

Design and Access Statement

Welcomb Street,
Openshaw

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Introduction

Application

This Design and Access Statement has been prepared by AEW Architects on behalf of NSJV Ltd to support a planning application for the construction of 4 No. new industrial units with associated access, landscaping, parking and service yards at Welcomb Street, Openshaw.

The full description of the development is as follows:

“Full application for the erection of four new industrial buildings, with the demolition of existing buildings, to create employment floor space within Use Classes E(g)(ii)(iii), B2 and B8 across the site and ancillary office space, with associated service yards, car parking including electric vehicle charging points, amended site access, refuse storage facilities, substations, boundary treatments, landscaping, and associated works and infrastructure.”

The Gross External Area = **7,407m² / 79,728ft²**

Design and Access Statement

This Design and Access Statement has been written in accordance with The Town and County Planning (Development Management Procedure) (England) (Amendment) Order 2015 and is set out in further sections as detailed below:

Planning Policy Framework - Identifies the relevant planning history, the planning policy framework and compliance of the proposal with the framework. It also identifies the relevant design and access policy from Manchester City Council.

Site Context - Provides a written and illustrative analysis of the application site and surrounding area.

Design Statement - Describes in terms of the quantum and scale of the proposed uses, the layout of the proposed development, the appearance principles of the development and the proposed landscape strategy.

Conclusion - Summarises and concludes the assessment of the proposed statement.

References

The following guidance documents have, and will be, referred to in the development of the scheme:

Design and access statements; How to write and use them, The Commission for Architecture and the Built Environment (CABE), 2006

The Principles of Inclusive Design, CABE, 2006

Approved Document M of the building regulations: Access to and use of buildings

BS 8300:2009 & A1:2010 Design of buildings and their approaches to meet the needs of disabled people - Code of practice

Planning Policy Framework.

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Planning Policy Framework

Section 38 of the Planning and Compulsory Purchase Act 2004, states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

This section identifies some of the planning policies which are relevant to this proposal. For further information please refer to the Planning Statement submitted within this planning application.

Statutory Planning Policy

Full Planning Permission is sought under relevant planning policy framework for the Use Class E(g) (ii) (iii) / B2 / B8 with ancillary E (g) (i) offices (B1 no longer exists) development proposals. Whereby 'National Planning Policy Framework' (NPPF) and applicable saved policies of City Works have been considered and referenced under the 'Planning Statement' document prepared by Spawforths. The 'Planning Statement' report also covers relevant Planning History for similar associated proposed use designations.

National Planning Policy Framework (NPPF) (2021)

This policy Framework sets out planning approach at a national level which includes key material considerations used to assess and determine planning applications.

The policies contained in the Framework are set within the overarching context of the need to achieve sustainable development and the Framework carries an implicit presumption that sustainable development should be approved without delay.

Sustainable development is defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. Paragraph 8 of the Framework sets out three dimensions of sustainable development: economic, social, and environmental.

The following items are key elements of the Framework relevant to the development proposals:

- Achieving sustainable development
- Building a strong, competitive economy
- Decision-making
- Promoting healthy and safe communities
- Promoting sustainable transport
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment

Statutory Development Plan

The Manchester City Council – Core Strategy Development Plan Document was adopted July 2012 and identifies land allocated for the development across the City district.

There are no planning policy designations/allocations on the Site, however it does lie within the East Manchester designation.

- Policy EC1 Employment and Economic Growth in Manchester
- Policy EC2 Existing Employment Space
- Policy EC5 East Manchester
- Policy EN1 Design Principles and Strategic Character Areas
- Policy EN6 Energy Infrastructure Opportunities
- Policy EN8 Adaption to Climate Change
- Policy PA1 Developer Contributions

Context.

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Application Site

The Application Site

The units are located on the 1.80ha site with their location responding to existing pipeline easements running from West to east through the site. On the existing site, there are multiple structures all of which were part of the Manchester School of Building. The existing building to the east (Unit 4), is constructed over an existing easement, and therefore the construction of new buildings in this position would not be possible under current regulations. There is a cluster of mostly smaller structures that follow the southern boundary which are of insufficient height to be utilised for future industrial proposes, so it is generally proposed to demolish or dismantle these units for reuse elsewhere.

There is also the compound to the northeast which is used as yard space / vehicle parking for an existing occupier. This land is separate to the Manchester School of Building area and the proposed scheme seeks to relocate this area to the tapered south-west end of the site in the area which is unsuitable for the construction of industrial units.

The site is accessed off Welcomb St from 2 No. existing access points. The first will serve the parking and service yard for Unit 4. The second access, which will undergo road layout improvements will serve parking and service yards for the rest of the site, and relocated yard space and parking for the existing site occupier.



Aerial Location Plan view with red line boundary

Immediate & Wider Context

Immediate Context

An existing building materials depot and storage yard is located to the north of the application site, accessed off Welcomb St.

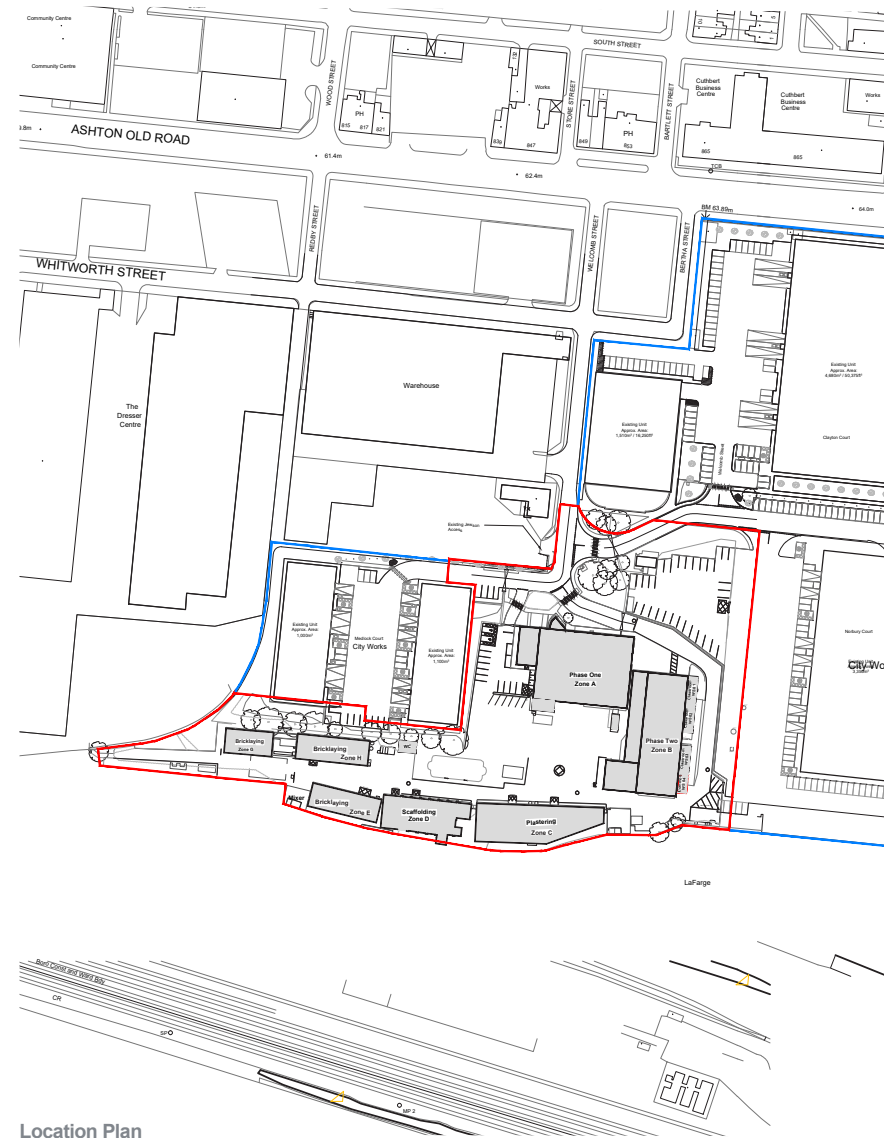
Norbury Court is located to the East of the site, which comprises of 2 No. existing industrial terrace units, which is accessed from a second access point off Welcomb St, which is currently proposed as access to Units 4 and 6 situated on the application site.

Shared boundary masonry walls with scattered trees and shrubbery separate the application site from an existing Asphalt Plant and Storage Yard to the south. Further south to the plant runs a railway line, with Ashburys Railway Station positioned 0.7 miles, and Gorton Railway Station positioned 1 mile from the application site.

To the North-west of the application site are two terraced units, approximately 1000sqm in size, facing each other, accessed from Welcomb St. Further to the west, lies a storage yard housing unserviced buses and scrap vehicles.

Wider Context

The site is prominently located in the City Works industrial area to the East of the centre of Manchester. The site is roughly 2.6 miles from the centre, as well connecting to A635 which provides great links to the A6010 and M60, connecting the site to cities across the north west and beyond. Located directly on the A635, the site is excellently positioned with a direct link to Manchester city centre.



Location Plan



Existing Zone A to the left and Zone B to the right of image



Existing occupier's vehicle storage compound

Design Statement.

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Design Statement

The Brief

The proposed development will seek to add to the existing industrial area. The scheme is for the construction of 4 No. new industrial units with associated access, landscaping, parking and service yards at Welcomb Street, Openshaw.

The existing access will be retained, however road improvement measures are proposed for easier and safer access into the application and neighbouring sites.

Each unit is to be serviced with utility connections in full accordance with the Mechanical & Electrical scope, design and specifications. Electric Vehicle Charging Points indicated are proposed in the base build together with ducting installed for ready for future tenants' extension.

Building Envelope & Fabric - All systems have been specified to maximised their functionality, integrity and appearance.

The development is targeting a 'VERY GOOD' rating under the BREEAM 2018 scheme.

Ecology - A phase 1 habitat survey & AIA was undertaken by Amenity Tree as part of the application where a 'Preliminary ecological appraisal' and a 'Preliminary bat roost assessment' have taken place. The survey area itself consists of predominantly hard-standing, multiple existing building, existing trees around the boundary's of the site.

Security - Please refer to separate 'Crime Impact Statement' by Graphite Security Ltd.

Please also refer to 'Transport Assessment Scope' report by Hydrock.

Height, Scale & Massing / Use and Quantum

Building Mass & Form

The proposed units are steel portal frame buildings on reinforced concrete foundations (to suit ground conditions). This is to create large clear spans over the internal spaces. Building heights are based on industry standards and for maximised letability in the market.

Unit footprint sizes capture a variety of scales and types of accommodation, providing a blend to offer flexibility.

Proposed units are gable ended buildings with standard 6° pitched roof slopes. They will have out-board gutters, eaves and verges with external rainwater goods.

Use and Quantum

The development is designed to accommodate a mix of Use Class E(g) (ii) (iii) / B2 / B8 with ancillary office spaces.

The units provided by the 4 buildings vary in size from 713 m² / 7,674 ft² GIA to 2,735 m² / 29,439 ft² GIA in order to maximise the development's range of potential end users and therefore the generation of employment opportunities.

Welcomb Street has been designed to accommodate the appropriate infrastructure to support the use of the development. This includes the provision of yards suitable for HGV loading/unloading and car parks for staff and visitors.

Schedule of Accommodation

UNIT	GIA m ² /ft ²	Parking (acc)
Unit 1		
GF Warehouse	616 / 6,630	11 (2)
FF Mezz	97 / 1,044	
Total	713 / 7,674	
Unit 2		
GF Warehouse	989 / 10,645	18 (2)
FF Mezz	110 / 1,184	
Total	1,099 / 11,829	
Unit 3		
GF Warehouse	2,460 / 26,479	35 (3)
FF Mezz	275 / 2,960	
Total	2,735 / 29,439	
Unit 4		
GF Warehouse	2,175 / 23,411	34 (4)
FF Mezz	262 / 2,820	
Total	2,437 / 26,231	
Total	6,984 / 75,175	98 (11)

GEA

Unit 1	777m ² / 8,363ft ²
Unit 2	1,182m ² / 12,722ft ²
Unit 3	2,869m ² / 30,881ft ²
Unit 4	2,579m ² / 27,760ft ²
Total	7,407m ² / 79,928ft ²

Building Heights

Unit 1	Maximum ridge height 10.8m
Unit 2	Maximum ridge height 11m
Unit 3	Maximum ridge height 14.5m
Unit 4	Maximum ridge height 14.5m

Red Line Boundary

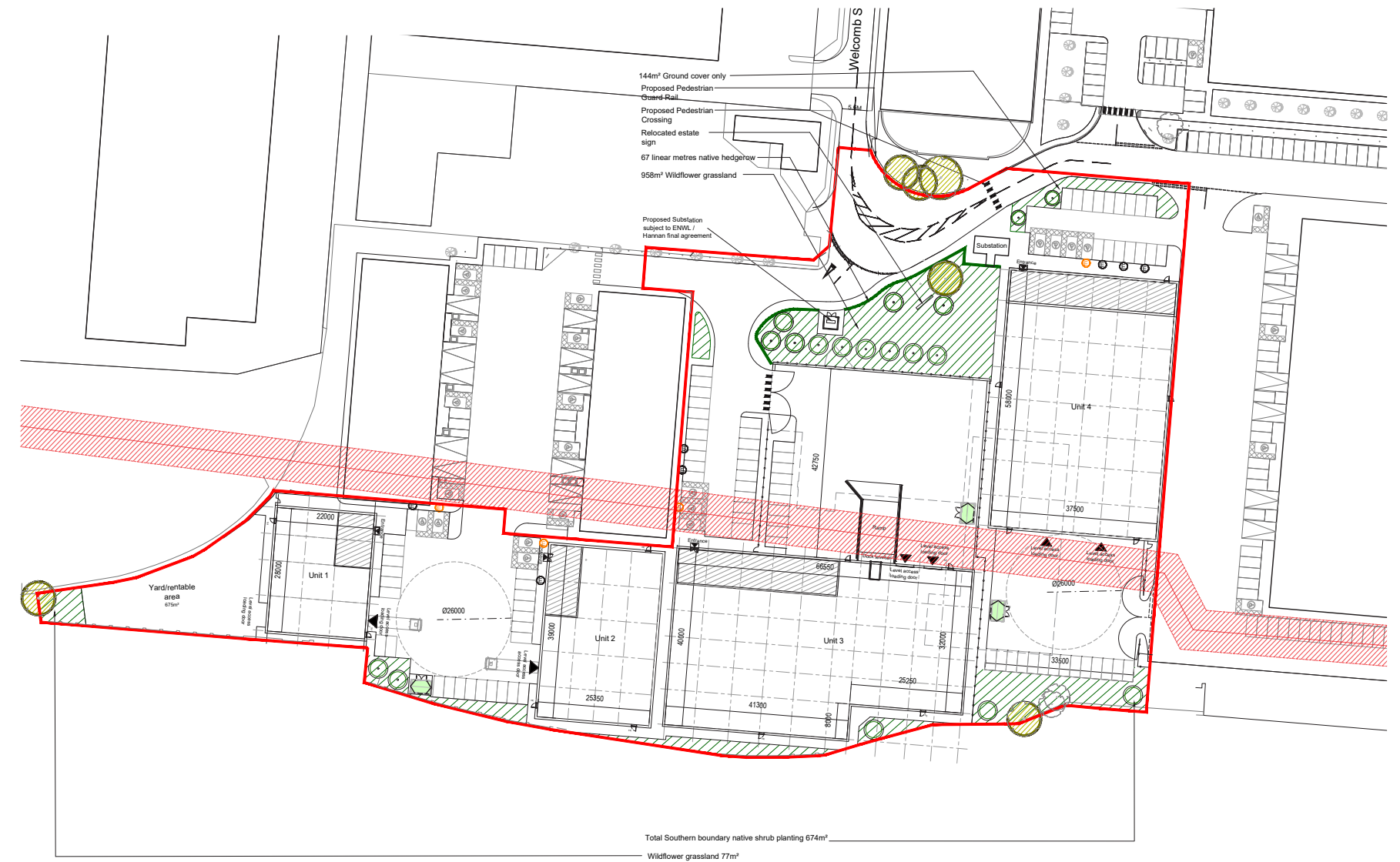
Circa. 4.45 acres / 1.80 ha

Site Layout

The layout includes the provision of yards suitable for HGV servicing to all units and car parking for staff and visitors broadly in line with Manchester City Council car parking standards. The overall development will have a positive socioeconomic impact that will benefit the local and wider area by developing the site; encouraging inward investment and increasing expenditure in the local area; and creating jobs in both the construction and operational phases and in the long-term management of the site.

The layout allows for car parking to be generally located in front of each office entrances to allow safe pedestrian routes to unit entrances. It also encourages natural surveillance of the car parks. Accessible parking spaces are provided and located conveniently outside of the office entrances with dropped kerbs to allow for inclusive access.

Where practical, the service yards are to be screened by the buildings themselves or by fencing and landscaping to mitigate their impact on amenity and to respond sensitively to the immediate context.

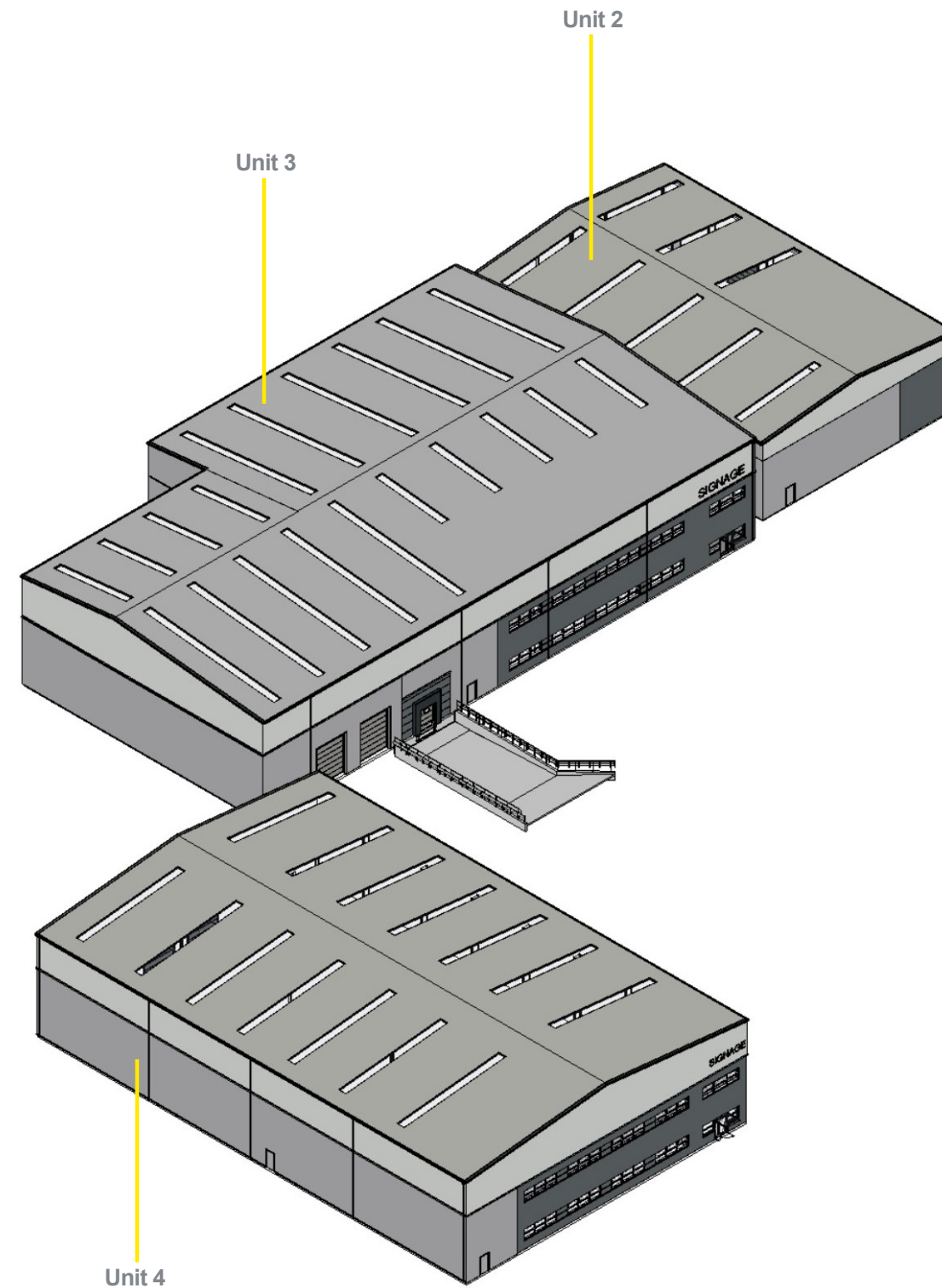
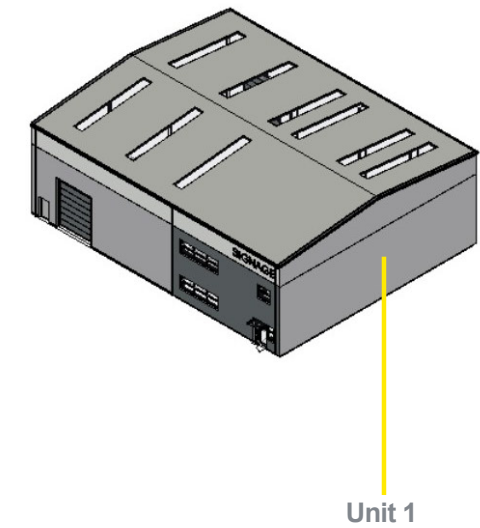


Proposed Masterplan

Appearance

The development will comprise of steel portal framed units with robust external metal clad envelopes to ensure durability and security. The external envelopes will be built-up profile metal cladding to warehouse areas, with contrasting cladding panels applied to feature areas and mezzanine office elements. The office elements are generally located at the prominent corners of the units to maximise the visual impact and unit identity when entering the site along the main spine road.

The colour pallet proposed is various tones of grey which provides further interest and a contemporary theme. The cladding colours will complement those units in close context which are visible on the approach to the site.



Landscape

The development will incorporate elements of hard and soft landscaping on the principle of simplicity with high quality. The hard landscaping scheme includes concrete service yards and tarmac finish to the car parking areas at that are out of the service yard area, with buff pre-cast concrete paving slabs utilised for the paths to, and around, the units entrances. Soft landscaping elements will include grass, shrubs, and existing trees on the approach to the site along the Northern boundary.

Where possible, existing trees have been retained.

Refer to Richard Eaves landscape drawing.



Proposed External Works

Inclusive Access

The project is to provide circa 75,175ft² of GIA on a site within a well established industrial area with a good transport network. The new units will provide a shared access yard space, warehouse staff amenity, staff parking, incoming main services and fire and security warning installation networks. The site is mostly flat although some existing levels will be re-worked to offer easy access to the premises to all as part of the design.

The new premises will be stand-alone portal steel framed structures with two storey staff amenity blocks to all Units, set within the main structural foot print and integral loading bays serving the warehouse area.

Access to and egress from the site and building has been sited to offer the best possible solution on due consideration of operational needs, site topography and imposed development restrictions.

The design of this new facility incorporates the full provision required under Building Regulations Approved Document M plus facilities to promote cycle to work ideals with secure internal cycle storage. This will be in the form of internal wall mounted racks as successfully implemented on other NSJV Ltd schemes.

Access for foot traffic from the site entrance to the building is controlled by well defined walkways directing people to formal dedicated reception and staff entrance points, minimising the risk of any potential conflict between pedestrians and cars or HGVs. For all units covered cycle storage is provided within the buildings.

In summary, the administration areas will offer the following facilities for inclusive access:
Disabled parking
Level access
Wheelchair compliant toilet and changing facilities

Further provision could form part of the internal management policy structure.



Cycle Parking

Unit 1	4 minimum (Internal wall mounted rack)
Unit 2	6 minimum (Internal wall mounted rack)
Unit 3	15 minimum (Internal wall mounted rack)
Unit 4	13 minimum (Internal wall mounted rack)

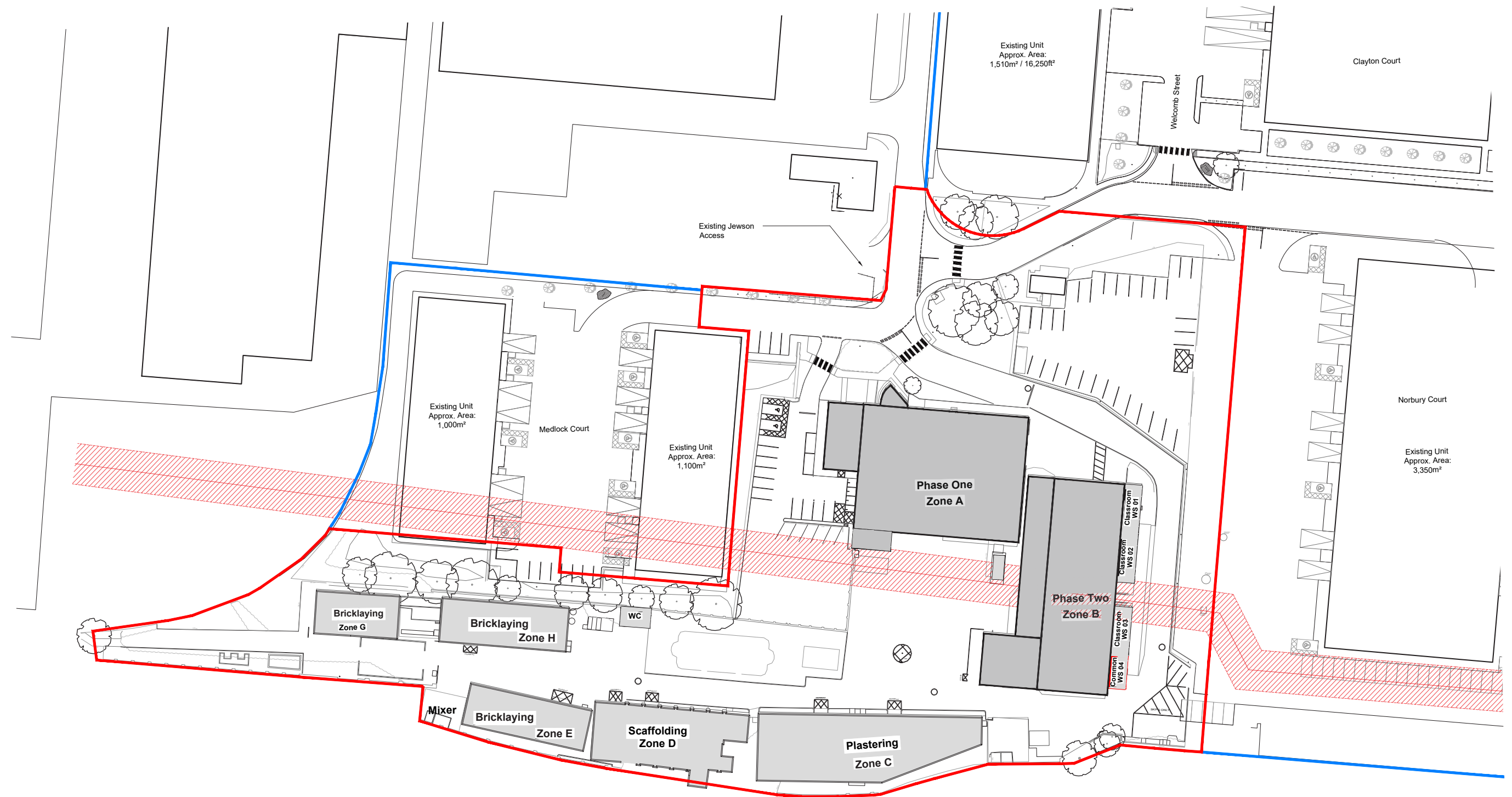
Waste Management

External refuse store locations are to be identified to enable specific installations to suit occupier requirements.

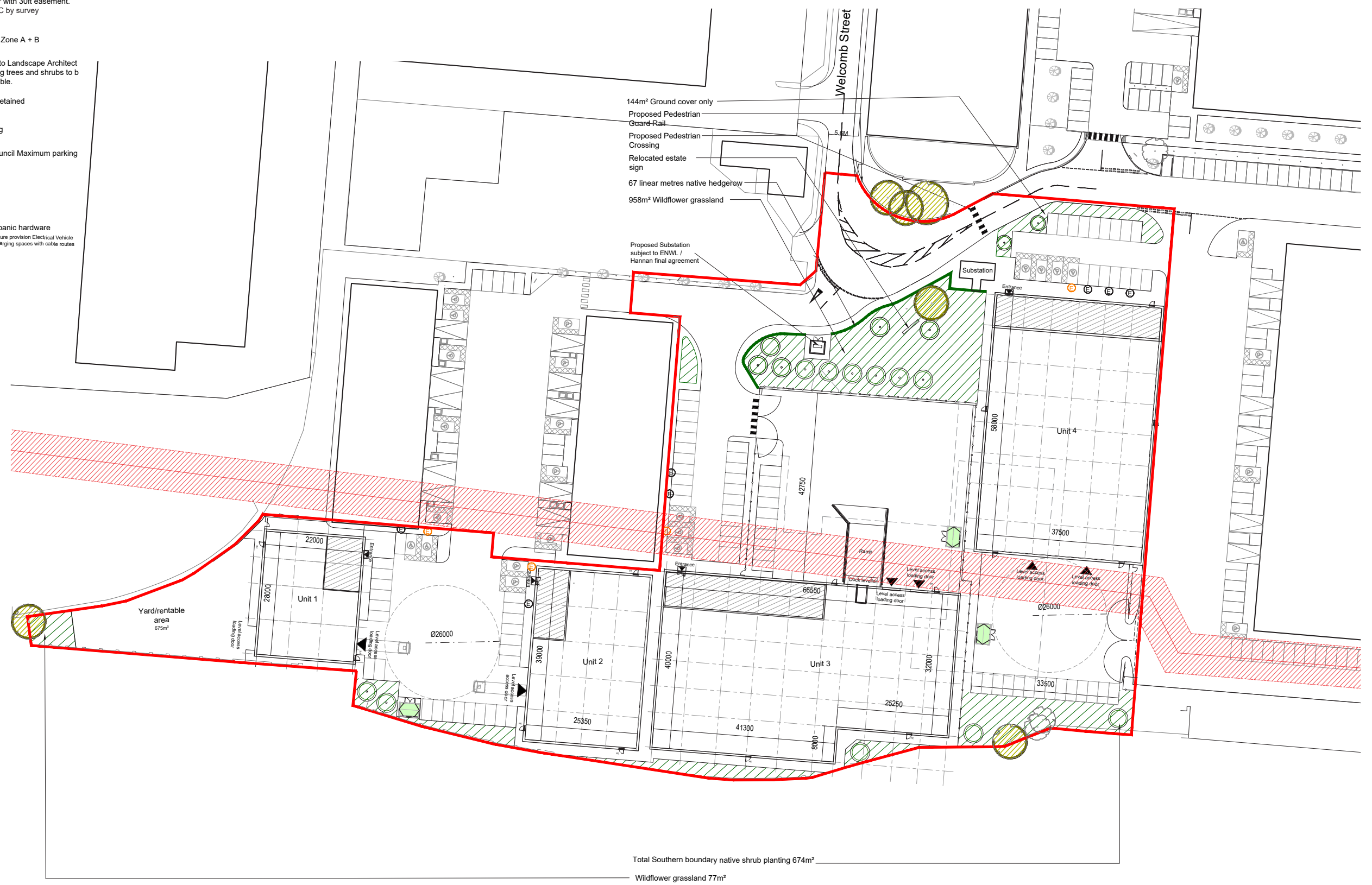
All refuse/recycling bins will be securely anchored and locked or set within a secure compound. All bins will be positioned within secure, lockable, and fire resistant enclosures.

Design AEW Drawings.

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- Site Boundary 4.45ac / 1.80ha
- Mezzanine Extents
- 30" combined sewer with 30ft easement.
Exact alignment TBC by survey
- Footprint of existing Zone A + B
- Landscape Planting to Landscape Architect Specification. Existing trees and shrubs to be retained where possible.
- Existing trees to be retained
- Proposed tree planting
- Manchester City Council Maximum parking standards:
B2 = 1:45 sq.m
B8 = 1:100 sq.m
- Proposed Bin store
- Pedestrian gate with panic hardware
- Electrical Vehicle Charging spaces
- Future provision Electrical Vehicle Charging spaces with cable routes



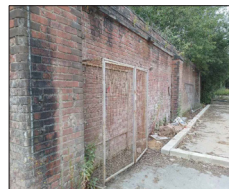
Total Southern boundary native shrub planting 674m²
Wildflower grassland 77m²

12481-AEW-XX-XX-DR-A-0503-P15_Proposed Site Plan

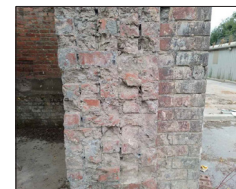


Legends

- 2.4m high black Weldmesh Fencing
-  Personnel gate with panic hardware
-  Existing brick wall to have remedial works as Hydrock recommendations
-  Existing brick wall to be demolished
-  Existing metal fence to be demolished and replaced as Hydrock recommendations
- Timber knee rail



C4 - Existing brickwork wall to be retained and necessary remedial works carried out, removing steel works.



C3 - Existing brick wall cut back to allow for MEWP access to the side of Unit 1b.



C2 - Existing brickwork wall to be retained and necessary remedial works carried out.



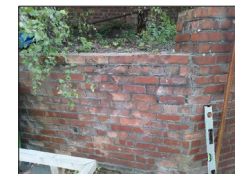
B3 - Existing brickwork wall to be retained and necessary remedial works carried out, piers to be rebuilt.



U2 - No brick work to left of image, fence to be replaced as Hydrock recommendation.



P4 - Existing brickwork wall to be retained and necessary remedial works carried out as per Hydrock Condition Survey

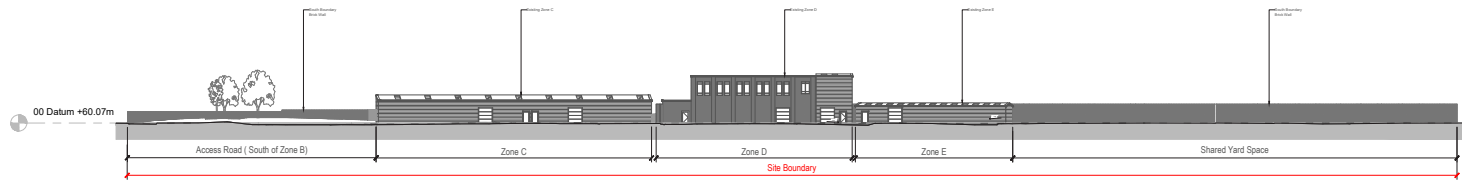


G3 - Garden wall above to be demolished.

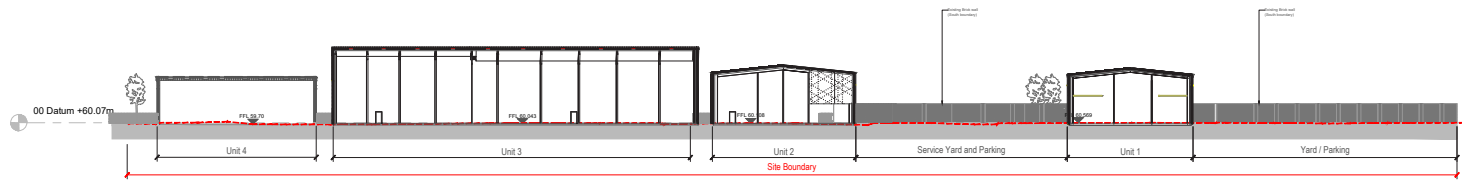


G1 - Existing brickwork wall to be retained and necessary remedial works carried out.

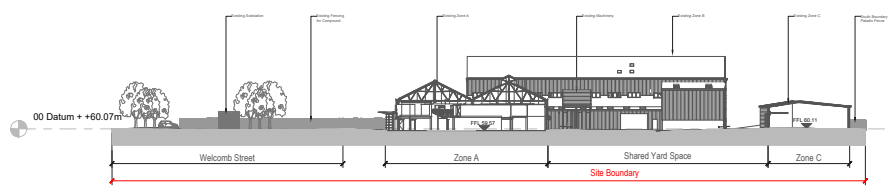




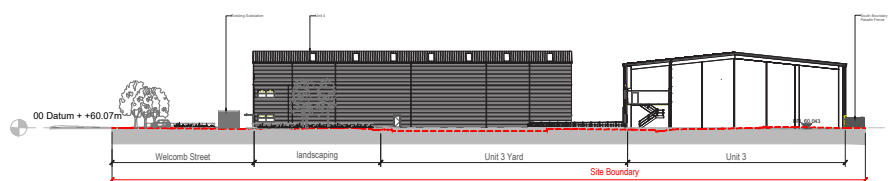
Existing Site Section A -



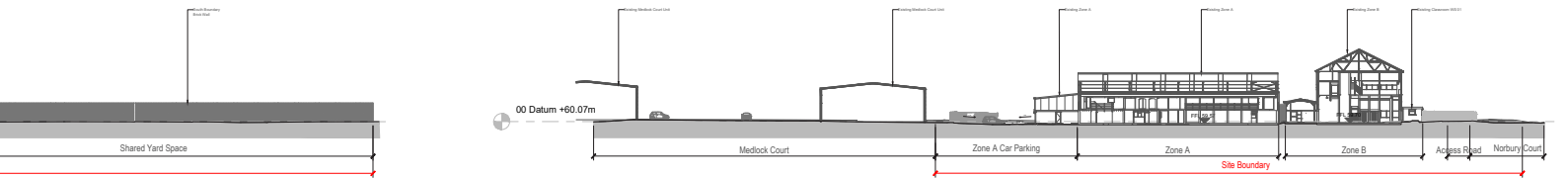
Proposed Site Section A



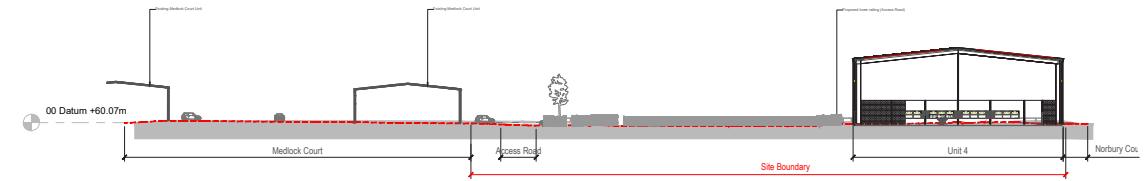
Existing Site Section C -



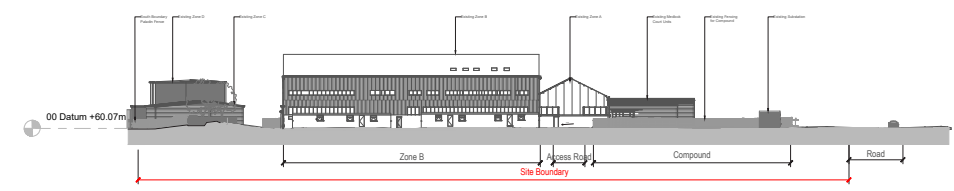
Proposed Site Section C



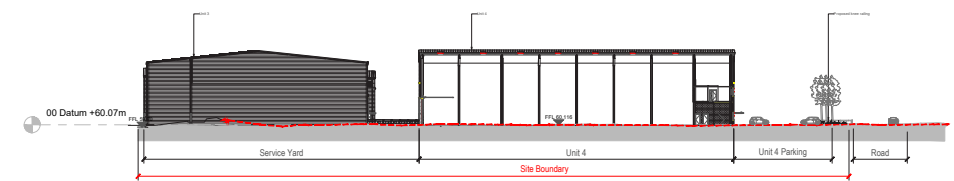
Existing Site Section B -



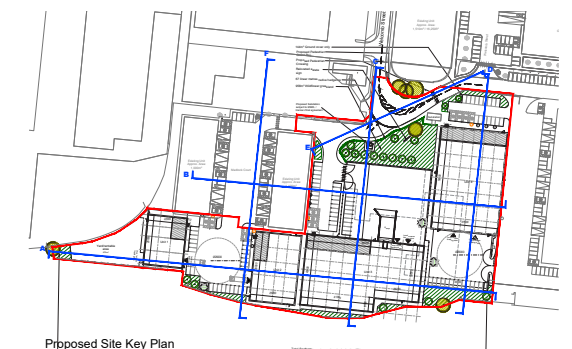
Proposed Site Section B -



Existing Site Section D -



Proposed Site Section D



Proposed Site Key Plan

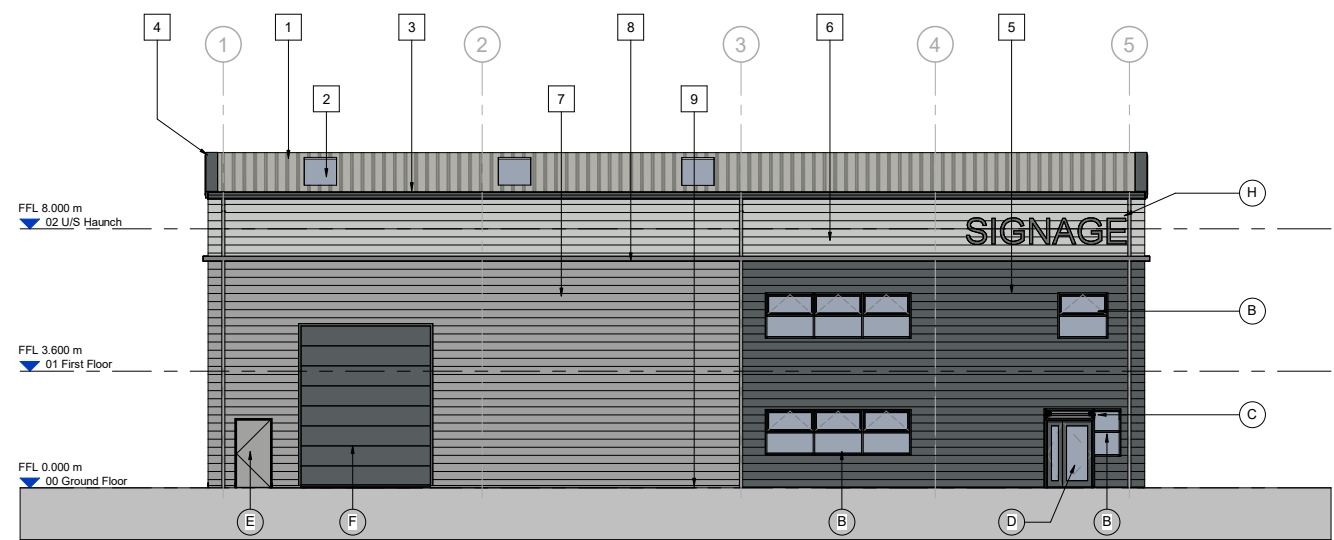


Existing Site Key Plan



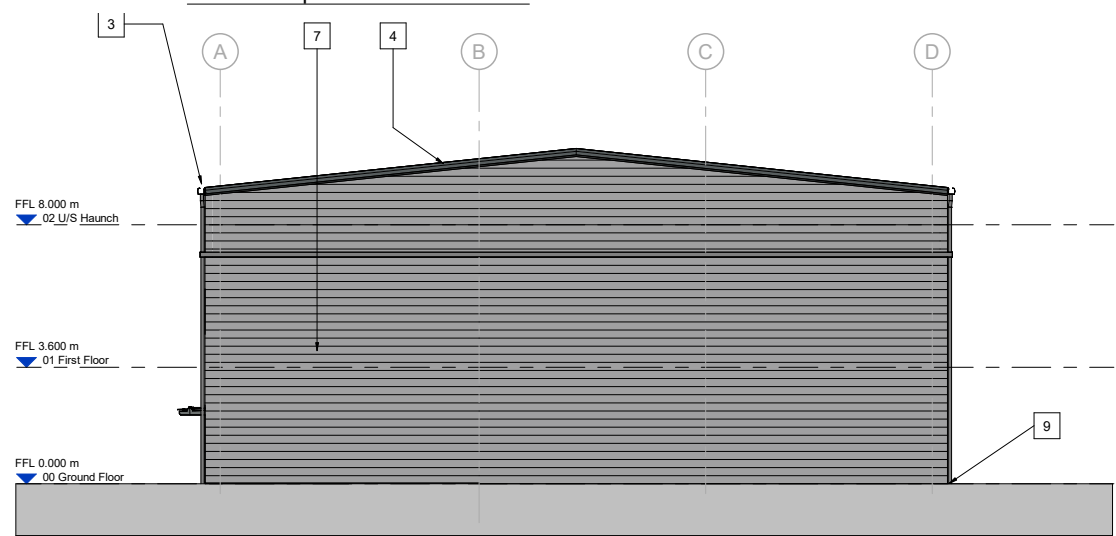
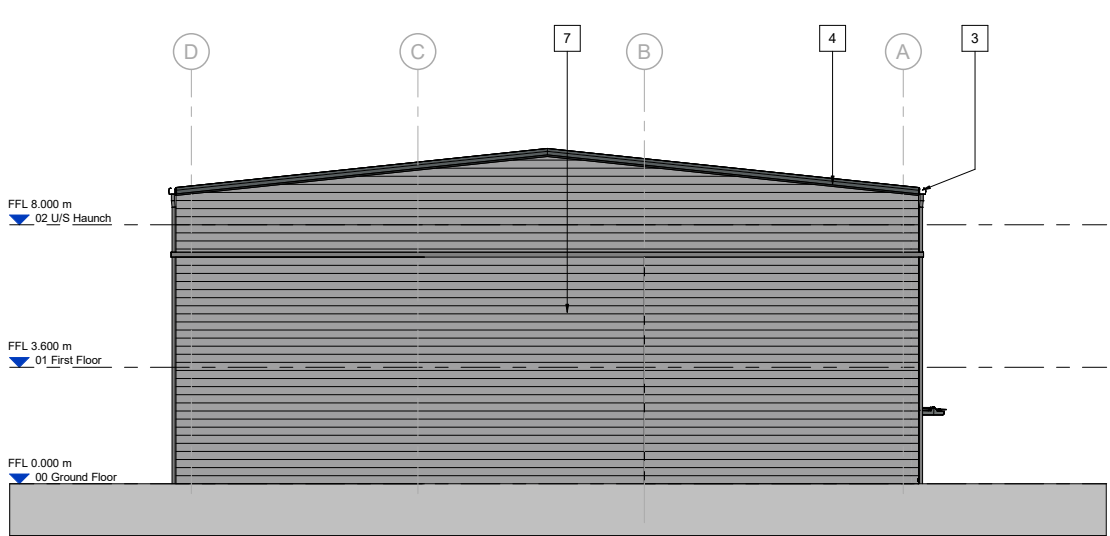
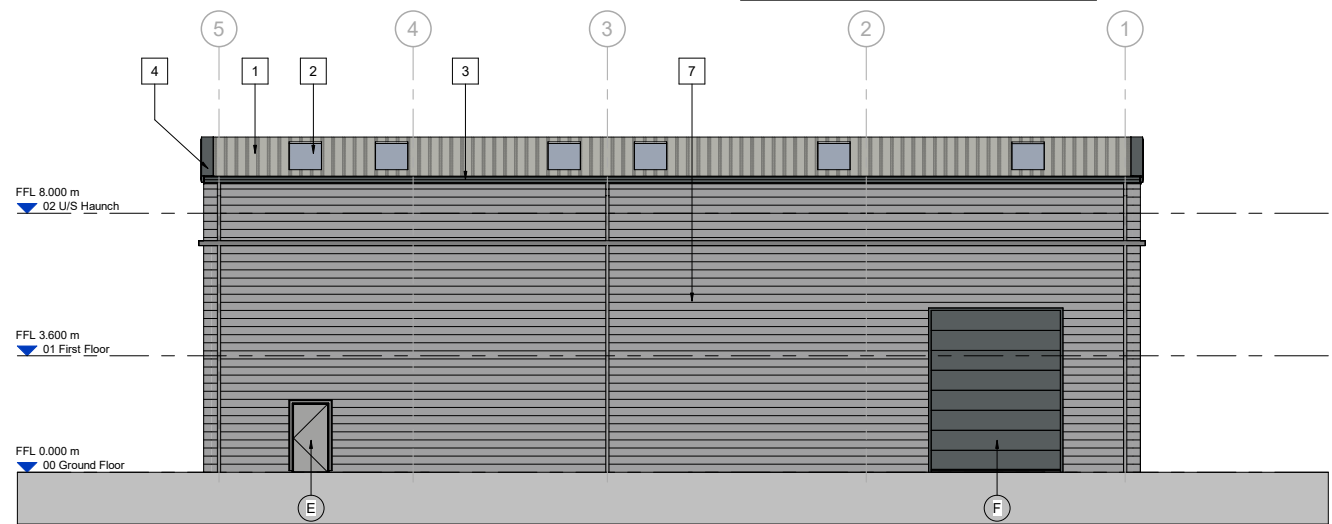
E - Welcomb Street Streetscene

Unit 1 Elevations

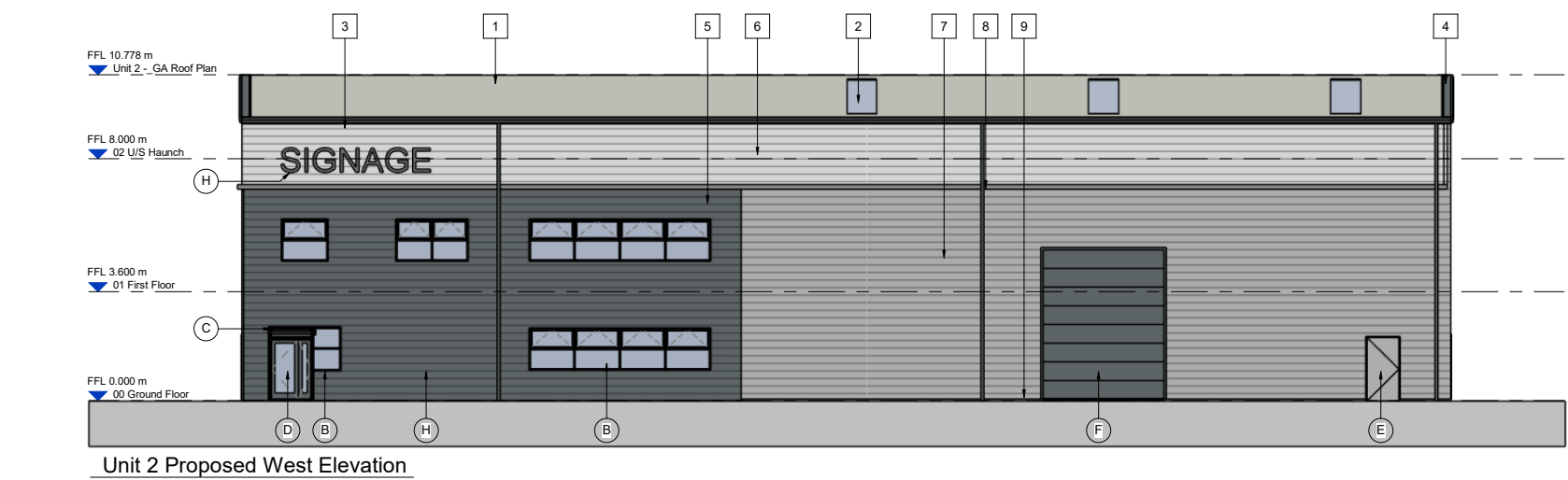


BUILDING FABRIC - MATERIALS SCHEDULE

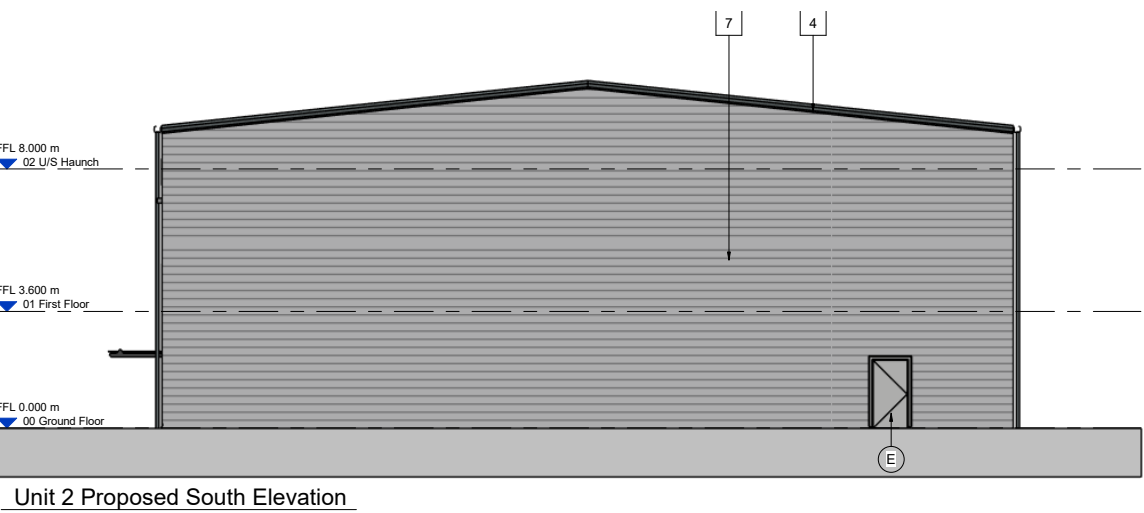
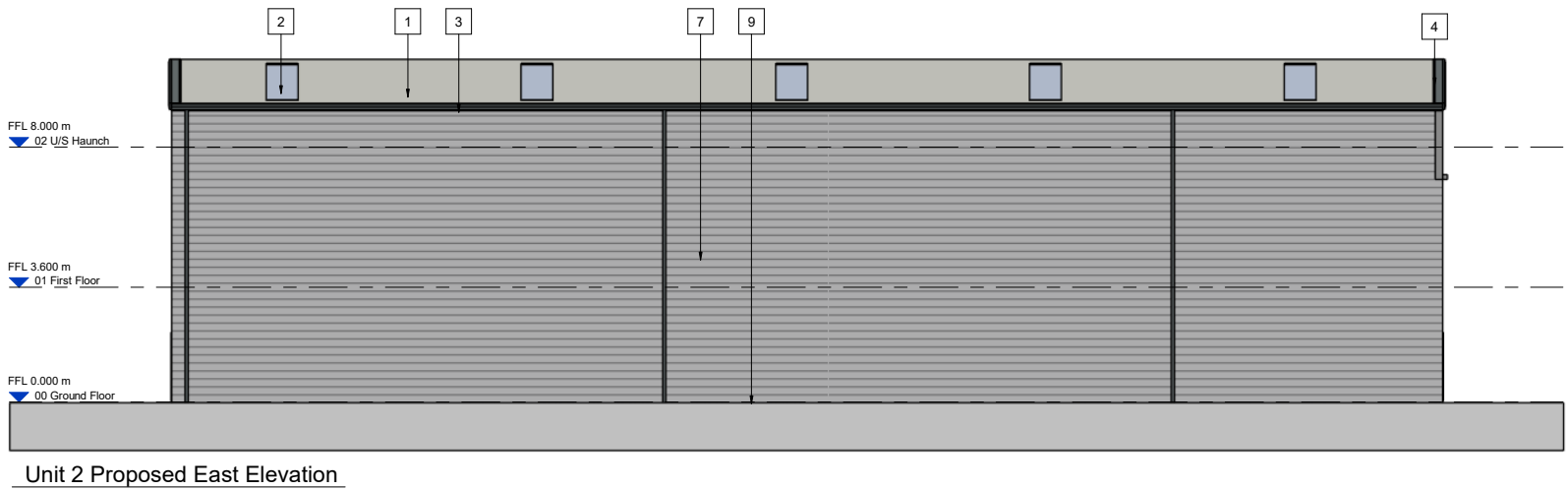
1	Roof Cladding – Kingspan KS1000RW Coating TBC – Colour: Goosewing Grey (RAL 7038)	A	Glazing – Type 1.
2	Rooflights GRP, in-plane, non-fragile, triple skinned Translucent	B	Glazing – Type 2, Window section Aluminium framed, PPC Basalt (RAL 7012) Double glazed infill units Glass 'look-a-like' spandrel panels where indicated
3	Rainwater Goods & Gutters (square) Outboard, proprietary plastisol coated pressed metal PPC Basalt (RAL 7012)	C	Office Entrance – Canopy Cantilevered Glazing, matched to Curtain Walling Steel arm supports, PPC Basalt (RAL 7012)
4	Verge Flashing Profilled plastisol coated pressed metal PPC Basalt (RAL 7012)	D	Office Entrance – Personnel Access Doorset Aluminium framed (TB), PPC Basalt (RAL 7012) Double glazed infill units (matched to Curtain Wall)
5	Wall Cladding – Type 4, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system Colorcoat Prisma – Basalt (RAL 7012)	E	Personnel Access / Escape Doorset Galvanised Steel, PPC Silver Metallic (RAL 9006) Thermally insulated core
6	Wall Cladding – Type 2, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system Colorcoat Prisma – Oyster (RAL 7035)	F	Operational Door – Level Access (4000W x 4500H) Sectional Insulated Shutter PPC finish, Grey Aluminium (RAL 9007)
7	Wall Cladding – Type 3, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system Colorcoat Prisma – White Aluminium (RAL 9006)	G	Operational Door & Shelter – Dock Levellers Sectional Insulated Shutter PPC finish, Grey Aluminium (RAL 9007) Docking Curtains, PVC Black
8	Cladding Transition Flashing Profilled plastisol coated pressed metal PPC Basalt (RAL 7012)	H	Building Signage Zone (Detail subject to separate application)
9	Cladding Base Drip Flashings Profilled plastisol coated pressed metal PPC finish to match above cladding		



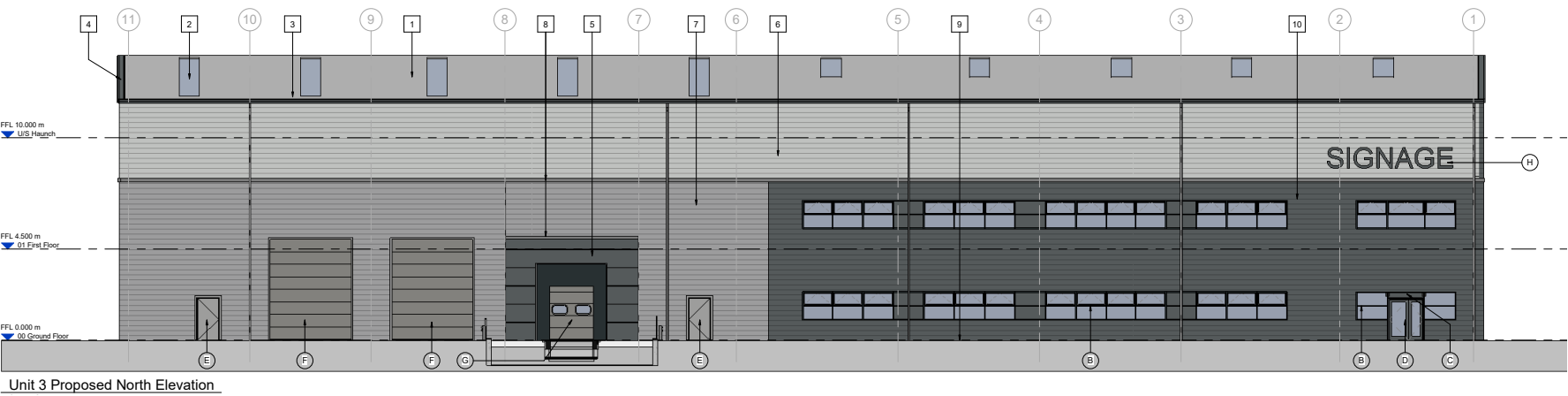
Unit 2 Elevations



BUILDING FABRIC - MATERIALS SCHEDULE	
1	Roof Cladding - Kingspan KS1000RW Coating TBC - Colour: Goosewing Grey (RAL 7038)
2	Rooflights GRP, in-plane, non-fragile, triple skinned, translucent
3	Rainwater Goods & Gutters (square) Outboard, proprietary plastisol coated pressed metal, PPC Basalt (RAL 7012)
4	Verge Flashing Profiled plastisol coated pressed metal, PPC Basalt (RAL 7012)
5	Wall Cladding - Type 1, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system. Coating TBC - Colour: Basalt (RAL 7012)
6	Wall Cladding - Type 2, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system. Colorcoat Prisma - Oyster (RAL 7035)
7	Wall Cladding - Type 3, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system. Colorcoat Prisma - White Aluminium (RAL 9006)
8	Cladding Transition Flashing Profiled plastisol coated pressed metal, PPC Basalt (RAL 7012)
9	Cladding Base Drip Flashings Profiled plastisol coated pressed metal, PPC finish to match above cladding
10	Wall Cladding - Type 3, Horizontally Laid Trapezoidal Profile (1000/32R) Twin skinned, Built-up metal, insulated (mineral wool) system. Colorcoat Prisma - Basalt (RAL 7012)
A	Glazing - Type 1
B	Glazing - Type 2, Window section Aluminium framed, PPC Basalt (RAL 7012). Double glazed infill units, 'glass' look-a-like' spandrel panels where indicated
C	Office Entrance - Canopy Canilevered Glazing, matched to Curtain Walling. Steel arm supports, PPC Basalt (RAL 7012)
D	Office Entrance - Personnel Access Doorset Aluminium framed (T5), PPC Basalt (RAL 7012). Double glazed infill units (matched to Curtain Wall)
E	Personnel Access / Escape Doorset Galvannead Steel, PPC Silver Metallic (RAL 9006). Thermally insulated core
F	Operational Door - Level Access (4000W x 4500H) Sectional Insulated Shutter, PPC finish Grey Aluminium (RAL 9007)
H	Building Signage Zone (Detail subject to separate application)

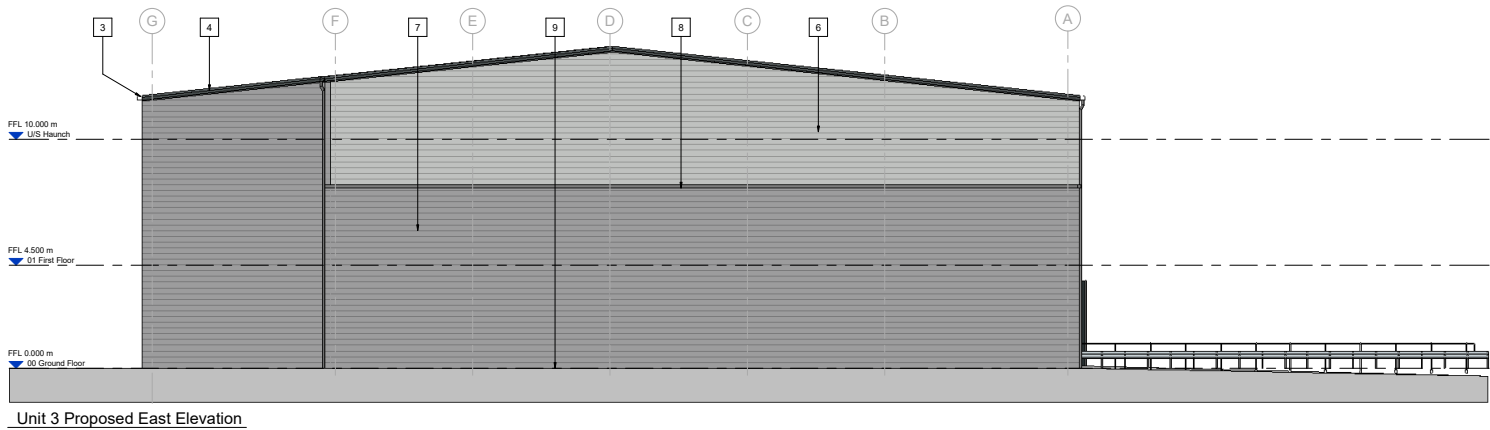
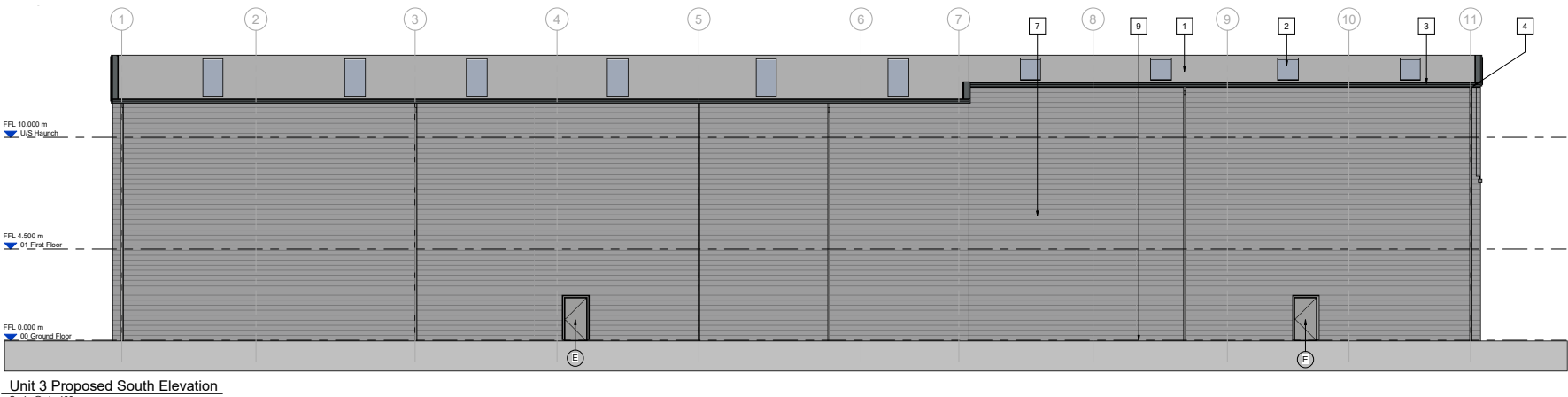


Unit 3 Elevations

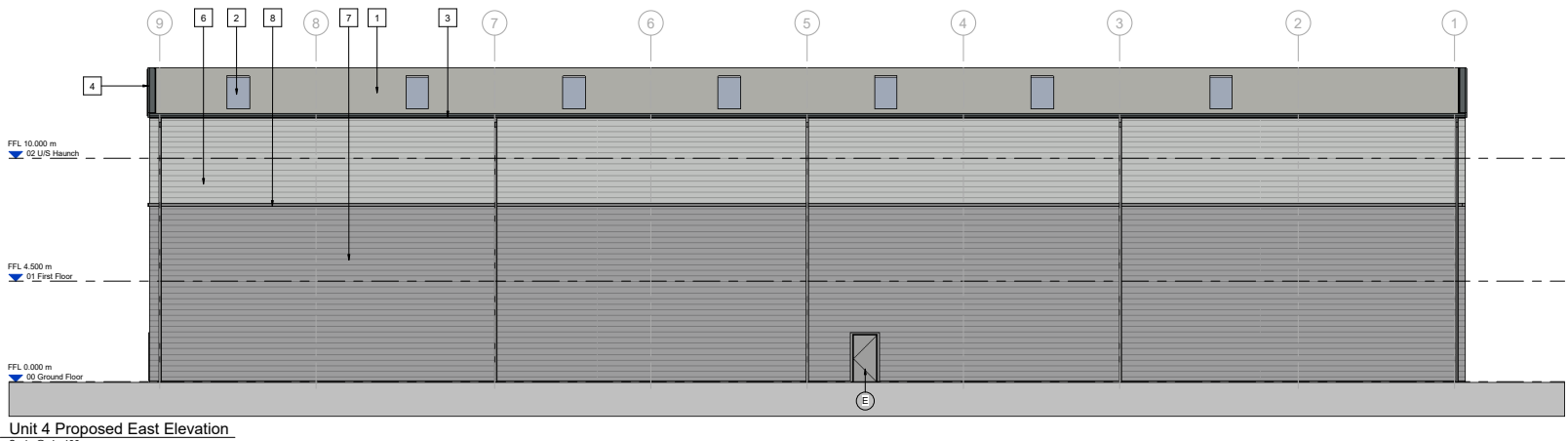


BUILDING FABRIC - MATERIALS SCHEDULE

- | | |
|---|---|
| <div>1</div> <div>Roof Cladding – Kingspan KS1000RW
Coating TBC – Colour: Goosewing Grey (RAL 7038)</div> | <div>A</div> <div>Glazing – Type 1</div> |
| <div>2</div> <div>Rooflights
GRP, in-plane, non-fragile, triple skinned
Translucent</div> | <div>B</div> <div>Glazing – Type 2, Window section
Aluminium framed, PPC Basalt (RAL 7012)
Double glazed infill units
Glass 'look-a-like' spandrel panels where indicated</div> |
| <div>3</div> <div>Rainwater Goods & Gutters (square)
Outboard, proprietary plastisol coated pressed metal
PPC Basalt (RAL 7012)</div> | <div>C</div> <div>Office Entrance – Canopy
Cantilevered glazing, matched to Curtain Walling
Steel arm supports, PPC Basalt (RAL 7012)</div> |
| <div>4</div> <div>Verge Flashing
Profiled plastisol coated pressed metal
PPC Basalt (RAL 7012)</div> | <div>D</div> <div>Office Entrance – Personnel Access Doorset
Aluminium framed (TB), PPC Basalt (RAL 7012)
Double glazed infill units (matched to Curtain Wall)</div> |
| <div>5</div> <div>Wall Cladding – Type 1, Micro-Rib Profile
Kingspan KS900MR
Coating TBC - Colour: Basalt (RAL 7012)</div> | <div>E</div> <div>Personnel Access / Escape Doorset
Galvanised Steel, PPC Silver Metallic (RAL 9006)
Thermally insulated core</div> |
| <div>6</div> <div>Wall Cladding – Type 2, Horizontally Laid Trapezoidal Profile
Twin skinned, Built-up metal, insulated (mineral wool) system
Colorcoat Prisma – Oyster (RAL 7035)</div> | <div>F</div> <div>Operational Door – Level Access (4000W x 4500H)
Sectional Insulated Shutter
PPC finish, Grey Aluminium (RAL 9007)</div> |
| <div>7</div> <div>Wall Cladding – Type 3, Horizontally Laid Trapezoidal Profile
Twin skinned, Built-up metal, insulated (mineral wool) system
Colorcoat Prisma – White Aluminium (RAL 9006)</div> | <div>G</div> <div>Operational Door & Shelter – Dock Levelers
Sectional Insulated Shutter
PPC finish, Grey Aluminium (RAL 9007)
Docking Curtains, PVC Black</div> |
| <div>8</div> <div>Cladding Transition Flashing
Profiled plastisol coated pressed metal
PPC Basalt (RAL 7012)</div> | <div>H</div> <div>Building Signage Zone
(Detail subject to separate application)</div> |
| <div>9</div> <div>Cladding Base Drip Flashings
Profiled plastisol coated pressed metal
PPC finish to match above cladding</div> | |
| <div>10</div> <div>Wall Cladding – Type 4, Horizontally Laid Trapezoidal Profile
Twin skinned, Built-up metal, insulated (mineral wool) system
Colorcoat Prisma – Basalt (RAL 7012)</div> | |



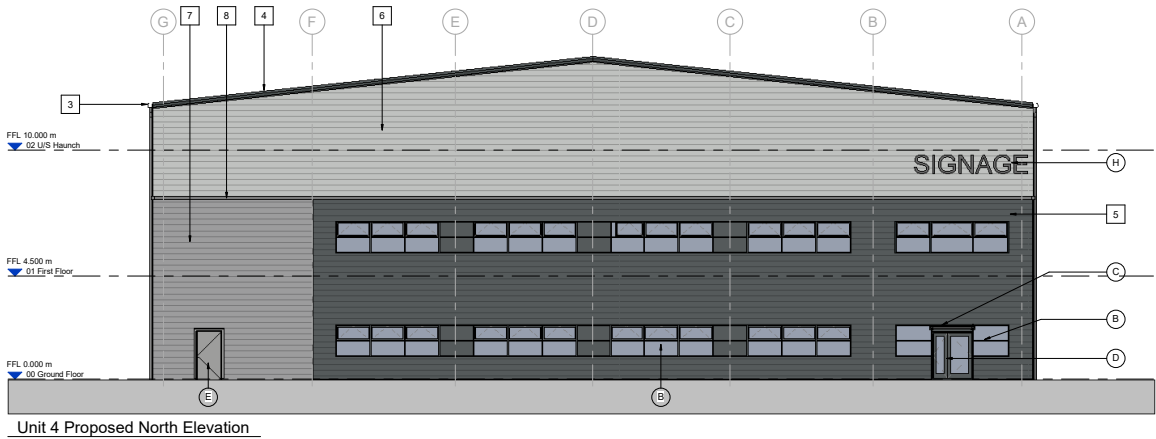
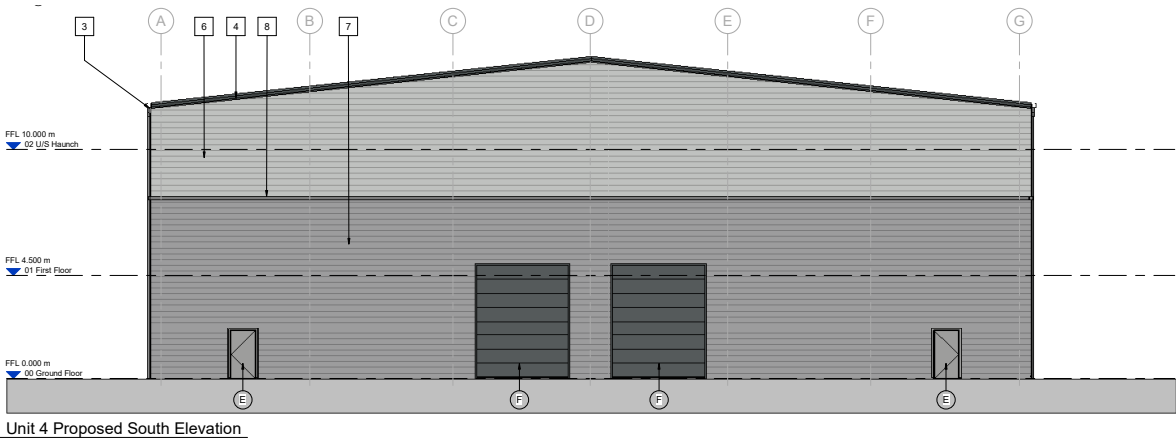
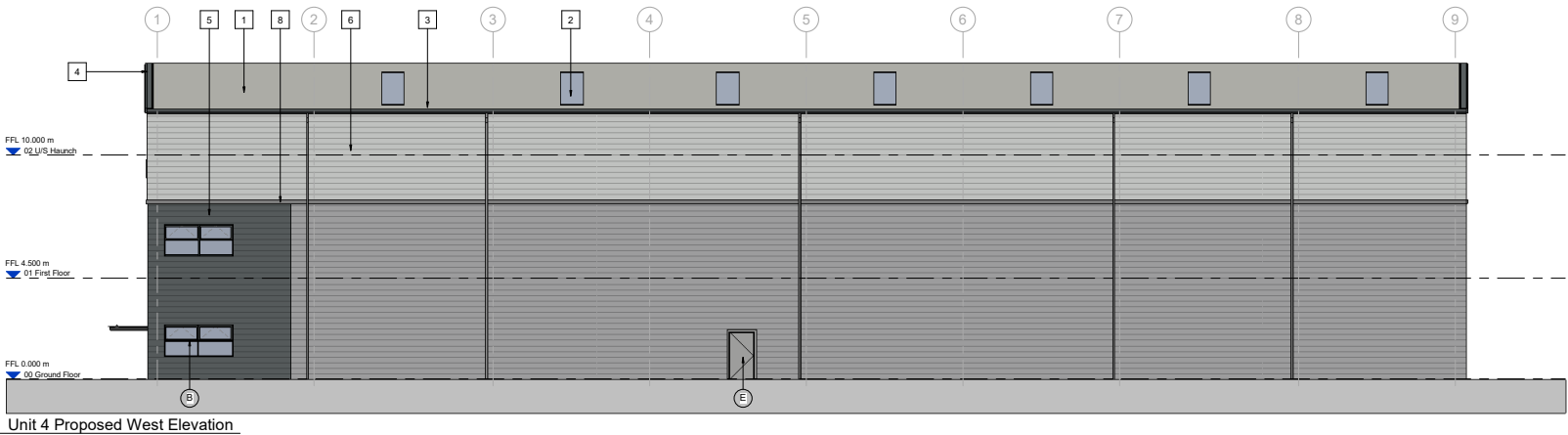
Unit 4 Elevations



BUILDING FABRIC - MATERIALS SCHEDULE

- | | |
|----|---|
| 1 | Roof Cladding - Kingspan KS1000RW
Coating TBC - Colour: Goosewing Grey (RAL 7038) |
| 2 | Rooflights
GRP, in-plane, non-fragile, triple skinned
Translucent |
| 3 | Rainwater Goods & Gutters (square)
Outboard, proprietary plastisol coated pressed metal
PPC Basalt (RAL 7012) |
| 4 | Verge Flashing
Proffed plastisol coated pressed metal
PPC Basalt (RAL 7012) |
| 5 | Wall Cladding - Type 1, Horizontally Laid Trapezoidal Profile
(1000/32R)
Twin skinned, Built-up metal, insulated (mineral wool) system
Colour: Basalt (RAL 7012) |
| 6 | Wall Cladding - Type 2, Horizontally Laid Trapezoidal Profile
(1000/32R)
Twin skinned, Built-up metal, insulated (mineral wool) system
Colour: Basalt (RAL 7012) |
| 7 | Wall Cladding - Type 3, Horizontally Laid Trapezoidal Profile
(1000/32R)
Twin skinned, Built-up metal, insulated (mineral wool) system
Colour: Basalt (RAL 7012) |
| 8 | Cladding Transition Flashing
Proffed plastisol coated pressed metal
PPC Basalt (RAL 7012) |
| 9 | Cladding Base Drip Flashings
Proffed plastisol coated pressed metal
PPC Basalt (RAL 7012) |
| 10 | Wall Cladding - Type 3, Horizontally Laid Trapezoidal Profile
(1000/32R)
Twin skinned, Built-up metal, insulated (mineral wool) system
Colour: Basalt (RAL 7012) |

- | | |
|---|--|
| A | Glazing - Type 1 |
| B | Glazing - Type 2, Window section
Aluminium framed, PPC Basalt (RAL 7012)
Double glazed infill units
Glass 'look-a-like' spandrel panels where indicated |
| C | Office Entrance - Canopy
Cantilevered Glazing, matched to Curtain Walling
Steel arm supports, PPC Basalt (RAL 7012) |
| D | Office Entrance - Personnel Access Doorset
Aluminium framed (TS), PPC Basalt (RAL 7012)
Double glazed infill units (matched to Curtain Wall) |
| E | Personnel Access / Escape Doorset
Galvanneal Steel, PPC Silver Metallic (RAL 9006)
Thermally insulated core |
| F | Operational Door - Level Access (4000W x 4500H)
Sectional Insulated Shutter
PPC Finish, Grey Aluminium (RAL 9007) |
| H | Building Signage Zone
(Detail subject to separate application) |



Conclusion.

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Conclusion

This Design and Access Statement document has been prepared by AEW Architects on behalf of NSJV Ltd to support a planning application the construction of 4 No. new industrial units with associated access, landscaping, parking and service yards at Welcomb Street, Openshaw.

The statement identifies the existing site context and describes the principles used to influence the proposal through the design process. A number of design measures and considerations were taken into account as summarised below.

The vehicular access to, circulation around and the layout of the development has been carefully considered to ensure that the scheme is viable and works efficiently in terms of meeting the needs of modern industrial schemes. The existing access will be retained, however road improvement measures are proposed for easier and safer access into the application and neighboring sites.

In line with relevant design policies, the layout, scale and appearance of the proposals have been developed to create a high quality, robust scheme. The material and colour choices are in keeping with the surrounding area. The specification of the materials and finishes are appropriate for the lifetime of the scheme as they are durable and resilient systems.

Fundamental to creating an attractive and appropriate development is an effective landscaping strategy. The proposed development will incorporate elements of both hard and soft landscaping on the principle of simplicity, with high quality. The soft landscaping scheme has been developed to provide an appropriate mix of planting and habitats to minimise the biodiversity impact of developing a brownfield site that had become intermittently colonised with flora in recent years.

In conclusion, it is considered that the Design and Access Statement reflects an appropriate and viable contemporary industrial development that will add socio-economic value to the area and complement the existing context. The proposed use accords with those of the surrounding industrial area and planning policy. It is considered that the provision of new employment units will help reinforce the growth of employment at this location.



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