

MH1314/E

Proposed Development
Storage World,
Ambrose Street
Manchester M12 5DD

Design & Access Statement

September 2023

REV. D

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[1.0] Introduction

This Design and Access Statement has been prepared on behalf of our client Storage World Ltd in support of a Full Planning Application for the redevelopment of their site located at the junction of Ambrose Street and Pottery Lane, Manchester M12 5DD, which falls within the administrative area of Manchester City Council.

Following the demolition of the site's existing structures, it will be redeveloped as a new building providing accommodation for a Self-Storage unit with associated external servicing and car parking.



Fig. 01 Aerial Site Location Photograph

A full Planning Statement prepared by P4 Planning will accompany the submission. This Design and Access Statement is to be read in conjunction with the following architectural design drawings:

Bate and Taylor Architects:

- MH1314-00 Rev A Site Location Plan
- MH1314-01 Existing Master Plan
- MH1314-02 Existing Site Plan
- MH1314-03 Existing Floor Plans
- MH1314-04 Existing Elevations
- MH1314-05 Demolition Plan
- MH1314-06 Rev E Proposed Master Plan
- MH1314-07 Rev F Proposed Site Plan
- MH1314-08 Rev C Proposed Upper Floor Plans
- MH1314-09 Rev D Proposed Elevations
- MH1314-10 Rev B Proposed Roof Plan
- MH1314-11 Rev C Proposed External Works Plan
- MH1314 Rev A External Materials Board

[2.0] Design & Access Statement

[2.1] Context

The application site is located circa 3.5km to the east of Manchester city centre on the north-western corner of the A6010 Pottery Lane and Ambrose Street. It is bounded by a railway line and associated embankments and retaining structures to the north and industrial/storage uses to the east.

The overall site area is 1.27 acres as indicated by the red line on Fig 02. The application site is currently a mixture of B2 and B8 uses to circa 2,520sqm accessed from an existing gated junction off Ambrose Street.

Whilst the existing and proposed footprints are very similar, these existing structures are in various states of disrepair with substandard services, lighting and heating and thermal insulation which render them uneconomical to upgrade. In addition, the heavy gauge structural elements in a narrow span format typical of former engineering/industrial uses coupled with a relatively low roof structure height limits flexible internal arrangements and caps development potential.

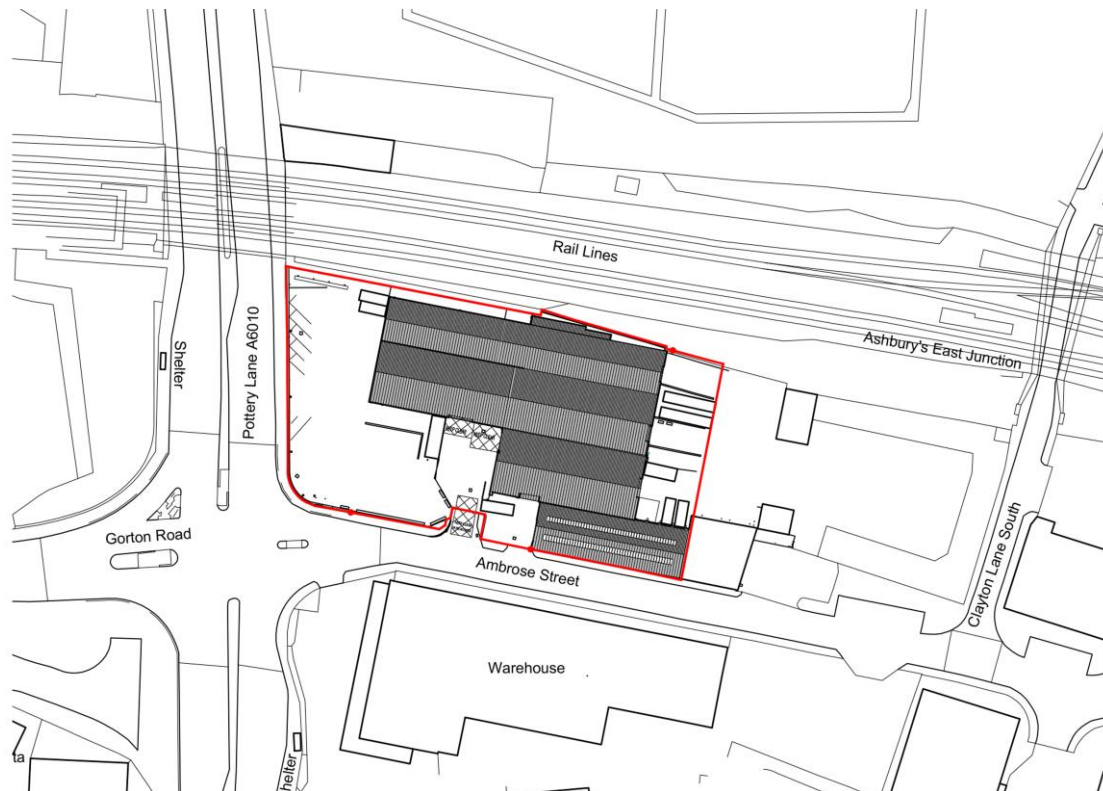


Fig. 02 Existing Site Plan



Fig. 03 Aerial Site Photograph



Fig. 04 Photograph from Pottery Lane looking south across the railway to the site



Fig. 05 Photograph from the Gorton Lane junction looking east to the site



Fig. 06 Photograph from Pottery Lane looking north to the site



Fig. 07 Photograph from junction of Ambrose Street and Pottery Lane



Fig. 08 Photograph from Ambrose Street looking west to the site and Pottery Lane

[2.2] Use / Amount

The proposed development is situated on a site measuring 1.27 acres, 0.52 hectares.

The proposed unit is to be used for a Self-Storage unit under Use Classification B8.

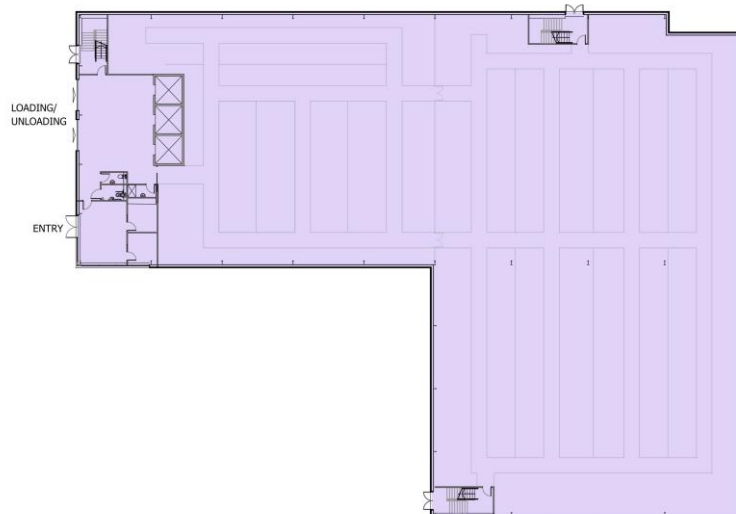
The development provides the following floor areas:

The **Gross External Floor Area** is:

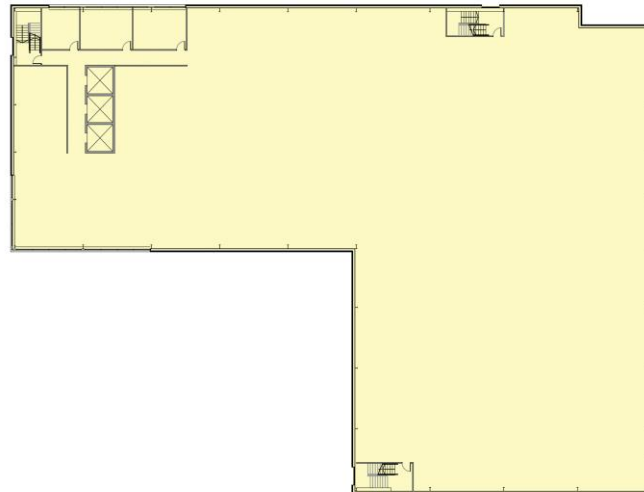
Unit	- Ground Floor	2,380sqm	25,618sqft
	- Mezzanine x 4	2,380sqm	25,618sqft
Total Floor Area		11,900sqm	128,090sqft

The **Gross Internal Floor Area** is:

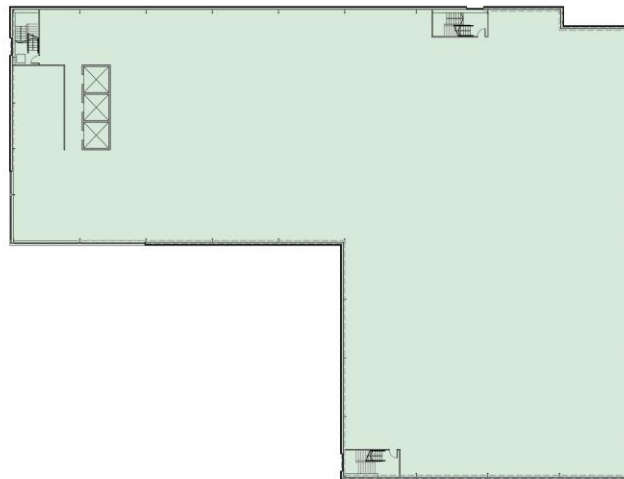
Unit	- Ground Floor	2,305sqm	24,810sqft
	- Mezzanine x 4	2,305sqm	24,810sqft
Total Floor Area		11,525sqm	124,054sqft



Ground Floor Plan



First Floor Plan



Upper Floor Plan

Fig. 09 Proposed Floor Plans

[2.3] Layout

The scheme has been carefully considered to ensure that it operates efficiently for all users of the site. The plot has direct access to the highway network via an existing junction onto Ambrose Street that will be modified to provide new vehicular and pedestrian gates.

The service arrangements take place from a single aspect service area to the western elevation. The service area which incorporates elements of car parking and a designated loading area for larger vehicles is capable of full HGV movements within

the confines of the site. Loading operations into the unit will be carried out through 2no level access loading doors as shown on the Proposed Site Plan and Elevations.

The car parking is positioned to the south of the building to segregate them as soon as possible from the HGV traffic as vehicles enter the site and away from the loading area. This location including the DDA spaces is adjacent to the main entrance of the building which promotes safe access for pedestrians.

The covered cycle spaces are located to the north of the scheme with good visibility and access to both the main entrance and the Means of Escape Stair on the western elevation which will also provide access to upper floors.



Fig. 10 Proposed Site Plan

[2.4] Scale

The form of the proposed unit is simple and modern based on a regular 'L' shaped plan, similar in format to the existing footprint. The new structural arrangements are

set out to optimal grids and spans with minimal internal columns providing flexible internal accommodation to suit occupier requirements.

The unit has been designed to provide 14100mm clear to the underside of haunch which is typical for a building of this type as it based on the installation of four upper, mezzanine floors at an optimum height of 2800mm floor to floor.

The roof configuration is two dual pitched and hipped roofs set behind a parapet wall, lowering the ridge height, and adding to the simplicity of the elevation treatment giving a well-proportioned overall mass of the building. The parapet wall arrangement also has the benefit concealing the PV installation and providing safe access for maintenance personnel.

[2.5] Appearance

The proposed materials for the building's façade have been carefully selected to provide aesthetically pleasing elevations in keeping with a modern unit of this type incorporating the occupiers branding.

The orientation of the building on the site and the relationship with Pottery Lane and Ambrose Street and neighbouring properties including the rail network to the north means that the principal elevations are the façades facing west and south. These elevations include a greater mix of cladding types and colours which break down the building mass and frame and formalise the branding and signage which forms part of the application. Additional interest and visual drama is afforded by the large display window and reception glazing to the south west corner, the former emphasized by a lightbox in corporate sunflower yellow set against the surrounding grey tones.

This approach, using high quality materials together with quality workmanship will reflect well on the area in general. The development will incorporate a variety of materials as follows:

- **External Walls** – Walls to be built using a combination of composite cladding panels, 1000mm high with a micro rib finish and trapezoidal wall panels, laid horizontally and vertically. The design philosophy is that the different cladding panels and colours will, together with the illuminated signage help to break down the mass and create a visually interesting scheme.

- Cladding colours to be from the following suite of standard colours:

- RAL 7000 Adventura 
- BS10E55 Sunflower Yellow 
- RAL 7016 Anthracite 
- RAL 9010 Pearl 

- **External Doors/Windows** – Polyester Powder Coated aluminium framed double glazed thermally broken curtain walling, windows and doors complete with stainless steel ironmongery. Frame colour RAL 9010 Pure White with BS18B25 Merlin Grey spandrel panels where necessary to conceal structure.

Level access service doors to be heavy duty 'up and over' doors. Polyester Powder Coated steel or aluminium, finish colour RAL 7016 Anthracite.

Fire escape doors to be steel door sets with Polyester Powder Coated finish. Frame and door colour RAL BS10E55 Sunflower Yellow.

- **Roof** – The roof is to be concealed behind parapet wall construction, inner parapet wall formed using trapezoidal insulated cladding panel, colour BS10A05 Goosewing Grey.

The roof will incorporate PV panels as shown on the roof plan in a regular pattern. It is anticipated that this array will consist of 37no 300W cells and be integral to the requirements set out in Messrs Waterman's Renewable and Sustainability Report

- **External Areas** – Reinforced concrete hardstanding will be provided to the service yard. Precast concrete paving will be used for pedestrian areas of the building perimeter for footpaths and entrance areas.
- The site will be enclosed using a 2400mm high paladin fence with vehicle and pedestrian entrance gates, colour RAL 9005. Soft landscaping is proposed around the periphery of the site to ensure an attractive frontage from Pottery Lane and Ambrose Street, refer to Landscape Architects drawings for details.
- **Waste Management** – The plot will have an external bin store located within the service yard enclosed using hit and miss timber clad construction with matching double gates fixed using galvanised posts.



Fig. 11 Proposed 3D Aerial Visual of Unit



Fig. 12 Proposed 3D Street View Visual of Unit



Fig. 13 Proposed 3D Visual of Unit Service Yard



Fig. 14 Proposed 3D Visual of Offices and Rear of Unit

[2.6] Access

The Equality Act 2010 requires building designs to promote equality of opportunity for people with disabilities. Access and inclusion will be facilitated in the design through complete compliance with Building Regulations Approved Document Part M.

Inclusive Access - The design of the development aims to promote access for all users, and ensure that all users, including disabled and older people can move across the site on equal terms. All access routes to the principal entrance will be well lit and constructed from firm, durable and slip resistant materials. All thresholds to the principal entrance will be level as laid out in Approved Document Part M. However, if a stepped approach to any part of the development is unavoidable this will be designed to suit the needs of ambulant disabled people.

Transport and Pedestrian Links - It is proposed that the site is accessed from Ambrose Street to the South via the existing junction to the highway. The existing arrangement will allow HGV, vehicular and pedestrian access into the site. The site is also served by a footpath along Ambrose Street via Pottery Lane A6010 and Gorton Road.

A full Transport Statement by Axis will be submitted with the application.

Vehicle Parking – In addition to the 3no oversized loading bay spaces, the scheme has a total of 25no standard car parking spaces, plus 2no DDA compliant spaces and 3no Electric Vehicle spaces, 33no in total. 14no 'Secured by Design' cycle spaces will be provided within the plot.