



INSPIRE | DESIGN | CREATE

Design & Access Statement





Applicant: **Mr Abdul Ghani**
351 Stockport Road
Longsight
Manchester
M13 0LF

Site Address: Central Auto Clean
351 Stockport Road
Longsight
Manchester
M13 0LF

Proposal: Planning application to erect a new purpose-built building to enhance existing car valeting facilities and modification of the existing canopy. No change to existing established use.

Agent: ML Design

Prepared by: Mr. Muneeb Z Lokasher
T: +44 (0) 161 8182 786
M: +44 (0) 772 2524 205

Date: 26/05/2022

Revisions:

Revision	Date	By	Notes
A	17/09/2020	ML	Issue for Planning Application
B	26/05/2022	ML	Revised Issue for Planning Application



Contents

Contents.....	Page 3
Introduction	Page 4
Business history.....	Page 4
Site location and context	Page 5
Planning history	Page 9
Design principals	Page 10
Proposal.....	Page 13
Conclusion	Page 14
Appendix A: Demolition strategy.....	Page 15
Appendix B: Transport statement.....	Page 16
Appendix C: Ground condition report.....	Page 17

Introduction

This design statement is submitted to Manchester City Council in support of a planning application. This planning application is for the enhancement of the existing business, which comprises of a purpose-built valeting centre, tyre bay, and a customer waiting area. There will be no change to existing established use.

This Design Statement should be read in conjunction with the following:

- Planning Application forms
- Title Deed Number: MAN 184742
- Drawing Numbers: 1147_0100 – 1147_0500

Business history

Central Auto Clean is Manchester's premier car valeting business. Recognised by the world's leading brands as one of the UK's top valeting centres. The car valeting centre has been in operation since 1960 and was founded by the applicant's father. Since then, the business has organically grown and has become an integral part of Manchester's economy. The company has an active policy of employing people residing in the local area to further support the local economy.

Site location and context

The proposal site is located on Stockport Road (A6) this is a main arterial route in and out of Manchester City Centre. To the South-East boundary of the site there is a small road, Richmond Grove East, which provides access to the residential properties to the North & East of the site.

There is a substantial amount of new development around the immediate site, including a plethora of housing as well as the new school building for Dean Trust. There is also an Islamic centre to the north-West, which was completed around 7 years ago, a 3-storey red brick with a flat roof. There is some architectural feature detailing to the front elevation, which brings elements of Islamic architecture to the forefront, the remaining elevations are very plain with some window apertures and articulated only to maximise the building footprint on the site.

The residential properties to the North & East are all predominantly 2-storey buildings with a pitched roof. The properties are mainly built of a buff brick, with some feature properties using a dark brown brick to create a two-tone aesthetic.

Directly opposite the site, there is a police station, which is built with a 3-storey central main body with 2-storey wing positioned perpendicular to the main body of the building. The building façade is made up of several materials, mainly a dark red brick, a buff colour feature block, and white cladding panels. It has feature artificial stone windowsills and base detail. The roof is a standing metal seam, which projects substantially past the walls to create overhanging gables and the eaves.

The North of the police station there is an open public space which has children's play areas. To the South of the police station there are some additional 2-storeys, pitched roof residential properties. These belong to the same development company as above.

Existing site photos:



Rear of the structure.



Ariel view.



Front/side view.



Front view.



Ariel view of car park, the section labelled 2 could be potential additional car spaces.

Planning history

The planning history of the site is as follows.

Applicati on Ref:	Proposal	Status	Date Register ed	Date Decided
090622/F O/2009/N 2	Erection of a single storey portal frame building to form car repairs and servicing garage in association with existing business	Approved with conditions	14/08/2009	09/10/2009
092234/F O/2010/N 2	Erection of a new single storey office and sales building and canopy in association with existing car wash and car hire business, and formation of associated storage compound with gates and alterations to existing vehicular access following demolition of existing buildings	Approved	08/02/2010	16/09/2010
096330/F O/2011/N 2	Formation of 9 car parking spaces and relocation of bin store in association with the use of existing buildings for MOT testing, car servicing and car repairs	Permitted Development	25/05/2011	11/07/2011
109423/A OH/2015/ N2	Installation of free-standing illuminated digital advertisement board to replace existing free-	Approved with conditions	15/07/2015	09/09/2015

	standing vinyl internally illuminated advertisement board			
--	--	--	--	--

Design principles

Usage

This proposal relates to the erection of a new purpose-built building to enhance existing car valeting facilities, tyre bay, customer waiting area and modification of the existing canopy. No change to existing established use.

The proposed development aims to enhance the existing facilities, but **not** to increase the number of customers on site at once, instead the scheme aims to make the process more efficient. Additional facilities are proposed within the new scheme to allow more efficient use of the site. In line with current government policy to ensure vehicles are more eco-friendly, we intend to supply electric car ports for customers. They would leave their vehicle for valeting and can recharge whilst using public transport to enter the city centre.

Layout

The layout of the scheme is split over predominantly the ground floor, with a small amount of floor space allocated to office space at mezzanine level.

Landscaping

There is no green landscaping proposed on site, however there will be new treatments applied to the ground, and new build.

Appearance

The proposed external walls are to be built from a block & block construction. An element of aluminium glazing screens/curtain walling are proposed to be used to filter natural light through the building. The main entrance is made from bespoke architectural glazing systems. The new canopy accommodates bespoke aluminium glazing panels. All materials to be agreed with planning office prior to commencement of works.

Environmental Considerations

The client is keen to explore 'green' buildings and are considering several steps to reduce carbon emissions. The proposed development will have efficient double or triple glazing systems, an efficient recycling of waste, where heavy emphasis will be on reuse and recycle. Natural ventilation will be operated through openable windows. Noise levels are to be minimal as main activities occur during the day only. The site can accommodate several cars for parking, however, the majority of staff use public transport as their primary method of commute. The new development will endeavour to achieve a high environmental standard in line with the BRE guidelines.

Access

The point of access into the site remains the same as existing, however it is proposed to be improved with enhanced boundary treatments.

We will incorporate a level access to the front elevation, where the customer waiting area is situated. This will be the principal customer and staff access routes into the office too. We have incorporated a disabled person's toilet on the ground floor. All access routes to and the building will be of a sufficient width as to allow a wheelchair user to easily manoeuvre around. The new development has been designed to comply with Approved Document Part 'M' and take on board any applicable DDA



recommendations. We will also wherever possible adopt Design for Access 2 (DFA2) requirements.

Proposal

Development Aims

The main aim is to enhance the existing facilities both internally, to create better functional spaces, and externally, to provide an improved aesthetic appearance within the locality. The scheme will not only benefit the local area in terms of regeneration but also have a positive effect on the local economy through the employment of local skilled workers and the construction trade throughout the build.

The new scheme will eliminate the '*hotchpotch*' aesthetic of the current site, and allow increased convenience for the customer, as well as a more streamlined business model. Customers will be offered an open and welcoming space. The new scheme is intended to be inclusive, safe, and environmentally sensitive. The applicant desires architecture that is well designed, both internally and externally so that a sense of pride will be instilled in its staff and users and to be well connected and open to the local community.

Clientele

The site is mainly used by a bank of loyal customers, but also passing traffic. Most visitors access the site via their cars and enter the facilities via Stockport Road, inform the attendant which service they would require, the attendant will then take the car key from the customer and give them a number. The customer will then be asked to wait in the customer waiting area. Whilst the customer is waiting, they will be able to see the car go through the cleaning process. Once the clean is completed, the customer will be called upon, their key returned, and they leave the site via the exit on the Stockport Road.

The current business has a secure customer base, who have loyally used the facilities for many years. Additional trade can be increased by passing traffic, which

can be accommodated by the expansion of the customer entrance, which can facilitate up to 30 parked vehicles.

The applicant is aware that there is an increasing number of competitors in the car valeting industry, therefore enhancing the existing facilities is essential to maintain the existing turnover, and furthermore, to have a modern building in keeping with contemporary design.

Development Activities

Central Auto Clean comprises of a variety of car maintenance facilities such as valeting, tyre repairs and tyre replacement. In addition to this, the new building will provide the opportunity for customers to have their tyres checked for safety and efficiency.

Conclusion

This document has been prepared to support the planning application, to develop and enhance the existing vehicle valeting facilities. It outlines our intentions to modify the existing building, but **not** to change the existing use. The existing buildings currently comprise of portable cabins and steel containers, which will be safely removed from the site (see attached demolition strategy).

The proposed scheme will enhance the aesthetics of the current site. The design, scale and mass will also be in keeping with the existing locality.

The proposed materials, roof coverings, pedestrian doors and glazing and any new materials introduced will be consulted with the planning department prior to use. Our client is keen to satisfy and adhere to all related planning guidelines.

We feel this proposal will be a positive enhancement to the local area, both economically and visually, therefore, planning permission should be granted.

Appendix A: Demolition strategy

The whole of the existing site currently comprises of '*porta cabins*' and temporary structures, therefore we are not demolishing a solid, permanent structure.

- Porta cabins will be picked up via mechanical machinery and repositioned initially in what will be the new car park.
- The temporary structures will be stripped of all metals, which will be recycled.
- Further recyclable materials will be collected by a local green recycling company (Red Gate Holdings).
- Dust will be limited, but sheeting & spray water will still be employed to ensure minimal spread of dust particles.
- All other non-recyclable materials will be placed in a purpose-built skip.
- In terms of the existing canopy, full demolition will not occur. The metal sheeting from the roof will be taken down and recycled. The existing support structure will remain, and form part of the new canopy.

Appendix B: Transport statement

- The current business opening hours are:
 - Monday – Saturday 9.30AM – 6PM
- Customers make initial contact via phone or social media platforms. On any given day appointments will range from a minimal of 10 vehicles to a maximum of 50 vehicles. In addition, customers can arrive on a drive-in basis, which can be accommodated pending a free slot.
- The majority of staff use public transport, cycle, or walk to their place of work. Parking slots are reserved within the car park if required by staff, secure bicycle stands are also provided for staff.
- Improvements will mean that up to 10 vehicles could be left on site throughout the day, using the electric charge points. If this venture is successful, there is a possibility of an expansion, creating an additional 10 spaces (making 20 spaces in total). Electric charge ports and parking will enable customers to use public transport to enter the city centre, which will soon be a green zone.



Appendix C: Ground condition report

Please see attached document.