

Design, Access and Transport Statement



For: SSG Sustainable Living

Regarding: 16 Alness Road
Whalley Range
Manchester
M16 8ET

Date: October 2024

Revision: Original

Surveyor: Mark Newman BSc MRCS

File Ref: 24028

Contents

Introduction	3
Design: The Proposals	4
2.0 Introduction	4
3.0 Design Considerations	4
4.0 Alterations to Grounds and Boundaries	5
Access	7
5.0 Existing	7
6.0 Proposed	7
Proposed Materials	8
7.0 Rear Elevation	8
8.0 Windows and Doors	8
9.0 Existing External Walls	9
10.0 Grounds and Boundaries	10
Transport	11
11.0 Transport Planning Policy	11
12.0 Manchester Core Strategy (2012 – 2027)	11
13.0 Existing	12
14.0 Proposed	13
15.0 Conclusions	14
Appendix I –Photographs	15
Appendix II – Location Plan	19
Appendix III – Platform Lift	21

Introduction

- 1.1.1 This design and access statement has been prepared to support the full planning application for the change of use of the property known as 16 Alness Road, Whalley Range, M16 8ET, from an 11 bedroom House of Multiple Occupation (HMO), into 15 studio apartments for the homeless, 3 of which will be accessible rooms.
- 1.1.2 The applicant is SSG Sustainable Living, a registered charity of 7 years that current runs three other similar successful facilities, and Building Sense Limited is the agent acting on their behalf. The have identified 16 Alness Road as being the ideal size and location for a new facility, and which to also provide accessible accommodation as rooms are very limited for those with disabilities.
- 1.1.3 The description of development on the planning application form reads:
- CHANGE OF USE FROM A HOUSE IN MULTIPLE OCCUPATION (HMO – SUI GENERIS) TO CREATE 15no. SELF CONTAINED RESIDENTIAL UNITS FOR SHORT STAY HOMELESSNESS ACCOMMODATION (SUI GENERIS), WITH ASSOCIATED SUPPORT FACILITIES; THE ERECTION OF A SINGLE STOREY REAR EXTENSION, THE PROVISION OF EXTERNAL STEPS AND WHEELCHAIR PLATFORM LIFT; ELEVATIONAL ALTERATIONS TO WINDOWS, AND DOORS AND WORKS TO ROOF COVERINGS; PROVISION OF CAR PARKING, CYCLE PARKING AND BIN STORAGE ; AND, EXTERNAL WORKS TO GROUND LEVELS, AND NEW PEDESTRIAN ACCESS TO PUBLIC FOOTPATH.**
- 1.1.4 The primary purpose of this document is to explain and justify the various design decisions that have been made, how the proposals have been arrived at, as well as the access and egress arrangement and impacts on parking and transport.

Design: The Proposals

2.0 Introduction

- 2.1.1 The building layout lends itself reasonably well to the intended use, with minimal structural changes required or proposed – already being in a similar use as a House in Multiple Occupation.
- 2.1.2 The proposals minimise changes to the principal elevations in the conservation area, and the need to remove healthy trees, whilst meeting the operational requirements of the applicant.

3.0 Design Considerations

- 3.1.1 The main considerations, challenges and proposed changes to the existing buildings and site are set out and discussed below:

3.2 Wheelchair Access

- 3.2.1 Providing accessible rooms with wheelchair access is challenging, with the site not being flat, and there being several changes in internal floor level, and four floors. The provision of an internal lift is not practicable and accordingly, only the lower and upper ground floors are suitable for disabled residents.
- 3.2.2 It is a requirement of Building Control that the lower ground floor rooms have secondary means of escape via the windows, which makes them unsuitable for residents with mobility issues. The applicant also wished for the accessible rooms to be on the same storey as the office, so that staff could more easily and quickly attend if assistance is required.
- 3.2.3 Accordingly, the upper ground floor is the only floor suitable for providing the accessible rooms and office.
- 3.2.4 Due to the conservation area setting, significant changes to the principal elevations needed to be avoided, and since the only option for accessible car parking provision is to the rear elevation, only the rear elevation is suitable for use as the main entrance.
- 3.2.5 An external platform lift and ambulant disabled staircase is therefore proposed to the rear, with new entrance platform over a small single storey rear extension, leading to the existing back door position – which will be widened for wheelchair users and will be the only entrance to the new facility.
- 3.2.6 The tree survey identified two diseased Elm trees to the west of the existing vehicular entrance, and a tree of low quality on the eastern side. Removal of these trees enables the modest reduction in levels required to provide the proposed new walking and wheelchair access adjacent to the existing vehicular entrance at a gradient of no more than 1 in 20.
- 3.2.7 Gradients of 1 in 20 or less are not considered “ramped” in terms of the Building Regulations, meaning there is no requirement for unattractive and over bearing entrance ramps with landings and handrails.

3.3 Secure Access

- 3.3.1 The applicant requires a single point of entry and an office at the entrance to monitor comings and goings to the building, with a hatch for dealing with enquiries from both residents and visitors.
- 3.3.2 The changes in site level, root protection areas of the trees, drainage positions and depths, and the requirement to provide level external access (gradient of 1 in 20 or less) between the footpath, main entrance and accessible parking space prevents the front door on Alness Road being suitable.
- 3.3.3 Keeping the building alterations primarily to the rear also prevents incongruous and circuitous access ramps being required to the primary elevations in the conservation area and allows the office to overlook both the car park and pedestrian entrance to provide natural surveillance.

3.4 Accessible Rooms

- 3.4.1 The upper ground floor has two different levels, with a single step between, though there are several internal single steps up and down. The applicant proposes to raise the lower floors to homogenise the levels, such that the upper ground floor is flat throughout.
- 3.4.2 It is proposed that two existing internal walls will be removed with beams installed internally to create a more welcoming and open entrance area, that creates sufficient space for wheelchair bound and ambulant disabled residents to access the property.

3.5 Activity Room

- 3.5.1 It is proposed the existing communal kitchen will be used as an Activity Room. The purpose of this is for residents to cook for each other or for other group activities, helping residents to learn life and interpersonal skills. The activity room would only be used with staff present, likely not more than once weekly, and would be otherwise locked.
- 3.5.2 To make the room accessible for the residents with mobility issues, this is provided on the lower ground floor, accessible via the proposed accessible pedestrian route. This necessitates a new door opening in lieu of an existing window and is the only change on the principal elevations fronting Mayfield and Alness Roads.

4.0 Alterations to Grounds and Boundaries

4.1 Grounds

- 4.1.1 No changes are proposed to the Alness Road elevation, other than tidying and the pruning of existing bushes and trees identified in the accompanying Arboricultural Impact Assessment, and replanting and tidying areas since they have not been well maintained in recent years.
- 4.1.2 To the south elevation, the artificially raised grounds will be lowered to the natural topography to facilitate the proposed accessible pedestrian route onto the site, creating a new entrance from the public footpath.

- 4.1.3 The rear garden is very untidy, and there are various area of existing hardstandings, which are generally in poor condition. The driveway, accessible parking space and new accessible pedestrian route will be tarmacked to the levels indicated on the site plan.
- 4.1.4 In the tree root protection areas (RPA), the proposed levels represent a modest increase to the existing to avoid excavation in the RPAs, and much of the areas shown as tarmac already comprise hard standings. Only the accessible parking bay and pedestrian route is proposed to be tarmac, with the other areas to comprise new gravel laid over a cellular confinement system to protect the tree roots.
- 4.2 Boundaries
- 4.2.1 The site boundary treatments with the public footpath comprise original low stone retaining walls, circa 1m high. There are stone gate posts either side of the existing pedestrian entrance from Alness Road, and the existing vehicular entrance from Mayfield Road.
- 4.2.2 The boundary walls are dilapidated and collapsed in several places, mostly because of the numerous mature trees within the site that are growing in the higher retained land. The boundary walls will be retained and repaired.
- 4.2.3 The only proposed changes are the formation of the new accessible pedestrian and wheelchair route adjacent to the vehicular entrance on Mayfield Road, as shown on the proposed site plan.
- 4.3 Trees
- 4.3.1 trees G7 hash and T6 will be removed; G7 comprises two diseased Elm trees which have limited life expectancy, and T6 is of low quality and also causing significant damage to the boundary walls. For new ornamental trees are proposed in do, though the positions of these need to be agreed. Refer to the Arboricultural Impact Assessment report, prepared by Lally Tree Management.
- 4.3.2 All other trees on the site will be retained, and crowd lifts and general maintenance is proposed, since they are currently overgrown.

Access

5.0 Existing

5.1 Pedestrian

5.1.1 The main front door to the property is accessed via a path and several steps from Alness Road, on the front elevation, however the proposal is for this entrance to be mothballed and used only for emergency means of escape

5.1.2 A new level approach pedestrian access to the site will be created , with all guests and staff accessing the property via the new rear steps and platform lift from the proposed rear parking area – so that all residents need to pass the office to access the premises.

5.2 Vehicular and Parking

5.2.1 Vehicular access is between two stone gate posts off Mayfield Road, leading to the rear garden.

5.2.2 In theory, all of the rear garden could be used for parking by the current owners, as the majority comprises old hard standings and tarmac.

6.0 Proposed

6.1 Pedestrian

6.1.1 A new accessible pedestrian entrance will be created, at a gradient of no more than 1 in 20, providing wheelchair access to the ambulant disabled staircase and platform lift, and also the Activity Room to the left elevation. Both the stairs and lift will lead onto the flat roof extension acting as the primary entrance to the building.

6.2 Vehicular and Parking

6.2.1 The proposed residents will not own cars, and would typically utilise the Greater Manchester public transport system.

6.2.2 Staff who drive will utilise the small car park to be formed in the rear garden, and there is one proposed accessible parking bay by the entrance. There will be no more staff on site than the number of parking spaces, and there is unrestricted parking on both Mayfield Road and Alness Road.

6.2.3 Access by emergency vehicles will not be affected.

Proposed Materials

7.0 Rear Elevation

7.1 Proposed Extension

7.1.1 The single-storey rear extension will be constructed in masonry. The small rear elevation will mostly be concealed by the platform lift, but visible sections will be finished in render to match the existing render to the front and left elevations of the lower ground floor.

7.1.2 The side elevation of the extension and steps will be constructed in common brickwork to match the rear elevation.

7.2 Rear Staircase and Railings

7.2.1 There is an original, steep and dangerous external staircase to the rear that will be removed to facilitate the extension and new entrance area. It comprises common brickwork with stone treads and a black painted metal handrailing.

7.2.2 The new steps will be constructed in matching common brickwork with buff sandstone treads, and new metal handrailing with thin square balustrades to as closely match the existing handrails as possible, whilst complying with the Building Regulations.

7.2.3 The handrail will extend around the flat roof of the proposed extension forming a raised walkway into the back door.

7.2.4 The steps and railings are illustrated on the proposed rear and side elevation drawings.

7.3 Platform Lift

7.3.1 The platform lift is a primarily glass enclosure and the metal frame will be black powder coated to match the railings and will accordingly have minimal visual impact.

7.3.2 The brochure and technical drawings for the same is included at Appendix III.

8.0 Windows and Doors

8.1 Windows

8.1.1 It is proposed that the existing windows will be replaced. Many are original period timber windows, and that the proposal is to replace them in more modern uPVC framed windows, coloured white.

8.1.2 The proposed window frame profile and section are shown below, Selecta Advance 70 in white with 28mm sculpted beads with sash horns.

8.1.3 They will be installed with openings, transom and mullion configurations shown in the proposed elevation drawings – generally in a mock sash appearance.

- 8.1.4 Due to the rebated nature of the walls at the reveals and head, the frames will appear relatively thin as parts can be concealed behind masonry.



Sash Horns



Window profile



28mm sculpted bead

8.2 Doors

- 8.2.1 The proposed door to the Activity Room on the left elevation room will be a traditional 6 panel timber door, painted to finish; these are typical of Victorian houses, and will accordingly be in keeping with the age of the property and its general appearance.
- 8.2.2 The new main entrance door to the rear elevation is proposed to comprise a polyester powder coated aluminium door, that is fully double glazed. This is to make a more secure and welcoming entrance to the facility, but is in a concealed location not visible to the primary elevations or from the street scene.
- 8.2.3 Commercial metal doors of this type are more secure in terms of preventing forced entry, and the full glazing prevents accidents and improves visibility for wheelchair users, and also improve security so visitors can be identified before allowing access.

9.0 Existing External Walls

- 9.1.1 The external walls are primarily as existing, with limited changes to accommodate the single storey rear extension, and proposed doorways to the left elevation.

9.2 Render

- 9.2.1 The existing lower ground floor is covered to the front and left elevations with cementitious render. This is in poor condition, cracked and spalling. Being cementitious, it is also causing damage to the underlying brickwork – where visible.
- 9.2.2 The render will be carefully hacked off and renewed using a lime based render, allowing the building to breathe and finished white. This will be the same in appearance as the existing.

10.0 Grounds and Boundaries

10.1 Boundaries and Garden Walls

- 10.1.1 The applicant intends to sympathetically repair the locally rebuild as required the boundary walls. Most of the stone from the collapsed sections remains on site, and it is anticipated that that area removed for the new pedestrian entrance will be sufficient to make up any deficit.
- 10.1.2 The existing wall separating the vehicular access and the raised banking, to the north of the driveway will be repaired and retained, and extended using material to match the existing, separating the retained vehicular access and new accessible pedestrian entrance.
- 10.1.3 The existing boundaries to the right and left comprise concrete post with timber panel fencing to the rear and concrete panels to the right. It will be retained and overhauled as required.

10.2 Grounds

- 10.2.1 the new access route and accessible parking by will be finished in permeable tarmac, and laid to a maximum gradient of one in 20 – constituting level access in terms of the Building Regulations.
- 10.2.2 The main parking areas will comprise shingle over a 100 mm still at confinement system to minimise impact on any tree roots.

10.3 Bin Store

- 10.3.1 the proposed beanstalk will comprise concrete posts and timber panel fencing to match the existing, with double lockable gates and PIR lighting.

10.4 Cycle Store

- 10.4.1 a tongue and groove timber shed with pent apex roof finished with mineral felt and stained to match the fencing will be installed where shown, and fitted with Sheffield hopes internally or anchor points, providing secure cycle storage, including a power socket and space for a mobility scooter.

10.5 External Lighting

- 10.5.1 as shown on the elevations and site plan drawing, a combination of wall mounted PIR LED lighting will be installed to the perimeter of the building, with bulkhead eyelid fittings installed to the beanstalk and at low level to the wall separating the pedestrian route and driveway, also controlled by PIRs.

Transport

11.0 Transport Planning Policy

- 11.1.1 The following section sets out the key local transport policies, and how the proposal aligns with them.

12.0 Manchester Core Strategy (2012 – 2027)

- 12.1.1 The Manchester Core Strategy promotes similar principles to National Guidance.
- 12.1.2 Policy H10, titled ‘Housing for People with Additional Support Needs’, states that proposals for accommodation for those with additional support needs (such as homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities) will be supported where:
- There is not a high concentration of similar uses in the area already;
 - Where it will contribute to the vitality and viability of the neighbourhood; and
 - Where there would not be a disproportionate stress on local infrastructure such as health facilities.”
- 12.1.3 The core strategy also contains three specific Transport policies, comprising:
- Policy T1 – Sustainable Transport
 - Policy T2 – Accessible areas of opportunity and need, and
 - Policy T3 – Strategic Integration.
- 12.1.4 Policy T1 focuses on sustainable transport and access for all. The site will be improved in terms of accessibility, and the provision of a secure cycle store will encourage the use of cycling and sustainable public transport.
- 12.1.5 Policy T2 focuses on good access to the City’s key economic drivers, with easy access via walking, cycling and public transport, the provision of car parking both within the city centre and outside of these districts. The proposed change of use, and the reduction of potential vehicle numbers to the site would significantly exceed the required parking standards.
- 12.1.6 Policy 3 refers to the strategic integration of proposal in terms of the transport network. The proposed change of use would not prejudice the implementation of any strategic integration projects in the area.

12.2 Greater Manchester Transport Strategy 2040

- 12.2.1 The Greater Manchester Transport Strategy sets out the vision to have ‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’.
- 12.2.2 Policy 3: We will maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods).
- 12.2.3 Policy 4: We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.
- 12.2.4 It is considered that the proposed change of use will not have any adverse effects of the sustainable transport network.

13.0 Existing

13.1 Vehicle Movements

- 13.1.1 The present live-in-landlord has a car, and since occupancy in the current HMO is low as it is being wound down in readiness for sale and SSG’s acquisition, it is likely the only vehicle to regularly visit the site, other than occasional family visits and deliveries, etc.
- 13.1.2 It is however important to note that the property is currently an 11 bedroom HMO, and could be used as such with no Change of Use planning application, to house 11 professional tenants that all have cars.

13.2 People Movements

- 13.2.1 The residents are unlikely to have cars and will leave the site on foot to access public transport. Though a few may have bicycles, cycle ownership amongst the homeless is very low.

13.3 Parking Provision

- 13.3.1 The current driveway leads into the rear garden, which comprises areas of unmade ground, and various hardstanding, and a driveway closest to the house.
- 13.3.2 There are no marked bays, and it is impossible to assess the number of vehicles that can be parking on the site, particularly in a domestic driveway type situation where cars can block each other in and would need to be moved to allow each other out.

13.4 Sustainable and Public Transport

- 13.4.1 Whilst bicycles could be taken indoors, there is presently no facility for secure cycle parking and storage.
- 13.4.2 The site is located in a highly sustainable location with good access to public transport facilities, with the nearest bus stop being located 4 minutes’ walk on Alexandra Road South, which provides

services both north and south around every 12 minutes, with a 9 minute journey time to Chorlton Metrolink Station, and 20 minutes into the city centre.

14.0 Proposed

14.1 Pedestrian Access

- 14.1.1 The existing pedestrian route to the front will remain, though the front entrance will be mothballed, and used only as a secondary means of escape. The route will therefore be primarily redundant.
- 14.1.2 A new level approach (max gradient of 1 in 20) will be created adjacent to the existing driveway off Mayfield Road, providing a safe path to the two main access point to the property, being the rear staircase, and door leading into the Activity Room.
- 14.1.3 The “level” approach avoids the needs for a ramped approach which would require a series of ramps, landings and handrails leading to the pedestrian entrances to the building.

14.2 Vehicular Access and Movements

- 14.2.1 There will be 2 or 3 staff on site at any given time, 24 hours a day. Two full time staff, and a manager or a supervisor visiting. It is anticipated that most will drive to work though sustainable transport will be encouraged. Staff are likely to swap shifts at morning and in the evening.
- 14.2.2 Additionally, support and social workers will visit residents, typically once per week.
- 14.2.3 There will of course be some contractors and deliveries attending, but little more than generated by a normal dwelling, and certainly less than good potentially be generated by an 11 bedroom HMO were it fully occupied by a professional working tenants.

14.3 Parking Provision

- 14.3.1 The rear garden will be resurfaced and landscaped to provide three standard vehicular spaces, and one accessible space. The spaces are designed to allow vehicles to turn around within the site, so they do not need to reverse onto Mayfield Road.
- 14.3.2 There is unrestricted on road parking on both Mayfield and Alness Road, with Alness Road being particularly quiet during the day time, and the availability of on road parking plentiful. This will be more than adequate for occasional visitors to the site, on occasions when the car park is full.

14.4 Sustainable and Public Transport

- 14.4.1 The proposals provide a secure lockable cycle shed near the main entrance to the building, which will accommodate four bicycles and also a mobility scooter parking provision with power point for charging.
- 14.4.2 Access to public transport will be unaffected by the proposals.

15.0 Conclusions

- 15.1.1 The proposed development will have minimal impact on the local sustainable transport networks. It is considered that the range of existing transport facilities in the local area are more than sufficient, providing a range of sustainable travel choices for staff, visitors and occupants.
- 15.1.2 The proposals will likely create a net reduction in possible vehicles movements on the site, given it could be used without planning permission as an 11 bedroom HMO, albeit likely a real terms increase in vehicular movements is likely to be experienced, based on current under-utilisation of the site.
- 15.1.3 Regardless, vehicles visiting the site other than staff will be minimal, and sufficient parking provision is be provided on the site for all staff likely to be in regular attendance.
- 15.1.4 The proposed change of use would have no detrimental impact from a local traffic and transport perspective.

Appendix I – General Photographs



Photograph 1. Front



Photograph 2. Left



Photograph 3. Left



Photograph 4. Rear



Photograph 5. Aerial view

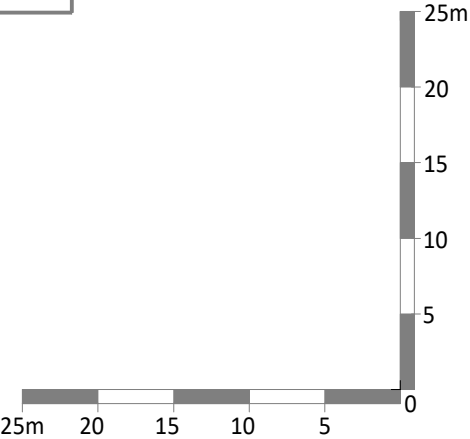
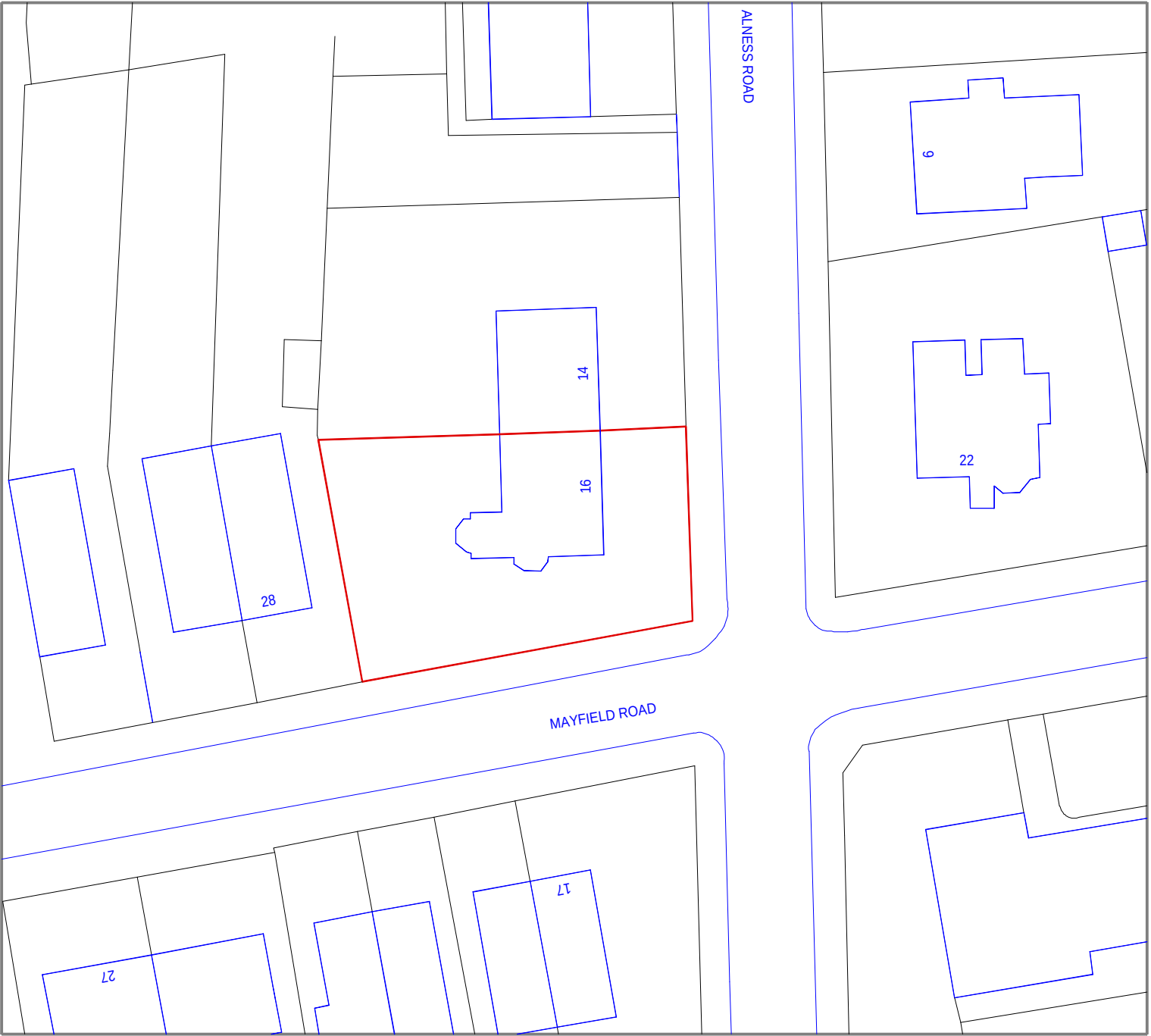
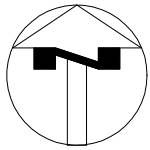


Photograph 6. Vehicular access



Photograph 7. Back garden

Appendix II – Location Plan



REV	DESCRIPTION	DATE	INITIAL
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Do not scale. All dimensions and levels must be verified on site and discrepancies reported to Building Sense Limited, prior to commencing works or preparing site drawings. Any conflicting information must be reported for clarification. If in doubt, ask.

STAGE: **PLANNING**

Building Sense
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PROJECT:
16 Alness Road
Whalley Range
Manchester
M16 8ET

CLIENT:
SSG Sustainable Living

TITLE:
Location/Block Plan

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DRAWN: MKN	CHECKED: MKN	DATE: 01/08/24
SCALE: 1:500 @ A3	DRAWING NO. 14028.09	REV: -

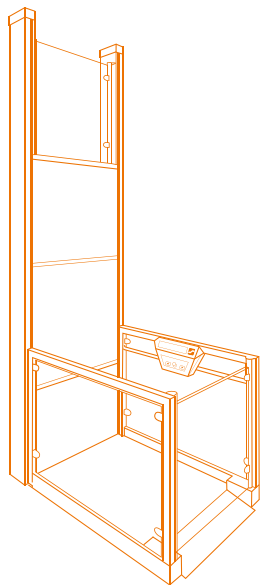
Appendix III – Platform Lift



- CHAIRLIFT
- PLATFORM STAIRLIFT
- ENCLOSED ELEVATOR
- CABIN ELEVATOR
- VERTICAL PLATFORM LIFT

VERSATILE IN USE

The Ascendor UnaPorte® is a welcome addition to any public building or private residence. The use of high quality materials combined with user friendly technologies, make it the perfect solution for people who need assistance in overcoming vertical barriers.



VERTICAL PLATFORM LIFT



UNAPORTE®
WEATHERPROOF
FOR
OUTDOOR USE

What others call luxury is standard for us. Our goal is to make your daily routine as pleasant as possible. Experience user-friendliness at the highest level and a new way of living.



INTERIOR
A REAL
EYE-CATCHER IN
EVERY ROOM

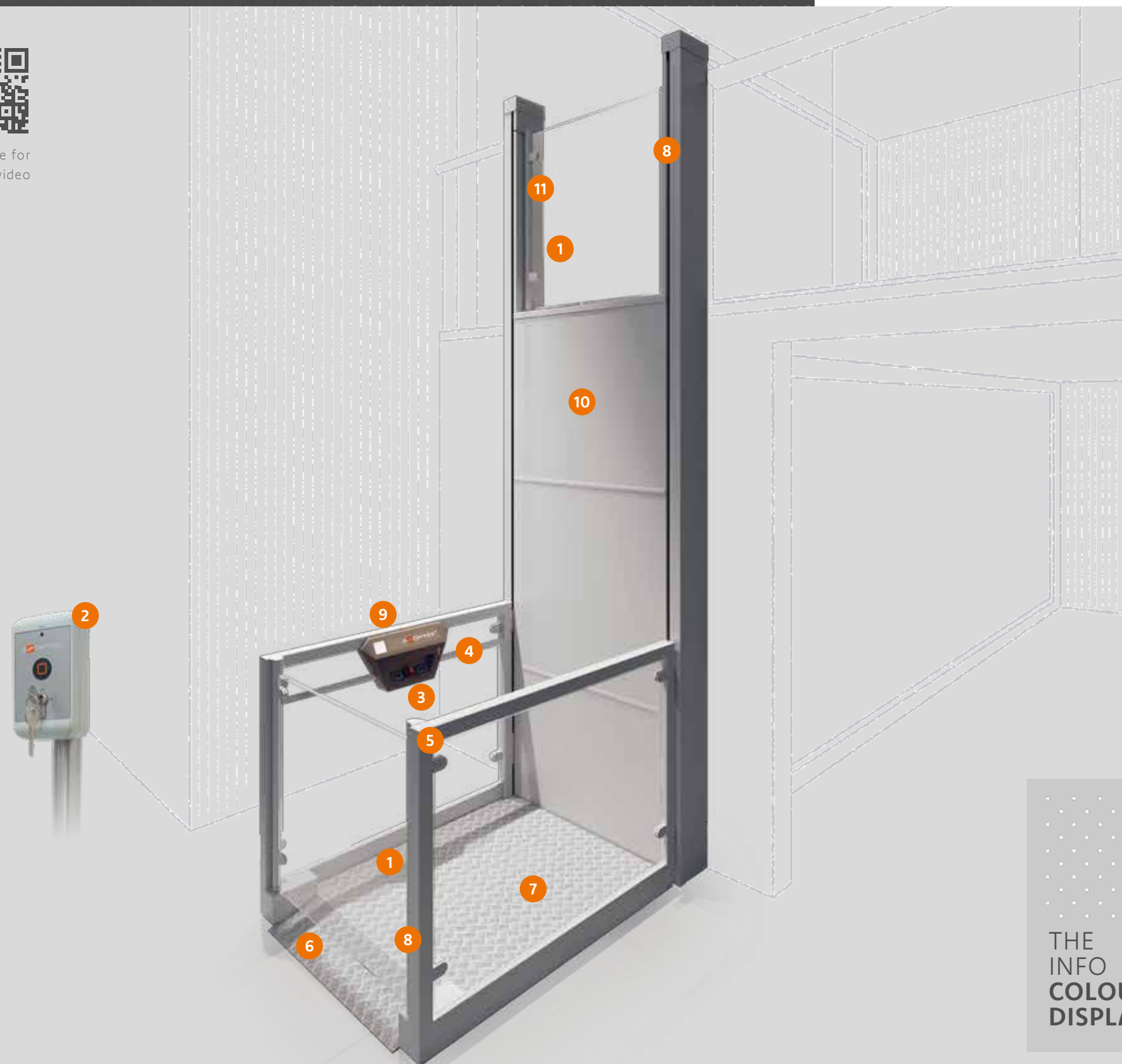


EXTERIOR
HIGH-QUALITY
MATERIALS
GUARANTEE A LONG
SERVICE LIFE



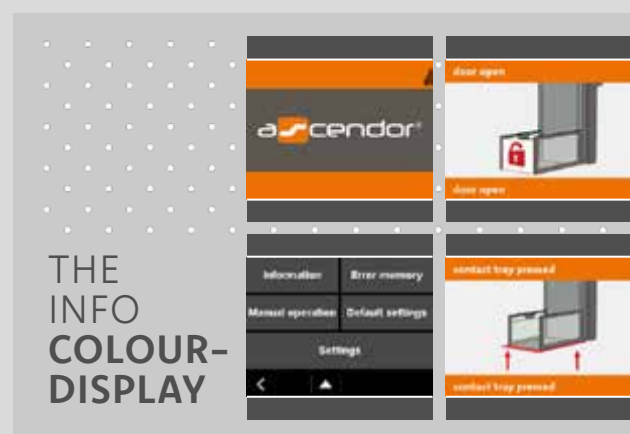


Click here for
product video



DETAILS AT A GLANCE

- ① frameless glass safety door - manually operated (optional automatic operation also available)
- ② wireless call buttons (surface mounted) at each landing as standard
- ③ lift operation console + up and down (touch sensitive) buttons + emergency stop button + emergency call button
- ④ hand rail
- ⑤ drive unit in standard colour grey metallic
- ⑥ integrated, flexible access ramp for ease of access (no pit required)
- ⑦ platform with anti-slip surface
- ⑧ patented door lock unique design ensures optimum safety and reliability
- ⑨ LED colour display - intuitive graphics enhance the user experience, whilst instilling confidence thanks to real-time status updates
- ⑩ rear wall cladding made of lightweight aluminium
- ⑪ electrical emergency lowering



**FROST-PROOF
OPERATION
DOWN
TO -20°**



UnaPorte® in
winter conditions

EQUIPMENT

- + for indoor and outdoor use
- + due to a flexible access ramp, no pit required
- + perfect solution for both existing and new buildings

MATERIALS

- + platform with anti-slip surface
- + drive unit in grey metallic (as standard)
- + lifting column in anodised aluminium

TECHNICAL DATA

- + load capacity 385 kg
- + driving speed 9 m/min (0.15 m/sec)
- + travel height from 600mm (0.6 m) to 3000mm (3 m)

In the unlikely event of a malfunction, the **colour display** provides useful information regarding the possible fault and how to fix it. This intuitive graphical display helps to solve approx 80% of all possible errors, without the need for an Engineers attendance. The display also provides useful information about the general operating status.



PRODUCT HIGHLIGHTS

LED platform lighting (optional) – select from an infinitely adjustable array of colours to mirror your mood or blend in with your surroundings. Turn your lift into an attractive eye-catcher. Mobility from ASCENDOR is just beautiful.



A **self-aligning ramp** ensures optimal access for wheelchair users.



A **patented door lock** from Ascendor guarantees maximum safety.



High-quality materials from powder-coated steel to anodised aluminium guarantee maintenance-free and trouble-free operation.

description	UnaPorte®	Competitor M	Competitor B	Competitor L
full graphic colour display with status indicator	✓			
integrated fault memory/event history	✓			
flexible access ramp	✓	✓		
LED RGB lighting on platform floor (optional)	✓			✓
rust-proof aluminium lifting columns (multi-piece for travel heights in excess of 1.3m)	✓		✓	✓
reliable door locking system	✓	✓		
robust powered door operator with slipping clutch (optional)	✓			
simple installation (without the need for a crane)	✓			
travel height can be adjusted (downwards) on site if required	✓			
easy access for maintenance	✓			✓
minimal width required due to a clever and compact design	✓			
2-way emergency call system	✓			
uncomplicated transport	✓			



TECHNICAL DATA

ADVANTAGES

- 1 for indoor and outdoor use
- 1 soft start/soft stop via a frequency-controlled drive system
- 1 perfect ratio between required floor space and usable platform area

COLOUR

- 1 drive unit in grey metallic
- 1 lifting column in anodised aluminium

CONTROL & OPERATION

- 1 push-buttons on the platform / remote controlled buttons for call stations
- 1 full graphic colour display
- 1 integrated fault memory
- 1 numerous adjustment parameters
- 1 electrical emergency lowering

TYPE OF DRIVE

- 1 guide chain system with electric drive 0.75 kW
- 1 safety gear with integrated speed limiter

STOPS

- 1 2 stops

POWER SUPPLY

- 1 220-240V, 1 phase, 10A

DRIVING SPEED

- 1 9 m/min (0.15 m/sec)

LIFTING CAPACITY

- 1 385 kg

ASCENDOR LIFTTECHNIK



On-site
requirements



Click here for the
Assembly video



FAST
ASSEMBLY

ASSEMBLY

- 1 easy retrofitting
- 1 divided rail when > 1.3 m
- 1 due to a flexible access ramp, no pit required (but possible)



The UnaPorte® can be **assembled in less than 4 hours** without the need for a crane. The lift can even be transported through doors with a passage width of 90 cm.

PLATFORM SIZE

- 1 1400 x 1100 mm (length x width)

TRAVEL HEIGHT

- 1 3000mm max / 600mm min

REQUIRED FLOOR SPACE / FOOTPRINT

- 1 1690 x 1333 mm (length x width)
with closed door

DOOR

- 1 930mm clear opening width

OPTIONS

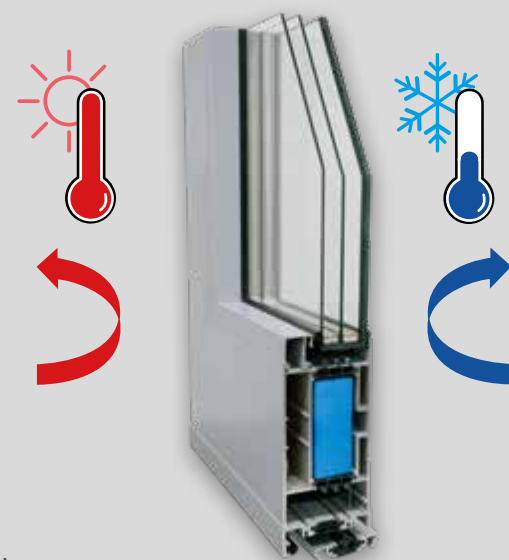
- 1 voice output
- 1 emergency phone
- 1 automatic door operators
- 1 LED RGB lighting
- 1 automatic emergency power supply
- 1 SMS remote query of operating status
- 1 thermal door (for more info see p. 10-11)



THERMAL DOOR

CROSS-SECTION THERMAL DOOR

- ✓ highly thermally insulated frame and sash profile in flush design (total $U_d = 1.21 \text{ W/m}^2\text{K}$)
- ✓ triple insulating glazing with VSG safety glass ($U_g = 0.6 \text{ W/m}^2\text{K}$)
- ✓ insulation insert for improved U-value (thermal transmittance)
- ✓ roller hinges for a visually appealing design
- ✓ air- and wind-tight insulation
- ✓ Increased burglar resistance due to triple locking system



ADVANTAGES

- ✓ no shaft necessary
- ✓ quick installation possible within one day
- ✓ direct access into the living space



Easy retrofitting of a lift with thermal door.



TOP FACT

UnaPorte® for the private and public sector. Already proven in use worldwide.

