

05 Design Proposals

Scale

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The development proposal is to construct one single occupancy building. The proposed building has a clear height and structural haunch level of 9m. This has been dictated by the Client and was considered against the surrounding built context.

The unit is relatively small and similar in height, when compared to the neighbouring buildings which are similar in form. The proposed unit has a 35m long service yard and will have a new separate access formed and the existing access will be utilised to serve the additional car park area.

The development B2/B8/E(g) commercial unit provides an opportunity to create a new high quality facility within a well established commercial area of Rhodes, Middleton. The unit offers warehouse and office space with parking and level access loading bay doors. The unit is approximately 11.0m tall with a clear internal haunch height of 8m.

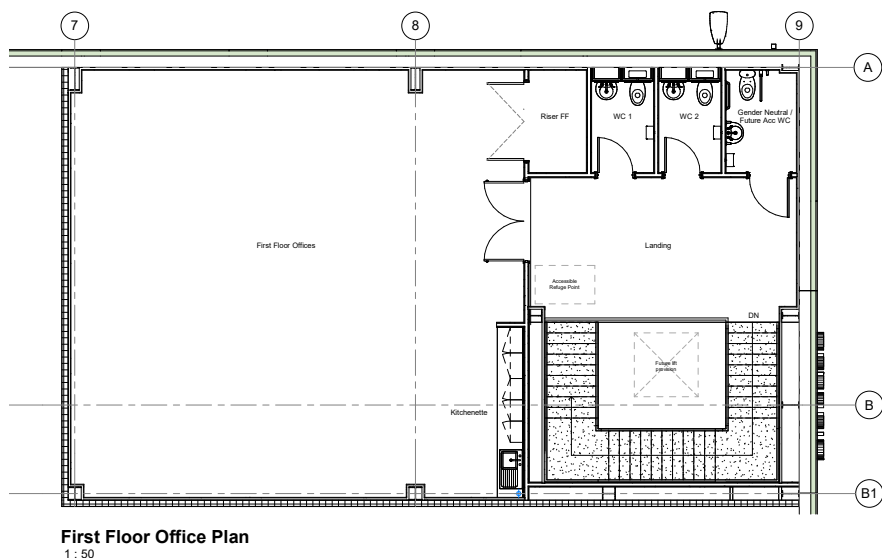
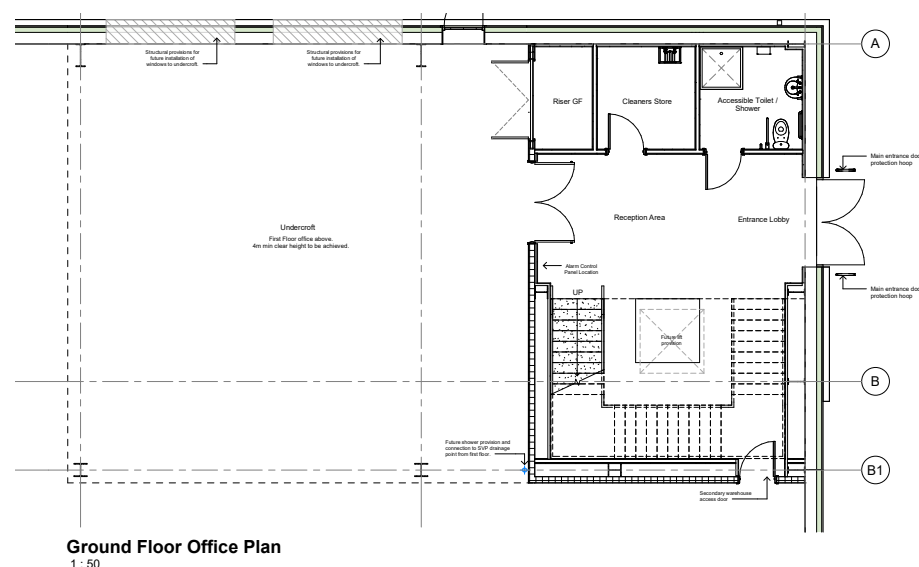
Sustainable Design

The applicant is committed to achieving a BREEAM Very Good certification for the shell and core of the development. In addition to this a further +15% CO² reduction on Part L requirements can be delivered, which would include additional photovoltaic panels being mounted onto the roof of the building. For a detailed description of the sustainable design, please refer to the Sustainability Statement and BREEAM pre-assessment produced by Hannan Associates.

Sustainable Transport

Sustainable transport has been integrated into the design of the scheme, with the proposal for 6No. EV spaces being installed, all in line with Rochdales Core Strategy Oct 2016, for increased use of intelligent transport systems and advancing technology, through the inclusion of electric vehicle charging points. The car park will be also have future ductwork installed to a number of non active parking bays, so these bays can upgraded to EV spaces in the future.

2 Shared car parking bays are also being installed on the development to encourage and promote sustainable transport to the site, with these car parking bays being made a priority and are situated closer to the building entrance.



Above : Internal Office Floor Plans

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Appearance

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The design of the elevations were carefully considered and resulted in the use of one cladding profile in two different colours. The darker cladding located at the base of the buildings and the lighter colour above the door line, creates an appearance that helps to reduce the apparent height and mass of the building from the surrounding road and area at street level. The use of muted grey cladding panels, also reduces the visual impact of the building and the green details for the rainwater gutters and downpipes, helps to blend the building into the River Irk landscape behind.

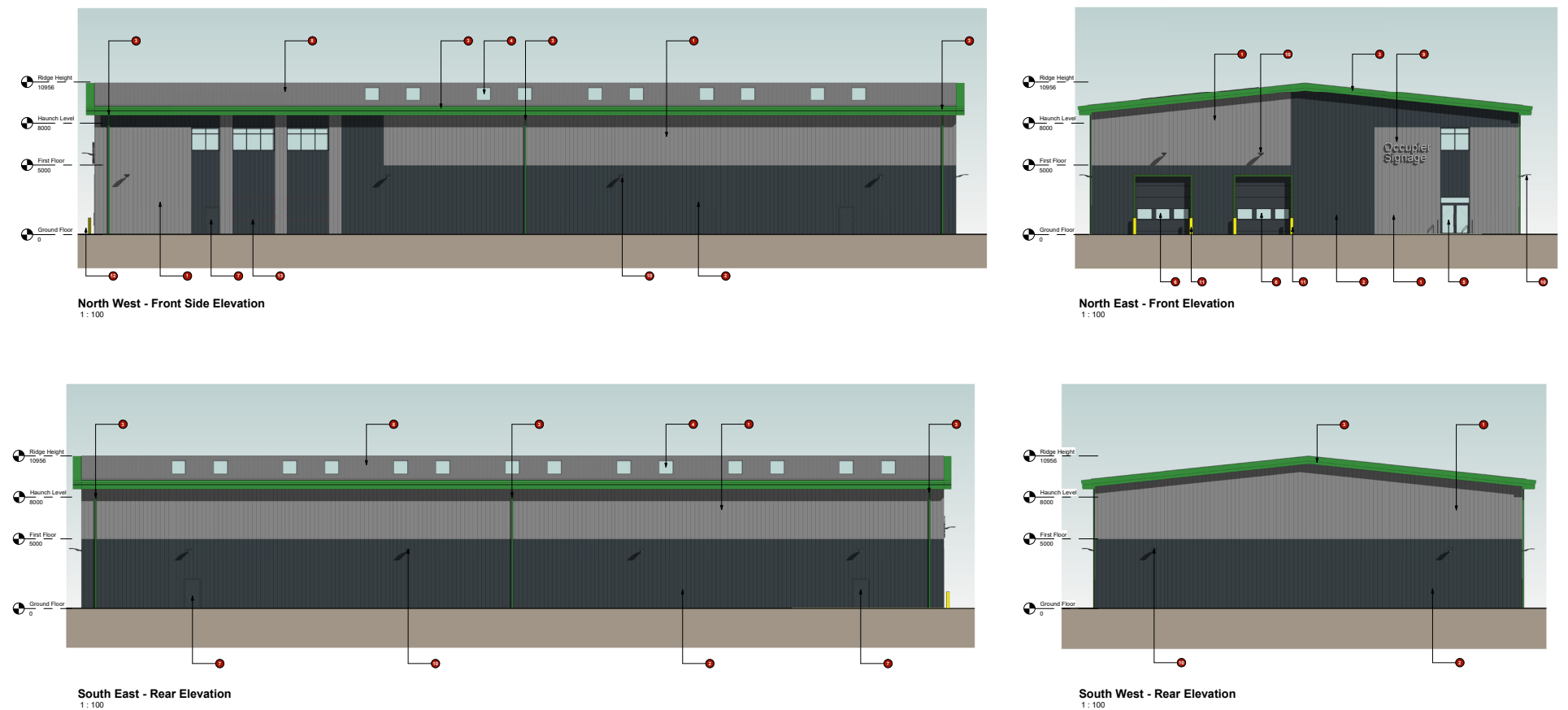
The lighter grey vertical banding cladding has been used to highlight the office zone that runs along the elevation, which helps to define the internal spaces and helps to break up the elevations and create visual interest and character along Silburn Way.

Bold corporate colours are used around the roof details to highlight the building and to also help blend the building into its natural background behind. Glazed elements have been introduced to articulate the building fenestration and provide natural light and views out to office accommodation. This colour has been used to interact with the vehicles and pedestrians visiting the site and to bring vibrancy when approaching the building.

In addition to the warehouse facilities, a main office (first floor) will be located in the unit. The offices will have glazed windows at the entrance and at first floor level, to help with natural daylighting. Additional steelwork will be installed to future proof the office areas at ground floor level, to allow additional office space to be created later if required by the occupier, directly under the first floor accommodation.

The external areas have been designed with concrete finishes to the service yard and to provide durable surface finishes to the unit. The car parking bay will be tarmac and footpaths will be a block paved finish, generally to the front of the offices area and paths around the building.

Soft landscaping and gravel margins has been integrated around the perimeter of the parking bays and the additional car parking area and to the perimeter of the proposed building, to soften the proposed development and improve biodiversity on the existing site.



Above: Proposed elevations

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Landscaping

Landscaping

Due to the intended use for the site, the operational elements of the building and external areas are maximised where possible. The existing site is predominantly made up of a concrete yard, which is currently used as a car parking area for HGV's and cars, with green landscaping around the perimeter edges.

Soft landscaping is therefore minimal within the site boundary but with the existing landscape buffers to the South and South East adjacent to the River Irk, which are to be retained and will help to minimise visibility of the units from the river bank. The proposal will improve the soft landscaping to the Western boundary to provide a buffer between the proposal and neighbouring buildings.

An external seating area will be provided to allow staff personnel to enjoy and benefit from on site external green space and to enjoy the neighbouring River Irk, situated adjacent to the site.

The proposed landscaping scheme will be designed to enhance the proposed seating area, and appropriate planting and trees will be specified to enhance the existing site areas and wildlife habitats along the riverbank. Soft landscaping and new trees will be introduced to compliment the existing trees and vegetation on site and to enhance the sites existing biodiversity.

Surrounding the parking areas, a good mix of low level shrub and native planting will be selected to help soften the hard paved areas, while helping to lead people towards the main entrance.

A detailed landscaping scheme has been submitted as part of the application and has been produced by Davies Landscape Architects Limited, see proposed landscape plan. See the Arboricultural report and Ecology Report produced by Tyler Grange as part of the landscape proposal.



Above: Detailed Landscaping Plan

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BREEAM

The proposed development has been subject to a BREEAM Pre-assessment to ensure that sustainability is part of the design process from the concept design stage.

The BREEAM pre-assessment has been produced to demonstrate the applicant's commitment to implementing a sustainable development.

The BREEAM UK NC V6 pre-assessment exercise was undertaken by Hannan Associates, established an initial BREEAM assessment score of 65.98% 'Very Good' can be achieved on the proposed development.

Some of the BREEAM credits are being achieved with the incorporation of the following elements :

- External seating area
- Low flow water taps
- Shared car parking bays
- Daylighting and natural view out of the office space.

For further details, please refer to the BREEAM report produced by Hannan Associates.

Biodiversity Net Gain

An enviornmental impact assessment was produced for the site by Tyler Grange as part of the Biodiversity Net Gain, a 10% net contribution for enhancement of the site will be integrated within the proposed landscaping scheme, which has been designed to enhance the existing wildlife corridor and the existing site green infrastructure.

The following measures were recommended in the report, including the following :

- SUDs Strategy
- Sustainable drainage
- Enhancement of existing habitats
- River Basin Management Plan mitigation measures
- Mitigation measures for protected species
- Green Infrastructure

For further Bioversity Net Gain details can be found in the Ecology Report produced by Tyler Grange and the Drainage Report produced by BurrowsGraham.



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Materials & Texture

Profiled cladding is proposed to be widely used across all elevations. Two main colour cladding panels will be utilised, the darker colour at the base and lighter grey colour cladding panel at the top, which will help to seat the building to the ground and reduce the apparent height and mass of the proposed unit. The darker bands will also extend around the office core to create a greater focal point to this corner of the building.

The use of the muted greys help to reduce the visual impact of the building and create a contrast in the elevations. There are corporate coloured features on the elevation around the roof eaves and rainwater guttering and downpipes to create contrast to the adjacent horizontal profiled cladding.

The office portion of the building will comprise of glazed entrance doors to the main entrance, glazed windows to the office area, which allow natural light to penetrate deep into the office areas and with future provision for additional glazing to the office areas at ground floor level. The glazed elements help to further articulate the elevations creating interest and an enhancement to the main arrival point into the building.



Above: Flat panel cladding to office areas with deep reveals provide a contrast to the adjacent horizontal profiled cladding



Above: Profiled cladding to be used around the warehouse



Above: Corporate coloured cladding will be used to highlight architectural features along the elevations



06 Artists Impressions

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Above: View of the proposed unit and separate carpark from the North

06 Artists Impressions



Above: View of proposed commercial warehouse from service yard

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Above: View of proposed commercial warehouse along Silburn Way

06 Artists Impressions



Above: View of proposed development and separate carpark

06 Artists Impressions



Above: Aerial view of the development

07 Crime Prevention

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Crime Prevention

Boundary Treatment

The boundary to the site will be surrounded with a 2.4m high paladin V-Mex mesh fence to enable the occupier to fully secure the site when they are not in operation and to define their boundary to the site.

Cycle security

Covered cycle shelters and cycle hoops will be provided adjacent to the main entrance into the building, for ease of access and so passive surveillance can take place. Cycle shelters also promote healthy sustainable methods of transport to and from the site, helping to reduce the carbon footprint of personnel on site.

Lighting

External lighting will be intergrated into the building design and external lighting columns to the car park will be installed to allow for illumination during non-daylight hours. A dark corridor is to be allowed for along the River Irk boundary, to ensure that existing wildlife is not impacted by the development, and therefore low level and PIR lighting will be used to reduce light pollution and overspill along the river boundary. A lighting design strategy will be provided in a separate document submitted by Hannan Associates consultants.

External doors and windows

The building is designed to provide as much glazing as possible to the office areas, providing a high level of natural daylight and views out of the building.

The main entrance external doors will be fully glazed, which will help to emphasize the main entrance into the building for staff and visitors, while also providing natural surveillance of the arrival area.

Further personnel doors and level access doors will be situated around the perimeter of the building, sufficing the operational needs of the building occupier. These will all be located within the secure zone of the site.

Crime Impact Statement

Site Boundaries

The site boundaries are appropriately secured to prevent offenders from easily accessing the site. A 2400mm high and palisade fencing is installed to secure the service yard area and the building. The fencing will have a minimal ground clearance to prevent crawling underneath.

Two sets of gates will be installed, one set for River Irk maintenance access and one vehicle set of gates to the main entrance into the site. All gates and fenicng will be carefully designed so that they cannot be easily climbed. There will be no horizontal mid-rails, locking apertures, or exposed hinges which could be used as a climbing aid. Minimal ground clearance so that an offender can not crawl underneath. Gates will be of robust construction and will be lockable from both sides. Pedestrian gates should be self-closing and self-locking so that they cannot be left unlocked.

Level access doors are regularly targeted by offenders to gain access to industrial properties. To prevent the level access doors being forced open they will comply with the latest standards in relation to the security standards. The specification will be developed during the detailed design stage. (i.e. EN 13241-1:2003). The level access doors also have micro shoe bolt locks, which ensures the doors are able to be locked securly and help to prevent intruders from accessing the building. The level access doors are 40mm insulated steel doors, and due to the weight and sizes of the doors, are not able to be manually lifted.

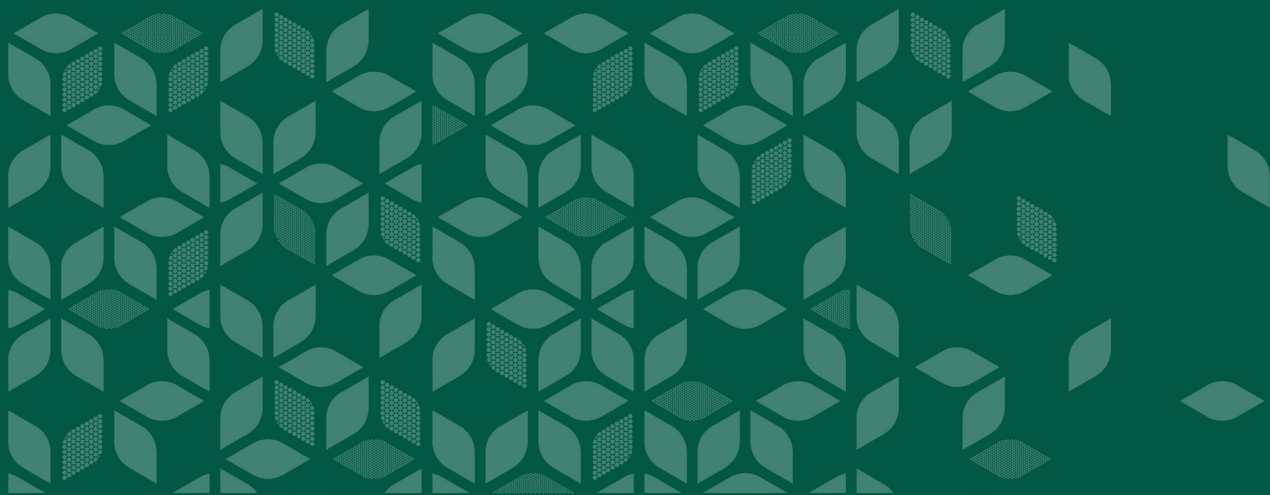
The industrial unit will be covered by the existing site secuirty system, with the existing Rhodes Business Park gatehouse and access control, ensuring authorised access to the site only.

The new parking areas will be illuminated in accordance with BS 5489, and display an average lux level of 10 with a uniformity level of no less than 25%. Any pedestrian routes through the site will also be illuminated in accordance with BS 5489.

The lighting report produced for this proposal has been developed based in accordance with BS 5489.

The cycle stores proposed are robust with a canopy over. They are located adjacent to the principle entrance for passive surveillance. The cycle stands proposed are hooped which allows the frame and the wheels to be locked securely to the rack. The cycle racks are also located within the perimeter fencing for the site and this provides additional protection for bicycles stored on the site.

08 Access



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Vehicular and Transport provision

The existing site is currently used as a car parking area for HGV vehicles by the wider Rhodes Business Park area. Due to its similar use, a proposed building on the site will mean the site will be utilised in a similar nature and therefore it is expected that the traffic to and from the site will be maintained at a similar level and will have minimal impact.

The development is located off a main highway route with good public transport links therefore staff and visitors to the site can be encouraged to use alternative means of transport other than private motor vehicles.

A cycle shelter will be provided for the unit along with powered two wheeler bays and suitable car parking in line with local authority standards.

Footpaths and crossing points have been created throughout the site to guide pedestrians safely to the building entrance.

6No. x Electric vehicle charging points are being installed within the car parking area. Additional ductwork is also being provided to allow additional car parking bays to be upgraded to become future EV spaces.

Access within the site

Cars and HGV's will enter the site through the same access point on Silburn Way.

Due to the scale of the unit, queuing and high level traffic are not anticipated to occur and vehicles can easily be brought into the site without disruption to the existing highway.

All loading bays are located on the East elevation of the proposed building, adjacent to the service yard and all heavy goods vehicle movements will take place in this area.

Access for emergency services is provided via the same entrances as cars and HGV's with the required access to elevations needed in an emergency.

Emergency exit doors are located around the building as required to meet maximum travel distances. The exits will discharge onto level paved areas.

Wheelchair refuge points will be provided within fire protected zones for evacuation as set out in the occupiers management documents for the building, should a lift be installed by the occupier as part of their fit-out works.

Accessible parking spaces will be located closest to the main building entrance.

The topography of the site will be modelled in detail to form footpaths set at minimal gradients designed not to exceed 1:20 having cross-falls not exceeding 1:40. Level rest places will be incorporated at any ramped incline and drop kerbs at disabled parking bays and road crossing points all in accordance with Part M of the Building Regulations and BS8300.

Colour contrasting paving materials are to be incorporated to highlight pedestrian routes with 'blister' type tactile paving at road crossing points for the visually impaired and people with learning difficulties. External lighting is to be provided to all footpaths and approaches.

The main entrances will be clearly identifiable. Signage will also be used to highlight entrance doors and provide access information for visitors.

The internal building accommodation will include ambulant disabled geometry stairs and have provision for a Part M compliant passenger lift for the occupier to install as required, wheelchair and ambulant disabled geometry toilet facilities, doors and corridors designed to accommodate wheelchair access, door closers and ironmongery appropriate for disabled use, all in accordance with the Building Regulations and BS8300.

Detailed Statement - Building Regulations

A Detailed Access Statement will be required, at the appropriate development stage (not part of planning stage), to satisfy Approved Document M of the Building Regulations, to include details of provisions for the access to and for the internal layout and facilities of the site and building.

An Access Statement from the occupier will form part of a continuous process of self-evaluation, which they will need to carry out under their obligations within the Disabled Discrimination Act. As part of this evaluation process the future requirements for inclusive access will need to be continually addressed and future changing needs incorporated.

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