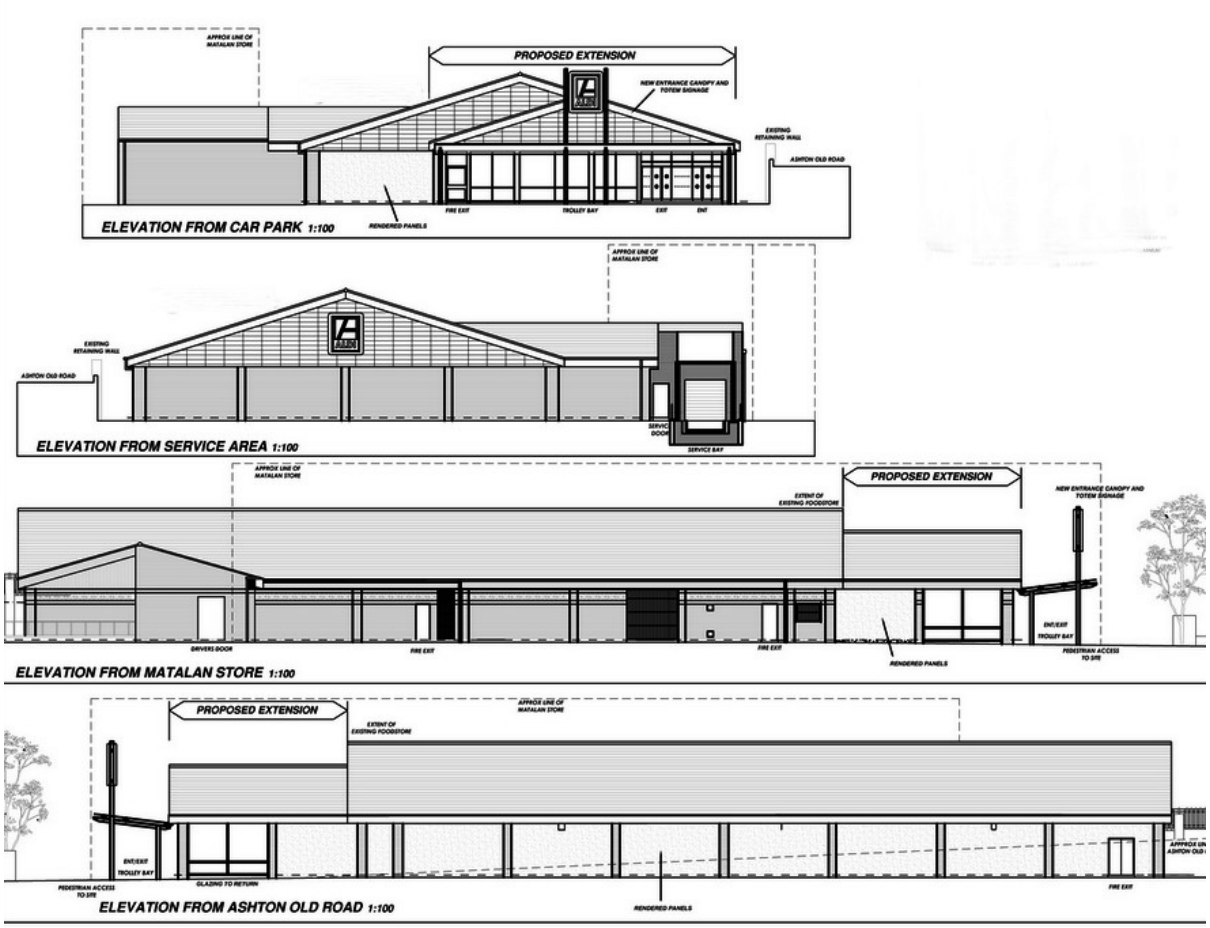
Proposed Elevations



Aldi Stores Ltd

Ashton Old Road, Openshaw

Design and Access Statement

Job no 0005MID

July 08

Spend a little Live a lot

Site and Surroundings

The site is occupied by Aldi stores Ltd for the use of selling discounted foods. The existing building is of a retail unit appearance constructed of brick and roofing tiles, with decorative brickwork to the eaves level. Gables are clad in white metal with painted timber tongue and grooved eaves. (*Fig.1, 2*).

The site is situated off Ashton Old Road in Openshaw, Greater Manchester. The existing store has subsequently been incorporated into a larger retail / commercial type development. This comprises metal clad buildings to a height of two storeys. The main adjacent building houses a 'Matalan' store outlet. There are two storey office buildings further north of the site. (*Fig. 7*). The site has good accessibility for pedestrians and vehicles.



Ariel Photo Existing Site

Planning Policy and Guidance

Design Policy

PPS1: Delivering Sustainable Development

PPS1 sets out the Government's commitment to sustainable development, highlighting the importance of prioritising the re-use of previously developed land, securing mixed use development and concentrating new development in town centres and locations well served by public transport.

PPS1 states that to ensure sustainable development, high priority should be given to development proposals in locations that are easily accessible by foot, by bicycle or by public transport, rather than by car.

Within PPS1, Local Planning Authorities are encouraged to:

- give priority to re-using previously developed land;
- create sustainable patterns of development;
- create usable, durable and adaptable places;
- make more efficient use of land; and
- promote good design in development.

By Design (DETR/CABE)

It is now a requirement of PPS1 that regard should be given to good practice set out in 'By Design'. The key aspects it focuses upon include the design of buildings and spaces, landscapes, roads and movement systems.

`By Design' states that successful streets, spaces, villages, towns and cities tend to have characteristics in common. These factors have been analysed to produce principles or objectives of good urban design. They help to remind us what should be sought to create a successful place; `By Design' lists the objectives of urban design as follows:

Character - a place with its own identity.
Continuity and enclosure - a place where public and private spaces are clearly distinguished.
Quality of the public realm - a place with attractive and successful outdoor areas.
Ease of movement - a place that is easy to get to and move through.
Legibility - a place that has a clear image and is easy to understand.
Adaptability - a place that can change easily.
Diversity - a place with variety and choice.

PPS6: Planning for Town Centres

PPS6 deals with the design , location and scale of town centre uses.

The importance of high quality, inclusive design for public spaces as well as buildings is underlined by PPS6 which stresses the importance of with well designed spaces and buildings which are fit for purpose, comfortable, safe, attractive and durable.

It states that:
"It is essential that town centres provide a high-quality and safe environment if they are to remain attractive and competitive. Well designed public spaces and buildings, which are fit for purpose, comfortable, safe, attractive, accessible and durable, are key elements which can improve the health, vitality and economic potential of a town centre. Policies for the design of development for main town centre uses, regardless of location, and for development in town centres, should promote high quality and inclusive design, in order to improve the character and quality of the area in which such development is located and the way it functions." (Para 2.19)

Northwest Regional Spatial Strategy

Policy DP3 (Quality in New Development) - seeks to secure development of a high quality design and which shows respect for its setting. This policy is specifically concerned that development:

- Integrates with surrounding land uses, taking into account the landscape character, setting, the quality, distinctiveness and heritage of the environment and the use of sympathetic materials
- Is of an innovative design, creating high quality living and working environments, including more efficient use of energy and materials, more eco-friendly and adaptable buildings, sustainable urban drainage systems, community safety and designing out of crime and appropriate parking provisions and best practice in the application of highway standards

Draft Regional Spatial Strategy and EIP Panel Report

Draft Revised NW RSS was published in March 2006. The Examination in Public (EIP) took place between October 2006 and January 2007.
The Panel Report was published May 2007 ; this recommended amendments to the policies in light of the EIP responses.n A revised draft was then published March 2008 for further consultation; as yet it is unclear to when this will be formally adopted.

The revised RSS seeks to ensure a high quality in design and construction.

In respect of design, **Policy DP1** is of most relevance here as it seeks to secure development which demonstrates excellent design quality, sustainable construction, efficiency in resource use respect for their physical and natural setting. Development proposals should also take into account the local implications of climate change. The policy sets out 8 principles as follows:

- promote sustainable communities;
- promote sustainable economic development;

- make the best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel, and increase accessibility
- marry opportunity and need;
- promote environmental quality;
- mainstream rural issues;
- reduce emissions and adapt to climate change.

The 8 Policies **DP2 -9** amplify these principles and should be taken together as the spatial principles underlying the Strategy

Manchester Unitary Development Plan

Within the adopted Manchester UDP (1995) the site is within the designated Openshaw District Centre. Several policies within the Unitary Development Plan have design aims, as noted below:

- Policy **R1.1** sets out the City Council's intention to regenerate Manchester by the creation of sustainable communities
- UDP Part 1 policies **S2.1** and **S2.5** recognise the need for convenient and accessible shops set in a safe and attractive environment.
- Policy **S2.5** states that the Council will seek to ensure that shopping facilities are of a high standard of design with adequate parking provision;
- Policy **T3.1** states that the Council will ensure that the needs of both pedestrians and cyclists are catered for in the design of new developments
- Policy **DC14.1** states that shopfronts should be in keeping with the character of the area; and
- Policy **DC14.2** sets out that shop fronts should enable full access for people whose mobility is impaired.

In November 2003 a series of alterations relating to East Manchester were adopted by the Council and became an intrinsic part of the UDP. Specific design policies for East Manchester include:

- Policy EM2 (Design & Sustainable Urban Neighbourhoods) states that a holistic approach to regeneration is being promoted in order to create a sustainable pattern of development comprising:
    - designs which enhance the quality of the built environment in terms of scale, density, height, layout, massing, landscape, access and detailing;
    - development which maximises personal safety, the security of property and reduces opportunities for crime; and
    - provision of energy efficiency measures within new development

Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance

Adopted in April 2007, this guide sets out the key principles which will guide development throughout the city. The first part deals with development principles and has Supplementary Planning Document (SPD) status. Guidance in this section is grouped under seven key principles recognised by CABE:

- Character and Context: *Design should respect and be informed by location, it should help to sustain local neighbourhoods and promote a sense of place*
- Continuity and Enclosure: *Buildings should front onto streets, relate well to each other, and height should be carefully considered. Site boundaries and treatment should contribute to the street scene*
- Legibility: *Development should enhance existing vistas and create new ones, provide a clear definition between public and private space and ensure that the impact of car parking areas is minimised*
- Ease of Movement: *Safe routes for cyclists and pedestrians will be promoted*
- Quality of the Public Realm: *Hard landscaped areas within the public realm should be attractive and developments should enable effective care of the public realm*
- Diversity: *Shops and public facilities should be located within local centres, should not exclude people*
- Adaptability: *Buildings should be easy to maintain and adapt and should maximise access for disabled people*

New East Manchester Regeneration Framework

Adopted in March 2001, this document establishes the core principles and key objectives for the regeneration of East Manchester in order to establish sustainable communities and maximise the contribution that East Manchester can make to national, regional and local competitiveness. In terms of retail use, the framework advocates that development should ensure the highest quality of design and materials in all instances.

Design for Access 2: Manchester City Council SPD

This document was adopted in December 2003 and sets out the Council's aspirations to become the most accessible city in Europe. It details prescriptive design standards to be incorporated into new developments in order to aid accessibility to buildings, and movement around public spaces, particularly for disabled groups but of benefit to all. The main design principles covered as relevant to this Statement include:

- Car parks: *minimum standards set for number and size. Should be appropriately located close to principle buildings and pedestrian access.*
- Pedestrian Crossings: *appropriately located so as to aid the continuation of natural pedestrian flows.*
- Street furniture: *appropriately located for its purpose and positioned so as to not be a hazard to pedestrians.*

More specific technical design standards for the above are outlined further in this document and on the accompanying drawings, including materials, colour, size and separation distances. In addition, other more detailed features of development that may affect accessibility are outlined within the SPD and prescriptive design standards set out including, doors, handrails, ramps and internal features of buildings such as corridors, reception areas, internal doors, lifts and toilets.

The Scheme

Amount / Use

It is proposed to extend the Aldi food store to achieve a sales area of 969m²; this is an increase of 209m². Car parking has now been reduced by 9 spaces, 57 spaces will remain including 4 for disabled and 4 parent & child and 3 dedicated to staff. The building, including the extension, will receive a new render skin to elevations adjacent to Ashton Old Road, car park and part elevation to the Matalan store. In addition, selected gables and eaves will be re-clad with metal panels.

Layout

The extension can occur at one point only due to site constraints, namely the entrance.

The extension gives a wider internal arrangement to the store allowing for better merchandising. The means of access to the site will be maintained as existing.

Scale and Form

The building currently is of comparable scale and form to those that surround it. The proposed extension will not compromise this. Refer to site and surroundings and associated photographs.

Appearance

The walls to the new extension will be of render finish, and brick to match the proposed render to the remaining selected areas described above. Existing gables and eaves that are not tight up to the existing Matalan building (i.e. visible) are to receive new metal cladding. All the new material additions reflect Aldi's desired new image.

The new extension will be roofed in tiles to match existing. The roof will form a gable fronting the car park. The proposed new entrance will be in a comparable position to the existing. A new canopy of steel and glass will be added to the store entrance.

Landscape

The current Aldi store has minimal landscaping to its boundaries, with shrubs bushes and trees to the boundary that runs along Ashton Old Road. The proposed development will require two of the trees to be removed. The remaining landscaping is unchanged. *(Fig.1,8,9,10)*

Access

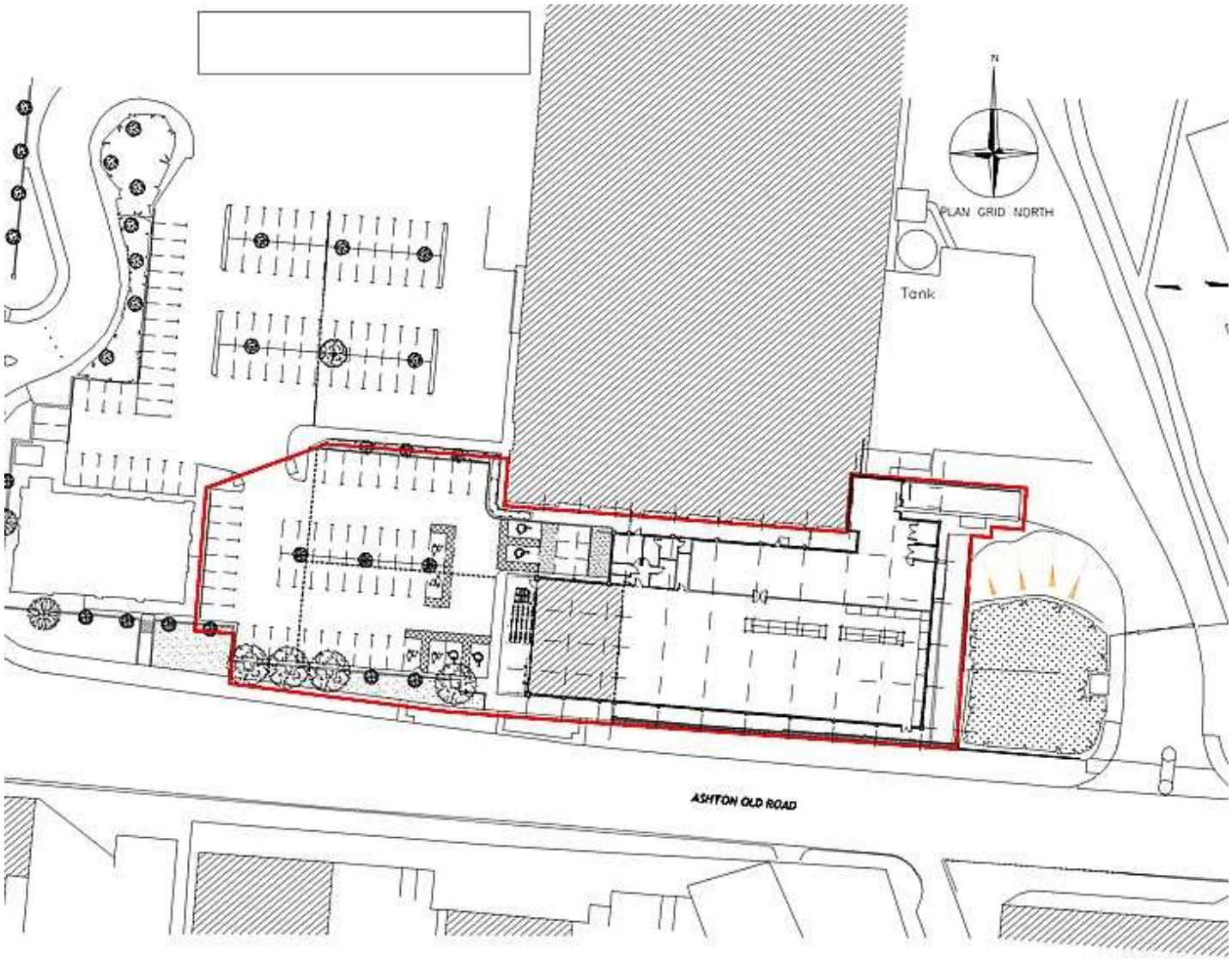
The extended store will be fully DDA compliant with level access thresholds and easily accessible disabled spaces and cycle parking.

Vehicular and Transport Links

The site has excellent links to the town centre and is freely served by pedestrians and vehicular traffic.

Conclusion

The proposal successfully resolves the brief for extending the existing store with an optimal sales floor footprint. The scheme proposal is an improvement to the existing store bringing new materials to the gables, rendered walls and canopy. Furthermore, the proposal does not compromise the existing vehicular links or pedestrian access.



Proposed site

Photographs



Fig.01



Fig.02



Fig.03



Fig.04



Fig.05



Fig.06



Fig.07



Fig.08



Fig.09



Fig.10