

DESIGN AND ACCESS STATEMENT

SOUTH HEYWOOD COMMERCIAL

Plot 3, Outline Planning Application

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INTRODUCTION

1 INTRODUCTION

1.1 Purpose of Statement & Nature of Planning Application

This Design and Access Statement accompanies the outline application for the proposed employment warehouse and distribution development at South Heywood, Rochdale.

The application is in outline with all matters reserved other than access, for a 40,000sqm Use Class B8. It is noted that the Proposed Development relates to 'Plot 3 of the employment area' of a wider development that was granted hybrid planning permission subject to conditions on 31 March 2020 (ref: 16/01399/HYBR) (referred to in this report as the wider South Heywood development).

The hybrid application was granted full planning permission for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road and outline planning permission for mixed use development comprising up to 1,000 dwellings, up to 135,460m² of employment uses (Class B" and B8), a new primary school and local retail facilities, sports pitches and associated landscaping.

The Plot 3 Site forms part of the wider South Heywood development, specific to the employment area. Subsequent approved Non Material Amendments have restricted the building height to 23m above finished floor level. Condition 10 of the original hybrid permission limits the amount of Class B8 floorspace to 94,819sqm and the amount of Class B2 floorspace to 40,637 sqm (equating to a total of 135,456 sqm of employment floorspace). Since the hybrid permission, the applicant has secured approved Non Material Amendments (NMAs) for up to 116,5000sqm of B8 floorspace and up to 18,960sqm for B2 floorspace. The current application would increase the total employment area across the full south Heywood development from 135,460sqm to 175,460sqm (19,861 sqm B2 (11.3% total floor area) / 155,599sqm B8 (88.7% total floor area). Therefore, this outline planning application is submitted for the proposed employment development at Plot 3 to increase the consented

floorspace only, and doesn't encroach outside of the original hybrid application site edged red line. It is important to view the proposals in the context of the wider South Heywood development, as this application neatly 'drops into' the hybrid permission, without conflicting with it in any way i.e. this new outline application does not prevent the hybrid permission being delivered. The new Outline Application completely complies with the approved parameters Plan attached to the hybrid permission and subsequent approved NMAs as included on page 11. This new application is simply about increasing the quantum of B8 floor space, retention of the approved access location and does not have any material impact on that already approved under the hybrid planning permission as referred to below.

The full description of the approved Hybrid Planning Permission –16/01399/HYBR is as follows:

Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed- use development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/ B8) comprising up to 135,460m² Gross Internal Area(GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2500m² GIA which includes no more than 499m² of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto. (Application accompanied by an Environmental Statement)

PROPOSED SITE PLAN



1.2 Report Content & Structure

The content and structure of the statement has been informed by 'Guidance on Information Requirements and Validation' published by Department of Communities and Local Government March 2010, CABI advice, "Design and Access Statements: How to Write, Read and Use Them" (CABI 2006) Rochdale Borough Council's advice on Design and Access Statements. Together these provide advice on what a Design and Access Statement should include. In essence there is a need to:

- Provide a review of the site's immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance.
- Analyse the main characteristics of the site and its surroundings which have formed the basis of the rationale behind the design and layout of the proposals.
- Explain and illustrate the design principles in terms of the development's layout, density, scale, landscape and visual appearance.
- Explain how future users of the site will be able to access the development from the existing transport network and why the main access points to the site and the layout of access routes have been chosen.
- Explain how the development will meet the local authority's planning and urban design objectives.

1.3 The Brief

The outline application consists of a new distribution centre (B8 use) up to 40,000sqm; and a new access road off Pilsworth Road.

The site layout will be carefully considered to assimilate with the approved parameters plan of the hybrid permission, existing site constraints, highways and public transport links whilst meeting the commercial and operational requirements of the future occupiers. The site aspires to integrate with the improved landscaping areas, provide visual interests and add value to the public realm. Integrated greenspaces will aid enhancement the local biodiversity and connect with the wider green infrastructure.

2

PLANNING POLICY

2 PLANNING POLICY



2.1 Local Policy Context

The following policies are taken from Rochdale Core Strategy (2016).

Policy P1 (Improving image) requires high quality design in all new developments, which is of a high standard, demonstrating innovation and originality.

Policy P3 (Improving design of new development) requires all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles should be adhered to wherever relevant:

- Enhance the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general;
- Ensure that buildings contribute positively to the townscape, and are well proportioned;
- Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate);
- Provide an appropriate mix of uses and consider the needs of all sections of society;
- Ensure a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles;
- Provide a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings;
- Ensure that the intended functions of buildings and spaces are easily understood, and their entrances appropriately located and visible;
- Ensure buildings can be easily adapted to meet future/alternative needs of occupants;
- Minimise impact upon the environment, and help adapt to the impacts of climate change, including by re-using existing buildings and materials (maximising the benefits of existing embodied energy) and utilising sustainable drainage (Policies G1 and G2);
- Design buildings and spaces so that quality and appearance can be maintained over time; and
- Reduce the monotony and visual impact of car parking areas by using substantial and well-integrated landscaping.

The hybrid permission has already shown that Policy P3 is complied with.

The hybrid permission secured the provision of a well thought out structured masterplan, with a well defined employment area, local centre 'heart' (school, play, sports ad retail) central to the whole masterplan site, together with residential areas. These areas will all be connected by an extensive network new footpaths and cycleways, landscaped open spaces, and natural habitat. Development across the wider masterplan has already commenced at the residential areas, and the new link road is due for opening November 2022.

The new proposed development will drop into this hybrid permission, aligning with these above design and delivery principles.

The applicant has already secured a Reserved Matters approval for the largest unit across the masterplan, at Unit 1. This includes areas of strategic and localised green infrastructure, including a new Estate spine road. The development is of a high design quality, with appropriate scale and massing; proper arrival spaces, with offices and entrances addressing key frontages; well segregated parking and service yards; landscaped areas and suitable boundary treatments; secured and enclosed cycle parking spaces; EV parking charging above standards. In addition the building will achieve BREEAM Excellent, secure a EPC A rating and a host of renewable and sustainable technologies, including PVs, air source heat pumps, rain water harvesting, and intelligent energy saving building systems.

The new building at the new Outline application site will meet all of the above design and delivery principles, ensuring a Grade A building is secured. It must be noted that whilst planning policy stipulates good design, the applicant is driving this forward in any case to create a building and setting that attracts the 'best' national and international operators.

2.2 National Policy Context

The following policies are taken from the National Planning Policy Framework.

Section 12 - Achieving well designed places

- Paragraph 124 stresses the importance of creating high quality buildings and places. Good design is highlighted to be a key aspect of sustainable development, creates better places to live and work, and helps make development acceptable to communities.
- Paragraph 127 states that planning policies and decisions should ensure that developments:
 - Will function well and add to the overall quality of the area for the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - Create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Future Reserved Matters Application(s) pertinent to the new Outline Application will comply with the approved Parameters Plan, and ties in with the Link road works to create a comprehensive development proposal. Key parameters are complied with which include the proposed building being 23m at its maximum height; the development of new distribution centre (Use Class B8) being within the employment zone. Access into the site is from Pilsworth Road. This ties in with proposals by Rochdale Council to undertake enhancement works along length of Pilsworth Road to the west, following the completion of the new

link road in November 2022. A new Reserved Matters Application will fully align with these proposals, and the applicant is already in discussions with the Highways Authority to ensure their proposals can be delivered in full.

Change to Plot 3 drawing references. - 4846_SP(90)44.

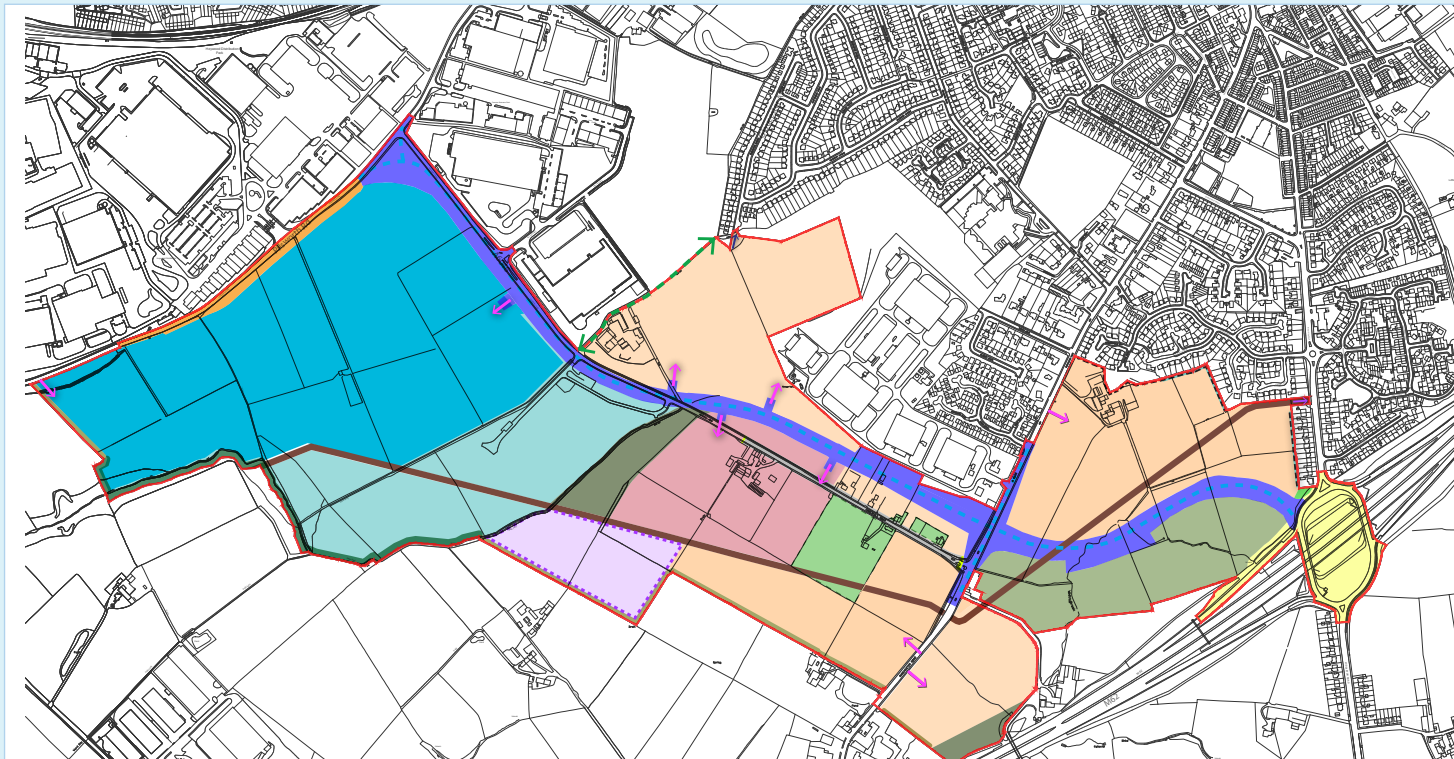


Parameters Plan Key

- Application Boundary
- Completed South Heywood Link Road Improvement Scheme
- Employment Uses (use class B8) including SuDs & access (up to 23m in height to the parapet or top of eaves, which ever is the highest above FFL)
- 10 - 15m Landscape Buffer Zone
- 5 - 8m Landscape Buffer Zone along Greenbelt
- Proposed Access points into Development Parcels

Extract of South Heywood Commercial Approved Land Use and Height Parameters

(4846_SP(90)43 Rev V) pertaining to RMA (22/00787/REM)



- Application boundary
- Residential uses (use class C3) including open space, landscape, SuDs & access and associated infrastructure (up to 3 storeys/ 12m above FFL)
- Employment uses (use class B2/B8) including SuDs & access (up to 23m in height to the parapet or top of eaves, whatever is the highest, above FFL)
- Employment uses (use class B2/B8) including SuDs & access (up to 19.00m in height to the parapet or top of eaves, whatever is the highest, above FFL)
- Area for SuDs, ecology & landscaping
- Area for SuDs, ecology, access & landscaping
- Residential uses (class C3), local centre and proposed primary school including open space, SuDs, access and associated infrastructure (up to 3 storeys/ 12m above FFL)
- 10-15m Landscape buffer zone
- 5-8m Landscape buffer zone along Greenbelt
- Proposed Link Road and associated junction improvements - Incorporating landscaping & noise mitigation - See detailed drawing GA Plan A0/2001345
- Landscape buffer zone at Junction 19
- Road Works to Junction 19
- Proposed road widening and improvements to Pilsworth Road
- Gas Main Easement
Measured 6.1m either side from the gas main centre line. Landscape, plant/tree species and position of footpaths to be agreed with Cadent (formerly National Grid). Proposed vehicle access (at 90 degrees to the pipeline). No buildings or above ground apparatus/ structures.
- Retained existing highway with new cul de sac where Hareshill Road meets Manchester Road
- ➔ Proposed access points into development parcels
- ➔ Proposed links to footpath/ cycle path
- ➔ Proposed links to footpath/ cycle path if permitted by Cadent (formerly National Grid)
- Proposed sports pitches
- Properties on Hareshill Road. Retained existing uses
- Rear gardens to be at least 15m in length where houses back on to existing houses
- - - Max 2 storey housing along this edge (9m above FFL)
- - - PROW improvements (widening and upgrade of the path)

3

SITE CONTEXT

3 SITE CONTEXT



3.1 Site Context

The South Heywood hybrid application site (16/01399/HYBR) occupies an area of 129.4 hectares. The Outline Application site measures 8.827 hectares, and lies within the approved commercial area within the north-west of the wider South Heywood Development Site.



Site Location Plan

This Site Location Plan presents the approved Unit 1 Reserved Matters Application Landscape Plan and this Outline Site Boundary in red.

The site is located within the metropolitan borough of Rochdale, in Heywood.

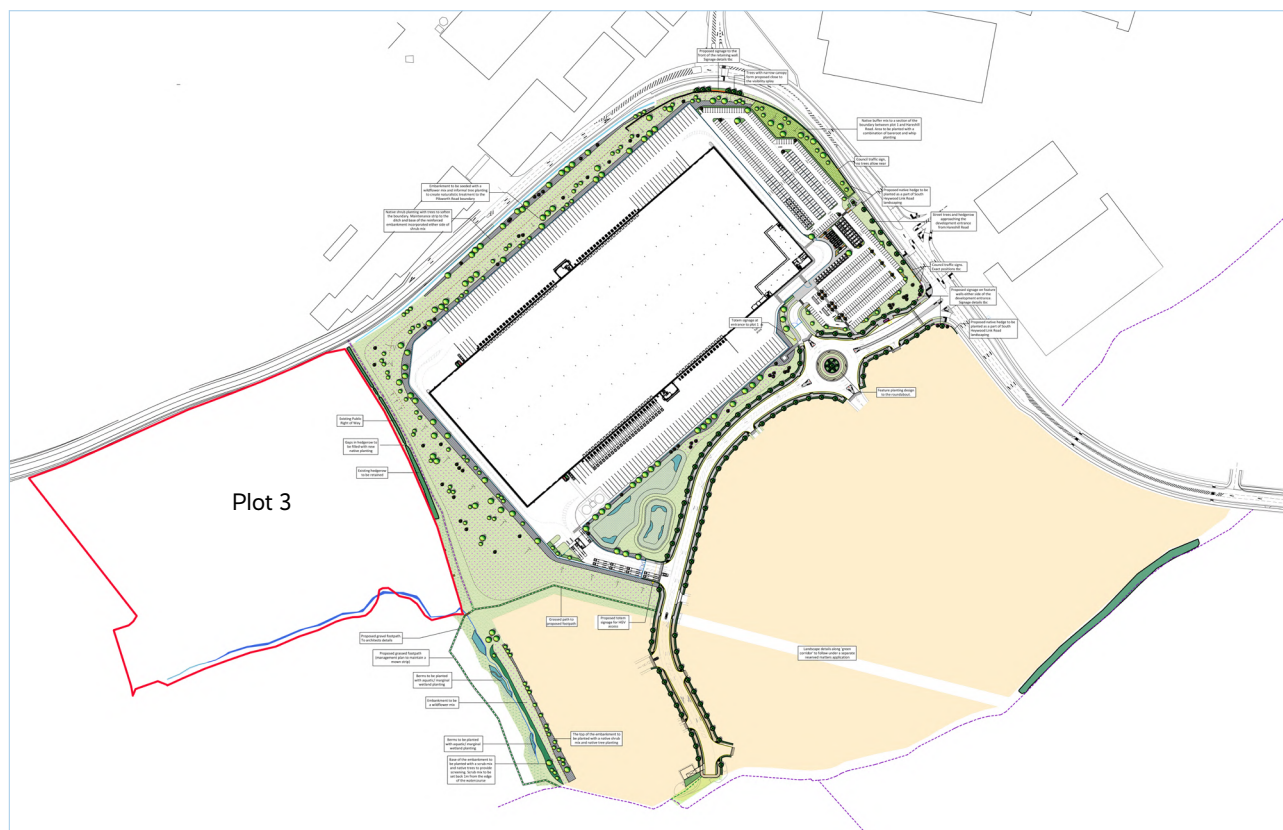
The site is in close proximity to both the M66 and M62 motorways which are linked to Manchester's orbital motorway, the M60. These strategic motorway connections provide access to northern counties including Lancashire, West Yorkshire and Merseyside. Within a one-hour drive of South Heywood are Manchester Airport, Liverpool John Lennon Airport and the Port of Liverpool.

The site itself is bounded by Pilsworth Road to the north west. The highway is planned to be improved by Rochdale Metropolitan Borough Council to improve connections between the site and Junction 3 of the M66.

The South Heywood Link Road (SHLR), which improved the Pilsworth Road highway to the north east, and which replaces Harehill Road to the East, is substantially complete and opened in November 2022.

To the southern and western boundaries of the site are fields of pasture and arable, varying in site levels, and bordered by hedgerows of varying density/quality. Narrow watercourses/ditches flow from east to west across the southern section of the site.

Within the site the landforms rise from the north east section of the Pilsworth Road and plateau along the edge of the Harehills Road slightly falling to south. The western side of the site undulates from north to south and falls from east to west.



Opportunities and Constraints

The plan below highlights some of the site constraints and opportunities presented, which could inform the design/technical team in the preparation of the building layout for plot 3; the landscape buffers, watercourses, focal points, building plot and yard locations.

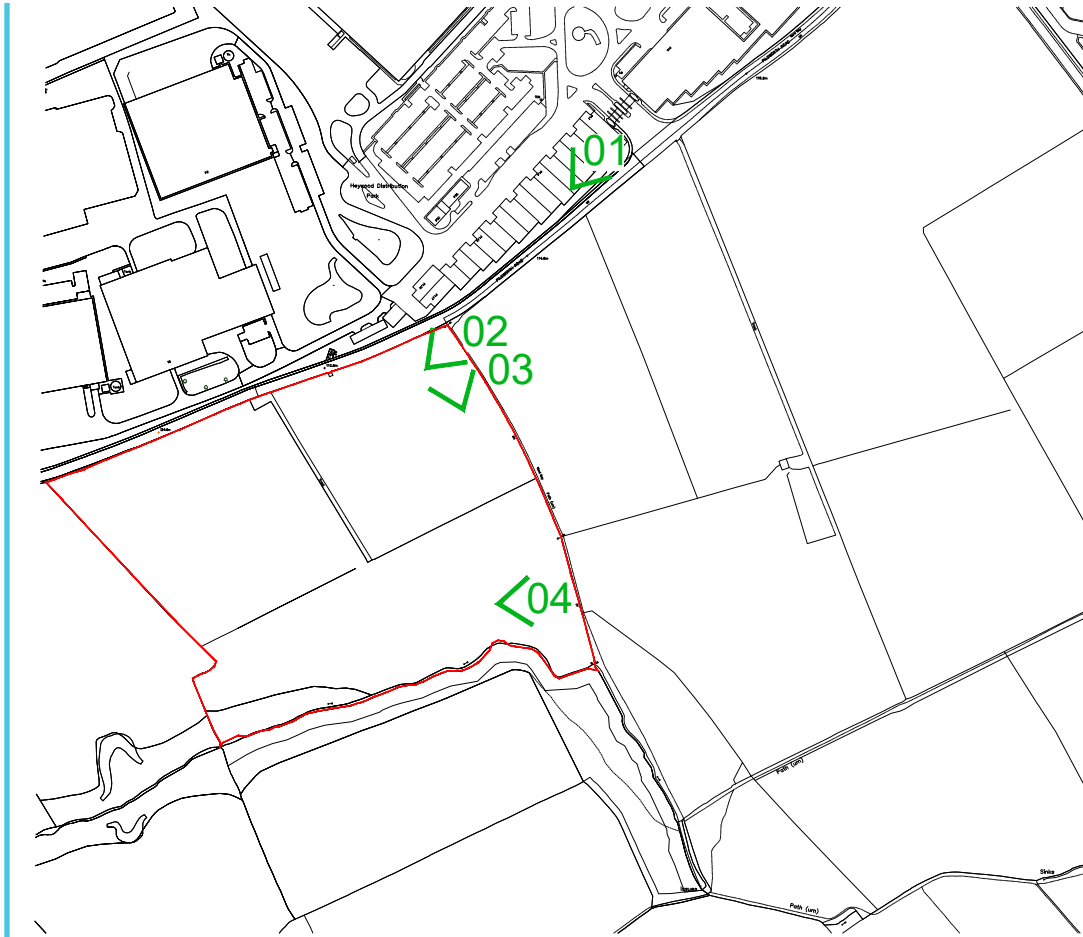


Key

- Pilsworth Road enhancements include bell-mouth access into site. Any development here for Distribution will tie into the road scheme. Works due to begin Q1/Q2 2023.
- Public Right of Way to be retained.
- Hedgerows to be retained.
- Hedgerows to be removed (as per Hybrid Permission).
- Brightley Brook (north) – possible future diversion of Brightley Brook. Applicant has already been in discussions with the Environment Agency (EA) about the diversion in principle. Any future Reserved Matters Application (RMA) would be required to provide a full technical suite of information to the Council for approval. Prior to any RMA, the applicant will present detailed proposals to the EA and consult with them.
- Brightley Brook (south) - to remain.
- Gradient of land falls here. Possible requirement for retaining walls/embankments. This would be detailed as part of a future RMA, and technical details provided, including cross sections and design details/landscape treatment.
- Building orientation in parallel with Pilsworth Road to optimise space for Distribution loading bays/dock levers.
- United Utilities (UU) Water Main. The applicant has been liaising with UU on this whom have produced a diversion route, which UU has discussed with neighbouring land owners. An RMA will provide details on this diversion, including diversion route, and if instructed to undertake the works, UU will be able to confirm that the diversion is agreed by them.

Existing Site Plan and Site Photographs

The following layout shows the direction those photographs opposite were take.



The following photographs show the existing site conditions.



4

KEY DESIGN PRINCIPLES

4 KEY DESIGN PRINCIPLES

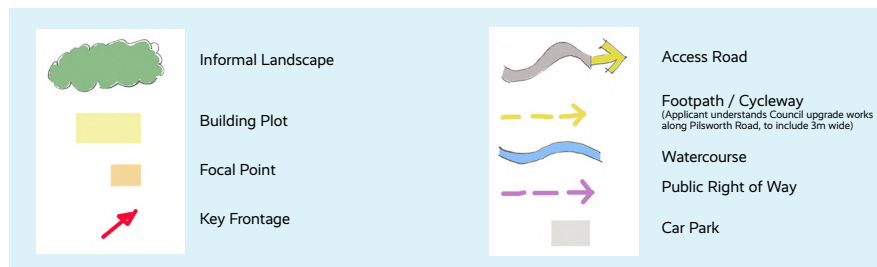


CGI for the approved Unit 1 RMA (22/00787/REM), located directly to the east of Outline Application Plot 3

4.1 Key Principles

The design approach of the current proposal carefully analyses the existing constraints and characteristics of the current site, the end user's requirements to maximise the potential of the site and the parameters expected by the hybrid application. The principles for this design can be categorised in the following headings and descriptions.

Illustrative layout option



Layout

The building plot layout will be governed by the extent of the spine road to the east, watercourse and water main to the south, Pilsworth Road to the north and the approved Unit 1 building and Public Right of Way to the east. This creates a naturally rectangular area to formulate the building layout.

The building should be set back from the main accesses and spine road to alleviate any dominance of the building's scale and massing to the road, taking into consideration the proposed site levels and building size.

The Key office space and arrival should address both Pilsworth Road and the access road.

Character

To provide an appealing and functional building within a new attractive landscape setting, that sits comfortably in its surrounding context. To provide the basis to formulate a common design language between future buildings, to strengthen the brand and identity of the employment park. Similar materials palette, colour and architectural style and features will be used at Plot 3, as has already been approved at Plot 1.

Appearance

To produce a colour and material pallet for the building which will create visual interest to key elevations of the building, to reinforcing key frontages, arrival and wayfinding.

Functionality

To provide buildings which meet the long-term needs of the occupiers for running efficient and successful businesses, and which achieve a BREEAM Excellent rating. The Applicant is committed to deliver a Grade A building to attract the best national and international operators to the benefit of the Borough, and add to Heywood's national profile as a top-rated employment hub.

Access

To connect the internal site to Pilsworth Road, a new junction onto Pilsworth Road will be provided.

Pedestrian/cycleways will be provided along the south side of Pilsworth Road. A 3m wide pedestrian/cycleways will be provided at the development side of the Estate Road, allowing greater landscape extent to the Site's western boundary.

Standards

To meet the appropriate standards of safety, accessibility, energy efficiency, institutional standards. 'Institutional Design Standards' This reference relates to the accepted design criteria that has evolved within the logistics industry.

In many ways Russells will surpass current standards, by achieving BREEAM Excellent, EPC A rating, provision of Photovoltaics, Air Source heat Pumps, rain water harvesting, and Electric Vehicle charging.

View of the Site

Ensure prominent building elevations are suitably treated to include appropriate high specification materials and sensitive landscape treatment.

Movement

Provide a clear, legible and segregated vehicular movement strategy incorporating all road entrances, loading and vehicular parking areas. This provides efficient movement patterns for HGV vehicles improving efficiency for the occupier whilst also retaining large flexible developable area on which to locate the building.

Scale, Height and Massing

The size of the development complements the adjacent existing development and future development consented on the adjacent part of the wider South Heywood scheme. The building height was informed by the parameters within the Hybrid consent.

Landscape

Landscape should be used to define character, enhance the look and feel of the scheme, and help with legibility and wayfinding.

A more naturalistic and informal landscape approach will be set around the periphery of the plot. This will help to breakup and soften the setting and massing of these edges, where the buildings is sat upon the development plateau. This approach will add to biodiversity enhancements, with a more varied and native used of plants and trees, with a less informal management regime, to allow more natural colonisation of wildlife.

5

DEVELOPMENT PROPOSALS

5.1 Scale

A maximum overall height of 23 metres from finished floor level is an approved parameter. The plot 3 proposal has an overall height of 23 metres from finished floor level. The scale responds to the approved parameters and reflects the heights of other larger buildings to the north and east, off Hill Top Road.

Landscape is used to create vertical layering on embankments around the periphery of the site to provide a green buffer, that helps to soften the setting of the building.

5.2 Access

The vehicular access to and from the site is provided from the proposed new access road from the upgraded Pilsworth Road. The HGV and car accesses for Plot 3 will be separated for safety. Once into the car park there are designated safe walkways on level ground which lead towards the main office and building entrance.

The permeability and connectivity will be greatly improved with the completed development, as the new access road will provide 3m wide pedestrian/cycleways provided at the development side of the Estate Road, allowing greater landscape extent to the Site's western boundary.

The application is subject to a separate Transport Assessment (TA) which will evaluate the traffic movements to and from the site.



Illustrative CGI

5.3 Landscape

The landscape infrastructure has been designed to respond to the development proposals; to create distinct character areas, respond to opportunities and constraints, to be utilised as a wayfinding tool to navigate through the development and to strengthen and enhance biodiversity.

The development layout identifies three character areas:

- Pilsworth Road
- Southern Watercourse
- Eastern and Western extent

Pilsworth Road

The landscape proposals along the Pilsworth Road boundary should take an informal narrative which includes an array of clustered and individual trees to create a naturalistic feel. For the RMA, landscape plans will be drawn up that are appropriate to the setting of the watercourse. This may include lower lying planting (wildflower meadows) and small clusters of trees. This will be explored with the Environment Agency prior to submission of the RMA.

South Western Watercourse

To the south west of the development, landscape planting as part of the approved hybrid application proposes landscape planting around the existing watercourse to strengthen existing habitats. This includes the creation of new habitat areas such as marginal aquatic planting set in newly created berms, along with the retention and enhancement of existing grassland areas.

For the Plot 3 site, the focus will be on enhancing and managing planting along this edge. Should any retaining features be required, the RMA will detail how landscape is treated.

Eastern and Western extent

The eastern and western extent planting will be about retaining and enhancing hedgerows,



5.4 Crime Prevention

The development will be designed in accordance with the National Planning Practice Guidance (2014) which explains that planning should address crime prevention and be embedded with other design considerations:

- **Access & Movement:** The development needs to be laid out to permit open access points which are clearly visible and open to surveillance from a distance. The development should be laid out to permit convenient movement without compromising security. Car parking is to be provided in locations that are well overlooked.
- **Structure:** The development is to be designed in order to remove opportunities for crime.
- **Surveillance:** Comprehensive CCTV covers the whole site, and car parking will be overlooked by the offices. Dark spaces will be well lit where appropriate.
- **Ownership:** The application site is in single ownership enabling a consistent approach to safety and security. The lighting strategy will take account of security objectives.

- **Physical Protection:** The building will be designed in robust materials - metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included around the yard and car parking where necessary.
- **Activity:** The main activity in the future unit will be that of the business itself (i.e. commercial/ logistics) which will take place both within the building and its service areas.
- **Management & Maintenance:** A dedicated team will operate 24 hours, 7 days a week, specifically charged with maintenance, landscaping and security of the site.

A site-specific Crime Impact Statement is submitted with the application to further set out how the scheme will be designed to ensure risks of crime are minimised. Within this statement and section 7 a security strategy is proposed listing elements of the building, infrastructure and layout which will be adhered to by the end user and are appropriate and adequate for the perceived crime risk and should satisfy the Rochdale Borough Council's local planning policies and strategy.

5.5 Noise Impact

In order to comply with Pol05 of BREEAM to achieve the required credit for a BREEAM Excellent Rating, the development is designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. By virtue of this, the development complies with the final bullet of Condition 24 of the hybrid permission which relates to the residential phases of the wider South Heywood site and states that 'any sound associated with existing and/or proposed industrial/commercial premises shall not result in the predicted Rating Level exceeding the existing typical Background Sound Level at the closest existing or proposed receptors (LA, r = LA90).'

5.6 Sustainability and Renewable Energy

The development will be designed to reduce carbon emissions, through the intention to achieve a Energy Grade A Rating and BREEAM Excellent Rating.

In addition, the development will be built upon an established carbon zero supply chain which ensures the construction process procures materials from renewable sources, which are of low embodied energy or with strong credentials in recyclability. Furthermore, the design will encourage the reduction of energy consumption during the occupation by high standards of specification that, in some cases, exceed the Building Regulations, and seek to reduce demands for energy by careful design.

The following considerations which will be made in the architectural design of the building to provide a more sustainable building:

- Optimisation of use of natural lighting and minimise use of artificial lighting in daylight hours both through roof lights and translucent wall panels.
- Achieving a higher level of thermal insulation than the maximum set in the Building Regulations.
- Achieving high levels of air tightness (less than 3m³/hour/sq m) in the building in excess of Building Regulations.

This strategy will include guidelines for building design and performance to maximise flexibility, longevity, and recyclability, and will be matched by specifications that will determine the most sustainable choice of construction materials, by virtue of their source

and their impact on the environment. This will include:

- Ensuring that timber is sourced from sustainable forestry, by carrying the Forest Stewardship Council certificate.
- The use of steel as the major structural material, which is made of 80% recycled product.
- Prohibiting materials containing CFCs and HCFCs.
- Remediation and re-distribution of soil from ground modelling fill material to minimise the carting away and disposal of waste.

A strategy will be devised for alternative forms of non-operational travel to the site, which will be incorporated in a Travel Plan, and will involve public transport, cycling and walking.

The development will contain designated routes for pedestrians and cyclists, which will link meaningfully into the surrounding road network. This will include the provision of ample parking for bicycles at convenient points close to staff entrances to the buildings. The building will also contain cyclist's facilities.



6

EXECUTIVE SUMMARY

6 EXECUTIVE SUMMARY

The Outline Application has been considered in light of existing site constraints and opportunities, context and surroundings, and most importantly the Hybrid Permission and the approved Land Use and Heights Parameters Plan (Rev V). This new application will completely align with this Parameters Plan which has already been considered by the Local Planning Authority as part of Application 16/01399/HYBR.

The proposal will follow the same design principles already approved as part of the Hybrid Application, in terms of scale, massing, appearance, access and landscape.

The applicant intends to submit an RMA should this Outline Application be approved, which will provide a greater layer of information in support of more detailed employment development proposals.

The Applicant is already in discussions with key stakeholder including United Utilities and the Environment Agency, and will undertake additional meetings prior to RMA submission.

