Quattro Park, Pottery Lane / Redgate Lane, Manchester

Outline application for a PDSA Pet Aid Hospital

Design, Access and Sustainability Statement

May 2013

QUORUM

AEW aewarchitects.com

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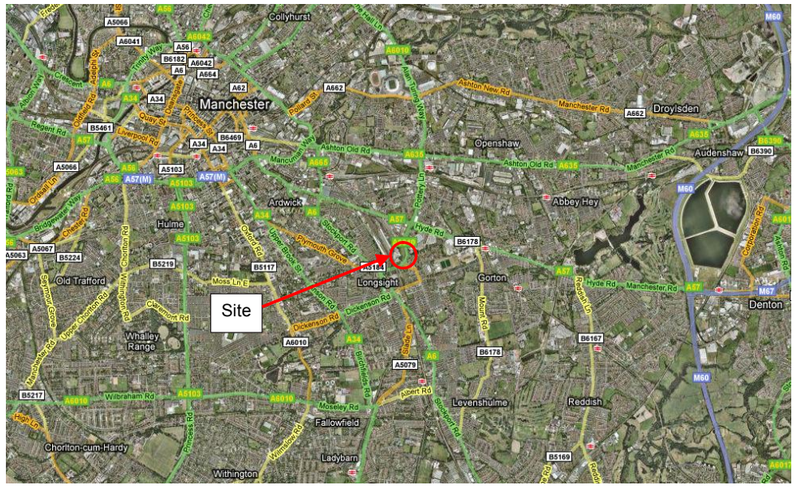
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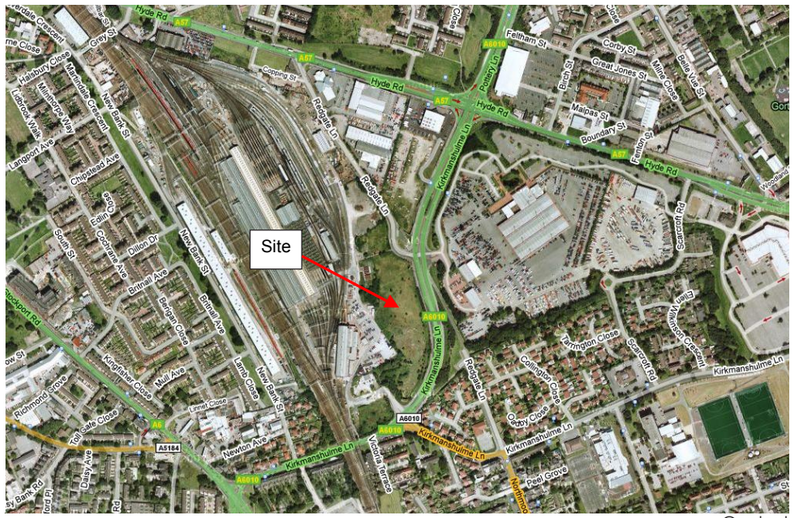
Design, Access and Sustainability Statement, May 2013
Written by AEW Architects
Prepared for Quorum Property

All figures and drawings within this statement are provided for illustrative purposes only and are not to scale

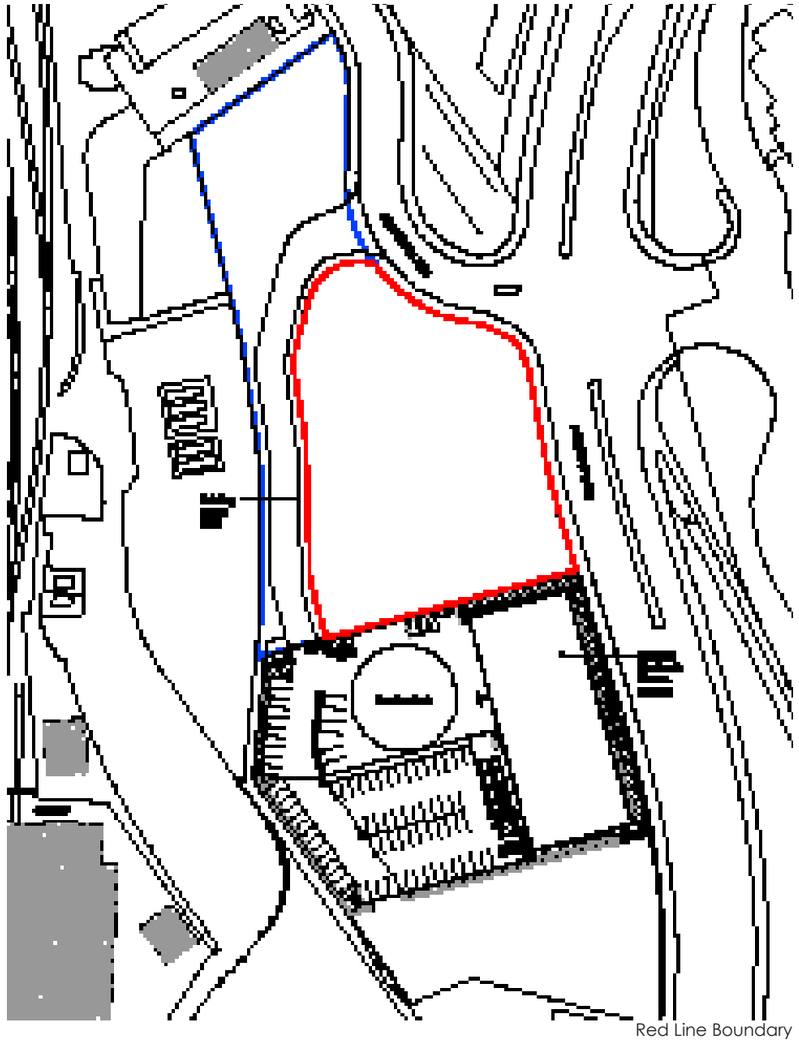
Introduction



Context



Context



Red Line Boundary

Application
This Design and Access Statement has been prepared by AEW Architects on behalf of Quorum Property to support an Outline application for a PDSA Pet Aid Hospital. The application site is positioned within Quattro Park, off Redgate Lane, Manchester.

This Outline application seeks to reserve all matters.

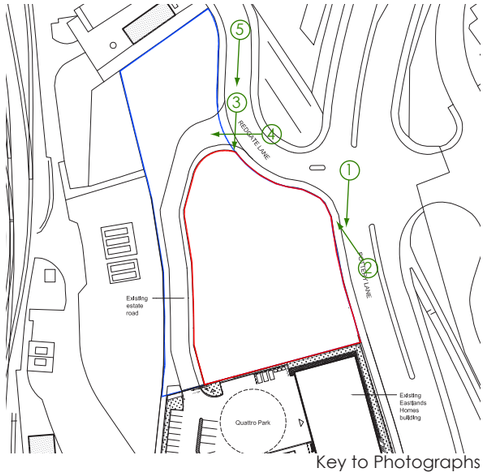
The application is made by Quorum Property; an active, established property company in the North West of England, focusing primarily on the promotion of development opportunities within the Greater Manchester conurbation.

With this application Quorum Property aspire to continue the development of Quattro Park on a site which is promoted by Manchester City Council as a primary approach into East Manchester.

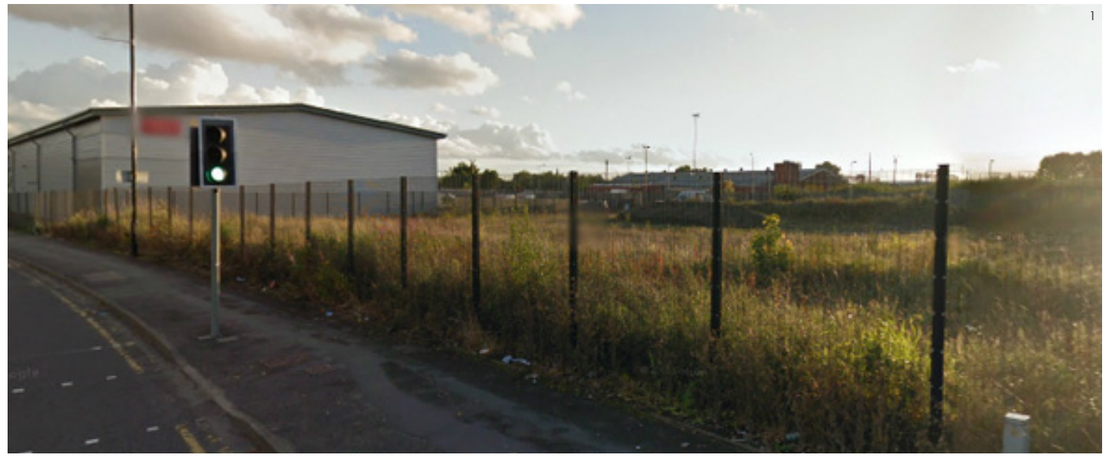
Design and Access Statement
This Design and Access Statement has been written in accordance with the guidance provided within CABEs *Design and Access Statements: how to write, read and use them* and Manchester City Council's guidance on Design and Access Statements. It is set out in ten further sections as follows:

- Context; provides a written and illustrative analysis of the application site and surrounding area
- Planning Policy Framework; identifies the relevant planning history and the planning policy framework from Manchester's development plan
- Use; describes the proposed use and how it complements the uses within the surrounding area
- Quantum and Scale Parameters: describes the approximate footprint area of the unit and the upper limit of the proposed height of the building
- Indicative Layout; describes the proposal in terms of the relationship between the unit and public spaces surrounding the site
- Appearance and Landscape Principles; describes the appearance of the unit that will result from the detailing and materials proposed and highlights the proposed landscape strategy
- Sustainability; identifies how sustainability and BREEAM accreditation may be approached
- Movement and Inclusive Access; identifies the ease of movement to and from the site and identifies the design principles which have been adopted to ensure an accessible development

Context



Key to Photographs


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Location
The 0.46ha application site is positioned on an area of land identified as Quattro Park.

The site is 2.3km south east of Manchester city centre at a strategic location on one of the primary approaches to East Manchester and situated close to Longsight District Centre.

Quattro Park is located on land off Redgate Lane but fronting Pottery Lane. To the north of the site Pottery Lane connects with Hyde Road (A57) and Ashton Old Road (A634), both major radial routes linking the city centre with the M60 orbital motorway and national motorway network.

At its junction with Ashton Old Road, Pottery Lane becomes Alan Turing Way, forming part of the Intermediate Ring Road. There are excellent bus links along Pottery Lane, whilst the nearby Hyde Road and Stockport Road are both Quality Bus Corridors.

Surrounding Area
The area surrounding the application site is mainly industrial and commercial, with some low rise housing areas more distant from the site.

The commercial properties are typically modern, metal clad units with pitched roofs and limited areas of masonry or feature panels. The closest residential properties are more than 100m away from the proposed building, to the south east of Pottery Lane. These are post-war brick built properties, though closer to Longsight and the A6 the character of housing is more of terraced housing from the 19th century. The area is dominated by the rail maintenance depot to the west, and a large car auction centre to the east of Pottery Lane.

Quattro Park
Quattro Park is allocated for B1 commercial / business use in the Manchester Unitary Development Plan (Area 12 policy LL8) and it is considered that this would be the preferred use for the application site. The policy is designed to attract employment and to increase job opportunities in the city. It is a strategically important and very accessible site where a high quality development is required in order to ensure that economic development contributes to the quality of the city's overall environment.

The development of the Eastlands Homes unit and access road into the park from Redgate Lane was the first phase of development within Quattro Park.

Application Site
The application site occupies the first plot into Quattro Park and is bound by Redgate Lane and the park's access road.

It currently comprises rough grass land and shrubs and is bounded by a paladin fence.

The Eastlands Homes unit is positioned adjacent to the application site to the south.

Planning Overview

Planning History
The planning history for Quattro Park consists of the following applications which relate to the development of the Eastlands Homes unit just south of the application site, and the access road into the park off Redgate Lane:

Application ref: 090386
Development description: construction of a part single storey / part two storey building to form storage warehouse, office and staff facilities (Use Classes B1 and B8) with ancillary car parking and landscaping and creation of new vehicular access point and vehicular route across existing public footpath
Decision: Approved with conditions on 01/10/2009

Application ref: 093066
Development description: retrospective application for the erection of 2.4m high paladin fence to secure open land in connection with construction of industrial unit
Decision: Approved 24/06/2010

Application ref: 093543
Development description: Non Material Amendment to application ref: 090386/FO/2009/N2 for alterations to west elevation for repositioning doors, exit door opening and lighting height to west and east elevations
Decision: Approved with conditions on 21/07/2010

Planning Policy Framework
The site specific Development Brief which was prepared for the marketing of Quattro Park states that the development of the park should take into consideration the aspirations of the Manchester Community Strategy (MCS) which is one of the key mechanisms for delivering improved public services in the city. Its main role is to promote and improve the economic, environmental and social well-being of Manchester and its communities.

The Manchester UDP provides the statutory planning framework for the city. Part One Employment and Economic Development Policy I1.1 states that the Council will ensure the allocation of a range of sites in terms of size and appropriate location for a variety of different commercial and industrial development purposes in order to maximise new employment opportunities. It goes on to state that priority will be given to promoting economic development in the northern, eastern and central parts of the city and to the development of derelict land and buildings. Whilst the proposed use is classified as *sui generis* both the above points are of relevance to this application since the development will create jobs and is itself a commercial enterprise. Accordingly, other policies referred to in this review whilst specific to industrial or commercial development, are also relevant to this proposal.

The site is allocated for B1 commercial / business use in the Manchester UDP under area policy LL8. This policy is intended to attract employment and increase job opportunities in the city. Policy LL1f encourages commercial development in places where no detriment will be caused to the amenity of local residents. The proposed building, located in a mature commercial area, and separated from major housing areas by the intermediate ring road, is appropriately located in this regard.
Policies E3.2 and E3.3 encourage the redevelopment of derelict sites and seek to upgrade the appearance of the city's major radial and orbital road and rail routes. The proposed scheme will deliver benefits in both aspects of this policy. On a related theme, Pottery Lane has been identified as a major environmental improvement corridor in the Area 12 Proposals Map of the UDP. This application inherently contributes to this aim.

In UDP policy I2.1, the council seeks to ensure that new commercial and industrial development is fully accessible by all forms of transport. This is discussed in the Access chapter of this statement below. Transport Policies T1.2 and T3.9 promote offsetting the dependence of the private car and encouraging the use of public transport. Being located close to the communities it serves, and lying on a bus route between two designated quality bus corridors, this scheme is in line with these policies.

Policy I3.1 states that new commercial and industrial development will be expected to be "of a good standard of design and, where appropriate, include suitable landscaping treatment". How the submitted scheme responds to this policy is covered in subsequent chapters of this statement.

Environment policy E1.5B seeks high standards of energy efficiency in new development. The Statement on BREEAM section of report provides details on how the proposed building will be sustainable. Policy E1.6 requires materials used in new buildings to be environmentally friendly wherever possible. This issue is covered in later chapters of this statement.

Policy DC9.1 requires that all new commercial buildings, and the environments in which they are set including parking areas, meet high standards of accessibility. The proposed scheme will be constructed in compliance with the city council's Design for Access 2 document.

A Guide to Development in Manchester 2, which is non-statutory guidance approved in June 2005 sets out expectations and principles for design such as:

- Buildings should relate well to each other
- Buildings should front onto streets
- Achieving environmental sustainability
- The impact of car parking areas should be minimised
- Safety and security are vital elements of the urban area
- Site boundaries should contribute to the street scene
- New development should fit into the fabric of surrounding neighbourhoods
- Trees and planting are important elements of new developments

The proposed scheme seeks to deliver on these principles as far as is practical and deliverable.

The Design for Access 2 manual promoting standards in relation to access for disabled people, which is supported by Policy DC9.1 above, will be complied with by this scheme.

"Manchester Green City"- It is a stated aim of the council for Manchester to become Britain's Greenest city, and this aim has been enshrined in UDP policies (particularly E1.5b and E1.6) and in A Guide to Development in Manchester 2.

Use

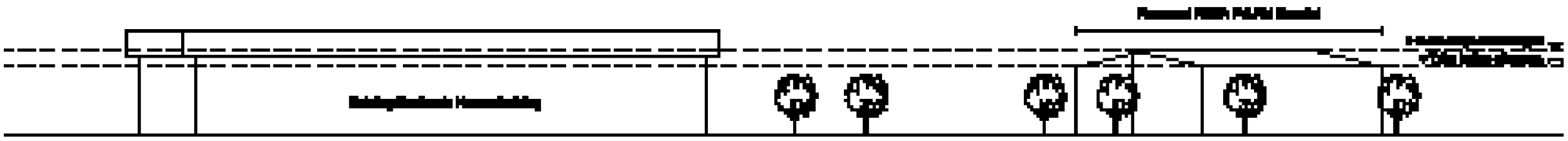
The Outline application seeks approval for a PDSA Pet Aid Hospital. This is classified as *sui generis* in the Use Classes Order. The development will take place on land designated for B1 commercial / business use in the Manchester UDP however the pet hospital will create jobs and is itself a commercial enterprise, and thus accords with the UDP.

The proposal will be set within a predominately commercial area surrounding by a range of units of different sizes and functions. Housing is positioned nearby but is sufficiently distanced from the application site via the ring road to be affected by this proposal.

Quantum and Scale Parameters

The proposed building footprint is approximately 649sqm and the proposed ground floor gross internal area is approximately 612sqm.

The maximum height of the proposed PDSA unit will be no higher that 7.5m to the eaves and 9.5m to the ridge. This proposed height broadly reflects, and is slightly lower than, the Eastlands Homes unit to the south of the application site.





Indicative Layout

The vehicle and pedestrian access point into the application site is taken off the Quattro Park access road, leaving the site boundary with Redgate Lane and Pottery Lane undisturbed. The entrance into the site leads to the rear and side car park.

The proposed unit is positioned close to site entrance and will provide active frontages at the Redgate Lane / Pottery Lane junction, with the rest of the key frontage being landscaped to reflect this important corridor.



Indicative Site Layout

Appearance and Landscape Principles

The appearance of the proposed unit will broadly relate to the existing Eastlands Homes unit in terms of the materials pallet, although the colours of the external cladding are likely to reflect the PDSA brand. This will ensure that there is a consistency of materials within Quattro Park but variety created through the application of different colours and articulation of materials.

There are few trees within the application site, and these are generally low-quality self-seeding trees which have grown since the site was cleared for development some years ago. They are mostly self-seeded birches of little ecological and no amenity value.

The impact of the development of Quattro Park on the ecology of the site has already been discussed with officers during pre-application consultations, and this has informed the scope of the surveys and reports which were undertaken prior to the development of the Eastlands Homes unit. The limited quality of trees on site means that these should not be the focus of any detailed survey work.

New ground cover planting is proposed to the perimeter of the plot. Specimen trees will be provided in locations derived from the detailed site layout at the reserved matters stage to provide a coherent frontage to Pottery Lane and the site entrance.

Hard landscaping will be appropriate to its function and location, and specified in detail at the reserved matters stage.



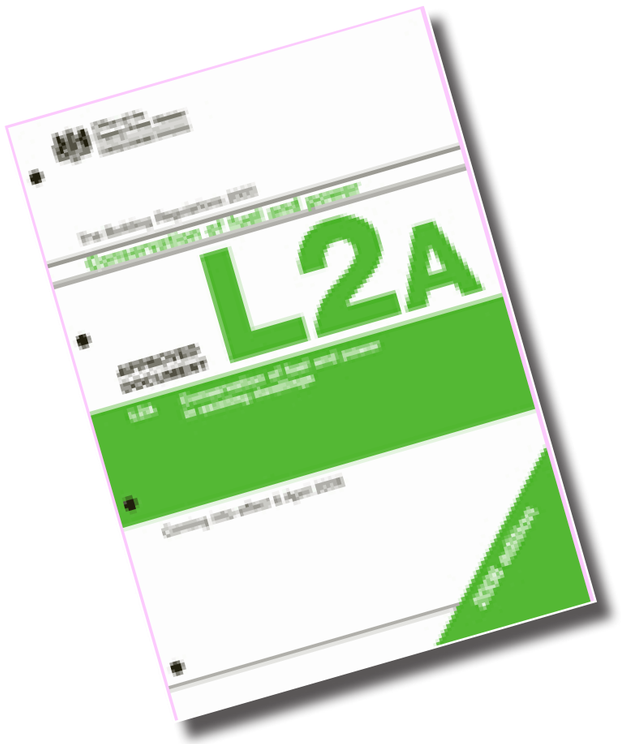
The Existing Eastlands Homes Unit



An Example of a PDSA Pet Aid Hospital

Sustainability Statement





Statement on BREEAM
Given that this is an Outline application a BREEAM pre-assessment cannot be carried out since there are no details on which to base the assessment. However, this section of the Design and Access Statement states how the building will be sustainable.

A BREEAM pre-assessment will be carried out prior to the reserved matters submission. It is anticipated that the BREEAM pre-assessment will demonstrate the proposed development can achieve a "Good" rating.

Passive Solar Design
Consideration will be given within the overall reserved matters submission design strategy to the incorporation of passive design principles such as building orientation, form, layout / internal organisation, solar gain / shading, daylighting and the size and position of apertures to minimise energy use and thereby reduce carbon emissions.

Whenever possible the dependence of the building's mechanical and electrical plant to maintain internal environmental conditions shall be reduced by passive design.

Water Use
A series of measures shall be considered at the reserved matters stage to reduce water consumption in the building.

Lifetime Buildings
Consideration will be given to Life Cycle design, with the lifespan of external finishes maximised. The use of paints and other products requiring frequent maintenance will be minimised.

Embodied Energy
Where possible 'The BRE Green Guide to Specification' (A and A+ ratings) will be followed for the selection of materials, including consideration of their embodied energy and the incorporation of as much local sourcing as possible to reduce transport costs, environmental impacts and support the local economy.

All the phases of a product's lifecycle (e.g. production, transportation, maintenance, running costs and disposal etc.) shall be considered when determining its cost and environmental impact.

Re-use and Recycling
Materials with a higher recycled content will be considered where suitable for purpose and commercially viable.

Consideration will be given to the future demolition and recycling of the building envelope and structure.

Site Waste Management
The design team shall identify and implement options to eliminate or reduce waste.

Local and Sustainable Sourcing
Where practical materials and labour will be sourced from local suppliers to minimise transportation and enhance benefits to the local economy. Contractors will be EMS accredited.

Movement and Inclusive Access

Location
In the vicinity of the site the A6010 Pottery Lane/Kirkmanshulme Lane is a dual carriageway with two lanes in each direction and is subject to a speed limit of 30mph. Adjacent to the north east corner of the site the A6010 forms a signal controlled crossroads junction with Redgate Lane to the west and the access to the BCA site to the east. Both Pottery Lane approaches to the junction are provided with dedicated right turn lanes. Redgate Lane has a single lane approach to the junction whilst the BCA access is some 7m wide although not formally marked as two lanes.

Around 80m south of Redgate Lane the central reserve stops and Pottery Lane becomes a four lane single carriageway.

Redgate Lane meets Hyde Road approximately 400m to the north-west of its junction with Pottery Lane, forming the minor arm of a priority junction.

400m to the north of the site, Pottery Lane forms a signal controlled cross-road junction with the A57 Hyde Road which is a major arterial route linking Manchester city centre with the M60. Around 260m further north of the junction with Hyde Road, the A6010 Pottery Lane forms another signal controlled cross-roads junction with the A635 Ashton Old Road and from this point is called Alan Turing Way.

To the south of the site the A6010 Pottery Lane becomes Kirkmanshulme Lane, and some 300m south of Redgate Lane forms a signal controlled cross roads at which the northern, eastern and southern arms are all called Kirkmanshulme Lane. Belle Vue Avenue forms the western leg and provides access to a business park including Longsight Rail Depot.

Access by Public Transport
Hyde Road is a bus priority corridor and there is a westbound bus lane to the west of the junction with Redgate Lane, and the A6010, south and west of the belle Vue Road signals is also a bus route. The nearest stops to the site on Hyde Road are approximately 400m to the north whilst the nearest stops on the A6010 on Pottery Lane are 300m to the south. During weekday daytimes 14 services an hour run in each direction along Hyde Road, whilst 3 an hour run along the A6010.

The nearest railway station is Ashbury, located some 1km from the site. The station is primarily served by the Manchester Picadilly – Hadfield/Glossop and Manchester Picadilly– Rosehill/Chinley lines, which provide up to 7 services per hour, whilst additional peak period services are also provided by the Manchester – Sheffield line.

Pedestrian and Cycle Access
There are footways along both sides of both Redgate Lane and Pottery Lane. There are pedestrian facilities on all arms of the signalised Redgate Lane/Pottery Lane, junction each with road studs, dropped kerbs and central refuge islands. Similar uncontrolled facilities are provided at the junction between Kirkmanshulme Lane and Belle Vue Road to the south of the site whilst full signal controlled pedestrian facilities are provided at the junction between Hyde Road and Pottery Lane.

The nearest bus stops to the site are located on Kirkmanshulme Lane 300m to the south, additionally there are stops 400m to the north on Hyde Road. The shops and amenities of Longsight, approximately 600m away, are also within reasonable walking distance of the site.

The Institution of Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' [2000] describes acceptable walking distances for pedestrians when commuting, suggesting 2000m to be the preferred maximum. Within 2000m of the site there is a large residential areas in places including Openshaw, Gorton, Levenshulme and Ardwick There are dedicated cycle lanes along both sides of Pottery Lane, to the north of the junction with Redgate Lane, whilst there is a westbound bus, cycle and taxi lane on Hyde Road to the west of the junction with Redgate Lane. There are also further advisory routes through the residential area to the south of the site, whilst the A6010 is signposted as a cycle route to the south of the junction with Stockport Road.

Cycling has the potential to be a substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. The area within 5km of the site includes Manchester city centre and includes the majority of areas within the M60 orbital to the east and south of the city centre.

Parking
The development will be supported by a number of car parking spaces to be agreed at reserved matters stage including accessible spaces positioned closest to the entrance into the unit.

There are no parking standards for the proposed *sui generis* use.

Inclusive Access
The end users of the building will be encouraged to adopted an approach that will incorporate measures to facilitate access and use by all people who will work and move around the development including disabled people with mobility, sensory and cognitive impairments. Inclusive access will be encouraged by ensuring that:

- The development is able to be accessed by all potential visitors, regardless of age, gender or any disabilities which they might have
- The external environment, including the location and orientation of entrances, will be legible and not act as an impediment to any potential users
- The internal building environments can be successfully and safely used by all potential users of the buildings
- Where possible, opportunities will be taken to utilise colours, materials, textures and the treatment of space to assist in the legibility and aesthetic value of the development and to improve design standards overall

The following guidance documents have been referred to in the development of the proposals and will continue to be consulted throughout the detailed design stage:

- Approved Documents S, K and M of the Building Regulations, 2013
- BS9999: 2008 Fore Safety Code of Practice for the Design Management and Use of Buildings
- BS8300: 2009 and A1: 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice
- Design and Access Statements: How to write, read and use them, The Commission for Architecture and the Built Environment (CABE), 2006

As required by the Development Brief for the site, this application will seek to comply with Manchester City Council's Design for Access 2 manual. A level threshold will be provided to the principle entrance and other external doors.