

The logo for 'maber' is a red, rounded shape with the word 'maber' in white lowercase letters.

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New Car Park, Costain Offices

Design & Access Statement



BNP PARIBAS

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1.0 Introduction

Application Statement, Reason for Development & Design Brief

1.1 Application Statement

This statement has been prepared to accompany the planning application to Manchester City Council for a new deck car park located on the existing car park between Costain and Emirates offices, Manchester Business Park, Aviator Way, Manchester.

The purpose of this statement is to examine the character and structure of the development in accordance with the requirements for Design and Access Statements defined within DCLG Circular 01/2006 "Guidance on Changes to the Development Control System".

This statement is intended to provide supplementary information in relation to the nature and impact of the development, address the scope of the required design and access matters. It will assess the proposed development against current policy and other planning considerations, whilst also providing a brief commentary on the scheme for those who need a deeper understanding of the proposals. Whilst this document cannot capture all dialogue throughout the engagement period, nor every detail of the proposal, it aims to communicate the factors that have been considered in the design.

This statement is to be read in conjunction with maber design drawings submitted with this application.

1.2 Reason for Development

Costain are leading smart infrastructure solution consultants working in a variety of sectors. The tenants have identified a need for additional parking on site due to existing parking problems caused by an overabundance of vehicles. The parking will be shared between Costain and Emirates, both sites are owned by the same client and managed by BNP Paribas.

1.3 Design Brief

On behalf of the owner of the site, BNP Paribas have instructed maber to prepare the design for a new deck car park. We demand on the existing car parking spaces and double parked areas a new solution was required. After various feasibility options, maber have finalised the design detailed in this application. This includes additional electrical charge points so cars can be charged in a sustainable way.

Through site studies and various options, the proposed scheme traverses the boundary between the Costain and Emirates car parks. The intention being that the new car park will be shared between the offices.

An aerial photograph of a suburban area. In the upper half, there is a dense residential neighborhood with many houses and trees. Below the houses, there is a large, flat, open field, possibly a sports field or a construction site. In the lower half, there are several large, modern buildings, likely schools or community centers, with parking lots and some trees. The overall scene is a mix of residential, commercial, and open space.

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2.0 Site Appraisal

Site Appraisal

2.1

Location



Costain and Emirates offices share a large site on Manchester Business Park, Aviator Way, Manchester.

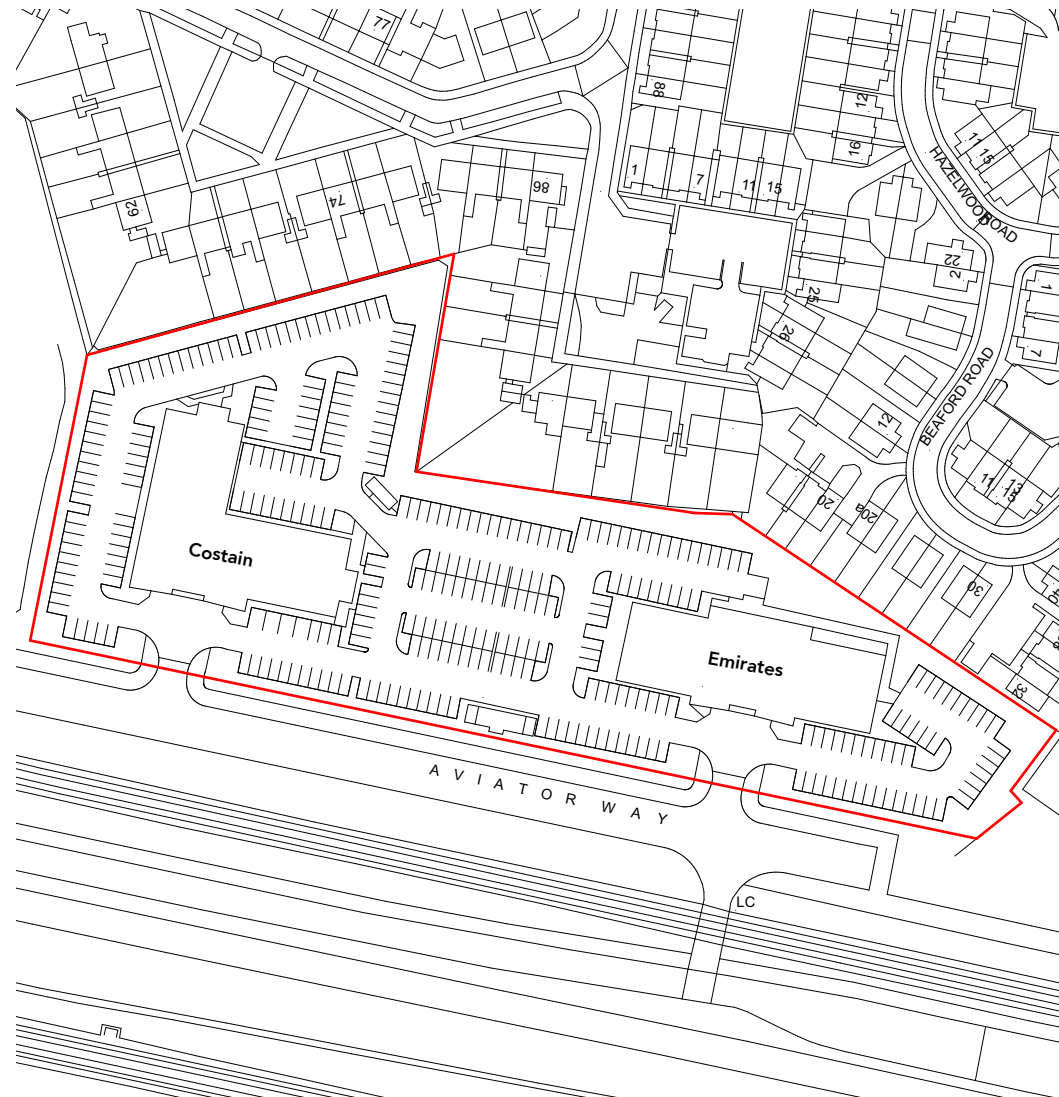
The site is located to the north of Aviator Way. The proposal seeks to develop the space between the buildings within the boundary noted on the adjacent plan.

The aerial view shows the site sitting south of a housing estate and north of Aviator Way, the main carriageway and airport to the south.

Aviator Way acts as the only access to the site. This smaller road is itself accessed from the larger road, the A555.



Topographical Survey



As show in the adjacent plan, the development area includes two existing buildings and an amount of parking at ground level.

Trees generally line the north boundary between the homes and site.

The site is set back from the main carriageway and separated by the smaller access road, Aviator Way. This helps separate the site reduces traffic and noise across the site. The site is reasonably flat across the whole area.

The proposed car par will be constructed centrally between the buildings. The proposal will take the form of car parking across two levels - ground and first.





Various photographs of the site.

1. Costain offices as viewed from the approach on Aviator Way.
2. Main entrance to Costain offices (south elevation).
3. On site parking problems to the west of the Costain building.
4. On site parking problems to the north of the Costain building.



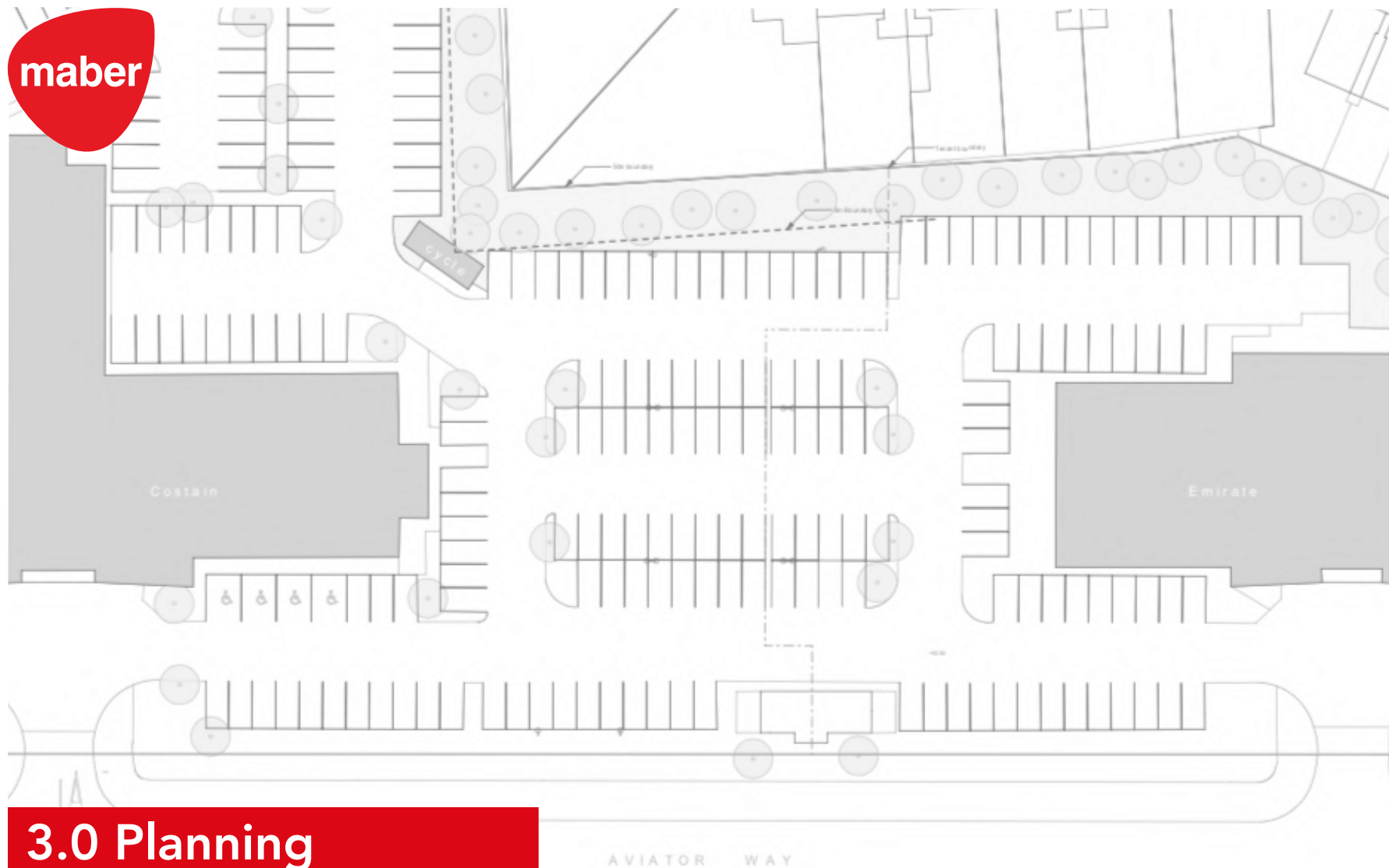
Surrounding Context



There is precedent for multi-level car parking in the immediate area. As can be seen in the aerial photograph (right), a nearby office has both ground-level parking and a multi-level parking area to the rear. These buildings are the next offices going west along Aviator Way from the Costain buildings.

The proposal this application outline seeks to provide a similar amount of additional parking.

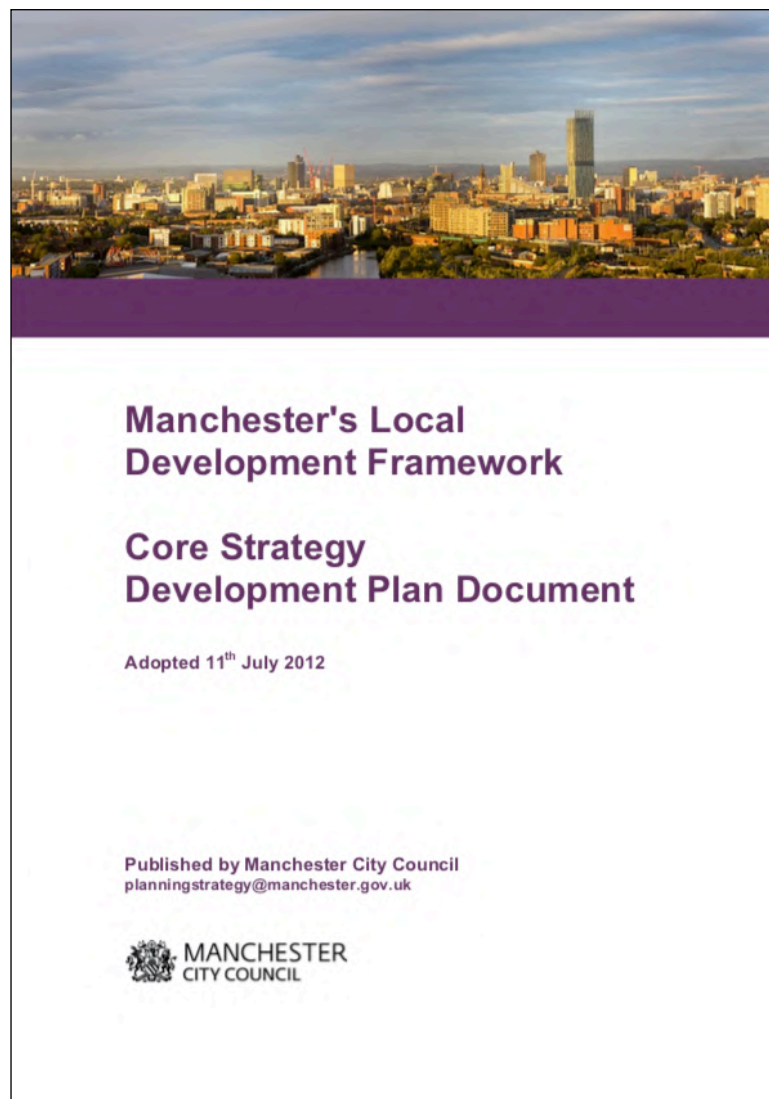
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3.0 Planning

3.1 Core Strategy

Manchester City Council have, since July 2012, adopted the Core Strategy which sets out the strategy for development for the years 2012 to 2027. It is the key document in Manchester's Local Development Framework and describes the Council's vision for Manchester in 2020 along with the planning policies which will be used to deliver this vision. This scheme has been developed and assessed with these policies considered to create an appropriate development.



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4.0 Proposal



4.1 Spatial Planning

Following a series of options, the design delivers the brief in a sensitive manner that meets the clients requirements, users needs and relevant planning policies.

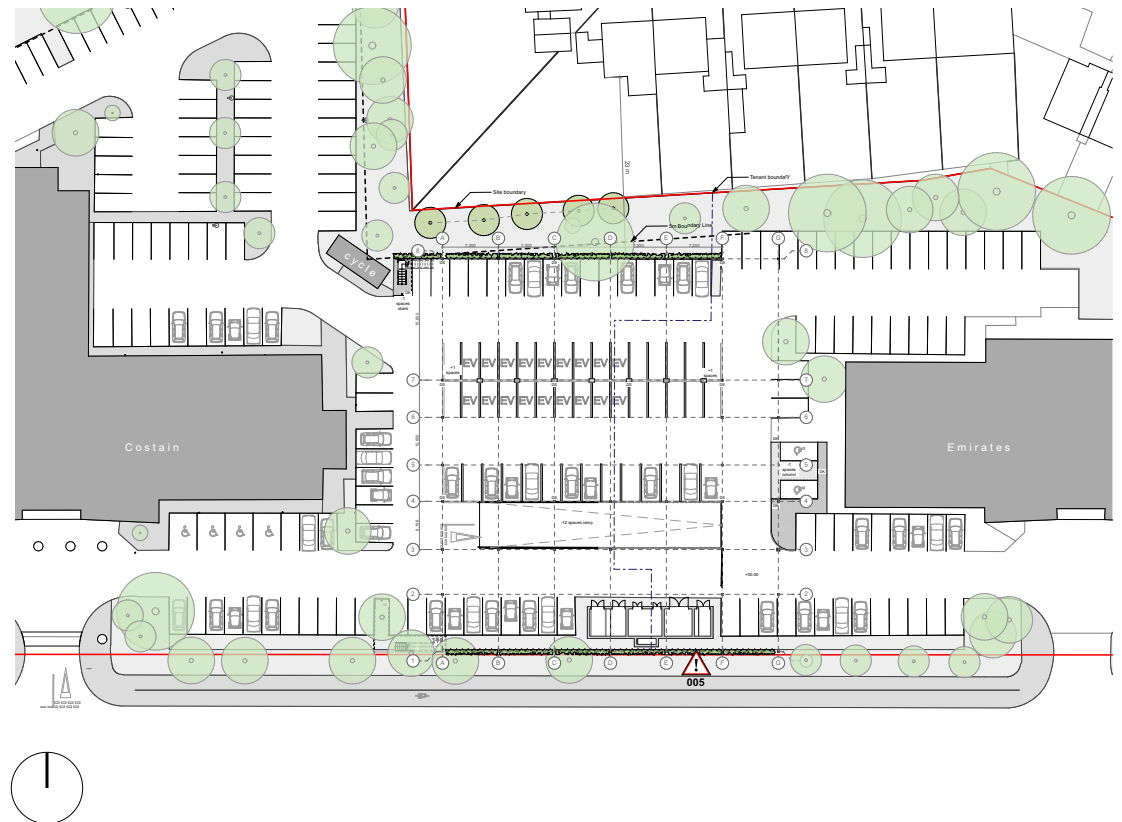
Plan

The main plan is a single unit, multi-level deck car park which is located approximately equidistant between the two offices. With the addition of the new parking, there is a net gain of 66 spaces including 18 electric car charging points.

As shown in the plan (right), the upper level is accessed via a ramp which requires the removal of 12 existing spaces. Two pedestrian access stairs are provided to the north west and south west corners of the parking block.

Although simple, the design proposes a restrained and rigorous approach to the site. We believe the car park maximises use of the site without imposing or overwhelming its surroundings.

The footprint is located in such a way so as not to take any existing soft landscaping from the north boundary. In fact, the car park is situated above existing spaces and takes approximately the same amount of space. This is a deliberate choice to minimise work on the ground level and only improves a well-considered site plan.



External Appearance

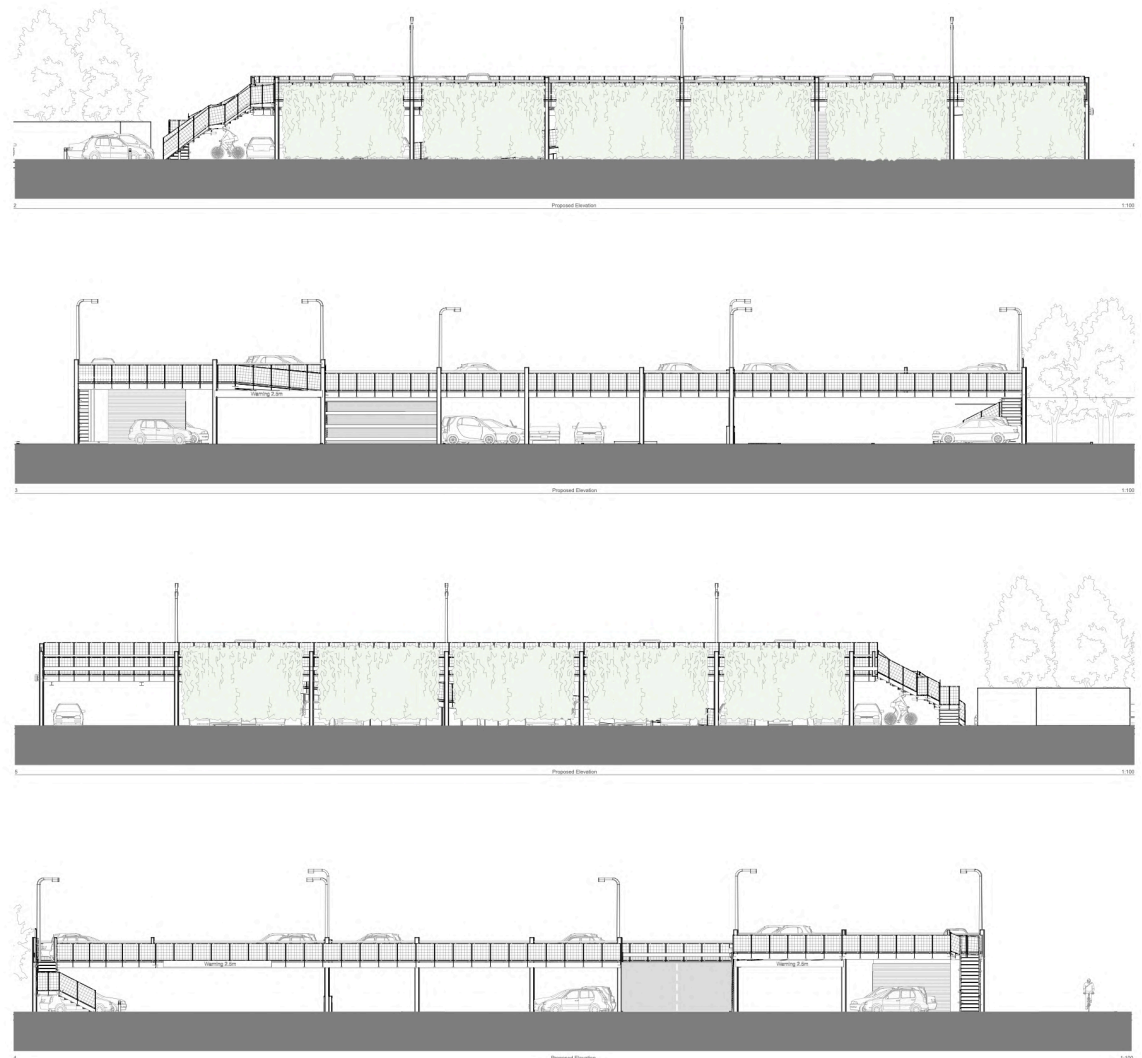
4.2 External Appearance

The scheme adopts a style which matches the clean, simple and modern vernacular of the business park. The car park is largely open and therefore allows light to penetrate throughout. This open feel further minimises the visual impact of the car park in its surroundings.

Designed using common car parking standards, the proposal utilise slim galvanised steel columns with a concrete deck. A balustrade and light metal mesh is provided giving some sense of solidity to each elevation and of course providing safety at first floor.

Both the north and south elevations will have green walls, softening both key elevations. The existing street-facing elevation is restrained yet of a high-quality finish. Adding a multi-level car park has the potential lower the quality of any site if not carefully considered. Thus the clean, simple lines and soft green wall only add to what is already a great building and site.

The north elevation is also proposed with a green wall, this is of particular importance to this side of the car park. Dwellings are located to the north and as designers, we have considered the visual impact of our scheme on the neighbours. The area is considerably well-screened by existing trees and this is not proposed to change. Any slight views through the greenery to the deck is then further screened by the new green wall. One further design consideration has been made, the proposal is limited to one additional storey which again minimises any visual impact.



Visualisations



Visualisations of the proposal.

1. View of approach to car park from Costain offices.
2. North east corner of car park with green wall.
3. Minimal visual impact from dwellings.
4. Aerial view with surrounding context.



Visualisations of the proposal.

1. Hedra green wall.
2. Flexi-Panel safety barriers. Galvanised.
3. External stairs. Galvanised.
4. Composite Floor deck.

Removed trees to be relocated onsite.



5.0 Conclusion



5.0 Concluding Statement

In conclusion, this statement summarises and supports a comprehensive, well-considered scheme which seeks to provide additional car parking for both Costain and Emirates offices at Manchester Business Park. The comprehensive design process has resulted in a strong proposal that sits well within its surroundings, functions as necessary and is of a high quality finish in keeping with the site.

Furthermore, the addition of 18 electric car charging points enhances and promotes an eco-friendly approach to travel which is huge benefit to the tenants but also the neighbouring properties.

It is maintained that this Design and Access Statement accords with the requirements identified within DCLG Circular 01/2006 and complies with the design policies contained within the NPPF and the Local Plan. On the basis of this assessment a grant of planning permission is justified for the tenants and local community.



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