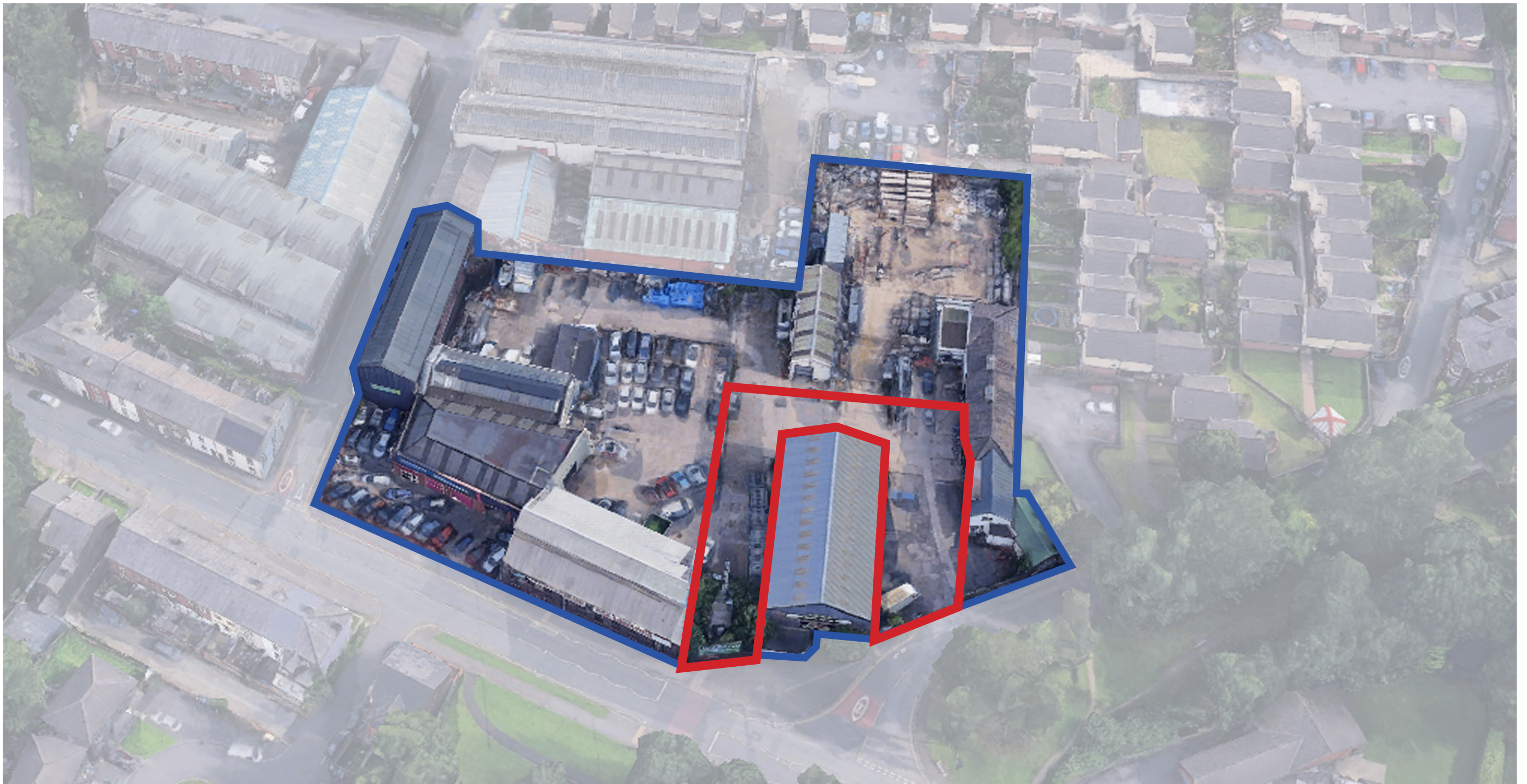




GLOBE INDUSTRIAL ESTATE - NEW B2/B8 UNIT

DESIGN & ACCESS STATEMENT

Q3 2025 REV A

INTRODUCTION

Introduction

This Design and Access Statement has been prepared by Meads Architecture on behalf of Radcliffe Car Auction Logistics Ltd. to accompany a full planning application for the erection of a new 94m² B2/B8 (General Industrial / Storage and Distribution) unit within the established Globe Industrial Estate, located in Radcliffe, Manchester. The proposal seeks to make efficient use of underutilised land within the estate, supporting local employment and contributing to the operational capacity of the site.

Executive Policy Summary

This proposal for a 94 m² B2/B8 unit on previously developed land within Globe Industrial Estate accords with the adopted Places for Everyone (PfE) plan (part of Bury's statutory development plan from 21 March 2024), the saved policies of the Bury Unitary Development Plan (UDP), and the NPPF (Dec 2024). It supports the spatial strategy to use urban/brownfield land efficiently, deliver employment growth, design well-integrated development, and encourage sustainable transport.

Purpose of the Report

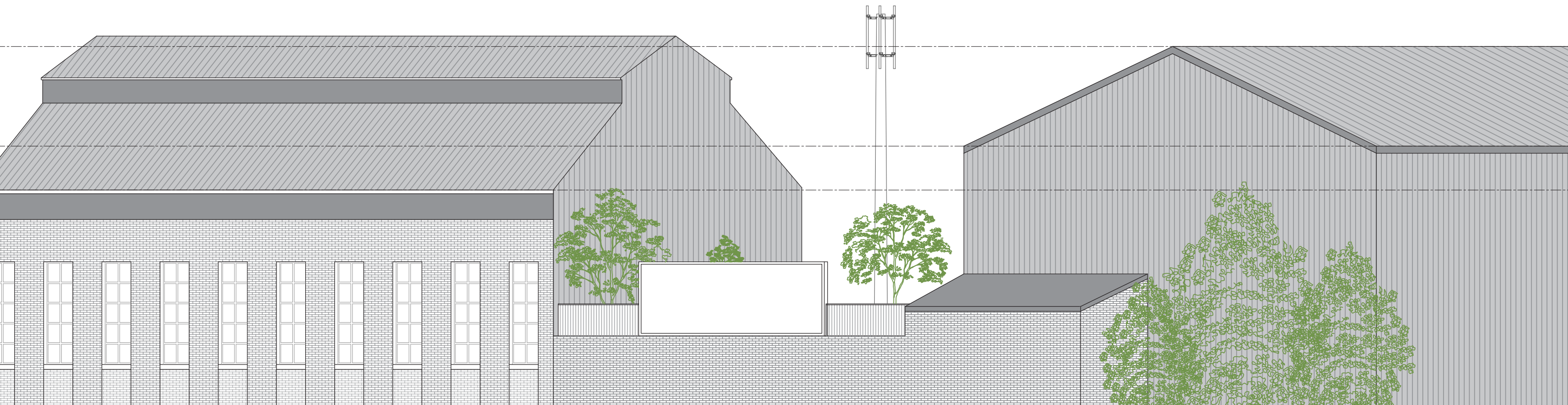
The purpose of this statement is to outline the design concept, principles, and rationale underpinning the proposed development. Specifically, it aims to:

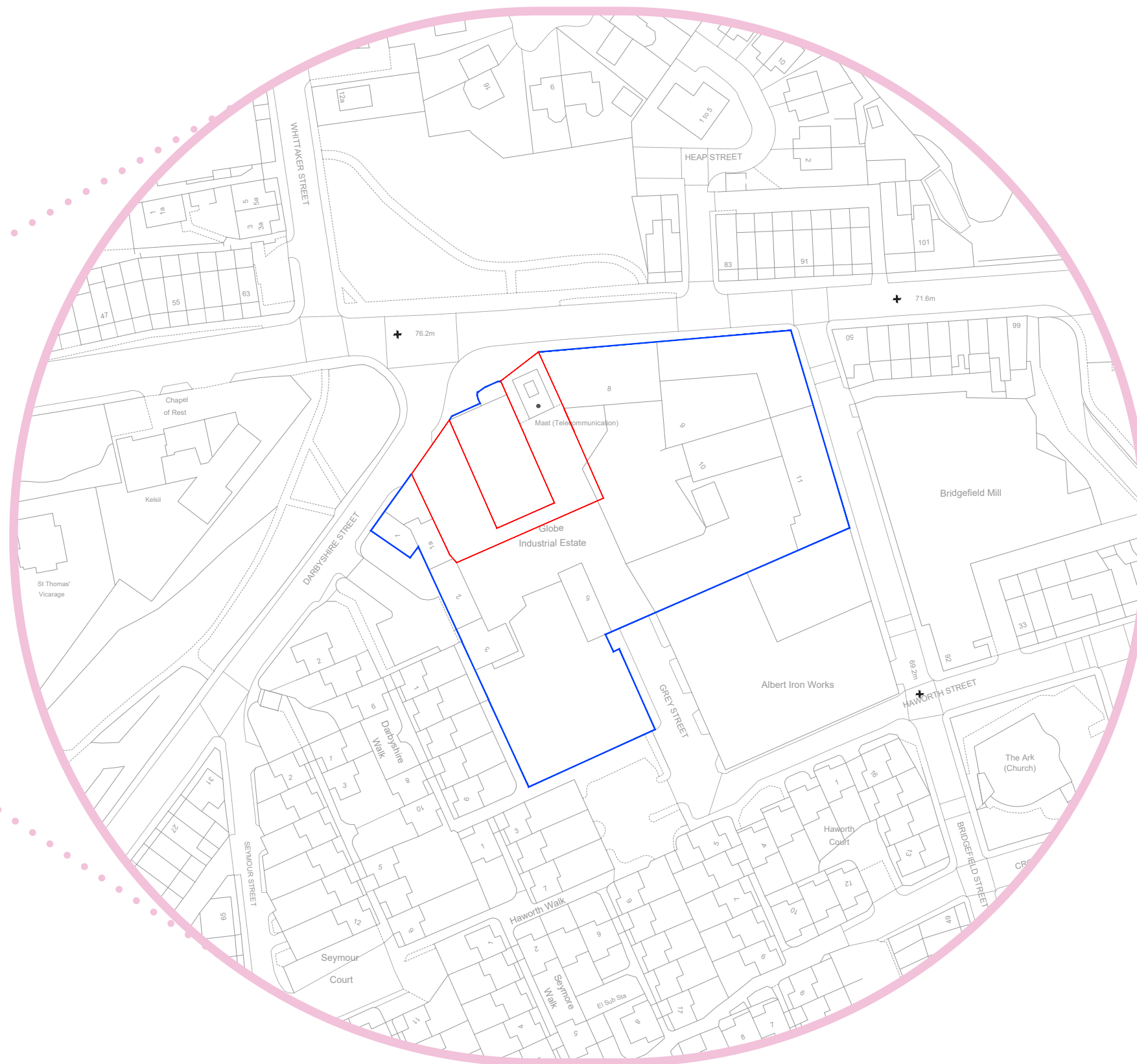
Describe the nature, scale, and form of the proposed structure.

Demonstrate how the development responds positively to the existing context of the Globe Industrial Estate and surrounding area.

Explain the approach to access, movement, and inclusive design, ensuring the building is usable by all potential occupiers and visitors.

Provide information on materials, layout, and servicing arrangements to demonstrate suitability for the intended B2/B8 use.





LOCATION PLAN

USE & AMOUNT

The site lies within an established employment area; the development retains and intensifies employment use, consistent with saved UDP EC2/1 & EC2/2 (support for employment land and premises) and EC3 (improving older industrial areas). PfE JP-J2 (Employment Sites and Premises) and JP-J4 (Industry & Warehousing) seek a strong supply of accessible industrial/warehousing space—this scheme makes productive use of under-utilised land to meet that objective. The proposal therefore safeguards and enhances local employment capacity in line with the adopted plan.

The development is expected to support X–Y FTE jobs (tenant-dependent), contributing to local economic objectives (NPPF “Building a strong, competitive economy”).

LAYOUT

The proposed structure will be situated between two larger existing units within the Globe Industrial Estate, making efficient use of currently underutilised land while integrating seamlessly into the established pattern of development. Its positioning enhances the overall functionality of the estate and maintains a coherent site layout.

Internally, the unit has been designed for maximum operational flexibility. The predominantly open-plan floor area accommodates a wide variety of potential industrial or storage uses within the B2/B8 classifications, with only essential sanitary and welfare facilities fixed in position. The internal layout includes an accessible WC and changing area, staff room facilities, and an office. The structural system has been designed to provide a functional and adaptable space, allowing future occupiers to configure the accommodation to suit their specific operational requirements without significant alteration to the building fabric.

Access, parking and cycle provision:

Estate access remains from Darbyshire Street using existing internal circulation. On-plot parking for 2 car spaces is retained as shown on the plans. Secure long-stay cycle parking (min. 2 spaces) and 1 short-stay stand will be provided in accordance with Bury's parking standards guidance and to support PfE JP-C8 (encouraging walking and cycling in new development).

The development will install at least one active EV charging point and passive ducting for future bays, aligning with PfE JP-S2 (Carbon & Energy) (as modified to reference Building Regulations Part S) and PfE JP-C8.

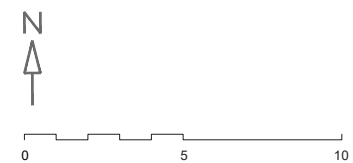
Servicing

Deliveries will utilise the estate forecourt with on-site turning; the roller shutter on the principal elevation provides adequate operational clearance for B2/B8 uses. This maintains estate efficiency and highway safety in line with PfE JP-C8.

The accompanying existing and proposed site plans demonstrate both the current condition of the site and how the proposed development integrates with the surrounding built form. Detailed floor plans further illustrate the functional, adaptable arrangement of the unit and its ability to meet the needs of a broad range of occupiers.



- ① SITE ACCESS
- ② APPLICATION SITE
- ③ EXISTING REFUSE AREA



EXISTING SITE PLAN

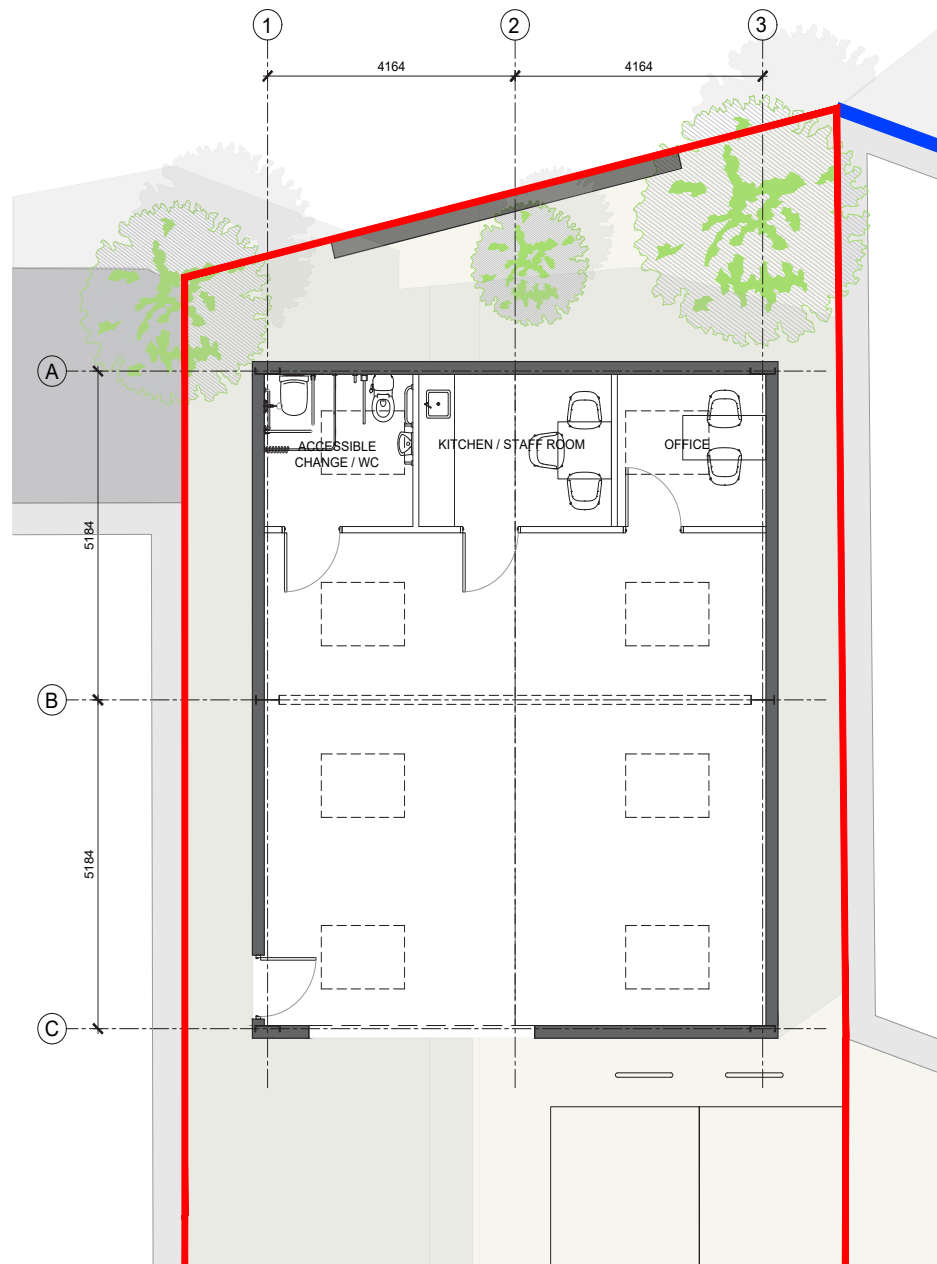
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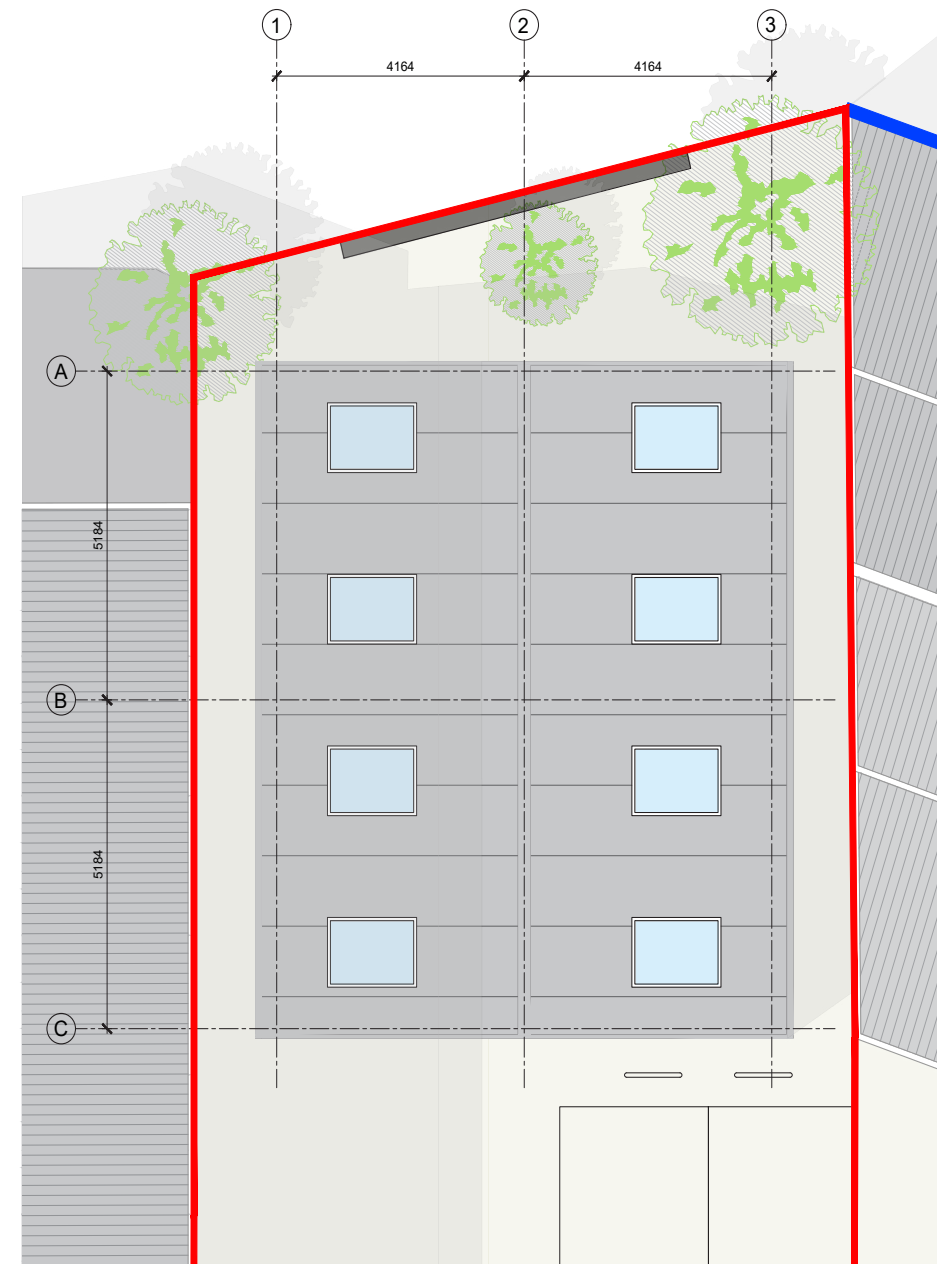
- ① SITE ACCESS
- ② APPLICATION SITE
- ③ VEHICLE & CYCLE PARKING

PROPOSED SITE PLAN

NTS 



PROPOSED FLOOR PLAN



PROPOSED ROOF PLAN

UNIT PLANS

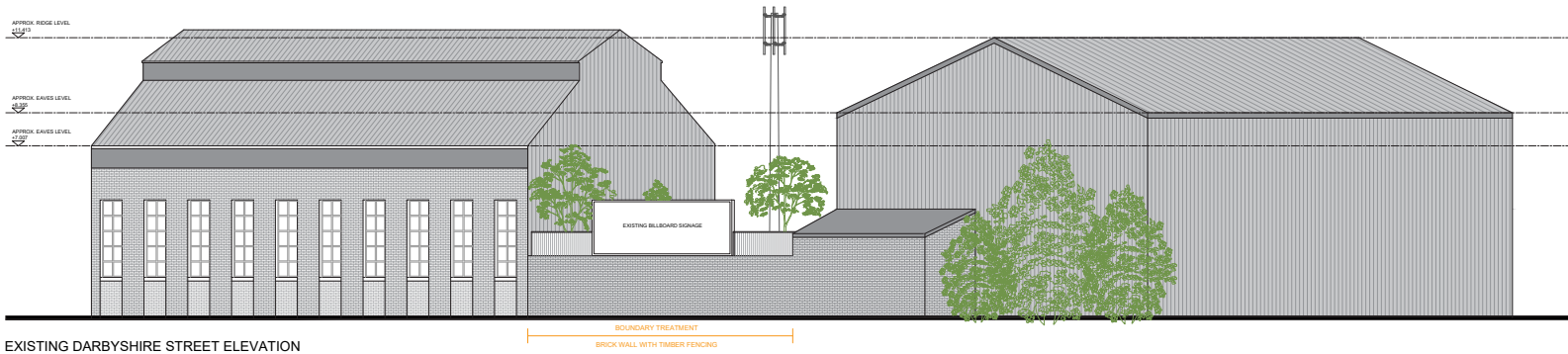
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MASSING & SCALE

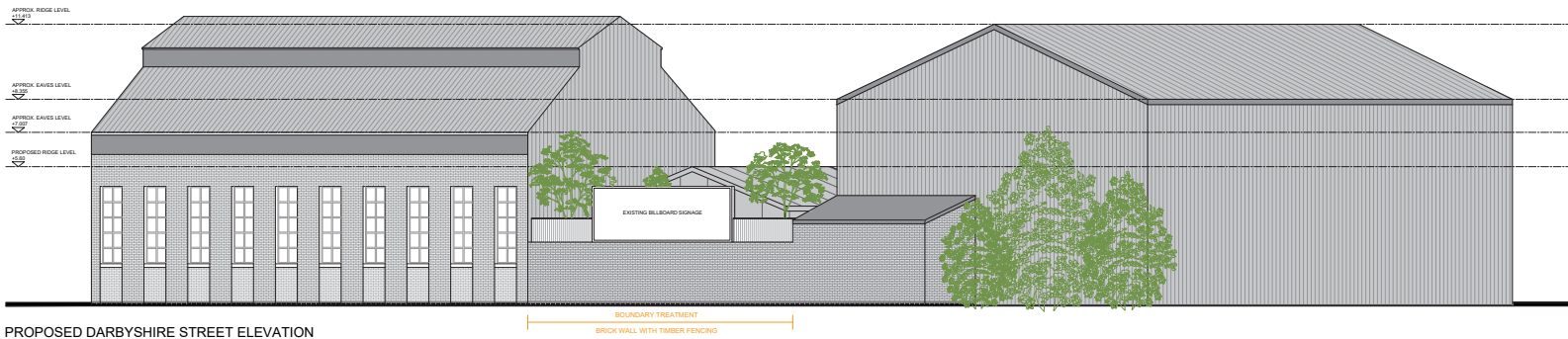
The unit's modest single-storey eaves ~4.0m / ridge ~5.6m and subservient massing respect the established industrial scale. The design therefore accords with saved UDP EN1/1 (Visual Amenity) and EN1/2 (Townscape & Built Design), which seek high-quality development that does not harm the visual amenity of the area. Existing brick-and-timber boundary treatments further limit visibility from the street.

The proposed unit measures approximately 9 x 11 metres, with an eaves height of 4 metres and a ridge height of circa 5.6 metres, which ensures it remains visually subordinate to the surrounding industrial units.

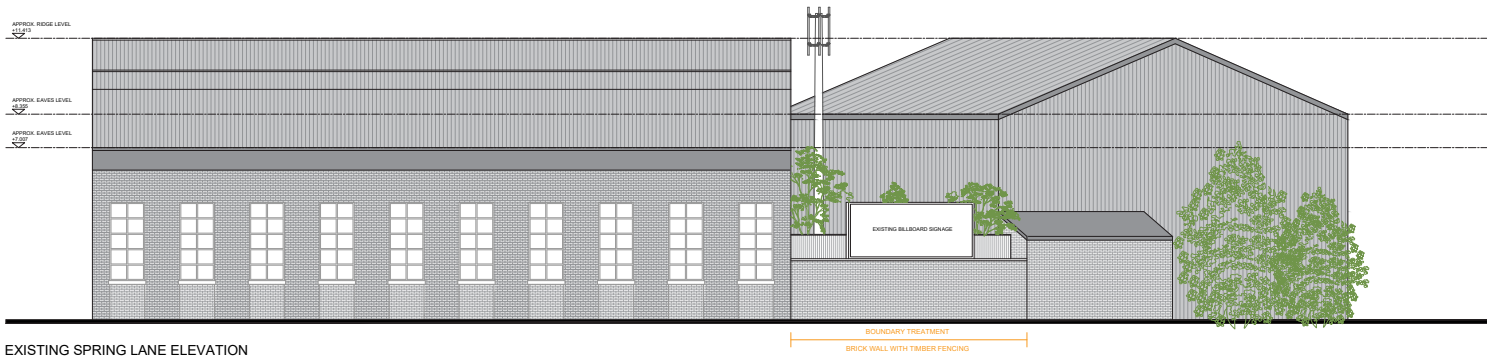
The visual presence of the proposed building is further mitigated by existing boundary treatments, including a substantial brick wall and timber fencing, which screen the majority of the structure from public viewpoints. A large advertisement billboard located along the frontage also serves as a visual focal point, drawing attention away from the building itself and enabling the new development to integrate unobtrusively into its surroundings.



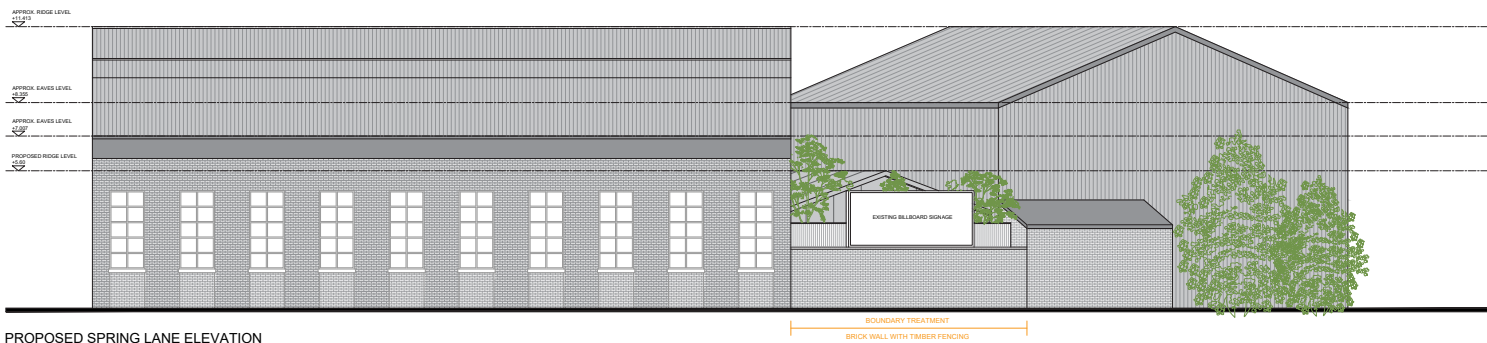
EXISTING DARBYSHIRE STREET ELEVATION



PROPOSED DARBYSHIRE STREET ELEVATION



EXISTING SPRING LANE ELEVATION



PROPOSED SPRING LANE ELEVATION

APPEARANCE & DESIGN

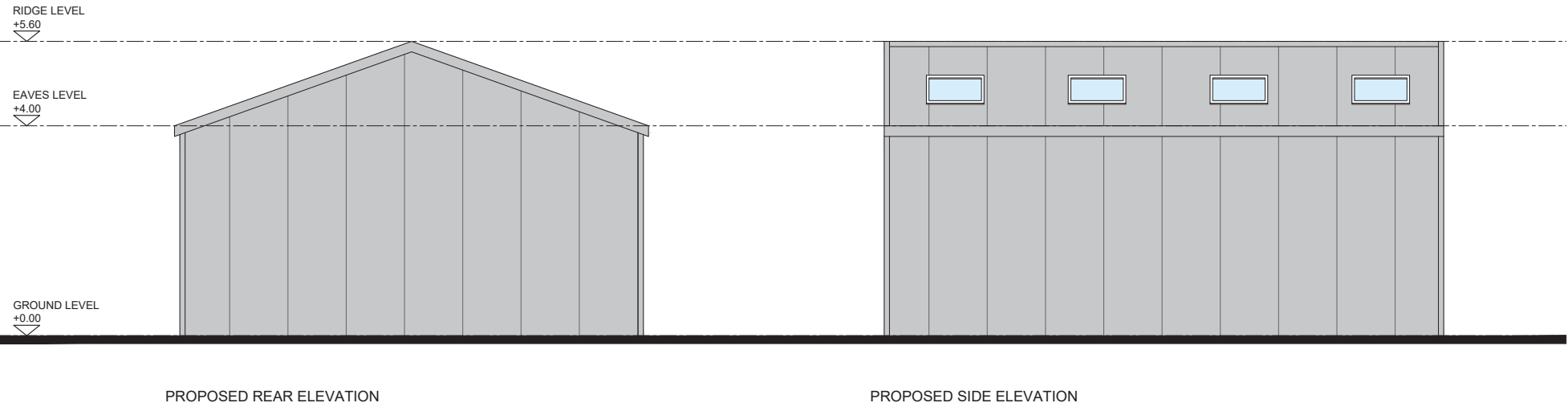
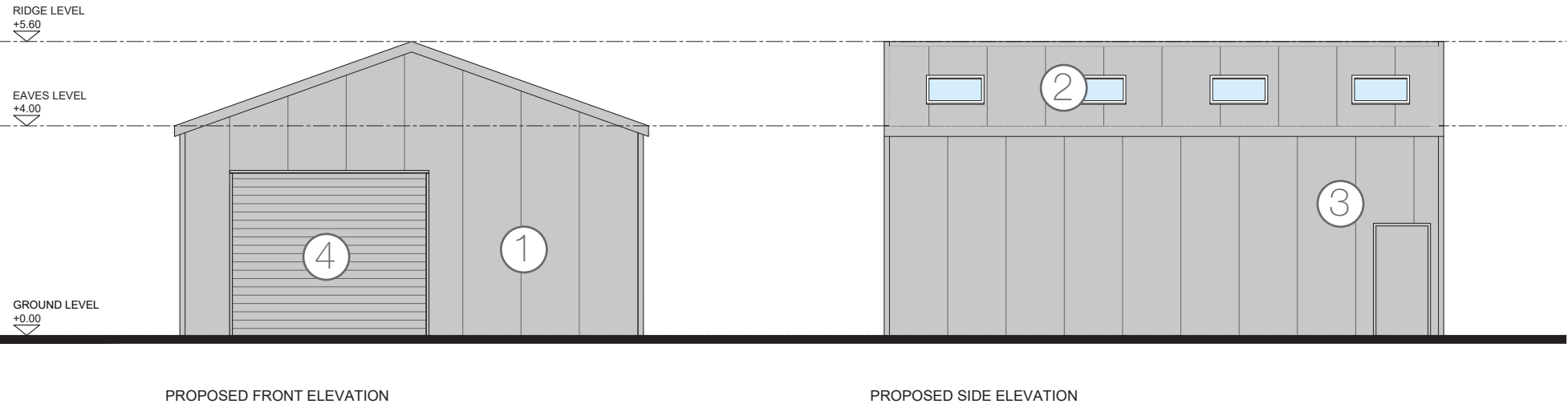
The proposed structure has been designed to complement the existing materiality and built forms within the Globe Industrial Estate, while remaining unobtrusive so as not to have any adverse impact on the street-scape.

The building will adopt a portal frame design, finished in 'Goosewing Grey' composite cladding. This finish will be applied consistently across the external envelope, including access doors, roller shutter, rainwater goods, and flashings, to create a cohesive and understated appearance. The simple, uniform colour palette and restrained detailing ensure the development is visually appropriate for its industrial context and integrates seamlessly with the surrounding buildings.

The Goosewing Grey composite envelope provides a restrained industrial aesthetic that integrates with neighbouring units, meeting UDP EN1/2 expectations for coherent materials and detailing in context.

- ① 'GOOSEWING GREY' COMPOSITE CLADDING (WALLS)
- ② 'GOOSEWING GREY' COMPOSITE CLADDING (ROOF)
- ③ 'GOOSEWING GREY' COMPOSITE DOOR
- ④ ROLLER SHUTTER

EXAMPLE 'GOOSEWING GREY' COMPOSITE MATERIAL



ACCESS & ACCESSIBILITY

Access

Principal pedestrian access offers level entry and a clear, lit escape route. One accessible parking bay is provided with an unobstructed route to the entrance, consistent with inclusive design objectives.

Access to the site will be via the existing vehicular entrance from Darbyshire Street, maintaining the established circulation patterns within the Globe Industrial Estate and minimising disruption to the wider estate. The provision of dedicated parking spaces adjacent to the new unit will ensure convenient and safe access for staff and visitors. This approach aligns with policies promoting safe and efficient movement within employment areas, including the principles set out in the Bury Core Strategy (Policies S1 and W1), which encourage development that maximises accessibility for all users.

Vehicle access for operational purposes will be provided via a large-format roller shutter on the front elevation, accommodating loading and unloading requirements in a practical and efficient manner.

The principal pedestrian access offers level entry and a clear, lit escape route, ensuring that in the event of an emergency there is no requirement to raise the roller shutter. The escape route will be clearly signposted and illuminated, meeting all relevant standards under the Building Regulations for means of escape. This design approach reflects local guidance promoting safe and well-planned access routes within commercial developments.

Accessibility

The development is designed to be fully accessible, in accordance with Approved Document M (Part M) of the Building Regulations. An accessible WC will be incorporated within the unit, providing convenient and compliant sanitary facilities for all staff and visitors.

The entrance itself has been designed with sufficient width and unobstructed access to accommodate wheelchair users and those with limited mobility. This approach supports Bury Council's commitment to inclusive design and accessibility (as outlined in Policies S1 and H1), ensuring the unit is usable by all members of the workforce and visiting public.

Overall, the proposed access and accessibility arrangements have been carefully considered to support operational efficiency, user safety, and inclusive design principles, reflecting both national and local planning policy objectives.

- ① SITE ACCESS POINT
- ② CYCLE PARKING
- ③ EXISTING REFUSE AREA TO BE UTILISED BY NEW UNIT
- ④ APPLICATION SITE ASSOCIATED PARKING

— — — ACCESS ROUTE THROUGH EXISTING SITE TO PROPOSED UNIT (VEHICLE)

— — — ACCESS ROUTE THROUGH EXISTING SITE TO PROPOSED UNIT (PEDESTRIAN)



SUSTAINABILITY & ENERGY

The building fabric and services will be specified to reduce operational energy demand (beyond Building Regulations baseline where practicable), with LED lighting and controls, and roof-mounted PV-ready structure/service routes explored at detailed design. Measures support GM's pathway to carbon neutrality by 2038, consistent with PfE JP-S2 and Bury's Local Plan Climate Topic Paper.

Roof lights will be incorporated into the roof structure to allow natural daylight to penetrate deep into the internal spaces, significantly reducing reliance on artificial lighting during daytime hours. This not only lowers operational energy demand but also creates a brighter, more pleasant working environment for building users. The integration of natural light aligns with best practice in sustainable industrial design, supporting occupant wellbeing while contributing to overall reductions in energy consumption.

SURFACE WATER & DRAINAGE

Surface water from the new roof will be collected via gutters and downpipes and connected to the estate's existing private surface water network, which ultimately outfalls to the public system. No new outfalls beyond the existing estate connection are required.

Given the fully engineered yard conditions, existing buried services and the operational nature of the estate, infiltration and discharge to watercourse are not practicable on this plot. A direct connection to the established on-site network is therefore the appropriate and proportionate solution for a minor development of this scale.

Because the works do not increase impermeable area or discharge rates/volumes relative to the current baseline, the development will not increase flood risk on- or off-site. Any exceedance during extreme events will continue to route across the existing hardstanding, away from the highway and neighbouring property.

Detailed drainage sizing, confirmation of the exact connection point, and any minor fittings (e.g., leaf/debris guards, trapped/roddable gullies) will be finalised at Building Regulations (Part H) stage as is standard for development of this scale. On this basis, a standalone drainage strategy or rainwater assessment is not considered necessary for planning determination.

BIODIVERSITY & LANDSCAPING

Under the Biodiversity Gain Requirements (Exemptions) Regulations 2024, development is exempt where it does not impact any priority habitat and either (a) impacts less than 25 m² of non-priority habitat or (b) does not impact habitat at all within the red line (“de minimis” exemption). Given the site conditions described above, the proposal meets the de minimis exemption because it results in no habitat impact and no linear habitat loss. Accordingly, the BNG planning condition does not apply and a Statutory Biodiversity Metric and Biodiversity Gain Plan are not required for validation or determination.

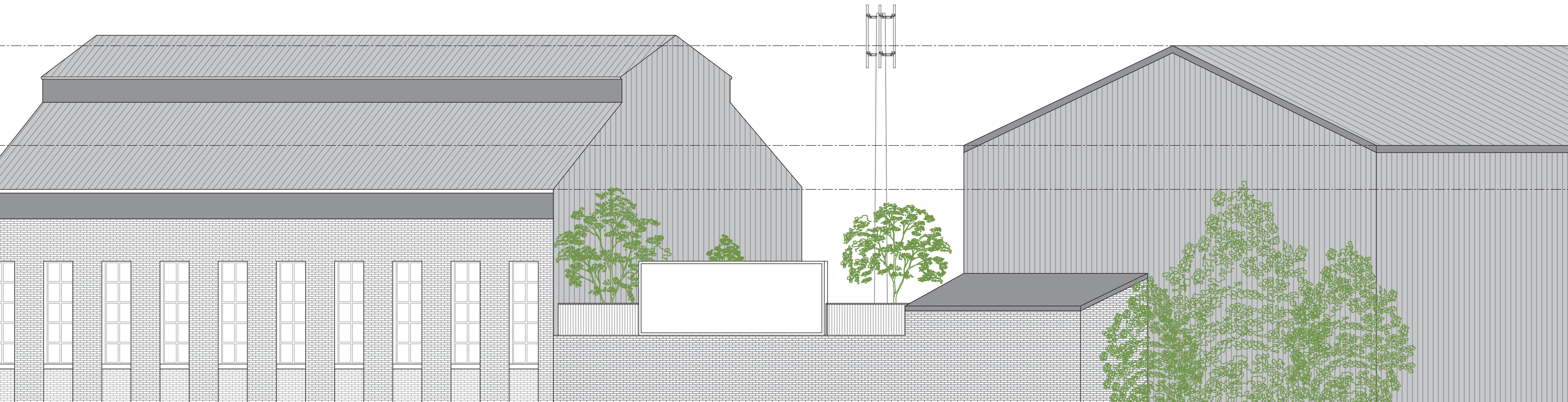
If, during construction, previously unidentified vegetated areas would be affected, the applicant will notify the LPA and, if necessary, provide proportionate BNG information or minor on-site enhancements to maintain a no-net-loss outcome.

NEIGHBOUR AMENITY

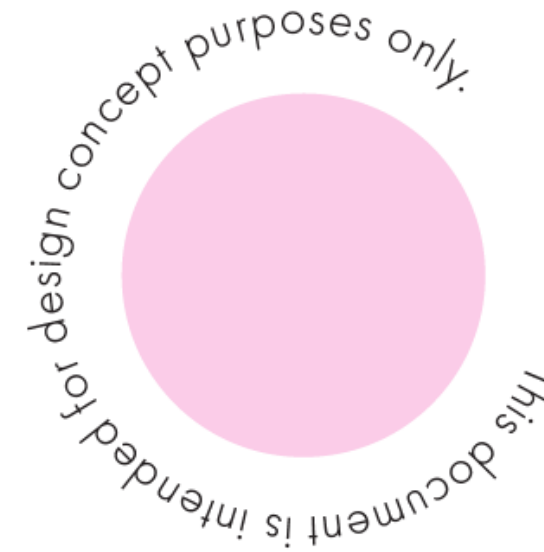
The unit's small footprint, single-storey height and screening by existing walls/fencing limit visual impact on nearby residential receptors along Spring Lane. Any future plant will be selected/located to achieve appropriate noise limits at boundary; external lighting, if required, will be designed to prevent glare/spill to dwellings. This accords with NPPF aims to protect health and quality of life while enabling economic growth.

CONCLUSION

The proposal represents the efficient reuse of brownfield land within an established employment area, delivering flexible B2/B8 capacity with modest scale, coherent design and safe access. It complies with saved UDP EC2/EC3 and EN1/1–EN1/2, PfE JP-J2 / JP-J4 / JP-C8 / JP-S2, and the NPPF (economy, design, transport, climate). Planning permission is therefore positively justified in policy terms.



thank you.



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