New Engineering Building
The Manchester College,
Openshaw Campus

Design and Access Statement

Job No: 1461

25/11/2025

10architect

Revision P2

Rev	Date	Comments	Prep.by	Appr. by
P1	27/10/2025	i136 – Issue for Planning Application	AP	ADS
P2	25/11/2025	i147 – Updated to add reference to boundary treatments	AP	ADS

Introduction

This Design and Access Statement is written in support of a planning application for the erection of a two-storey Class F1 (a) (Provision of education) building comprising engineering and fab and weld workshops to the Ground Floor and classrooms and ancillary space to a partial Fist Floor including the demolition of the existing single-storey auto electrical workshop and modifications to existing fences at the Openshaw campus of The Manchester College.

The Openshaw Campus is located off Ashton Old Road, Openshaw, Manchester, M11 2WH.

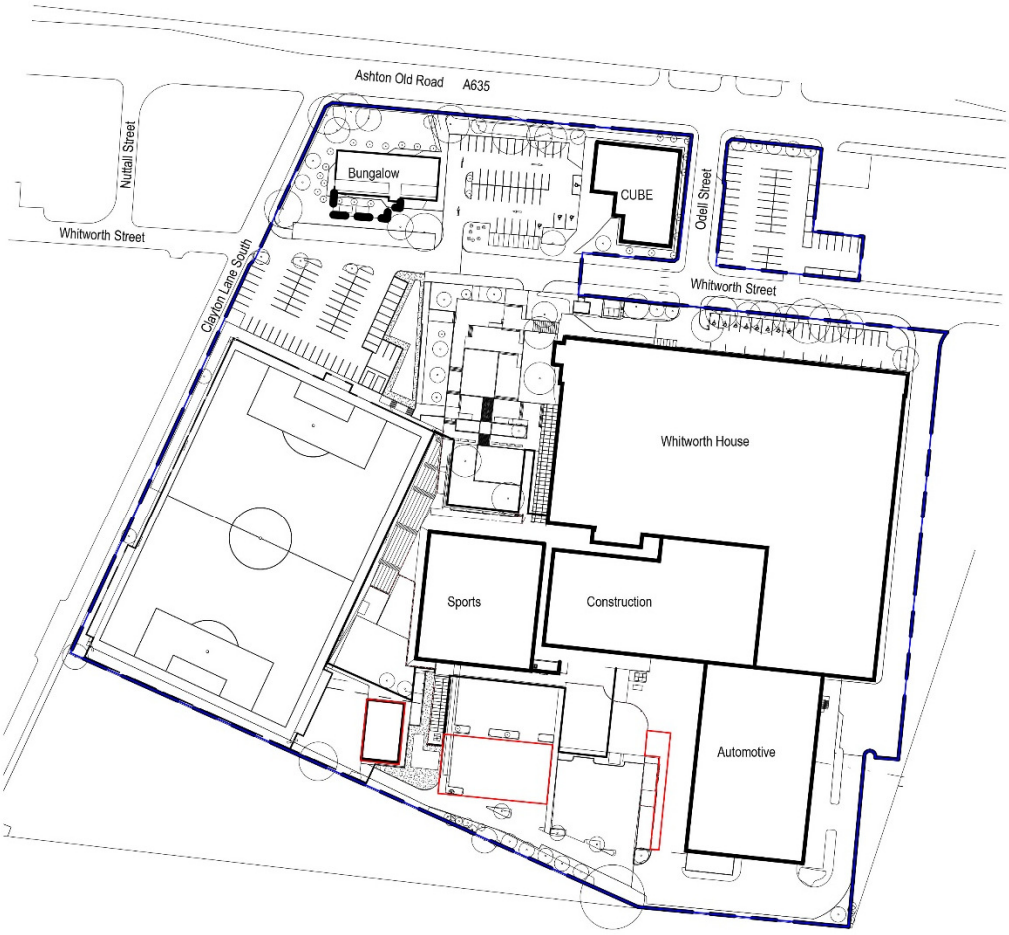
The new building is proposed to provide a new space for the practical teaching of engineering to allow for the expansion of this subject at the college. The new building will be located within the existing car park to the rear of the campus. The impact on car parking spaces is proposed to be ameliorated by the provision of additional spaces following the demolition of a dated workshop building which is in a poor condition and the alteration of the fence line between the car park and the adjacent service yard.

Site and Context

The areas of proposed works have been highlighted on the aerial view below. The rectangle within the lower car park (to the West) indicates the Auto Electrical Workshop to be demolished, the larger rectangle on the main car park is the proposed location for the new Engineering building and the final shape indicates the location of the new fencing to be erected to provide additional car parking spaces:



The wider site below shows the campus in relation to Ashton Old Road:



1 Location Plan
1 : 1250

The Openshaw campus is located in Openshaw, off Ashton Old Road. The site is neighboured by single storey industrial buildings and to the West and East, two and three storey residential and commercial buildings to the North across Ashton Old Road and railway land to the South. The campus is compact with the majority of teaching accommodation located within Whitworth House and a series of conjoined extensions towards the rear of the site. A number of car parks surround Whitworth House to the North and South of the site along with three separate college buildings.

The proposed works are all located within the car parks to the South of the site, the main car park and a smaller lower-level car park, both accessed by car via an access road off Whitworth Street and by foot via the main campus building.

Existing Site Plan:



1 Existing Site Plan

Site Photographs



Existing Car Park



Existing Auto Electrical Workshop – external view



Existing Auto Electrical Workshop – internal view



View of Service Yard from vehicular entrance off the access road. Fencing to the left hand side to be altered to allow for the creation of 12 additional car parking spaces.



Access road and boundary to the railway

Detailed proposal

Site Placement

Due to the presence of a mains sewer traversing East to West across the Northern section of the car park and a 6-metre easement to either side, placement options were limited to the Southern half of the car park. The Southwest corner of the car park was chosen to limit the reduction in car parking spaces as far as possible, as well as to provide a suitable route for staff and students to enter from the main campus building.

Linear Block

The design has been developed as a linear block. To limit the impact on the car park the plan of the block has been elongated. This also has the benefit of suiting the split of the workshop into three separate teaching spaces.

Access

As the block will be approached from the North, the main entrance is proposed to the Northwest corner with the entrance doors located on the North, and curtain walling and a slim aluminium faced canopy wrapping around the corner to maximise its visibility.

Stairs and a lift are located immediately beyond the entrance, with toilets and cleaners stores immediately adjacent on both floors. The entrance lobby provides direct access to the Ground Floor Workshops via a naturally-lit corridor which will house the lockers for the three workshops.

To the First Floor the corridor runs North to South to provide access to the Staff Room, and both classrooms. Located closest to the stair, the staff room will provide natural surveillance over the students' route to the classrooms.

Materials and Construction

The building is proposed to be a steel framed construction arranged on a 5 - 5.5 metre grid. The slab with be 200mm thick RC and the foundations are expected to be piled. The First Floor with be a composite deck.

The external walls are proposed to be metal clad panels above a masonry cavity wall, whilst the roof is proposed to be metal clad with a built-up system.

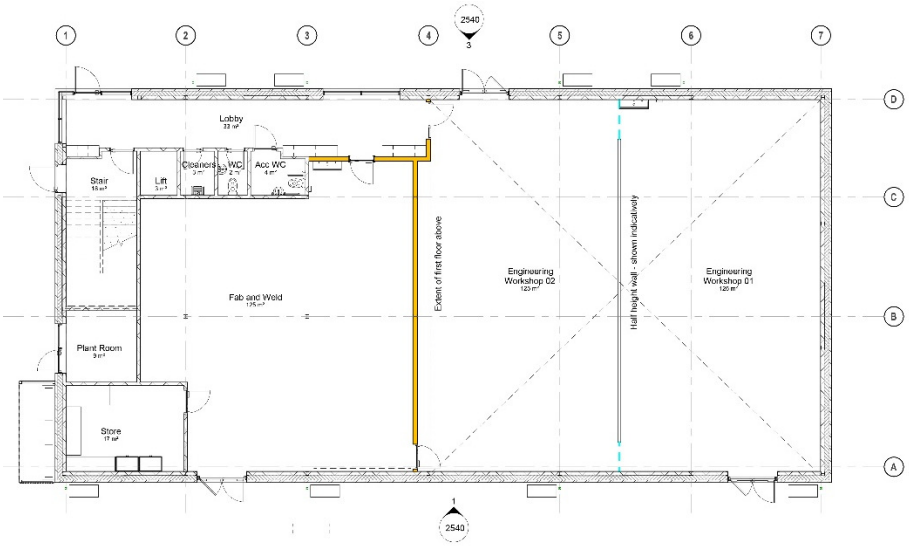
The walls are proposed to be faced with dark coloured blockwork to 2.4 metres, with vertically orientated black coated steel panelling above to match the external facades of the Sports Hall, and Construction and Automotive blocks facing onto the car park.

External louvres, doors and window frames will be ppc aluminium in black to match the metal wall cladding.

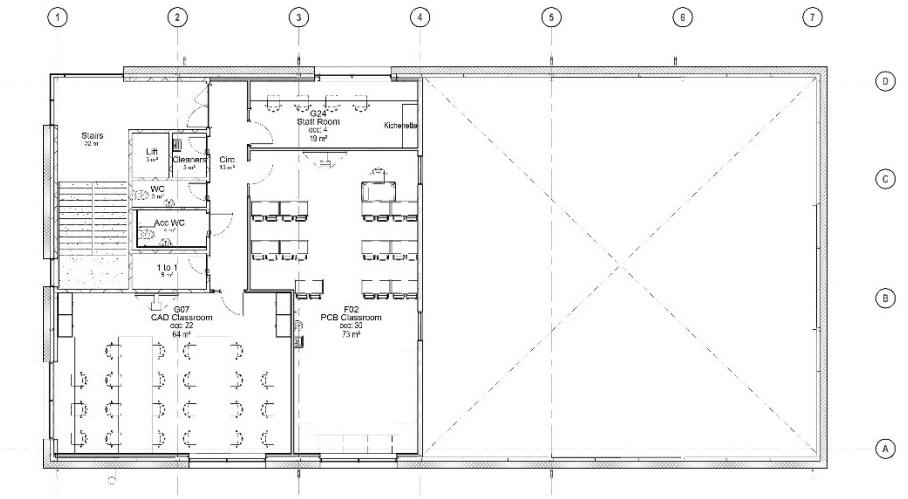
A small condenser enclosure is proposed to the West Elevation of the building. The enclosure is proposed to be formed from hit and miss timber fencing. The timber will be tannalised and treated with a clear preservative.

Roof

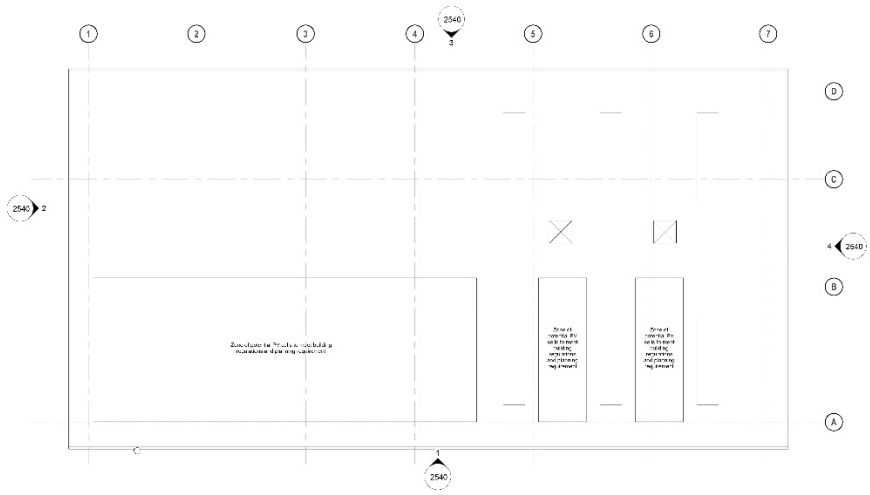
Rooflights are positioned over the double height workshop space, along with passivents for air extraction. PVs will be located along the South facing slope of the roof to achieve planning and building control requirements.



1 Proposed Ground Floor Plan
1 : 100 Ref Sheet: 0720

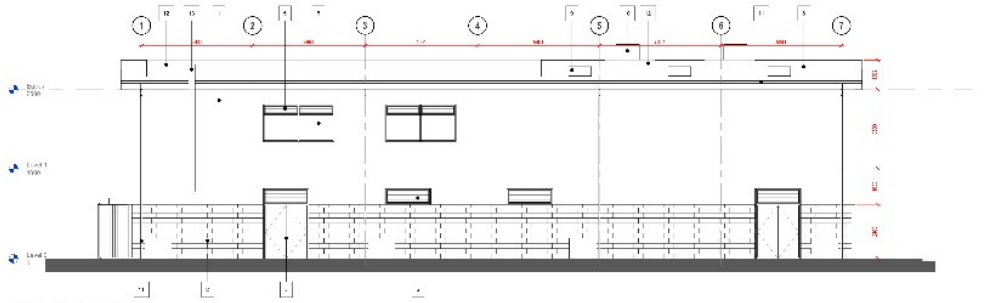


2 Proposed First Floor Plan
1 : 100 Ref Sheet: 0720

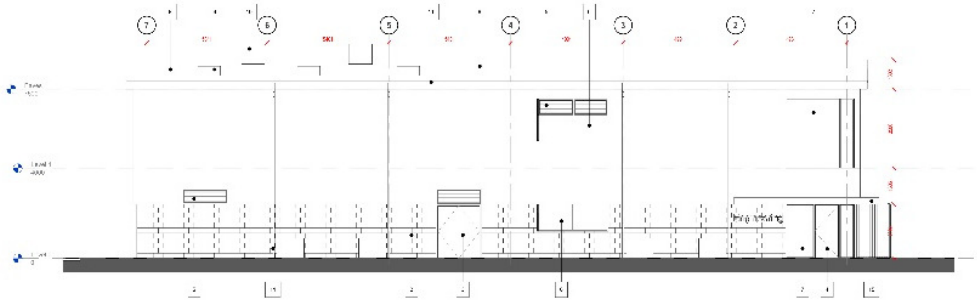


3 Proposed Roof Plan
1 : 100 Ref Sheet: 0720

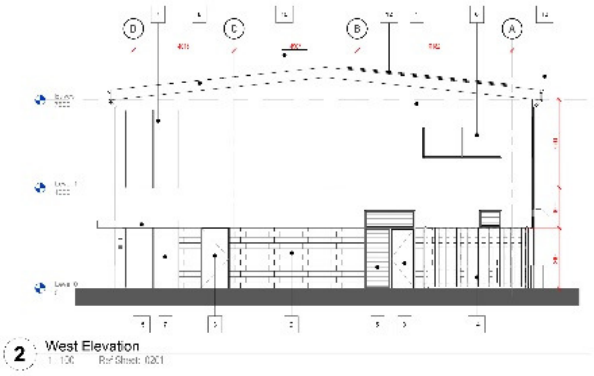
Proposed Roof and Floor Plans

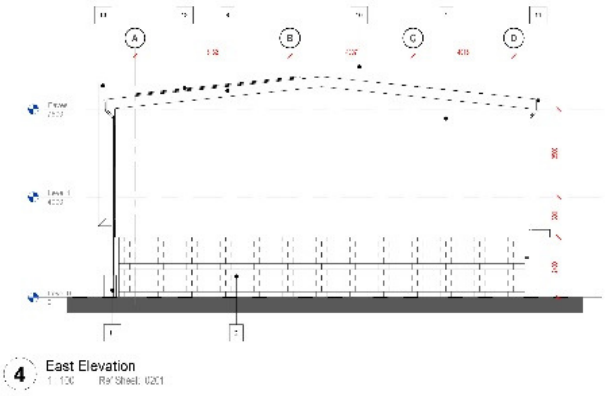


1 South Elevation
1 : 100 Ref Sheet: 0301



3 North Elevation
1 : 100 Ref Sheet: 0301

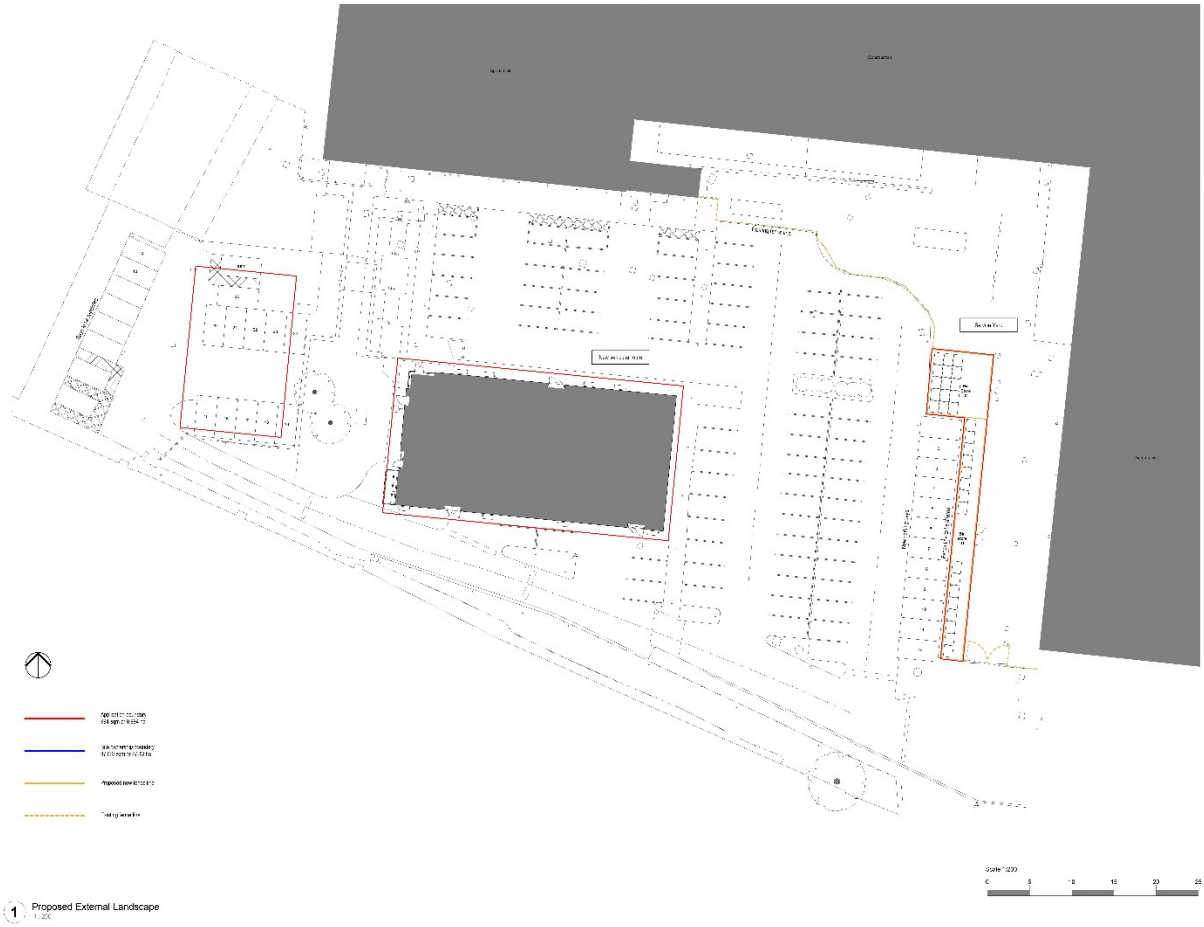




Proposed Elevations

Landscape

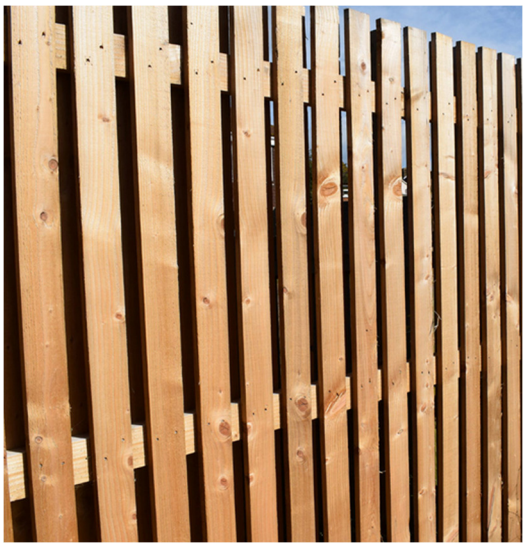
There are a number of trees located to the Southern edge of the car park to the other side of the boundary with the railway, whilst within our site there are three located to the Southeast corner of the car park in planted traffic islands and three located in the rainwater garden to the West of the site. Please refer to the tree constraints plan included in the Arboricultural Impact Assessment carried out by E3P. All trees and planting are proposed to be retained with the exception of a small area of planting to the Southwest corner of the car park immediately adjacent to the new building.



1 Proposed External Landscape

Proposed Site Plan

To mitigate the loss of car parking spaces from the construction of the building it is proposed to accommodate additional spaces in the lower area of car park facilitated by the demolition of the dilapidated Auto Electrical Workshop and along the Eastern edge of the car park by alterations to the existing boundary fence to the adjacent Service Yard. The 2.4 metre high close-boarded timber fence to the Service Yard will be relocated to 4.5m back and new open mesh metal fencing internally will re-align the existing bin stores to allow for an additional 12 spaces, whilst an additional 14 spaces (including an accessible space) will be provided in the lower car park following the demolition of the single storey Auto Electrical Workshop.



Proposed Condenser enclosure fencing:

Timber hit and miss fencing. To be tanalised and treated with clear preservative.



Proposed Service Yard Fencing:

To match existing close boarded timber fencing.



Proposed Bin Store Fencing:

To match existing open mesh metal fencing.

Access

The new Engineering Building will be fully accessible with level entrances throughout. The main entrance is located to the Northwest corner of the building and is covered to offer protection to students when waiting for the workshop to be opened. Students will approach the building from the pavement running around the Northwest corner of the car park.

The main entrance door will be sized to provide a minimum clear opening width of 1000mm providing adequate width for all users. An accessible WC will be provided to both floors for the use of staff and students, and a platform lift will be provided to provide access for all to the upper floor.

Conclusion

The proposed development is a much-needed teaching provision allowing for the consolidation and expansion of the College's Engineering discipline. The design of the new Engineering Building has been developed to suite with the existing facades wrapping around the North and East of the car park, whilst its siting and footprint have been developed to minimise the loss of car parking spaces. The loss of spaces will be further mitigated by the provision of 26 additional car parking spaces following the demolition of the dilapidated Auto Electrical Workshop and the alteration of the existing fence line to the East of the car park.



10architect Ltd
12 Hilton Street
Manchester
M1 1JF

Telephone: 0161 605 0904