

Design & Access Statement

Plot 3, South Heywood - Reserved Matters Application

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1. Introduction

1.1 Introduction

This Design and Access Statement has been prepared by AEW Architects and Designers LTD on behalf of Russell LDP to support the Reserved Matters application on a piece of greenfield land to the south of Heywood.

This application seeks approval for the development of this Site for a 32,518sqm Use Class B8 unit with associated office space, parking, services and landscaping.

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). This Reserved Matters application (RMA) follows the 'drop-in' Outline application (means of access only) for the erection of a Class B8 (storage or distribution) development and associated works for Plot 3 which was approved by Rochdale Borough Council on the 8th of November 2023 (ref. 22/01569/OUT).

The proposal is based on a thorough assessment of the Site's immediate and wider context, undertaken through desk-based research, site visits, observations and consultations.

This Design and Access Statement is structured in line with CABEs Design and Access Statements: how to write, read and use them. The statement is set out in further sections:

Context - provides an analysis of the application site

Design Statement - describes the scheme in terms of use, amount, layout and appearance

Access & Operational Statement - provides details of vehicle and pedestrian access, public transport and inclusive access

1.2 Planning Application Drawings

The following AEW drawings have been submitted with and in support of this RMA:

13230-AEW-SI-XX-DR-A-0501-S2-P01_Site Location Plan

13230-AEW-SI-XX-DR-A-0502-S2-P01_Existing Site Plan

13230-AEW-SI-XX-DR-A-0503-S2-P02_Proposed Site Plan

13230-AEW-SI-XX-DR-A-0504-S2-P03_Proposed External Surfaces

13230-AEW-SI-XX-DR-A-0505-S2-P02_Proposed Boundary Treatment

13230-AEW-SI-XX-DR-A-0506-S2-P02_Proposed Site Sections

13230-AEW-B3-00-DR-A-0510-S2-P02-Proposed GA Ground Floor Plan

13230-AEW-B3-ZZ-DR-A-0511-S2-P01-Proposed GA Office Plans (Ground and First)

13230-AEW-B3-ZZ-DR-A-0512-S2-P01-Proposed GA Office Plans (Second and Plan Deck)

13230-AEW-B3-ZZ-DR-A-0513-S2-P01-Proposed Hub Offices

13230-AEW-B3-RF-DR-A-0514-S2-P01-Proposed GA Roof Plan

13230-AEW-B3-XX-DR-A-0515-S2-P01-Proposed GA Elevations (Building)

13230-AEW-B3-XX-DR-A-0516-S2-P01-Proposed GA Elevations (Offices)

13230-AEW-B3-XX-DR-A-0517-S2-P01-Proposed GA Sections

13230-AEW-GH-XX-DR-A-0520-S2-P03-Proposed GA Gatehouse

13230-AEW-B3-XX-DR-A-0521-S2-P01-Proposed GA Bin Store

13230-AEW-B3-XX-DR-A-0522-S2-P01-Proposed GA Cycle Shelter

13230-AEW-B3-XX-DR-A-0523-S2-P01-Proposed GA Smoking Shelter

13230-AEW-B3-XX-DR-A-0524-S2-P01-Proposed Sprinkler Tanks and Pump House

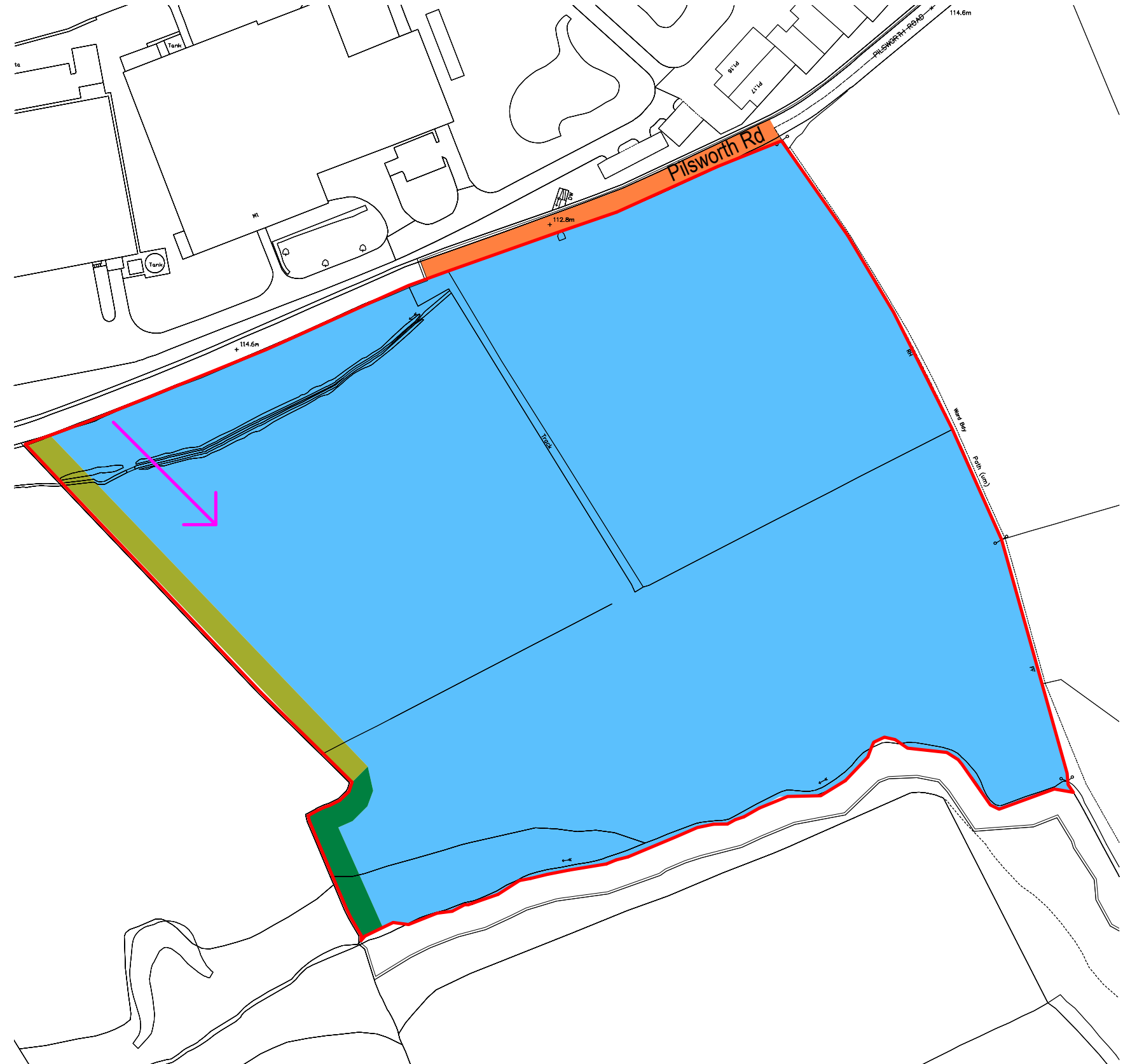
2. Background

2. Background

2.1 Background

A new Outline Application in relation to the Land on Plot 3 (ref: 22/01569/OUT) was approved in November 2023 for a Use Class B8 Development, for up to 40,000sqm.

The RMA fully accords within this approved Plan, ref: 4846_SP(90)44.



Approved Land Use and Height Parameters (Plot 3)

3.Context

The Site

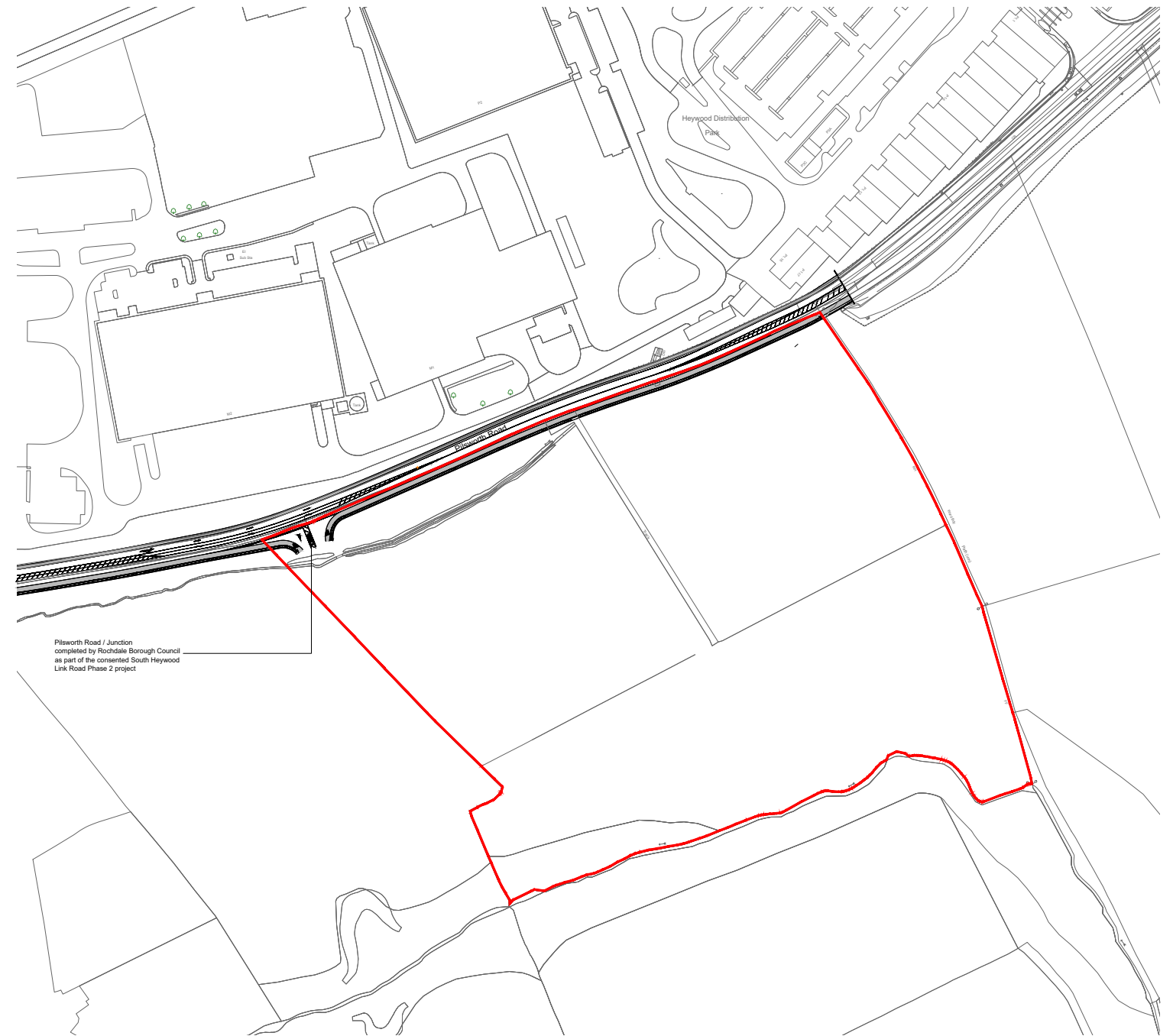
3.1 The Application Site

The application Site is located to the south of the existing Heywood Distribution Park, situated in south Heywood, Greater Manchester.

The application Site extends to circa 8.83 hectares and is bounded by Pilsworth Road to the north-west. To the western and southern boundaries of the site lie fields of farmland while to the east lies the site referred to as Unit 1 which secured planning approval for a large industrial unit as part of the earlier Hybrid application for the wider area.

Plot 3 is located in close proximity to the M62 and M66 motorways which connects to the M60, Manchester's orbital motorway. The South Heywood Link Road (SHLR), which opened in November 2022 replaced Hareshill Road to the East.

These connections allow easy access to the Port of Liverpool, and both Liverpool and Manchester Airports, all within one hour's drive.



Existing Site Plan

Context

3.2 Context

The Site is located in an area of farmland to the south of Pilsworth Road. Immediately to the north is Heywood Distribution Park, an area consisting of largely industrial use. The Site is bounded to the east by hedgerows and a Public Right of Way (PROW) which separates it from the approved plot 1 site.

Access to the site will be via a new bell-mouth access created as part of Pilsworth Road enhancements and approved under Outline application (means of access only) for the erection of a Class B8 (storage or distribution) development and associated works (22/01569/OUT).

The land is relatively flat for the most part but falls away towards the south. The southern limit of the site is defined by Brightly Brook (south) which will remain.

There is also a northern watercourse that runs alongside Pilsworth Road, which will need to be diverted as part of the proposals.



Application Area (Plot 3)

Existing Site Images

3.3 Existing Site Images

The Site is bound by Pilsworth Road and Brightley Brook to the North, a PRoW and Plot 1 to the East, a watercourse to the south and fields to the west.

Images 1-4 show the existing characteristics and immediate context that surrounds the site. This is predominantly existing industrial use, road infrastructure and green space.

1.



View north east along Pilsworth Road

2.



View south west along Pilsworth Road



Key Plan

3.



View north from Pilsworth Road across to existing industrial units

4.



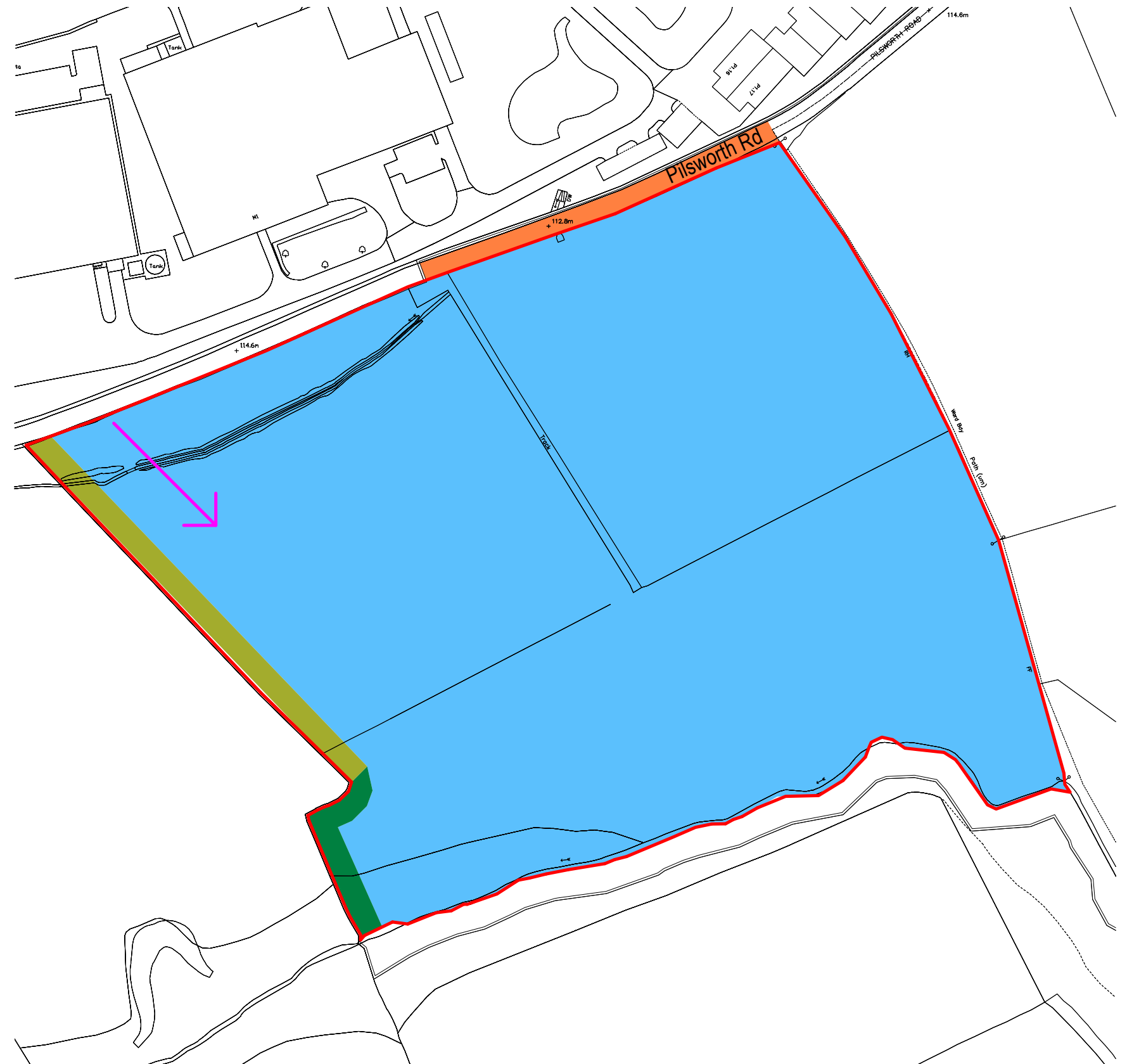
View from the south of the site looking towards the east

Parameters Plan

3.4 Parameters Plan

Plan showing the approved parameters for the plot 3 outline application (ref. 22/01569/OUT).

Neighbouring the plot 3 application, to the north is the approved Reserved Matters application for Unit 1.



Approved Land Use and Height Parameters (Plot 3)

Site Constraints

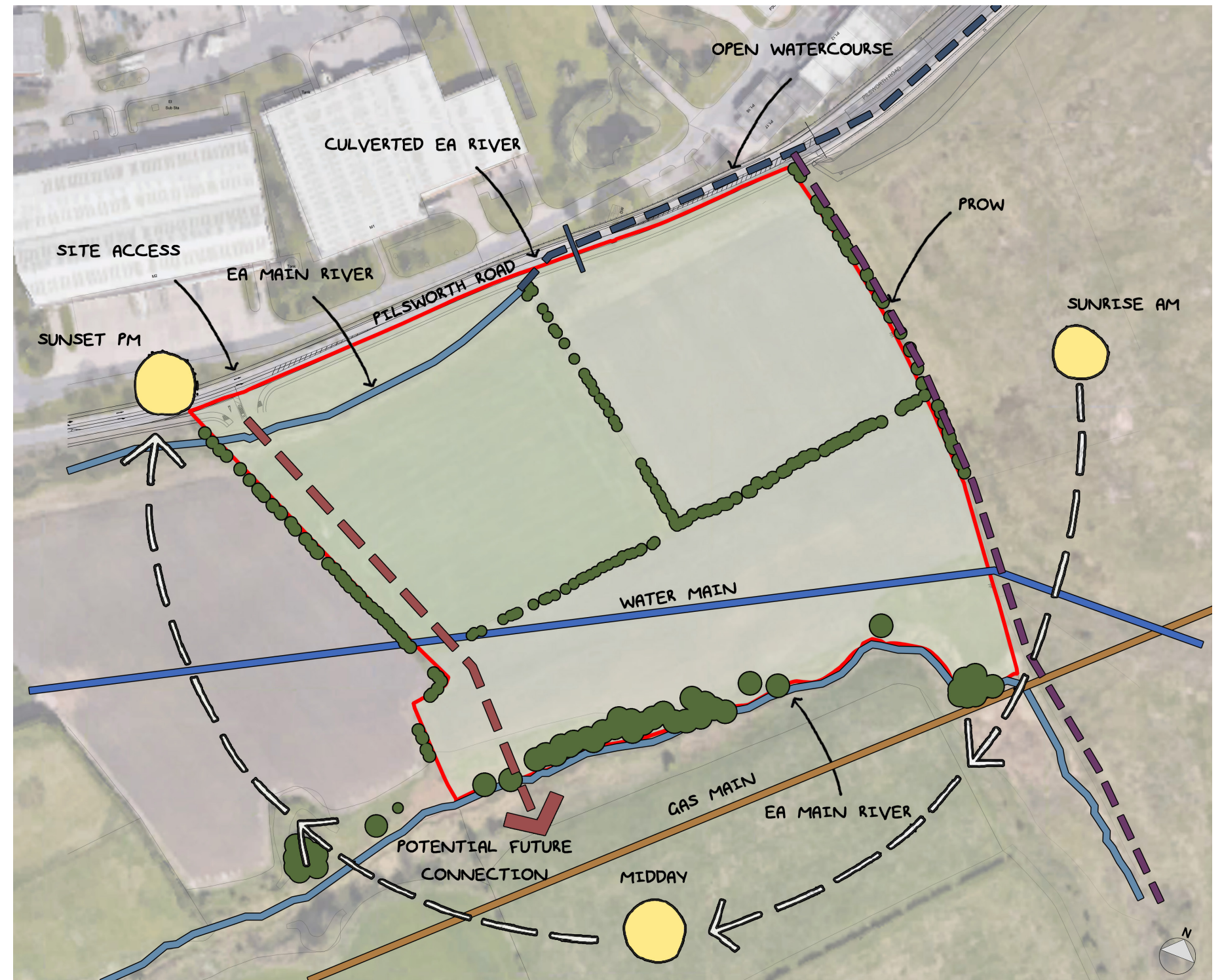
3.5 Site Constraints

Diagram showing the existing site constraints.

There is an existing water main which runs through the site, intended to be diverted as part of the scheme proposal.

In addition, there are two main EA rivers located at the north and south of the site (Brightley Brook). The northern river is subject to diversion with a culvert crossing, in addition to both rivers presenting an opportunity for ecological enhancement.

An existing Public Right of Way runs along the eastern boundary of the site.



Site constraints diagram

Site Opportunities

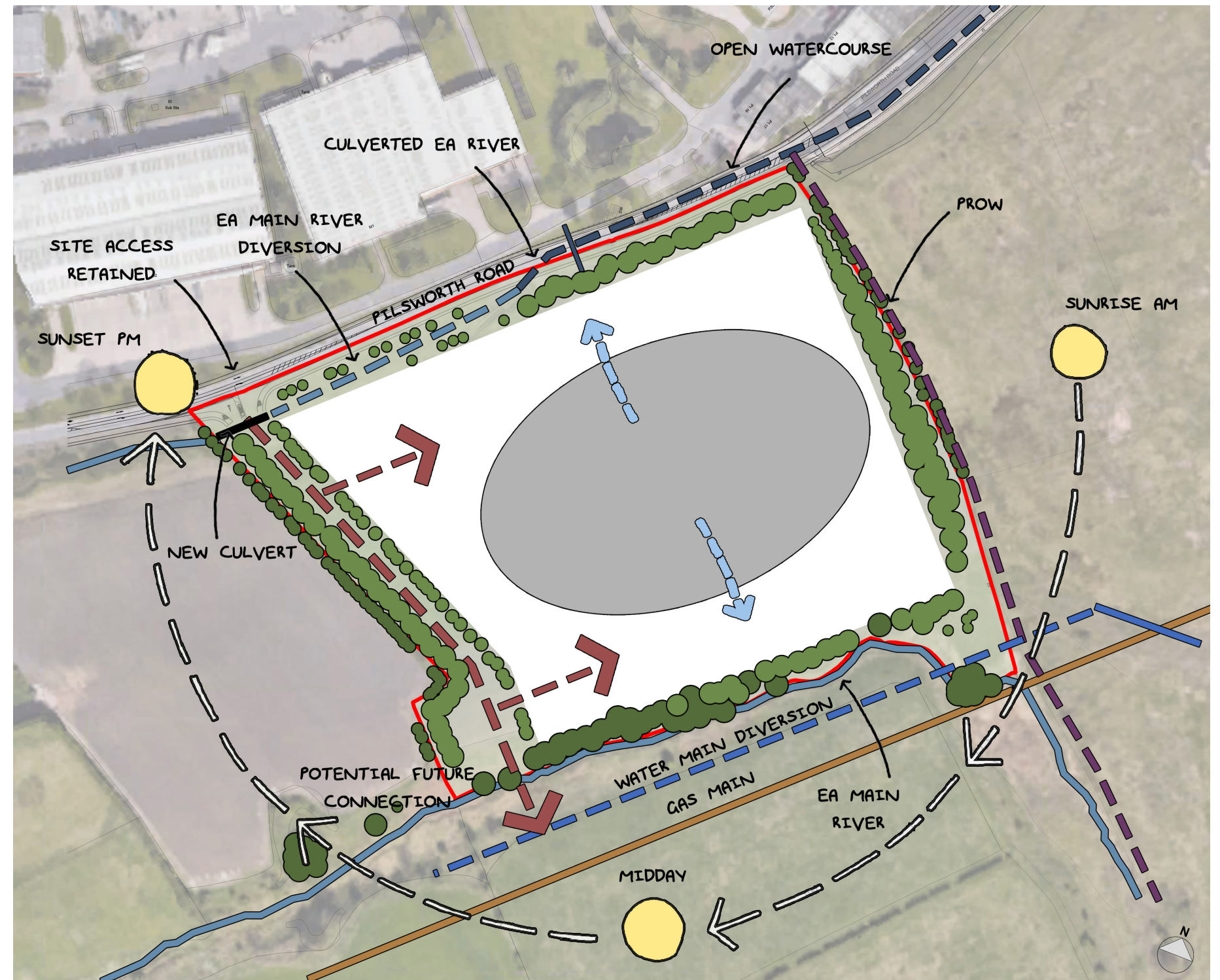
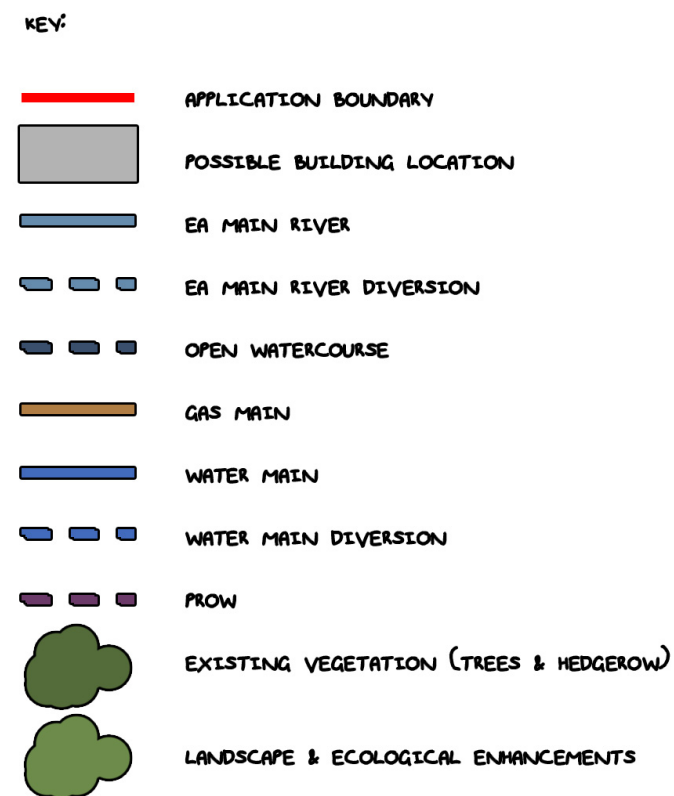
3.6 Site Opportunities

Diagram showing the site opportunities.

This has informed the design team in preparation of the plot 3 site layout with consideration to road alignment, earthwork plateaus/levels, slope/retaining wall structures and landscape/ecological measures.

The site presents opportunity for ecological enhancements to the existing retained vegetation and the EA watercourses.

Diverting the existing water main will provide an opportunity to develop the site to its full potential.



Site opportunities diagram

4. Design Statement

Use & Amount

4.1 Use

This Reserved Matters application seeks approval for a B8 use distribution unit with ancillary office space, parking, landscaping and associated services. The proposed use accords with those of the neighbouring Heywood Distribution Park and the surrounding Employment use approved under the wider Hybrid planning application.

The separate Outline approval for this site (Plot 3) consisted of a new distribution centre up to 40,000sqm and a new access road off Pilsworth Road. The intention of this consent was to provide further detail specifically for Plot 3 incorporating requirements agreed with the Local Authority under the wider Hybrid application which typically include the following features:

- Maximum eaves/ parapet height of 23m
- Dedicated lorry parking
- Separate personnel parking
- Quality office space
- Fully secure large service yard
- Landscaping design

4.2 Amount

There is one industrial unit within the proposed layout.

The proposed development is broken down as follows -

Schedule of Accommodation:

– Accommodation	– Sqm	– Sqft
– Warehouse	– 29640	– 319045
– Office (Ground Floor)	– 126	– 1356
– Office (1st & 2nd Floor)	– 2084	– 22432
– Hub Office (North)	– 320	– 3444
– Hub Office (South)	– 320	– 3444
– Gatehouse	– 28	– 300
– Total	– 32518	– 350021

56 dock levellers and 8 level access delivery points have been provided, split equally between the north and south elevations.

Overall the application site area is approximately 21.81 acres (8.83ha). The footprint of the proposed distribution unit is 32,518sqm resulting in an approximate site density of 37%. The remaining areas of the site will be utilised as service yards/ loading areas, car & lorry parking and landscaped areas. Since only a third of the plot is to be occupied by the building the proposal is not considered to be an over-development and is less dense than typical industrial areas.

Site Layout

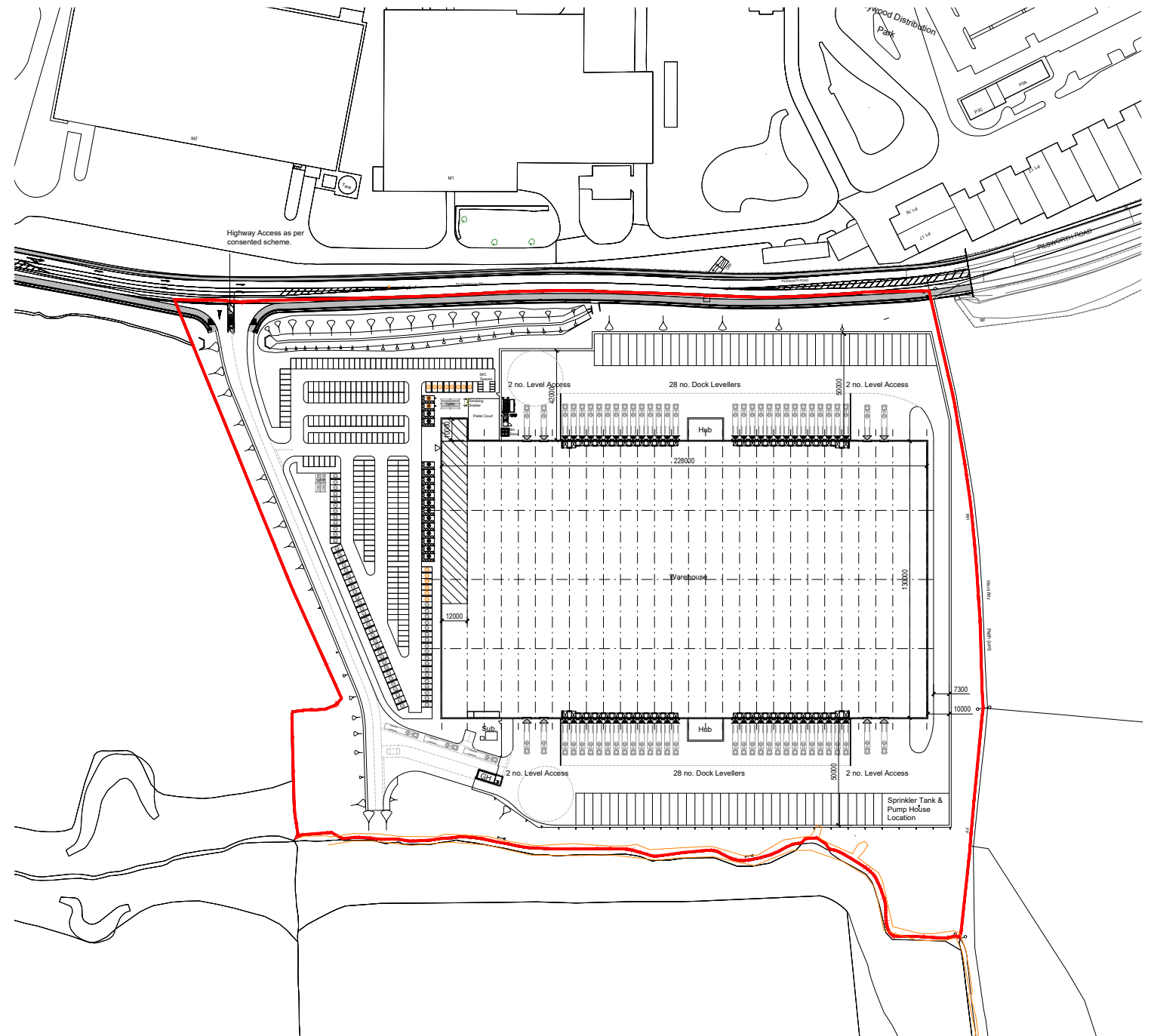
4.3 Site Layout

The proposed principal access to the site is from Pilsworth Road. The proposed building is largely aligned parallel to this road and has been designed within the existing limitations and positioned to make best use of the Site.

Upon entering the Site, lorry drivers drive straight on to access the service yard via a security gatehouse to the south of the building first of all where level access, dock levellers and lorry turning and parking spaces are provided. Similar facilities are provided on the north elevation of the building also, accessed via the proposed roadway to the east of the building. A sprinkler tank, pump house and substation are proposed within the southern access yard while the bin store and compactor are to be located in the northern yard.

Staff and visitor car parking including accessible, electric vehicle, cycle and motorcycle spaces have been positioned on the west side of the Site, adjacent to the site entrance from Pilsworth Road for ease of access. The building entrance is positioned here at ground floor level with office accommodation on the first floor overlooking the car park providing passive security measures and an active frontage to both the site access and Pilsworth Road.

The building and yards have been positioned to provide ample space for both the northern and southern watercourses, minimising engineering works.



Proposed Site Plan

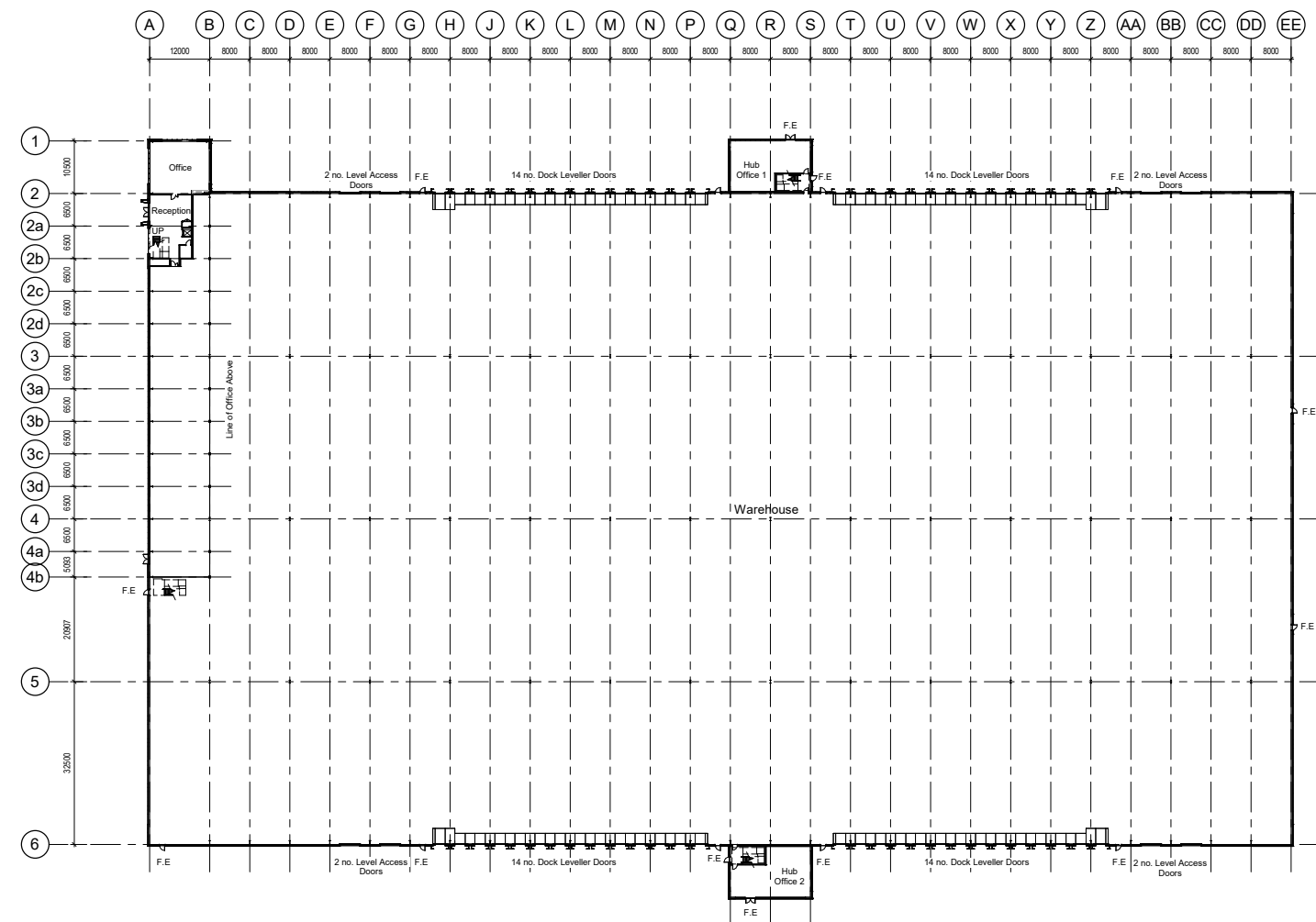
Layout

4.4 Building Layout

The building layout has been designed to institutional standards, providing modern, desirable warehouse space and associated offices. Orientated to allow cross-dock loading and to position the office accommodation close to the site access from Pilsworth Road, the proposals maximise the site potential.

50m deep yards run along both long elevations accommodating a total of 48 dock levellers, 8 Euro sized dock levellers, and 8 level access loading bays. There are also 75 HGV parking bays. Sitting central to each yard elevation is a hub office, providing surveillance across the yards and managing day-to-day operations.

The warehouse space utilises an economical structural frame which has been designed to reduce the number of columns and to increase the flexibility of the space. Fire escapes and personnel doors have been designed and positioned in accordance with current regulations.



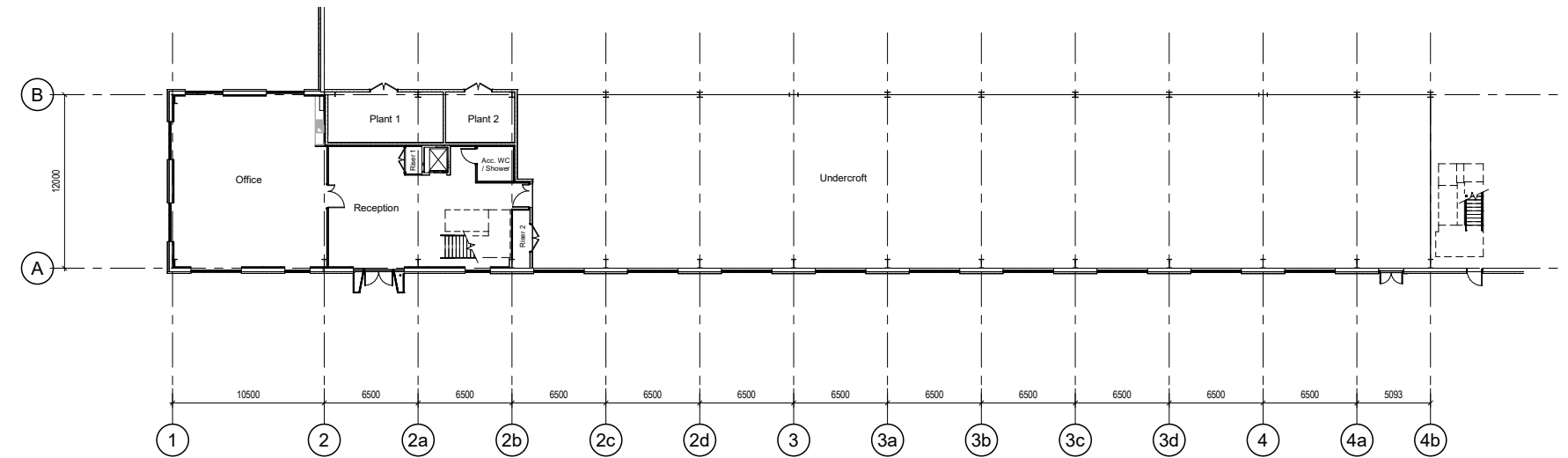
Proposed Ground Floor Plan

Layout

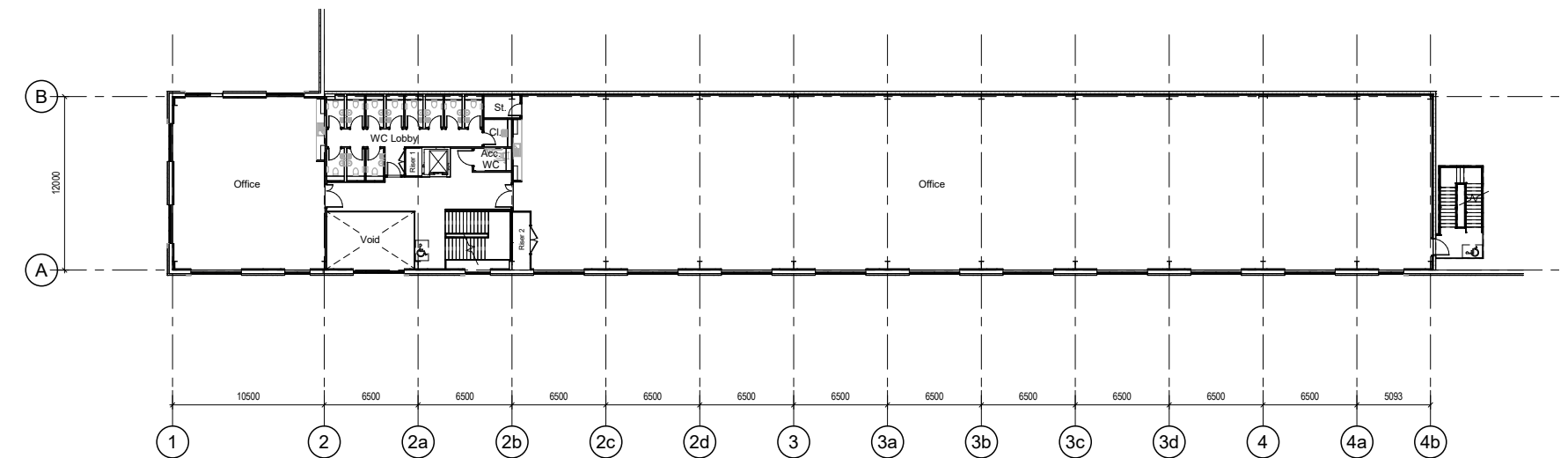
4.4 Building Layout (cont.)

Facing the site access is office accommodation which is spread across three storeys. For added prominence the office block is extruded from the main building envelope to the north facing elevation, creating a bespoke office/meeting spaces. A vertical circulation core connects each floor and the associated office accommodation, housing the lift, staircase, and WC provisions.

The circulation core continues to a plant deck which sits on top of the office accommodation. The plant deck provides the base for a range of mechanical and electrical services, meaning the proposals can remain flexible over the life span of the building.



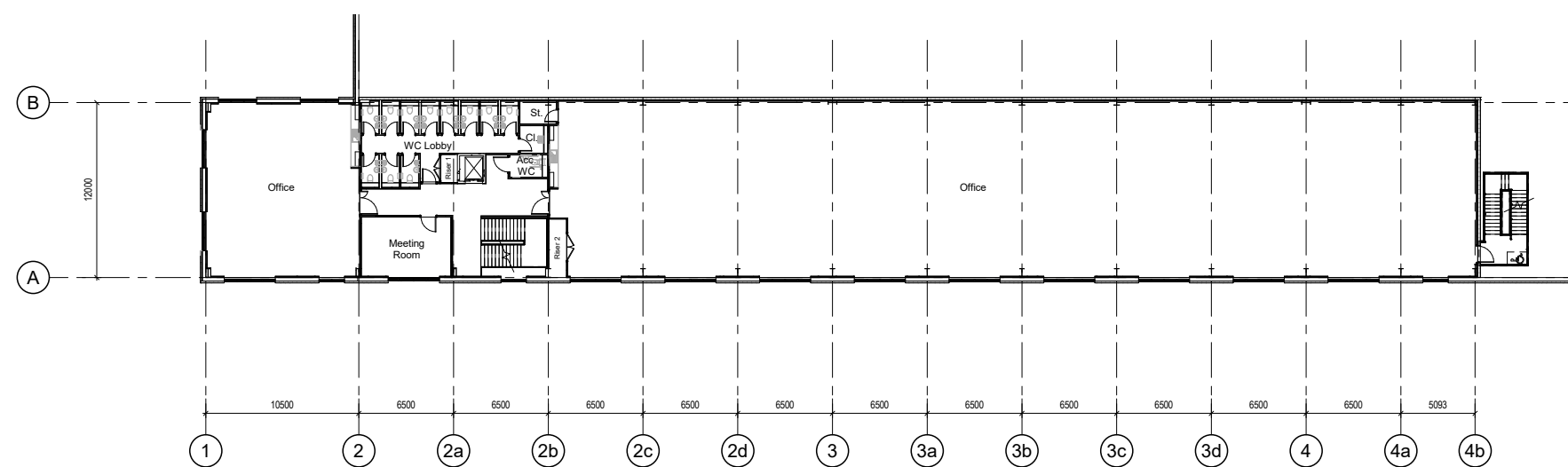
Ground Floor Office Plan
Scale @ 1 : 200



First Floor Office Plan
Scale @ 1 : 200

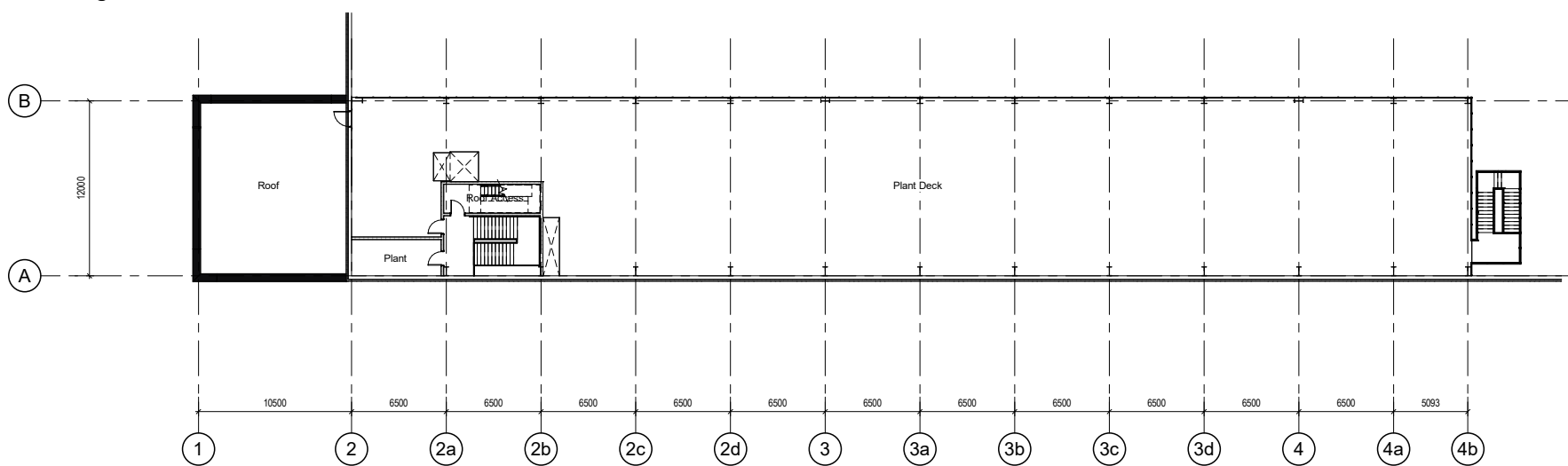
Proposed Office Plans

Layout



Second Floor Office Plan

Scale @ 1 : 200



Plant Deck

Scale @ 1 : 200

Proposed Office Plans

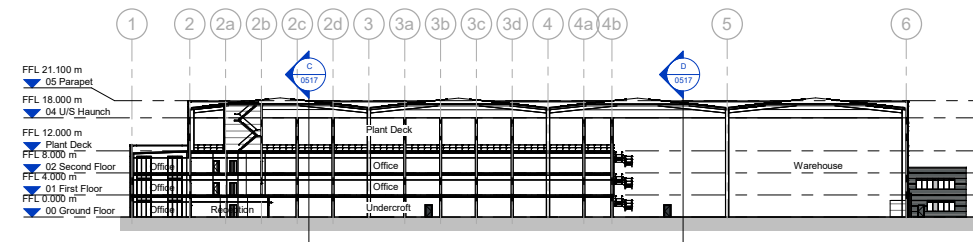
Height, Scale & Massing

4.5 Height, Scale & Massing

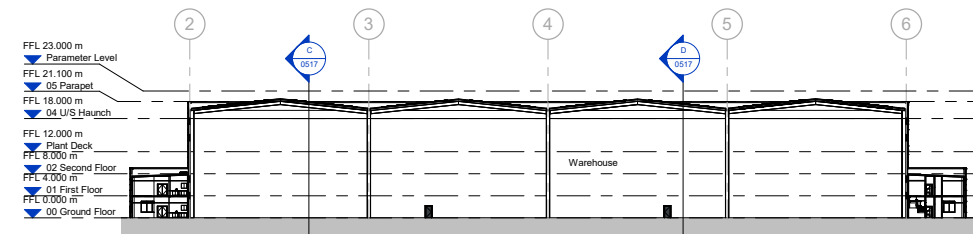
The height of the main warehouse has been designed in accordance with institutional standards, ensuring the building remains desirable for prospective tenants and offers modern day specifications. The roof pitch is set at a shallow angle of 6°, limiting the height as much as possible, and a parapet runs along the length of the perimeter to create a crisp finish to the building line.

The overall height of the building from ground level is up to 23m, which is in accordance with the parameters set out in the approved new outline application for the land on Plot 3 (ref: 22/01569/OUT) and in keeping with the surrounding building types.

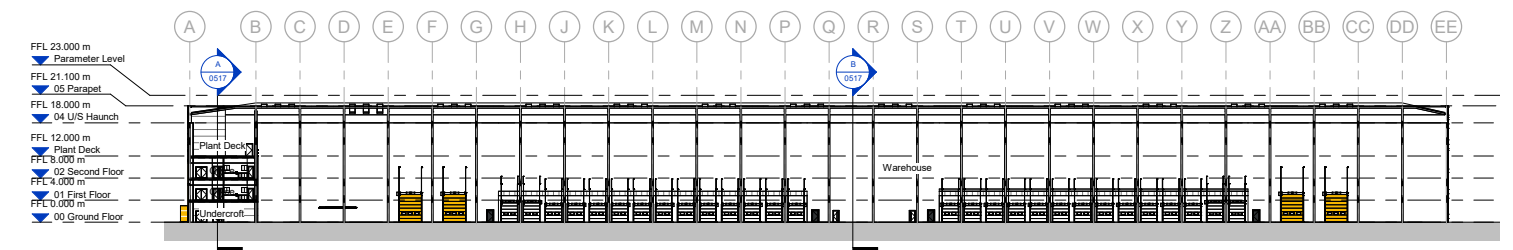
A sensitive mixture of colour and cladding types are carefully orientated to break up the long elevations and to reduce the massing of the building. To the northern elevation, the office accommodation is extruded from the main building envelope to create interest and respond to Pilsworth Road.



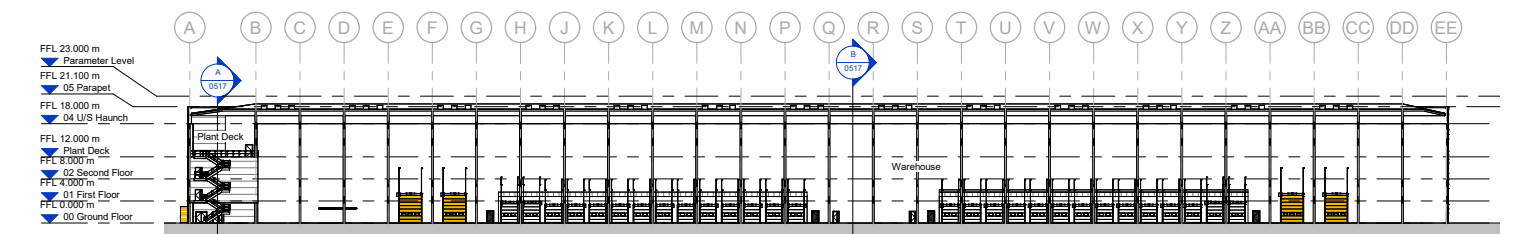
A Section A-A
Scale @ 1 : 500



B Section B-B
Scale @ 1 : 500



C Section C-C
Scale @ 1 : 500



D Section D-D
Scale @ 1 : 500

Proposed Sections

Appearance

4.6 Appearance

The proposals will echo a similar palette of materials to the neighbouring Plot 1 scheme, which obtained planning consent in 2022 (Planning ref: 22/00787/REM).

The main warehouse area will be clad in horizontally laid panels which will gradually lighten in grey tones from ground level up to top of parapet. In some areas, vertically laid black panels will break up the long façades. These pockets of darker cladding will run from ground level to a height which aligns with the top of the office block, creating continuity and a visual connection between the two main elements of the proposal. To create further continuity, vehicle loading doors will be coloured yellow to match the feature banding which addresses the offices and entrance area.

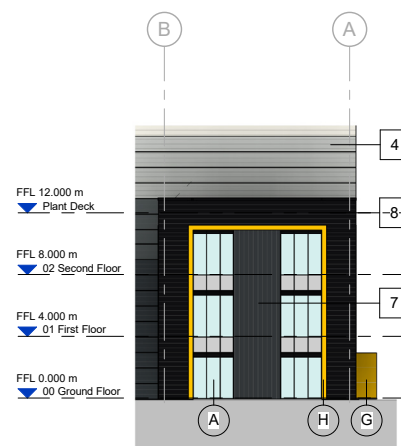
The yellow banding borders areas of curtain wall glazing to the office façades and highlights where the main entrance is located. The glazing runs in vertical rhythmic strips, providing visual interest and active frontage, whilst reducing the perceived massing of the building.

Opaque glass infill panels cover the floor construction whilst the glazing to the office areas runs from floor to ceiling in vertically orientated strips. The amount of glass is balanced to provide ample natural light while mitigating the risk of solar gain.

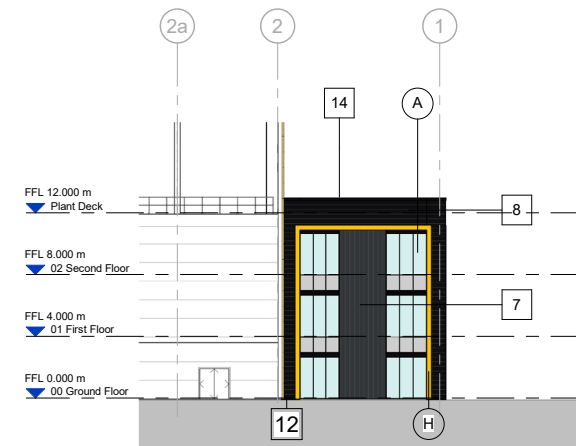
Cladding in between the glass strips will also be vertically laid, matching pockets of cladding to the main warehouse for continuity and reinforcing the vertical language to the office areas which creates a sense of hierarchy and prominence.



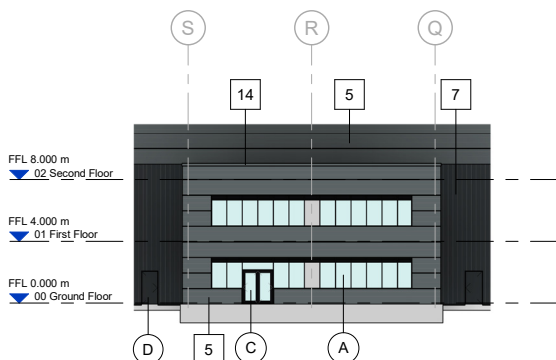
Office - Proposed West Elevation
Scale @ 1 : 200



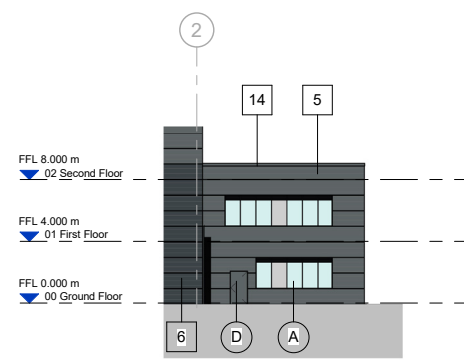
Office - Proposed North Elevation
Scale @ 1 : 200



Office - Proposed North East Elevation
Scale @ 1 : 200



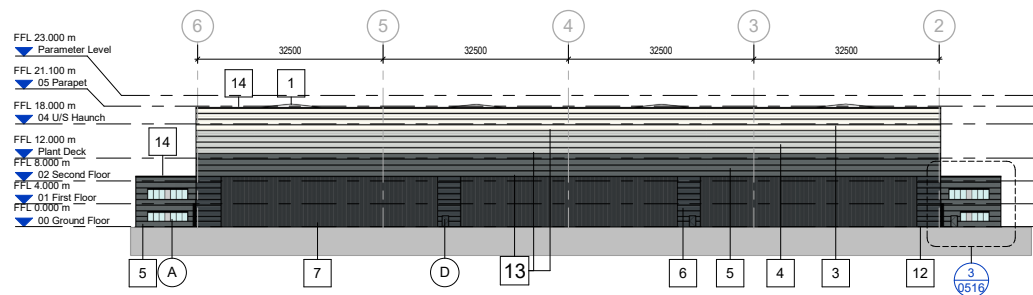
Hub Office Front Elevation
Scale @ 1 : 200



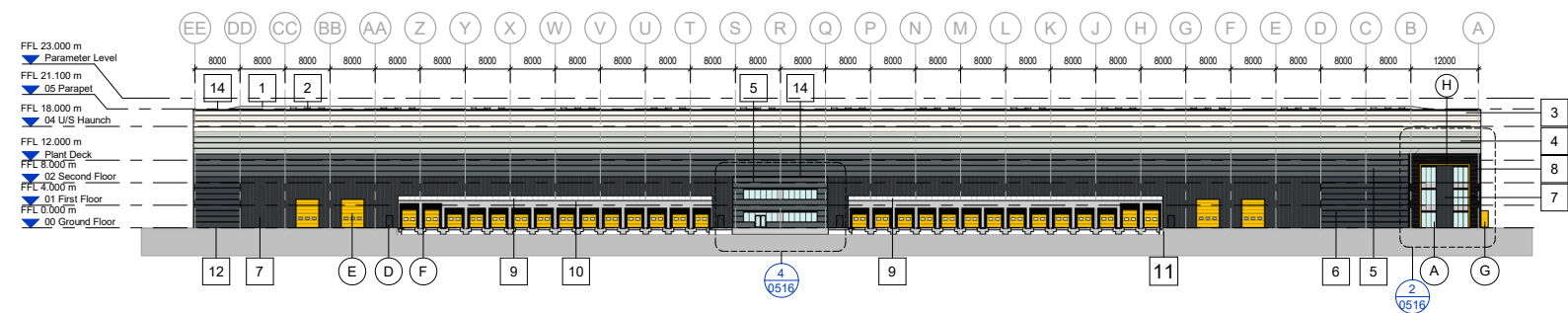
Hub Office Side Elevation
Scale @ 1 : 200

Proposed Elevations

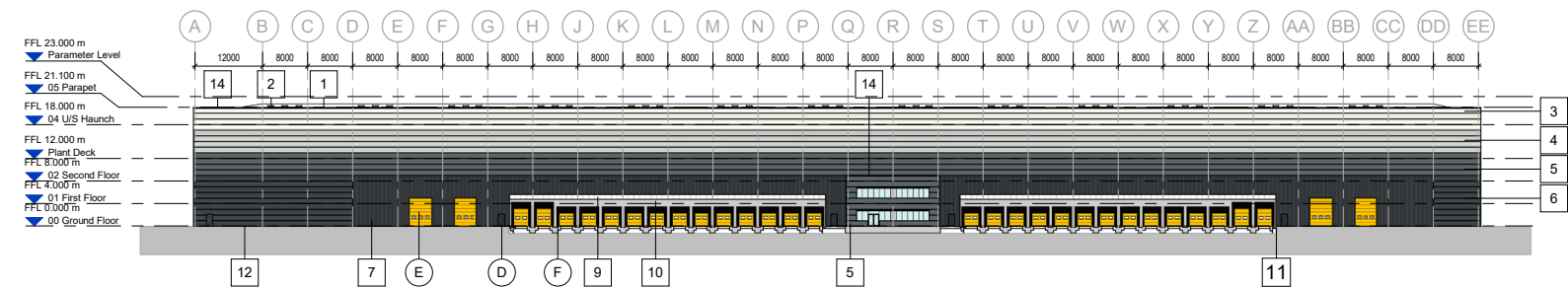
Appearance



2 Proposed East Elevation
Scale @ 1 : 500



3 Proposed North Elevation
Scale @ 1 : 500



4 Proposed South Elevation
Scale @ 1 : 500

Proposed Elevations

Landscape

4.7 Landscape design

The landscape design incorporates structural planting to the site boundaries to tie in with surrounding context as well as creating a seamless transition and similar narrative to other phases of the wider South Heywood masterplan. Extensive and detailed pre-application discussions have taken place with the relevant teams within the Environment Agency to inform the proposed landscaping scheme and wider watercourse improvements.

The planting design along the Pilsworth Road transitions from a dense landscape buffer to the northern elevation of the service yard to a more open character surrounding the diverted watercourse. The species selected aims to create a naturalistic and verdant edge to the development, which provides a softening to the built form as well as encouraging ecological benefits.

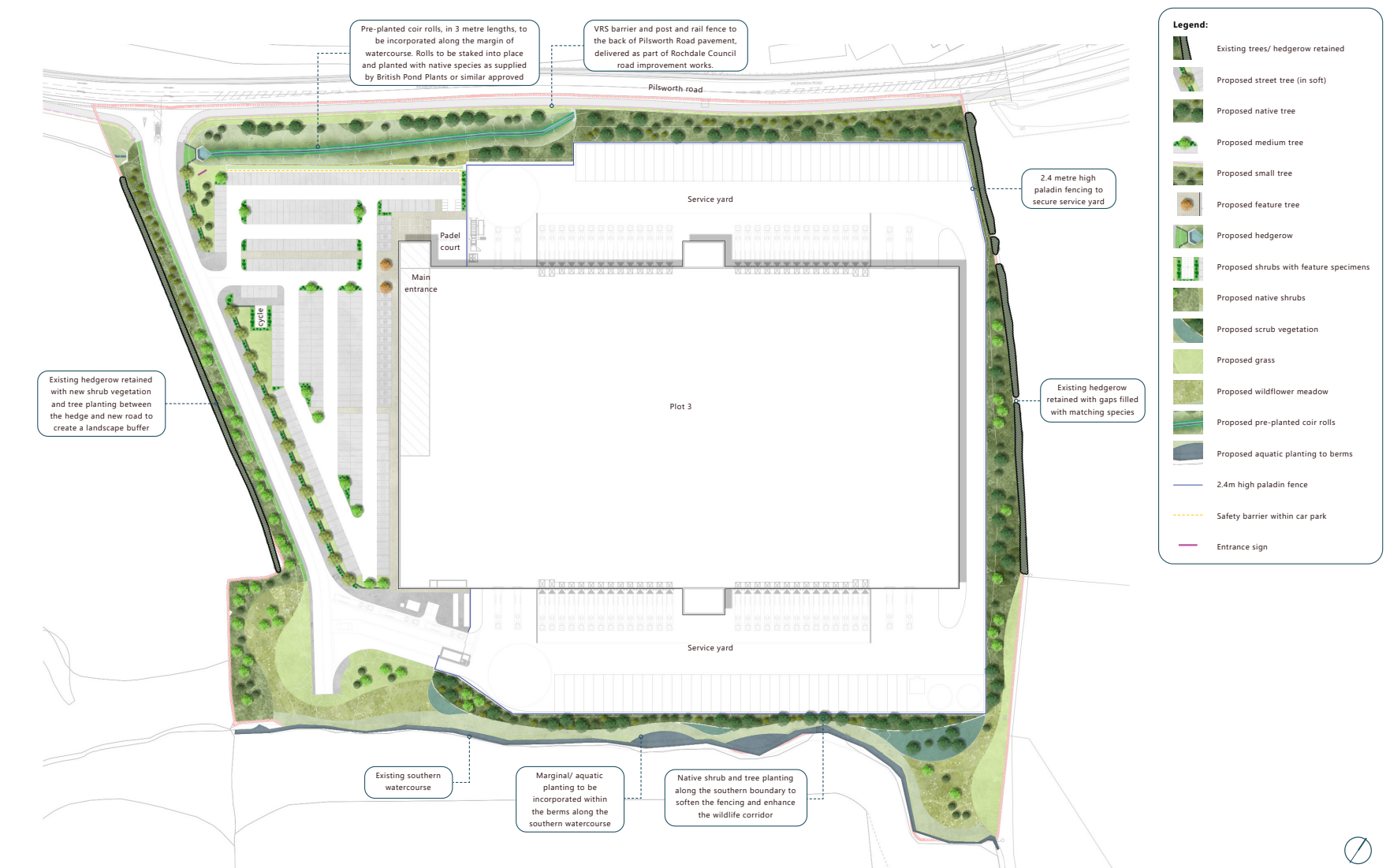
The landscape immediately surrounding the diverted watercourse comprises pockets of native scrub and tree planting, wetland meadow and aquatic marginal planting. The tree planting has been carefully positioned as to not create too much shading over the watercourse, as well as providing good visibility for road users on Pilsworth Road to provide a visual indicator for the entrance to the site. The tree species to be used are to be suitable to tolerant being located on the periphery of a watercourse and that can tolerate wet ground conditions.

The planting design along the new access road from Pilsworth Road leading into the site takes on a similar narrative applied on other phases of the development, with spine road trees, evergreen hedgerow and low level evergreen shrub planting defining the edge of the road. The opposite side of the access road retains the existing hedgerow which is strengthened with further native planting.

Internal to the staff and visitor car park, the planting design will have a more architectural appearance with trees specified with a clear stem and fastigate canopy form to reflect the formality of the car park whilst ensuring good visibility for people on foot or in vehicles. Shrub planting is to be low level, evergreen, robust and low maintenance, to provide greening to break up the hard landscape.

The proposal to the southern elevation incorporates a native shrub with whip tree planting mix and more mature trees which will provide a more immediate impact and layering to this boundary. Where space allows along the existing watercourse, new berms are created which will be planted with aquatic plant species that will add to the biodiversity of the scheme.

High quality hard landscape materials are proposed to highlight the development entrance and external staff areas. The external staff space incorporate a padel court and bike storage with the entrance frame by contemporary tree planting set within raised planters in a matching colour to the building façade.



Landscape Plan

Illustrative CGI of the proposed unit 3, with the approved Unit 1 in the background



5. Access & Operational Statement

Access & Operational Statement

5.1 Accessibility

The local area, on the south side of Heywood, has good access to public transport (bus), excellent foot and cycle links to the surrounding residential areas and good road links to the principle road network. The Site is within close proximity to the M66 and M62 which are linked to Manchester's orbital motorway, Further details of public transport services are detailed in the following section.

5.2 Public Transport

As the Plot 3 application site and the wider South Heywood Development Area (SHDA) is effectively undeveloped, public transport accessibility is currently limited. The site, does however, lie within the area covered by the 'Heywood Local Link' on-call bus service and the route of some additional local bus services pass within a 1.5km walk (services B4 and 163) which provide regular services to Heywood, Bury and Manchester. Upon completion the immediate area will see improved infrastructure and bus services as part of the wider SHDA consent and Planning obligations.

5.3 Vehicle Access

The site is currently farmland with only infrequent access by vehicle required. Under the approved Outline application for the Site, vehicle access to the wider highway network from Plot 3 would be taken via connections to the SHEA estate road linking from Pilsworth Road to the north west corner of the SHDA. A high-standard ghost-island T-junction layout provides access into Plot 3, at the north-west corner of the site, as part of completed enhancement works for the western section of Pilsworth Road.

5.4 Car Parking

The proposed car park layout provides 298 no. car parking spaces while the yards accommodate 75 no. trailer spaces in line with Council standards. 17 no. accessible car parking spaces have been provided, which is just under 6% of the overall parking spaces and in line with local authority standards. Accessible parking spaces are positioned closest to the entrance into the proposed unit.

5.5 Pedestrian and Cycle Access

Public footpaths will run along Pilsworth Road leading into the Site and to the office and employee entrances. Cyclists will access the Site via the proposed site vehicle access point. Covered cycle parking for 38 cycles along with 8 motor cycle spaces will be provided adjacent to the office entrance.

5.6 Sustainability

The proposed scale of the development with the SDHA employment area makes for an efficient use of the land. The unit has been designed to maximise efficiency in accordance with end user requirements, building access, servicing and Site circulation. The Site itself is well located for use of public transport being within walking distance of a bus stop. Good visibility and the provision of sheltered cycle spaces promote access by bicycle. Materials have been selected based on their high quality, robust nature and low maintenance requirements.

With regards to the conservation of energy, the office area of the building has been designed to comply with Part L2a 2013 of the Building

Regulations, utilising enhanced envelope insulation and efficient building services. The building will also target BREEAM Excellent and net carbon zero in construction

To reduce water consumption appropriate water efficient sanitary ware fittings and appliances including low flow aerating taps along with a means of control by PIR or push top, and dual flush WCs will be used. Water use will be metered to ensure occupier information can be made available. Reference should be made to the energy and sustainability report for further details on sustainability.

5.7 Entrance Doors

The main entrance of the unit is to be aluminium framed glazed hinged doors with safety glazed panels, to give a minimum 1000mm clear width opening. The doors shall be fitted with a closer providing an opening force of no greater than 30N at the leading edge.

A level threshold shall be provided, with no upstands exceeding 15mm in height. Manifestation shall be provided to the entrance screen in accordance with paragraph 2.24 of Approved Document M. Floor matting will be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

5.8 Emergency Exit Doors

All features and materials to comply with Part B of the Building Regulations. Fire doors at various locations will be fitted with large panic bars with 'push down to open' signs. In addition the building end user will need to consider a plan for evacuation including the preparation of a personal egress emergency plan. Fire doors designed to provide a minimum 850mm clear width opening and have level means of escape.

Access & Operational Statement

5.9 Internal Circulation: Horizontal

All doors offer an effective clear width of 850mm, ensuring they are usable by disabled visitors and staff members alike. All single leaf doors have the required 300mm leading edge and will have accessible easy to use ironmongery.

1500mm minimum wide corridors allow easy access for general use and emergency egress. The corridors will have good visual contrast between the walls, floors, ceiling and door areas. The lighting in all corridors will also provide a good environment for both employee functions and visitor activities.

5.10 Internal Circulation: Vertical

All stairs will have visually contrasted nosings on the riser and going of each tread and will have tactile indicators at the top of each flight the stair is not within a core. Lighting and finishes on the stairs will be non-reflective to assist people with visual impairments.

5.11 Sanitary Accommodation & Provision

In addition to male and female toilets, an accessible WC is provided within the unit on the ground floor. The space, layout and provision of this shall meet the requirements of Approved Document M 2004 of the Building Regulations and BS 8300:2001, and shall generally include:

- Light action privacy bolts and lever action fittings where possible
- Doors capable of being opened outwards in an emergency
- Sanitary fittings that contrast visually with the wall/ floor finishes (which shall also contrast)

- Emergency alarm systems within the accessible toilet
- Grab rails and clear manoeuvring spaces
- Flushing mechanisms shall be located on the transfer side of the accessible WC

5.12 Security

The security of the Site and personnel has been considered as part of the proposed scheme. Access to the yard areas will be controlled by Gatehouse operated barriers. Access Control measures into the proposed building's reception area will be provided.

Externally, a comprehensive CCTV system will be utilised to provide coverage of the car parking, bicycle storage and delivery yard areas. To provide security during evenings a lighting scheme is proposed. All lighting will comply with British standard 5489-1:2003 and BS EN 12464-1:2002 and provide a uniform coverage without creating any pools or shadows.

The fabric of the building has been considered in terms of its resilience to potential criminal attack. Exterior wall, door sets, windows, roller shutters and grills have all been designed to BS standards which when used in combination with a police linked intruder alarm system provides suitable security for the proposed development. Please refer to the Crime Impact Statement submitted as part of this application for further details.

A Crime Impact Statement (CIS) has been produced to assess how the proposals take account issues relating to crime and disorder, and how these issues can be mitigated through good design. The following section outlines the design elements which respond to security recommendations raised within the CIS in addition to points states above.

1. The proposals specify 2.4m high paladin fencing to all loading areas and yards. Paladin fences have been specified above palisade, as recommended.
2. All trees, bushes, and plants have been carefully selected to not impede surveillance and to also act as defensible planting
3. The layout and access provisions have been orientated to

maximise natural surveillance.

4. Hub offices have been included within loading yards to improve natural surveillance.
5. Cycle parking has been located close to the main entrance and under a secure canopy/enclosure.
6. Car park orientation and layout designed to have two one-way routes, providing a safer experience.

5.13 Signage & Communication

All signage will be designed with reference to current good practice guidance and will form part of an integrated communication scheme that gives clear directions, information and instructions for the use of the building.

5.14 Waste Management Strategy

All waste generated by the development will be stored within the unit in an assigned area and wheeled outside on collection days to be collected by a waste management company.

5.15 Lighting Strategy

Artificial lighting will be installed to provide lighting levels as required during the hours of darkness. Light pollution will be avoided through the careful selection, positioning and orientation of luminaires. The external lighting installation will be controlled by a photocell and time clock arrangement.

Photocell control will ensure external lighting is switched off during daylight hours. Time clock control will enable selected circuits to be switched off during the night. A manual override switch will be provide to allow the lighting to be turned on / off.



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