

DESIGN AND ACCESS STATEMENT

Heywood Distribution Park, Heywood, Plot H4

Outline Application

Document Produced For



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1.0 INTRODUCTION



1.1 Introduction

1.1.1 Statement Overview

This Design & Access Statement has been prepared by UMC Architects on behalf of Indurent Management Ltd, in support of the submission of an Outline Planning Application for the development of a 10.69 Hectares (26.40 Acres) site.

The application seeks outline approval for the development of land within use classes E(g)(iii) (industrial processes), B2 (general industrial), B8 (storage and distribution) and removal of existing structures and hard standing and associated works. All matters reserved for subsequent approval..

1.1.2 Report Content and Structure

The purpose of this document is to highlight the evolution of the physical design and identify design responses with respect to access, appearance, layout and scale.

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design, exploring the physical characteristics of the scheme that have been informed by the design process to date.

This document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.



2.0 SITE APPRAISAL

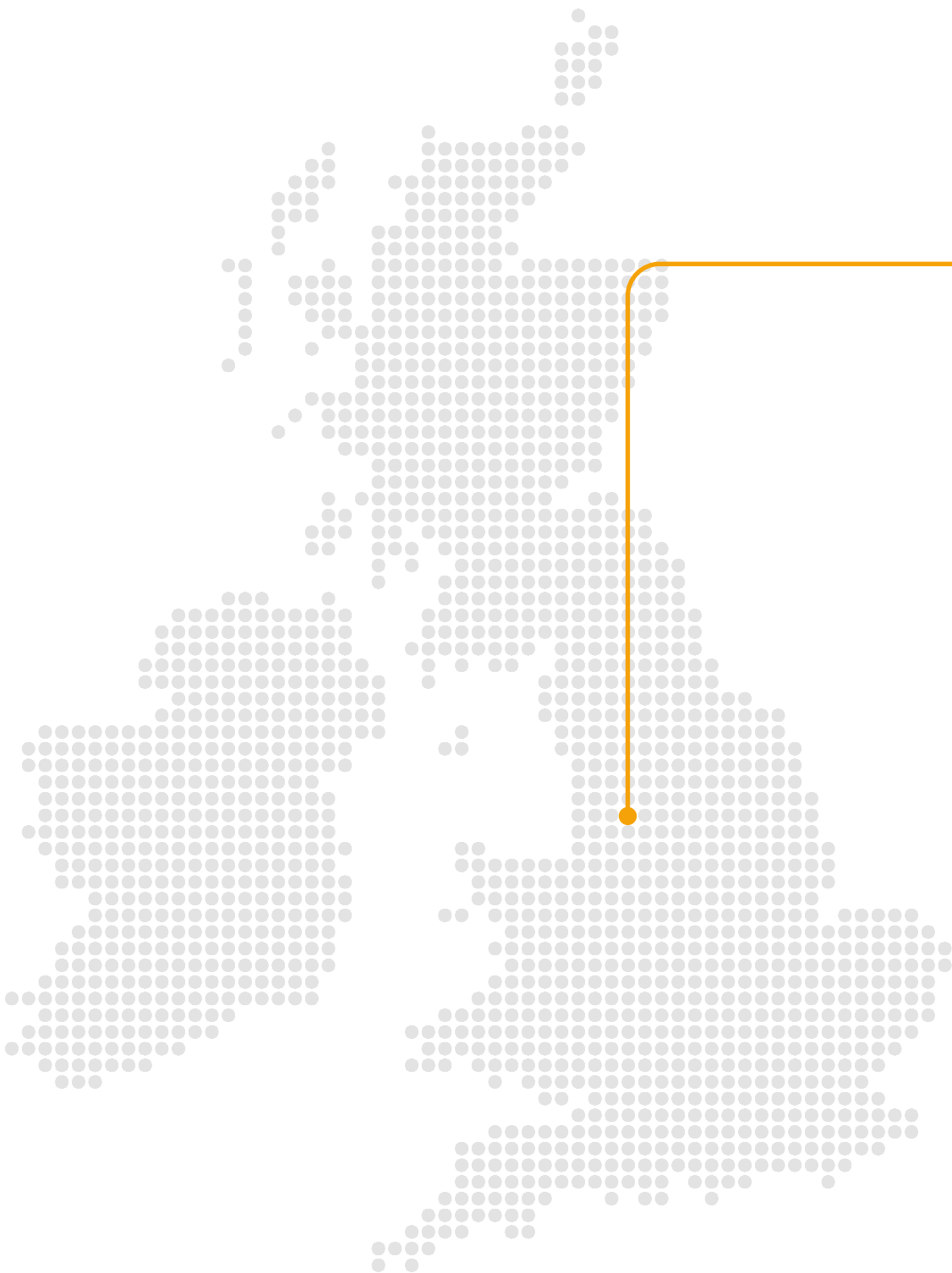


2.1 Site Location

2.1.1 Site Location UK

The site relates to a parcel of land within Heywood Distribution Park, known as Plot H4. Heywood Distribution Park ("HDP") is located to the south west of Heywood, in Rochdale, within 1 mile of the M66 and 2.5 miles from the M62.

HDP covers an area of approximately 81 ha and is broadly defined by Pilsworth Road to the south and south-east, Moss Hall Road to the west and East Lancashire Railway line to the north. It comprises a range of industrial and distribution premises with areas of landscaping. The primary access for HDP is via Pilsworth Road and there is a secondary emergency access point onto Moss Hall Road.



2.1 Site Location

2.1.2 Site Location Plan

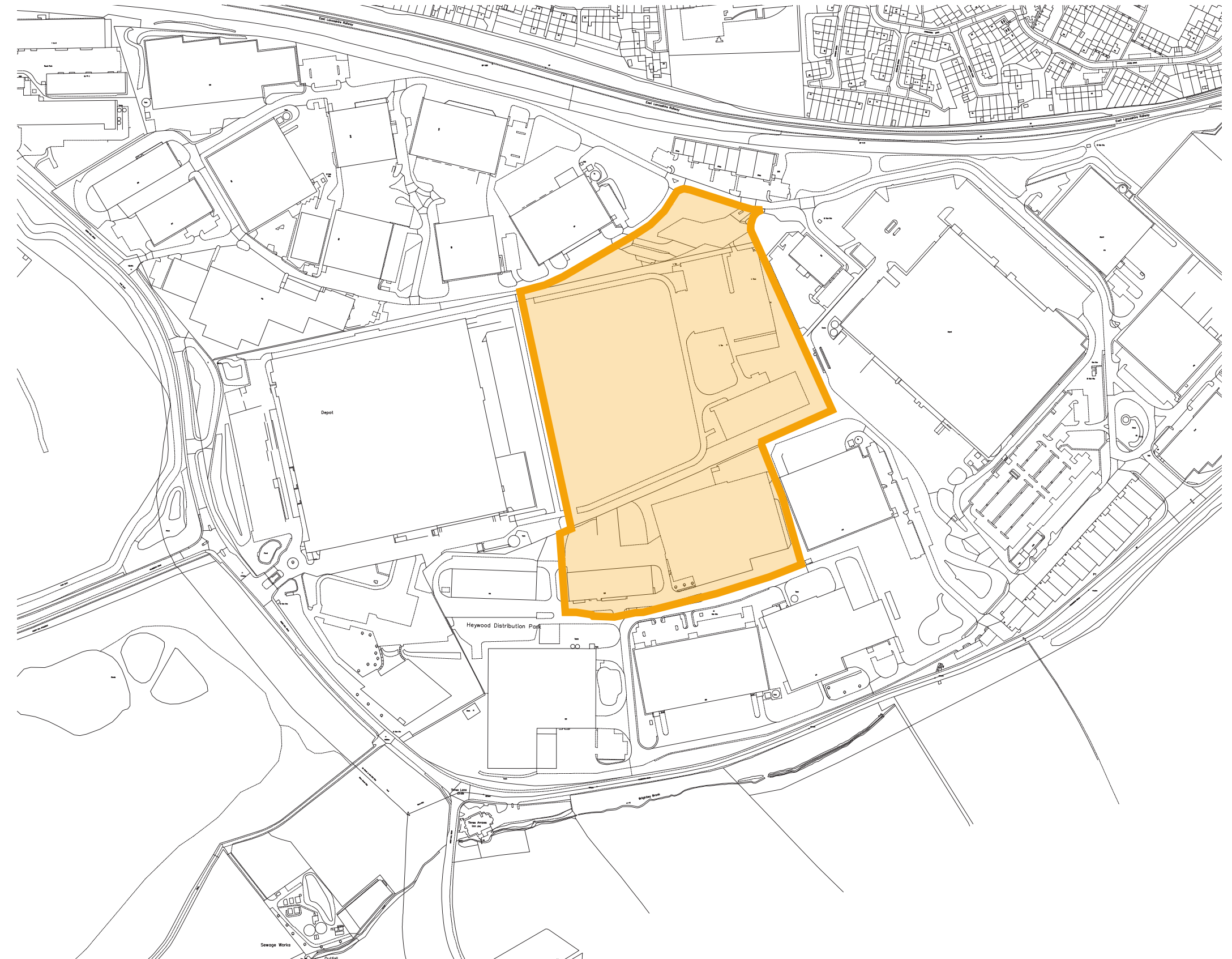
The proposed site location is illustrated on UMC Architects Planning drawing 23103-UMC-XXXX-SI-DR-A-0507-P.03 Site Location Plan - Plot H4.

Plot H4 extends to approximately 10.69 ha and is located centrally within the distribution park. It can be understood as several main parts as follows:

- The western portion of the plot comprises an area of raised, self-seeded scrubland which is contained to the north, south and east by a concrete access road.
- The eastern part of the plot is a large area of hardstanding which is currently used for the storage of containers and container lorries.
- The southern section of the plot comprises cleared land which formerly comprised a recently demolished depot site and is in part used for the storage of vans and lorries.
- The northern element of the site contains an area of hardstanding which is used for parking and established landscaping include a group of trees which are covered by a Tree Preservation Order.

Plot H4 is accessed along its northern and southern boundaries via the network of existing estate roads within the distribution park.

The park access was recently upgraded (Application Ref. 21/01144/FUL), and now benefits from four entry lanes and two exit lanes.



Existing Site Layout

2.1 Site Location

2.1.3 Site Context

Heywood Distribution Park is an existing employment park of industrial uses. It is critical that the buildings are designed to meet operational and occupier requirements as well as the necessary institutional and sustainability standards for modern industrial and logistics buildings.

The existing buildings within the distribution park have a mix of sizes, styles and materiality across the employment park, and a range of these are shown:



1 Argos



2 Unit B4



3 Unit B12



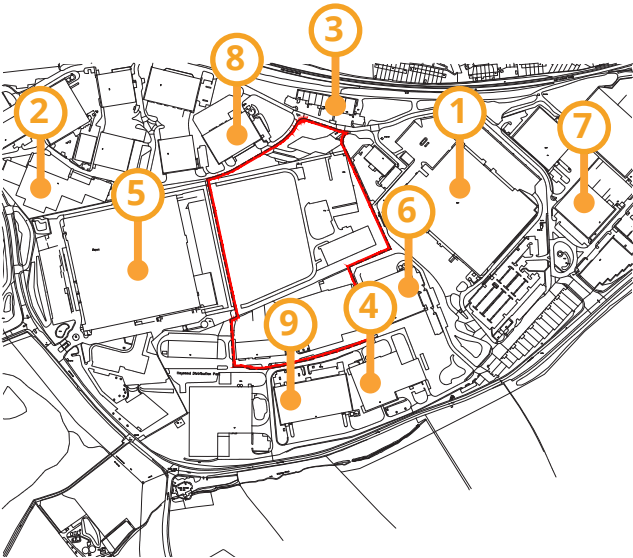
4 Unit M1



5 Great Bear



6 Unit P2



7 Moran



8 Promat Unit



9 Unit M2

2.1 Site Location

2.1.4 Transport Links

The site benefits from great transport links and is situated within the M62 corridor, just 1 mile from junction 3 of the M66 and 2.5 miles from junction 19 of the M62.

Recent infrastructure improvements have been undertaken as part of the South Heywood Link Road, connecting the Heywood Distribution Park and the M62 at Junction 19.

A second phase is currently under construction which upgrades Pilsworth Road from the current extent of the Link Road to the Moss Hall Road junction. This includes the provision of a shared use footway/cycleway connection.

- Road improvements (completed) ---
- Road improvements (phase 2) ---
- Potential future road improvements ---



Transport Links

2.1 Site Location

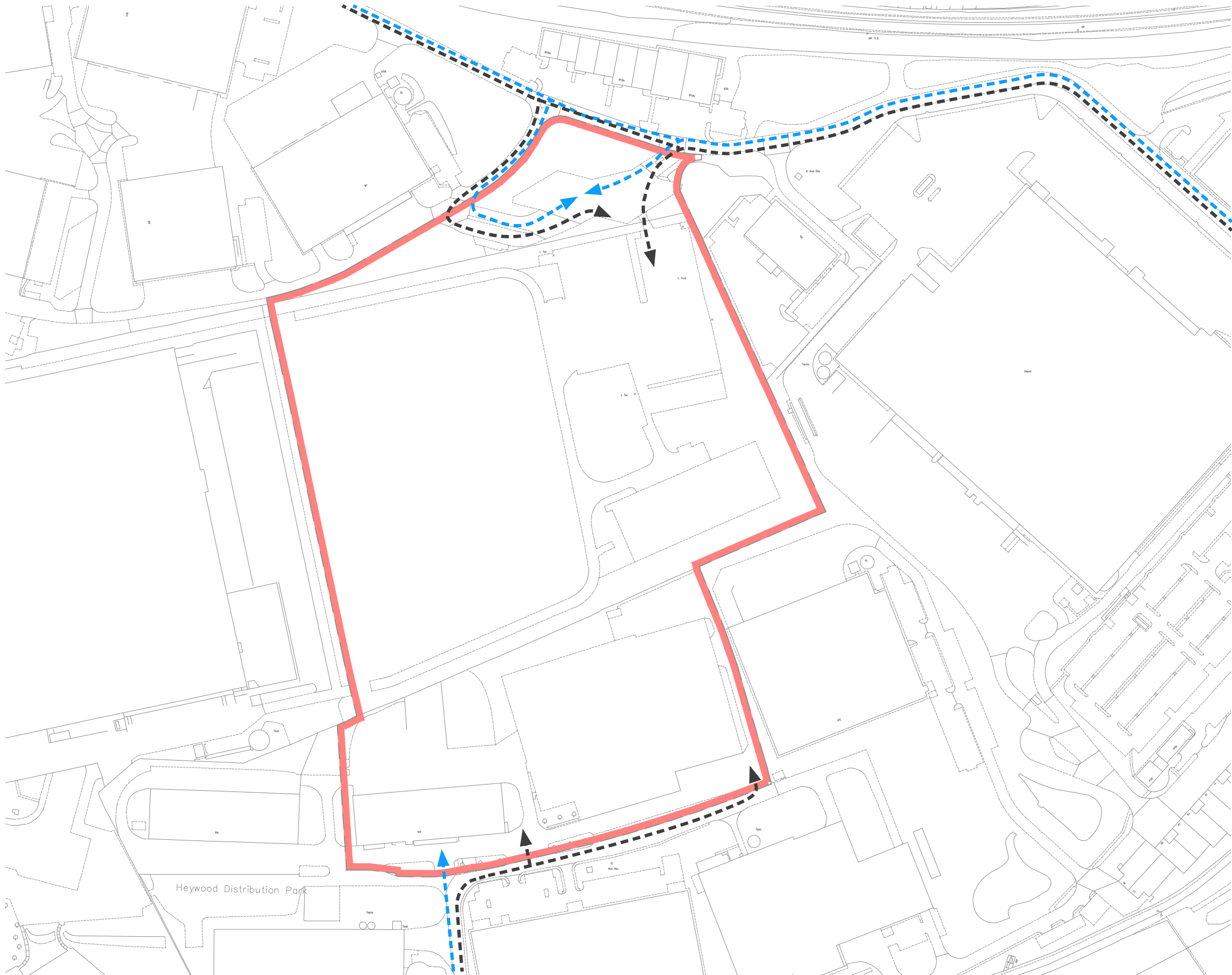
2.1.5 Existing Site Access

The development site has established points of vehicular access. However, in order to ensure ease of access and safety of movement, the site access will be relocated and improved.

Key

Existing HGV Access

Existing Car Access



Existing Site Access

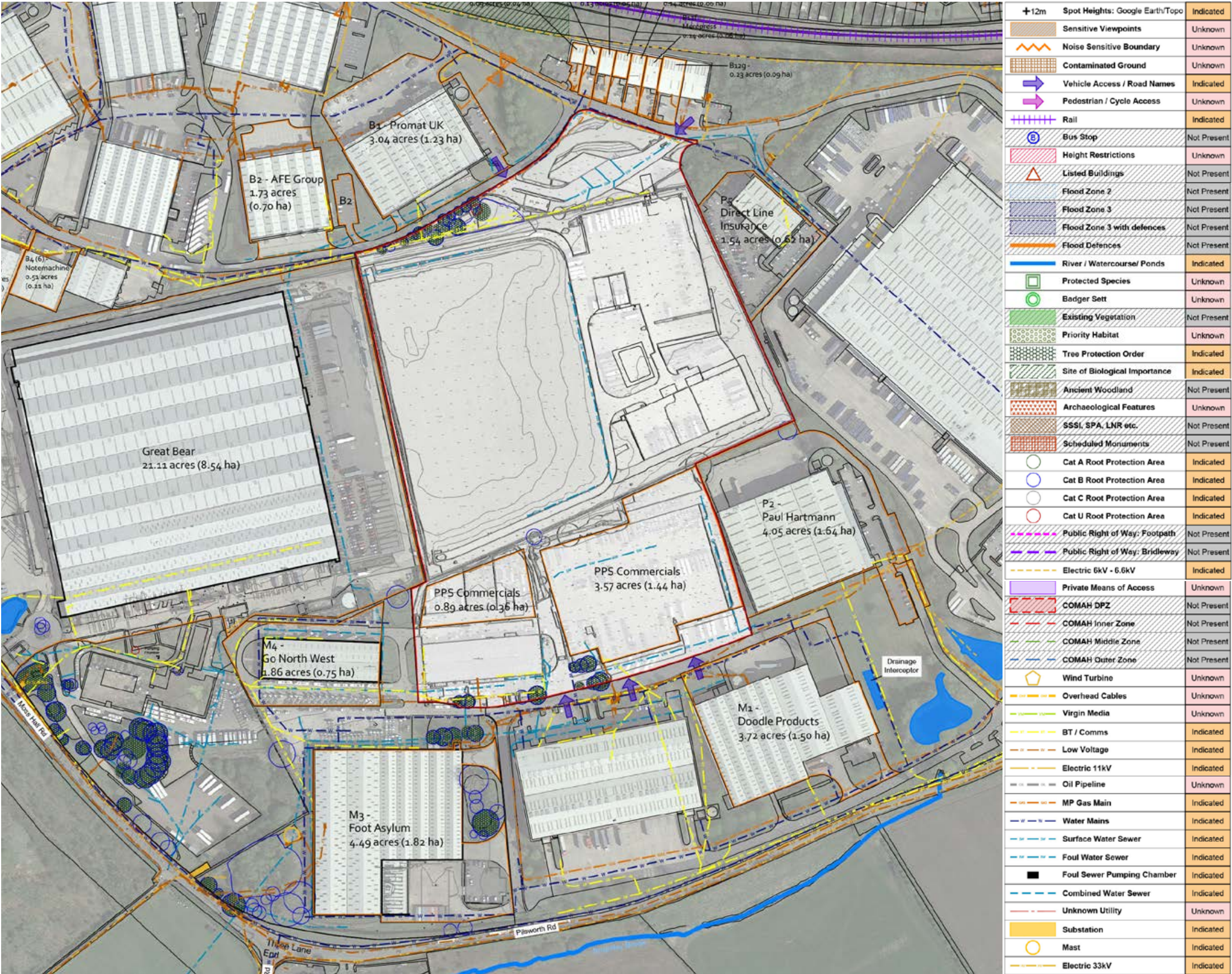
2.2 Site Constraints

2.2.1 Site constraints plan

The site comprises of hardstanding and scrubland, with an area of established landscaping to the north of the site.

A number of TPO's sit within tree groups to the north and south of the plot, and a number of B,C and U class trees are also scattered around the site perimeter.

Multiple underground utilities cross the site, largely serving the existing buildings and uses, and this consists mainly of surface water sewers and BT.



Existing Site Access

3.0 PLANNING POLICY CONTEXT



3.1 National Planning Policy

3.1.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) is a material planning consideration. It states that a presumption in favour of sustainable development lies at the heart of the Framework and that achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways:

- An economic objective – to help build a strong, responsive and competitive economy
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment.

Paragraph 85-89: Building a Strong Competitive Economy

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth.

Paragraph 108-113: Transport Impacts

Any significant impacts from development on the transport network (capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 114-117: Considering development proposals

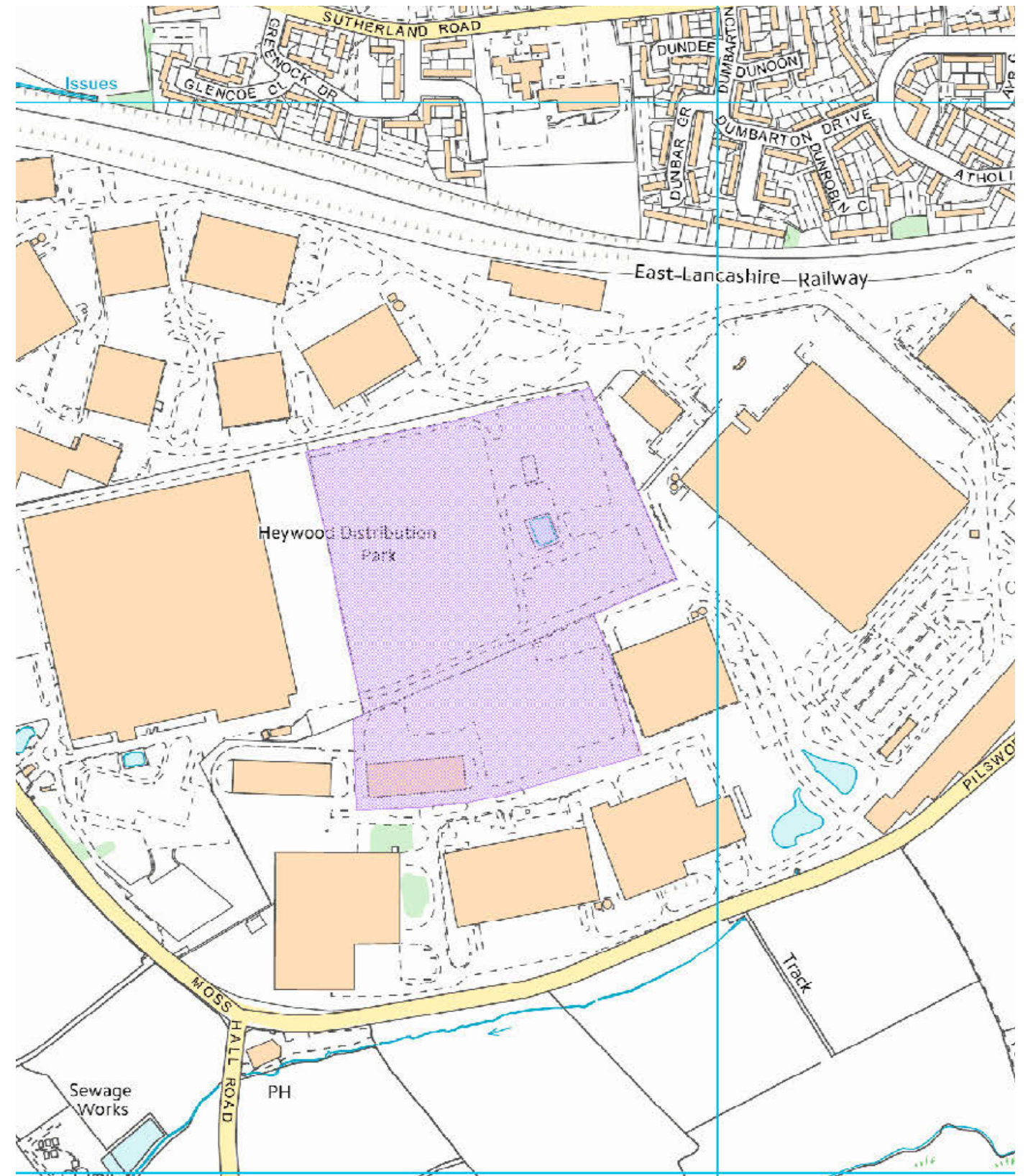
Significant weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 131-141: Achieving well-designed and beautiful places

Significant weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 180-188: Biodiversity Enhancement

Development whose primary objective is to conserve or enhance biodiversity should be supported. Opportunities to improve biodiversity in and around developments should be integrated as part of the design proposals.



Rochdale Borough Council Draft Allocations Plan - AL/EM/4-Heywood Distribution Park

3.2 Local Planning Policy

3.2.1 Greater Manchester - Places For Everyone

The 'Places For Everyone' development plan is a joint development plan document formulated by Greater Manchester in the wake of the Covid-19 Pandemic to set out a joint ambition to guide development, investment and infrastructure in one overarching spatial plan. The development plan outlines several spatial/strategic policies relevant to this application, including:

- JP-J1: Supporting Long-Term Economic Growth
- JP-J2: Employment Sites and Premises
- JP-J3: Office Development
- JP-J4: Industry and Warehousing Development



Strategic Locations Figure 6.1, 'Places For Everyone' - Greater Manchester

3.2.2 Rochdale Borough Council Local Plan

Core Strategy: The core strategy is the lead document of the Rochdale Borough Local Plan. It provides an overview of our objectives for the whole of the borough. All other plans and policies must fit with the developments laid out in the Core Strategy.

The core strategy also highlights policy E3 - Focusing on economic growth corridors. Policy E3.4 promotes development of employment sites within the Heywood Distribution Park, which was designated as a Simplified Planning Zone (SPZ) until 2020 in order to promote the area mainly for distribution uses; and encourage development on the site.

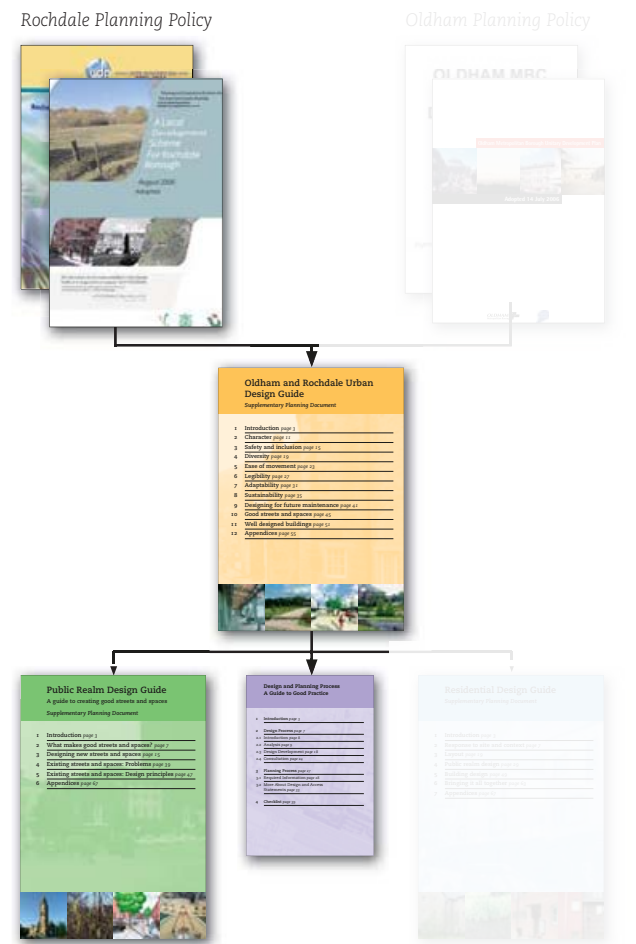


Diagram showing how design guides relate to local policy

3.2.3 Urban Design Guide SPD

The Oldham and Rochdale Urban Design Guide sits alongside the relevant local plans to provide guidance on the quality of design expected

within proposed developments
The urban design guide outlines the following principles for well designed buildings:

- Character
- Safety and Inclusion
- Diversity
- Ease of Movement
- Legibility
- Adaptability
- Sustainability
- Design for Future Maintenance

3.2.4 Good Practice Guide SPD

The design and planning process: A guide to good practice sits underneath the urban design guide to assist those involved in the process of designing and constructing buildings, streets and spaces to create good quality spaces. The guide looks to address the following topics

- Analysis of the site and its context
- Design development, including exploration of development options
- Consultation
- The information required with a planning application
- details about planning statements

3.2.5 Public Realm Design Guide SPD

This Public Realm Design Guide forms one part of a series of Design guides provided jointly by Oldham Metropolitan Borough Council, Rochdale Metropolitan Borough Council, and the Oldham Rochdale Partners In Action Housing Market Renewal.

Its aim is to provide clear guidance to everyone involved in designing and constructing streets

and space (including architects, designers, public and private sector developers, house builders and engineers) on the quality of design expected by both Boroughs.

The Guide will also be used by local authority officers to help assess the quality of planning applications. The public realm design guide outlines the following principles for well designed spaces:

- Character
- Safety and Inclusion
- Diversity
- Ease of Movement
- Legibility
- Adaptability
- Sustainability
- Design for Future Maintenance
- Good streets and spaces
- Well designed buildings

3.2.6 Planning Policy Implementation

The relevant planning policies are reviewed within the supporting planning statement, and the principles that they promote have been considered throughout the design and access statement in formulating the proposed parameters for the development.

4.0 DEVELOPMENT PROPOSALS



4.1 Design

4.1.1 Key Design Principles

Taking into account the requirements of the brief, combined with an understanding of the site constraints and opportunities, and analysis of the relevant planning design guides has allowed a number of key principles to be established, as follows:

Design & Character

To create an attractive, self-contained and functional development with clear identity, which relates well within its context. Buildings should be well-designed, with attention to detail and provide clear legibility in the choice of façade material specifications.

Functionality

To provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Clear thought must be given to optimise functionality and avoid unnecessary routes of travel.

Building Context

To design the building form and elevation treatment taking into account the employment context of the development. The building needs to assimilate with the scale of nearby buildings.

Orientation & Movement

To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be clearly segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fall-back.

Quality of Landscape

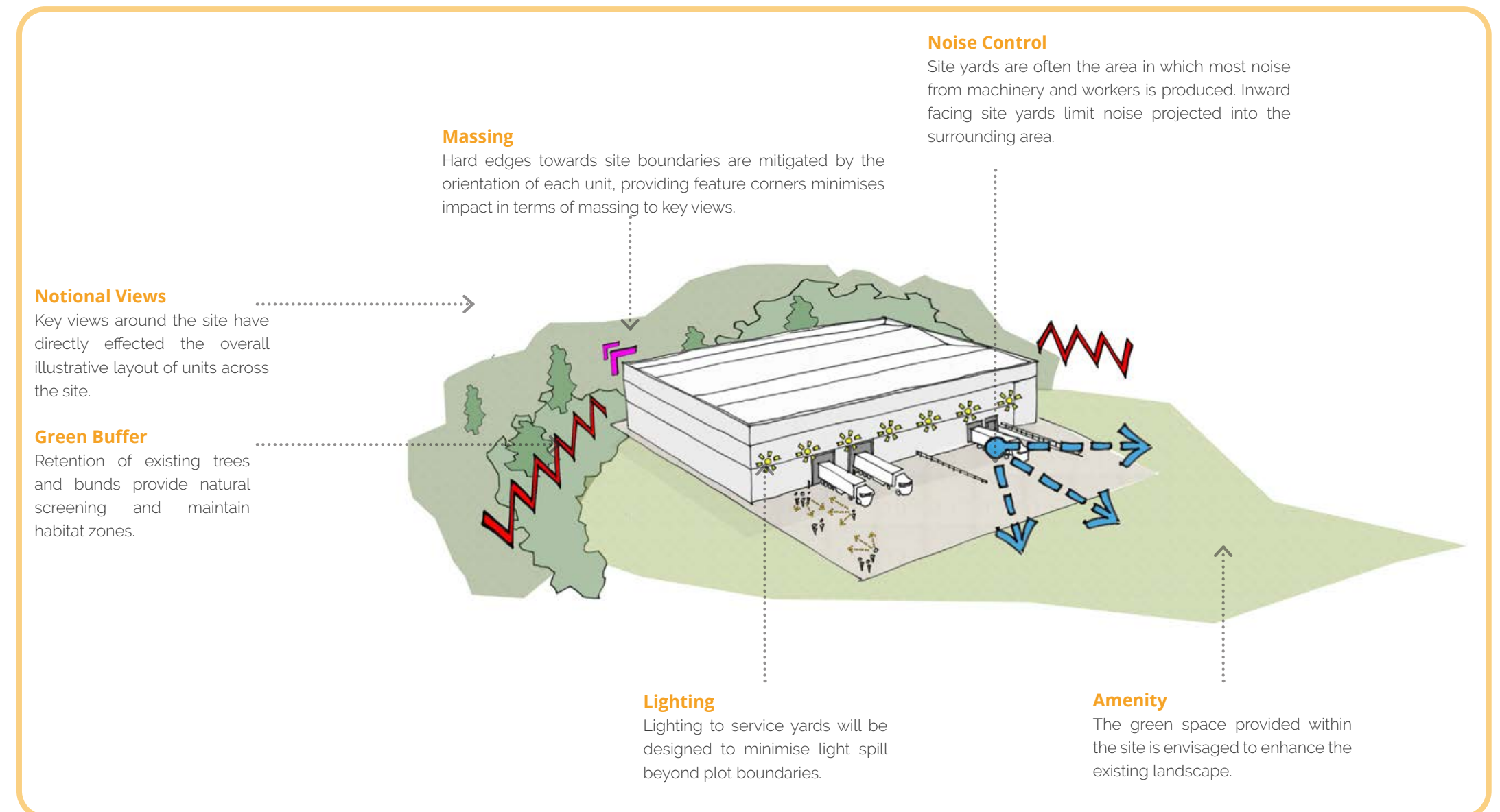
To create a development which improves the quality of the surrounding context. Implementation of integrated landscaping strategies such as amenity spaces, accessible to building occupants and a considered landscaping design focusing on biosecurity to achieve biodiversity gains.

Health & Well-being

Understanding the importance of health & well-being to create meaningful spaces, and achieve a healthier, happier and engaged workforce. Achieving this core principle through the implementation of a range of design elements, to support employee and public health.

Sustainability

With the current emphasis placed on energy conservation and the use of LZC technologies, the applicant is keen to enhance the developments sustainable credentials. In order to deliver an environmentally responsible building,



Schematic Plot Principles Diagram

4.2 Parameters

4.2.1 Parameters Plan

This is an outline planning application and a parameters based approach has been taken to define the development principles for the proposed scheme.

The proposals submitted in outline have been split into development zones identified on the parameters Plan:

- **Development Zone 1 (8.11ha)**
- **Development Zone 2 (2.04ha)**

The development parameters established in the outline planning application are:

Development Zone 1

Maximum building height of 25.0m above FFL

Development Zone 2

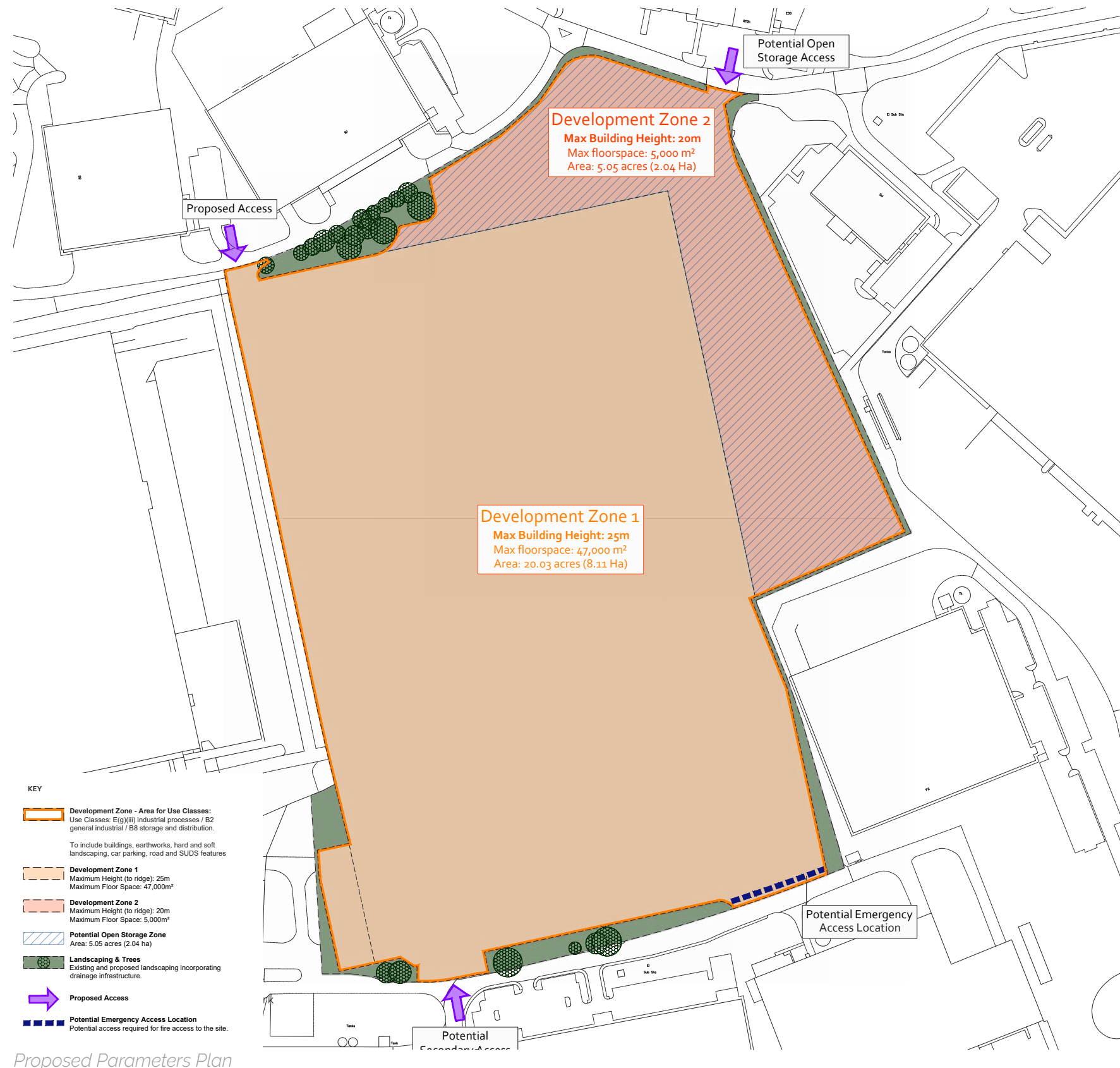
Maximum building height of 20.0m above FFL

These development plots have been defined with any potential future layout in mind, to allow for functionality and usability of any building, whilst restricting the height of any development to the north and north east to respond to the immediate context. A maximum floorspace of 52,000m² is proposed for the site.

The development plot is intended for use classes:

- **E(g)(iii) industrial processes**
- **B2 general industrial**
- **B8 storage and distribution**

This is to include buildings, earthworks, hard and soft landscaping, car parking, road and SUDS features.



4.3 Illustrative Site Plans & Sections

4.3.1 Illustrative Site Plan - Option 1

Illustrative site plans and cross sections have been prepared to assist with communicating the development parameters, and demonstrating how these could be realised in a detailed scheme.

Option 1 is for a two unit scheme comprising of two steel-framed, single storey warehouses. These units are split in size at 368,000 ft² and 189,000 ft².

The buildings are set back from the north of the plot with office frontage facing out towards the access road. A new access point is used in line with the proposed parameters. Service yards are contained centrally with the buildings acting as a buffer to the surrounding context.

Planning policies:

SO1 - To deliver a more prosperous economy

The units will bring more jobs to the area and help to satisfy future employment needs

SO2 - To create successful and healthy communities

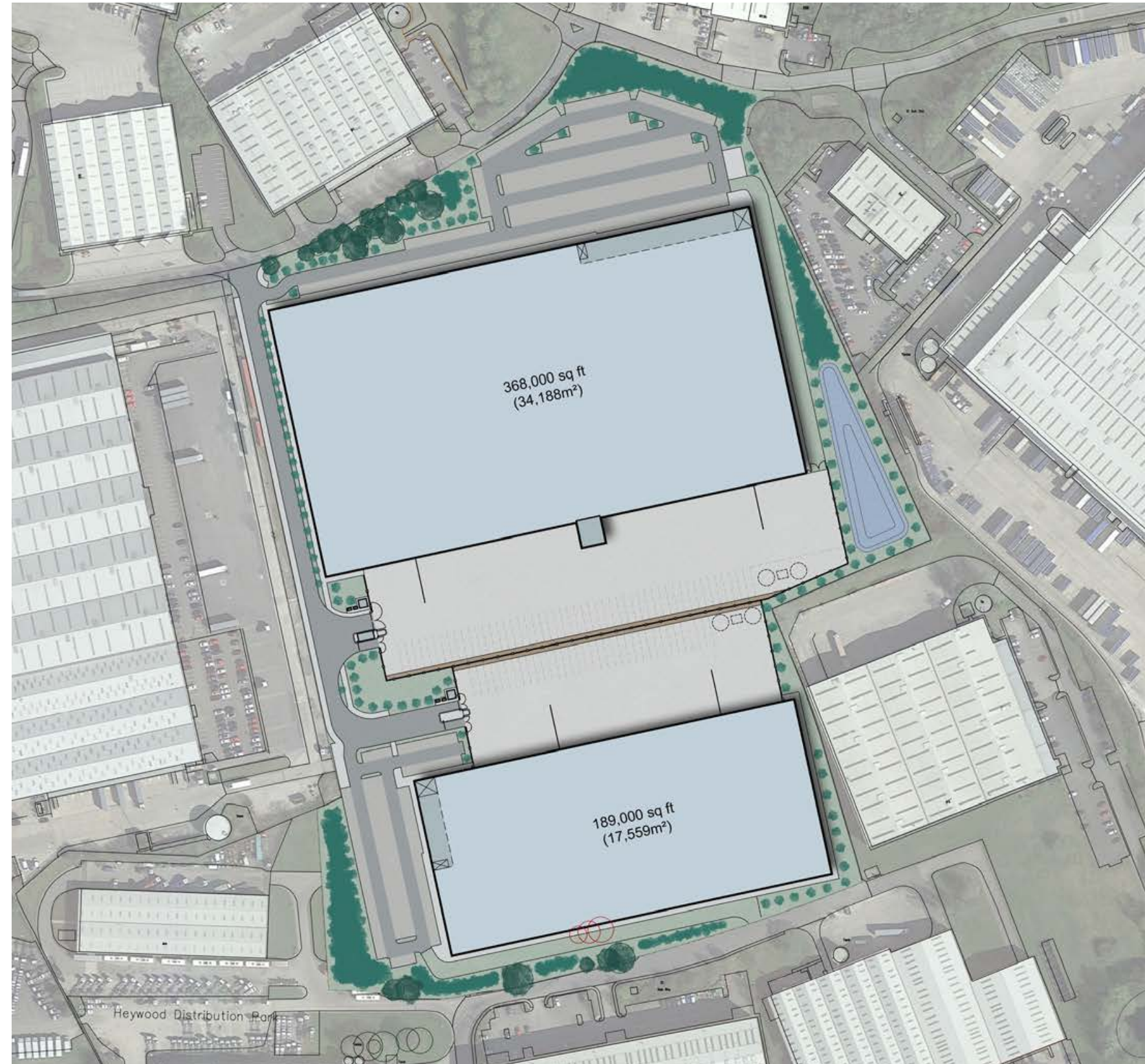
Outdoor amenity space will aid in overall user wellbeing

SO3 - To improve design, image and quality of place

Development will be designed to a high quality whilst retaining key existing landscaping

SO5 - To improve accessibility and deliver sustainability transport

Access from a single improved access point and facilities provided to promote active travel



Illustrative Site Plan - Option 1

4.3 Illustrative Site Plans & Sections

4.3.2 Illustrative Access Plan - Option 1

The illustrative layout has been designed to make effective use of the irregular areas of land being used for car parking and landscaping. This helps to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development.

The HGV service yard areas are located between the units to reduce noise spill. The service yards are set out with a depth sufficient to accommodate the standard HGV turning requirements within the parking and circulation zones, while allowing vehicles to carry on loading at the adjacent distribution docks. The loading yard and dock provision has been sized in line with industry standards. Access to the HGV yard is controlled by automatic gates and security barriers enabling both the control of vehicle movements to and whilst in the HGV yard.

The car park and site yard can be accessed by the fire service with additional fire track access where necessary, and provide a stable platform with sufficient coverage to facilitate fire fighting in order to meet the requirements of access under Building Regulations.

Key

- - - - - ➡ Pedestrian Access
- - - - - ➡ HGV Access
- - - - - ➡ Car Access



Illustrative Site Plan - Option 1

4.3 Illustrative Site Plans & Sections

4.3.3 Visual Surveillance Plan - Option 1

Natural surveillance has been a key factor in the overall design of the illustrative layout. The positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control, whilst the building design and site layout has been considered to minimise visual obstacles. This helps to eliminate places of concealment, with any dark areas to be well lit.

Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

Key

Indicative area of natural visual surveillance

Views Out



Illustrative Site Plan - Option 1

4.3 Illustrative Site Plans & Sections

4.3.4 Illustrative Site Plan - Option 2

Option 2 is for a single unit scheme comprising of a steel-framed, single storey warehouse totaling 502,000 ft².

The building is set back from the north of the plot with office frontage facing out towards the access road. A new access point is used in line with the proposed parameters. Service yards are provided on both the east and west elevation with full circulation provided around the unit for loading vehicles to maximise functionality.

Planning policies:

SO1 - To deliver a more prosperous economy

The unit will bring more jobs to the area and help to satisfy future employment needs

SO2 - To create successful and healthy communities

Outdoor amenity space will aid in overall user wellbeing

SO3 - To improve design, image and quality of place

Development will be designed to a high quality whilst retaining key existing landscaping

SO5 - To improve accessibility and deliver sustainability transport

Access from a single improved access point and facilities provided to promote active travel



Illustrative Site Plan - Option 2

4.3 Illustrative Site Plans & Sections

4.3.5 Illustrative Access Plan - Option 2

The layout has been designed to make effective use of the irregular areas of land being used for car parking and landscaping. This helps to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development.

The HGV service yard areas have been defined by the layout and orientation of the unit to ensure efficiency of use of the site. The service yards are set out with a depth sufficient to accommodate the standard HGV turning requirements within the parking and circulation zones, while allowing vehicles to carry on loading at the adjacent distribution docks. The loading yard and dock provision has been sized in line with industry standards. Access to the HGV yard is controlled by automatic gates and security barriers enabling both the control of vehicle movements to and whilst in the HGV yard.

The carpark and site yard can be accessed by the fire service and provide a stable platform with sufficient coverage to facilitate fire fighting in order to meet the requirements of access under Building Regulations.

- Key
-  Pedestrian Access
 -  HGV Access
 -  Car Access



Illustrative Site Plan - Option 2

4.3 Illustrative Site Plans & Sections

4.3.6 Visual Surveillance Plan - Option 2

Natural surveillance has been a key factor in the overall design of the site. The positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control, whilst the building design and site layout has been considered to minimise visual obstacles. This helps to eliminate places of concealment, with any dark areas to be well lit.

Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

Key

Indicative area of natural visual surveillance

Views Out



Illustrative Site Plan - Option 2

4.3 Illustrative Site Plans & Sections

4.3.7 Illustrative Site Plan - Option 3

Option 3 is for a single unit scheme comprising of a steel-framed, single storey warehouse totaling 505,000 ft² and additional external storage to the north-east.

The building is set back from the north of the plot with office frontage facing out towards the access road. A new access point is used in line with the proposed parameters. Service yard is provided on the west elevation, shielded from view on approach through the distribution park.

Self-contained external storage is provided with an additional access used as per the parameters plan, this makes use of an irregular portion of the site.

Planning policies:

SO1 - To deliver a more prosperous economy

The unit storage will bring more jobs to the area and help to meet future employment needs.

SO2 - To create successful and healthy communities

Outdoor amenity space will aid in overall user wellbeing

SO3 - To improve design, image and quality of place

Development will be designed to a high quality whilst retaining key existing landscaping

SO5 - To improve accessibility and deliver sustainability transport

Segregation between access points for open storage and the industrial unit, and facilities provided to promote active travel



Illustrative Site Plan - Option 3

4.3 Illustrative Site Plans & Sections

4.3.8 Illustrative Access Plan - Option 3

The layout has been designed to make effective use of the irregular areas of land being used for car parking and landscaping. This helps to ensure efficient use of the site area, while optimising the soft landscaping that surrounds the development.

The HGV service yard areas have been defined by the layout and orientation of the unit to ensure efficiency of use of the site. The service yards are set out with a depth sufficient to accommodate the standard HGV turning requirements within the parking and circulation zones, while allowing vehicles to carry on loading at the adjacent distribution docks. The loading yard and dock provision has been sized in line with industry standards. Access to the HGV yard is controlled by automatic gates and security barriers enabling both the control of vehicle movements to and whilst in the HGV yard.

The carpark and site yard can be accessed by the fire service and provide a stable platform with sufficient coverage to facilitate fire fighting in order to meet the requirements of access under Building Regulations.

Key

- - - - - ➔ Pedestrian Access
- - - - - ➔ HGV Access
- - - - - ➔ Car Access



Illustrative Site Plan - Option 3

4.3 Illustrative Site Plans & Sections

4.3.9 Visual Surveillance Plan - Option 3

Natural surveillance has been a key factor in the overall design of the site. The positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control, whilst the building design and site layout has been considered to minimise visual obstacles. This helps to eliminate places of concealment, with any dark areas to be well lit.

Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury.

Key

Indicative area of natural visual surveillance

Views Out



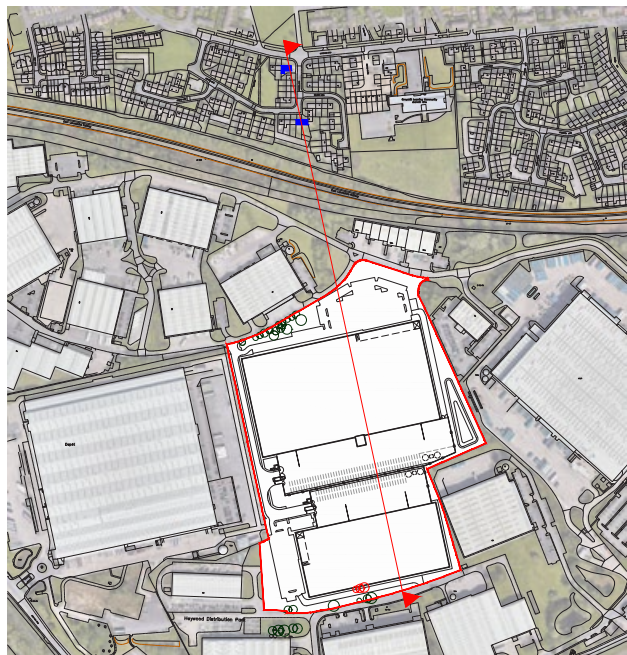
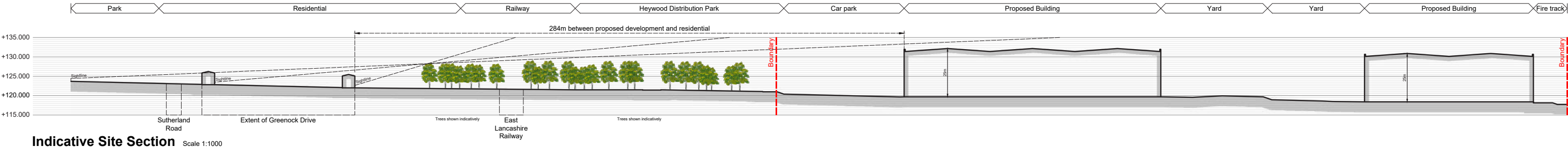
Illustrative Site Plan - Option 3

4.3 Illustrative Site Plans & Sections

4.3.10 Illustrative Site Section

The section below shows the relationship between the residential to the north and an illustrative proposed development on the site.

The railway line and surrounding landscaping shield the proposed development from the residential, with the 25m max height of the development largely hidden from view.



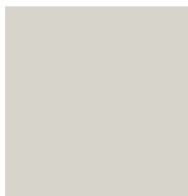
4.4 Appearance

4.4.1 Illustrative elevational design

The underlying principle of the illustrative design is to provide a building that offers architectural character, while adding quality and aesthetic enhancement to the immediate vicinity.

The use of contemporary industrial detailing is consistent with the developers design code. The elevations have been detailed to punctuate key features of the buildings such as bookends to the corners and feature banding to accentuate the office entrance. The use of varying cladding profiles and colours along with full height glazing raise the aesthetic quality and serve to break down the overall uniformity of the design whilst offering excellent longevity and durability.

The colour chart indicated demonstrates the neutral materials palette used, to provide a common backdrop for the cladding, windows and roofing. The use of corporate/ stronger accent colours will be discouraged to avoid conflict in building appearance although strong signage zones will be encouraged to promote end user identity.



Hamlet
(RAL 9002)



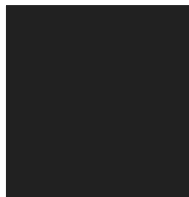
Goosewing Grey
(RAL 7038)



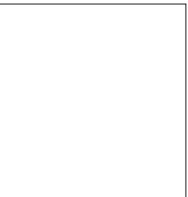
Pure Grey
(RAL 000 55 000)



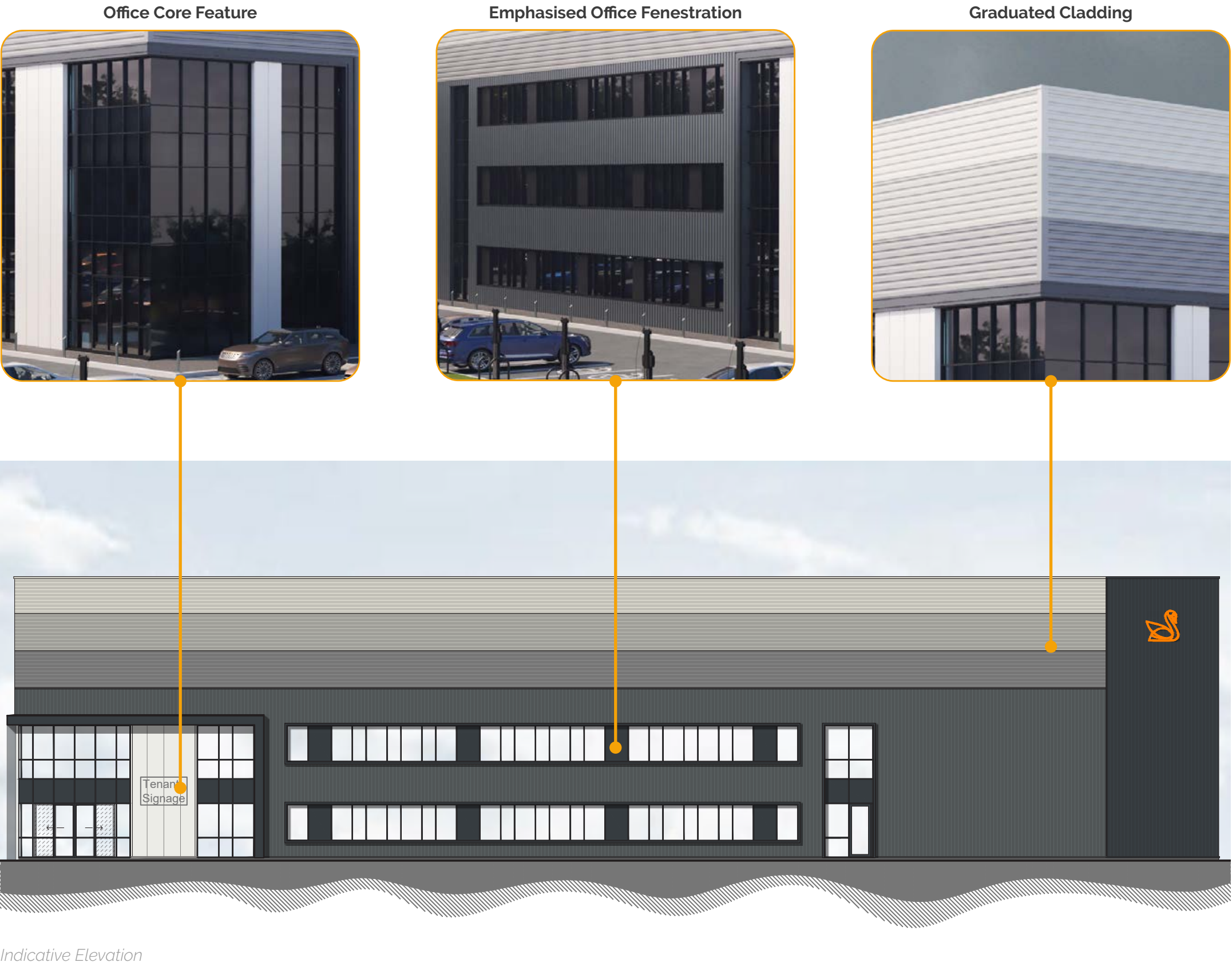
Slate Grey
(RAL 7012)



Anthracite
(RAL 7016)



White
(RAL 9003)



5.0 SUSTAINABILITY



5.1.1 Sustainable Design Considerations



Natural Daylight/ Rooflights

High levels of natural daylight could be targetted, wherever possible, through effective window design at the detailed design stage.



Cycle Store and Showers

To encourage staff to cycle to work, lockable cycle stores and showers should be considered at detailed design stage.



EV Charging Points

EV charging should be considered at detailed design stage and be in line with local authority requirements as a minimum.



Air Tightness

In accordance with the requirements of a low energy building, the air tightness characteristics will be addressed. Through robust design and detailing a high airtight standard could be targetted to mitigate air leakage, far in excess of current Building Regulation minimum requirements.



Water Saving

The proposed development should minimise the use of potable water and reuse water where feasible. This will be implemented at the detailed design stage through the use of water efficient fittings, leak detection and prevention measures and the measuring of water use. The specification of water efficient appliances such as spray taps and low volume WC's could assist.



EPC

The applicant will target the requirements of the Energy Performance of Buildings Directive at detailed design stage and assess the operational energy performance of the building, targeting an 'A' rated Energy Performance Certificate (EPC).



BREEAM

In order to benchmark the environmental performance of the building, the applicant will carry out an assessment against the Building Research Establishment (BRE) Environmental Assessment Method (BREEAM). This is a voluntary scheme that aims to quantify and reduce the environmental burdens of buildings by rewarding those designs that take positive steps to minimise their environmental impacts. Projects are assessed using a system of credits which results in a formal certification giving a rating on a sliding scale. See the supporting BREEAM pre-assessment for more information.



Waste Strategy

Dedicated areas for refuse will be considered to allow for adequate bin storage / compactors to suit potential occupier's operations.



Lighting Strategy

It is imperative that any lighting design philosophy provides the correct quality of lighting with minimum energy input and hence reduce internal heat gains.

6.0 SUMMARY



6.1 Summary

This statement seeks to demonstrate that the development proposals for this site have given due regard to the existing site, its context and surroundings, to create a careful and appropriate building which meets the Client's brief.

The design seeks to assimilate within its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use, incorporating flexible access by all modes of transport and encouraging travel by means other than car. The proposals represent a high quality development and an investment in the area which will help to promote and support employment growth and stimulate economic growth to the area.



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