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Proposed Demolition of former Depot; movement of existing vehicular entrance; Construction of 3 storey Wholesale Retail Warehouse including ancillary storage at upper levels.

102 -104, Waterloo Road, Manchester M8 8AW. Dec 21.

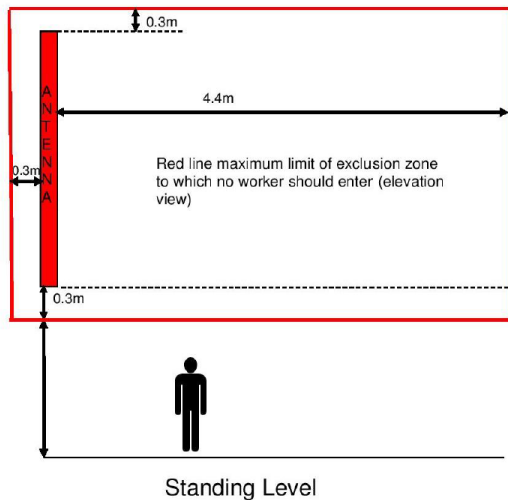
The Proposal

The site is located at the corner of Broughton Street and Waterloo Road in Cheetham Hill. The neighbouring buildings along both road-facing elevations are also in wholesale retail use. The existing 386m² single storey masonry building would be demolished to make way for a 3-storey wholesale retail warehouse (Sui Generis) of 1985m² GIFA: south-facing customer access at ground floor with ancillary storage on the upper levels (a new address would subsequently be requested for the re-orientated building: 134 Broughton Street).



The site from the south-western corner

The proposed East and North elevations would be incident with the existing building line. To the south, the new building line would be set-back 2100mm from the boundary creating a paved area between the level access customer entrances and back of pavement. Clearly there is a 5G phone mast positioned on the pavement along this boundary. However, the base of the antennae is 16.5m above the pavement and 6.5 m above the proposed roof level. This distance falls comfortably outside the “guidelines for limiting exposures” of the International Commission on Non-Ionizing Radiation Protection (ICNIRP).

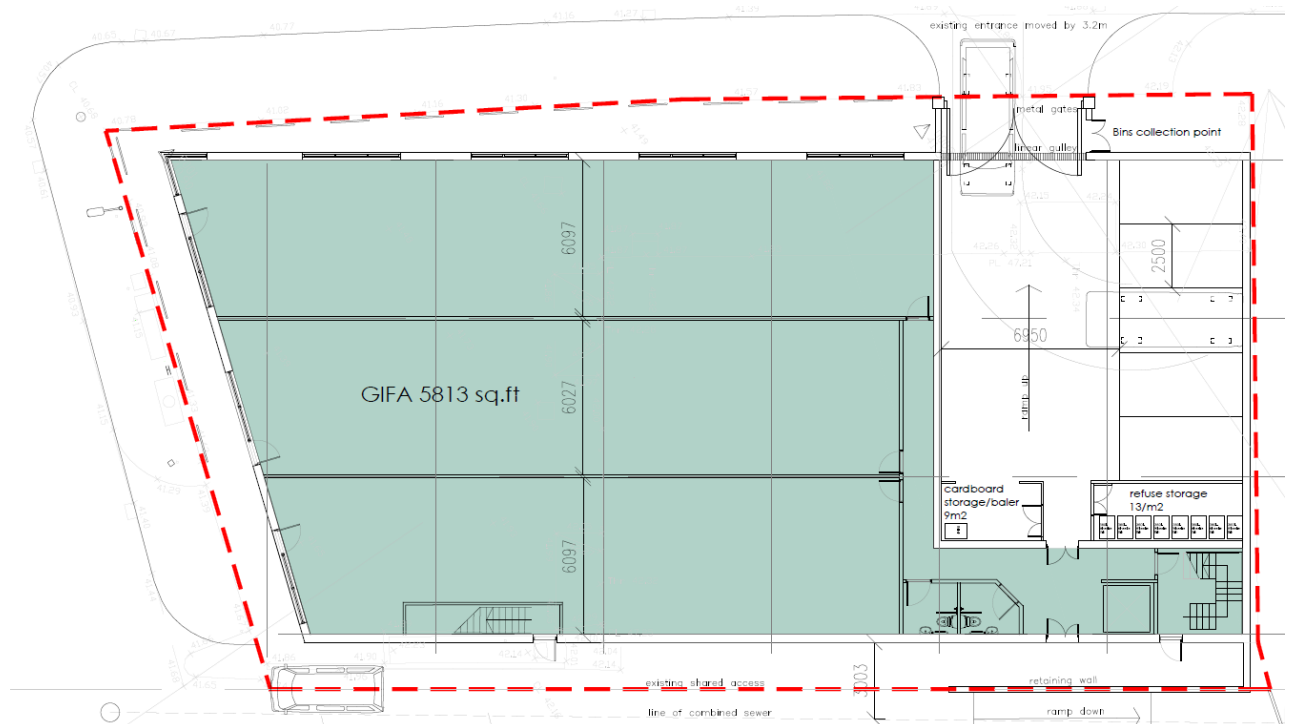


Safety guidelines for mobile phone-mast antennae.

To the west of the building there would also be a tapered area of paving within the site boundary ranging from 1100mm wide at the southern end to 2m wide at the point of the service access. This ensures the building line along Waterloo Road lines through with that of the neighbouring building to the north (106 Waterloo Road).

The primary service access along Waterloo Road for vehicles upto 2800mm high would be via an under-croft ramping down to the entrance with secure parking for five vehicles as well as the refuse storage area (see attached waste pro-forma). Goods would be transferred into the building using 1200mm wide trolleys with level access.

A secondary service access for higher vehicles would be via the existing ramp to the east of the site which would be shared with the neighbouring occupier at 132 Broughton Street.



Ground Plan indicating service access

Design

The building would be the same height as that of neighbouring 132 Broughton Street albeit built off a lower ground level hence the roof would be approximately 1875mm lower.

Facing materials upto first floor level would be a dark grey brick; metal cladding to the upper storeys would be coated in black, Tata "Colorcoat Prisma" finish with black framed windows and glazed customer entrances. A full height corner window (with "look-alike" glazing at floor levels) would mark the apex of the building at the street corner.



An example of black "Colorcoat Prisma" cladding

Conclusion

The proposal would be in the same use (Wholesale Retail, Sui Generis) as the neighbouring buildings along Broughton Street and Waterloo Road.

The proposed massing would create a strong visual corner presence and complete the building line at the corner of both streets.

The proposal would create a significantly bigger presence for the applicant, NN Holdings Ltd along Broughton Street with a commensurate increase in new jobs.

Whilst there is unrestricted parking along both roads, space within the site for 5 cars would be created within the western service access. Service access along Broughton Street would be via an existing concrete service ramp (along the site boundary and shared with the neighbouring wholesale retail warehouse at 132 Broughton Street).

Ancillary Documentation

The application should be read in conjunction with the following:

1. Flood Risk Assessment FRA211143 by LK Consult Ltd
2. Topographical Survey 37893-CVLS-01 by Survey Systems Ltd
3. Preliminary Risk Assessment LKC21 1509 by LK Consult Ltd
4. Waste Proforma
5. CIL additional information.