Proposed Industrial Development, Greengate, Chadderton – Phase 2

Royal London Mutual Insurance Society Ltd



fletcher | rae

Design & Access Statement

March 2019

Contents

Introduction
Site & Surroundings
Design Policies & Guidance
Use & Amount
Layout & Scale
Appearance
Access & Security
Landscape
Sustainability
Conclusion

Introduction

This Design & Access Statement has been prepared by Fletcher Rae (UK) Ltd, on behalf of Royal London Mutual Insurance Society Limited, in support of a detailed planning application for the creation of a proposed Class B1, B2 & B8 development together with associated car parking, landscaping and infrastructure on land west of Greengate, Chadderton, Oldham. This element of the site was previously granted planning consent in September 2018 for Class A3 & A4 uses as part of consent ref. PA/341476/18.

The site was formerly occupied by BAE Systems PLC and used as car parking, however the site has a breadth of planning history, which includes planning permissions granted for similar uses to those applied for. The new development should create additional space for businesses to start, expand and bring new jobs to the area, which will benefit local people and contribute to the economic growth of the area.

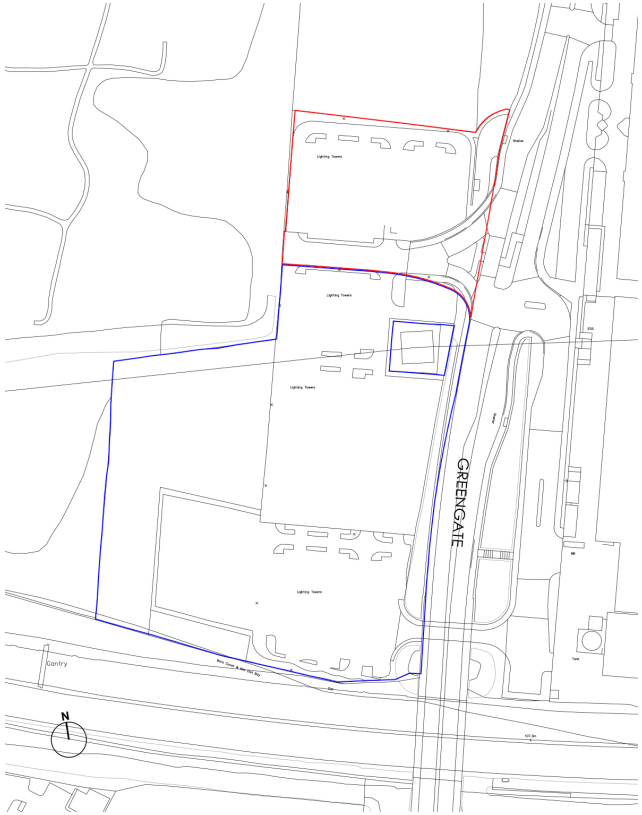
A pre-application meeting with representatives of Oldham Council and the design team took place on the 19th May 2017 at which the proposals and the reasoning behind them were discussed. The feedback was generally very supportive principally due to the economic benefits that would be brought to the Oldham region. The officers were also able to advise on the supporting documents that would be necessary to accompany the application.

This Design & Access Statement has been prepared in accordance with the CABE Guidelines "Design & Access Statements – how to write, read and use them" document.

This Design & Access Statement forms part of a suite of documents that makes up the Applicant's planning application and should therefore be read alongside those documents.

Site & Surroundings

The application site is located approximately 6.2 km to the west of Oldham town centre and 8.8 km north east of the centre of Manchester.





Site Location Plan and Google Earth image of site.

The site extends to approximately 0.72 hectares (1.79 acres) and is accessed from Greengate (B6393). The site access forms part of a traffic light controlled junction with Greengate (B6393) with pedestrian and cycle crossing provision. Greengate (B6393) is the main vehicular arterial route linking the townships of Middleton and Chadderton with the City of Manchester to the south.

There is currently access via an underbridge, accessed from an unnamed service road, however this is height restricted and effectively limits its use to cars and small vans. Boundaries to the site are generally a combination of palisade and weld mesh security fencing.

The site appears to predominantly comprise made ground and is relatively flat. There are a few lighting columns on the site together with an electricity pylon.

To the north of the site is a treed area of open land, beyond which are a number of commercial and employment units.to the east of the site is Greengate, beyond which is Fanatics (International) Ltd and the recently constructed DPD delivery facility. To the south of the site is the M60 and to the west is Blackley Golf Club.

The site is located in an area allocated for predominantly employment uses. The surrounding area therefore comprises various commercial, industrial and trade units. Beyond the M60 to the south is the residential area of Moston, and to the north and west beyond the employment units are residential areas of Middleton and Alkrington.

The site is located to the north west of Junction 21 of the M60 there is no direct access to the M60 from Greengate. Access to the Junction 21 of the M60 is taken either from the south (via Hollinwood Avenue and Broadway) or by travelling north along Greengate then east along Grimshaw Lane (B6189) and south on Broadgate.

Greengate comprises a lit dual carriageway in both the north and south bound directions with a curbed central reservation. A dedicated cycle lane runs adjacent to the highway on the eastern side of Greengate. Pavements are located on both sides of Greengate.

A covered bus stop with a raised platform is located on the eastern side of Greengate close to the junction of Moston Road serving the following south bound bus services: 112, 113, 114, 159 and 294. A similar bus stop is located on the opposite side of Greengate just to the north of the junction with Moston Road and this serves the 112, 114 and 159 bus services.

The nearest railway station is Moston at Hollinwood Avenue approximately a 1.44 km (0.9 mile) walk to the south. Services from Moston station can be used to connect to Manchester City Centre to the south and Rochdale to the north.

The terrain between the site and railway station is relatively flat with adequate pedestrian crossing facilities.

Further details relating to accessibility are to be found in the Transport Assessment submitted in support of the proposals. There are a variety of complimentary shops and service in the area which could be used by employees at the proposed facility.

In summary, this previously developed site is located in a predominantly industrial and employment focussed area with very few sensitive receptors in the immediate vicinity. The site is located in close proximity to the strategic road network, bus network and passenger railway network, making it a highly sustainable site from an accessibility point of view.

Design Policies & Guidance

Planning policy at both National and Local level have been important in defining the approach taken in developing the proposals for the site. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

> "*where in making any determination under the Planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise.*"

In this instance, the Development Plan comprises:

- Joint Core Strategy (JCS) and Development Management Policies Development Plan Documents (DPD) (adopted November 2009);
- Minerals and Waste DPD (adopted April 2013), and;
- Saved policies of the Oldham UDP (adopted July 2006).

The relevant policy of the JCS / saved policies of the UDP in respect of design are as follows: -

- **Policy 1 – Climate Change & Sustainable Development**
  Policy 1 states that development should be able to adapt to and mitigate against climate change and address the low carbon agenda, contribute towards sustainable development, help create a sense of place, improve the quality of life for residents and visitors and enhance the Borough's image. Furthermore it states that economic-led development should promote economic growth and prosperity and address worklessness and deprivation.

- **Policy 20 – Design**
  Policy 20 sets out the requirements for all new proposals to have regard to the following design principles where appropriate:

a. Local character (including a character appraisal as appropriate).
b. Safety and inclusion
c. Diversity
d. Ease of movement
e. Legibility
f. Adaptability
g. Sustainability
h. Designing for future maintenance
i. Good streets and spaces
j. Well-designed buildings

The Policy establishes that good design is a key element in achieving sustainable development as it can contribute to providing a safer and more attractive public realm, contribute to high levels of accessibility for all ages, genders and abilities.

National Planning Policy Framework (NPPF)

The relevant policy of the NPPF is as follows: -

- **Delivering Sustainable Development – Requiring Good Design**
  a. Paragraph 56 of the Framework states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making better places for people.
  b. Paragraph 59 of the Framework states that design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. Paragraph 60 continues:

"Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness".

Planning Practice Guidance

Planning Practice Guidance (PPG) was launched in on the 6th March in its final form. The PPG replaced some 230 planning guidance documents but results in no amendments to the Framework.

With regards to Design, paragraph ID: 26-001-20140306 reiterates the guidance set out in the Framework; that good quality design is an integral part of sustainable development. Furthermore, the PPG notes that:

"Achieving good design is about creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the needs of future generations."

Supplementary Planning Document and Interim Planning Position Papers

There are a number of SPD's which support the planning policies contained in the Joint Core Strategy. The application takes full account of the following adopted Supplementary Planning Documents:

- The Oldham and Rochdale Urban Design Guide (adopted October 2007) sets out the Council's approach to high quality design that will protect and improve urban areas. The SPD is produced in support of Policy 20 (Design) in the Joint Core Strategy.

Use & Amount

The scheme seeks consent for speculative high quality industrial workspace (Use Classes B2 & B8 with ancillary B1 office space), built in a single distinct block of development to match those on the Phase 1 element of the site, designed to offer modern and flexible business space and are ideal for a variety of occupiers.

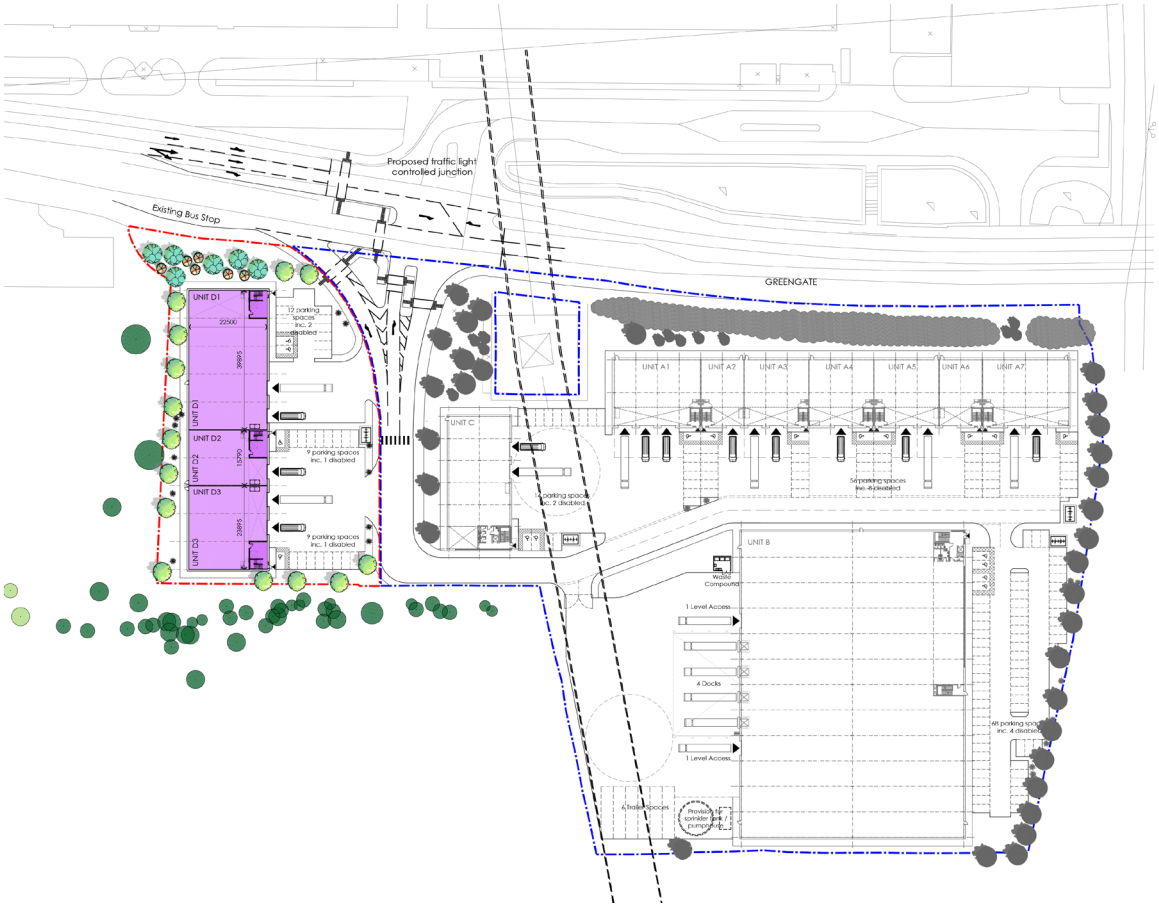
Unit D (D1 – D3) would offer 23,455 sqft (2,179 sqm) gross internal floor space including first floor offices.

The units have been designed to offer the maximum future flexibility and will have a clear internal height of 8.0m to u/s of structural haunch to allow for the construction of a small element of ancillary office space.

Dedicated staff and visitor parking within the site for a total of 30 vehicles including 4 dedicated disabled spaces have been allowed for within the site together with provision for at least 10 secure cycle parking spaces.

Adequate provision for service vehicles has also been allowed for and further details of the tracking plots can be found within the accompanying Transport Assessment.

Layout & Scale



The submitted plans set a high standard of layout which is sympathetic to the character and amenity of surrounding land uses in terms of scale, size, density and height which together with the appropriate use of materials are integral to the overall design.

Whilst there are very few constraints that exist on the site the submitted layout has been deemed the most appropriate solution to unlocking the development potential of the site. The layout of Unit D in this application makes an efficient use of the site area, without creating an overly dense layout, and allows for safe manoeuvrability within the site for both vehicles and pedestrians, as demonstrated within the Transport Assessment.

The bulk of the car parking spaces are located directly outside the main entrances to the units providing safe access to the units and affording direct visibility and security for the site.

It is considered that the layout and scale of the proposals respond positively to the site context and surroundings and provide a modern functional development that will contribute to the environmental improvement and attractiveness of the site.

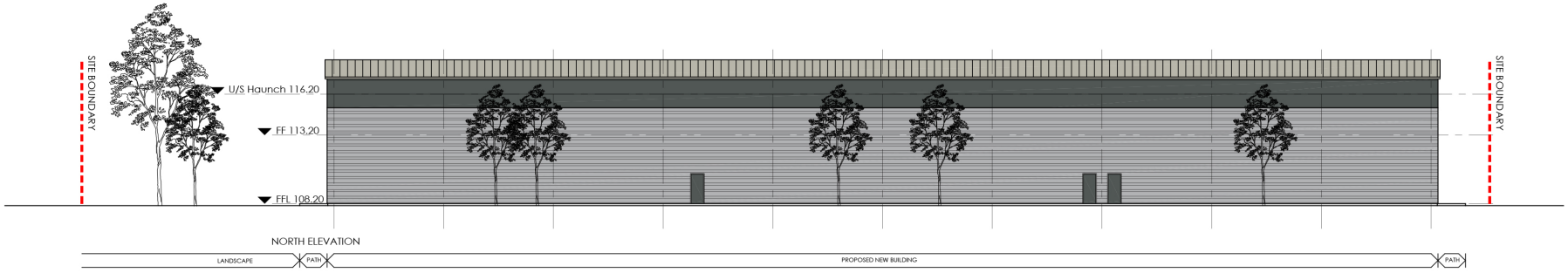


Appearance

The proposals reflect contemporary design principles in creating high quality employment generating units that will provide for the requirements of a wide range of potential end users whilst giving the landlord future flexibility spatially.

The new building is based on a limited palette within a controlled composition to provide a level of visual interest and layering to the units. A combination of high quality materials is proposed with a distinctive pattern and texture to all the key elevations to produce a corporate brand and identity for the landlord but allowing individual tenants / occupiers some controlled space to express their own specific identity without detracting from the cohesive form of the development.





A combination of slate grey ‘micro-rib’ and silver ‘profiled’ cladding be used extensively on the elevations giving a strong horizontal emphasis to the development with a modulated texture. Main entrances will be expressed in a curtain walling system surrounded by the ‘micro-rib’ cladding. High level glazing over the open upper office floor, when combined with the roof lights, will allow high levels of natural light to permeate into the buildings.

Service entrances are clearly identified by virtue of roller shutters. Internal reveals to all doors and windows will be expressed in the applicant’s development manager’s corporate shade of green.

The roof construction is to be a composite profiled cladding system with 15% roof lights incorporated.
All the units are designed to face into the car park areas and through clearly defined entrances and signage will provide sufficient visual impact to encourage movement across the scheme for those arriving by car, bus, on foot or bicycle.

Access & Security

Vehicular access to the scheme will be via the previously approved all movements traffic light controlled junction off Greengate which is located in the position of the existing junction. Pedestrian access into the scheme will be maintained via this new junction. It is proposed that there will be pedestrian footways to both sides of the access road to enable clear and safe routes for pedestrians throughout the whole site.

Access around the external works will be level with minimal gradients. Full DDA access will be provided to all units

Access is covered in detail in the accompanying Transport Assessment prepared by Ashley Helme Associates.

'Secured by Design' accreditation is a matter for discussion and is an issue that will be developed concurrent with the planning application determination period. Good all round natural surveillance is key attribute of the developed site layout and perceived operational use patterns.

The layout of the development sets an active frontage onto Greengate, the M60 and the park clearly defining the elevational proposals. This places the entrances in clearly visible locations and in positions that favour natural surveillance from outside and within the site. All bin cages and refuse storage areas for the units will be within the envelope of the units.

The existing perimeter fencing around the site boundary, which is in reasonable condition, will be maintained and repaired if necessary. Due to the nature of the scheme it will not be possible to have each zone permanently closed off.

It is intended that a detailed lighting assessment / scheme will be designed that will provide a safe environment at all times for users of the park. The scheme will be carefully designed to maximise natural surveillance and avoid any light pollution where possible outside the site.

All glazed elements, and susceptible parts of the buildings, will be protected by anti-ram protection bollards and will be designed such that open mesh roller shutters can be installed where required by incoming tenants or purchasers. Low level windows will be designed with double glazed units comprising an "anti-bandit" specification of 6mm toughened outer, 12mm air filled cavity with a 9.5mm laminated inner pane.

The landscaping proposals will be designed such that they can be managed and maintained in accordance with the relevant British Standards and to maintain natural surveillance of the scheme at all times. Plant species will be carefully considered to deter unwarranted access to areas.

Previous experience has shown that early dialogue with the Architectural Liaison Officers of the local constabulary is invaluable and the application is accompanied by a Crime Impact Statement produced by Greater Manchester Police Force.

Dedicated site / company signage will be necessary, full details of which will be submitted as a formal Consent to Advertise application as and when details are finalised.

Landscape

Generally the site is well contained by existing vegetation and the proposed landscape framework and planting plan in support of this application looks to build upon this base by increasing the enclosure and visual screening this offers.

The main landscape structure is formed through native woodland and shrub planting, principally to the boundaries of the site. This will mature to woodland that will lend both an appropriate scale to the developments landscape areas but also screening to the proposed building units. The planting is graded with woodland mix transferring into native shrub mix at the edge before dropping in height further to an edge strip of mown grassland between parking and road areas and planting. An area to the north the site is proposed as managed grassland to promote wildlife and wildflower species.

Within the main parking and pedestrian movement areas, planting is more ornamental using shrubs to divide up parking areas and soften the overall appearance of the development and areas of hardstanding. Tree are sued throughout these areas to give some height and also in time to create further screening of the proposed buildings from outside the site and within the parking areas.

All planting will be maintained at appropriate heights and spread to minimise opportunities for anti-social behaviour.

A landscape and maintenance scheme has been prepared by TPM Landscapes to accompany the application.

Sustainability – Environmental Standards Statement

The Applicant is committed to achieving sustainable development as part of its development operations. The objectives for achieving sustainable development, as part of its operations range both between the day-to-day operating of their portfolio, to designing sustainable initiatives within new buildings. This section of the Design & Access Statement addresses some of the sustainable proposals that may be built into this development.

They believe that they have a responsibility to work with their consultant team and incoming tenants to minimise the environmental effect of their work wherever and whenever the case may arise.

Below are a series of sustainability measures that may be incorporated into the development moving forwards.

Main Themes	Sub Theme	Proposed measures to be considered in the development
Minimise Energy Use	**Improving Building Envelope**	Improve building fabric performance by using materials with low U values. Reduce air permeability for the development and meeting all BREEAM requirements to achieve a minimum rating of 'very good'.
	Reducing Energy Demand	Encourage tenants to use high frequency ballasts on all fluorescent and compact fluorescent lamps (CFLs). Tenants to provide detailed specifications of energy saving fittings for refrigeration systems.
Sustainable Building Materials	**Material Specification**	Use of recycled and secondary aggregates where possible. Use of timber from sustainable sources, including the reuse of timber where possible, whilst procuring new timber from sustainable sources such as FSC and PEFC sources. Use of materials that have a low embodied energy, including making firm commitments to procure materials from local sources where possible. Procuring materials will be done with consideration to manufacturers and suppliers with accredited EMS and ISO standards.

Sustainable Construction		The contractors will be signed up to the relevant CCS scheme and comply with best practices in construction and site management.
Sustainable Transport and Accessibility		Cycle parking will be provided in strategic locations around the scheme.
Water Conservation and Management	**Water use within the scheme**	Pulsed water meters would be proposed for the development to monitor and control water use. Encourage tenants to install 24 litre WCs in units. Use of SUDS drainage systems in car parking areas.
Waste Management	**Construction Waste**	Recycling would occur during the construction phase where waste would be segregated and split into recyclable components. General waste would be disposed of responsibly and sent to licensed waste handling facilities.
Reduction of detrimental Environmental Effects		Hydrocarbon traps positioned around the perimeter of the car park area where necessary. Development not to include materials that are toxic to humans. All insulation materials and refrigerants to have an ODP value of 0 and a GWP of 5 or less. Any land contamination due to previous uses will be remediated as required by the Local Authority. External lighting will be compliant to best practice guidelines from the Institute of Lighting Engineers (ILE) Guidance Note: GN01.
Site Management	**Commissioning and Handover**	A building user guide and building education will be provided as part of the development handover procedure.

In addition the project design and procurement processes will be subject to assessment by a qualified BREEAM Assessor, with an aim of achieving a minimum certification of 'very good' or better. An Energy & Sustainability Statement has been prepared and accompanies the application.

Conclusion

Throughout this Design & Access Statement it has been demonstrated that the proposed development considers the requirements and constraints, using them to satisfy the needs of the users of the development and the positive contribution the development will have on the immediate surroundings of this part of Chadderton.

The proposed development offers the following attributes and benefits: -

- An integrated design solution that embraces the functionality and contextual requirements;
- Accommodation of full operational requirements including staff parking within a secure site boundary as a coordinated campus style development;
- Flexible design and layout based on commercial parameters, allowing business adaptation and maximizing the future life of the development;
- The proposals are in a sustainable location, in close proximity to the strategic road network, bus network and passenger railway network, making it a highly sustainable site from an accessibility point of view;
- The proposals would redevelop a previously developed site and would result in a positive environmental benefit;
- The proposals can be delivered without having an adverse effect on the landscape or surrounding environment or ecological interests, and;
- The economic benefits of the proposal are significant.

Having carefully considered the qualities and constraints of the site it is considered that the design solution reached represents the most appropriate solution for the redevelopment of the site.

