

DESIGN STATEMENT

- **ASSESSMENT PHYSICAL CONTEXT**



ORIGINAL WAREHOUSE IN
BLUE-WITH NEWER EXTENSION
SHOWN AT THE BOTTOM NEXT
TO THE RAILWAY LINE

PROPOSED APPLICATION SITE
AREA SHADED IN RED

SITE LOCATION

The WHISPERING SMITH WAREHOUSE is bounded by Briscoe Lane to the North-West and Ten Acres Lane to the North-East. The Southern Boundary lies adjacent to the railway . In Context there is a residential area to the North- East (Ten Acres Lane) and the other boundaries are Industrial/Storage B8 Land use.

- **ASSESSMENT SOCIO-ECONOMIC**

The proposed extension will allow additional much needed storage space and will potentially increase employment by a further 5-6 staff.

- **ASSESSMENT PLANNING POLICY** The list is not exhaustive but refers to key policies .

AREA 4 EAST MANCHESTER

Whispering Smith lies within the East Manchester Area 4 EM5 Central Park Area.

A Key Policy within EM5 notes that B8 Uses will only be permitted if it can be demonstrated that they will cause no harm to the location of knowledge-based industries B1 and B2 uses.

As Whispering Smith is an established B8 use already occupying more than 26,000 m2 of B8 space we would contend that this use is well established, and any extensions are within the site area. Thus, there will be no additional B8 space generated outside the site which would cause detriment to the B1 and B2 uses.

The proposed extension makes full use of under-used land within the site ownership.

Development and Noise

The proposed use is not a noise- generating use and no additional external mechanical plant is envisaged. Background heating of the new space will be via an extension of the existing gas fired system.

Fumes/Vapours and Odours

There are no processes within the extension that would produce fumes/vapours or odours.

Haulage Traffic, Deliveries, Waste storage, Refuse and recycling

Haulage traffic in and out of the site only operates between 7am to 5pm Monday to Friday with very occasional daytime Saturday/Sunday if demand is particularly high.

A waste management strategy is already in place on the site.

There are 2 large skips on site- 1 is for cardboard waste and the other for plastic waste. They are collected when full and recycled by Manchester Recycle.

General waste is collected every two weeks via a contract with Biffa waste.

Details are attached to the Planning Application.

Secured by Design

Although a secured by design application has not been considered under this application The operators undertake to comply with Secure by Design standards in all new works and installations proposed. An initial assessment has been carried out to review security measures and features and note the following:-

- The main entrance yard is secured by existing gates and high fencing and controlled by gate-side security. All deliveries and refuse collection is organised and managed by the building manager and overseen by security at the gates. There are no out of hours deliveries or vehicle movements.

Parking and Transport

Site Accessibility: The location is well served by public transport, and we would consider the site to be accessible by sustainable transport modes for both staff and customers.

There are 3no nearby bus stops in both directions serving Briscoe Lane (bus nos. 74,76 and 76A) There is a tram/bus interchange at Central Park rail station 1km away.

On-Site parking is provided for existing 40 employees and additional spaces are available for the envisaged additional 5-6 staff. There is total capacity for 50 spaces.

The existing parking space numbers do not currently comply with the MCC parking standards ; however, the staff numbers are lower than the corresponding MCC parking standards of 1 space per 100m2 and actual staff parking achieved is 125% for the 40 staff currently. Therefore, for the additional 5-6 staff there are spaces available. Secure cycle parking is provided within the warehouse space itself.

Construction Management Plan

There is a large site area available for the contractor's compound and construction operations.

Construction may be phased in such a manner that the infill warehousing to the courtyard area is carried out first allowing plenty of space for materials storage, unloading and vehicle access and access for cranes in the main yard area. Secure fencing will create the contractors secure compound along the Ten acres lane elevation and existing deliveries can be re-routed to the main entrance during construction works

Construction Waste Management Plan

The contractor will produce a SWMP incorporating resource management (including responsible recycling and legal requirements), scoping of waste types (incl hazardous and non-hazardous) and management of the waste categories (reduced/recycled/reused).

- **INVOLVEMENT CONSULTTEES**

We have not consulted with the Local Authority on this project at this stage.

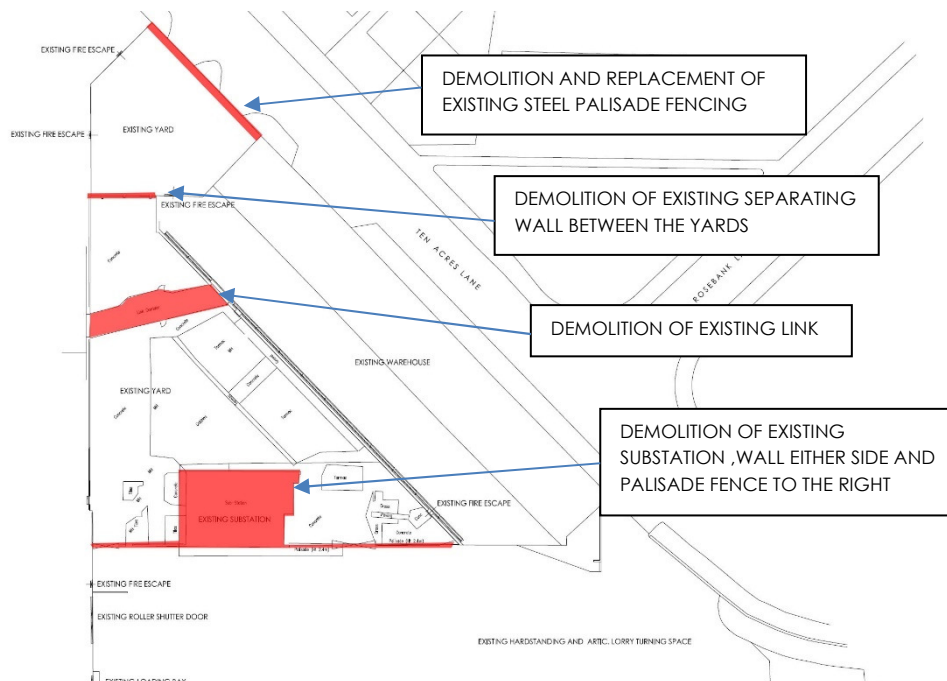
• USE OF THE BUILDING

The existing building has B8 use, the extended area will be the same use.

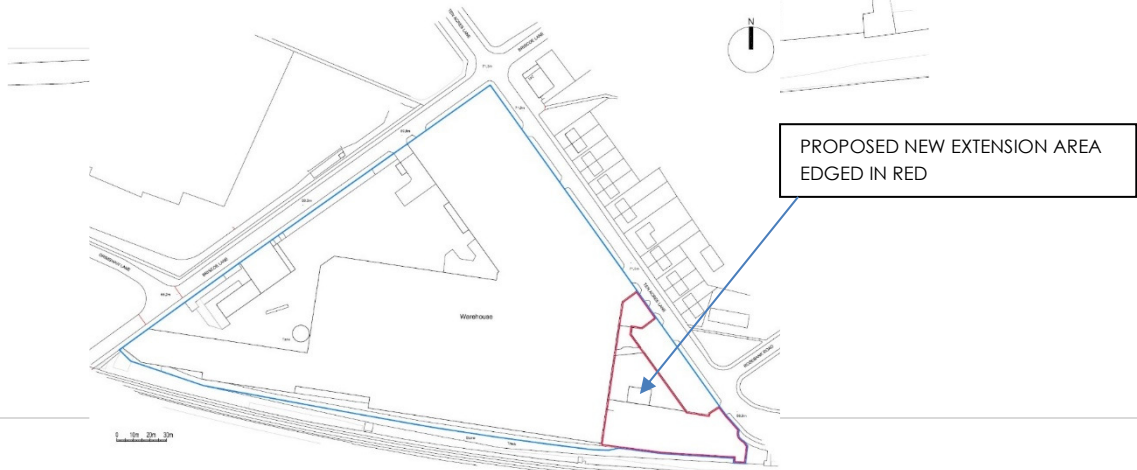
- SCALE AND AMOUNT OF DEVELOPMENT- The additional storage space is planned to be on existing hardstanding areas which are currently unused.

Key elements of the development:-

- Demolition of the existing central substation and creation of 2no new substations using unused hardstanding space with an existing pavement drop kerb/vehicle access to Ten Acres Lane. This area is currently fenced off. Full pre-planning dialogue and co-ordination with ENW has already commenced as regards the feasibility of this proposal.
- Demolition of the single storey steel clad link corridor between the main warehouse and the smaller warehouse fronting Ten acres lane.
- Demolition of the wall between the internal courtyard space and the area of hardstanding fronting Ten acres lane where the new substations are proposed.
- Demolition of the wall between the internal courtyard and the main lorry turning space.
- Construction of the new single storey portal frame warehousing as an extension of the existing (newer) warehouse to the railway boundary and infill warehousing to the courtyard between the existing buildings
- Removal of the existing palisade fencing fronting Ten acres lane and installation of new similar palisade fencing with access gates for a maintenance vehicle to suit the new substation configuration .
-



DEMOLITIONS

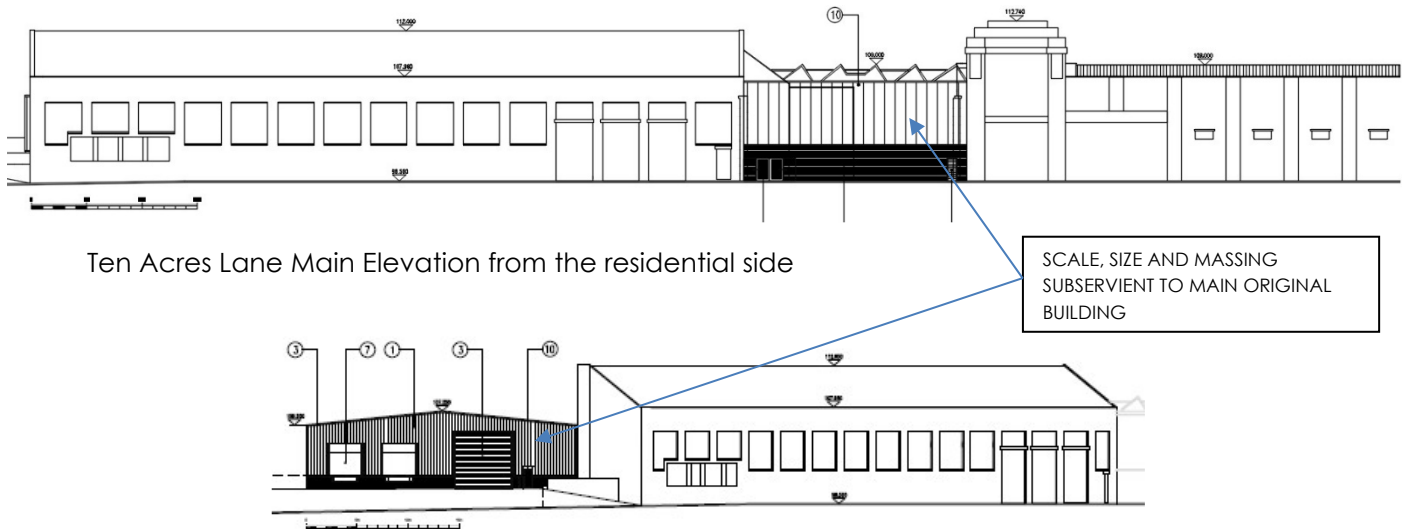


AMOUNT OF DEVELOPMENT- only 8.9% of the existing overall area of the warehouse is being extended.

SCALE OF THE DEVELOPMENT

The proposed extensions are single storey.

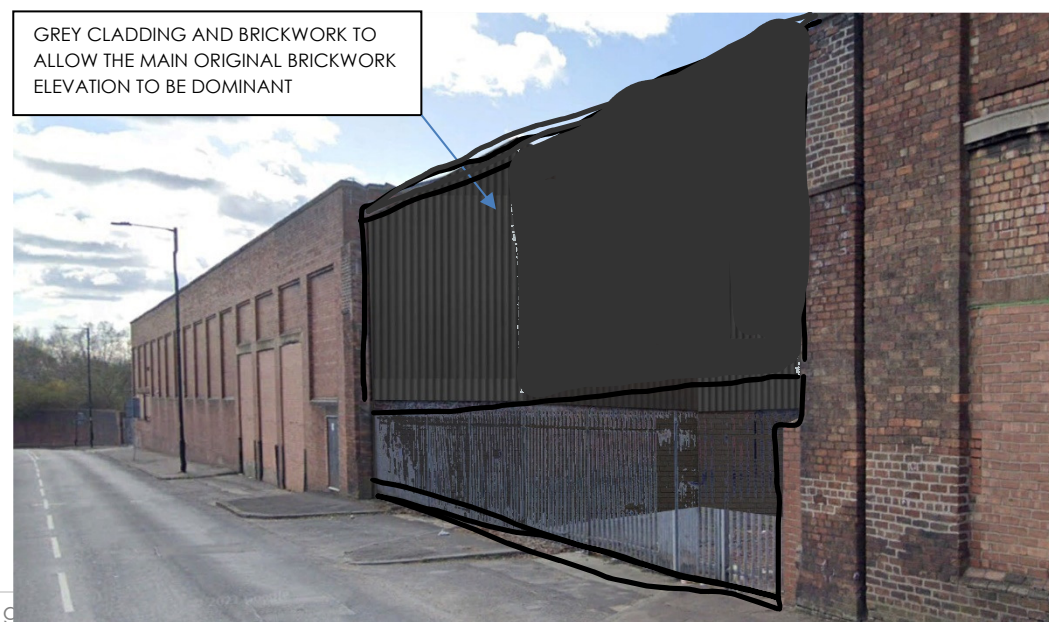
The extended newer warehouse is a simple extrusion of the existing shape with the same eaves and ridge heights. The infill extension between the existing buildings is set out to feature similar ridge heights and therefore, apart from a small elevation facing Ten acres Lane, is predominantly hidden from views outside the site.

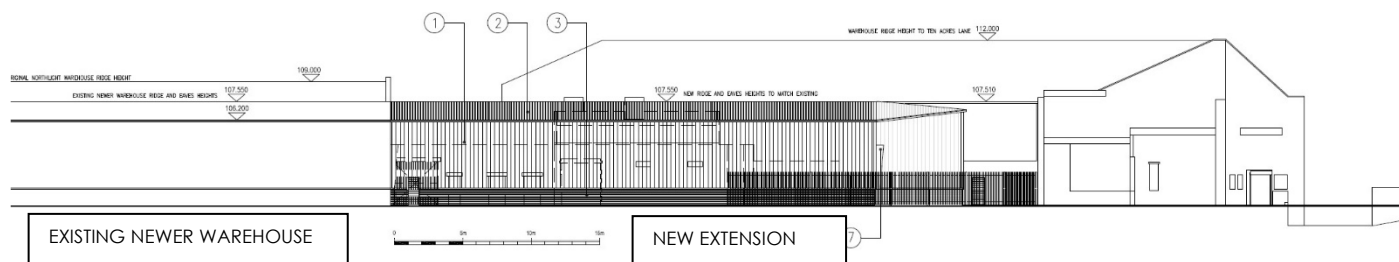


Ten Acres Lane Main Elevation from the residential side

LAYOUT AND APPEARANCE

- Primarily all new materials used in the roofing, brickwork and cladding above 2.0m AOGL are to match the existing newer warehouse.
- We propose a darker, charcoal grey, cladding and grey brickwork to the Ten Acres Lane elevation in order to reduce its impact to the street-scene and allow the original building brickwork, which is forward of the new warehouse elevation, to be dominant.





NEW EXTENSION TO EXISTING (NEWER) WAREHOUSE AS SIMPLE EXTRUSION OF THE EXISTING (SOUTH ELEVATION)

FLOOD RISK

- An initial desktop analysis has revealed that the application site is in flood Zone 1 as, as such, in a low risk flood zone. The application site is less than 1HA in size.

REVISION B

Discussions have been held with the planning Officer and we have agreed to amend the Ten Acres Lane elevation to feature a vertical seamed anthracite cladding together with an internal substation and grey brick below to produce a more acceptable elevation to the residential area opposite. Un the same manner we have also reclad the new extension gable which is visible further down the road in the same anthracite grey colir but maintaining the trapezoidal section cladding.

The above elevation to Ten acres lane has been sketched over to show the changes

end of design statement

ACCESS STATEMENT

ACCESS INTO AND OUT OF THE BUILDING

The proposals are all level access by virtue of the B8 storage use and the requirement for level delivery if the loading docks are not used.

The proposed extensions are accessible from within the existing building and do not change the main staff and visitor entrance from Briscoe Lane.

The main entrance caters for varying degrees and types of disability.

All disabled and less-abled facilities within the existing building are unaffected by the new proposals.

End of access statement

