

Tower House
10 Southampton Street
London WC2E 7HA
T +44 (0)20 7240 7766
F +44 (0)20 7240 2454
W scottbrownrigg.com

Manchester Business Park - Plot 3500

Design and Access Statement

Prepared on behalf of:
Goodman UK Limited

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Contents Amendment Record

This report has been issued and amended as follows:

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1	-	D&A Statement	18/06/08	IW	MS

Note
This report, together with further reports accompanying this application relate to the present situation and may be subject to supplementary information as discussions progress with the Local Authority.

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1.0 Introduction

The Statement

This Design and Access Statement has been prepared on behalf of Goodman UK Ltd, the applicants, in support of a Reserved Matters Planning Application for a B1 office development on land known as Plot 3500 located within Manchester Business Park. Plot 3500 shall hence forth be known as the site.

The purpose of this Design and Access Statement is to ensure that the development of the site is carried out in accordance with best practice approaches to urban design and place-making and follows principles set out in Central Government guidance and Manchester City Council's Guidance.

This Design and Access Statement accompanies the Reserved Matters Application for the

"Development of a B1 office unit at Plot 3500, Manchester Business Park"

This report should be read in conjunction with the following submitted documents

- BREEAM Pre-Assessment Report
- Landscape Strategy
- Application Drawings



Figure 1.1: Site Context Plan

2.0 Site Context and Analysis



Figure 1.2: Site Location Plan

Site Location

The site is located to the south of Manchester and occupies a strategic location immediately north of Manchester International Airport and directly adjoins the motorway link between the airport and the M56 (Junction 5). The site is located to the north of the roundabout linking Ringway Road West and Aviator Way, which provides access to the M56 to the west.

The site area is 0.77 ha

Surrounding Land Uses

Land to the south of the site is occupied by Manchester International Airport. The site is bounded to the north by currently vacant plots that make up Manchester Business Park. Further to the north the park is bounded by Woodhouse Park residential area. To the east the site is bounded by the Plot 3000 development. Further beyond to the east the park is again bounded by Woodhouse Park residential area To the west the site is bounded by further vacant land and is bounded by local roads Thorley Lane and Bailey Lane

Landscape

The site is generally level with mature hedgerow and trees to the Northern boundary and more recent tree planting to the south associated with the Ringway Road West roundabout.

Movement and Access

The site has excellent access via private transport from the motorway network via Ringway Road West and Aviator Way, and benefits from close proximity to the airport and railway station.

Manchester city centre is accessed via the M56 and then north via the A5103.

Legibility

The local skyline is characterised by a wide range of buildings that surround the site. To the east office development at 5 storeys neighbour the site. To the south the site is bounded by Manchester International Airport which varies in form and scale throughout. To the west the site is bounded by vacant land with car parking beyond and residential properties to the north

The new office to the east creates a strong boundary to the site. Along with improvement works to existing boundaries the western boundary will become clearly identified following the development of Plot 3500

Views into the site come from passing traffic on Ringway Road West. Views will also be possible from passing railway passengers arriving and departing from the Manchester Airport railway terminal.



Photo 1: Eastern Boundary



Photo 3: View north



Photo 2: View east



Photo 4: View west

3.0 Planning Policy Context

Manchester Unitary Development Plan (adopted 1995)

Site Allocation

The site is designated on the proposals map through Policy EW8 as being allocated for high technology industry.

General Policies

An overview of the design principles that have been considered in the design process are outlined below and is summarised in the Environmental Improvement and Protection chapter of the Unitary Development Plan:

Overview: The Council's priorities for environmental improvement as laid out in the UDP are:-

- promoting measures which will lead to a safer environment for all people who live in and use the City;
- promoting improvements aimed at providing better conditions for disabled people;
- upgrading the appearance of major road and rail routes;
- further enhancing the environment of the City Centre with particular emphasis on improving conditions for pedestrians;
- upgrading the City's parks and other recreational areas.

Policy I13.1 of the UDP 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'.

Policy E3.5 states that 'The Council will promote measures which will lead to a safer environment for all people living in and using the City. These measures will include.-

- ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- designing landscaping schemes so as to minimise the risk of attack;
- that community facilities are located where they are easy and safe to get to;
- providing safe places for children to play;
- improving road safety.'

Policy E3.7 continues that 'The Council will promote environmental improvements which are aimed at improving conditions for disabled people and people whose mobility and vision is impaired'.

Guide to Development in Manchester (adopted April 2007)

Manchester City Council's Supplementary Planning Document (SPD) 'Guide to Development in Manchester' (2007) outlines the Council's approach to achieving high quality design and access. The SPD promotes:

- Developments should help to sustain local neighbourhoods
- Buildings should relate well to each other
- Building height should be carefully considered
- Strong corners are important landmarks creating visual interest
- The impact of car parking areas should be minimised
- Trees and other types of planting are important elements of new developments
- Hard landscaped areas within the public realm should be attractive
- Developments should enable effective care of the public realm

Design for Access 2

Particular note has been taken of the following advice from the 'Accessibility - Design for Access 2' section of the SPD which gives an overview of the access principles to be considered through the design process:

- The Council has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments
- Whatever form car parking takes, adequate provision is required for disabled people with clear, safe, accessible footways leading to the main door.

Design for Access 2 provides guidance on best practice of inclusive design standards and should be taken into consideration during the design process.

4.0 Evaluation

Opportunities

Significant enhanced employment opportunities.

Opportunity to emphasise Manchester Business Park (MBP) as a key employment area for Manchester, already initiated by other developments.

Landmark location adjacent to site entrance - the provision of a high quality architectural design will help attract high-level corporate users onto this and surrounding plots; the southern, more visible elevation facing the MBP entrance is to be developed as the 'front' elevation to Plot 3500, incorporating the main entrance through to the reception area.

Potential to maximise the site development by addressing the requirements and flexibility of contemporary office space - the building will be developed in two wings to allow for possible future sub-division.

Existing cycle and pedestrian routes onto MBP - these are to be extended through to Plot 3500.

Sun path - large glazed areas are to be provided to southern and northern elevations to maximise light gains and minimise heat gains.

Slight fall in gradient along southern boundary; otherwise relatively flat site - the drop in levels away from the roundabout will be used to help make the car parking areas less visually prominent from the MBP entrance.

Existing trees and shrubbery to the north, east and southern boundaries - these will be retained/ enhanced as per the landscape designer's proposals to help integrate Plot 3500 into the surrounding area.

Constraints

Limited access onto site - proximity of roundabout at site entrance means the bell mouth access into Plot 3500 needs to be sited away from the Southern end of Plot 3500.

5m infrastructure and landscape zone to be developed around south and west boundaries of site - the building is to be sited away from the South and West boundaries.

Existing culvert adjacent to Northern boundary - building to be sited away from culvert.

Passing traffic along Ringway Road West and Aviator Way will be a source of noise pollution. The building will be sited away from the roundabout and buffered by landscaping.