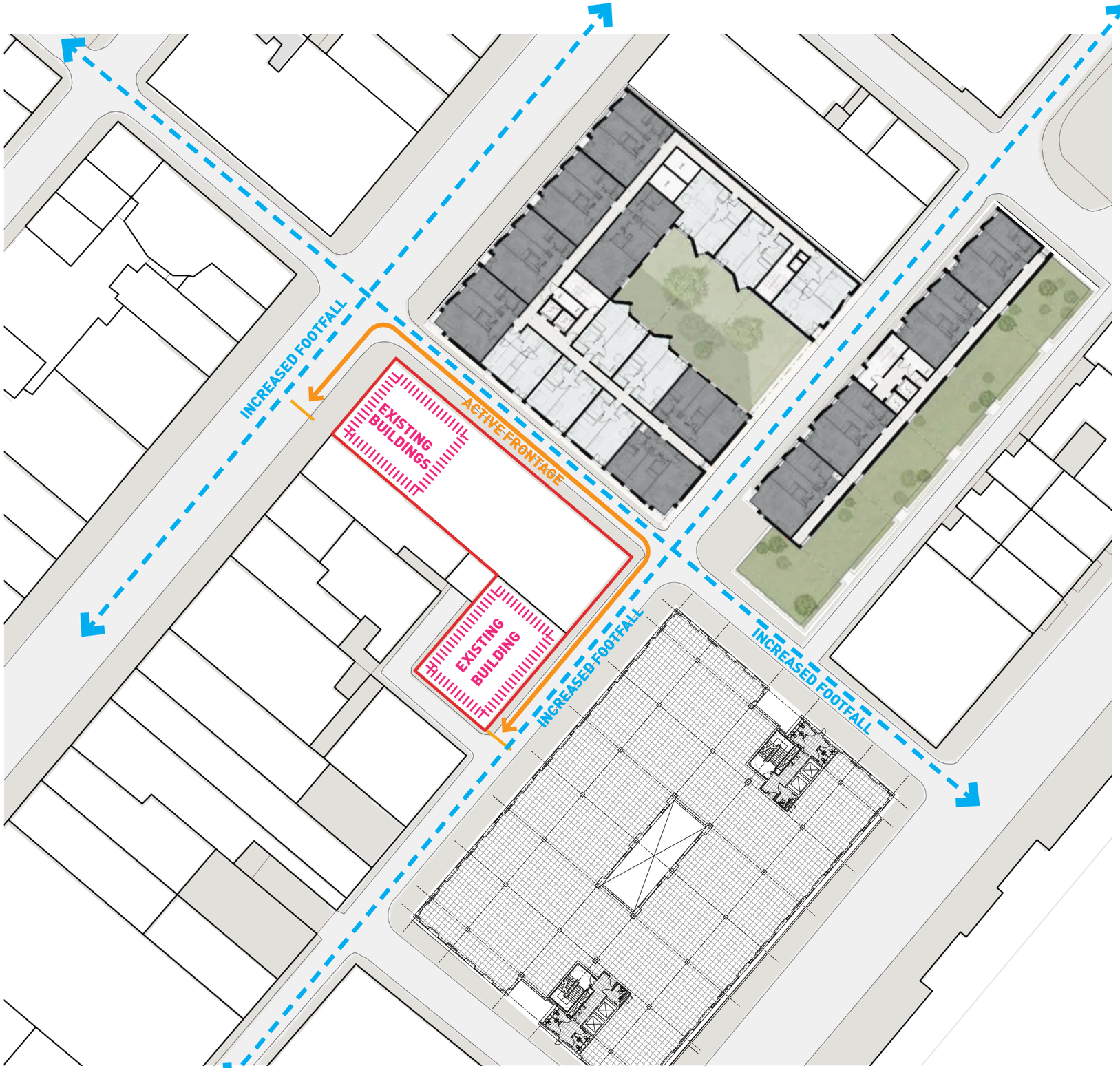
- Existing Spear Street building presents a constraint to delivering required accommodation
- Existing two Oldham Street buildings presents a constraint to alignment of floor levels

MOVEMENT

- Primary vehicular & pedestrian route along Oldham Street
- Vehicular movement around the site is restricted by one way routes
- Impact upon servicing proposals.



Constraints Plan



Opportunities Plan

2.4.2 SITE OPPORTUNITIES

Following the assessment of the site and the wider area, the team consider that the development proposal presents opportunities to deliver regeneration benefits to Oldham Street, Warwick Street, Spear Street and the surrounding areas. These are summarised as follows:

EXISTING BUILDINGS

- Opportunity to retain the existing 68 & 70 Oldham Street frontages
- Opportunity to retain the existing 61 Spear Street Warehouse.
- Opportunity to ground existing 68 & 70 Oldham Street and enhance the corner of Oldham St and Warwick Street.

STREETSCAPE

- Potential to enhance the present contribution to the character and townscape of Oldham Street.

VIBRANCY

- Site is located within the heart of the Northern Quarter, and on a key route
- Opportunity to introduce a new use & enhance vibrancy of the local area
- Introduce active frontage to Oldham Street, Warwick Street and Spear Street, contributing to the vibrant atmosphere of the Northern Quarter streetscape.

INCREASED FOOTFALL

- Add use categories to the area that will contribute to the eclectic mix of uses in the local area and encourage improved footfall.

3.0 Design Evolution

3.1 Design Process

3.1.1 OVERVIEW

This chapter provides an overview and account of the ideas and options that have been considered over a two year period, starting in the summer of 2020, for the redevelopment of the site.

A wide range of specialist consultants provided input into the evolving scheme and detailed consultation with other stakeholders also served to inform the design process and assist the team in arriving at an appropriate solution. All design iterations were assessed by the design team from a number of differing aspects, from both an architectural assessment and the ability to match the project brief.

Drawings, physical models and computer visuals have been used to test how each alternative would fit within the site and its surroundings. Of particular interest through the design evolution process was the relationship between the proposal, its immediate current context, including the existing buildings, and the city wide context.

3.1.2 STAKEHOLDER ENGAGEMENT

At all stages throughout the design development process the Applicant and design team sought to undertake early consultation and looked to integrate the ideas and aspirations of key stakeholders to ensure that a positive design response to the site was developed.

The design for the proposed development evolved through extensive consultation with Manchester City Council and other stakeholders including Historic England, and local Ward Councillors

Manchester City Council, as the local planning authority, were consulted in relation to a range of design and planning issues throughout the evolution of the design and we believe that these and other pre-application consultations have had a positive effect on the design development process. They have established an agreement in principle that the site is an appropriate location for the proposed use and quantum of accommodation. Throughout the design development process options were assessed against criteria arising from the consultation process, alongside ongoing site analysis by the specialist consultant team.



Aerial View of Site

3.1 Design Process

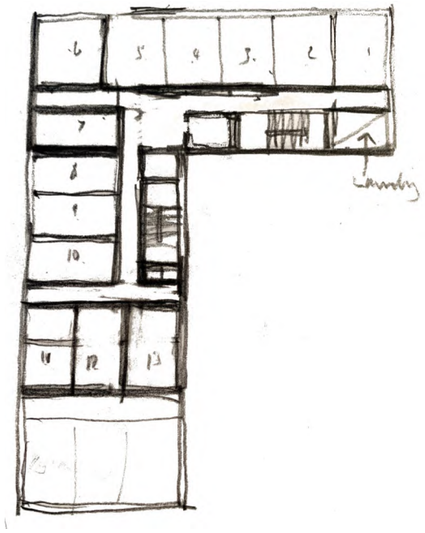
3.1.3 EARLY PLAN FORMATION

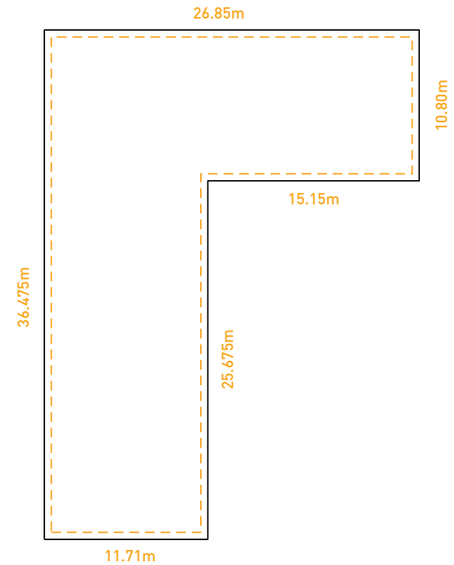
The L-shaped configuration of the site and the relatively narrow plot width results in a plan formation which locates the core zone along the party wall with accommodation around the perimeter.

The adjacent diagrams demonstrate how the layout for the typical plan is driven, through site constraints, initial core assumptions and the client brief for achieving a typical hotel room.

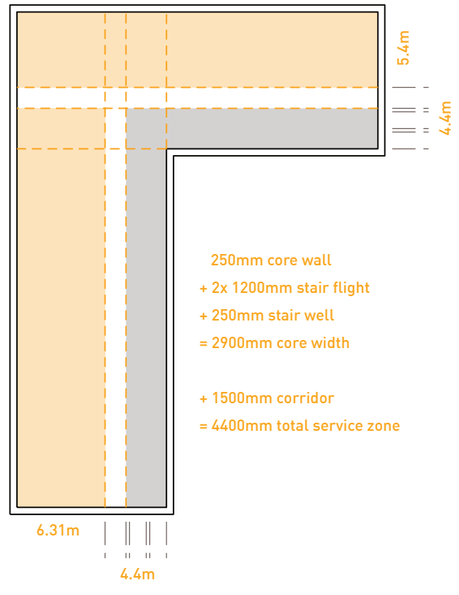
3.1.4 MASSING PRINCIPLES

The diagram on the opposite page illustrates the initial strategy for distributing the massing on the site. This massing strategy responds to the layering of the existing and emerging built fabric, which steps back and up sequentially from Oldham Street, locating taller elements to the Spear Street end of the site.

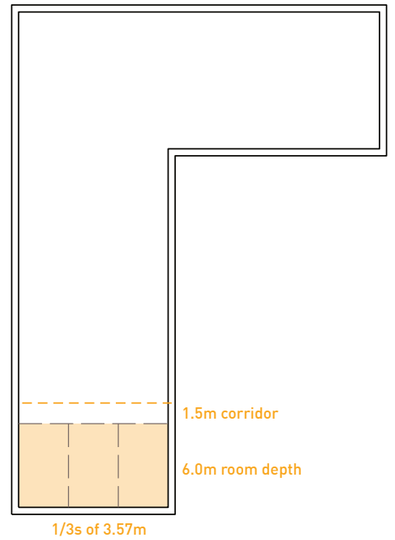




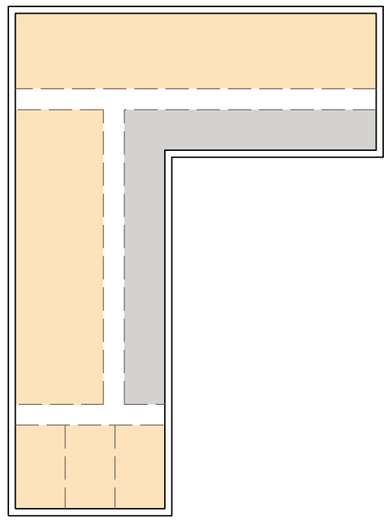
1.Facade zone allowance



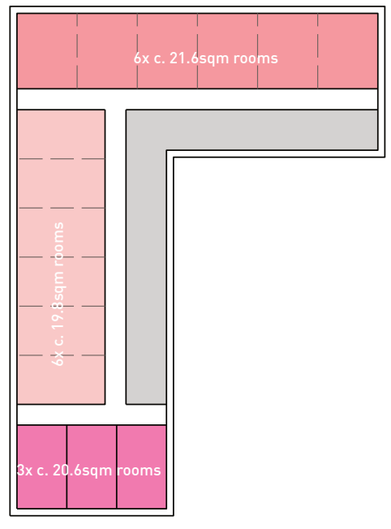
2. Position service zone on inactive facades, creating 2x runs of accommodation



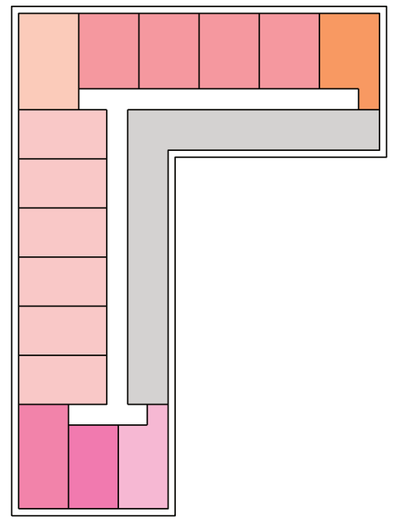
3. Address primary Oldham Street frontage with 3x rooms, to depth to provide 20sqm rooms



4. Combined layout to form 3x runs of accommodation served by simple 'I' shaped corridor



5. Creation of 3x room types specific to their location in the plan, at circa 19.8sqm, 20.6sqm and 21.6sqm



6. Removal of 'dead end' corridors, increasing room types but providing larger corner rooms (up to 28.6sqm)



Strategic Aerial View

3.1 Design Process

3.1.5 SITE REDEVELOPMENT STRATEGY

Through careful examination of the site and evaluation of the existing buildings, a strategy for the redevelopment of the site was established.

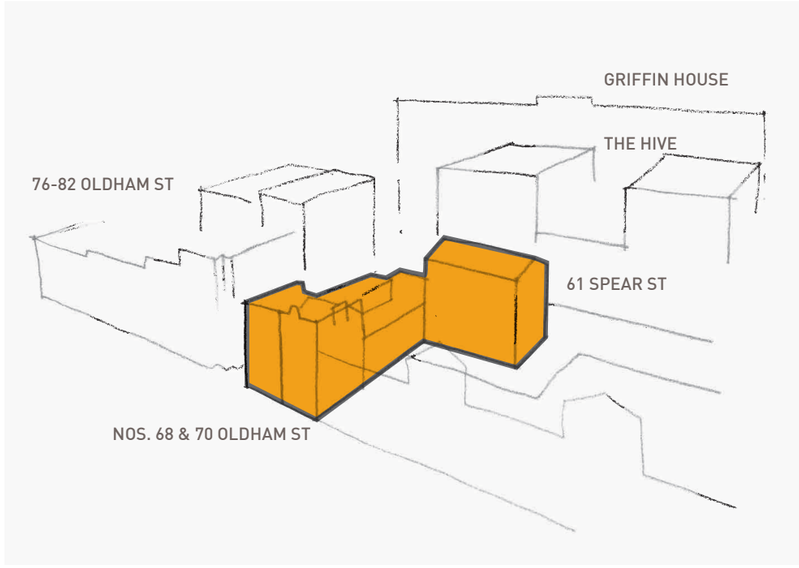
The strategy for redevelopment is illustrated in the diagrams opposite, and is summarised as follows:

1. EXISTING SITE
- This comprises Nos 68 & 70 Oldham Street, with extensions along Warwick Street, and 61 Spear Street Warehouse

2. RETAIN EXISTING BUILDINGS
- 61 Spear Street warehouse retained.
- 68 Oldham Street building retained
- 70 Oldham Street frontage retained
- Demolish 20th Century additions along Warwick St
- 20th Century shopfront to 68 & 70 Oldham Street removed
- 68 & 70 Oldham Street re-grounded with new shopfronts

3. NEW EXTENSIONS
- Extend above 68 & 70 Oldham Street
- Extend above Warehouse

4. NEW BUILD INSERTION
- New building along Warwick Street
- Replacing demolished 20th century additions
- Unifying / linking volume, set between existing retained buildings
- Following the massing principles outlined in 3.1.4, the new build volume is tallest point of redeveloped site

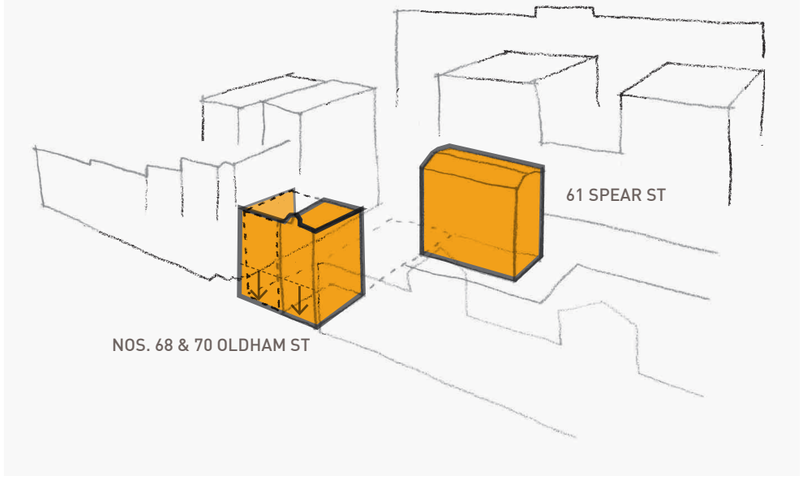


1. EXISTING SITE

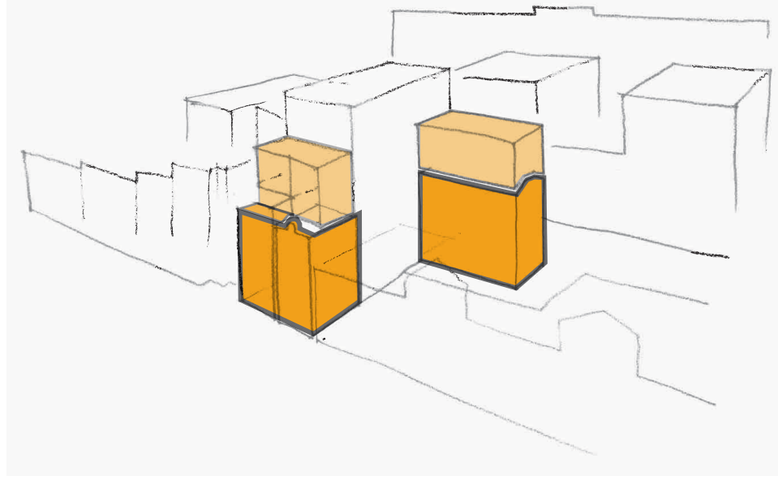




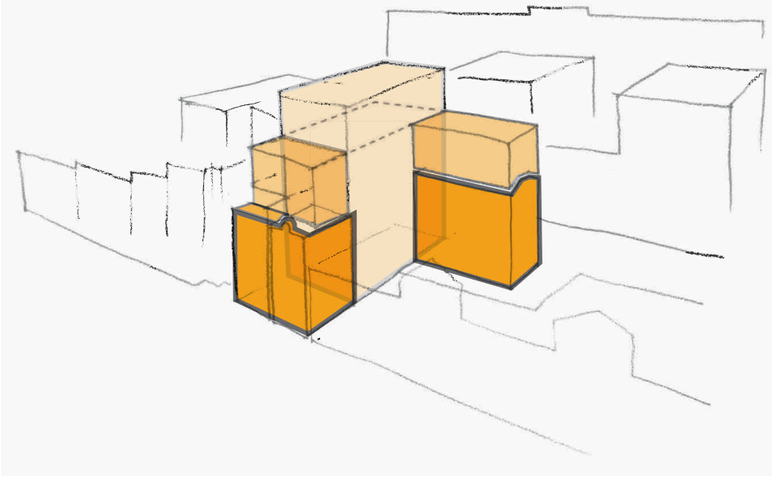
Site Development Strategy Diagrams



2. RETAIN EXISTING BUILDINGS



3. NEW EXTENSIONS

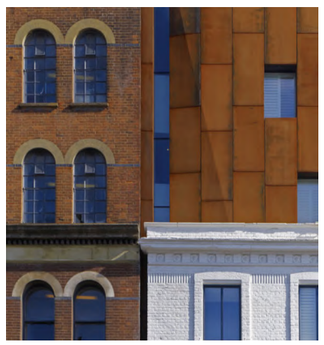


4. NEW BUILD INSERTION













3.2 Design Evolution

3.2.1 MASSING DEVELOPMENT

Following the site redevelopment strategy principles, the massing options for the site were explored and refined.

With the site being located on the border of 2no. Conservation Areas, and neighbouring an adjacent Grade II listed building, The Castle Hotel, we established a number of key planes and datum references that would inform the massing and heights.

The adjacent 76-82 Oldham Street development, currently under construction, provides a precedent for stepping the height back from Oldham Street.

In addition, the Hive office development provides a local datum for height and mass on Spear Street; one block back from Oldham Street, with Griffin House being taller again, further back on Lever Street. These reinforce the strategy for height being increased with depth back from Oldham Street.

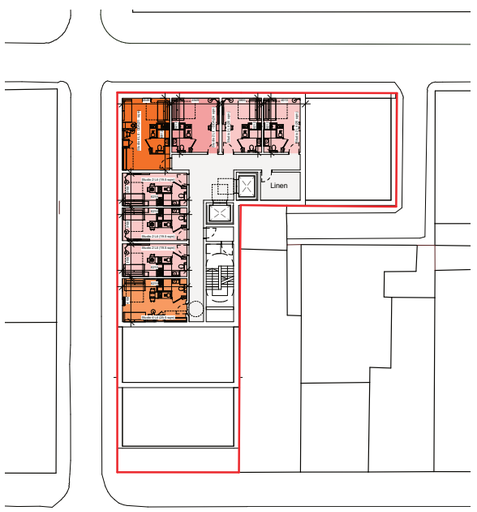
The buildings along Oldham Street provide a varied and syncopated rhythm of heights. These are not consistent along the street. The adjacent 78-82 Oldham Street development incrementally rises in height to Warwick Street, with a height of 6 storeys at the corner immediately opposite the target site.

3.2.2 INITIAL PRE-APPLICATION CONSULTATION

Massing options were presented to representatives of Manchester City Council planning authority in September 2020, and again in June 2021. These options are illustrated opposite.

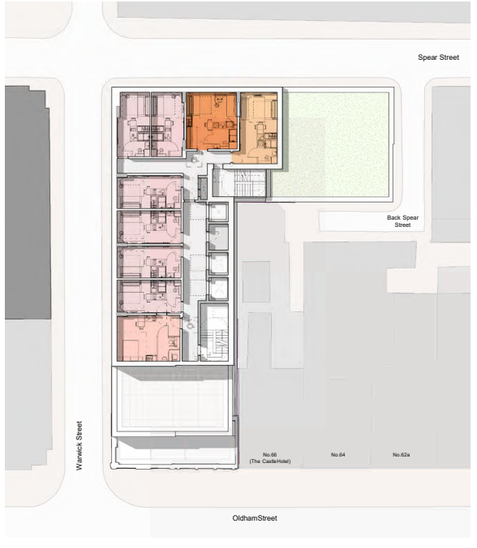
The initial massing of September 2020 stepped in 3 increments back from the existing Oldham Street frontages, with an overall height of Ground + 9 storeys.

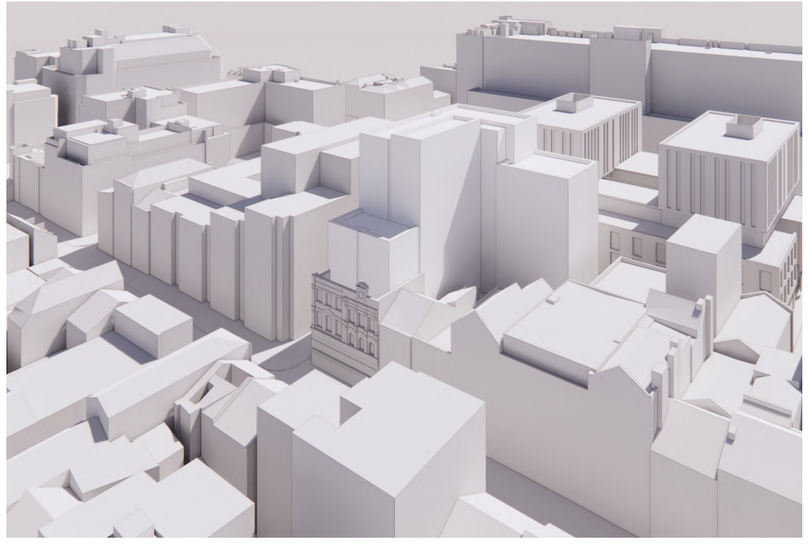
Following development of the form and layout with programme and brief considerations, the June 2021 massing stepped in 2 increments back from the existing Oldham Street frontages, also with an overall height of Ground + 9 storeys.





June 2021 Proposal





June 2021 Proposal







June 2021 Proposal







June 2021 Proposal

3.2 Design Evolution

3.2.3 ZONE OF THEORETICAL VISIBILITY

Throughout the development of the massing iterations, testing and evaluation was undertaken through Vu.City modelling. This enabled the massing to be assessed within a real world context, including recent consented developments, such as 78-82 Oldham Street.

The adjacent diagram shows the Zone of Theoretical Visibility of the site, with colour coded contours illustrating where the massing would be viewed.

From this diagram, a series of view corridors and viewpoints were identified, along which the development massing would be viewed. The tight grain of the streets within the Northern Quarter, to either side of Oldham Street meant that the development massing would be primarily viewed along the following view corridors:

- Oldham Street, to the North and to the South of the site
- Spear Street, to the North and to the South of the site
- Warwick Street, to the East and to the West of the site

Outside of these corridors, the massing is only seen in fragments, typically the top of the massing viewed as part of the surrounding roofscape.

A number of viewpoints along these corridors were set up. These views are illustrated opposite as Views A - S. From this analysis, a number of key viewpoints were used for the continuing assessment of the massing. These viewpoints were:

- View A: Oldham Street from the South
- View N: Oldham Street from the South
- View B: Oldham Street from the North
- View L: Oldham Street from the North
- View C: Stevenson Square
- View M: Spear Street



WARWICK STREET VIEWS


VIEW E: WARWICK STREET


VIEW F: WARWICK STREET / OLDHAM ST


VIEW G: WARWICK STREET / LEVER ST

OLDHAM ROAD VIEWS FROM NORTH


VIEW H: OLDHAM ROAD


VIEW L: OLDHAM STREET / GREAT ANCOATS ST


VIEW B: OLDHAM STREET

OLDHAM ROAD VIEWS FROM SOUTH


VIEW R: OLDHAM STREET / BACK PICCADILLY


VIEW Q: OLDHAM STREET / CHURCH STREET


VIEW P: OLDHAM STREET


VIEW J: WARWICK STREET


VIEW A: OLDHAM STREET


VIEW N: OLDHAM STREET


VIEW D: SPEAR STREET

SPEAR STREET VIEWS


VIEW S: SPEAR STREET / DALE STREET


VIEW C: STEVENSON SQUARE


VIEW M: SPEAR STREET / FARADAY STREET


VIEW K: SPEAR STREET / HOULDSWORTH ST

3.2 Design Evolution

3.2.4 INTEGRATION WITH EXISTING BUILDINGS

Careful assessment of the existing levels led to a successful integration of the new build elements with the existing buildings.

No 68 Oldham Street & 61 Spear Street Warehouse

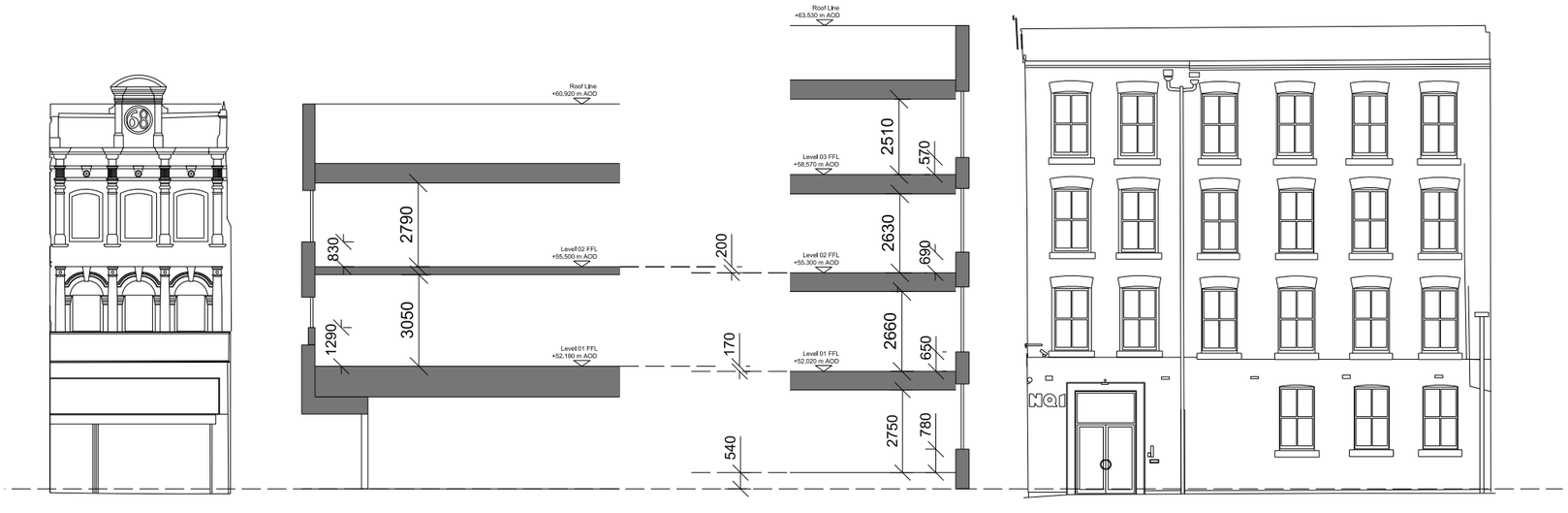
Whilst being completely independent and at opposite ends of the site, the floor levels of these 2 existing buildings are broadly comparable, and are reconcilable within the development. These, therefore, set the levels for the floors within the development at levels 01, 02 and 03.

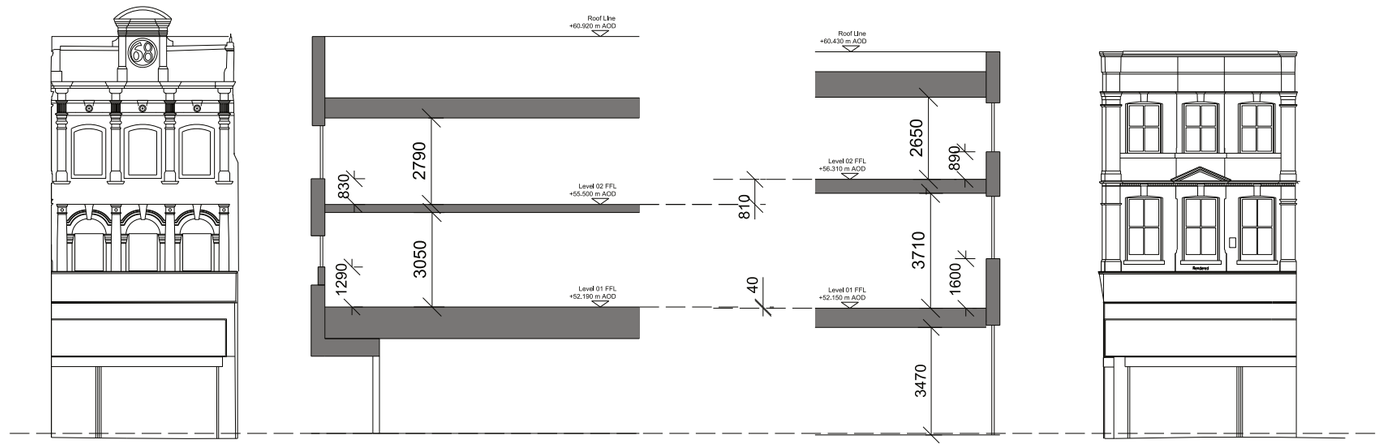
No 68 Oldham Street & No 70 Oldham Street

However, despite being adjacent properties, the floor levels of nos. 68 and 70 Oldham Street are different, and are not reconcilable. During the unification of both properties as a retail premises, the first floor level of no. 70 has been lowered to join with no. 68, resulting in a poor relationship with the existing windows, The second floor level has not been altered, with steps between the adjacent floors.

The proposed use as an Apart-Hotel relies upon a level floor for all apart-hotel bedrooms, for ease of access and cleaning.

The proposed layout provides a single room behind the frontage to each of no 68 and no 70. Through careful design of the room behind the frontage of no. 70, the relationship with the existing windows can be improved thereby enabling continuous floors at levels 01 and 02..

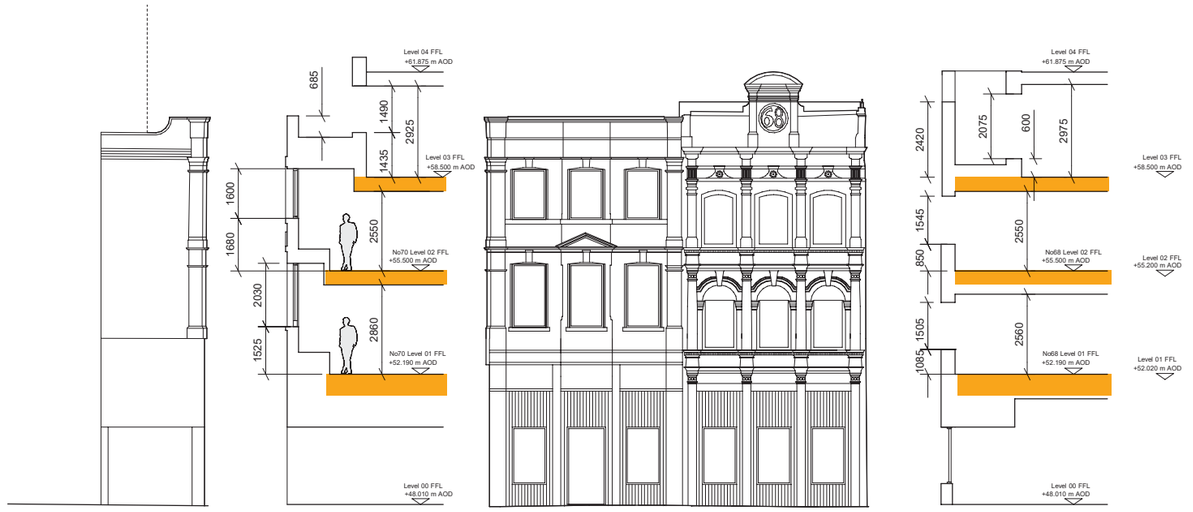




Existing Building Sections



68 & 70 Oldham Street - Existing Floor Levels



68 & 70 Oldham Street - Proposed Floor Levels



68 & 70 Oldham Street







68 & 70 Oldham Street - Photos of First floor

3.2 Design Evolution

3.2.5 FACADE DEVELOPMENT

The elevational strategy has been carefully considered throughout the design development process to ensure that the proposals are robust and deliverable. Chapter 4 describes the Appearance and Materiality in detail, however the diagrams opposite illustrate the development of the envelope throughout this design stage.

The materials selected included:

- Textured red brick to the new build element along Warwick Street
- Profiled cor-ten weathering steel panels to the extensions above 68 & 70 Oldham Street and 61 Spear St Warehouse.

In addition to developing the facade language for the new build elements, an analysis of the existing frontages of nos. 68 and 70 Oldham Street was undertaken. The adjacent studies show an initial appraisal of the ordering and hierarchy of the existing facades, which in turn informed the approach for replacing the shopfronts and completing the grounding of the buildings.

3.2.6 HISTORIC ENGLAND CONSULTATION: JUNE 2021 & OCTOBER 2021

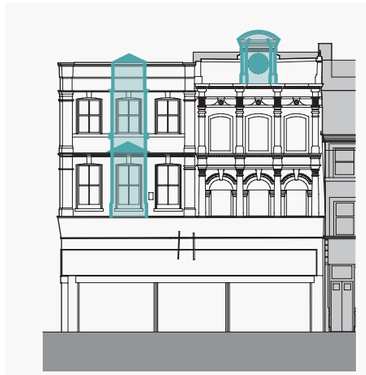
The emerging design was presented to Historic England on two separate occasions.

The retention of the existing buildings were considered positive, as was the consideration to reinstate the site's positive contribution to the conservation area with the Oldham Street frontage.

The team were encouraged to continue to refine the proposed design, in particular the treatment of the elevation to Warwick Street which was being read as a single homogenous block, and required further exploration to break up the massing.

The height of the proposal was questioned with a view expressed that it would require the applicant to demonstrate that the proposal entailed the minimum quantum of development required to deliver a viable scheme.

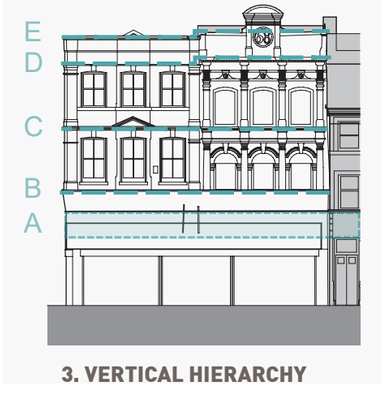
The proposals were also presented to representatives of Manchester City Council planning authority in November 2021.



1. ORDER



2. SYMMETRY



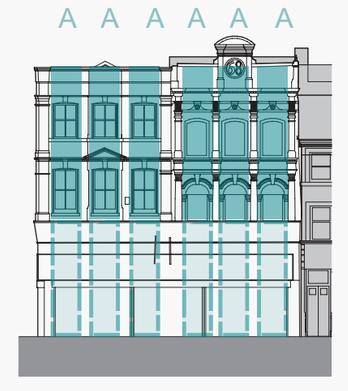
3. VERTICAL HIERARCHY



4. HORIZONTAL LAYERING



5. HORIZONTAL HIERARCHY



6. TRIPARTITE RHYTHM

68 & 70 Oldham Street - Frontage Studies



Elevation Studies



October 2021 Proposal

3.2 Design Evolution

3.2.7 FINAL DESIGN PROPOSALS: JUNE 2022

In response to the feedback from Historic England, the facade treatments and materials to the new build components were explored further.

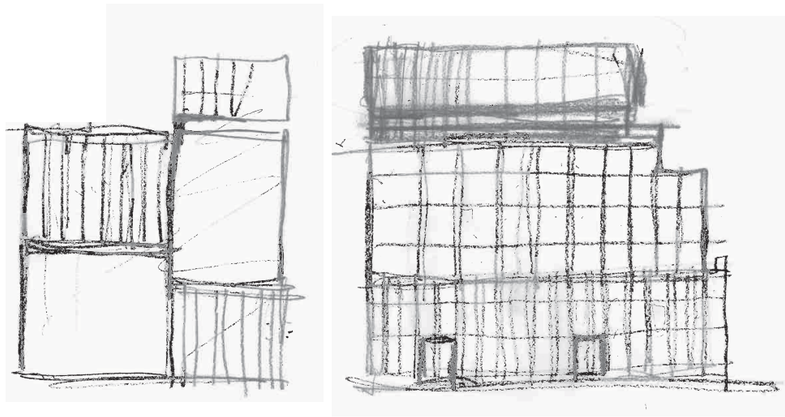
The principle changes included:

- White brick, in lieu of red brick, to the new build element along Warwick Street, up to and including Level 06. This is intended to lighten the surface treatment along the street, and visually links the new build to the existing frontages of 68 & 70 Oldham Street.
- Red brick, in lieu of Cor-ten, to the extension above the 61 Spear Street Warehouse.
- Zinc Shingles to the new build at Levels 07, 08 and 09. This is intended to visually separate this element from the brick base below. The use of small hand crafted shingles references the Parisian 'mansard' rooftops to the large Northern Quarter buildings, such as Afflecks at 52 Church St/ Oldham St.

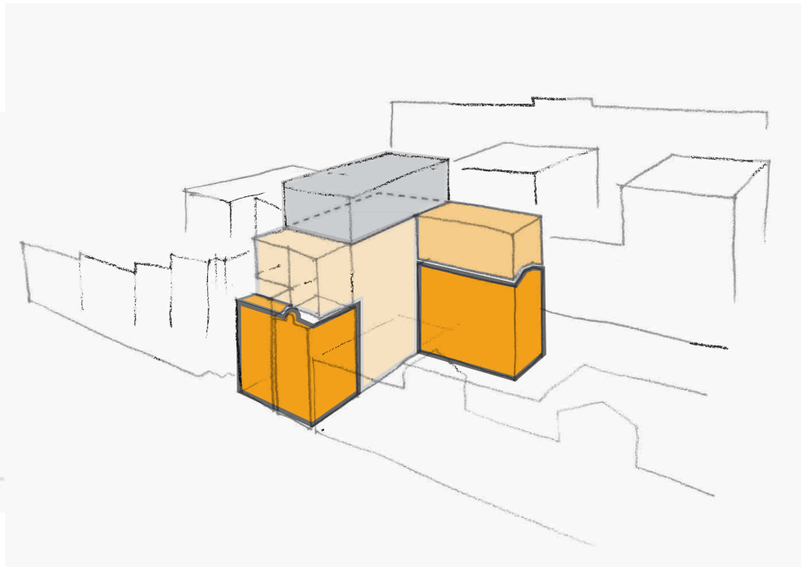
The latter material was introduced specifically in response to the Historic England feedback, with the aim of separating the massing and reducing the 'homogeneity' of the Warwick Street volume.

The visuals opposite illustrate the revised materiality when seen from the key view points.

The developed proposals were presented to representatives of Manchester City Council planning authority in June 2022.



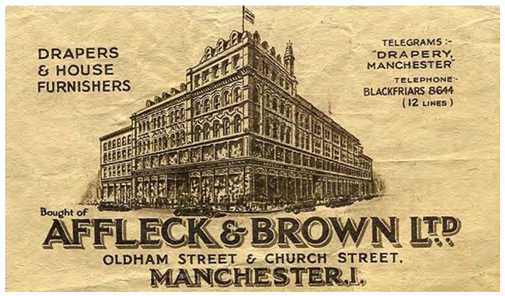
Elevation Sketches



UPPER LEVEL ROOF EXPRESSION







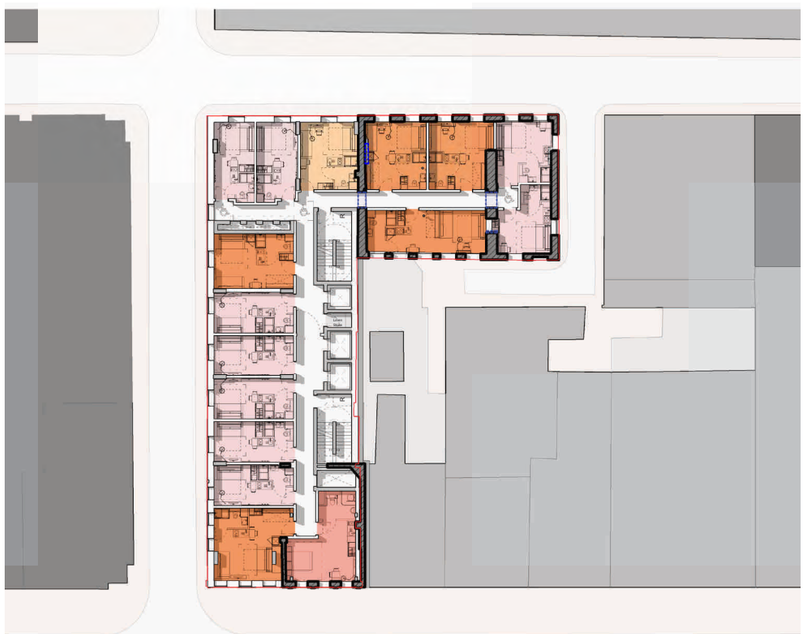


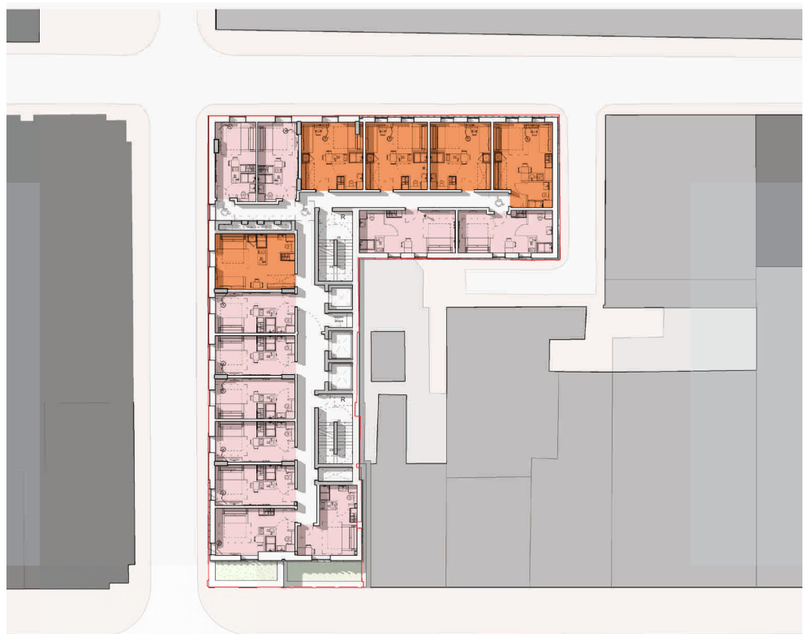
Afflecks - Mansard Roof

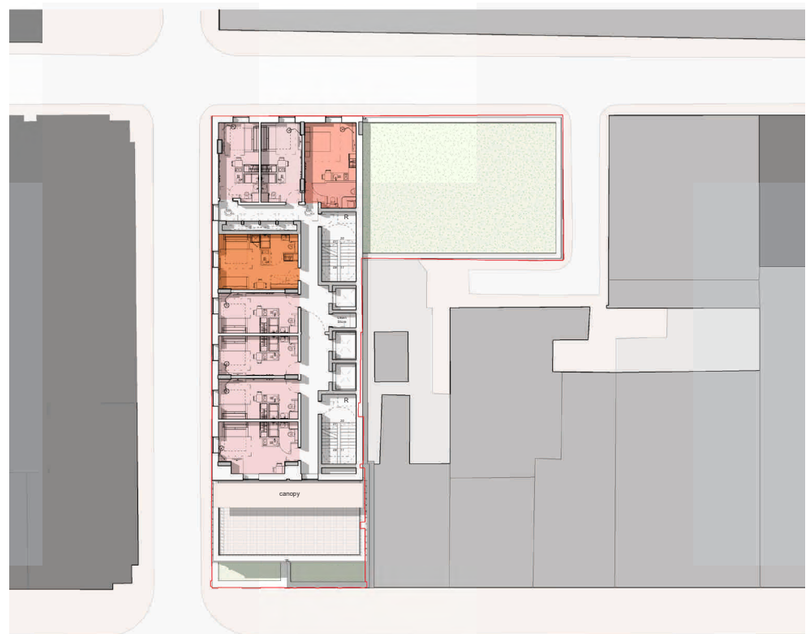












June 2022 Proposal

3.2 Design Evolution

3.2.8 PUBLIC CONSULTATION: JULY 2022

The engagement with the local community and wider public was coordinated by Turley, a consultant specialising in delivering effective consultation and community involvement.

The Statement of Consultation prepared by Turley and submitted in support of the planning application sets out the full details of the Public Consultation process and feedback received for the proposals. A summary of this process is provided below.

Initial Engagement

The engagement with the community was undertaken in two parts. Firstly, a leaflet describing the proposals was prepared and distributed to homes, households, and businesses over a wide area agreed with Manchester City Council. The leaflet included details of the consultation website and webinar presentation and also an email address through which comments on the proposals could be raised.

Consultation Website and Webinar

The proposals were communicated to the public via a website which was available for access for 2 weeks. The website provided a series of pages that communicated details of the proposals. A selection of the views included on the website are shown on the opposite page.

A specific event was held on the evening of Monday 25th July 2022, in which the proposals were presented via a Webinar. The presentation is shown on the adjacent images.

The outcome of this event is described in more detail in the Statement of Consultation.



Webinar Presentation







CGI Views used for the Consultation

4.0 Design

4.1 Use & Amount

4.1.1 DESCRIPTION OF THE PROPOSAL

The proposal relates to the partial demolition of existing buildings, conversion of existing warehouse building, rooftop extension and new building of 10 storeys to create aparthotel and flexible commercial uses (Use Class E).

The proposal comprises:

- Demolition of part of the existing structures on the site;
- 117 hotel bedrooms;
- Ancillary ground floor guest lounge space with kitchen facility;
- Guest luggage store
- Guest gym & laundry facilities;
- Staff changing facilities, break room and offices;
- 15 no. secure cycle space storage;
- Service access off Warwick Street
- Back of House service facilities,
- 2 no. Commercial units at Ground floor, 1 of which extends into the existing basement

4.1.2 PROPOSED BUILDING USE

Careful consideration has been given to the required mix and quantum of accommodation needed to create the aspirations set by the Applicant and Operator, in response to market demand.

The building is arranged with the main entrance & reception foyer located at ground floor level and accessed from Warwick Street. An additional entrance on Oldham Street gives the proposal presence on this busy thoroughfare as well.

The ground floor also comprises the reception, lounge space, kitchen, guest luggage store, Accessible WC, staff offices, plant space and 2 no commercial units.

The hotel bedrooms are located on the upper floors from level 01 to 09, with an external guest terrace on Level 06.

The basement houses plant, linen services space, guest gym, guest laundry, guest WCs, staff WC's, staff changing, staff break room and commercial space attached to one of the ground floor units.

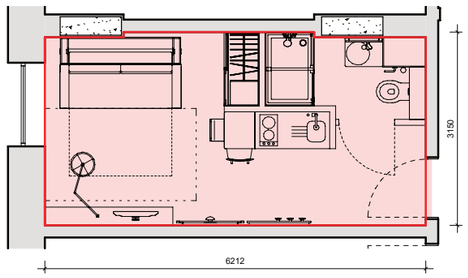
The proposed mix of uses are summarised in the table below.

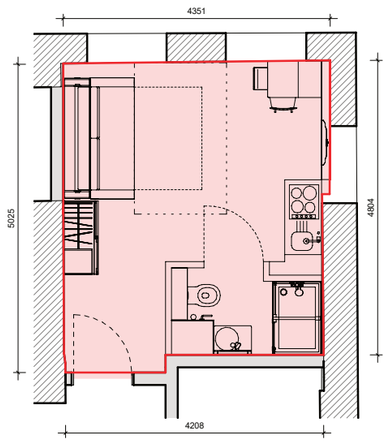
Level	GIA		NIA	
	msq	sqÅ	msq	sqÅ
LB1	436.0	4,693	203	2,185
L00	528.4	5,688	320	3,444
L01	537.9	5,790	363	3,907
L02	537.9	5,790	363	3,907
L03	518.7	5,584	344	3,703
L04	513.4	5,526	346	3,724
L05	513.4	5,526	346	3,724
L06	436.5	4,699	287	3,089
L07	284.9	3,067	167	1,798
L08	284.9	3,067	167	1,798
L09	284.9	3,067	167	1,798
Total	***4876.9***	***52,495***	***3073***	***33,078***

	2 Person	3 Person	4 Person	Universal Access (2 person)	Commercial (msq)	Total
Level						
LB1	0	0	0	0	116	
L00	0	0	0	0	117	
L01	9	2	3	2	0	16
L02	9	2	3	2	0	16
L03	10	1	5	0	0	16
L04	11	0	4	1	0	16
L05	11	0	4	1	0	16
L06	8	0	5	0	0	13
L07	6	0	2	0	0	8
L08	6	0	2	0	0	8
L09	6	0	2	0	0	8
Total	76	5	30	6	233	***117***
%	65%	4%	26%	5%		100%

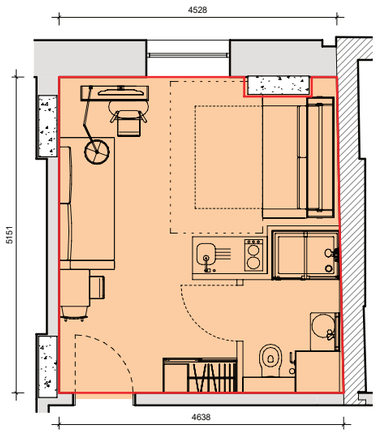
Mix			
	2 Lit	70%	*(2p + UA)*
	3 Lit	4%	
	4 Lit	26%	
	Total	100%	

Schedule of Units & Areas

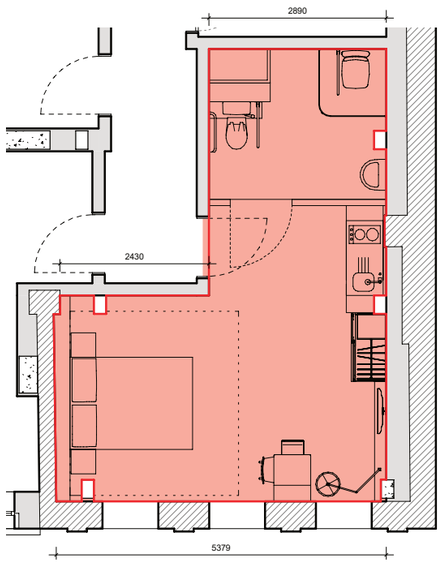


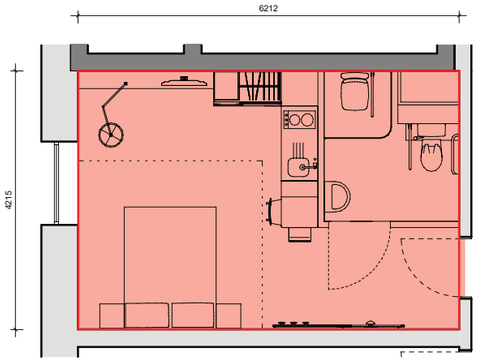


2 PERSON ROOMS

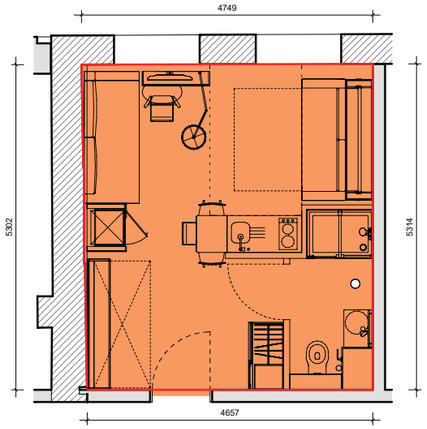


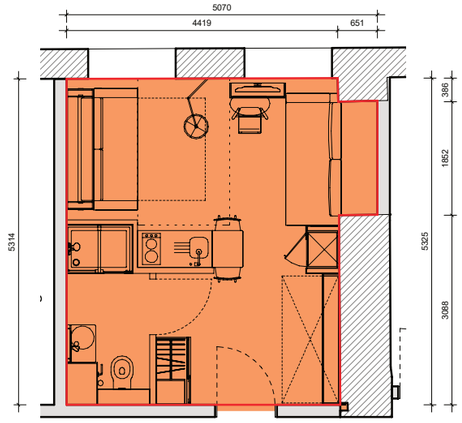
3 PERSON ROOMS





UNIVERSAL ACCESS ROOMS





4 PERSON ROOMS

Example Room Types

4.2 Site & Layout

4.2.1 SITE

The site is an L-shaped urban block located along the south-eastern edge of Oldham Street, a key artery through the Northern Quarter, linking New Cross to Manchester city centre.

Oldham Street has a rich history as a retail corridor, having been the main centre for the draper and textiles trade in Manchester. Whilst the southern end nearest the city centre is very lively with independent retail, restaurants and bars, the northern end however, has seen less regeneration and investment.

Warwick Street is a relatively narrow cross street. However the adjacent site on the opposite side of Warwick Street is currently being constructed as a residential development.

Spear Street is currently a back street, with very little footfall. However, there is potential to create an improved pedestrian linkage to Stevenson Square and provide a quality of streetscape that is an alternative to the main thoroughfare of Oldham Street.

Until recently, the site was 2 separate entities; the retail unit occupying 68 & 70 Oldham Street was a shoe shop; United Footwear, and the 61 Spear Street warehouse was in commercial use.

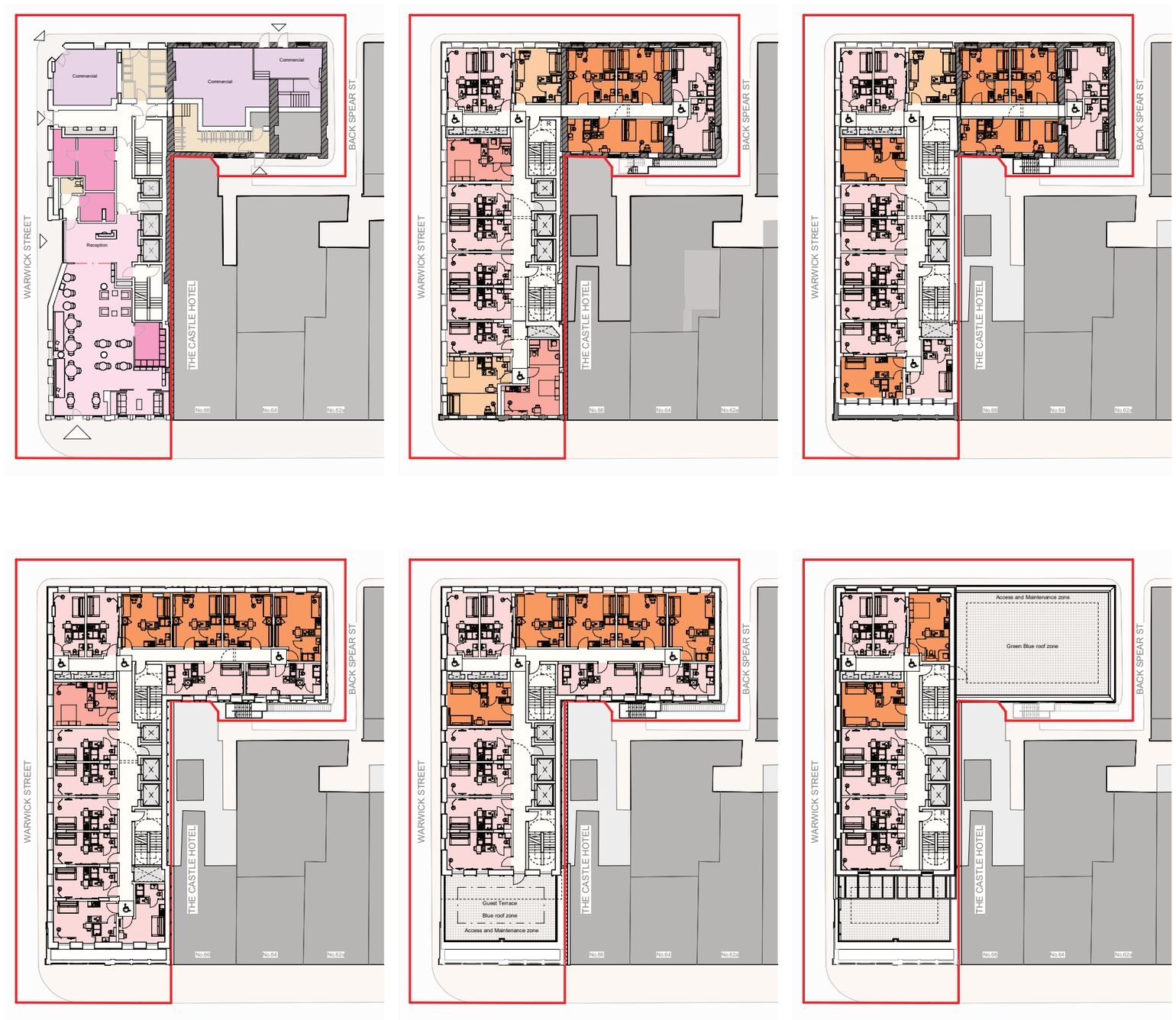
The Proposal establishes an opportunity to re-invigorate a dilapidated frontage to Oldham Street; enhancing the townscape, and to re-engage Warwick Street and Spear Street as a secondary pedestrian connection to Stevenson Square.

4.2.2 LAYOUT & FORM

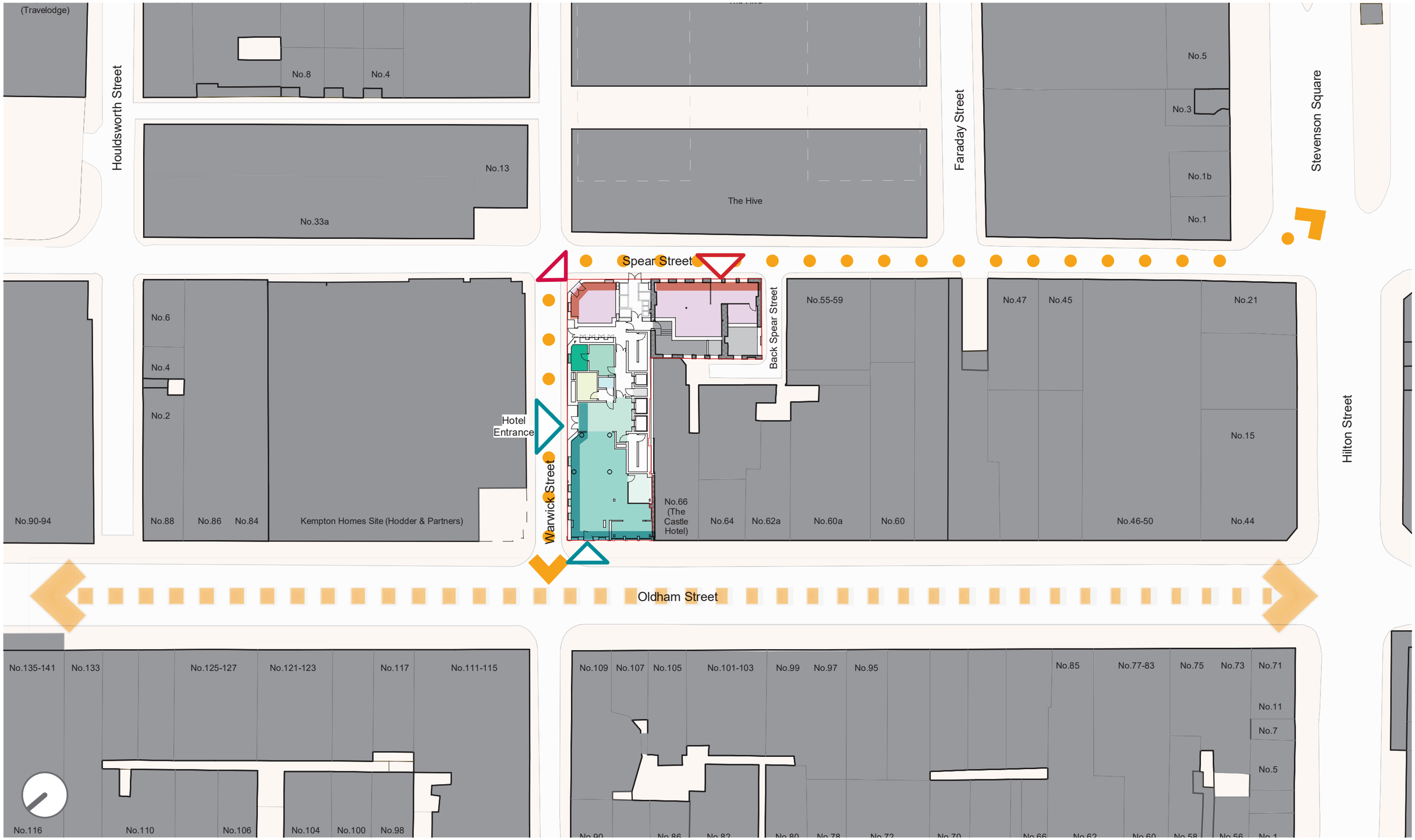
The development of the form, described in Chapter 3, results in a 10 storey stepped urban block which bridges the retained existing buildings at either end of the site.

At ground floor, the hotel entrance has been placed midway along Warwick Street to increase active frontage and footfall to the street. Commercial Units on the corner of Warwick and Spear Street and along Spear Street continue primary active frontage around the perimeter.

In addition to the strong contextual relationship, the development and use of the full plot is essential in creating a commercially attractive and efficient hotel bedroom layout that, given the constraints of the site, fulfils the requirements of the brief.



Proposed Layouts



Site Organisation Plan

4.3 Height, Scale & Massing

4.3.1 PROPOSAL HEIGHTS, SCALE & MASSING

The architectural composition has been designed to relate to both the specific context of the existing buildings and also to the local surrounding context.

The proposal is composed as a stepped urban block of 10 storeys (Ground + 9 levels). The Ground Floor houses the Front and Back of House areas with hotel bedrooms occupying levels 01 and above. The massing responds to the different characteristics of the surrounding streets, stepping back from Oldham Street, along Warwick Street, towards Spear Street.

Oldham Street

The existing frontages to nos. 68 & 70 Oldham Street front onto Oldham Street. These are 3 storeys in height. The new build volume sits behind the existing buildings and steps up to 6 storeys, at which is located a guest roof terrace.

This presents a 6 storey stepped frontage to Oldham Street which comprises 3 storeys of existing frontage and 3 storeys of set back extension.

Warwick Street

The new build volume steps again up to the top of building at 10 storeys. The step occurs further back along Warwick Street at the location of the core, with the aim of minimising the impact of the height when viewed from Oldham Street.

A change in material identified by a cornice and a canopy over the terrace occurs at level 07 floor level. This is introduced to add a break in the 4 storey step from Level 06 to 09

Spear Street

The new build volume extends along Warwick Street to the corner of Spear Street at 10 storeys.

The height steps down along Spear Street at the junction with the existing warehouse. At this point the height steps back down to 7 storeys; comprising the 4 storey existing warehouse, with a 3 storey extension.

4.3.2 TOWNSCAPE IMPACT OF THE PROPOSALS

The massing and its relationship with the surrounding context has been assessed during the design stages from a number of viewpoints.

The potential viewpoints and view corridors for assessment were determined through modelling and a zone of theoretical visibility diagram, a version of which is shown in Chapter 3.2. This demonstrates that the principle views of the building occur along a predominantly north-south axis, along Oldham Street and Spear Street.

A detailed analysis of the Townscape impact is discussed in more detail in the Townscape and Visual Impact Assessment.



Proposed View along Warwick Street



Proposed View along Oldham Street



Proposed View along Oldham Street



Proposed View along Oldham Street



Proposed View from Stevenson Square



Proposed View along Spear Street

Proposed Views

4.4 Appearance and Materials

4.4.1 STRATEGY

The treatment of the elevations has been carefully considered throughout the design development process to ensure that the proposals are robust and deliverable. Façade costs have been researched to ensure that the concept proposed can be delivered. The longevity of the proposed materials and façade replacement strategy, has also been considered and integrated into the design solution.

The material strategy has been developed to reinforce the local characteristics found in materials and detail in the surrounding area. A limited palette of high quality materials are used to articulate the volume surfaces and to reinforce the relationship with the retained existing buildings, and the character of the local area.

The proposed massing is an L-shaped stepped volume, which steps up to the corner point. The material selection responds directly to palette of the existing retained buildings which bookend the site.

A further material, used at the upper levels, has been chosen to address the scale of the proposal.

The selected materials are small scale, hand laid elements, which establish a direct reference to the hand crafted textile industries that occupied the site and the specific area of the Northern Quarter.

The details shown on the following pages have been developed to respond directly to the character and texture of the surrounding buildings. Traditional details are referenced and reinterpreted in a contemporary context. These provide a continuity of detail, material, and craft that embeds the building in the site and context.

4.4.2 PROPOSED MATERIALS

68 & 70 Oldham Street / White Brick

These existing frontages are a white finish. The original tone and colour of the masonry has not been fully uncovered, although it appears from small sections of paint removal that the original colour is darker and more varied. However, these exist in the public consciousness as a pair of white frontages and the intention is to make good and maintain the white finish to these facades.

The materiality of the new build volume up to Level 07 that sits behind these facades is intended to both connect to the frontage and provide a continuity of surface along Warwick Street. This is achieved through use of a white brick, which also helps to lighten a relatively narrow street.

61 Spear Street Warehouse / Red Brick

The Spear Street warehouse is a varied palette of red brick, with simple robust detailing.

The use of red brick for the extension is intended to provide continuity of material, with both the warehouse and the white brick new build volume. However the selected brick and detailing will provide a lighter and more textured volume which creates a contrast to the warehouse.

Roofscape / Zinc Shingles

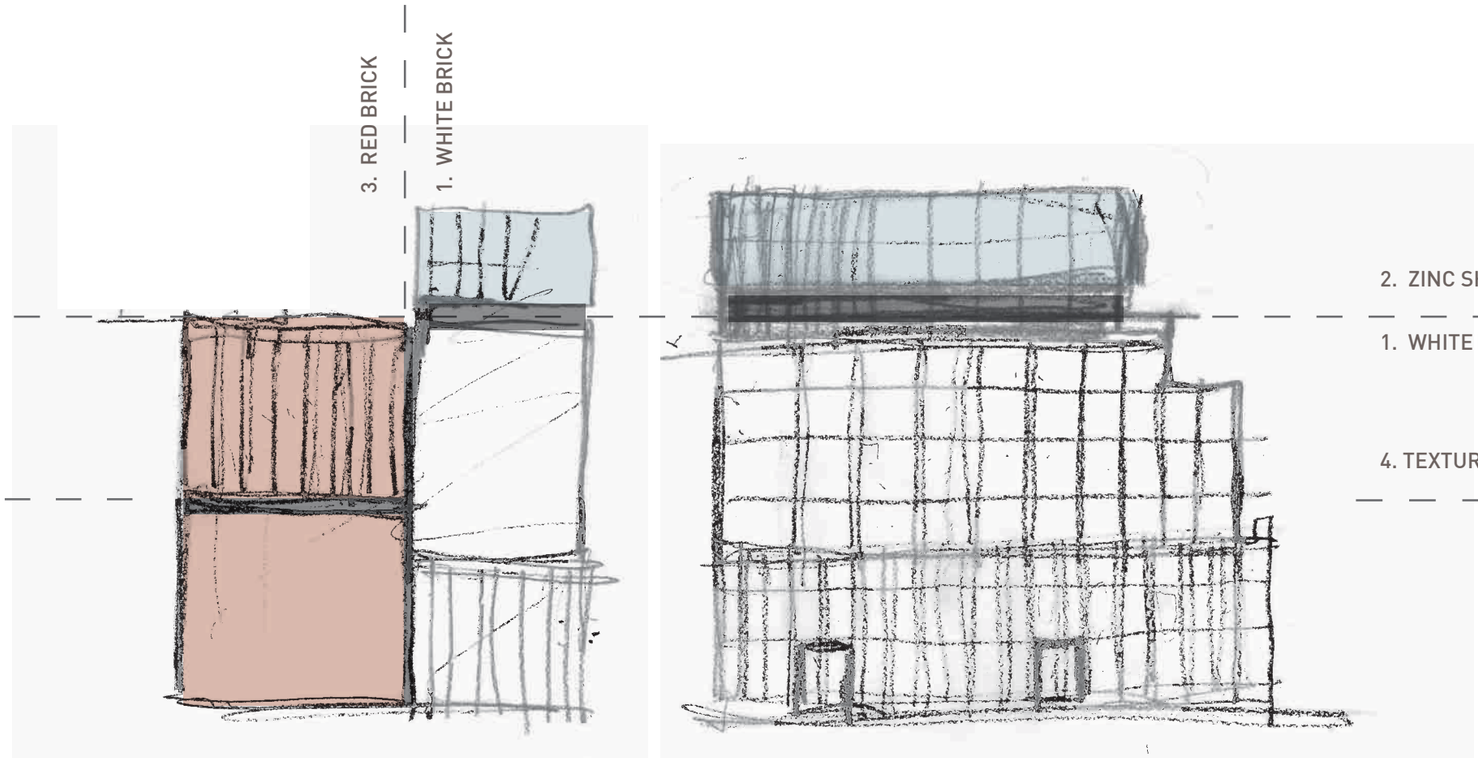
An additional material is selected for the upper levels of the new build volume. This is intended to create a separation between the brick base which relates to the general urban datum, and the upper levels which relates to the roofscape,

These upper levels are dressed in zinc shingles, small hand cut tiles which are more typically used for roofing. The use of zinc, references the Parisian 'Mansard' roofs, widely used in Hausmann's renovation of Paris in the 1850's. Such roof types are also seen in the Northern Quarter, typically for the larger block buildings including Afflecks.

Texture & Craft

Texture, and facade depth is prevalent in the Northern Quarter. The use of projecting cills, and ribs within the brickwork details reference this particular characteristic.

The selected materials; brick and zinc, provide an opportunity to work with vernacular technologies and crafts. Each can be hand laid or applied on site, using traditional processes and techniques. The use of such craft-based materials is intended to anchor the building to the Northern Quarter.



NORTHERN QUARTER PRECEDENT



1. WHITE BRICK



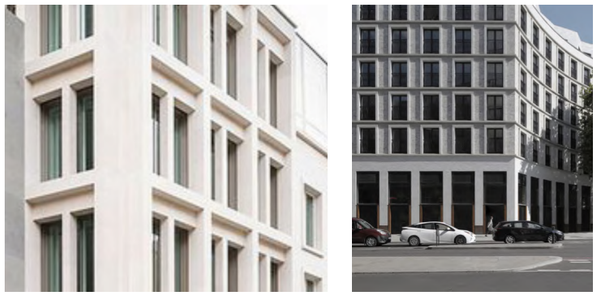
2. ZINC SHINGLES



3. RED BRICK



4. TEXTURE



Material Strategy

4.4 Appearance and Materials

4.4.3 OLDHAM STREET FRONTAGES

The existing frontages to nos. 68 & 70 Oldham Street are currently not grounded, having been separated by the introduction of a shopfront which unified the two buildings.

The proposal seeks to re-establish the existing vertical language, and identity of the 2 separate frontages and to re-connect the frontages to the ground.

The intention is to reinterpret the ground floor through continuity of language and ordering, with contemporary detailing.

The new ground floor frontage reestablishes the 2 separate buildings, and continues the tripartite rhythm of fenestration to ground for each frontage.

An additional material of glazed terracotta profiled tiles has been selected for use to frame the openings, This directly references the Victorian public house frontages that are prevalent throughout Manchester, and specifically the Castle Hotel and Gullivers which are adjacent to and opposite the site, respectively.

A dark yellow colour has been chosen to compliment the red and green colours used on the Castle and Gullivers.



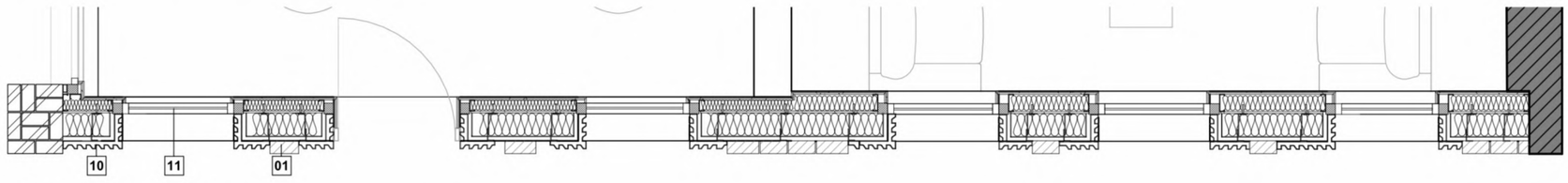
Precedent Photographs: Decorative Glazed Tiled Shopfronts



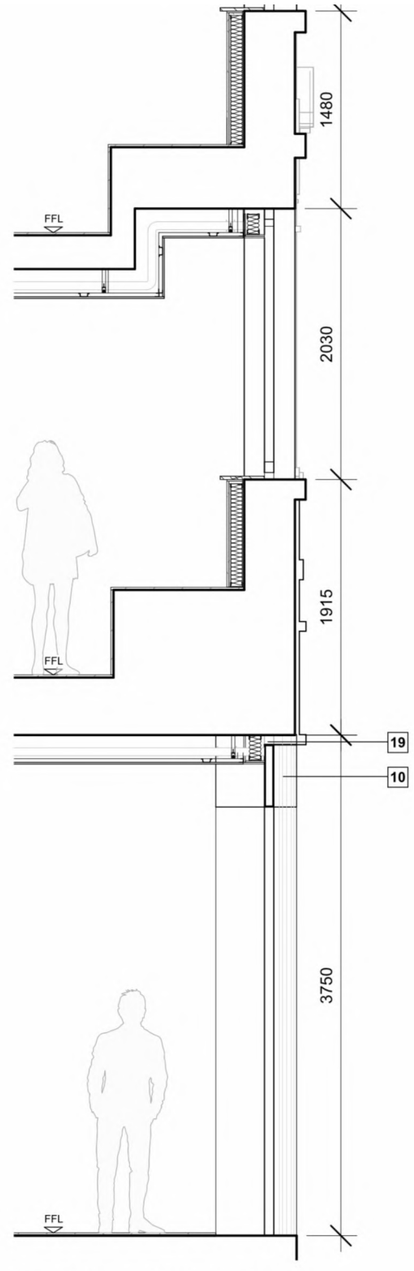
Oldham Street Elevation



DETAIL ELEVATION



DETAIL PLAN AA



DETAIL SECTION AA

Oldham Street Elevation Detail

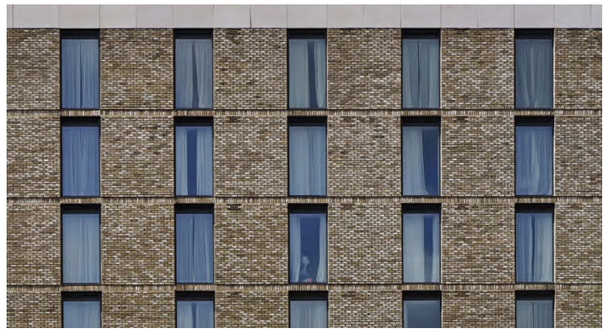
4.4 Appearance and Materials

4.4.4 WARWICK STREET LOWER LEVELS

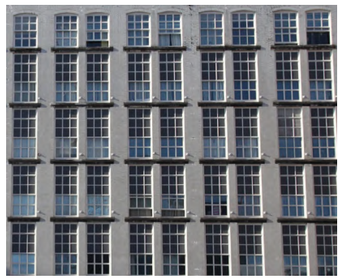
The lower levels of Warwick Street comprise a simple, robust composition of white brickwork panels set between windows, with projecting precast cills at every level.

These part elevations respond to the rational utilitarian expression of the warehouse typology, for example the 61 Spear Street warehouse, creating a regular rhythm of fenestration which derives from the modular nature of the hotel bedroom within.

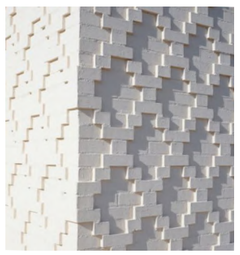
Windows are set into the brickwork, with full brick reveals and a precast lintel at the window head.



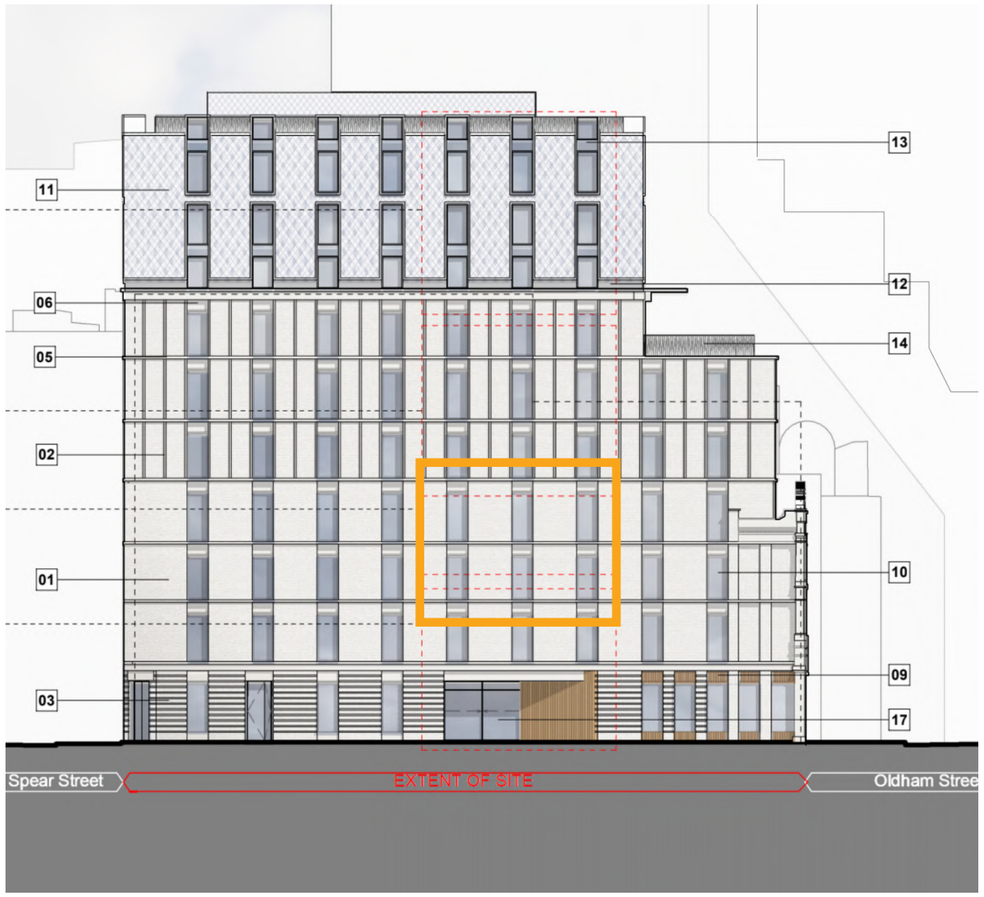






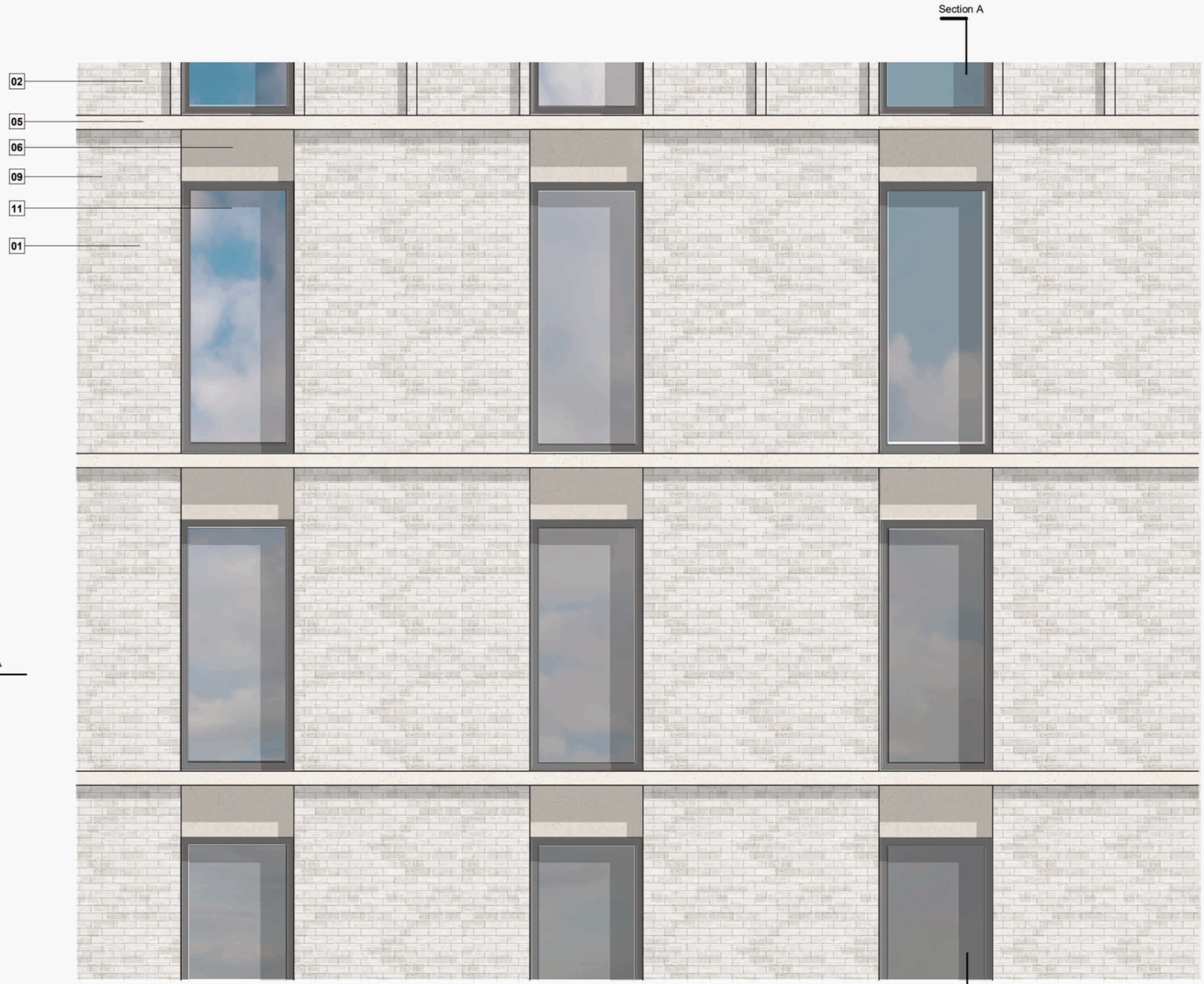


Precedent Photographs: White Brick

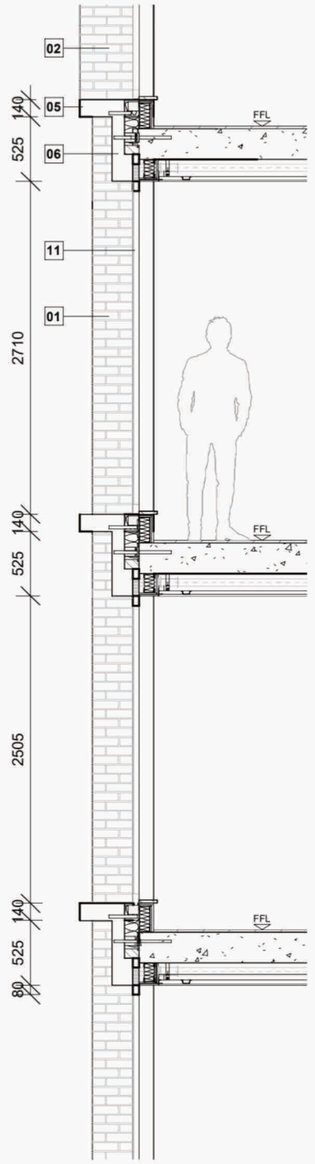




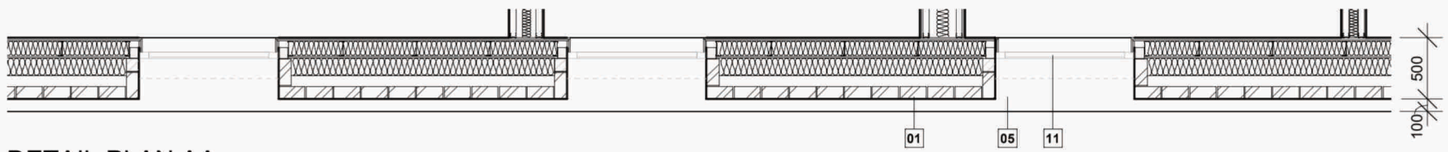
Warwick Street Elevation



DETAIL ELEVATION



DETAIL SECTION AA



DETAIL PLAN AA

Warwick Street Elevation Detail - Levels 01-03

4.4 Appearance and Materials

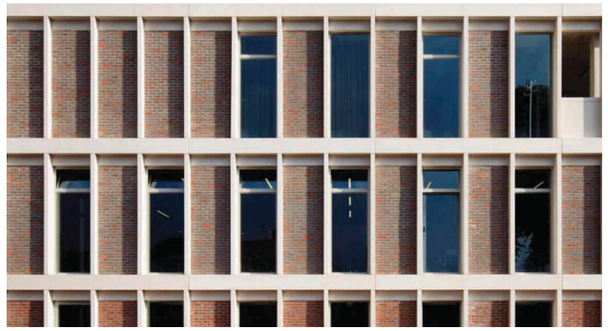
4.4.5 WARWICK STREET MIDDLE LEVELS

The middle levels of Warwick Street comprise a more delicate and textured composition, using the same white brick as the lower levels with projecting vertical brick ribs and projecting precast cills at every level.

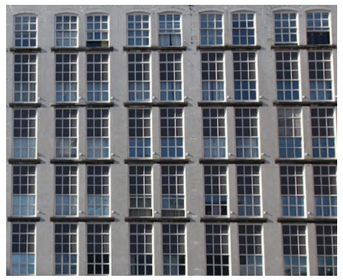
These part elevations provide a visually lighter facade, creating a subtle textural change midway up the building. This adds visual interest and detail, similar to other larger Northern Quarter block buildings which use detail and decoration to address the scale.

Windows are set into the brickwork, with full brick reveals and a precast lintel at the window head. The brick ribs are a half brick projection from the brickwork infill panels.

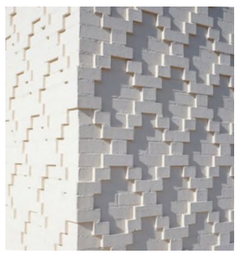
At the top of this section, a precast cornice creates a robust top to the brick facades. This reinforces the reference to the contextual building datum, and provides a visual capping to the brickwork, and the springing point for the upper level materiality.



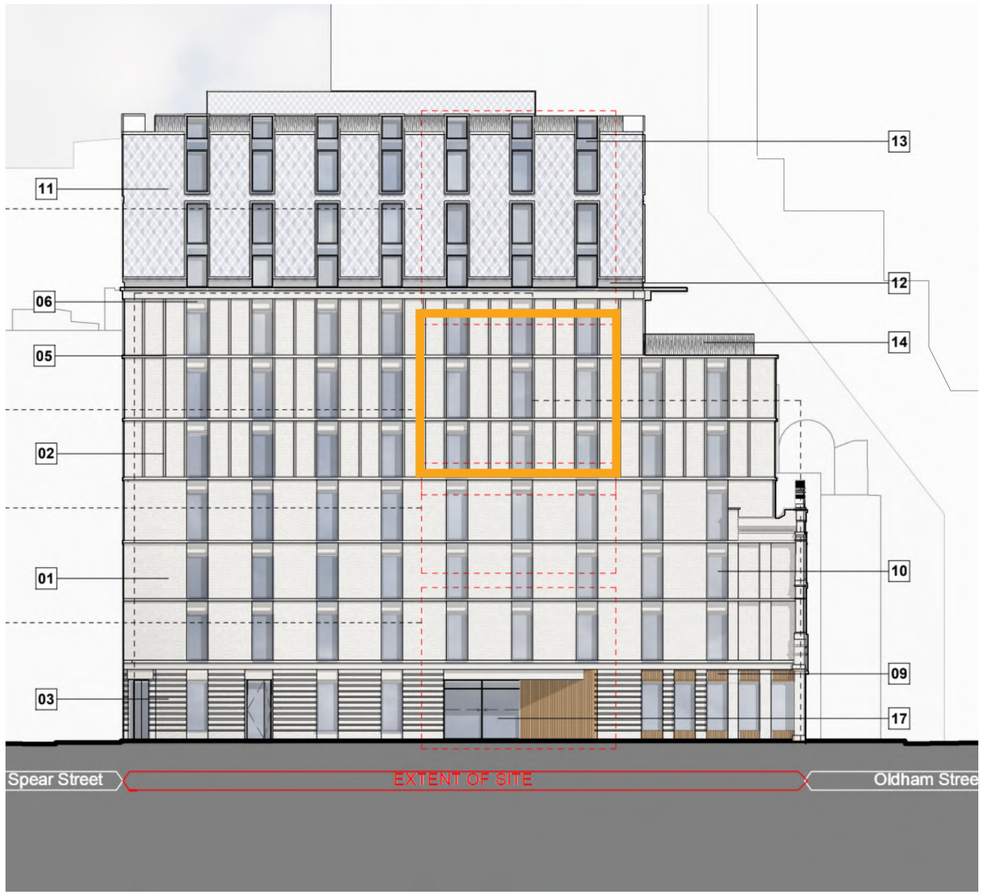








Precedent Photographs: White Brick

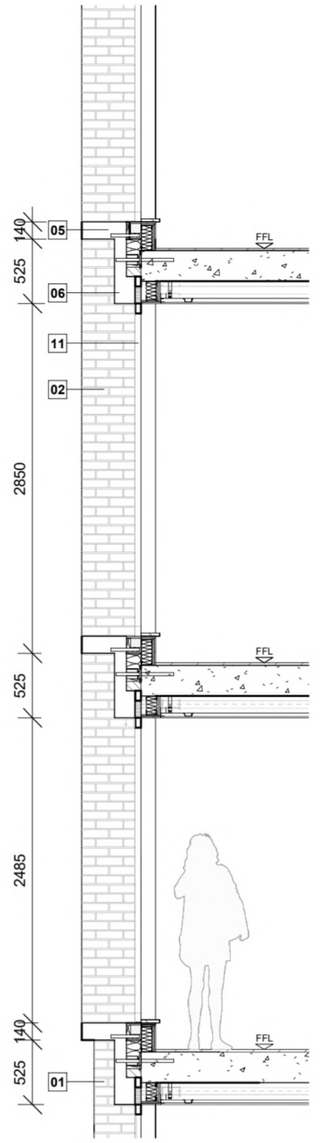




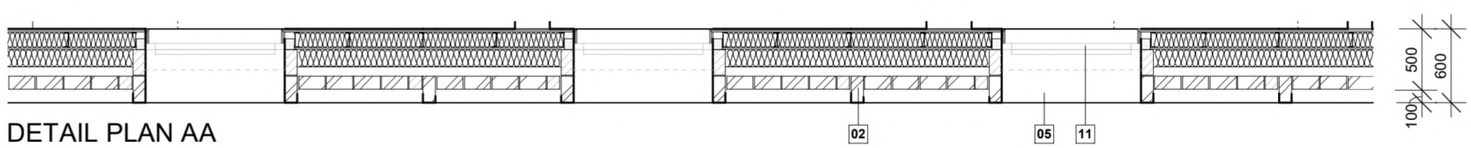
Warwick Street Elevation



DETAIL ELEVATION



DETAIL SECTION AA



DETAIL PLAN AA

Warwick Street Elevation Detail - Levels 04-06

4.4 Appearance and Materials

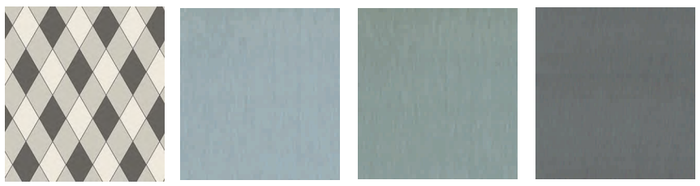
4.4.6 WARWICK STREET UPPER LEVELS

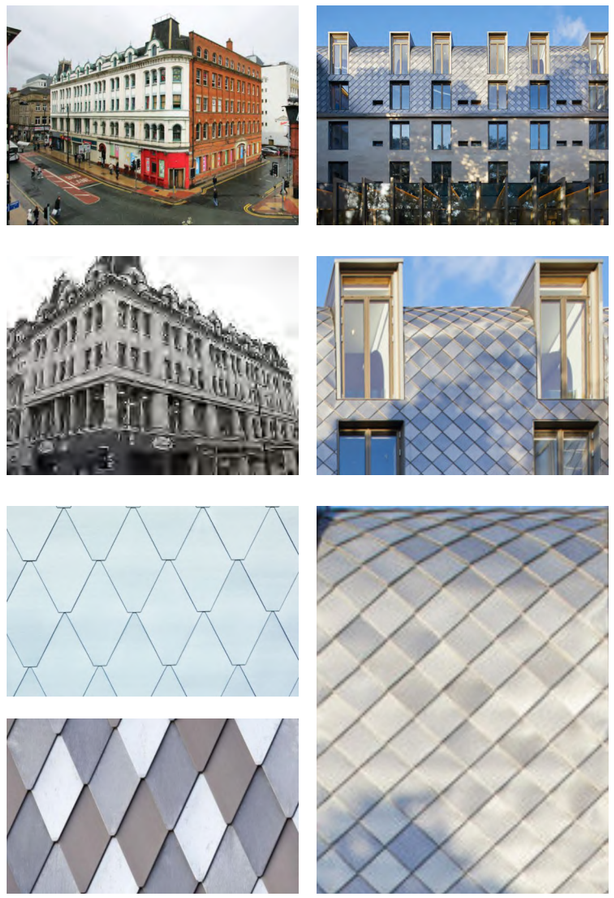
The upper levels of Warwick Street comprise a different material which references the roofscape of the surrounding context. These facades are dressed in Zinc shingles, small hand cut overlapping tiles which create a more reflective and textured surface that give the upper levels a roof-like quality.

These part elevations provide a visually lighter facade, creating a subtle textural change midway up the building. This adds visual interest and detail, similar to other larger Northern Quarter block buildings which use detail and decoration to address the scale.

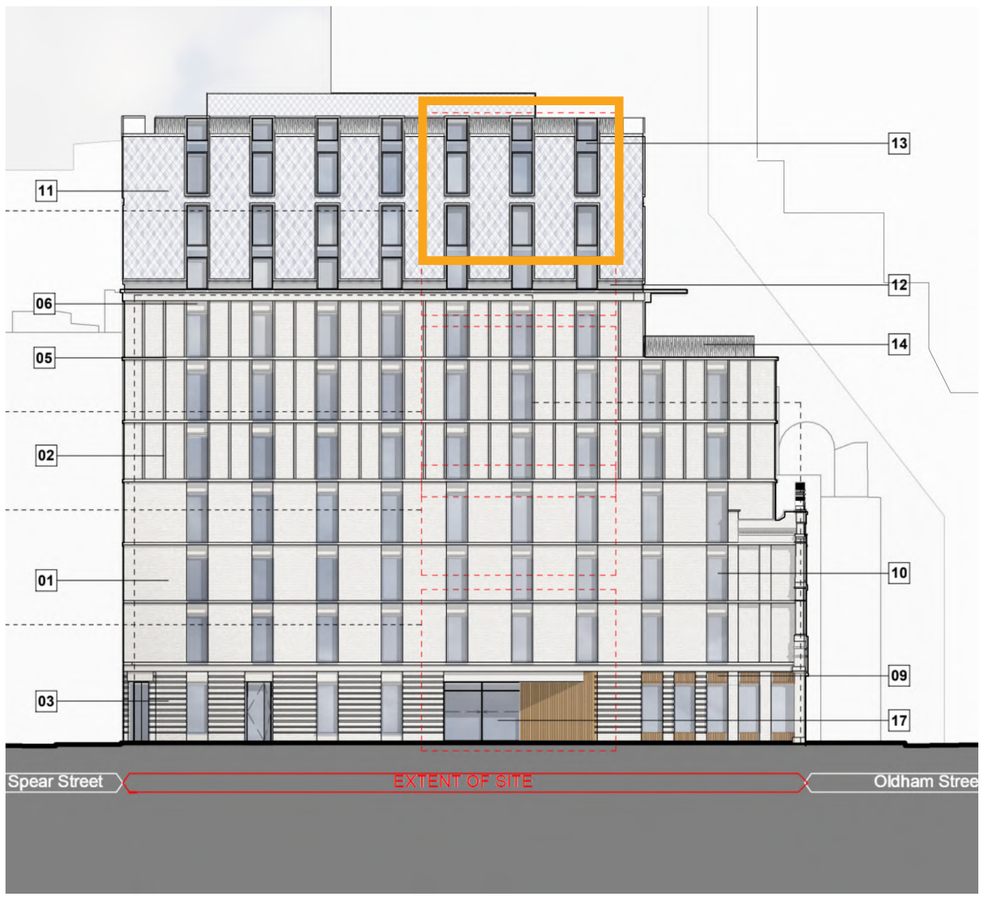
The use of zinc, references the Parisian 'Mansard' roofs, widely used in Hausmann's renovation of Paris in the 1850's. Such roof types are also seen in the Northern Quarter, typically for the larger block buildings including Afflecks. The shingles are arranged in a St Andrews 3 tone configuration; a Victorian tile pattern; using 3 finishes of zinc. This is intended to create a metallic finish that will have subtle variation across the surface, and will change with different lighting and weather conditions.

Windows are designed as dormer elements to reinforce the roofscape nature of these upper levels.





Precedent Photographs: Zinc Shingles

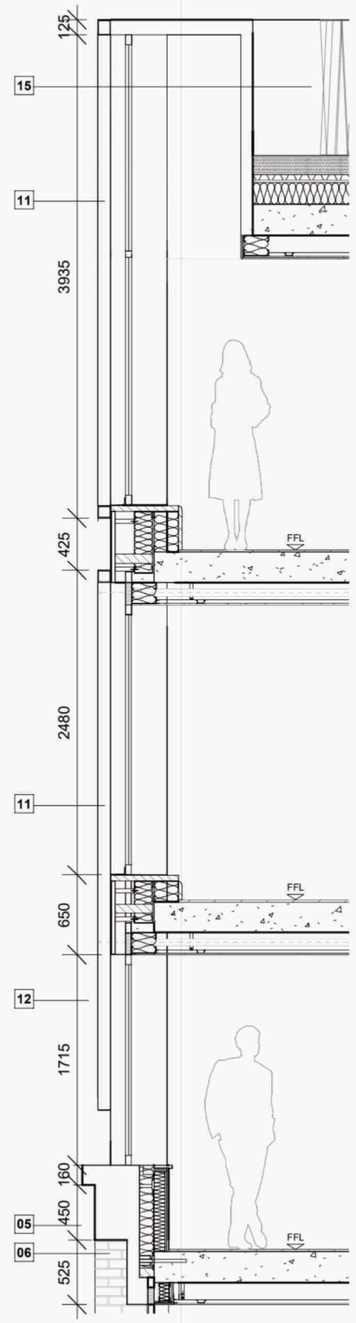


Warwick Street Elevation

Material Key

01 Feature Facing brickwork - White brick
02 Feature Facing brickwork - White brick with projecting ribs
03 Feature Facing brickwork - White brick with projecting courses
04 Feature Facing brickwork - Red brick with projecting ribs
05 White Precast cill
06 White Precast lintel
07 Red Precast cill
08 Red Precast lintel
09 Glazed profiled tile - dark yellow/orange
10 Vision Unit - clear glazed window with aluminium frame
11 Zinc Shingles
12 Zinc flashing
13 Aluminium spandrel to match window frame
14 Metal balustrade
15 Original arched doorways reinstated
16 Aluminium louvred doors and panels
17 Glazed sliding entrance door





Warwick Street Elevation Detail - Levels 07-09

4.4 Appearance and Materials

4.4.9 WARWICK STREET ENTRANCE & GROUND FLOOR

The proposal occupies the majority of the site extents, resulting in a limited but important opportunity for public realm. This is realised through the recessing of the Ground Floor at the entrance, creating a localised space along the Warwick Street footpath.

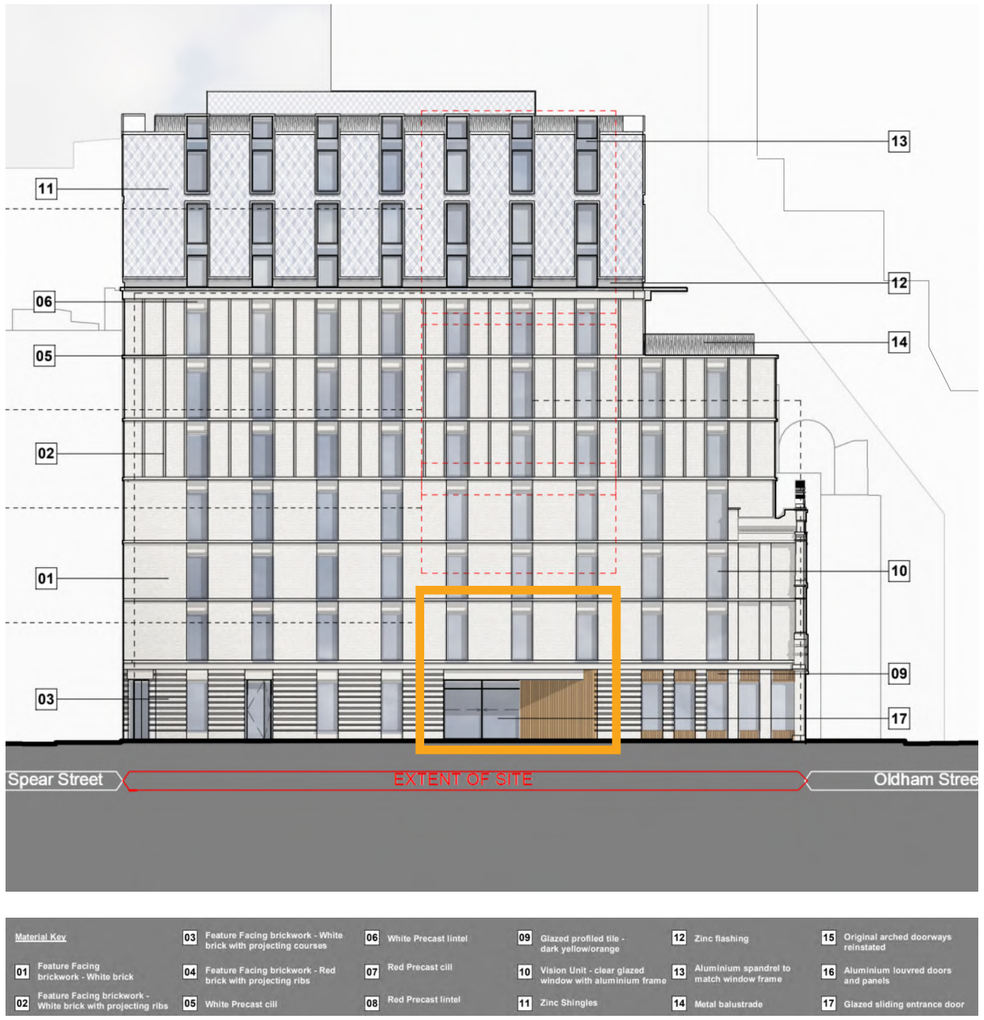
The envelope folds into the building to both reveal and draw pedestrians to the entrance, as well as widening the footpath to create a stopping point along Warwick Street. This provides a clear arrival space that identifies the main entrance from Oldham Street, and a sheltered entrance area for ingress and egress.

The folded plane is dressed in glazed terracotta tiles, matching those used on the Oldham Street frontages.

Elsewhere at ground level, the brickwork is detailed with recessed courses at every 3no. courses. This creates humanscale texture and relief, and provides a rusticated base which grounds the building.

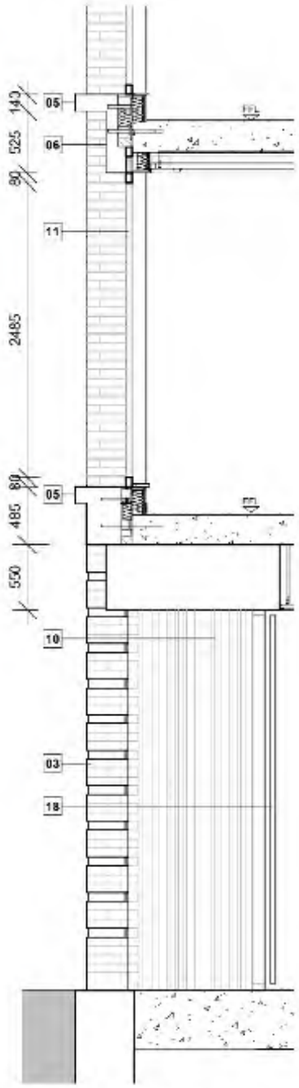


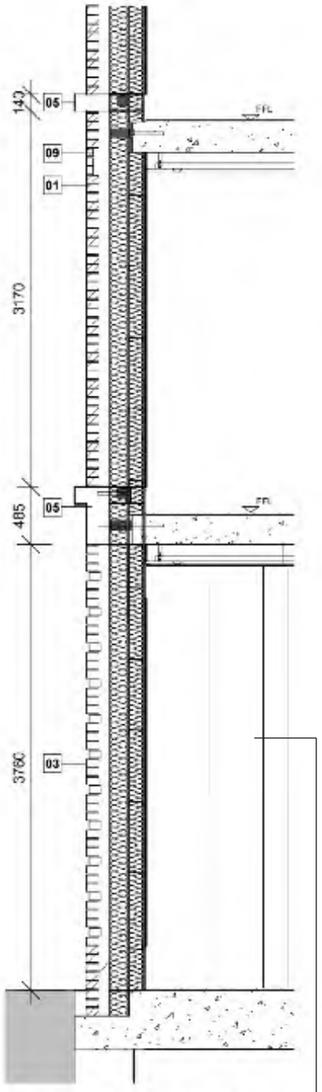
Precedent Photographs: Glazed Terracotta Tiles

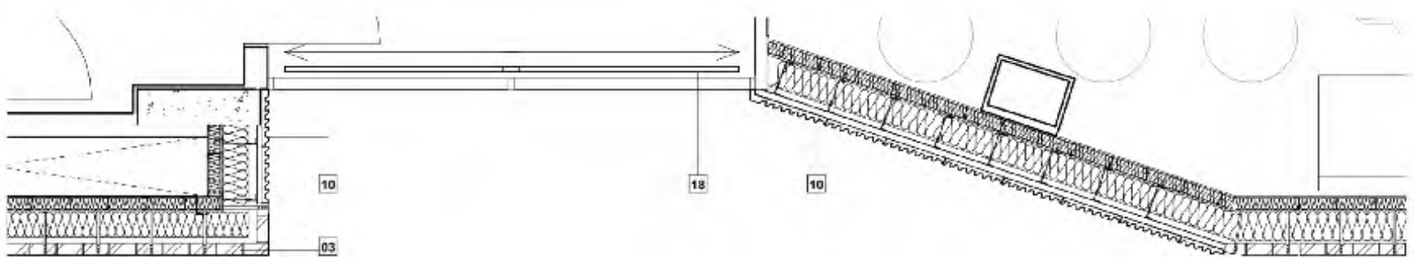


Warwick Street Elevation









Warwick Street Elevation Detail - Ground Floor Level & Entrance

4.4 Appearance and Materials

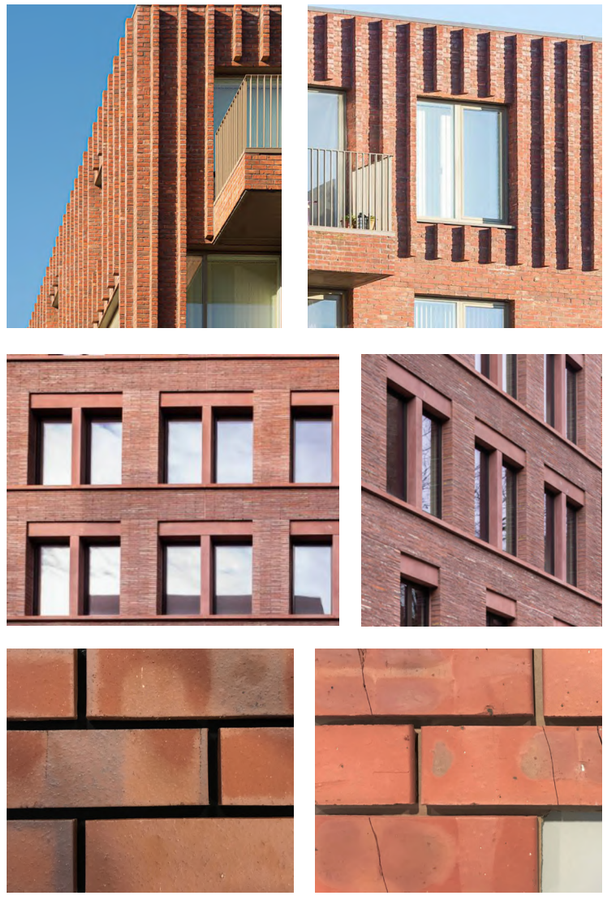
4.4.10 SPEAR STREET WAREHOUSE EXTENSION

The extension to the Spear Street warehouse follows a texture and detail which continues that of the middle levels of the Warwick Street elevations. This creates a delicate and textured composition above the robust warehouse, and uses red brick with projecting vertical brick ribs and projecting precast cills at every level.

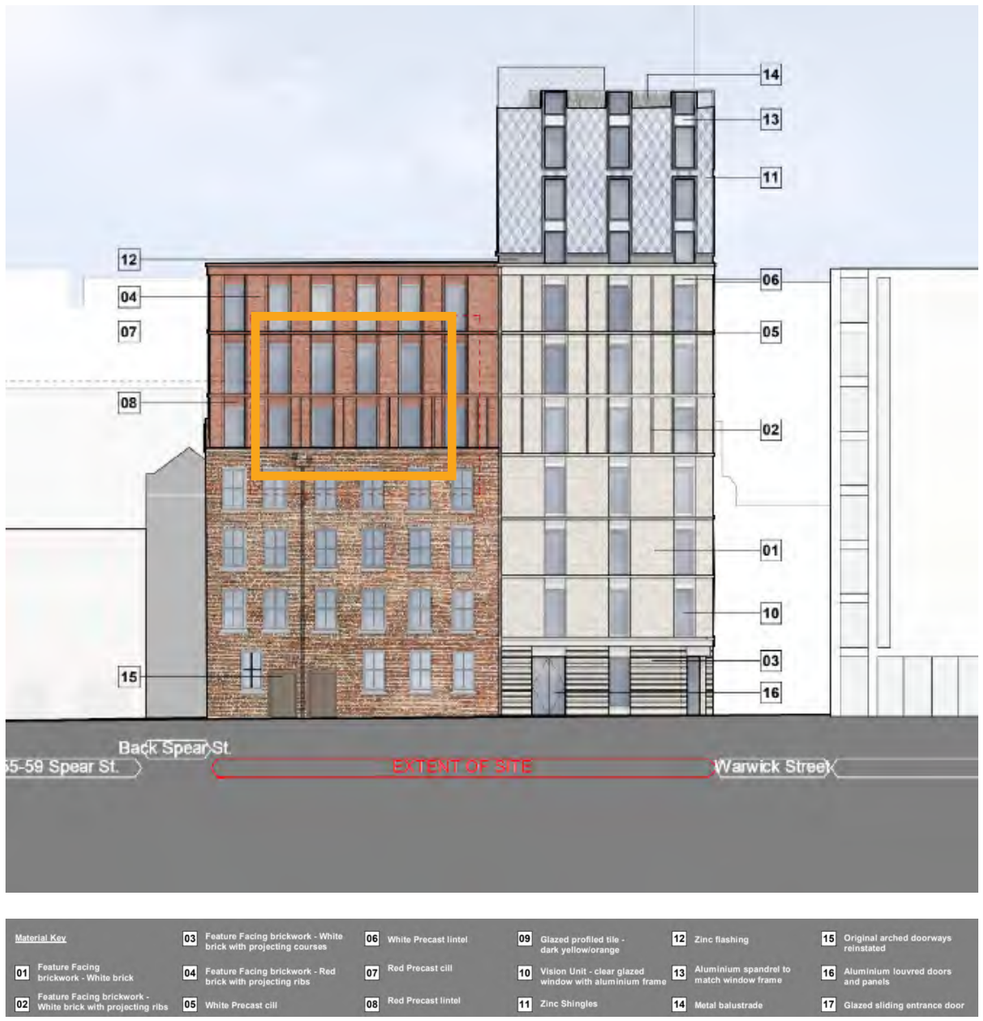
These part elevations provide a visually lighter facade, creating a subtle textural change midway up the building. This adds visual interest and detail, similar to other larger Northern Quarter block buildings which use detail and decoration to address the scale.

Windows are set into the brickwork, with full brick reveals and a precast lintel at the window head. The brick ribs are a half brick projection from the brickwork infill panels.

At the top of this section, a precast cornice creates a robust top to the brick facades. This reinforces the reference to the contextual building datum, and provides a visual capping to the brickwork.



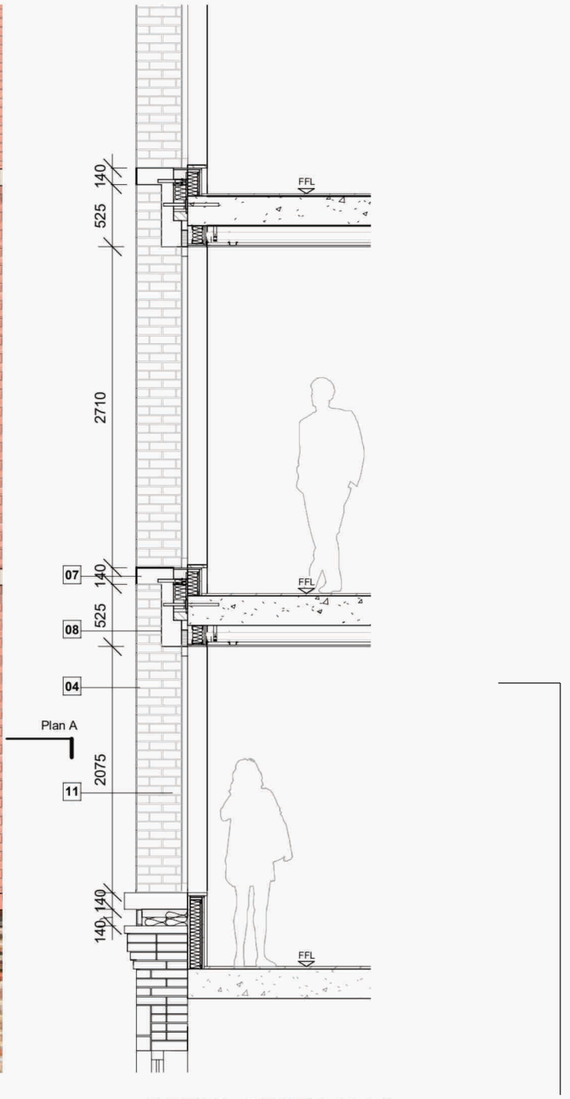
Precedent Photographs: Red Brick



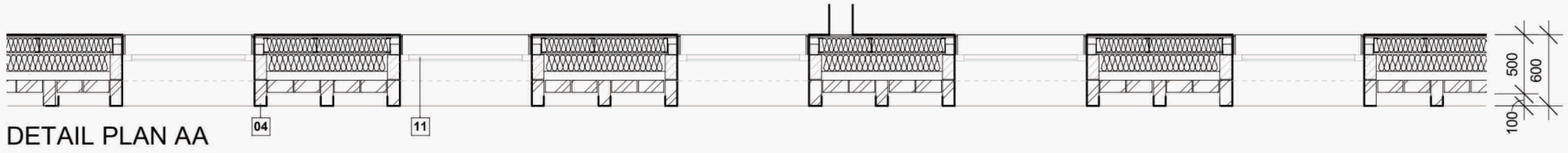
Spear Street Elevation



DETAIL ELEVATION



DETAIL SECTION AA



DETAIL PLAN AA

Spear Street Elevation Detail - Levels 04-06

4.4 Appearance and Materials

4.4.11 CGI VIEWS



Proposed View from Warwick Street



Proposed View from Oldham Street



Proposed View from Oldham Street



Proposed View from Stevenson Square

4.4 Appearance and Materials

4.4.12 TVIA RENDERED VIEWS



TVIA View 05 - Proposed View from Spear Street



TVIA View 07 - Proposed View from Stevenson Square



TVIA View 10 - Proposed View from Oldham Street

4.5 Sustainability

4.4.1 DESIGN PRINCIPLES

The Environmental Standards Statement submitted in support of the planning application sets out the sustainability measures for the proposal. However, a summary of the design principles are outlined opposite.

Of particular importance is the retention of the existing buildings (61 Spear Street Warehouse and 68 Oldham Street) and frontages (70 Oldham Street) on the site, and their re-use and integration into the proposal. This provides notable benefits for reducing embodied carbon and minimising material use, which will in turn provide benefits for material sourcing & transportation, and the impact on the circular economy.

Building Re-Use vs. New Build

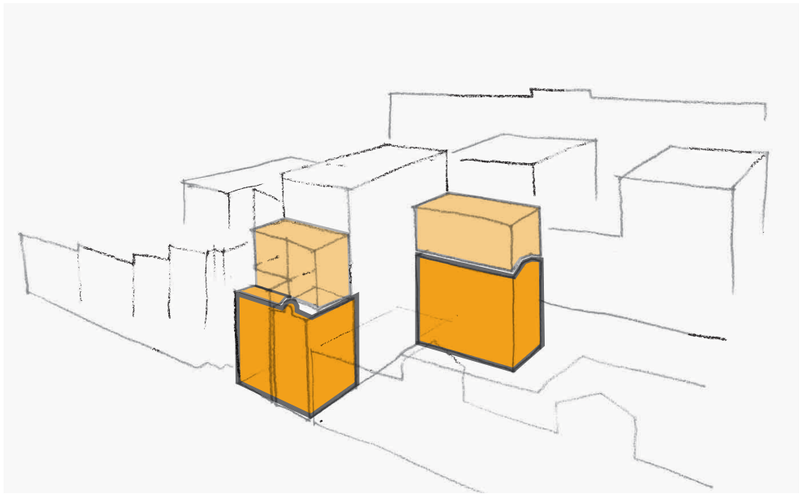
The re-use and integration of 61 Spear Street Warehouse, no, 68 Oldham Street, and the frontage to No. 70 Oldham St will reduce the amount of new building material required for construction, when compared to the demolition and a full new build on the site.

Whilst a Whole Life Carbon study has not been undertaken, an initial study was prepared indicating an estimate of potential Embodied Carbon savings that could be achieved through the retention of the 61 Spear Street Warehouse, and no. 68 Oldham Street.

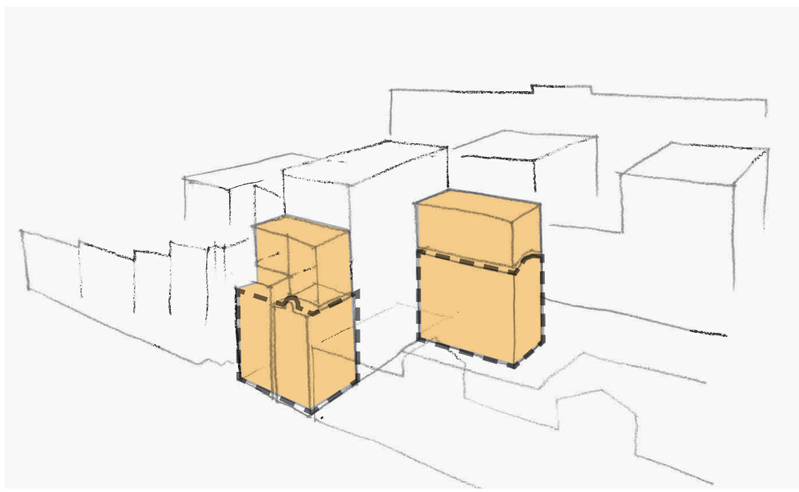
The study showed an approximate 25 - 30% reduction in embodied carbon saved for each of the retained and extended buildings on 61 Spear St and 68 Oldham St, compared to their demolition and equivalent new build of similar massing on these particular parts of the site.

Whilst these figures are based upon interpolations from survey data and not calculated, and do not take into account the new build element on Warwick St, they provide an indication of the potential carbon saving values that could be achieved through the retention of the existing fabric on part of the site.

PROPOSED BUILDING RE-USE



NEW BUILD & DEMOLITION COMPARISON



BUILDING RE-USE



- Retained 61 Spear St warehouse
- Retained 68 Oldham Street
- Retained 70 Oldham Street frontage

LIFE CYCLE ANALYSIS



- Life Cycle Analysis undertaken
- BREEAM Excellent design target
- Embodied Carbon savings through retention of existing buildings on site

REDUCE CARBON EMISSIONS



- Fabric First approach
- Use of Air source heat pumps (ASHPs) for space heating and domestic hot water.

MINIMISE MATERIAL USE



- Minimise materials with high embodied energy impacts.
- Re-use of existing buildings reduces use of new material

ROBUST MATERIALS



- Robust detailing
- Robust materials
- Brick / Zinc

GREEN INFRASTRUCTURE, ECOLOGY & LAND USE



- Use of Green / Brown / Blue roof
- 100% brownfield site

CIRCULAR ECONOMY



- Use of small format materials in facade
- Increased use of recycled and recyclable materials
- Benchmark against RIBA sustainable outcomes

SOURCING MATERIALS



- Ethical and responsible sourcing of all materials.
- Locally sourced materials, where possible, minimising emissions from transport

TRANSPORT & AMENITIES



- Cycle storage provision
- Pedestrian access
- City Centre within walkable proximity
- Close to public transport facilities

5.0 Access

5.1 Inclusive Design

5.1.1 OVERVIEW

This section of the report outlines the approach to inclusive design within the building and how it has been designed to meet the relevant standards and regulations.

The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The development will be designed to meet standards set out in Part M and BS8300.

5.1.2 LEGISLATION

The development has been designed to be as accessible as possible, to not put disabled people at a significant disadvantage, as laid out in the Equality Act 2010 and taking into account the following influencing guidance:

Approved Document M (2015 Edition) of the Building Regulations

BS8300: 2018

CIBSE Code for Interior Lighting 2001

5.1.3 ENTRANCE & GROUND LEVEL

The site is considered generally level around the full perimeter.

The ground floor level has been set to allow level access at the reception entrance of the Hotel on Warwick Street, and as such the building configuration and layout on site has been developed to minimise the need to negotiate changes in level when approaching the site from the main public highway.

In terms of access, pedestrian routes within the site will be even and slip resistant when dry or wet. All pedestrian routes connect with entrance points to the building with flush level access. The external lighting will be developed to ensure that the entrance area is adequately lit during daylight hours and after dark.

5.1.4 UNIVERSALLY ACCESSIBLE HOTEL ROOMS

The public entrance to reception leads directly to the circulation core, which provides access to all floor levels. Each level is served by two passenger lifts and two stair cores.

All hotel rooms are located along wheelchair accessible routes from the vertical circulation core. The internal circulation strategy will be developed to meet the requirements for 'Approved Document Part M'.

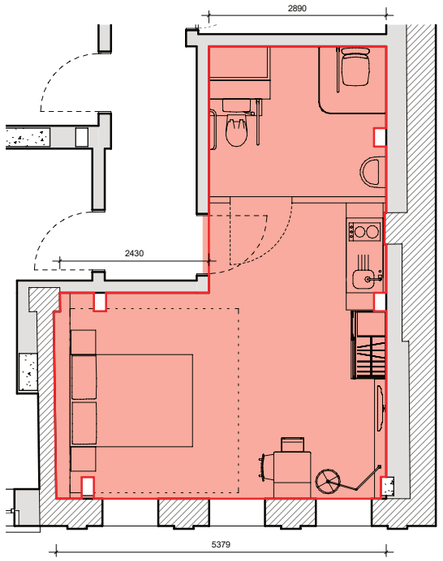
Examples of the types of Universally Accessible Hotel Rooms within the development are shown on the opposite page.

5.1.5 MCC DESIGN FOR ACCESS 2

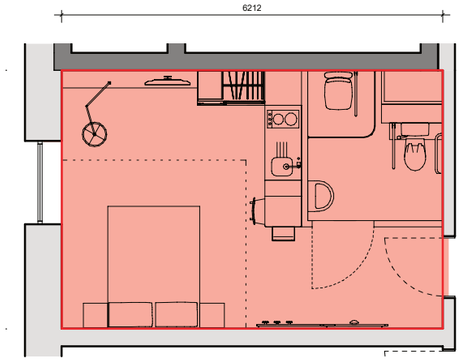
The Applicant and the hotel operator, Cycas Hospitality BV are committed to delivering a building that is accessible for all. Consequently, the proposal attempts to exceed the requirements set out in Approved Document Part M 2015 Edition by satisfying the requirements set out in Manchester City Councils Design for Access 2 (DFA2), where feasible.

- The main entrance complies fully with DFA2.
- The entry sequence from the front door through to the publically accessible restaurant and bar spaces fully complies with Part M and DFA2. However, the internal layouts and furniture, which are yet to be developed, are prepared by the Operator to meet their occupancy requirements. The principles of DFA2 will be included where possible.
- 5% of the hotel rooms are fully universally accessible and comply with Part M. These will be developed with the Operator to explore options for both left-hand and right-handed designed rooms.
- Corridors and circulation spaces have been designed through an extensive iterative process in order to drive necessary efficiencies within the building to make it buildable and viable, and to meet the hotel operator's strict operational requirements. The main corridor serving the hotel rooms are a minimum of 1500mm wide, exceeding the requirements of Part M. Passenger lifts have been carefully calculated against the building requirement, including consultation with various lift manufacturers. The proposal was unable to fully meet the requirements of DFA2 in respect to corridor widths and lift dimensions due to overall site boundary size constraints. An increase in corridor width and lift size would have driven a different layout configuration and massing with less efficiency, resulting in an increase in building height to achieve the required hotel room quantity.

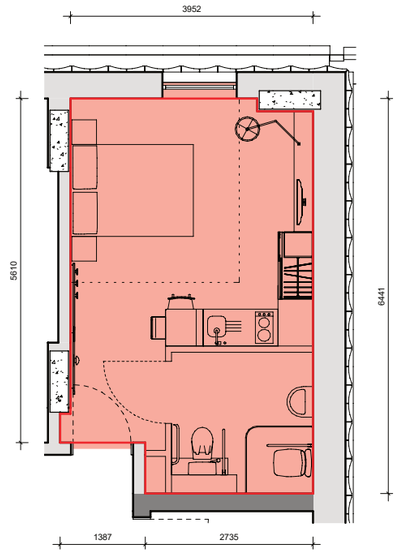
The design team will endeavour to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting client brief and operator brand standards.



Universally Accessible Hotel Room - TYPE 1



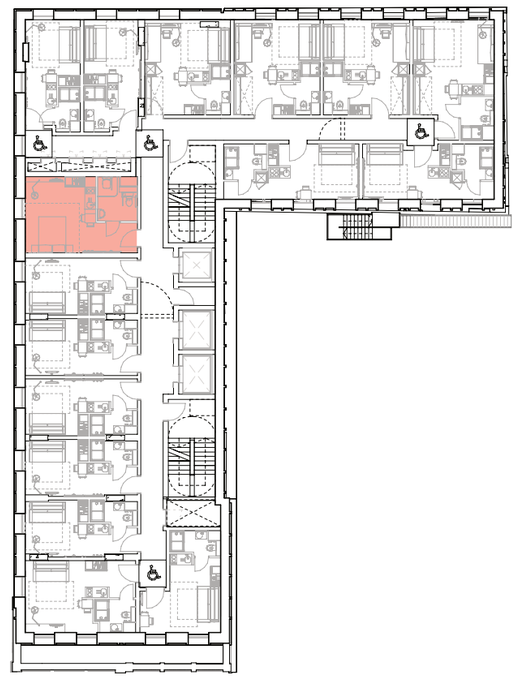
Universally Accessible Hotel Room - TYPE 2



Universally Accessible Hotel Room - TYPE 3



Levels 01 & 02 - UA Rooms



Levels 04 & 05 - UA Rooms

5.2 Design for Security

5.2.1 OVERVIEW

The principles of Secure by Design have been considered throughout the initial design development process.

5.2.2 SECURITY PRINCIPLES

A summary of the principles for the development are as follows:

- The development will present active frontages to Oldham Street, Warwick Street and Spear Street elevations around the site, which will help provide natural surveillance of the public realm.
- The exterior of the development has a simple footprint, presenting few recesses that could be exploited.
- Cycle storage, refuse storage, and general stores will be contained securely within the building footprint.
- Dedicated secure room is provided for luggage storage in the back of house area.
- The corridor layouts minimise potential hiding spaces.
- All hotel rooms are above street level, reducing the potential impacts of noise, nuisance and anti-social behaviour.
- A comprehensive CCTV system will be installed throughout the building to allow staff to monitor movement of guests, visitors and potential intruders.
- Development is staffed and managed 24 hours a day.

5.3 Vehicles, Pedestrians & Cycles

5.3.1 OVERVIEW

Access for servicing, deliveries and waste collection will be from Warwick Street, entered via Oldham Street and exited via Lever Street. A Transport Statement prepared by Curtins and submitted in support of the planning application sets out the wider access and transport strategy for the development. This demonstrates that service vehicles can access and leave the site in forward gear.

A summary of site access and servicing is provided below.

5.3.2 ACCESS TO THE DEVELOPMENT

The proposed drop-off/pick-up strategy at the site is dictated by the existing traffic regulations in force along Oldham Street. This is a two lane, one way street along the frontage of the site leading south-west bound towards the city centre.

Vehicular drop off and collection to the development is provided in 2 ways; firstly from Warwick Street when the bus lane is in operation along Oldham Street, and secondly also from Oldham Street outside of the bus lane operation.

The site is located in the vicinity of nearby public car parks, Piccadilly train station, city centre bus routes and Metrolink tram services.

Public pedestrian access to the development is provided from Warwick Street via a sheltered entrance into the reception lobby, set back from the pavement edge.

5.3.3 CYCLE PARKING

Cycle storage is provided at ground floor level within designated secure storage spaces, accessed externally. In total, a minimum of 12 cycle parking spaces are proposed for staff use. The type of storage provided is to be of high quality stacker type within a secure environment.

5.4 Servicing Strategy

5.4.1 SERVICING & DELIVERY: WASTE COLLECTION

A Waste Management and Servicing Strategy prepared by Curtins and submitted in support of the planning application sets out the wider waste management for the development.

All recycling and waste material will be stored on site in a single secure waste bin storage area, located at Ground Floor along Spear Street and accessed externally. Building management will take recycling and waste material from individual hotel rooms, bar and restaurant and all other front of house and back of house areas and deposit it into the relevant bins.

The consented residential development at 76-82 Oldham Street has proposed a roadside collection on Warwick Street. It is therefore proposed for this application that a shared loading facility is provided on Warwick Street with the ability to cater for the Hotel development and the consented residential development.

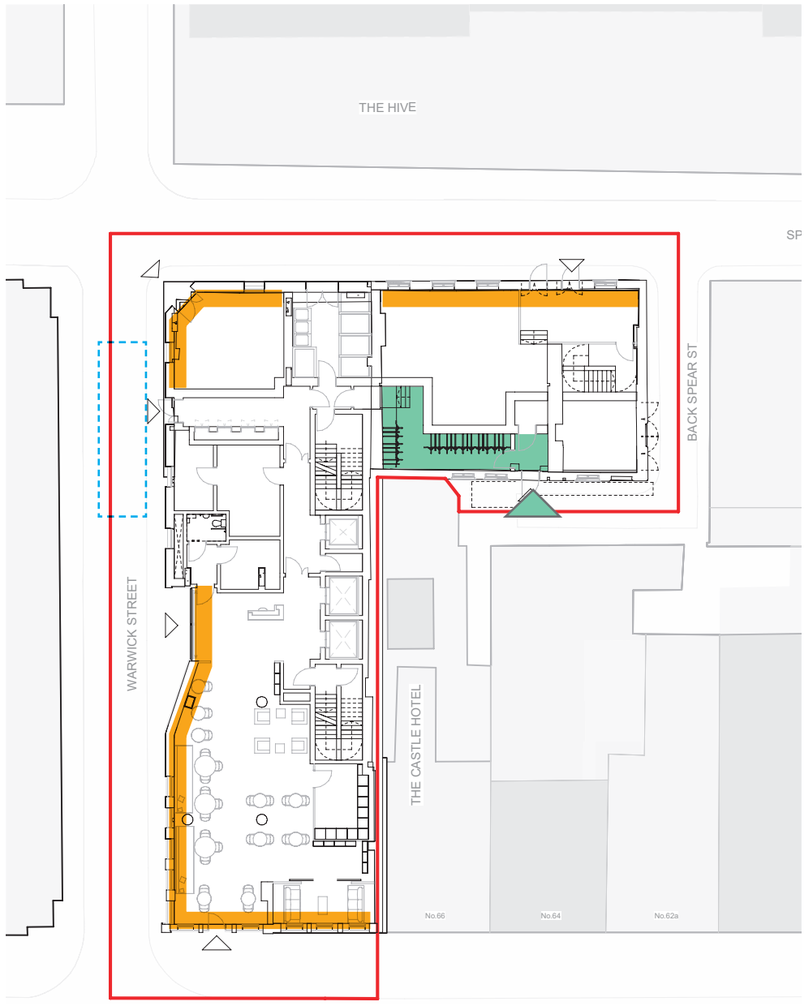
The collection and emptying of the bins will be overseen by the building management. The bins will be moved from the stores to the point of collection on the day of collection, and returned to the store once collection has been made. The travel distance is expected to be short due to the relative locations of the loading bay on Warwick Street and the refuse store.

5.4.2 SERVICING & DELIVERY: MAINTENANCE

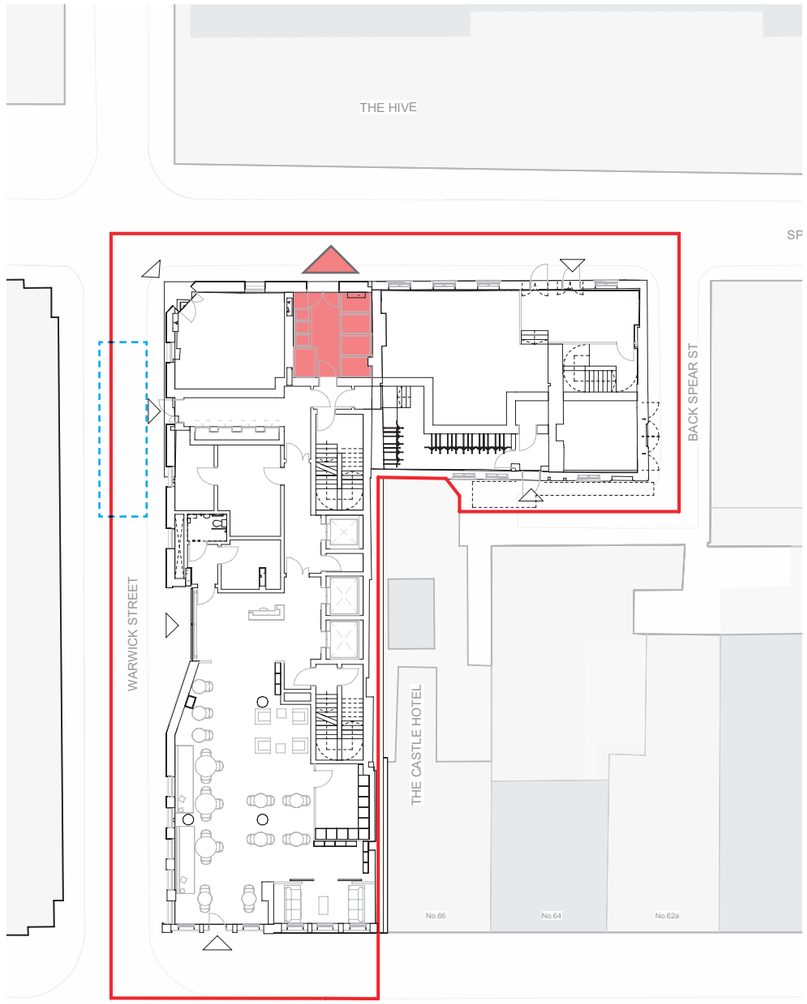
Vehicular access to the substation is from Back Spear Street. The position of the substation has been designed to allow for vehicular access up to the doors.

5.4.3 SERVICING & DELIVERY: DELIVERIES AND LINEN

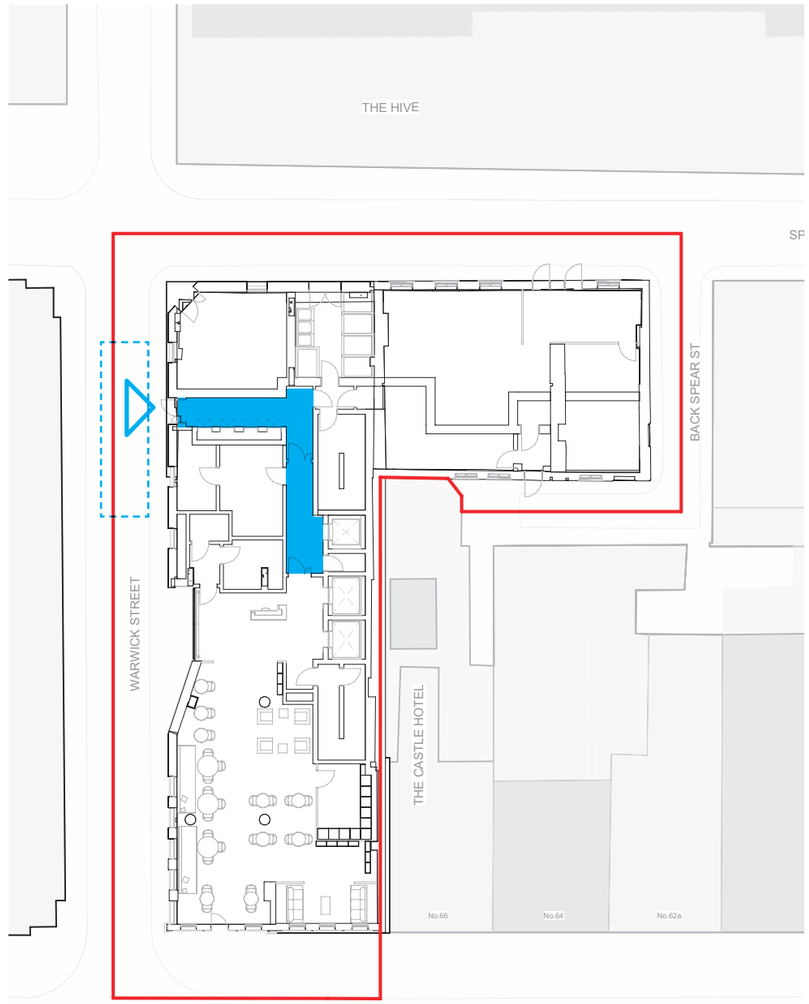
It is anticipated that deliveries will be predominantly vehicular, with access via the service entrance on Warwick Street for both deliveries and linen collections. Vehicles are expected to use the shared loading facility outlined above.



Ground Floor Plan - Cycle Store & Active Frontage



Ground Floor Plan - Refuse Store



Ground Floor Plan - Servicing

KEY

- Secure Cycle Storage
- Refuse Store
- Servicing
- Active Frontage
- Loading Bay (indicative location)

5.5 Maintenance Principles

5.5.1 OVERVIEW

The design and layout of the building has been considered to accommodate both regular cleaning and maintenance as well as facade and plant replacement.

Whilst a detailed maintenance strategy will be developed further with the operator during the next stage, an outline strategy has been prepared and considers building use, height, adjacencies and facade type. An appropriate strategy has been selected for each elevation.

For window replacement, all the windows are full height (floor to ceiling) double glazed units and are intended to be re-glazed internally.

For facade replacement, the principle elevations are envisaged as predominantly brick with zinc shingles at the upper levels. As such, it is unlikely that replacement will be required, and it is expected that this process will be limited to repairs only.

5.5.2 MAINTENANCE ACCESS STRATEGY

In summary, the strategy is as follows:

OLDHAM STREET ELEVATIONS

It is proposed that the use of ground based access strategy is maximised where possible. This strategy could be employed for the cleaning and light maintenance of the elevations facing Oldham Street through the use of a Mobile Elevated Work Platform (MEWP).

The footpath to Oldham Street is relatively wide. Therefore reach and wash systems, small unipersonal Mobile Working Elevated Platforms (MEWP) systems, such as Scissor Lifts, or temporary scaffoldings can be placed next to the development, for the access up to Level 02.

However, Oldham Street is a main road connection and parking of larger equipment on the road should be avoided when possible. The building massing steps back at Levels 03 and 06, and alternative strategies are required.

Upper levels can be reached via several ways; either from the terrace level at Level 06, from which a reach & wash system can be used for the windows from Level 06 upwards; also via the developments roof level, with the use of, but not exclusive to, Abseil systems and/or Davit arms. Full guarding to the perimeter of the roof at Level 10 is provided.

It is also possible to park mobile working elevated platforms (MEWP) in Warwick Street to reach these areas. A combination of Articulating Boom Lift, guarding and fall arrest systems on levels 03 and 06 can provide safe access to these façade areas.

WARWICK STREET & SPEAR STREET ELEVATIONS

It is proposed that the use of ground based access strategy is maximised where possible. Reach and Wash systems, MEWPS or temporary scaffolding are also proposed as options to reach the lower levels of these façades. The cleaning and maintenance of the upper floor facades can be undertaken by a roof based strategy The specific detail of this strategy will continue to be developed during the next design stages.

Both Warwick Street & Spear Street experience relatively low volumes of traffic, as such, the parking of equipment could be considered feasible. There is a variety of equipment available that can reach the buildings the building extents and uppermost parapet from the ground, such as the Falcon FS 520 C, or the Genie SX-180 amongst others.

Access via the roof at Level 10 is also possible using the same options proposed for use on the Oldham Street Elevation.

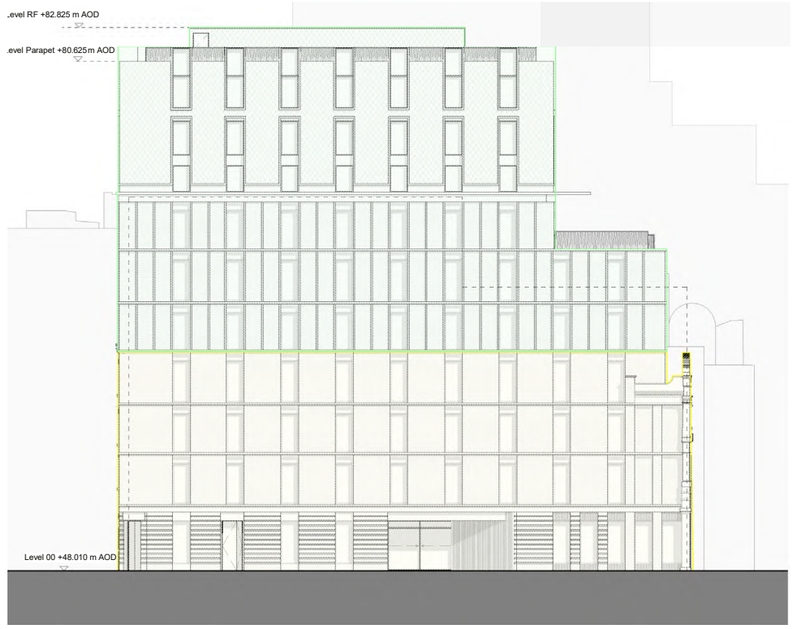
BACK SPEAR STREET ELEVATION

The cleaning and maintenance of the party wall can from the main roof at Level 10, and terrace roof at level 06. There are no windows on this elevation, so any maintenance is expected to be infrequent, and limited to repairs only.

Given the narrow width of Back Spear Street, it is envisaged that the extension to the Spear St warehouse could be accessed from the top of the warehouse extension roof at Level 07. Temporary pop-up guarding and mansafe systems will be employed for access to this roof.



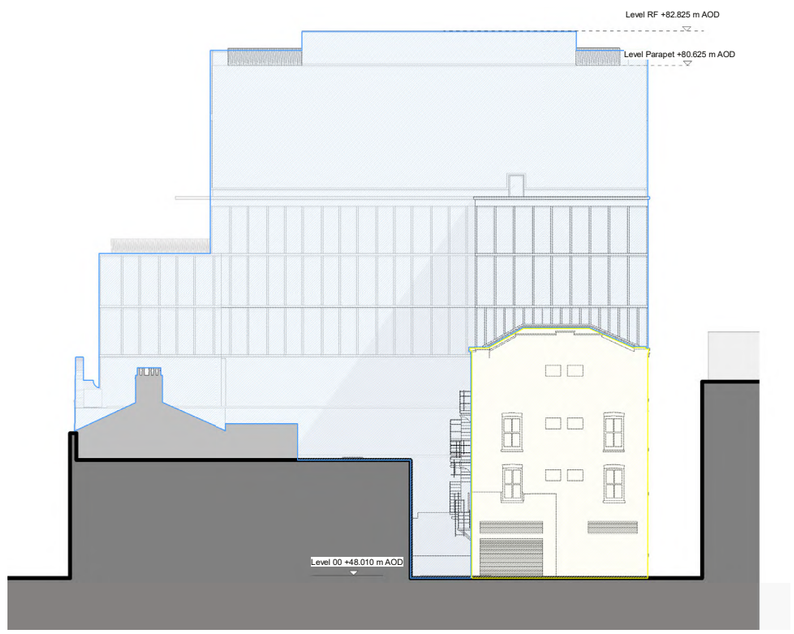
Oldham Street Elevation - Access Strategy



Warwick Street Elevation - Access Strategy



Spear Street Elevation - Access Strategy



Back Spear Street Elevation - Access Strategy

