Tang & Associates Ltd
Chartered Architects

Design and Access Statement

Part configuration of the G/F & 1/F warehouses (Block A & B) within existing buildings into 14.no Wholesale Cash & Carry (Suis Generis) units, with associated alterations to the existing elevations.

10-16 Harris Street, Manchester, M8 8EG

February 2017

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1.0 Introduction

1.1 Purpose of this Report

This report has been prepared by Tang & Associates on behalf of our client in support of an application for planning permission for Wholesale Warehouses development at 10-16 Harris Street, Manchester, M8 8EG.

The purpose of this document is to set out the design principles, concepts and strategies behind the proposals. The document should be read in conjunction with all other drawings and information submitted by Tang & Associates as part of the planning application.

2.0 Context

2.1 Site Context

The application site is located approximately 280m north of the River Irwell in Salford. The development site is a corner site bounded by Harris street to the North-west, Overbridge Road to the South-West and Cheetwood street to the South-East. The site is approximately 70m West of Bury New road.

The site lies within a mixed use area largely made up of warehouse, commercial, retail and distribution premises. It lies approximately 300m to the northwest of H.M. Prison Manchester (Strangeways) and 1.5 km north west of the city centre.

2.2 Transport Links

The site is approximately 15 minutes walk from Manchester Victoria Railway and Metrolink Stations and is about 20 minutes' walk from the city centre.

The application site is in close proximity to Bury New Road (A56), which runs from Manchester city centre, through to Bury, and Cheetham Hill Road (A665). The M60 motorway is less than 6km miles to the north and can be accessed quickly and easily using the A55.

Bus services in the town are provided by GMPTE, and provide frequent bus travel from Manchester city centre to Bury New Road.

2.3 The Site as Existing

The site itself is a corner site bounded by Harris street to the North-west, Overbridge Road to the South-West, Cheetwood street to the South-East and shops to the North-East.

The existing site comprises of two buildings (Block A & B) with associated wholesale cash and carry 2.no units at the G/F and further storage area at the 1/F.

3.0 The Proposal

3.1 The Scheme Design

The application proposed the refurbishment and subdivision of the two block at the 10-16 Harris Street site in order to create 14 units of wholesale cash and carry units. As part of the proposed development, elevation alterations will be required on all four elevations to create the new shopfronts and add window openings.

3.2 Design Principles

The ground floor is to be used as Cash & Carry units, creating active frontage consistent with the usage of surrounding buildings. Elevational alterations are restricted to creating these new shop fronts and there will therefore be negligible impact on the surroundings.

3.3 Scale and Massing

As the majority of the proposed works will be internal, there will be no changes to the scale and massing of the building.

3.4 Materials

The façade of the building will remain unchanged as far as is practicable. The new shopfronts will feature large windows to allow the internal spaces to be flooded with light.

3.5 Neighbouring Public Spaces

The proposal has been designed to minimise any impact on the neighbouring properties.

3.6 Impacts on Characters of the Area, Views and Vistas in the Area

This proposal will improve the character of the area.

3.7 Amenity of Users and of Neighbouring Properties

It is considered that this proposal does not have any adverse effects on the amenity of neighbouring properties.

4.0 Movement in and around the Site

4.1 Access for All

The development will comply with the latest approved document M.

4.2 Approaching the Building

As all of the proposed units will have their own access, the buildings can be approached by either Harris street, Overbridge street or Cheetwood street.

4.3 Proposed Entrance to the Building

All units will have direct access through the two shared car parks on either side of Block A. the four units in Block B will have further entrance points from Overbridge street.

5.0 Conclusion

The design team have carefully prepared the planning application and design to produce a scheme which is sensitive to the character of the existing buildings and the wider area. External changes are minor and will therefore have a negligible impact on the surroundings. We feel that the proposed refurbishment would be a valuable addition to the area: improving the public realm and providing commercial floor space to allow the site to contribute more significantly to the success of the locality.