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64 Washway Rd, Sale, Cheshire, M33 7RE.
Tel: 0161 973 8296 / Fax: 0161 962 3485
admin@howardandseddon.co.uk
www.howardandseddon.co.uk
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DESIGN and Access STATEMENT

PROJECT:

PROPOSED CONVERSION OF THE UNDERCROFT CAR PARK TO FORM 3 APARTMENTS, OPENING UP WORKS TO ALLOW FOR THE INSTALLATION OF REPLACEMENT WINDOWS WITHIN THE EXISTING FAÇADE & RELOCATION OF THE APPROVED SUBSTATION WITHIN THE CAR PARK.

BARCLAY HOUSE
35 WHITWORTH STREET WEST
MANCHESTER
M1 5NG



CLIENT:

Newco (Barclay House Manchester) Ltd

Job Ref: 12,982

Jan 2026 – Revision A

DK Seddon BSc (Hons) MSc (UCL) Dip Arch (UCL) RIBA ARB; A B Babington Dip Arch (Manc) DA RIBA
Associates: I McKinnell; B L Worthington; E G Seddon MA Dip Arch (Manc) RIBA
Associate: Hong Kong Office: Keren R Seddon BSc Dip TP MRTPI 18th Floor, 101 Kings Road, North Point, Hong Kong Tel: (852) 2521 2911 Email: teltd@townland.com
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INTRODUCTION

This Design and Access Statement has been prepared to support a full planning application for the proposed conversion of the existing internal and redundant car park into residential accommodation, and opening up works to upper section of the basement level to reintroduce windows into the façade and relocation of the previously approved substation within the car park.

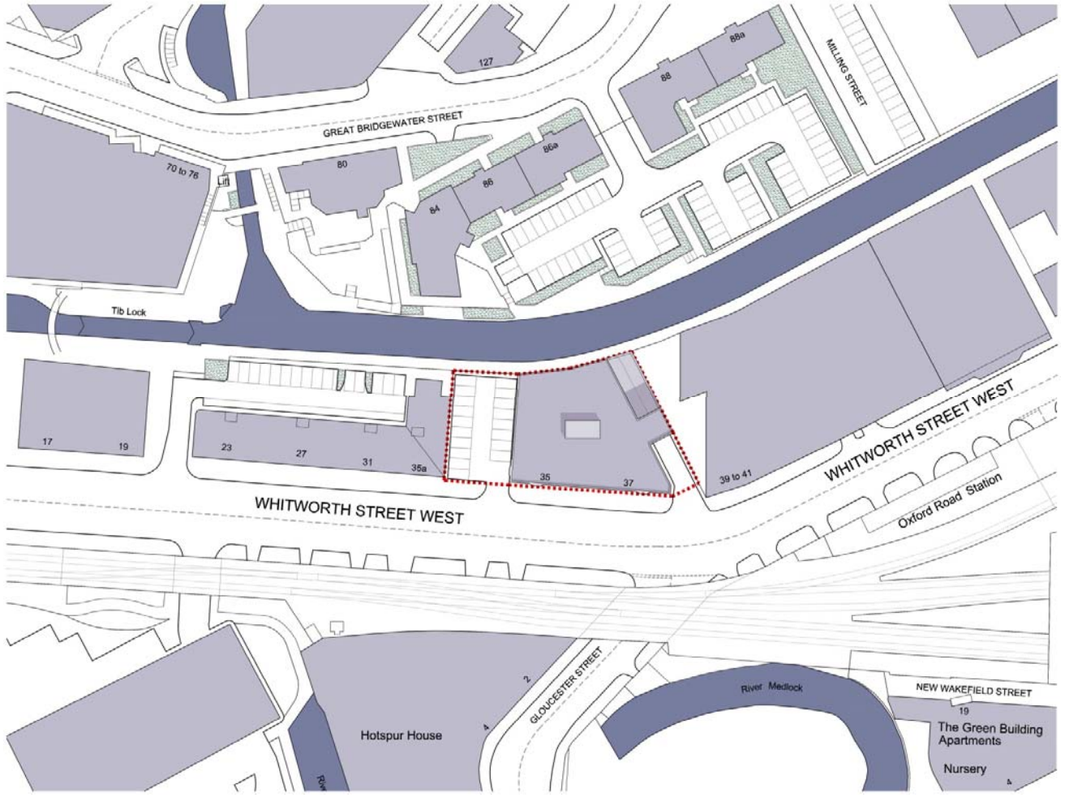
This document explores the context, background, underlying architectural / urban design concepts and the evolution of the proposed scheme at Barclay House, 35 Whitworth Street West, Manchester, M1 5NG.

This statement considers the site, its surroundings and all material considerations, which we consider relevant to the determination of the planning application.

PROJECT DESCRIPTION

The proposals include the conversion to residential use of the internal and redundant under croft car parking area at ground floor level, located to the rear of the building, and opening up works the upper level of the basement area at pavement level to allow for the installation of new windows and doors serving the basement. As part of the application, we are also proposing to relocate the previously approved location of the substation within the car park.

Location Plan

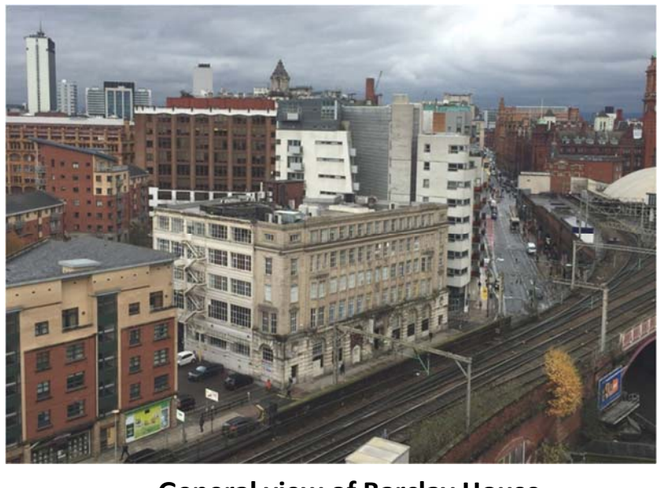




Rochdale canal view of Barclay House



Whitworth Street view of Barclay House



General view of Barclay House

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CONTEXT

The application site covers approximately 0.13ha, and is located to the north of Whitworth Street West (B6469), within Manchester City centre.

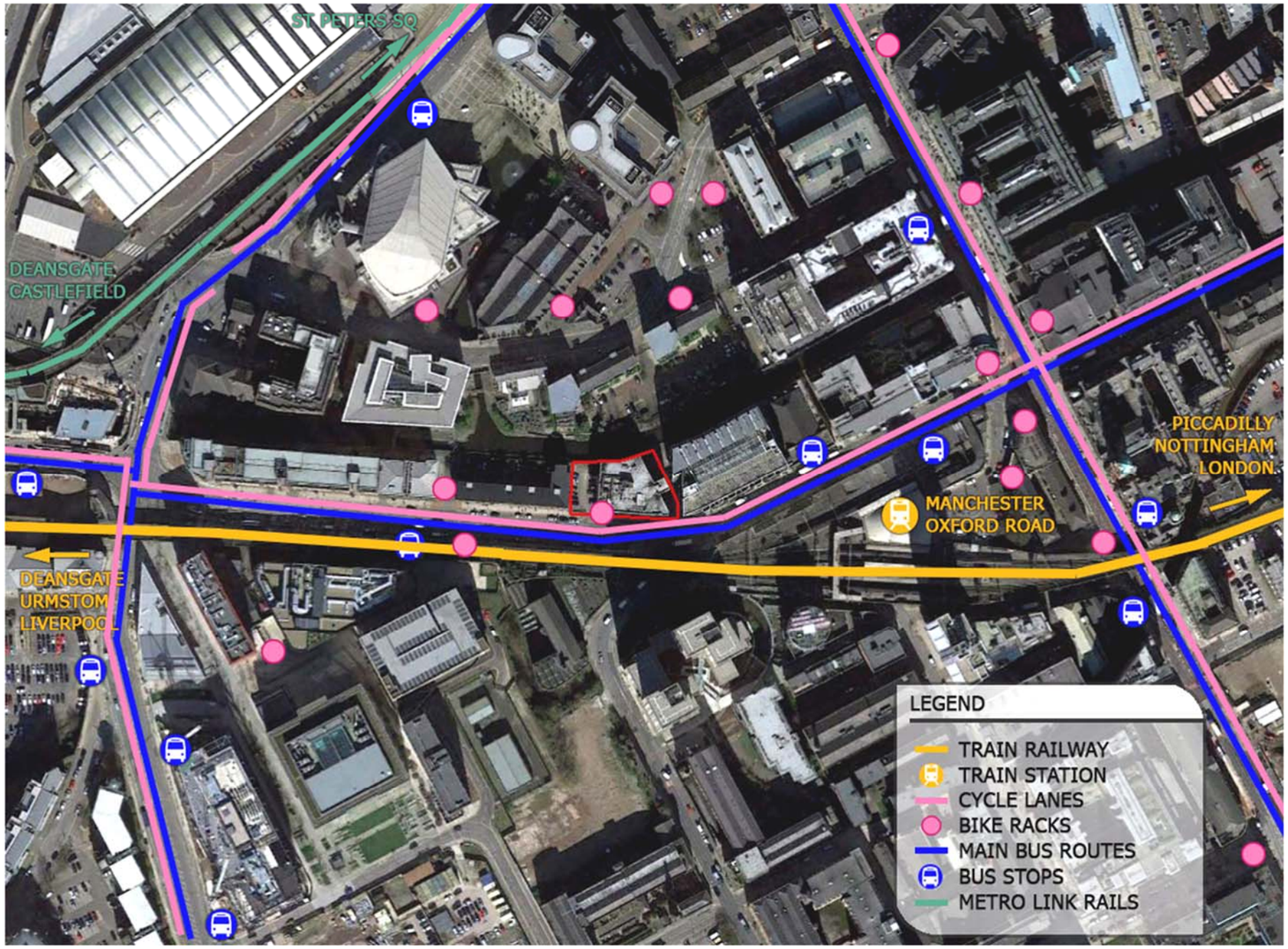
Barclay House, the subject of this planning application, is a five-storey building containing residential apartments.

Barclay House is not a listed building, and is not located within a Conservation Area or Article 2 (5) land.

The application site is bound by Whitworth Street West (B6469) to the south and Rochdale Canal to the north. Large buildings bound the site to the east and west.

Barclay House is located within Manchester City Centre with excellent public transport links including bus, train and tram. Bus routes along Whitworth Street and Oxford Road provide frequent transport services to both Manchester City Centre, Piccadilly Gardens and further afield.

Equally, the Deansgate - Castlefield Metrolink Tram stop is located within approximately 400m of Barclay House and provides access to all Metrolink services across the city, and city region including Manchester Airport. Furthermore, Manchester Oxford Road Train Station is located within walking distance of Barclay House, and provides train services to various destinations including Liverpool, Llandudno, Blackpool, Crewe and Chester.



Above is an aerial image showing transport links close to Barclay House.
Barclay House is highlighted with a red line around its location.

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Barclay House is not listed, and is not located within the Whitworth Street Conservation Area. The surrounding area comprises a mixture of residential, commercial and retail uses.

The sustainable location of the site reduces the need for the use of private cars and ensures that residents are able to travel to both central Manchester and its surrounding sub-urban environments on foot, by bicycle and via public transport; reducing the need for vehicles. Therefore, the site is considered to be fully accessible and is very well served by sustainable transport modes.

Some of the main routes in and around Manchester are within walking distance from the site, including Whitworth Street, Oxford Road, Portland Street and Princess Street. All of which offer access to a great variety of cafes, supermarkets, pubs and shops.

The site's proximity to varied facilities, shops, services and transport hubs results in it being an extremely sustainable location.

The Manchester skyline is growing with developments becoming taller and denser to meet the growing demand for inner city living for key workers and young professionals.



23-33 Whitworth Street West



39-41 Whitworth Street West

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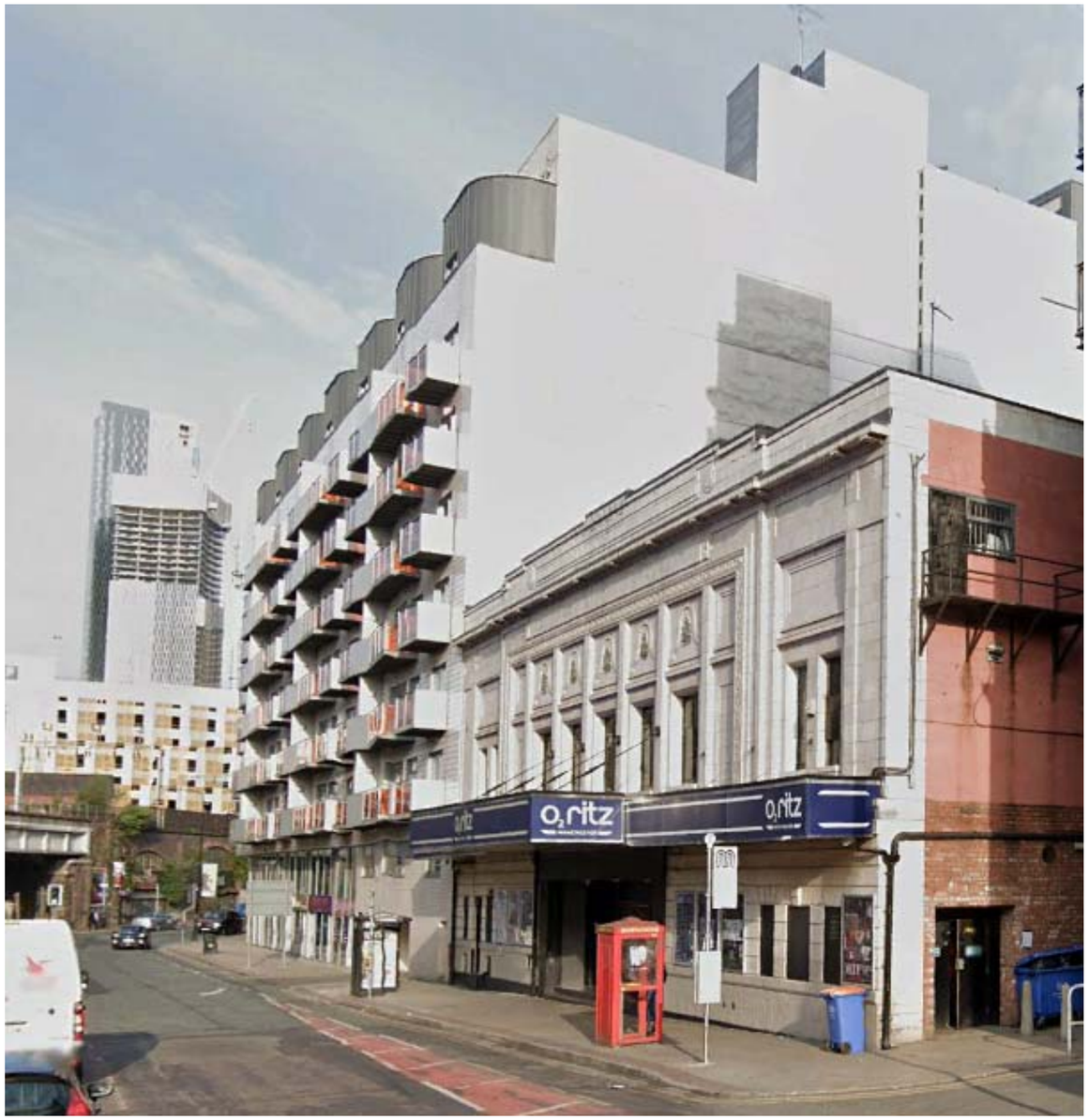
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SURROUNDING AREA

The surrounding area comprises of a mix of residential, commercial and retail uses, with numerous high-rise buildings located close to the application site. The building immediately to the west of Barclay house (23-33 Whitworth Street) accommodates commercial uses including estate agents on the ground floor with the upper floors comprising residential apartments. To the south of the application site are two estate agents, Harry Hall's cycle shop, a bar and hot food takeaways. The building to the east of the site is the nine storey Lock Building that houses hair dressers, an IT repair shop, a coffee/frozen yogurt shop and a Nail Bar on the ground floor with residential apartments located in the upper floors. To the north of the site is the Rochdale Canal Tow Path, the Rochdale Canal itself and residential accommodation.

To the South, a railway viaduct connected most locally to Oxford Road Station and associated with the Manchester-Altrincham railway line binds the site. It is approximately three storeys in height from the level of Whitworth Street West.

Behind the railway viaduct to the south of Barclay House is One Cambridge Street, a 29 storey high-rise residential development constructed as part of the Macintosh Mills Masterplan, which includes The Green Building; a 10-storey environmentally conscious mixed use development. To the north west of the One Cambridge development at 2 Gloucester Street is The Hotspur Press, located to the south of the railway viaduct and Barclay House. Hotspur Press is a five-storey textiles mill, which has planning approval (120635/FO/2018) for the conversion of the existing building and the construction of a new tower block above the existing building to create a 27 storey commercial and residential tower block. Further East from The Green Building on Great Marlborough Street is Liberty Heights a 37-storey tower providing student accommodation.



Above is a photograph of the O_2 Ritz building situated on Whitworth Street West to the east of the application site.

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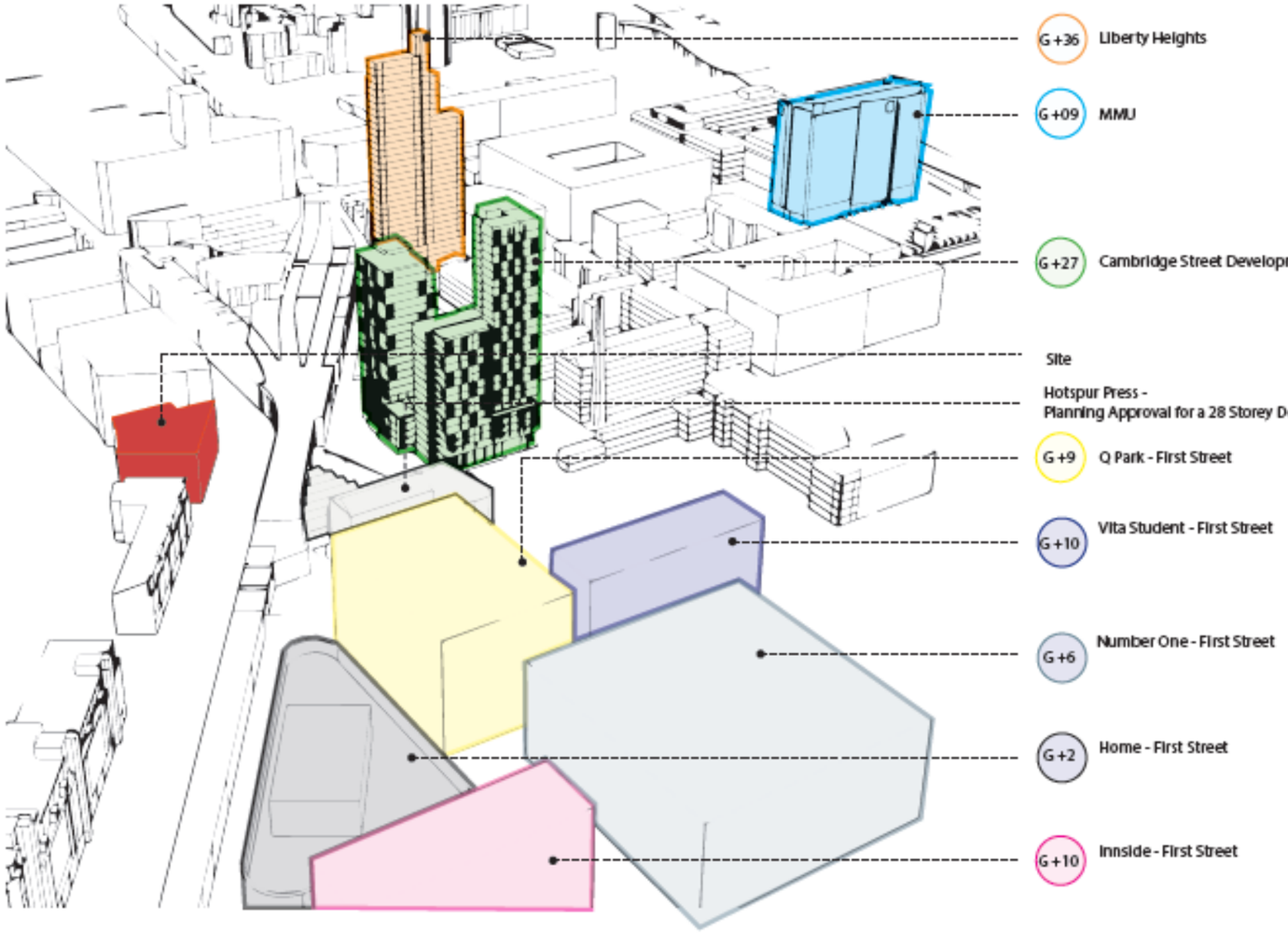
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Within the wider setting of the application site, to the east along Whitworth Street is the O2 Ritz Manchester, Gorilla bar/grill music venues and a ten-pin bowling alley. Rain Bar is located to the north west of Barclay House and a furniture store is situated to the southwest.

To the west of the application site at the junction of Albion Street and Whitworth Street West is the Hacienda Apartments; a twelve storey residential tower block.

It should be noted that the commercial premises specified within this statement are but an extract of the total number available in the immediate vicinity of the site.

The use of buildings near to Barclay House range from commercial units to residential use, and the scale of the buildings range from 3 storeys up to 37 storeys.



The image above shows the application site and the scale of several prominent buildings within the vicinity of Barclay House.

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PLANNING POLCIY

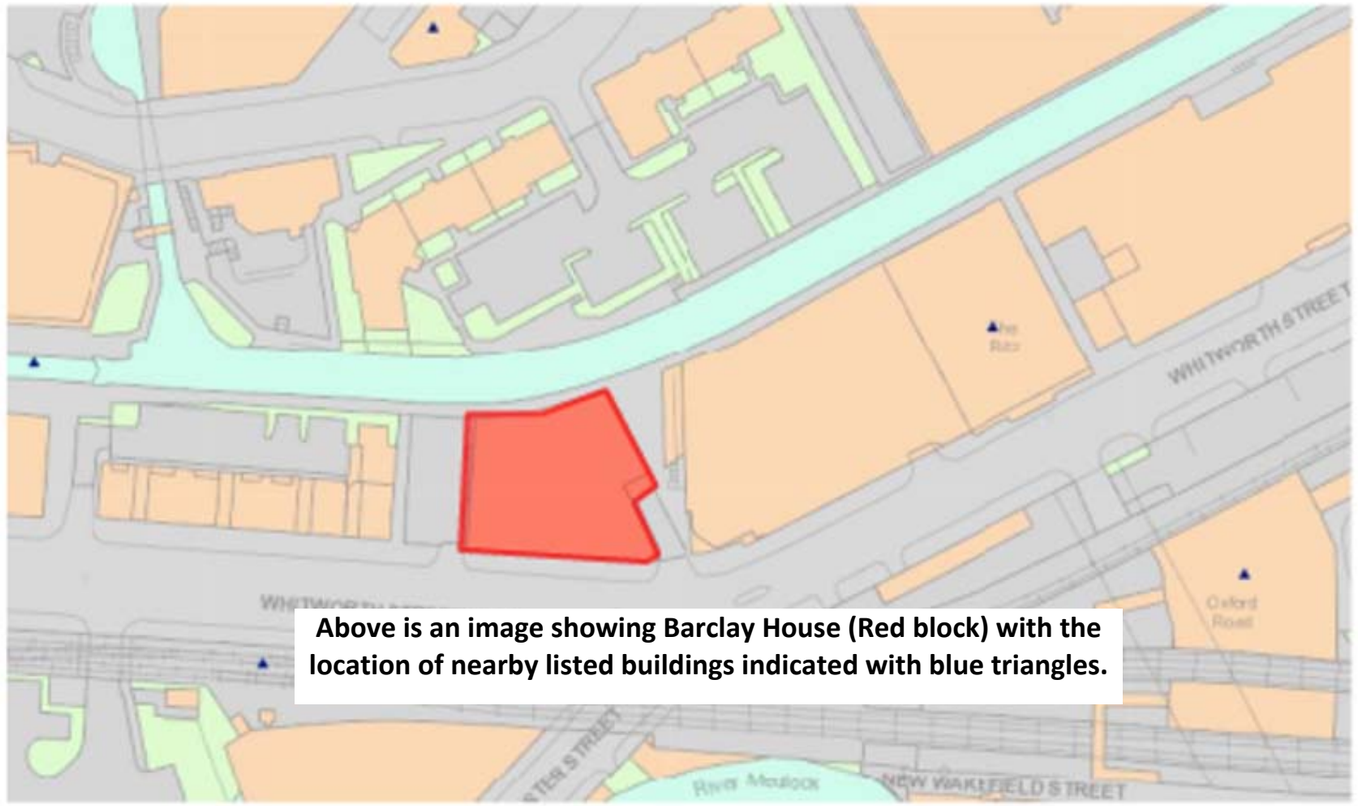
This section appraises the application proposals against the relevant provisions of national and local planning guidance and policies, in particular the National Planning Policy Framework, the adopted Manchester Core Strategy and the Saved Unitary Development Plan policies.

HERITAGE ASSETS

As defined in the National Planning Policy Framework (NPPF) there are no designated heritage assets within the site boundaries of Barclay House; Barclay House is not included on the local list, and is not identified as a non-designated heritage asset.

In accordance with paragraph 207 of the National Planning Policy Framework (NPPF). The impact of the proposed works will be assessed against the significance of the heritage assets.

According to paragraph 208 “Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal. They should consider this assessment when considering the impact of a proposal on a heritage asset.



Above is an image showing Barclay House (Red block) with the location of nearby listed buildings indicated with blue triangles.

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THE NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (the NPPF) was published in December 2024; it constitutes guidance for local planning authorities and decision makers. Applications for planning permission must be determined in accordance with the local development plan, unless it is silent, or material considerations indicate otherwise. The NPPF is a material consideration.

Section 16 of the revised NPPF deals with conserving and enhancing the historic environment, in paragraphs 202 to 221. The NPPF defines heritage assets in Annex 2 as:

"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)."

The NPPF places much emphasis on heritage "significance", which it defines in Annex 2 as:

"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."

Paragraph 202 of the NPPF encourages local planning authorities to recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. One of the factors to be considered is the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. Paragraph 203 recognises the fact that new development can make a positive contribution to local character and distinctiveness.

Paragraph 207 of the NPPF requires applicants to describe the significance of any heritage assets affected by a proposal to a proportionate level of detail. Paragraph 208 requires essentially the same from local planning authorities: to identify and assess the "particular significance" of any heritage asset. It is the significance of the heritage asset that should be taken into account when considering the impact of a proposal.

According to paragraph 210 of the NPPF, several considerations should be considered, first of which is the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. The paragraph reiterates the well-established concept that new development can make a positive contribution to local character and distinctiveness.

According to paragraph 216 of the NPPF, the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining applications. A balanced judgement is required, having regard to the scale of the harm or loss, and the significance of the heritage asset.

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

In Manchester, the relevant development plan is the Core Strategy Development Plan Document 2012-2027 (the "Core Strategy") adopted in July 2012 and the saved policies from the Manchester Unitary Development Plan (UDP), adopted in July 1995.

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The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a new 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design;
- improving the conditions in which people live, work, travel and take leisure; and
- widening the choice of high quality homes.

The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- be genuinely plan-led;
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- always seek to secure high quality design and a good standard of amenity;
- take account of the different roles and character of different areas;
- support the transition to a low carbon future in a changing climate and encourage the reuse of existing resources;
- encourage the effective use of land by reusing land that has been previously developed; and,
- promote mixed use developments, and encourage multiple benefits from the use of land.

The proposals will deliver a high quality residential development, which will maximise the potential of this prominent city centre site. The development will be of high design quality, creating a dynamic and interesting building whilst remaining respectful to the adjacent buildings.

Promoting Sustainable Transport

Chapter 9 of the NPPF deals with the promotion of sustainable transport. Paragraph 31 highlights that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Paragraph 115 states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

In line with NPPF policy, the location and design of the proposed scheme exploits opportunities for the use of sustainable transport modes. The location of the application site is within walking distance of Bus, Rail and Metrolink stations maximising the opportunity for residents to utilise existing sustainable transport infrastructure.

The proposed development will encourage the use of public transport, and reduce reliance on the car due to Barclay Houses' proximity to various forms of public transport.

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The application site is very conveniently located for shopping, leisure facilities and employment due to its location within the City Centre. It is also highly accessible for pedestrians and cyclists.

In summary the application proposals fully accord with the objectives of NPPF's sustainable transport policy.

Ensuring the Vitality of Town Centres

The NPPF seeks to promote competitive town centre environments and sets out policies for the management and growth of centres.

The site is located within Manchester city centre and is situated in close proximity to a range of modes of public transport, which will assist in reducing the need for travel by car and ensure that employment opportunities can be accessed by a wide range of the population helping to improve social inclusion.

Proximity to Manchester city centre's range of services means that the residents of Barclay House will be able to live, work and socialise in the city centre aiding the vitality of the city centre.

The proposals will support the economic growth and vitality of Manchester city centre. The residents of Barclay House will increase expenditure in the city economy and add to the city's tax base.

MANCHESTER'S CORE STRATEGY

Manchester's Core Strategy (2012-2027), adopted in July 2012, is the key document in the Manchester Local Plan.

Section 12 on Environment contains heritage policy EN3, which sates:

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals that enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

The delivery of residential development on the application site aligns with the key spatial principles of Manchester's adopted Core Strategy and will help to achieve many of the principal growth objectives. The Core Strategy contains key spatial principles, which will guide the strategic development of Manchester to 2027. The Regional Centre of Manchester will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, primarily in the Inner Areas, which are designated by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Supporting new residential development on the site will meet these policy objectives by providing high quality and diverse housing to meet need. The site sits within the Regional Centre. The Core Strategy promotes the development of employment generating uses within the Regional Centre, taking advantage of the commercial assets of the core of the conurbation and the opportunities to provide accessible employment to Manchester residents. It also identifies the development of new housing as appropriate within the Regional Centre to complement the development of mixed-use employment areas. The delivery of residential development on the site will meet the growing demand for new housing in accessible locations.

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The Core Strategy sets out that approximately 60,000 new dwellings will be provided for in Manchester over the Plan period to March 2027, an average of 3,333 units per year. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location.

The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The document covers a period of 15 years and outlines the Council's vision for Manchester to 2027 along with the planning policies, which will be used to deliver that vision.

Core Strategy Policy SP1 states the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North, East and Central Manchester Regeneration Areas.

MCC Core Strategy Policy SP1 also requires that all development make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character. Additional relevant policies and assessment of these policies in the

Policy CC3 Housing

The City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027. Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.

Barclay House is located within the area as defined in Policy CC3, and will deliver new residential units within the Southern Gateway that is also adjacent to residential growth areas such as Castlefield; thereby contributing towards meeting overall housing targets in key locations as specified in Policy CC3.

Policy CC6 City Centre High Density Development

City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

The proposed development at Barclay house is considered to maximise the use of the existing site to create a high-density residential accommodation in a city centre location. It is considered that the application site has been utilised to its full potential with the proposed scheme.

Policy CC9 Design and Heritage Design

New buildings will need to be of the highest standard in terms of appearance and function. The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.

The proposed development has been designed with due regard to principles of scale, height, massing, alignment, material and use, with a contemporary architectural design which is coherent with the history and aesthetics of the existing building, creating a sequential change from the historical to the contemporary. The proposals will deliver a high quality residential development, which will enhance the architectural and urban qualities within and surrounding the application site.

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Policy CC10 A Place for Everyone

The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.

The proposed units within the development will be a mix of two and three bedroom apartments, which will appeal to a wide range of people from single professionals and young families to older singles and couples to enjoy city life.

Policy H1 Overall Housing Provision

Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester.

Proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by proving house types to meet the needs of a diverse and growing Manchester population
- Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations.
- Contribute to the design principles of Manchester's Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area.
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (i.e. flood risk)
- Be designed to encourage privacy to both its residents and neighbours.

There is a clear and identified need for additional housing within Manchester. These proposals will provide new high quality residential units close to the city centre, contributing towards the annual requirement for housing within the City as specified in Policy H1. The application site is situated in a sustainable location within the City Centre, close to a number of key transport hubs and routes.

Policy EN1 Design Principles and Strategic Character Areas

All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.

The proposed scheme will provide a high quality residential development in a sustainable location close to the centre of Manchester. The proposed design will enhance the existing building and the heritage assets within the vicinity of Barclay House. Due to the scheme's thoughtful design and the location of the proposals will not have a detrimental impact on the setting of the listed buildings close to Barclay House.

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Policy EN3 Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

It is considered that the exceptional quality and thoughtful design of the proposals will sustain the heritage values of the identified heritage assets close to the application site.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies

Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

Manchester Core Policy EN6 states that a 15% improvement over Part L 2010 should be achieved where feasible. The energy strategy for the proposed development at Barclay House has adopted a ‘fabric first’ approach, looking to improve the thermal envelope of the building and to ensure the development achieves a 15% improvement over Part L of the current Building Regulations. The apartments will have appropriate passive control measures to limit the effect of solar gains on indoor temperatures in summer. The proposed light fittings will be low energy efficient fittings.

Policy DC7 New Housing Development

The proposals benefit from a wheelchair accessible building by way of a new platform lift with level access threshold at ground level and lifts within the development to ensure that all residents can gain access to each floor of the development. New hallways have been designed to ensure minimum widths to enable wheelchair accessibility within the building.

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Guide to Development in Manchester SPD (2007)

The Guide to Development in Manchester was adopted in April 2007. The guide reflects the growing recognition of the importance of well-designed and well-maintained neighbourhoods in supporting sustainable development and neighbourliness.

The guide places significant importance on new development creating a 'sense of place' under seven key principles as follows:

- character and context;
- continuity and enclosure;
- legibility;
- ease of movement;
- quality of the public realm;
- diversity; and
- adaptability

The SPD states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However, density levels must be informed by the character of an area and the specific circumstances of a proposal.

Developments should be informed, both in terms of design and layout, by the wider context. The document is clear to point out that it is the character and identity of an area that will determine appropriate densities and form, which will vary across the City. Proposals in conservation areas will be assessed in accordance with national legislation.

The proposed development meets the requirements of the SPD as demonstrated in the previous sections of this Statement.

Manchester Residential Quality Guidance

The Manchester Residential Quality Guidance (RQG) was endorsed by Manchester City Council in December 2016. This Guidance was produced to ensure that future development in the city delivers high quality, sustainable housing that meets the city's and communities' needs.

These standards have resulted in a positive shift in terms of the quality of residential schemes coming forward, yet space standards represent only one of the key ingredients for creating attractive and sustainable residential environments.

The Guidance completes this picture, providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live, and also raise the quality of life across Manchester.

The document sets out nine components that, when combined will inform and help to create high quality residential development and which will be used to shape what Manchester will become within the Manchester Strategy period up to 2025 and beyond.

HOWARD & SEDDON
PARTNERSHIP
RIBA CHARTERED ARCHITECTS

64 Washway Rd, Sale, Cheshire, M33 7RE.
Tel: 0161 973 8296 / Fax: 0161 962 3485
admin@howardandseddon.co.uk
www.howardandseddon.co.uk
In association with Townland Consultants H.K

Make it Manchester

The design for the proposed development at Barclay House has been developed to explicitly respond to the scale and massing of the site context; the patterns of historic urban development of Manchester; the existing buildings architecture and the adjacent buildings.

By including a mix of apartment types, the development will appeal to a wide variety of residents. The site is within easy walking distance of local amenities, offices, shops and cafés in the city centre.

The proximity of local amenities provides an additional layer of social infrastructure for future residents and will encourage their integration with existing and emerging communities within the wider areas.

Make it easy to get around

The site is located close to key public transport infrastructure, with Oxford Road Railway Station approximately 400m from the application site, and numerous bus routes running close to the site.

The site is within the City Centre district and Piccadilly Railway Station is located just over half a mile from Barclay House providing access to the national rail network. Barclay Houses' city centre location also benefits also from a number of dedicated cycle routes.

Make it practical

The proposed apartments are well sized, with thoughtfully designed living, sleeping and storage spaces. Waste storage has been designed in accordance with Manchester City Council guidance, ensuring easy access and maintenance for all residents to encourage recycling and reduce waste diverted to landfill.

Make it future proof

The proposed scheme has been designed to meet the requirements of the existing Building Regulations with an emphasis on reducing heat loss though the fabric of the building.

Apartments Sizes

Developers are encouraged to deliver residential units that will be expected to exceed Manchester's emerging space standards detailed in the RQG, which combines Nationally Described Space Standards and the London Housing Design Guide space standards.

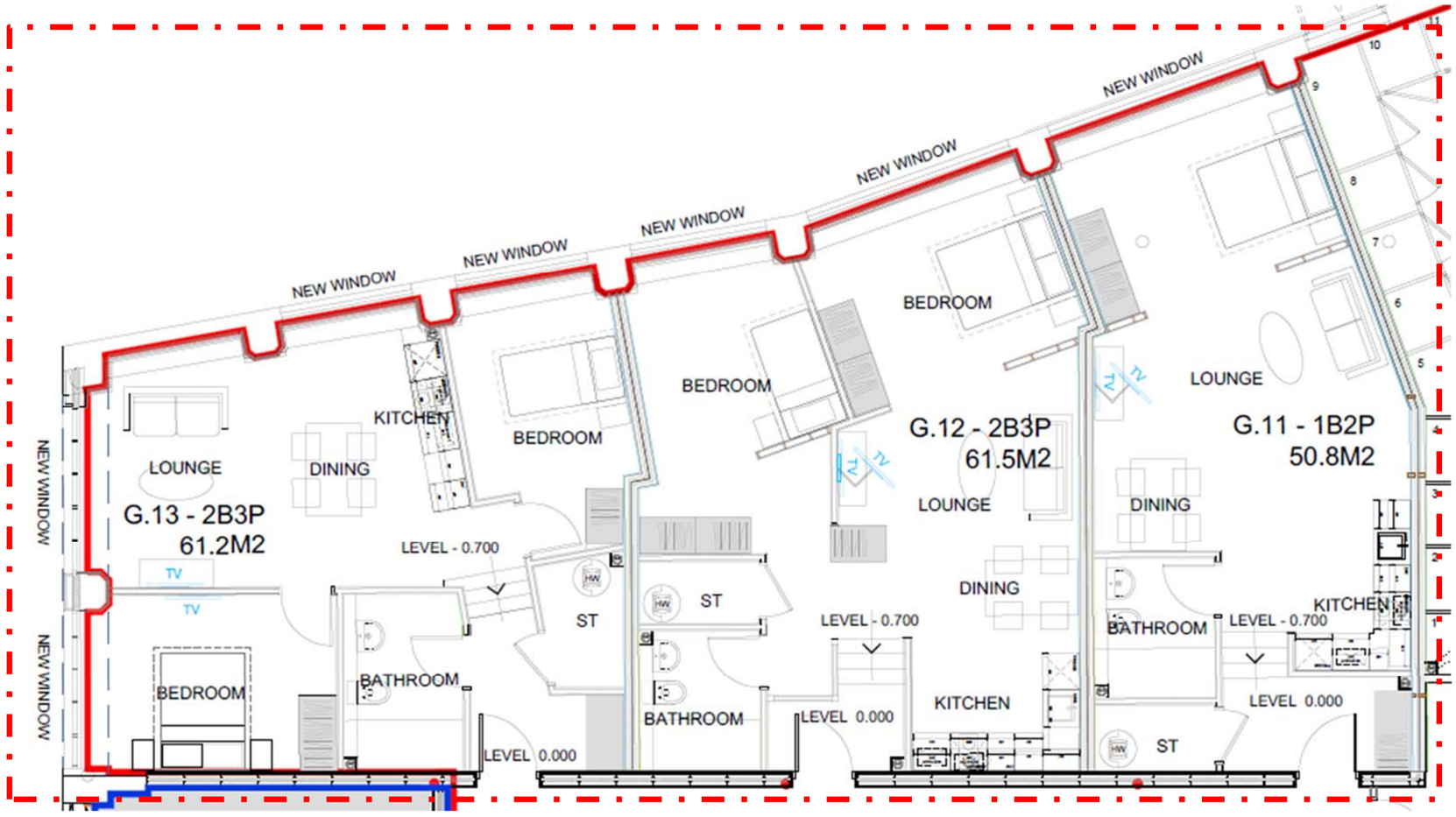
The proposed apartments have been designed to comply with Manchester's space standards providing a high quality residential development.

Summary of compliance

It is considered that the proposed development will provide high-quality residential apartments in a sustainable location, which are apposite for the sites location. The development has been designed to respond to the scale and massing of the site context, the existing buildings architecture and the design of adjacent buildings to produce a well-designed residential development, which compiles with both national and local policies.

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RIBA CHARTERED ARCHITECTS

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Above is an extract from the proposed ground floor plan showing the proposed apartments G11, G12 & G13 created by converting the former undercroft.

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admin@howardandseddon.co.uk
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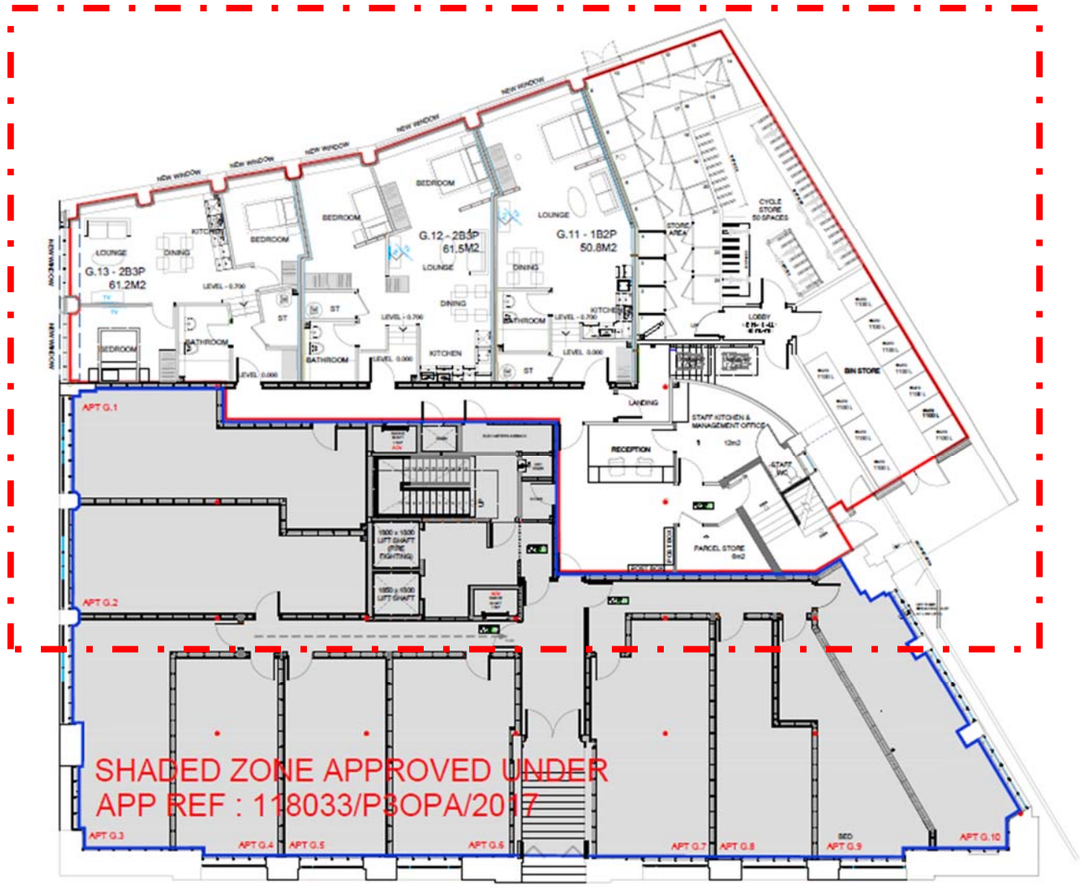
THE PROPOSAL

The proposed scheme consists of the conversion of the under-croft car park into residential accommodation. It is proposed to convert the existing internal and redundant ground floor under croft car park situated to the rear of Barclay House, into three residential apartments (G11, G12 & G13). As part of these works we are also proposing to restructure the ground floor layout around the Refuse and Cycle Store Area introducing a storage room to offer some additional onsite storage for residents. It is also proposed to open up the façade at pavement level and replace the historical low-level windows that originally served the basement space and introduce new aluminium windows in like for like locations around the West, South and East elevations. The final element of the scheme is to slightly relocate the substation within the car park allowing for 1m clearance around the structure and introduce a new block paved car park area replacing the original block paving on site.

GROUND FLOOR CONVERSION

The proposed ground floor conversion is located to the north side of the existing building facing the canal, located away from the traffic on Whitworth Street. It is considered that this is an ideal location, away from traffic noise and pollution to create residential accommodation.

The principle of Conversion to residential accommodation of this area has previously been accepted under application ref: 128804/FO/2020 which formed 4 Duplex apartments as part of a larger development of the site. On further development of the design, it was established that due to internal height restrictions within the existing structure the originally design would not offer sufficient height to accommodate two floor levels within the existing space.



AMOUNT

The proposed unit will comply with national standards, offering over 61m² for the 2 No. two-bedroom 3 person apartments, and 50.8 m² for the one bedroom 2 Person Apartment.

Below are the proposed gross internal floor areas for the proposed Ground Floor Apartments, including the total floor area of each apartment.

APT G.11 = 50.8m²
APT G.12 = 61.5m²
APT G.13 = 61.2m²

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BIN, CYCLE SPACE & STORE AREA

As part of these works we are also proposing to restructure the design of the ground floor layout around the Refuse and Cycle Store Area introducing a Storage Room to offer some additional onsite storage for residents.

The Cycle Store has sufficient space to provide storage for 50 Cycle Spaces. (Historical Consent – CND/18/0370 Proposed 29 Cycle Spaces) Increase of 21 Spaces.

The Bin Store has sufficient space for the following:

5x1100Ltr General Refuse, 2x1100Ltr Pulpable Refuse, 2x1100Ltr Mixed Recycling, 1x1100Ltr Garden Recycling (minimal soft landscaping) & 1x1100Ltr Food Waste.

(Weekly Collection / Internally Managed)

Storage Room – Offers sufficient space for 23 / 1m2 Storage Areas for Residents.

DESIGN EVOLUTION

The proposed alterations have evolved over time following discussions with the planning department, research into the style of architecture and building materials within the vicinity of Barclay House and design team meetings.

DESIGN MOTTO

The overall principle is simple — to enhance and preserve the building.

Those two key words, ‘enhance’ and ‘preserve’, can be an either/or measure, but it is a key anchor of our design scheme.

- improve the existing building, and overall impression of the area
- help to preserve what is there

The truth of the matter is that this is a significant building project, whether it is a new build or a remodel, then it’s likely to be put more in the ‘enhance’ rather than ‘preserve’ category. This means that we need to carefully assess what’s already there, not just the existing building but the buildings in the vicinity of Barclay House, and how the new design measures up against the existing.

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INTRODUCTION OF REPLACMENT LOW LEVEL WINDOWS SERVING THE BASEMENT

Historically within the basement area at high level the West, South and Part East facing elevations contained high level windows which over time have been blocked off when viewed from the exterior.

As part of the planning submission, we are proposing to open up the façade and reintroduce the windows in the same locations as below.



Existing Elevation



Proposed Elevation



Above are some internal images of the existing historical windows which have been concealed behind the façade when viewed externally

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RELOCATION OF THE SUBSTATION

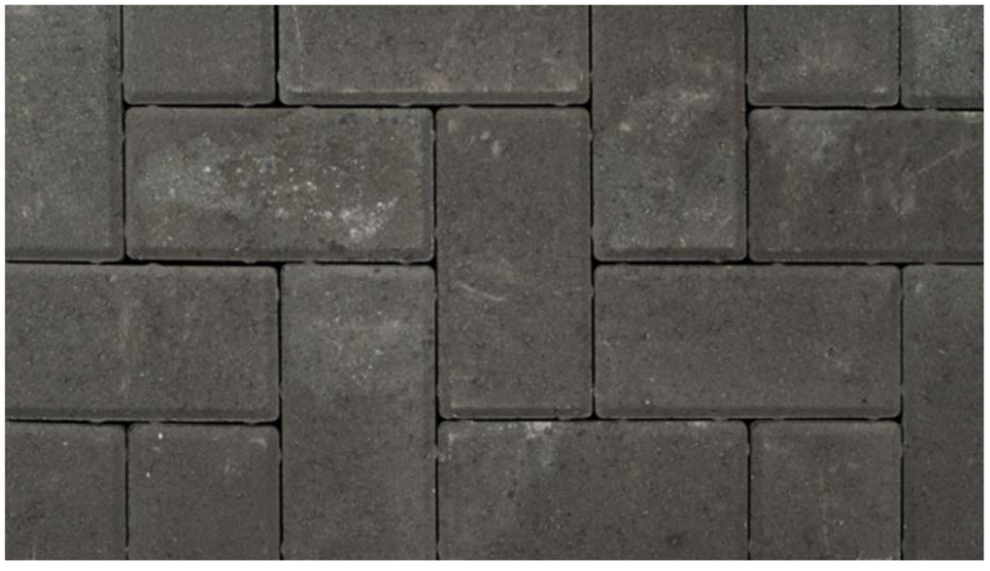
The location of the proposed substation was previously approved under Application Ref 133770/JO/2022. After the consent was granted, we were notified by the suppliers that we needed to provide 1m easement to all sides of the structure. As per the previously consented location we only achieved 750mm from the north rear boundary of the site so to satisfy the suppliers the substation needs to be brought forward away from the boundary by a further 250mm as highlighted on the proposed site plan to achieve the 1m required distance. There is no change to the proposed design simply a slight adjustment in its location on site.

The slight relocation of the substation does not impact on the number of parking spaces which is equal to those approved under Application Ref 133770/JO/2022 Providing 13 car park spaces.

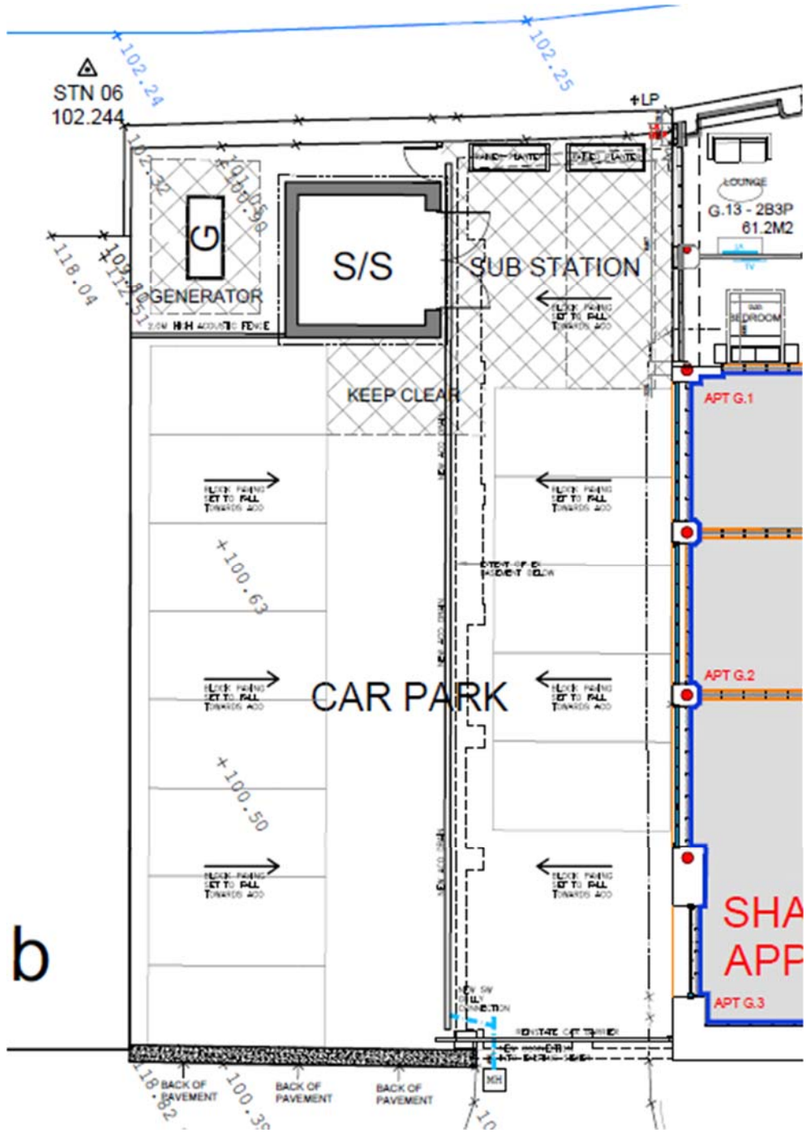
In conjunction with this we are also applying to renew the existing finish to the car park area replaced the existing brown block paving with new dark grey blocks which are to be set in the same pattern and size as the existing blocks.

PROPOSED EXAMPLE FOR REPLACEMENT BLOCK

PAVING TO THE CAR PARK AREA



60mm Block Paving – Carbon Black



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64 Washway Rd, Sale, Cheshire, M33 7RE.
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ACCESS

The proposals will create an inclusive environment by ensuring a level access approach by way of a disable platform left to allow access to the upper ground floor. All floors will be universally accessible without the need of supervision or assistance.

Barclay House is located in a sustainable location and can be accessed from Whitworth Street and from the rear of the building adjacent to the canal. A proximity access control system is proposed for the main entrances to provide electronic access through communal entrance door sets. Depending on the final system selected, access will most likely be operated using a card or key fob, which will be issued to residents and staff members, contractors and postal delivery services to enable access to and from the building.

A central staircase and two internal lifts provide access to the upper floors of the proposed conversion. Each apartment will be accessed off a network of corridors on each floor; the corridors link the apartments to the central lobby, staircase and lifts, providing appropriate access to all parts of the building for all residents and visitors.

Access to the first floor will be located to the side of the building enabling access into the side lobby area. The ground slopes slightly from street level up to the access door of the proposed side entrance. The proposed access from street level to Barclay House is a length of approximately 14.0m, with a maximum gradient of 1:18 from the street level height of 100.10m up to the finished floor level of the existing car park at 100.86m height. This gradient is more than acceptable, and will reduce the internal height difference from the lower level where the cycle and bin store are located. From the side entrance door to the base of the stairs is an internal corridor with a level section measuring approximately 5.0m in length where the platform lift will be located; this then provides access through the internal corridor into the main Reception Area. From this level all floors within the building can be accessed step free via the main lift core.

The proposed platform lift will be folded away on top of the stairs to ensure that it does not create an obstruction when not in use, but can be easily accessed as and when required. The platform lift will be able to be called form the top or bottom of the stairs at any time. The proposed route will provide easy access to and from the building, and will provide access for refuse disposal without leaving the building premises for all residents including disabled and wheelchair users.



GROUND FLOOR PLAN
104.473 LEVEL

DK Seddon BSc (Hons) MSc (UCL) Dip Arch (UCL) RIBA ARB; A B Babington Dip Arch (Manc) DA RIBA
Associates: I McKinnell; B L Worthington; E G Seddon MA Dip Arch (Manc) RIBA
Associate: Hong Kong Office: Keren R Seddon BSc Dip TP MRTPI 18th Floor, 101 Kings Road, North Point, Hong Kong Tel: (852) 2521 2911 Email: tcltd@townland.com
HONG KONG - MANCHESTER - JAKARTA

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64 Washway Rd, Sale, Cheshire, M33 7RE.
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CYCLING & WALKING

The proposal includes a dedicated secure cycle storage area of around 44.8m² on the ground floor located to the east of the building with direct access onto a small side street, which connects with Whitworth Street West. Providing the residents with quick easy access to and from Whitworth Street and on to the numerous cycling routes in and around Manchester city centre.

In addition, the site lies immediately adjacent to the large pedestrian walkways off Whitworth Street West and a pedestrian crossing with traffic lights is located immediately outside the front of the building, enabling residents to safely access the transport nodes located in the immediate vicinity of the site. Furthermore, the site's proximity to the Rochdale Canal Tow Path provides residents with further flexibility concerning the choice of pedestrian and cycling options to travel around Manchester.

NEW SUB STATION

A new single storey substation is required in order to provide a sufficient power supply to the development. After Air utilities carried out an assessment of the site and established that the only suitable location for the substation would be within the existing car park to the west of the building. The substation design is in accordance with the specification received from ENW. The size of the substation has been dictated by ENW based on its size and capacity. The proposed substation has no visual impact on the surrounding buildings and street scene on Whitworth Street West.

WASTE STORAGE

A bin / recycling store is located to the north east of Barclay House, on the ground floor. The waste storage area measures approximately 42.5m² and can accommodate at least 14 No. 1,100 litre capacity Eurobin's. This store will permit the storage of bins and the separation of waste for recycling. Doors from the waste store open directly onto a short side street, which connects to Whitworth Street West, meaning the bins can be removed, emptied and returned without being left on the street for collection. A standard refuse vehicle can reverse up to the entrance of the bin store directly from Whitworth Street West, stopping to allow the bins to be removed from the store, emptied and returned to the store immediately after emptying.

SUSTAINABILITY

In terms of the buildings environmental sustainability, the residential development is located in a sustainable location close to the centre of Manchester. A 'fabric first' approach will be undertaken throughout this project, looking to improve the thermal envelope of the building and to ensure the development achieves a 15% improvement over Part L of the current Building Regulations. The apartments will have appropriate passive control measures to limit the effect of solar gains on indoor temperatures in summer. The proposed light fittings will be low energy efficient fittings.

To increase the energy efficiency of the development the following elements are proposed:

- High performance glazing to reduce solar and transmission gains
- Improved thermal transmittance U-valued
- Natural ventilation
- Electric Heating and Hot water.
- 100% Low energy lighting through the dwellings
- Low flow aerated showerheads and basin tap inserts to reduce domestic water consumption
- Reducing surface water discharge
- Reducing mains/potable water via water efficient devices and equipment

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VENTILATION

The ventilation system for the proposed apartments will be designed and specified by specialists to comply with Part F of the current edition of the building regulations.

CONCLUSION:

The proposed scheme will convert the existing redundant internal car parking area, located to the north of the existing building facing the canal into 3 residential apartments.

The proposed under croft car park conversion will create 3 Apartments located to the rear of the existing building facing the canal. It is considered that this is an ideal location, away from traffic noise and pollution to create residential accommodation.

The internal alterations to the Refuse and Cycle Store Area introducing a Storage Room makes better use of the space available within the building provide sufficient zones for the various areas.

The opening up of the Historical windows within the façade will return the building to its original design and further enhance the internal aspect of the building from within the basement.

It is considered that the proposed design will enhance the existing building and the heritage assets within the vicinity of Barclay House, however as previously noted in this document there are no designated heritage assets within the site boundaries of Barclay House, and Barclay House is not included on the local list or identified as a non-designated heritage asset. Due to the nature of the design being in keeping with the existing building the alterations proposed will only enhance the building and will not have a detrimental impact on the setting of the listed buildings close to Barclay House.

The design of the proposed windows has been carefully considered, and has evolved from initial schemes through to the final design; following discussions with the council and observing the design of buildings within the vicinity of Barclay House.

The proposed scheme will provide high quality, contextually led design which produces a high-quality residential development in a sustainable location close to the centre of Manchester.

It is considered that the proposed development will provide high-quality residential apartments in a sustainable location, which are apposite for the site's location. The development has been designed to respond to the existing buildings architecture and the design of adjacent buildings to produce a well-designed residential development, which compiles with both national and local planning policies.