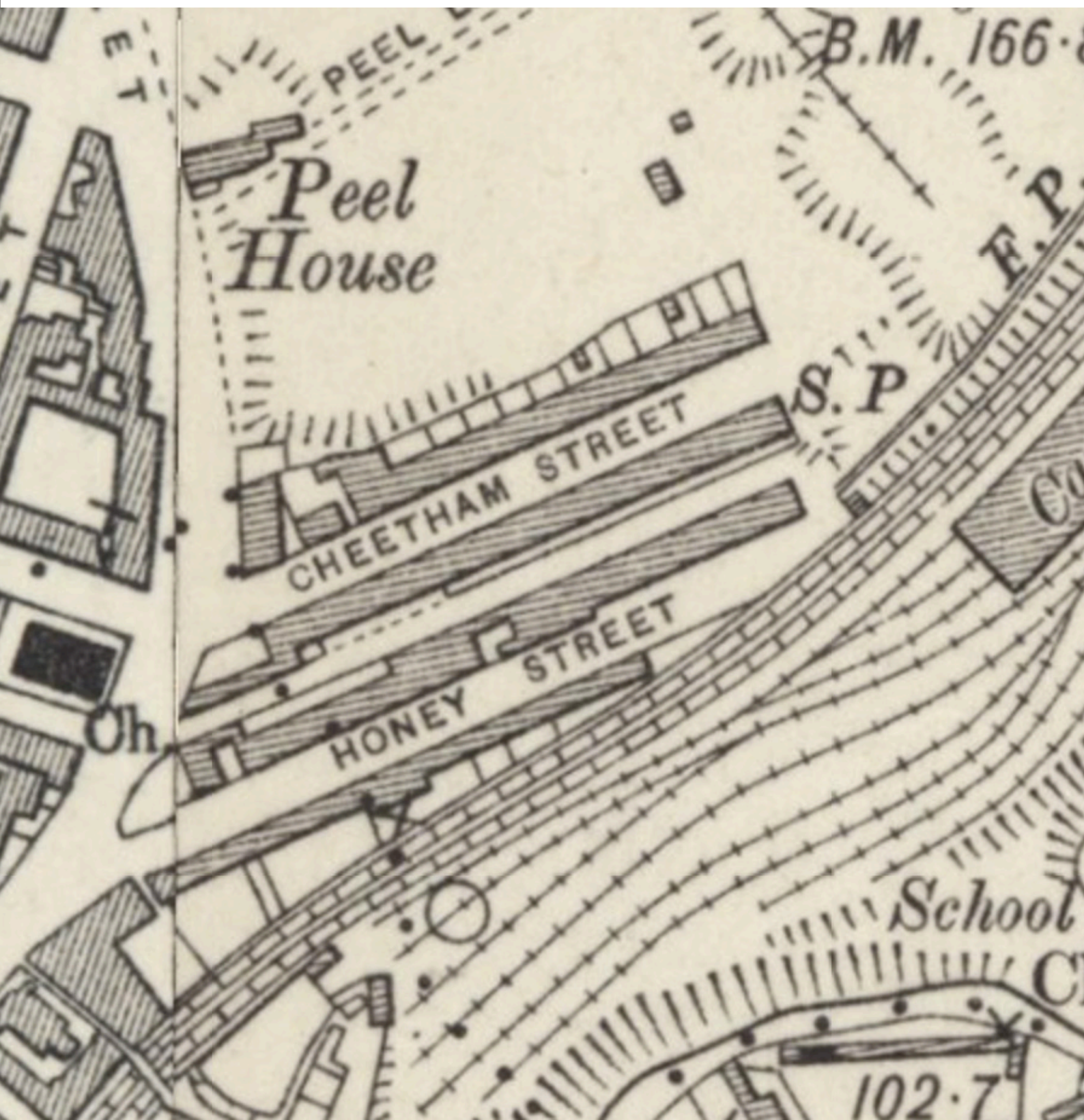


COLLINGHAM ST

DESIGN & ACCESS STATEMENT

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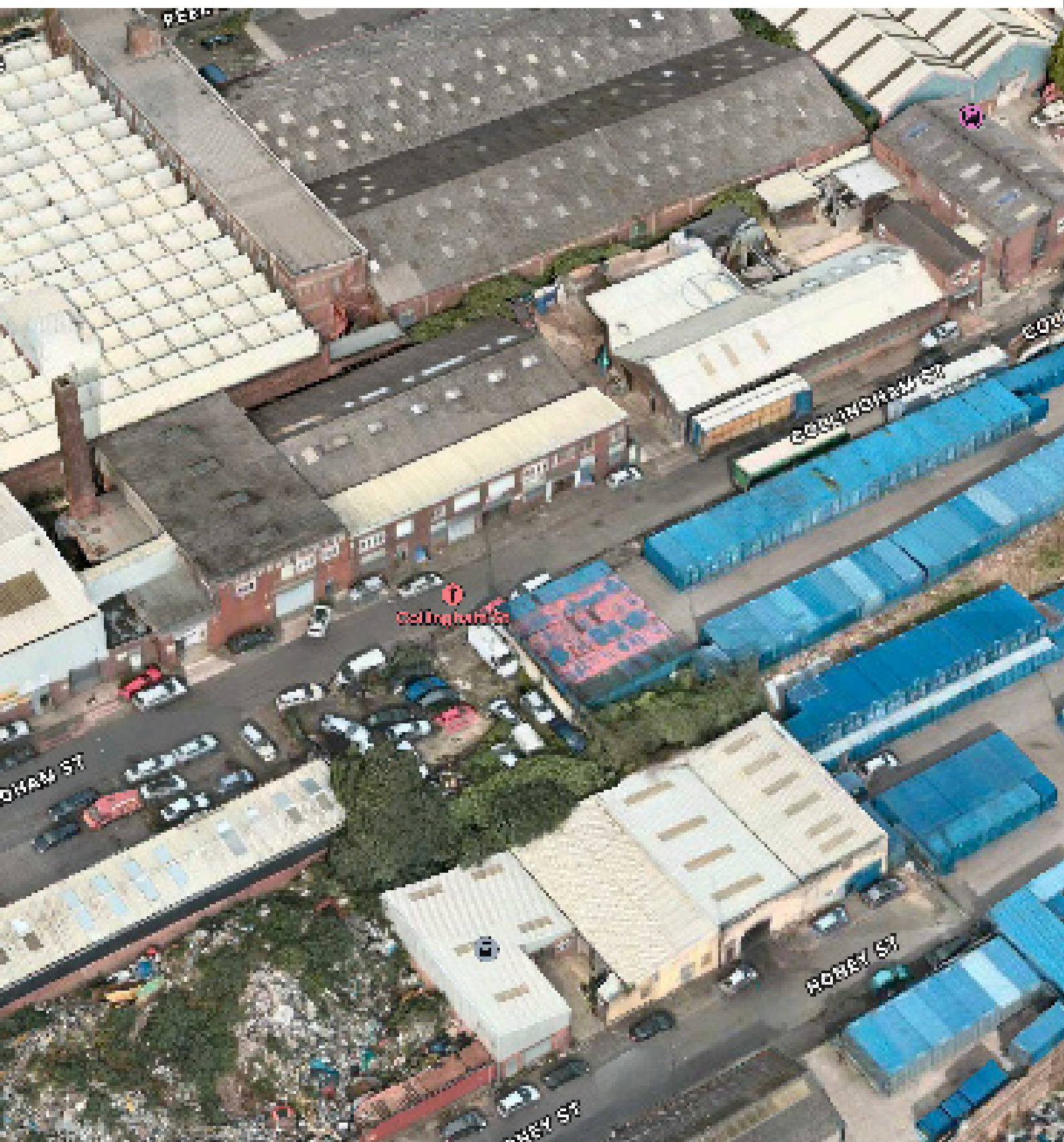


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1. INTRODUCTION



Aerial View of the site



1.1 - INTRODUCTION

This Design and Access Statement is prepared in support of the application for full planning permission, submitted to Manchester City Council (MCC) on behalf of Miss Ezra White. For the development of the site on Collingham Street, Manchester.

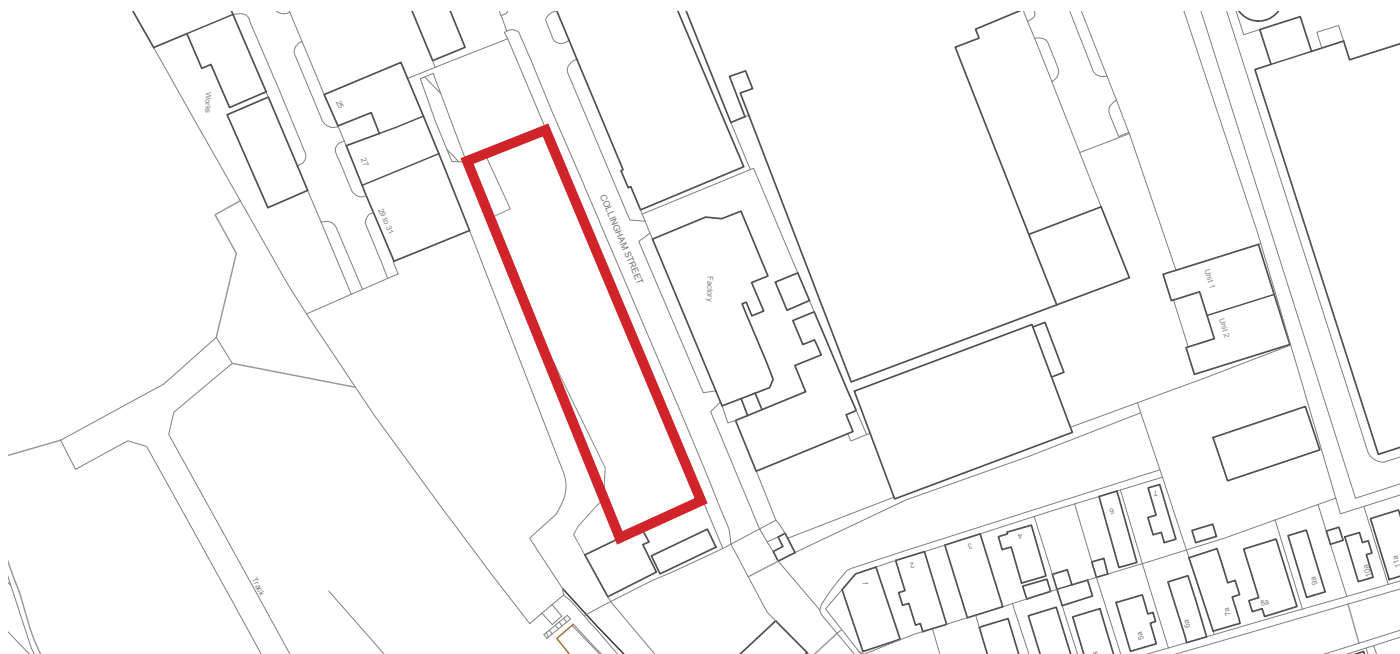
The proposal includes ten B8 units with associated storage and toilet facilities.

The purpose of this document is to set out the design process which has been based upon analysis of the local context. The result is an application based upon coherent design principles and a design, contextually appropriate to the area. The site does not contain a listed building, nor does it fall within any conservation areas or land designated as green belt.

1.2 - SITE LOCATION

The application site is located on the North of Collingham Street, within the EC3 area of North Manchester. The busy routes of Cheetham Hill and Inner Ring Road (Trinity Way) both fall within a mile of the site.

The local area to the North & South is primarily industrial. To the South-East, not far from the site lies the River Irk.



Location Plan (NTS)

The site is located 5-10 minutes walk from Cheetham Hill Road and is located a 13min. walk to Victoria Railway Station and 20min. from Queen's Road (Metrolink). The area around Collingham Street are full of industrial units, warehouses, small offices, factories and a local Public House.

The immediate context is predominately red brick masonry and standing seam metal roofs for both flat & pitched profiles. Collingham Street is also located just five mins. from the Green Quarter Masterplan.

1.3 - THE EXISTING SITE



Site on the right hand side

The site is currently used as a storage container site. The immediate area consists of warehouses and industrial units. Therefore, the proposed development seems appropriate for this context. The development will also help to clean the street edge as opposed to the unsightly appearance of the containers and fence.

The proposal shall provide a high quality development which will make better use of the existing land. The existing heights of the buildings around Collingham Street allows the proposed development to extend up to two storeys high. Therefore the proposed height is an appropriate height for the street elevation and approach.

The proposal aims to improve the street approach and visual appearance of the immediate context and act as a valuable addition to the area.



Adjacent property

2. PROPOSED DEVELOPMENT

2.1 - SITE BRIEF

The brief given was to re-develop the site that is currently occupied as a storage container facility into ten B8 Warehouse units. The building proposal would have their main frontage along Collingham Street that would improve the street elevation and provide a positive outlook to the area.

2.2 - MASSING & PROPOSITION

The mass of the building is based on the function of the proposal. This is influenced by trying to achieve a healthy floor to ceiling height and so that the floor space is flexible. The design team has also considered the massing in respect to the existing immediate context and is considered that the proposal will have a positive contribution to the character of Collingham Street.

2.3 CYCLE STORAGE

Each warehouse unit will have a storage space for bicycles. This will encourage the employees to cycle to work.

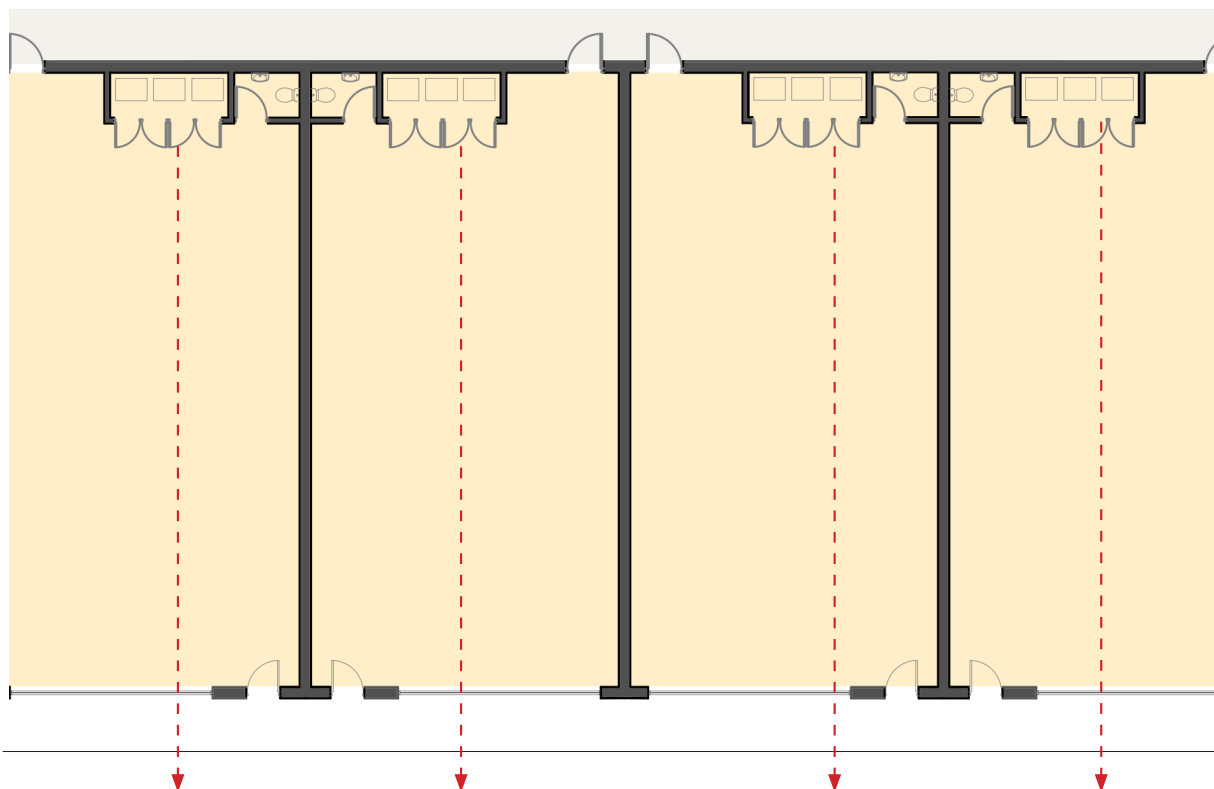
2.4 - SERVICING

All servicing, loading/unloading is proposed to be directly from street level. A transport statement will be provided alongside the planning application.

2.5 Waste Management

Both general & recyclable waste from each unit will be located in the waste storage corridor at the back. This corridor will have a minimum 1 hour fire resistant construction. Individual waste containers shall be used for segregated waste.

On collection day, bins shall be brought out onto the kerb for collection by staff from each warehouse unit.

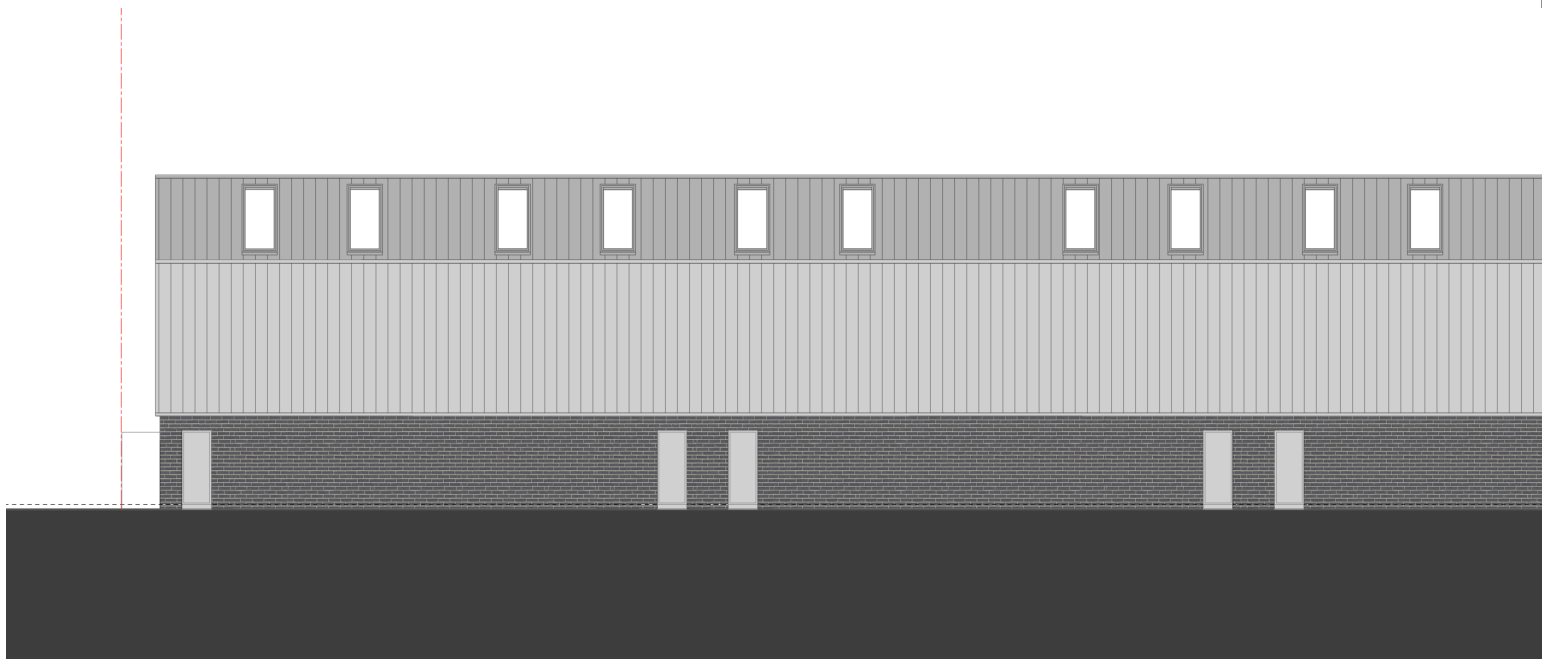


Kerbside collection point on Collingham Street

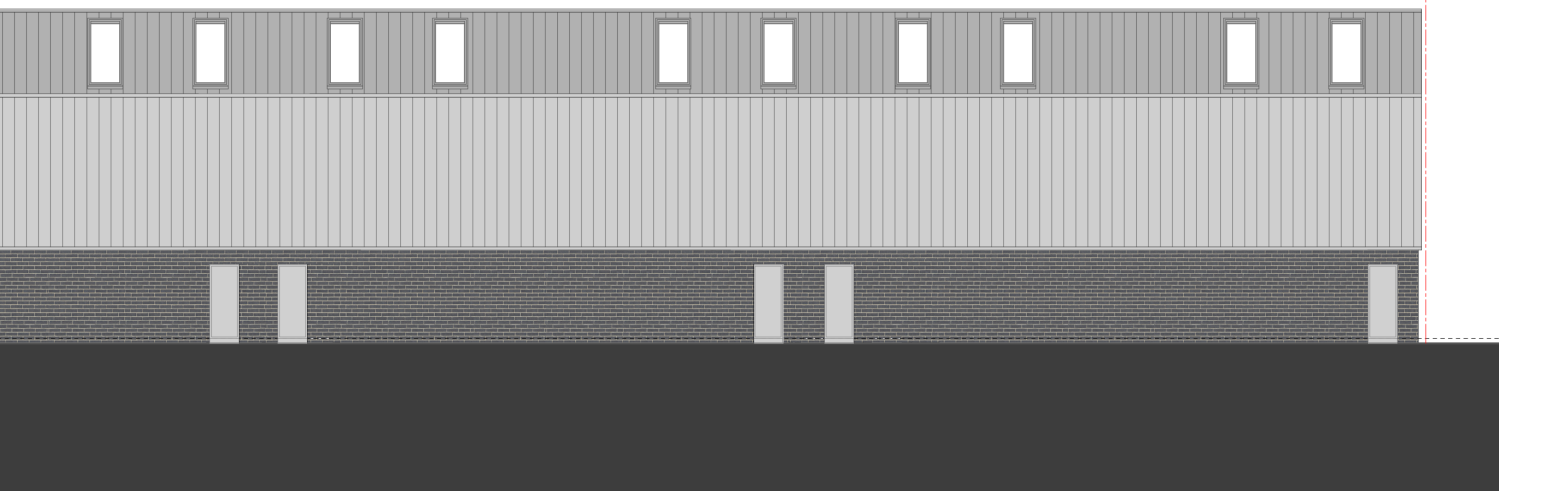
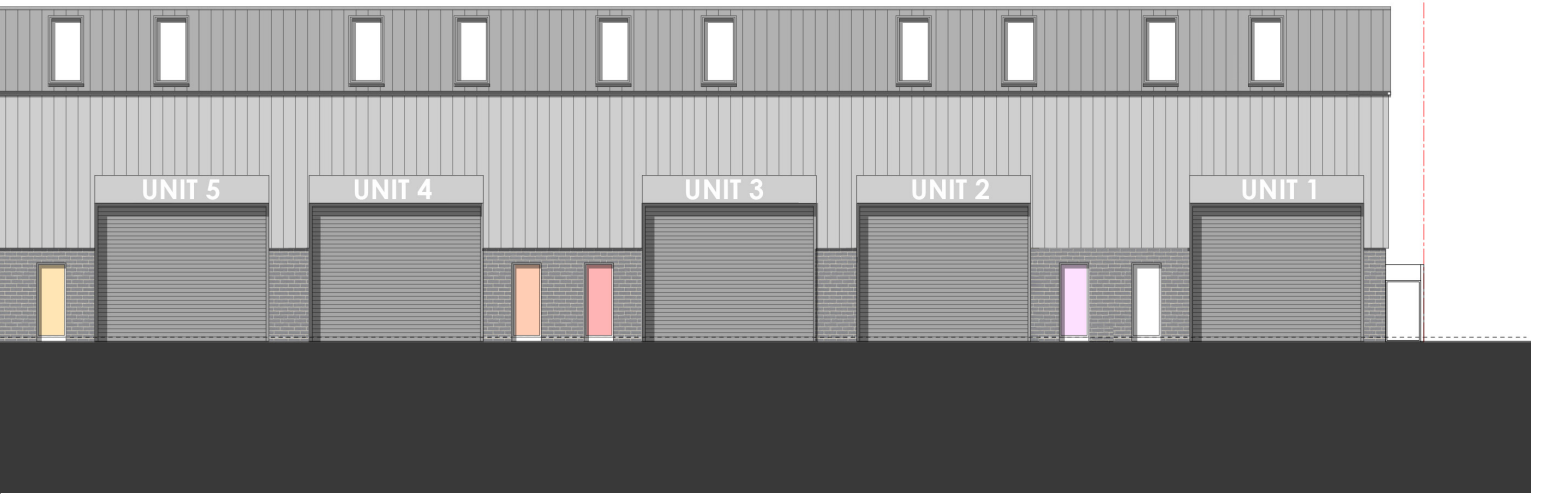
3. ELEVATIONS AND MATERIALS

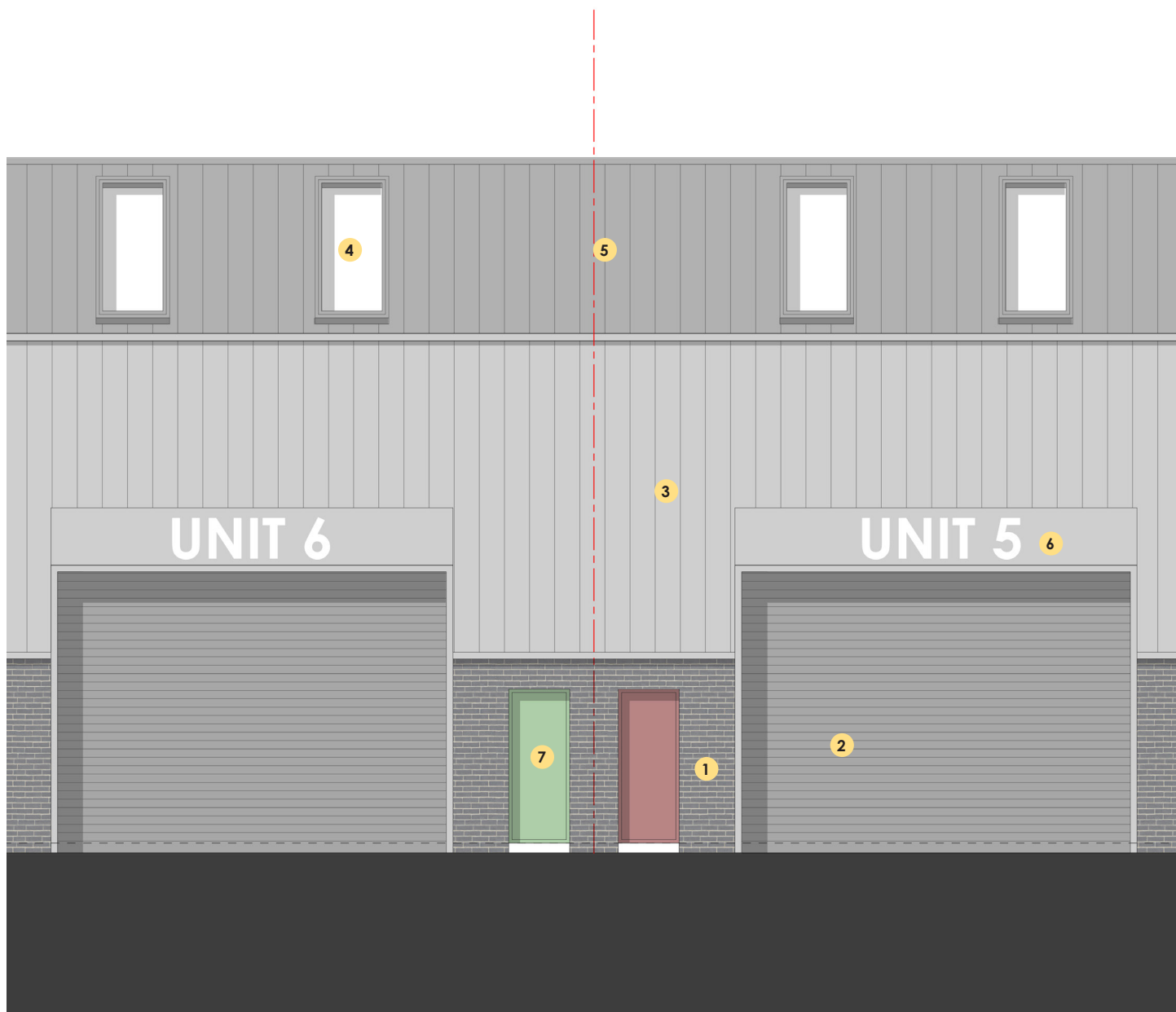


PROPOSED COLLINGHAM STREET SCENE ELEVATION
1:200 @ A2



PROPOSED REAR ELEVATION
1:200 @ A1



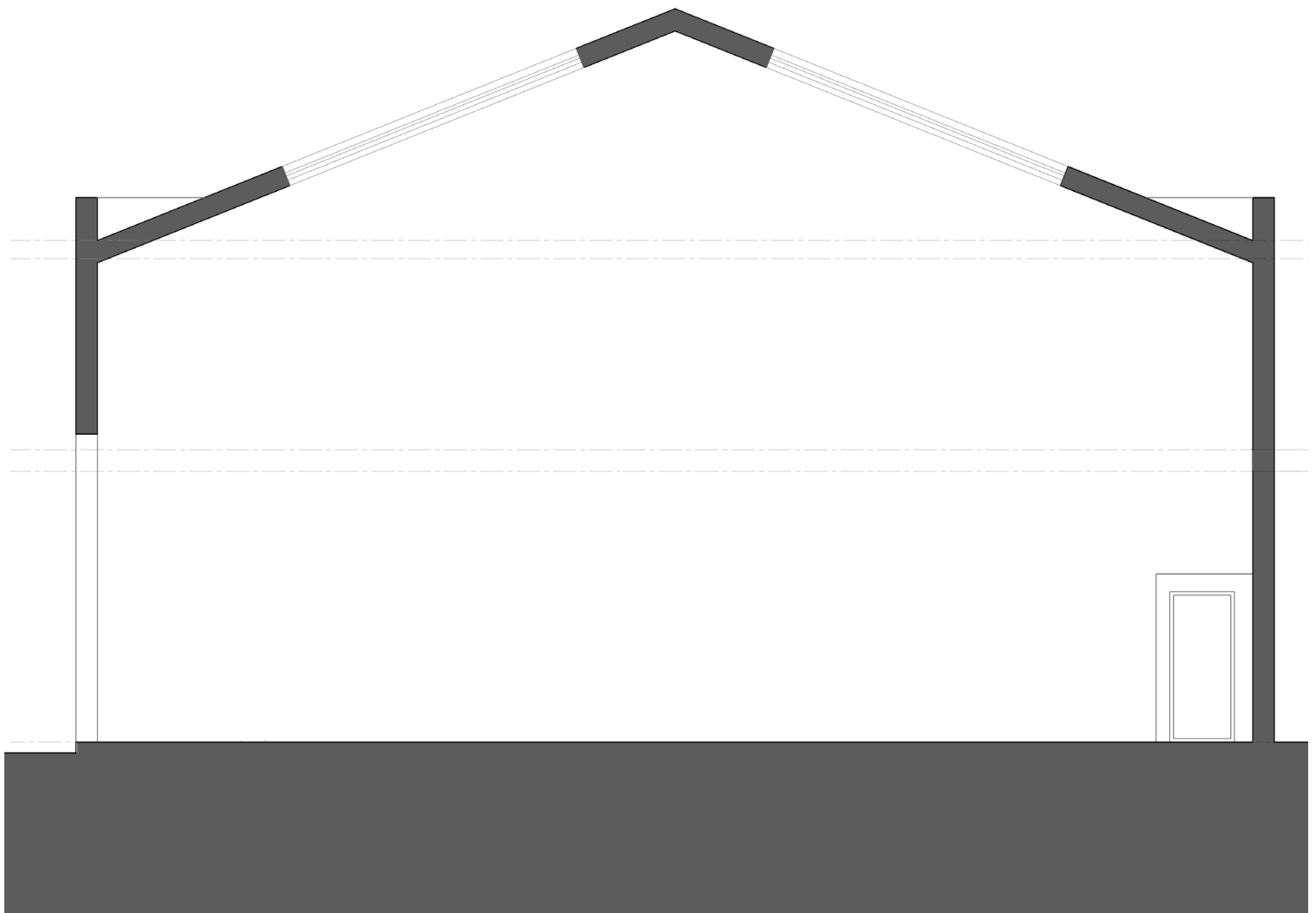


TYPICAL UNIT FRONT ELEVATION

1:50 @ A1

Key

- 1 Grey Facing Brickwork
- 2 Perforated Roller shutter - Grey
- 3 Grey cladding - RAL TBC
- 4 Rooflights - RAL TBC
- 5 Roof cladding - Grey
- 6 Signage
- 7 High Security front door - Colour TBC



SECTION THROUGH TYPICAL UNIT
1:50 @ A1

4. SUMMARY

4.1 COMMENTARY ON OTHER PLANNING REQUIREMENTS

DAYLIGHT/SUNLIGHT IMPACT

The adjoining buildings are non-residential and do not have any windows that open out towards the site.

SITE INVESTIGATION OF GROUND CONTAMINATION

We believe due to the nature of the site, this could potentially be considered a pre-commencement condition if required.

4.2 TRANSPORT LINKS

The site has good transport links and is approximately 13 minutes walk from Manchester Victoria Railway and around 20 minutes walk from the city centre.

The application site is also close to Bury New Road which connects Manchester City Centre through to Bury. The M60 motorway is less than 6km and can be accessed easily using the A55.

There are also Bus services alongside Cheetham Hill road which is in close proximity to the site.

Cycling is increasingly being recognised as a viable alternative to car transport and there has been sustained growth in cycling as both a mode of travel and a leisure activity. All of Manchester and some of the surrounding suburbs are within an accessible distance for cycling trips. There is therefore a high possibility that staff working at the site will live within a distance that is suitable for being accessed by bicycle.

The staff employed at the proposed warehouse units shall be encouraged to use means of sustainable transport to travel to their place of work. However, motorists using or visiting the proposal still have the opportunity to park on Collingham Street which can accommodate several small vehicles.

The proposal allows for every unit to be served directly from Collingham Street.

4.3 NORTHERN GATEWAY SRF

- An area which is seen as being constantly logged with traffic and lorries, the development is seen as helping provide a level of security and frontage to help tidy the street face.

- The area adjacent is largely B8 Class Use and therefore the proposal will fit in within the surrounding context. Although the area behind Collingham Street has been designated for residential use, there needs to be a mix between the surrounding industrial warehouses and commercial properties so that they are not compromised. The proposal aims to create a series of units which are visually attractive to the street edge as well as acting upon the topography.

- The proposal will help the security in the area where there is currently a lot of cars parked and left for long periods of time. This will therefore help the connectivity with the surrounding framework while acting as a soft edge between residential and industrial.

4.4 ENERGY EFFICIENCY MEASURES / ENVIRONMENTAL STANDARDS

i - Making full use of the vertical space.

The warehouses will be made to make the most of the vertical space that is within each unit. This is to make it as efficient as possible.

ii- Rooflights

Each unit will be equipped with a series of rooflights which will make the most of natural light. The Carbon Trust estimates that lighting accounts for between 65% and 95% of energy use in ambient warehousing. Therefore good quality lighting is essential for safe operation. This will also help increase worker productivity and wellbeing.

iii- Sensors

Each unit will be equipped with night time and weekend shut down routines. This will help reduce the energy cost of each warehouse unit. Modern sensors are effective, even with the use of forklifts, and allow infrequently used areas to only use lighting when required. Sensors can achieve savings of 30% or more on lighting costs and can be zoned by aisle or area depending on the individual requirements of your operation.

iv- High Quality Insulation

The standard of insulation and how airtight the building is will be prioritised.

v- Painting internal walls white

Painting walls white and installing windows to introduce natural light will improve light levels while reducing energy.

vi- (HVAC)

Careful consideration will be given to options for heat recovery and efficient heating measures will be explored.

vii- Cycle storage

Each warehouse unit will incorporate storage space for bicycles. This will encourage the employees to cycle to work.

viii-Forklifts

Energy efficient forklifts will be encouraged. According to the Carbon Trust, Forklifts can typically account for 7-10% of a warehousing or logistics company's non-road energy costs therefore making this an important element.

ix- Lighting

Well controlled low energy LED Solutions where they are cost effective will be used.



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