DESIGN AND ACCESS STATEMENT

Replacement Cladding and New Loading Bay Doors and Dock Levellers
Warehouse Unit, Stainburn Road, Openshaw, Manchester, M11

Site address	Warehouse unit, Stainburn Road, Openshaw, Manchester, M11 2QA
Local planning authority	Manchester City Council
Application type	Prepared in support of full planning permission
Proposal	Replacement external cladding to match existing, and installation of 5No new dock leveller loading bays and 1No standard level access door to the rear elevation
Document status	Formal submission
Date	17-08-26

1. Introduction

This Design and Access Statement (DAS) has been prepared to support an application relating to a warehouse unit on Stainburn Road, Openshaw, Manchester, M11. The proposal comprises the replacement of external cladding, to match the existing appearance, together with the installation of new loading bay doors and dock levellers to the rear elevation of the building.

This statement has been prepared proportionately, reflecting the minor and low-impact nature of the works proposed. The applicant considers the works to constitute permitted development under Part 7, Class H of the Town and Country Planning (General Permitted Development) (England) Order 2015, and has applied separately for a Certificate of Lawful Use or Development (Proposed) on that basis. This Design and Access Statement is submitted on a precautionary basis, in case the Local Planning Authority determines that an express grant of planning permission is required.

The statement addresses the design principles and concepts applied to the proposed development, and how issues relating to access have been considered, in accordance with Article 9 and Schedule 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2. Site and Surroundings

The site comprises an existing warehouse/industrial unit of steel portal frame construction, located on Stainburn Road within an established industrial estate in Openshaw, east Manchester. The building is served by level access loading doors and is set within a secure, gated site.

The surrounding area is characterised by similar industrial and warehouse premises, reflecting the site's long-standing employment use allocation. The site lies in close proximity to Ashton Old Road (A635) and Alan Turing Way (A6010), approximately two miles east of Manchester city centre.

The building is not listed, and the site does not fall within a conservation area or any other designated heritage or landscape constraint. There are no known Article 4 Direction restrictions affecting permitted development rights at this location. The rear yard is used for vehicle servicing, loading and turning, and a

vehicle tracking/turning circle assessment confirms adequate space is retained for these purposes following the proposed works.

3. Proposal

The proposed works comprise:

- Replacement of existing external cladding, matching the existing panel type, profile, colour and finish;
- Installation of 2No new standard level access door to the rear elevation; and
- Installation of 5No new dock leveller loading bays to the rear elevation, each comprising an access slope extending 26.5 metres from the building line into the rear yard.

The rear elevation of the building is sited 38.6 metres from the rear boundary of the curtilage, leaving a clearance of approximately 12.1 metres beyond the furthest extent of the dock leveller slopes. The new doors and dock levellers are positioned centrally on the rear elevation, well clear of the side boundaries of the site.

There is no increase in the footprint, height, or overall scale of the building. The works are confined to the existing building envelope and rear yard area, and do not involve any change of use.

4. Design Principles and Concept

Use

The unit will continue in its existing warehouse/industrial (B8/E(g)) use. No change of use is proposed or required as a result of these works.

Amount

No additional floorspace is created. The works are limited to the external building fabric and rear yard servicing arrangements.

Layout

The internal layout of the building is unaffected. The rear yard layout is amended only to accommodate the new loading bay doors and associated dock levellers, within the existing operational area.

Scale

The height, footprint and massing of the building remain entirely unchanged. The proposal is restricted to a like-for-like external material change and functional servicing improvements.

Appearance

The replacement cladding will match the existing cladding in material, colour, profile and finish, ensuring the visual character of the building is preserved and there is no discernible change to its appearance from the public realm. The 1No new access door and 5No dock leveller loading bays are of a standard industrial design, consistent with similar installations on comparable units within the estate, and are located centrally on the rear elevation, away from public view and clear of the side boundaries.

Landscaping

No landscaping works are proposed or affected by this application.

5. Access

The proposal does not alter the principal means of access to the site or building. Vehicular and pedestrian access arrangements to the wider site remain as existing.

The new access door and dock leveller loading bays are intended to improve the efficiency and safety of goods handling at the rear of the building, providing level, controlled access for vehicles during loading and unloading operations. This represents an operational improvement over existing arrangements and supports the continued efficient use of the site for its established employment purpose.

No works are proposed to public highways, footways, or existing site access points. Inclusive access to the building for pedestrians and staff is unaffected by the proposal.

6. Planning Policy Context

The proposal is considered to accord with the relevant policies of the Manchester Local Plan and the National Planning Policy Framework (NPPF), which support the retention, modernisation and efficient operation of existing employment premises, provided that development does not give rise to unacceptable impacts on visual amenity, residential amenity, or highway safety.

Given the like-for-like nature of the cladding replacement and the rear-elevation location of the new loading doors and dock levellers, the proposal is not considered to result in any material change to the character or appearance of the site or the wider area, nor to give rise to any adverse impact on neighbouring occupiers or the local highway network.

7. Conclusion

The proposed works are minor in nature, comprising like-for-like cladding replacement and functional servicing improvements to the rear of an existing warehouse unit. There is no increase in scale, no change of use, and no material change to the building's appearance from public vantage points.

On this basis, it is considered that the proposal represents a sustainable and appropriate form of development that supports the continued operational use of the site, and it is respectfully requested that the application (or, where applicable, confirmation that no application is required) be determined favourably.