

Openshaw Kelbrook Road



RIBA Stage 3
Spatial Coordination

Design and Access Statement

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1.0 Design Statement

1.0 Design Statement

1.1 Introduction

This Design and Access Statement has been prepared by Studio KMA on behalf of G.H. Sheldon Wholesale Bakers Ltd. to support a Full planning application for the development of a new purpose-built bakery at Kelbrook Road, Openshaw, Manchester, M11 2GF.

The proposed exemplar hi-tech bakery represents a significant investment in Manchester's food manufacturing sector, and forms an integral part of the future aspirations of the applicant, an important local family-owned business and employment generator.

The facility will enable the business to boost manufacturing capacity and vastly improve efficiency in response to increasing market competition and supermarket pressures.

The creation of the new bakery will support the continued growth of the business and create new, local jobs for the community.

The proposed development aims to regenerate a large, unmanaged site currently subjected to fly tipping and anti-social behaviour.

The development also seeks to improve upon local parking issues, with the aim to remove heavy goods vehicles, trailers and cars from Kelbrook Road.

1.2 Objectives

The requirement for the Design and Access Statement has arisen in response to the need to promote better quality and more sustainable design in development.

We are aware that our proposals represent a significant development within this area. As such, we recognise the need for the preparation of this design statement to set out in a clear and concise manner:

- **Spatial Context** - analysis of the physical characteristics of the application site and its surroundings.
- **Consultation** - relating the evolution of the design in response to consultation.
- **The Proposal** - illustrating the key elements of the scheme in terms of layout, form, external appearance and material choice.
- **Access** - identify details of service vehicle, car, cycle and pedestrian accessibility.
- **Summary** - providing a brief overview of the proposal.

This Statement is intended as a positive tool for Manchester City Council and all other relevant third parties.

1.3 Application for Planning Submission

This Full planning application seeks approval for a new purpose-built bakery facility (Use Class B2 - General Industrial), comprising production areas, offices and ancillary spaces.

The proposal is supported by car parking, external service areas, new landscaping, and external amenity space for building users.

1.4 Document Schedule

This Design and Access Statement is to be read in conjunction with the following submitted drawings prepared by Studio KMA:

> Location Plan	(OKR-KMA-XX-XX-DR-A-7000-A3-P1)
> Existing Site Plan	(OKR-KMA-XX-XX-DR-A-7001-A3-P1)
> Proposed Block Plan	(OKR-KMA-XX-XX-DR-A-7002-A3-P2)
> Culvert Diversion and Services Plan	(OKR-KMA-XX-XX-DR-A-7003-A3-P2)
> Proposed Boundary Treatment Plan	(OKR-KMA-XX-XX-DR-A-7004-A3-P2)
> Proposed Site Plan	(OKR-KMA-XX-XX-DR-A-7005-A3-P2)
> Proposed Building Plan (Ground Floor)	(OKR-KMA-XX-XX-DR-A-7006-A3-P2)
> Proposed Office Plan (Ground Floor)	(OKR-KMA-XX-XX-DR-A-7007-A3-P2)
> Proposed Office Plan (First Floor)	(OKR-KMA-XX-XX-DR-A-7008-A3-P2)
> Proposed Office Plan (Second Floor)	(OKR-KMA-XX-XX-DR-A-7009-A3-P2)
> Proposed Ancillary Plan (Ground Floor)	(OKR-KMA-XX-XX-DR-A-7010-A3-P2)
> Proposed Indicative Oven Zone Plan (Ground Floor)	(OKR-KMA-XX-XX-DR-A-7011-A3-P2)
> Proposed Gatehouse (Plans and Elevations)	(OKR-KMA-XX-XX-DR-A-7012-A3-P1)
> Proposed Hard Landscaping Plan	(OKR-KMA-XX-XX-DR-A-7013-A3-P1)
> Proposed Elevations (East and South)	(OKR-KMA-XX-XX-DR-A-7100-A3-P2)
> Proposed Elevations (West and North)	(OKR-KMA-XX-XX-DR-A-7101-A3-P2)
> Existing and Proposed Streetscene 1	(OKR-KMA-XX-XX-DR-A-7200-A3-P2)
> Existing and Proposed Streetscene 2	(OKR-KMA-XX-XX-DR-A-7201-A3-P2)
> Existing and Proposed Site Section A-A	(OKR-KMA-XX-XX-DR-A-7202-A3-P2)
> Existing and Proposed Site Section B-B	(OKR-KMA-XX-XX-DR-A-7203-A3-P2)
> Proposed 3D Views	(OKR-KMA-XX-XX-DR-A-7300-9-A3-P2)

The following supporting documents have been prepared and are to be read in conjunction with the submitted drawings prepared by Studio KMA:

- > Planning Statement
- > Topographical Survey
- > Phase 2 Site Investigation
- > Drainage Strategy
- > Transport Statement
- > Noise Impact Assessment
- > Air Quality Assessment
- > Odour Assessment
- > Arboricultural Impact Assessment (inc. Tree Survey)
- > Landscape Proposals
- > Phase 1 Preliminary Ecological Assessment
- > Biodiversity Net Gain Assessment
- > Energy Statement
- > Statement of Community Involvement
- > Crime Impact Statement
- > Construction Management Plan

2.0 Spatial Context

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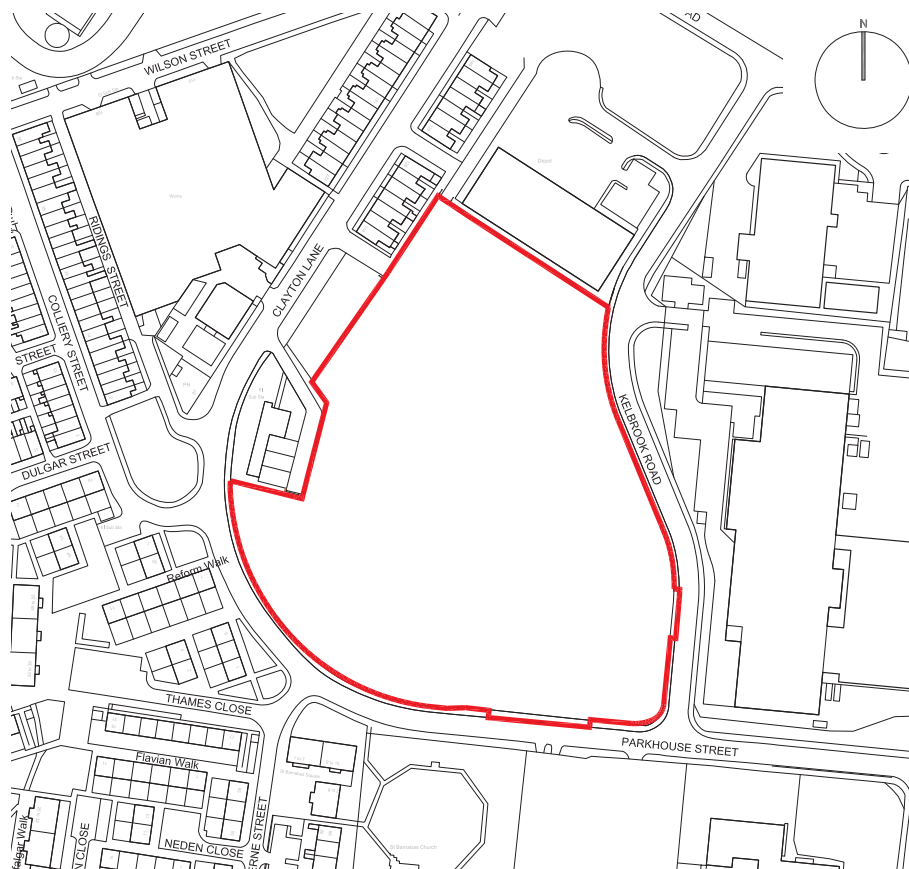
2.1 Location and Context

The application site extends to 2.15 Ha/5.33 acres and is located within the Openshaw Ward, located approximately three miles east of Manchester City Centre.

Openshaw has been identified in Manchester's Core Strategy as part of the 'Inner Areas' targeted for regeneration and economic development. The proposed development represents a continuation of this established urban renewal strategy.

The site is currently an unmanaged, vacant, brownfield site surrounded by an established mix of industrial, commercial and residential uses.

The site is well-positioned within Openshaw's industrial corridor and benefits from highly sustainable travel links to/from the city centre and the wider area, as well as close proximity to established industrial infrastructure.



Location Plan



Aerial photograph

To the north west of the application site are Nos. 112-126 Clayton Lane. These are two-storey terraced properties that have attractive ground floor bay windows set back approximately 2m from the back of pavement with private rear gardens.

On the west side of Clayton Lane is a large industrial development, between two and three stories in height and of limited visual quality.

A surface car park is located on the east side of Clayton Lane and backs directly on to the application site boundary.

To the immediate west of the application site is located a secure single storey electricity substation building.

The site is bound by Parkhouse Street to the south west and south, with a mixture of built form along its length including two-storey townhouses, the Grace Life church and cemetery, and the single-storey St. Barnaba's Primary School.

To the east runs Kelbrook Road, with a large two-three storey industrial unit, set back from the street, fronting the application site.

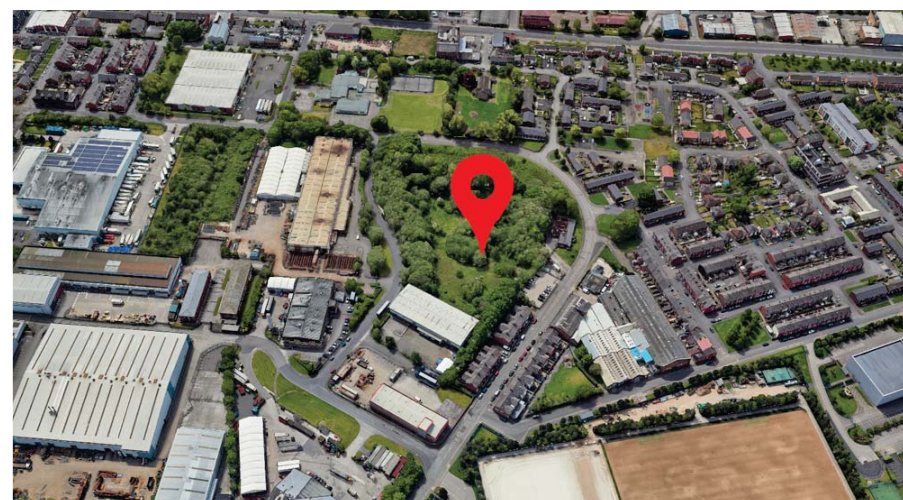
Further to the north along Kelbrook Road, and also set back from the street, is located the applicant's current base of operations - a two-three storey industrial unit and associated service area.

To the immediate north of the application site is a further large two-three storey industrial unit and service area, accessed from Kelbrook Road.

The wider surrounding area to the south and west is a mix of mostly two-three storey residential properties, with commercial and industrial developments to the north and east, ranging from single-four storey in height.



Aerial photograph (view from the East)



Aerial photograph (view from the North)



Aerial photograph (view from the West)



Photographic Survey (application site context - Kelbrook Road)



Photographic Survey (application site context - Parkhouse Street)



Photographic Survey (application site context - Clayton Lane)

| 2.2 Character

Urban character, like its cousins (place, home, community, neighbourhood) is not easily defined. Character is often described as a 'general atmosphere' or 'ambience' that is seen to be manifest in both the 'physical' environment and the 'social' environment. Notwithstanding this, architects and local planning authorities tend to clarify character as a set of formal elements that are embedded within the built fabric.

With the exception of the residential areas to the west and south west of Parkhouse Street and Clayton Lane, the area is dominated by industrial facilities.

The majority of the nearby industrial buildings are typical portal frame structures comprising various metal cladding materials and red brick, of varying heights from two-three stories, with large service yards and car parking addressing the street, and robust 'no-frills' boundary treatments.

The visual amenity of the area is further characterised by instances of poorly maintained facades, boundary treatments and landscaping, examples of which can be seen within the following photographic survey.

The application site is a low-quality urban environment, contributing very little to the amenity of the area. It is currently vacant and unmanaged and comprises dense low quality self-seeded vegetation and trees. As such, this large portion of brownfield land undermines the quality and character of the area.

Whilst the unmanaged site undermines the visual quality of the area, a band of mature trees running along Kelbrook Road provides an attractive green edge to the east boundary of the application site.

This band of trees is reflective of the mature tree-lined landscape treatment along both Kelbrook Road and Parkhouse Street that helps to further characterise the area.



Existing built form of limited visual quality



Limited visual interest along street scenes



Limited surveillance encourages fly-tipping



Car parking and service areas back onto the pavement



Boundary treatments result in poor quality street scenes



Poorly managed landscaping weakens visual amenity

| 2.3 Topography

The applicant has commissioned a topographical survey of the development site and its immediate environs.

The site is relatively flat north-south with a change in level of approximately 0.75m. There is a slightly increased change in level east-west of approximately 1.75m.

For more details, please refer to the Topographical Survey submitted as part of this Full planning application.



Topographical Survey (excerpt)

2.4 Trees and Landscape

The application site includes for a significant quantity of self-seeded low-quality trees and dense vegetation.

In order to assess and mitigate any potential adverse impact upon the existing trees and landscape within the application site and to its perimeter, the applicant appointed an arboriculturalist at the outset of the design process to assist in the development of the development proposals.

A full Arboricultural Impact Assessment and Tree Survey both accompany this Full planning application. An excerpt of the AIA is shown opposite.

Detailed landscape proposals have also been submitted alongside the architectural drawings to demonstrate new tree planting, alongside hard and soft landscaping areas.



Tree Survey (excerpt)

2.5 Ecology

Given the extent of quantity of trees and vegetation coverage across the application site, the applicant appointed an ecologist early in the design process to assist with assessing and mitigating against any potential adverse impact from the proposed development upon the site's existing ecology.

A Phase 1 Preliminary Ecological Assessment and a Biodiversity Net Gain Assessment of the site both accompany this Full planning application.

2.6 Flood Risk

The application site sits within a Flood Zone 1 as identified on the GOV.UK Flood Map for planning website.

Areas deemed to be in Flood Zone 1 have been shown to be at less than 0.1% chance of flooding in any year, this is sometimes known as having a 1:1000-year chance.



Environment Agency Flood Zone Map (excerpt)

| 2.7 Analysis

The site is currently vacant and unmanaged however it possesses clear and precise attributes.

The key opportunities of the application site as a location for a new exemplar bakery development are:

- Regeneration and redevelopment of currently vacant, unmanaged brownfield land.
- The opportunity to create a high-quality purpose-built bakery facility that will boost the growth aspirations of an important local family-owned business.
- The opportunity to enhance and contribute to the continuation of the established regeneration strategy of urban renewal and economic development within east Manchester.
- Contribute to the local employment need.
- The option to integrate with the existing infrastructure, unlocking much needed brownfield land.
- Improve highway safety and assist in overcoming the issue of regular heavy goods vehicles parking on-street along the surrounding highway network.
- The opportunity to replace poor quality trees and vegetation, with new trees and hedges to promote biodiversity within the development site.
- To increase natural surveillance in the area.
- To remove opportunities for local anti-social behaviour and security risks.
- To remove opportunities for fly tipping.

The key constraints to the development of this application site are:

- An existing culvert crosses the application site approximately south-west to north-east.
- The existing self-seeded poor quality trees and dense vegetation that denies natural surveillance and provides opportunity for anti-social behaviour.
- The proximity of existing residential properties to the north-west along Clayton Lane and to the south-west along Parkhouse Street.

3.0 Design Brief

3.0 Design Brief

| 3.1 The Vision and Objectives

- › To design and deliver a purpose-built, exemplar 80,000 ft² family bakery and food production facility that supports the efficient, hygienic, and continuous production of high-quality baked goods.
- › The facility is to operate 24 hours per day, 365 days per year, requiring robust infrastructure, a flexible and future-proof layout, and compliance with all relevant UK food hygiene and safety legislation.
- › The development must demonstrate best practices in food production design, environmental performance, and operational efficiency, while positively contributing to the current bakery operations and facilities.

| 3.2 The Site

- › To ensure an efficient site layout to support the main production building, service yards, staff and visitor parking, goods-in and goods-out logistics.
- › Improve upon the existing vehicular access/egress for HGV deliveries and collections when compared to the existing three bakery buildings.
- › Separate access for staff and logistics to ensure safe and efficient circulation.

| 3.3 The Production

- › To ensure that the building can accommodate the installation of three commercial bakery ovens, each operating continuously (24/7/365), requiring:

| 3.4 Support Area

- › Staff welfare facilities: locker rooms, WCs, hand-wash stations, canteen.
- › Office accommodation for management, technical, and compliance staff.
- › Training and meeting room facilities.
- › Hygiene lobbies with PPE stations at all production entry points.

| 3.5 Environmental & Energy Performance

- › Prioritise energy-efficient systems (LED lighting, high-performance insulation, variable-speed HVAC).
- › Heat recovery systems from ovens where feasible.
- › Water-saving fixtures and waste-water management compliant with EA requirements.
- › Potential for on-site renewable energy integration (e.g. photovoltaics).
- › Noise attenuation measures to ensure minimal disturbance to surrounding areas.

| 3.6 Logistics and Waste Management

- › Dedicated loading/unloading bays with canopy cover.
- › Segregated access for incoming ingredients and outgoing products.
- › Secure external storage for waste and recycling, with pest control and odour mitigation.
- › Vehicle turning circles, swept-path analysis, and dock levelling considerations.

| 3.7 Future Proofing and Flexibility

- › Allowance for phased oven operations and automation equipment in future.
- › Modular walling or ceiling systems for production layout changes.
- › Smart building technologies to support real-time monitoring of hygiene, energy, and workflow.

| 3.8 The Design

- › High-quality industrial design appropriate to the family business branding, immediate context and MCC's planning policy requirements.
- › Landscaping and visual screening where adjacent to sensitive boundaries.
- › Considerate building design to minimise operational noise and light management.
- › Sustainable drainage and flood resilience incorporated into the design.

4.0 Consultation

4.0 Consultation

A Statement of Community Involvement accompanies this Full planning application.

This section of our report identifies the development options prepared for pre-application enquiry purposes submitted to Manchester City Council, comments received, and the subsequent updated design process.

4.1 Pre-application Advice

Studio KMA places great importance upon early and constructive engagement with local planning authorities.

As a responsible architectural practice committed to delivering high-quality, contextually sensitive development, we valued the opportunity to consult with Manchester City Council through the pre-application process. This stage is critical in shaping proposals that are both viable and aligned with the city's strategic planning objectives.

In support of this collaborative approach, Studio KMA submitted three distinct development options for informal review, each offering a different interpretation of the site's potential within the local context. These options were designed to explore varying approaches to the client's

brief in terms of the site layout, vehicular access/egress, and the logistics for food production.

Option 1 was firmly selected as the preferred development proposal by our client on the basis that this most closely met their vision and objectives relating to the most appropriate and efficient site layout to support the main production building.

The local planning authority requested consideration be given to noise and suggested that Option 2 would be their preferred building footprint.

Having engaged with the acoustician, Option 3 was selected as the preferred site layout.



Preliminary Development Option 1



Preliminary Development Option 2



Preliminary Development Option 3

4.2 Design Review

A decision was made to move forward with Option 1, with an acoustic survey to be carried out and any concluding mitigation to be assessed and implemented as necessary as part of the future proposals.

In addition to the acoustic survey and impact assessment, Manchester City Council advised upon exploring the BNG (biodiversity net gain) requirements of the proposed development.

An ecologist, arboriculturalist, and landscape architect were appointed to help advise upon the future proposals.



Visual showing original building design (Option 1) November 2024

5.0 The Proposal

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5.1 Use and Content

This Full planning application seeks approval for a new purpose-built bakery facility (Use Class B2 - General Industrial), comprising production areas, offices and ancillary spaces.

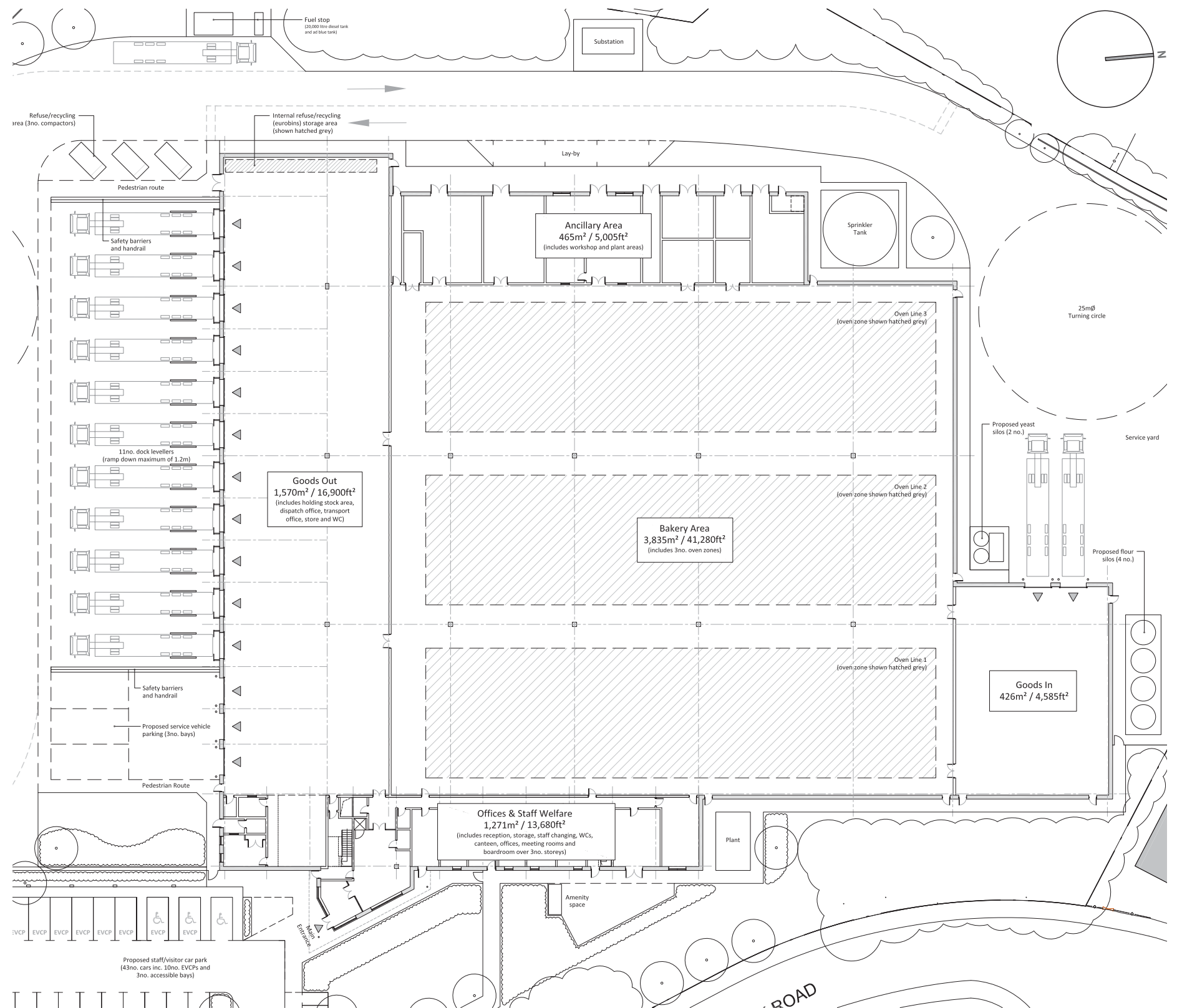
The proposal is supported by a total of 43no. secure car parking spaces (including 10no. EVCP spaces and 3no. accessible spaces), 8no. motorcycle/scooter spaces, external service areas, secure storage for 28no. bicycles, secure refuse/recycling storage, new landscaping, and external amenity space for building users.

The proposed facility comprises three main elements; Production, Offices/Staff Welfare and Ancillary, with each optimised and positioned to ensure an efficient bakery operation.

The Production space includes for a Goods In Area to the north end of the facility serviced by 2no. loading bays. This is linked to the central Bakery Area, which has been designed to include for three large bread production ovens, conveyors and stores. Beyond this is the Good Out Area at the south end of the building, serviced by 14no. loading bays (including 11no. via dock levellers).

The Offices/Staff Welfare and Ancillary Area on either side of the Bakery area provide the accommodation required for all administrative and technical operations to support production.

In addition to the main building, the proposals also include for a small dedicated single-storey security gatehouse to control vehicular access to the service areas from Parkhouse Street.



Proposed Building Plan (Ground Floor)

5.2 Amount

The proposals identify the following accommodation:

Ground Floor (Production Area)

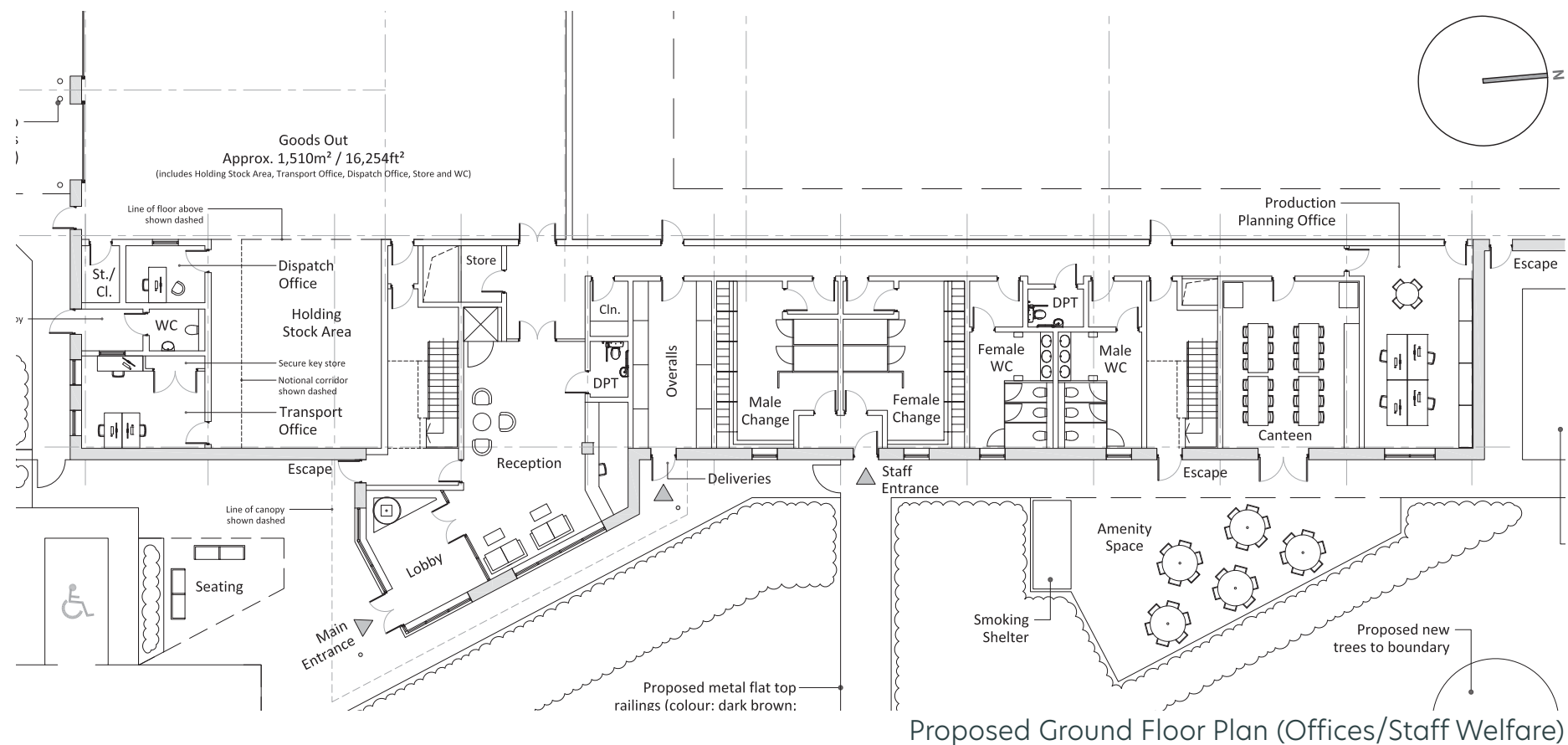
- > Bakery production area (including Goods In/Goods Out Areas, production lines, and storage areas).
- > Holding Stock Area.
- > Dispatch office.
- > Transport office (with secure key store).
- > WC (unisex).
- > Store/Cleaner's cupboard.

Ground Floor (Offices/Staff Welfare)

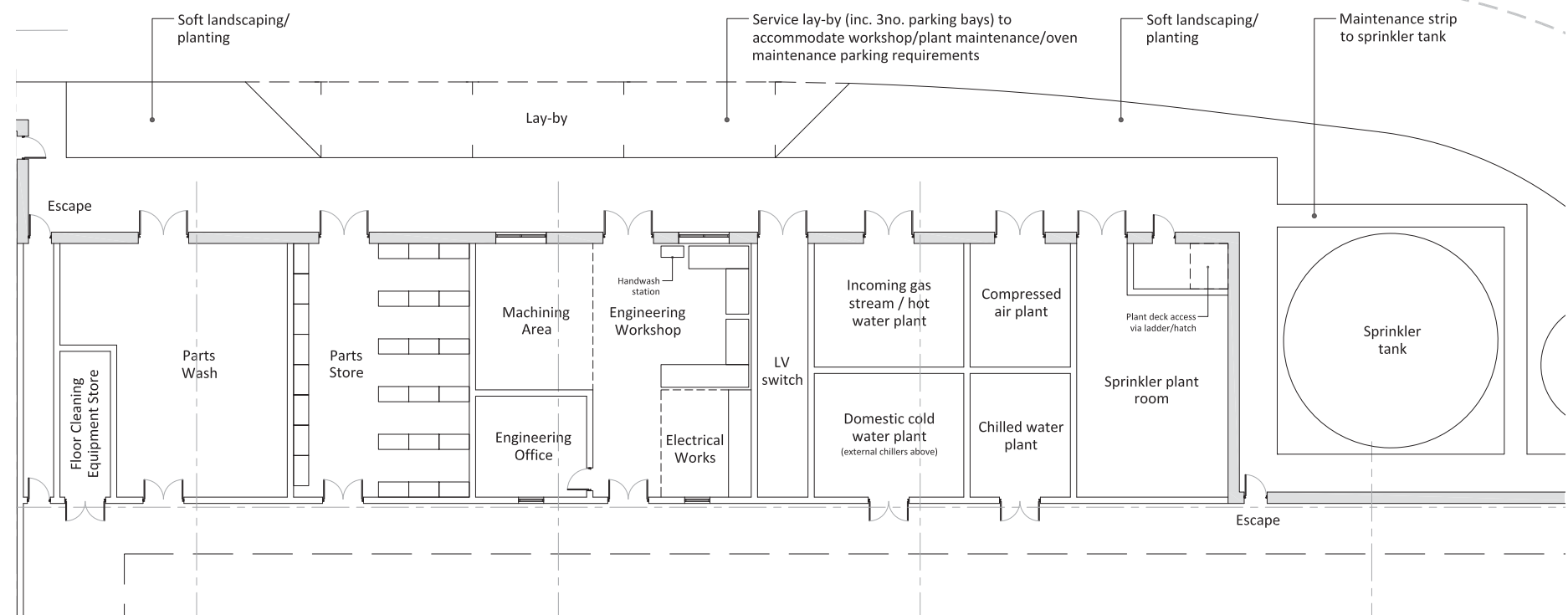
- > Entrance lobby.
- > Reception (inc. lobby and lift).
- > Overalls storage.
- > Production Planning office.
- > Canteen (inc. access to external amenity space).
- > Changing/shower facilities (male and female).
- > WCs (male, female and accessible).
- > Stores and cloaks.
- > Cleaner's cupboard.

Ground Floor (Ancillary Area)

- > Parts wash.
- > Parts store.
- > Floor cleaning equipment store.
- > Engineering Manager's Office.
- > Engineering Workshop.
- > Machining Area.
- > Electrical Works.
- > LV switch room.
- > Incoming gas stream/hot water plant.
- > Domestic cold water plant.
- > Compressed air plant.
- > Chilled water plant.
- > Sprinkler tank plant room (with access to external deck).



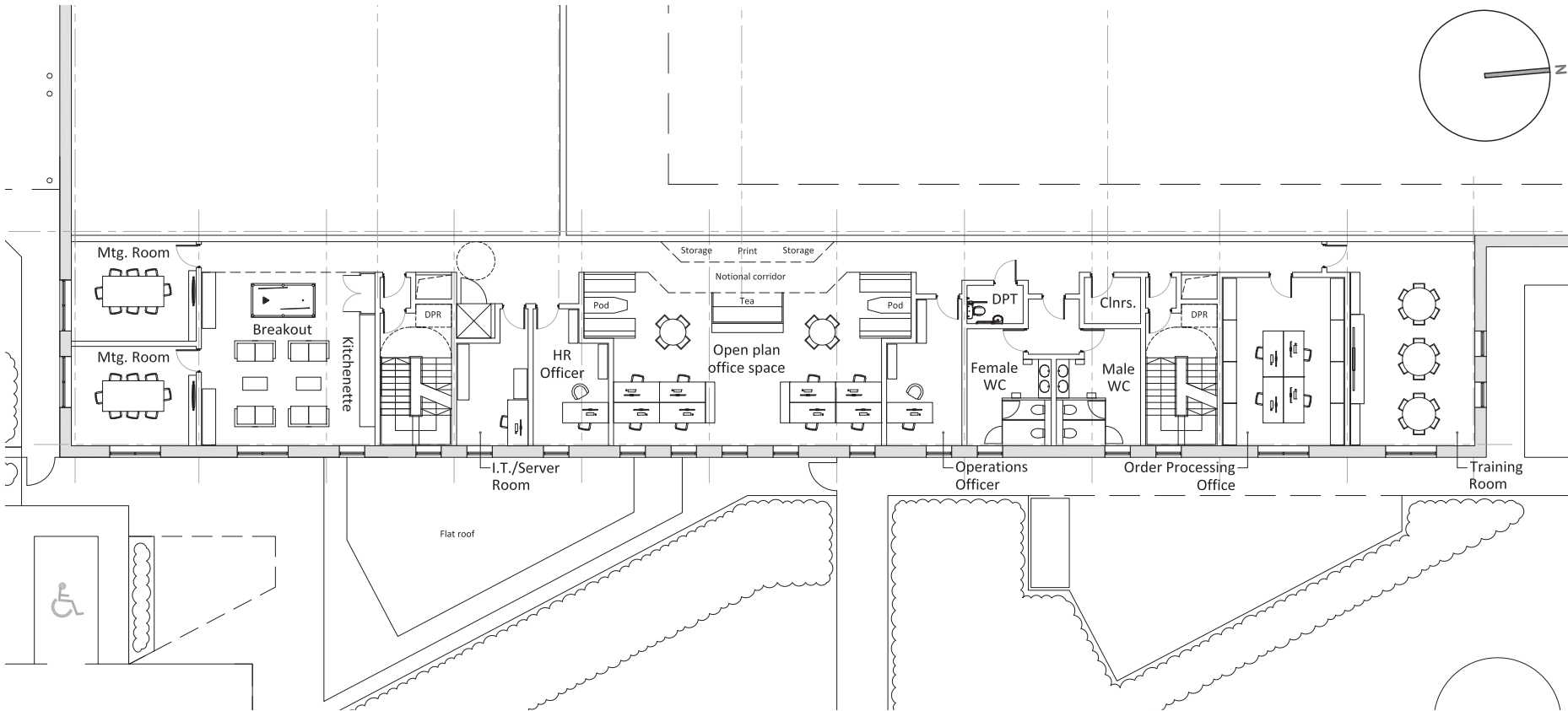
Proposed Ground Floor Plan (Offices/Staff Welfare)



Proposed Ground Floor Plan (Ancillary Area)

First Floor (Offices/Staff Welfare)

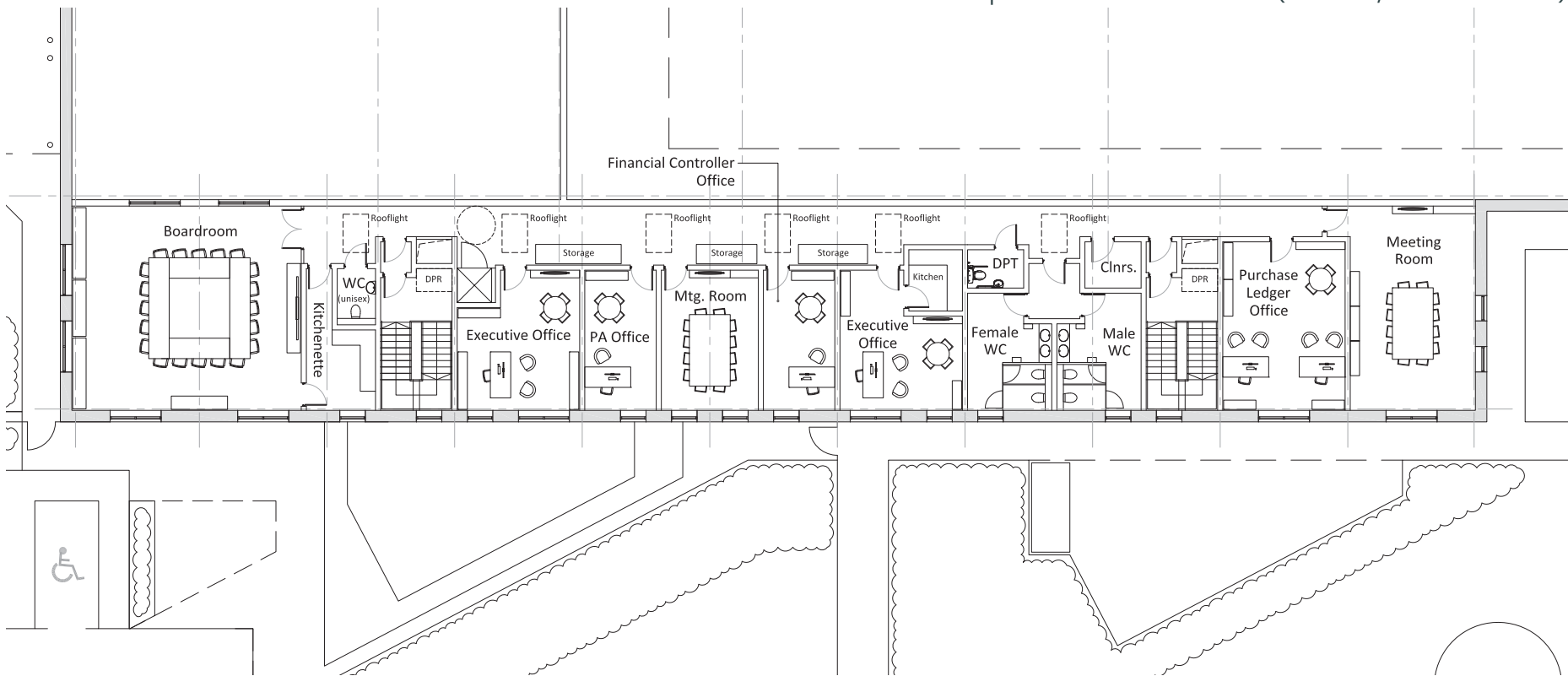
- > Breakout (inc. kitchenette).
- > 2no. Meeting rooms.
- > I.T. server room.
- > HR Officer office.
- > Open plan office space.
- > Operations Officer office.
- > WCs (male, female and accessible).
- > Cleaner's cupboard.
- > Order Processing office.
- > Training room.
- > Storage.



Proposed First Floor Plan (Offices/Staff Welfare)

Second Floor (Offices/Staff Welfare)

- > Boardroom.
- > Kitchenette.
- > 2no. Executive offices.
- > PA office.
- > Financial Controller office.
- > Purchase Ledger office.
- > 2no. Meeting rooms.
- > WCs (male, female and accessible).
- > Cleaner's cupboard.
- > Storage.



Proposed Second Floor Plan (Offices/Staff Welfare)

The approximate proposed floor area amounts to:

Ground Floor

- > Goods In Area 426.0 m² / 4,585 ft²
- > Bakery Area 3,835.0 m² / 41,280 ft²
- > Goods Out Area 1,570.0 m² / 16,900 ft²
- > Offices/Staff Welfare 391.0 m² / 4,208 ft²
- > Ancillary Area 465.0 m² / 5,005 ft²

- > **Gross Internal Area 6,687.0 m² / 71,978 ft²**

First Floor

- > Offices/Staff Welfare 440.0 m² / 4,736 ft²

- > **Gross Internal Area 440.0 m² / 4,736 ft²**

Second Floor

- > Offices/Staff Welfare 440.0 m² / 4,736 ft²

- > **Gross Internal Area 440.0 m² / 4,736 ft²**

Overall Development Totals

- > Goods In Area 426.0 m² / 4,585 ft²
- > Bakery Area 3,835.0 m² / 41,280 ft²
- > Goods Out Area 1,570.0 m² / 16,900 ft²
- > Offices/Staff Welfare 1,271.0 m² / 13,680 ft²
- > Ancillary Area 465.0 m² / 5,005 ft²

- > **Total Gross Internal Area 7,567.0 m² / 81,450 ft²**

Note:

- > All areas shown are approximate and subject to detail/technical design.
- > All areas identified exclude external bakery equipment and plant accommodation.

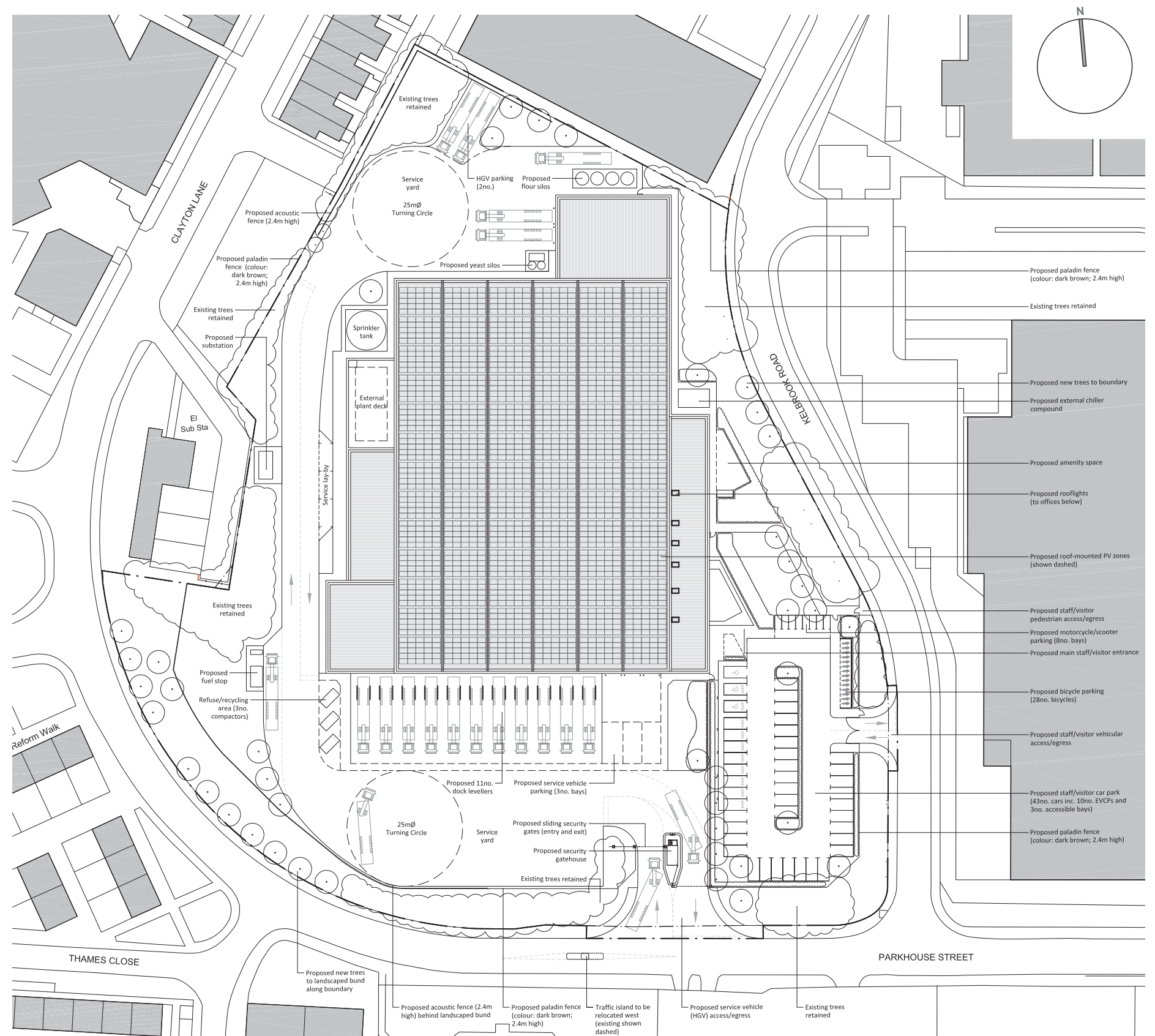
5.3 Layout and Form

The proposals have been drafted with an understanding of the immediate area, its character and identity. Having carried out an extensive site visit, we have taken on board various aspects of the local distinctiveness experienced through its buildings and spaces.

Our urban design analysis has helped develop the layout, its function and identity. How we have dealt with site constraints and taken advantage of development opportunities.

Key considerations to ensure an appropriate architectural and landscape layout are:

- **Continuity and Enclosure** - a clear definition of private and public space.
- **Ease of Movement** - a create a layout that is easy to get to and move through.
- **Legibility** - to ensure the proposal has a clear image, and is easy to understand and navigate.
- **Orientation** - to ensure appropriate interaction with the surrounding environment.
- **Quality of Public Realm** - to ensure this interaction creates a vibrant new environment.



Proposed Site Plan

> Continuity and Enclosure

The proposed layout and building form has been informed by strict operational requirements, whilst establishing a coherent and appropriate relationship with the site's context.

The proposed building has been set back from the highway, helping to minimise the visual impact when viewed from the street.

Hard and soft landscaped areas help to create a good level of high quality, spatial enclosure.

> Ease of Movement

The proposed development is easy to get to and move through (if access is authorised). The layout demonstrates a clear and well-considered strategy for vehicular and pedestrian movement in and around the site.

Emphasis has been given to the clear physical separation of service vehicles/HGVs and cars to improve safety and operational efficiency across the site.

> Legibility

The proposed development has a clear image via the building design and a clear distinction between public and private spaces. The proposals also reinforce the sense of legibility with a clear and understandable environment.

The offices and staff welfare accommodation have been located next to the Kelbrook Road entrance to improve its visibility from the street, and to aid wayfinding and navigation.

The proposed building has been sited and articulated in an appropriate manner in keeping with the application site context.



> Orientation

The proposed building has been sited in response to the urban context and the required operational functions of the bakery - both internally and externally.

Access/egress positions and service areas (Goods In and Goods Out) have been carefully located to support the internal processes within the bakery, and to ensure a simple and efficient building layout and safe integration with the surrounding highway network.

Furthermore, careful attention has been given to how the building responds to the site-specific features such as the landscape boundaries to the south and east, and the built form to the north, west and east.

By demonstrating this appropriately considered layout, we ensure that the proposed development contributes to the wider character of the area whilst also creating an attractiveness of its own.



> Quality of Public Realm

The proposed layout ensures a place with attractive and successful outdoor space. New and retained trees and planting along the development's boundaries help to frame the public highway and pedestrianised routes, as well as to screen nearby residential properties.

The proposed materials seek to complement the palette already established within the area, supported by high quality hard and soft landscaping that reflects the quality of the proposed building.

The landscaping scheme will offer diversity and interest whilst providing coherent structure through trees and planting. This, combined with carefully selected boundary fencing and lighting, will ensure a high-quality external environment.



5.4 Height, Scale and Mass

Studio KMA acknowledge that scale is defined as: the height, width and length of the building proposed in relation to its surroundings. The impact of the scale of the proposed building has been very carefully considered and the design rationale that informs the architectural and urban design response has been comprehensively illustrated within this statement.

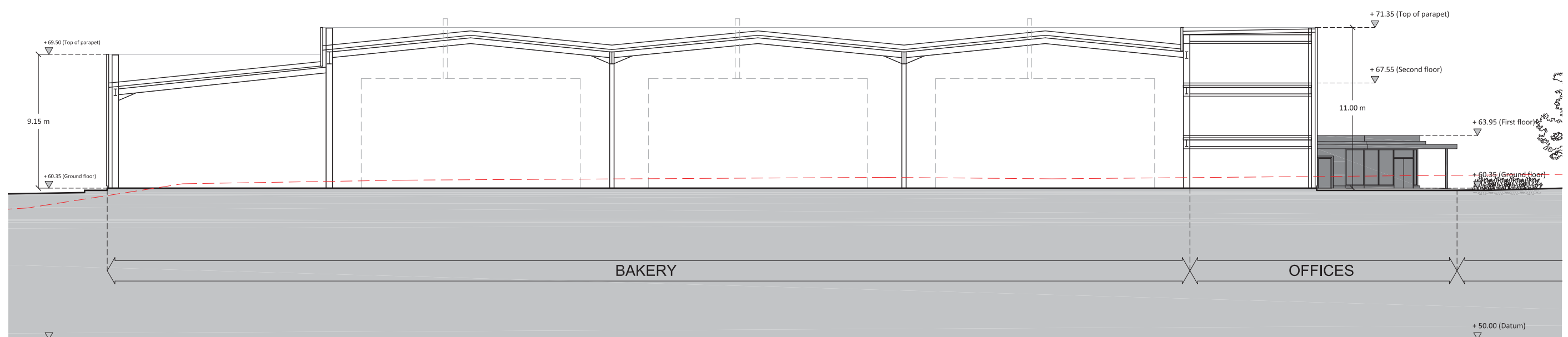
The height, scale and massing of the proposal has been rigorously developed and refined throughout the design process.

The overall height, scale and mass of the proposals have been determined by the requirement to efficiently accommodate three production lines based upon 3no. large industrial ovens (shown dashed grey within the building section below) and their associated equipment and supporting accommodation.

The building incorporates minimal roof pitches and has been finished with a minimal parapet height. This approach ensures that the height and mass are designed to the minimum achievable in operational requirements and viable construction terms.

The office/staff welfare accommodation includes for generous floor-to-floor heights (3.6m) to ensure all internal operational requirements are met and to provide generous daylighting to all habitable rooms as necessary.

As a result, the proposed 11.00m high building represents an entirely appropriate height, with the scale and mass accommodating the development's operational requirements. Both ensure seamless integration within surrounding urban context.



Proposed Site Section B-B (excerpt)

| 5.5 External Appearance and Materials

Through the use of a simple material palette with contemporary detailing, the external appearance aims to create a coherent and high-quality development.

The strategy has been to select high-quality materials that enhance the character of the area, and ensure a robust, easily maintained and 'future-proofed' development.

The proposed external skin is a non-combustible metal insulated cladding panel system. Additional visual flourishes have been included in the form of feature banding (in orange to match the company branding), and large signage elements.

The proposed external appearance creates an appropriate contemporary character and facilitates the creation of a high-quality place with a visual identity all of its own that positively integrates with, and enhances, the overall visual quality and character of the area.

The proposed palette of materials includes for:

Walls

- Kingspan Wall Panel System (colour: dark/mid/light grey with orange feature banding).
- Facing brickwork (colour: dark grey).

Roof

- Kingspan Quadcore Roof Panel System (colour: light grey).

Doors

- Aluminium powder coated double-glazed doors (colour: anthracite).
- Galvanised steel escape doors (colour: light grey).
- Steel roller shutter doors (colour: mid grey).

Windows

- Aluminium powder coated double glazing to main entrance, offices and ancillary accommodation (colour: anthracite).



Proposed 3D Visual (for illustrative purposes only)

5.6 Amenity

External communal amenity space has been included within the proposals adjacent to the Canteen to provide outdoor space for socialising and relaxation for staff and visitors.

Consideration has also been given to the aural amenity of nearby residential properties with the inclusion of acoustic fencing to the north-west and south-west boundaries to screen dwellings from potential noise generation from the development.

5.7 Landscape

Our objective has been to ensure the proposals integrate well within its context and improve the existing landscape character of the area.

Our overall approach has been to enhance the development with high quality landscaping to the perimeters of the site and the car park area to provide enhanced visual amenity, screening of the service areas from the public realm and nearby residential properties, and to improve biodiversity.

The proposed landscaping strategy includes for:

- A raised landscape buffer zone to Parkhouse Street with tree planting and shrubs to screen the Goods Out service area from nearby dwellings.
- Additional tree planting to the north west corner of the application site to screen the Goods In service area from the dwellings along Clayton Lane.
- The retention of the majority of existing mature trees along Kelbrook Road to preserve the tree-lined character of the street.

Site planning has been carefully considered to ensure that landscape design has been an integral part of the design process.

For more details, please refer to the landscape proposals prepared in support of this application.



Approach to proposed external amenity space



Proposed external amenity space



Proposed raised landscaped buffer to Parkhouse Street

5.8 Vehicle Parking

To ensure the safe and efficient operation of the proposed bakery, vehicle parking is an important factor within the proposed site layout.

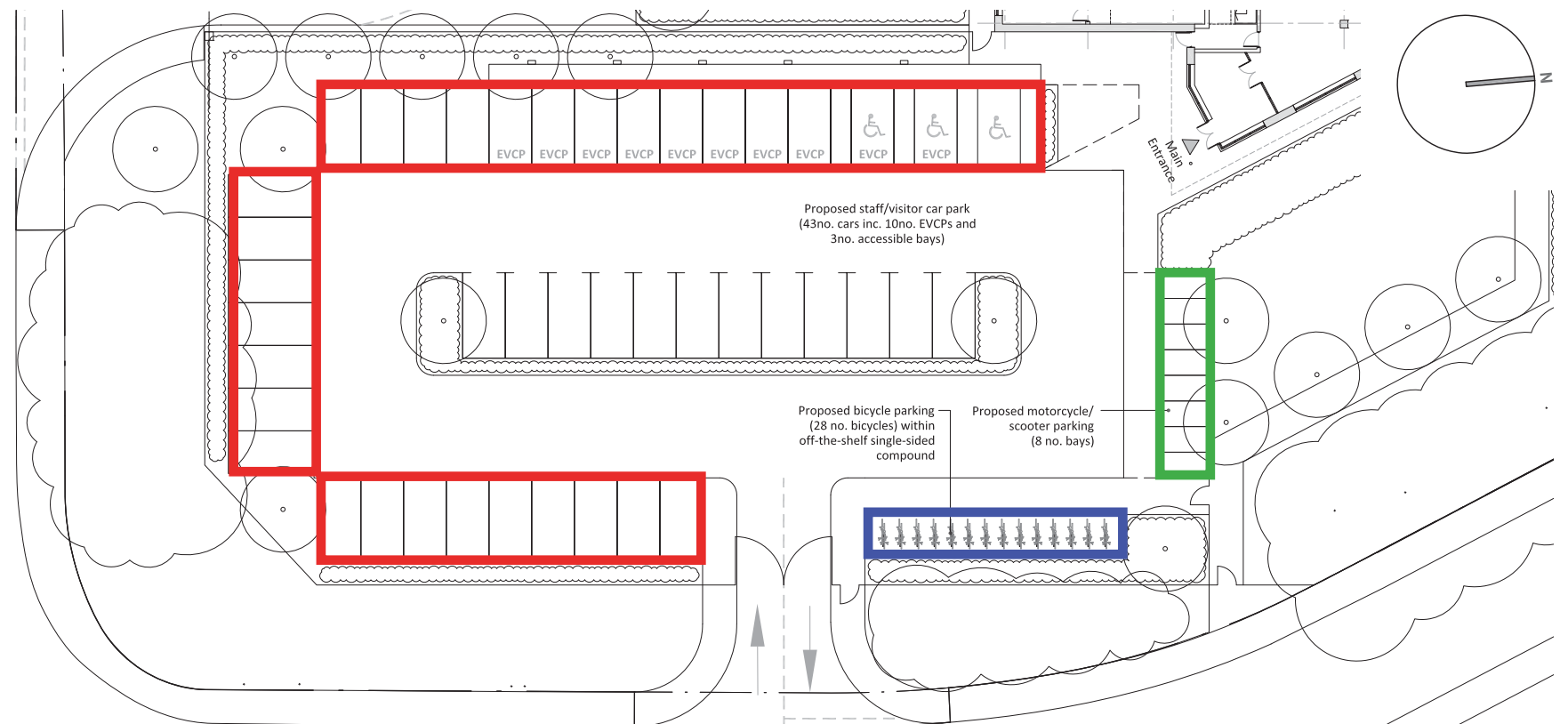
The proposed development needs to accommodate cars (for staff and visitors) and service vehicles/HGVs (for bakery operations).

A key consideration was the operational requirement to separate the car parking from the service areas and to ensure all vehicular parking needs can be met within the application site without any potential spillover onto the surrounding highway network.

The proposals include for:

- > 43no. car parking spaces (inc. 10no. electric vehicle charging points) - outlined red opposite.
- > 3no. accessible car parking spaces.
- > 8no. motorcycle/scooter parking spaces - outlined green opposite.
- > 28no. bicycle spaces - outlined blue opposite.
- > Up to 17no. HGV parking bays.

Please refer to the Transport Statement for more details regarding the vehicle parking strategy.



Proposed Site Plan (excerpt highlighting car parking, motorcycle/scooter parking, and bicycle storage)



Proposed car park area

| 5.9 Cycle Parking

The proposed site plan identifies external storage for up to 28no. bicycles for use by the building's occupants and visitors (outlined blue on the previous plan).

The storage has been positioned next to the car park, in a highly-accessible location adjacent to the main approach to the building from Kelbrook Road.

Please refer to the Transport Statement for more details regarding the cycle parking strategy.



Example of bicycle shelter

| 5.10 Crime Impact Statement

Our approach has been to design a layout which takes account of public health, crime prevention and community safety. Security is of primary importance to ensure the long-term sustainability of the development.

Our aim has been to develop the design to deter crime and provide a safe and secure environment for all future users and visitors. We have approached the design of the development to include:

- > Secure main entrances (pedestrian and vehicular) and site perimeter.
- > Service vehicle access from Parkhouse Street includes for 24/7 operated security gatehouse.
- > Secure access/egress to Kelbrook Road car park entrance.
- > Overlooked car parking area.
- > Only tree planting and low-level planting, no mid-level planting and, the building well-lit.
- > Strict security standards for all windows and doors.
- > Good signage to deter unauthorised access.
- > Digital CCTV system.

High standard, physical security measures are to be incorporated at Technical Design stage.

For more details, please refer to the Crime Impact Statement submitted as part of this Full planning application.

| 5.11 Lighting

A detail lighting scheme should be conditioned as part of any future planning approval however, at this stage, consideration to the appropriate choice of external lighting has already been given.

As well as the aesthetic quality, the choice of light source and its positioning will take into account:

- > Colour and reflectivity of the building surface and adjoining surfaces.
- > Security.
- > Light pollution.
- > Maintenance.

| 5.12 Window Cleaning Strategy

The window cleaning strategy envisaged will be a reach and wash system.

Company management will select the most appropriate approach to maintaining and the cleaning of glass and façades.

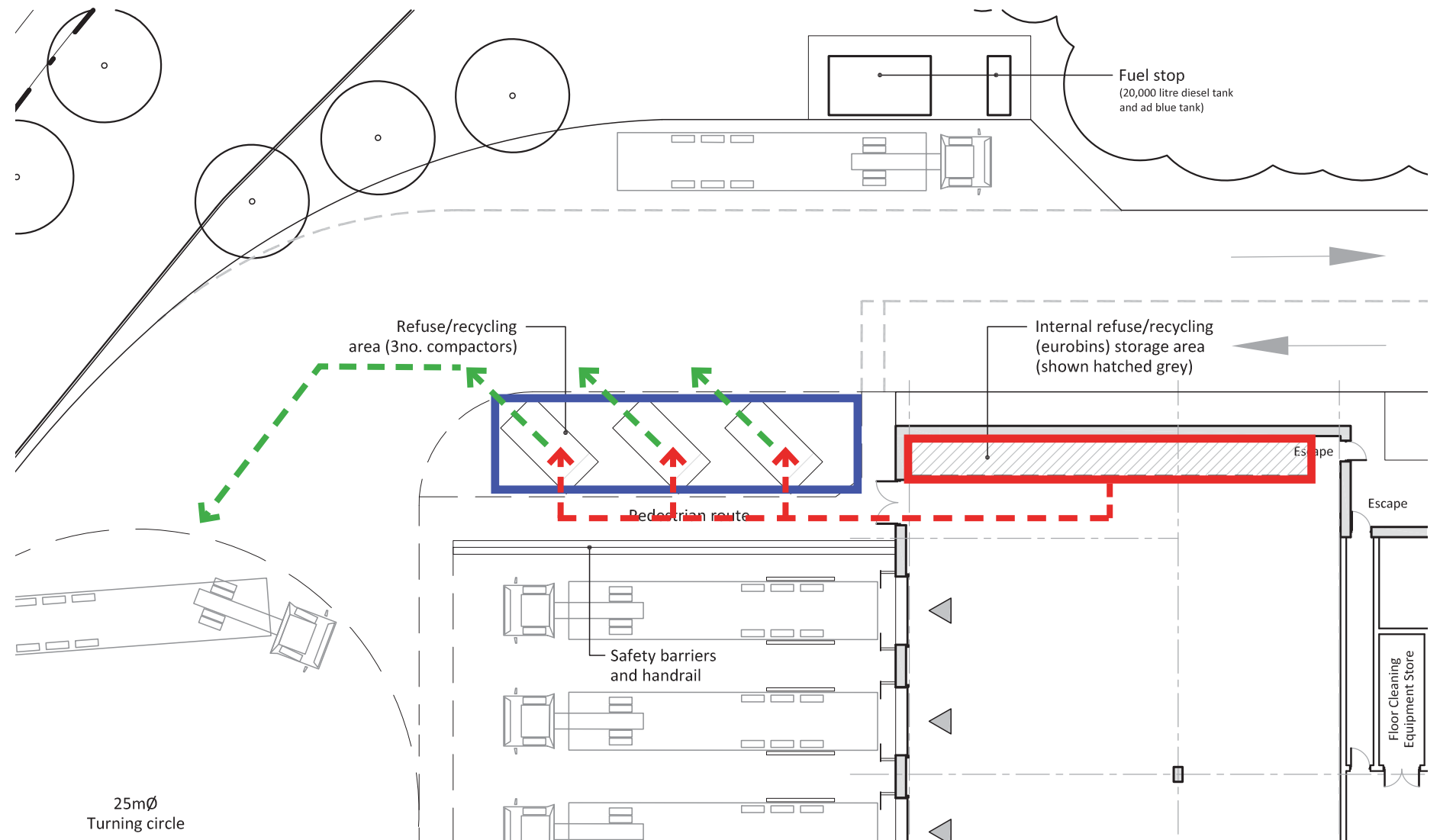
5.13 Waste Management and Service Strategy

The proposals include for a dedicated internal secure refuse/recycling store (shown red opposite). This store accommodates the storage of four separate waste streams (general waste, food waste, paper/cardboard and plastics) within 1,100l eurobins.

The internal refuse/recycling store has been located next to the proposed external waste compactor zone (shown blue opposite). All food/paper/cardboard/plastic waste can be easily taken to the relevant compactor as necessary, with all compacted waste remaining within the compactors until collection. General waste shall remain in the relevant eurobins until collection.

The technical details of the refuse/recycling storage provision shall comply with LPA recommendations and is to be conditioned as part of any approval.

Upon collection day the waste bales are collected by a private collection vehicle. Refuse/recycling collection vehicles can enter the site via the proposed access point along Parkhouse Street to collect the refuse/recycling material. They can then reverse, turn and leave the site in forward gear without interfering with the operations of the bakery and without causing any potential negative impact upon the existing surrounding highway network.



Proposed Site Plan (excerpt showing waste management strategy)



Proposed waste compactors

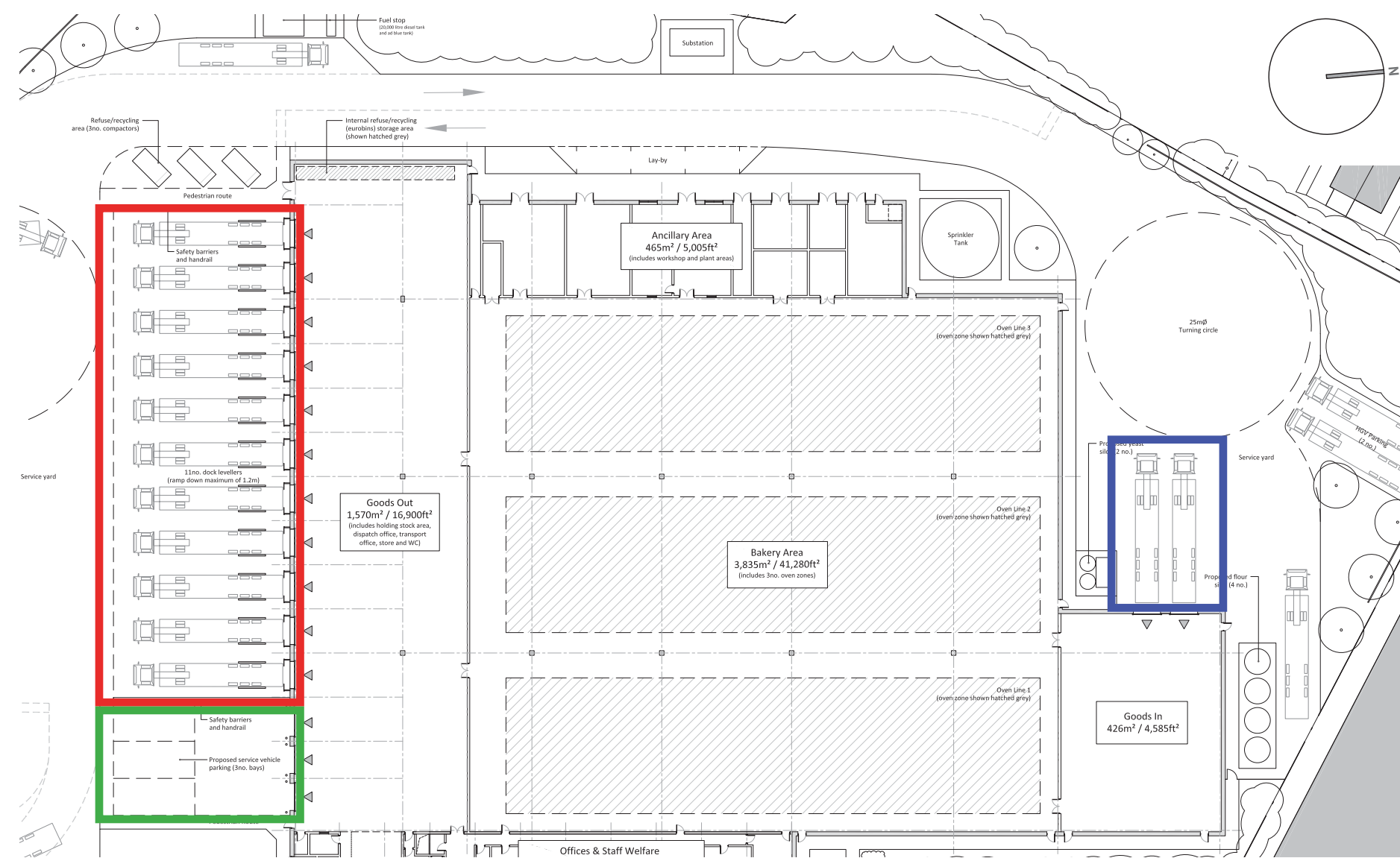


Example of waste compactor

Servicing and deliveries are a critical component of the operation of the bakery. The site layout includes for two separate service yards for Goods In and Goods Out areas (loading bays shown red and blue respectively opposite), alongside HGV parking and fuel stop areas, and a separate non-food delivery/service area (shown green opposite) to ensure safe and efficient servicing and HGV manoeuvring.

Swept path analysis work has been carried out to support the proposed site layout. As a result of the efficient site layout, HGV deliveries can be accommodated internally within the site.

Please refer to the Transport Statement for more details regarding vehicular tracking and the servicing strategy.



Proposed Site Plan (excerpt showing servicing strategy)



Proposed Goods In service yard



Proposed Goods Out service yard



6.0 The National Design Guide

6.0 The National Design Guide

6.1 The Ten Characteristics

The National Design Guide has influenced our approach to the proposed development and this section of the document aims to set out how Studio KMA have approached the ten characteristics necessary for creating a well-designed place.

1. Context. Relating well to the local and wider context and the values that the character of the area has by ensuring that the principles of the development recognise and are sympathetic to the historic and traditional patterns of built form.

2. Identity. Responding well and improving the quality of the area by designing an attractive building and environment.

3. Built form. Designing an appropriate density, with a compact form of development to make efficient use of the land and application site.

4. Movement. Enhancing pedestrian and cycle access to, from and around the proposed development.

5. Nature. To maintain protection to high quality trees, plant new trees and hedges where possible, and include permeable hard and soft landscape surfaces.

6. Public Space. To ensure the proposal supports social interaction between all future occupants and visitors of the newly created employment environment.

7. Uses. To ensure the proposed specialist use (bakery) is complementary to the existing uses surrounding the application site, and does not negatively impact upon the established network of building uses.

8. Homes and Buildings. Designing a healthy, comfortable and safe internal and external environment for all future occupiers and their visitors of the proposed development.

9. Resources. Addressing carbon reduction via energy hierarchy, selection of materials and construction techniques.

10. Lifespan. Considering the management and future maintenance of the development.

6.2 Wellbeing

The proposal identifies the importance we have placed upon the development to deliver thoughtful and inclusive wellbeing principles that meet the needs of a diverse range of future workers and visitors.

Each of the ten characteristics identified demonstrate our approach, which has included:

- The creation of a positive sense of place that people can identify.
- The promotion of social interaction.
- The provision of attractive external space.
- The provision of high quality internal and external environments.

6.3 Environmental Focus

As we move towards the Government's strategy of Net Zero Carbon by 2050, there has been a significant focus on how we can deliver a reduction of energy usage and the carbon footprint of the building at this planning application stage.

For more details, please refer to the Energy Statement submitted as part of this Full planning application.

7.0 Access Statement

7.0 Access Statement

7.1 Introduction

Studio KMA are committed to a policy of equality, inclusion and accessibility in the delivery of all our design and architecture.

We fully recognise the diversity of cultural, religious and individual abilities of future occupants and visitors, and are active in ensuring that any potential sources of discrimination are addressed.

Against that background, this section of the document will set out the measures that have been employed in order to ensure inclusive access throughout the proposed development.

Access for disabled people to the built environment, services, employment, transport and education is playing an ever-increasing role in the development of new buildings. Legislation, regulation and planning requirements are continually changing and expanding.

Studio KMA have adopted an approach which will incorporate measures to facilitate access and use by all people who will work within, visit and move around the proposal development including disabled people with mobility, sensory and cognitive impairments.

Key concerns in developing these proposals have been:

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

7.2 National Guidance

Statutory Regulations at the national level on the provision of disabled access are set out in;

- Building Regulations Approved Document M - Access to and use of buildings: Volume 2 - Non-dwellings, March 2015.
- BS 8300-2:2018: Design of an accessible and inclusive built environment. Buildings. Code of practice.
- The Equality Act 2010.

7.3 The Social Model

The model requires that instead of grouping disabled people into categories such as deaf, blind or wheelchair users, solutions should be sought for individuals to the common barriers which exclude disabled people from mainstream activities and services – which can generally be grouped under three main headings:

- **Physical** - steps, stairs, inadequate signs.
- **Organisational** - the systems and processes that exclude disabled people.
- **Attitudinal** - the traditional view of disabled people as passive and dependant.

7.4 Vehicular Access

All vehicular access and parking provision proposed as part of this development has been designed to meet the needs for all.

The secure car park is accessed from Kelbrook Road, with adequate space to ensure a waiting car does not impede highway traffic. The car park includes 3no. fully accessible parking spaces, equating to 5% accessible parking provision, located adjacent to the main building entrance.

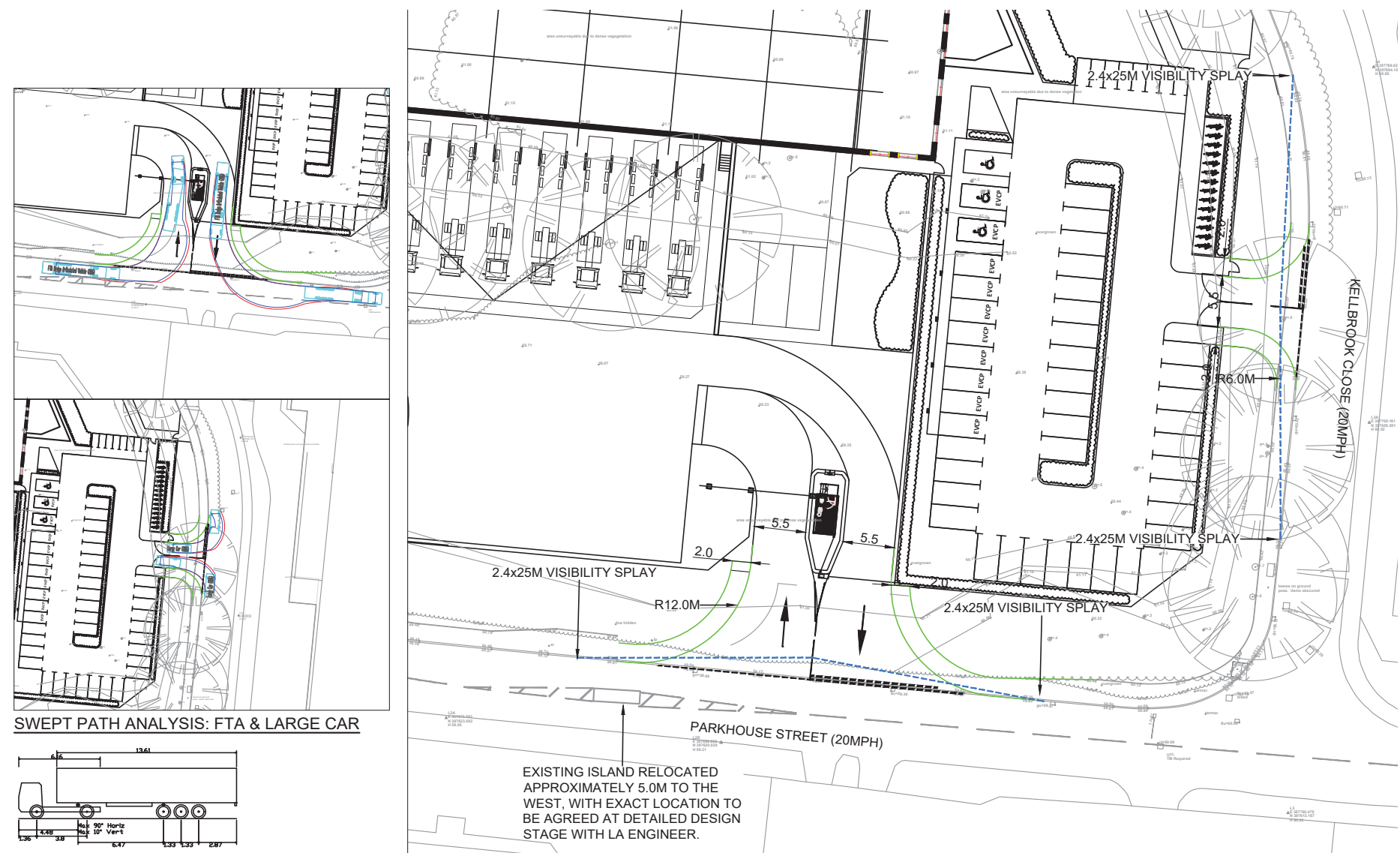
To ensure a safe and efficient operational separation between service vehicles (including deliveries and waste management) and cars, all service vehicles access the site from Parkhouse Street.

The service entrance has been located (alongside the repositioning of the existing traffic island) to ensure the required HGV manoeuvring space requirements and visibility splays are achieved in both directions along Parkhouse Street.

Service access is controlled via a dedicated security gatehouse. The gatehouse is set back from the highway to provide adequate space to ensure a waiting HGV does not impede traffic along Parkhouse Street.

The ability for service vehicles to safely and efficiently enter/traverse/exit the site has been considered in detail and swept path analysis work supports the proposed site layout. The site layout includes for 2no. 25m diameter turning circle areas that ensure all service vehicles can access, turn and exit the site in forward gear.

For more details, please refer to the Transport Statement submitted as part of this Full planning application.



Transport Statement Site Access Plan (excerpt showing service access/tracking and car park access/tracking)



Proposed car park access (Kelbrook Road)



Proposed service access (Parkhouse Street)

7.5 Pedestrian Access

The building will be accessed at grade at the main entrance and all escape/exit locations.

There are no changes in floor level across each floor, with all upper floors accessible via a passenger lift located within the entrance lobby.

Access for the disabled has been considered as an integral element of the design process and will be central to the design process at all stages in the development and construction of the building and its surrounding environs, as well as during its subsequent operation.

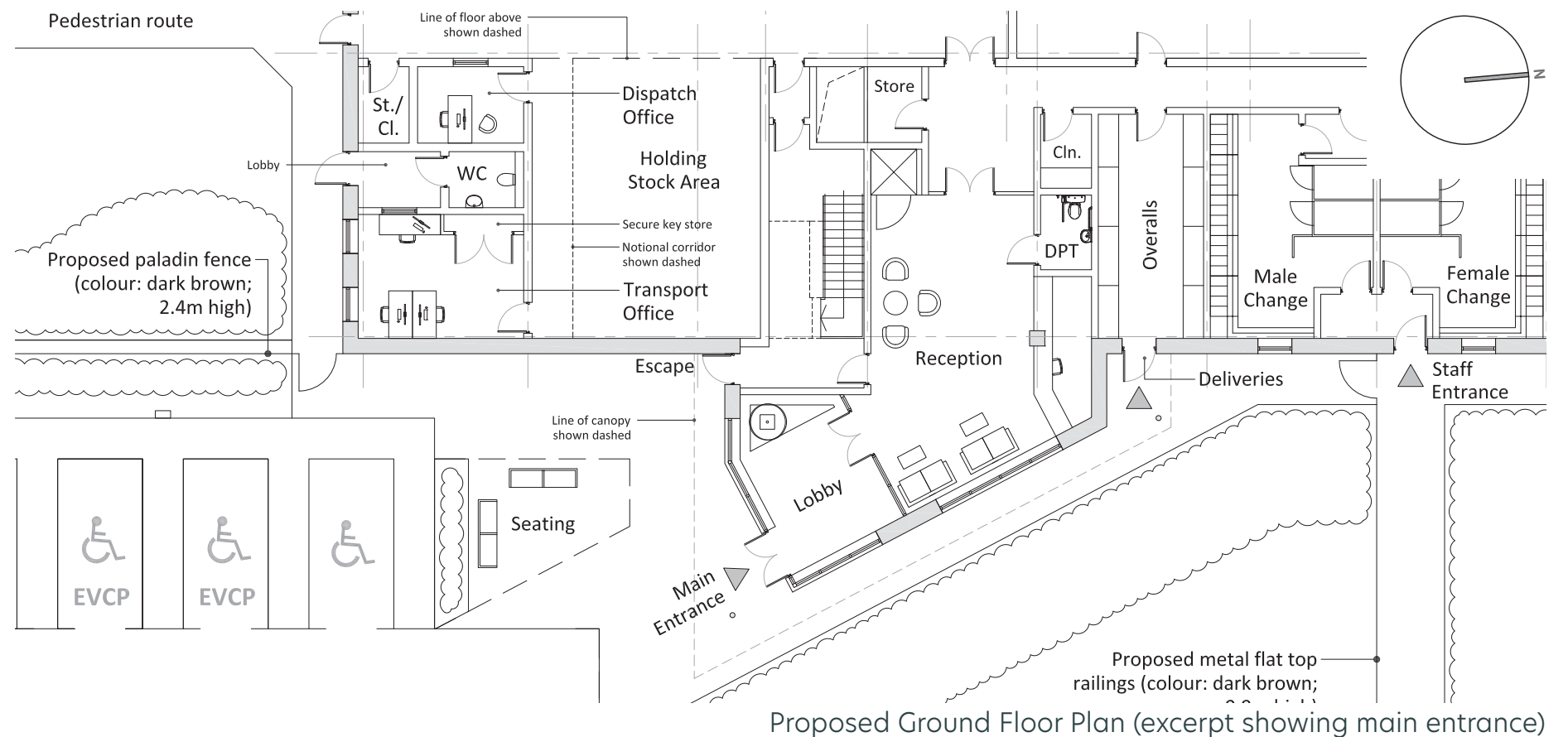
Detailed measures, such as services, introduction of wall colours, floor surfaces, height of door handles etc. will be introduced specifically to meet the requirements of blind, deaf and ambulant disabled building users and will be set out in a future Building Regulations application.

The office and ancillary areas are designed to be legible and easy to navigate and accessible to all users with mobility, hearing and visual impairments. This will be assisted through the lighting design and the use of signage and colour in the building.

All hand controls such as buttons, grab rails etc. will be a size and shape sufficient to ensure maximum usability.

All stair handrails and balustrades will be continuous and designed with all user groups in mind. Self-closing doors will not exceed the recommended closing force at the leading edge.

Fire exit doors will be provided with a one-way push action not exceeding the recommended force.



Proposed Ground Floor Plan (excerpt showing main entrance)



Proposed main entrance

8.0 Summary

8.0 Summary

Studio KMA are committed to securing high quality design for all new developments and are aware that poor design is a valid reason for the refusal of planning permission.

This development proposal for a new, purpose-built exemplar bakery facility to assist the future growth of an important local family-owned business, would make a positive contribution to the character of the local area.

We have demonstrated within this Design and Access Statement that the proposed development is appropriate in terms of the character and setting of the area.

Furthermore, the proposals seek to help achieve the future urban regeneration aspirations of the local authority.

The proposal;

- Represents a significant investment in Manchester's food manufacturing sector and the local economy.
- Demonstrates a form and design of proposed development appropriate in terms of the site's physical context and the wider local area.
- Represents an opportunity to regenerate a large, unmanaged site currently subjected to fly tipping and anti-social behaviour.
- Represents a sensitively designed development to help fulfill an important employment need within the local community.
- Seeks to improve upon local parking issues and highway safety, with the aim to remove heavy goods vehicles, trailers and cars from Kelbrook Road.
- Demonstrates a desire to enhance the quality of the built environment, seeking to establish a new sense of place at this location.
- Represents a significant addition to the provision of new high quality industrial accommodation within Openshaw and the wider city.





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