

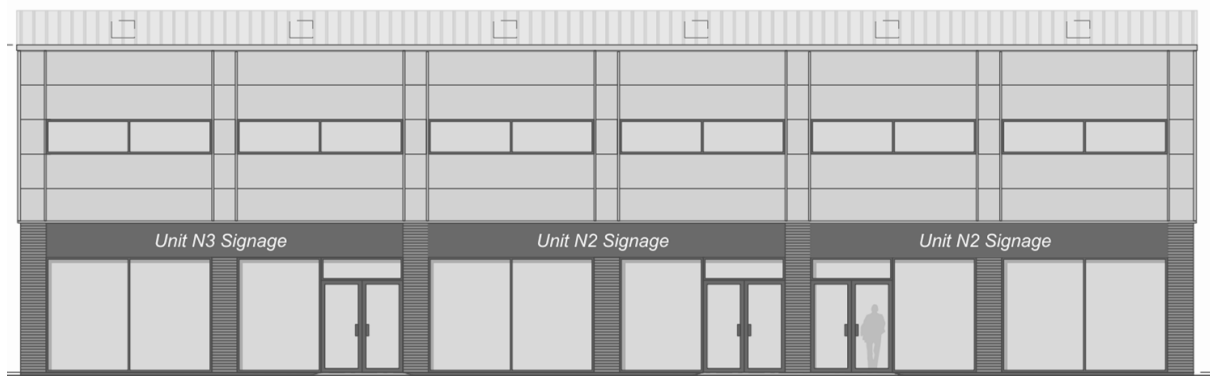
Design & Access Statement

Project: Proposed New Building

Site: 54 Derby Street Manchester M8 8AH

Document ref: 2219_DAS_01

Date: May 2023



CONTENTS

1.0 INTRODUCTION

2.0 SITE & CONTEXT

3.0 DEVELOPMENT PROPOSALS

4.0 ACCESS

5.0 CONCLUSION

1.0 INTRODUCTION

This document has been prepared by LCA on behalf of the applicant in support of a full planning application seeking approval for a proposed new building comprising 3no. Wholesale Cash & carry Units (sui generis) at 54 Derby Street Manchester M8 8HF.

The objective of this document and information contained herein is to illustrate the design principles and strategies associated with this application scheme design. This document and information contained herein must be read in conjunction with all other drawings and information submitted with the application.

2.0 SITE & CONTEXT

2.1 Site Location

The site is located at Derby Street in the Cheetham Hill area; located approximately 1.3km north of Manchester Victoria rail station and 1.4km north of the Manchester central retail district.

2.2 Site Context

There is high level of economic activity on Derby Street and surrounding area. The commercial activity in in this area play an important role for the city with existing and vibrant businesses, mainly wholesale cash and carry and bulk distributive trades. The area comprises mixture of building types and ages with many recent developments to meet demand for commercial spaces.

2.3 Site Accessibility & Transport Links

Derby Street is located between the A56 Bury New Road and the A665 Cheetham Hill Road. These two key roads provide access to the city centre and to destinations beyond Manchester via the connections with Junction no.17 and Junction no.19 of the M60 Motorway. The M62 is within 8km of the site and M61 is within 12km and are both easily accessible via the arterial roads that serve the city of Manchester.

The site is in close proximity to Manchester city centre (1.3km) and can easily be accessed by foot. There are footways on both sides of the roads in the immediate vicinity of the site with safe access available to nearby amenities and facilities. The site has a 'very high' level of accessibility with respect to public transport provisions and has been classified as a Level 8 GMAL rating 'Greater Manchester Accessibility Levels' index rating.

(Note: a separate Transport Statement has been submitted with this application.)

2.4 Existing Site

The application site has a an existing building (Commerce House) comprising units facing both Derby Street (Main Frontage) and also Sherborne Street; located to the west of the site. There is a large central car park and yard primarily accessed from Derby Street, there is also a secondary vehicular access from Woolley Street to the east of the site. Beyond the northern boundary of the site are commercial units (not part of the site or proposed development) facing Broughton Street.

3.0 DEVELOPMENT PROPOSALS

3.1 Description of Proposed Development

'Erection of a two storey building comprising 3no. wholesale cash and carry units (sue generis) with associated alterations to site car parking layout'

3.2 Use & Amount

The proposed use for the commercial units is 'wholesale & cash and carry units (sui generis) and reflects the demand for such spaces within this area.

The total floor area for the proposed development is circa. 954m² GIA. The proposed building is sub-divided to form three separate two storey units, each equating to approximately 318m². The size of these proposed units have been developed in response to demand for typical sized spaces.

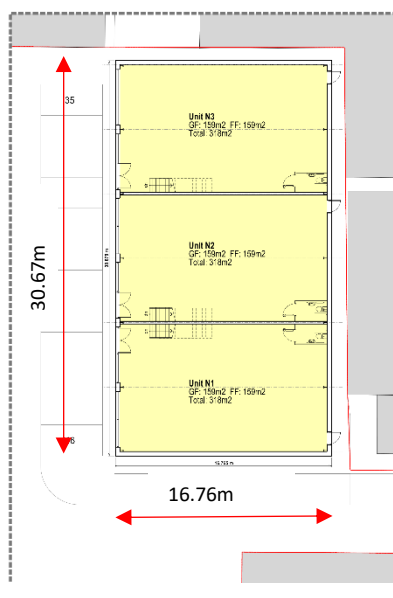
3.3 Layout

The proposed development entails the erection of two storey building to the north-eastern part of the application site and reconfiguration of the existing car park. The proposed units will have frontage to central area/ car park giving prominence to the commercial units.

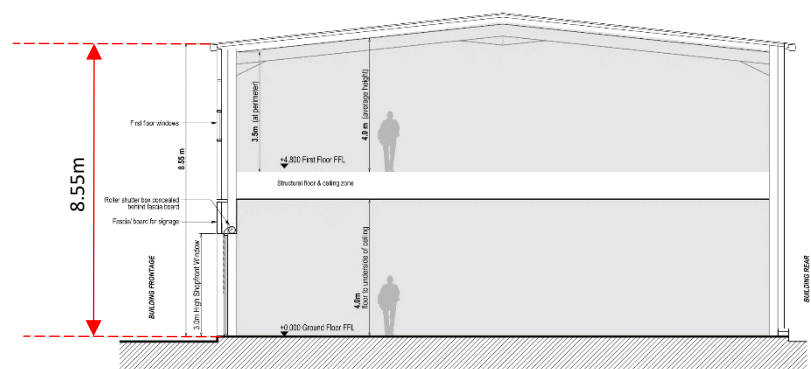
Each individual unit will have large shopfronts and main entrance facing the car park; they will also each have a fire escape door and route at rear. The shell layouts of the unit will have an internal stair to first floor space; at ground floor there will also be an accessible toilet.

3.4 Scale & Massing

The proposed building will be rectangular in plan with overall footprint (including external walls) of 30.67m x 17.76m. The building will be two storey with a shallow dual pitch roof; external eaves height from finished ground floor will be 8.55m. The massing of the building will not be impactful or overbearing to neighbouring properties. The location of the proposed building is at 'rear' of site away from the public highway or street scene.



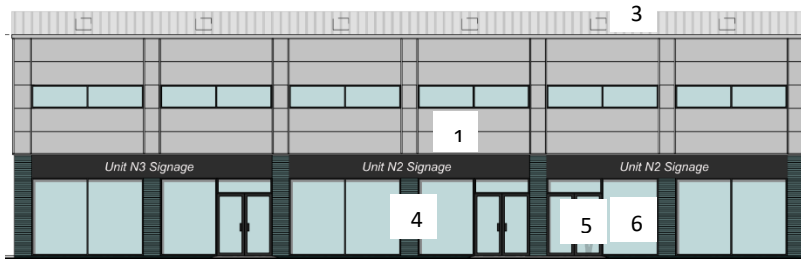
Proposed Ground Floor Plan



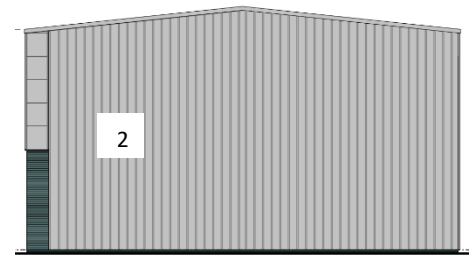
Indicative Cross-Section

3.5 Appearance

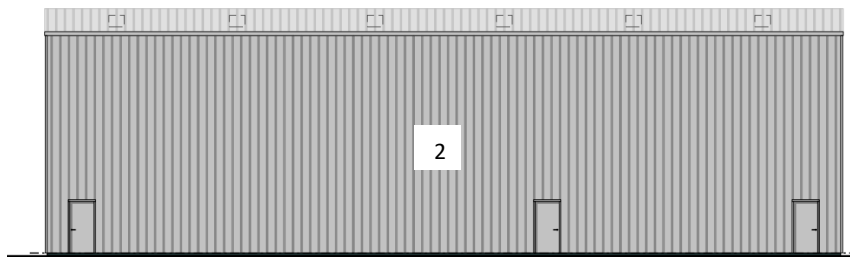
The proposed building will have an overall appearance of a typical contemporary warehouse/showroom with robust envelope materials meeting relevant Building Regulations requirements. The building frontage will have large expanses of glazing to showcase products and be welcoming to users. The glazed shopfronts also provide passive surveillance of the car park and site.



Front Elevation



Typical Side Elevation



Rear Elevation



1. Composite wall cladding

Insulated composite cladding panels laid horizontally; Kingspan AWP KS900MR or similar; Colour: Silver RAL 9006



2. Built-up wall cladding

Profiled 'Trapezodial' sheet steel, laid vertically; Colour: Goosewing Grey RAL 080 70 05



3. Built-up roof cladding

Profiled 'Trapezodial' sheet steel. Colour: Goosewing Grey RAL 080 70 05



4. Facing brick;

'Staffordshire blue smooth' or similar to L.A approval



5. Doors & windows

Aluminium framed double glazed units; Colour: Polyester powder coated matt black RAL 9005



6. Roller shutters

Steel microperforated curtain; colour black RAL 9005

3.6 Landscaping & external works

The proposed development does not entail any significant external works; primarily works associated with the reconfiguration of car parking and making good. Any reconfigured areas of the car park will have tarmac surface finish to match existing and relevant white line marking.

The perimeter of the building will have footpath with pre-cast concrete edging/kerbs and tarmac surface.

4.0 ACCESS

The applicant will endeavour to make the to make the entire development fully accessible to people with disabilities. The development will comply with the latest Building Regulations Approved Document M, and Manchester City Councils – Design for Access (latest edition).

4.1 Approach to building

All three units will have there own separate entrances that will be clearly visible and from the central carpark. The existing approach from the carpark and designated disabled bay parking have suitable gradients for wheelchair users. The approach will have suitable lighting to assist users during evenings or low light .

4.2 Building entrance

Each commercial unit will with the external surfaces raised locally to create entrances with 'level' thresholds. with a maximum of 15mm difference between external and internal height. Thresholds will be chamfered or rounded for ease of wheelchair access.

4.3 Facilities within building

Each commercial unit will have internal layouts and finishes to accommodate disabled users including an accessible WC at the entrance level.

4.4 General movement within site

The general approach to movement will endeavour to prioritise safety and convenience first for pedestrians, then for cyclists, and then for vehicles. The site layout and strategy also provides adequate and safe servicing arrangements for delivery vehicles; storage access and collection of refuse; adequate parking for the disabled; adequate and safe parking for bicycles. For more detail please refer to separate Transport Statement submitted with the planning application.

5.0 CONCLUSION

The applicant in collaboration with the design team have prepared a well considered scheme that has a use appropriate to the location and a scale and appearance that is sensitive to the site and surrounding context.

The proposed development will create space that is in much demand reflecting the current economic activity, in particular for wholesale storage & sale.

The development scale and associated car parking and servicing arrangements are adequate as detailed in the separately submitted Transport Statement.

Overall this proposed development we believe will be a valuable long term asset to the site and area and will contribute to the ongoing vibrant economic activity of this locality. It is anticipated that the local planning authority will acknowledge the strategies for this development and will grant planning consent.