

TO: Manchester City Council, Planning
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Design & Access Statement

DATE: 10.03.22
REF: 495.400.001a
JOB: 495 Park Street - Containers

1.0 Introduction

This Design & Access Statement has been prepared in support of an application to convert an existing car park on the site at 22 Park Street, Cheetham Hill, Manchester, M3 1ET, into a self-storage facility with 76 containers of 20 ft length located to the perimeter of the site with vehicular access provided to most of the site via wide routes through the site.

1.1 Site and Context:

The Site is located to the north, at the edge of Manchester City, and within Strangeways area. It is 10 minutes by foot from Manchester Victoria train station. And less than 5 minutes from the Ring Road (A6042), Bury New Road/Victoria Street (A56) and Cheetham Road (A665) providing great access to the site as well as to many bus routes.

Strangeways area is defined by light industrial buildings and vacant sites. Much of the area is used for car parking. It is not a conservation area and is not of environmental interest. The application site lies within Cowburn Street, Park Street and Pimblett Street. There is an adjacent three-story brick building painted white to the north-east corner of the site. The rest of the north boundary comprises a brick wall (approx. 4 meters high) and a palisade fence that separates the site from an adjacent car park.

Another two-story brick building is located to the south frontage, previously part of the same site, with heavily secured windows on the ground and first floor levels. It is also next to the main entrance to the existing car park. The rest of the boundary is enclosed with a palisade fence and two unused palisade gates.

1.2 Existing Uses:

Strageways area mainly accommodates a mix of industrial and retail uses. There is also a community centre run with people affected by homelessness nearby. The site is currently used a pay and display car park covered by gravel. Therefore, the development for storage purposes would be in keeping with current site uses.

2.0 Design

2.1 Use

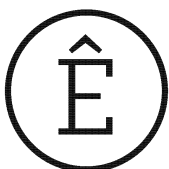
The application seeks consent for a change of use for self-storage site, offering both short and long-term storage for personal and business storage with 20ft length containers.

2.2 Amount

The site has an open area of approx. 1310 sqm. The application proposes 76 containers of 20 ft length arranged in three two-story rows with space in between to allow cars and vans to unload and turn. The total footprint of the containers adds up to 561 sqm.

2.3 Site Layout

The containers are arranged in three rows. One row runs along Cowburn Street close to the boundary, another one along Pimblett Street and the third one is in the middle against the north-east adjacent building leaving more than a meter space in between for light and maintenance purposes.



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The space in between container rows is for cars and vans to unload as close as possible to the designated container. The north-west drive is wide enough to fit a turning circle for a transit van whereas the south-east run is shorter and vehicles that access this area will need to reverse out or in. The site will be very lightly trafficked and items can also be walked to and from the storage containers from more accessible points within the site. There is also a vehicle entry point with an electronic pad to provide access to premises. This is set into the site to allow vehicles to wait off street prior to accessing the road or the storage facility.

2.4 Scale

The proposal is two-storeys high (approx. 5.2 meters high). The majority of surrounding buildings are industrial in character and the adjoining sites are used as surface car parks. Thus, the proposed development will have a low impact on the surrounding context and adjacent buildings whilst it helps to consolidate Cowburn and Pimblett Street elevations.

2.5 External Appearance and Signage

All the containers will be painted of the same colour and the company branding will be displayed by the vehicle gate as appropriate. Clear symbols, numbers and directional arrows will be used within the site, with signage externally limited as the containers are set to the rear of the palisade fence, so aren't visually prominent.

2.6 Landscaping

The site is currently covered mostly by gravel and some concrete kerbs. It is proposed the existing gravel surface of the site is retained, with hollows and depressions filled-in with new gravel. The proposed containers will sit on concrete blocks, positioned at each corner. This will allow the containers to be levelled and allow surface water to run into the gravel under the containers.

A new electronic vehicle entry gate will be installed, set back from the roadway so vehicles can pull in off the road while opening the gate. This entrance drive will be finished in asphalt laid to fall towards gravel surfaces. The rest of the site will remain as free draining gravel.

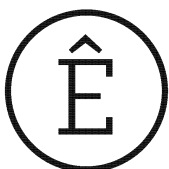
Two zones in the south-east corner of the site, highly visible to visitors to the area, are identified as an opportunity for climbing ivy to be installed. It will be supported on a wire mesh framework fixed to the structural framework of the shipping containers.

2.7 Security & Community Safety

The proposal is not considered to have an adverse effect on the community safety, improved external lighting and CCTV should have positive influences for the local area. What is an existing unsecured site will be gated and made secured.

Listed below are a number of the security measures that will be implemented:

- The existing palisade fence will be retained around the site and a new electronic vehicle gate will be provided
- A CCTV system will be fitted covering all areas within the site and the entrance gate
- New external lighting will be fitted providing illumination to all the internal area
- Each container will be secured with a CEN graded insurance approved container padlock



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3.0 Access

3.1 Vehicular and Transport Links

Due to the nature of the proposed use, there is no need for parking provision. Drives between containers are provided for cars and vans to unload as close as possible to the designated container. There is also enough space to fit a turning circle or reversing for a transit van or similar vehicle. The entry area is set into the site to avoid vehicles blocking the highway when accessing or leaving the storage facility.

3.2 Inclusive Access

The main entrance is clearly visible from the public domain, with ramped access to the main entrance from the public highway. The site is mostly flat and 50% of the storage is on the ground floor level providing level access to a high percentage of the units.

4.0 Refuse

No refuse bin provision or collection is proposed for the site due to the nature of the proposed use.

5.0 Sustainability Statement

The proposed scheme has a low environmental impact as it relies on repurposing existing containers that can be easily repurposed in the future for other uses. Proposals also retain gravel as the main surface across most of the site for free drainage.

The zones of ivy planting will provide some habitat opportunities for birds and insects.

6.0 Conclusion

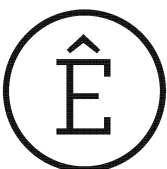
In conclusion we believe that the proposed development as described in the drawings and information contained in the application will comply with the policies of Manchester City Council.

The proposal assists in the regeneration of a vacant/underused site, providing a facility in demand locally. It does not detrimentally impact the site, surrounding area and is in common with the existing site use (car park). It will not impact the surrounding environment; infrastructure and does not alter the character of the area/premises. The proposal respects existing site forms and is visually unobtrusive.

7.0 Communication

We would greatly appreciate communication pre determination should any issues arise with this application.

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