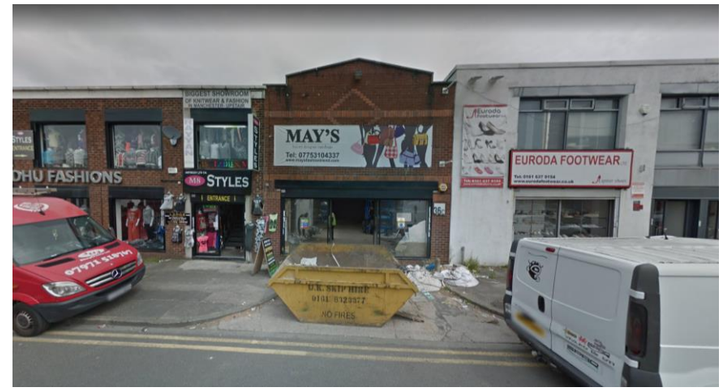


36c Broughton St, Manchester M8 8NN

Design and access statement

Manchester, Green Quarter

July 2018

architecture and interior design

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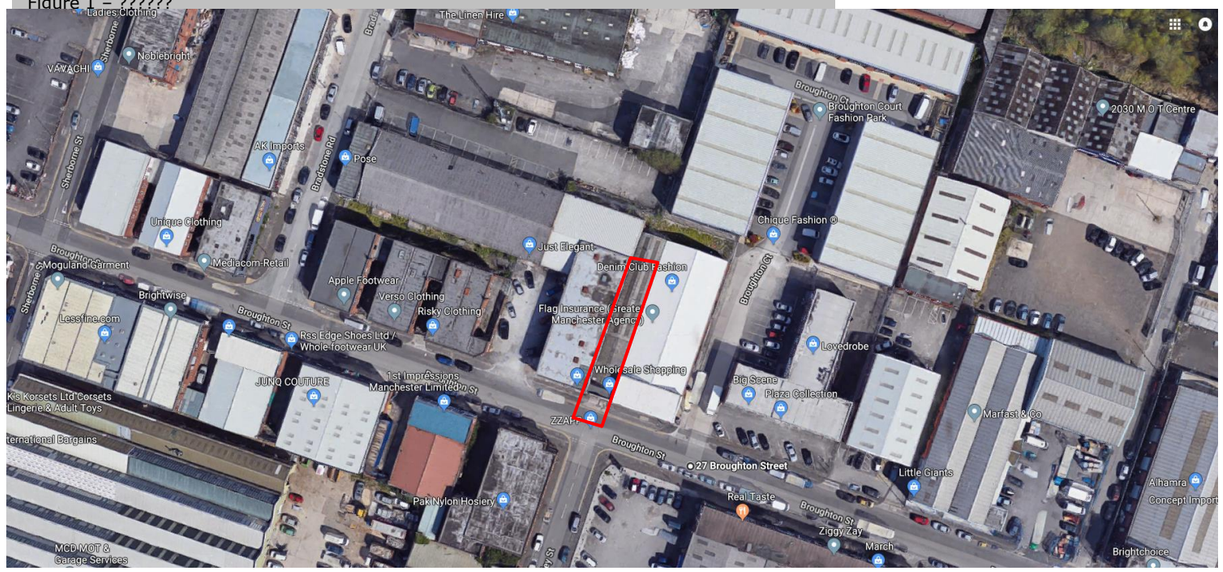
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Figure 2 : Location

Figure 1 – ??????



Figure 3 : Zoomed Location



1.0 Introduction

1.1 Aims

This architectural design document has been prepared by architecture and interior Design for the addition of rear extension for the delivery to be taken to the rear and unboxing to be taken to the warehouse. The application site is situated in the centre of Manchester.
This short report covers the suggested approach to provide professionals with accommodations to commute to and from work places.

1.2 Design Ethos

The design approach can be summarised as follows:

- Key concept of the design is the notion of transparent symbolism" the literal symbolism"
- The design should incorporate various aspects of sustainable design, and looks to new technologies and traditional craftsmanship.

1.3 Location

The application site is located in Manchester, the site situated on Broughton Street, the road is surrounding of a mix of commercial in the surrounding area. The site is ideally located for warehouse with excellent public transport links available on Broughton ct.

1.4 Proposal

The proposal is for a and rear extensions for to be taken to the rear and unboxing to take place and this would also be used as storage. The core reason would help the warehouse to have a more efficient work.

The proposed extension is in a ideal location as it is situated 0.3 miles from the Cheeetham Hill Road which leads to the Manchester fort. Local busses located 1 minute from the site leading to the centre of Manchester. Local transport line are 3.0 miles which leads on to the M6.

Figure 4 : Photographic Analysis



2.0 History

The history of Manchester encompasses its change from a minor Lancastriantownship into the pre-eminent industrial metropolis of the United Kingdom and the world. Manchester began expanding "at an astonishing rate" around by a boom in textile manufacture during the Industrial Revolution. The transformation took little more than a century.

Having evolved from a Roman castrum in Celtic Britain. In the Victorian era, Manchester was the site of one of the world's first passenger railway station and many scientific achievements of great importance. Manchester also led the political and economic reform of 19th century Britain as the vanguard of free trade. The mid-20th century saw a decline in Manchester's industrial importance, prompting a depression in social and economic conditions. Subsequent investment, gentrification and rebranding from the 1990s onwards changed its fortunes, and reinvigorated Manchester as a post-industrial city with multiple sporting, broadcasting and educationalinstitutions.

Manchester has been on a provisional list for UNESCO World Heritage City on numerous occasions. However, since the 1996 bombing, local authorities have persisted on a course of economic evolution rather than prioritising the past. This economic evolution is perhaps best illustrated with the 558 foot (170 metres) Beetham Tower which instantly "torpedoed"any possibility of World Heritage City status according to one author. Despite this, areas perceived as internationally important in the Industrial Revolution such as Castlefield and Ancoats have been sympathetically redeveloped.

Prehistoric evidence of human activity in the area of Manchester is limited, although scattered stone tools have been found.

There is evidence of Bronze Age activity around Manchester in the form of burial sites. Although some prehistoric artefacts have been discovered in the city centre, these have come from redeposited layers, meaning they do not necessarily originate from where they were found; wider evidence has been found for activity in other parts of the borough. Before the Roman invasion of Britain, the location lay within the territory dominated by the Brigantes and prior to the Roman conquest of the area in the 70s AD, it was part of the territory of the Brigantes, a Celtic tribe, although it may have been under the control of the Setantii, a sub-tribe of the Brigantes

Manchester was administratively part of the Salford Hundred which was created after the Norman conquest. In 1086 the hundred covered about 350 square miles (910 km^2) and had a population of about 3,000. It was given to Roger de Poitou; Roger divided the hundred into fiefdoms and made the Gresle family barons of Manchester. Albert de Gresle was the first baron of Manchester. Although the Gresle family did not reside at the manor, Manchester continued to grow in their absence and stewards represented the lords of the manor.

Western Edge



Northern Edge



Eastern Edge



Southern Edge



3.0 Proposed Development

3.1 Design Concept

The external envelope will remain unchanged so the proposal will not affect the aesthetical appearance. The proposal will involve a single storey rear extension.

3.2 Use

In use as a warehouse whole sale.

3.3 Amount

The amount of development on the site that is considered appropriate has been arrived at by examining and responding to the following issues:

- Urban design and size of the street blocks in the area.
- Ensuring the public and private realms are clearly defined and work with the existing context. (i.e. backs face onto rear and fronts address the streets).
- Height and massing of the surrounding buildings.

The proposal does not involve any extension work or external alterations.

3.4 Layout and Scale

The internal layout of the warehouse will be unchanged.

3.5 Appearance and Materials

Materials used externally will be of high standard and quality to represent quality.

3.6 Access

Pedestrian and vehicular access to the property will be from Broughton st as is the case for all other properties on the road. As the site is level there will be no difficulties in providing pedestrian access which conforms to Part M.

The application site is in a sustainable location close to the town centre to the north west, and located on and in close proximity to local bus routes and local railway station.

The land within and around the site itself is mostly flat. Level access to the main entrance of the property is therefore easily achieved. Surfacing materials will ensure that wheelchair users are not hindered in their movement around the site.

3.7 Time of operation.

Mon-Fri 09:00-17:00
Sat-Sun 10:00-17:00

4 Conclusion

The proposal for the single storey rear extension on the ground floor will be serving as an unboxing are for when delivery are made. The site is located to close transport link.

The proposed changes are intended to fit within the existing building fabric, which will improve will make the business run more efficient and also to provide more space to the wholesaler.