

ATELIER TWO
ARCHITECTURE

Accessibility Statement

Industrial Development

Gorton Road
Manchester, M11 2DZ

For World Metal Recycling Ltd

December 2025

2434 RP900

Rev. A

1.0 Introduction

This Access Statement has been prepared on behalf of World Metal Recycling Ltd, to accompany a planning application for the development of 1no. B2 industrial unit off Gorton Rd, Manchester, M11 2DZ. The application is to create a B2 industrial unit with excellent levels of insulation and airtightness to meet and exceed current standards of construction to enable a sustainable approach work.

The accompanying planning application has been prepared in light of paragraph 38 of the National Planning Policy Framework which encourages Local Planning Authorities to approach decisions on development proposals in a positive and creative way.

This statement has been provided in response to Manchester City Council's Design for Access 2 (DfA2), and cognisant of all relevant building regulations requirements contained within the current revision of Approved Document Part M, Vol 2 (AD-M)

2.0 Relevant Policies

Manchester City Council – Additional Planning Guidance: Disabled access

MCC's APG makes it clear that, for planning submissions, it should be demonstrated how the development accommodates disabled people, and which documentation may be required covering access into and throughout the development, in accordance with "Design for Access 2".

Manchester Core Strategy (adopted 11 July 2012) – Policy DM1

Policy DM1 includes the issue of 'Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes'. The Core Strategy also points developers toward Design for Access 2 as the Council's best-practice access guidance.

Guide to Development in Manchester SPD

The Guide is MCC's adopted SPD used to guide Design and Access Statements, outlining the need for all development to be fully accessible for disabled people. The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.

Design for Access 2

Design for Access 2 (DfA2) is MCC's best practice guidance of inclusive design standards, and it is intended that the standards in DfA2 should be used for all buildings and projects on which Manchester City Council lead or are the client, for the maintenance and improvement of highways, and for all development on City Council disposal sites.

For private developments (30.2) the Design for Access 2 document acts as guidance, and is not mandated for the design of private developments. It is recognized there may be difficulty in achieving the relevant standards outlined within DfA2, and that 'to assist in achieving the best solutions [where there may be difficulties in meeting the best practice guidance] an Access Statement should be provided.

The application as submitted does not have MCC as the client or lead, is not for the maintenance or improvement of highways, nor within a City Council disposal site. As such, this application is not required to meet DfA2.

In lieu of the requirement to meet DfA2, AD-M has been used to ensure suitable 'fully accessible' design approach is provided within the site in line with all national and regulatory requirements.

3.0 Site constraints

The existing site features a steeply sloping access road from Gorton Road into the site, and this is proposed to be retained to facilitate suitable access for varying vehicular access and egress. All proposed vehicular access/egress movements are considered to be acceptable to MCC highways in conjunction with a suitable Servicing Management Strategy.

Access width to the site has been carefully designed in conjunction with MCC highways in order to achieve appropriate access width within the narrow opening. There is no ability to accommodate segregated ramped access along the side of the access due to the constrained width presented by the existing site and boundaries.

The existing slope of the site access further precludes the incorporation of a ramp as this would provide gradients in excess of that permitted under AD-M

4.0 Access provisions

The following addresses the various elements of access which have been carefully considered throughout the design process in order to achieve an acceptable layout in line with all regulatory requirements.

Car Parking

Disabled blue-badge parking is provided in line with MCC requirements, developed in line with additional highways comments, and subsequently accepted by highways.

Pedestrian crossings

Pedestrian crossings both within and outside of the application site is provided in line with MCC requirements, developed in line with additional highways comments, and subsequently accepted by highways.

Footways / Pathways / Access routes

Pedestrian footways and access routes within the application site are provided in line with MCC requirements, developed in line with additional highways comments, and subsequently accepted by highways.

Ramps

Overall level differences between the access from Gorton Rd to the proposed unit is >2m. In line with Section 6:Ramps of DfA2; 'No series of ramps to a building should rise in total more than 2000mm. If the difference in height is more than 2000mm an alternative means of access, such as a lift, should be provided.'

Regardless, external ramping is considered inappropriate for the site considering the overall length of ramp required exceeding the permitted limit in order to achieve level access between Gorton Road and the proposed unit.

Approx 40m of ramping excluding landings (approx. 50m including landings) would be required in order to connect Gorton Road with the proposed development which sits at natural ground level within the application site. Ramped access of this magnitude would significantly reduce the quantum of parking bays able to be provided, and further reduce the width of vehicular access which is not considered acceptable to MCC highways.

Mindful of AD-M requirements M1 1.25, 'If the total rise of a ramped approach is too high, it can be unacceptably tiring for wheelchair users and some people with walking difficulties, even if a number of rest landings are provided.'

Considering the use of the isolated site being industrial/commercial it is anticipated that any requirements for disabled access would be infrequent. It is anticipated, considering the isolated nature of the application site, the majority of travel to the site would be by vehicle and therefore any disabled access has been addressed through the provision of disabled parking bays with level access to the proposed units. The disabled parking provision is accepted by MCC highways.

External Steps

External steps are provided as an alternative means of access, as required within DfA2, in order to avoid excessive series of ramps.

External steps from Gorton Road into the site in conjunction with demarcated pedestrian footway and access routes to ensure safe and controlled access.

AD-M M1 permits the use of stepped access instead of a ramped primarily in cases where it is not 'reasonably possible' to achieve step-free access due to constraints of a steeply sloping plot where permitted ramped gradients are unable to be achieved.

In light of the above site constraints as currently presented prior to development, ramped access is not considered suitable for use within this application site, and a stepped approach would be acceptable in line with building regulations requirements.

The steps are to be provided as an alternate access provision as outlined within DfA2, and wholly inline with AD-M M1 design stipulations 1.33 in order to demonstrate compliance with and suitable accessibility provisions in line with regulatory standards.

This approach will result in a 'fully accessible' approach to access in line with DfA2 and AD-M requirements.

External Handrails

Handrails to be provided wholly inline with AD-M M2 design stipulations 1.37 in order to demonstrate compliance with and suitable accessibility provisions in line with regulatory standards.

External Doors

All primary external access doors have been suitably sized and designed to accommodate AD-M requirements.

Internal Doors

All internal doors have been suitably sized and designed to accommodate AD-M requirements.

Internal circulation

No internal circulation is provided which is restricted by corridor widths etc.

Internal Stairs

No additional storey is provided - internal stairs are not required.

Lifts

No additional storey is provided – internal lifts are not required.

5.0 Summary

MCC policies APG: Disabled Access, Manchester Core Strategy DM1, Guide to development in Manchester SPD, and Design for Access 2 have all been considered in the design of the proposed scheme, and also in the development of this accessibility statement.

The application submitted is not required to meet Design For Access 2 (DfA2) guidance, as it is a private development, and falls outside of the prescribed criteria outlined by MCC to require strict compliance DfA2.

Approved Document M Vol.2 (AD-M) has been used in lieu of any formal planning standards for accessibility where appropriate, and to justify any departures from MCC policy regarding access.

The site is currently constrained by steep vehicular access within a narrow opening, exhibiting gradients unsuitable for ramped use via the entrance.

Newly formed ramped access from Gorton Road within the site is considered to be unacceptable considering the impacts of significantly reduced parking bay provision and access road width.

Alternative provision of access is required (DfA2) where overall ramp rise exceeds 2m, which is the case in this application from Gorton pavement to proposed development level.

AD-M supports stepped access where ramped access is not 'reasonably possible' to provide ramped access.

All proposed external stairs/handrails are to be designed in accordance with AD-M in order to provide a suitable level of pedestrian access into the site without the possibility of ramped access due to constraints.

The isolated nature of the site and proposed B2 use would anticipate that requirements for disabled pedestrian access from Gorton Road would be infrequent. Any disabled journeys to the site would be by vehicle and therefore suitably addressed through the provision of disabled parking bays.

Level access is provided throughout the parking area, all parking bays, and upto access doors through use of dropped kerbs and level thresholds where required, providing level access within the site in-line with AD-M and MCC accessibility policies.

Strict compliance with AD-M as a minimum, demonstrated within this statement, ensures that a 'fully accessible' strategy for access has been adopted throughout this site, meeting the MCC policy requirements for 'fully accessible' designs to be provided.