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**DESIGN ACCESS STATEMENT FOR DELTA CONTAINERS (MANCHESTER) LTD
PRESTON STREET, WEST GORTON, MANCHESTER, M18 8DP
PROPOSED SINGLE STOREY DEVELOPMENT TO FORM –
GARAGE (HGV) WORKSHOP UNIT**

The Project

The proposal relates to an existing building and business in Preston Street, West Gorton. The company of Delta Industrial Packaging has been established in the West Gorton area for several years and has been an employer in Greater Manchester and internationally, however, due to process of expansion and need for greater efficiency of manufacture, our clients are looking to provide a more efficient vehicle servicing and repair bay suitable to accommodate the latest high-tech facilities to maintain the fleet of HGV units. The proposal is to erect a steel frame and UPVC cladded structure suitable to be used for the servicing of modern vehicles.

The company's growth requires more and more HGV to be fully maintained to suite present day needs to supply and deliver goods to the UK and Eu as well as provide a safe under cover working environment for the employees.

The proposed structure would be built within the confines of the existing boundary to the rear of the site premises incorporating traditional Industrial commercial building materials with both security and safety in mind. The location of the proposal has been determined to provide safer and logistical access to avoid other hazards within the site.

Without these facilities our clients may be forced to look to outsource the servicing to other companies outside the Manchester area which would be inefficient, expensive and not in the best interests of the company, where they have been established for a great number of years employing local people. Extending the premises would therefore be beneficial to our client and Manchester as a whole.

The business and premises are located on Preston Street, West Gorton adjacent to local residences, school and other businesses therefore being in a mixed-use area.

The proposed development would consist of refurbishing and extending a building which will enhance its character and prolong the life expectancy of the premises as well as convert the building into a usage befitting the area, as well as increasing the product efficiency and working facilities for the employees. Parking is adjacent to the premises on the road, there are off-road parking areas on site local to the premises which presently uses the road for parking for staff and owner's vehicles, therefore clearly there would be NO change to that circumstance.

The design and finishes of the proposed aims to emulate the existing adjacent premises. The simple elevational treatment will enhance the visual appearance of the proposed structure. Our clients intend to use

the latest high-tech systems to produce an economical and eco-friendly development for the 21st century, whilst keeping the traditional and commercial look of the area.

It is intended to use traditional building materials and finishes local to the area so that the development blends in with the surroundings of existing dwellings and commercial buildings.

Process

To repair and maintain a fleet of HGV for the company making sure that all units are fully road worthy and comply with present day government legislation using the most up to date High tech technology and equipment. The servicing and repair of the HGV units will be carried out within a modern up to date facility to allow greater efficiency and well being for the staff and operatives using the building and safer in a clean undercover location where the process can be carried out.

Site

The Architectural language of the new development responds to the local vernacular in terms of aesthetics, materials and detailing.

The current architectural style of West Gorton and surrounding area is typical Mill town with varying styles and types of properties.

Proposal

The new development will incorporate these traditional materials local to the area using Industrial cladding and brick to match the existing premises. Steel doors will be incorporated both Roller shutter type and steel personnel type. boundary treatment to the site will reduce the db rating of the site.

Simple detailing compliments. The proposed development will match the existing premises on the site.

The existing vehicle parking on the street will be retained. The scale of the works respects the local vernacular of commercial scale and density responding to current criteria as recommended by Government legislation. The proposal is deemed sustainable, will achieve good eco ratings and will provide an attractive environment to work. The developer will incorporate the building for life criteria and following our initial assessments will achieve high award.

The layout will give a 'warm and welcoming' feel on entering the development and yet safe and secure working environment as the premises overlook the main site road and access. The property provides natural surveillance and security.

The level of parking responds to government guidelines and encourages the use of public transportation and walking to local amenities.

Carbon Emissions

The project will be designed and built-in accordance with building control compliance in regard to CO2 emissions and retaining a Low Carbon emission rate. This will be achieved by installing the very latest Hi-Tech equipment to reduce the carbon footprint of the building in accordance with council policy SD3 and SD4. Type of heating systems and energy supplies are to be studied and will only be installed on a practical basis that suits the site and development including solar panels and ground heat source.

The intention is to reduce the energy output of the building with absolute minimal energy input.

At present either on or near the site there is NO system of district heating in place, therefore a standalone system will be implemented in accordance with government standards.

Waste facilities

Bin store areas are located at the main entrance of the site, new bin stores are not envisaged to be needed at the new HGV premises as the process of maintaining vehicles does not justify such items.

The present bin store is on hard standing and secure to prevent vandalism and provide easy access for removal on collection days by the Local Authority collection service.

Drainage

Drainage from the site will be to existing main sewers and foul drains within the site, surface water drains are intended to be collected within main sustainable existing drains. The site we understand is not within a flood risk area therefore standard drain systems are intended to be used with sufficient volume capacity to withstand any storm surges.

Crime

Crime in any community is always a problem and as such must be combated, to that extent, the site will be protected during the construction stage and be part of a neighborhood watch on completion of the works, To enable a secure building to be retained the existing security systems will be extended to cover all aspects of the development.

Noise

The development is situated on Preston Street, West Gorton on a remote area of the industrial site adjacent to a main rail line and consequently may suffer from traffic noise, to alleviate this possible problem, the development will be fitted with high quality insulated external walls to reduce the db ratings, planting to the frontage of the site will assist in reducing some noise pollution and give a visually acceptable screening to the site.

Amenities

The site is ideally located close to all central amenities of banks, leisure facilities, shopping and schools in the area. A large shopping centre is located within 15mins walk from the development.

Leisure

West Gorton accommodates a variety of and diversity of parks and leisure activities, which have attracted tourist status to the area, it is close to the Peak district, Yorkshire moors and Cheshire, making this site an ideal location to live and work. Where staff and good working conditions could be developed in a healthy environment

Transport and road links

Public transport in the area is excellent both for bus and rail, with frequent and efficient services to all parts of Lancashire, Cheshire and Greater Manchester.

Public alighting stops for buses are, with 250mtrs of the site and run along Gorton Lane.

The local rail network links to Manchester are located approx. 1mle from the site boundary.

Gorton Lane is a main arterial route into the city Centre and connects via interlinking routes to Greater Manchester and the motorway and therefore direct links to all parts of the country using the motorway system.

Airport

The nearest and most accessible airport is Manchester International airport; however, Liverpool International airport is approx 1hrs drive away using the motorway networks.

Conclusion

The definition of the community should extend to the very heart of the development with architecture forging friendships and a sense of belonging.

Scale and choice of materials suggest a familiarity of commercial architecture making it easier for staff to identify with the buildings.

The proposed development promotes a sense of community; it focuses on the individual and pays great attention to the 'quality of life'.

The quality and connection to the local vernacular maintains links with the local neighbourhood and wider communities.

To many recent developments have been poor copies of local styles with no identity offering no sense of place, whereas this proposal responds to the site, the immediate environment and most importantly, to the needs of the people that will inhabit these premises.

The developer's aim is to create a sympathetic high quality, bespoke commercial development. Consideration has been made in regards to the running costs and maintenance of the development in the form of low energy use and reduced carbon emissions, every effort in both design and sourcing of materials will aim to reduce such emissions as much as possible, the Governments intended zero emissions can never actually ever be fully achieved, however, using the latest technical innovations, emissions and savings can be made but clearly at a cost that is acceptable to the developer and end user alike.

Rev A 01.09.2023 Updated to client requirements. JK