

DESIGN AND ACCESS STATEMENT

CBRE Global Investors

Planning application for reconfiguration of the existing car park, creation of additional spaces and associated works

November 2012

CBRE

DETAILS OF DEVELOPMENT

Name and address of proposed development site:

Ringway Trading Estate
Wythenshawe
Manchester
M22 5LH

Proposed Development –

"Reconfiguration of the existing car park, creation of additional spaces, erection of paladin fence and associated works"

This application is made on behalf of CBRE Global Investors; the proposal seeks the creation of 10 new car park spaces (plus 5 disabled spaces), reconfiguration of a small section of the existing car park and erection of paladin fencing. On this basis a Design and Access Statement is required to form part of the planning application submission.

The proposals will see the removal of small sections of the grassed area in front of units 2-6. The section of parking between units 1A and 7 will be relocated further to the west, on land which again comprises a grassed verge. The reconfiguration of the existing spaces will also involve the erection of a new paladin fence running between Units 1A and 7. Full details of the proposals can be found on the submitted plan reference: 317398/P/001.

Assessment of the surroundings of the proposed development –

The application site is located within Ringway Trading Estate in Wythenshawe, Manchester. The estate comprises a mix of units, occupied by a wide range of tenants. Units 2, 3 and 4 have been vacant for over three years with little interest from potential occupiers in their current state of which the lack of dedicated parking facilities has been a factor.

To the north of the site lies a parcel of undeveloped land and the Atlas Business Park. Shadowmoss Road lies to the west of the site, beyond which is an existing residential estate. Works associated with the extension of the Metrolink are proposed for Shadowmoss Road.

The undeveloped land to the south and east of the site has been identified by the Council for development associated with the expansion of Manchester Airport.

The minor sections of land proposed for the car park reconfiguration and additional spaces comprise grassed verges. The ecological value to these small parcels of landscape is very low.

DESIGN COMPONENTS

Proposed Use –

The proposed development will comprise only minor alterations to the site involving the southern area of car parking. None of the existing buildings will be impacted by the scheme.

The reconfiguration of a section of the car park and removal of minor parcels of grassed land will provide greater flexibility for potential occupiers to park directly outside their units and offers new disabled parking facilities. Relocating the existing parking spaces further towards Shadowmoss Road will generate more turning space for vehicles within the car park.

Amount and density of development –

The proposed new alterations to the car park comprise of small-scale development as illustrated on the submitted plan:

- 317398/P/001: Car Park – As Proposed.

Layout –

The location of the existing buildings and internal layout of the car park are shown on the submitted plans, (see plan reference: 317398/E/001).

The proposed alterations to the car parking, new car spaces and fence are illustrated on plan reference: 317398/P/001.

The proposals will not involve any alterations to the layout of the Trading Estate units or the main access point into the site.

Scale –

The proposed scheme involves only minor development, comprising the erection of a small section of paladin fencing, relocation of 11 spaces, creation of 10 new spaces and 5 disabled spaces.

The scale of the proposal is considered wholly appropriate against the surrounding units within the Trading Estate.

Appearance –

The materials and appearance of the proposed development are to match with the existing ones found on site to ensure there is no impact on the visual appearance of the Trading Estate.

The appearance of the proposed scheme is in keeping with the character of the Estate and therefore is considered appropriate.

ACCESS COMPONENTS

Technical advice –

No technical advice on access issues has been taken.

Relevant Policies -

The relevant plan is the Core Strategy which was adopted by Manchester City Council in July 2012. It sets out the Council's vision for Manchester from 2012 to 2027.

Whilst the Core Strategy replaces the adopted Unitary Development Plan (UDP), there are 'saved' policies within the UDP that are yet to be superseded. For the purposes of this proposal, both documents have been considered and policies of relevance for the site and its surroundings are set out below:

Manchester Core Strategy

- The site is located in Wythenshawe and therefore falls under Policy H7 which relates to residential development for the area and Policy EC10 which identifies Ringway Trading Estate as an existing employment site and sets out the Council's intentions to extend the Metrolink along Shadowmoss Road.

- The land directly to the south of the Estate has been allocated under Policy MA1: Manchester Airport Strategic Site, meaning it has been safeguarded for future development as part of the expansion of the airport.

Manchester Unitary Development Plan

- The land to the north is allocated within the UDP under 'saved' Policy EW11 which states that the site is suitable for redevelopment for B1 Uses.

The proposed scheme comprises only minor-scale development that will enhance the Trading Estate and provide improved facilities and safer parking arrangements for the occupiers of the adjacent units. It is hoped this enhancement will help to attract new occupiers for the units which have been vacant for a number of years.

It is therefore considered that the proposals accord with the relevant Planning Policies within the Council's adopted Core Strategy and 'saved' UDP.

Degree of access

The main access point into the Trading Estate, off Shadowmoss Road is via Mollington Road which will not be impacted by the proposed development.

The access points into the individual units will also not be altered by the proposals.

The proposed new spaces will be located in close proximity to the units entrance points and therefore will be easily accessible for all.

Future access requirements

The proposal will have no impact upon future access requirements for the site. The location and layout of the spaces has been designed to ensure it is not detrimental to the existing units or to be in conflict with current car parking arrangements.

Emergency access

The proposal will not impact upon emergency access to the site.