DESIGN AND ACCESS STATEMENT

Crabtree Lane, Manchester

Section 73 Planning Application for the variation of conditions on existing planning permission 138914/FO/2023

Document Prepared for:

Chancerygate Manchester Limited

Revision P06 - October 2024

UMC Architects, Third Floor, Manchester Club,
81 King Street, Manchester, M2 4AH

o. +44 (0)161 413 0590
e. info@umcarchitects.com

www.umcarchitects.com

00 CONTENTS

01.0 Introduction
01.1 Statement Overview
01.2 The Brief
01.3 Report Content and Structure

02.0 Planning Policy
02.1 Local Policy Context
02.2 National Planning Context

03.0 Site Context
03.1 Site History
03.2 Site Accessibility & Context
03.3 Existing Site Photographs
03.4 Site Location & Transport Links
03.5 Building Heights
03.6 Site Constraints & Exisitng Land Use
03.7 Site Topography

04.0 Key Design Principles
04.1 Key Principles
04.2 Key Principles Analysis
04.3 Schematic Plot Principles Diagram
04.4 Development Aspirations
04.5 Masterplan Evolution

05.0 Development Proposal
05.1 Illustrative Site Plan
05.2 Unit 1 Floor Plans
05.3 Unit 5 Floor Plans
05.4 Units 6-9 Floor Plans
05.5 Unit 1 Roof Plan
05.6 Unit 5 Roof Plan
05.7 Unit 6-9 Roof Plan
05.8 Unit Appearance
05.9 Unit 1 Elevations
05.10 Unit 5 Elevations
05.11 Units 6-9 Elevations
05.12 Proposed Use
05.13 Proposed Amount
05.14 Scale, Height and Massing

06.0 Access
06.1 Proposed Vehicular Access
06.2 Proposed Pedestrian and Cycle Access
06.3 Pedestrian Access - Internal

07.0 Sustainability and Crime Prevention
07.1 Crime Prevention
07.2 Access and Movement
07.3 Cameras & CCTV
07.4 Lighting
07.5 Ownership
07.6 Physical Protection
07.7 Sustainability

08.0 Landscaping
08.1 Proposed Landscaping

09.0 Summary
09.1 Summary

umc architects

INTRODUCTION

01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This document has been prepared as part of the supporting documentation for a Section 73 planning application for the variation of conditions on existing planning permission 138914/FO/2023. Full planning permission was granted on 17 April 2024 for 'Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures'. Amendments have been made to the scheme and this Section 73 application seeks variation to conditions attached to the existing planning permission to enable variations to the proposed layout. The location of the site is shown on UMC planning drawing 23168-UMC-XXXX-SI-DR-A-0502-Site Location Plan.

The proposal sits within a site demise of **2.27 acres (0.92 hectares)**, which sits on Crabtree Lane, that's located South bound from the A662. The site can be accessed from Crabtree Lane, which runs to the West of the site.

This Design and Access Statement has been prepared by UMC Architects on behalf of Chancerygate (the client/applicant) and details how the design of the approved scheme was originally devised, and how it has evolved to accommodate the proposed changes to the layout. The majority of the proposed design remains identical to that approved under planning permission 138914/FO/2023, but changes have been made to enable units 1 – 4 to be merged and create a single unit along the northern boundary which is to be occupied by a single operator.

KEY PRINCIPLES TO BE ADHERED:

- Clear circulation routes for vehicles and pedestrians.
- The scale of development must consider place making principles through a hierarchy of roads, pavements built form, and spaces between buildings.
- High quality architectural language for the industrial development which should allow the buildings to sit comfortably within the surrounding context.
- Building forms should be uncomplicated as well as reflecting and complimenting the area.
- Materials should respect the setting of the buildings and provide consistency across the site.
- Key landscaping features to increase the quality and success of the development and employees who use the park.
- External compounds need to be sensitively located and screened.

01.2 THE BRIEF

The purpose of this document is to initiate the design and how this continues to be attainable by further analysis of the principles relating to access, appearance, landscaping, layout and scale.

The Planning application is for the erection of a 9 unit development split over 3 buildings, footpath and cycle routes, drainage works, associated car and LGV parking, and associated warehousing plant and infrastructure. The proposal seeks approval of planning for the provision 10,647.2m^2 (114,605.40ft^2) (GEA) of employment floorspace and ancillary offices **(Class E(g) (iii)/B2 and B8).**

The documents contained within the planning application provide details of the proposed development, whilst this statement describes the design principles including building design, layout, access, scale and landscaping.



Indicative Visual Representation

01.3 REPORT CONTENT AND STRUCTURE

This document contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution.

This document explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the proposed design solution.

This is in accordance with the requirements of the planning application processes. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2020 sets out the requirements for Design and Access Statement.

The statement is structured as follows:

Section 1.0
An introduction to the site and outline of the project brief.

Section 2.0
An explanation of the relevant national and local planning policy.

Section 3.0
A site context evaluation, containing a description of the existing site and surroundings.

Section 4.0
An evaluation of the key principles considered in the design stage, including site constraints and opportunities, design principles and a description of the scheme evolution.

Section 5.0
Discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, scale and massing, appearance and landscaping.

Section 6.0
Outlines the vehicular and pedestrian access to and around the site.

Section 7.0
Covers the project's sustainability principles and envisaged crime prevention measures.

Section 8.0
Offers a summarising statement for the illustrative proposal.

umc architects

02 PLANNING POLICY

02 PLANNING POLICY

02.1 LOCAL POLICY CONTEXT

FROM MANCHESTER CITY COUNCIL CORE STRATEGY DOCUMENT: SITE 11th JULY 2012

Crabtree Lane, Manchester
The development of Crabtree Lane over the plan period will be achieved through:

1. The provision of 0.9ha of new employment land.

Site Specific Principles of Development

1. Capable of providing more employable land with the introduction of warehouse space within a mixed use local area (Policy EC 5)
2. Ensuring employment opportunities are connected via non-car modes of transport with the local Ashton Tramline. (Policy EC 5)
3. Access to the M60 from A662 provides ability to reach greater parts of the UK, improving eligibility and efficiency of logistics, and employment capabilities. (8.62)
4. Multiple unit facilitation offers wider range of employment capabilities, enabling workers with varied skillsets to have a better chance of finding employment. (8.63)
5. Provides facilitation of new developments in strategic sectors like commercial, retail, sports and leisure, which supports the objectives for the nearby with Eastlands Strategic Employment Location.
6. Proposal will ensure continued economic, social and physcial regeneration of East Manchester.
7. Placing the design at the heart of the scheme delivering a flagship design.
8. The site utilises waterways like Ashton Canal to create senses of place as it's a pedestrianised access point to the site and can attract new investment through linked accessibility to broader regions.
9. For Units 5 & 6-9, the provision of solar PV locations to achieve an EPC rating of A or higher enables the scheme to align with lowering to nullifying carbon emissions in line with Energy Policies.

The development has also taken into consideration **Policy DE 1 : Development Management** in terms of :

1. Appropriate siting, layout, scale, form, massing, materials, and detail.
2. Development should have a regard to the character of the surrounding area.
3. Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety, and traffic generation.
4. Buildings should be accessible to disabled people.
5. Community safety and crime prevention
6. Design for health.
7. Adequacy of internal accommodation and external amenity space.
8. Reguse storage and collection.
9. Vehicle access and car parking
10. Effects relating to biodiversity, landscape, archaeological or built heritage.
11. Green infrastructure.
12. Flood risk and drainage
13. Existing or proposed hazardous installations. Subject to scheme viability, must be required to demonsotrate that new development incorporates sustainable construction techniques.

02.2 NATIONAL PLANNING CONTEXT

National Planning Policy Framework - Adopted December 2023

The NPPF is underpinned by a presumption in favour of sustainable development with significant weight afforded to the need for the planning system to support economic growth. This document is material to the determination of the application, it is underpinned by the 'presumption', which for decision taking means "approving development proposals that accord with the development plan without delay". Furthermore, the NPPF places great weight on delivering sustainable economic development and to respond positively to wider opportunities for growth.

Relating to building a strong and competitive economy, Paragraph 85 states that:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation42, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential'.

Paragraph 87 of the NPPF recognises that planning policies should not hinder economic development and encourages LPA's to address any potential barrier to investment such as poor environment or lack of infrastructure. It states that policies should be flexible enough to accommodate needs which were not anticipated when preparing the development plan and that the Local Plan should:

'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations'.

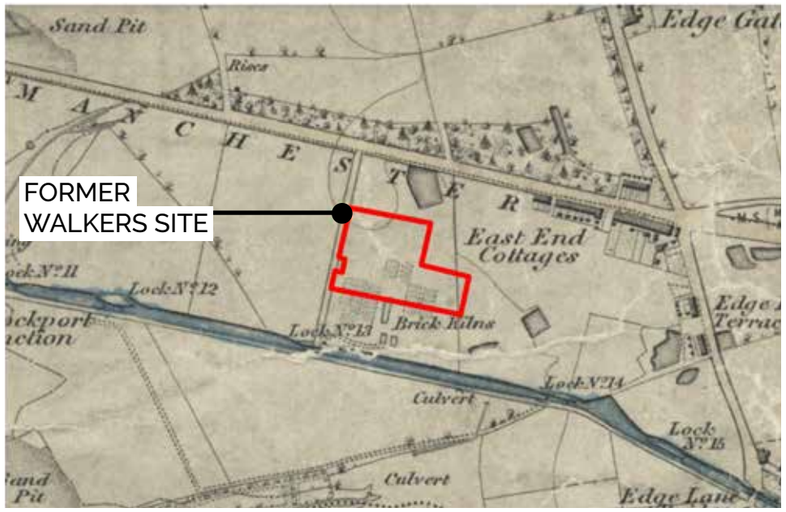
The NPPF also encourages authorities to review their employment land regularly and also to maintain flexible policies that are able to react to market signals.

03 SITE CONTEXT

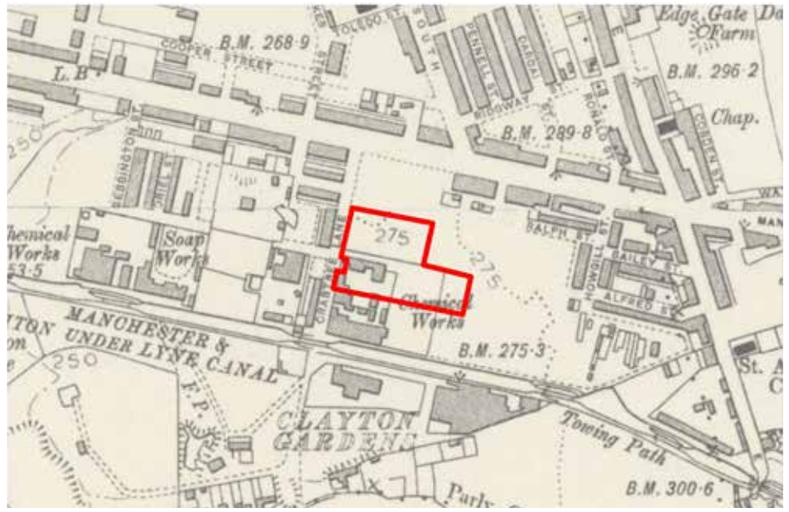
03 SITE CONTEXT

03.1 SITE HISTORY

Dated 1840
Half of the site is utilised for Brick manufacturing, with surrounding roads and canal already established.



Dated 1888
Surrounding area becomes built up with residential and industrial builds, with half the site utilised for Chemical Works.



Dated 1949
Chemical Works builds have been demolished, current existing Industrial use building is built. Surrounding areas growth continues.





Dated 2013
Residential area opposite demolished. Whole site is occupied by industrial buildings with adjacent site now a manufacturing works.



Dated 2017
Industrial site over Crabtree lane is demolished.

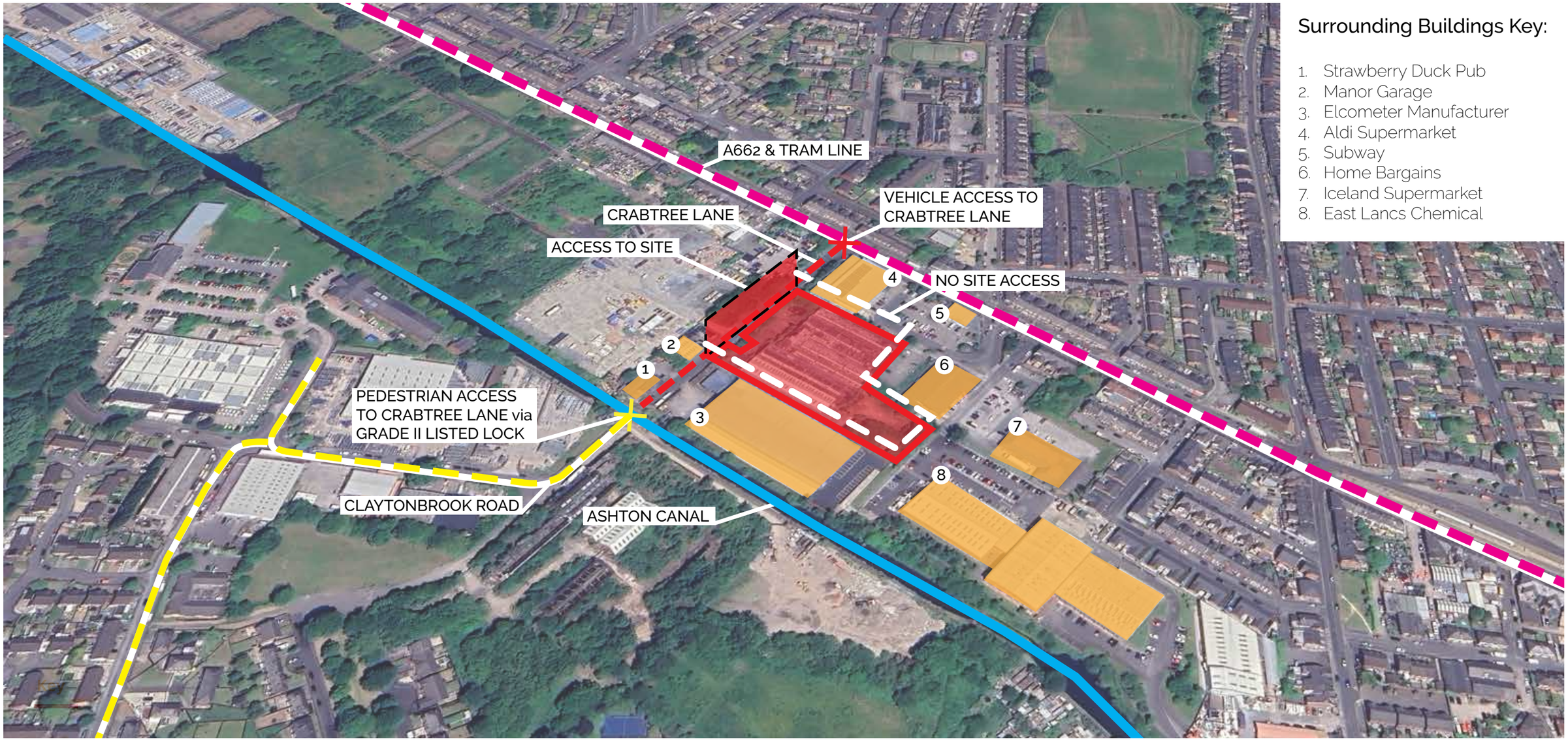


Dated 2023
As today, building still stands with no occupancy, site and pub to the South still operative. The lock over the canal is Grade II listed.

umc architects

03 SITE CONTEXT

03.2 SITE ACCESSIBILITY & CONTEXT



Surrounding Buildings Key:

1. Strawberry Duck Pub
2. Manor Garage
3. Elcometer Manufacturer
4. Aldi Supermarket
5. Subway
6. Home Bargains
7. Iceland Supermarket
8. East Lancs Chemical

Aerial diagram of the proposed site

03 SITE CONTEXT

03.3 EXISTING SITE PHOTOGRAPHS


1

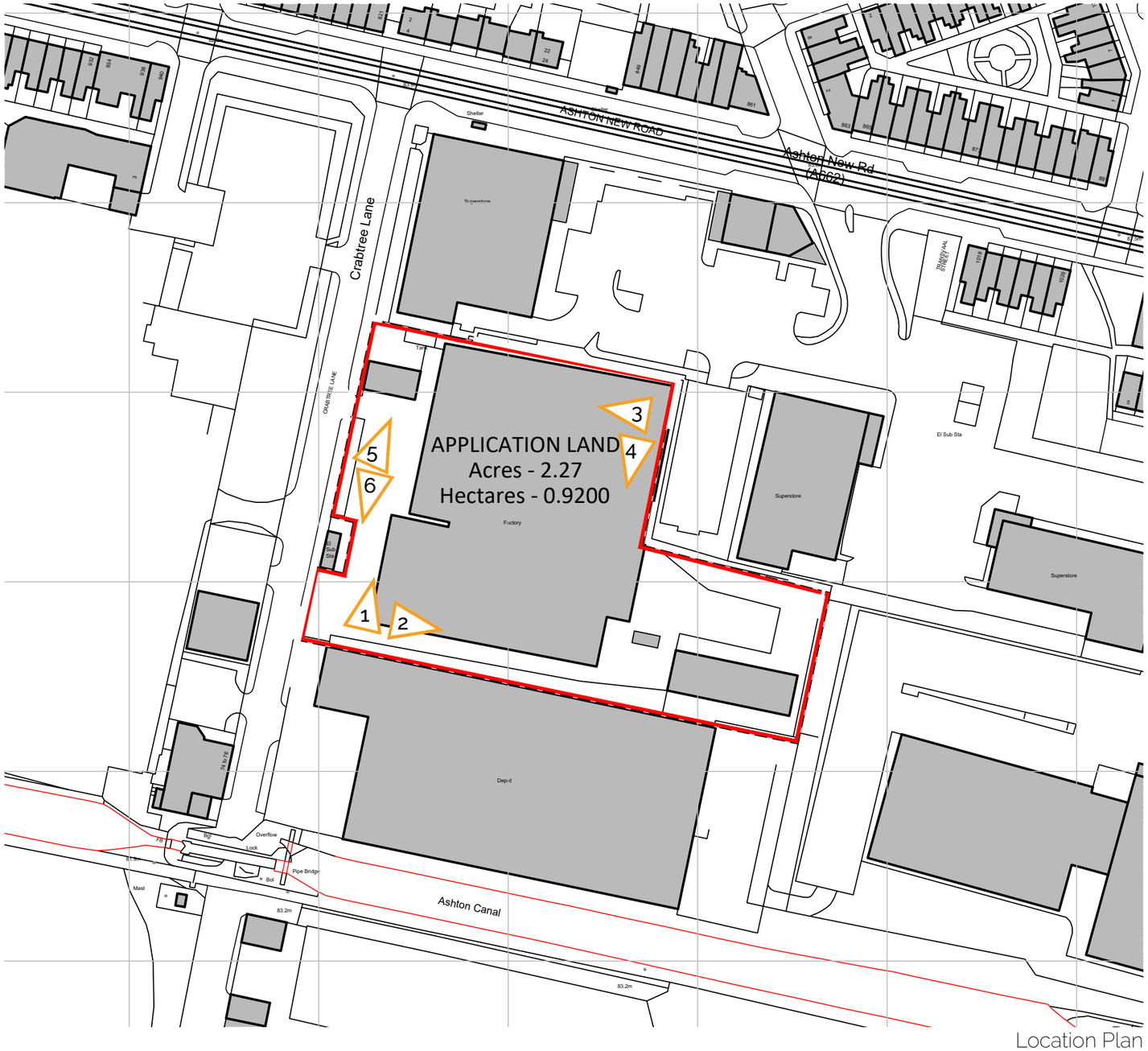

2


3


4


5


6

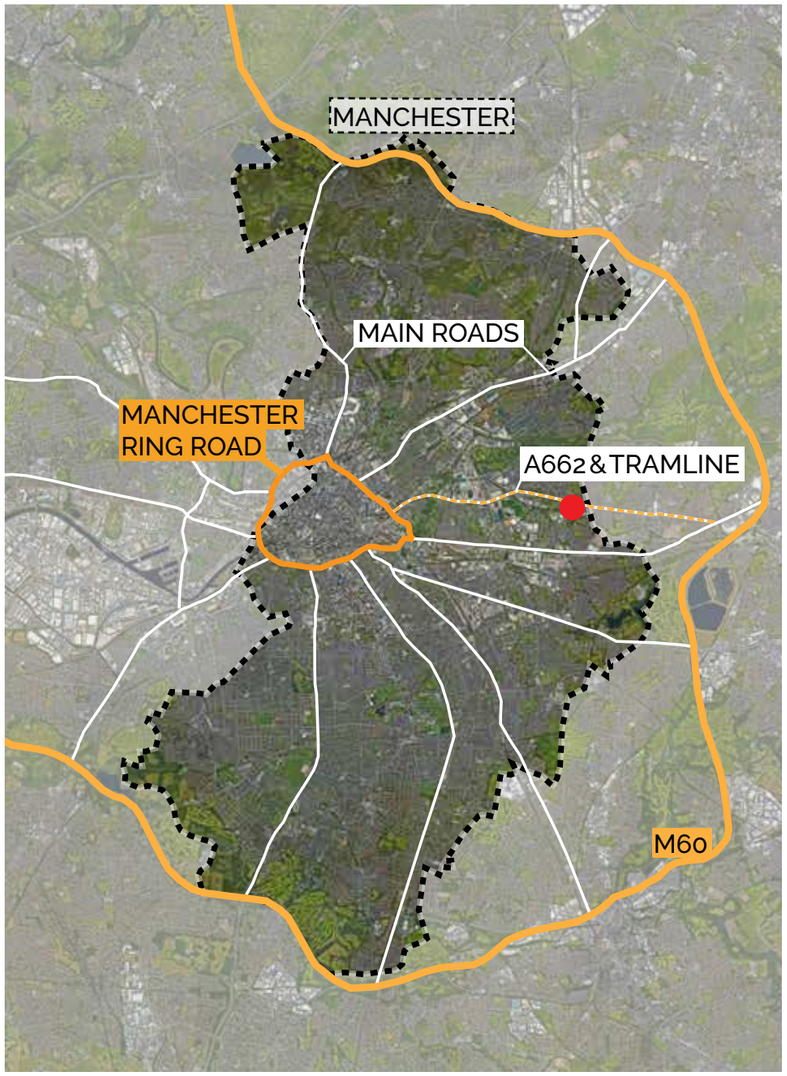


Location Plan

umc architects

03 SITE CONTEXT

03.4 SITE LOCATION & TRANSPORT LINKS



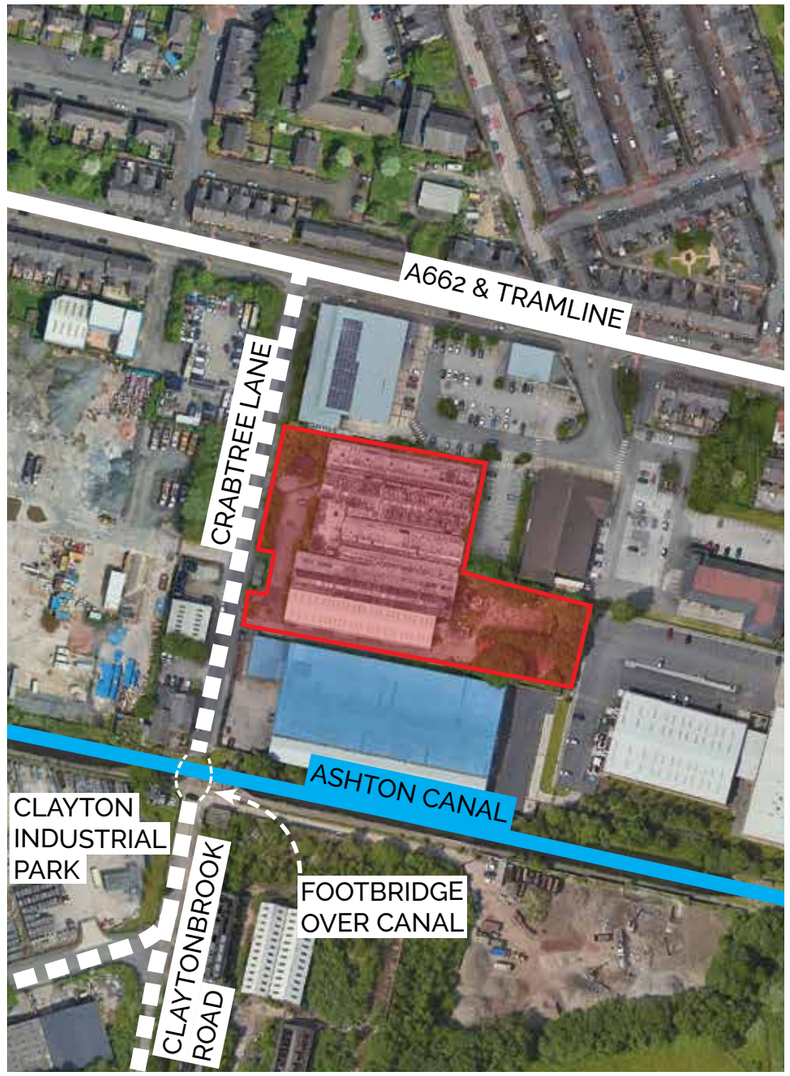
Site Location - East Manchester

The site is located Eastbound of Manchester city centre, approximately 3.1 km from the city centre. The site boasts great transport links to the city centre ring road and M60 motorway.



Immediate Transport Links to Site

The site is accessed solely from the A662, which has direct routes to the M60, then M62 and M1. The A662 facilitates a tram route also, improving site accessibility.



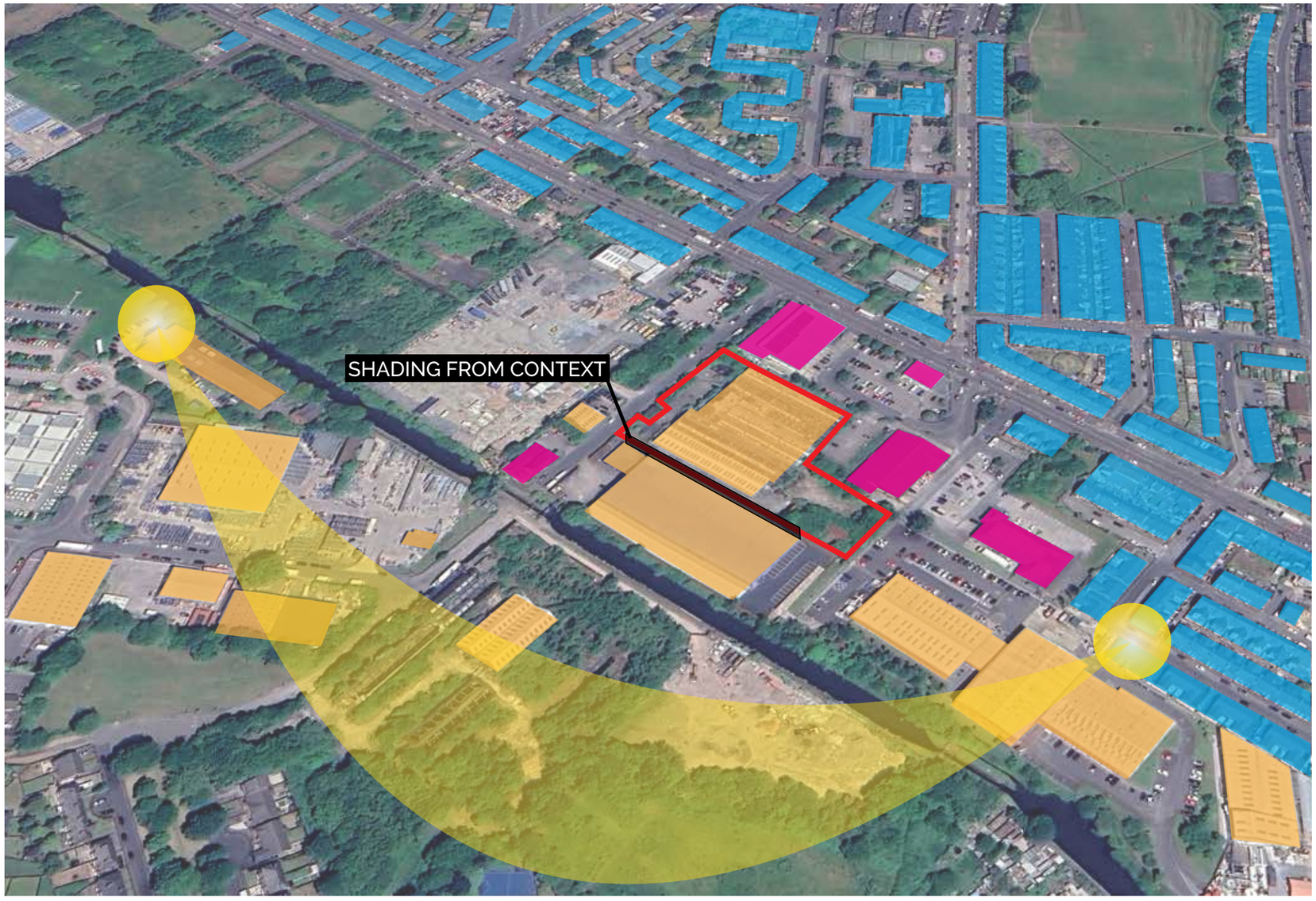
Immediate Transport Links to Site

The site can only be accessed from Crabtree Lane, which can be access via vehilce and pedestrian path from the A662, and south to the site it can be accessed via foot on a bridge over the River Ashton.

umc architects

03 SITE CONTEXT

03.5 BUILDING HEIGHTS



KEY

APPLICATION LAND

INDUSTRIAL SECTOR — BUILDING HEIGHTS: 8-12 m

RESIDENTIAL SECTOR — BUILDING HEIGHTS: 8-10 m

COMMERCIAL SECTOR — BUILDING HEIGHTS: 8-12 m

SUN PATH

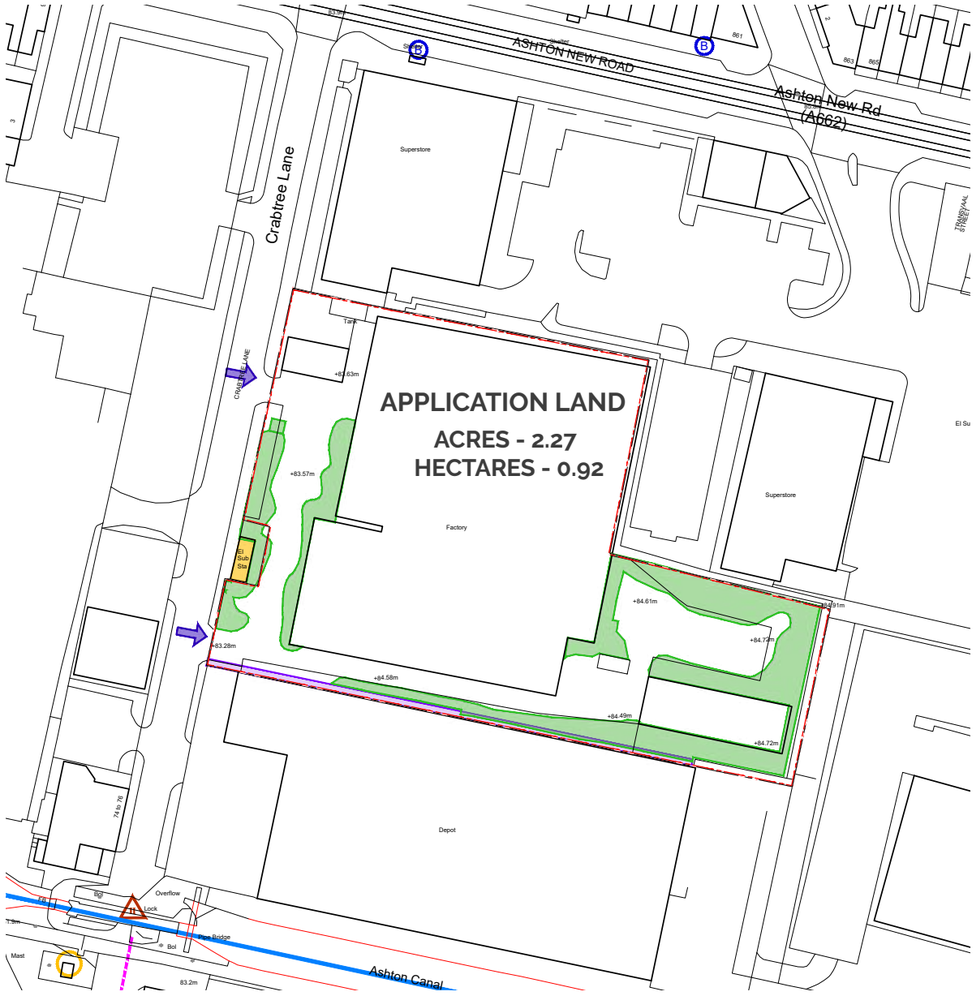
umc architects

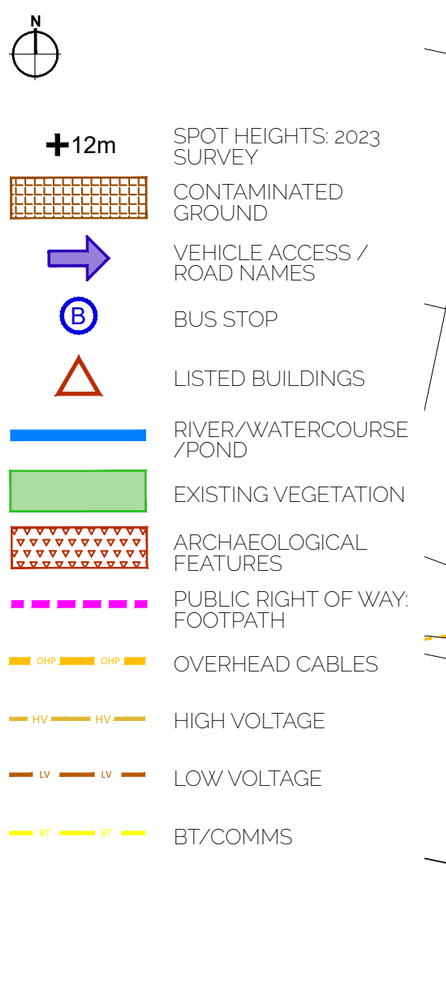
03 SITE CONTEXT

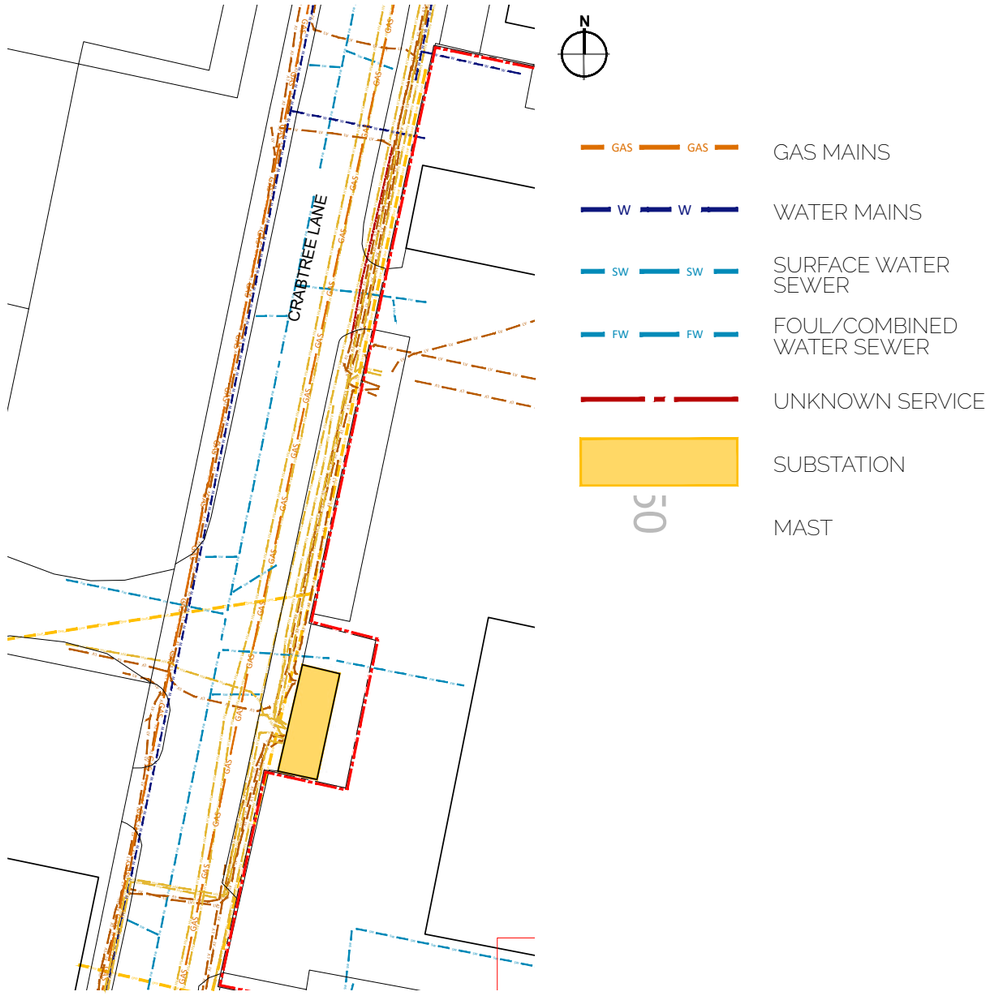
03.6 SITE CONSTRAINTS & EXISTING LAND USE

There are no known constraints located within the site's demise, other than existing vegetation that will be extracted and a new landscaping strategy will introduce vegetation.

The eixsting land use is currently a disused warehouse which is set to be demolished. Buildings within the red line boundary not connected to the warehouse will also be demolished.





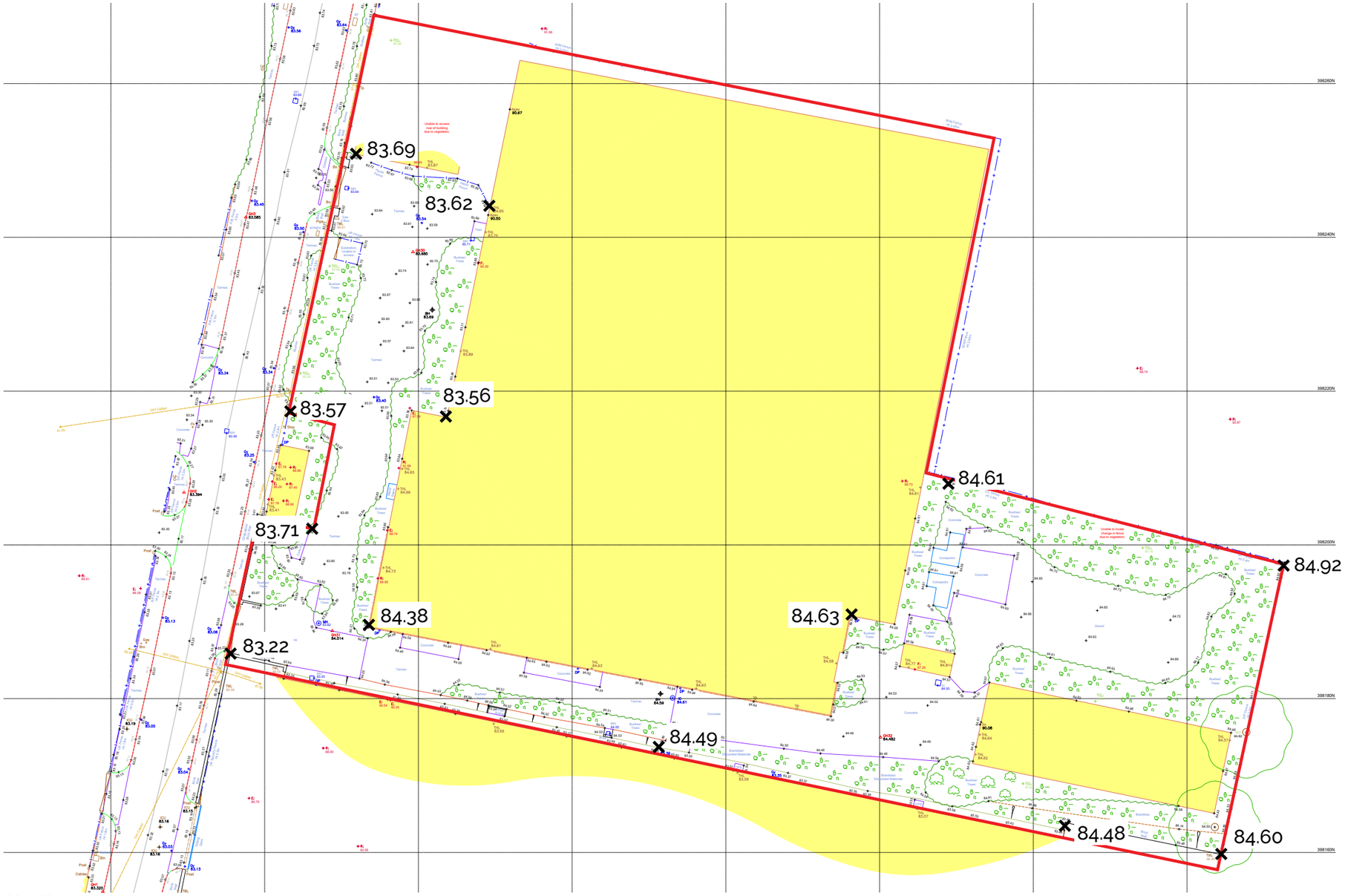


Constraints Plan

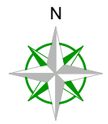
umc architects

03 SITE CONTEXT

03.7 PREVIOUS SITE TOPOGRAPHY



Site Topography



Shown is the previous buildings which have now been demolished.

The siteground level gradually increases in height from the lower level towards the North side, to the higher level by the South.

The existing buildings provides flat ground surfaces in the yellow regions.

The gradual floor level increase combined with flat land does not cause for a constraint to be considered.

umc architects

04 KEY DESIGN PRINCIPLES

04 KEY DESIGN PRINCIPLES

04.1 KEY PRINCIPLES

The design process for the application involved an investigation into a variety of different development configurations and sizes in order to arrange a coherent site layout within the site's constraints. A site layout has been developed based on the key principles below:

Character
To create attractive, self-contained and functional buildings with their own identity, which relate well to the neighbouring context as built.

Quality of the External Realm
To create a welcoming environment for staff and visitors alike. Landscaping and integrated footways and road / cycleways will provide a cohesive development.

Scale, Height and Massing
To establish buildings with scale and size which relates to the rest of the development and its surrounding context and are appropriate for their function. Attention should be given to breaking up large façades and to making references to human scale.

Appearance
To create an attractive appearance through the utilisation of appropriate materials for the locality and building type, which are also robust and will not deteriorate with time. Mid-distant views need to be considered when selecting cladding materials and colours.

Functionality
To provide buildings which will meet the long term needs of the occupiers for running efficient and successful businesses.

Standards
To meet the appropriate standards of safety, accessibility, energy efficiency and institutional standards.

Orientation
Ensuring that the buildings provide appropriate frontage to the access and surrounding roads will allow visitors, staff and lorry drivers a clear orientation and reference point on arrival.

Access
Provide a safe and effective access point into the site from the existing infrastructure, allowing segregation of movement between cars, service vehicles, cyclists and pedestrians entering the site.

Movement
Provide a clear, legible and segregated vehicular movement strategy incorporating all road entrances, loading and vehicular parking areas.

View of the Site
Ensure prominent building elevations are suitably treated to include appropriate materials and sensitive landscape treatment.

04.2 KEY PRINCIPLES ANALYSIS

Contribute directly to creating safe, attractive spaces with high quality buildings and landscape.
Proposed units is sleek and simple in design, with a contemporary colour palette and glazed areas providing a good quality office environment. Key consideration has been given to the landscaping at the park entrance, giving a sense of arrival and a high quality finish to the shared areas.

Create sustainable, well designed buildings, which are good places to work.
The units has been designed to create a contemporary simplistic aesthetic with high quality materials. The limited and modern colour palette and feature offices facing the internal road, create an attractive façade and a consistent architectural language throughout the site.

The buildings and illustrative site layout should fulfil a required level of security and operational functionality.
The yards are to be securely contained and shielded with fencing and offer secure car parking away from HGV Vehicles where appropriate. Additionally, car parks are overlooked by the office areas.

Ensure inclusive design to allow for a good level of accessibility within and between buildings.
The entire masterplan is suitable for both able-bodied and accessible use. The appropriate amount of accessible parking has been allocated and is located close to the level building entrance where possible.

04 KEY DESIGN PRINCIPLES

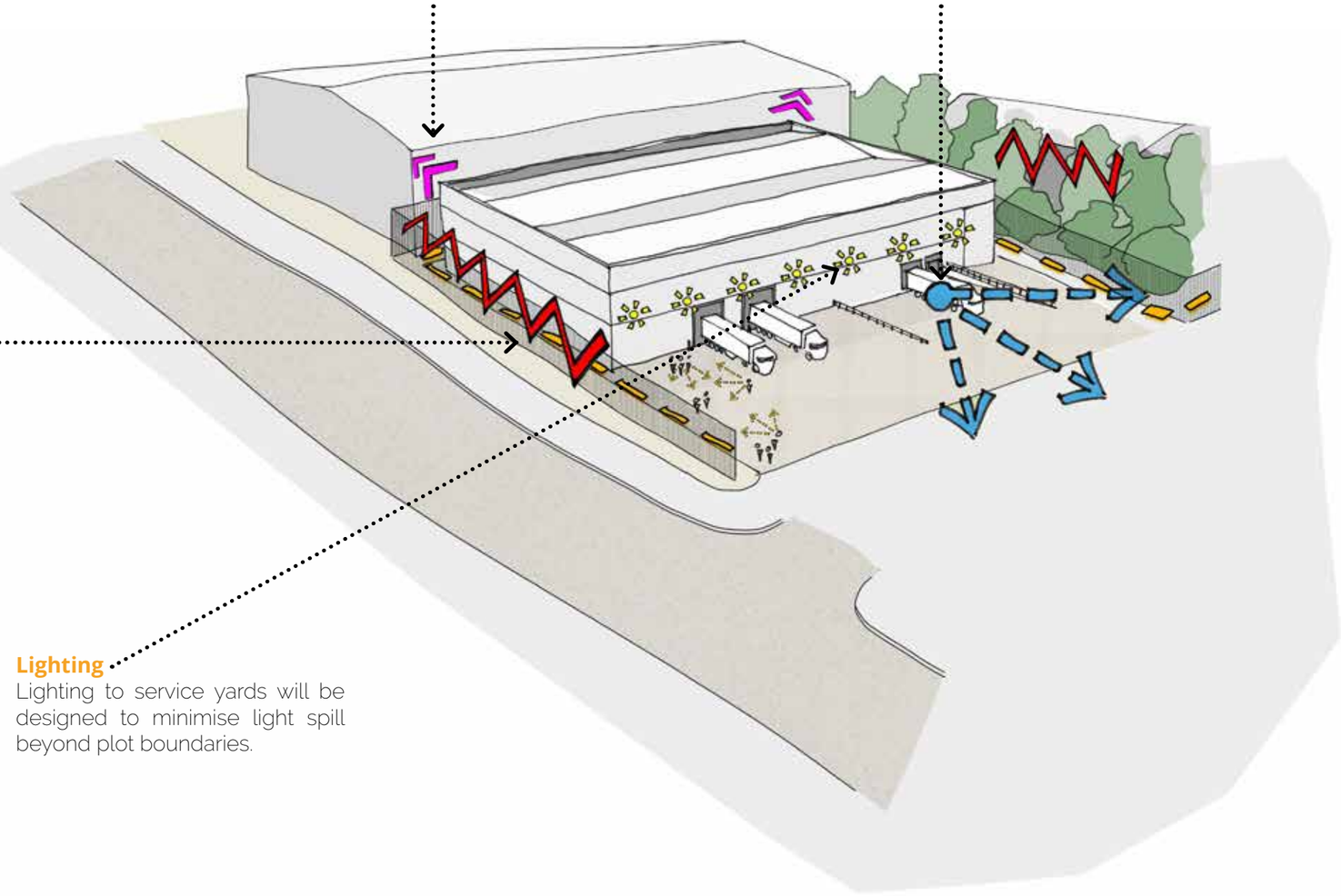
04.3 SCHEMATIC PLOT PRINCIPLES DIAGRAM

Massing
Hard edges towards site boundaries are mitigated by the orientation of each unit. Feature corners minimises impact in terms of massing to key views.

Noise Control
Site yards are often the area in which most noise from machinery and workers is produced. Inward facing site yards limit noise projected into the surround area.

Notional Views
Key views around the site have directly affected the overall illustrative layout of units across the site.

Boundary Treatment
Comprehensive treatment to the site's boundary edge permits sufficient safety measures to site assets, personnel, and personal belongings, on top of reducing external wind-blown littering.



Lighting
Lighting to service yards will be designed to minimise light spill beyond plot boundaries.

Key Principles Diagram

04 KEY DESIGN PRINCIPLES

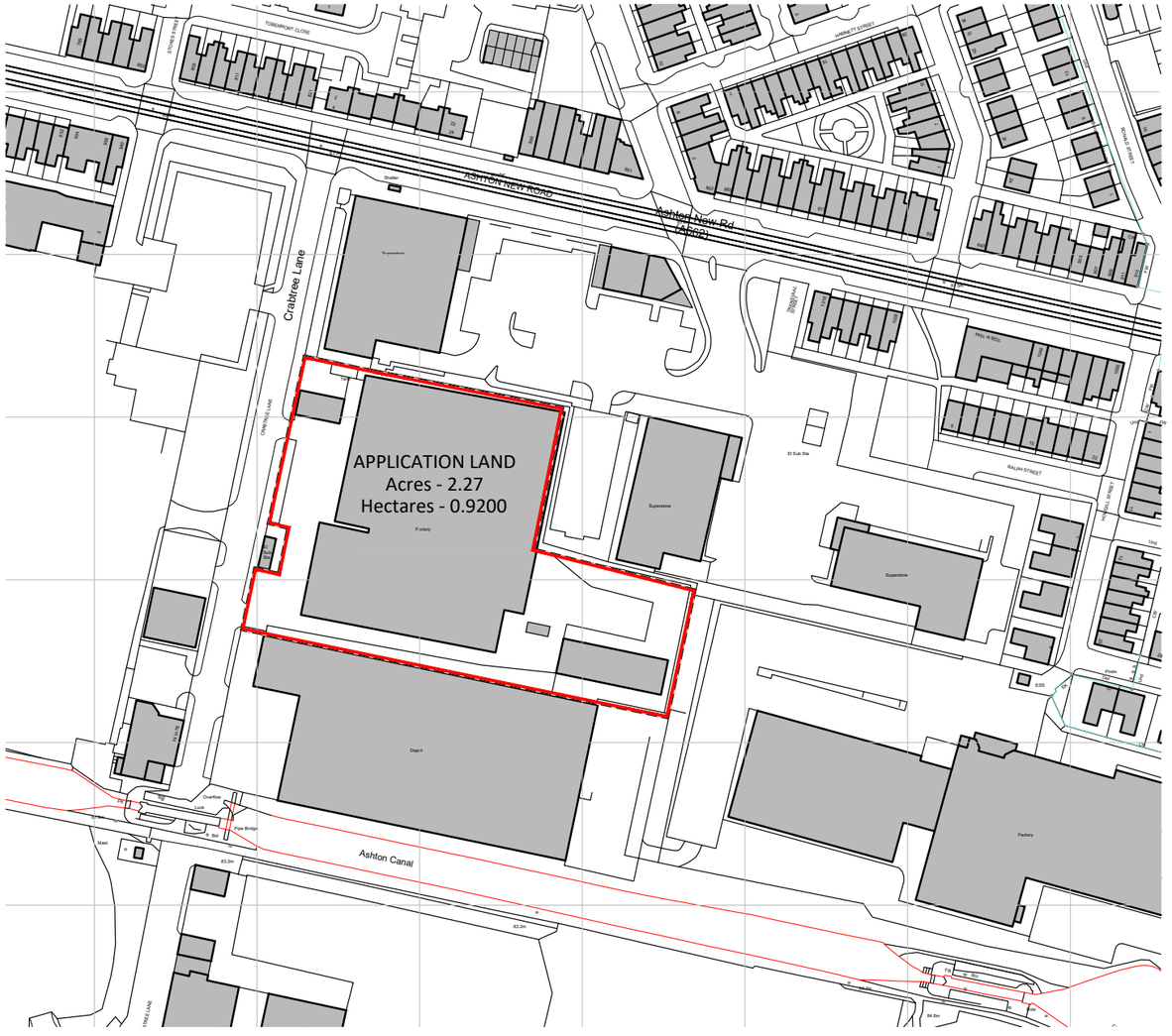
04.4 DEVELOPMENT ASPIRATIONS

The application site is located to the East of Manchester city centre, south of the A662. The site is bounded on the east side of Crabtree Lane, opposite the entrance for Manor Garage and an unused, empty site (ex-industrial). The application land itself currently has an existing building within it's curtilage that requires demolishing. There are numerous operative buildings overlooking the site, including Manufacturer Elcometer, and commercial businesses Home Bargains and Aldi.

The proposal will increase employment diversity within it's local context, in addition to the close proximity of Clayton Industrial Estate, which will provide further contribution to the local economy. The scheme presents an opportunity for much needed economic growth within the area, which can attract more investors and developers to sustainably improve provide more job opportunities on local/ immediate unused land within the Clayton area.



Indicative Site Contextual Visual



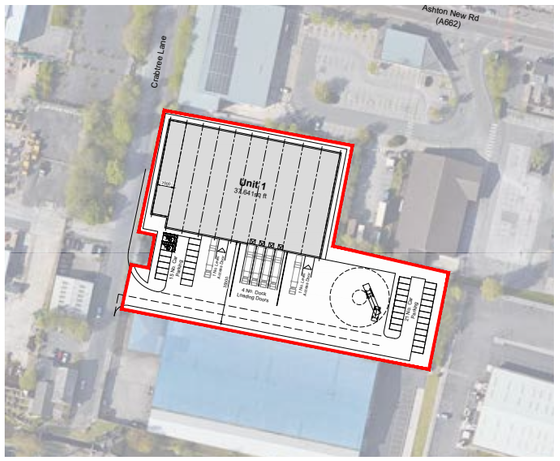
Site Location Plan

04 KEY DESIGN PRINCIPLES

04.5 MASTERPLAN EVOLUTION

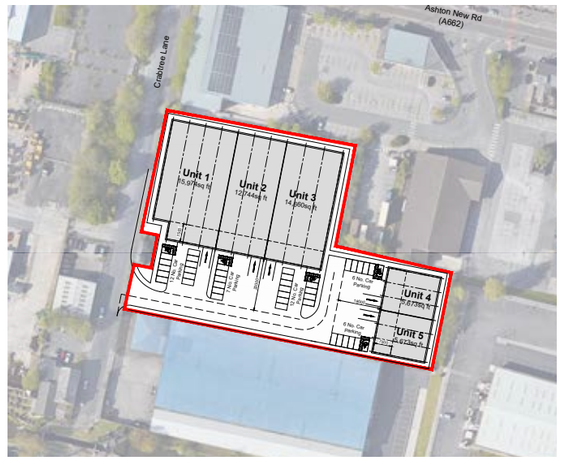
To retain a site layout that compliments and negotiates site and market constraints using the extensive knowledge of the clients existing units around the UK and the local environment, several design iterations have been developed. This can be tracked through the illustrative site plans shown below, with the approved scheme and proposed Section 73 scheme at the end.

Proposal 1



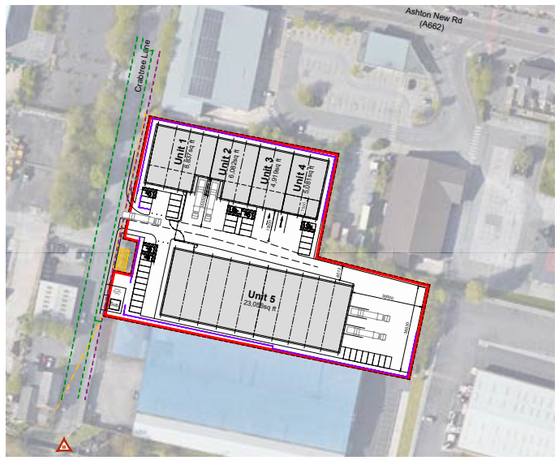
- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 2



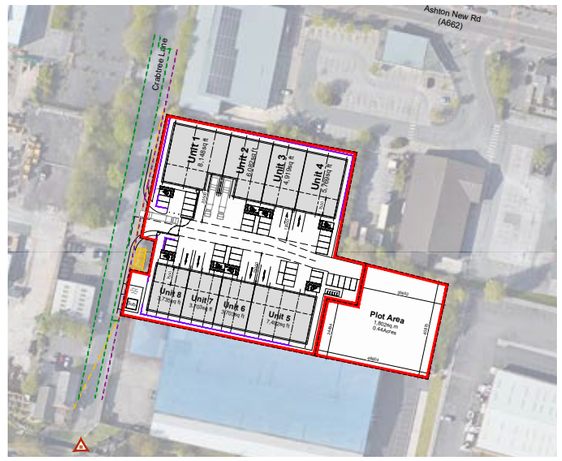
- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 3



- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 4



- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

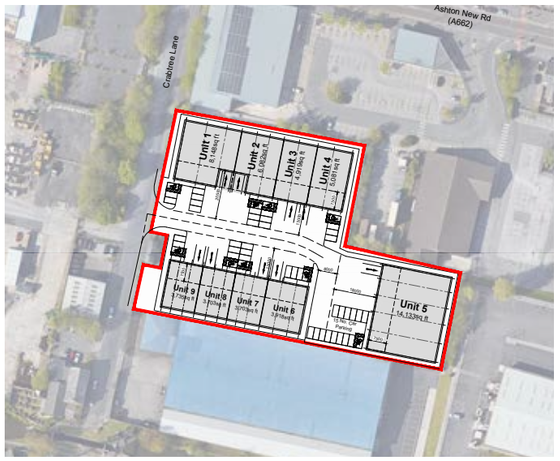
umc architects

04 KEY DESIGN PRINCIPLES

04.5 MASTERPLAN EVOLUTION CONTINUED

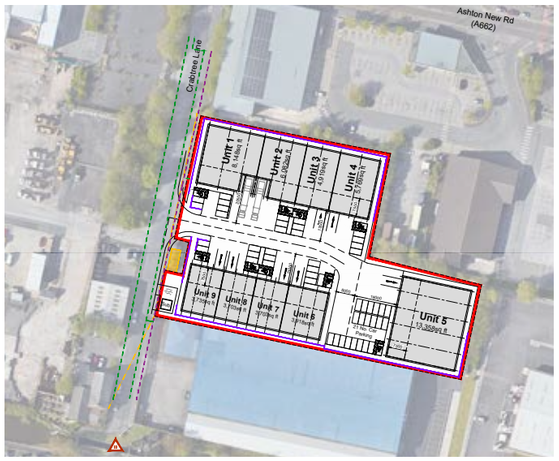
To retain a site layout that compliments and negotiates site and market constraints using the extensive knowledge of the clients existing units around the UK and the local environment, several design iterations have been developed. This can be tracked through the illustrative site plans shown below, with the approved scheme and proposed Section 73 scheme at the end.

Proposal 5



- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 6



- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Approved Scheme



- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Section 73 Proposed Scheme



- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

umc architects