

DESIGN AND ACCESS STATEMENT

Crabtree Lane, Manchester

FULL PLANNING APPLICATION

Document Prepared for:

Chancerygate Manchester Limited

Revision A - December 2023



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01 INTRODUCTION



01 INTRODUCTION

01.1 STATEMENT OVERVIEW

This document has been prepared as part of the supporting documentation for a **Full Planning Application** submitted to **Manchester City Council** for the proposed development. 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).

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 5,535.6m² (59,584ft²) (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.

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 physical 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. Providing 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. Refuse 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 demonstrate that new development incorporates sustainable construction techniques.

02.2 NATIONAL PLANNING CONTEXT

National Planning Policy Framework - Adopted September 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 81 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 82 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

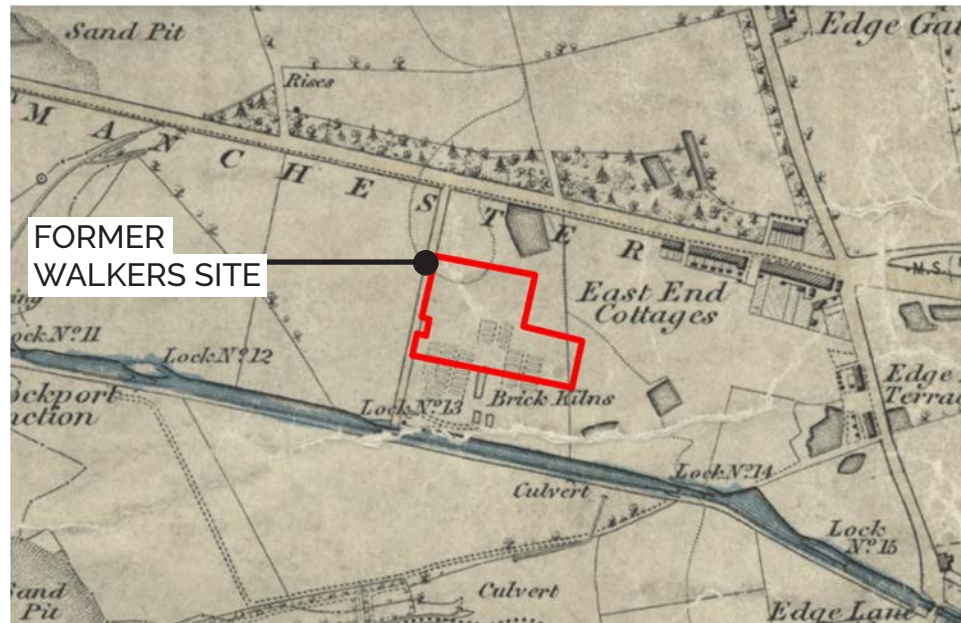


03 SITE CONTEXT

03.1 SITE HISTORY

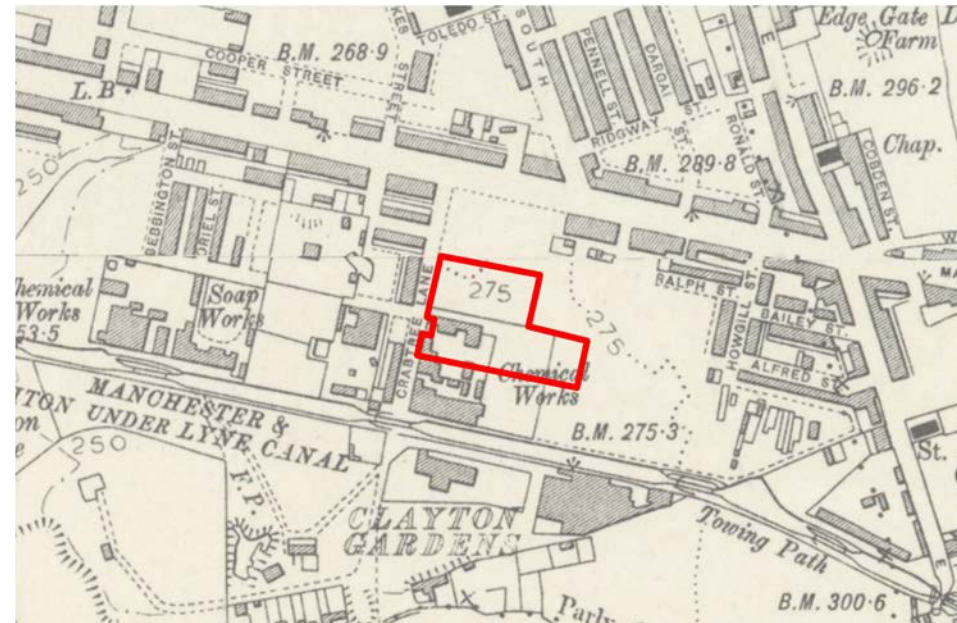
Dated 1840

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



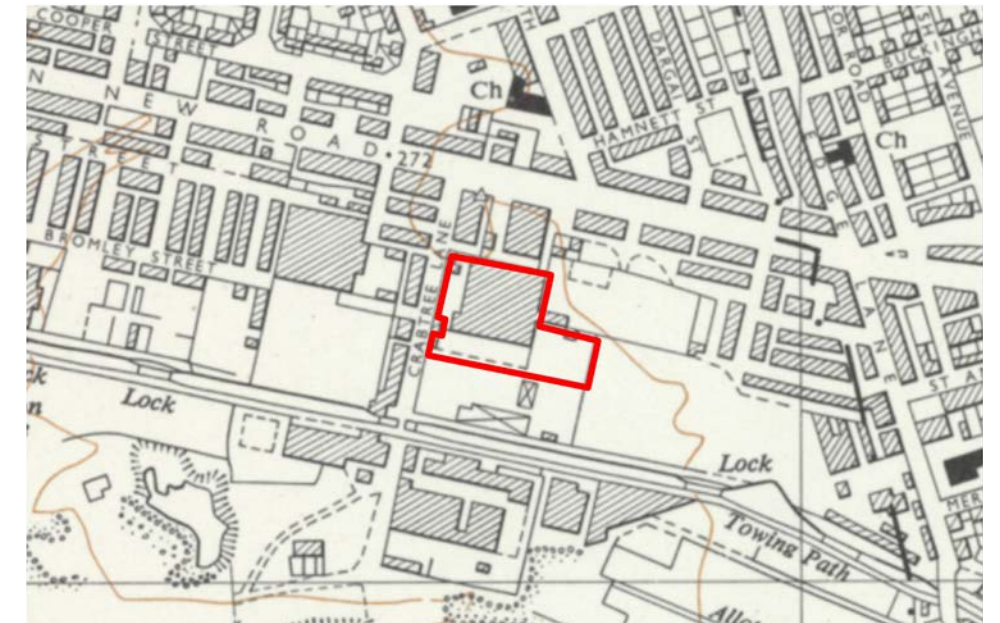
Dated 1888

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.

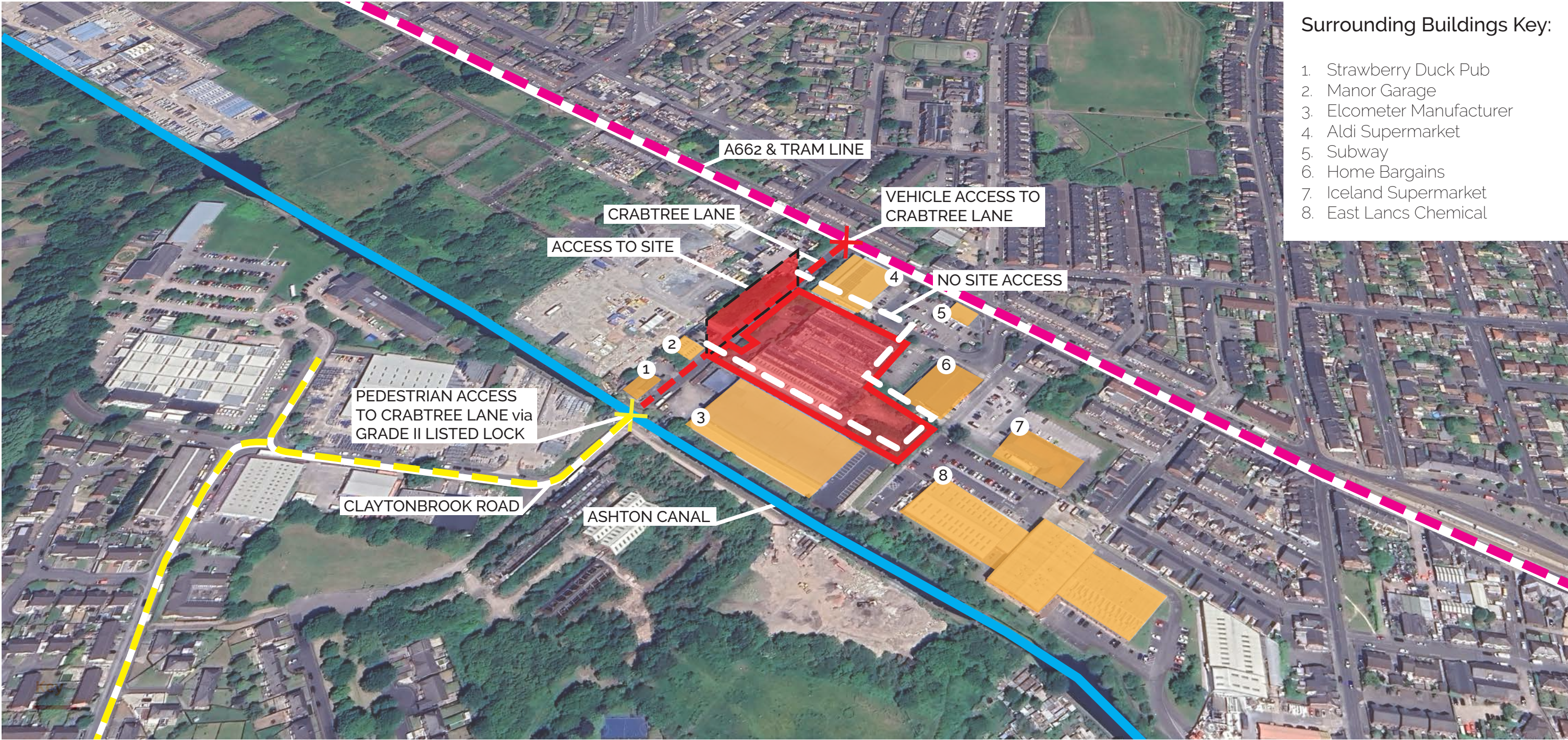


Dated 2023

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.

03 SITE CONTEXT

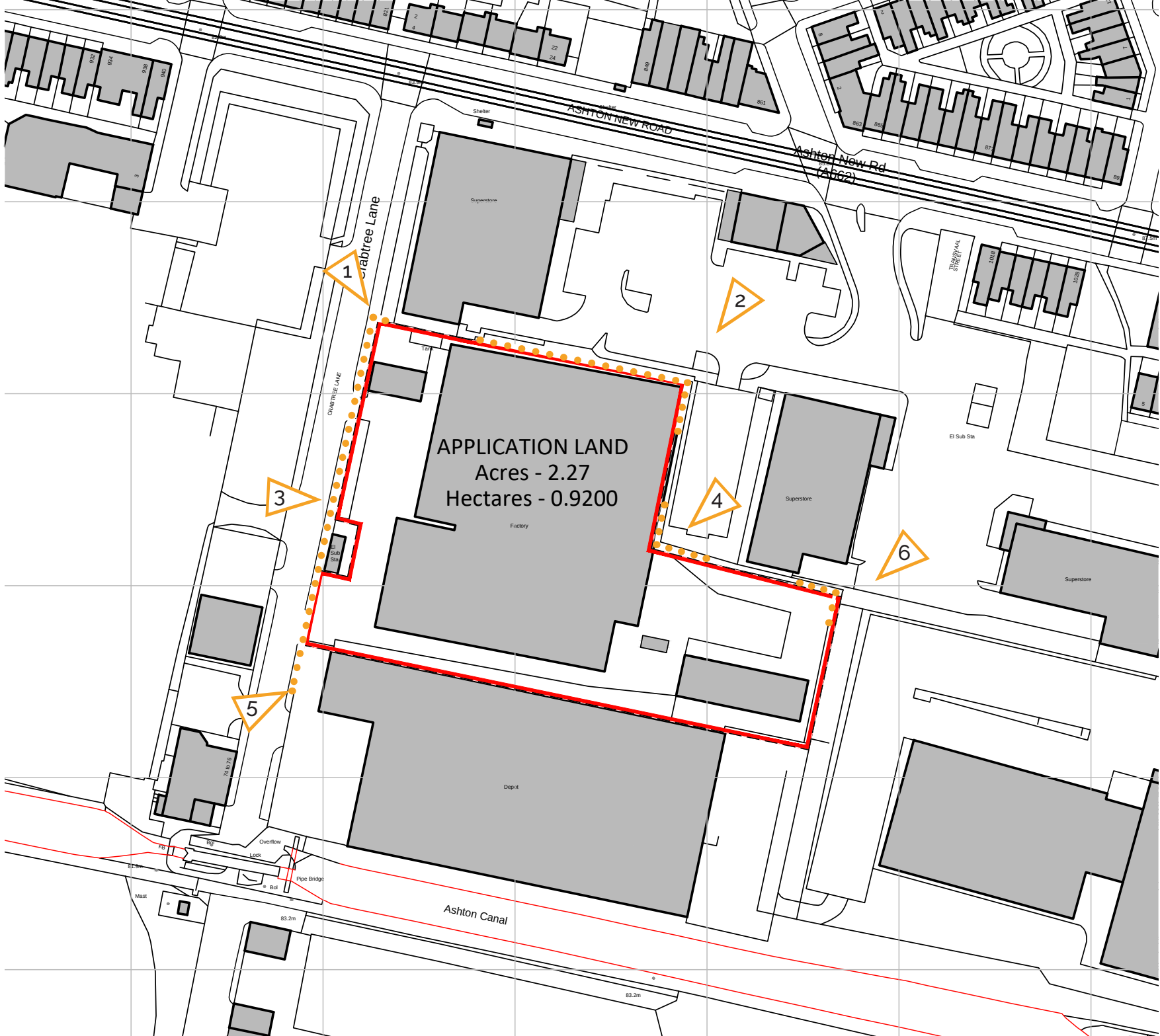
03.2 SITE ACCESSIBILITY & CONTEXT



Aerial diagram of the proposed site

03 SITE CONTEXT

03.3 EXISTING SITE PHOTOGRAPHS



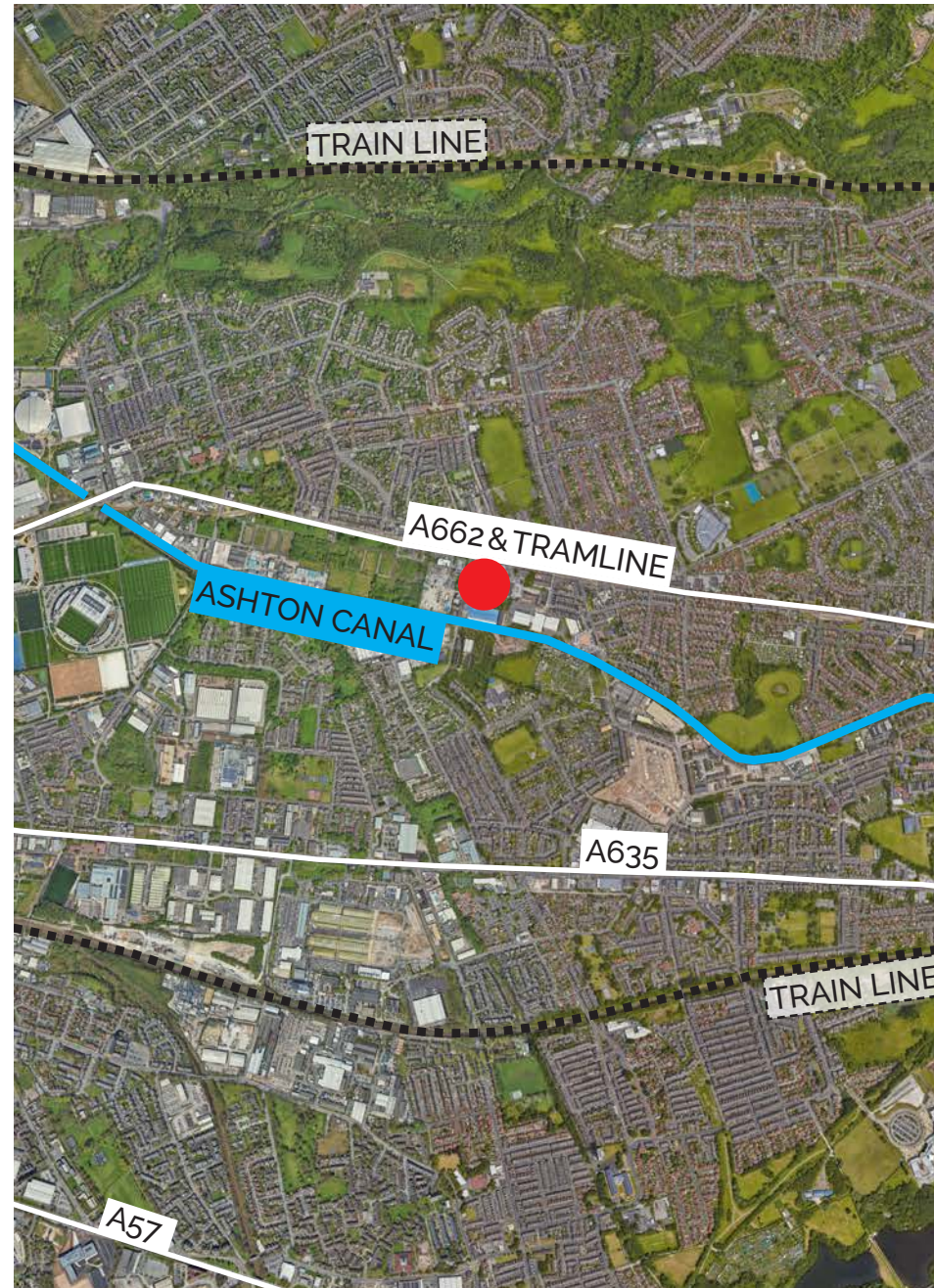
03 SITE CONTEXT

03.4 SITE LOCATION & TRANSPORT LINKS



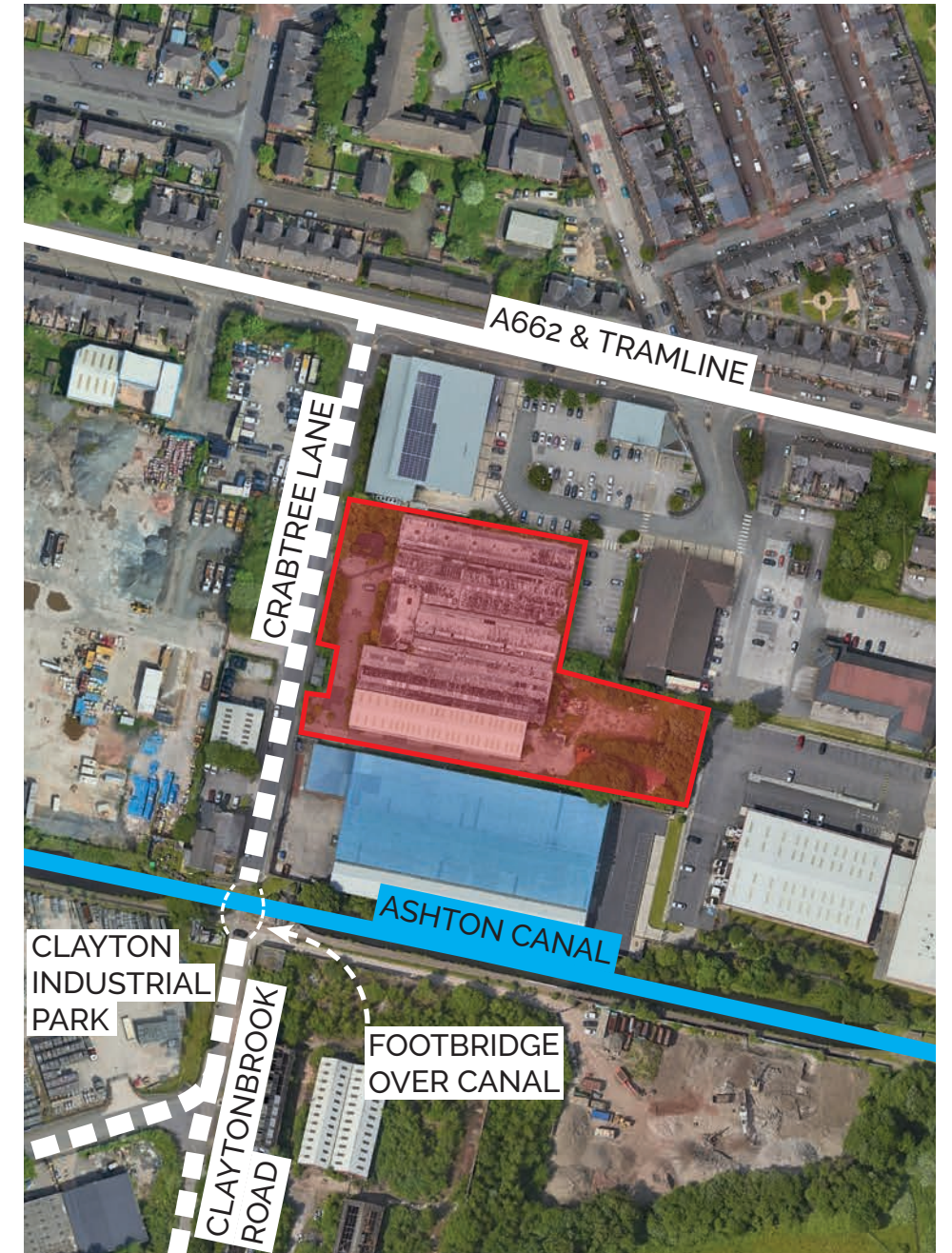
Site Location - East Manchester

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.

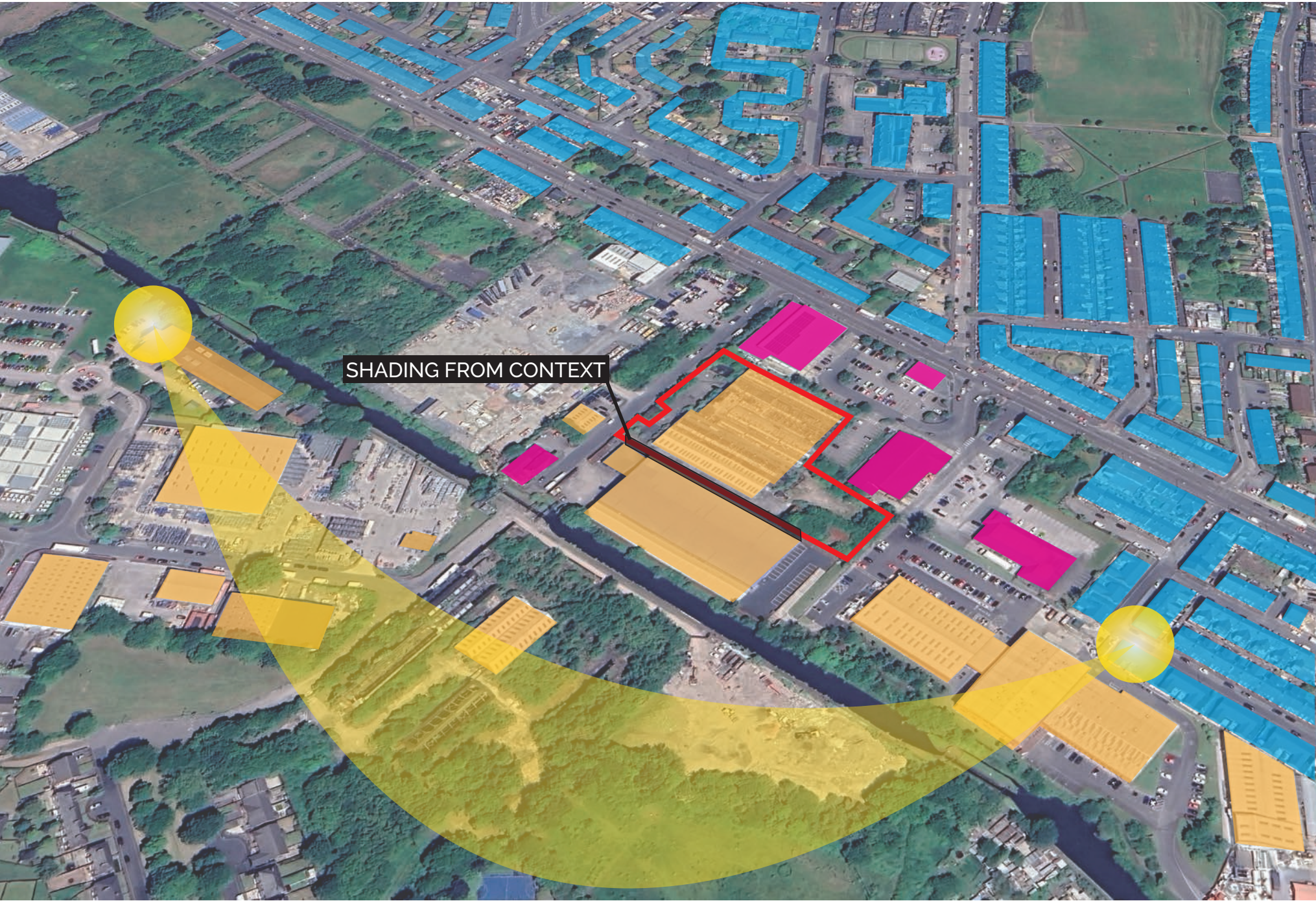


Immediate Transport Links to Site

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

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	

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.

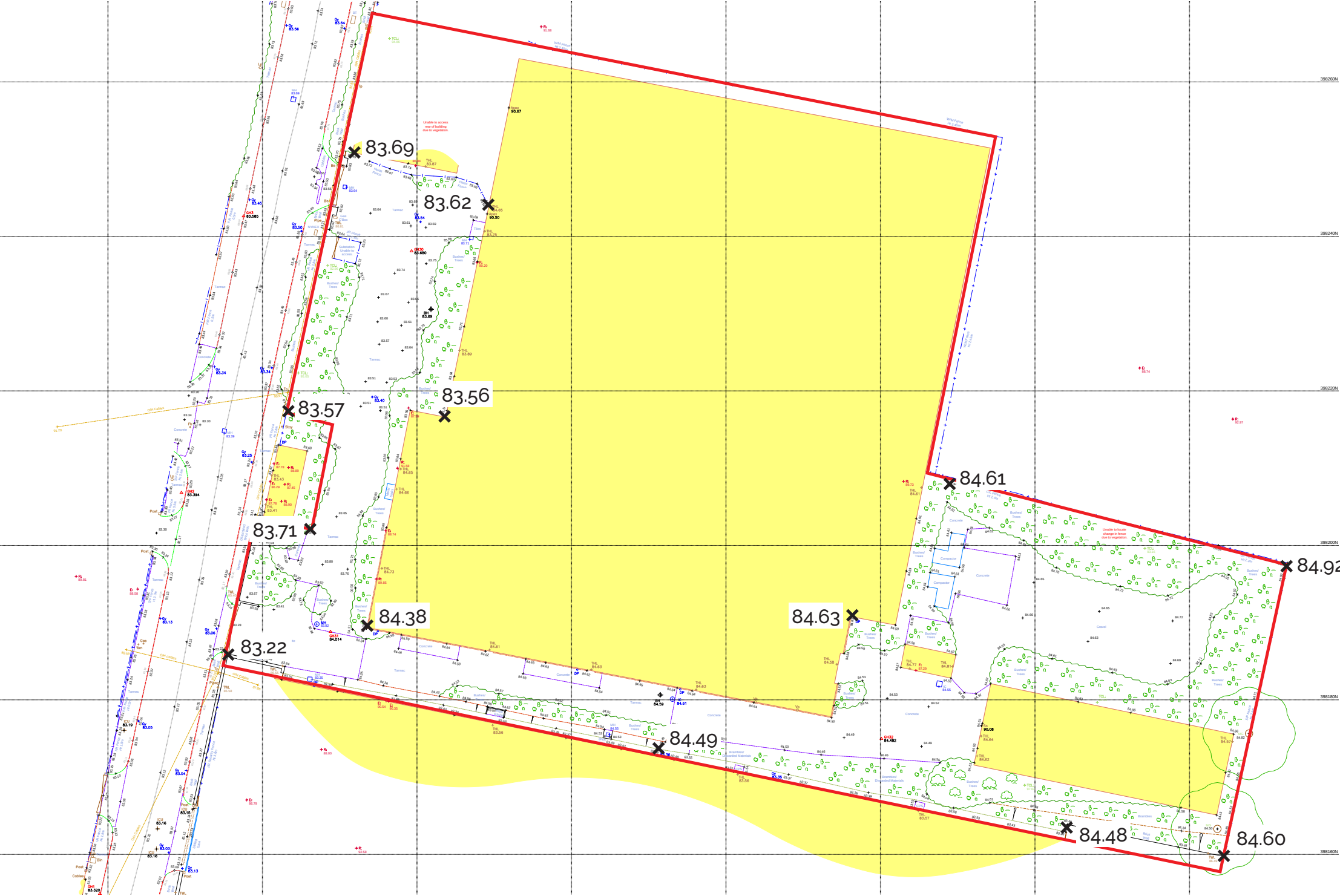
The existing land use is currently a disused warehouse which is set to be demolished. Buildings within the red line boundary not connected to the warehouse will also be demolished.



Constraints Plan

03 SITE CONTEXT

03.7 SITE TOPOGRAPHY



Site Topography

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.

04 KEY DESIGN PRINCIPLES



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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

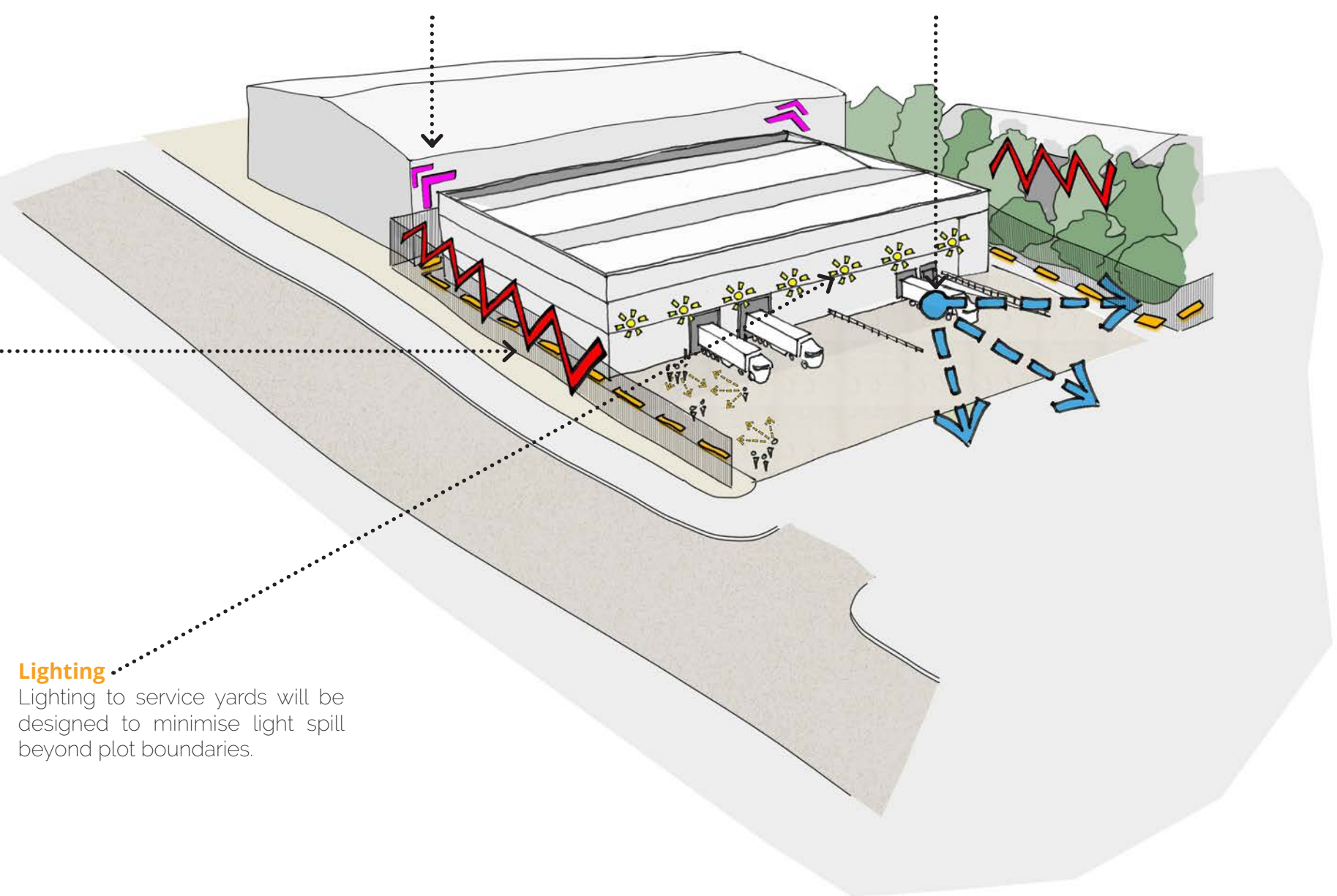
Key views around the site have directly affected the overall illustrative layout of units across the site.

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

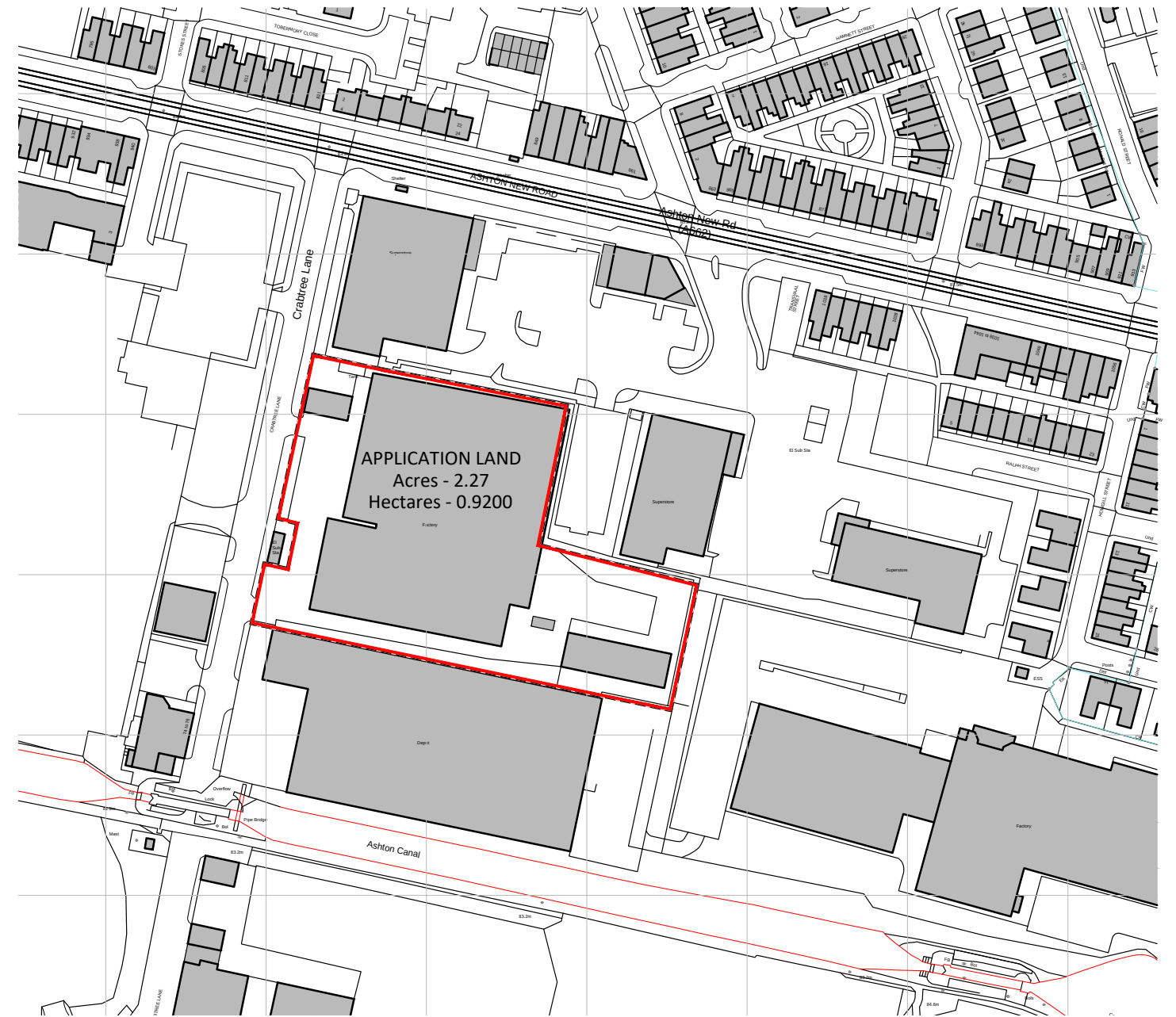
04.4 DEVELOPMENT ASPIRATIONS

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



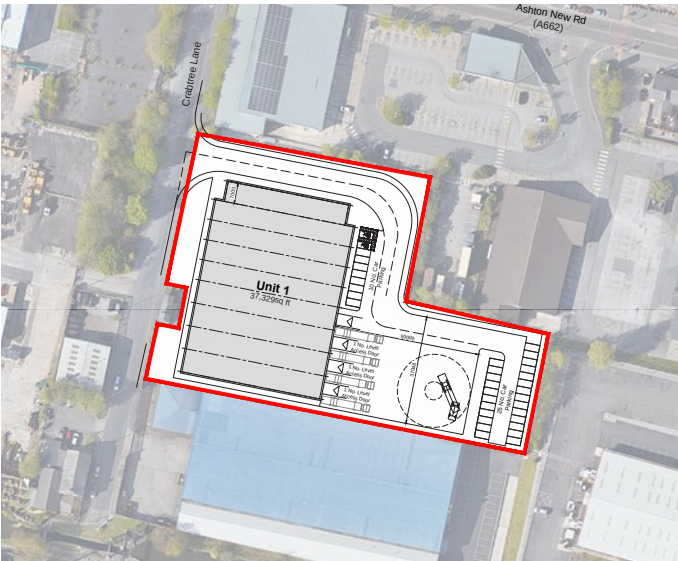
Site Location Plan

04 KEY DESIGN PRINCIPLES

04.5 MASTERPLAN EVOLUTION

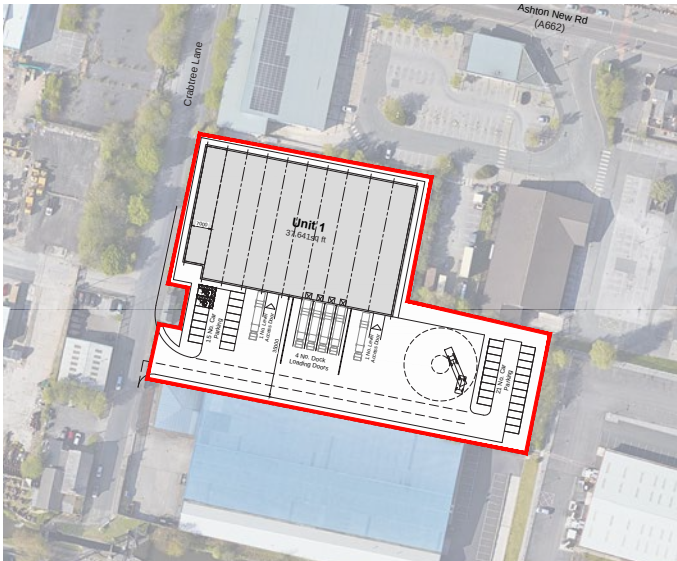
In order to establish a site layout that compliments and negotiates site and market constraints using the extensive knowledge of the clients existing units around the UK and the local environment, several design iterations have been developed. This can be tracked through the illustrative site proposal plans below.

Proposal 1



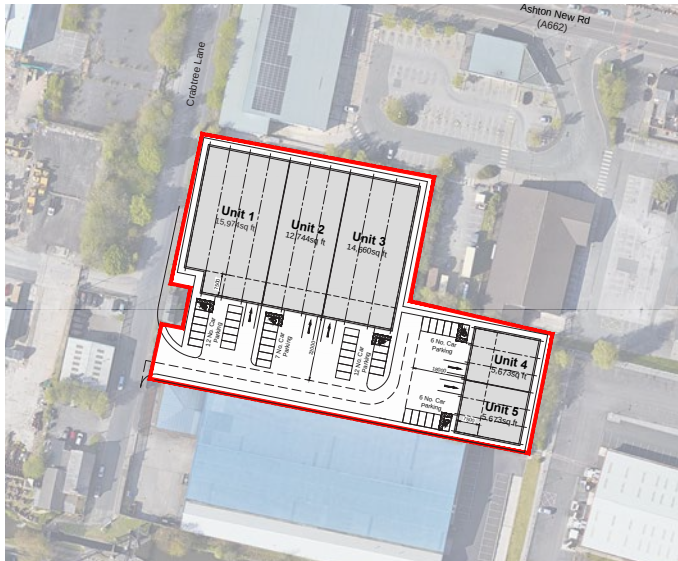
- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 2



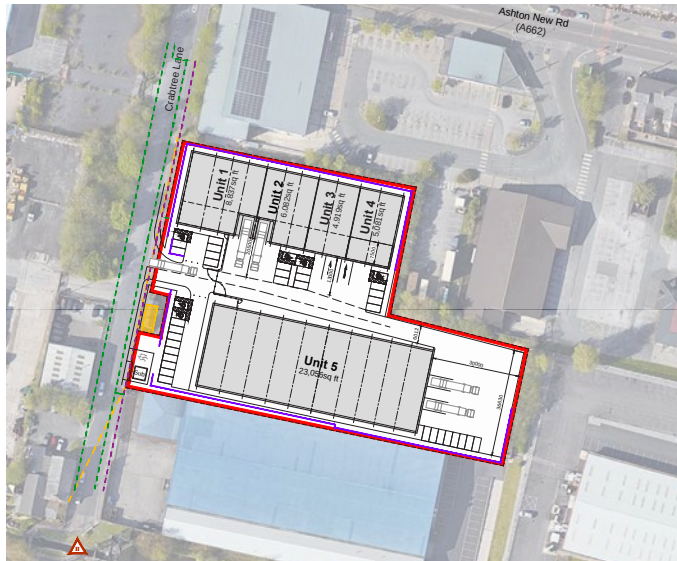
- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 3



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

Proposal 4



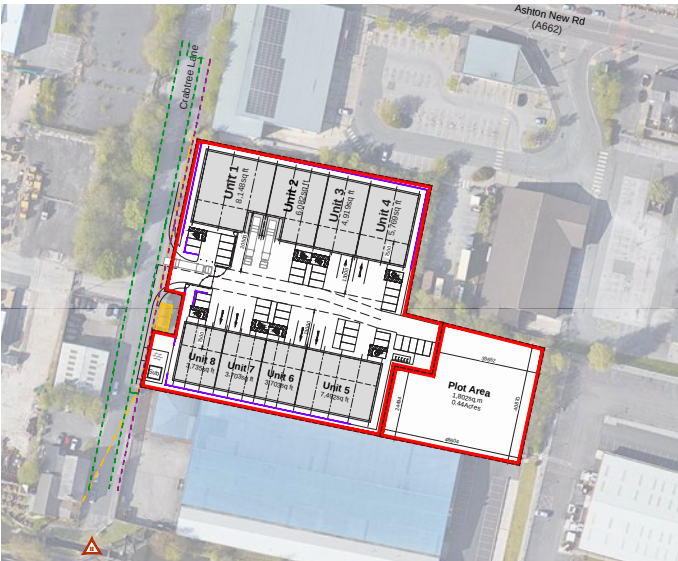
- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

04 KEY DESIGN PRINCIPLES

04.5 MASTERPLAN EVOLUTION CONTINUED

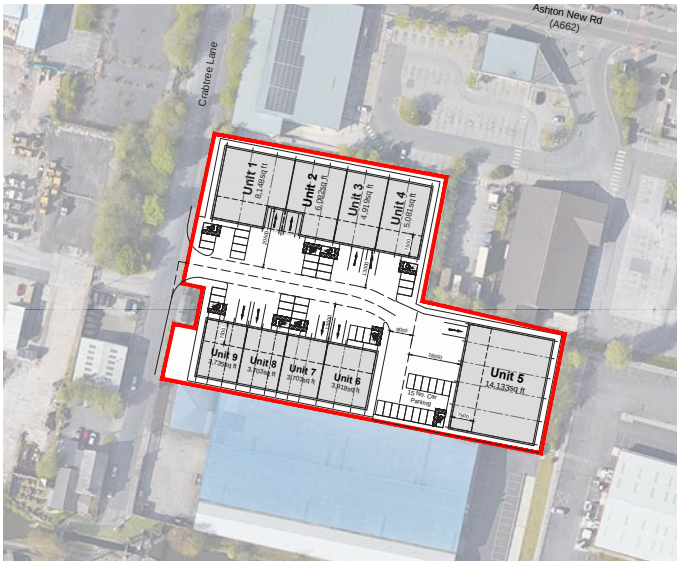
In order to establish a site layout that compliments and negotiates site and market constraints using the extensive knowledge of the clients existing units around the UK and the local environment, several design iterations have been developed. This can be tracked through the illustrative site proposal plans below.

Proposal 5



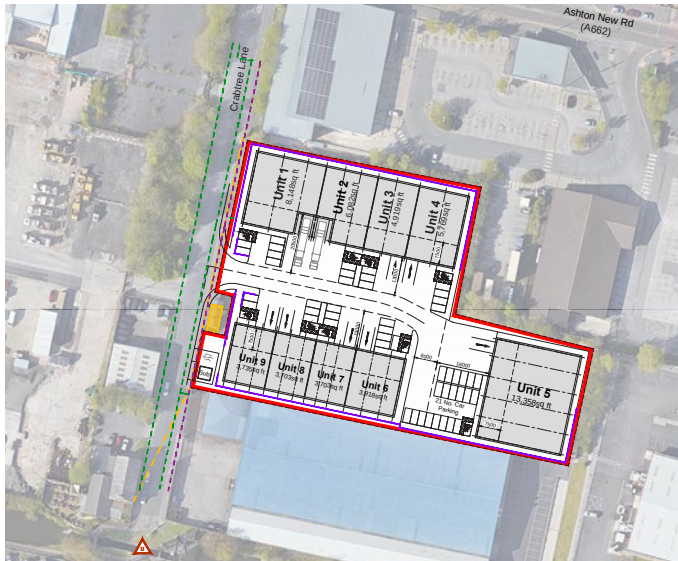
- Secure Yards
- Segregation of HGV'S / Cars
- Unit / GIA Density
- Arrival Aesthetic
- Unit Size Variation

Proposal 6



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

Proposal 7



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

Final Proposal



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

05 DEVELOPMENT PROPOSAL



05 DEVELOPMENT PROPOSAL

05.1 ILLUSTRATIVE SITE PLAN



Proposed Illustrative Site Plan

The proposed site layout is illustrated on UMC Architects planning drawing 23168-UMC-XXXX-SI-DR-A-0601_Proposed Site Plan.

The following points have been considered in the configuration of the layout.

- Access and manoeuvrability
- Site parking
- Loading capacity
- Development frontage
- Development balance

The layout has been designed to make effective use of the site whilst not impacting or restricting the rest of the development. The layout has been designed to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development. Parking for 58 cars has been provided through

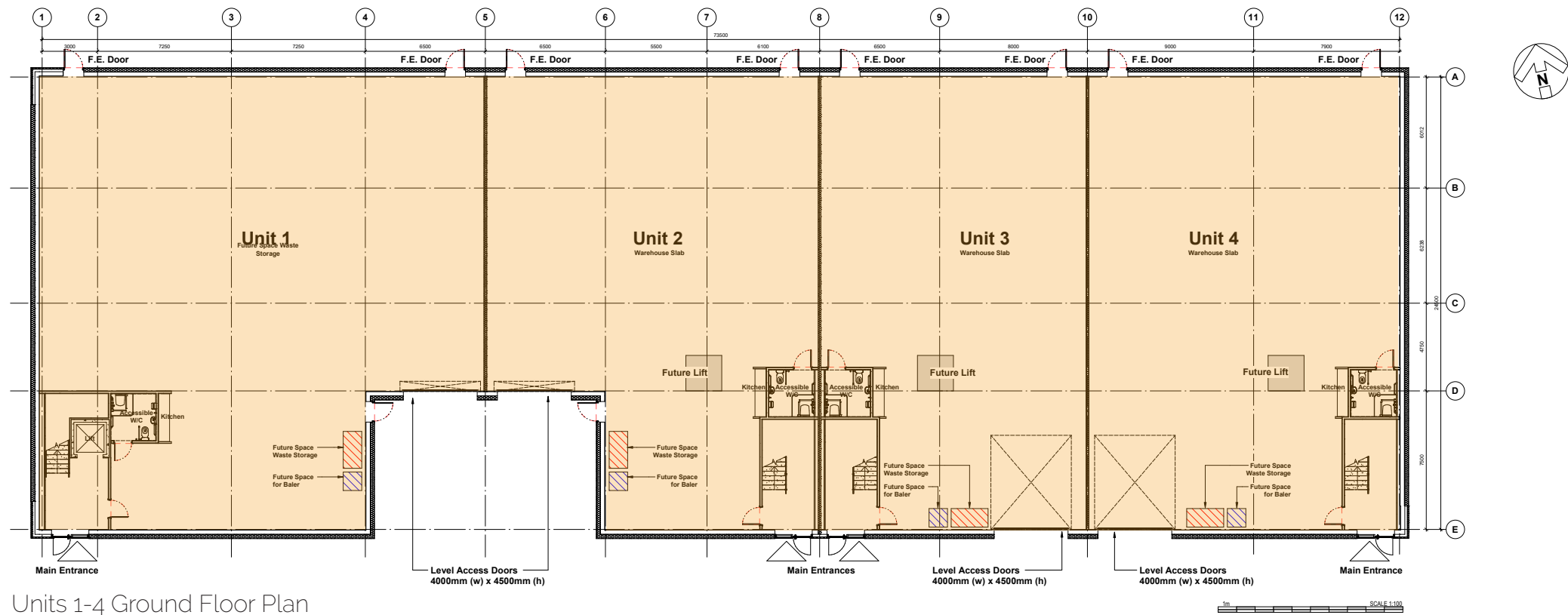
the use of a grade level car park, which includes 9 accessible parking spaces positioned within close proximity of the office entrances. Inclusive access throughout the site is achieved, where applicable, with minimum 2m wide paths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

KEY

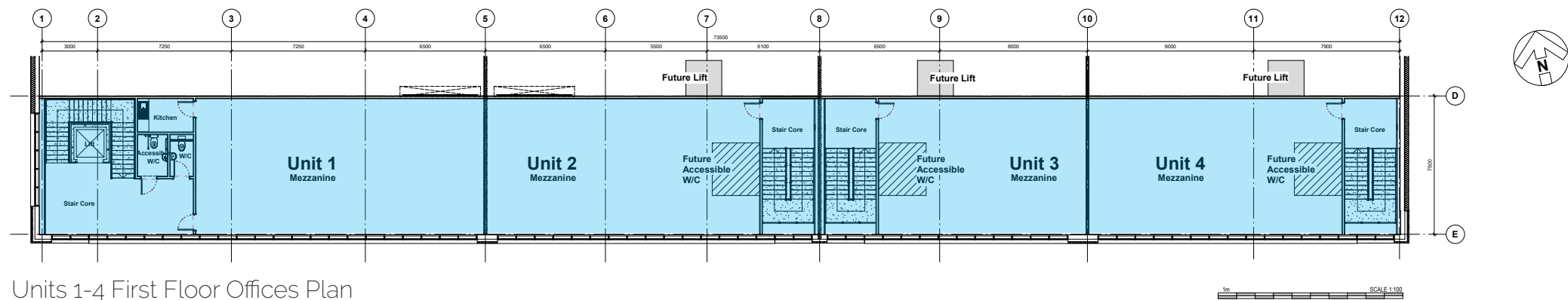
- ① WAREHOUSES
- ② CAR PARK AREA
- ③ CAR/HGV ENTRANCE
- ④ CAR/HGV EXIT
- ⑤ SERVICE YARD
- ⑥ LANDSCAPING
- ⑦ LEVEL ACCESS ENTRY
- ⑧ CYCLE SHELTER

05 DEVELOPMENT PROPOSAL

05.6 UNITS 1-4 FLOOR PLAN



Units 1-4 Ground Floor Plan



Units 1-4 First Floor Offices Plan

Schedule of Accommodation Units 1-4					
	GIA		GEA		Mezz %
UNIT 1	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	537.6	5786.7	582.0	6264.6	
GF Recessed Loading	42.0	452.1	45.0	484.4	
Mezz	179.0	1926.7	196.0	2109.7	
Total	758.6	8165.5	823.0	8858.7	24%
UNIT 2	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	390.5	4203.3	416.6	4484.2	
GF Recessed Loading	42.0	452.1	45.0	484.4	
Mezz	134.0	1442.4	144.0	1550.0	
Total	566.5	6097.7	605.6	6518.6	24%
UNIT 3	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	350.0	3767.4	370.0	3982.6	
Mezz	105.0	1130.2	116.0	1248.6	
Total	455.0	4897.6	486.0	5231.3	23%
UNIT 4	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	412.0	4434.7	444.0	4779.2	
Mezz	123.0	1324.0	139.0	1496.2	
Total	535.0	5758.7	583.0	6275.4	23%
GRAND TOTAL	2315.1	24919.5	2497.6	26883.9	

Schedule of Accommodation Table: Units 1-4