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1.0 | Use

1.1 The Kingsway Business Park Development Framework

The Kingsway Business Park, allocated through Rochdale's Core Strategy and benefiting from a comprehensive Outline Planning Permission, is a master planned 170 hectare mixed-use business park accommodating a range of sites for B1/ B2/ B8, alongside other commercial, residential and ancillary uses

Kingsway Business Park is divided into a series of individually serviced plots within a carefully planned whole. The primary concept applied to all development on Kingsway Business Park is to create a high-quality mixed-use scheme within an attractive landscape setting. Landscaping therefore plays a key role in the development and a separate chapter is included within this Design and Access Statement

Much of the principal infrastructure is complete and serves a number of operational industrial and distribution units together with occupied private residential dwellings.



Kingsway Plot L

1.0 | Use

1.2 Introduction to Plot L

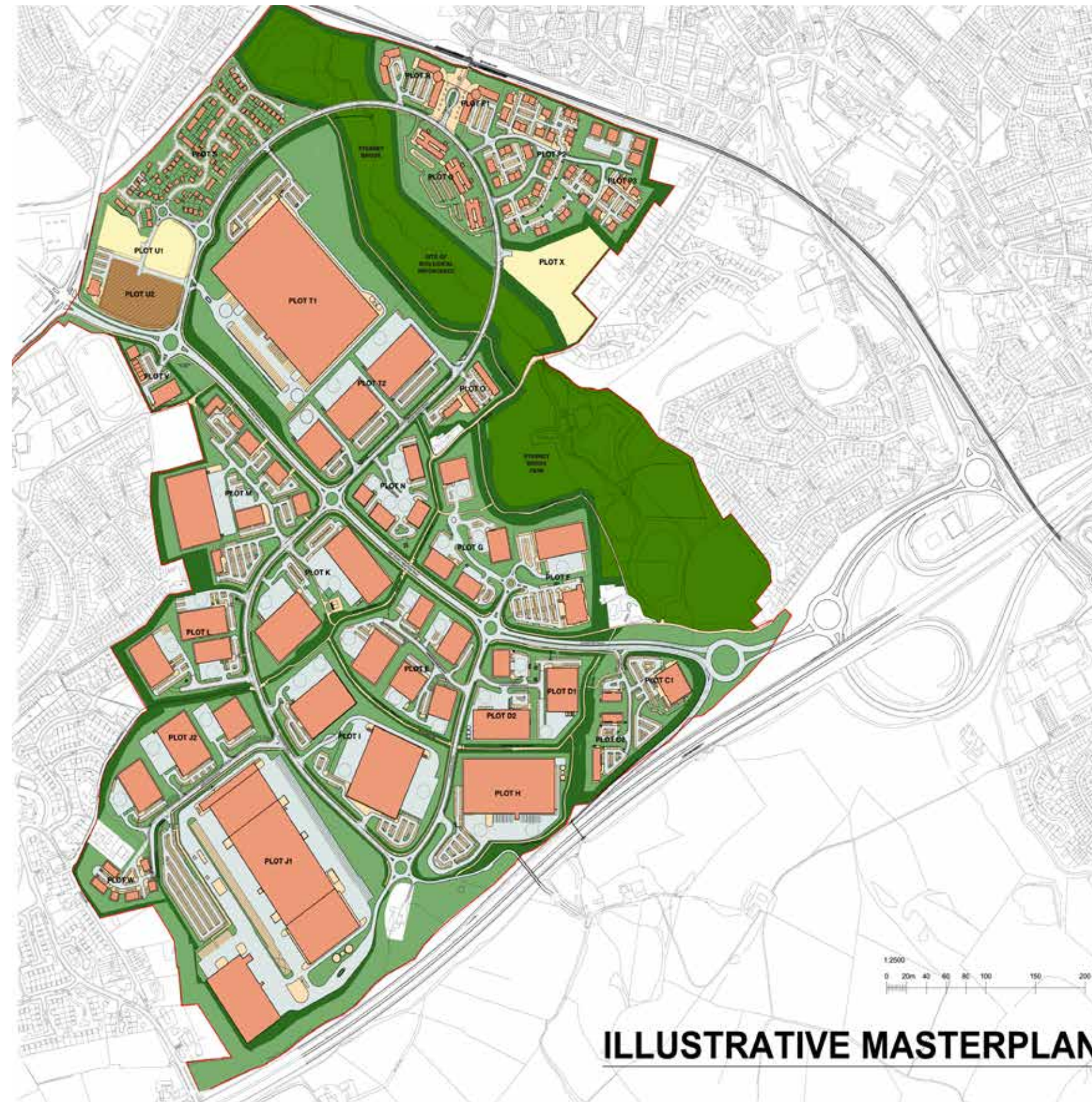
The current Kingsway Business Park masterplan was approved under the Outline Planning Permission dated 21 August 2014 (ref 14/00542/OUT) along with the subsequent Application for Removal or Variation of a Condition dated 06 September 2016 (ref 16/01085/VRCON) and 05 December 2018 (ref 18/00943/VRCON). The approved Illustrative Masterplan attached (from the 2014 Outline Permission) is shown opposite

The following document has been compiled to illustrate the design intent for built development on Kingsway Business Park, Plot L. This Design and Access Statement has been prepared on behalf of Wilson Bowden Developments Ltd to support a Full Planning Application for the erection of four industrial/warehouse units with ancillary office space, new estate road access from John Milne Avenue, car parking, servicing, retaining structures, boundary treatments, hard and soft landscaping, drainage improvements, watercourse diversion, and associated works.

Plot L is a 3.73 Hectares (9.22 Acres) development plot located in southern half of Kingsway Business Park and accessed directly off the southern loop road of John Milne Avenue. Plot L borders residential properties along Neston Road, Turf Hill Community Centre and Kingsway Business Park Plot M (Application Reference Number: 22/00373/FUL) development to the north. John Milne Avenue is located to the east, Lower Lane bridleway and Kingsway Business Park Plot J2 (Application Reference Number: 22/01200/FUL) to the south and residential properties along Burnet Close to the west.

The development comprises four industrial / warehouse units totalling 12,806.93 sqm (137,853 sqft) with ancillary office and core facilities. The units are designed to offer high quality employment space for occupation by the full range of employment uses within use classes B2, B8 and E (g) iii.) It should be noted the Outline Planning Permission expressly grants B1 (c) / B2 / B8 uses for Plot L. The current scheme is based on building types pursuant to B1 / B2 / B8 uses. It is acknowledged for the purposes of this Full Application that Use Class B1 has now been replaced by the introduction of Use Class E. For the avoidance of doubt, the new Class E 'use' being applied for in our submission relates only to Class E (g) iii.) as noted above

External works involve the construction of a new private access road from John Milne Avenue, service yard, car parking, security fencing, landscaping, retaining walls and electrical substations together with other ancillary structures (also applied for).



1.0 | Use

1.3 Planning History

The original comprehensive Outline Planning Permission for the overall site was granted in December 1999 (ref 98/D35130) and renewed in October 2009 (ref 09/ D52264)

In August 2014, a new, updated outline was issued to reflect the extent of completed development across Kingsway Business Park, as well as other changes including (inter alia) the need for greater flexibility on the remaining undeveloped plots, the arrival of the Metrolink, and the addition of the Council owned land at the Kingsway frontage (Plot V)

The 2014 renewal of the illustrative masterplan for Plot L made no significant changes to the previously approved Outline proposals. Three large Units are positioned on Plot L. The two Units adjacent to John Milne Avenue are positioned perpendicular with the highway whilst a third Unit is positioned to the rear of the development plot with the rear elevation facing the adjacent residential dwellings. Two yards are outward facing with two separate access points to the north and south of the development plot from John Milne Avenue. The plateau level remains unchanged at 148.5m with a height to haunch from 7m to 9m

The Outline Planning Permission was varied initially in September 2016 (ref 16/01085/VRCON) to remove the controls on the maximum floor space figures in relation to B1 / B 2/ B8 uses in order to provide more flexibility and attract new inward investment. The second variation in December 2018 (ref 18/00943/VRCON) removed the BREEAM requirement from the Outline Permission to align with the Rochdale Borough Council current planning policies, albeit the applicant still has aspirations of the scheme achieving BREEAM excellent.

1.4 Planning Policy and Status

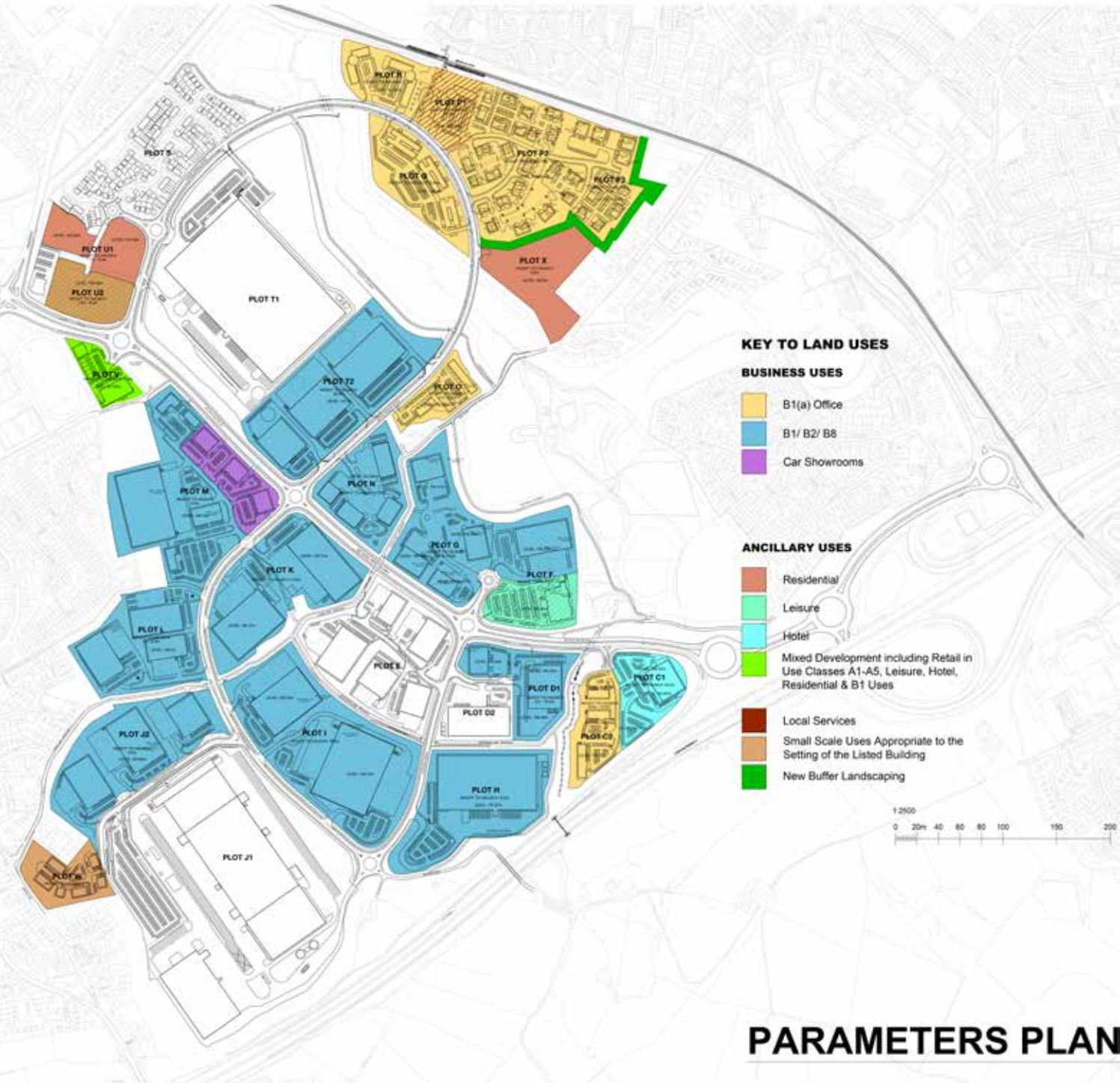
Kingsway Business Park is allocated within the Rochdale Core Strategy as a comprehensive mixed- use business park. The overall allocation incorporates a series of employment and employment-related uses, including the full range of business class uses

Accordingly, the proposals comply with the statutory development plan and thereby benefit from the presumption in favour of sustainable development as set out in the National Planning Policy Framework

1.5 Approved outline parameters

Although the Rochdale Core Strategy allocation does not identify specific sites for specific uses, the planning policy has now been given life by the grant of a comprehensive Outline Planning Permission. This includes a parameters plan which identifies Plot L as being suitable for the full range of 'B' uses.

The Outline Planning Permission approves development on Plot L for 7m height to haunch with a finished floor level of 148.5m within 80 metres of the northern and western boundaries all in accordance with Outline Planning Condition 9. The Outline Planning Permission approves development of 9m height to haunch with a finished floor level of 148.5m to the balance of Plot L. To clearly articulate the approved parameters, the 80m offset from the northern and western boundaries is illustrated on the DLA Architecture Proposed Site Plan. The approved Parameters Plan (from the 2014 outline permission) is shown opposite.



Kingsway Plot L

2.0 | Overall Proposals

2.1 The Brief

- The brief has developed through an iterative process during which time the Developer and Consultant team have engaged with key stakeholders including the Local Authority Planning Department
- The units are individually designed for the specific but flexible B2 / B8 / E (g) iii.) use whilst respecting the established design theme, materials and colours consistent with the wider Kingsway Business Park
- The base specification will be as follows:
- Ground floor warehouse slab to be of reinforced concrete designed for an imposed loading of 35/50 kN/ sq m and with a surface regularity to FM2 (special) standard
- Steel portal frame providing a height to underside of haunch of 7 and 10 metres respectively.
- High quality colour coated profiled steel wall and roof cladding which reflects profiles and colours used previously on Kingsway Business Park
- 10% roof lights
- Nine number fully insulated sectional overhead level access doors.
- Provision of ten number dock loading doors with low level precast concrete retaining structures forming the dock profile
- Thermally broken polyester powder coated aluminium curtain walling system
- Double glazed polyester powder coated aluminium ribbon windows
- Powder coated steel final exit doors
- Dedicated concrete yard areas
- Dedicated tarmacadam/ block paved car parking areas
- Soft landscaping
- Ancillary structures including refuse stores, cycle store and sub stations
- Ground, first and second storeys to the main office (where shown on the drawings)
- Office core facilities including stairs, lifts and Wc's
- Internal finishes, mechanical and electrical equipment provided to offices
- 10% electrical vehicle charging points to B8 car parking numbers



2.0 | Overall Proposals

2.2 Proposed strategy, Built Form and Massing

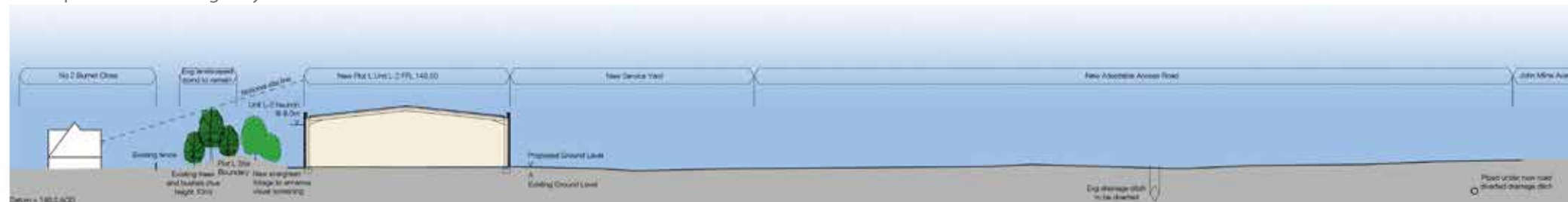
The proposed plateau level and associated finished floor levels (FFL) shall vary from 149.5m (Unit L1) to Outline compliant 148.5m (Units L2, L3 and L4). As discussed in the Ground Investigation Report, due to the level of the existing water table, it is unsafe erect a retaining wall or form a building plateau any lower. This site constraint is the sole reason for increasing the FFL to Unit L1 whilst ensuring buildability, safety and reducing the risk from flooding.

The proposed height to haunch of the Units varies relative to the building footprint and responds to both the approved Outline parameters and proximity of adjacent residential dwellings. Unit L1 is positioned to the south eastern corner of the development plot and furthest away from any sensitive receptor. This part of the development plot also benefits from relaxation in the approved Outline parameters by sitting wholly outside the 80m restrictions from the western and north western boundaries. The Unit L1 height to haunch is therefore proposed to be 10m. Unit L2 and L4 are positioned to the western and north eastern portions of the site respectively. Unit L2 backs onto residential dwellings and therefore the height to haunch is restricted to 8m whilst Unit L4 is proposed to be the same. Due to the positioning of Unit L4 adjacent to an existing development plot, the height of the building is deemed to be less sensitive. Unit L3 is the building positioned closest to adjacent dwellings and therefore the height to haunch is proposed to be capped at Outline approved levels of 7m.

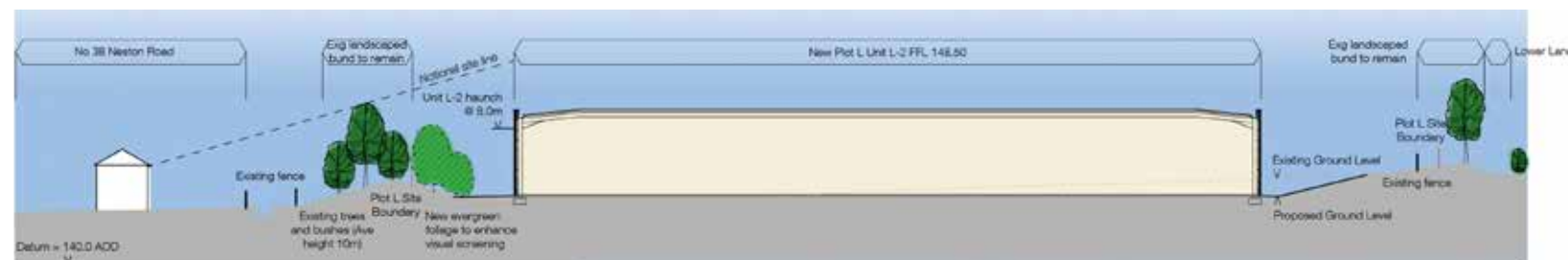
The overall assessment of both the proposed FFL in addition to height to haunch provide the overall building heights as assessed below:

- Unit L1 – 10m to haunch 149.5 FFL – building height: 2m above Outline
- Unit L2 – 8m to haunch 148.5 FFL- building height: 1m above Outline
- Unit L3 – 7m to haunch 148.5 FFL – building height: Outline compliant
- Unit L4 – 8m to haunch 148.5 FFL- building height: 1m above Outline

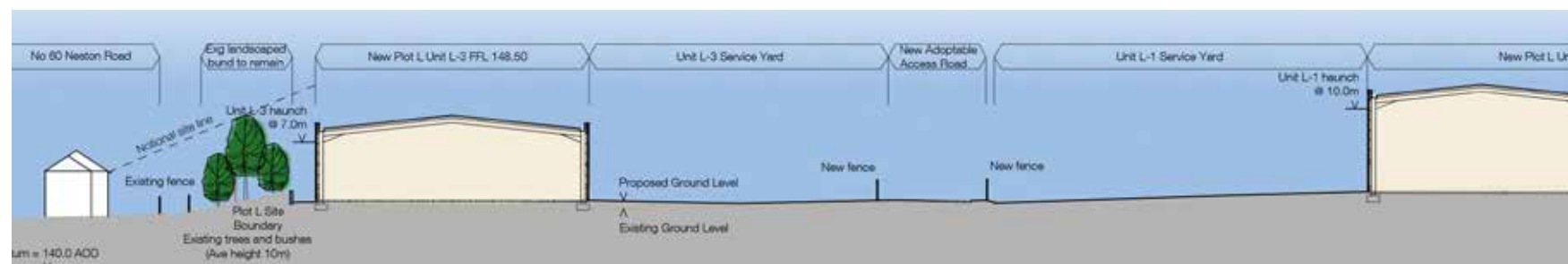
As described above, careful consideration has been given to the overall building heights and the adjacencies of nearby dwellings. These adjacencies are articulated through Site Sections A-A, B-B and C-C. Site Section A-A runs E/W through the site, along the estate road, parallel with the portal structure of Unit L2, through the existing landscaped bund and highlights the general arrangement against dwellings along Burnet Close. Section B-B runs NW/SE from Lower Lane Bridleway, perpendicular to the portal structure of Unit L2, through the existing landscaped bund and highlights the general arrangement against dwellings along Neston Road. Section C-C runs N/S from Lower Lane Bridleway, parallel with the portal structure of Unit L1, across the service yards and estate road, parallel with the portal structure of Unit L3, through the existing landscaped bund and highlights the general arrangement against dwellings along Neston Road. The general arrangement sections clearly show the Units are wholly consistent with the scale of existing development across Kingsway Business Park.



Section A-A



Section B-B



Section C-C

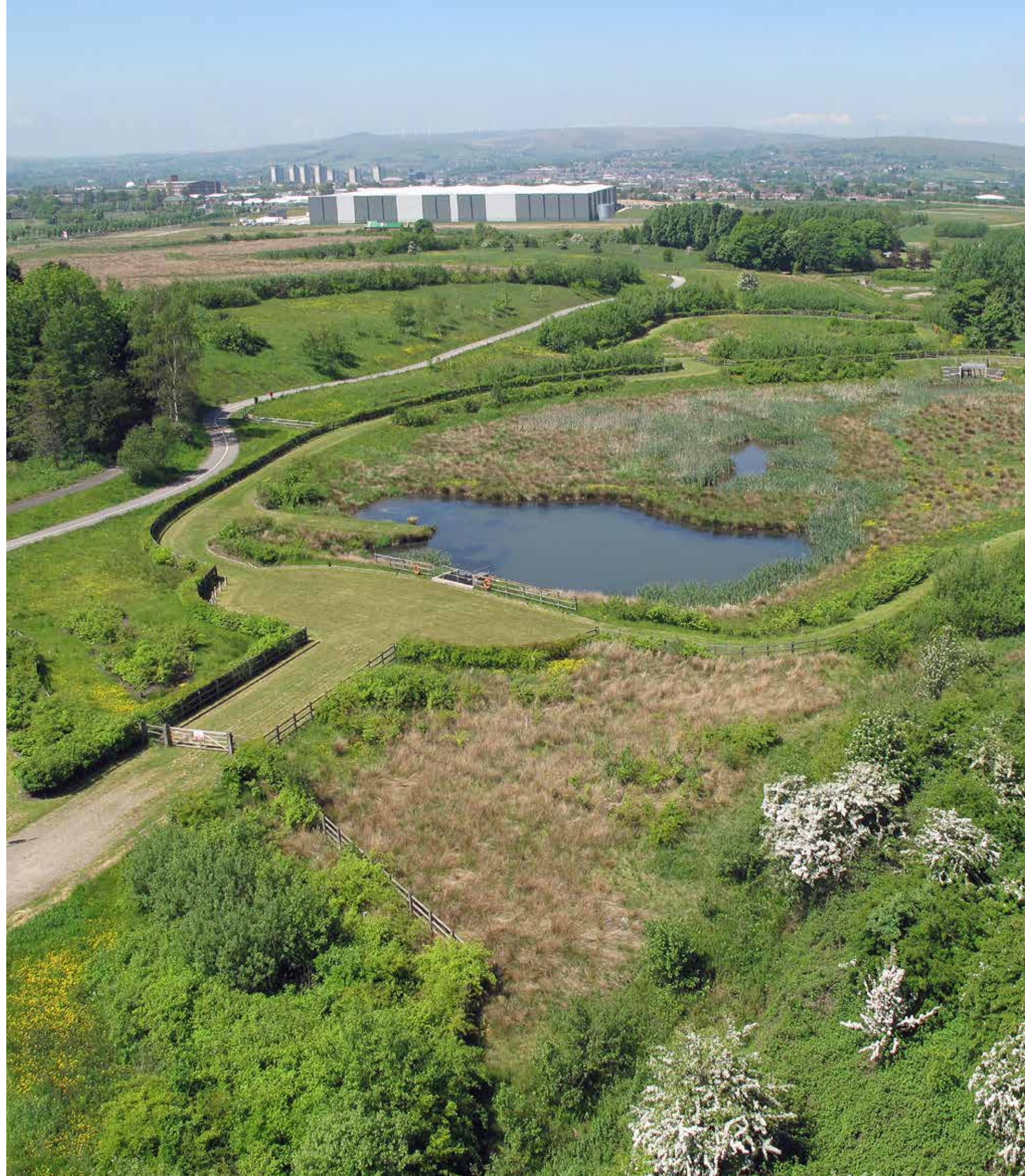


Kingsway Plot L

2.0 | Overall Proposals

2.3 Character

The building is designed within the established parameters for the Kingsway Business Park and will fit within the family of buildings. Each elevation responds to the key features of its location within Plot L. The building is considered to be a development and natural evolution of the 'Park Style'



2.0 | Overall Proposals

2.4 Development Schedule

Overall Plot L Site Area
3.73 Hectares (9.22 Acres)

Proposed Buildings

Unit L1 - Minimum gross internal areas are as follows:

Warehouse/ Production	55,709 ft ²	5,175.55 m ²
Offices (at first floor)	5,141 ft ²	477.58 m ²
Total Gross Internal Area	60,850 ft ²	5653.13 m ²

Parking Provision

53 Number Standard car parking spaces (including 6 Number EVCP)
4 Number Disabled car parking spaces
Cycle Spaces - 12 Number
Dedicated Motorcycle Spaces - 2 Number

Unit L2 - Minimum gross internal areas are as follows:

Warehouse/ Production	37,330 ft ²	3,468.04 m ²
Offices (at first floor)	2,524 ft ²	234.52 m ²
Total Gross Internal Area	39,854 ft ²	3,702.56 m ²

Parking Provision

35 Number Standard car parking spaces (including 4 Number EVCP)
3 Number Disabled car parking spaces
Cycle Spaces - 8 Number
Dedicated Motorcycle Spaces - 1 Number

Unit L3 - Minimum gross internal areas are as follows:

Warehouse/ Production	13,935 ft ²	1,294.57 m ²
Offices (at first floor)	1,849 ft ²	171.78 m ²
Total Gross Internal Area	15,784 ft ²	1,466.35 m ²

Parking Provision

12 Standard car parking spaces (including 2 Number EVCP)
2 Number Disabled car parking spaces
Cycle Spaces - 3 Number
Dedicated Motorcycle Spaces - 1 Number

Unit L4 - Minimum gross internal areas are as follows:

Warehouse/ Production	19,674 ft ²	1,827.75 m ²
Offices (at first floor)	1,691 ft ²	157.14 m ²
Total Gross Internal Area	21,365 ft ²	1,984.89 m ²

Parking Provision

18 Standard car parking spaces (including 2 Number EVCP)
2 Number Disabled car parking spaces
Cycle Spaces - 5 Number
Dedicated Motorcycle Spaces - 1 Number

2.5 Vehicular Site Access / Egress

Access and egress from the proposed development is to be predominantly served by the existing highway infrastructure successfully serving the wider Kingsway Business Park. The A6193 Sir Isaac Newton Way runs centrally through Kingsway Business Park with the southern loop, John Milne Avenue, connecting at two separate points via existing roundabouts. It is proposed to construct a new access road from John Milne Avenue affording shared access for both privately owned cars and articulated HGV's to the onsite parking and service yard facilities

Key aspects of vehicle circulation have been considered with dedicated access points for by private cars and fully articulated HGV access. The access points will be designed to meet the relevant standards for any necessary visibility splays / forward visibility requirements etc

A detailed analysis of the vehicle manoeuvring and swept paths has been completed in order to ensure articulated HGV's can turn in the service yard and will not be required to reverse onto the estate road for egress

2.6 Car Parking

Car Parking is strategically located adjacent to the main entrance of each building. For ease of access to the building, accessible spaces and electric vehicle charging spaces (EVCP's) are all positioned in close proximity to the main entrance and building elevations where possible

2.7 Servicing

The service yards are located to take maximum advantage of operating space and maintain flexibility in manoeuvrability wherever possible. The layout of the yard is considered to maximise uniformity whilst ensuring vehicle manoeuvres can be safely completed without impact on the HGV parking spaces or dock retaining walls.



3.1 History of Development on Kingsway

In order to compare the quantum of development on Plot L, against other recently consented schemes, refer to Table 1 which outlines the previous seven years of development on Kingsway Business Park post the 2014 permission. The two key columns in relation to this assessment are Density and Site Coverage.

The Density column calculates the extent of floor area generated per acre. This is a useful tool to compare Plot L proposals when reviewed against other schemes which have successfully secured Planning Permission. When assessing the density of Plot L it is clear it has a lower density than similar consented schemes on Kingsway Business Park. The densities range from 15,455 sqft per acre (excluding Plot F) to 20,910 sqft per acre. Noting the current proposals for Plot L are 13,967 sqft per acre this results in a difference of 1,488sqft less than the minumum value and 6,943sqft per acres less than the maximum. Indeed, the average density across Kingsway Business Park (excluding Plot F) is 17,852 sqft per acre which is 3,883 sqft per acre more than the current proposals for Plot L This average also includes the Outline Consent Proposals that would now appear to be artificially low in comparison to other Kingsway schemes. The Outline Approval was renewed in 2014, we would suggest the wider distribution / industrial market has evolved since this approval. The recently completed schemes elsewhere on Kingsway are evidence of this evolving market.

We have removed Plot F from the floor area per acre comparison due to the nature of this development. This building was a cross docked transhipment hall and therefore the footprint was reduced to enable an increase in yard space. In order to evidence this, we have included a column for site coverage which includes the building footprint and the external hard landscaping including concrete yards and car parking etc. Similar to the above, when assessing the site coverage of Plot L this is consistent with any other schemes. Noting the current proposals for Plot L we have a site coverage of 76%, this results in a difference from the maximum value of 14% and 16% from the minimum. The average figure for site coverage is 75.4% which is only 0.6% less than the current proposals for Plot L.

In summary the above assessment clearly demonstrates the density of the current proposals are a betterment or at least consistant with other similar schemes, already built and operational on Kingsway Business Park. The proposals are also within 0.6% of the average site coverage figures from the previous seven years of Kingsway Business Park developments.

Table 1

Planning Reference	Plot	NDA (Acres)	GIA (ft²)	Density (ft² per Acre)	Comments	Site Coverage Percentage
15/01027/REM	K	11.74	205,00	17,460	Four units	72%
08/D51411 & 16/01113/FUL	T	46.35	969,065	20,910	Single unit with extension	75%
18/00445/FUL	N	6.03	101,230	16,790	Two units (Unit N2 not yet built)	60%
18/00861/REM	F	9.14	74,300	8,130	Single unit (cross docked)	82%
17/01322/REM	D3	3.53	60,740	17,205	Terraces, semi and a single unit	90%
21/00472/REM	G	7.67	118,540	15,455	Four units	70%
21/00881/REM	I	17.14	328,000	19,135	Single unit	74%
22/00373/FUL	M	14.3	287,327	20,093	Three units	82%
22/01200/FUL	J2	11.09	203,500	18,350	Two units	77%
TBC	L	9.87	137,853	13,967	Four units	76%

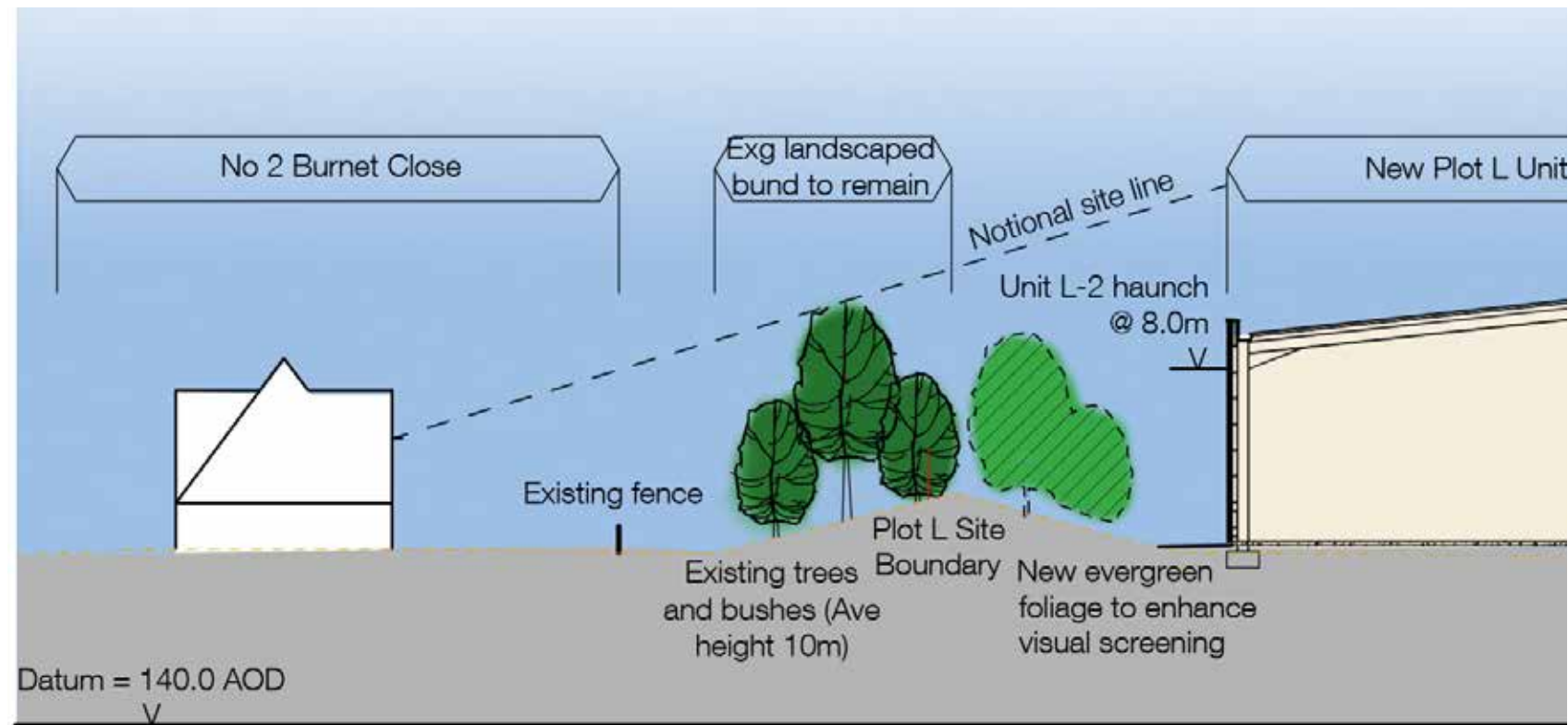
Kingsway Plot L

3.0 | Scale

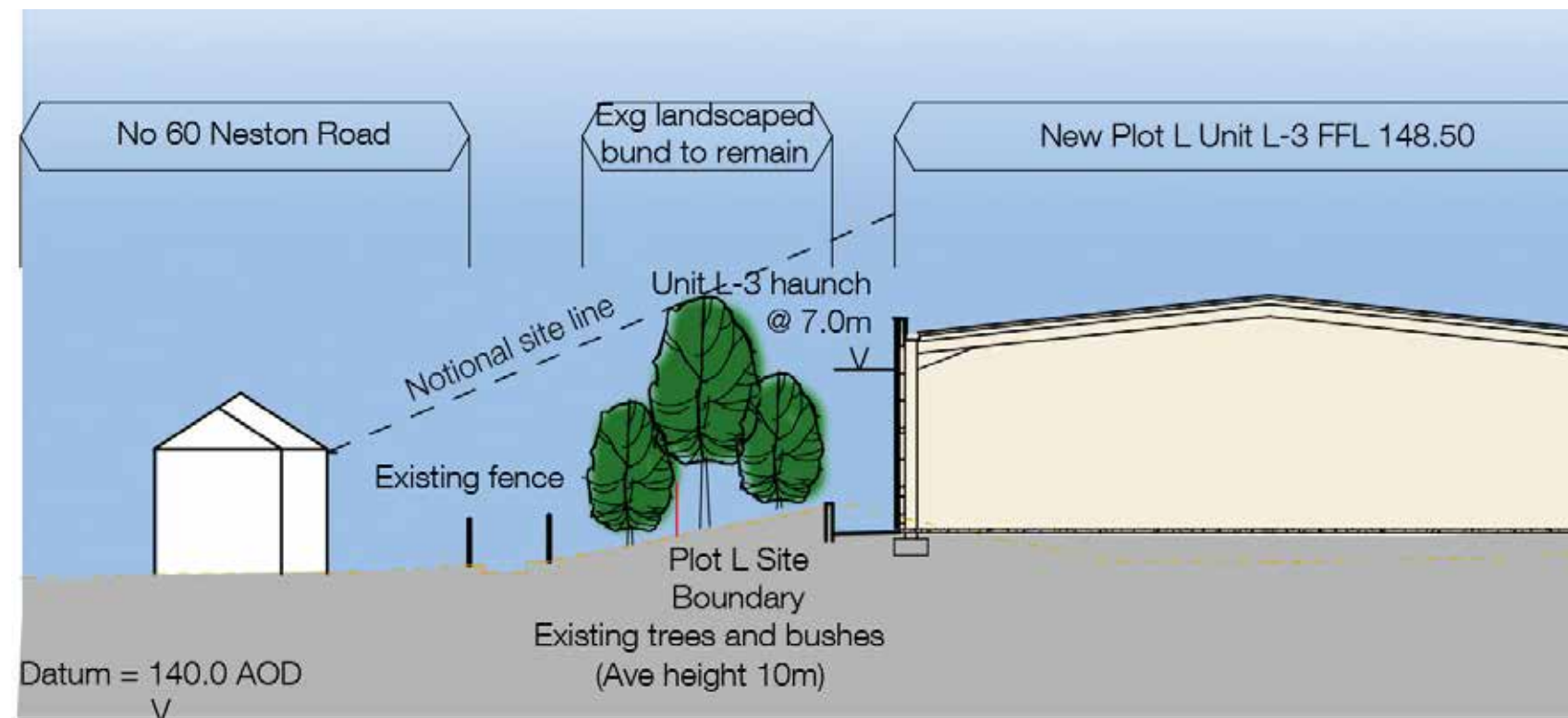
3.3 Visibilty Assessment

To consider the possibility of visual impact upon the local residential dwellings more carefully, we have prepared two detailed Site Sections (D-D and E-E) along with a supporting photomontage. The structure landscaping, site levels and building heights are all taken from the survey information and are accurately presented on the site sections. These are representative of the proposals upon completion of the scheme and the planting does not need any further time to establish. It is proposed supplement this existing planting with a significant proportion of evergreen trees to provide year-round screening. The new trees of mature stock standard (typically 4-4.5m specimens) thereby reducing the time to reach maturity and providing some screening when planted. This item is discussed further in the landscaping section of this report.

Detailed Site Section D-D illustrates the relationship between Unit L2 and the residential dwellings along Burnet Close, this section is supplemented with a photomontage accurately positioning the proposed building on site relative to existing features. The top of the existing landscaped bund to the rear of Unit L2 is approximately 150.0m with 10m high existing structure planting. The combined overall height of existing bund and planting therefore sits around 160.0m. As discussed earlier the proposed finished floor level of Unit L2 is 148.5m with an 8m height to haunch giving an overall building height of 156.5m. This supports the illustrated site lines on the detailed sections identifying that no part of the building is within the site line of a dwelling from Burnet Close. Burnet Close with five dwellings having rear elevations facing into Plot L will be suitably screened from the current proposals. Detailed Site Section E-E illustrates the relationship between Unit L3 and the residential dwellings along Neston Road. The proposed building is within the confines of the Outline Approved Parameters with a finished floor level of 148.5m and height to haunch of 7m. Similar to the above, site lines on the detailed sections identify that no part of the building is within the site line of a dwelling from Neston Road.



Section D-D



Section E-E

3.0 | Scale



Kingsway Plot L

4.0 | Layout

4.1 Layout and Orientation of Building

The buildings are laid out in accordance with the following principles:

- Main entrance points clearly visible from the access road
- First floor office glazing to Units L2, L3 and L4 carefully designed to front into the site with views into the service yards and away from any surrounding residential properties. L1 is away from the surrounding residences screened by the other 3 units and its glazing fronts onto the L1 car park rather than the service yard.
- Enhanced elevations to key views and principal elevations
- Important views / node features
- Parking / servicing located to the front of the building where possible.
- Strong boundary planting to enhance the landscaped setting
- Logical internal plot movement



4.2 Sprinkler installation

Sprinkler provision and design is a Building Regulations matter however a base build provision is included.

The scheme is designed to be able to accommodate Sprinkler Tanks if required to suit the End User/occupier demands. Any Sprinkler installation must be undertaken by a specialist designer to ensure suitability and performance of the system. As shown in the photo across, the base build warehouse space is empty awaiting fit out by others and does not pose any risk.



4.0 | Layout

4.3 External lighting

- Details of this element will be prepared by specialist designers, and, it is envisaged, to be the subject to the requirements of an appropriate Planning Condition. Notwithstanding the above, the site layout has been carefully designed to consider external lighting and any such impact upon neighbouring residential properties as outlined below:
- The Units are carefully laid out to ensure any areas requiring increased external lighting (service yards particularly), are positioned away from sensitive receptors and into Kingsway Business Park
- The Units therefore self screen the areas with increased external lighting demands with only the service path and small section of car parking adjacent to residential properties, which in turn is screened by the existing bund and landscaping.
- Proposed lighting to the service path shall be operated via motion sensors with photocell and not be located above 3m in height
- Car parking to Units L2 and L3 are inset into the site and provided with a close boarded timber fence along the ridge of the existing earthwork landscaped bund to suitably screen any adjacent residential property.
- Illustrative diagrams for both building mounted lighting and any lighting columns relative to the site and structure planting are shown opposite.



Kingsway Plot L

4.0 | Layout

4.4 Outline consent overlay

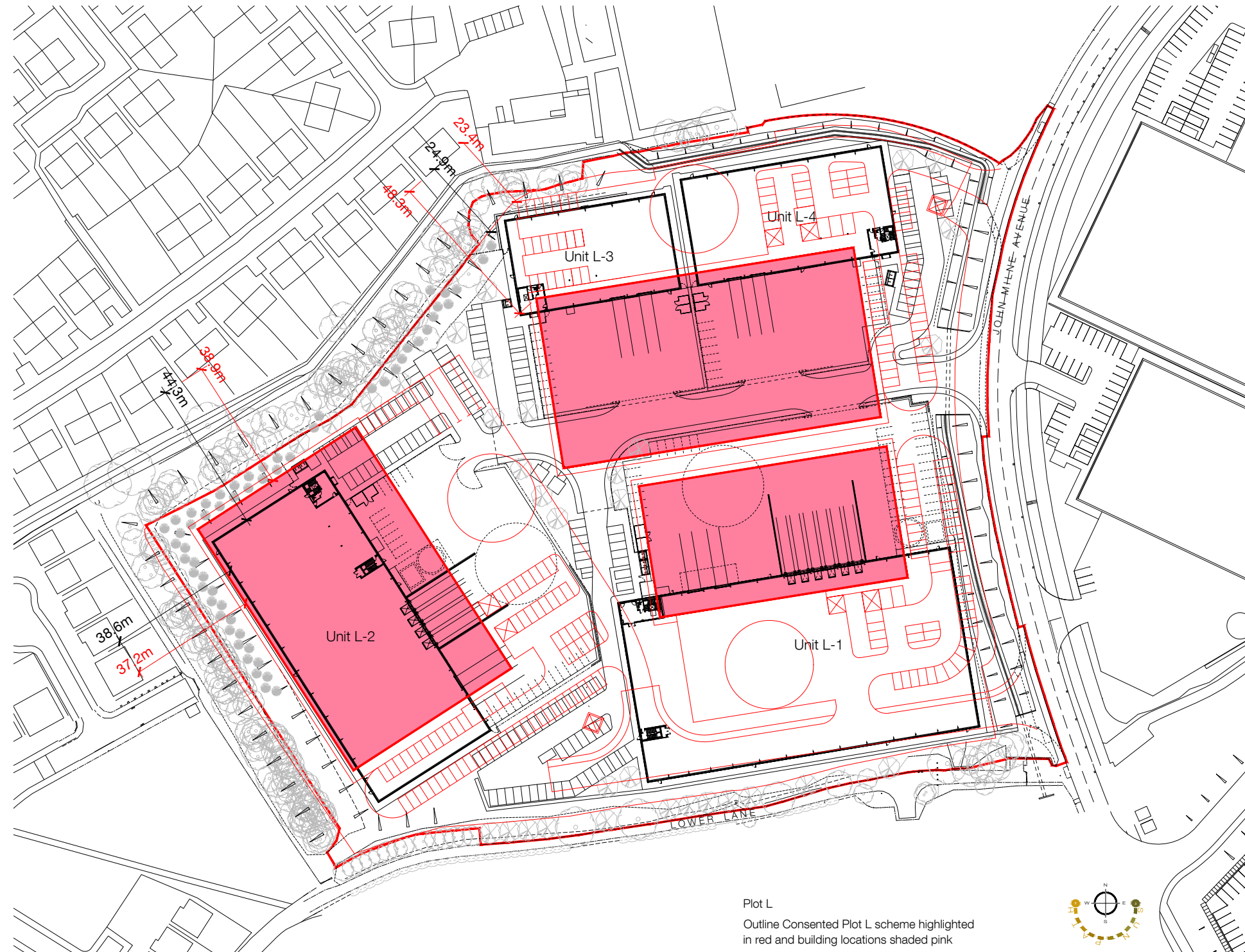
The outline consented scheme has been overlaid here onto the current proposed site plan. Pink solid transparent hatches show the position of the outline consented units and the solid red lines their service yards and car parking spaces.

As you can see from the original consented outline two of the three units were positioned centrally with the service yards facing outwards and onto Lower Lane and the residential properties to the North west. The third was positioned close to the Western boundary bordering the residences of Burnet Close and Neston Road. The proposed scheme shown in black, has completely redesigned the language of the Plot with the service yards of all three units now facing inwards and onto the centre of the site away from sensitive receptors. Units 1 and 2 are now significantly further away from what is currently consented whilst Units 3 and 4 have been positioned to self screen the service yards and access road at the centre of the development plot.

Separation distances are measured from two fixed and points which in this case is the building face to building face. The separation distances are focused on the two units which are closest to the residential dwellings namely Unit L2 and L3.

The rear elevation of Unit L2 has an increased separation distance of 38.6m from the Outline Approval of 37.2m. The rear (south western) elevation of Unit L2 is therefore 1.4m further away from the residential dwellings along Burnet Close. With regards to the side (northern) elevation of Unit L2, this has again increased from 38.9m to 44.3m resulting in an overall increase of 5.4m in separation distance when compared against the consented Outline scheme.

As discussed earlier, the design philosophy around Unit L3 has changed meaning building and yard are repositioned on the site. As such the separation distance between Unit L3 and residential dwellings along Neston Road has reduced from 48.3m to 24.9m which is a loss of 23.4m. This needs to be read in the context that Unit L3 finished floor level and building height are compliant for this reason with the consented Outline Approval. The repositioning of the building to the edge of the site enables the building to self screen operational spaces (yards etc) from any sensitive receptor along Neston Road. The result of this change is the dimension from the edge of Outline Approved yard is increased from 23.4m to 24.9m to the building face. An increase of 1.5m whilst self screening and maintaining Outline compliance is wholly consistent with the wider approach taken on adjacent Kingsway Business Park plots.



4.0 | Layout

4.5 External Signage

It is envisaged any future application for consent to advertise (by others) will take into consideration the constraints of the proposed elevations included with this Full Application

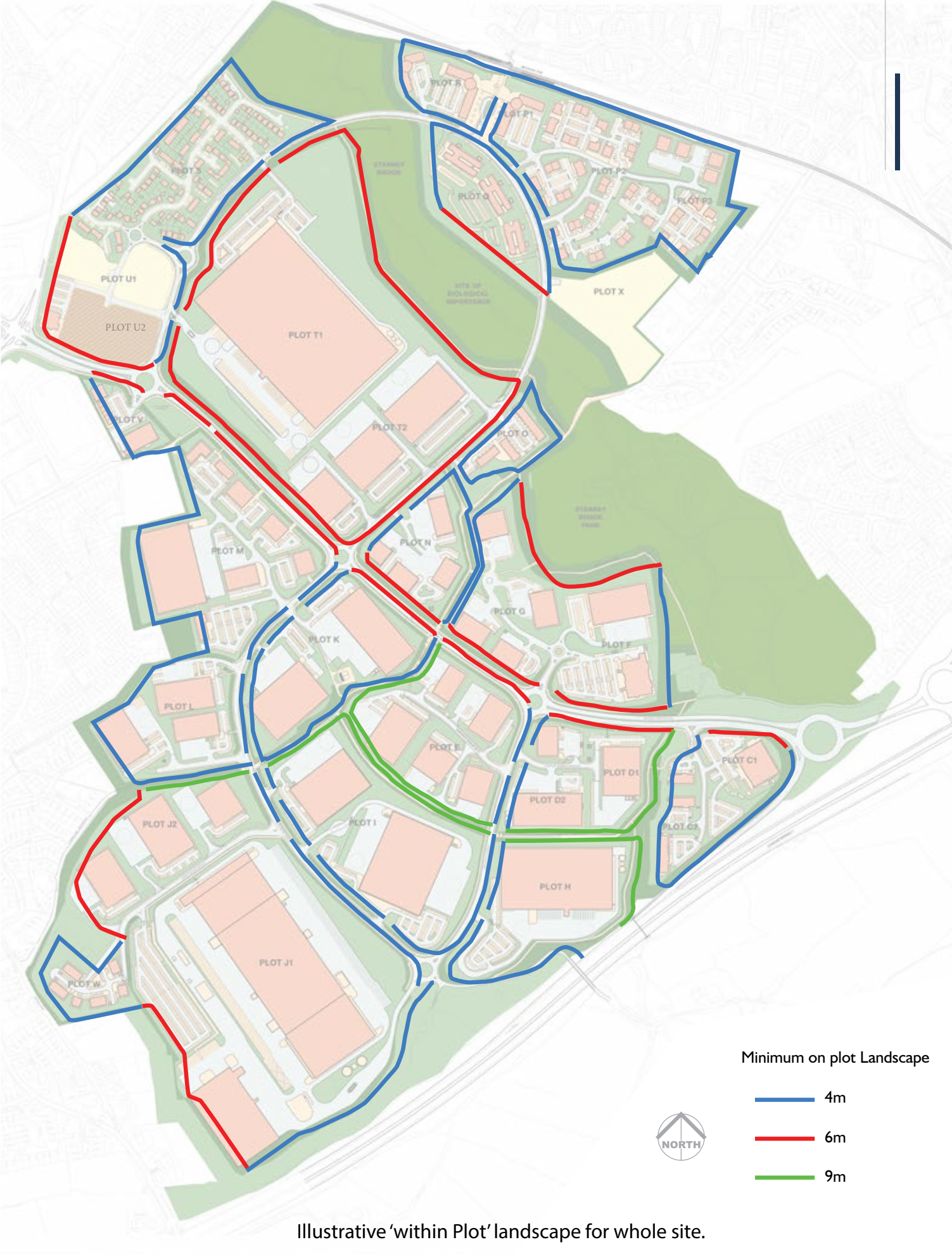
4.6 Structure & On-Plot Landscape

Pursuant with the Outline Planning Permission, it is proposed that new 'off plot' structure landscaping shall be implemented along the frontage of Plot L to John Milne Avenue. The boundaries to Plot W, Silver Hill Farm and Lower Lane Bridleway are a mix of new structure landscaping with the well-established bund planting retained. Landscaping will be enhanced with further 'on plot' structure landscaping in accordance with and in some cases exceeding the requirements of the Outline Planning Permission as discussed in the earlier section of this document (2.2 Proposed Strategy, Built Form and Massing)

The proposals pay particular care and attention to ensure both off and on plot landscaping continues the theme of the adjacent structure landscaping. The attached plan shows the minimum on plot landscaping, accordingly Plot L is to provide 4 m wide on plot landscaping generally with 6 m on plot landscaping to Lower Lane Bridleway. Except for some localised reductions, the requirements for on plot landscaping is included in the proposals and in most cases exceeded. Areas of reduced depth are to be strengthened in order to mitigate any minor deviation, please refer to the supporting landscape drawing for details

4.7 Pedestrian and Cycle Link

The development proposals for Kingsway Business Park are based around the historic pattern of lanes, now incorporated as greenways to ensure a high level of permeability through the park and provide pedestrianised linkages to the surrounding infrastructure

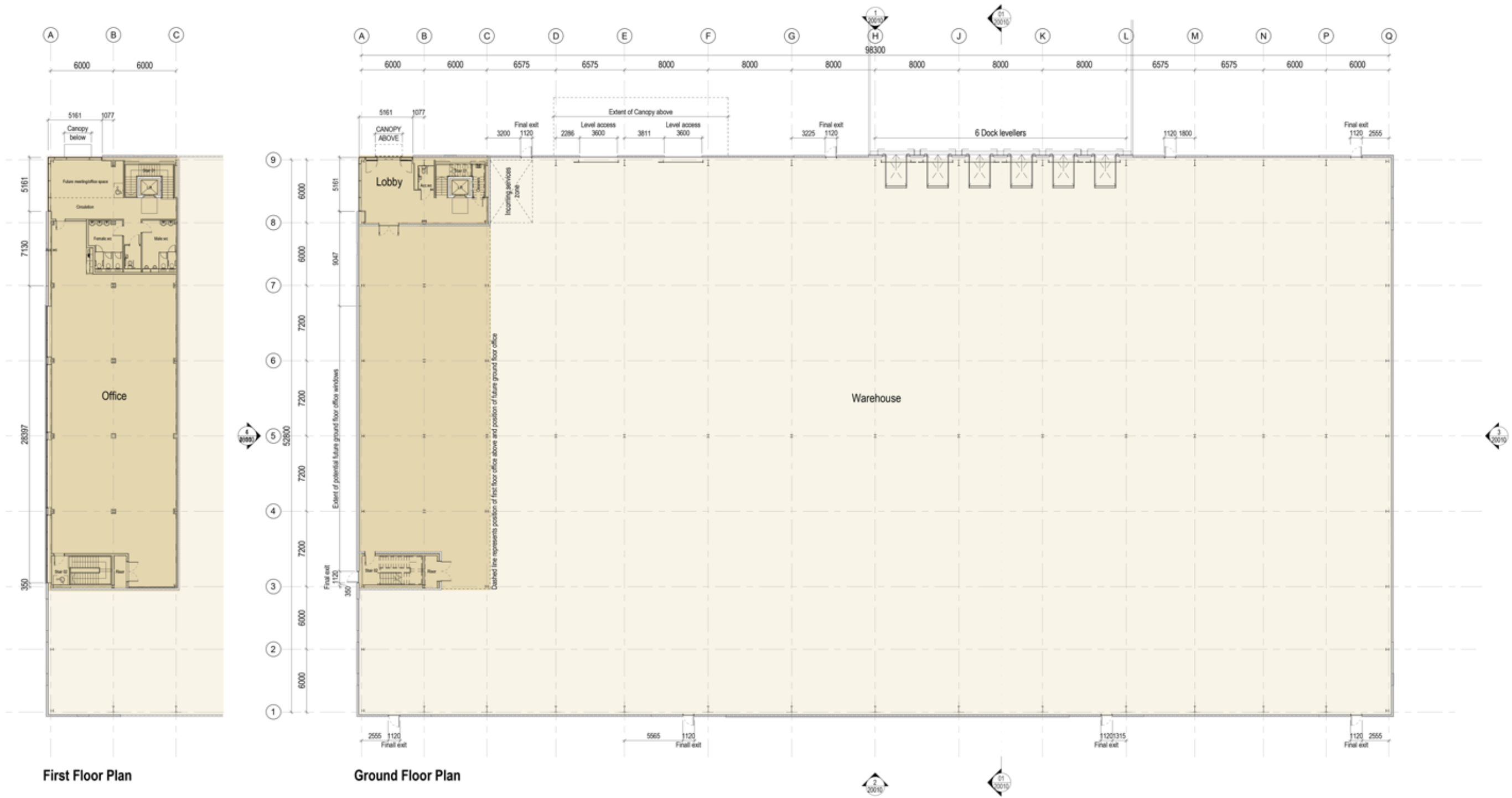


Kingsway Plot L

4.0 | Layout



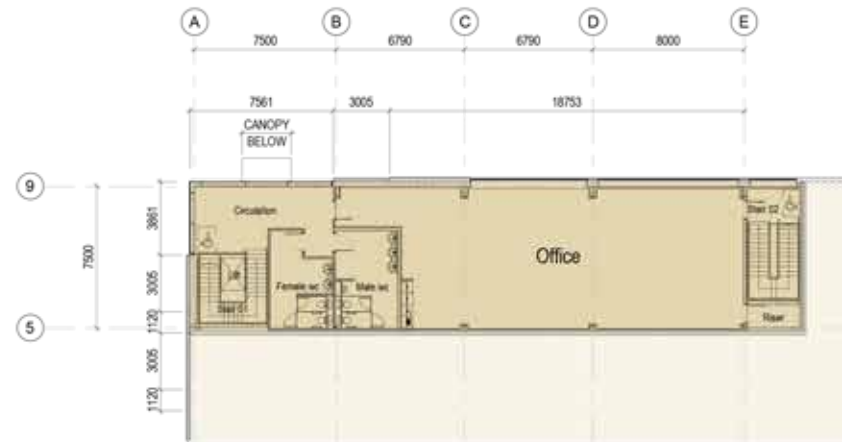
4.0 | Layout



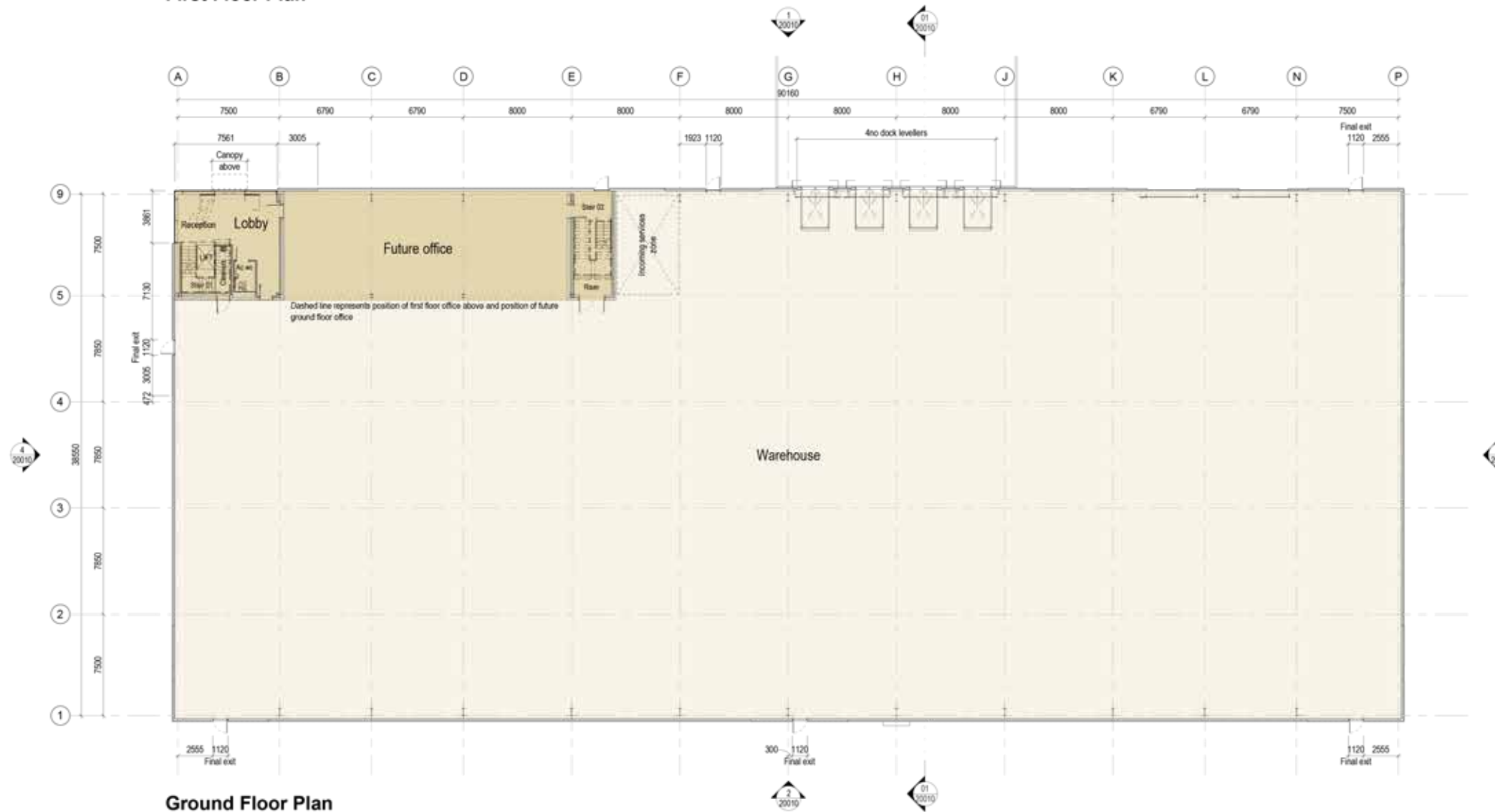
Unit L1 - Floor Plans



4.0 | Layout



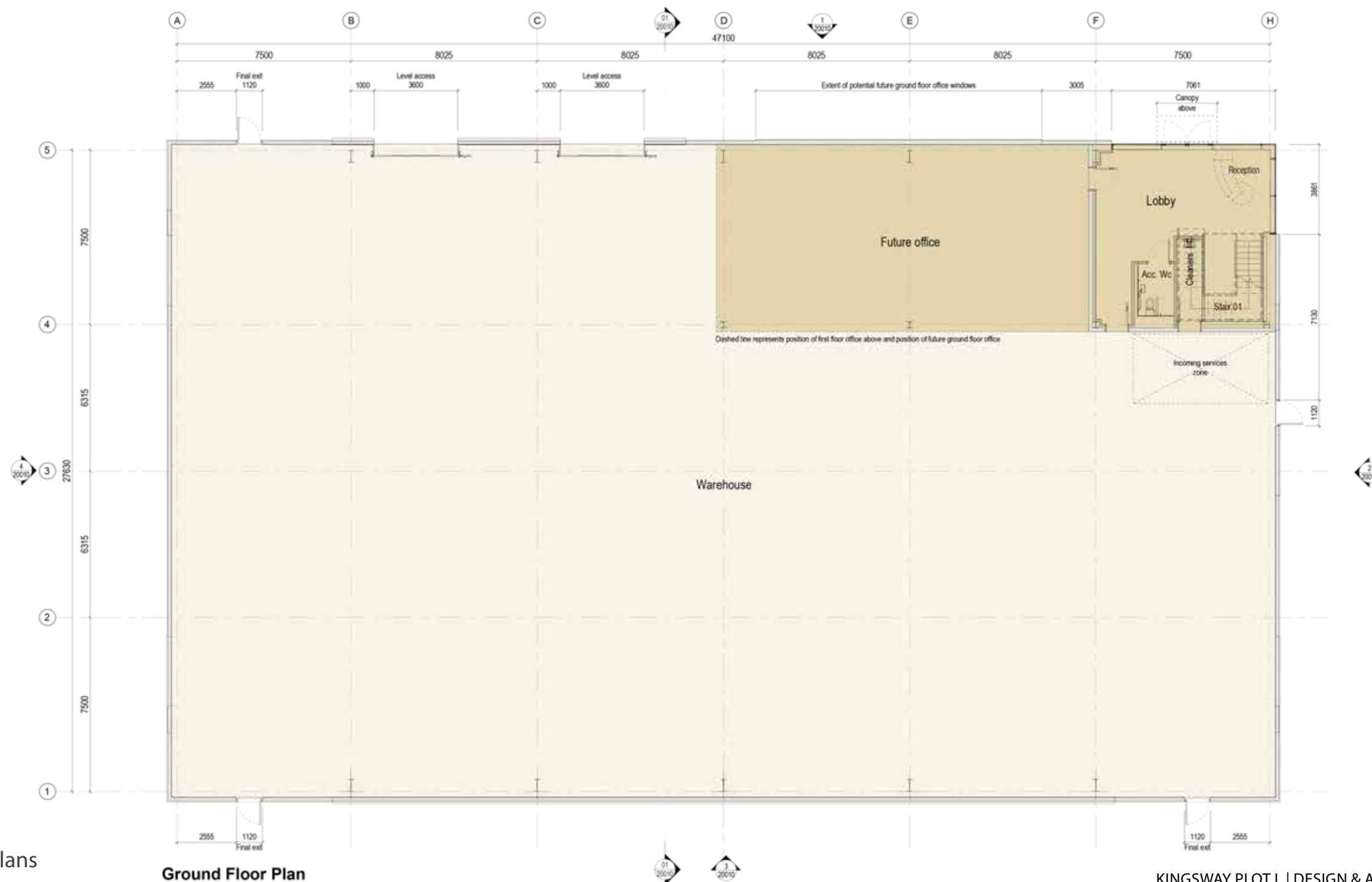
First Floor Plan



Ground Floor Plan



4.0 | Layout



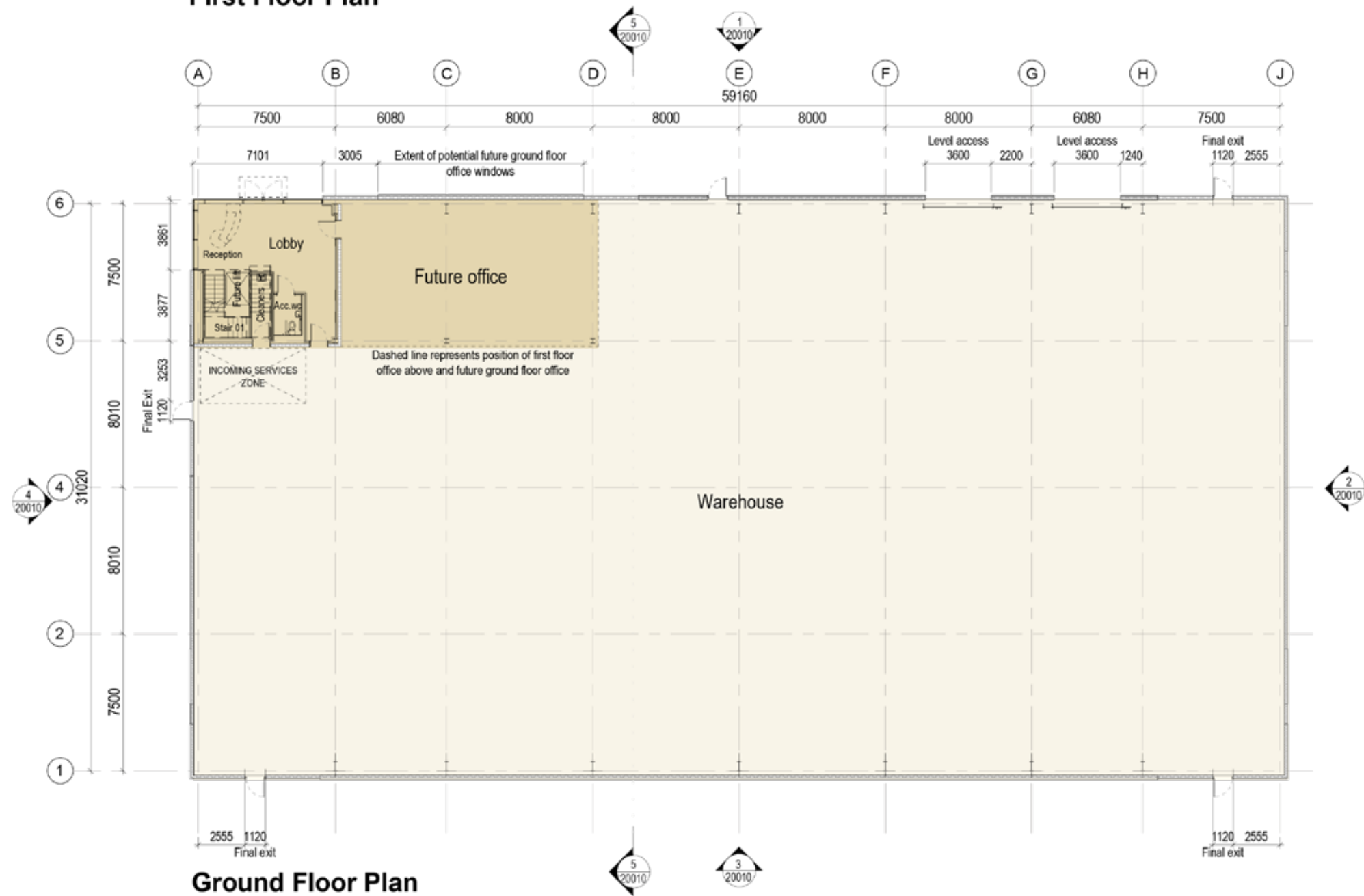
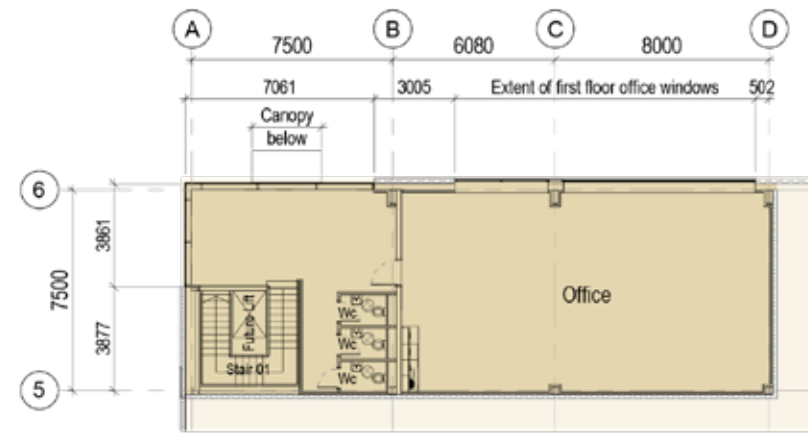
Unit L3 - Floor Plans

Kingsway Plot L

4.0 | Layout



4.0 | Layout



Kingsway Plot L

5.0 | Design statement

5.1 Introduction

As part of the design development of the Business Park, with particular reference to the industrial element of the site, a 'Park Style' has been developed so as to give clarity of design, set a standard in terms of quality and ultimately help to establish and promote a brand for the park. The 'Park Style' was agreed collaboratively with the Local Authority through early discussions and engagement in relation to the wider Kingsway Business Park development.

The exercise looked in detail at the likely size and scale of industrial development so that a style could be developed and adopted. Any style would need to be robust enabling applications to be speculative and owner occupier schemes alike, irrespective of size, scale and individual branding. Clearly there is a need to recognise that there will be at times bespoke design or existing brand identity that is to be incorporated into the end design. With this in mind, the design pallet needs to remain relatively neutral and not offer excessive detailing or feature work that would further detract from the overall base design. The 'Park Style' is therefore the agreed design solution which Rochdale Borough Council Planning Department and wider stakeholders anticipate all base building designs to follow.



5.0 | Design Statement

5.2 The Current Scheme

The new access points off John Milne Avenue will be graded onto the proposed development plateau and be designed to accommodate both privately owned cars and articulated HGV's. Both Units shall be individually serviced with each unit having dedicated car park and HGV entry points.

The service yards are positioned to front onto each other as well as the proposed access road ensuring that any noise from HGV's forklifts or other machinery is centralised within the core of the site. the buildings are positioned to the confines of the plot, this enables them to effectively screen the operational activity areas within, blocking any light or noise from the surrounding sensitive receptors.

The proposed buildings are carefully orientated to position the office, staff / visitor entrance and car parking frontages off the new service road to create a strong sense of arrival and clearly articulating wayfinding.

Feature curtain walling is introduced to offer visual interest to the principal office elevations with extended glazing and glass canopy defining the main entrance. Level access and dock leveller loading doors with shelters shall be provided to the service yard frontages facilitating the movement of goods all in keeping with the nature of the development. Feature cladding is utilised on prominent building corners and along the elevations of the building to break up any longer expanse of horizontal cladding.



5.0 | Design statement

5.3 Design Language

The design language adopted on Plot L is of a development that is sensitive and in keeping with the existing buildings elsewhere on the business park by maintaining the key features of prominent corners that contrast positively against the silver base colour. These enhancing panels create key vistas, points of interest and focus to the elevations and overall massing alike.

5h.4 Conclusions

The proposals are in keeping with the general principles, approach and design consented in the original and updated masterplans. This will ensure a high-quality development consistent with the overall Business Park. We have carefully considered the frontages onto the John Milne Avenue concluding that the park-style elevations provide an appropriate and high-quality design approach in keeping with this location. The proposed built form provides elevations with interest, detail, and colour thereby providing a good quality street scene consistent with the wider Kingsway Business Park.



6.0 | Appearance

6.1 Introduction

The buildings on Plot L are individually designed using the design theme already established on the Park. The elevations comprise a series of key feature components such as:

- Cladding profiles and orientation
- Glazed feature entrance
- Vertically orientated curtain walling
- Stepped parapets creating innovative eaves profile

6.2 Typical Unit Elevations

The aesthetic is very contemporary with clean building lines. The elevations are designed to respond to the desire to give positive visual impact at key locations whilst maintain the park style and future adaptability.

6.3 Materials

The proposed materials are high quality and have been selected to be commensurate with the building type. The façades are articulated using contrasting tone, colour and texture. Particular attention has been given to the design of the elevation treatment to ensure that emphasis is given to the elevations in key locations.

6.4 Texture and Colour

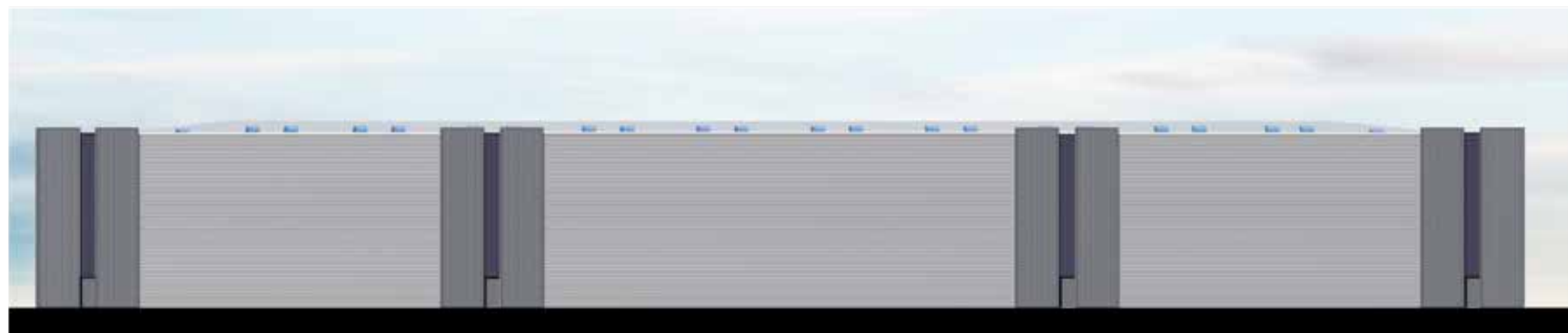
The proposed units offer a variation of textures. Similarly we propose a subtle and complimentary range of colours.

6.5 Boundary Treatment

Appropriate fencing will be provided to the service yard ensuring adequate site security, details can be found in Section 9 Anti Crime and Disorder Measures of this Design and Access Statement

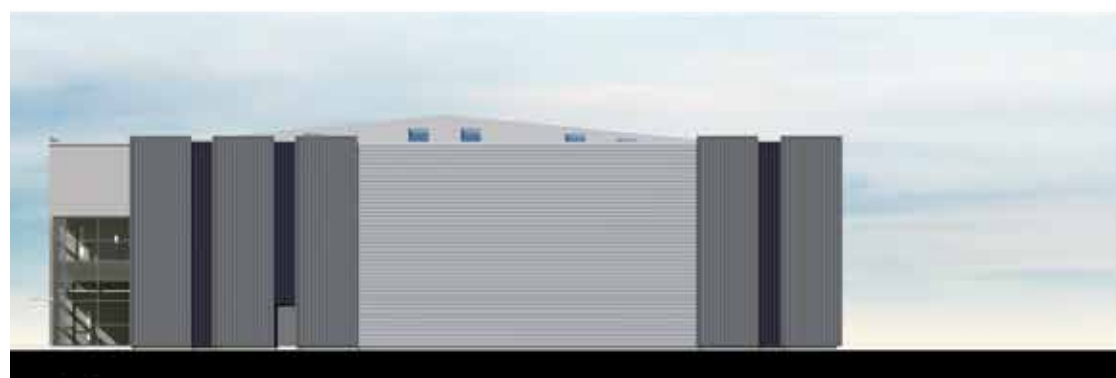
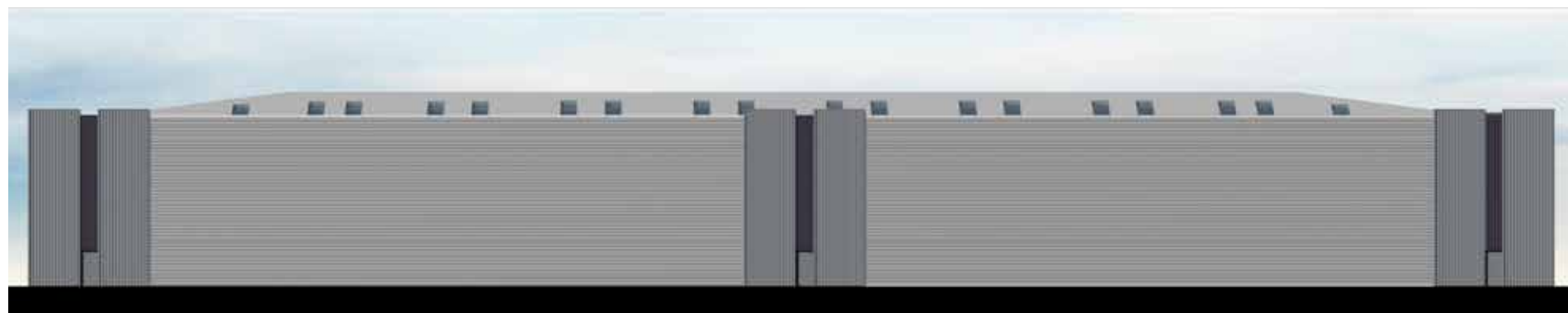
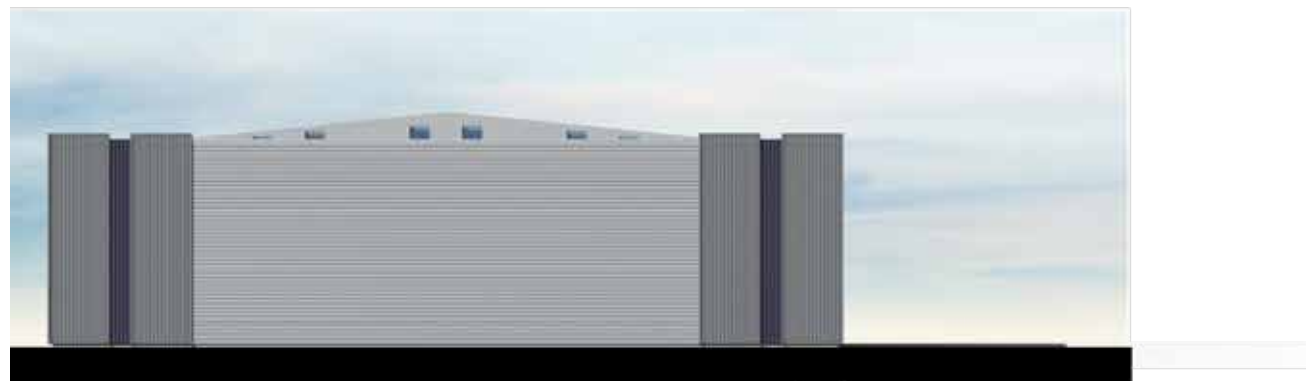


6.0 | Appearance



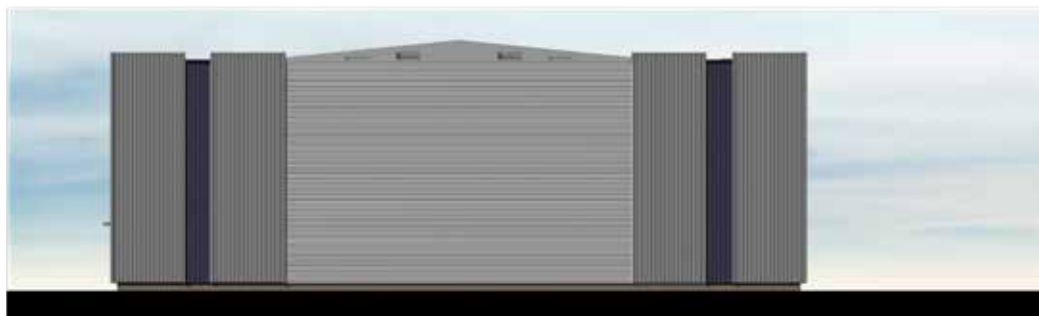
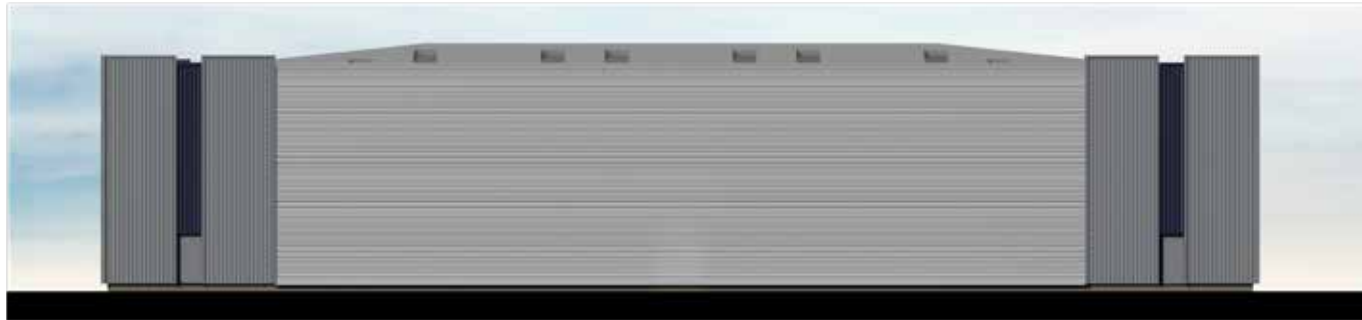
Unit L1 - Elevations

6.0 | Appearance



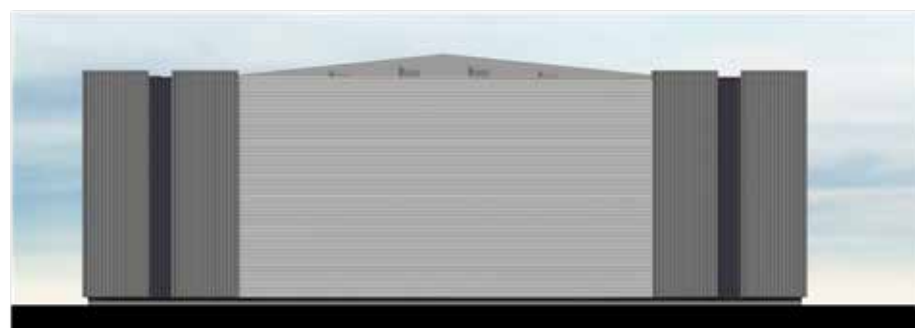
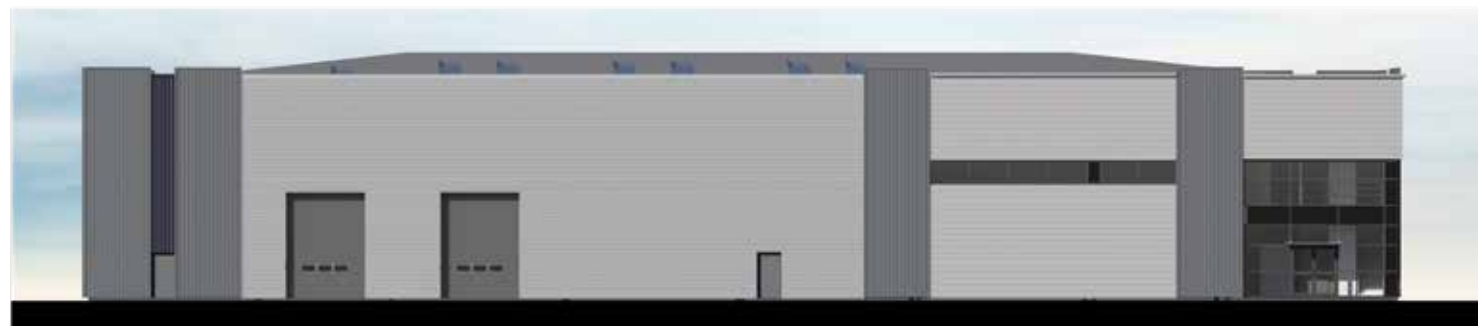
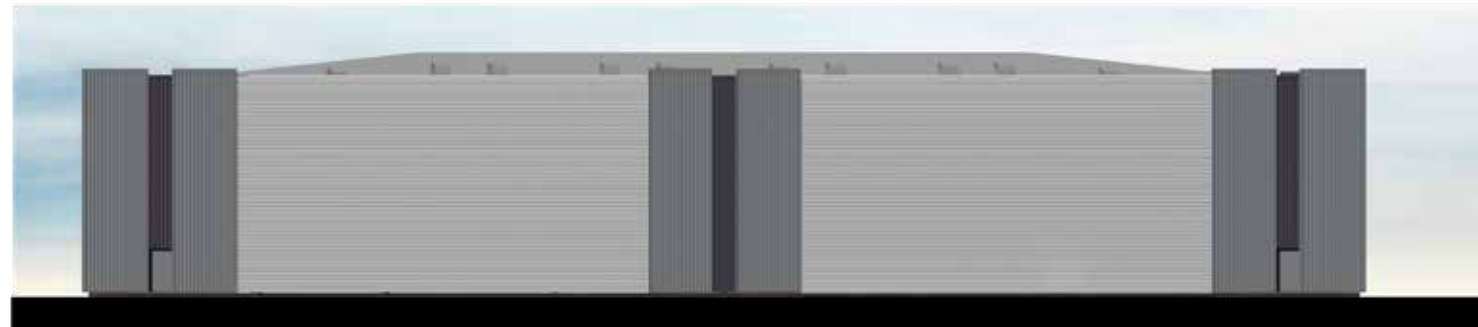
Unit L2 - Elevations

6.0 | Appearance



Unit L3 - Elevations

6.0 | Appearance



Unit L4 - Elevations

7.0 | Environmental credentials

7.1 Introduction

Holistic, sustainable design is at the heart of the design philosophy.

Existing planting to Lower Lane has been retained around the periphery of the site where appropriate and further strengthened with the introduction of new structure planting. This is then supplemented with some significant areas of native shrub planting together with extensive meadow grasses to enhance local biodiversity

A simple palette of high quality yet durable materials will be selected to ensure that a robust, easily maintainable environment is created. The provision of secure cycle parking will encourage the use of bicycles

Ecology is an important consideration on Kingsway Business Park. An Ecology Report is submitted with the application. The site forms part of a wider development that has seen significant ecological investment by the Developer

The latest varied Outline Planning Permission ref 18/00943/VRCON refers to the original Environmental Statement through planning conditions 15 and 20 respectively. Through the letting of the appropriate building contract, the applicant can confirm the development shall be carried out in accordance with the relevant mitigation measures previously approved

7.2 Sustainable Design Approach

The design for the proposed development has been developed using energy analysis and computational modelling which has enabled input into the architectural designs from the conceptual design stage. Consequently, the unit is designed with passive and active measures as part of the holistic development of the scheme

Examples of the passive design measures incorporated to maximise the development's energy efficiency and reduce carbon dioxide emissions are identified below:

- Where appropriate the glazed external façade areas have been orientated to prevent overheating during the summer
- Glazed areas positioned to optimise daylight and sunlight distribution
- Thermal properties of the external envelope enhanced significantly over the Building Regulations Part L2a minimum standards
- Air permeability - In line with the Footprint and Fabric First approaches the air permeability target is to be reduced below the Part L minimum standards
- Thermal bridging considered from the outset and minimised by selection of construction elements and systems. Thermal bridging has a large implication on heat loss through buildings, and the detailing is often forgotten about within building design. Although accredited details may not be used for each junction, the thermal bridging values shall be calculated by a suitably qualified person
- Emphasis on passive and mechanically assisted natural ventilation
- The Energy Performance Certificate for each building is required to achieve a minimum Energy Efficiency Rating A

Examples of the active design measures incorporated to maximise the development's energy efficiency and reduce carbon dioxide emissions are identified below:

- LED lighting provides an energy efficient solution by reducing power consumption. With a lamp life of circa 20,000 hours replacement of lamps is infrequent. As the LED lighting uses less energy the heat gains from the lighting are also reduced. This has a positive effect in summer as it reduces the risk of overheating
- Lighting will be provided with a combination of automatic daylight dimming and automatic occupancy control where suitable to further minimise energy consumption
- High efficiency mechanical extract ventilation with enhanced controls. The enhanced controls reduce the energy demand to the building as the ventilation plant only operates when required
- Domestic hot water to L2, L3 and L4 will be produced by high efficiency gas fired condensing combi boiler to serve the sanitary fittings. L1 Domestic hot water will use Local electric water heaters to serve the sanitary fittings.
- Heating is proposed to be supplied via high efficiency gas fired condensing boiler plant with variable speed circulation pumps feeding radiators with thermostatic radiator valves to provide individual temperature control

7.3 Selection of Building materials

During the detailed design period, in the selection and use of all building materials and systems, it will be important to consider their impact on emissions associated with extraction, manufacturing process, transport and the potential to reuse or recycle

Our strategy will aim to minimise environmental impact, sourcing from suppliers with an environmental management system in place and all timber will be FSC certified. Where appropriate, we will specify either A or A+ rated materials as defined in BRE Global's Green Guide to Specification. We will endeavour to source local materials to minimise transport to site, all internal finishes will be specified with very low levels of volatile organics and we will consider favourably materials with a high recycled content



Kingsway Plot L

8.0 | Landscaping

8.1 Overview and General Approach

To design a sensitive and well considered landscape scheme, which provides both an attractive external environment and helps to enhance the site's biodiversity, low maintenance; predominantly native plant species with high ecological value will be utilised, consistent with schemes elsewhere on the Kingsway Business Park.

Off Plot landscape proposals principally relate to the Northern and Western boundaries adjacent to residential properties at Burnet Close and Neston Road. The existing earth bund and established 10m high planting shall be retained to both boundaries. In order to further supplement the existing planted bund and offer year round screening, a significant proportion of evergreen trees are proposed to be introduced along these elevations. Approximately 70 number *Pinus Sylvestris* coniferous trees from mature stock are included within the proposals. The supplementary trees are from mature stock standard (typically 4-4.5m specimens) thereby reducing the time to reach maturity and providing some screening when planted. The planting is carefully setout in double rows to maximise the effectiveness of the screening and therefore significantly reduce the visibility through the landscaping when deciduous trees are not in leaf.

To the southern boundary there will be mixed native species planting provided as an enhancement to the established vegetation, screening the development and providing a buffer to Lower Lane. This will extend along the full extent of the site's southern boundary.

Loop road planting will be consistent in design with the established Kingsway landscape infrastructure, utilising a palette of native and semi-ornamental species to create an aesthetically pleasing and biodiverse setting. This will be set back behind the diverted wetland drainage ditch.

Within the On-Plot planting areas further mixed native structure planting will be provided facing Lower Lane, increasing the overall depth of tree and shrub planting in these areas. Planting associated with office building entrances and car parking will utilise specimen trees, ornamental shrub planting and amenity grass to provide an attractive, more formal landscape setting.

These proposals for Plot L illustrate a clear interface with the overall coherent framework for landscape, circulation and land-use within the overall Kingsway Business Park development.



9.0 | Access Strategy

9.1 Introduction

The buildings will be constructed and set out in accordance with the provisions of the Building Regulations Approved Document M Volume 2 2015 incorporating 2020 amendments

9.2 Travel to Site

The Kingsway Business Park infrastructure is already largely in place, including the principal Spine Road (A6193 Sir Isaac Newton Way). This provides good quality highway, pedestrian and cycle links to nearby residential areas and the town centre of Rochdale, as well as ensuring direct highway access onto the trunk road network at Junction 21/M62. The site is close to the Primary Spine Road route with pedestrian/ cycleway facilities already provided.

- Metrolink – There is in place on Kingsway Business Park a Metrolink stop providing fast public transport links to Rochdale, Oldham and Manchester
- Pedestrian and cycle links – The greenways ensure a high level of permeability through the park and provide linkages to the surrounding residential areas and amenity areas
- There is a site wide travel plan
- The overall site also benefits from the Kingsway Bus Link service. (This is a dial-in service which is overseen by Transport for Greater Manchester). The Kingsway Bus Link service has been part funded by the Kingsway Partnership

9.3 Building Environment

1. Location and Orientation of Entrances Access to the buildings: Provide at grade with a level platform in front of the main access doors
2. Hard and Soft Landscaping: There is a perimeter element of structure landscaping around the site
3. Width/Gradient to Footways: The width of footways is to be a minimum 1500mm at a gradient not exceeding 1:20
4. Lighting: Street lighting, to the adjacent adopted highways, beyond the plot boundary and to the plot access road, conforms to the adoptable standards required by Rochdale Borough Council

9.4 Building Construction

1. Construction Materials

- a. Walls: The majority of the wall construction is built up or composite cladding
- b. Doors: Entrance doors are to contain a 1m wide leaf for ease of access and push/ pull resistances to Building Regulations standards. All glass doors and associated glazed feature panels to contain visual manifestation for safety if required

2. Internal Floor Surfaces

- a. All entrance floor surfaces and any surface matting will allow smooth transition and be selected to reduce slipping. Barrier matting will be provided large enough to ensure that wetness is not transferred onto the main floor covering

3. Entrance

- a. Level Approach: A level approach from the plot boundary to the building main entrance will be provided which is free from obstructions at a gradient not exceeding 1:20
- b. Door Design: All external doors that are to be fully glazed will have manifestation so they are readily identifiable. The threshold will be levelled otherwise not more than 15 mm if raised. Door entry systems are not provided as part of this contract but will be determined as part of the fit-out works by others. If a system is provided it should accommodate facilities for the deaf and hard of hearing
- c. Non- powered entrance doors will require no greater than 20N force at the leading edge to be operated



9.0 | Access Strategy

9.5 Movement within the Building

All internal doorways are to be designed to allow the passage of wheelchairs, as are corridors to AD M.

- Corridor Design - Width / Changes in Level: Corridors are to be minimum 1200mm wide
- Internal Doors: Internal doors are to have an opening force at the leading edge not exceeding 20N or 30N in the case of a fire door
- Internal Lobbies: Internal lobbies to toilets (where required) to be a minimum 1570mm between Lengths of doors. The toilet lobby doors are privacy doors (if required)

9.6 Means of Escape

Design for Means of Escape

1. Signs and Way Finding: Sign locations to be defined around the site by others. Internal signage will be limited to standard toilet signage and escape signage. Any special signage required to provide legibility will be provided by the end user
2. Use of Tactile Materials: The external site layout will include tactile materials and dropped kerbs to cater for wheelchair access so that it can be differentiated visually or felt physically
3. Internal Surfaces: Colours, textures and tones will be varied to assist in distinguishing between surfaces, fixtures and fittings (where included as part of the base build works)

9.7 Conclusion

The concept of access encompasses all forms of access within the boundary of the site and demonstrates that the development will be accessible by a variety of means of transport including as many building users as possible



10.0 | Anti Crime and Disorder measures

10.1 Introduction

This document supports the Full Planning Application for the proposed development of Plot L on the Kingsway Business Park by scheduling the measures to be incorporated into the layout, design and landscaping to minimise the potential for future crime and disorder.

10.2 Context

Wilson Bowden Developments is a commercial development company operating on a national basis. They are involved in a number of large-scale commercial development schemes, including the delivery of business parks, in a number of local authority areas.

As such, their schemes are designed to meet all relevant national and industry standard protocols.

As far as Kingsway Business Park is concerned, WBD have been involved from the outset of the overall scheme. They form part of the Kingsway Partnership (with the Council, Homes England, and the Rochdale Development Agency) and, together with their partners, have been responsible for the comprehensive delivery and ongoing maintenance of the overall site.

In compiling this submission, we have considered the design, layout and landscaping aspects of the development of Plot L, the Council's planning policies, the ongoing site wide management controls in place for the overall Kingsway site, WBD's experience of delivering business park developments elsewhere in the UK, and the guidance contained in the Secured by Design document SBD Commercial 2015.

Against this background, we have set out below the measures which are incorporated into the development of Plot L to minimise the potential for future crime and disorder.

10.3 Schedule

Doors

- Entrance doors are to be industry standard aluminium framed and glazed

Windows, Curtain Walling and Cladding

- All windows are from an industry standard commercial window range and have key lockable handles and lockable restrictors
- It is not proposed to install shutters at this time

Glazing

- All glazing comprises sealed double-glazing units as part of an industry standard commercial window range and is installed using internal beads to avoid de-glazing from the outside

Boundaries

- Anti –intruder weld mesh fence 2400 mm high with matching manually operated hinged vehicular access and single leaf pedestrian gates are provided to enclose the vulnerable service yard and service yard elevation
- A detailed fencing plan is included within the application to outline the proposals

Landscaping

- A detailed landscaping scheme has been prepared which incorporates generally low planting to allow sight lines across the site, to not provide hiding places and to not provide climbing aids against boundary treatments.

Lighting

- External lighting to be provided to the full site including cycle storage facilities, parking and circulation spaces

CCTV

- CCTV provision will be installed by, and will be subject to the Clients fit out requirements

Other

- The required number of sheltered cycle stands are provided with adequate lighting as required by BREEAM Issue Tra3. The cycle stands can be used for securely parking a bicycle
- A fully enclosed and lockable refuse/ recycling store is provided

Management & Maintenance

- The ongoing management and maintenance of the individual plot areas will be the responsibility of the Client and the Landlord as appropriate
- Amenity areas are managed and maintained by a site management company responsible for the whole of the Kingsway Business Park.

Construction

- The Contractor is to be a member of the Considerate Constructors Scheme and is committed to employing the principles of the scheme with regard to temporary site security during the construction programme



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