

Design & Access Statement

Site Alterations.
James Kearns Avenue
Rochdale OL16 4NW



Document Prepared for:



Full Planning Application

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1.0 Introduction

1.1 Purpose of this Document

This Design & Access Statement has been prepared by Ashton Smith Associates with contributions from all members of the professional team to accompany an application for full planning permission for site alteration at land located to the west of John Milne Avenue, incorporating elevation alterations to include the installation of louvres and installation of ancillary infrastructure for staff welfare, maintenance, security and site operations (including details of sprinkler tank and pump house, amendments to retaining wall and installation of metal grid ramp) and amendments to lighting.

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

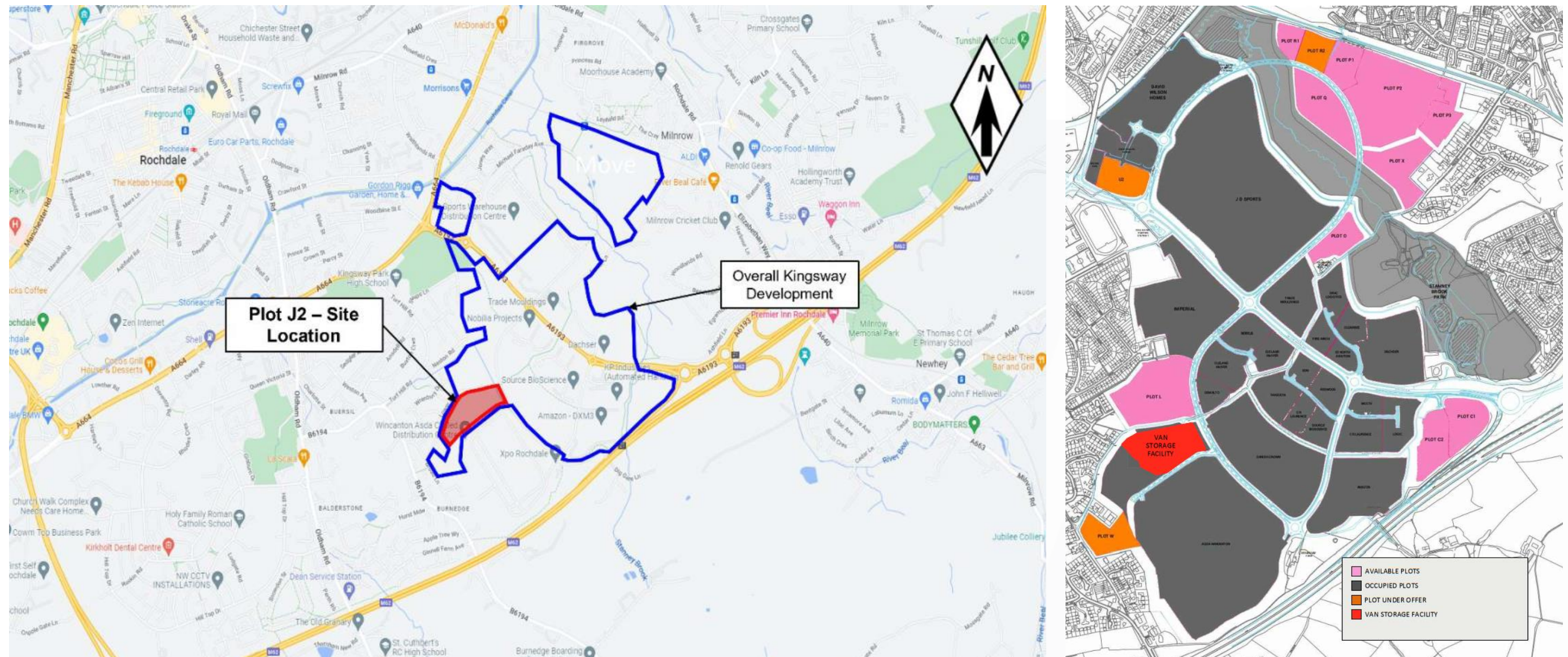
This document should be read in conjunction with Ashton Smith Associates’ drawings listed below along with other technical reports and supporting documents submitted as part of the application.

ASA Drawings
24086_ASA-00-EX.SI-D-A-P001 (S4-P1) Location Plan – (Scale 1:1250 @ A2)
24086_ASA-00-EX.SI-D-A-P002 (S4-P1) Existing Site Plan – (Scale 1:500 @ A1)
24086_ASA-00-EX.SI-D-A-P003 (S4-P2) Proposed Site Plan – (Scale 1:500 @ A1)
24086_ASA-00-EX.SI-D-A-P005 (S4-P1) Proposed Service Yard Details – (Scale Varies @ A0)
24086_ASA-00-EX.SI-D-A-P006 (S4-P2) Proposed Ancillary Structures – (Scale Varies @ A0)
24086_ASA-00-EX.SI-D-A-P007 (S4-P2) Proposed Guard House – (Scale 1:25 @ A0)
24086_ASA-00-ZZ.ZZ-D-A-P009 (S4-P1) Existing Building Plans – (Scale 1:200 @ A0)
24086_ASA-00-ZZ.ZZ-D-A-P010 (S4-P2) Proposed Building Plans – (Scale 1:200 @ A0)
24086_ASA-00-ZZ.ZZ-D-A-P011 (S4-P2) Existing and Proposed Elevations – (Scale 1:200 @ A0)
24086_ASA-00-ZZ.ZZ-D-A-P012 (S4-P1) Proposed Sprinkler Tank and Pump House Details – (Scale Varies @ A0)
24086_ASA-00-ZZ.ZZ-D-A-P013 (S4-P1) Existing Building Elevations – (Scale 1:200 @ A0)
24086_ASA-00-ZZ.ZZ-D-A-P014 (S4-P1) Proposed Building Elevations – (Scale 1:200 @ A0)

1.2 Site Location and Background

The site is part of the wider Kingsway Business Park development, located approximately 2.4km south of Rochdale. The site which is located to the western edge of the business park and is bound by Lower Lane to the north, John Milne Avenue to the east, James Kearne Avenue to the south and the neighbouring development to the west that forms Plot J2. The majority of the business park sits to the east with the existing Asda distribution centre to the south, beyond the existing tree line to the northwest there is an existing residential area.

The plans below provide an overview of Kingsway Business Park and the surrounding areas indicating occupied and available plots along with neighbouring amenities. Junction 21 of the M62 is located approximately 1.1km to the east of the site which can be accessed via the A6193.



In October 2009 an outline planning application was granted for a proposed business park comprising buildings within development plots for various uses (09/D52264).

In June 2021 planning permission was granted for the development of the site for storage of operational vehicles (21/00608/FUL).

In June 2023 planning permission was granted for the erection of two industrial units with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping and other associated works (22/01200/FUL).

1.3 Site Photographs

The visualisation below has been taken from the Kingsway Business Park development brochure to provide an aerial view of the proposed units that have been erected in Plot J2.



The images below have been taken from southeast and southwest corners of the building.



1.4 Surrounding Area

The image below illustrates the extent of the Kingsway Business Park identifying the location of the newly completed development, the proposal is to utilise the larger site of Plot J2 (Unit J2-1).



The image below illustrates the location of the site Plot J2 in proximity with Junction 21 of the M62.



1.5 Planning Policy Context

For an assessment of the proposals against relevant planning policy at national and local, please see the accompanying planning statement provided by DWD.

1.5.1 Relevant Documents

This document should be read in conjunction with Ashton Smith Associates' drawings listed below

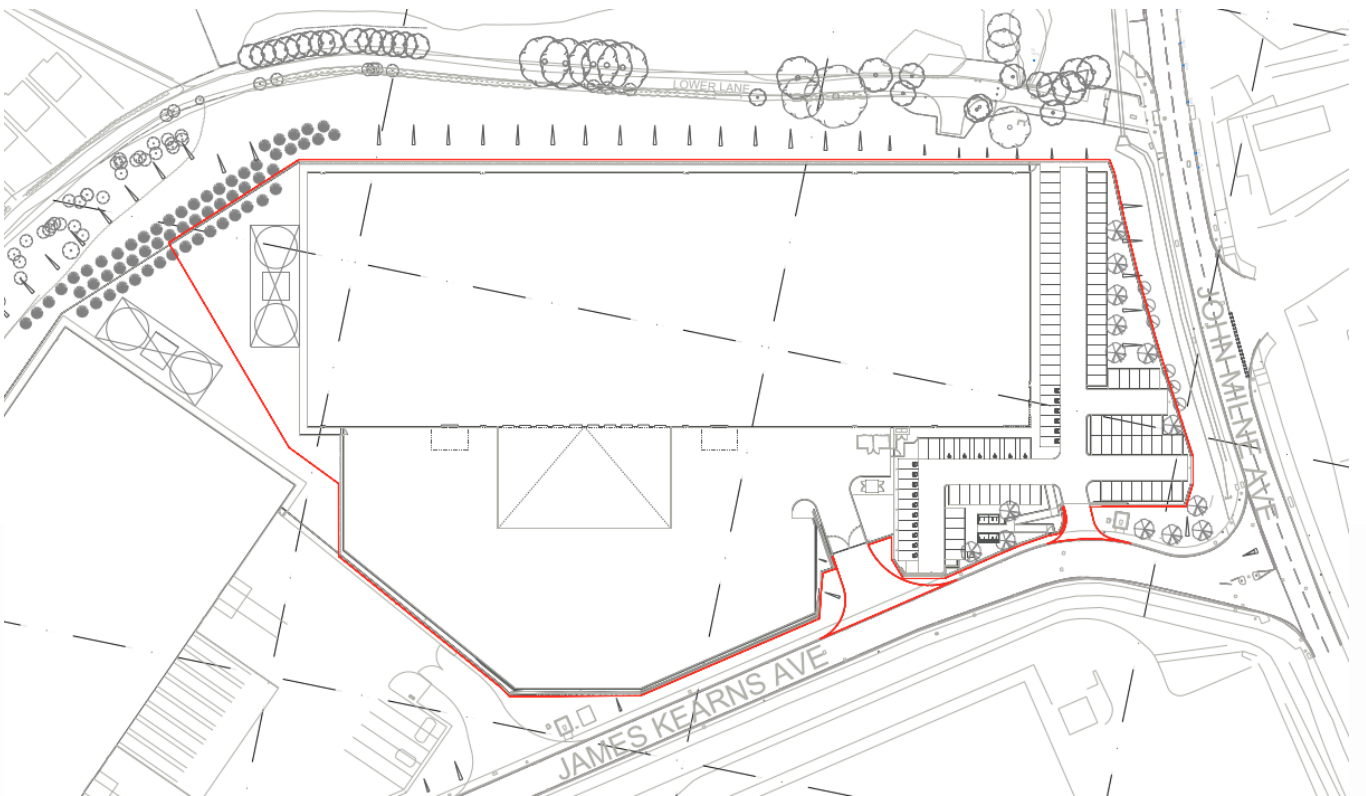
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2.0 Development Proposal

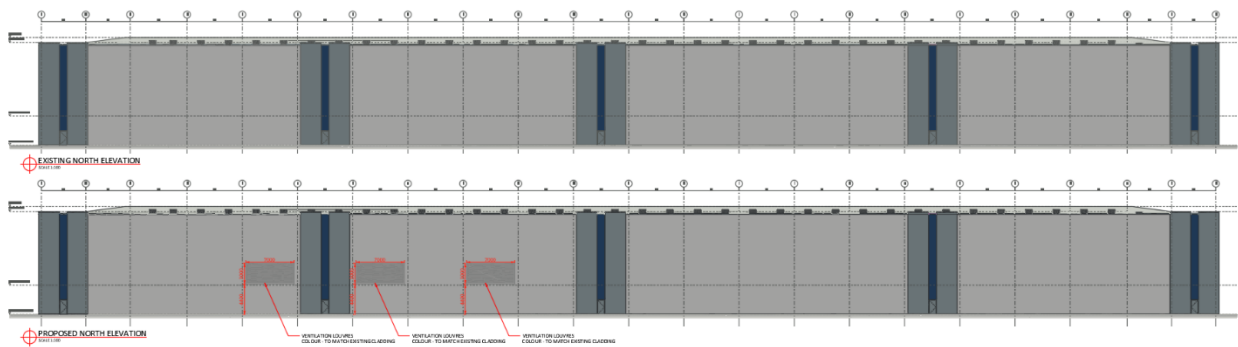
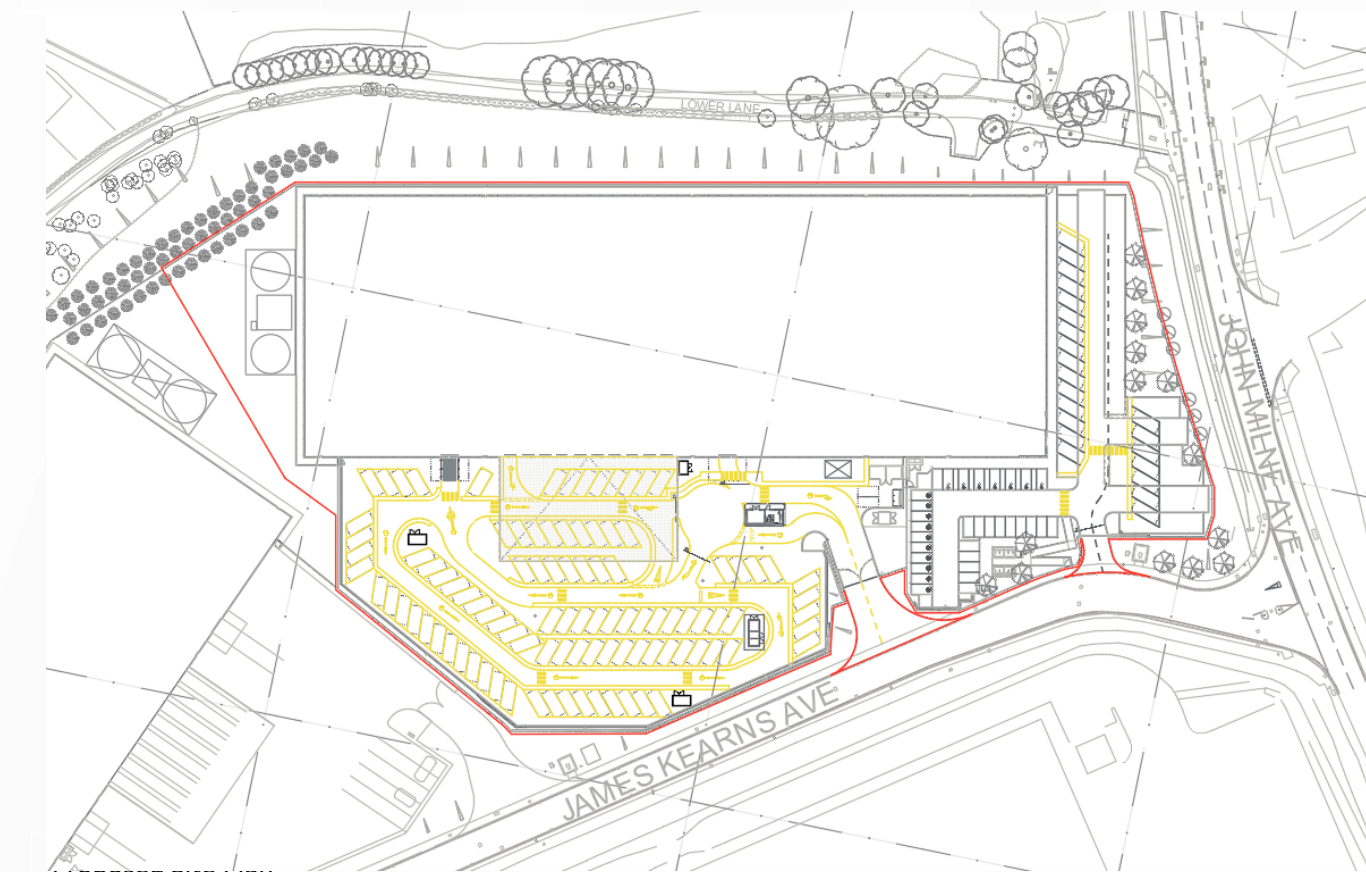
2.1 Proposed Works

The proposed alterations to the existing site are relatively minor, the existing car park will be adapted to suit larger parking bays maintaining the provisions of existing charging spaces while lineage will be applied to the existing service yard to provide designated storage spaces. The erection of a guard hut along with the installation of a smoking shelter and additional waste storage areas are proposed.

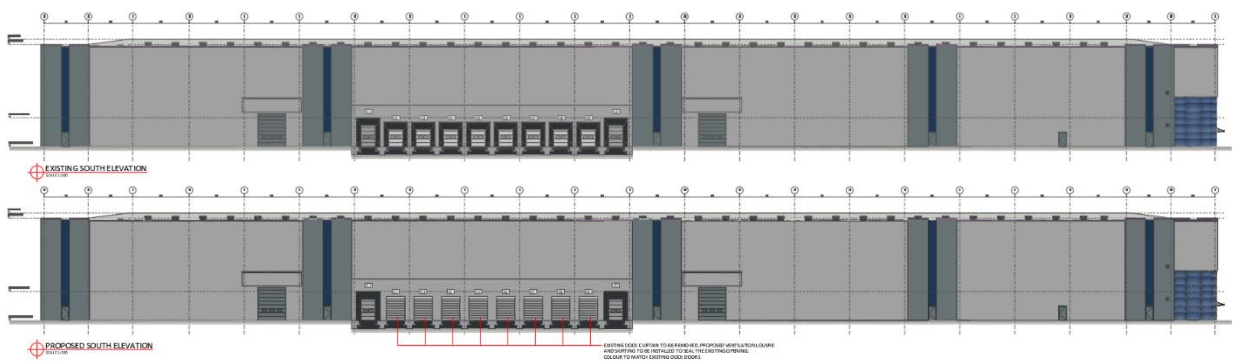
The existing approved scheme included an area for sprinkler tanks and pump house to be installed to the western boundary. A sprinkler system with tanks in the approved location will be installed as part of the proposed works. With vans being stored within the warehouse area it is necessary to provide ventilation / extract for exhaust fumes. High level ventilation louvres are proposed to be installed to the south elevation while the dock curtains on the north elevation are to be removed and ventilation louvres and skirting are to be installed to seal the existing dock door openings, colours to match the existing cladding.



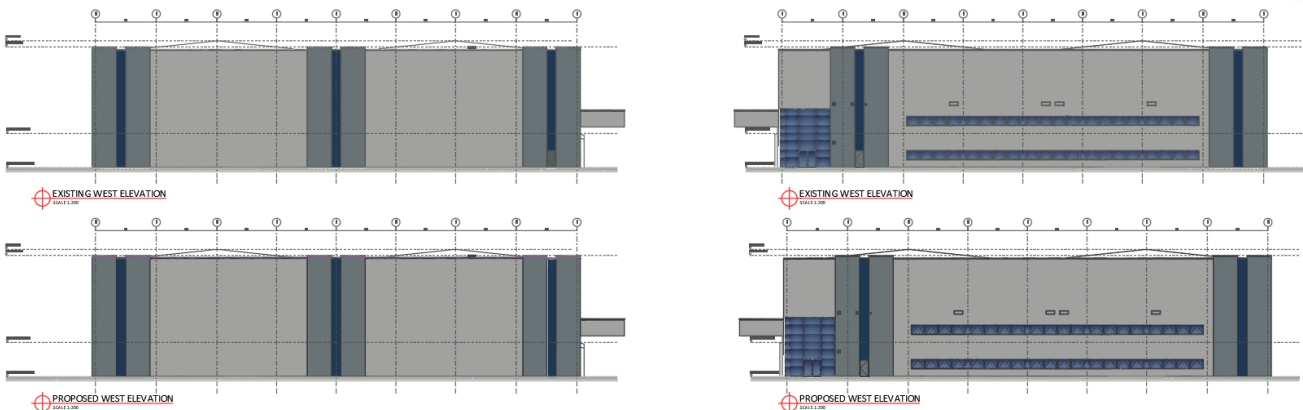
Existing Site Plan



Existing and Proposed Building Elevations - North



Existing and Proposed Building Elevations - South



Existing and Proposed Building Elevations – West / East

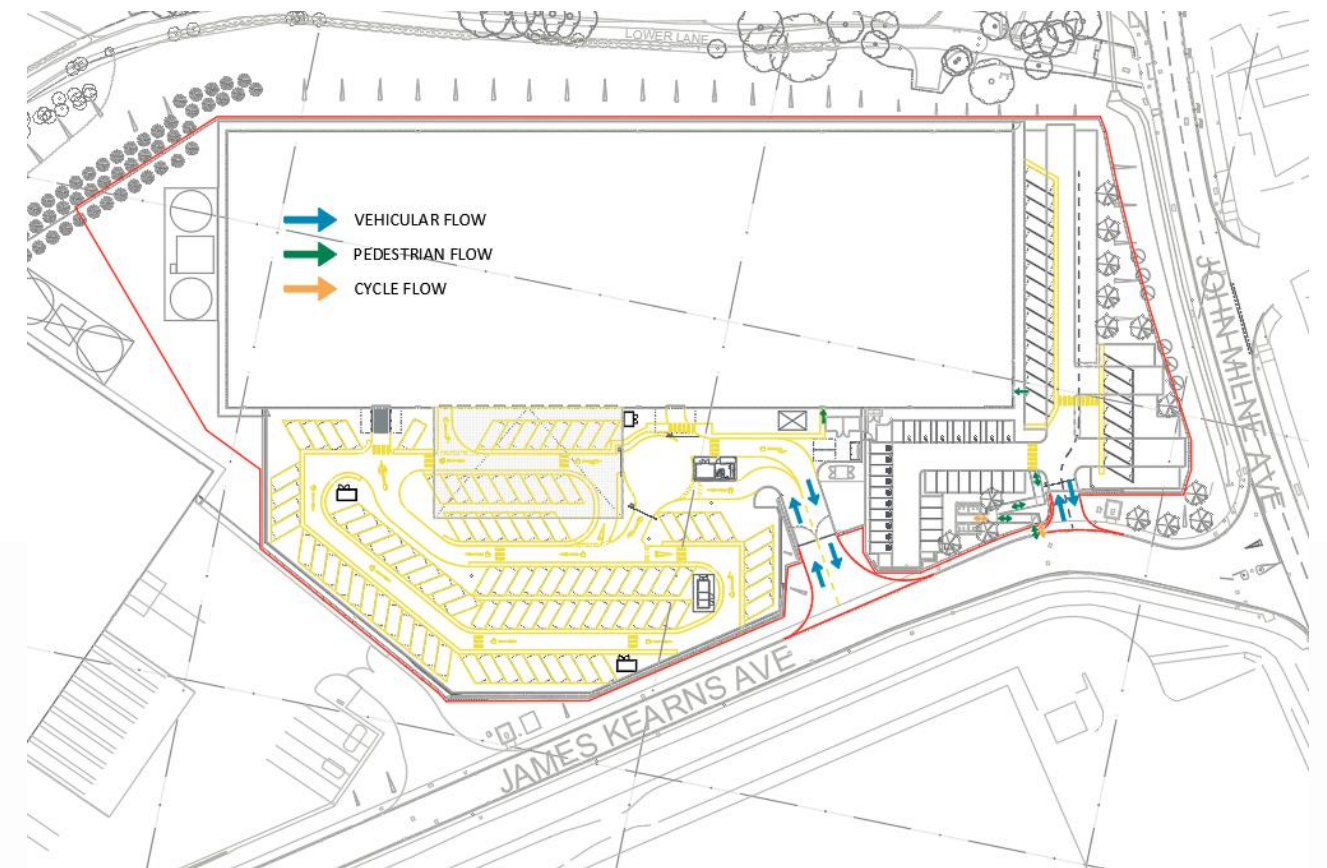
2.2 Access

The proposal utilises the existing junction arrangements from James Kearns Avenue.

Pedestrian and cyclist access to the site will be facilitated by the existing footway on the southeast side of the site. Upon entering the site, drivers will enter the building via the main entrance to collect a delivery van.

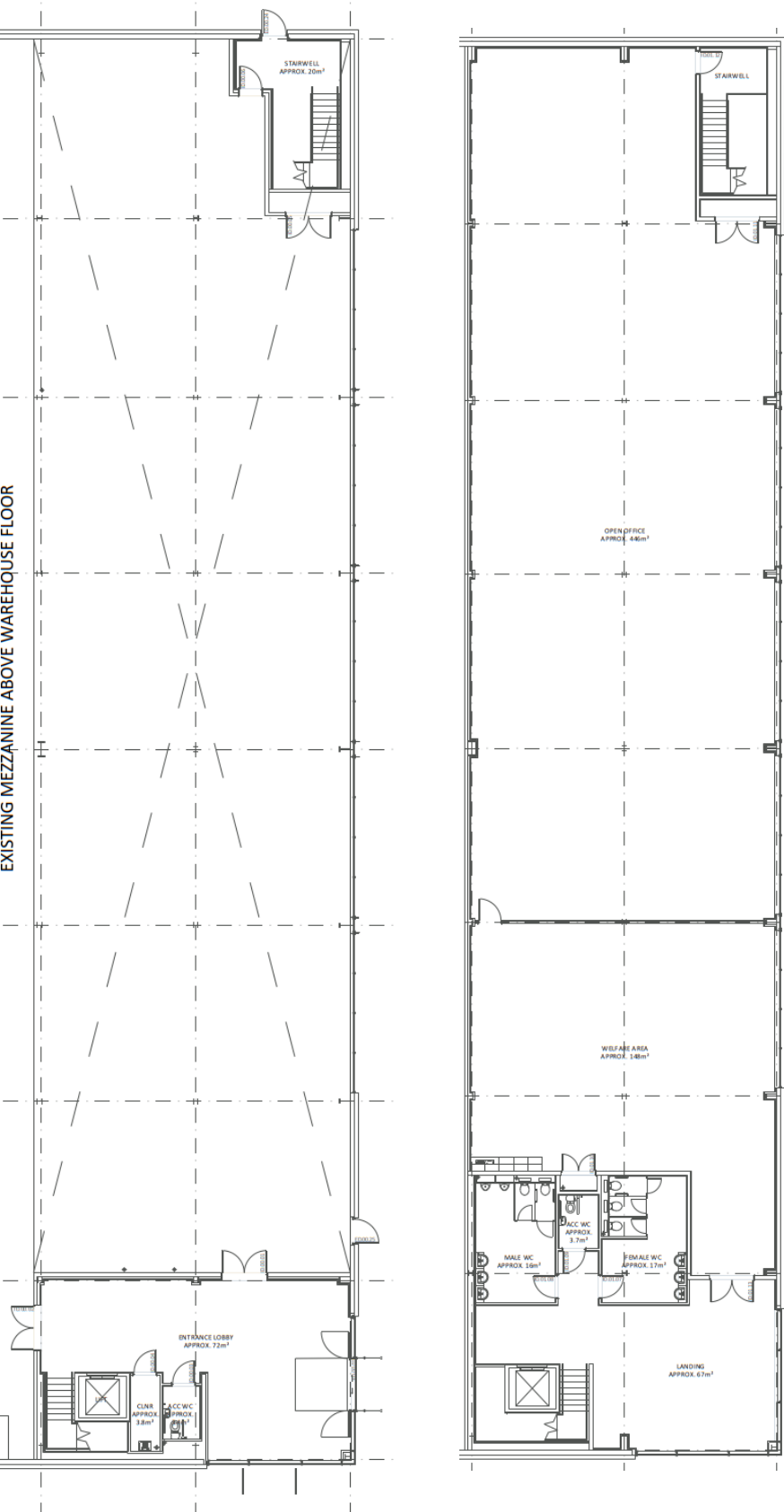
The use of pedestrian walkways across the site will identify separation between pedestrians and drivers promoting safe routes for the users, pedestrian crossings are strategically located around the site from the storage area to the guard hut and welfare facilities to promote safe crossing.

In order to further ensure the safety of pedestrians within the site, speed bumps are to be placed around the site to maintain a 5mph speed limit while 1m high bollards are to be located to protect welfare facilities and the guard house.



A 1.2m high post protection system will be used to protect lighting and signage columns within the parking areas and around the site where a collision could possibly occur.

2.3 Welfare Facilities

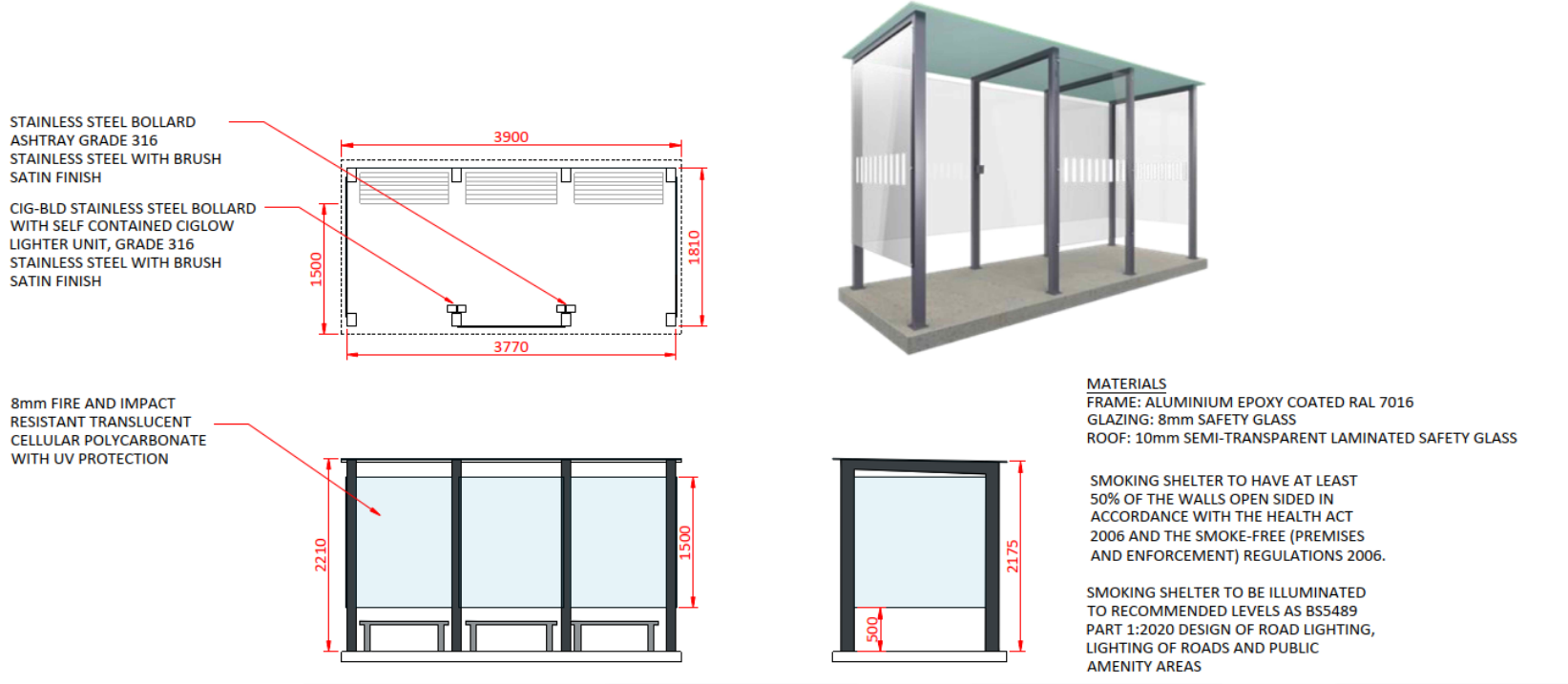


Proposed Building Welfare Facilities

The main driver welfare facilities are provided within the existing building while a designated smoking area and provisions for secure cycle and motorcycle storage are located externally.

The main entrance door to the building provides level access from the site to WCs and food and beverage facilities. The WCs are provided with an ambulant WC cubicle with an outward opening door and contrasting grab rails for each gender.

The selection of finishes and use of contrasting colours will consider the visually impaired along with the needs of people with hearing impairments that require sound absorption to reduces confusing reverberation in locations where communication is important.



Plan and elevations of proposed smoking shelter



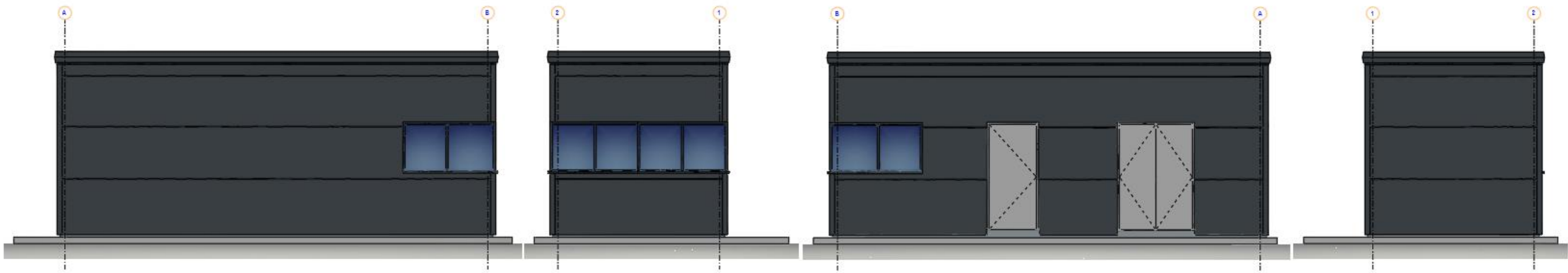
Image of existing cycle shelters

2.4 Crime Prevention

The scheme proposes to utilise the existing boundary fencing and gates and incorporate a new automated barriers to control vehicular flow. Full lighting to the site will enable safe transit and manoeuvring for vehicles, eliminating blind spots. Consistent lighting will provide safe access for pedestrians and all site operations and will eliminate concerns over safety and security for users accessing the site, promoting more sustainable methods of transport to the site.



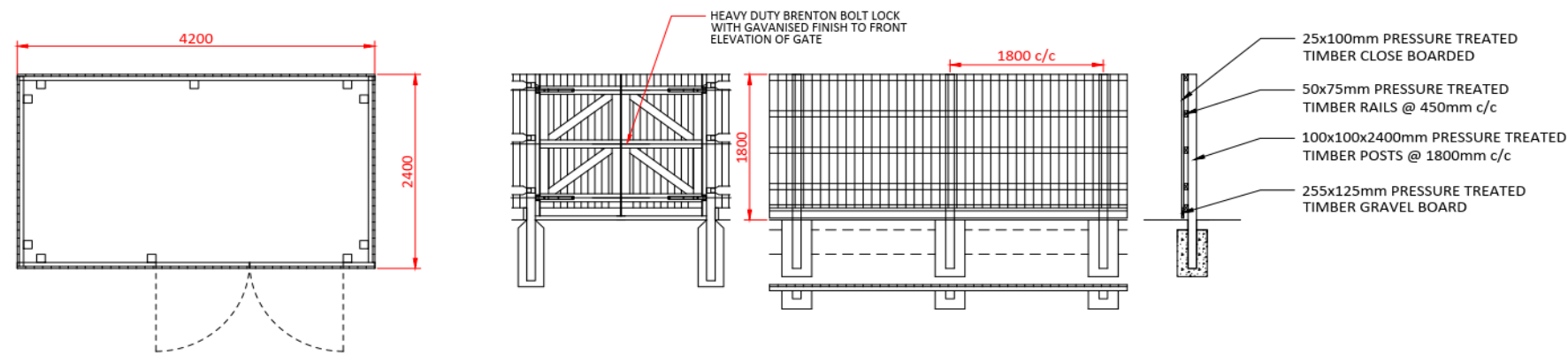
The scheme also proposes to construct a guard house for the security team to control the flow of vehicles entering / exiting the site and to monitor the site 24 hours a day.



2.5 Waste Management

Dedicated bin stores will provide provision for segregation of waste into refuse and recycling as necessary, these are located away from the building to minimise potential risk of fire spread to discourage any littering and promote recycling.

Refuse vehicles collecting the waste will access and leave the site through the existing service yard gates.



Typical bin store details (1800mm high timber screen, with timber vertical posts, rails and gravel board)