

DESIGN AND ACCESS STATEMENT – NOVEMBER 2023

**PROPOSED NEW WAREHOUSE
1 CRAWFORD STREET, ROCHDALE**



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**PROPOSED NEW WAREHOUSE AT
1 CRAWFORD STREET, ROCHDALE**

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01 Introduction and Scheme Summary

Introduction

This Design and Access Statement is submitted in support of the application for full planning permission for the redevelopment of the site located along the north side of Crawford Street, bounded to east and north by Dodgson Street and to west by neighbouring properties (Dodgson Street Industrial Estate and car services' facilities).

This document should be read in conjunction with the other documents and drawings submitted as part of this planning application.

Scheme Summary

The proposed scheme consists of the following elements:

- ***Erection of proposed new warehouse storage unit***
- ***Associated services, car parking, access and hard/soft landscaping works***

02 Existing Site & Context

The proposed redevelopment site is located in a prominent location adjacent to the junction between Dodgson and Crawford Streets, facing an open grassed amenity / play area.

The site is irregular in shape (approx. a trapezium with 2no rounded corners) and is currently cleared, with exception of 4no trees, and enclosed by a metal mesh fence.

The site lies in the defined urban area integrated in mixed employment zone as identified in the UDP allocations map. The industrial nature of the area is evidenced by the number of commercial and industrial buildings found in the area including car show rooms, food processing facilities, industrial storage structures and other.

The site previously accommodated four separate units connected together and forming one large structure, at the date of the site clearance, disused with former use likely



Figure 1: Proposed site location. Source: Google, 2022

being a mix of industrial storage and engineering works with a single access point off Dodgson St. to a north facing rear loading yard from which buildings could be access via roller shutter doors.

The site and the industrial area in general are served by Oldham Road (A671) with easy access to the M62 motorway.

The site is also served by public transport (closest bus stop 200m away).

East of the site an amenity grassed area softens the transition between a predominantly industrial zone and a residential one, interspersed with industrial storage structures.

Large scale structures can be found south of Crawford St. along Rochdale Canal. Among them, Crossfield Mill and parts of Morningside Mill are deemed as non-designated heritage assets by RBC.

The potential impact of the proposed on the above has been assessed in the Heritage Statement that forms part of this application.



Figure 2: The site location in its wider context.
Source: Google



Figure 3: View of the site in its current state showing the existing trees, and the industrial units on the north side of Dodgson Street



Figure 4: View of the site from Crawford St. boundary displaying the adjoining properties, the existing tree to north and industrial units along Dodgson Street



Figure 5: View of the site when approached from west, close to Junction between Crawford St and Dodgson St.

03 Proposed Development

Background

“The proposal site has previously been identified by Lancashire Farm Dairies as an ideal site for development to aid their business growth. As one of the largest privately owned businesses in Rochdale, employing over 220 at its dairy facility along Moss Bridge Road, Rochdale.

The growth of the business and pressure on global supply chains means the business urgently requires additional warehousing space in the vicinity of its main trading site in Rochdale which triggered the internal search for potential sites that would:

- Be adequate in size;*
- Accessible for box vans;*
- Located close to the main dairy facility;*
- Ideally located within the Moss Bridge Road employment zone.”*

Source: 22/01194/FUL Design and Access Statement

The proposed scheme seeks respond to Lancashire Farm Dairies needs, addressing the concerns expressed by RBC regarding the scheme submitted with the Full Planning Application **22/01194/FUL** (refused) and subsequent **PREAPP/00009/23** proposal.

Rochdale Borough Council Planning Services’ issued an appraisal of both Planning Application and subsequent Pre-App where the following concerns and comments were expressed:

22/01194/FUL

- **Lack of off-street parking** for employees and visitors (that would result in vehicles parking and manoeuvring on the highway, with impact on highway safety close to the bend in Dodgson St (where visibility is reduced)
- **Insufficient servicing** arrangements to accommodate HGVs
- Loss of 4no trees without replacement tree planting

PREAPP/00009/23

- **Principle of development acceptable** as compliant with the applicable policies.
- *“Concerns in relation to the **design, scale or siting** of the proposed warehouse”.*

*“With the siting of the building close to the junction, the **massing** and **design** of the proposed building and the **minimal buffer** created by the smaller grass verge, it is considered that the proposal would **fail to satisfactorily respond to the character and appearance of the surrounding area.**”*

*“consideration should be given to **reducing the form** of the building to a **more traditional form** (possibly a rectangular building), reduce the overall singular mass of the building by introducing a smaller ancillary wing for the offices, consider the inclusion of greater amount of brick...”*

*...”and **reduce the height** to be more in keeping with the neighbouring properties.”*

- Loss of 4 trees without their replacement at a 2:1 ratio resulting in **unacceptable impact on biodiversity** and the **visual amenity** of the area.

Proposal Outline

The proposed development on Crawford Street will be used as an overflow warehousing unit for storage of raw material items used in the main dairy facility. Raw materials will be collected / delivered from this site using either a large ford transit type vehicle or 7.5t vehicle.

The proposed development should be viewed in the context of the wider trading business and playing a key part in securing the firm's future in the borough.

Staffing and Employment

No on-site staff are to be permanently stationed at the new warehouse building, instead employees will remain stationed at the main dairy facility along Moss Bridge Road and visit the new development as required to transport raw materials either to or from the main facility.

As a result of the new development and in line with current business growth, Lancashire Dairies would look to add 4 new employees to their expanding team.

Since no employees are to be stationed at the new warehouse, the proposed comings and goings to and from the site are directly linked to the main dairy facility operating hours resulting in vehicular movements to and from the proposal site only between the hours of 7am – 10pm.



Site Layout & Access

The proposed layout is based on a one-way road / service yard with entry off Dodgson St. and exit to Crawford St.

This is suitable for 16.5m long HGVs (as demonstrated in the Swept Path Analysis Plan) without creating highways risk by way of avoiding exits towards the reduced visibility area (Dodgson St / sharp bend).

The road is 6m wide allowing for one (or several) stationary vehicles loading / unloading (van / HGV) and others passing through, along the side opposite to the building.

The site offers 9no parking spaces for staff and visitors and a bin store that suits Lancashire Farm Dairies needs (3no 1100L bins), located close to the exit gate.

The development will be serviced privately.

The service yard provides access to 2no double height roller shutter doors for loading and unloading, as well as 2no personnel access doors with an additional door to east for fire exit.

The reduced and more fragmented shape of the building enabled the creation of landscaped areas around the building and the preservation of the Norway Maple tree located on the north side of the site.

The removal of the 3no trees located to east will be mitigated by the planting of a minimum of 6no replacement trees (species to be agreed with RBC), together with grassed areas, native shrub planting and climbers.



Figure 6: Proposed site plan extract



Figure 7: Proposed site seen from the grassed area east of Dodgson Street

Amount / Scale

The proposed portal framing building covers 58% of the site with height ranging from 8m (eaves) to 10.4m (ridge), resulting in a significant reduction in footprint area when compared to the previously proposed warehouse covering 70% of the site.

Also the overall height has been slightly reduced as the building ground floor level is lower but more significant is the reduction of the average height.

Eaves are about 8m high, which is considerably lower than the parapet level of the monolithic warehouse previously proposed at about 11m above ground.

Area comparison (m2):

Previous scheme	Current scheme
GEA.....1465	GEA.....1187
Landscaped area.....141	Landscaped area.....297
Hardscaped area.....384	Hardscaped area.....537

Total Site area: 2021m2

The image below overlays the previous and current scheme, demonstrating the merits of a smaller and more fragmented / traditional shape over a more monolithic approach within the given context, prominent location and proximity to non-designated heritage assets.

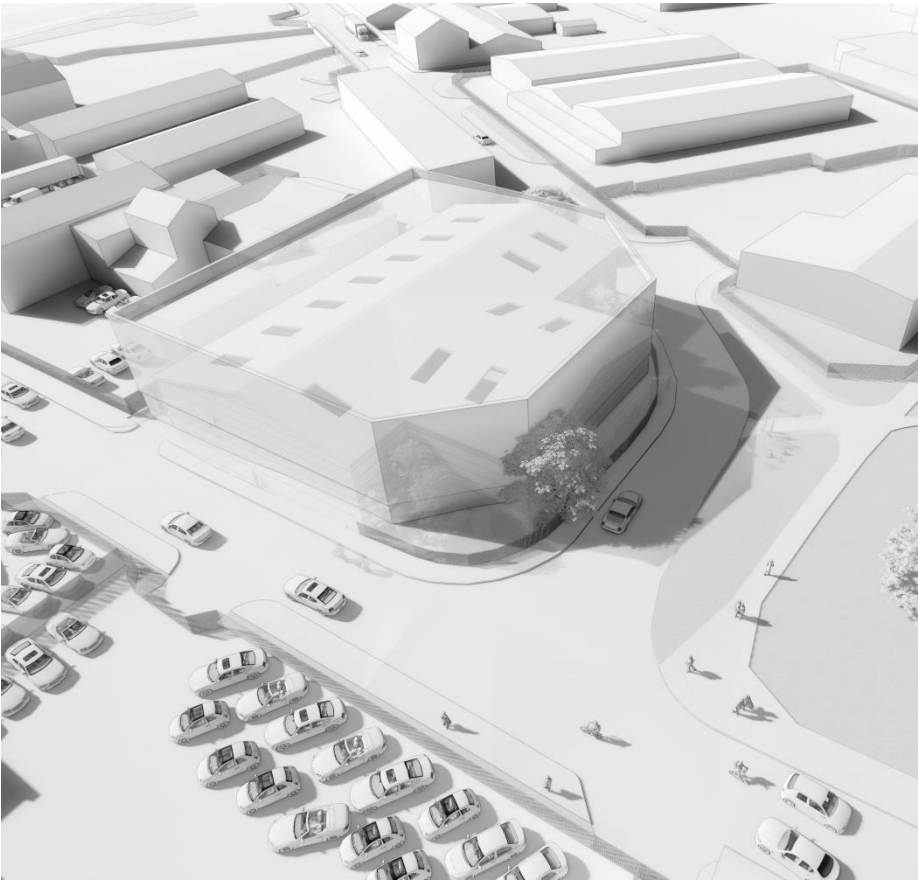


Figure 8: Previous (Pre-App) and current proposals overlaid

Layout

The proposed structure is to be used as storage, with ancillary areas accommodated within an annex, including a small office, kitchen / brew station and toilets for staff use.

Roof lights allow natural light through into the storage area.

The ancillary areas are accessible through the warehouse served by 2no double height roller shutter doors and 2no personnel doors and a fire exit door on the east side.

Unlike the warehouse the annex displays a window for natural light and views out.



Figure 9: Schematic internal view

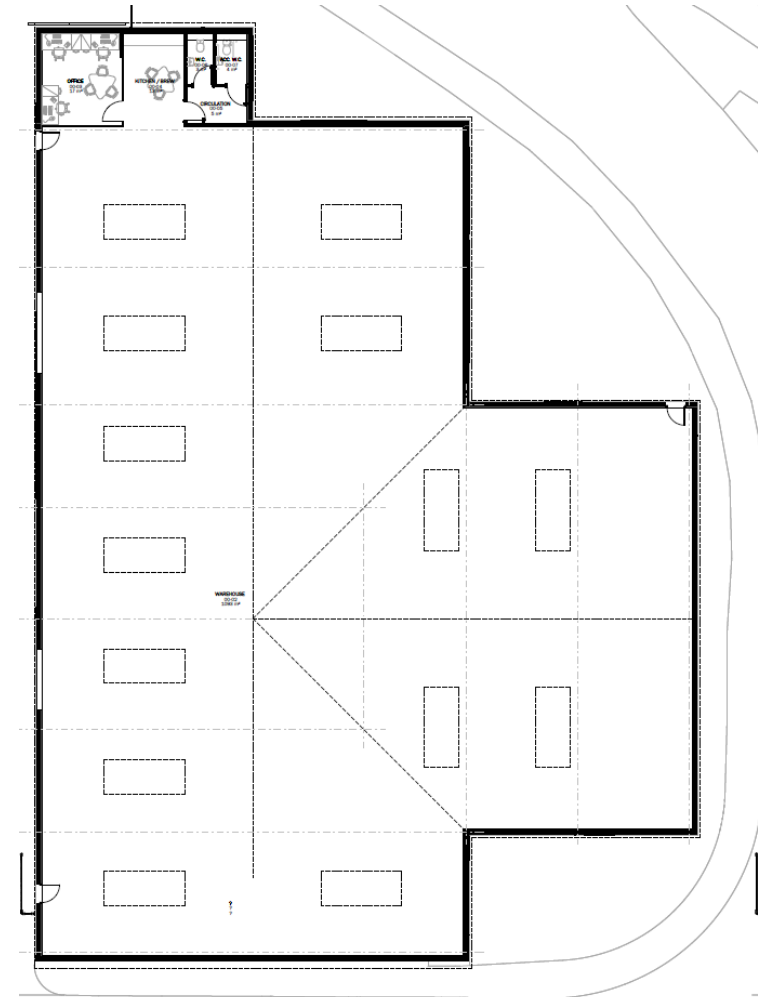


Figure 10: Ground Floor Plan

Appearance

The proposal seeks to blend in with the near surrounding context and be sensitive to the character of the area.

The wider industrial / employment zone is composed of buildings different in scale, shape, age and materiality, however some elements and qualities are particularly abundant:

- Materials: red brick, corrugated metal sheet (varying colours but in general blue or white), composite flat / micro-ribbed panels (predominantly grey/silver), painted render, roofs in corrugated metal sheet or fibre-cement, rooflights
- Shape: Boxes or clusters of boxes with pitched roofs (shallow gradients)

The proposed building is organised in a T-shaped warehouse with a staff / office annex volume, evoking, in a slightly less organic manner, the industrial warehouse clusters such as that recently demolished.

The design is traditional with rectilinear shapes and hipped roofs with projecting eaves, fascia, gutters, rooflights (similar to the best part of the developments in the area).

In terms of materiality the proposal displays a typical finishes palette, with a brick plinth up to about 2.1m and micro-ribbed panels to the walls' upper section in colours extensively used in the area: grey/silver and light blue and roof in corrugated metal panels - colour grey/silver.



Figure 11-13: 11 – Proposed warehouse, 12 – Typical warehouse (NeoGen), 13 – Crossfield Mill

04 Drainage

A separate drainage strategy statement has been submitted with the application, prepared by CFA Civils Limited.

05 Crime Impact Statement

The following crime prevention and safety considerations have been made at this stage of the design process.

The overall design of the industrial / office units have been formulated to comply with the general principles of Secured By Design. In order to prevent the opportunity for criminal activity in and around site, the following steps will be (or have already been) taken:

Consideration should be given to securing the site during construction to prevent unauthorised access and theft / damage of equipment.

- All ground floor and vulnerable windows on the warehouse will use a minimum 6.8mm laminated glass and be independently certified to BS 7950 'Windows of Enhanced Security'. The security standard for all external doors is to be LPS 1175 SR 2 or 3
- External Closed Circuit Television Cameras (CCTV) is to be considered around the building, service yard and in key locations across the site as deemed necessary by the Local Police's Architectural Liaison Officer.
- Sensitive lighting will be provided to all building entrances and on all pedestrian routes to create a safe nocturnal environment.
- The external works and landscaping will be designed to reduce the likelihood of antisocial behaviour. Paving surfaces, lighting and street furniture will be of robust construction and materials, vandal-resistant and of a high-quality
- Fences, street lighting and downpipes will be designed to eliminate the opportunity for unauthorised access and climbing. Additionally, recesses, blind corners and hiding places have been eliminated wherever possible from the external works.

06 Waste Management, Refuse & Recycling Statement

The proposed development will, by its very nature, require a comprehensive waste management strategy and recycling plan throughout the site for both the construction period and for the in-use operation of the development. The scheme has been designed to accommodate the access of waste and recycling refuse vehicles. As a sustainable development, the use of recycling facilities will be provided for and encouraged.

How facilities are managed and operated will influence the success of any project that has been conceived with sustainability high on the agenda. Effort expended during the inception, design and construction phases by the project team to ensure that the development is sustainable can be diluted by poor management of the facility. Thus the design team and client will draft a Site Waste Management Plan (SWMP) which will be further developed as the design process progresses in conjunction with the principal contractor/s once they have been selected.

The SWMP will be implemented during and post construction demonstrating the location and management of recycling facilities.

Waste recycling areas for the collection of general refuse, recycling and any other industrial waste will be located in the service yard. The external refuse store will be securable and fenced.

Measures will be put in place to minimise the levels of packaging and waste during construction, returning wherever possible excess products to suppliers. The design has been formulated thus far so that the materials and methods of construction produce the minimum amount of waste possible.

07 Providing Access for All

When designing and subsequently managing a development it is important that any particular problems are recognised and ways to remove any obstacles that may arise are sought in order that people can enjoy the facilities on offer to the full. Disabled people, as well as some elderly people, have particular difficulties in dealing with buildings designed for the able bodied.

The advent of the Disability Discrimination Act (now the Equality Act) required buildings to be accessible to all. The design team have considered each element of the project and its specific usage in detail throughout the design phase facilitating total accessibility integration. It is intended that DDA compliance is reviewed and recommendations implemented as the detailed design of each element progresses.

The development has been designed to ensure that people will be able to move easily and safely between the roads, service yard and warehouse.

It is proposed that all pedestrian routes within the site will be designed in line with Approved Document M of the current Building Regulations. Pedestrian access within the site will be designed to meet the needs of disabled people, creating a barrier free environment. It is proposed that pedestrian and vehicular routes will comply with all relevant standards including layout, lighting and signage.

The external spaces have been carefully located and considered in relation to access for all users. They will meet all current recognised standards and national and local codes of practice, including the Building Regulations Approved Document 'M' and BS8300 – Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice.

08 Summary

This Design and Access Statement is submitted in support of the application for full planning permission for the erection of a new storage warehouse facility at 1 Crawford Street, Rochdale.

Detailed consideration has been given to all elements of the design in order to create an accessible, sustainable and safe environment in-keeping with the surrounding industrial zone. This document should be read in conjunction with all drawings and information submitted as part of this application.

The proposal includes the removal of 3no trees, the erection of a warehouse unit including staff areas (small office, kitchen / brew station and toilets) in an annex, the creation of hard and softscaped areas and the planting of replacement trees. The proposed has been designed to take reference from surrounding forms and existing materiality and sought to address the appraisal of a previous planning application and subsequent pre planning application.

The impact on the non-designated heritage assets or its setting was carefully assessed in the heritage statement that forms part of the

submitted elements, demonstrating that the proposed is adequate for its setting and will cause no harm to heritage significance.

The proposal addresses the concerns raised by RBC regarding the previous applications by way of reducing the footprint and height of the building, adopting a traditional design in keeping with the character of the area, eliminating highway issues and risks, providing the necessary parking provision and being considerate to the environment, allowing for adequate mitigation measures for the loss of 3no trees.

The design team believes the proposed is adequate, will breathe new life into a currently disused site and lift the appearance of the immediate context as a whole, and therefore that permission should be granted.



Figure 14 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Existing buildings retained (background)

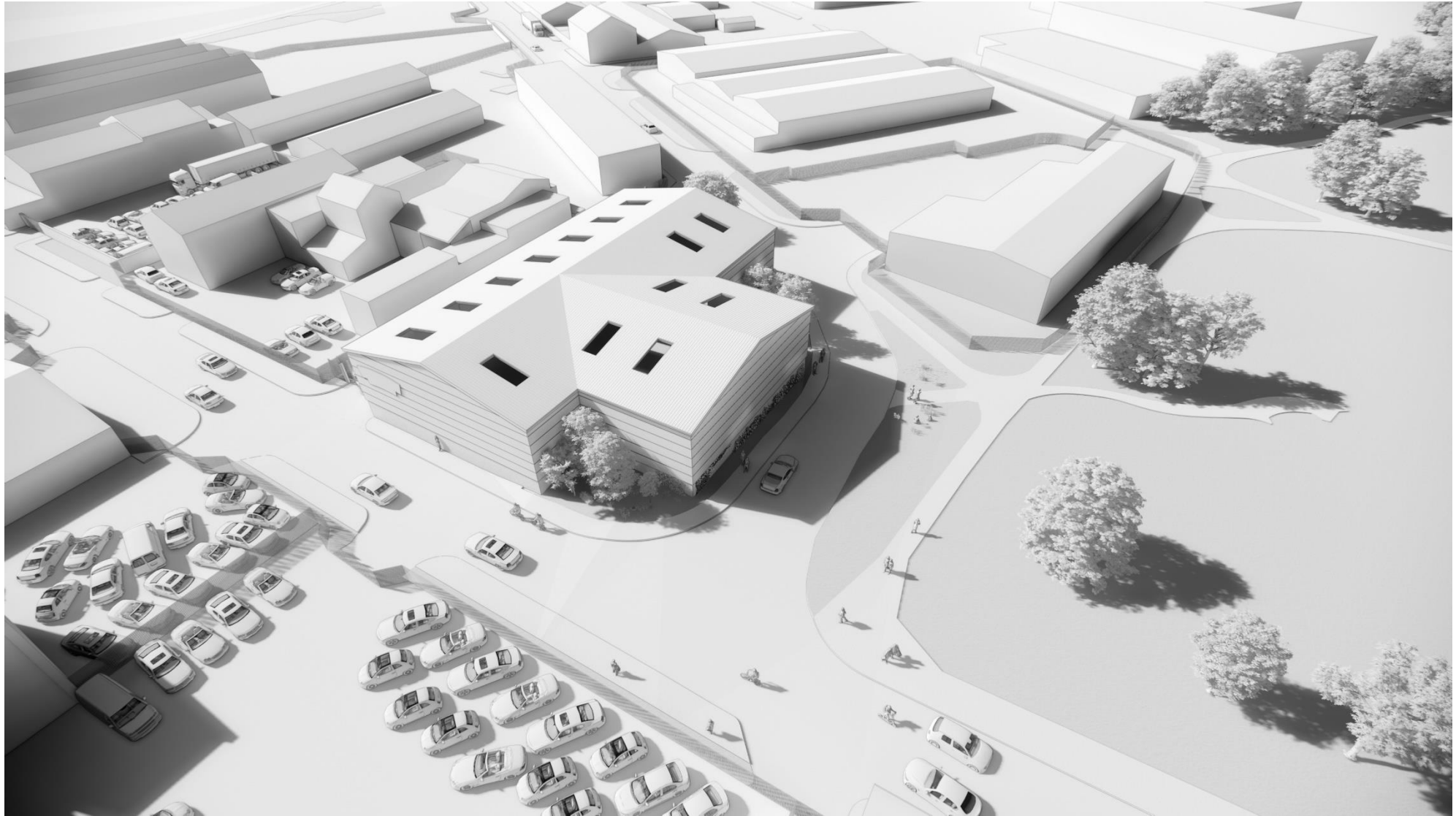


Figure 15 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)

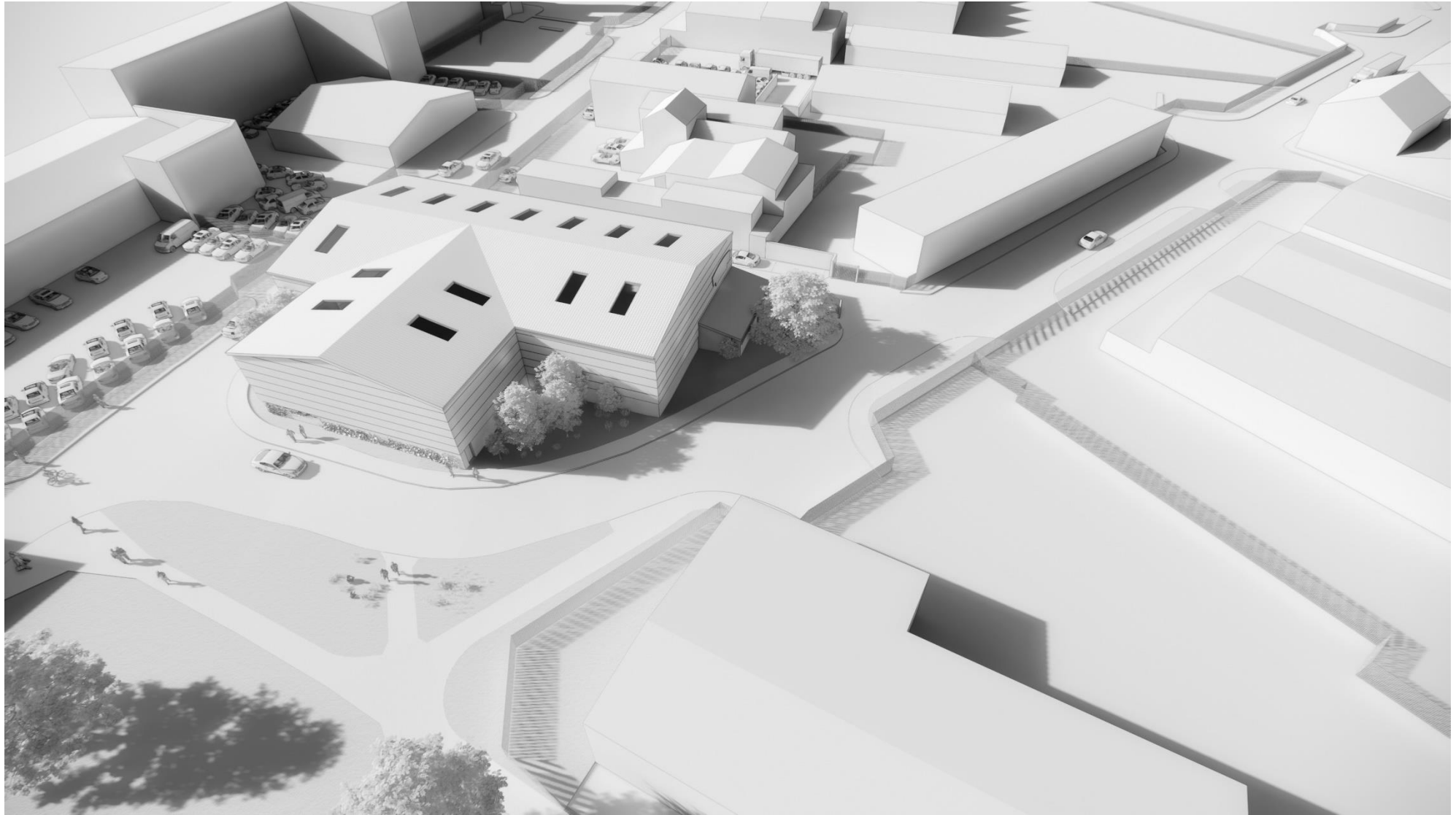


Figure 16 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)

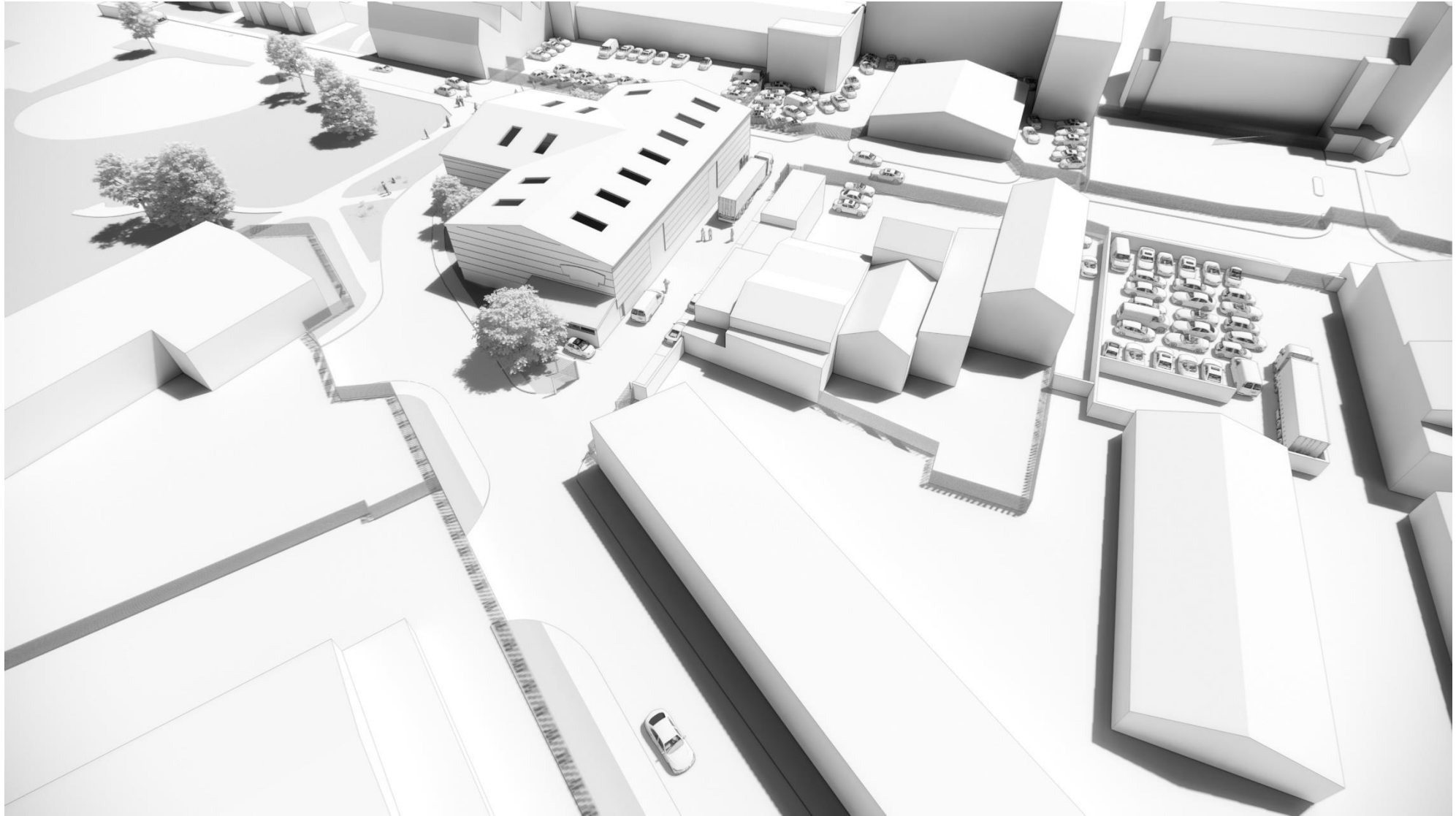


Figure 17 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



Figure 18 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



Figure 19 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



Figure 20 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



Figure 21 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



Figure 22 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



Figure 23 : Visualisation – new clean & attractive external environment, with hard and soft landscaping works throughout. Block A, with site access (left side)



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