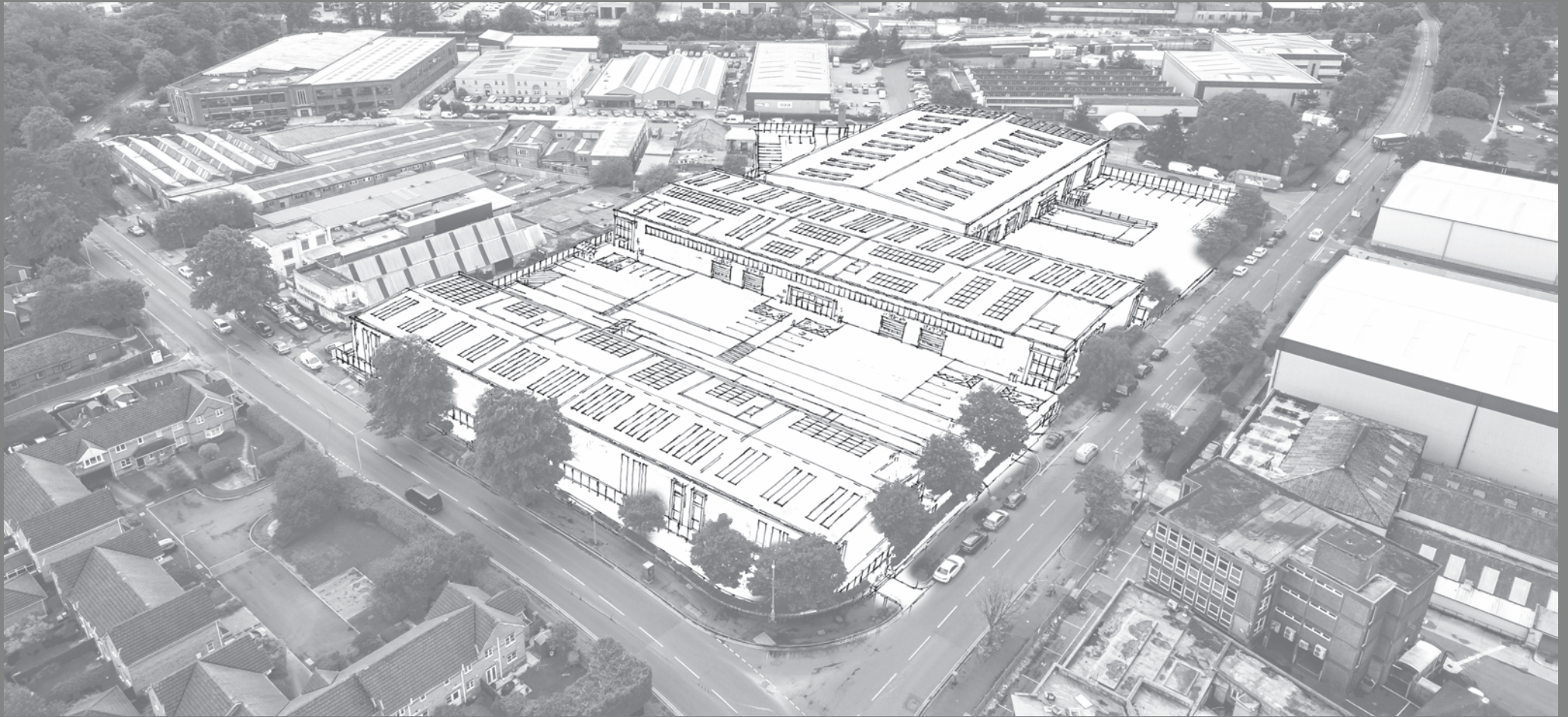




Trade City Sharston

Design & Access Statement

8th August 2025

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0.0 Introduction

0.1 Introduction

PROJECT OVERVIEW

This Design & Access Statement has been prepared by Horizon Fletcher Rae (UK) Ltd on behalf of Kier Sharston Limited in support of a Detailed Planning Application for the creation of a Class B2/B8 development, including ancillary office space at first floor and ancillary trade counter use, with associated external works for servicing, parking, and associated infrastructure planting.

The detailed application relates to a 1.6 Hectares corner site located at the intersection of Sharston Road and Longley Lane in Manchester. The development will see the demolition of existing units and redevelopment with a total gross external area of 9,065 sqm (97,577 sqft) across 2 terraces and one 'stand-alone' units.

The new units will create space for a business to either start, expand and bring new jobs to the area, which will benefit local people and contribute to the economic growth of the area.

This Design & Access Statement has been prepared in accordance with the CABE Guidelines "Design & Access Statements – how to write, read and use them" document.

This Design & Access Statement forms part of a suite of documents that make up the planning application submission and should therefore be read alongside those documents.

0.2 Scope

VISION AND OBJECTIVES

The site is currently occupied by several ageing industrial units which are no longer fit for purpose and are proposed to be demolished as part of the redevelopment.

It is important to note that the demolition will be subject to a separate application for Prior Approval under the Permitted Development legislation. This process will ensure that appropriate procedures are followed with regard to health, safety, and environmental considerations associated with the removal of the existing structures.

The site lies within an area characterised predominantly by commercial and industrial uses, including uses similar to those proposed within this application. To the north of the site, there is an established residential area, which has been carefully considered in the design approach to ensure appropriate separation, screening, and minimal impact on amenity.

While the site has remained in low-value economic use, its redevelopment has been constrained by factors such as the age and condition of existing structures, limited functionality, and access challenges.

This application seeks to bring forward a high-quality industrial and logistics development that will revitalise the site and contribute positively to the economic growth and employment opportunities within the area. The proposal includes the delivery of sustainable, modern warehousing units designed to meet the operational requirements of contemporary occupiers. It is anticipated that the scheme will also serve as a catalyst for wider regeneration in the area, responding to increasing demand from both local and national businesses for this type of employment space.

0.3 Project Team

TEAM

The client has appointed Horizon Fletcher Rae Architects as the Lead Consultant for the project, with all other consultants engaged as listed below to form a unified, multidisciplinary design and technical team. This team brings together the necessary skills and expertise to address all aspects of the project. The core team will include the following:

Client:	Kier Sharston Limited
Architect:	Horizon Fletcher Rae
Project Manager /Employer's Agent:	RP+P
Cost Consultant	RP+P
Planning Consultant	Savills
Civil & Structural Engineers	Stantec
MEP & Sustainability	CHBS
Highways Engineer	Sweco
Landscape Architect	TPM

1.0 Site Analysis

1.1 Site Location

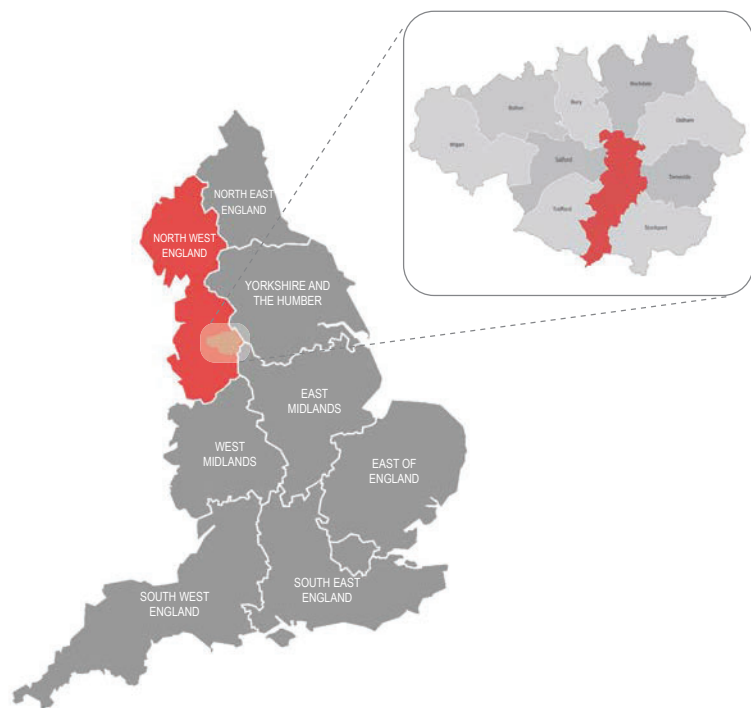
THE LOCATION

The site is situated to the south of Manchester, at the prominent and highly visible intersection of Sharston Road and Longley Lane, within one of the city's most established industrial and commercial corridors. The site is bounded by Harper Road to the south, Sharston Road to the west, Longley Lane to the north, and existing industrial buildings to the east.

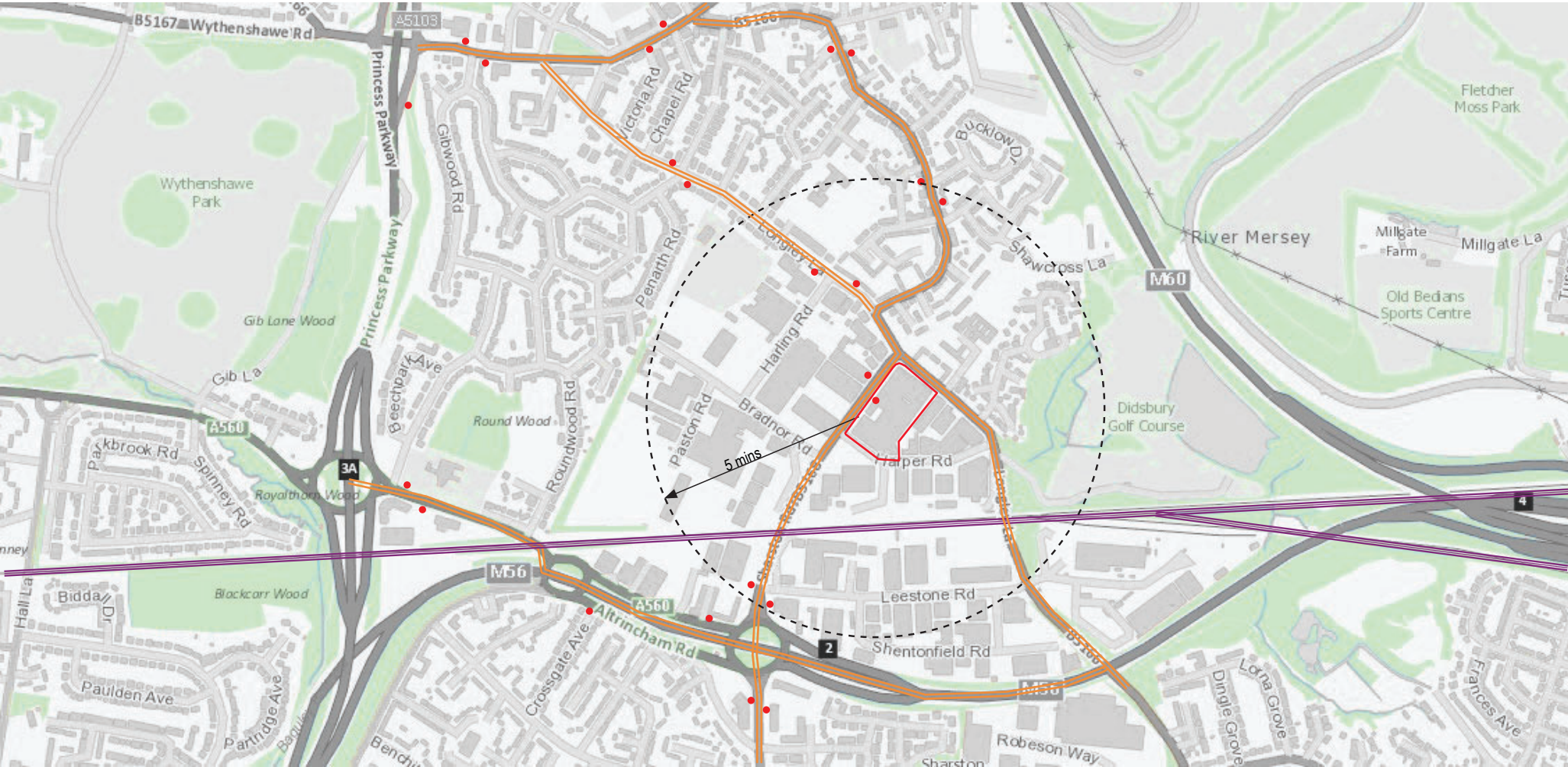
The Site was until recently occupied by Electrium Sales Ltd (a subsidiary of Siemens) and comprises a collection of industrial buildings developed over time for the purposes of manufacturing and distribution (Class B2/ B8). Buildings occupy almost the entirety of the Site, with limited areas of parking and landscaping provided to the northern, western and southern borders. Access to the Site is made from two principal access points from Sharston Road.

The site is not located within a Conservation Area, and none of the existing buildings are statutorily or locally listed. The nearest listed structure is the Grade II* Wythenshawe Bus Depot, situated approximately 200 metres to the northwest, separated from the site by intervening industrial development. The site lies within Flood Zone 1 and is therefore considered to be at low risk of flooding.

The site enjoys a highly strategic position with seamless connections to Greater Manchester's key transport infrastructure. Its close proximity to the M56 and M60 motorways ensures efficient regional and national distribution, making it particularly attractive for businesses reliant on swift logistics and supply chain operations. Additionally, the site benefits from its accessibility to Manchester Airport and nearby regional distribution centres, further enhancing its appeal to occupiers with time-sensitive or large-scale operational requirements. This combination of connectivity and established infrastructure makes the site exceptionally well-suited for modern commercial and industrial redevelopment.



1.1 Site Location



- Site Boundary
- Walking Distance
- Bus Stop
- Railway Routes
- Bus Main Routes



1.2 Site Context

LOCAL AMENITIES

The wider Wythenshawe area offers a range of local amenities that support both businesses and residents.

For workforce amenities, there are several local food outlets, petrol stations, and fitness facilities in the vicinity, catering to the needs of daily commuters and industrial employees. Healthcare services, including GP practices and pharmacies, are also accessible within the local area.

HEIGHTS

The immediate context of the Site is characterised predominantly by low to medium-rise industrial and commercial buildings, typically ranging from single-storey units (5–7 metres to eaves) to two-storey structures reaching up to approximately 8–10 metres in height. These buildings often include warehousing, trade counters, and light manufacturing facilities, many of which are set back from the road with yard or loading areas to the front or rear.

To the north and northeast of the site, where Sharston meets Northenden, the built form transitions to a more residential scale, with traditional two-storey houses and small apartment blocks. These typically range between 6–9 metres in height, maintaining a suburban character. The shift in scale between industrial and residential zones is generally well managed through landscaping, setbacks, and road buffers.

CYCLE ROUTES AND ACTIVE TRAVEL LINKS

The Sharston area is increasingly well-connected for cyclists, with access to a growing network of local and regional cycle routes. Longley Lane and Sharston Road both form part of key commuter corridors, and while not fully segregated, they are regularly used by cyclists and supported by dedicated cycle lanes in nearby sections.

Additionally, the site is well-served by public transport, with several bus routes running along Longley Lane and Sharston Road, offering connections to Manchester city centre and the airport.



- Site Boundary
- Industrial
- Residential & Mixed use



1.2 Site Context

IMMEDIATE CONTEXT



1.2 Site Context



1.



2.



1.3 Site History

Chronological Overview of its Industrial and Urban History

•1920s–1930s: Agricultural Land to Early Industry

Sharston was originally farmland, like much of Wythenshawe, but began its transition into an industrial zone in the 1920s with the development of the Sharston Industrial Estate. By the 1930s, the area featured a post office and sorting office, a dairy, and notable factories including the Bisto plant.

•1942: Wartime Infrastructure

The Wythenshawe Bus Garage was constructed off Sharston Road by the Manchester Corporation Transport Department to serve the growing housing estates. Designed to house 100 double-decker buses, it remains standing today and is now a listed building.

•1961: Community Investment

A large public swimming pool was opened—then the largest in Manchester—featuring diving platforms and seating for over 800 spectators. This marked a period of civic investment in Sharston as a mixed-use urban centre.

•1964: Transport Shift

Northenden railway station, located near Sharston Road, was closed, reflecting wider changes in regional transport planning.

•1973: Urban Restructuring and Motorway Expansion

The original 1930s shopping parade on Altrincham Road was demolished to make way for the M56 Sharston bypass, which significantly altered the area. A replacement shopping precinct—Sharston Green—was built but suffered from poor planning and failed to attract sustained commercial success.

•1980s–1990s: Decline of Public Amenities and Industry

Sharston Green struggled economically; many shops became vacant, and community spaces, including the swimming baths and Wythenshawe Labour Club, were closed and later destroyed by arson.

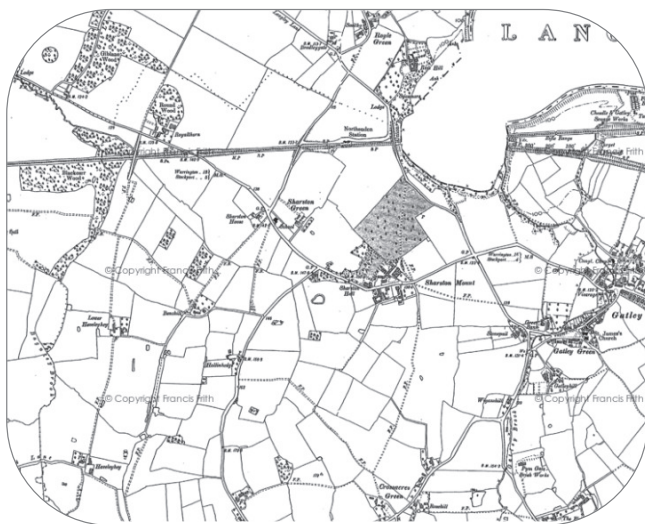
Meanwhile, some industrial buildings were repurposed: the Ramsees Piso Bush jam factory, once in the Beta sector of the estate, became Jam Factory Records, blending light manufacturing with creative industry.

•2000s–Present: Redevelopment and Residential Growth

As industry declined, much of the land—particularly areas previously occupied by schools and shops—were redeveloped for housing. Hollyhedge Park was expanded, and many older industrial and civic buildings were cleared to make way for a more residential landscape.

Sharston is a historically industrial area located in the eastern part of Wythenshawe, South Manchester. Originally developed on former farmland in the early 20th century, Sharston became a hub for manufacturing and transport, playing a key role in Manchester's post-war industrial expansion.

Over time, the area has undergone significant transformation—shifting from heavy industry and civic amenities to a more residential character. Today, Sharston is a mixed-use neighbourhood that reflects both its industrial heritage and ongoing regeneration efforts, offering a blend of housing, light industry, and green space.



Sharston Historical Map 1880



Sharston Historical Map 1903



Sharston Historical Map 1914

1.4 Site Constraints

The site presents several constraints that must be addressed in any future redevelopment. The existing buildings are outdated and fall significantly short of the standards expected by modern industrial and commercial occupiers. They provide limited yard space, inadequate parking, and inefficient internal layouts that reduce their functional usability. The existing floor-to-ceiling heights are insufficient for contemporary logistics or warehouse operations, and the building footprints do not lend themselves to subdivision or reconfiguration for flexible occupancy. The orientation of the yards compromises operational efficiency, particularly for HGV movements, loading, and circulation.

In addition to physical limitations, the buildings suffer from extremely poor energy performance, making them environmentally unsustainable and commercially unattractive. They lack modern insulation, efficient building services, and low-carbon technologies—features now considered essential in the industrial property market. Furthermore, several of the buildings contain asbestos, posing long-term health and safety risks that require specialist management and removal.

As part of the redevelopment proposals, all existing buildings will be demolished and asbestos will be removed safely and in full compliance with current regulations. It is important to note that this demolition is subject to a separate application for Prior Approval under the Permitted Development legislation, which will ensure due consideration of environmental and amenity impacts associated with the clearance works. The existing substation located on-site will be retained and protected throughout the development process. Its presence has been factored into the emerging layout to ensure uninterrupted utility service and safe working zones during and after construction.

Access to the site will be restructured to improve both safety and functionality. Vehicular access for both cars and HGVs will be provided from Sharston Road, offering direct access to service yards and operational areas. A secondary, car-only access point will be maintained from Harper Road, helping to distribute vehicle movements and reduce congestion.

While there are no significant topographical challenges on the site, future development will need to address drainage capacity, existing utilities infrastructure, and the sensitive relationship with adjacent residential properties to the north. These constraints also present opportunities to enhance site layout, improve environmental performance, and better integrate the scheme into its wider urban context, delivering a high-quality and sustainable industrial development.

- • • ▶ Site Access
- Site Boundary
- Tree-lined Boundary
- Adjacent Buildings



1.5 Topography & Landscape

The site lies within a generally flat to gently sloping topography, typical of the wider Wythenshawe and south Manchester area. Ground levels across the site remain relatively consistent, with only minor variations in elevation that pose no significant constraints to development.

The surrounding landscape is primarily urban and industrial in character, with large-format buildings, paved yards, and access roads dominating the visual setting.

Vegetation on-site is minimal and largely limited to small patches of unmanaged grass, scattered shrubs, and boundary planting, with occasional mature trees along road frontages or within adjacent plots. There are no significant landscape features. The site's level terrain and open layout offer a straightforward platform for redevelopment, with opportunities to enhance landscaping and biodiversity through a well-considered site design.



2.0 Demolition

2.1 Current Approved Demolition

In order to reduce the construction and delivery programme, the Applicant applied for Prior Approval for the Demolition of Existing Buildings (Excluding Existing Sub-Station) at the Site in June 2025. The Council confirmed that Prior Approval was granted on July 2025.

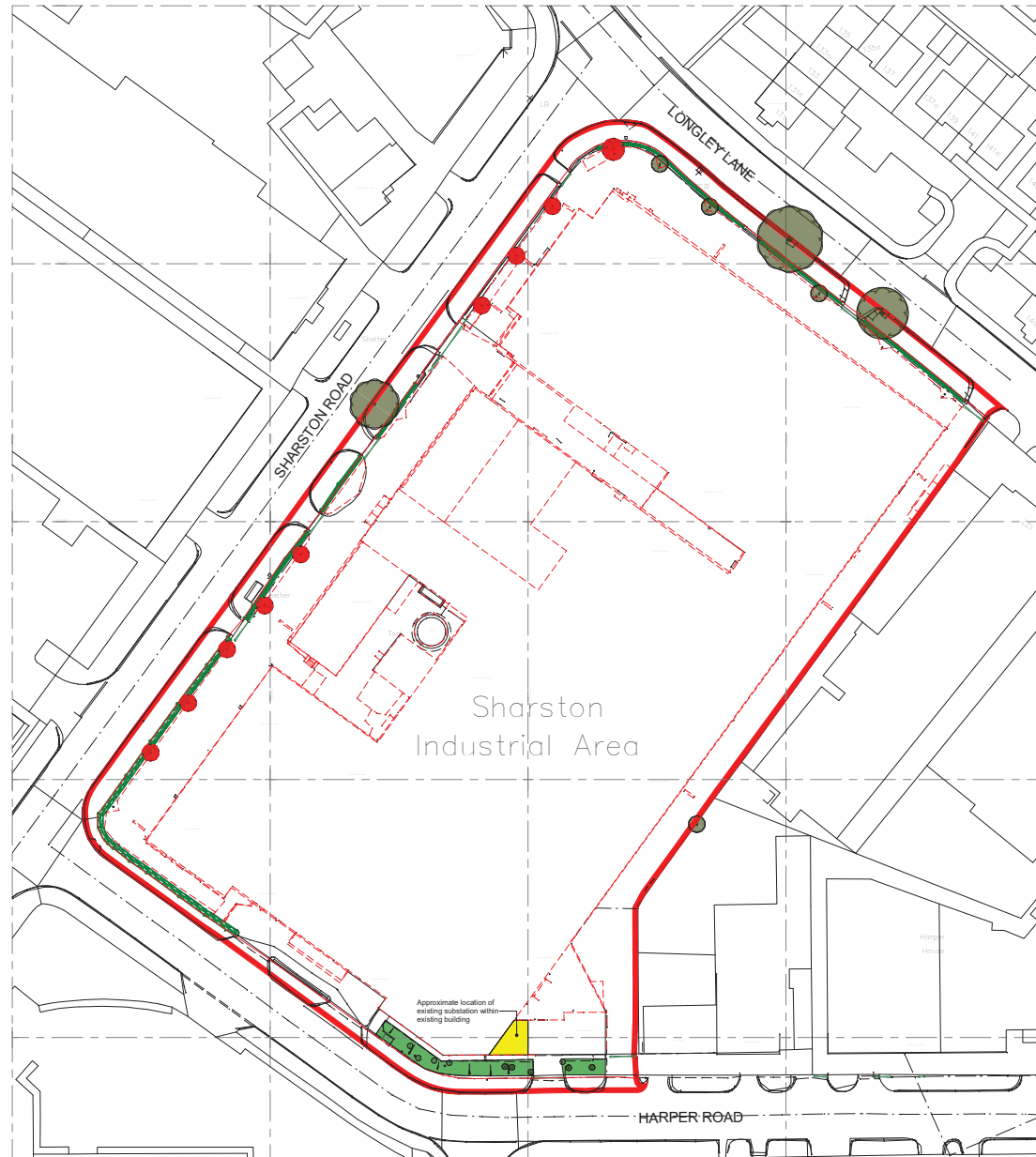
143234/DEM/2025 - Prior approval for the demolition of existing buildings (excluding existing sub-station) on site.

Demolition Key

-  Proposed Planning boundary
-  Approximate area of existing vegetation (Trees, bushes, hedgerows)
-  Extent of proposed demolition. Refer to notes below.

Demolition Notes:

- All existing services as highlighted on existing surveys are to be completely isolated prior to being completely stripped out and removed from site in accordance with M&E / Utilities contractor details.
- Remove all wall, floor and ceiling mounted fixtures and fittings throughout and cart away from site.
- Allow for the full demolition of all existing buildings, outbuildings and ancillary structures completely, with the exception of the existing substation currently contained within the main building (Highlighted Yellow).
- Around the existing substation, carefully remove all adjoining walls and roof structure in accordance with Structural Engineers details and specification.
- The existing substation and housing is to be left in a safe, secure and watertight state prior to the installation and application of any proposed works.
- All trees identified are to be removed, in accordance with the Arboricultural Survey & subject to Planning consent. All existing trees and soft landscaped areas to be retained are to be protected throughout the demolition works, including the root protection zones.
- Existing handstanding areas externally are to be broken up. Refer to Civil Engineers details for further information of materials to be kept or removed from site.
- All existing perimeter fencing and gated access is to be retained to provide a secure site. All internal gates and fencing are to be removed as required.
- Existing water tank is to be completely drained (if not already done so) and carefully dismantled.
- Refer to Civil Engineers details regarding below ground drainage removal where required.
- Refer to Civil Engineers details regarding below ground structures, basements, pits and foundations.
- All hazardous building materials are subject to recommendations of the relevant reports and documentation including any remediation strategies to be undertaken.



3.0 Design

3.1 Process & Design Evolution

PROCESS

A comprehensive assessment has informed the development of this proposal. Kier Property has undertaken detailed market analysis and prepared a robust business case demonstrating sustained demand for high-quality industrial accommodation in this location. This evidence has shaped the project brief and guided the formulation of a development strategy tailored to current and future occupier requirements.

The proposed design responds directly to the site context, commercial needs, and planning policy objectives, balancing functional efficiency with environmental and visual considerations.

CONSULTATION

A combination of formal and informal pre-application discussions have been undertaken with Council's officers, including Jennifer Connor (Planning Officer), Des Jones (Planning Section Manager), Rebecca Hesketh (Principal Highway Engineer) and Syed Rahi (Highways Engineer).

During formal pre-application discussions, officers confirmed that the principle of the proposed development in this location would be acceptable, subject to satisfying all of the relevant development management criteria.

Following the submission of a Screening Request by the Applicant, the Council has adopted a Screening Opinion which confirms that an Environmental Impact Assessment is not required to support the planning application.

Separate to this a consultation with members of the public and businesses within the area has been undertaken by the applicant's team.

DESIGN EVOLUTION

As outlined in Section 1.4, the site presents a range of physical and operational constraints that have significantly informed the evolution of the proposed design. These include limitations imposed by the existing road infrastructure, proximity to neighbouring industrial units, and the requirement to remove existing outdated buildings. Operationally, the development must also meet modern industrial standards, including:

- HGV turning requirements (minimum 25m diameter)
- Internal site roads (minimum width of 7.3m)
- Dedicated service yards and sufficient parking provision
- Minimum unit footprints and depths to meet tenant expectations
- Efficient site access and circulation

From the outset, the design team explored a range of layout options to determine the most efficient and deliverable configuration. Each option was evaluated against key criteria to ensure the final scheme:

- 1.Responds effectively to both physical site constraints and operational requirements;
- 2.Provides safe, efficient, and legible access from Sharston Road;
- 3.Maximises the developable area while maintaining appropriate servicing and yard space;
- 4.Delivers a commercially viable solution that aligns with market demand and occupier expectations.

As part of the design evolution process, one of the explored layout options positioned the two terraced units at opposite ends of the site (Options 1 & 5), facing each other across a shared central service yard. This arrangement aimed to maximise space efficiency by consolidating circulation and servicing functions, while also creating a clear and cohesive layout. By centralising the yard between the terraces, the design allowed for efficient HGV movement and loading access, while maintaining a defined separation between operational and staff parking areas.

An alternative layout explored during the design development featured a large standalone unit and a smaller terraced block positioned side by side (Option 2), both fronting Sharston Road. In this arrangement, each unit was provided with its own dedicated access point from Sharston Road, allowing for clear separation of vehicular movement and enhanced operational flexibility.

Another design option explored during the development process featured a single terraced block positioned along the Sharston Road frontage (Options 3 & 4), providing strong street presence and enhanced visibility for multiple occupiers. In this arrangement, the terrace was subdivided into several smaller units, each benefiting from prominent road-facing entrances. Servicing was arranged via two separate

access points leading to service yards. This split-access configuration ensured efficient circulation, improved operational flexibility, and allowed for better management of vehicle movements across the site.

Option 6 has emerged as the preferred layout following a comprehensive review of alternative design scenarios. It presents the most effective solution in terms of site optimisation, operational efficiency, and flexibility for future occupiers.

In this configuration, a large standalone unit is positioned at the southern end of the site with its own dedicated access point, allowing for independent operation and minimising potential conflicts with other users on site. This separation supports streamlined servicing, safer circulation, and improved logistical performance.

To the north, two terraced blocks are arranged facing each other, creating a coherent and functional courtyard-style layout. These units are served via a separate access point from Sharston Road, enabling clear and efficient vehicular movement, including HGV access and deliveries.

This layout responds well to the site's constraints while maximising commercial viability. It offers a flexible and user-friendly environment, making it the strongest candidate for delivery through this planning submission.

ELEVATION TREATMENT

In response to comments received during pre-application discussions with planning officers, particular attention has been paid to the treatment of the north elevation, which faces residential properties. The design has been carefully developed to reduce the visual impact of the industrial units and create a softer appearance in relation to nearby residential properties.

This includes the introduction of vertically oriented curtain wall glazing panels, which create rhythm and break down the building mass. These glazed elements are framed with projecting flat cladding panels to add depth and articulation to the façade. The colour palette—comprising neutral light grey and reed green tones—was specifically selected to be visually unobtrusive and to blend sensitively with the surrounding context.

These enhancements reflect the project's commitment to delivering a contextually responsive and visually appropriate scheme that aligns with planning guidance and respects its mixed-use surroundings.

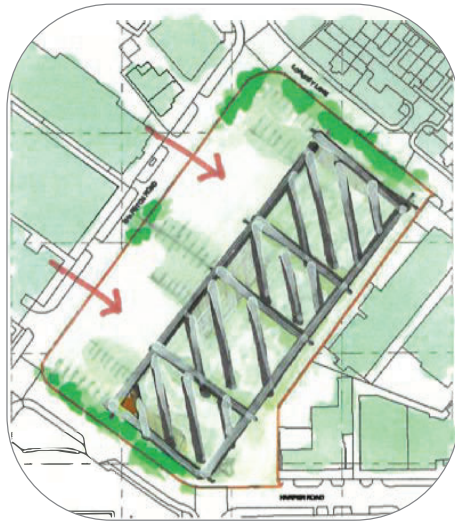
3.2 Design Development



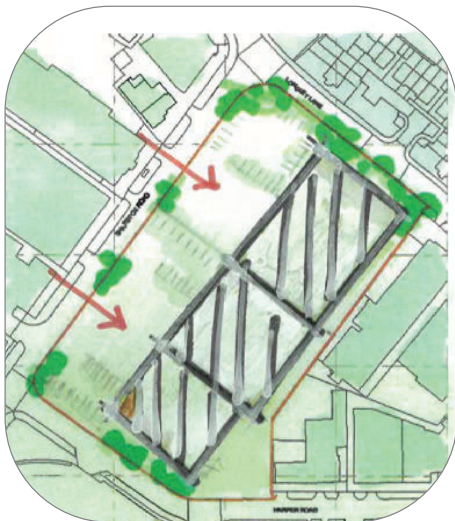
OPTION 1



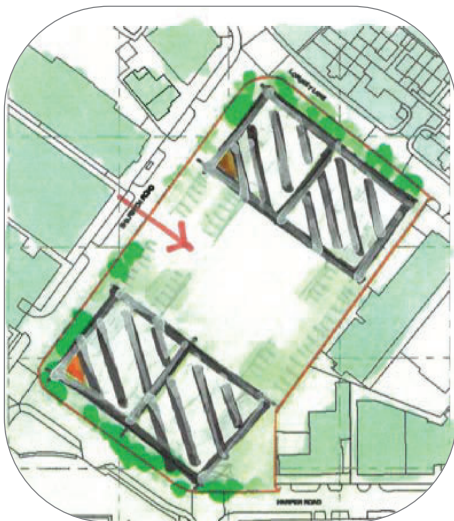
OPTION 2



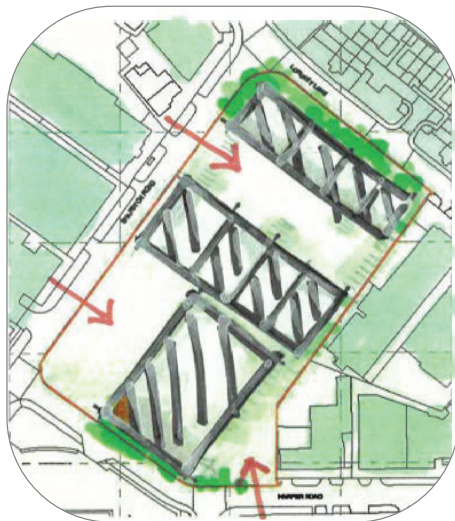
OPTION 3



OPTION 4



OPTION 5



OPTION 6

4.0 Proposal

4.1 Layout

The proposed layout has been carefully designed to maximise the functionality of the site while maintaining clear and efficient circulation for vehicles and pedestrians.

The largest unit (Unit 1) is positioned at the southern end of the site, with its own dedicated access, servicing yard, and staff parking facilities. The remaining eight units are arranged within two terraces located toward the northern part of the site, with vehicular access taken directly from Sharston Road.

The layout has been configured to provide generous yard spaces and service areas to each unit, enabling safe and convenient HGV manoeuvring and loading operations. Dedicated parking areas are distributed logically across the site to serve each unit while maintaining separation between operational and visitor traffic.

Pedestrian access routes are clearly defined and integrated into the layout, with dedicated cycle parking facilities positioned for convenience and security.

All units are designed to meet modern industrial and logistics standards, targeting BREEAM 'Excellent' accreditation and EPC-A ratings. The specification prioritises sustainability, energy efficiency, and occupant comfort, with features that support long-term operational performance for both staff and visitors.



4.2 Use

The submitted scheme is of a high quality designed to offer modern and flexible business space and are ideal for a variety of occupiers.

The proposed buildings will function well in this location and their location is well placed for access by road and other means of transport.

It is envisaged that the new buildings will be constructed to exceed current industry standards.

In total, the development will provide approximately 8,511.5 sqm (91,617 sqft) of gross internal floor area, including ground and first-floor office accommodation across the units.

92-XX_Gross Internal Area (GIA)		
Name	Area	
	Metric	Imperial
Unit 1		
Warehouse	2,790 m ²	30,032 ft ²
First Floor	279 m ²	3,003 ft ²
	3,069 m ²	33,035 ft ²
Unit 2		
Warehouse	698 m ²	7,513 ft ²
First Floor	125 m ²	1,345 ft ²
	823 m ²	8,859 ft ²
Unit 3		
Warehouse	558 m ²	6,006 ft ²
First Floor	139.5 m ²	1,502 ft ²
	697.5 m ²	7,508 ft ²
Unit 4		
Warehouse	465 m ²	5,005 ft ²
First Floor	116.3 m ²	1,251 ft ²
	581.3 m ²	6,257 ft ²
Unit 5		
Warehouse	871 m ²	9,375 ft ²
First Floor	142 m ²	1,528 ft ²
	1,013 m ²	10,904 ft ²
Unit 6		
Warehouse	585.5 m ²	6,302 ft ²
First Floor	104.3 m ²	1,122 ft ²
	689.8 m ²	7,425 ft ²
Unit 7		
Warehouse	343.5 m ²	3,698 ft ²
First Floor	119.5 m ²	1,286 ft ²
	463 m ²	4,984 ft ²
Unit 8		
Warehouse	513 m ²	5,521 ft ²
First Floor	96.9 m ²	1,043 ft ²
	609.9 m ²	6,564 ft ²
Unit 9		
Warehouse	435.2 m ²	4,684 ft ²
First Floor	146.7 m ²	1,579 ft ²
	581.9 m ²	6,263 ft ²
Total:	8,528.3 m ²	91,798 ft ²

4.3 Access & Security

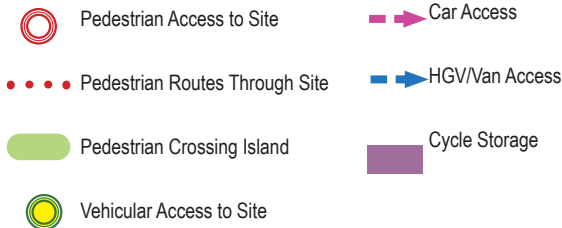
PEDESTRIAN & VEHICLE ACCESS

Vehicular access to the development will be taken from Sharston Road and Harper Road, with all access points agreed in coordination with Manchester City Council. As part of the works, the existing bus stop along Sharston Road will be relocated, and the surrounding tarmac surface will be reinstated and made good to ensure a safe and consistent finish.

The existing tarmac edges along the site boundary will be reinstated and extended to form a continuous and clearly defined pedestrian route, connecting to the newly formed internal access ways. This approach will enable safe and legible pedestrian movement through the site. Additionally, two pedestrian island crossings will be introduced on Sharston Road to support safe crossing and improve site accessibility.

The development has been designed to provide inclusive and accessible movement throughout, with circulation routes around the units being fully DDA compliant. Clear markings and contrasting tarmac finishes will be used at the front of each unit to improve safety and visual clarity. All units will be equipped with Part M compliant toilet facilities, and provision is made for future lift installation if required. Doorways will provide a minimum clear opening width of 850mm in accordance with accessibility standards.

The site is well-connected by walking, cycling, and public transport, with secure cycle storage provided. Visitors and staff may also access the site by car or goods vehicles, as appropriate. Further details can be found in the Transport Statement and Framework Travel Plan prepared by SWECO.



4.3 Access & Security

SECURITY

The site will retain and enhance the existing boundary treatments, incorporating improved security measures while preserving continuity with the surrounding context. Along both Sharston Road and Longley Lane, the boundary comprises a low brick upstand with established hedging and a security fence set behind. This layered treatment provides a balance between visual amenity and robust perimeter protection, contributing to a softened streetscape while maintaining secure enclosure. Three secure gated access points are proposed across the development. Sliding gates will serve the two main service yards to accommodate efficient HGV movements, while the access to Unit 1's car park will feature a traditional hinged gate, which will be open during operational hours and locked during off-hours for security. The overall security approach has been developed in consultation with Greater Manchester Police and incorporates the principles of Secure by Design. These measures have influenced the site layout and access strategy, ensuring the development meets high standards of safety and crime prevention without compromising its professional, industrial appearance.

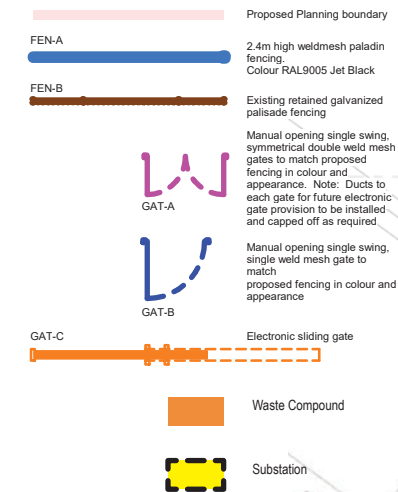
SIGNAGE

Dedicated site / tenant signage, if necessary, will be submitted as a formal Consent to Advertise application as and when details are finalised by the tenant. Units are clearly identified with their numbering on the front elevations to direct staff/visitors.

WASTE MANAGEMENT

Unit 1 waste will be stored in an external compound within the service yard, while for the other units, waste will be stored internally in a dedicated area. It is anticipated the tenants will appropriately sort and store the waste for recycling purposes. The tenants will be responsible for arranging their own collections. Vehicular access to the site for refuse collection is the same as for other goods vehicles.

09-XX_Boundary Treatment Key



4.4 Landscape and Boundary Treatment



The layout and design have been informed by the need to provide functional industrial space while enhancing the site's environmental quality.

The overall landscape strategy will include a mix of native shrub planting, amenity grassed areas, ornamental planting, and a variety of tree species, ranging from large to small, both native and ornamental.

In addition, native and ornamental evergreen hedgerows will be introduced, and existing trees and hedgerows will be retained where possible to support biodiversity and visual continuity across the site.

5.0 Massing and Appearance

5.1 Context Materiality

The buildings surrounding the site reflect a range of typical industrial and commercial construction approaches, characterised by a functional and utilitarian aesthetic.

The material palette is varied but largely includes metal cladding panels, facing brickwork, profiled steel sheeting, and concrete blockwork.

Roof forms are predominantly pitched or shallow mono-pitch, finished in corrugated metal or composite roofing systems.

Colour schemes tend to favour neutral and muted tones, such as greys, blues, and brick reds, with limited architectural detailing. While there is no dominant architectural style, the surrounding built environment maintains a consistent industrial character.

To the north of the site, the context transitions to a more residential setting, with dwellings primarily constructed in buff brick with tiled roofs, offering a softer, more domestic appearance.



INDUSTRIAL UNITS - SHARSTON RD



INDUSTRIAL UNITS - SHARSTON RD



RESIDENTIAL - LONGLEY LN



INDUSTRIAL UNITS - HARPER RD

5.2 Materials & Finishes

The new industrial units will be clad in horizontally laid cladding panels, finished in light grey to establish a clean, contemporary appearance aligned with modern industrial design principles.

To introduce visual depth and articulation, flat panels are used around the window openings, creating a subtle banding effect that highlights the fenestration and adds architectural interest to the façades.

At key points—building corners, entrances, and curtain wall areas—projecting flat panels in a muted green tone are employed to accentuate the buildings' form and reinforce their identity. In addition, vertical green banding is integrated within the horizontal cladding system to break up the massing and introduce rhythm and variation across the elevations.

Special attention has been given to the **northern elevation**, which faces existing residential properties. In response to feedback received following discussions with Council officers, this elevation has been carefully designed to achieve a high standard of architectural quality while demonstrating sensitivity to its residential context.

The chosen colour palette—comprising neutral light grey, muted green tones and brown—has been deliberately selected for its understated and recessive qualities, helping to minimise visual impact and maintain a respectful relationship with neighbouring homes.

The light grey horizontal cladding softens the building's appearance, visually lowering its height and helping it integrate seamlessly with its surroundings.

Vertical glazing panels introduce rhythm and break up the mass, while projecting green frames provide depth and subtle contrast against the lighter cladding.

The recessed brick slip base establishes a grounded, tactile foundation, connecting the design to the neighbouring residential context.

In the evening, the glazed elements emit gentle, focused light bands, minimising glare and reducing visual impact on adjacent homes, reinforcing the suitability of this option.

This considered approach reflects the project's commitment to delivering a well-designed, contextually appropriate scheme that meets a high standard

of visual quality and aligns with the expectations of local planning guidance. The material palette has been chosen not only for its aesthetic value but also for its practicality.

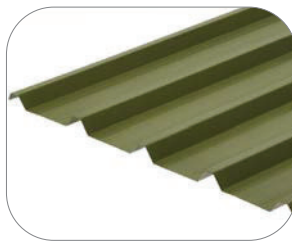
The buildings have been designed to:

- Utilise robust materials that offer durability and weather resistance;
- Deliver a high-performance building envelope;
- Support fast-track construction techniques to minimise disruption;
- Limit the visual and operational impact on surrounding uses; and
- Achieve a high-quality, cost-effective finish that balances function and design integrity.

This approach ensures a coherent and responsive design that supports both the operational needs of the occupiers and the broader urban context in which the development sits.



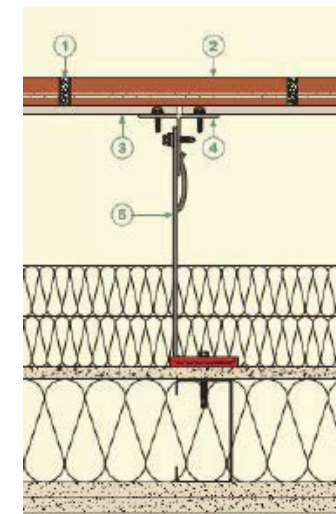
H R A RAP DA ADD PA S



BRICK SLIPS



F A A ADD PA



Brick to Brick Horizontal

1. Pointing Mortar
2. Occam Clay Tile
3. Occam Triple Carrier
4. Aluminium Extruded "L" or "T" Rail
5. Helping Hand Support Bracket

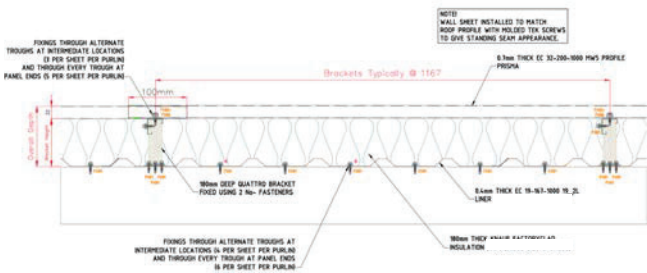
5.2 Materials & Finishes



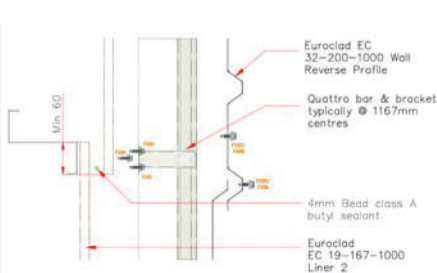
c 3 - t e a t i n



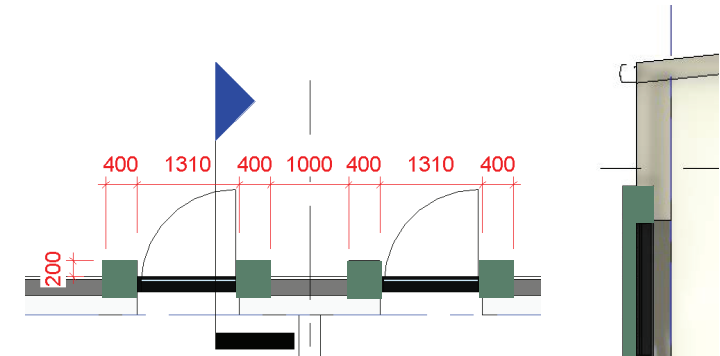
c 3 - Side e a t i n s



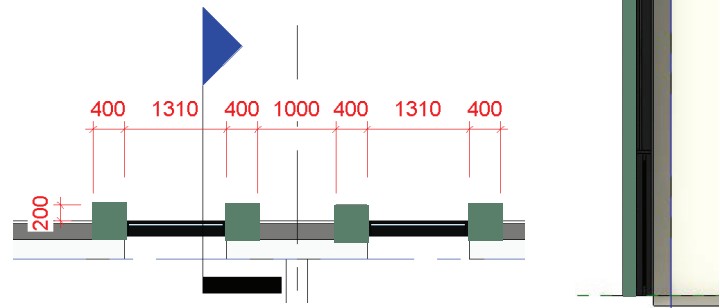
H R A RAP DA ADD PA S



D AP D A



R D F R P A



1 S F R P A

S

5.3 Proposed Elevations

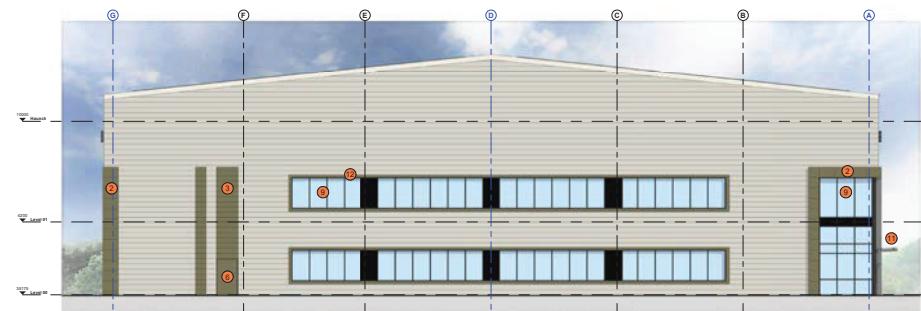
UNIT 1



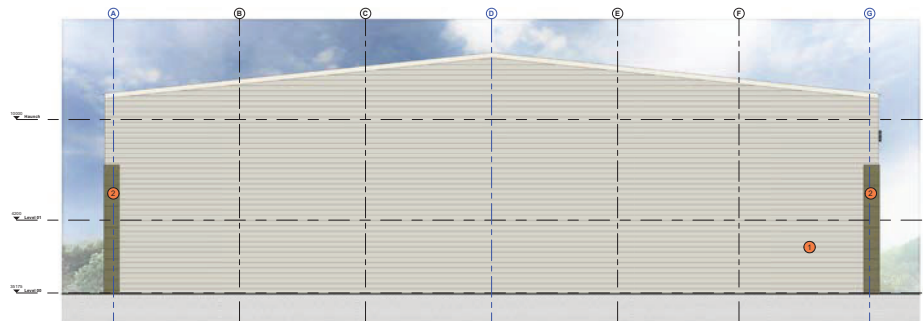
East Elevation



West Elevation



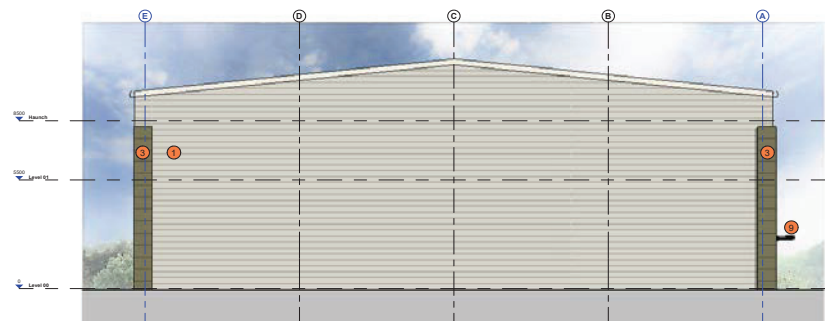
South Elevation



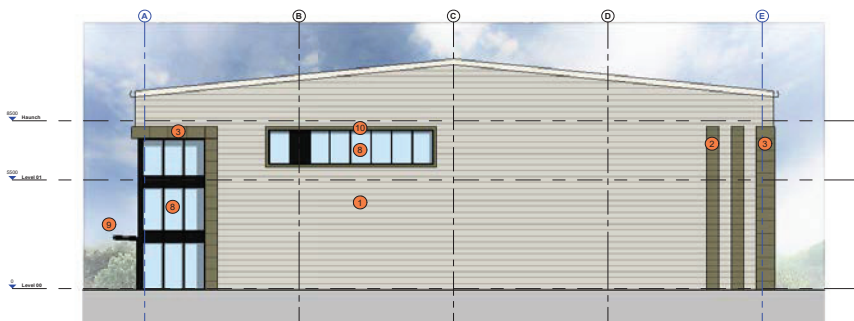
North Elevation

5.3 Proposed Elevations

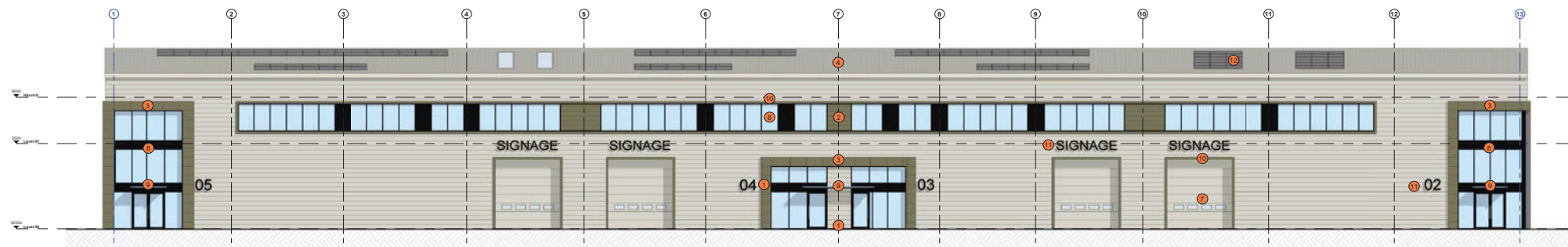
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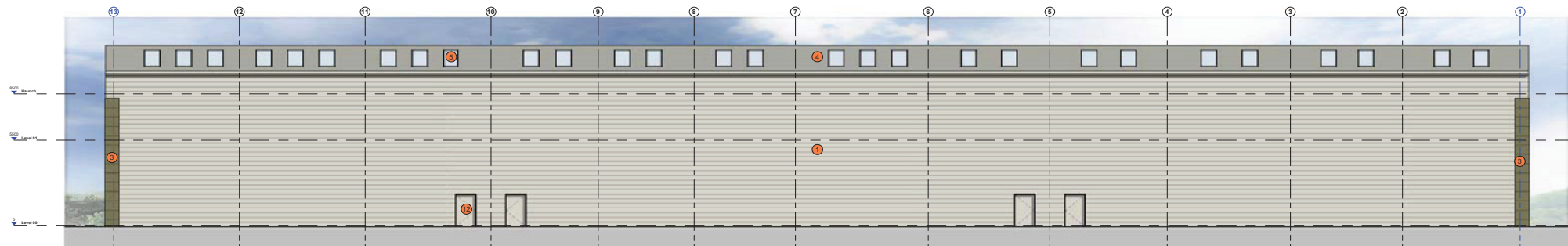
East Elevation



West Elevation



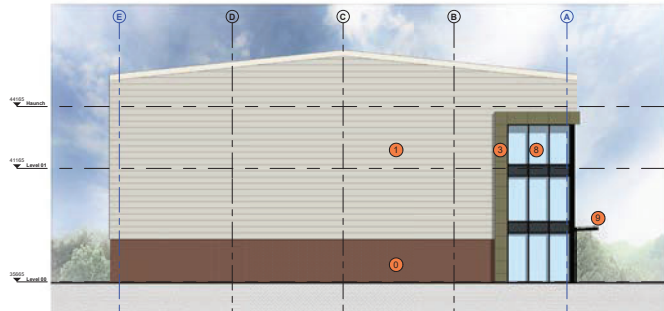
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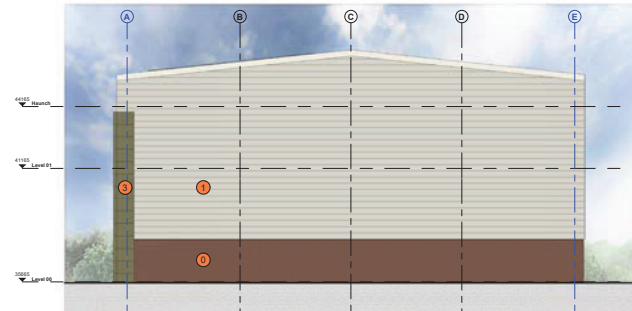
South Elevation

5.3 Proposed Elevations

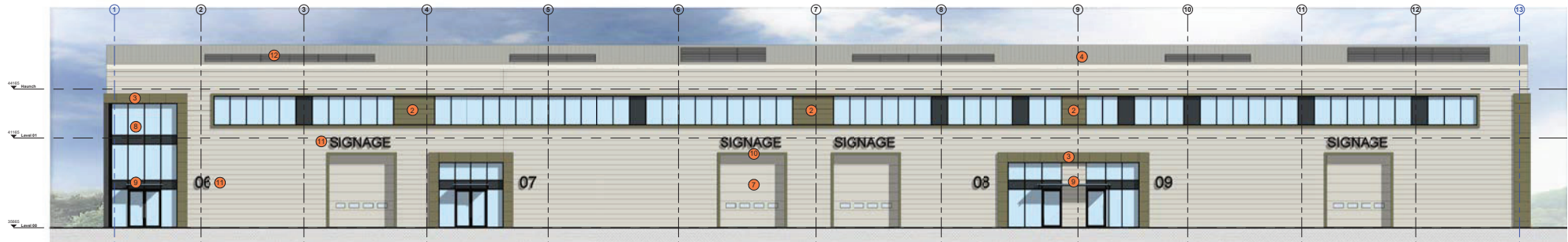
UNIT 3



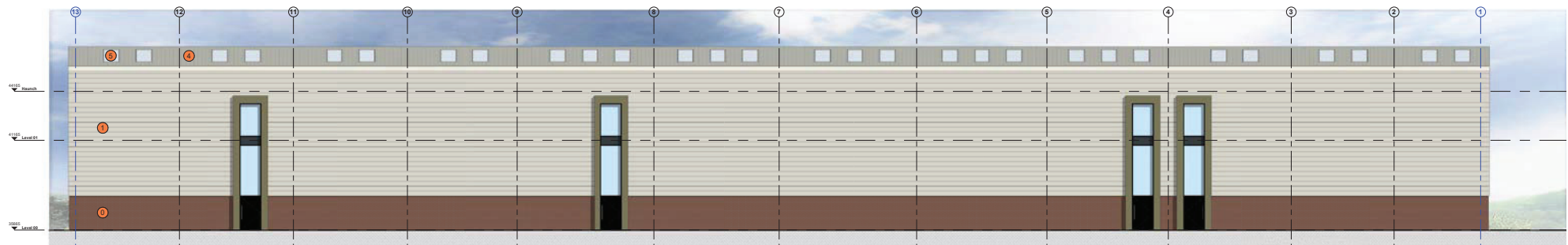
West Elevation



East Elevation



South Elevation



North Elevation

5.4 Massing Diagrams



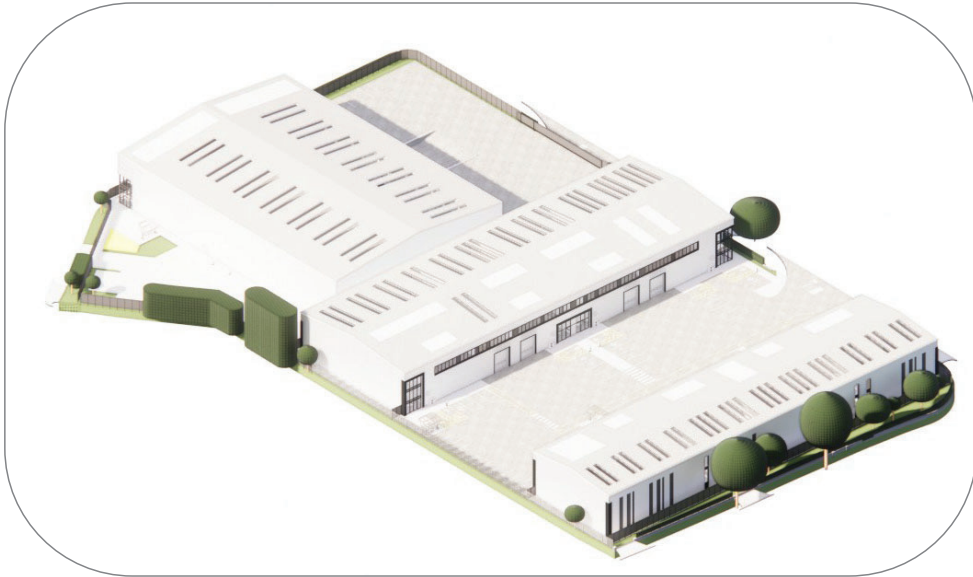
Aerial East View



Aerial West View



Aerial North View



Aerial South View

6.0 Sustainability

6.1 Sustainability

This section provides a summary for issues relating to Sustainable Development and the consideration and application of those to this scheme.

The following measures are proposed to achieve an energy demand reduction to the development:

- Enhanced U-Values of the external envelope;
- Enhanced U-Value to the glazing;
- Use of energy efficient lighting – both internally and externally;
- Use of intelligent lighting and building management system controls;
- Provision for the installation of electric vehicle charging points;
- Provision of photovoltaic panels
- Maximising building envelope efficiency through use of a thermographic survey, and;
- The following measures are proposed to address the wider sustainable construction issues:
 - Provision of sustainable drainage systems;
 - Best practice construction site management including CCS, minimising the user of energy and water, waste minimisation together with reducing construction & waster transport related CO²;
 - Ensuring building occupants have a safe and healthy working environment providing good air quality, visual, thermal and acoustic comfort;
 - Provision of cyclist facilities and car sharing;
 - Minimising operation water consumption through efficient sanitaryware, monitoring and leak detection;
 - Minimising ecological impacts and where possible, maximising enhancements.

A BREEAM 2018 rating of 'Excellent' is currently being targeted for the development.

7.0 Conclusion

7.1 Conclusion

Throughout this Design & Access Statement it has been demonstrated that the proposed development considers the requirements and constraints, using them to satisfy the needs of the users of the development.

1. An integrated design solution that embraces the functionality and contextual requirements;
2. Accommodation of full operational requirements including along with areas of hard standing, dedicated employee and visitor car parking, turning circles for delivery vehicles, electricity substation, landscaping and the provision of a revised access arrangement from Sharston Road.
3. A layout based on commercial parameters, allowing business adaptation and maximizing the future life of the development;
4. The proposals are in a sustainable location, in close proximity to the strategic road network, bus network, making it a highly sustainable site from an accessibility point of view;
5. The new development would result in a positive environmental benefit;
6. The proposals can be delivered without having an adverse effect on the surrounding environment or ecological interests.
7. The economic benefits of the proposal are significant.
8. Provides high quality, modern employment floorspace which is suited to the needs of both local businesses and large national operators.
9. Generates significant new employment positions.
10. Revives the appearance of a derelict site which experiences ongoing anti-social behaviour issues and has severe contamination
11. Greatly improves the accessibility of the Site, and provides a development which will be accessible by a range of active and public transport modes
12. Is of a very high quality of physical design and appearance.
13. Uses energy efficiently and utilise low carbon / renewable technologies.
14. Is resilient to Climate Change
15. Acts as a catalyst for further investment and redevelopment in the area.