



KITSON Architecture Ltd.
Suite 22, Carlton Place
28-32 Greenwood Street
Altrincham
WA14 1RZ

0161 637 2764
mail@kitsonarchitecture.co.uk
www.kitsonarchitecture.co.uk

File Ref.

579-DOC002

Rev.

A

Author

DMP

Date

10 June 2024

Document

Design and Access Statement

Project

Brookway Retail Park

Client

Reassure Ltd

REVISION

A Amended hoop sizes

DATE

20/06/24

Directors:

G.M. Kitson B.A., Dip. Arch., M. Arch., RIBA,
E.M.A. Kitson B.A.(Hons.), PGDip. Arch., RIBA

KITSON Architecture Ltd, registered in England & Wales - 8222667

RIBA 
Chartered Practice

Introduction

PREFACE

This document has been prepared to accompany a planning application for proposed works at Brookway Retail Park in Baguley. As well as the Design and Access Statements, other relevant supplementary information is provided.

Whilst elements of the proposals would ordinarily fall within permitted development, they have been included here for completeness and to avoid the need for a separate lawful development certificate.

The Validation Checklist for Manchester City Council has been reviewed and due regard has been given to the necessity of each item, as well as the proportionality of what has been included.

SITE AND CONTEXT

The site consists of the car park at Brookway Retail Park. The site is wholly within the long leasehold of the applicant, and for which freehold is owned by Manchester City Council. The use of the car park is shared between the tenants at the retail park.

Vehicular access to the site is via a dedicated junction onto Altrincham Road. The area is dominated by large buildings and opens space, including a Tesco Extra supermarket and sports ground opposite the site, and an academy adjacent.

PLANNING HISTORY

Within the last five years, there have been two applications to vary a condition of I10012/FO/2015/S2 relating to the Aldi supermarket, I38866/JO/2023 and I37942/JO/2023, to allow varied servicing hours. Both of these have been refused.

In 2003 application ref. 067007/FO/SOUTH2/03 was approved, consisting of security upgrades to the site for a gate to the site access, and palisade fencing to the rear.

In 2015 a non-material amendment application ref. I10571/NMC/2015/S2 to the original 1996 application was approved for the removal of landscaping to form 10 additional car parking spaces.

The applications for the formation of the retail park date to the 1990s.

REASON FOR THE DEVELOPMENT

In recent years there has been an increase in unauthorised parking and antisocial behaviour at the car park which has begun to impact the operation of the retail park. Following detailed assessment by the client and their team, the proposed security measures have been developed to act as a suitable deterrent whilst minimising overall impact on customers.

Design

USE & AMOUNT

Use of the site is to be unchanged.

The total number of car parking spaces is to be reduced by four, from 298 to 294. This figure has been accepted by the applicant as an agreeable reduction which would not have a material impact on the functionality of the retail park.

There are to be installed, in places as indicated on the plan, 4No. swing height restrictors. 5No. fixed height restrictors, 10No. hoop barriers and 32No. bollards. There is also to be a new road sign at the site entrance to advise drivers of the new restrictions.

LAYOUT

The overall layout of the car park will not be changed. The positioning of the height restrictive barriers is such that an access route maintained and parking available for vans visiting the Wickes store. Long runs of parking bays have been reduced through the introduction of bollards at 3No. parking bays, with the fourth bay omitted at the location of one of the height restriction barriers.

Lockable swing barriers have been used at 4No. locations for controlled access to the restricted areas such as for maintenance and emergency vehicles.

SCALE

Bollards are 1m high above ground, and the hoops are 1m high and 1m wide. The height of these is as per the recommendations of BS8300 for street furniture.

The barriers will be 7m wide and restrict access to vehicles above 2.1m, with the swing barriers overall height being approximately 2.75m and the fixed height barriers approximately 2.3m high. The new road sign will be approximately 2.7m high.

APPEARANCE

The proposed hoops and barriers are to be a high visibility yellow, such as RAL 1021. The bollards are to be striped, alternating black and yellow. These finishes are designed to ensure the barriers stand out against the background to reduce the risk of collision.

LANDSCAPING

All existing soft landscaping including trees and hedges is outside of the red line and therefore not to be affected. No new soft landscaping is proposed.

Access

CONNECTIONS

The proposals do not impact how the site is accessed from the local transport network. Visitors to the site in high vehicles will need to adapt to the new arrangement, which limits their access to the outer areas.

PARKING

Existing accessible parking bays are retained. The total number of car parking spaces within the red line boundary is to be reduced by four, from 298 to 294, which is not considered to have a material impact on the retail park operation.

CONSTRUCTION

A small compound for the contractor welfare and site storage will be created on-site. The works are small in nature and not expected to last a long time, nor are they expected to require significant numbers of personnel on site at any one time.