



Design & Access Statement – June 2025

Application For Full Planning Permission

Site Location - Yard, Mauldeth Road West, Manchester, M20 1BE.

Development Proposal

This proposal is to develop a small site that is currently vacant into two independent storage units. Each unit will feature its own DDA-compliant WC facilities, ensuring accessibility and convenience for users. The proposed design focuses on maximising space efficiency while providing essential amenities to accommodate diverse business needs.

1.0 Project Overview

1.1 | Introduction & Background

1.2 | Site Location

1.3 | Site Description

2.0 Site Analysis

2.1 | Site Context / Constraints

2.2 | Access & Connectivity

2.3 | Flood Risk

2.4 | Local Character Assessment

2.5 | Relevant Planning Policy

2.6 | Previous Planning Applications

3.0 Design and Access

3.1 | Use & Amount

3.2 | Layout & Scale

3.3 | Appearance

3.4 | Access

3.5 | Security

3.6 | Refuse Strategy

4.0 Conclusion

4.1 | Summary Of Key Points

1.0 Project Overview

1.1 | Introduction & Background

1.2 | Site Location

1.3 | Project Description



1.1 | Introduction & Background

This Design and Access Statement has been prepared on behalf of the Agha Group in support of a full planning application that will see 2 storage units constructed on a small landlocked site set back from Mauldeth Road West, Manchester, M20 1BE. The site is presently occupied by a car dealership, featuring a large forecourt for vehicle display with the existing layout being predominantly hardstanding, with minimal landscaping.

1.2 | Site Location

The site is located and accessed off Mauldeth Road West, situated between a dental care business and a residential property nestled within a vibrant mixed-use area. To the south and west, the surroundings comprise of ground-floor commercial businesses with residential apartments above, while the eastern side transitions into a primarily residential neighbourhood. The site consists of predominantly flat terrain with hard surfaces, such as gravel and concrete, and is enclosed by palisade fencing and brick boundary walls. The site area is approximately 0.095 hectares.



Site Location: Mauldeth Road West, Manchester, M20 1BE

1.3 | Project Description

The proposal is for the construction of two single-story portal frame buildings designed as independent storage units. Each unit will feature DDA-compliant WC facilities to ensure accessibility and user convenience. The buildings will be clad externally in a combination of brickwork and sustainable metal rainscreen cladding, offering a modern and durable exterior. The design incorporates dedicated parking spaces and a loading point for each unit, ensuring functionality and ease of access for a variety of business operations and use.

2.0 Site Analysis

2.1 | Site Context / Constraints

2.2 | Access & Connectivity

2.3 | Flood Risk

2.4 | Local Character Assessment

2.5 | Relevant Planning Policy

2.6 | Previous Planning Applications

2.1 | Site Context

The site is strategically located within a primarily residential context, accessible via the A5103 Princess Road—a major arterial route that ensures robust connectivity to the surrounding urban fabric and key transport networks. A secondary access point is provided at the front, set back from Mauldeth Road West, linking to an existing row of commercial units and enhancing the site's integration with its immediate context.

To the west, the site is bounded by a series of terraced housing and a modest commercial parade featuring ground-floor retail spaces, while to the east, it is flanked by residential properties with rear gardens that abut the site. The southern edge fronts a public road characterised by additional commercial activity, contributing to the site's dynamic urban edge.

Topographically, the site is relatively level, with a narrow, linear footprint that expands slightly toward the rear. Existing hardstanding, including loose gravel and concrete, is evident across the site, suggesting prior use and providing a stable base for future development. The site sits approximately 3-4 meters below the elevation of Princess Road, with a gentle slope descending toward the access point on Mauldeth Road West. The surrounding built fabric is predominantly brick construction with pitched tiled roofs, creating a cohesive architectural vernacular that informs the site's contextual identity. Minimal vegetation is present along the perimeter, posing no significant constraints to the proposed development. The site's topography, existing materiality, and surrounding urban character collectively establish a strong foundation for the envisioned intervention. For detailed level information, refer to *(7511 - PS07&08 Existing & Proposed Site Sections)*.

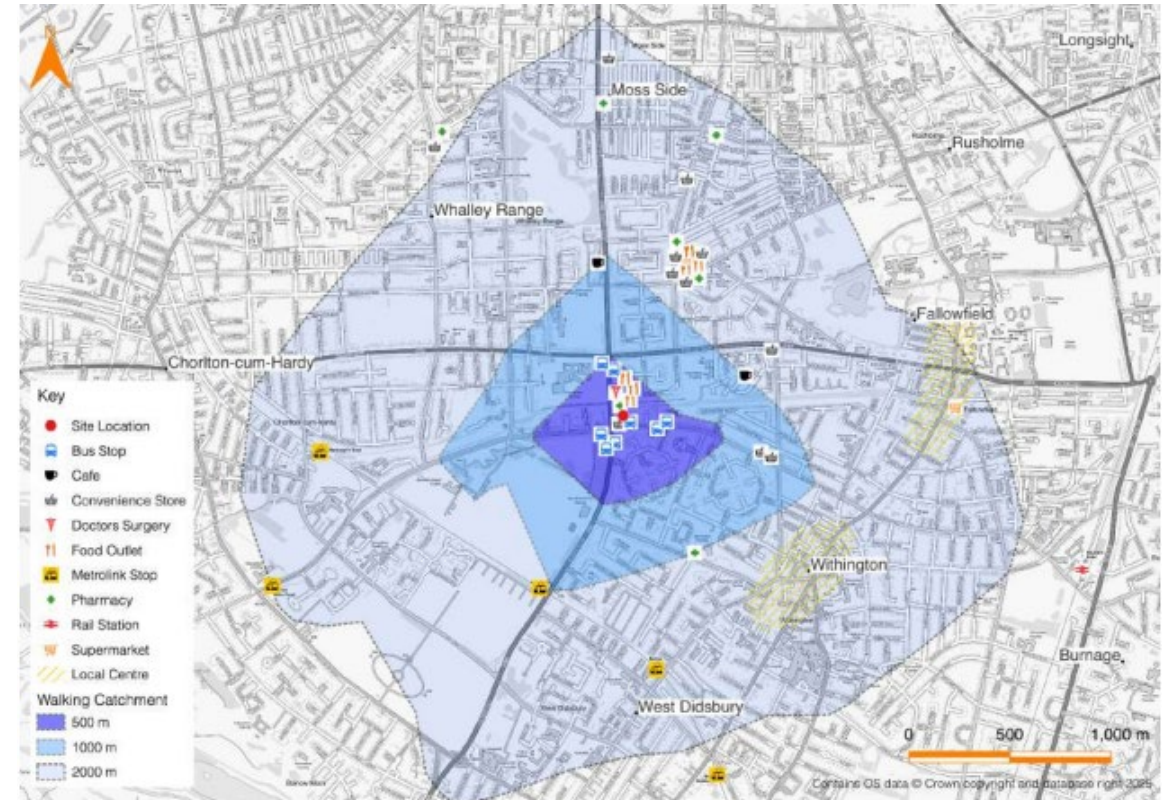


Site Context Diagram

2.2 | Access & Connectivity

Access will be taken from an existing access road from Mauldeth Road West. The access road features a 2.5-3.0m wide carriageway from Mauldeth Road West, widening to 4.5m within the site. The existing access road has served various uses on the site, including a car dealership. Therefore, the existing access is deemed suitable for the proposals.

The site benefits from excellent access and connectivity, with bus stops located within a short walking distance, accessible via dedicated pedestrian routes. The area is well-served by a network of cycle-friendly routes, including on-road cycle lanes and connections to national and regional cycling routes. Regular bus services operate along the local highway network, providing convenient links across Greater Manchester to destinations such as Stockport, Wythenshawe, Chorlton, and Manchester City Centre. Additionally, Mauldeth Road Railway Station offers frequent and direct rail services to key destinations, including Manchester City Centre, Manchester Airport, Liverpool, and Crewe, with access to local stations along these routes. For further connectivity, Withington Metrolink stop provides regular tram services towards East Didsbury and Rochdale via Manchester City Centre. For further information please refer to **(MODE Transport Statement - 250617 328640 Transport Statement v1.3)**



Walking Catchment Area with Local Amenities

2.3 | Flood Risk

Please see Flood Risk Assessment and Suds Assessment uploaded with this application.



2.4 | Local Character Assessment



Retail / Residential Properties Fronting Mauldeth Road West



Retail / Residential Properties Fronting Princess Road (A5103)



Residential Properties East Of The Proposed Site (Limehurst Ave)



Apartment Block Located At Junction Of Mauldeth Rd West

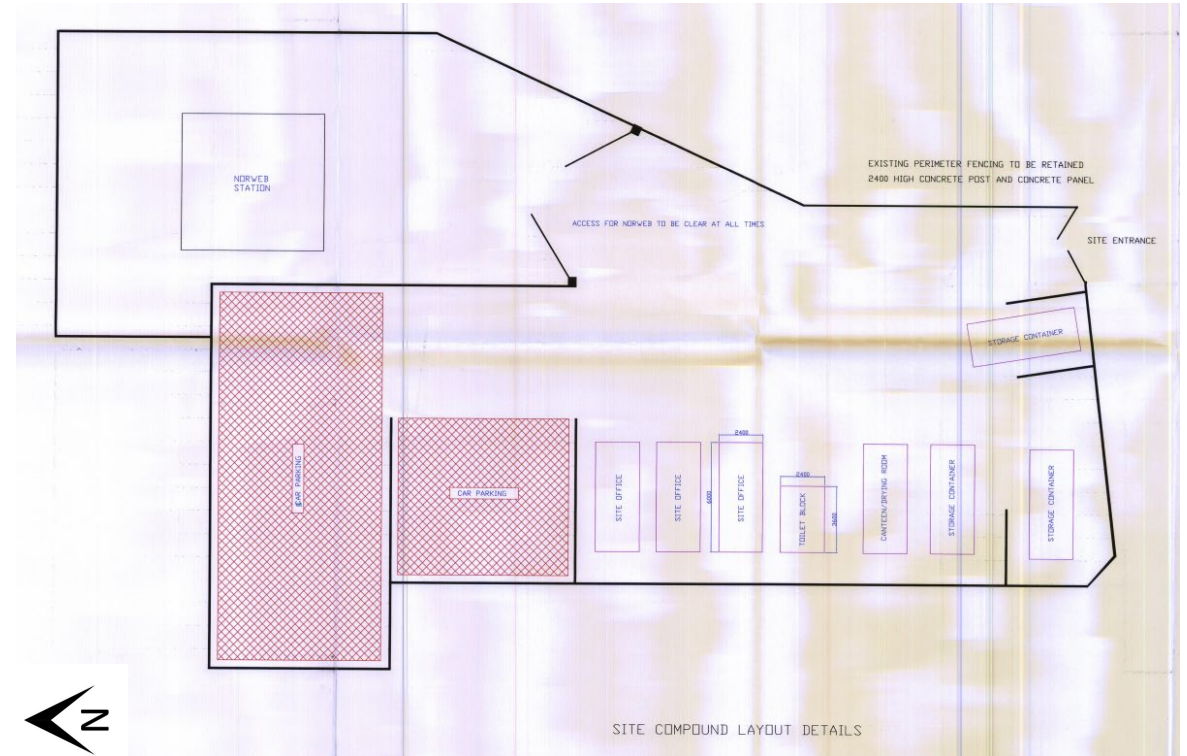
2.5 | Relevant Planning Policies

Following pre-application advice, the key planning policies identified to support this application include the **National Planning Policy Framework (NPPF)**, which promotes sustainable development, high-quality design, and the efficient use of land. Additionally, policies suggested to support this application include the need for a **(Noise Assessment)** to address potential acoustic impacts, an **(External Lighting Strategy)** to minimize light pollution and ensure safety, a **(Crime Impact Statement)** to enhance security and design out crime, and a **(Transport Statement)** to assess and mitigate the development's impact on local traffic and promote sustainable travel options. These requirements ensure the proposal aligns with local and national planning objectives while addressing key environmental and community considerations.

2.6 | Previous Planning Decisions

Previously Planning Approved Planning Ref: 091428/FO/2009/S1|

Use of site as a temporary contractors compound, involving the siting of 15 steel containers for a period between January 2010 and April 2012 – Decided & Approved Mon 15th Feb 2010.



Proposed Site Plan For Previously Approved Storage Unit Application

3.0 Design and Access

3.1 | Use & Amount

3.2 | Layout & Scale

3.3 | Appearance

3.4 | Access

3.5 | Security

3.6 | Refuse Strategy

3.1 | Use & Amount

This proposal is to develop a small site that is currently vacant into two independent storage units (Use class B8). Each unit will feature its own DDA-compliant WC facilities, ensuring accessibility and convenience for users. The design incorporates dedicated parking spaces and a loading point for each unit, ensuring functionality and ease of access for a variety of business operations.

Site Area: 0.095 hectares. (0.23 Acres)

Unit 01 – 145sqm / 1560sqft

Unit 02 – 145sqm / 1560sqft



3.2 | Layout & Scale

The proposed scheme's layout was carefully developed after evaluating several initial options to determine the most efficient and functional arrangement, given the site's narrow footprint and the need to accommodate shared access for an existing UU valve house. These constraints influenced the design orientation, ensuring the valve house's access requirements were seamlessly integrated without compromising the development's functionality. Vehicle movement was a critical consideration, with the design prioritizing ease of access and manoeuvrability for cars and vans entering and exiting the site. After thorough analysis, the optimal layout positioned the storage units to the north and south of the site, creating a central area dedicated to car parking, delivery access, and vehicle circulation. This arrangement not only maximizes the use of the available space but also ensures smooth operations for both the storage units and the valve house, providing a practical and well-organized solution for all users.

3.3 | Appearance

The proposal involves the construction of two single-story portal frame buildings, designed as independent storage units that prioritize functionality, sustainability, and aesthetic integration with the surrounding context. The architectural style is contemporary, with a focus on clean lines and durable materials, blending brickwork and sustainable metal rain-screen cladding to create a modern yet timeless exterior.

The brickwork provides a visual connection to the local vernacular, while the metal cladding introduces a sleek, industrial aesthetic that reflects the buildings' purpose. The design objectives emphasize sustainability, with the use of eco-friendly materials and energy-efficient construction methods, ensuring the development minimizes its environmental impact. Inclusivity is central to the design, with each unit featuring DDA-compliant WC facilities to ensure accessibility for all users. The layout incorporates dedicated parking spaces and loading points for each unit, enhancing functionality and ease of access for a range of business operations. The proposal is carefully integrated into its context, balancing modern design with respect for the surrounding environment while providing a practical and visually cohesive solution for storage needs.



3.4 | Access

Vehicle movement was a critical consideration, the proposal is to maintain the existing site access and to provide 24/7 access to the adjacent UU value house. The proposal benefits from 2 parking spaces, 1 accessible bay, 2 bike Sheffield style locking stands, and 2 flexible loading areas.

Both units have level access, and an accessible WC.

3.5 | Security

Please see the Crime Impact Statement which accompanies this application.

3.6 | Refuse Strategy

Both units have a space allocated for bin storage. It is anticipated that a private collection company will be contracted to empty the bins periodically as required.

4.0 | Conclusion

The site is strategically located and accessible via the A5103 Princess Road. It has previously had planning consent for storage. The Pre-app feedback was favourable, and the recommendations for various surveys have been followed.

The units are arranged to make the best use of the site, while minimising impact to it's neighbours. A positive contribution to the area.