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Architects & Designers

DESIGN & ACCESS STATEMENT

FOR

PROPOSED INDUSTRIAL DEVELOPMENT

AT

DALLIMORE ROAD

ROUNDTHORN INDUSTRIAL ESTATE

WYTHENSHAWE, MANCHESTER

FOR

RUSSELL CONSTRUCTION LIMITED

KN284/E-02/JWA/jsh Revision A
14th February 2008

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1.0 SITE LOCATION

The site is located reasonably central in the Roundthorn Industrial Estate, at the corner of Dallimore Road, approximately 400 yards from where it joins Ledson Road, approximately 1 mile from Junction 3a of the M56.

2.0 SETTING

The corner site backs on to the older industrial units of a similar size to both the rear and the side. A much larger storage warehouse dominates the eastern boundary across Dallimore Road with a shameless attempt at architectural pastiche on the service yard to the former Umbro storage and distribution (and offices) to the north, now occupied by Granada.

3.0 SITE HISTORY

The site comprises 1.2 acres of industrial land set within a long established industrial area. The site is currently vacant with the previous single industrial unit demolished for safety reasons. That building comprised a footprint of 2,573m^2 (27,705ft^2) and included a 2-storey office 'bay' facing the 'short' Dallimore Road elevation which provides a further 360m^2 (3,875ft^2). There is still a valid Planning Approval N° 069217/OF/2003/S2 for 2,000m^2 of industrial space in 2N° detached buildings on the site.

4.0 USAGE

The proposed development comprises a terrace of units comprising 4N° 5,000ft^2 footprints with first floor accommodation for both potential B2 and B8 uses, including associated offices, service yards, car parking, infrastructure and landscaping.

5.0 STRUCTURE

The building will be an 8m to U/S haunch single span to provide flexible internal space for manufacturing and/or warehousing purposes. Steel portal frame design has been adopted for ease of construction and proven robust detailing methods, in association with a mixture of profiled powder coated or polyester coated steel panels. First floor offices will be provided at each gable by either a steel internal frame or load bearing brickwork/blockwork with beam and pot or widespan concrete floors.

Existing ground levels necessitate a small degree of ground modelling to provide a relatively flat site and building footprint for operational purposes, whilst retaining perimeter levels. Levels in some cases, therefore, dictate the proximity of buildings away from boundaries which will be reflected in the detail design of perimeter landscaping, particularly to the south and west boundaries.

6.0 SCALE

To provide good quality B2 and B8 units to attract good business users necessitates large single span footprints as outlined in 5.0. The proposals provide this space with adequate parking and service space around so that they are very much in scale with other properties on all 4 immediate boundaries and on the Roundthorn Industrial Estate generally.

7.0 STYLE

Based on functionality, the development takes advantage of door and window locations to provide an attractive blend of coloured cladding laid out in a rational and non-controversial manner.

8.0 MATERIALS

Reflective of larger Industrial buildings and consistent with section 7.0 the elevations and roof, comprise in the main of coloured plastic coated or polyester powder coated profiled steel panels. Whilst the main colours are low key Metallic Silver and Slate Grey, the units are

subtly highlighted by Bahama Blue trims.

9.0 AMENITY / OPEN SPACE

The location and orientation of the buildings is based on access, serviceability, appearance and visibility. The development is, therefore, set to the rear of the site to give maximum service and parking area, whilst providing visibility for both appearance and security. Landscaping is provided to soften the borders with adjacent property and to practical parts of the frontage, particularly along the gable elevation in front of the first floor offices.

10.0 DDA

10.0 Site Issues

The site is accessed by pedestrian, cycle and vehicular traffic off Dallimore Road.

Footways into the site will be level, subject to "topographical falls", with drop kerbs to road crossings, which will be physically marked for those with mobility and/or visual difficulties.

Cycle access will be gained via the service yard entrances to respective units. 'Separate' covered cycle storage has not been provided as units of this size can and, in this instance, will allocate internal space adjacent to one of the Industrial doors for secure cycle parking.

Disabled parking spaces are provided adjacent to each building main entrance at a proportion of not less than 1:20.

10.2 Building Access / Egress

Primary entrance doors will have a 1m clear level access with PPC levers/handles. Consideration will be given at detail stage to the operation of the entrance doors regarding automation, security, etc.

All fire exit doors will be sized for fire evacuation purposes with level access and ramps to safe assembly points. Adjacent landscaping will rise to the footpath edges to avoid the need for upstands or balustrades.

10.3 Internal Circulation

Corridors will be a minimum 1200mm wide. All accommodation will be provided with a disabled toilet at ground floor level, with a level floor throughout. However, as a speculative development, future tenants may require additional first floor space. Access and egress to such areas will be considered on a unit specific basis in order to satisfy Part M of the Building Regulations regarding staircase details or potential lift requirements. Unit A includes 1st floor storage only and Unit D has a 1st floor comprising part storage and part offices. The ground and 1st floor core of unit D therefore includes for a future potential lift by the provision of a 1st floor knockout panel should the 1st floor be extended.

10.4 Internal Details

Door swings, corridor widths, appropriate power sockets, light switches, glass manifestation and disabled toilet facilities will be provided in accordance with Part M of the current Building Regulations. Shower facilities will be provided in the toilet area for cyclists etc.

11.0 CONCLUSION

The proposal provides good quality modern employment opportunities on a site which has stood vacant for a number of years and should be welcomed and, therefore, approved by the Planning Authority.