

ATELIER TWO
ARCHITECTURE

Design and Access Statement

Industrial Development

Gorton Road
Manchester, M11 2DZ

For World Metal Recycling Ltd

December 2023

2434 RP100

Rev. C

1.0 Introduction

This Design and Access Statement has been prepared on behalf of World Metal Recycling Ltd, to accompany a planning application for the development of 7no. B2/B8 industrial units off Gorton Rd, Manchester, M11 2DZ. The application is to create a series of industrial units with excellent levels of insulation and airtightness to meet and exceed current standards of construction to enable a sustainable approach work.

The accompanying planning application has been prepared in light of paragraph 38 of the National Planning Policy Framework which encourages Local Planning Authorities to approach decisions on development proposals in a positive and creative way.

Section 2 of this Statement outlines the site and surrounding area, considering site constraints and planning history. The proposed development is outlined at Section 3. Relevant planning policy at both national and local level is set out at Section 4.

Section 5 concludes this Planning Statement by addressing the issues pertinent to the determination of the accompanying planning application, having regard to the Development Plan and other material considerations.

This Planning Statement should be read in conjunction with the following documents that accompany the planning application:

2434 PL100 B - Topographical Survey
2434 PL101 B - Proposed Site Layout inc. Roof Plan
2434 PL102 B – Proposed Elevations
2434 PL103 B - Proposed Ground Floor Layout
2434 PL104 B - Proposed First Floor Layout
2434 PL105 B – Proposed Site Sections

2.0 Site Context

Site Characteristics

The application site is located to the south of Gorton Road, located within a fringe of large commercial and industrial units. The site is located between Gorton Road and the local classification railway line connecting Manchester Piccadilly with Hadfield and Glossop. The natural bounded constraints of the site provide a tapered shape to the site, with level differences captured through the incorporation of an existing retaining wall located along the southern and eastern boundaries. The principle elevation fronts Gorton Road, which is currently formed by a 1.8m high brick wall with high level corrugated metal panels above which captures the level difference between Gorton Road and the application site.

The application site currently comprises a single storey series of buildings used for the purpose of mechanical salvage, which has been extended in various phases. The existing main building is located along the length of the western boundary and forms the existing vehicular access from the north western corner of the site from Gorton Road. The site is currently accessed via Gorton Road via a dropped kerb positioned to the north west of the boundary-road frontage through a set of metal security gates. The site is set approx. 1.8m above Gorton road street level.

The application site is neither listed nor located within a conservation area. The application site is not located within a landscape designation, either of national or local importance.

Planning History

The application site has a short planning history; No applications have been made post-2000. There has however been a historical application made. The following paragraphs set out the planning history of relevance to the consideration of the application proposal.

Application Ref: 35258
Proposal: Erection of 5 industrial units
Decision: Approved
Decision Date: 01.02.1990

No drawn or detailed information, other than the decision letter, is provided on Manchester's planning page but will be sought throughout the process of this application. This approval provides precedent for the development and usage of industrial units within this application site.

3.0 The Development Proposal

The aim of this development is to demolish the existing structures on site and provide 7no. B2/B8 industrial units with significantly increased performance and energy efficiencies by comparison to standard regulations. These replacement industrial units have been designed to meet the high standard of energy efficiency construction to provide a series of sustainable work spaces based on the principles of Fabric First construction, increased airtightness, and passive ventilation system integration. This will create and facilitate a more modern, sustainable, and suitable workspaces. This proposed layout has been developed in response to the climate emergency.

In addition to the industrial units, separate structures have been provided for ancillary use to the industrial units such as bin storage and cycle parking in close proximity to Gorton Road. New formalised access to the site is included within the proposal, in addition to a newly formed site egress route for a rationalised vehicular use of the site.

To the north of the application site is an existing single storey derelict brickwork wall with remedial steel sheeting used to provide additional height and screening to the site. This wall is proposed for retention across the length of

the application site, and on street parking currently occurring is proposed for inclusion within the application boundary. The two existing telegraph poles located within the pedestrian highway outside of the application boundary is proposed to be retained in all respects

An existing 2.5m high precast concrete block wall is located along the length of the southern and eastern boundaries which currently provides separation between the level of the application site, and the slightly higher level of the southern surrounding topography. Dependent on the structural requirement and performance of the existing, the precast wall is currently proposed for retention to the entire southern and eastern boundaries in order to provide ongoing level protection as currently afforded to the site. The projecting 'fingers' of the retaining wall have been proposed for reduction and will be assessed by a structural engineer as appropriate. Currently the extended fingers provide separation bays for the existing use of the site and are not considered to provide structural performance over their entire length.

Existing trees are located on adjacent land beyond the southern and eastern boundaries of the site at the higher topographical level. Considering the existing retaining wall's proximity to existing trees on adjacent land, the existing footprint of the retaining wall will not be repositioned order to mitigate any impact on the RPA's of the existing established planting along the southern and eastern boundaries. The established trees have historically grown in proximity to the existing retaining wall and as such any development within the confines of the existing retaining walls will not have any impact on the quality or development of surrounding trees.

Externally, an extensive parking area has been provided fronting onto Gorton Road. Currently cars will park along the length of the site by the existing brick wall. The provision of parking within the application site will act to both provide formalized parking spaces for those using the industrial units.

9no. standard parking bays, 1no. disabled parking bays, 2no. motorcycle bays, and 3no. extended loading bays with appropriate free loading are have been provided to service the industrial units. EV charging points are proposed to 2no. bays which will support the use of electric vehicles at the workplace. The parking bays will be accessed via the existing dropped kerb fronting Gorton Road, and will exit via the newly formed exit ramp to the east of the application site, adjoining Gorton Road.

The proposed parking provision for industrial units of the scale proposed are seen to be reasonable, and have been provided in line with standards. The proposed parking arrangement results in the buildings frontage to be positioned away from the highway frontage in order to align with the existing surrounding commercial and industrial units. This separation will also drastically reduce the visual impact from Gorton Road considering the height of the existing street-level wall and angle of visibility.

Appearance

The units, subject of the accompanying planning application, will create a building with excellent levels of insulation and airtightness in order to provide a sustainable and efficient construction. As set out below, the design has taken cues from the existing contextual commercial and industrial buildings such as the inclusion of brickwork and gabled forms, whilst refining the sustainability of the design and allowing for maximum natural daylighting throughout the year wherever possible

The proposal will be of a simple traditional pallet of materials, consisting of a local stock brick to 'bookend' the ground floor roofed wings, with a horizontal profiled metal cladding wrapping around the building at first floor, and also within the recessed frontage to provide relief to the road-frontage. Aluminium dark grey window frames, deeply recessed, are provided throughout to provide further articulation to the road elevation These materials are in keeping with the surrounding industrial units and will suit the varied vernacular of the local context. The brickwork in particular will take details from the surrounding buildings in order to read with the context.

Scale

The scale of the proposal as viewed from Gorton road to the north, in the context of the surrounding industrial units, is considered to be appropriate for both the wider context and the site whilst relating to the respective and varied scale and mass of the surrounding properties. The recessed road frontage will provide a visual reduction of massing upon approach from both the east and west in order to avoid a planar frontage. This massing will help to inform a separated series of three masses, reinforced by the material use.

As shown in the site layout, the 45 degree rule has been observed to avoid any injury to neighbour daylighting, considerate of any existing built structures on site, and has been used to establish the proposed footprint of the development.

Layout

The layout of the industrial units has been designed to provide an efficient approach to portal framed construction within the constraints of a tapering site. The orientation of the roofs and rooflights have been designed to maximise the amount of natural daylight into the units as reasonably possible. The staggering to the rear allows for generous private access to the rear of each of the units without obstructing any perimeter access.

The widths of the units has been standardized in order to provide an efficient layout and reasonable width, while also allowing for the massing of the building to be articulated to accommodate the layout of the external works and increased parking depths for loading areas, creating a design in which the external works and proposed industrial units are considered together.

The first floor of the industrial units are provided with separate private access internally, with north facing windows and rooflights provided throughout to maximise natural daylighting and further reduce reliance on artificial lighting as much as reasonably possible without the risk of overheating.

Sustainability

The proposed industrial units have been designed with full regard to the designer's duty to respond positively to the climate emergency we are currently facing.

The emerging Core Strategy requires a demonstration of how a proposal has encompassed sustainable development principles and construction methods in its design. The applicants are keen to develop the site with these principles in mind by use of thermal performance in excess of requirements in order to provide a Fabric First approach to the shell of the construction, with PV panels as required in order to reduce the Primary Energy Demand of the units, and also the incorporation of high performance glazing with passive ventilation strategies considered to avoid any use on mechanical ventilation systems wherever possible.

The driver behind the proposal is the creation of a series of quality industrial spaces, with the application of Fabric First principles to create low energy units. This is to include high levels of insulation, high performance glazing and improved levels of airtightness combined with passive ventilation to achieve levels of thermal performance and energy reduction in excess of the current standards.

The development is proposed to be constructed of steel portal framing which have the benefit of providing excellent flexible and future-proofing to any subsequent uses, and also allows for a number of different shell insulation methods which will ultimately provide a series of units with low energy usage and therefore lower running costs. The incorporation of increased roof glazing provides excellent opportunities to maximise use of natural light and passive solar gain into the upper level of the proposal.

Mains electricity, water, and drainage are all believed to be currently available to the site and it is not proposed to include any alternative systems. It is proposed that the existing services will be capped prior to demolition, then

reconnected into the new dwelling. Similarly, all external SW gullies and FW manholes are to be retained for connection and reuse by the proposed development to avoid additional works and loading into the current system.

Landscaping

The existing surrounding landscape features an established series of trees beyond the southern boundary. The existing landscaping beyond the application site will help to soften and screen the proposed development from the adjacent railway line, without damaging the existing biodiversity of the site.

Hard landscaping is to be provided to the parking frontage which will be formed of permeable finishes which will allow for infiltration where permitted by the existing ground quality. Separate materials will be provided to the perimeter walkway and parking bays to visually demarcate the extent of each and provide a safe pedestrian route throughout the site.

The existing pedestrian pavement fronting Gorton road will be retained and made good as appropriate following the inclusion of the exit ramp and dropped kerb to allow access from the application site. The pedestrian kerb will be retained in its entirety.

Site boundaries will be retained with repairs and reinforcement made as required unless mentioned.

Access

Vehicular access to the site will be solely from Gorton Road by use of the incorporation of a dropped kerb to the northern boundary frontage. Mechanised bollards are to be provided to be provided within the centre of the access routes both entering and existing the site for control and security. A raised concrete kerb is to be positioned to the front of all standard parking bays to avoid encroachment onto the retaining wall and for user safety. Clear signage at height, visible for vehicular users will be provided to each bay. All disabled bays and loading bays will be provided with level access to provide ease of use in line with requirements.

Currently the site frequently has cars parked on Gorton Road along the length of the boundary. This proposal will remove the need for parking on the road and will provide suitable parking within the boundary of the application site.

The proposed development, will comply with Part M of the Building Regulations with regard to level access to ensure a non-discriminatory design approach is maintained as required.

4.0 Planning Policy Considerations

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require applications for planning permission to be determined in accordance with the operative development plan unless material considerations indicate otherwise. This section provides an overview of planning policy and guidance relevant to the proposed development.

National Planning Policy

The National Planning Policy Framework (NPPF) was revised and re-issued in December 2023. It sets out the Government's planning policies for England and how those policies are expected by the Secretary of State to be applied.

The NPPF promotes a presumption in favour of sustainable development: 14. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- Approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.

Section 186-7 of the NPPF summarises that local authorities should approach decision taking in a positive way: "Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible"..

Section 6 of the NPPF sets out the national planning policy on housing provision. It states that: "Housing applications should be considered in the context of the presumption in favour of sustainable development".

Paragraph 7 sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, with paragraph 8 setting out that the planning system has three overarching objectives that are interdependent: economic, social, and environmental.

As set out at paragraph 10, so that sustainable development can be pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 11 sets out that plans and planning decisions should apply a presumption in favour of sustainable development and for decision taking, this means approving development proposals that accord with an up to date plan without delay.

Paragraph 124 sets out that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.

Paragraph 127 sets out that planning decisions should ensure that, among other things, developments:

- Function well and add to the overall quality of an area, not just for the short term but over the lifetime of the development.
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging innovation or change.

Other Material Planning Policy Considerations

Manchester declared a Climate Emergency in July 2019. As part of that declaration the Council has pledged to do more to tackle climate change locally. The Council's declaration laid out the goal - with the support of residents, businesses and other organisations - of achieving net zero for the wider district by 2045.

5.0 Summary

The proposed development of 7no. B2/B8 industrial units, subject of the accompanying planning application, will create workspaces with excellent levels of insulation and performance to meet and exceed current construction standards.

The current proposal will, however, result in a positive legacy for future working generations in a manner that embodies Fabric First construction, helping the council with its objectives in addressing our Climate Emergency in a manner that cannot be achieved primarily with the existing fabric. This is a fundamental point when having regard to the Council's declaration of a Climate Emergency.

With all the above in mind, it is clear the proposed industrial development will fully conform to Policy EN4, 'Reducing c02 emissions by enabling low and zero carbon development', with particular emphasis on policies, EN8, and EN6, of the Manchester City Council Core Strategy 2012-2027 which collectively seek to secure new development meets all required sustainability and amenity requirements.

The presumption in favour of sustainable development is at the heart of the Framework. As set out within this statement, the proposal seeks to replace a building of poor thermal qualities with one that far exceeds modern requirements. The proposal will not prejudice future generations' ability to make changes and in that regard there are no logical arguments against the proposition that the proposal represents sustainable development.

The client's design brief for the B2/B8 industrial development is unambiguous in that it is essential that the building be reconstructed in a manner that fully utilises a Fabric First approach and that the design and functioning of the building responds, in a practical manner, to the climate emergency we face.

The following principles have been considered in the development of the current application

- Minimise both energy demands and energy loss
- Maximise passive solar lighting and controlled ventilation
- Maximise resource efficiency
- Incorporate the use of recycled and energy efficient materials where possible
- Incorporate the use of locally sourced building materials where possible
- Reduce waste and pollution and making adequate provision for the recycling of waste
- Make use of sustainable drainage methods
- Reduce the impact on the external environment and maximising opportunities for cooling and shading (by the provision of open space and water, and planting (for example); and,
- Make use of the embodied energy within buildings wherever possible and re-using materials where proposals involve demolition or redevelopment.

Overall, it has been demonstrated within this Planning Statement that the proposed development meets the requirements of the Local Plan and will contribute to the achievement of sustainable development.

It is, therefore, concluded that in accordance with the requirements of the National Planning Policy Framework planning permission ought to be granted without delay.