**121 Water Street, M3 4JJ**

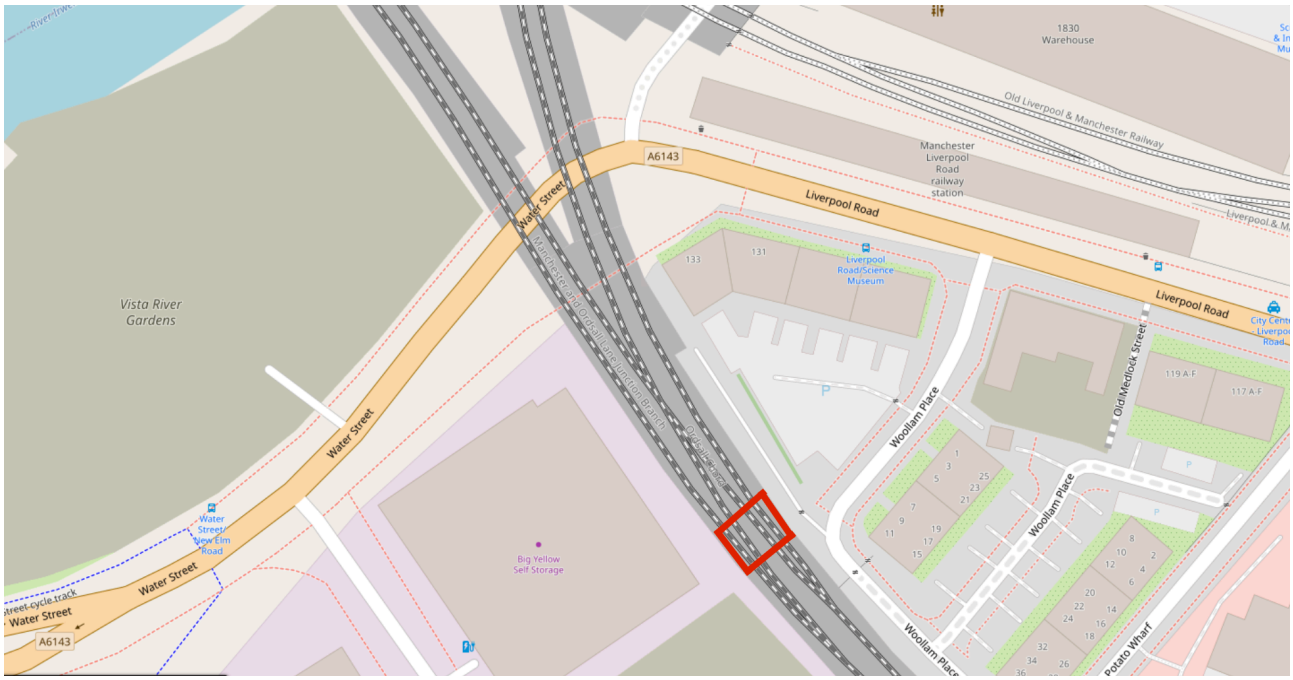
Design and access statement




Context

The site, 121 Water Street, hereafter referred to as the “site”, is an arch situated beneath the South Manchester and Altrincham railway Viaduct before it traverses Water Street. It is within the Castlefield Conservation Area, and as a part of the viaduct is designated a grade 2 listed heritage asset. The area directly surrounding it is characterised as by buildings and structures of an industrial nature, dating back to the early part of the 19th century, many of which have been repurposed for modern commercial and leisure uses. There are also modern buildings of residential and industrial use.

The Castlefield area bears many landmarks of development from the the last 200 years, most notably in the field of transport. The The South Manchester and Altrincham railway Viaduct still carries daily rail services, and the Liverpool Road Station complex has undertaken extensive repair and modification to house the exhibits in the Museum of Science and Industry.




Area map with site location shown in RED

Residential areas nearby vary in density depending on the age of the development, and the site itself is on the boundary between an area of medium density and an area of low density. Woollam place, through which access to the Water Street arches is gained, has modern flat blocks on its west side which extend east in front of the site. The gable of a grade 2 listed building, the Former Commercial Hotel,  and more recent residential buildings from the early 20th century are on the east side of Woollam Place. South of the site lies the Big Yellow Storage Facility, a storage warehouse. No access to the site can be gained from this side, which is permanently fenced off.

## The Site

The site is the first in a row of four ground level arches beneath the South Manchester and Altrincham railway Viaduct, which have been prepared for commercial use by The Arch Co in the 21st century. Preparations for such use are the installation of plumbing and electricity, a toilet, lighting, White Bi-orientated Corrugated Greca Sheet lining throughout, a painted concrete floor, brick infills to the front and rear of the arch, an electrically operated roller shutter and two fire exits. There is a tarmac length of space shared between the arches to the front, four metres wide to the dividing wall demarcating the car park for residents of the modern residential block to the north of the site.

The rear of the site abuts directly onto Network Rail's land, another four metre wide strip that spans the row of arches, which gives onto the area occupied by Big Yellow Storage. A permanent fence separates Network Rail's land from that of Big Yellow Storage.

## Parking, highway, access and servicing

The older houses on Woollam Place, built during Victorian and Georgian times were built without designated parking spaces. The modern flats opposite have ample parking for residents not available to members of the public. There is provision for public parking in the car park at the south end of Woollam Place, operated by Parking Management Solutions. A short drive to the south of the site there is further public parking available at New Elm Road Car Park.

Limiting parking at the site itself will encourage use of the extensive public transport network found in the area. The site is accessible from the city centre by foot or by bike and frequent bus services stop at bus stops less than 60m from the site.

Access to the site for heavy vehicles such as refuse collection lorries can be achieved via Woollam Place, where there is ample room for such vehicles to turn around. The proposed location for collection is on Woollam Place where it meets Water Street.

## Design

The proposed use of the site is as a ground level, single floored restaurant and takeaway, to which access will be gained via the roller shutter or door at the front of the arch from Water Street. The floor is level with the street, and the proposed layout of the site is a flexible, open plan with limited fixtures, which would enable wheelchair access. There are no proposed changes to the site's facade.

Minor development is proposed to the brick infill at the rear of the site, to install inset louvres facilitating kitchen extraction. These louvres are to be hidden with metal decorative screens set in the infill, powder coated in a colour matching the infill's brickwork, to prevent any adverse impact on the character of the area and the viaduct. These will not be visible from any public walkways, roads or residential buildings. All proposed alterations to the rear infill are easily removed and reversible.

Appendix



Rear infill of site




Front of site



Rear interior of site



Front interior of site



Woollam Place looking south




Woollam Place looking onto Water St Arches




Liverpool Rd looking east

Liverpool Rd looking west



Rear of arches at Water St showing Network Rail's land, looking east and west, respectively (121 Water Street not visible)