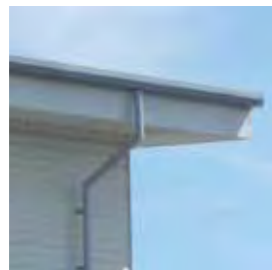




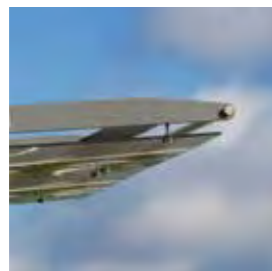
Unit 4 Elevation (South West)



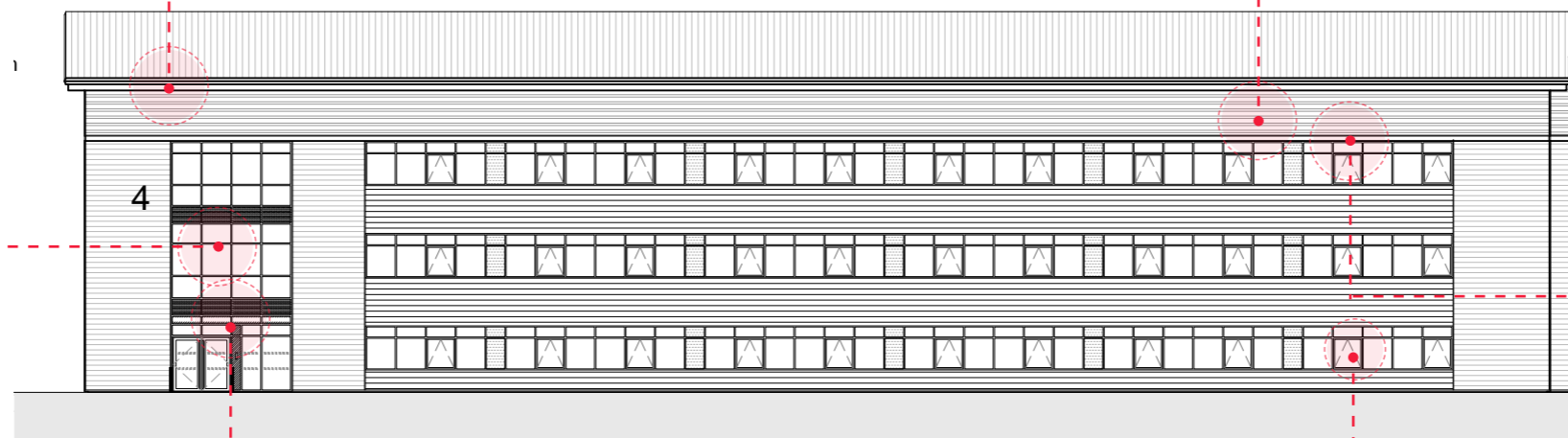
Roof Eaves



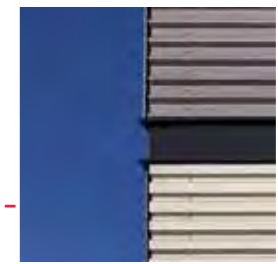
Main entrance
Thermally broken Curtain Wall System with powder-coated aluminium frames



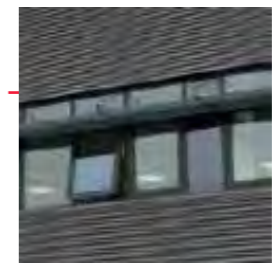
Canopy



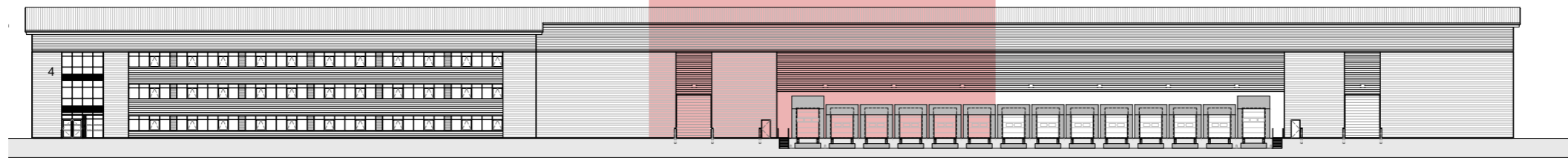
Cladding Type 2
32/100 R Horizontal profile
Colour: Orion



Horizontal Feature channel



Window system
Double glazed window in polyester powder-coated aluminium frames



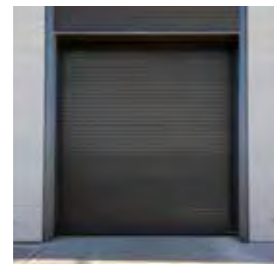
Unit 4 Elevation (South West)



Cladding Type 1
MW5C profile
Colour: Sirius (RAL 9006)



Bollard



Loading Door



Precast Concrete Wall



Dock leveller



Steel stairs



Indicative CGI

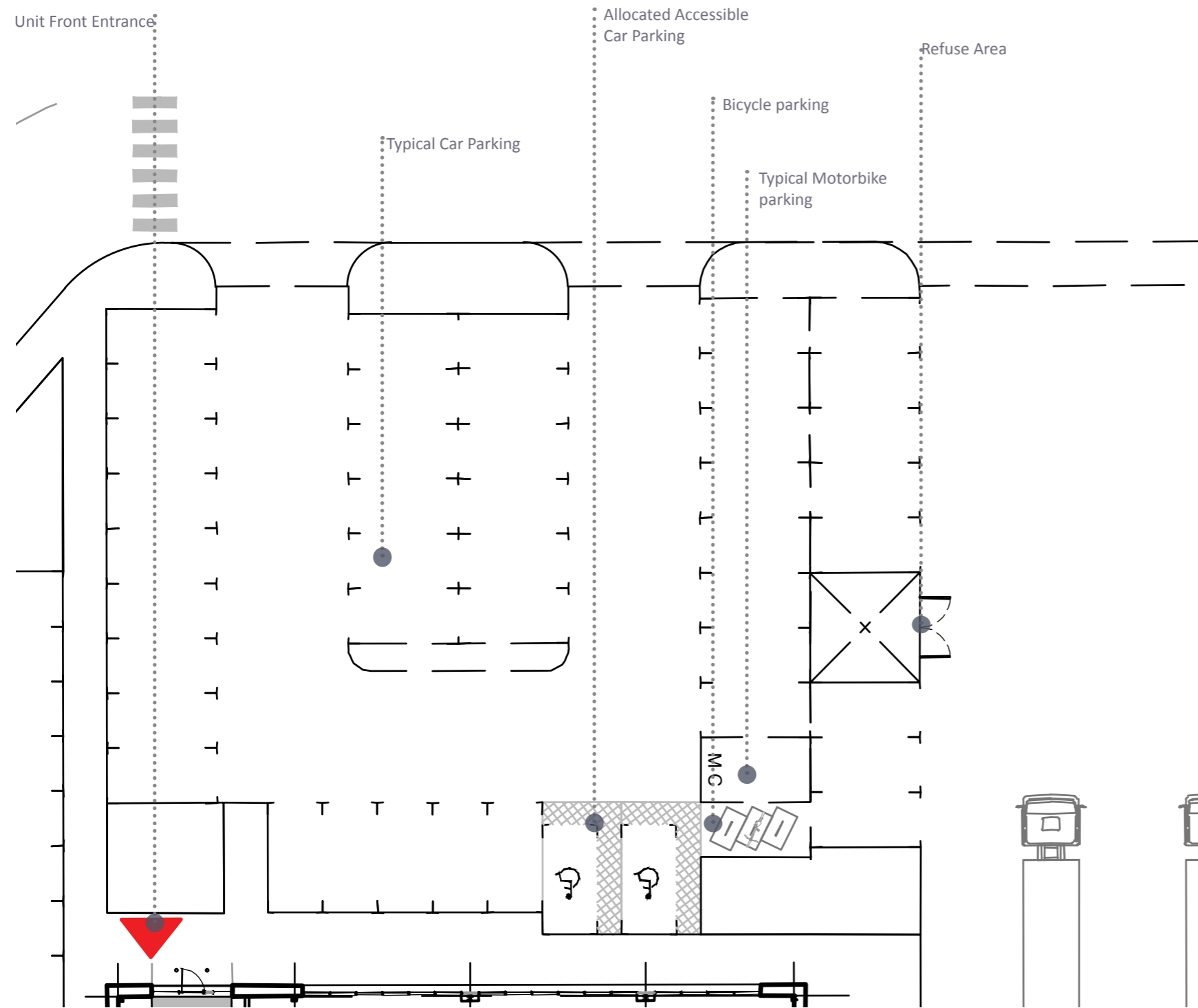


4.1 General Access to Site

The site is accessed from Grimshaw Lane via an existing private road which is within the site ownership.

The road layout within the site had been designed to allow for the maneuverability and turning of all vehicles within their respective service areas. Separate areas for car parking have been provided, and these areas also incorporate pedestrian access to the buildings' main entrances.

Site Access
Proposed Site Plan



Unit 6 Entrance and Inclusive Access Route

4.2 Inclusive Level Access

Level access will be provided to all ground floor entrances. Dedicated, wheelchair accessible parking bays will be provided close to the main entrance of the building. External surfaces will be specified to facilitate easy and safe access.

The buildings will be designed and built to comply with Building Regulations Approved Document M.

4.3 Emergency Access

Adequate emergency access has been designed as part of the project in accordance with Part B of the Building Regulations.

Mathers Foundry, Park Works, Newton Heath

Due Diligence Geo-Environmental Site Assessment

Curtins Ref: 070588-CUR-00-XX-RP-GE-001
Revision: 001
Issue Date: 03 February 2020

Client Name: Mathers Foundry Ltd
Client Address: Park Works (Mather Foundry) Grimshaw Lane, Manchester, M40 2XG
Site Address: Park Works (Mather Foundry) Grimshaw Lane, Manchester, M40 2XG

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Merchant Exchange
17-19 Whitworth Street West
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www.curtins.com

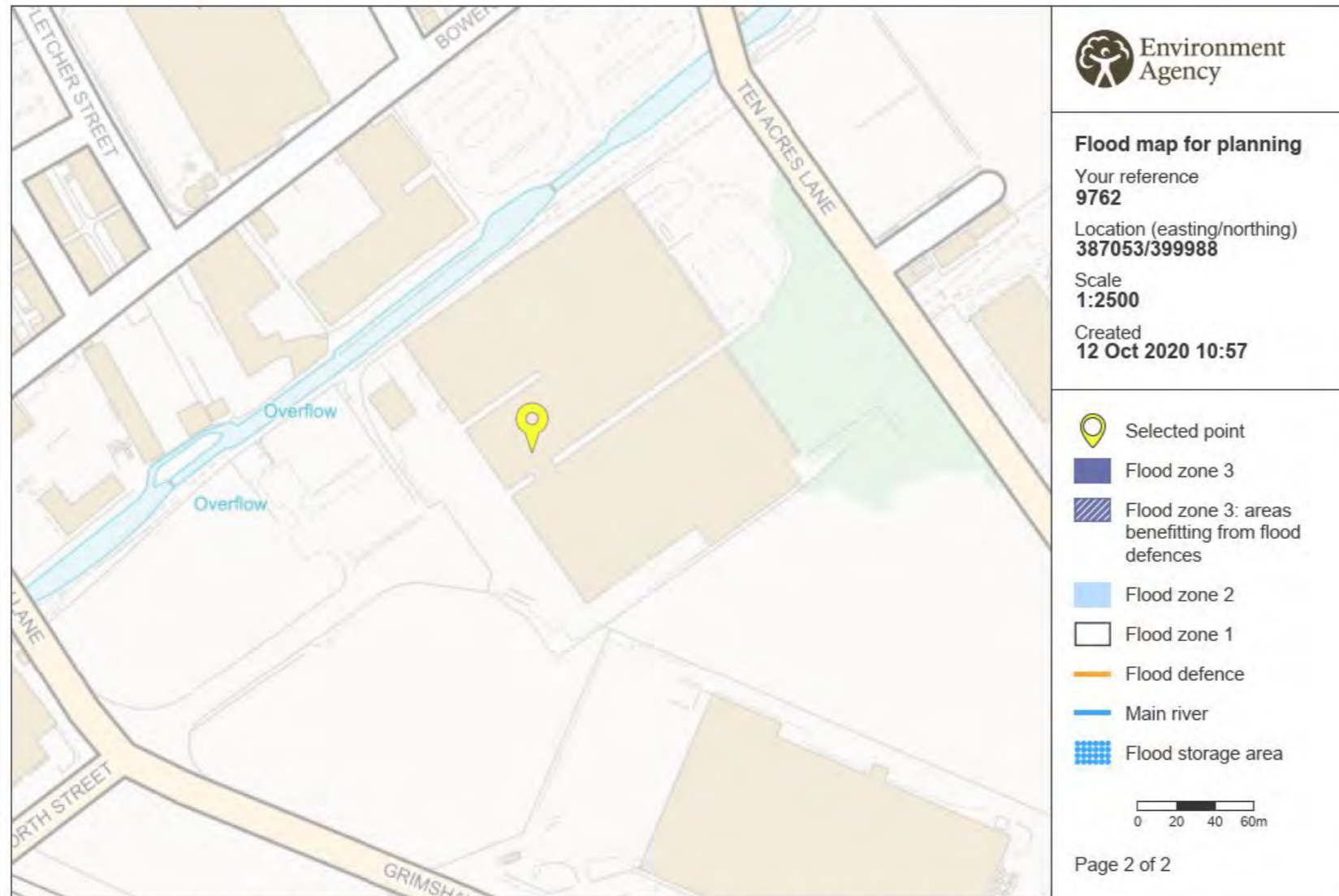
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Birmingham • Bristol • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



5.1 Ground Investigation / Environmental Report

A Geo Environmental Ph 1 & 2 Report has been prepared by Curtins, dated 03/02/2020, and is submitted in support of the planning application. It concludes that the presence of ground contamination and ground gas is moderate to low risk.

5.0 SUPPLEMENTAL REPORTING



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5.2 Flood Risk Assessment / Drainage

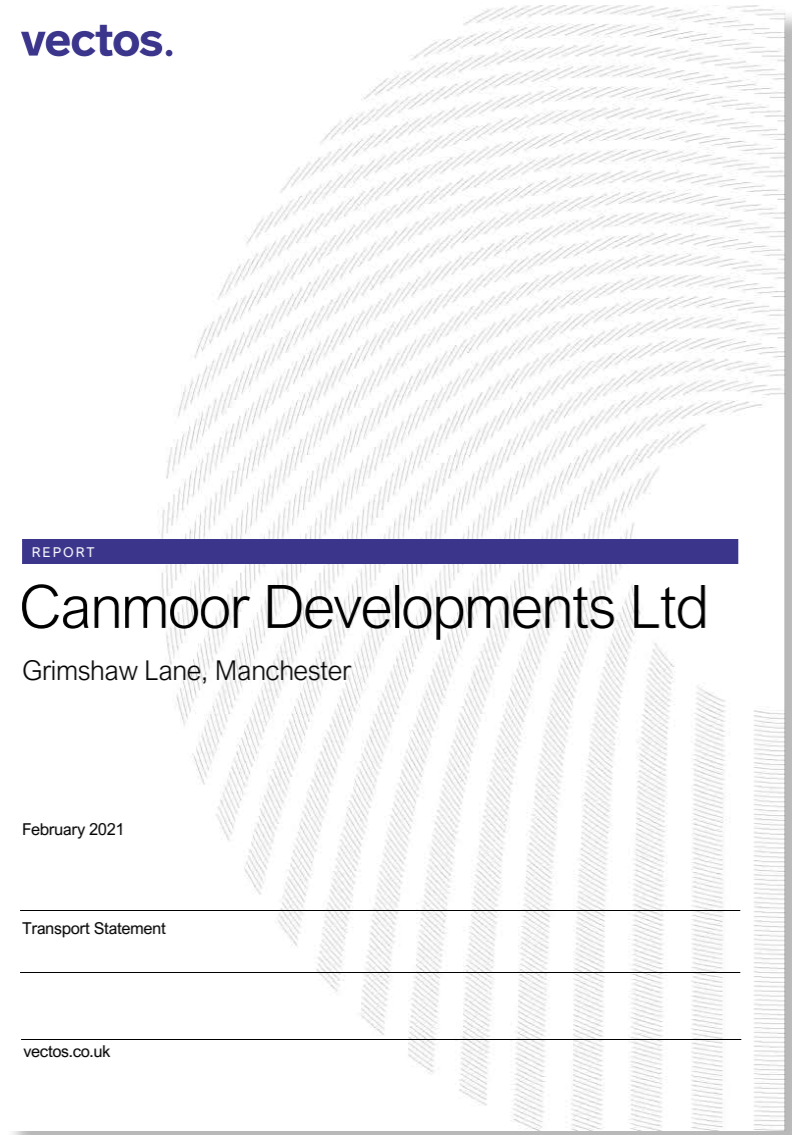
A flood risk assessment and drainage strategy has been prepared by pta Consulting and is submitted in support of the planning application. The assessment concludes that the Proposed Development will not increase the risk of flooding to the site or surroundings areas.

The FRA has considered the potential flood risk to the proposed development and its potential impact on flood risk:

- The development is located in Flood Zone 1.
- The development has a very low/low risk of flooding.
- The development drainage system and levels are to be designed to accommodate the 100-year rainfall event with a 40% allowance for climate change.
- The proposed development runoff rate is to be restricted to a maximum of 50% of the existing impermeable areas 1 in 1 year rate and greenfield rates for the existing soft landscaped areas.
- The proposed development's drainage regime aims to reduce the onsite and offsite flood risk.

Therefore, the development has an overall low flood risk both on and offsite. The assessment concludes that the Proposed Development will not increase the risk of flooding to the site or surroundings areas.

vectos.



5.3 Transport Statement

A Transport Statement and Travel Plan has been prepared by Vectos and is submitted in support of the planning application. The Transport Statement concludes that:-

1.1 The site benefits from very good levels of accessibility with pedestrian connections to bus stops and cycle routes to the centre of Manchester and surrounding residential areas. This is supported by the proximity to frequent bus and tram services. As such, the proximity to sustainable transport facilities ensures future employees will be able to travel by sustainable means.

1.2 The proposed development seeks to redevelop the site to provide 12 units with a flexible E/B2/B8 use class. The 12 units will comprise a total floor space of 42,781 sqm (GIA). Vehicular access to the site will continue to be achieved via the existing access from Grimshaw Lane.

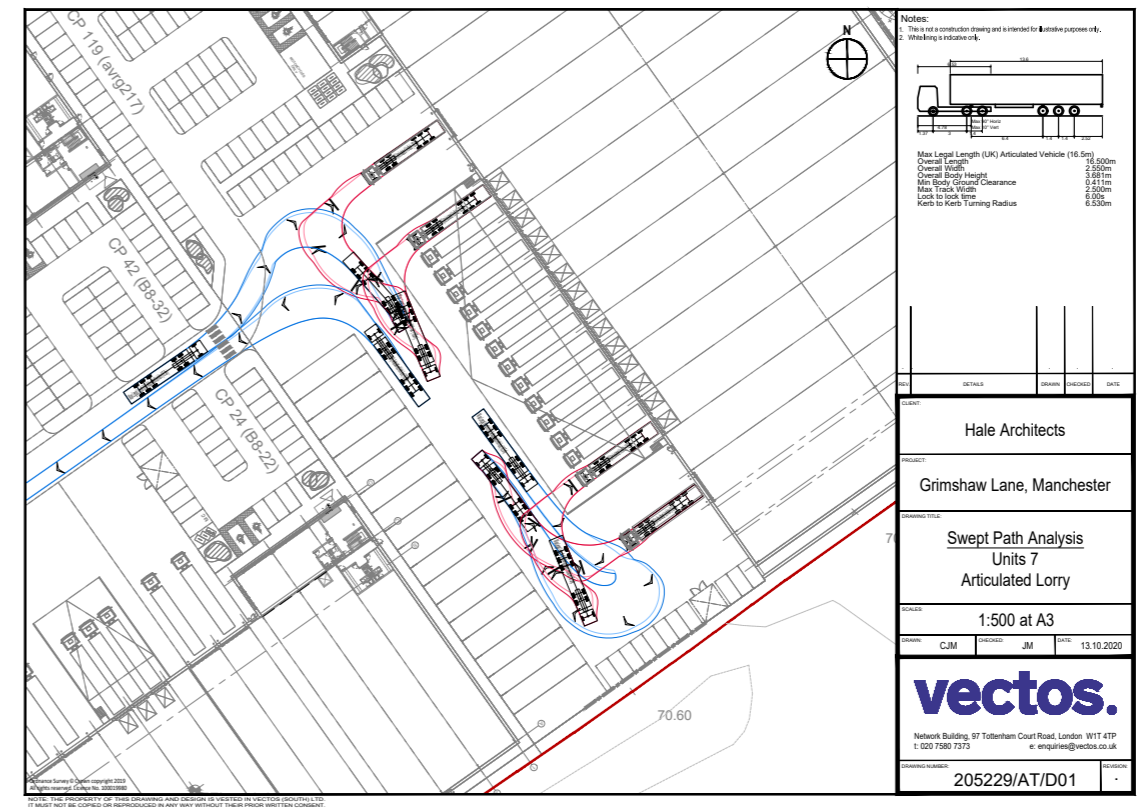
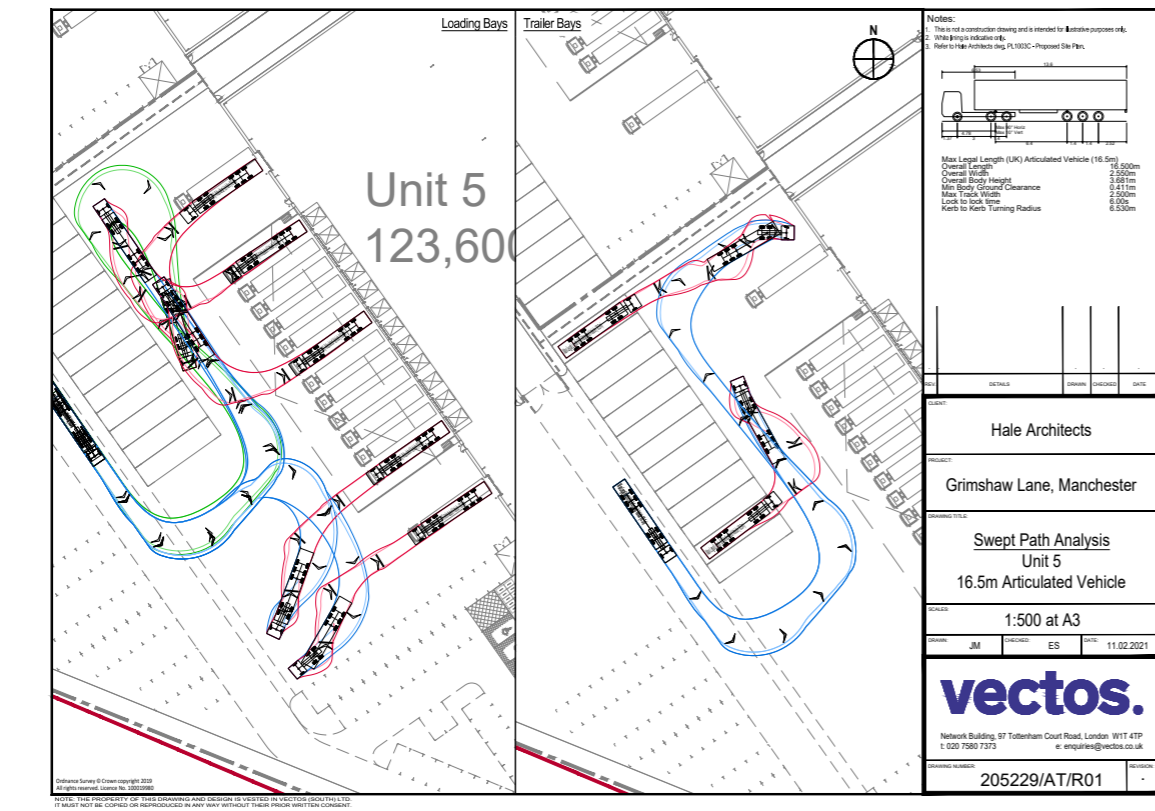
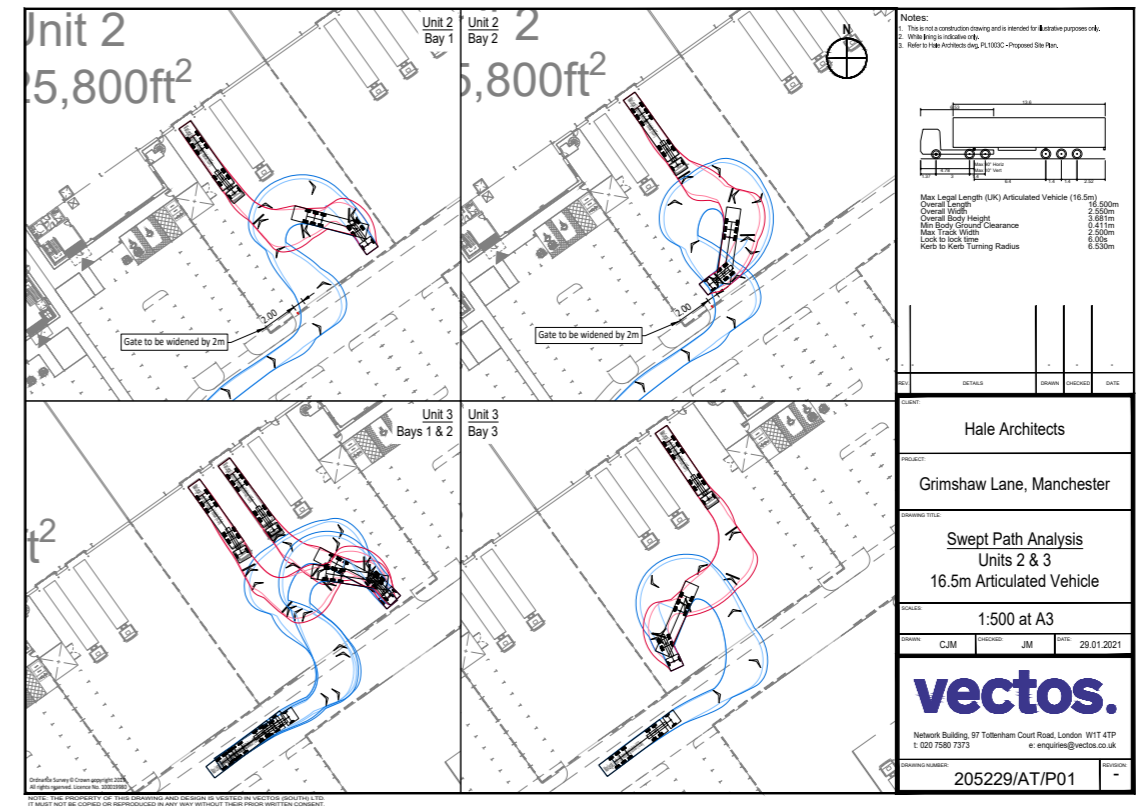
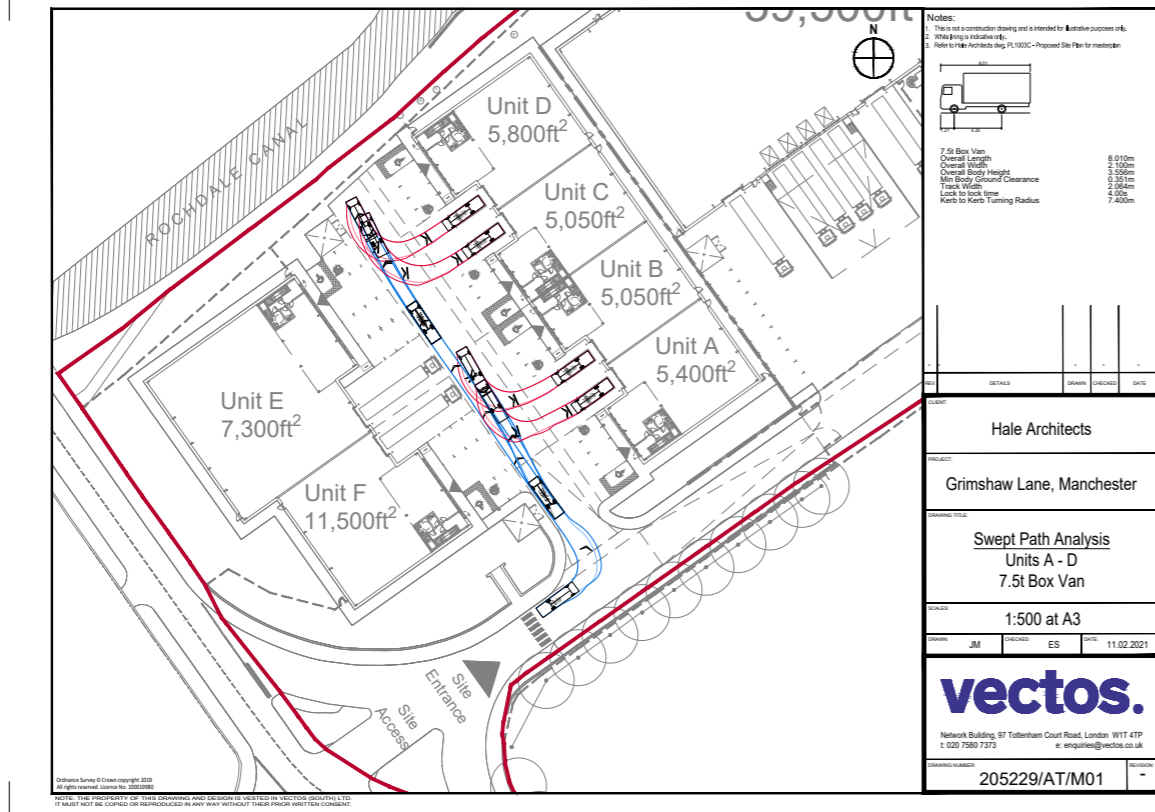
1.3 In line with the adopted parking standards and given the proposed flexible E/B2/B8 use class, the proposals seek to provide a total of 469 car and 86 cycle parking spaces.

1.4 The proposed total car parking provision is lower than that which would be required by applying the parking standards of Manchester City Council. Evidence presented within this report demonstrates that the site is highly accessible by non-car modes such as bus and rail services. The site also benefits from a good network of pedestrian and cycle facilities within the immediate vicinity of the site. As such, it is considered that employees have every opportunity to travel to the site using sustainable forms of transport, reducing the potential demand for parking. As such, it is considered that the proposed provision is sufficient to meet the likely parking demand generated by the proposed units.

1.5 An assessment of the Site Access / Grimshaw Lane junction has been undertaken, which demonstrates that the junction will continue to operate within capacity in 2022 and 2027 with the proposed development traffic.

1.6 It is therefore considered that the junction capacity analysis demonstrates that the proposed development would not have a severe impact on the operation of the local highway network.

1.7 Based on the above, it is therefore considered that there is no transport or highways related reason as to why the proposed development should not be granted planning permission.



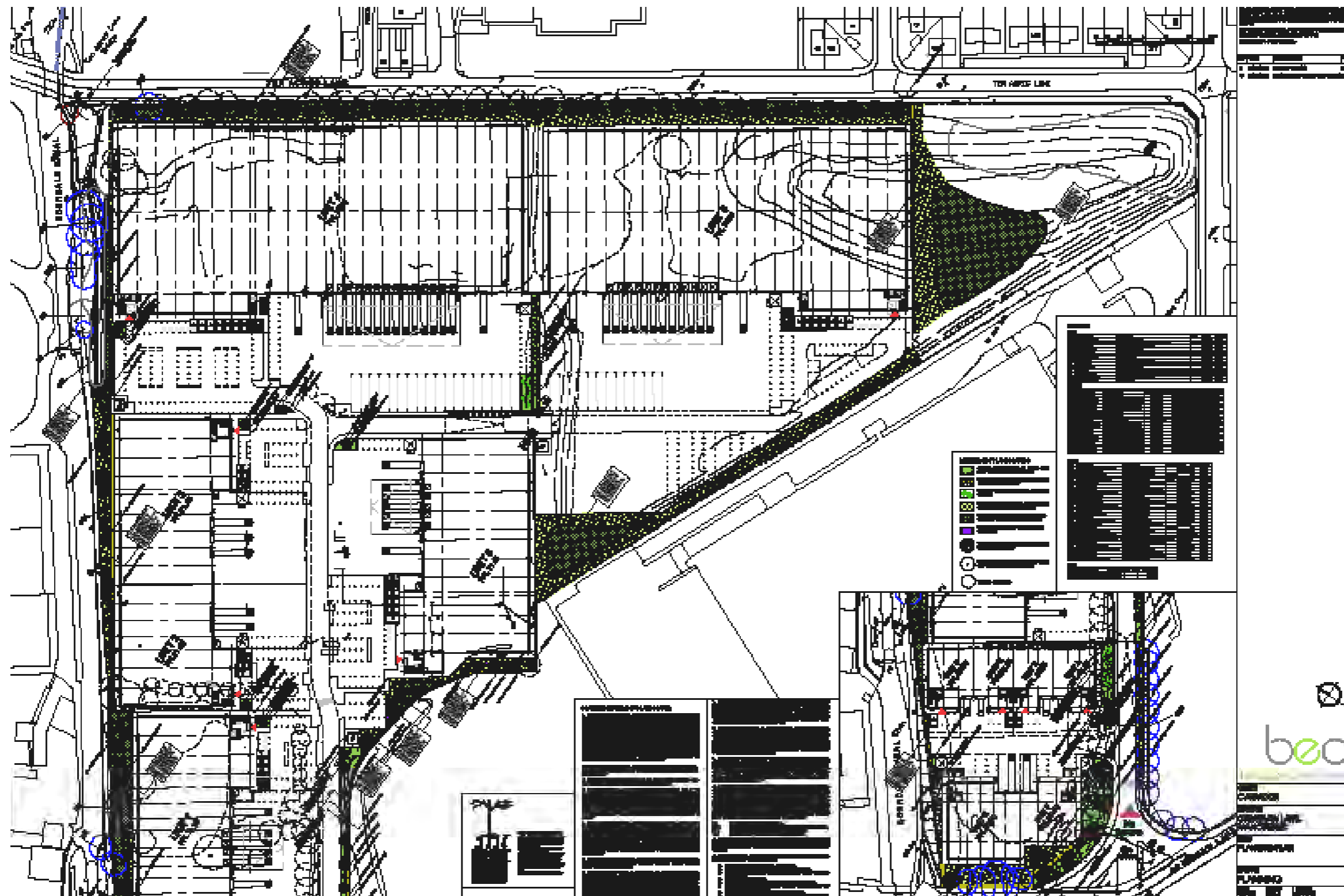
Vectos, Vehicle Tracking Plans

5.0 SUPPLEMENTAL REPORTING



5.4 Landscaping Design and Surveys

A soft landscaping scheme has been prepared by BEA Landscape in liaison with the ecologists, TEP, and is submitted in support of this planning application. In addition, a tree survey, arboricultural impact assessment and arboricultural method statement are also submitted.

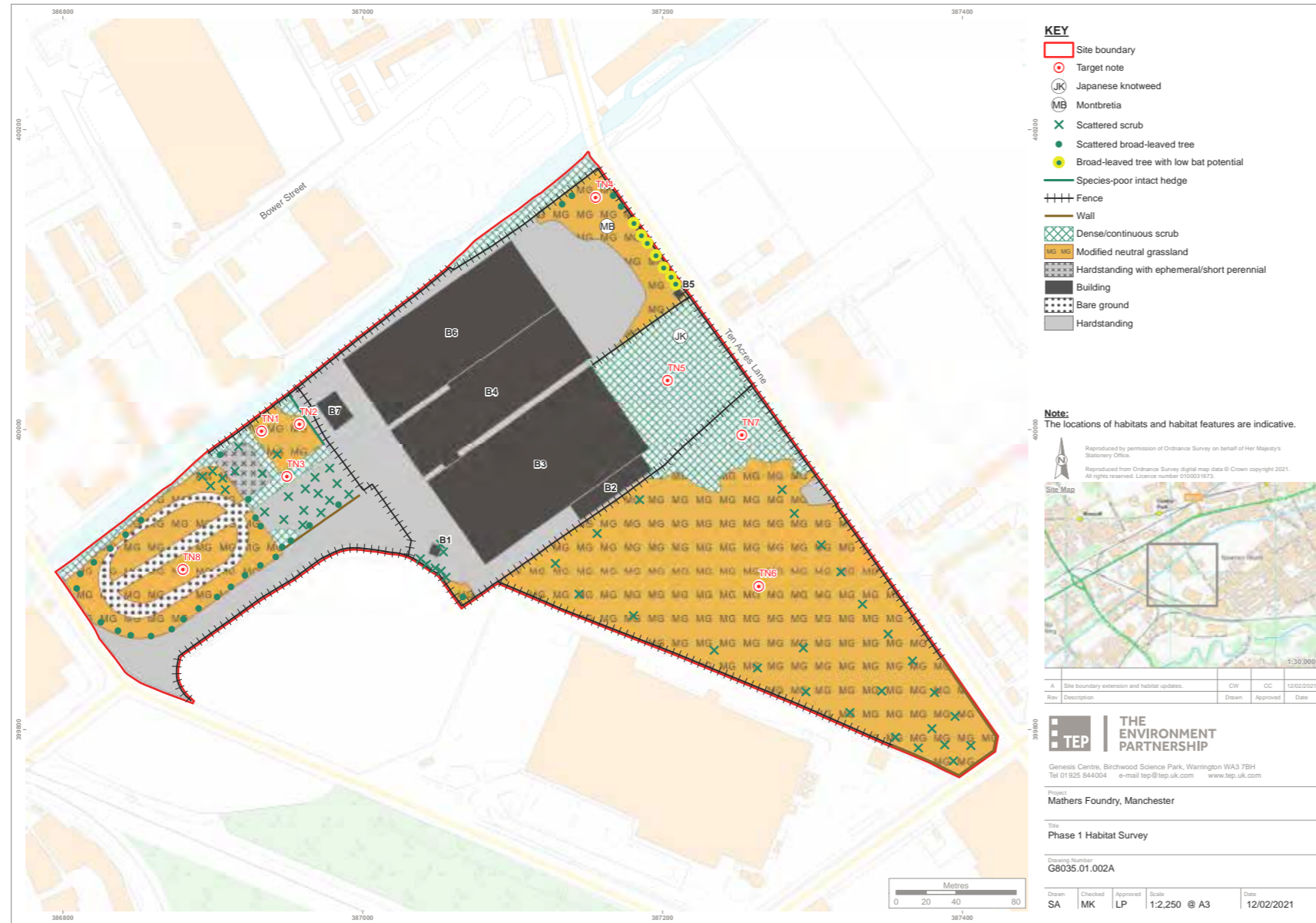


BEA Landscaping Plan

5.5 Ecology Assessment

An ecology assessment has been prepared by TEP and is submitted in support of this planning application. In summary, this provides recommendations to avoid or, where this is not possible, mitigate for any adverse impact on wildlife in relation to the development of the site.

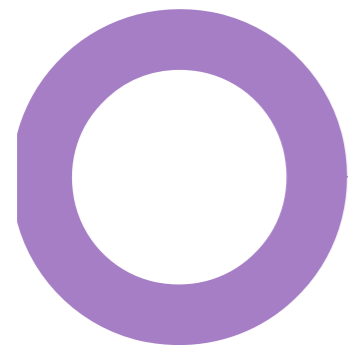
It is anticipated that, if the following recommendations are implemented, this should be sufficient to meet the requirements of planning policies EN9, EN15, GM-G2, GM-G7, GM-10 and the Environmental Protection SPD.



HOARE LEA 

**Grimshaw Lane.
Manchester.
Canmoor.**

ACOUSTICS
REPORT ON EXISTING NOISE CLIMATE
PROPOSED INDUSTRIAL DEVELOPMENT
REVISION 2 - 04 FEBRUARY 2021



5.6 Noise Impact Assessment

A Noise impact assessment has been prepared by Hoare Lea and is submitted in support of this planning application.

Assessment carried out for this report indicates that the noise climate in the vicinity of the proposed development site is mostly attributable to road traffic noise in the local area. It is considered that this noise will determine background sound levels at existing dwellings nearest to the development site.

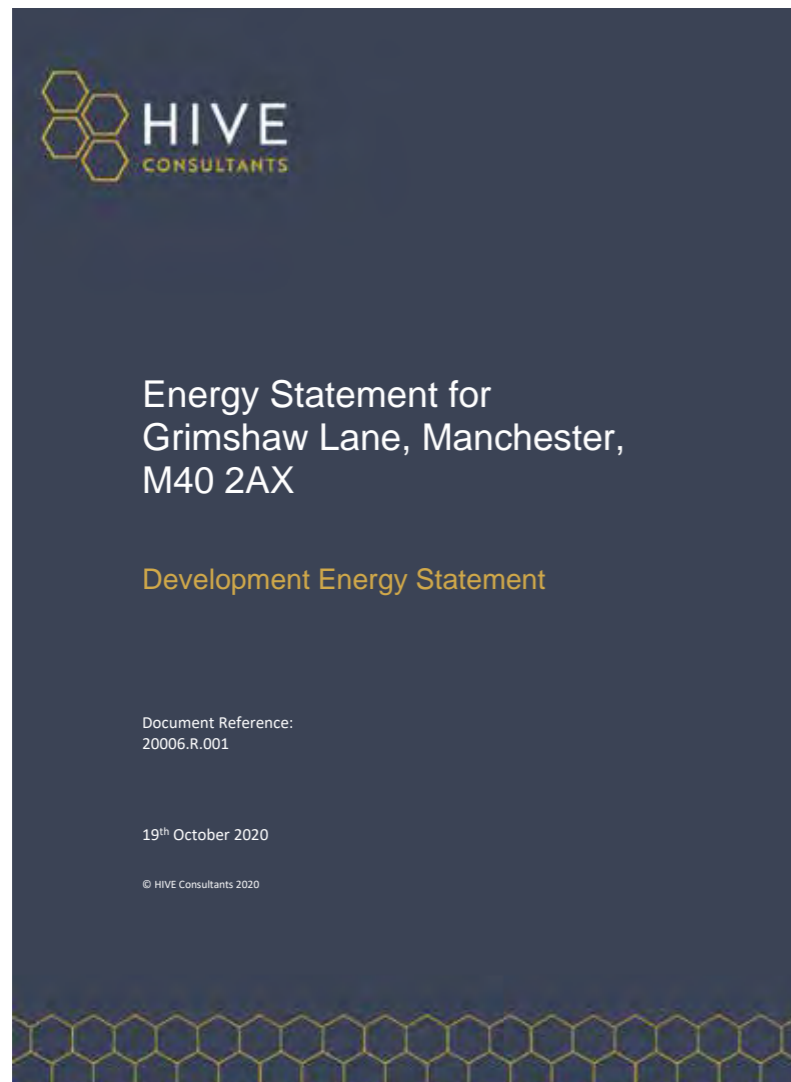
Assessment of activity noise levels for the proposed development indicates that the BS 8233 daytime and night time internal and external criteria for new dwellings would readily be achieved at the nearest residential properties. BS 8233 internal criteria would be achieved with open windows at the nearest dwellings.

Assessment of activity noise levels in accordance with BS 4142 indicates that noise from the proposed development would achieve a condition of 'low impact' at the nearest existing residential properties at all times and would be unlikely to give rise to noise disturbance.

It is noted that the predicted noise levels at the dwellings from the proposed development are significantly below the existing ambient and background noise climate and, consequently, are unlikely to be noticeable.

It will be necessary to implement noise limit criteria for any plant installations associated with the proposed new development in order to prevent disturbance at the nearest residential properties. Limit criteria in this respect have been determined in accordance with BS 4142:2014.

It is noted that the proposed development does not represent the introduction of new noise sources to this site and noise from plant, HGV movements and loading and unloading activities have all previously occurred at the development site.



5.7 Energy Statement

An energy statement has been prepared by Hive and is submitted with this planning application.

Throughout the report, various measures are considered to explore how energy use and subsequent carbon emissions could be reduced. Calculations are based on the old B1 Planning class which has recently been replaced by Class E(g).

The energy targets are as follows:

- Compliance with Part L Building Regulations
- Minimum EPC rating of B (Rating between 0-50)

Additional measures have also been considered throughout this review:

- Building fabric
- Services
- CHP & district heating
- Renewable energies
- Design factors

The base specification provides a level of performance that means the development comfortably achieves the energy targets of compliance with Part L Building Regulations and an EPC rating in Band B.

Improvements to the specification do not result in large improvements to the reduction in energy use or energy rating.

The majority of energy use associated with this development is in lighting. The use of high efficiency lamps and lighting controls, plus the inclusion of roof lights, significantly improves the energy rating and reduces energy use.

Significant energy consumption reduction is expected as a result of metal cladding systems and the inclusion of good thermal bridging design.

Of the renewable options, only solar PV is understood to be feasible. However, the effectiveness of the base specification is such that the energy targets are achieved without the need for installed any PV.

Overall, the proposed baseline specification, as shown in Appendix A, achieves good levels of performance. The development exceeds the Part L Building Regulation standards and all the units comfortably achieve an EPC rating in Band A. See results in Appendix B.

The proposals fully comply with the energy targets and represent a good level of performance.

B. APPENDIX - Results

	kwh/m2/yr						kg/		% imp	EPC	epc	reduction
	Heating	Cooling	Aux Energy	Lighting	Hot Water	Total	CO2/	BER	CO2	RATING	BAND	in energy use
							m2/yr					
Actual	2.96	0.74	0.21	6.40	1.68	11.98	5.97	BER	-9.3%	19	A	-13.6%
Notional	3.24	0.47	0.21	8.13	1.81	13.86	6.58	TER				



AQM Demolition and construction distance band criteria from the application site boundary

5.8 Air Quality Assessment

An Air Quality Assessment has been prepared by Hoare Lea and is submitted in support of this planning application. The assessment concludes that:

- A qualitative assessment of the potential dust impacts during the construction of the Proposed Development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be ‘not significant’. All dust impacts are considered to be temporary and short-term in nature;

-Detailed dispersion modelling has been undertaken to assess the impacts of the additional vehicle trips associated with the operational phase of the Proposed Development. An assessment of vehicle trips associated with both E(g)/B2 and B8 uses has been carried out due to the different trip generation associated with each land use.

-The results of the detailed dispersion modelling show the impacts of the additional development vehicle trips are predicted to range from ‘negligible beneficial’ to ‘substantial adverse’ in accordance with the EPUK and IAQM guidance and as such mitigation measures are required in relation to annual mean NO2 concentrations only.

-A number of mitigation measures have been recommended to reduce the impact of operational phase vehicle trips on local air quality.

-A baseline site suitability review has been undertaken to assess the suitability of the Application Site for the proposed flexible Class E(g)/B2/B8 uses. NO2 concentrations at the Application Site are not expected

to exceed the 1-hour mean NO2 AQO. Therefore, the Application Site is considered suitable for the Proposed Development and mitigation measures are not required for future users of the Proposed Development.

-The Proposed Development will meet its energy demand from a mixed approach incorporating small gas fired boilers, electric VRF systems and electric wall heaters for space and water heating. It is unlikely the gas fired boilers will result in a significant impact to local air quality. In addition, there are no on-site emissions associated with the electric systems. Consequently, a detailed assessment of the impact of emissions associated with the plant is not required.

Based on the information above, which considers the information available to date, it is considered that air quality should not be viewed as a constraint to planning and the Proposed Development conforms to the principles of National Planning Policy Framework and the MCC Local Plan.

Land at Grimshaw Lane, Newton Heath, Manchester

Archaeology and Heritage Assessment



5.9 Archaeology

An Archaeology & Heritage desk top assessment has been prepared by BSA Heritage and is submitted in support of this planning application. The assessment concludes that:

1.1 This archaeology and heritage assessment supports a planning application to redevelop a former industrial site for warehousing on behalf of Canmoor Group. The site lies north east of Grimshaw Lane and south of the Rochdale Canal in Newton Heath, east of Manchester city centre. The implications of desk-based assessment and a site walkover are confirmed.

1.2 The site area contained Mather and Platt's 'Park Engineering Works' from the early 20th century and three of its later, inter-war structures remained on site when it was visited in October 2020. These have since been demolished following permission from Manchester City Council. The southernmost of the structures was built post 1906 as a second phase of the Works' development. Those to the north of it appear to have been built just before or in the early days of the Second World War.

1.3 The Rochdale Canal runs from east to west immediately north of the site, with two sets of locks located north of the site boundary. Although not formally designated, the canal would qualify as a non-designated heritage asset and has a direct visual link with the site, although there is intervening screening from trees and shrubs.

1.4 Although minimal, the proposed change could be considered harmful to the canal's setting in heritage terms. It is recommended that an interpretation board be positioned adjacent to the canal and site setting out the history of the canal and Park Engineering Works, including reference to Lowry's wartime painting.

1.5 The site was only developed from the late 19th century and is likely to have been part of Newton Heath's agricultural land prior to that. However, the course of a Roman road between Manchester and York runs immediately south of the site.

1.6. Despite this, there is little indication of pre-modern archaeological potential in the study area. Many miles of Roman road were built without related settlement nearby. It is also the case that the development of the site in the 20th century is likely to have truncated any earlier remains across much of the site. Given this, it is suggested that no further archaeological work should be required for the site prior to a planning decision.

1.7 However, it would be appropriate for the area closest to the course of the Roman Road, the site's south eastern tip, to be subject to some further archaeological investigation secured as a condition of planning permission. It may be that archaeological monitoring during construction of a detention basin in this area is the best approach.

1.8 The closest designated heritage assets to the site are Grade II listed buildings and the Victorian Grade II Registered landscapes of Philips Park and Philips Park Cemetery to the south. These areas and buildings have no inter-visibility with the site and are surrounded by later development and no heritage asset has a relationship with the site such that the site area enhances its significance. No harm to the significance of any designated heritage asset is therefore assessed to result from the proposals.

6.0 Planning Drawings

20066	PL1001A	Site Location Plan	20066	PL1101B	Units 4 GA Ground Floor Plan
20066	PL1002	Existing Site Plan	20066	PL1103	Unit 4 Roof Plan
20066	PL1003D	Proposed Site Plan	20066	PL1104	Unit 4 Elevations
20066	PL1004A	Site Block Plan	20066	PL1105B	Unit 4 GF Main Entrance & FF Office Plan
20066	PL1005A	Proposed Fence Line Drawing			
			20066	PL1111B	Unit 5 GA Ground Floor Plan
20066	PL1201	Existing Site Sections A-A & B-B	20066	PL1113	Unit 5 Roof Plan
20066	PL1202	Existing Site Sections C-C, D-D & E-E	20066	PL1114	Unit 5 Elevations
20066	PL1203	Existing Site Sections F-F & G-G	20066	PL1115B	Unit 5 GF Main Entrance & FF Office Plan
20066	PL1205	Proposed Site Sections A-A & B-B			
20066	PL1206	Proposed Site Sections C-C, D-D & E-E	20066	PL1122B	Unit 6 GA Ground Floor Plan
20066	PL1207	Proposed Site Sections F-F & G-G	20066	PL1123	Unit 6 Roof Plan
			20066	PL1124A	Unit 6 Elevations
			20066	PL1125B	Unit 6 GF Main Entrance & FF Office Plan
20066	PL1011B	Units A to D Ground Floor Plan			
20066	PL1012A	Units A to D GA First Floor Plan			
20066	PL1013	Units A to D Roof Plan			
20066	PL1014	Units A to D Elevations			
20066	PL1051B	Units E to F GA Ground Floor Plan			
20066	PL1052A	Units E to F GA First Floor Plan			
20066	PL1053	Units E to F Roof Plan			
20066	PL1054	Units E to F Elevations			
20066	PL1071C	Unit 1 GA Ground Floor Plan			
20066	PL1073	Unit 1 Roof Plan			
20066	PL1074A	Unit 1 Elevations			
20066	PL1075A	Unit 1 GF Main Entrance & FF Office Plan			
20066	PL1081B	Units 2 to 3 GA Ground Floor Plan			
20066	PL1083	Unit 2 to 3 Roof Plan			
20066	PL1084	Unit 2 to 3 Elevations			
20066	PL1085A	Units 2 to 3 GF Main Entrance & FF Office Plan			