

Aria Technology, Belle Vue, Manchester

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AS049: This document for a proposed industrial unit alteration has been prepared for Aria Technologies by Cube Architecture and Design Ltd.

Design and Access Statement Revision B



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1 – Introduction

This design statement sets out the process that has led to this development proposal and explains and justifies the proposal in a structured way.

The intention is to extend the existing industrial unit which is owned and occupied by Aria Technologies to create an additional storage area of approx 923m2 gross internal.

The statement sets out the opportunities and constraints offered by the site and its context. It also sets out the processes, which have informed the detailed design of the proposal. It includes illustrative material in the form of photographs, diagrams, maps and drawings to aid the visualisation of the proposal and its key concepts.

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2 - Scheme Context, Appraisal & Assessment

Location

The application site sits on the land bounded by Kirksmanhulme Lane, Redgate Lane and Belle Vue Avenue. To the south of the site runs the Manchester Piccadilly rail line. The development is surrounded by a spectrum of different uses including retail, commercial, industrial and leisure.

In its wider context the site is located within the East Manchester area of the city and is in close proximity to central Manchester, it is well served from all directions largely due to the fact that it is encompassed by the M60 ring road motorway network.

Existing Use

At present the site is solely occupied by Aria Technologies, housing their industrial unit of circa 25'000 sqft. Leaving a vacant plot of land of some 0.5 acres which falls outside the current perimeter treatments of Aria Technologies.

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Site Assessment

Visual

The site is 1.86 acres is area, the built accommodation within the site is of traditional industrial scale and form. The building is relatively new, constructed within the last decade and as such is well maintain and unsoiled in appearance. The external facades of the existing building comprise of glazing, brickwork from a red multi and a buff brick and both flat and profiled cladding panels from a grey palette.

Access

The site is accessed from Kirkmanshulme Lane via Belle Vue Avenue. Kirksmanhulme Lane is a branch of the A6010 corridor which serves as a main artery throughout East Manchester, while Belle Vue Avenue is an estate road of significantly lower traffic volume which serves the adjacent industrial developments. Belle Vue Avenue is approx. 8200mm in width and is of high quality surface finish with adequate lighting.

No Traffic Impact Assessment will form part of this application as no works will take place to alter any existing junction conditions which are currently in use to service the existing development.

Accessibility

The site is within close proximity of several industrial and retail developments with residential pockets situated directly South of the site.

The site is adequately served by current transport networks which include several major bus routes which serve East Manchester.

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Site Context



Existing North East corner of industrial unit



Existing junction to Belle Vue Avenue



Existing elevation to Belle Vue Avenue



Existing elevation to Kirkmanhulme Lane



Main customer entrance to trade counter



View from redundant land back into industrial unit

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Appraisal

The objectives of the scheme are to provide a high quality form of industrial development and in particular:

- To regenerate this redundant site with a viable industrial unit bringing whilst minimising the impact of increased traffic and pedestrian flow into and around the site.

- To maximise the opportunities offered by the site and its location and context.

- To provide a viable and safe form of development.

- To minimise the adverse impacts of the development on the area.

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3 - Scheme Description

Tha scheme seeks to maximise the characteristics of the site and its context to provide 9'930 sqft additional industrial space.This has been achieved through a careful process of enquiry and analysis into the site's existing qualities, landscape features, topographical conditions and existing architecture. These existing features are to be enhanced through the integration of high quality materials.

Use

The existing industrial unit occupier is to expand and subsequently require additional on site storage to sustain the growth of the company.

Constraints

The current design as shown on the attached site plan incorporates existing site constraints and influences into the scheme, whilst responding to the need to provide a high quality industrial extension to the existing unit that can meet the operational demands of end users.

Amount

The application is for 923m2 gross external single storey industrial accommodation. This will consist of a gable extension to the existing unit with additional service yard and ancillary parking.

Layout

In order to create an area with character and legibility the overall layout has been heavily informed by that of the existing building. The layout of the building in plan forms a third leg which runs at a slight angle to that of the adjoining leg which helps to addresses the road to the east. All the new service areas remain to the west of the development to retain the rhythm to the existing street elevation.

Appearance and Character

The elevations of these are to be in a mixture of brickwork and cladding panels with polyester powder coated aluminium framed glazing all materials will match and tie in with existing were ever practicably possible.

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4 - Access

In a development such as this, layout legibility is vital to facilitate straightforward circulation. The scheme's access roads have been designed to allow easy movement of vehicles. The layout of the scheme has generated practical and desirable travel routes. Issues of passive security measures, desire lines, emergency access and pedestrian safety have all been accounted for within the scheme's proposed movement network. The buildings will all be constructed to comply with Part M of the Building Regulations, 2004 edition and in accordance with (DFA2).

Access

The sole access to the site is via Belle Vue Avenue to the south, which branches from Kirksmanhulme Lane, which in turn is a major artery through East Manchester. All site entrance points are to remain as existing.

Pedestrian approach

The pedestrian access routes are to be integrated into the movement network of the development, as well as the overall landscaping plan. They are to be constructed using high quality materials, laid out along legible and desirable routes throughout the development and they will provide a safe means of travel around the site. Defined pedestrian routes will be provided from the edge of the site to all building entrances, which are to include drop-kerbs and minimized gradients, and tactile paving where required. External lighting will be to the relevant British Standard, BS5489 and in accordance with (DFA2) to promote safe access and reduce crime risk, and follow guidance on inclusive mobility.

Car parking

Within the development additional parking bays are to be located as close to the building entrances as possible.

Emergency exit doors

All features and materials are to comply with part B of the Building Regulations and in accordance with (DFA2). Fire doors will be fitted with panic bars with 'push down to open' signs. In addition, end users will consider a plan for evacuation of persons, including the preparation of an emergency egress plan appropriate to their operations. Fire exit doors are to be wide enough to allow wheelchair egress.

Horizontal Circulation

The design and selection of materials for finishes will follow and in many places exceed, the latest best practice guidance in terms of widths of corridors and doors. Surface finishes and colours to walls, door, ceilings and floors will be selected in line with DDA recommendations and in accordance with (DFA2).

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5 - Conclusion

In conclusion, the proposals for this site seeks

- To be sustainable through the regeneration of a redundant site;
- To be legible and visually attractive, through its layout, scale and materials;
- To be safe for workers and visitors alike with its well established industrial surrounds
- To respond positively to existing site constraints and contexts.
- To be functional, realistic and deliverable.

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