

Longsight Clarence Road



Design + Access
Statement



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1. Design Statement

1.1 Introduction

This Design and Access Statement has been prepared by Studio KMA on behalf of Wing On Ltd. in support of a Full planning application for a proposed extension to the existing warehouse at No.14 Birch Lane, Longsight, Manchester, M13 0NN.

1.2 Objectives

The requirement for the Design and Access Statement has arisen in response to the need to promote better quality and more sustainable design in development.

As such, we recognise the need for the preparation of this design statement to set out in a clear and concise manner:

Spatial Context - analysis of the physical characteristics of the application site and its surroundings.

The Proposal - describing the proposals and the principles upon which they are based.

Access - identify details of vehicular and pedestrian accessibility.

Summary - providing a brief overview of the proposal.

This Statement is intended as a positive tool for Manchester City Council and all other relevant third parties.

1.3 Planning Application Submission

This Full planning application seeks approval for a proposed extension to the existing warehouse (Use Class E) at No.14 Birch Lane, Longsight, Manchester, M13 0NN.

| 1.4 Document Schedule

This Design and Access Statement is to be read in conjunction with the following submitted drawings prepared by Studio KMA:

- > Location Plan (LCR-KMA-XX-XX-DR-A-7000-A3-P1)
- > Existing Block / Site Plan (LCR-KMA-XX-XX-DR-A-7001-A3-P1)
- > Proposed Block / Site Plan (LCR-KMA-XX-XX-DR-A-7002-A3-P1)
- > Existing Ground Floor Plan (LCR-KMA-XX-XX-DR-A-7003-A3-P1)
- > Proposed Ground Floor Plan (LCR-KMA-XX-XX-DR-A-7004-A3-P1)
- > Existing Elevations (LCR-KMA-XX-XX-DR-A-7100-A3-P1)
- > Proposed Elevation (LCR-KMA-XX-XX-DR-A-7101-A3-P1)

The following supporting documents have been prepared and are to be read in conjunction with the submitted drawings prepared by Studio KMA:

- > Topographical Survey
- > Phase 1 Site Investigation
- > Drainage Strategy

2. Spatial Context

2.1 Location and Context

The application site is located to the north west of Longsight town centre, and is bound by Birch Lane to the east and Clarence Road to the west.

The application site accommodates the premises of Wing On Ltd, and comprises a two storey office building fronting Birch Lane, and appended to the rear of that is a single storey warehouse.

The premises are supported by a staff/visitor car park area accessed from Birch Lane, and a service yard accessed from Clarence Road.



Location Plan



Aerial photographs of application site

| 2.2 Character

Character is often described as a 'general atmosphere' or 'ambience' that is seen to be evidenced within both the 'physical' environment and the 'social' environment.

Notwithstanding this, architects and local planning authorities tend to clarify character as a set of formal elements that are embedded within the built environment.

The application site is located within a predominantly residential area and is very much urban in character.

There exists a wide variety of buildings surrounding the application site, comprising multiple uses (including commercial, residential and a primary school), scales, heights and materials. As a result there exists a fragmented visual character with no discernible architectural identity.

A full photographic survey of the application site and its immediate context has been carried out and is shown over the following pages.



Photographic survey of application site context



Photographic survey of application site

2.3 Topography

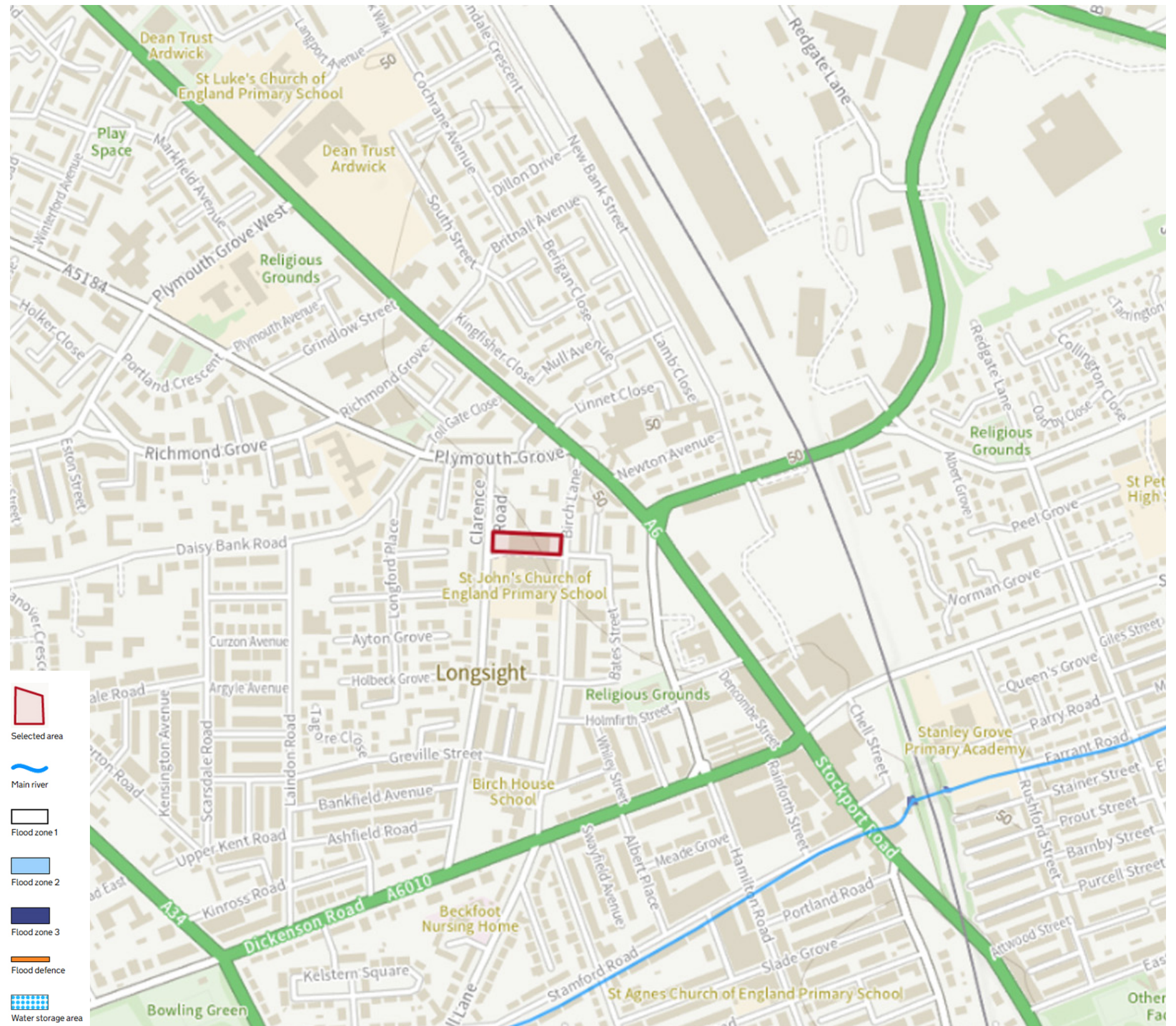
The applicant has commissioned a full topographical survey of the application site and its immediate environs to inform the design process.

For full details please refer to the separate Topographical Survey drawing submitted in support of this application.

2.4 Flood Risk

The application site sits within a Flood Zone 1 as identified on the GOV.UK Flood Map for planning website.

Areas deemed to be in Flood Zone 1 have been shown to be at less than 0.1% chance of flooding in any year, this is sometimes known as having a 1:1000-year chance.



Environment Agency Flood Zone Map

3. The Proposal

3.1 Use and Content

This Full planning application seeks approval for a proposed extension to the existing warehouse (Use Class E).

The proposal will provide the necessary additional floorspace and storage areas to assist the growth of the business. The additional accommodation will also permit the removal of the temporary shipping containers currently located within the service yard, thereby improving the operational efficiencies of the business, and also the visual amenity of the service yard from Clarence Road.

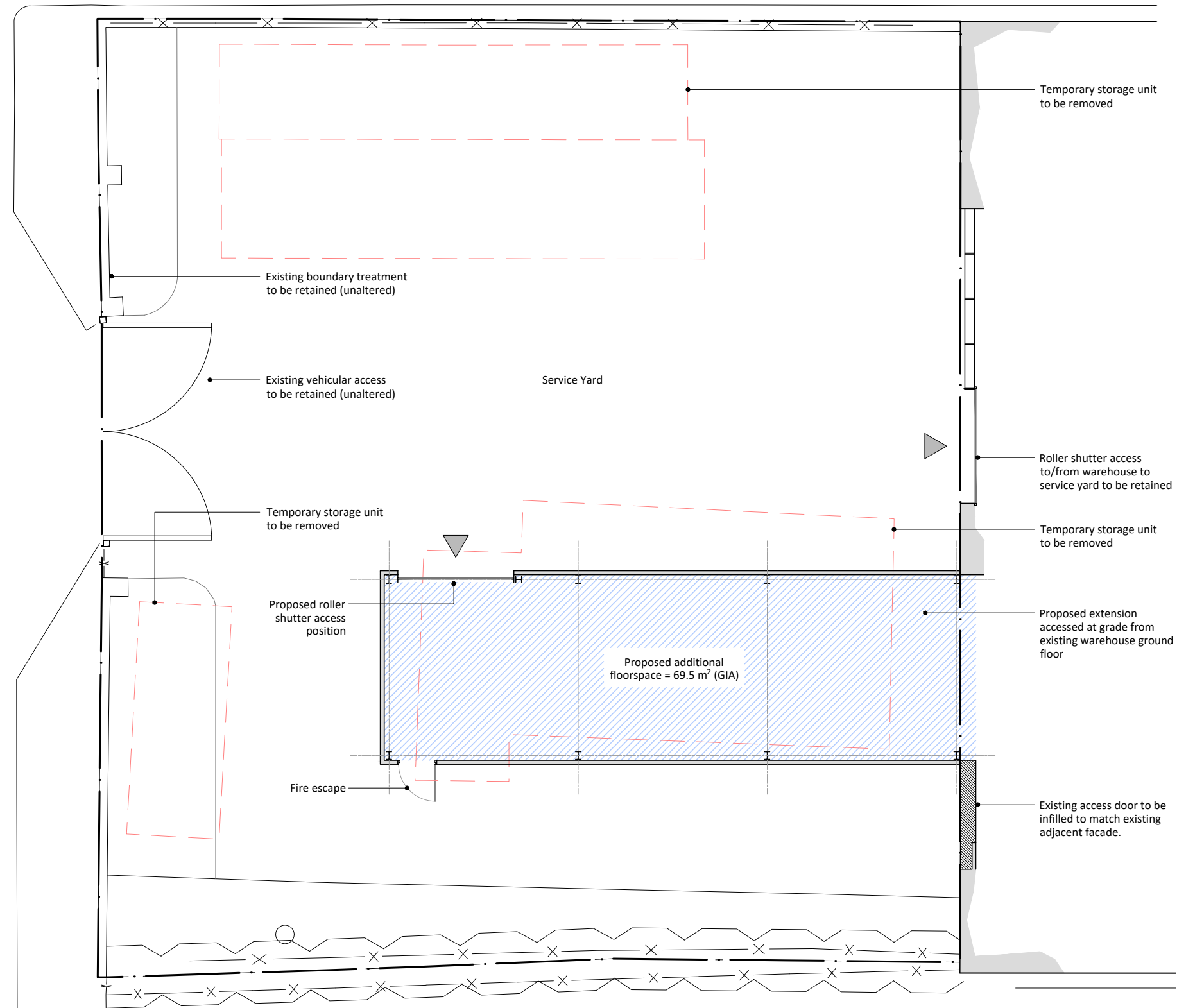
3.2 Amount

The proposed extension comprises an additional 69.5 m² / 748 ft² (approx.) of gross internal floor area.

3.3 Layout and Form

The proposed extension is appended to the rear of the existing warehouse, and is accessed from the service yard. This ensures a continuation of the warehouse's floorspace, and also that the extension can be easily accessed/serviced from the service yard.

The proposals take the form of a simple portal frame structure typical of such accommodation. This provides a functional space with a clear-span floor area.



Proposed Ground Floor Plan

| 3.4 Height, Scale and Mass

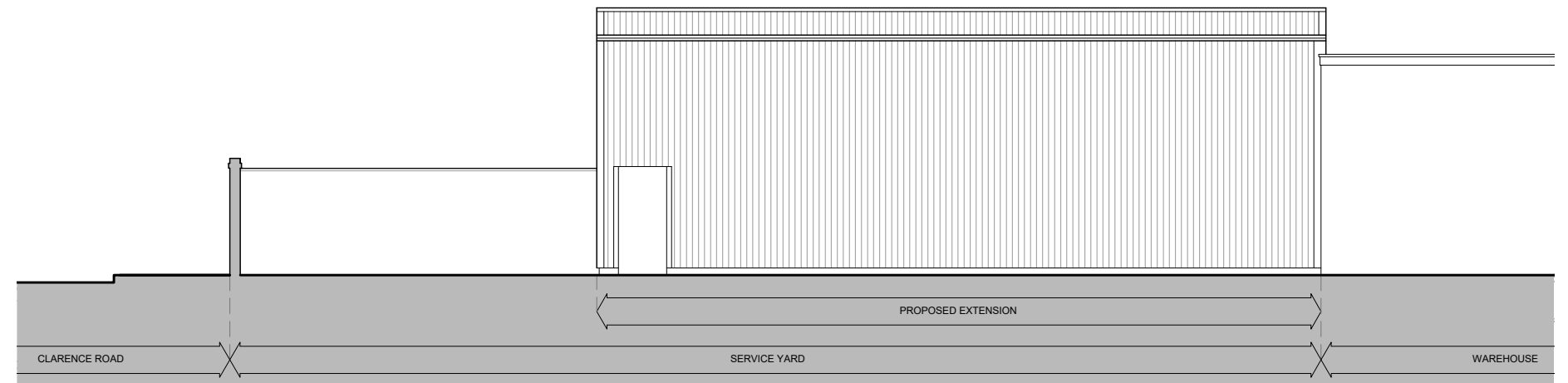
Studio KMA acknowledge that scale is defined as: the height, width and length of the building proposed in relation to its surroundings. The impact of the scale of the buildings has been very carefully considered and the design rationale that informs the architectural and urban design response has been comprehensively illustrated within this statement.

The height, scale and massing of the proposal has been rigorously developed and refined throughout the design process and have been strongly influenced by the adjacent and nearby built form

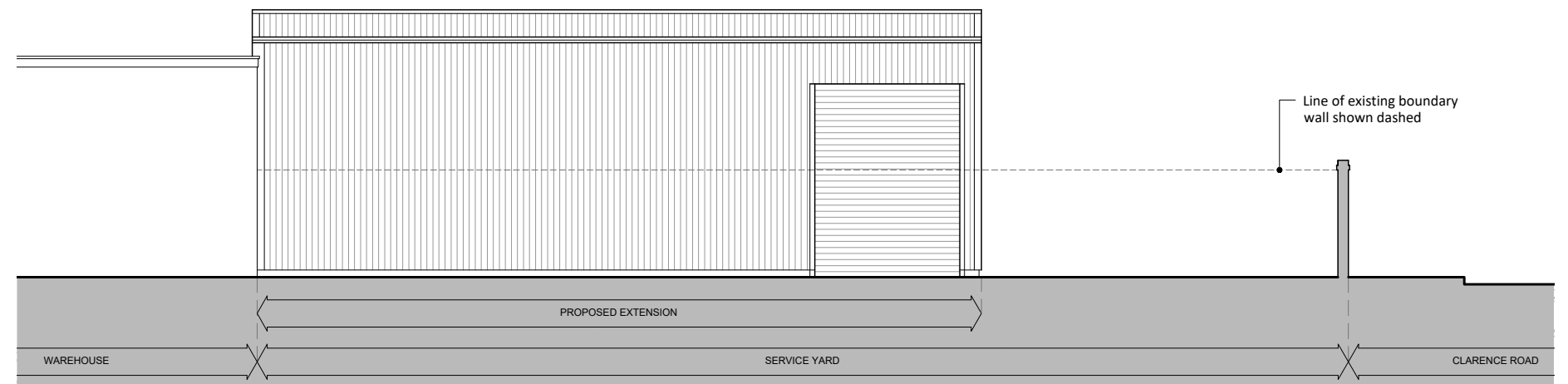
The internal spatial requirements, alongside the need to integrate with the existing building, have combined to determine the overall height, scale and mass of the extension

In terms of the building height, roof ridge and eaves height of the proposed extension, these are in keeping with the surrounding built form and ensure an appropriate, flexible internal space is created.

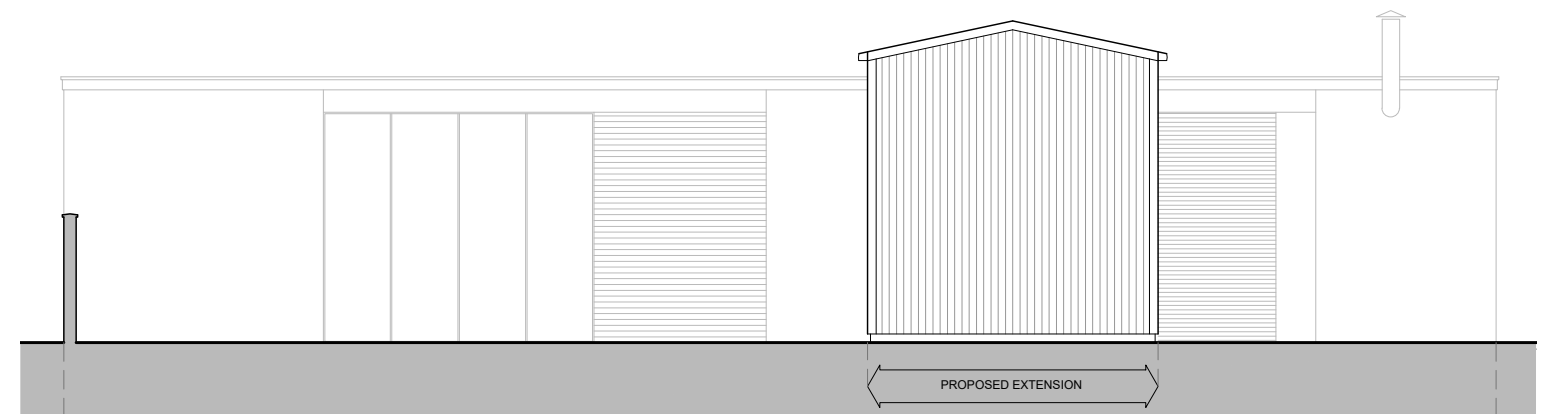
As a result the proposal represents an entirely appropriate height, scale and mass for the redevelopment of the application site within its existing context.



Proposed elevation (south)



Proposed elevation (north)



Proposed elevation (west)

| 3.5 External Appearance and Materials

The proposed external appearance creates an appropriate contemporary character that will positively integrate with, and enhance, the overall visual quality of the application site, as well as ensure a robust, durable and easily maintained development.

The proposed palette of materials includes for:

Walls

- PPC profiled metal cladding system (colour: grey).

Roof

- PPC profiled metal cladding system (colour: grey).
- Rainwater goods/downpipes (colour: grey)

Doors

- PPC aluminium roller shutter door (colour: grey).
- Galvanised steel escape door (colour: grey).

| 3.6 Car Parking

No alterations to the existing condition regarding car parking are included within the proposals. The existing car park accessed from Birch Lane to the front of the application site is to be retained unaltered.

| 3.7 Lighting

Studio KMA are aware that lighting can be used to enhance and bring to life buildings at night-time with either a striking or more subtle external lighting design.

At this stage, consideration to the appropriate choice of external lighting has already been given. As well as the aesthetic quality, the choice of light source and its positioning will take into account:

- The colour and reflectivity of building surfaces (and adjoining surfaces).
- The desired colour rendering and their effects (operating temperature) upon building materials.
- Security.
- Light pollution of the adjoining buildings.
- Maintenance.

| 3.8 Crime and Security

Our aim has been to ensure that the proposals help to deter crime and provide a safe and secure environment for staff and visitors of the site.

We have approached the layout of the site using 'Secured by Design' principles and have focused on crime prevention at the relevant design stage of this proposal.

| 3.9 Waste Management, Recycling and Servicing Strategy

Waste/recycling collection is to be on-street along Clarence Road via a private waste collection operator, as per the existing condition.

4. Access Statement

4.1 Introduction

Studio KMA are committed to a policy of equality, inclusion and accessibility in the delivery of all buildings and we fully recognise the diversity of cultural, religious and individual abilities of possible future residents.

It is our aim within this section of the Access Statement to address our approach to facilitate access and use by all including disabled people with mobility, sensory and cognitive impairments. Where possible, our key concerns have been to ensure:

- That the building is accessible by all potential visitors regardless of age, gender or any disability which they might have.
- That the external environment can be successfully and safely used by all potential visitors of the building.
- That any person with a disability can successfully enter and navigate the building.
- Where possible, opportunities are taken to utilise colours, materials, textures and the treatment of space to assist in the legibility and aesthetic value of the property and to improve design standards overall.

4.2 National Guidance

Statutory Regulations at the national level on the provision of disabled access are set out in;

- Building Regulations Approved Document M: Volume 2 - Non-dwellings, March 2016.

4.3 Vehicular Access

The National Planning Policy Framework (NPPF) states that transport policies have an important role to play in facilitating sustainable development and developments should be designed so that journey times are minimised.

The proposed development is situated within walking distance of local amenities and transport links, and the emphasis of national policy advice is on reducing the amount of parking associated with development in order to promote sustainable travel choices and limit land take.

As such, no additional vehicle parking provision has been included for within these proposals (as per the existing site condition). Notwithstanding this, parking is available for staff and visitors to the front of the property, and also within the vicinity of the application site, as are readily accessible public transport options.

The existing gated access location to the rear of the property is to be retained for use by small servicing vehicles (as per the existing site condition).

4.4 Pedestrian Access

The proposed extension provides for level access from the service yard, and also from within the existing building.

All reasonable provision for access has been considered as part of these proposals.

5. Summary

Studio KMA are committed to securing high quality design for all new developments and are aware that poor design is a valid reason for the refusal of planning permission.

We have demonstrated within this Design and Access Statement that the proposal;

- Demonstrates a form and design of proposed development wholly appropriate in terms of the site's physical context and wider local area.
- Provides for the redevelopment of a brownfield site.
- Demonstrates a desire to enhance the quality of the built environment.
- Provides much-needed additional accommodation for a local company, business generator and employment provider to assist their commercial growth and aspirations.
- Demonstrates a high-quality development that coincides with the aspirations of the local community.

Studio KMA believe that these proposals merit a recommendation for planning approval by the relevant Planning Officer(s) and furthermore merit full consent.



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