Design and Access Statement

Land at Sharston Industrial Estate
Selwyns Travel Ltd.

December 2012

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1. Introduction

1.1 This design and access statement is submitted on behalf of Selwyns Travel Ltd in support of an application for the change of use and minor alterations of land at Sharston Industrial Estate to comprise a Bus Depot with offices and associated works.

1.2 This statement seeks to provide justification and information required in order for Manchester City Council to be in a position to deem the proposals acceptable and grant planning consent. The DAS should be read in conjunction with the accompanying planning statement and other technical reports that have been submitted with this planning application.

1.3 The statement will incorporate the following topics;

- Site Context;
- Policy Background;
- Design Principles – Use, Layout, Scale, Appearance, Amount, Landscaping, Access and Parking.

2. Site Context and Proposals

Site Context

2.1 The site currently comprises an industrial warehouse/workshop to the front with associated offices. The site is accessed to the south of this building where a hard surfaced area comprises the remainder of the site to the south and east. The boundary is secured by a mixture of boundary fencing.

2.2 The site lies on the Western edge of Sharston Industrial estate on Parston Road accessed via Bradnor Rd. and Sharston Rd. Adjacent uses include Arla Foods Distribution Centre to the South and Derelict offices (c.1960's) to the North. To the rear

of the site a mature tree line separates the residential development beyond.

Summary of Proposals

2.3 The Scheme seeks: *Full planning permission for a bus depot and associated works on land at Sharston industrial estate.*
2.4 The existing industrial building and associated offices are to be retained on the site. Site access is not proposed to change.
2.5 The main components of the planning application comprise;

- A servicing area will be developed within the existing former Industrial building, as well as offices and staff facilities;
- Installation of Flues for ventilation from the paint shop area;
- Installation of a fuel tank; below ground interceptor and coach wash in the service yard, as shown on the proposed site plan (Drawing No. 8);
- Upgrades to the boundary gating at the front of the site, as well as the instillation of a number of roller shutters on the external entrances to the building and security lighting.

3. Policy Background

3.1 Local planning policy is set out in Manchester's Unitary Development Plan, adopted in 1995.
3.2 A detailed assessment of the proposals against national, regional and local planning policies is set out within the accompanying Planning Statement which is submitted as a part of the application package. Local Planning policies relevant to design, layout and access are considered below.

Local Planning Policies

The Unitary Development Plan (1995)

3.3 The proposed development site is unallocated, however a number of policies are of relevance to the proposal;
3.4 Policy I3.1 relates specifically to new industrial and commercial developments and seeks to ensure good standards of design and landscaping in new commercial and industrial developments.
3.5 The proposal seeks to improve the physical appearance by refurbishing existing buildings on the site.
3.6 Policy I2.1 seeks to ensure that new commercial and industrial development is fully accessible by all forms of transport and, in particular, is adequately served by the public transport network.
3.7 The proposal is in a highly accessible location served by a good bus service as well as being in close proximity to Gatley Railway station, 500m to the east. The site is also in close proximoty to the consented Metrolink Airport Extension.
3.8 Policy I1.7 states the council will seek to upgrade older industrial areas and estates, and work with existing occupiers and applicants to improve the environment of these areas.
3.9 The proposal will significantly contribute towards the overall objective of upgrading the industrial area, by creating a more attractive environment through the continued use and management of these premises, in line with council policy.

Guide to Development in Manchester SPD (2007)

3.10 This document sets the design and access expectations of the council for development proposals in Manchester. Detailed UDP Development Control Policies including DC9.1 deal with the more specific requirements within both housing and

employment related uses.
3.11 DC9.1 states that the Councils aim for all new commercial and industrial buildings and the environments in which they are set, including car parking areas, to meet high standards of accessibility for disabled people. This includes adaptation of existing buildings unless practical considerations dictate otherwise.
3.12 The site will not be generally accessible to members of the public given the nature of the site use/operations, however level access to the buildings will be provided and therefore accessible to disabled people.

4. Design Response

4.1 This section of the statement provides a description of the main design objectives that have informed the scope and layout of proposals. This section should be read in conjunction within the application drawings and further supporting documentation as detailed in the accompanying planning statement.
4.2 The application is submitted in full and therefore the following section sets out the design principles that have been followed in developing the scheme.

Design Principles

4.3 The following key principles for the development have been identified from the detailed assessment of the site and surroundings and an evaluation of issues and opportunities which guide the proposal.

Use

4.4 The site is currently occupied by a former Industrial processing building with the majority of the site covered by hard standing. The proposal for use as a bus depot seeks to bring back into use this former industrial building and resurface part of the hard standing area. The proposal is wholly consistent with the surrounding uses in an industrial employment area.

Layout

4.5 The proposed development does not include any significant changes to the site layout.. The site layout (Drawing 8.) shows the positioning of a vehicle wash facility and fuel tanks. These have been positioned within the site to avoid any potential impact on neighbouring uses. The proposal seeks to retain the active frontage of the development, reinstating the existing office entrance.

Scale

4.6 As previously stated the proposal does not seek to change to scale of existing buildings on the site. The addition of 3no. stack pipes to the rear of the existing buildings are proposed, to be no higher than 3000mm above the height of the existing pitch. This scale is wholly consistent with the industrial context in which the site is situated.

Appearance

4.7 The proposals includes the refurbishment of the existing industrial building, including new goosewing grey cladding and rendering. New roller shutters are proposed to the front and side entrances of the existing building (drawing 5.). These improvements will enhance the visual amenity of the site, furthermore the material used will match existing.
Figure 1 View of Service area and rear of existing building

Amount

4.8 The proposal seeks to re-use the existing Industrial buildings on the site, and does not create any additional floorspace. Minor alterations to the internal layout of the main building are proposed in order to maximise the efficiency of the available floorspace

and allow the effective operations of the business.

Landscaping

4.9 Improvements to the service yard are proposed, including the upgrading of the surfacing in line with the submitted plans (drawing 8). In addition improvements to the external entrances are proposed, including the addition of roller shutter doors and electronic gating to the service yard. These improvements will improve the visual appearance of the development and enhance site security.

Access and Parking

4.10 The site benefits from a highly accessible location. The access point is to remain unchanged. The traffic generation has been assessed in accompanying transport statement.

5. Conclusion

5.1 This DAS has clearly demonstrated the design process that has been undertaken throughout the development of the proposed scheme. The proposed development will enhance the visual amenity of the surrounding area by providing a well designed employment generating operation on the site.

5.2 The proposals accord to Manchester City Councils Planning Policy guidelines in relation to design and access, and contribute towards the councils aims of regenerating the area.

5.3 Taking account of all supporting information, there is no reason why planning consent should not be granted.