

DESIGN AND ACCESS STATEMENT

**PROPOSED INDUSTRIAL DEVELOPMENT
(B8 USE CLASS WITH ANCILLARY B1 OFFICE)
AT NEW SMITHFIELD MARKET
WHITWORTH STREET EAST
MANCHESTER
M11 2WJ**

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AS763|DMR|E
Revision A

Prepared On behalf of **Russells Limited.**

By

CUBE architecture and design

1. Introduction

- 1.1. This statement sets out the process that has led to this application and explains the scheme in a structured way. It has been prepared in line with the Town and Country Planning (Development Management Procedure England) Order 2015 in support of a full planning application for a proposed employment development at land New Smithfield Market, Whitworth Street East, Manchester. This statement is to be read in conjunction with all other planning application drawings and reports.
- 1.2. The proposals seek full planning approval for 11,988 sq.m of gross external floor area (GEFA) over two buildings which include a section of first and second-floor accommodation. The planning order use classes are predominantly B8 floor space with ancillary amounts of B1 office floor space to support the Wholesale Warehousing operations.
- 1.3. The proposals seek to deliver high quality industrial premises over two separate buildings to provide temperature controlled storage warehousing for an existing market trader alongside a second unit which will be occupied by an existing North-West Wholesale Warehouse operator who have chosen the market location for the next phase of their business growth strategy.
- 1.4. The two units will include chilled and frozen storage areas and have been designed to suit the needs of, not only the immediate occupiers but also the typical requirements of modern industrial / storage occupiers, this ensures the design of the development (including material selection and construction methods) adopts a sustainable approach which will accommodate most envisaged future industrial operations and extent the building life cycle for both units.
- 1.5. Unit 1 will be occupied by Strawberry Catering who are a family run business with over 60 years of experience in the food industry, specialising in fresh fruit and vegetables, salads, herbs, dairy and bakery goods all of which are responsibly and locally sourced. Strawberry Catering are an existing local employer with premises operating out of premises in East Manchester, however this expansion will allow them to continue their strong performance, driven by superior quality fresh produce alongside expert product and industry knowledge that will further increase the job opportunities in the Manchester area.
- 1.6. Unit 2 will be occupied by Khanjra International Foods, who are an award-winning family run business with over 40 years' experience specialising in food wholesale trading. The business currently operates from a single 75,000 sqft Wholesale Warehouse in Blackburn. The proposed unit at Smithfield Market will become a second unit to increase the Khanjra presence in the north-west region and continue the business growth through the roll-out phased expansion which will enhance the brands position within the food wholesale sector.
- 1.7. Both units will be owner occupied which will ensure the development is implemented without delay creating immediate short and long term employment opportunities in the local area.

- 1.8. The purpose of this report is to set out the intentions of the proposals and to demonstrate how the design appropriately accords with its geographical and planning backgrounds and contexts. This document has been written in accordance with paragraphs 29-30 of Planning Guidance 'Making a Planning Application' and has been undertaken to contain a level of detail which is proportionate to the complexity of this application.

2 Site Location and description

2.1 The application site is a total of 3.54 hectares and is located in the south east corner of the overall area known as New Smithfield Market. New Smithfield Market is the largest wholesale market in the North-West of England occupying a 35 acre site just 4km from Manchester city centre. The eastern section of the site is predominantly an open car park with a small row of terrace industrial units of aging and poor condition. To the west lies the existing market units which are again of aging stock in poor condition. Large sections of these existing units will be removed as part of the proposals.

2.2 The north and west boundaries of the site adjoin the Market while the southern boundary abuts Lawton Street which sits at an elevated level to that of the general market. The southern boundary is demarcated by a palisade fence and landscaped banking which grades to suit the difference in levels which diminish along Lawton Street.

2.3 The surrounding buildings are predominantly of an industrial use and vary in height and condition with some units being of a poor state and nearing the end of their respective design lives. It is expected that this development will be the first phase of a wider regeneration programme of the overall site which would see the market redeveloped into a modern market/wholesale trading site. The predominant use of the buildings across the surrounding area is open storage units, trading halls and self-contained warehousing which all serve commercial traders who supply market produce to the Greater Manchester area and beyond.



Figure 1 Site Location

2.4 The unit immediately outside the south-west corner of the application site is a self-contained storage warehouse which is occupied by, Barton and Redman, for use in their wholesale operations. Barton and Redman are a long standing Manchester business which is family run over several generations and a sister company of Strawberry Catering who operate within the family group company structure.

2.5 The main site constraints are the active foul sewers and associated easements which run across the application site, significant consideration has been given to the location of these during the design process to find a suitable building citing

3 Proposals

- 3.1** The proposals seek approval for a combined total of 11,988 sq.m (GEFA) supported by 174 parking spaces including 12no. disabled parking bays and covered cycle storage. The units will have a section of first and second floor areas which will be used as office accommodation by companies' administration staff.
- 3.2** The ground floor accommodation includes multi chamber temperature-controlled storage areas and ambient wholesale floor space. This is supported by a staff and customer amenity areas which are predominantly situated directly below the first-floor offices. The amenities include WC and canteen staff facilities with a small ground floor offices provided directly from the main entrance / stairwell.
- 3.3** The floor space within the proposed units will be predominantly B8 floor space (Wholesale Warehousing) with smaller amounts of B1 office areas as described previously which support the running of the food storage / wholesale operations.
- 3.4** Externally both units have an open sided canopy which is used for loading / unloading of produce which are vulnerable from inclement weather, these canopies and external storage areas are an essential part of the operation requirements.
- 3.5** The proposals will retain the existing Lawton Street access although this will become a secondary access point used for emergency access and egress only. Typically all access into the site will be from the gatehouse which provides controlled access into the Market off Whitworth Street East.

4 Amount

- 4.1** The proposed development would provide the following amount of accommodation and building mass;

Unit 1

Gross External Area	4,292 m2
Gross Internal Area (B8 Use)	3,695 m2
Gross Internal Area (B1 Use)	446 m2
Haunch Height	12m
Parapet Height	15.7m
Roof Pitch	1.2 Degrees

Unit 2

Gross External Area	7,696 m2
Gross Internal Area (B8 Use)	6,303 m2
Gross Internal Area (B1 Use)	1,119 m2
Haunch Height	12m
Parapet Height	17.05m
Roof Pitch	6 Degrees

5 Scale, Appearance and Layout

- 5.1** The layout of the units across the site have been largely informed by the site constraints and is the most efficient layout that accommodates the unit proportions, parking and servicing requirements for industrial use buildings. The building lines have been largely informed by the surrounding units and southern sewer easement.
- 5.2** Sustainability has been a key driver in the design process with material selections carrying extended design lives with minimal maintenance required. These principles are underpinned by the provision of adequate external areas and parking which will support the development over its envisaged lifetime and suit a variety of occupiers.
- 5.3** The design of the building follows the traditional form synonymous with industrial use and utilises a material palette already prevalent in the surrounding area. The unit colour scheme will be a blend of contrasting greys with white accent cladding. The result of this is a development of enhanced character that offers a distinctive sense of place whilst remaining neutral in colour and contemporary in style
- 5.4** The elevations are further enhanced by the treatment of windows and doors on the predominant elevation which benefit from frames in contrasting colours set within premium cladding or feature brickwork panels, these help to define key architectural elements and offer variety and visual interest when set against the traditional materials palette which are also present on the scheme.
- 5.5** Unit 1 will be constructed from a single span mono-pitched propped portal frame. The pitch of the portal rafters will be set at 1.2 degrees and the haunch height is set to provide the minimum volumetric space required for large scale B2 / B8 use class. The design of the unit and roof pitch provides the most energy efficient design solution a temperature controlled storage warehouse. Unit 2 will be constructed from a dual-span portal frame with 6 degree pitched portal rafters. The design of this unit suits the typical requirements of an industrial storage facility whereby the large majority of floor space is at ambient temperature. Flexibility has been designed into the units to ensure the internal space meets not only today's industrial requirements but also any future market requirement. This is achieved by designing in such a way that allows for a retrofit mezzanine or part first floors to be installed within the existing frame and designing with overall proportions that will suit a multitude of operators.
- 5.6** The internal layout of both units have been designed to suit the specific needs of the incoming occupiers, however having all elements of partitioning as non-load bearing will enable ultimate flexibility for future reconfiguration, these measure will assist to the extend the potential life cycle of the building ensuring the development is delivered with a sustainable ethos.

Proposed Elevations

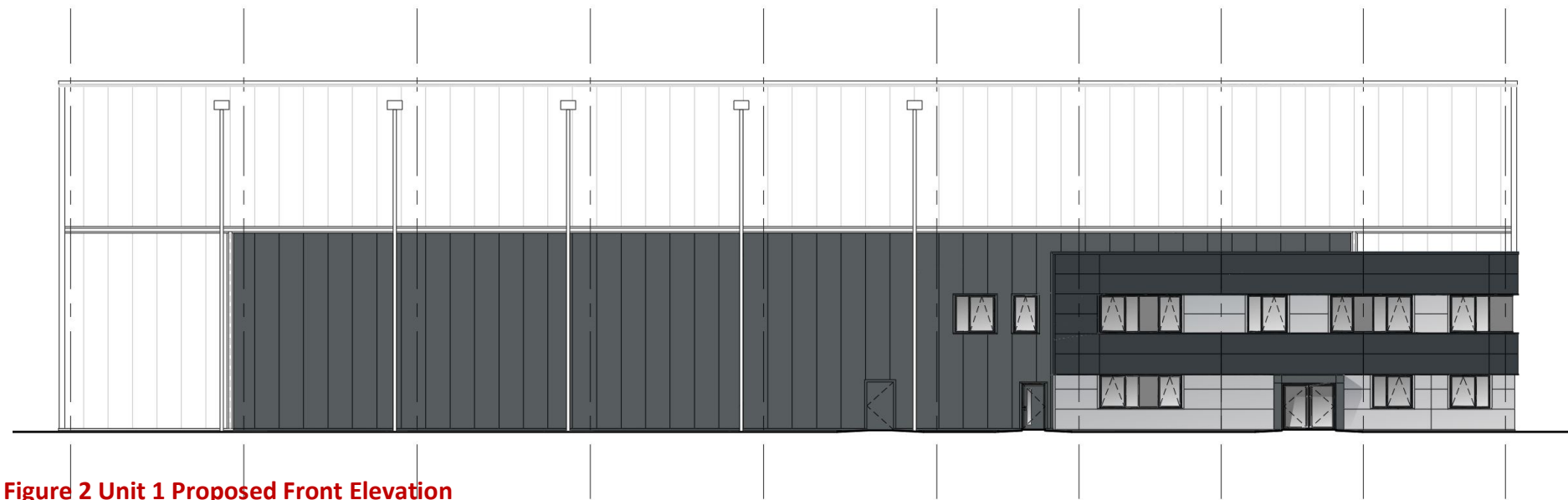


Figure 2 Unit 1 Proposed Front Elevation



Figure 3 Unit 2 Proposed Front Elevation

6 Landscaping

- 6.1** Due the nature of operations external finishes on site are predominantly hard landscaping. Pedestrian zones will be clearly identified through the use of small module concrete paving and / or thermoplastic demarcations with bollard and barrier protection provided as required.
- 6.2** The site does however benefit from generous soft landscaping strips to the external boundary along Lawton Street this will reduce the impact of the development and enhance the street scene through planting from native species where possible to improve the scheme.



Figure 4 Proposed Site Plan

EXTERNAL FINISHES KEY

-  Macadam or Asphalt surface course finish on suitable binder course and sub-base as per S.E. specification
-  Tarmacadam footpath surface course finish on suitable binder course and sub-base as per S.E. specification
-  New road finish to match and feather in to existing on suitable binder course and sub-base as per S.E. specification. Build up to be suitable for HGV's.
-  Existing surface finish to be replaced/repared as required to provide service yard surface to match and feather in to existing yard on suitable binder course and sub-base as per S.E. specification. Build up to be suitable for HGV's.
-  Reinforced concrete yard slab or plant base on a consolidated sub-base as per S.E. specification
-  Gravel surface finish retained in PC edgings as required.
-  Concrete block paving laid in stretcher bond
-  Extent of new 2.4m High paladin fence PPC to RAL 6005 (Green) include for single leaf gate with Push Pad Fire Escape Panic Latch to internal side for emergency egress.
-  Proposed grass areas and planting to separate landscape consultant details / specifications to incorporate native species planting.
-  Broxap Sheffield (or sim') cycle shelter with 4No. Sheffield cycle hoops root mounted to provide 8 cycles spaces. Provide 24 total cycle spaces for development.
-  Designated electrical vehicle charging point (EVCP)
-  Denotes - 168x1800mm Marshalls Rhino service yard bollard-root fixed with class 2 yellow reflective hazard banding

7 Access

- 7.1** National Planning Policy Guidance “Travel Plans, Transport Assessments and Statements in Decision Taking” has been taken into account as part of the application process, in particular paragraph 32 of the National Planning Policy Framework (NPPF) which identifies that developments that generate significant amounts of transport movements should be supported by a formal Transport Statement. As such a Transport Statement have been commissioned and submitted in support of the application.
- 7.2** Bus stops are located approx. 250m from the site on Ashton Old Road which provide access to frequent services into and out of Manchester city centre. The nearest train station to the site is Ashburys Train Station situated 2.1 km away on the Manchester to Glossop line, this equates to a 25 minute walk or 7 minute bicycle journey.

7.3

DDA and Approved Document M compliance are at the forefront of the design process. Level access will be provided into the building through adjusted site levels at recommended gradients. There will be a main entrance door with a clear opening that exceeds 1000mm, all door thresholds are to be level. Accessible toilet facilities are to be provided with all hallways and corridors throughout the development set at a minimum of 1200mm clear width and door openings set to facilitate wheelchair access. Provision for future level access to the first floor office accommodation is achieved by making an allowance in the base build for trimming steels and breakouts for the easy installation of a suitable passenger lift ensuring that all areas of the building can be accessible to users in wheelchairs or with mobility limitations if required.

8 Designing out Crime

- 8.1** The following list sets out possible crime and security risks based on the type of development and nature of the area, and is partly informed by local crime understanding:
- Burglary of building
 - Robbery of possessions from vehicles
 - Theft of vehicles of bicycles
 - Unauthorised access to building and/or private realm
 - Theft and criminal damage during construction period
- 8.2** Pedestrian and vehicular access and exit routes have been kept to a minimum and the main entrance is controlled via the market gatehouse. Enhanced security and surveillance is achieved by situating all access routes directly off the main access roads and is also further enhanced by the market's 24/7 operational hours. All Visitor entrances are kept legible in layout terms and are monitored from one controlled reception area which will be open, well lit and welcoming.
- 8.3** The buildings, car park and entrance doors are highly visible from either the access road, estate road or internal yard with windows to habitable rooms ensuring good surveillance levels are achieved. This will help to deter crime. All external entrance doors, windows and escape doors should be compliant to BS PAS 24.
- 8.4** Perimeter and building mounted CCTV design will be considered as part of the day to day security measures to be implemented by the building occupier.

9 Sustainability

- 9.1** Reduction of materials removed from the site; where possible, with site won material to be re-used during the cut and fill exercise.
- 9.2** The use of natural lighting to minimise use of artificial lighting in daylight hours. Office depth reduced for single aspect windows if applicable. All artificial lighting will be from energy efficient fittings which will utilise PIR and daylight sensors to prevent unnecessary use.
- 9.3** Consideration has been given to promote green travel plans, with on site cycle parking facilities being provided.
- 9.4** The building will be designed to have a life cycle well in excess of 25 years, materials will require minimal maintenance with a collective thermal performance exceeding the standards required by current building regulations.
- 9.5** The construction will be largely from steel / aluminium, materials that can be recycling at the end of the building's life cycle.
- 9.6** Water usage will be reduced through the use of dual flush WC's and flow restrictors throughout.

10 Conclusion

- 10.1 The proposed development constitutes employment use on land designated for such use within the current Local Plan. The proposed development fully accords with all relevant national and local planning policies. The proposal will stimulate economic growth within the surrounding areas and provide increased employment opportunities.
- 10.2 The proposals have been carefully designed to be sympathetic within its surrounding context whilst also providing the end users required functionality. Significant interest has been expressed in the development which will ensure the proposals are implemented with immediate effect, pending approval.
- 10.3 The proposals, fully accord with all relevant planning policy, constitute sustainable development and will create additional employment opportunities within the area. Consequently, there should be a presumption in favour of the development and this application should be approved without delay.