(96)001 PL0 - Design & Access Statement

Erection of Car Body Workshop at 27 Cambert Lane, Manchester, M18 8HA.

We believe there was a previous application for this site, ref: 112019/FO/2016 which was refused in 2016.

We have been appointed to undertake this new application works on behalf of the applicant, Mr Kamal to redesign a new scheme whilst trying to meet the client and planning requirements.

The existing site has previously been used as builders yard and is currently vacant.

The applicant would like to erect a car body workshop serving taxi cabs only.

The proposed building has been completely redesigned and hopefully, we have addressed a number of the issues raised during the previous applications.

The proposed building will be constructed with a combination of brickwork to the main façade of Cambert Lane, and the remainder will have brickwork with profile aluminium cladding above to the sides and rear. The roof will be finished in a profile metal.

The walls and roof construction will be acoustically treated with assistance from an Acoustic Consultant to help achieve the minimum dB levels to eliminate any noise and disturbance to the residential neighbours.

The eaves and ridge height of the proposed structure is proposed be lower than the neighbouring dwelling at 29 Cambert Lane and the building has been positioned to the western boundary which is further away from no.29 Cambert Lane. There are no windows or openings proposed on the eastern façade of the structure, minimising any disturbance to the neighbours at 29 Cambert Lane. This position has been chosen also to avoid any visual intrusion for the benefit of the residents at 29 Cambert Lane. The main access and opening to the building is formed on the northern elevation only.

The design of the elevations follows the same roof profile and arrangement as the terraced houses on Cambert Lane which would assist with any concerns of visual impact from the street scene, particularly with the facing the road to be in brickwork.

Any vehicles on site will be parked along the western boundary towards the rear of the site. No on street parking will be required as the proposed operation is only small scale.

To the rear of the site will be the bin storage area as indicated on the proposed site plan attached.

The noise generated from the compressor was raised as a potential concern for disturbance. Through substantial research, the applicant does not require a compressor for his day to day operations. He can utilise the benefit of a battery operated impact wrench which operates in the same way as a standard hand drill. Naturally, we would work with an Acoustic Engineer to ensure this is addressed in detail. The building fabric will be acoustically treated to walls and roof. Noise transfer should almost be eliminated.

Vehicle movement to and from the site will naturally be expected but it is not likely to be in a frequency of more than 3-4 vehicles per day. We would expect a larger number of vehicles to pass through Cambert Lane on a daily basis.

CCTV will be already installed on site to monitor any anti-social behaviour in and outside the property.

In Summary, we look for the local authority to support this application in favour of this vacant commercial site. This would generate employment and would provide another facility for taxi drivers requiring a personalised repair service. We would like to work closely with the planning

team to help address any other concerns raised and look forward to discussing such details during the application process.