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PLANNING STATEMENT

APPLICANT: Chancerygate Manchester Ltd

SITE: Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester,
M11 4GU

DATE: 20 December 2023



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Chartered Town Planners



Former Walkers Site, Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

Report Drafted By	Report Checked By	Report Approved By
NB	BM	MH
07.11.2023	19.12.2023	20.12.2023

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CONTENTS

	PAGE NUMBER
1. INTRODUCTION	1
2. THE SITE & SURROUNDING AREA	3
3. PLANNING HISTORY	9
4. STATUTORY AND OTHER DESIGNATIONS.....	10
5. PRE-APPLICATION DISCUSSIONS	13
6. THE PROPOSED SCHEME	16
7. DOCUMENTS SUBMITTED IN SUPPORT OF THE FULL PLANNING APPLICATION.....	21
8. THE DEVELOPMENT PLAN AND OTHER MATERIAL PLANNING POLICY CONSIDERATIONS	22
9. PLANNING ASSESSMENT	33
10. PLANNING CONDITIONS.....	46
11. CONCLUSION	47

Appendices

Appendix 1 Pre-Application Submission Letter to Councillors dated 12 December 2023.



1. INTRODUCTION

BRIEF

- 1.1 Hourigan Planning is instructed by Chancerygate Manchester Ltd to submit a full planning application to Manchester City Council (hereafter referred to as the Council) in relation to a proposed employment scheme in respect of land at the Former Walkers Site, Crabtree Lane, Clayton, Manchester, M11 4GU (hereafter referred to as the site).
- 1.2 The description of development in the application form is as follows:
- "Demolition of all existing buildings and structures and the 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)".*
- 1.1 Chancerygate is the UK's largest multi-unit industrial property development and asset management company, with nearly 28 years experience in the UK commercial property sector.
- 1.2 Chancerygate is an industrial property and warehousing specialist focused on bringing high-quality schemes to the market in strategic locations throughout the UK to meet the demands of the growing urban logistics market.
- 1.3 Further details about Chancerygate and the developments it has delivered and development it has in the pipeline can be found via the link below¹. Our client is involved with a number of schemes in Greater Manchester, notably in Oldham, Stockport and in Trafford Park. They have been seeking a suitable opportunity in Manchester City Council's administrative area for some time and have hitherto held discussions with Dave Roscoe on developments in the south of the City which unfortunately they were unable to progress.
- 1.4 Following positive pre-application discussions with the Council earlier this year, it is hoped that this site in Clayton will be their first successful development in the City.

¹ <https://www.chancerygate.com/>



SCOPE

- 1.5 The application is accompanied by various supporting documents as identified in a freestanding document entitled Annex 1 which address key technical and site-specific planning matters to demonstrate why full planning permission should be granted.

PURPOSE

- 1.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

- 1.7 The purpose of this Planning Statement is as follows:

- To describe the site and surrounding area.
- To examine any relevant previous planning decisions that have been made in relation to the site.
- To identify any statutory or local planning-related designations affecting the site.
- To provide details of the scheme that is now being brought forward.
- To outline the other documents submitted in support of the proposals.
- To summarise the relevant Development Plan and material considerations relevant to the proposals.
- To consider the proposed development having regard to the Development Plan and other material considerations.
- To demonstrate that the planning balance lies clearly in favour of the proposals.

- 1.8 This document should be read in conjunction with the suite of documents submitted in support of the full planning application.



2. THE SITE & SURROUNDING AREA

SITE LOCATION

- 2.1 The site is located within the Clayton Industrial Estate to the east of Crabtree Lane which is situated to the south of Ashton New Road (A662) in the eastern Manchester area of Clayton.



Figure 2.1 – General Site Location (Approximate Site Boundaries Identified in Red).

THE SITE

- 2.2 The site extends to 0.92 hectares and is currently dominated by a tall single-storey vacant industrial building (comprising a gross floor area of 5,314 square metres according to the sales particulars provided by the agent) which extends almost along the full width of the site's frontage with Crabtree Lane. A now dilapidated car park fronts this building which is now becoming overgrown with various types of vegetation. As can be seen from Figure 2.1 site coverage is very high with very little land given over to parking, servicing and landscaping.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- 2.3 The large building takes the form of a dated industrial building constructed with brick walls and a pitched roof. Attached and linked internally to this building on the southern end is a newer prefabricated metal building which almost spans the entire length of the brick building.
- 2.4 There are a number of singular door openings on the building's west and south elevations including several double-height roller shutter doors on the western elevation.
- 2.5 The western elevation forms the principal elevation where the front door to the former reception area can also be found.
- 2.6 There is an area of hardstanding in front of the building which was clearly the former car park as shown below in Figure 2.2.



Figure 2.2 - Photograph of the area of hardstanding to the front and west of the building.

- 2.7 A third and much smaller brick built building with a flat roof is located in the north west corner of the site as can be seen in Figure 2.2 above.
- 2.8 A second building currently occupies the site to the rear and east of the site behind the larger building. This prefabricated metal building is shown below in Figure 2.3:



Figure 2.3 - Photograph of the prefabricated building in the eastern part of the site.

- 2.9 The topography of the site is level and vehicular and pedestrian access is taken from Crabtree Lane in the north west corner of the site. Access into the site however is controlled by a large metal gate. Another access point is located in the south west corner of the site and again access is controlled by metal gates.
- 2.10 Along the front elevation the site is bound by both a brick wall and metal palisade fencing and gates at least 2.4 m tall (with barbed wire along the top in some places). Presently there is no secure or fixed boundary along the southern boundary of the site, but the northern and eastern boundaries of the site are bound by metal palisade fencing.



Figure 2.3 - Photograph showing the southern boundary of the site.

- 2.11 There are also a number of trees on the site, but these are generally confined to the south east around the prefabricated building mentioned above. Other trees and shrubs on the site are located along the southern and western boundary but they are poor quality and typical of a site that has lain derelict and dilapidated for some time.
- 2.12 As the photographs indicate, and as can be seen from public vantage points, the site is in a state of significant disrepair after a significant period of vacancy - the building has remained unoccupied since early 2019 - and lack of maintenance or overall management.

SURROUNDING USES

- 2.13 An Aldi Supermarket lies to the north the site with residential properties beyond on the northern side of Ashton New Road.
- 2.14 Home Bargains and Iceland Supermarkets and their associated car parks bound the east of the site which form part of the same retail park comprising the Aldi to the north and a Subway sandwich shop lies to the north east.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- 2.15 The car park to the adjoining retail uses features trees and shrubs which provide an element of screening to the subject site.
- 2.16 The large existing commercial building to the south is occupied by Elcometer and beyond that is the Ashton Canal.
- 2.17 There is a substation (within a brick-built building) located adjoining the western boundary of the site and on the eastern side of Crabtree Lane. This is not within the applicant's control and forms no part of the proposals:



Figure 2.4 – Existing Off-Site Substation To Crabtree Lane.

- 2.18 Other industrial premises and buildings are located to the west of the site on the western side of Crabtree Lane.

ACCESSIBILITY CONSIDERATIONS

- 2.19 The site is situated within a very accessible location being located off Crabtree Lane and New Ashton Road which is approximately 3.7km away from Junction 23 of the M60 ring road to the east, and 4.3km away from the centre of Manchester in the west.
- 2.20 The highway is lit by streetlights and the site is highly accessible by pedestrians and cyclists both from a northerly direction from Ashton New Road, and from the south via the accessible path over



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

canal lock no. 13 of the Ashton Canal which is situated at the end of Crabtree Lane next to the Strawberry Duck public house.

- 2.21 Bus stops are located 0.1 km to the north on Ashton New Road and the nearest tram stop (Edge Lane) is located approximately 0.8 km away on Ashton New Road providing regular services from Ashton-under-Lyne to Eccles through the City Centre of Manchester.
- 2.22 In summary this is a very sustainable site from an accessibility perspective for future business tenants and their employees.

SUMMARY

- 2.23 In summary, this is a perfectly accessible site for employment purposes.



3. PLANNING HISTORY

- 3.1 A search of the Council's online records indicates that the site has been the subject of the following planning applications:

Table 1 – Planning History

Reference	Proposal	Decision
F05235	Erection of a single storey showroom to replace existing.	Approved 24 September 1976
F11225	Erection of a building for the storage of exhibition stands at rear of existing factory.	Approved 31 July 1979
076129/FO/2005/N2	Erection of single storey side extension to industrial/storage building following demolition of existing building.	Approved 15 September 2005

SUMMARY

- 3.2 Having regard to the foregoing it is noted that the site clearly has a history of commercial / employment use with this history dating back to at least the 1970's.



4. STATUTORY AND OTHER DESIGNATIONS

FLOOD RISK AND DRAINAGE

- 4.1 An extract from the Environment Agency's flood map for planning is set out below. The entire site is located within Flood Zone 1, an area with a low probability of flooding.
- 4.2 Given the site is located within a Critical Drainage Area and given its size, which is over 0.5 ha in area, a Flood Risk Assessment and Drainage Strategy is submitted with this planning application.

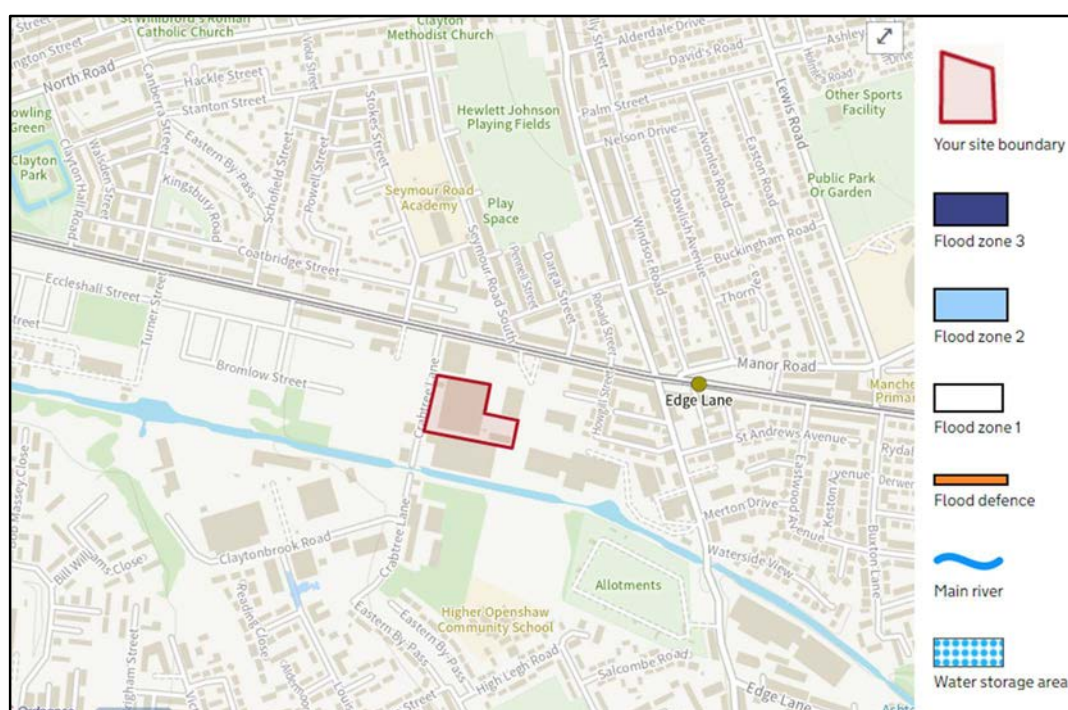


Figure 4.1 – Extract from Floodmap for Planning – Not To Scale. Source: Environment Agency.

PUBLIC RIGHTS OF WAY

- 4.3 The Council's map of Public Rights of Way is not available to view online but it is believed that the site is not the subject to any public rights of way.

TREE PRESERVATION ORDERS (TPOs)

- 4.4 The Council confirmed as part of our pre-application discussions (by way of an email dated 01 June 2023), that the site is not subject to any Tree Preservation Orders (TPOs).



HIGHWAYS

- 4.5 Crabtree Lane is an unclassified, two-way single carriageway adopted road which is subject to a 20 mph speed limit.
- 4.6 A Transport Statement and Framework Travel Plan are included in this application submission.

ECOLOGY

- 4.7 The site is not subject to any specific ecological designations. The nearest statutory designated site is the Rochdale Canal SAC² and SSSI³ which is 2.7 km north of the site. There are two non-statutory designated sites in close proximity, those being the Ashton Canal East and West 60 m south of the site (which is an important wildlife corridor), and the Clayton Vale Local Nature Reserve, located 850 m north within the Medlock River Valley. It is also noted that the site falls within the Impact Risk Zone of the Hollinwood Branch Canal SSSI and the Huddersfield Narrow Canal SSSI.
- 4.8 A Preliminary Ecological Appraisal (PEA) accompanies the planning application which includes a Bat Preliminary Roost Assessment.

AIR QUALITY

- 4.9 The site itself is not affected by an Air Quality Management Area (AQMA); the nearest AQMA's being located on Ashton New Road (a small section outside the Aldi supermarket) and a larger section further east adjacent to Subway and towards Edge Lane Metrolink Station. However, given the proximity of these AQMA's an Air Quality Assessment accompanying the current planning application.

HERITAGE

- 4.10 The site does not contain any statutory listed buildings. It is not within a Conservation Area, and it is not within a World Heritage Site.
- 4.11 It is acknowledged that there are Listed Buildings/Structures within the vicinity of the application site, as indicated on the extract from Historic England's mapping at Figure 4.2 below. The nearest Listed Structure is the Ashton Canal Local Number 13 located at the end of Crabtree Lane, which is circa 63 m from the nearest point of the boundary of the application site.

² SAC – Special Area of Conservation.

³ SSSI – Special Site of Scientific Interest.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- 4.12 The Listed Structure was first listed on 06 June 1994 and the Official List Entry confirms the following in respect of the list:

'Canal lock. c.1792-1799, for Manchester and Ashton-under-Lyne Canal Company; renovated. Large blocks of millstone grit, wooden gates. Narrow type (chamber 7 feet wide), with covered overflow channel on north side, stone staircases flanking lower entry, double gates at lower end and single gate at upper end. Eleventh in a series of 13 similar locks, all in working order.'

- 4.13 Matters of heritage are addressed at Paragraph 9.39 in Chapter 9⁴.

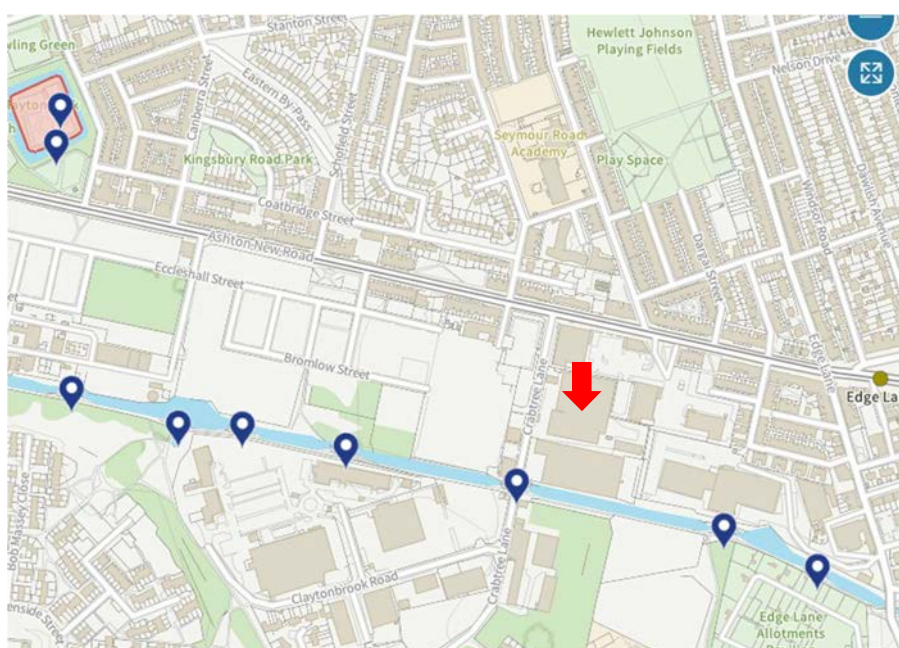


Figure 4.2 – Extract from Listing Map – Not To Scale. Source: Historic England. (Approximate site location indicated by a red arrow)

⁴ It was agreed in pre-application discussions that, given the existing land uses and built form positioned between the application site and the nearest Listed Building, a separate Heritage Statement would not be required to be submitted with any forthcoming planning application and that matters of heritage could be dealt with in the Planning Statement.



5. PRE-APPLICATION DISCUSSIONS

PRE-APPLICATION DISCUSSIONS WITH MANCHESTER CITY COUNCIL

- 5.1 A detailed package of information was submitted to the Local Planning Authority on 15 June 2023. Following that, a discussion was held between Hourigan Planning and a Senior Planning Officer (Sue Wills) on 05 July 2023 to discuss the details of the proposed development in further detail and to agree the technical reports which would need to be submitted with any forthcoming full planning application. No formal written pre-application advice was issued by the Council following the telephone conversation, however Hourigan Planning made a detailed note of the content of the discussions and is content that the verbal advice provided by the Officer has positively informed the submission of the planning application.
- 5.2 In addition, following the telephone conversation Ms Wills obtained pre-application comments from the Local Highways Authority and these were provided to Hourigan Planning by email on 27 July 2023; these comments have also informed the current proposals. A summary of the pre-application advice is as follows:
- The principle of development would be acceptable in light of the existing use of the site itself and those on land surrounding it. The Council did advise that it is likely that the character of the surrounding area will going to change from predominantly industrial, to more of a mix (including more residential), but that nothing had been subject of any formal approvals, but that it gave an indication of the direction of change for surrounding land uses in the future. Following the pre-application discussions, Hourigan Planning undertook further research and it is understood that the area referred by the Council is located to the west of the site (sandwiched between Crabtree Lane and Clayton Lane) and forms part of the Croft Street Triangle and Eccleshall Street as contained in the Eastlands Regeneration Framework: A 2019 Update (March 2019)⁵.
 - Highways information relating to car parking, traffic generation, swept path analysis, cycle parking and electric vehicle charging points (EVC) would need to be submitted with the planning application. The Local Highways Authority confirmed that an

⁵ https://www.manchester.gov.uk/downloads/download/7055/eastlands_regeneration_framework_-_2019_update



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

Industrial Estate trip generation obtained from TRICS (for a proposal comprising a mix of land uses B2, B8 E(g) (iii)) would be acceptable in principle.

- The Council would require necessary ecological surveys to be completed and a net gain in biodiversity should be demonstrated. Also important to note that the nearby canal is a wildlife corridor – to be included in any ecological assessments.
- Council will require as much detail as possible on opening hours, relating to both operational hours as well as servicing / deliveries. Environmental Health (ENV) will attach standard opening hours conditions (i.e. restrictive ones), unless there is justification for 24/7 opening hours.
- Noise information relating to any proposed plant and insulation of the fabric of the building will be requested.
- Council will require information on ground conditions and if there is any impact on controlled waters, the Council may need to consult with the Environment Agency.
- The Council would look favourably on BREEAM 'Very Good' energy targets (with an Energy Statement to be submitted), the external cladding would need to meet the necessary fire safety standards, and the boundary treatment should not be palisade fencing – the Council would require either a wall and railing or weld and mesh to stop 'wind blown littering'
- The Council would look to attach a condition requiring the developer sign up to a local employment agreement, not just for during construction, but for future employees too.
- The design of the proposals must take account of accessibility needs, such as access into buildings and where toilets are located, to comply with the Council's high standards on ensuring buildings are easily accessible to all.

5.3 The above comments have informed the proposals and the scheme submitted has been revised to take full account of the comments made.



PRE-APPLICATION COMMUNITY CONSULTATION

- 5.4 It was agreed with the Local Planning Authority that an extensive public consultation would not be necessary for this particular application because the application site is surrounded by commercial uses, the existing and proposed use of the site would be employment in nature, and the nearest residential properties are located some distance away within significant built form and major highway network between the two. It was agreed that out of courtesy Hourigan Planning would notify the relevant Ward Councillors that planning application was due to be submitted, so that they were aware of the forthcoming application and would not be caught unawares when the planning application was formally registered with the Council and subject to the statutory consultation period. With that in mind, a letter was sent to Councillors Ludford, McHale and Robinson in their capacity as Ward Councillors for the Clayton and Openshaw Ward on 12 December 2023. The letter was emailed to the Councillors and enclosed a copy of a DRAFT Proposed Site Layout (drawing reference 23168-UMC-XXXX-SI-DR-A-0601-P02). A copy was also sent to the Local Planning Authority (Ms Wills) for completeness. A copy of the letter and enclosures is contained at **Appendix 1**. At the time of writing this Planning Statement, no responses were received to that letter.



6. THE PROPOSED SCHEME

6.1 This Chapter summarises the main aspects of the proposals.

DESCRIPTION OF DEVELOPMENT

6.2 The Applicant seeks full planning permission for the following development:

"Demolition of all existing buildings and structures and the 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)".

6.3 A not to scale extract of the proposed draft site plan is included below for ease of reference:



Figure 5.1 - Proposed site layout extract.

PROPOSED LAND USES - ENSURING FLEXIBILITY

6.4 The applicant will require a flexible planning permission that allows the units to be used for Class E (g) (iii) (any industrial process (which can be carried out in a residential area without causing



detriment to the amenity of the area), Class B2 or Class B8 purposes, 24 hours a day and 7 days a week.

PROPOSED OPERATING HOURS

- 6.5 Given the location of the site within an established employment area (with limited sensitive receptors in the locality) and given the proximity of the strategic road network, this is an entirely appropriate location for this type of development to operate on a 24 hour, 7 days a week basis. In that respect it is noted that the existing employment premises does not appear to have any restrictions on hours of use.

ACCESS & PARKING

- 6.6 Access to the site will be taken via a new priority junction from Crabtree Lane. The proposed access will comprise a 7.3 m wide carriageway with a 10 m kerb radii to the north and a 3 m kerb radii to the south. 2 m wide footways will also be provided on both sides from Crabtree Lane that will connect with the existing footway network. The proposed use of an unsymmetrical junction has been agreed with the Council.
- 6.7 HGV movements will not take place to the south due to the cul-de-sac nature of the road so a reduced radius can be provided on the southern side of the junction to reduce the crossing distance for pedestrians. To the south of the proposed access there is a proposed dropped vehicle crossover for maintenance access to the substation. Existing accesses will be reinstated to footway where necessary. The proposals include a gated access to ensure that the site can be secured when required, with the gate being set back within the site to ensure a HGV can fully exit Crabtree Lane and wait off the highway, should the gate be closed.
- 6.8 The Proposed Access drawing is enclosed in the Transport Statement at Appendix C and submitted separately for completeness (Drawing Reference J32-7475-002) - Refer to the submitted Annex 1 document.
- 6.9 There are 58 no. car parking spaces proposed inclusive of 9 no. accessible spaces all located near to the unit entrances. A cycle shelter providing secure parking for up to 14 no. cycles is located to the east of the parking provision at Unit 4. Each unit would also provide 2 no. internal cycle spaces; (18 no. in total), therefore providing a total of 32 no. secure cycle spaces at the site.
- 6.10 18 no. Electric Vehicle Charging Point (EVCP) spaces are also proposed (2 no. per unit), which equates to 31% provision. The remaining spaces will be cable-enabled to ensure 100% EVCP provision is achievable in the future. A car sharing scheme will be implemented at the site and



dedicated car sharing spaces will be provided (5% of total provision) - further details are set out in the Framework Travel Plan.

LAYOUT

6.11 The layout has been designed to ensure that all units can be adequately serviced whilst making the optimum use of the land available within the site boundaries - the site is quite tight. The key components of the layout are as follows:

- Three blocks of buildings comprising 9 no. employment units.
- Associated road infrastructure with vehicular and pedestrian access.
- Secure gated access.
- Clearly defined areas for pedestrian routes between units and areas of car parking.
- Maximisation of areas of landscaping where this is feasible.
- Appropriate boundary treatment to create a high-quality but secure environment.

LANDSCAPING

6.12 The proposals provide limited opportunities for new tree planting and landscaping given the existing site constraints, the need to make the most efficient use of land, and the requirement to deliver all the infrastructure associated with the proposed use. Having regard to the baseline habitat conditions (refer to the submitted ecological reports), any opportunity to enhance and supplement the existing scrub, trees and grassland has been included in the proposals. This includes the provision of 8 no. new trees, the retention and enhancement of existing native shrub mix, and proposed native shrub planting.

APPEARANCE

6.13 The Design and Access Statement sets out in greater detail the external appearance of the proposed buildings, but in summary the buildings would be clad in different shades of grey with elements of glazing throughout.

SCALE

6.14 The 9 no. units will vary in size from 370 sq. m to 1328 sq. m (gross external area) with a total combined proposed gross external area of 5,535.6 sq. m. Each would feature a mezzanine level for operational offices etc. As noted in Chapter 1 the existing floorspace on the site extends to 5,314



sq. m therefore the proposed scheme provides for slightly more floorspace than existing but provides for effective servicing and parking on the site in line with current standards which is clearly a benefit of the proposals.

- 6.15 All of the proposed units are proposed to measure a height of 9.5 m to the eaves and to 12 m to the ridge.

SURFACE WATER AND FOUL DRAINAGE

- 6.16 The site comprises brownfield land with existing drainage in place and no formal restrictions on discharge rates. The existing site is 75% impermeable. The proposal is to limit the discharge from the redeveloped site to 50% reduction of the existing site (including climate change allowances). Surface water will be stored on site via an attenuation tank underground (set underneath the car parking area) before being discharged into the existing combined public sewer which runs under Crabtree Lane. The flow of water will be restricted / controlled to 20.2 l/s. Foul water will also be discharged into the combined public sewer. Further details are contained in the Flood Risk Assessment (FRA) and Drainage Strategy document which includes the Proposed Drainage Strategy Layout (Drawing no. 23-026-I&L_D00_P1) contained in Appendix D.

ENERGY EFFICIENCY

- 6.17 The scheme will be aiming to achieve a BREEAM score of at least Very Good - refer to the Energy and Sustainability Statement submitted which confirms in summary:

'The recommended sustainability features for the development resulting from a dynamic energy model, will allow for an 17.73% energy saving from a base Part L 2021 compliant build. A 15.42% reduction in carbon emission is anticipated through the incorporation of Air Source Heat Pumps and a 177kWp Photovoltaic (PV) array, which will be located on the roof of the development. The sustainability features used will allow for a 3.41 tonnes reduction in annual CO2 emissions.'

- 6.18 The energy and carbon savings are to be achieved through passive design, energy efficient measures incorporating design features such as energy efficient lighting, submetering of relevant areas, upgrading of 'U' values and occupancy sensing in relative areas, as well as the incorporation of PV panels (on the roofs) and Air Source Heat Pumps. To reduce the energy demand of the development as well as help to conserve water resources within the local area, it is anticipated that the fit-out works will provide for sanitary fittings which will be water efficient through measures such as dual flush toilets and low flow taps.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

SUMMARY

- 6.19 In summary the proposals represent an opportunity to deliver a modern development that will bring about significant benefits in relation to environmental, social and economic considerations.



7. DOCUMENTS SUBMITTED IN SUPPORT OF THE FULL PLANNING APPLICATION

- 7.1 Annex 1 to the covering letter to the application sets out the documents submitted in support of the scheme. Extensive details have been provided to limit the need for pre-commencement and pre-occupation conditions.
- 7.2 The Council has been presented with a comprehensive suite of documents to enable it to fully assess and determine the application.
- 7.3 The documents submitted in support of the full planning application demonstrate that the site is suitable for development and that the proposals are technically deliverable.



8. THE DEVELOPMENT PLAN AND OTHER MATERIAL PLANNING POLICY CONSIDERATIONS

INTRODUCTION

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

“Where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”.

8.2 This chapter identifies relevant Development Plan policies. This chapter also identifies other material planning policy considerations, which the decision taker should have regard to.

THE DEVELOPMENT PLAN

- The Core Strategy (2012-2027) (CS) adopted 11 July 2012.
- Extant (remaining) Unitary Development Plan (UDP) policies (saved 11 July 2012).
- Greater Manchester Joint Waste Development Plan Document (DPD): adopted by each of the ten Greater Manchester Authorities and came into force on 1 April 2012.
- Greater Manchester Joint Minerals DPD: adopted by each of the ten Greater Manchester Authorities and came into force on 26 April 2013.

8.3 The site is not located within any Neighbourhood Plan Area.

8.4 According to the Council's Interactive Proposals Map, the site is not subject to any site-specific designations and hence any proposals should be considered on their own merits having regard to general development management policies and any other material considerations.

8.5 An extract of the Proposals Map is enclosed below:



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

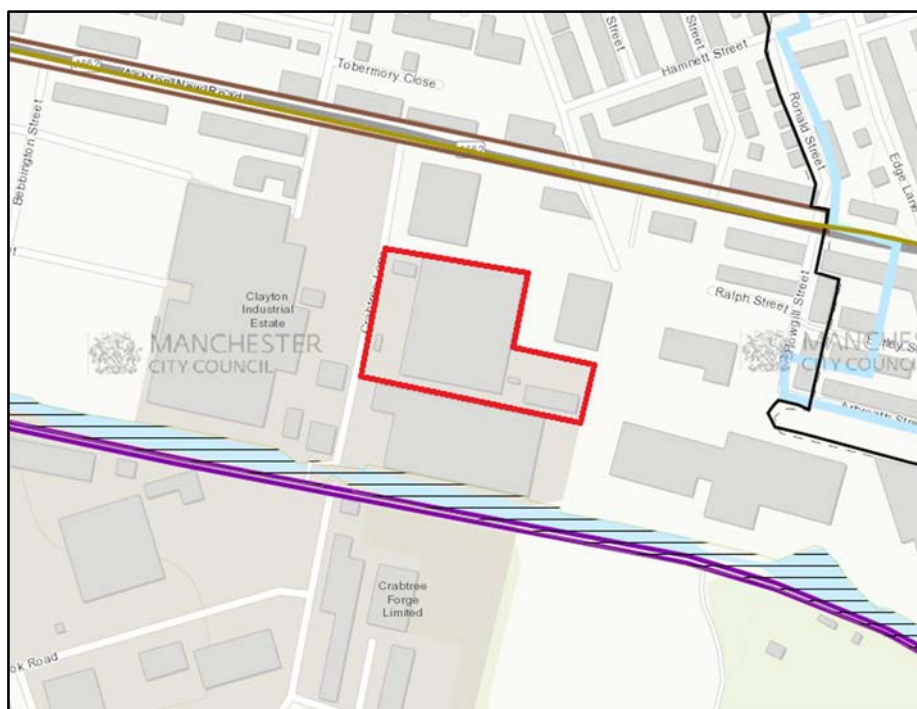


Figure 8.1 – Extract from Interactive Proposals Map (the site is located by the red edge). The dashed black line indicates the extent of the Ashton Canal Site of Biological Interest, the brown line to the north indicating the route of the Metrolink. The purple line to the south indicates a major recreational route.

8.6 The following policies are relevant to the determination of this planning application:

CORE STRATEGY

- Policy SP 1 - Spatial Principles.
- Policy EC 1 – Employment and Economic Growth in Manchester.
- Policy EC 2 - Existing Employment Space.
- Policy EC 5 - East Manchester.
- Policy T 1 - Sustainable Transport.
- Policy T 2 - Accessible areas of opportunity and need.
- Policy EN 1 - Design Principles and Strategic Character Areas.
- Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Energy Supplies.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- Policy EN 6 - Target Framework for CO2 reductions from low or zero carbon energy supplies.
- Policy EN 8 - Adaption to Climate Change.
- Policy EN 9 - Green Infrastructure.
- Policy EN 14 - Flood Risk.
- Policy EN 15 - Biodiversity and Geological Conservation.
- Policy EN 16 - Air Quality.
- Policy EN 17 - Water Quality.
- Policy EN 18 - Contaminated Land and Ground Stability.
- Policy EN 19 - Waste.
- Policy PA 1 - Developer Contributions.
- Policy DM 1 - Development Management. This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are relevant to this application submission:
 - appropriate siting, layout, scale, form, massing, materials and detail.
 - design for health.
 - adequacy of internal accommodation and amenity space.
 - impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
 - that development should have regard to the character of the surrounding area.
 - effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation.
 - accessibility to buildings, neighbourhoods and sustainable transport modes.
 - impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking.
 - impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.



UDP

- Policy DC26.1 - Development and Noise.
- Policy DC26.2 - Noise Sensitive Developments.
- Policy DC26.5 - Noise Assessments.
- Policy DC26.5 - Noise Insulation.

OTHER MATERIAL PLANNING POLICY CONSIDERATIONS

8.7 Other material planning policy considerations at a local and national level include:

- Guide to Development in Manchester SPD and Planning Guidance (April 2007).
- Places for Everyone (2023).
- Manchester Green and Blue Infrastructure Strategy (Implementation Plan Refresh 2021-2025).
- Our Manchester Strategy (2016-2025).
- Manchester City Council's Climate Change Action Plan (Refreshed Plan 2022-2025).
- National Planning Policy Framework (Framework) (19 December 2023).
- Planning Practice Guidance (March 2014, and subsequent updates).
- The National Design Guide (2021).

GUIDE TO DEVELOPMENT IN MANCHESTER SPD AND PLANNING GUIDANCE (APRIL 2007)

8.8 The Guide to Development in Manchester SPD and Planning Guidance is divided into three parts.

8.9 The first part deals with development principles. The second part provides additional guidance on the character of various areas within Manchester. It is noted that this section does not have SPD status, but it provides context for developers and architects by identifying key characteristics and highlighting important development issues and priorities within those different areas.

8.10 Part three of the Guide to Development explains how the document should be used and how it relates to the wider planning policy framework.



8.11 This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment:
 - Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
 - Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
 - Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
 - Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design.



- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the city, particularly adding to and enhancing the sense of place.

PLACES FOR EVERYONE - (PFE) PLAN. MAIN MODIFICATIONS (2023)

- 8.12 The Places for Everyone Plan is a Joint Development Plan Document (JDPD) providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester - this includes the City of Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's Development Plan; to date, five consultations have taken place in relation on the Plan. Following the completion of the Examination of the Plan (in July 2023), Main Modifications were recently subject to a period of public consultation between 11 October 2023 and 06 December 2023.
- 8.13 In the event that the JDPD is adopted during consideration of the application the Applicant will deal with any issues arising in a supplemental submission to the Council.
- 8.14 Given the advanced stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. Relevant policies to the proposal are shown below:
- Policy JP-S 1: Sustainable Development. In preparing plans, preference will be given to making as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. **The proposals wholly accord with this policy.**
 - Policy JP-S5: Flood Risk and the Water Environment. An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible, and designing suitable sustainable drainage systems. **The proposals wholly accord with this policy.**
 - Policy JP-S7: Resource Efficiency. Measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use. **The proposals wholly accord with this policy.**



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- Policy JP-J1: Supporting Long Term Economic Growth. To deliver a thriving, inclusive and productive economy there will be an emphasis on (amongst others) inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. **The proposals wholly accord with this policy.**
- Policy JP-J2: Employment Sites & Premises. A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities. **The redevelopment of the site for the same (employment) use in modern-day premises would wholly accord with this policy.**
- Policy JP-J4: Industry and Warehousing. New, accessible, industrial and warehousing floorspace will be provided in the Plan area over the Plan period and to achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace. **The proposals offer a range of opportunities for employers and wholly accord with this policy.**
- Policy JP-G7: Trees and Woodland. The Joint Plan will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. Such measures include requiring development to provide replacement trees requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision. **The site is very restricted in space and some poorer quality trees are required to be removed. Replacement tree and shrub planting is proposed (refer to supporting technical reports). The proposals wholly accord with this policy.**
- Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity. Amongst other things, new development will be expected to do the following:
 - I. Avoid significant harm to biodiversity;
 - II. Adequately mitigate any harm to biodiversity;
 - III. Adequately compensate for any remaining harm to biodiversity.



The existing habitat has been measured and categorised. Net gains in biodiversity are proposed (refer to supporting technical reports). The proposals wholly accord with this policy.

- Policy JP-P1: All development, wherever appropriate, should be consistent with the criteria set out in the policy. **The proposals wholly accord with this policy.**
- Policy JP-P2: Heritage. Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm, including (amongst others), historic transport routes including the canal network. **Matters of heritage are addressed in the following Chapter and it is shown that the proposals wholly accord with this policy.**
- Policy JP-C1: An Integrated Network. In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, the Plan supports a range of measures, including delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, and locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport. **The proposals wholly accord with this policy.**
- Policy JP-C7: Transport Requirements of New Development. The Plan will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. **Refer to the submitted Transport Statement and Framework Travel Plan - the proposals wholly accord with this policy.**

MANCHESTER GREEN AND BLUE INFRASTRUCTURE STRATEGY (IMPLEMENTATION PLAN REFRESH 2021-2025)

- 8.15 The Manchester Green and Blue Infrastructure Strategy sets out objectives for environmental improvements within the city within the context of objectives for growth and development.



OUR MANCHESTER STRATEGY (2016-2025)

- 8.16 This Strategy sets out the long term vision for Manchester's future. It details the priorities that the whole city, public, private, voluntary and community organisations who will work together to put Manchester in the top-flight of world cities by 2025.

MANCHESTER CITY COUNCIL'S CLIMATE CHANGE ACTION PLAN 2020-2025 (REFRESHED PLAN 2022-2025).

- 8.17 Manchester City Council published its Climate Change Action Plan (CCAP) in 2020, setting out its five year plan to respond to the Climate Emergency, tackle climate change and work towards becoming a zero carbon organisation by 2038 at the latest.
- 8.18 In the last two years, the Council has made good progress in delivery of its Climate Change Action Plan and achieved important milestones. The purpose of refreshing this CCAP at halfway through this 5-year period is to show progress made to date, set out new milestones and include new actions, to ensure the Council is remaining on track in reducing its own carbon emissions and importantly, leading by example, giving renewed focus on the City-wide actions, the Council's leadership role, and helping others to take action.

THE COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 8.19 The Council does not have an adopted charging schedule for CIL.

NATIONAL PLANNING POLICY FRAMEWORK (FRAMEWORK) (19 DECEMBER 2023)

- 8.20 At the time of writing the most recent revision of the National Planning Policy Framework (the Framework) was published on 19 December 2023. The Framework sets out the Government's planning policies for England and how these are expected to be applied. The Framework is a material consideration for the determination of this application.
- 8.21 Relevant paragraphs are as follows:
- Paragraph 11 states *inter alia* that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay
 - Paragraph 85 states *inter alia* that significant weight should be placed on the need to support economic growth and productivity.



- Paragraph 87 states *inter alia* that planning policies and decisions should recognise and address the specific locational requirements of different sectors.
- Paragraph 115 states *inter alia* that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe.
- Paragraph 123 states *inter alia* that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.
- Paragraph 135 discusses the importance of achieving well designed places.
- Paragraph 186 states *inter alia* that significant harm to biodiversity should be avoided or adequately mitigated.

8.22 In considering Development Plan policies it is necessary to apply the provisions of Paragraph 225 of the Framework to determine their consistency with the Framework and therefore the weight to be afforded to them:

"However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)."

PLANNING PRACTICE GUIDANCE (FIRST INTRODUCED 2014)

8.23 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is updated at regular intervals and is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the Framework. It is therefore a material consideration in the determination of the application.

NATIONAL DESIGN GUIDE

8.24 The National Design Guide was published in January 2021. The document notes that the Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

- 8.25 The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics – as shown at Figure 8.2 below:

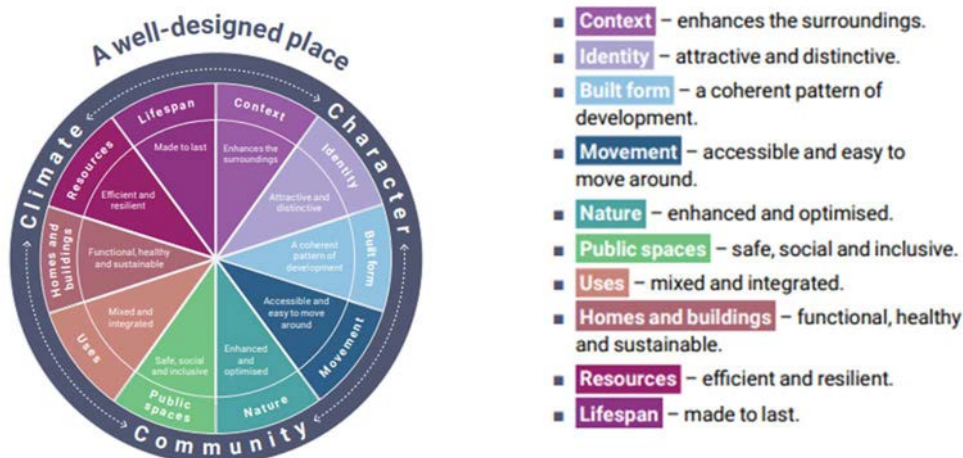


Figure 8.2 - Part 2 of the National Design Guide – the 10 characteristics of well-designed places

BIODIVERSITY NET GAIN (BNG)

- 8.26 Paragraph 180 d) of the Framework states that *“Planning Policies and decisions should contribute to and enhance the natural and local environment by (amongst others) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”*.
- 8.27 Under the updated timetable for implementation of the Environment Act, developers in England will be required to deliver 10% “Biodiversity Net Gain” from January 2024 onwards but this will not apply on a statutory basis to applications submitted before the requirement becomes mandatory

SUMMARY

- 8.28 This chapter has summarised the main Development Plan and other material planning policy considerations relevant to the application. The next chapter assesses the proposals against these considerations on a topic basis.



9. PLANNING ASSESSMENT

INTRODUCTION

- 9.1 This section of the Planning Statement assesses the development proposals against the provisions of the Development Plan and other material planning policy considerations as identified in the previous chapter.
- 9.2 The principal planning considerations in this case are considered to be as follows:
- Principle of Development - Re-use of Previous Developed Land and Redevelopment of Existing Employment Space.
 - Design and Layout.
 - Access, Parking and Sustainable Transport.
 - Waste Strategy and Ground Conditions.
 - Air Quality and Noise.
 - Energy and Sustainability.
 - Ecology and Soft Landscaping.
 - Heritage.
 - Flood Risk and Drainage.
 - Construction Management.
 - Developer contributions.
 - Benefit of the Proposals.



PRINCIPLE OF DEVELOPMENT- RE-USE OF PREVIOUS DEVELOPED LAND AND REDEVELOPMENT OF EXISTING EMPLOYMENT SPACE

- 9.3 In principle, the provision of new employment-generating land uses in the City of Manchester, on previously developed land should be viewed as acceptable. The proposal would comprise the efficient redevelopment of a sustainable site and would wholly accord with the overriding policy principle of reusing previously developed land for employment use, as set out in the Core Strategy and at a national level in the Framework.
- 9.4 The site Policy SP 1 (Spatial Principles) sets out that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. The boundaries of the Regional Centre are set out in Figure 7.1 (page 36) of the Core Strategy. It is understood the application site sits just beyond, but very close to, the eastern boundary of the Regional Centre, but is positioned within the 'inner Area'. Policy SP 1 makes it clear that, beyond the Regional Area, development in all parts of the City should accord with the criteria set out in the policy.
- 9.5 When assessed against that specific criterion, the proposals would comply as follows:

Make a positive contribution to neighbourhoods of choice

- Create a well-designed place that would contribute to the enhancement of the local character of the area through a high-quality design.
- Would make a positive contribution to the health, safety and wellbeing of residents by proposing new employment opportunities which can led to betterment of financial positioning, in a highly sustainable location offering people the option to walk, cycle or use public transport to travel to work. The application site is in walking distance of local amenities and services.
- The development would be accessible by all, and not discriminatory towards any members of society.
- The submitted Crime Impact Statement confirms the best practice in reducing the opportunity for crime has been reduced.
- The proposals would not harm the nearby Listed Building (refer to Paragraph 9.39), and it would result in net gains in biodiversity (refer to Paragraph 9.34).

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

- The proposed development would reuse previously developed land.
- Positive waste strategy to provide opportunities for recycling.
- Adopting energy saving measures within the fabric of the building and promoting sustainable means of transport.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

- The Transport Statement and Framework Travel Plan demonstrate the highly accessible nature of the site, being located close to public transport and supporting pedestrians and cyclists throughout the layout.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- 9.6 Policy EC 1 (Employment and Economic Growth in Manchester) confirms that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehouse (B8).
- 9.7 Changes to the Use Classes Order came into effect from 1 September 2020 which resulted in a fundamental overhaul of the Uses Classes Order. Class E covers a broader ranges of uses, and in respect of the uses described in Policy EC 1 (and which are relevant to this planning application), Class E includes the now revoked uses B1a, B1b and B1c.
- 9.8 The Core Strategy seeks to direct new employment to the Regional Centres, but that in addition to these areas, the Council will support other significant contributors to economic growth and productivity. The proposals would wholly comply with the aims of this policy by improving access to jobs in the local area, improving the portfolio of employment premises by providing a range of employment premises for small, medium and large businesses, whilst making the best possible use of a brownfield, as well as enhancing the sense of place within the wider area. The supporting technical reports (detailed in the proceeding paragraphs) demonstrate how the impacts of the development have been minimised so that there would be no unacceptable impacts on the existing occupiers of adjacent land. The proposals therefore comply with Policy EC 1.
- 9.9 Policy EC 2 (Existing Employment Space) and its supporting text sets out that the Council will seek to retain and enhance existing employment space and sites - the overriding strategy for the Council is to ensure a range and variety of employment sites which make a positive contribution to the economy of the City.
- 9.10 The proposals herein comprise new employment development in the form of units suitable for: light industrial processes (Use Class E(g) (iii)), general industry (Use Class B2) and storage and distribution uses (Use Class B8) all with ancillary offices. The proposals would deliver over 5,000 sqm of buildings which are of high quality, making a significant contribution to the delivery of economic and employment growth in Manchester - this would wholly comply with the aims of Policy EC 2.
- 9.11 Policy EC 5 confirms that development will be supported in East Manchester in existing employment and economic development areas with East Manchester being a major economic driver and centre of employment for the City and the conurbation. The proposals sit squarely within the objectives of the policy because:
- The application site proposed a significant amount of new employment floorspace.
 - The application takes full advantage of the key transport infrastructure in the area, being located less than 100 m of Ashton New Road.



- The site is located less than 100 m of the Ashton Canal which provides good pedestrian and cycle opportunities.
- The proposals would not harm the nearby Listed Building (refer to Paragraph 9.39).

9.12 It is considered that the above demonstrates that the principle of development should be considered acceptable in principle and that the proposals comply with Policies SP 1, EC 1, EC 2 and EC 5.

DESIGN AND LAYOUT

9.13 A Design and Access Statement (DAS) has been submitted which explains how the scheme has evolved to take into account the site's opportunities and constraints and demonstrates that the design is appropriate for the site's allocation as an employment site.

9.14 The design has been informed by the following:

- 370 sq. m to 1328 sq. m (gross external area) with a total combined proposed gross external area of 5,535.6 sq. m. Each would feature a mezzanine level for operational offices etc. These types of units are ideally suited to small and medium local enterprises thereby generating new employment opportunities for local people.
- The buildings would be energy efficient and perform strongly against energy standards. The proposals will be targeting the BREEAM standard "very good" and will therefore incorporate modern technologies and concepts to increase sustainability performance.
- It is proposed that the buildings would be clad in different shades of grey cladding with elements of glazing throughout.
- Accessible toilets are to be provided within the building envelopes, providing access to all.

9.15 A Crime Impact Statement (CIS) is submitted with the planning application. The CIS has been completed by the Design for Security department of Greater Manchester Policy (GMP). The CIS advises that minor security additions / improvements are recommended and that providing they are incorporated, GMP would be happy to agree with the proposals. The submitted Design and Access Statement sets out in detail how the proposals demonstrate compliance with the recommendations contained in the CIS. Whilst the Applicant can agree to the majority of the recommendations, the Applicant raises issues with the recommendation relating to the block work



wall (refer to Section 4.3 bullet point 3 page 13 in the checklist of the CIS) and cannot agree to this as it is felt to be unreasonable, excessive and would have a negative impact on the proposed internal floorspace. In their experience on other comparable commercial schemes, the Applicant has reached a similar agreement with other Greater Manchester Local Planning Authorities and would request that the Council reach the same conclusion.

- 9.16 It has been demonstrated that the proposals comply with the relevant design requirements of policies EN 1, and DM 1.

ACCESS, PARKING AND SUSTAINABLE TRANSPORT

- 9.17 A Transport Statement and Framework Travel Plan have been submitted in support of the application. Pre-application discussions with the Council (both planning and highways Officers) was very helpful in informing the highways-related matters associated with the scheme.
- 9.18 As noted in Chapter 6, access to the site will be taken via a new priority junction from Crabtree Lane with new footways - the proposed use of an unsymmetrical junction has been agreed with the Council.
- 9.19 HGV movements will not take place to the south due to the cul-de-sac nature of the road so a reduced radius can be provided on the southern side of the junction to reduce the crossing distance for pedestrians. To the south of the proposed access there is a proposed dropped vehicle crossover for maintenance access to the substation. Existing accesses will be reinstated to footway where necessary. The proposals include a gated access to ensure that the site can be secured when required, with the gate being set back within the site to ensure a HGV can fully exit Crabtree Lane and wait off the highway, should the gate be closed. A Proposed Access drawing is enclosed with the application (Drawing Reference J32-7475-002).
- 9.20 The layout includes for 58 car parking spaces inclusive of 9 no. accessible spaces all located near to the unit entrances. A cycle shelter providing secure parking for up to 14 no. cycles is located to the east of the parking provision at Unit 4. Each unit would also provide 2 no. internal cycle spaces; (18 no. in total), therefore providing a total of 32 no. secure cycle spaces at the site.
- 9.21 The Transport Statement assesses the level of parking against the Council's Parking Standards. It should be noted that the parking standards are not rigid standards and can be varied on a site-by-site basis if evidenced. The proposed parking falls between the Parking Standards for B2 and B8 uses, and therefore a parking accumulation exercise has been completed which considers the proposed amount of parking in the context of comparative, similar developments. Pre-application discussions confirmed that the Local Highways Authority (LHA) was happy with the proposed methodology for that exercise (refer to Chapter 5 above). As such the Transport Statement



concludes that the level of car parking is appropriate to meet the future operational requirements of the proposed development and would not therefore result in an unacceptable impact on highway safety nor would the residual cumulative impacts on the road network be severe (Paragraph 111 of the Framework).

- 9.22 18 no. Electric Vehicle Charging Point (EVCP) spaces are included in the scheme (2 no. per unit), which equates to 31% provision, and the remaining spaces will be cable-enabled to ensure 100% EVCP provision is achievable in the future. The proposed specification of the EVCP's is included in the application submission - refer to Annex 1 document list. A car sharing scheme would be implemented at the site and dedicated car sharing spaces will be provided (5% of total provision) - further details are set out in the Framework Travel Plan.
- 9.23 It has been demonstrated in the supporting technical work that the proposals comply with Policies CC 5, T 1, T 2 and DM 1.

AIR QUALITY AND NOISE

- 9.24 The application is supported by an Air Quality Assessment (AQA) and a Noise Impact Assessment (NIA). The site is located within close proximity of an Air Quality Management Area (AQMA) where air quality is mainly influenced by road traffic emissions along the local road network and as such, elevated pollutant concentrations may be experienced at this location. As a consequence, an assessment has been carried out to determine whether the proposal development has the potential to cause adverse impacts to existing pollutant levels at nearby sensitive receptors as a result of dust and plant/vehicle emissions during construction and road vehicle exhaust emissions during operation. The Assessment considers the ambient pollutant concentrations namely NO² and particulate matter (PM₁₀ and PM_{2.5}), across and in the vicinity of the site.
- 9.25 The Assessment concludes that there is a high to low risk of dust soiling impacts, medium to low risk of ecological impacts and a low to negligible risk of increases in PM concentrations, due to unmitigated construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM releases would be significantly reduced. Overall, the residual effects of the construction phase on air quality are considered to be not significant. During the operational phase the Assessment concludes that it would result in a negligible impact associated with the operational phase traffic on nearby receptors and the residual effects are considered to be not significant, in line with the relevant environmental protection criteria. Overall, the proposals would comply with national and local planning policies - in particular Policies EN 16 and DM 1 - and there are no air quality constraints considered to restrict planning consent.



- 9.26 With regards noise impacts, an operational noise impact assessment has been undertaken⁶ to assess the potential impact of commercial / industrial noise from the proposed development. It must be noted that, at this stage details of fixed plant and equipment that will form part of the development are not available and therefore noise emission limits have been identified based on the Council's acoustic requirements. The NIA concludes that due to the relatively loud background sound environment and the distance / screening between the development and the nearest receptors, these limits should be relatively straight forward to achieve using appropriate design, and that the proposals would comply with policies DC 26.1, DC 26.2, DC 26.5 (of the UDP) and the Council's '*Noise and Planning Technical Guidance*' (October 2022).

WASTE STRATEGY AND GROUND CONDITIONS

- 9.27 with regards waste, Policy EN 19 requires all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy - that being prevention, reduction, re-use, recycling/composting, energy recovery, final disposal.
- 9.28 Dedicated bin store areas are provided internally at the front of each of the new units. Bin lorries will collect refuse from Crabtree Lane kerbside on collection day, in line with the arrangements for adjacent commercial premises. A Waste Management Strategy, which includes the requisite Waste Proforma, a Bin Store Plan and a Refuse Vehicle Tracking Plan is included in the submission. The proposals comply with Policy EN 19.
- 9.29 With regards the ground conditions, the submitted Phase I presents the following key findings:
- The site has predominantly been used for industrial purposes, as has most of the surrounding area.
 - According to the Coal Authority website, the Site is located within the Coal Mining Reporting Area but outside the 'Development High Risk Area'. Therefore, a full Coal Mining Risk Assessment is not required.
 - The building footprints and hardstanding will minimise the potential for direct contact with potential contamination by futures Site users. However, there is a potential for exposure in the proposed areas of soft landscaping. Construction and maintenance works and neighbouring Site users could come into contact with contaminated soils and soil dust during the construction phase.

⁶ in accordance with BS 4142:2014+A1:2019.



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- Ashton Canal lies 58 m to the south of the Site but is not considered to have the potential to be in hydraulic continuity with groundwater in the superficial deposits and/or underlying aquifer. Surface water is therefore not considered to be sensitive to contamination and there is little potential for contamination migration in groundwater from the Site to impact surface water receptors.
- A number of potential geotechnical hazards are anticipated associated with a future commercial development - these are Made Ground, infilled ground, buried obstructions, ground's aggressiveness to buried concrete, volume change potential of soils, ground desiccation, settlement prone natural soils. A Phase II investigation is recommended.

9.30 Based on the findings of the Phase I report there are no initial or in principle ground condition reasons why development should not be granted, but that further investigative work should be completed to the satisfaction of the Council. The proposals comply with Policy EN 18.

ENERGY AND SUSTAINABILITY

9.31 Policy EN 6 sets out the target framework for CO₂ reductions from low or zero carbon energy supplies, with the policy including minimum targets for development over 100 sqm (as is the case in this application submission). Furthermore, Policy EN 8 requires that all new development is expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

9.32 The enclosed Energy and Sustainability Statement confirms the following:

- The recommended sustainability features for the development resulting from a dynamic energy model, will allow for an 17.73% energy saving from a base Part L 2021 compliant build.
- A 15.42% reduction in carbon emission is anticipated through the incorporation of Air Source Heat Pumps and a 177kWp Photovoltaic (PV) array, which will be located on the roof of the development.
- The sustainability features used will allow for a 3.41 tonnes reduction in annual CO₂ emissions.
- The energy and carbon savings are to be achieved through passive design, energy efficient measures incorporating design features such as energy efficient lighting, submetering of relevant areas, upgrading of 'U' values and occupancy sensing in relative areas, as well as the incorporation of PV array and Air Source Heat Pumps.



- To reduce the energy demand of the development as well as help to conserve water resources within the local area, it is anticipated that the fit-out works will provide for sanitary fittings which will be water efficient through measures such as dual flush toilets and low flow taps.

9.33 Having regard to the above, the proposals comply with the policies contained in the Core Strategy, and the Council's Climate Change Action Plan.

ECOLOGY AND SOFT LANDSCAPING

9.34 The application is accompanied by a Preliminary Ecological Appraisal (PEA) which identified the characteristics of the baseline habitat and the possible ecological constraints on development. The PEA identified that the site provided suitable habitats for common amphibians, nesting birds, commuting and foraging bats, hedgehog and badger. No further surveys were recommended as being required, however a Construction Ecological Management Plan (CEMP) is recommended to detail protection measures throughout the construction phase. In terms of recommended ecological mitigation to minimise potential impacts from the development, the PEA recommends precautionary working methods (during construction) for badgers, works to be completed outside of the bird nesting season, reasonable avoidance measures for common amphibians and hedgehog and that lighting mitigation should follow appropriate guidance in respect of bats. The Applicant is happy to agree to these recommended measures.

9.35 In terms of Biodiversity Net Gain (BNG), the submitted BNG report and metric (which are to be read together) notes that after calculating the pre and post development biodiversity habitat units of the site in relation to the proposals, the development would result in a loss of 1.90 habitat units and a net loss of 0.25 linear hedgerow units. The BNG calculations take into account the proposed planting scheme (refer to Paragraph 9.37 below), which includes new trees, and as many areas of native scrub planting as possible.

9.36 As the opportunities for BNG have been maximised onsite, off-site mitigation will be necessary for both the area and linear hedgerow units and that that offsite mitigation should comprise individual trees and either lines of trees or medium distinctiveness hedgerow habitats to ensure the requisite trading rules are satisfied. The Applicant is happy to discuss the mechanism of the delivery of this off-site mitigation with the Council during the course of the application being determined.

9.37 As noted above, an Arboricultural Impact Assessment (AIA) accompanies the application. This report makes it clear that the proposed development necessitates the removal of all trees within the site boundary, however the majority of these trees are of low value. The AIA recommends that it is recommended that the tree loss is mitigated against through onsite replacement tree planting



and the production of a robust soft landscaping scheme. As such, a proposed soft landscaping scheme is submitted which seeks to make the best possible opportunities for as much planting as is practicable, within a commercial employment scheme. The soft planting scheme seeks to achieve a balance between planting which complements and supports the high-quality built form, but which is practical and can be appropriately managed and maintained by the future occupants of the site.

- 9.38 Subject to the above, no significant issues with regards to ecology are raised and the development would adhere to Policy EN 15 (Biodiversity and Geological Conservation).

HERITAGE

- 9.39 As noted in Chapter 4, the site does not contain any statutory listed buildings, it is not within a Conservation Area and it is not within a World Heritage Site. There are Listed Buildings within the vicinity of the application site, as indicated on the extract from Historic England's mapping at Figure 4.2 below. These Listed Buildings all relate to canal locks situated along the Ashton Canal to the south of the site. The nearest Listed Building is the Ashton Canal Local Number 13 located at the end of Crabtree Lane, circa 63 m from the nearest point of the boundary of the application site. The Listed Building was first listed on 06 June 1994 and the Official List Entry confirms the following:

'Canal lock. c.1792-1799, for Manchester and Ashton-under-Lyne Canal Company; renovated. Large blocks of millstone grit, wooden gates. Narrow type (chamber 7 feet wide), with covered overflow channel on north side, stone staircases flanking lower entry, double gates at lower end and single gate at upper end. Eleventh in a series of 13 similar locks, all in working order.'

- 9.40 A photo of the lock is shown at Figure 9.1 below:



Figure 9.1 – Photo of the Grade II canal lock No. 13 Source: Hourigan Planning



- 9.41 The Listed Building is associated with the canal, a historical waterway which is synonymous with Manchester's industrial history. The network of canals which run into and out from Manchester are a familiar sight and as the city has grown outwards, the land uses and built environment landscape around the canals has evolved and in unsurprisingly, modernised. As a consequence of this, the canal and associated locks sit cheek by jowl with historical buildings associated with the industrial past, as well as newer more modern buildings associated with the change in industries and the evolution of Manchester.
- 9.42 Lock Number 13 at the southern end of Crabtree Lane is no exception. Whilst the canal and lock remain a reminder of the historical past, many of the surrounding buildings and infrastructure in this location are representative of the more modern commercial uses in this part of Manchester. This can be seen in the picture above, where the lock is surrounded by palisade fencing, telecoms infrastructure, more modern brick and metal clad buildings, street lighting, and security features. The lock is positioned more than 60 m away from the application site and between the site and the lock are substantial buildings, high walls and fencing, and modern infrastructure. The lock cannot be seen from the application site and vice versa. On this basis, it is regarded that the proposals would not have any harm, or loss of, the significance of the identified heritage asset.
- 9.43 The proposals would comply with Policy CC 9 (Design and heritage) and emerging Policy JP-P2 (Heritage) of the PFE Plan.

FLOOD RISK AND DRAINAGE

- 9.44 The application site lies entirely within a Flood Zone 1 as defined by the Environment Agency Flood Risk Maps - sites in Flood Zone 1 are deemed to have a low probability of flooding.
- 9.45 As noted in Chapter 6, the site comprises brownfield land with existing drainage in place and no formal restrictions on discharge rates. The existing site is 75% impermeable.
- 9.46 The proposal is to limit the discharge from the redeveloped site to 50% reduction of the existing site (including +45% climate change allowances). Surface water will be stored on site via an attenuation tank underground (set underneath the car parking area) before being discharged into the existing combined public sewer which runs under Crabtree Lane. The flow of water will be restricted / controlled to 20.2 l/s. Foul water will also be discharged into the combined public sewer. Further details are contained in the Flood Risk Assessment (FRA) and Drainage Strategy document which includes the Proposed Drainage Strategy Layout (Drawing no. 23-026-I&L_D00_P1).
- 9.47 It has been shown that the proposals would comply with policies EN 8, EN 14, EN 17, and DM 1.
- 9.48 The proposals comply with Policy EN 14 (Flood Risk).



CONSTRUCTION MANAGEMENT

- 9.49 A Framework Construction Management Plan (FCMP) has been submitted with the application. Measures will be employed within the site that will minimise any potential amenity impacts from construction on existing businesses and residents in the area through the implementation of appropriate construction management measures such as noise and dust management, wheel washing and road sweeping etc. A planning condition could be imposed by the Council to ensure that these measures are implemented. Having regard to the principles contained in the FCMP, the development would comply with Policy DM 1.

DEVELOPER CONTRIBUTIONS

- 9.50 As noted in the ecological technical work, the Applicant will be required to provide an off site contribution as necessary in order to be able to achieve the required net gain in biodiversity. The Applicant is happy to have discussions with the Council to agree an appropriate mechanism to deliver that net gain, whether that be through the provision of specific measures as identified by the Council, or via a financial contribution. The detail of this provision will be discussed during the determination of the application in consultation with the relevant advisory consultee party⁷.

THE BENEFITS OF THE PROPOSALS

- 9.51 The points below summarise the main economic, social and environmental benefits of the scheme:
- The proposals would redevelop an existing under-used and vacant brownfield site positioned within a mixed employment / retail / mixed use part of east Manchester. The new development would make the best use of previously developed land, in line with local and national policy sustainability objectives.
 - The existing dated buildings are no longer fit for any modern-day commercial purpose. Their demolition would benefit the general appearance of the local area.
 - The proposals comprise high-quality design which would significantly improve the streetscene and make a positive contribution to bringing more vehicular and pedestrian activity to Crabtree Lane.
 - The proposals would generate significant jobs, inward investment and business opportunities for the City.

⁷ It is assumed it will be in consultation with the Greater Manchester Ecological Unit (GMEU).



Former Walkers Site, 73 Crabtree Lane, Clayton, Manchester, M11 4GU
Planning Statement
Chancerygate Manchester Ltd

- The site is not constrained by any local, regional or national statutory or non-statutory designations that would preclude its development in the manner proposed.
- The proposals can be delivered without having an adverse effect on sensitive receptors, ecological interests or the wider aspirations of the Council for the eastern part of the city.

CONCLUSIONS

- 9.52 Taking into account the above, the proposals are compliant with the provisions of the Development Plan and those material considerations identified also support the scheme.



10. PLANNING CONDITIONS

- 10.1 The applicant is agreeable to discussions with the Council with regard to any relevant conditions that would need to be imposed should the Council be minded to grant planning permission.
- 10.2 Given the significant economic, social and environmental benefits of this scheme it is important that a start is made on site as soon as possible after any positive determination. Put simply, the sooner the applicant is able to start on the development the quicker the benefits will materialise and hence the applicant will be looking for the minimum use of pre-commencement conditions.



11. CONCLUSION

11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

“Where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise”.

11.2 This is a scheme that has clearly been shown to be compliant with the provisions of the Development Plan and those material considerations identified also support the proposed development. Having regard to the provisions of Paragraph 11 of the Framework the proposed scheme comprises sustainable development and, in that respect, we respectfully urge the Council to approve the planning application without delay.

Appendix 1



Councillor Donna Ludford
Councillor Sean McHale
Councillor Thomas Frederick Robinson

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Your ref:

Our ref: 2023-12-12 Cllrs

Date: 12 December 2023

BY EMAIL ONLY: cllr.donna.ludford@manchester.gov.uk
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cllr.thomas.robinson@manchester.gov.uk

Dear Councillors,

PROPOSED EMPLOYMENT DEVELOPMENT AT FORMER WALKERS SITE, CRABTREE LANE, CLAYTON, MANCHESTER, M11 4GU

I am writing to you today to give you prior notice that a full planning application is due to be submitted to your Officers at Manchester City Council following very positive pre-application discussions in July 2023 (with your Officer Sue Wills). It was agreed with Ms Wills that it was not necessary to undertake a detailed period of public consultation given the nature of the proposals - which are described below - however we did want to ensure that the Ward Councillors were made aware of the proposals prior to them being formally submitted to the Council.

To that end, this letter provides you with a brief introduction to the Applicant and the details of the proposals. The planning application is due to be submitted in the week commencing 18 December 2023. I appreciate it is not ideal that the application is being caught up by the Christmas break, however we are looking forward to working positively with your Officers in the New Year when the application has been formally registered.

Background

As noted above, the application site is known as the former Walkers Site, Crabtree Lane, Clayton, Manchester, M11 4GU - the precise location of the site can be found by clicking [here](#). The site is in a state of disrepair after a significant period of vacancy (the building has remained unoccupied since early 2019) and a lack of maintenance or overall management.

The Applicant for the forthcoming planning application is Chancerygate Manchester Ltd. Chancerygate is the UK's largest multi-unit industrial property development and asset management company, with nearly 28 years' experience in the UK commercial property sector. Chancerygate is an industrial property and warehousing specialist focused on bringing high-quality schemes to the market in strategic locations throughout the UK to meet the demands of the growing urban logistics market.

The Proposed Development - New Employment Scheme

Following pre-application discussions with Ms Wills, the scheme has been amended to take into account feedback received.

According to the Council's Interactive Proposals Map, the site is not subject to any site-specific designations but sits within a predominantly employment area, with other industry-related premises in the vicinity as well as the small



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RTPI

Chartered Town Planners

retail park (Aldi, Homes Bargains and Iceland etc) which surrounds the site to the north and east. The site is located in a very sustainable location, with great access by foot, cycle, bus and the Metrolink. The site comprises previously developed land and is currently dominated by a very dated industrial building along with three other buildings all of which are in a similar state of disrepair. There are large areas of crumbling hardstanding and overgrown shrubs and self-seeded trees - the site is generally a bit of an eyesore.

The planning application will be seeking full planning permission for the demolition of all buildings and the redevelopment of nine employment units within Use Classes B2 (General Industry), B8 (Storage and Distribution) and E (g) (iii) (any industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area) along with associated parking, landscaping and infrastructure. We have already submitted a Prior Notification for the Demolition of the existing buildings (this is currently with Ms Wills), and we hope to have that approved in the New Year - my client is keen to get the site cleared and prepped as far as possible with the view to hopefully progressing redevelopment later on in 2024.

The planning application will be accompanied by a detailed Planning Statement and a number of supporting technical reports and drawings which will demonstrate that the proposed development would:

- Create a well-designed place that would contribute to the enhancement of the area through high-quality design, replacing a currently vacant and unmanaged site.
- Re-use previously developed land through a scheme which makes efficient use of land, whilst enhancing the sense of place within the wider area and minimising any potential impacts on adjacent and surrounding existing uses.
- The new employment scheme would be positioned in a highly sustainable location so that local people will have new employment opportunities on their doorstep via accessible and sustainable means of travel, and within walking distance of local amenities and services.
- Improve access to jobs in the local area, and provide opportunity to improve the portfolio of new, modern employment premises for small, medium and larger businesses.

I have enclosed a draft Proposed Site Plan for your information which indicates how the site is potentially going to be redeveloped. This layout may change ever so slightly prior to the formal submission - we're just finalising the finer details.

Summary

I trust this summary is helpful to you at this stage. Please do not hesitate to contact me (or in my absence, please speak to my colleagues Marc Hourigan or Nick Brookman) if you have any comments on the enclosed. Your Officer Ms Wills is very familiar with the proposals; I have copied this letter for her information too.

We look forward to working with the Council on this scheme as we really believe it will deliver many positive economic benefits for the City of Manchester going forward.

Yours sincerely



BEVERLEY MOSS BA (Hons) MA MRTPI
Associate Director

Circulation Councillor Donna Ludford
Councillor Sean McHale
Councillor Thomas Frederick Robinson

cc Marc Hourigan } Hourigan Planning
Nick Brookman }
Chancerygate Manchester Ltd

encl Draft Proposed Site Plan - drawing reference 23168-UMC-XXXX-SI-DR-A-0601-P0.



Proposed Site Plan
Scale 1:250



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

N

Site Boundary

2.29 acres (0.9103 ha)

KEY

9 Level Access Doors

Electric Charging Spaces x18
All remaining spaces to be future proofed for 100%

Cycle Shelter for 8 Cycles
(2 shelters in total, 16 Cycles)
Each unit contains 1 internal cycle space (8 Cycles)
OVERALL 25 Cycle space provision

Existing 2.4m High Paladin Fence (Colour black)

Proposed 2.4m High Paladin Fence (Colour black)

Pedestrian and Vehicle gates in 2.4m high paladin style (Colour black)

Indicative retaining wall position
Where required retaining walls will have key clamp guarding to the top to prevent falls.

58 no. Car parking spaces (inc. 9 accessible)

Schedule of Accommodation Units 1-4					
	GIA	GEA	Mezz %		
UNIT 1	sq.m	sq.m	sq.m	sq.m	
Warehouse	537.6	5765.7	552.0	6264.6	
GF Recessed Loading	42.0	452.1	45.0	484.4	
Mezz	178.0	1925.7	166.0	2109.7	
Total	758.6	8165.5	823.0	8858.7	24%
UNIT 2	sq.m	sq.m	sq.m	sq.m	
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	556.5	6097.7	605.6	6518.6	24%
UNIT 3	sq.m	sq.m	sq.m	sq.m	
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	5231.2	23%
UNIT 4	sq.m	sq.m	sq.m	sq.m	
Warehouse	412.0	4434.7	444.0	4779.2	
Mezz	123.0	1324.2	135.0	1456.2	
Total	535.0	5758.9	583.0	6235.4	23%
GRAND TOTAL	2315.1	24919.5	2497.6	26853.9	

Schedule of Accommodation Unit 5					
	GIA		GEA		Mezz %
UNIT 5	sq.m	sq.ft	sq.m	sq.ft	
Warehouse	592.0	10677.8	1055.0	11355.9	
Mezz	244.0	2626.4	273.0	2938.5	
GRAND TOTAL	1236.0	13304.2	1328.0	14294.5	20%

Schedule of Accommodation Units 6-9					
	GIA	GEA	Mezz %		
UNIT 6	sq.m	sq.m	sq.m	sq.m	
Warehouse	326.0	3530.6	350.0	3694.2	
Mezz	126.0	1356.3	140.0	1506.9	
Total	452.0	4886.9	490.0	5201.2	26%
UNIT 7	sq.m	sq.m	sq.m	sq.m	
Warehouse	266.0	2865.5	267.0	2869.2	
Mezz	103.0	1108.7	112.0	1205.6	
Total	369.0	3974.2	379.0	4074.8	26%
UNIT 8	sq.m	sq.m	sq.m	sq.m	
Warehouse	266.0	2865.5	267.0	2869.2	
Mezz	103.0	1108.7	112.0	1205.6	
Total	369.0	3974.2	379.0	4074.8	26%
UNIT 9	sq.m	sq.m	sq.m	sq.m	
Warehouse	271.0	2917.3	267.0	2869.2	
Mezz	104.0	1119.4	115.0	1248.6	
Total	375.0	4036.7	382.0	4117.8	26%
GRAND TOTAL	1573.0	16931.6	1710.0	18406.3	

Schedule of Accommodation TOTAL				
	GIA		GEA	
OVERALL TOTAL	5,124.1	55,155.3	5,535.6	59,584.6

P.02 Table of areas added.	JC	JC	14.11.23
P.01 Initial Issue	JC	JC	02.11.23
rev	amendments	by	ckd date

Former Walkers Site, Crabtree Lane,
Manchester
Proposed Site Plan

Information Container LOD:	LOD 100
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Chancerygate

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