

Trammell Crow Company

Heywood Stores Manchester Road

Design and Access
Statement

October 2022

revision 3: 02.06.2023



MARCH 2023

DESIGN AND ACCESS STATEMENT HEYWOOD, MANCHESTER ROAD

UNITS 1, 2 AND 3



CONTENTS

1.0	Introduction	4
	1.1 Purpose Of Statement & Nature Of Planning Application	6
	1.2 Report Content & Structure	8
	1.3 The Brief	8
2.0	Planning Policy	10
	2.1 Local Policy Context	12
	2.2 National Policy Context	12
	2.3 Outline And Reserve Matters	12
3.0	Site Context	13
	3.1 Site Context	16
	3.2 Existing Site Photographs	17
	3.3 Existing Building Photographs	18
	3.4 Site Constraints	19
4.0	Key Design Principles	20
	4.1 Key Principles	21
5.0	The Proposal	23
	5.1 Site Layout	24
	5.2 Elevations	26
	5.3 Appearance	28
	5.4 Use	30
	5.5 Amount	30
	5.6 Scale	33
	5.7 Access	33
	5.8 Landscape	33
	5.9 Crime Prevention	34
	5.10 Waste Strategy	34
	5.11 Sustainability & Renewable Energy	35
6.0	Executive Summary	37

1

INTRODUCTION



1 INTRODUCTION

1.1 Purpose of Statement & Nature of Planning Application

This Design and Access Statement accompanies the full planning application made by Trammell Crow Company for the development of an approximately 11.1152 ha site on the southern edge of Heywood in the borough of Rochdale.

The purpose of the document is to support the planning application for the construction of 3 No distribution centres with ancillary office accommodation, accessed from Manchester Road. Strategic landscaping and earthworks will be incorporated to support screening both visually and acoustically to neighbouring boundaries. The description of development for the submitted full application is as follows:

The construction of 3 No Distribution Centres;

Units 1 and 2 with ancillary office accommodation and access arrangements for service yard, HGV bays and separate car parking.

Unit 3 with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house.

Attenuation ponds, landscaping, access roads together with associated junction improvements, and other associated works.

The demolition of a number of existing on-site buildings and structures.

The design takes on board the comments received from Rochdale Metropolitan Borough Council following the pre-application meetings and submission documents.

PROPOSED MASTERPLAN



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, CABE advice, "Design and Access Statements: How to Write, Read and Use Them" (CABE 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 application consists of 3no distribution centres (B8 use), an existing access road/ junction leading from Manchester Road will be retained. The buildings have been designed to achieve the industry requirements, with the buildings brought to market as a speculative development.

Units 1 and 2

Will provide a Warehouse footprint measuring 4,305sq.m GIA and 3,919sq.m. GIA. There will be a ground floor core and first floor office measuring 438sq.m. The buildings will have a haunch height of 12m.

Associated HGV loading docks 3No per unit shall be installed with 3no level access doors per unit, gated service yard access and a car park for 40 car spaces (incl. 4 disabled spaces, 3 EV Spaces, 3 Car Sharing) with cycle and motorcycle parking.

Unit 3

Will provide a Warehouse footprint measuring 32,537sq.m GIA. There will be a three storey office measuring 2,009sq.m. The buildings will have a haunch height of 15m.

Associated HGV loading docks 35No shall be installed with 4No level access doors, gate house controlled service yard access and a car park for 319 car spaces (incl. 18 disabled spaces, 15 EV Spaces) with 40 cycle and 9 motorcycle parking spaces.

The site layout has been carefully considered to assimilate with existing infrastructure, 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



AERIAL VIEW

HEYWOOD, MANCHESTER ROAD

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.

Policy DM1 states that all development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they:

- Are of high quality design and take the opportunity to enhance the quality of the area;
- Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;
- Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;
- Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary
- Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;
- Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
- Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space;
- Minimise opportunities for crime against people or property;
- Take account of ground conditions including unstable or contaminated land - where a potential risk exists, a survey should be carried out and any necessary remedial measures identified and carried out;
- Incorporate, where appropriate, high quality landscape schemes;
- Have assessed whether the development may be affected by ground instability;
- Have considered the availability of water and wastewater infrastructure, and any need for additional capacity; and
- Do not lead to impacts detrimental to the conservation interests of European Protected Sites.

2.1 Local Policy Context cont...

The following policies are taken from Rochdale Borough Unitary Development Plan (2006)

- Policy BE/2 requires development proposals to demonstrate good design by:
- Ensuring that they are compatible with or improve their surroundings by virtue of their scale, density, height, massing, layout, materials, architectural style and detail and means of enclosure;
- Creating visual interest in areas or buildings lacking character;
- Taking opportunities to retain, enhance or create views, landmarks and other townscape features which make a material contribution to the character of the area and reveal such features to public view;
- Retaining and enhancing the architectural or historic qualities and features of buildings of character;
- Appropriate treatment of open spaces between and around buildings, including the provision of landscaping as an integral part of the development layout;
- Retaining key natural features, including trees, as part of the landscaping of the site;
- Providing for safe and convenient access and circulation;
- Minimising opportunities for crime against people or property;
- Making adequate provision for natural light within and between buildings;
- Minimising the potential environmental impact of and on the development, including noise, air and water pollution.

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.

3

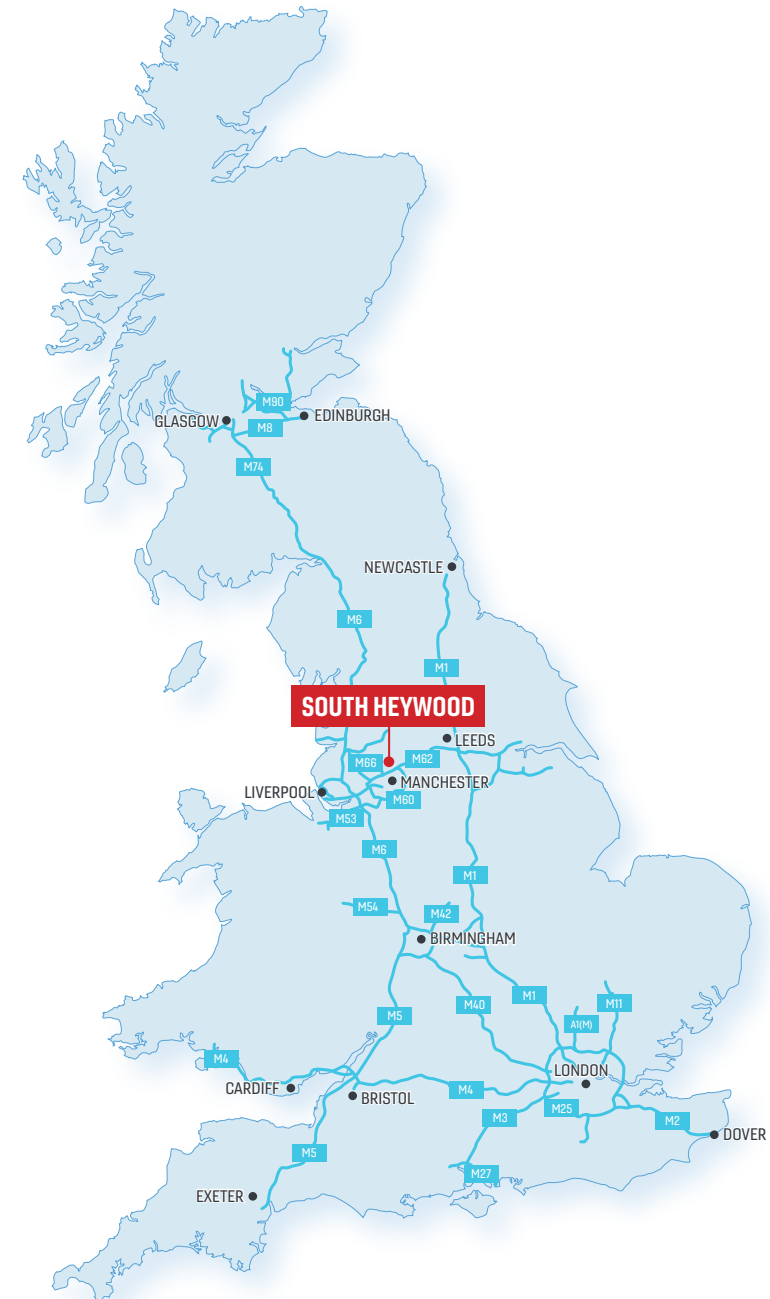
SITE CONTEXT

3 SITE CONTEXT



3.1 Site Context

Heywood, Manchester Road application site 11.11 hectares. The application area is an existing distribution development which will be redeveloped to current and future industry standards



Site Location Plan

This Site Location Plan presents the Application Boundary in Red.

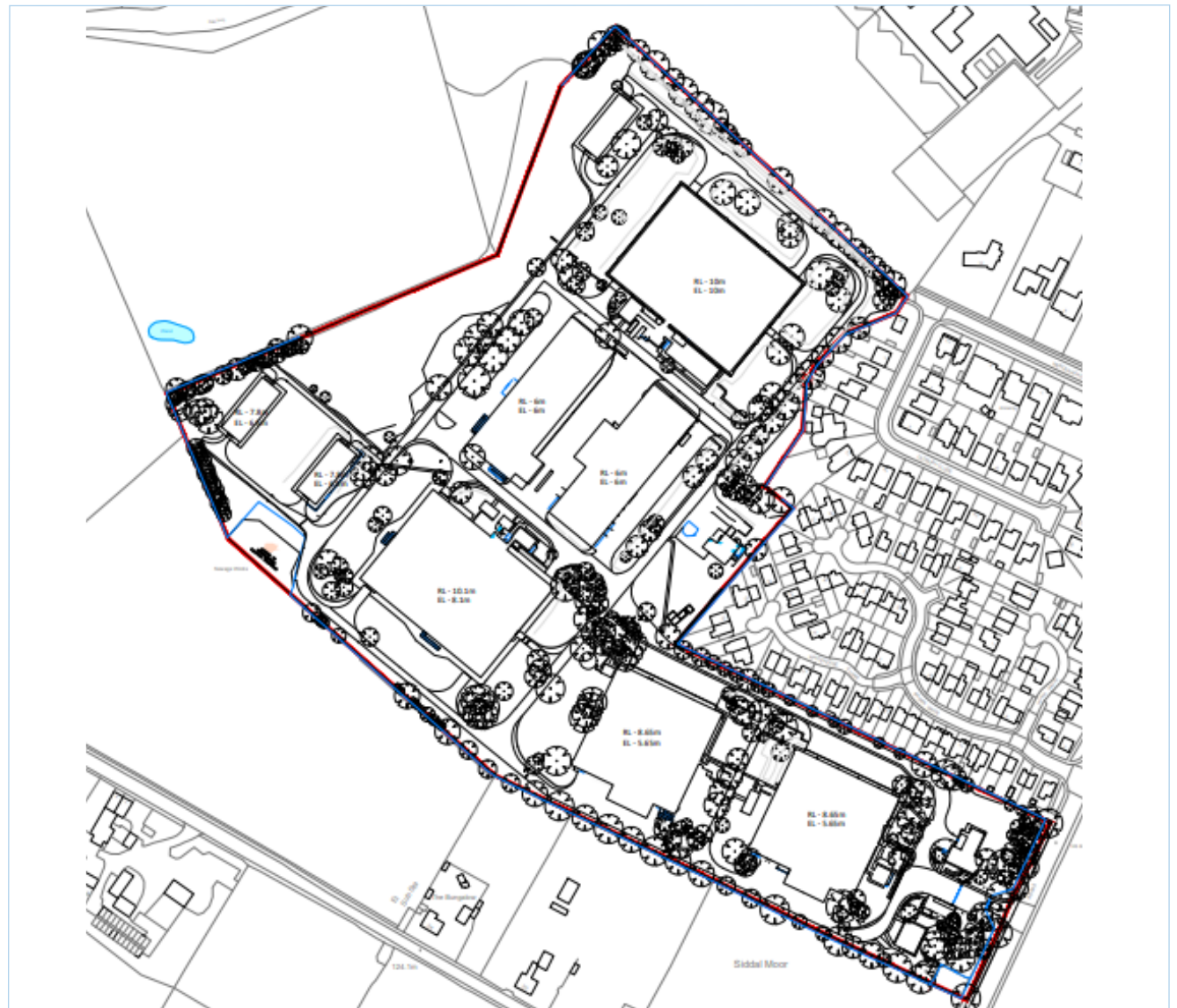
The site is located within the metropolitan borough of Rochdale, in Heywood.

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 Heywood are Manchester Airport, Liverpool John Lennon Airport and the Port of Liverpool.

The site itself is bounded by Manchester Road to the east and existing residential area to the Northeast.

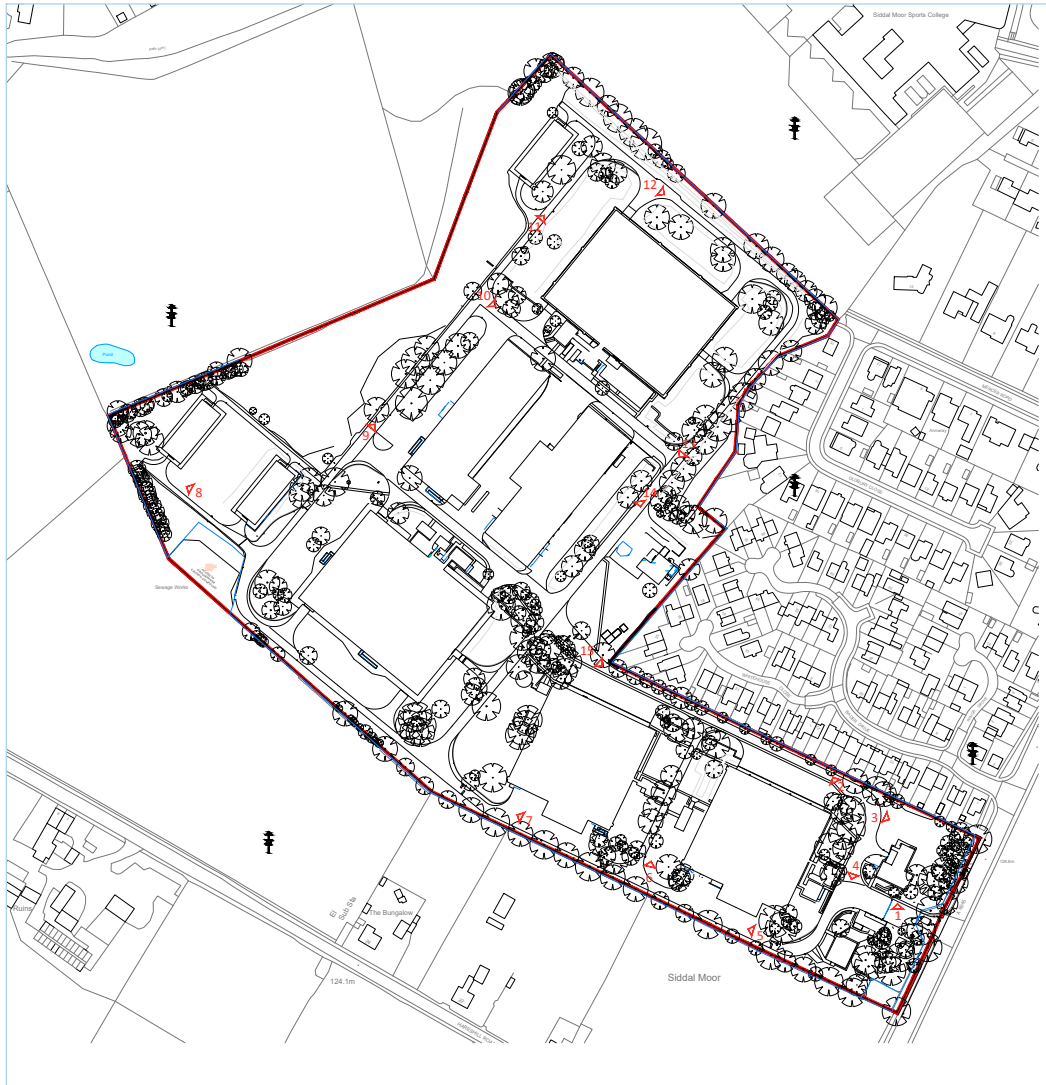
To the southern and western boundaries of the site are fields of pasture, varying in site levels, and bordered by hedgerows of varying density/quality. There is outline consent for residential properties to these boundaries.

Within the site the existing building footprints form plateaus with levels undulating to the boundaries.



3.2 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.



3.3 Existing Site Plan and Site Photographs sheet 2

The following photographs show the existing site and the boundary conditions.



The following photographs show the existing site and the boundary conditions.



Constraints

The plan below highlights some of the site constraints presented, which have informed the design/technical team, in the preparation of the building layout for the units.



Constraints

KEY

- Site Boundary
- Site Access
- Geological Fault
- Medium Pressure Gas (3m easement each side)
- High Voltage Cable (3m easement each side)
- Telecoms
- Private Supply Sub Station
- 11Kv (400V) Substation
- Historic Sewage Works
- CAT A Tree
- CAT B Tree
- CAT C Tree
- CAT U Tree

4

KEY DESIGN PRINCIPLES

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. The principles for this design can be categorised in the following headings and descriptions.

Layout

The building plot layouts will be governed by the distance to existing housing/ site boundaries, the relationship with the existing site entrance, the height of the buildings and their proximity to boundaries and an internal circulation road. This creates logical areas to site the building footprints

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

The Key office space and arrival should address the parking areas while affording distant views.

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 buildings, to strengthen the brand and identity of the development.

Appearance

To produce a colour and material pallet for the building which will create visual interest to all elevations of the building, whilst 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 aid the aspiration to achieve a BREEAM Excellent rating.

Access

To use an existing access from Manchester Road which is deemed acceptable.

A 3m Dual Pedestrian/cycleway is to be provided along one side of the internal site access road, connecting into those provided in Manchester road.

Existing bus stops provide direct and convenient access for bus services.

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.

View of the Site

Ensure prominent building elevations are suitably treated to include appropriate high specification materials and sensitive landscape treatment. These should take into account the long-distance views into the site from the important viewpoints.

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 existing development and future development consented on the adjacent part of the wider South Heywood area. Attention is given to breaking up the elevations considering both distant and nearby views. The building height was informed by the impact on adjacent sites.

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 site plots. This will help to breakup and soften the setting and massing of these edges, where buildings sit adjacent boundaries. 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 DEVELOPMENT PROPOSALS

5.1 Site Layout

The proposed site layout and development has been developed within the existing site constraints and parameters, using the key design principles to provide a space efficient layout for the end user requirements.

The key site constraint is the proximity of existing residential housing and proposed future residential developments which will need consideration from visual and acoustic impact.

The building levels which have been proposed and the unit locations allow for separation from residential boundaries while providing landscaping screening and acoustic treatments.

The main site vehicle entrance is existing and deemed suitable for the proposed development. The internal site road provides access for HGV and cars to access service yards and cars to access separate carparking areas. There is an access road around the full perimeter of Unit 3 for fire appliances.

The car parks are accessed separately from the main internal site road and are separated from HGV entrances to service yards for safety and to create functional vehicle flows. The car parks are located to serve the main staff entrances of the buildings where there are office and welfare facilities. Car parking numbers are identified in section 1.3 above and include mobility impaired spaces and spaces suitable for EV Charging in line with RMBC standards. The proposed parking provision has been based on highways consultant recommendations.

There are attenuation ponds on the site. These will be landscaped appropriately and provide both a sustainable drainage and ecology function, whilst also enhancing the landscape setting of the buildings on the site.

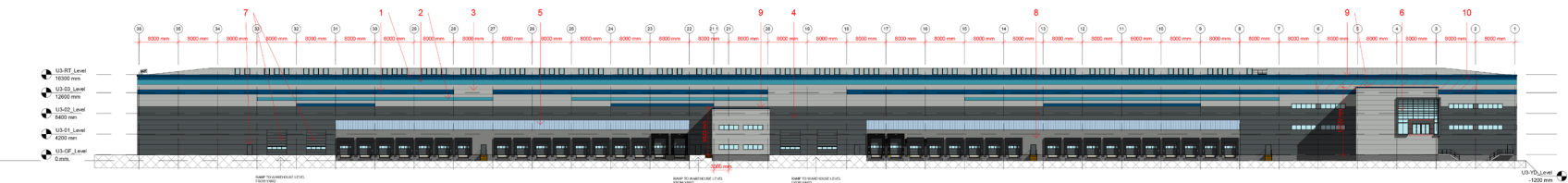
The external finishes to the development have been chosen to suit the use of the area. The yard will be a reinforced concrete brushed finish whilst the car parking will be a tarmac surface. The ends of the parking will be landscaped to provide a break in this surface area. 2.4 m high dark green paladin fencing will be provided to the full extent of the perimeter which provides site security and access via gates for pedestrians and vehicles.

PROPOSED PLOT SITE LAYOUT

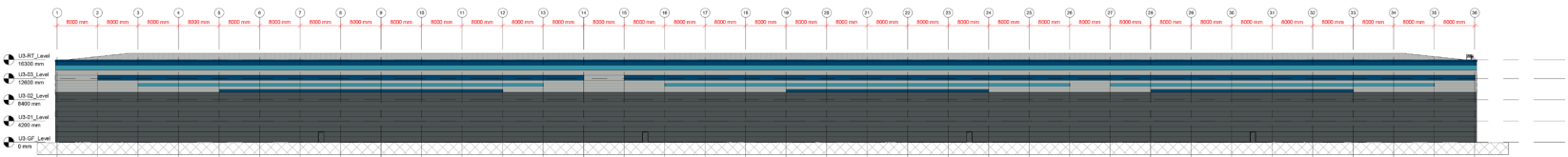
| HEYWOOD, MANCHESTER ROAD



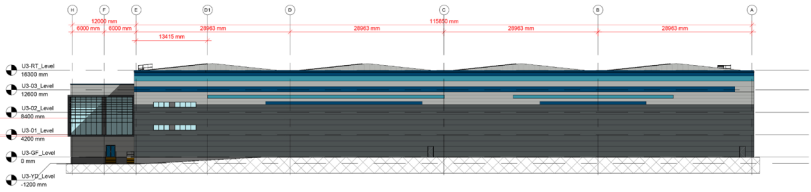
5.2a Elevations UNIT 3



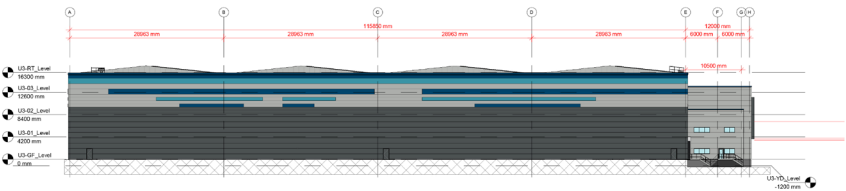
1 NORTH WEST ELEVATION
1 : 500



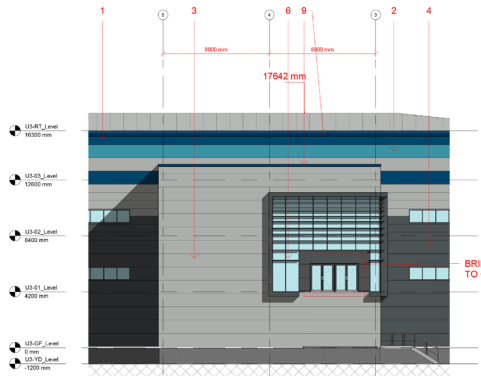
2 SOUTH EAST ELEVATION
1 : 500



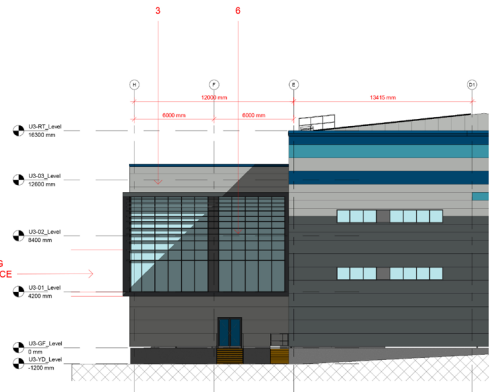
3 SOUTH WEST ELEVATION
1 : 500



4 NORTH EAST ELEVATION
1 : 500



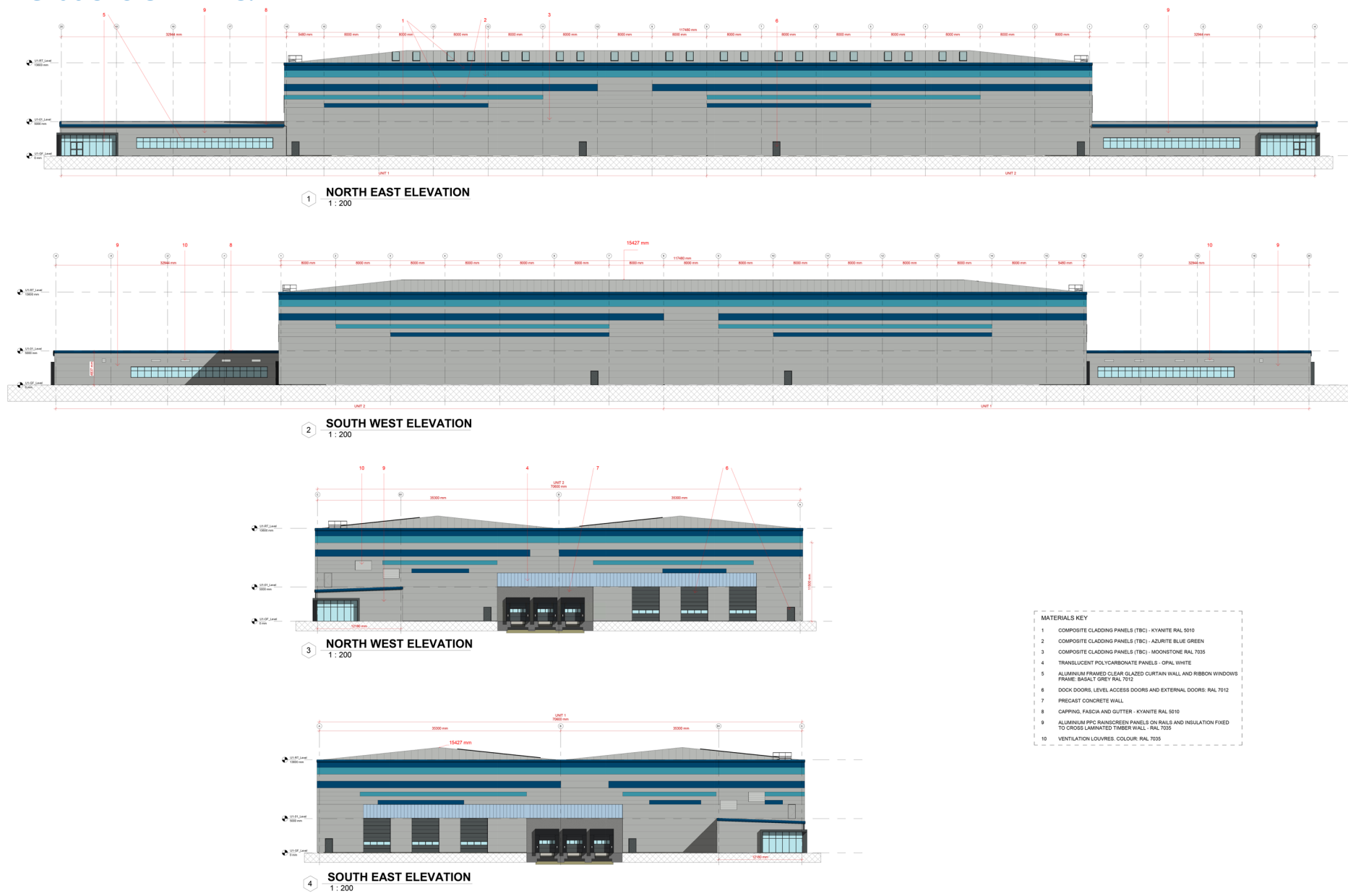
5 MAIN OFFICES NORTH WEST
1 : 200



6 MAIN OFFICES SOUTH WEST
1 : 200

MATERIALS KEY	
1	COMPOSITE CLADDING PANELS (TBC) - KYANITE RAL 5010
2	COMPOSITE CLADDING PANELS (TBC) - AZURITE BLUE GREEN
3	COMPOSITE CLADDING PANELS (TBC) - MOONSTONE RAL 7035
4	COMPOSITE CLADDING PANELS (TBC) - BASALT GREY RAL 7012
5	TRANSLUCENT POLYCARBONATE PANELS - OPAL WHITE
6	ALUMINIUM FRAMED CLEAR GLAZED CURTAIN WALL WITH BRISE SOLEIL FRAME AND BRISE SOLEIL: BASALT GREY RAL 7012
7	DOCK DOORS, LEVEL ACCESS DOORS AND EXTERNAL DOORS: RAL 7012
8	PRECAST CONCRETE WALL
9	CAPPING, FASCIA AND GUTTER - KYANITE RAL 5010
10	VENTILATION LOUVRES AREA - COLOUR : TO MATCH CLADDING COLOUR

5.2b Elevations UNIT 1 & 2



5.3 Appearance

The proposed elevations shown in 5.2a and 5.2b above are illustrated on Ashton Smith's drawings suite, that form part of the planning application. These show the style of the building façades which provide a development identity whilst also complying with institutional and industry standards as set out in the key design principles.

The building types are industrial, and the demands of this building type determine robustness, height, and lightweight structure, and a flexible, lightweight envelope. The finishes are high quality and industry standard and integrate with the surrounding context with a conscientious sustainable approach. The buildings are provided with glazed main office entrance areas which break up the external façade and create interest whilst also providing efficient and essential welfare and operational space internally.

Image 1. Office Elevations - UNIT 1



Units 1 and 2, have a glazed main entrance screen outlined with a projecting cladding border, with office ribbon windows at ground floor and translucent panels over the dock areas.

Unit 3, the main office is projected in front of the main warehouse building as shown in the images and linked back with a predominantly glazed elevation. The main office is accessed via a link bridge and is located at first/second floors.

The access creates a feature of the entrance to the building from the car park.

To identify and create further interest, different cladding colours are used throughout each elevation. The main entrance areas are clearly defined with feature cladding bands in contrasting colour providing an easy identifiable focal point.

Image 2. Office Elevations - UNIT 3



The articulation of the proposed warehouse elevation colour palette has been developed to anchor the building in its setting and grade from darker to lighter greys working up the building to the parapet. This provides a contemporary look and helps break up the massing of the building.

An extract of the office elevations

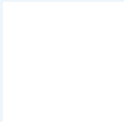


The external operational areas will be illuminated during the periods of darkness. Operational lighting to the service areas will be carefully designed so as to minimise light spillage by the use of cowls and deflectors.

The concept orientates the building so as to locate offices, and elements of building with high occupancy, so views can be exploited for the benefit of the building users.

The overall principles behind the proposed design is to offer a high-quality finish, creating architectural character to enhance the surrounding area whilst retaining the operations industry expectations.

Proposed Building Materials

Cladding panel – horizontally laid RAL 5010-KYANITE	
Cladding panel – horizontally laid AZURITE BLUE GREEN	
Cladding panel – horizontal Laid RAL 7035- MOONSTONE	
Cladding panel – horizontally and vertically laid RAL 7012 - BASALT GREY	
Translucent polycarbonate panels OPAL WHITE	
Aluminium framed clear glazed curtain wall with brise Soleil RAL 7012 - BASALT GREY	
Dock doors, Level access doors and External doors RAL 7012 - BASALT GREY	

5.4 Use

The development proposed is part of the reserved matters application and replaces existing outdated, inefficient buildings and layout for future distribution requirements. This application seeks permission for three buildings of B8 use (Storage and Distribution). This use has been determined by the existing characteristics of the site, area and the local planning policy context, as detailed above, and in the accompanying planning statement.

5.5 Amount

The overall floor area has a gross building area of 44,637sq.m of which 40,761sq.m is to be provided for warehouse space, and the remaining space for ancillary and offices. This has been designed to allow flexibility and a future tenant fit out.

There is a hub office to the west elevation of Unit 3 providing welfare facilities and open plan offices. This hub will be stacked over two levels (ground floor to first floor).

The main offices are designed over three floors with the entrance pod provided at first floor level linked to the pedestrian bridge. The entrance area leads up staircases and a lift to open plan office floor levels for a future tenant fit out. The ground, first and second floor offices comprise 2,009m² of GIA.

Units 1 and 2 comprise 4,796sq.m. and 4,410sq.m. warehouses and associated offices at ground level. A plant deck is located at first floor level for future fit out.

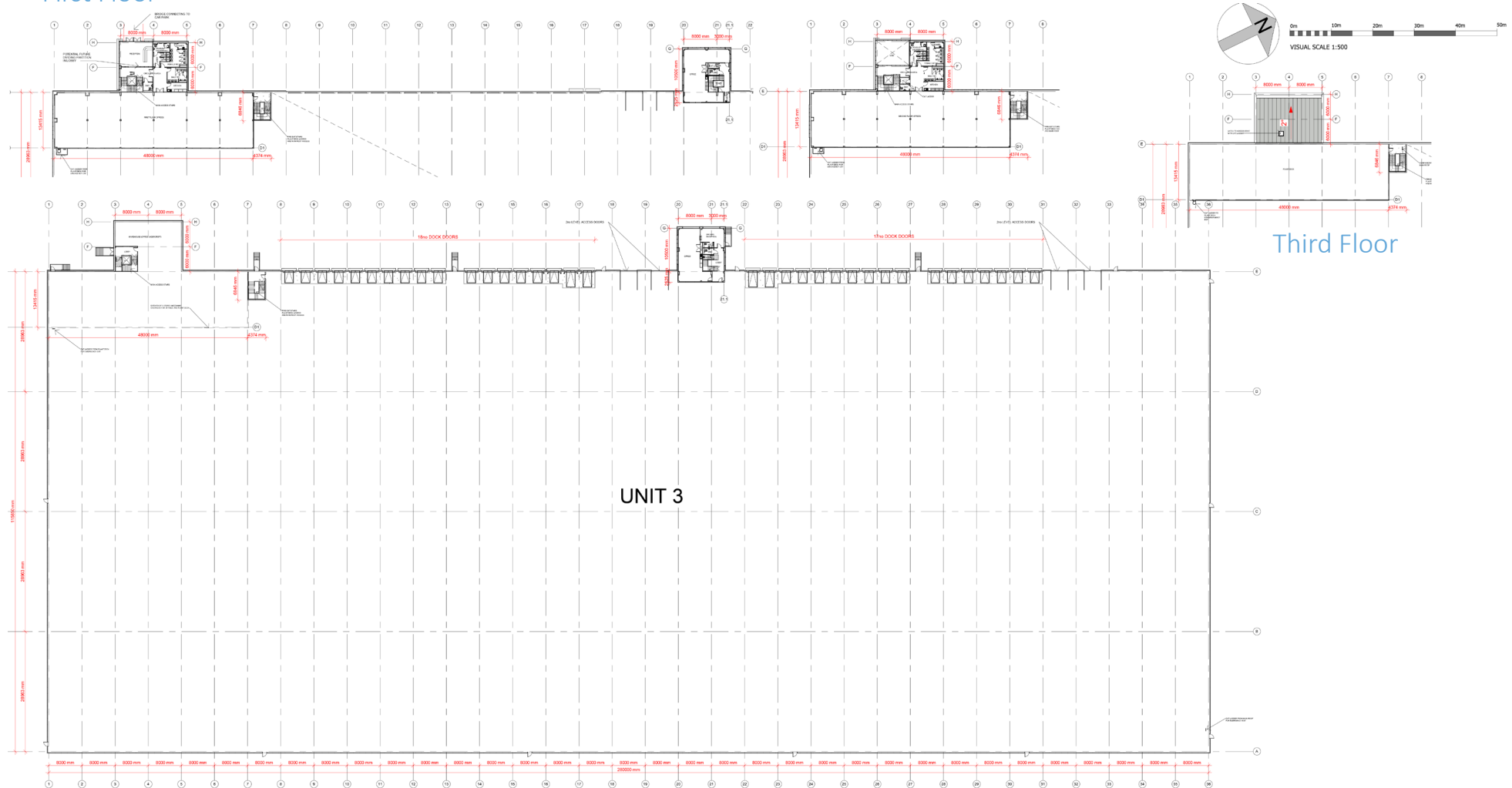
Unit 1, 2 & 3 GIA Areas

UNIT 1 and 2 - haunch height 12.0m	sq m	sq ft
Warehouse		
Main Warehouse Unit 1	4,305	46,339
Main warehouse Unit 2	3,919	42,184
Total	8,224	88,523
Admin Office		
Unit 1 (incl plant deck)	491	5,285
Unit 2 (incl plant deck)	491	5,285
Total	9,206	99,093
Car Parking (incl. Disabled & EV)	80	
Cycle Spaces	20	
Motorcycles Spaces	4	
UNIT 3 - haunch height 15.0m		
Warehouse		
Main Warehouse	32,537	350,228
Admin Office		
Office (incl plant deck+bridge+gatehouse)	2,894	31,150
Total	35,431	381,378
Car Spaces incl disabled	319	
Cycle Spaces	40	
Electric Vehicle Charging Spaces	15	
Disabled Spaces	18	
Motorcycle Spaces	9	
Total Building Areas	44,637	480,469
Site		
Plot	11.1152 ha	27.46 acres

First Floor

Second Floor

Third Floor



Ground Floor

FLOOR PLANS UNIT 3

5.6 Scale

The Unit 3 proposal has an overall height of 17.6 metres from finished floor level providing a 15 metre clear internal height. The scale responds to the industry building requirements and reflects the heights of other larger buildings to the north and east, off Hill Top Road.

The cladding helps to break up the mass and height of the building; and the façade colour shades (grey) help to minimise the building within the skyline.

New and maintained landscaping is used to create visual screening of the site to provide a green buffer, that helps to soften the setting of the building.

5.7 Access

The vehicular access to and from the site is provided from the existing site entrance from Manchester Road. The HGV and car accesses to the units are separated for safety. Once into the car park there are designated safe walkways on level ground which lead towards the main office and building entrances.

Pedestrian/cycle access routes are proposed to follow the new internal access road with access to each unit serving staff/visitors. Access to the site is linked to existing bus stops on Manchester Road and existing cycle lanes.

The application is subject to a separate Highways Technical Note which will evaluate the traffic movements to and from the site.

5.8 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 several character areas:

- Manchester Road Junction to the site
- Internal site circulation/ Water retention Ponds
- Landscaping buffers to boundaries

5.9 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 within the units 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 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.

5.10 Waste Strategy

The development design will provide waste areas for each Unit, which will be secure, fenced and allow segregation of waste materials from the operation of the building. These areas are located at suitable locations on each unit to allow refuse vehicle access and also easy access from the Unit to deposit the waste.

During the construction of the development, the sub contractors will deposit waste materials in skips at suitable locations on site. The skips will then be taken to a registered tip. Segregation of waste types will be carried out in conjunction with the environmental plan.

A site waste management plan will be established and utilised in conjunction with the waste management provider for the accurate record of waste produced from the project.

5.11 Sustainability and Renewable Energy

The development will be designed to reduce carbon emissions, with 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, with levels set at 0.18 w/m²K for hub office walls and 0.15 w/m²K for office roofs.
- 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 and crushed materials from demolitions as 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, such as showers (by tenant), in both the office and the warehouse areas.

6

EXECUTIVE SUMMARY

6 EXECUTIVE SUMMARY

The design proposals have been developed with due regards to the existing site, it's constraints, context and surroundings, to create a carefully sited, appropriately sized building which responds positively to sites context. The proposal also allows for the best possible access by all modes of transport and encourage travel to the site by means other than car.

The design seeks to minimise the impact on its surroundings, providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.

The proposal represents a high quality development and is appropriate to location and represents a substantial investment to the area and in particular, the development help and support employment growth and stimulate economic investment to the area, cohesive with regional and local aspirations.

All design proposals contained within this report have been designed to meet the required design and sustainability policies of Rochdale Borough Council.



