

# DESIGN & ACCESS STATEMENT

Grimshaw Lane, Manchester



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Site Location

## 1.0 Introduction

The Design and Access Statement has been set out to assist in the understanding of the design/planning drawings and supporting material submitted as part of this full planning application for the site at Grimshaw Lane, Manchester.

The total site area of the site is 103,050m<sup>2</sup> /25.46 acres.

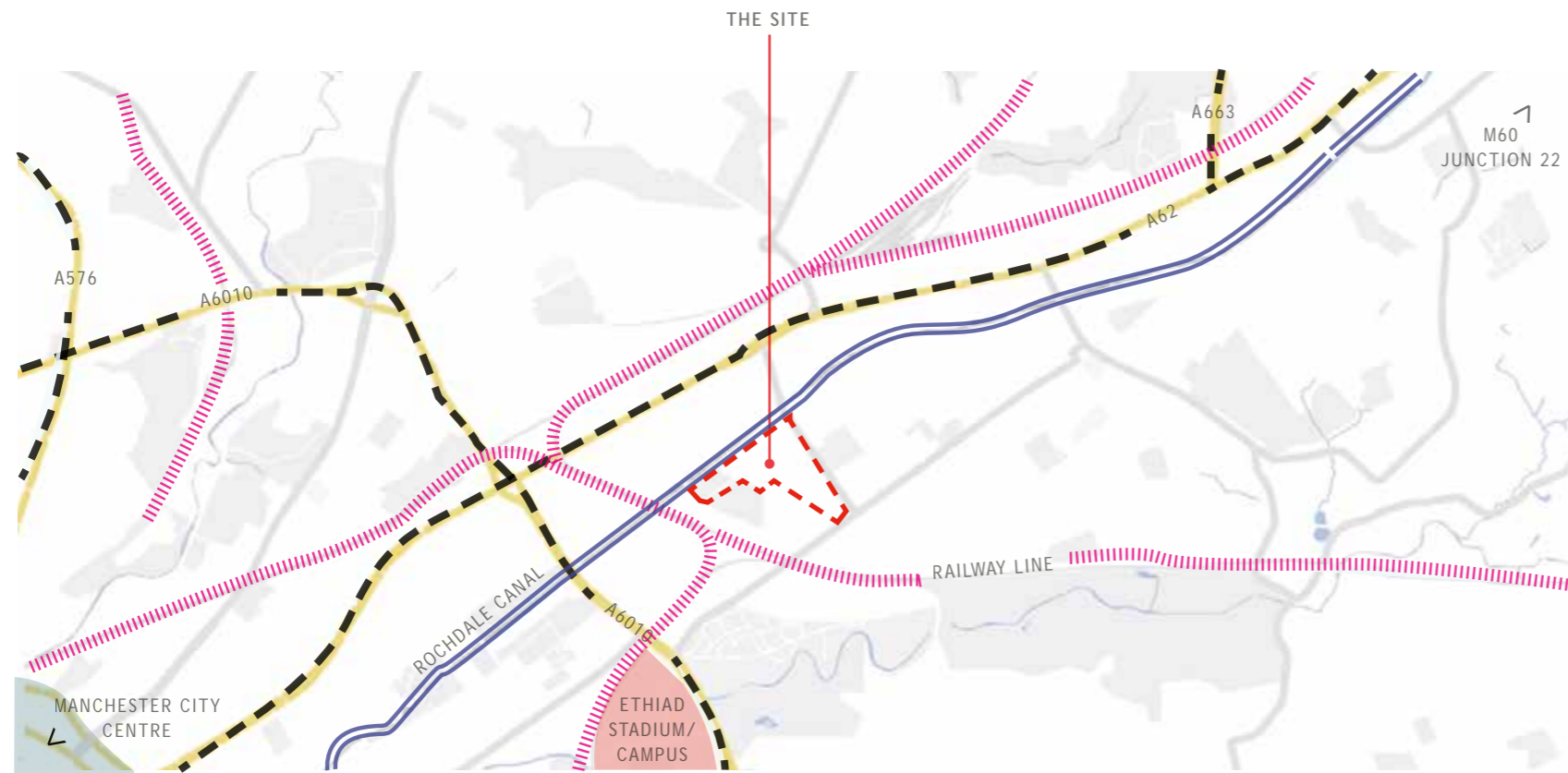
The current scheme comprises the development of 12 industrial warehouse units with E, B2 and B8 uses and ancillary offices, in line with the current policy for this key employment area. These proposed uses can be set out as follows:-

E - Light industrial

B2 - General Industry

B8 - Wholesale warehouse, distribution centre & repositories.

The Design and Access Statement addresses the design considerations and processes in arriving at the scheme layout and design



Site Location Map

2.1 Site Location

The site forms part of a larger historic industrial area and is located within the Newton Heath area of Manchester.

It is directly accessed from Grimshaw Lane, which links to the A62 Oldham Road, approximately 750m to the north, which in turn leads onto Junction 22 of the M60 motorway. There is no current vehicular access from Ten Acre Lane to the north east of the site.

The site is located within 3.4 miles of the M60 motorway around Manchester and is approximately 2.8 miles north east of the centre of Manchester City Centre, 7.5miles from Ashton Under Lyne and approximately 5.8miles from Oldham.



Aerial view



2.2 Site Context

The half of the site is occupied by the redundant 3 to 4 storey Mather and Platt industrial foundry/engineering works. The foundry closed in 2017 and is in a very poor state of repair with certain parts of the facility demolished or in the process of demolition. With the remaining area of the site currently occupied by disused scrub/grassland.

To the north west of the site is the Rochdale Canal and public footpath number 66. The surrounding area comprises largely industrial uses and vacant former industrial land, beyond which is the residential area of Newton Heath further to the north east.

To the south east of the site is a large bakery and distribution unit which obtained planning approval in 2009 and was completed in 2010. Lord North Street leads off Grimshaw Lane to the south west where there is an established industrial area with buildings of varying heights, form and external materials.

To the north west along Grimshaw Lane is a mixed industrial area, the main occupier comprising the Princes soft drinks manufacturing and distribution complex. Grimshaw Lane continues in a north west direction to join the A62 Oldham Road main arterial route which then continues on to the M60 motorway to the north east.

To the rear of the site is Ten Acres Lane which has a small residential area and a sports complex. Further south east along Ten Acre Lane is the larger residential area of Newton Heath comprising of largely semi-detached properties. There is no access to the site from Ten Acres Lane.



1. Looking north across the front of site



### 2.3 Site Conditions

As explained in section 2.2, the site is partially occupied by the redundant semi-derelict 3 to 4 storey Mather and Platt industrial foundry/ engineering works. The foundry closed in 2017 and is in a very poor condition with certain parts of the facility demolished or in the process of demolition.

The surroundings to the building consist of predominately very poor concrete hardstanding mixed with scrub which has grown in the intervening years since the foundry's closure. There is an more general area of young trees and scrub to the north of the site.



3. Looking north east along eastern boundary fence



4. Looking north to existing foundry office building now dilapidated



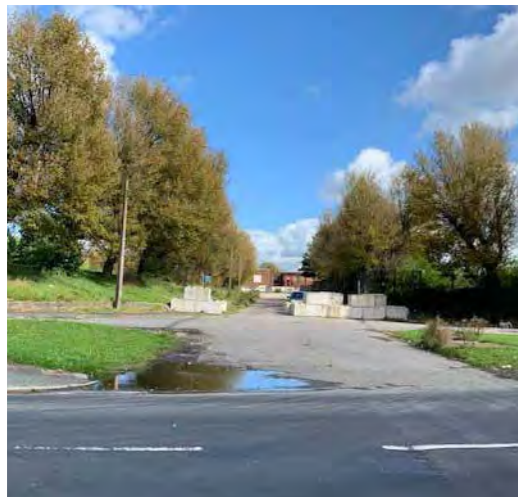
1. Looking north along Rochdale Canal



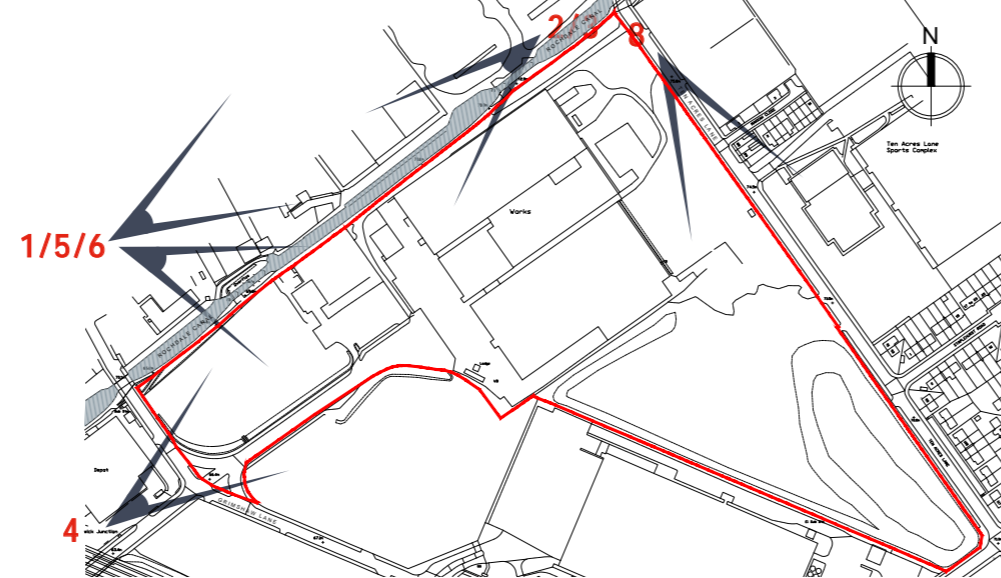
2. Looking south toward lock on Rochdale Canal



3. Public footpath entrance from Ten Acres Ln



4. Looking north the entrance and private access road from Grimshaw Lane to the site



5. Fence line from site to Rochdale Canal



6. Looking north along western boundary



7. Looking south along existing warehouse

### 2.3 Site Conditions

The Rochdale canal runs alongside the site to the north west and is an attractive green corridor which provides access for both pedestrians and cyclists along its tow path, aside of the use of the canal itself. There are two canal locks adjoining and nearby the site.

There is a pedestrian public footpath linking Ten Acres Lane to the canal tow path. It is located in an area of trees outside the existing fenced boundary of the site but which is still within the red line site ownership. The existing developed part of the site itself is securely fenced and does not have direct pedestrian access to the canal tow path.



8. Boundary along Ten Acres Lane & existing substation



1. Front section of site situated along access road, currently playing field



2. Front section of site situated along access road, currently playing field

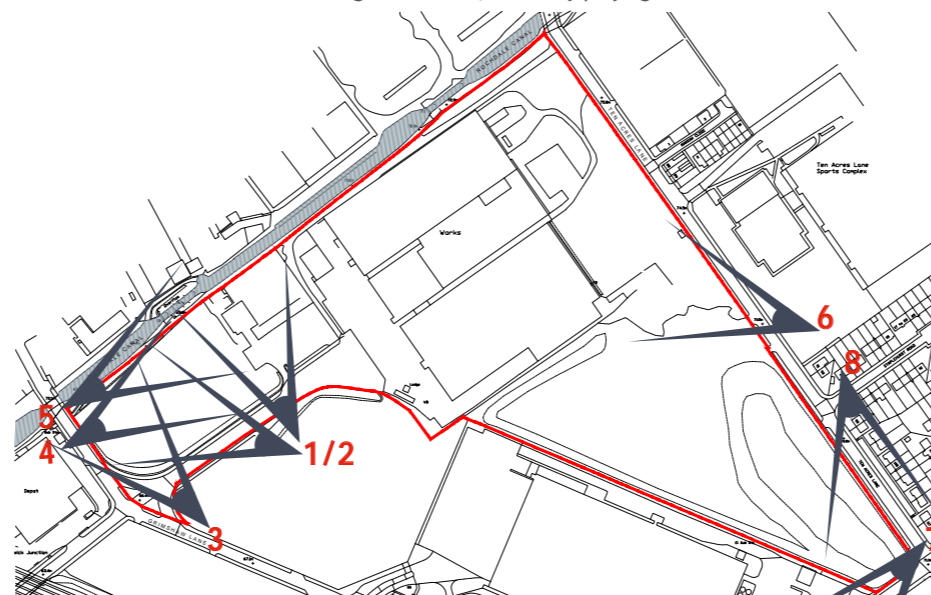
### 2.3 Site Conditions

The remainder of the site to the North East & South West of the foundry, is currently occupied by disused grass and scrub land. The south west area had been used previously as one of many sports fields in the near vicinity, and remains a flat unoccupied field. While the area to the north east, which had also previously been a part of the engineering works. Has now been left as scrub land, sloping up from the south west to a large mound along the boundary with Ten Acres Lane.

The site is accessed from Grimshaw Lane to the south east via an existing access road, to the south east of the old playing field, which is within the site ownership and therefore the red line site boundary. This private road can also provide access to the adjoining, currently undeveloped, land to the South East of the access road.



3. Boundary with Grimshaw Lane and front of the site, looking NW into site



6. Boundary with Ten Acre Lane, looking West toward canal.



4. West Corner From Grimshaw Lane to Canal tow path, looking North into site



5. Canal Tow Path along western boundary



7. Boundary with Briscoe Lane, looking South West



8. Boundary with Ten Acre Lane, looking South East





## Manchester's Local Development Framework

### Core Strategy Development Plan Document

Adopted 11<sup>th</sup> July 2012

Published by Manchester City Council  
planningstrategy@manchester.gov.uk



#### 2.4 Planning Context

The area has an established historic employment use. To the south east of the site is a large bakery and distribution unit which obtained planning approval in 2009 and was completed in 2010.

The site is currently zoned for employment use as provided by policy EM05 in the Strategic Manchester LDF Proposals Plan. This policy forms part of the Local Plan as Extant (remaining) Unitary Development Plan policies.

The site itself is covered under Area 4 - East Manchester, Sub Area 1 Central Park, EM5.

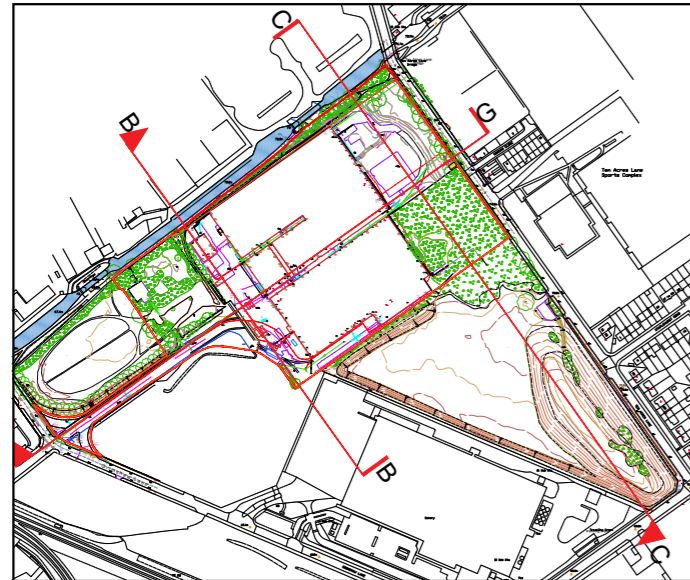
Central Park is located in east and north Manchester and the regeneration of this area will be sought by the Council over the next ten years.

The policy states that within Central Park, development will be permitted which includes:-

- A high quality business park comprising Use Classes B1, B2 and B8.
- B8 uses will only be permitted if it can be demonstrated that they will cause no harm to the location of knowledge-based industries, B1 and B2 uses.
- High quality landscaping to enhance the character of the area
- Improved access to the Rochdale Canal, a linear area of public open space traversing the business park, and improvements to the canal walkway.

Planning policy therefore supports development of the site for employment uses (B1, B2 and B8).

Hale Architecture were in contact with the Planning Department earlier this year through Policy officer Claire Milner, and also Development Management officer Janeen Renshaw Livesey. These officers gave guidance to the planning background to the site and surrounding area.



Indicative Site Plan

## 2.5 Levels and Boundaries

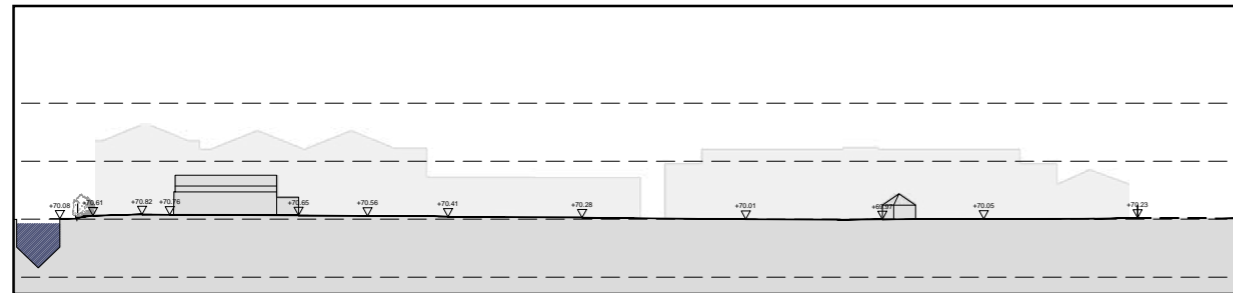
The smaller industrial units A to F are located towards the south western boundary of the site with the medium sized semi-detached units 1,2,3 & 6 further north within the site layout, then culminating in the larger detached units 4 & 5 which is located towards the north east boundary.

The site levels fall away gradually from the Ten Acres Lane boundary to the south west boundary and the access road from Grimshaw Lane.

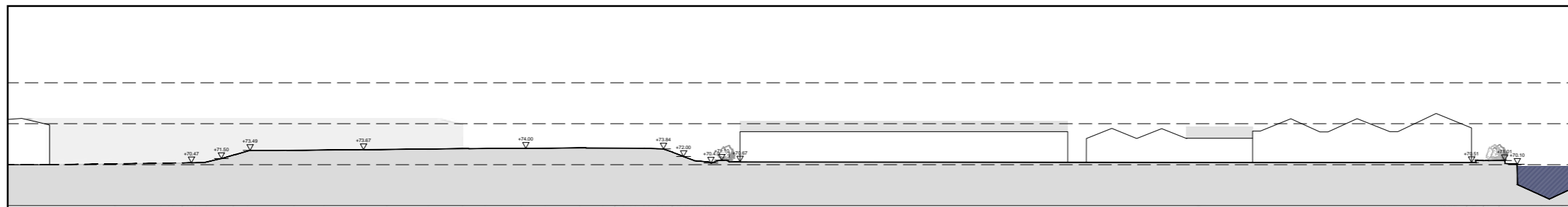
The levels are indicated on the existing and proposed site sections submitted with the planning application. These indicate the buildings' outlines and their relationship to the site boundaries, noting the existing levels and landscaping areas.

The existing boundaries to the site are fenced generally with galvanised palisade fencing. However, the south east side of the access road from Grimshaw Lane to the north east corner with Briscoe Lane, is fenced with 2.5-3m high paladin mesh fencing, colour black, which is in good condition. Parts of the existing palisade fencing will require refurbishment, particularly that facing onto the Rochdale canal as well as the addition of new fencing where there will be gaps left by the demolition of the existing buildings.

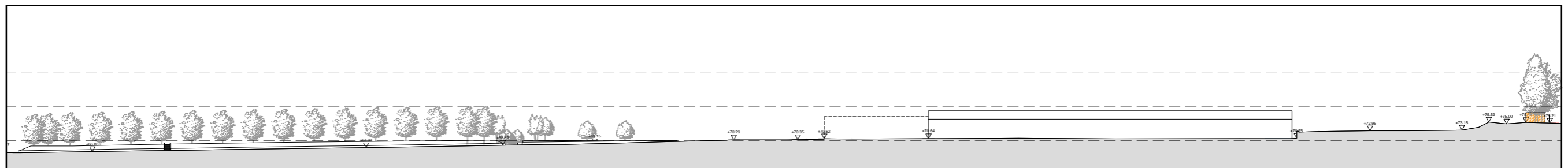
The existing palisade fencing to Ten Acres Lane is in good condition.



Existing Site Section B - B



Existing Site Section C - C



Existing Site Section E - E



Proposed Site Plan

### 3.1 Proposal

The proposal is to develop the site with the construction of 12 new industrial buildings for Use Classes E, B2 and B8 with ancillary offices, associated car-parking and service yard areas and landscaping.

The condition of the private access road to the site from Grimshaw Lane will be upgraded as necessary.

### 3.2 Proposed layout

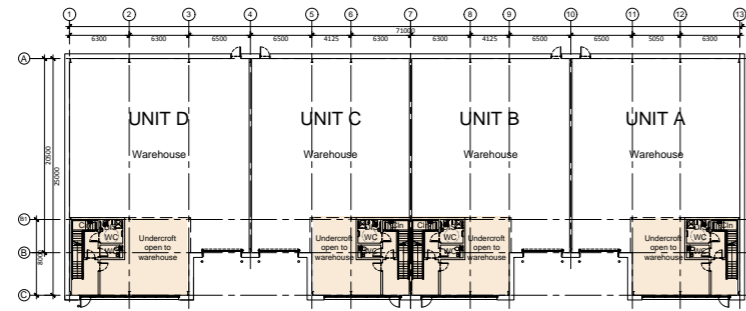
The site layout indicates a range of industrial unit sizes which reflect the requirements of the tenant market and its demands, so maximizing the lettings. Each unit has its own designated car parking and service area accessed interdependently off the proposed internal site access road.

The development is speculative at the time of writing.

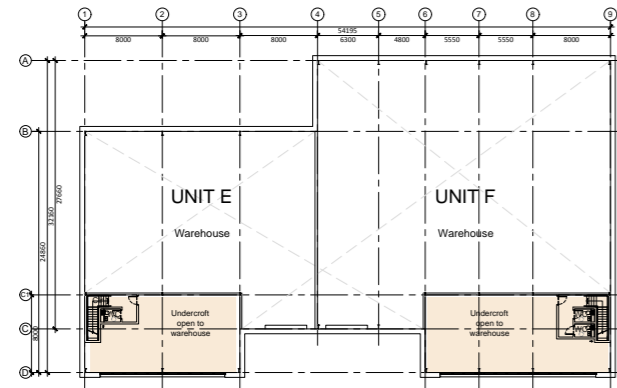
The buildings have been orientated with all the service areas facing inwards so that they have minimal visual and acoustic impact on the local residential development to the north side of Ten Acres Lane. This is particularly so with Units 4 & 5 which are the largest unit and is located parallel to Ten Acres Lane and therefore provides a screen to the rest of the development when viewed from the existing housing on Ten Acres Lane.

Coverage: the percentage of site development based on the Gross Internal Area is 42%.

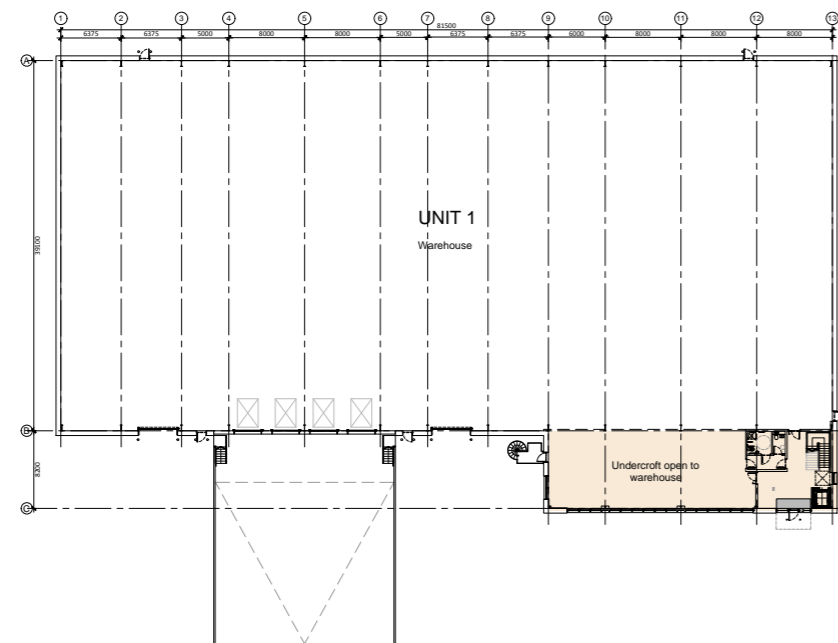
## 3.0 DESIGN STATEMENT



Unit A - D



Unit E - F



Unit 1

### 3.3 Areas

The Area of the Site is 103,050 m<sup>2</sup> - 25.46acres - 10.31ha

<b>UNIT A (GIA)</b>	<b>502m<sup>2</sup></b>	<b>(5,400ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	414m <sup>2</sup>	(4,450ft <sup>2</sup> )
Office (FF Only)	88m <sup>2</sup>	(950ft <sup>2</sup> )
Car parking spaces	9	
Cycle Parking	2	

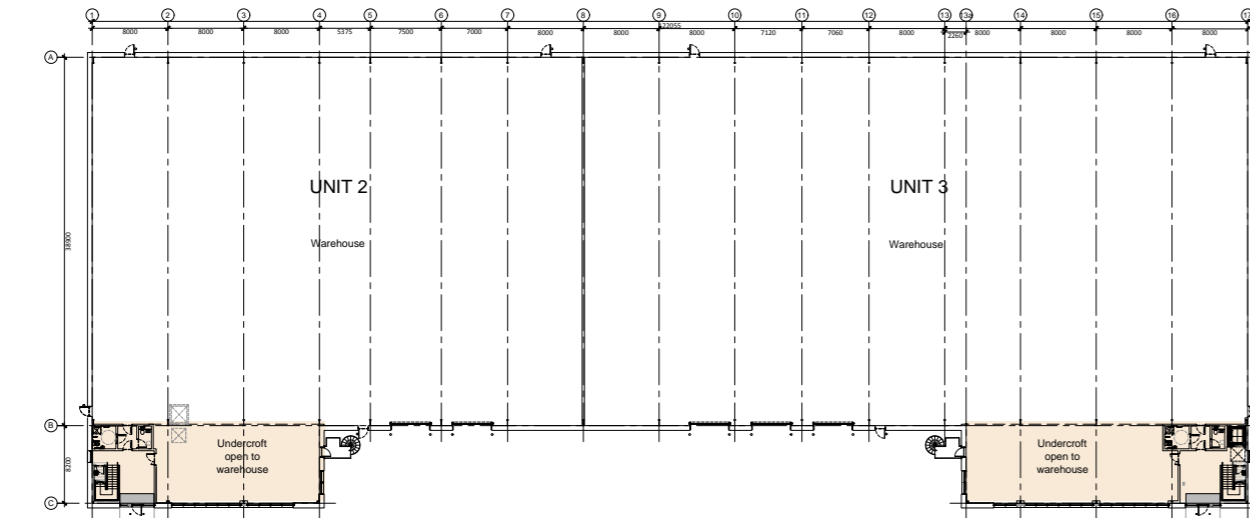
<b>UNIT B (GIA)</b>	<b>470m<sup>2</sup></b>	<b>(5,050ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	388m <sup>2</sup>	(4,175ft <sup>2</sup> )
Office (FF Only)	82m <sup>2</sup>	(875ft <sup>2</sup> )
Car parking spaces	4	
Cycle Parking	2	

<b>UNIT C (GIA)</b>	<b>470m<sup>2</sup></b>	<b>(5,050ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	388m <sup>2</sup>	(4,175ft <sup>2</sup> )
Office (FF Only)	82m <sup>2</sup>	(875ft <sup>2</sup> )
Car parking spaces	4	
Cycle Parking	2	

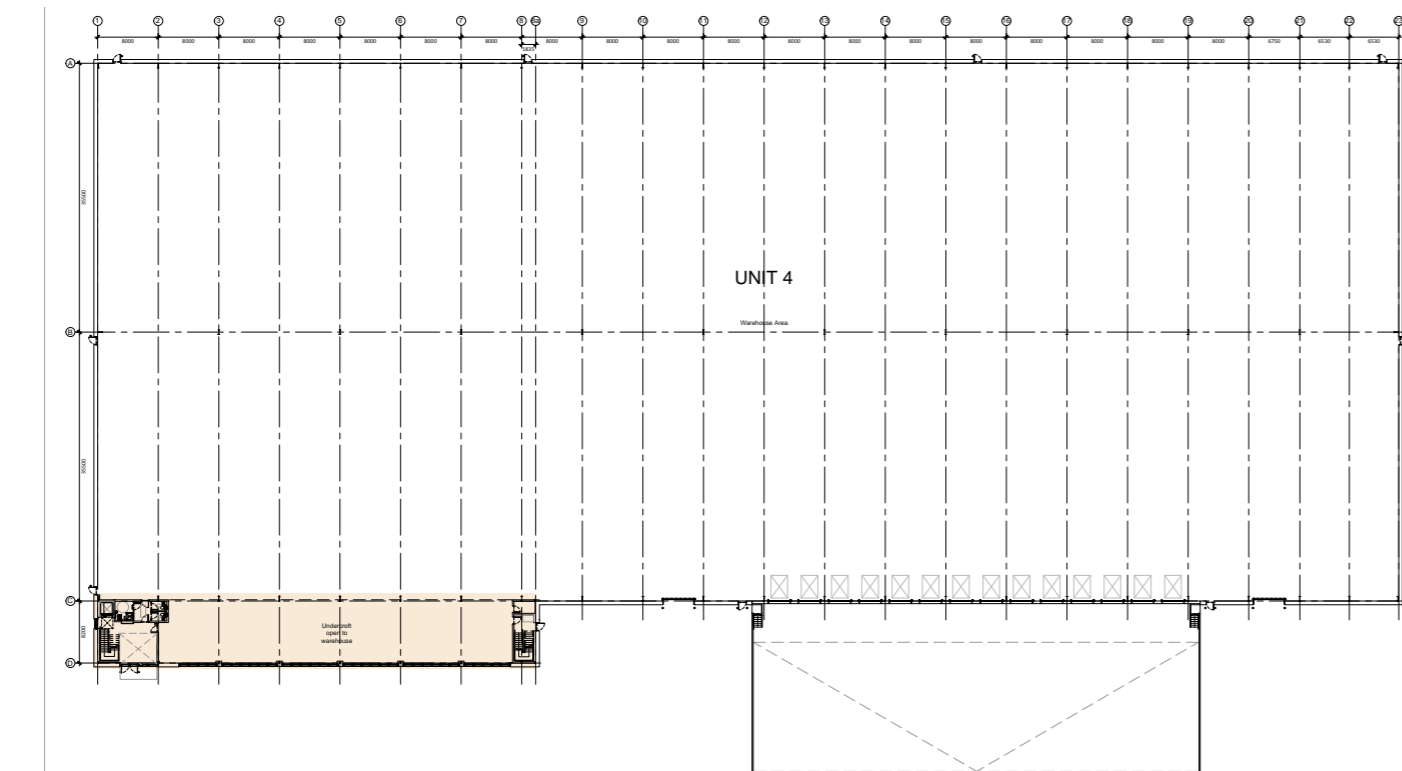
<b>UNIT D (GIA)</b>	<b>539m<sup>2</sup></b>	<b>(5,800ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	441m <sup>2</sup>	(4,750ft <sup>2</sup> )
Office (FF Only)	98m <sup>2</sup>	(1,050ft <sup>2</sup> )
Car parking spaces	5	
Cycle Parking	2	

<b>UNIT E (GIA)</b>	<b>679m<sup>2</sup></b>	<b>(7,300ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	553m <sup>2</sup>	(5,950ft <sup>2</sup> )
Office (FF Only)	126m <sup>2</sup>	(1,350ft <sup>2</sup> )
Car parking spaces	8	
Cycle Parking	2	

<b>UNIT F (GIA)</b>	<b>1,069m<sup>2</sup></b>	<b>(11,500ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	920m <sup>2</sup>	(9,900ft <sup>2</sup> )
Office (FF Only)	149m <sup>2</sup>	(1,600ft <sup>2</sup> )
Car parking spaces	11	
Cycle Parking	2	



Unit 2 & 3



Unit 4

### 3.3 Areas

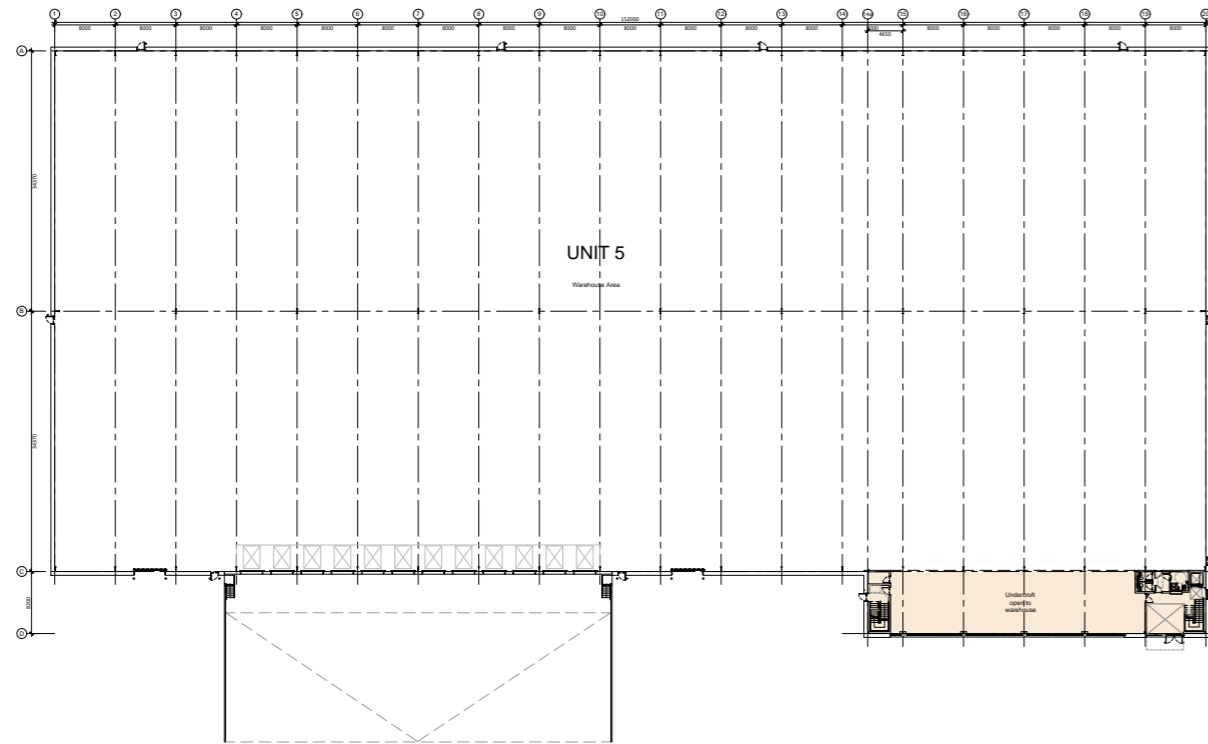
<b>UNIT 1 (GIA)</b>	<b>3,670m<sup>2</sup></b>	<b>(39,500ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	3,428m <sup>2</sup>	(36,900ft <sup>2</sup> )
Office (FF Only)	242m <sup>2</sup>	(2,600ft <sup>2</sup> )
Car parking spaces	53	
Cycle Parking	8	
Motorcycle Parking	4	

<b>UNIT 2 (GIA)</b>	<b>2,398m<sup>2</sup></b>	<b>(25,800ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	2,207m <sup>2</sup>	(23,750ft <sup>2</sup> )
Office (FF Only)	191m <sup>2</sup>	(2,050ft <sup>2</sup> )
Car parking spaces	39	
Cycle Parking	6	
Motorcycle Parking	4	

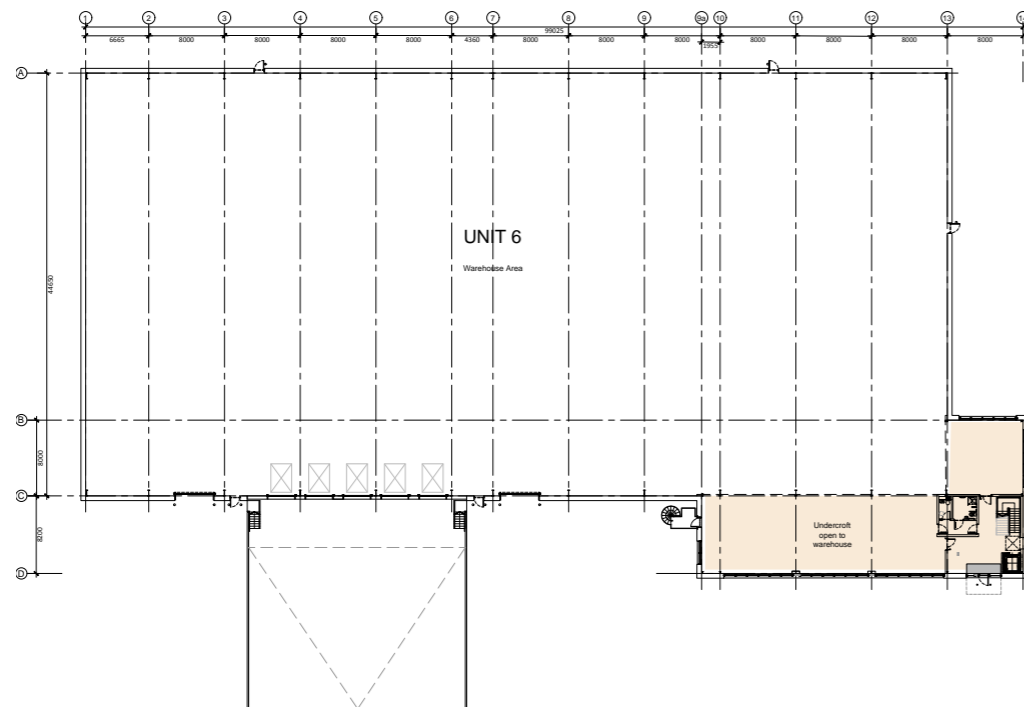
<b>UNIT 3 (GIA)</b>	<b>3,206m<sup>2</sup></b>	<b>(34,500ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	2,964m <sup>2</sup>	(31,900ft <sup>2</sup> )
Office (FF Only)	242m <sup>2</sup>	(2,600ft <sup>2</sup> )
Car parking spaces	45	
Cycle Parking	6	
Motorcycle Parking	4	

<b>UNIT 4 (GIA)</b>	<b>13,564m<sup>2</sup></b>	<b>(146,000ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	12,672m <sup>2</sup>	(136,400ft <sup>2</sup> )
Office (FF Only)	446m <sup>2</sup>	(4,800ft <sup>2</sup> )
Office (SF Only)	446m <sup>2</sup>	(4,800ft <sup>2</sup> )
Car parking spaces	120	
Cycle Parking	24	
Motorcycle Parking	10	

<b>UNIT 5 (GIA)</b>	<b>11,483m<sup>2</sup></b>	<b>(123,600ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	10,805m <sup>2</sup>	(116,300ft <sup>2</sup> )
Office (FF Only)	339m <sup>2</sup>	(3,650ft <sup>2</sup> )
Office (SF Only)	339m <sup>2</sup>	(3,650ft <sup>2</sup> )
Car parking spaces	100	
Cycle Parking	20	
Motorcycle Parking	10	



Unit 5



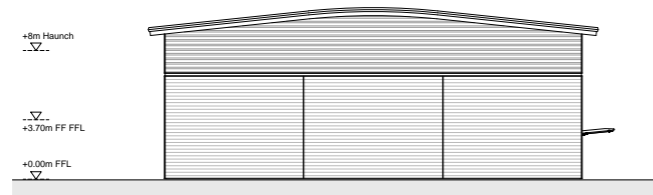
Unit 6

### 3.3 Areas

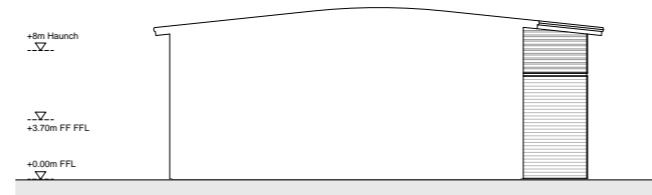
<b>UNIT 6 (GIA)</b>	<b>4,739m<sup>2</sup></b>	<b>(51,000ft<sup>2</sup>)</b>
Warehouse (Incl. office Undercroft)	4,404m <sup>2</sup>	(47,400ft <sup>2</sup> )
Office (FF Only)	335m <sup>2</sup>	(3,600ft <sup>2</sup> )
Car parking spaces	75	
Cycle Parking	10	
Motorcycle Parking	8	
<hr/>		
<b>TOTAL AREA (GIA)</b>	<b>42,789m<sup>2</sup></b>	<b>(460,500ft<sup>2</sup>)</b>
Total Car Parking Spaces	469	
Total Disabled Spaces	31	
Cycle Parking	86	
Motorcycle Parking	40	



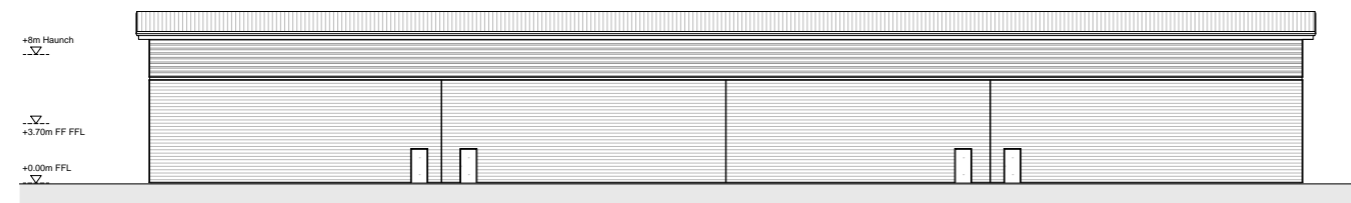
Units A to D South West Elevations



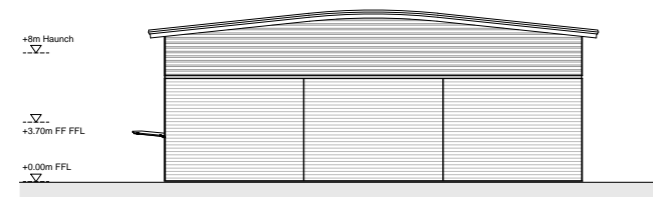
Units A to D North West Elevations



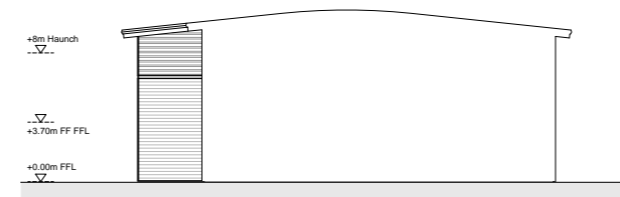
Units A to D North West Elevations



Units A to D North East Elevations



Units A to D South West Elevations



Units A to D South West Elevations

3.4 Appearance

The elevations submitted with this application indicate the general appearance of the industrial buildings.

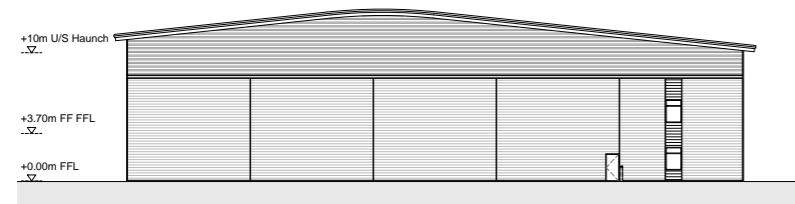
The forms are simple and well-proportioned for buildings of this type where clear internal heights and volumes are required.

The buildings have been designed to combine contemporary materials with crisp, modern and simple detailing with the use of various cladding profiles and colors within a considered palette. These materials will be used to create a strong, clear and high-quality appearance.

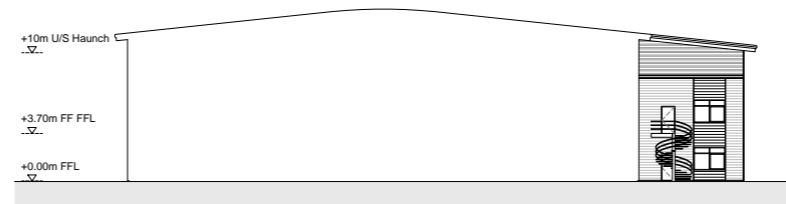
The facades visible from outside the site boundaries have been deliberately kept simple so that they provide a visual backdrop which respects the existing urban context surrounding the site.



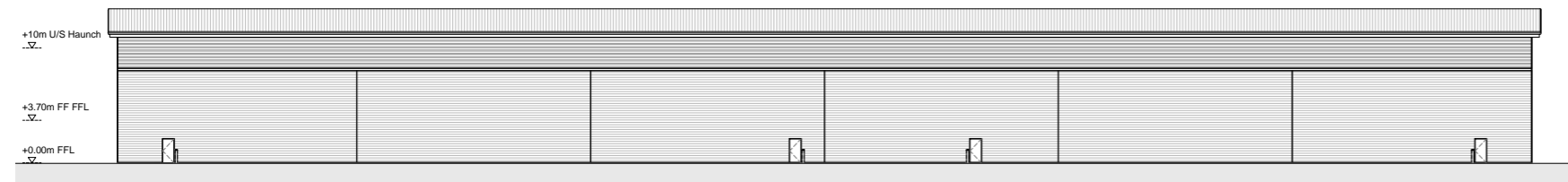
Units 2 & 3 South East Elevations



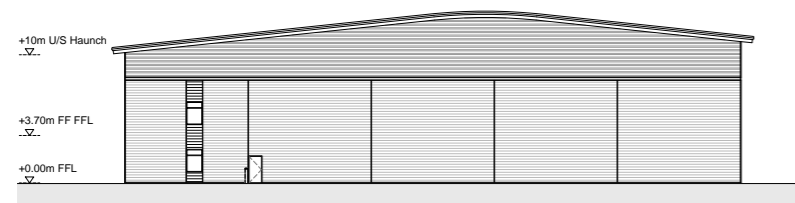
Units 2 & 3 South West Elevations



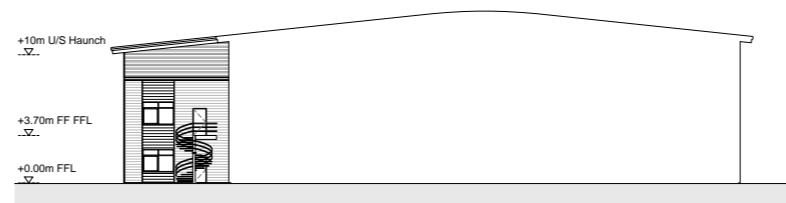
Units 2 & 3 South East Elevations



Units 2 & 3 North West Elevations



Units 2 & 3 North East Elevations

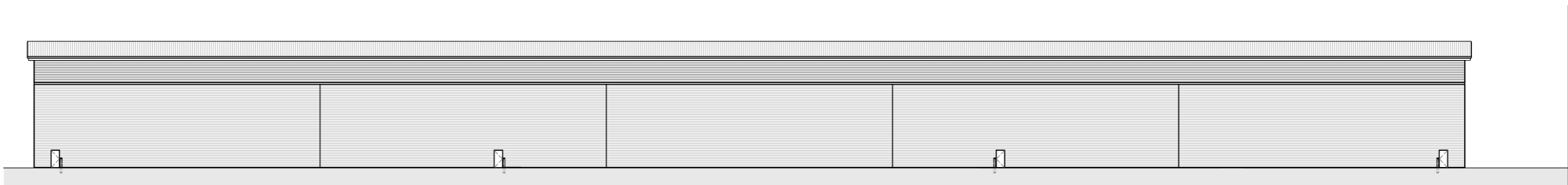


Units 2 & 3 North East Elevations

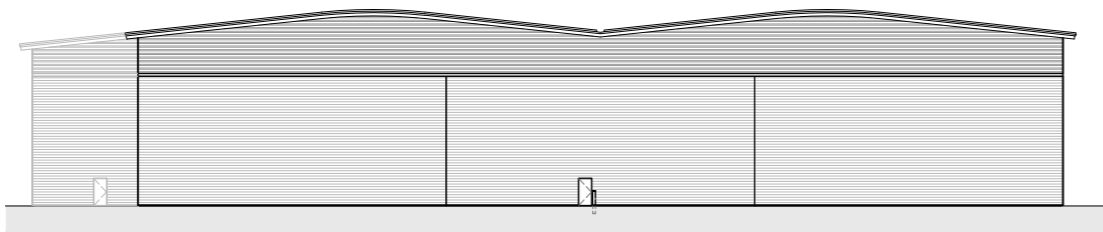




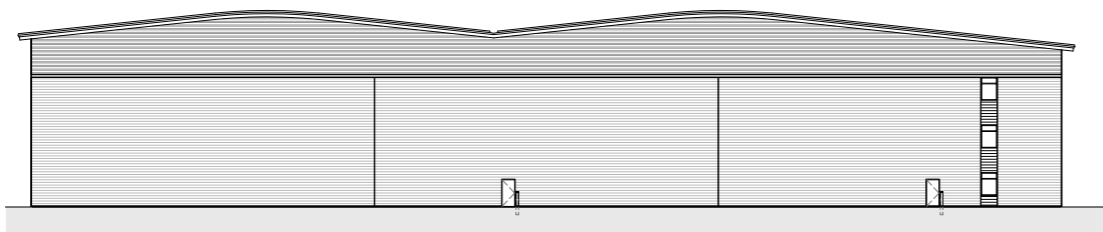
Unit 4 South Western Elevation



Unit 4 North Eastern Elevation



Unit 4 South Eastern Elevation



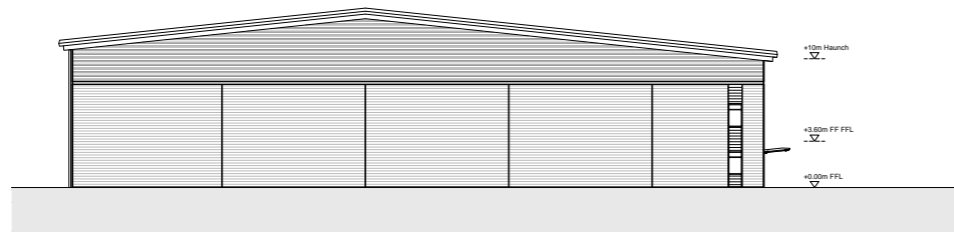
Unit 4 North Western Elevation



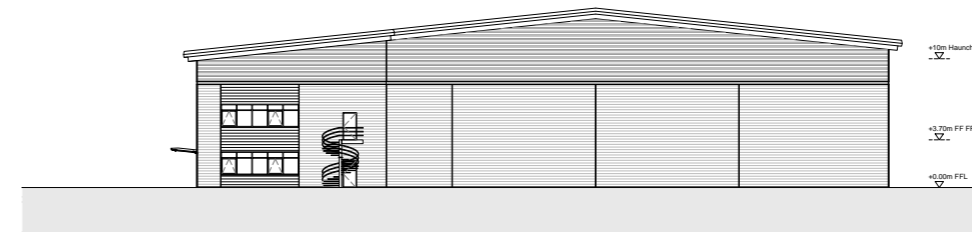
Unit 8 - 9 North Western Elevation



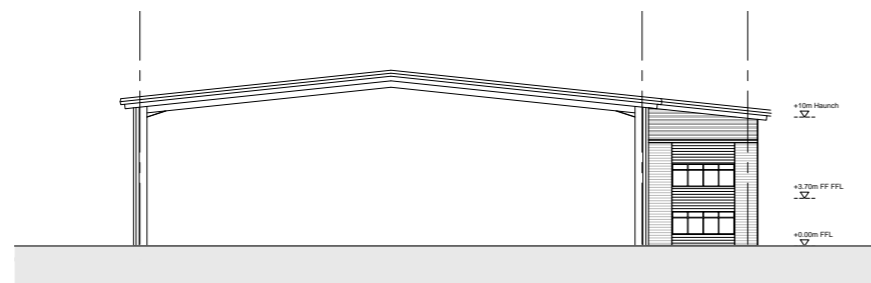
Unit 8 - 9 South Eastern Elevation



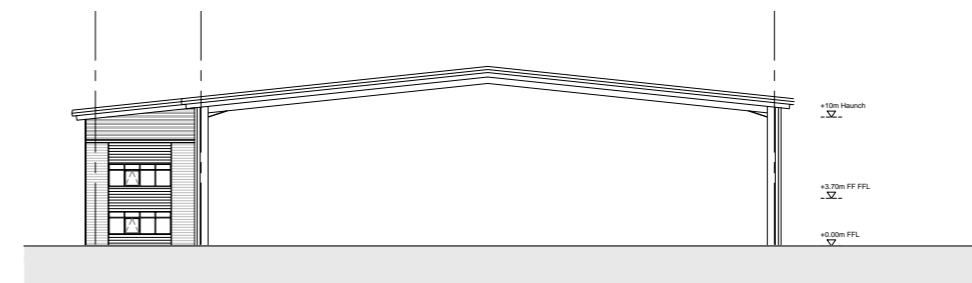
Unit 8 - 9 North Eastern Elevation



Unit 8 - 9 South Western Elevation



Unit 8 - 9 North Eastern Elevation



Unit 8 - 9 South Western Elevation