

Plot R2 - Atom Valley Innovation Centre (AVIC)

DESIGN AND ACCESS STATEMENT



ROCHDALE
BOROUGH COUNCIL



Wilson Bowden
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Plot R2 - AVIC

1.0 | Use

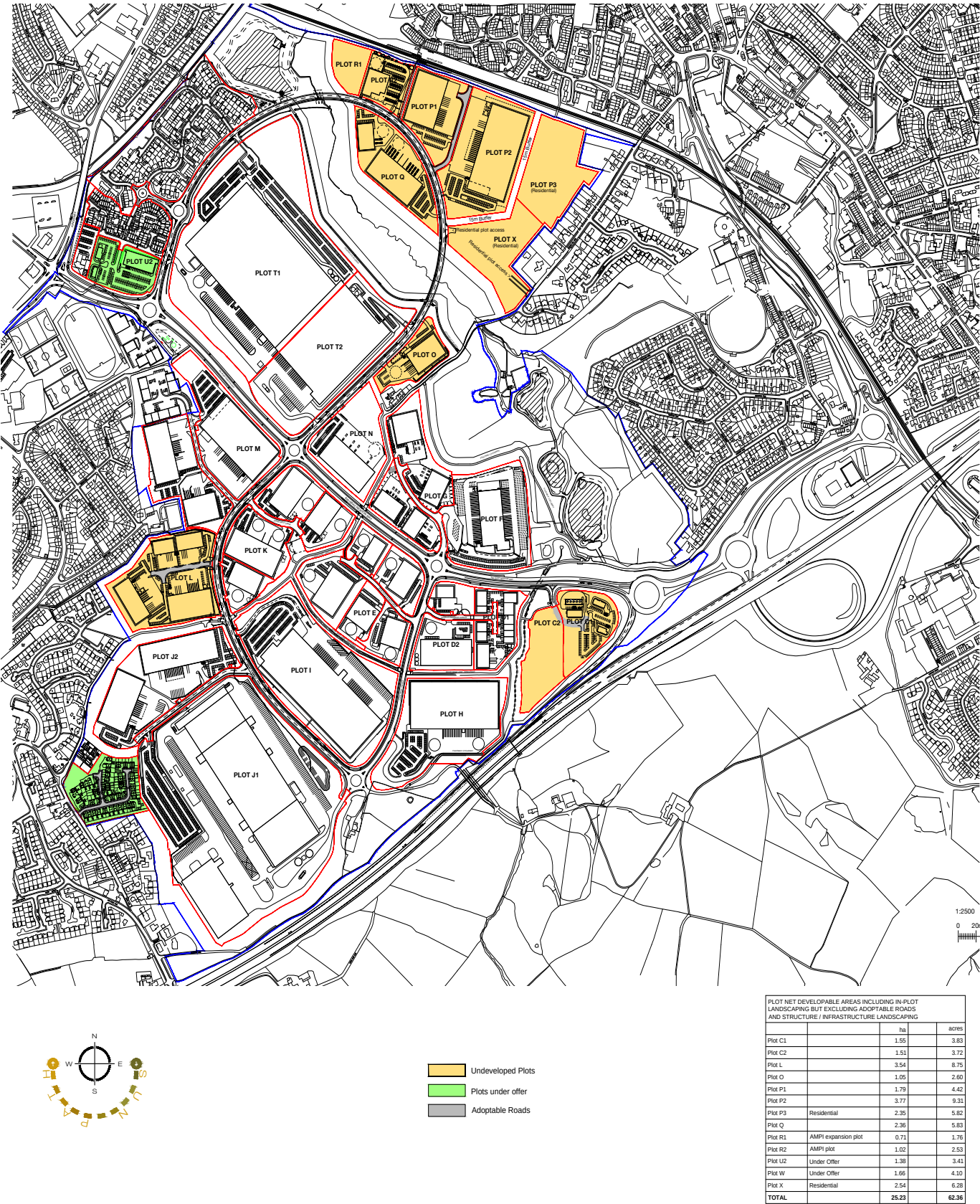
1.1 Introduction to Plot R2 and the Atom Valley Innovation Centre

The current Kingsway Business Park master plan 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 Master plan attached (from the 2014 Outline Permission) is shown opposite

The following document has been compiled to illustrate the design intent for the built development on Kingsway Business Park, Plot R2. This Design and Access Statement has been prepared on behalf of Rochdale Borough Council and Wilson Bowden Developments Ltd to support a Full Planning Application for the erection of a research and development facility on this plot namely the Atom Valley Innovation Centre (AVIC). The proposed development is indicated to comprise a Class E(g)(i, ii or iii) Commercial, Business and Service class structure with associated infrastructure.

The 2-storey AVIC building will comprise of a large workshop, flexible space for light workshop or office type uses, social café space and lecture theatre to the ground floor. The upper level provides cellular offices, meeting rooms and breakout spaces.

The AVIC building is to be located on Michael Faraday Avenue within Kingsway Business Park. It sits adjacent to Turbary Walk leading to the local Metrolink Tram stops. The building sits on the vacant greenfield R2 plot and is not bounded by any other buildings at the time of this application.



1.0 | Use

1.2 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 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 / B2/ 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

1.3 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

1.4 Approved Outline Parameters

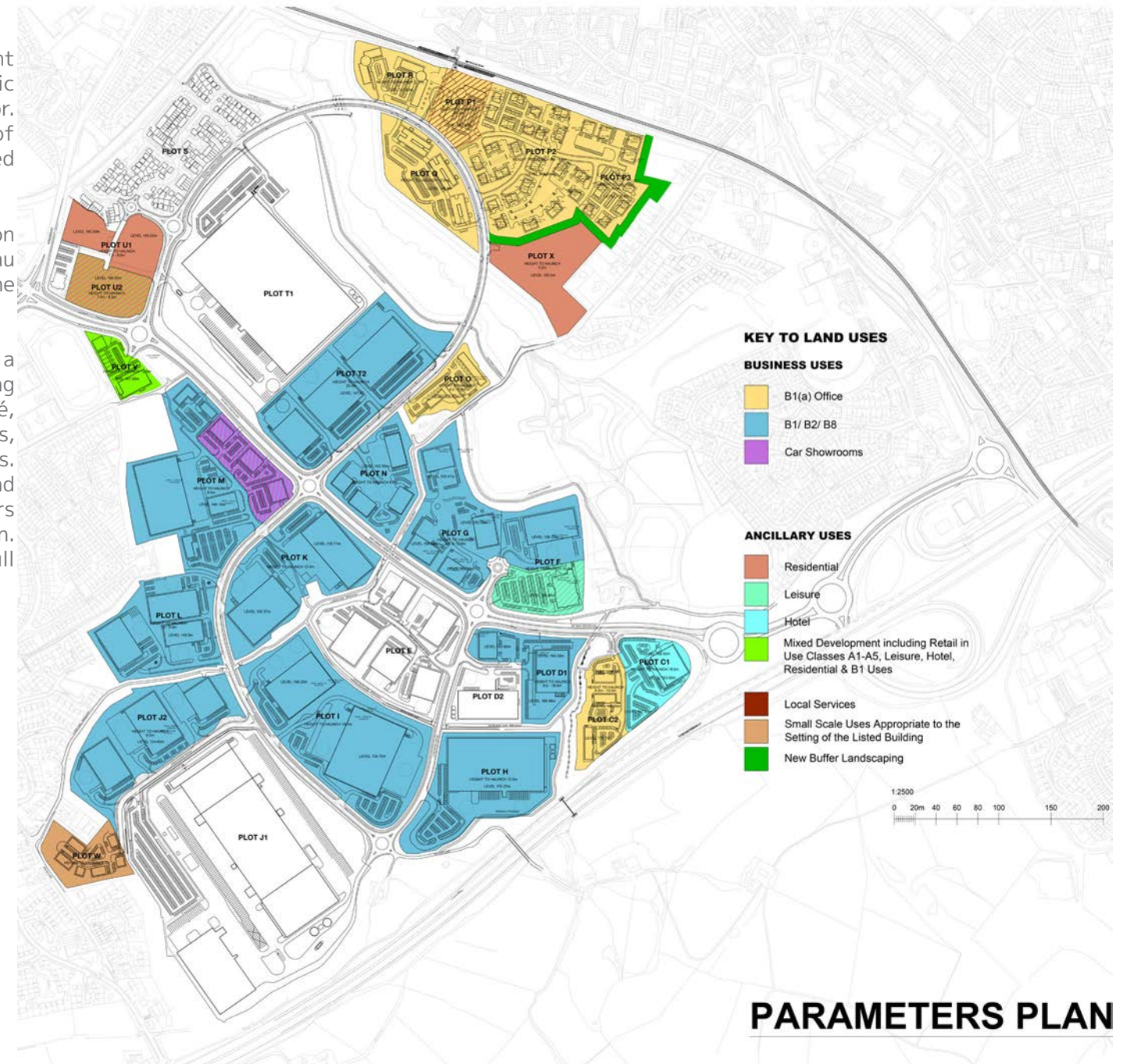
Although the Rochdale Core Strategy allocation does not identify specific sites for specific uses, the planning policy has now been given life by the grant of a comprehensive

Outline Planning Permission.

The Rochdale Core Strategy reaffirms the LPA's commitment to Kingsway Business Park, Policy E3 seeks to focus economic growth in the Rochdale Town Centre/Kingsway Corridor. E3 also seeks to achieve the co-ordinated development of Kingsway Business Park with large, high-quality serviced sites for B1 B2 and B8, and other employment uses.

The Outline Planning Permission approves development on Plot R2 for up to 12 metres height to haunch with a plateau level of 147.60 m. The approved Parameters Plan (from the 2014 outline permission) is shown opposite.

The proposals brought forward are for the erection of a research & development building (Use Class E) including office, laboratory & production space, function space & café, new access, car parking, servicing, boundary treatments, hard and soft landscaping and other associated works. The proposal for a research and development building and the increased building height differs from the parameters identified within the current Outline Planning Permission. The application for this building will therefore be a Full Planning application.



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Plot R2 - AVIC

2.0 | Site Analysis

2.1 The Brief

The brief has developed through an iterative process during which the Developer and Consultant team have engaged with key stakeholders.

The building is split into roughly two halves. One side is a double height flexible open access workshop area, which is supported with a two-storey element arranged around an atrium with offices, meeting rooms, a café and other support spaces.

The workshop provides space for mature companies to use defined bays for product development, and small start-up companies for company incubation. The workshop is provided with a 20 tonne crane which traverses the full length of the building, with a large roller shutter door access from the service yard. To the end of the workshop, two cellular spaces are provided for use by companies that require a certain level of security/confidentiality.

The two-storey element of the building provides primarily office and meeting accommodation to support the workshop. Open plan and cellular spaces are provided to use on a flexible basis and to encourage mixing and collaboration between the occupants.

A number of break out spaces sit around the atrium at first floor, offering views into the workshop.

Adjacent to the main entrance is a small café area for use by the building occupants and visitors. Opposite the café linking to both sides of the building is a lecture theatre. This is a flexible space with retractable seating tiers to allow the space to be used for product demonstrations. The side wall to the lecture theatre can open to generate a single space with the café, also providing further flexibility.

Toilet and changing provision is provided centrally to the building with male, female, disabled and gender neutral facilities.

Two large classroom spaces are allocated for apprentice training and upskilling.

A metrology space at the ground floor provides support for the work undertaken within the workshop. A large lobby from the workshop allow fork lift trucks to move heavy items into the space whilst maintaining the requisite environmental conditions within the metrology space.



2.0 | Site Analysis

2.2 Site Selection

In March 2020, a series of studies were developed to assess the suitability of a site for the AVIC building as part of a high-level masterplan, which included future aligned developments of which AVIC formed the anchor. These studies were undertaken on the Kingsway Business Park and encompassed Plots R, P1, P2, P3, X and Q.

The favoured master plan at that point straddled Plots P1 and R2. In February 2022 a further study was undertaken on the smaller Plot V for a reduced size development. This was appraised and considered not viable to proceed on this site, however the reduced development was then successfully tested on Plot R.

The favoured location of the AVIC building sits on Plot R, utilising just over half of the available site for the proposed development including parking and service yard. The portion of Plot R that the building is to be sited is reference as Plot R2 throughout this document.



Plot R2 - AVIC

2.0 | Site Analysis

2.3 Site Location

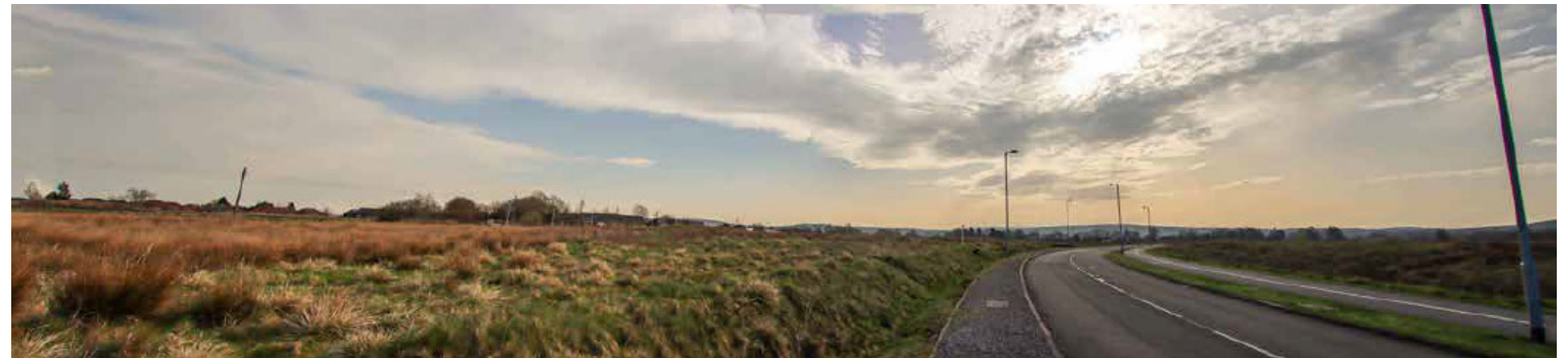
The site forms part of the Kingsway Business Park which is served by the M62 and the Northern Loop Road.

The site has a rural aspect with long views across the business park and extensive views of the hills to the north and east. The site is also highly visible from the Metrolink station and route adjacent to the business park. Plot R is currently uninhabited wild grass fields with a stone wall that follows an old field division that runs east to west of the site, but in a ruined state.

There is a small amount of tree cover to the northern boundary and a footpath that runs north to south to the east of the site. This footpath is slightly lower than its surrounding topography to the east and west.



The Site



Panorama from Michael Faraday Avenue



Panorama from Metro Link Station

2.0 | Site Analysis

2.4 Site Opportunities/Constraints

Site Opportunities

- Maintaining and enhancing the pedestrian route through the site will create a connection to the housing north of the site. The proposed development will realign this footpath to run parallel with the proposed AVIC building (thus maximising the site) whilst lining directly through with the Metrolink tram stop.
- Opportunity to enhance the view towards the site from the main vehicle route adjacent to site by making the building/site entrance prominent on the site.
- Opportunity to enhance the view towards the site from Metrolink and Kingsway Business Park.
- Access to transport links - Kingsway Business Park Metrolink adjacent to site.
- Physical and visual connection to future development on the Business Park.

Site Constraints

- Areas of uneven ground across the site.
- Area of sloping terrain to the northeast of the site.
- Water drainage to the perimeter of the site.
- Large mound located centrally on the site.



The Site



1. View from Site to Metrolink



2. Access to Metrolink



3. View from Main Vehicular Route



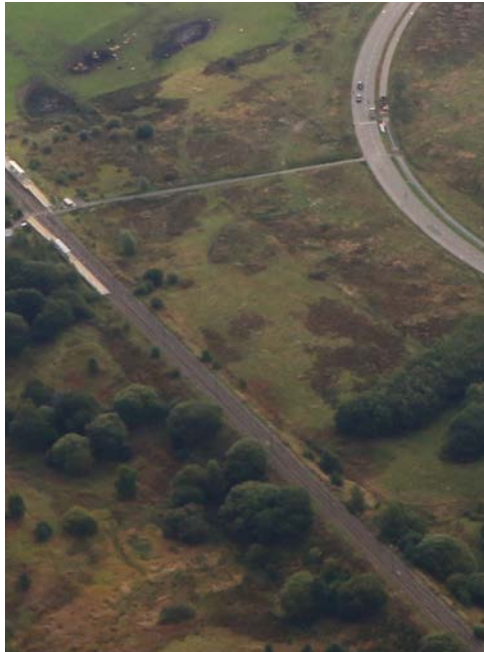
4. Connection to Housing



5. Water Drainage at Site Perimeter



6. Existing Pedestrian Footpath



7. Mounding

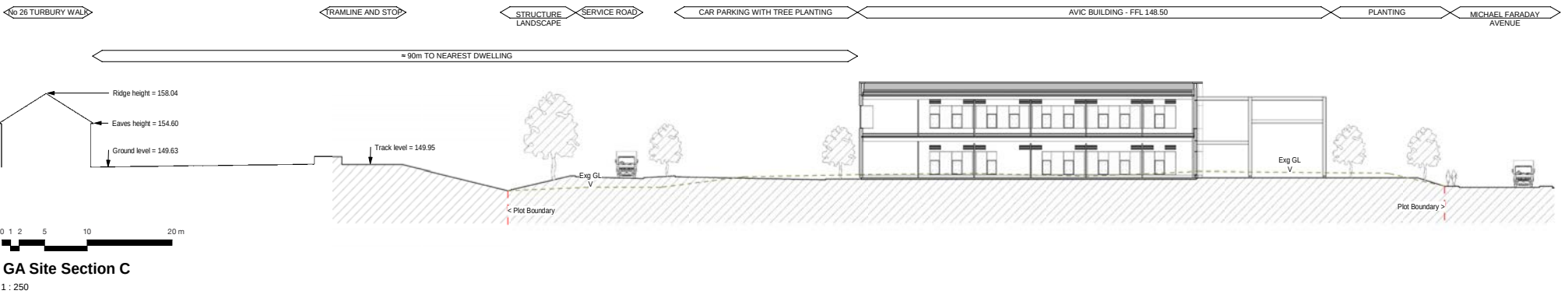
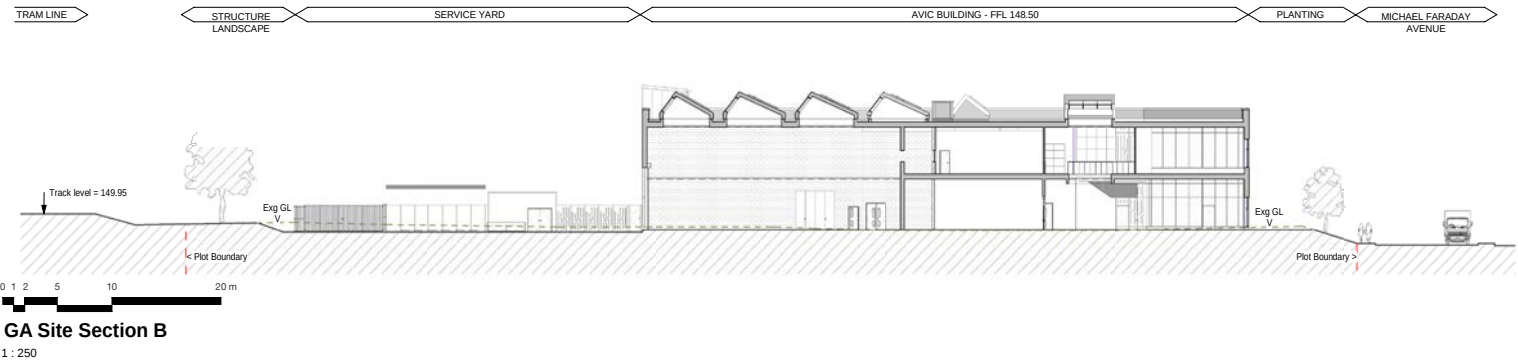
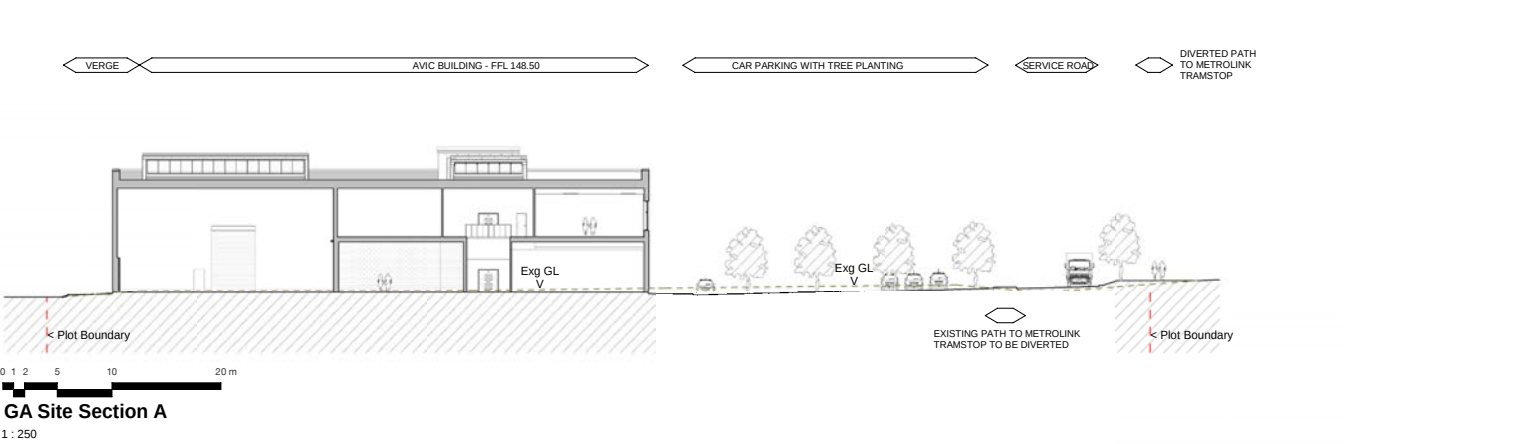
Plot R2 - AVIC

2.0 | Site Analysis

2.5 Levels/Site Sections/Built Form and Massing

The site topography is largely undulating across the entire 4 acre site (149m above Ordnance Datum), with a depression to the northeast of the plot, and mounding noted centrally and to the north of the site. To the far north of the site boundary are residential properties off Leyfield Road, the nearest property is sited over 90m away from the proposed new building on the opposite side of the tramway as shown in Site Section C opposite.

There is a drainage ditch to the south of the site that runs in line with the footpath along Michael Faraday Avenue.



Note: This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it is to be re-printed in full colour



3.0 | Design Development

3.1 Site Plan

The boundary line to the east of Plot R2 that adjoins Plots P1 does not currently line through with the existing footpath that divides the sites. it was agreed that this boundary line could be adjusted to rationalise the plot and align the footpath with the Metrolink tram stop. Utilising just over half of Plot R, the AVIC building is positioned on a visually prominent location of the site, visible from both the main road (Michael Faraday Avenue) and the Metrolink, thus offering good transport links to the facility. The building has also been situated towards the front of the site to reduce visual impact from the housing estate, and to minimise vibration from the Metrolink. The vehicular access to the site forms the main entrance route leading to the car park and a dedicated back of house route to the goods yard. The route is positioned away from the building and eradicates any safety issues of large vehicles such as articulated lorries passing in front of the main entrance. The realigned pedestrian footpath offers direct access to the site from the Metrolink tram stop. The perimeter of the site that adjoins the footpath will be landscaped with low level planting and lighting bollards to direct pedestrians to the site entrance and deter foot traffic cutting across the site.

The site layout combines the workshop access with the car parking access to the east of the site. HGV numbers will be limited and infrequent. Access to the site for HGV's will be planned for times outside peak car movements on and off the site. The building's reduced footprint allows for the shared access road to run along the north of the site to a secure service compound. The access road also provides passive security to the car parking area from the footpath. All parking bays have access to the building entrance without having to cross the access road.

Feedback from the planners (received through RDA) have advised that they would like the landscape to be open and not enclosed around the perimeter of the site, the aspect to rear of building not to look too industrial from housing estate and have no parking directly in front or the south elevation of the building. The current design reflects these comments.



Site Plan



Plot R2 - AVIC

3.0 | Design Development

3.2 Architectural Language

The philosophy of the architectural language developed in the feasibility study looks to reflect what the buildings aims are and is derived from the heritage of the local industry that it will support. It refers to the technology of the future emerging from that of the past. Historically industrial machines were developed during the industrial revolution in the North-West of England, with the textile industry at the forefront of advances in machine technology evolution. Red brick textile mills, until recently rusting and in disrepair, were the original homes to this industry. The use of red rusting metal panels reflects the past by using a modern technology of the present. The AVIC building also aims to reflect the future with the form of the building, particularly around the main entrance which is indicative of a partially built machine. The exposed structure reflects the frame of a machine, and the fenestrations on the glazing mimic the traces found on circuit boards within the body of the machine.



Original Building Design

3.0 | Design Development

3.3 Building Plans

The building is split into roughly two halves. One side is a double height flexible open access workshop area, which is supported with a two-storey element arranged around an atrium with offices, meeting rooms, a café and other support spaces.

Following feedback from the RIBA Stage 2 report, further work was undertaken to refine the building layout in line with commercial requirements for the design. The target was to increase the nett lettable space from circa 48% to 60/65%. Key areas to achieve this:

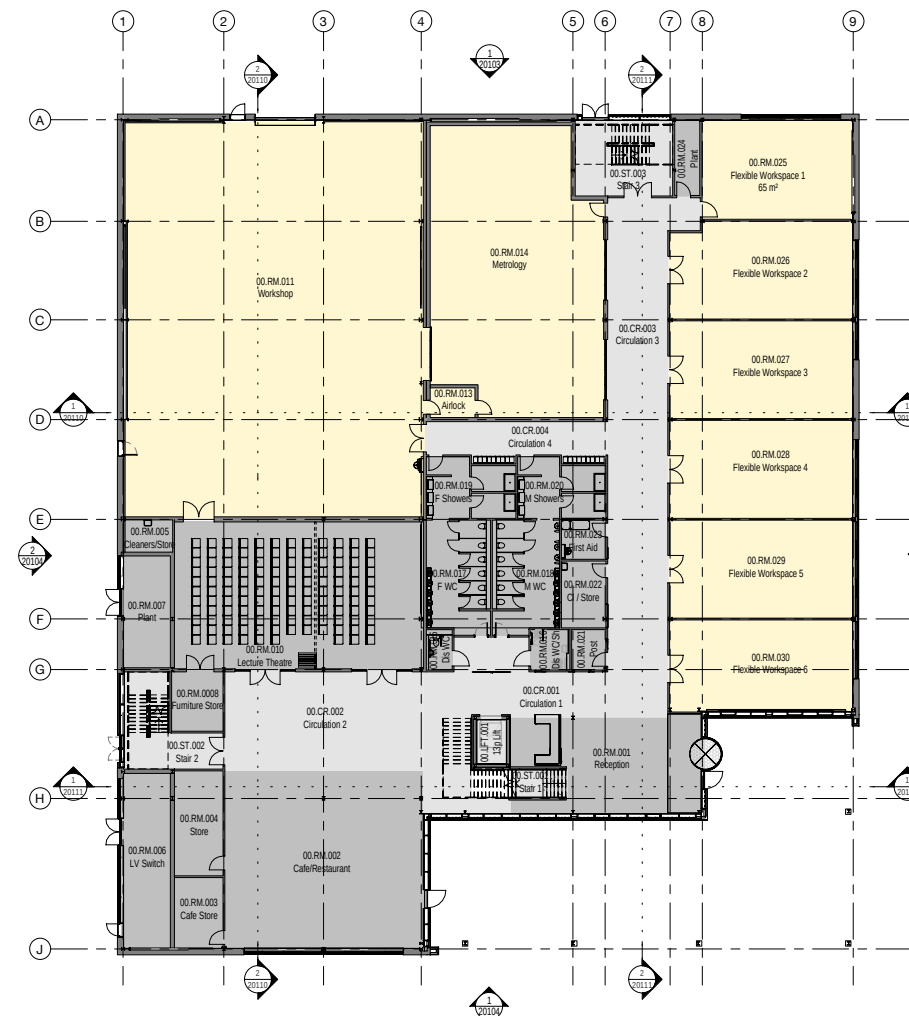
- A. Reduce the double height workshop space to a maximum of 5,000 sq. ft (465m²) and design a first floor above the remaining space to include cellular office type spaces.
- B. Reduce the classroom provision.
- C. Reduce the lecture theatre space.

Two agreed options were developed:

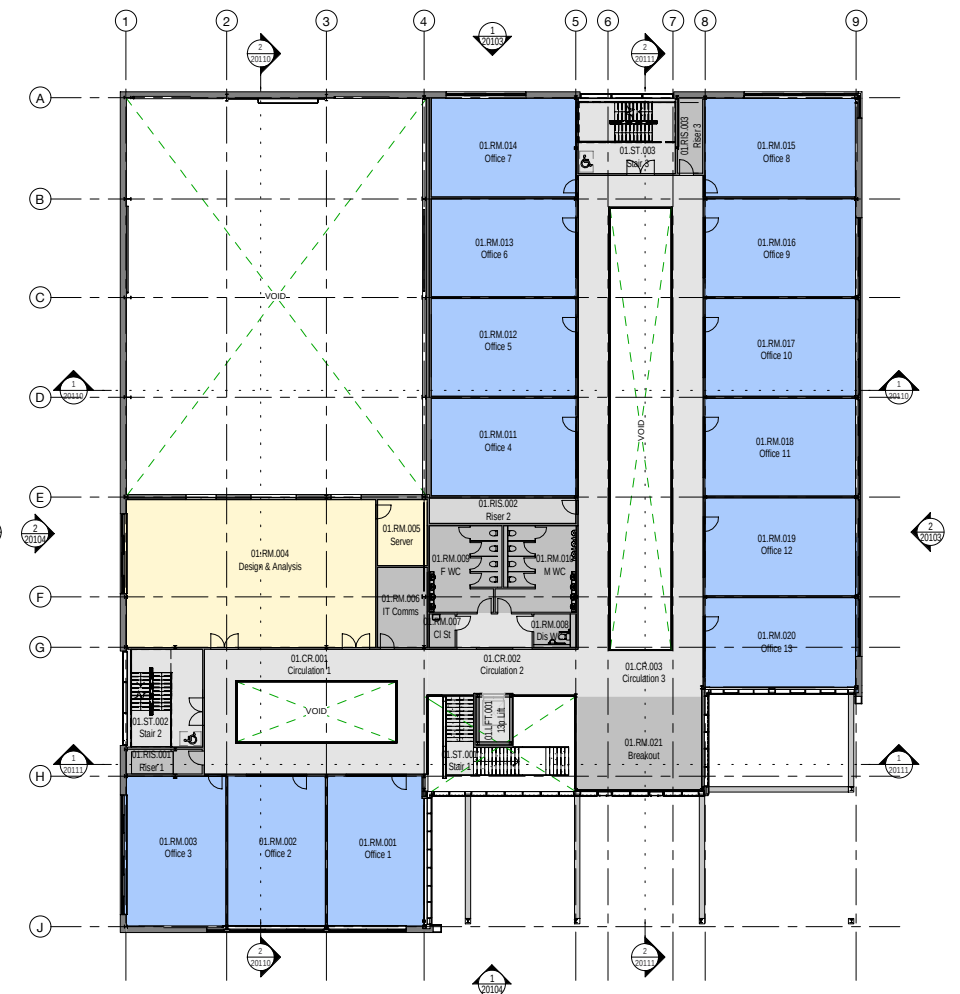
Option 1. To maintain the RIBA Stage 2 gross area - therefore a reduced footprint.

Option 2. To maintain the RIBA Stage 2 footprint - therefore increase in gross area.

Following a cost review, option 1 was chosen to be developed in RIBA Stage 3. The fundamental principles of the chosen Option 1 scheme is the same as the RIBA Stage 2 design. A recessed corner entrance is maintained. Double height accommodation with light wells is adjacent to the double height workshop space. A flat roof is maintained with northlights to the workshop and lightwells, with sufficient space for plant and PV's. The two storey accommodation, originally to one side of the double height workshop, now wraps around two sides of the workshop, divided by the building main entrance, wc accommodation and the primary vertical circulation. The ground floor is now split into three zones, the workshop, flexible office/light workshop space and welfare and conference facilities. The first floor is predominantly flexible office space with a dedicated Design & Analysis Studio. Lightwells wrap around the building providing natural light into the inboard spaces.



Ground Floor Plan



First Floor Plan



Plot R2 - AVIC

4.0 | Spatial Coordination

4.1 Accommodation Schedule

Commercial feedback from RDA on the feasibility scheme deemed the building non-viable in its current form of circa 48% nett lettable area, based on profit/loss projections. The typical efficiency of a building of this type/size is expected to be between 60-65%.

This resulted in some substantial changes to the accommodation schedule and layout of the building to reach the optimal arrangement to ensure financial viability in the long term. The proposed layout has increased the office type accommodation, increasing the lettable areas, with the introduction of further space at the first floor. Flexibility has been built in with the ground floor office and classroom areas redesigned to allow for office or workshop activities.

The building has been designed to accommodate the following:

Support Spaces

- Building entrance/reception
- Café/restaurant
- Kitchen/stores
- General meeting rooms
- Lecture theatre
- Lockers, change and WC's for general use.
- Server room
- Circulation and plant space
- Storage is located in the large open access workshop for use by all tenants

Market, Business and Supply Chain Development

- Open plan office accommodation for dedicated staff.
- 2 No. Company Incubation cellular workshops that will have low level demountable partitions (circa 2.4m high) to allow for sensitive work to be carried out, whilst still allowing the overhead gantry crane to traverse across to move more heavy items in and out.

Product Development and Technical Services

- Large open access Workshop

Market Access and Business Support Services

- Open plan office area – Combined hot desk and dedicated staff.
- Open access bookable desks
- Open access bookable meeting rooms

Product Development Incubation

Product Development Incubation will take place in the large open access workshop.

Engineering Services

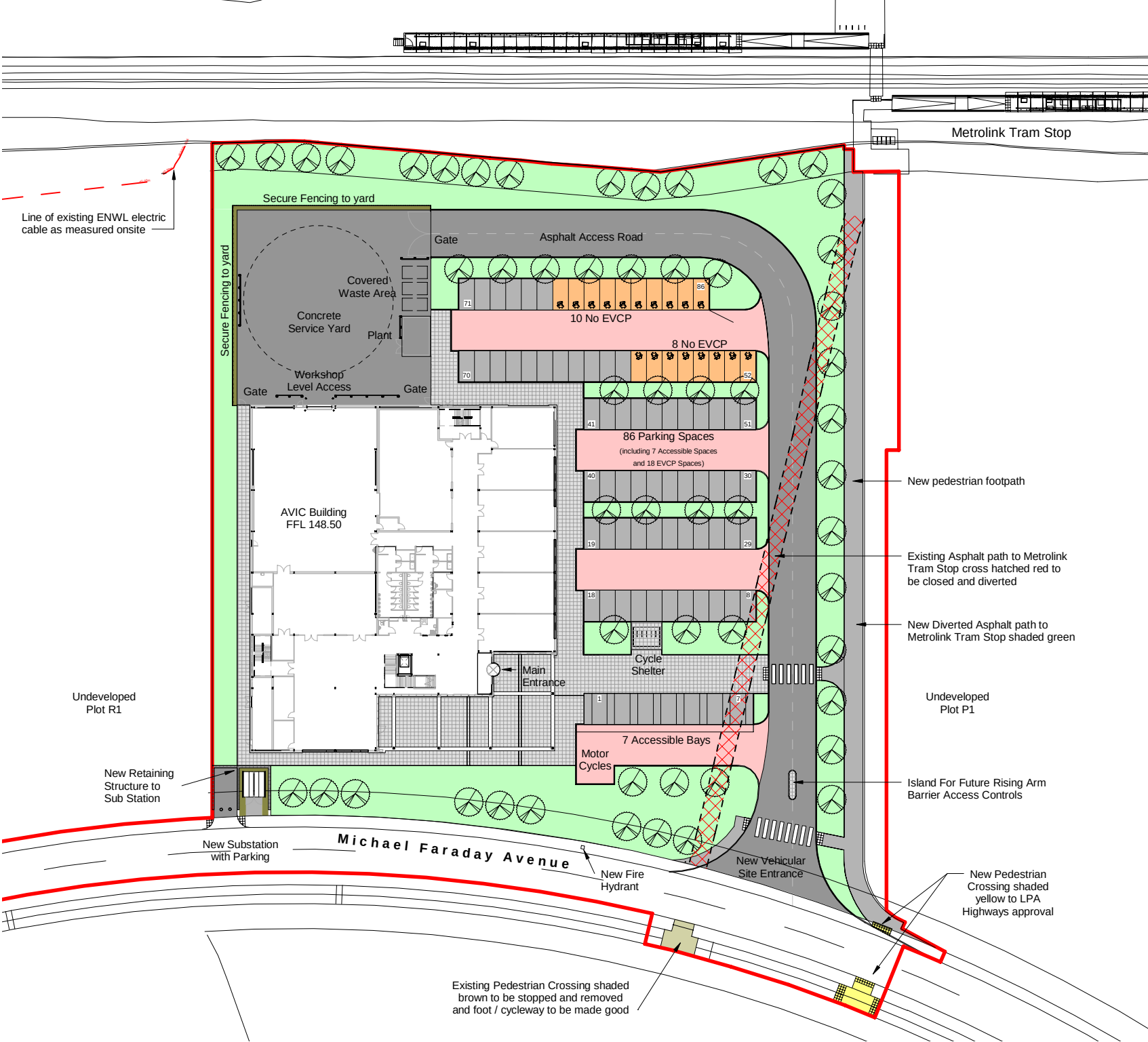
- Open workshop for use by mature companies and company/product incubation.

4.2 Building Occupancy

The overall building occupancy is expected to be approximately 200 people (excluding the lecture theatre which has seating for 52 people). The lecture theatre occupancy is limited to 60 persons due to the single point of exit when the movable partition is in place.

4.0 | Spatial Coordination

4.4 Site Plan



Plot R2 - AVIC

5.0 | Built Form and Massing

5.1 Elevations

The elevational treatment is a development of the RIBA Stage 2 concept design, maintaining the Corten cladding to the envelope with feature glazed entrance with expressed structure. The primary façades are flush Corten panels with a series of horizontal and vertical joints to visually express a square module made up of smaller standard cladding module sizes.

Punched and strip windows within the façades are set back from the Corten face to manage rainwater run-off and staining from the Corten with appropriate detailing.

Aluminium louvres in a contrasting colour to the Corten, for plant space ventilation and natural ventilation are also set back from the primary façade. Aluminium louvres were chosen to provide the requisite free areas required, and due to limited options available in a Corten solution.

Curtain walling around the main entrance and the escape stair cores incorporate glazed spandrel panels where required. The glazing to these areas all have manifestations in the form of a circuit board pattern. Elevations show a repeating pattern, but this can be developed into a more random arrangement subject to manufacturing and cost constraints. The manifestations to the curtain walling around the main entrance, as well as being aesthetic is to help in reducing solar gain and glare into the entrance area, being predominantly south facing façades. External doors are steel with contrasting colour to the Corten for clear identification.



East Elevation



North Elevation

5.0 | Built Form and Massing



West Elevation



South Elevation



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5.0 | Built Form and Massing

5.2 Visuals



Main Entrance View



View from the East (relocated pedestrian route)



View from the North



View from the North East (relocated pedestrian route close to tram stop)

5.0 | Built Form and Massing



View from the North)



View from the South West (Michael Faraday Avenue)



View from the South (Michael Faraday Avenue)



View from the South East (Michael Faraday Avenue)



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6.0 | Environmental credentials

6.1 Introduction

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

The Site is located on the northern edge of Kingsway Business Park. To the north a tram stop and line, sit between the site and suburban housing. To the east, west and south similar additional undeveloped and unmanaged plots associated with the business park are found. Further south Stanney Brook Corridor a locally designated 'Site of Biological Interest' separates the Site from large commercially developed plots of the business park. The site forms part of a wider development that has seen significant ecological investment by the Developer.

Ecology is an important consideration on Kingsway Business Park. An Ecology Report and Biodiversity Net Gain Assessment are submitted with this application.

The site is currently and predominantly low quality grassland, the development presents several ecological opportunities:

- Strengthening the potential for the tram line to function as habitat corridor would be beneficial via the inclusion of semi natural landscaping along the northern edge, such as native tree and scrub planting.
- Potential to improve connectivity around the site such as along the streetside and tram footpath with new native tree planting.
- Incorporating semi-natural type grasslands where possible will help mitigate the loss of existing grassland
- Where boundary fences or walls are proposed these should be made permeable to wildlife where possible via the inclusion of suitable holes at ground level.
- Installing roosting or nesting features on new buildings.

6.2 Sustainable Design Approach

The Rochdale's Core Plan confirms the Council's commitment to the creation of sustainable new developments. The Applicant is committed to the delivery of sustainable development and the following sections set out the sustainable design measures included for the Proposed Development to ensure the delivery of a sustainable development providing economic, social & environmental benefits & address the requirements of local policy.

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.

The design of the Proposed Development has been developed to reduce its annual energy consumption, provide energy in an environmentally friendly way, and to minimise its annual CO2 footprint. To achieve this, the Proposed Development will adopt an energy hierarchy approach to meet Rochdale Borough Council's Development Plan (RDP) 2016 Policies G1-G3 objectives for energy / carbon emissions reduction and sustainable design.

- i. Use Less Energy (Be Lean); then
- ii. Supply Energy Efficiently (Be Clean); and finally
- iii. Use Renewable Energy (Be Green).

Energy saving measures following the Fabric First Approach is encouraged. This will reduce energy demand and consequently the energy bills by investing in improving the building fabric's thermal properties and using efficient building services. This is often referred to as 'Be Lean'. Thermal properties of the external envelope enhanced significantly over the Building Regulations Part L2a minimum standards.

Further improvements in building services, over and above the minimum requirements to comply with Building Regulations Part L, can reduce energy demand further 'Be Clean'. This includes identifying the proposed development site heat/cooling demand, investigating existing/planned decentralised energy and heat network, and the potential for a new heat district network as part of the Proposed Development. A desktop study was undertaken to investigate whether an existing distribution network was in place close to the proposed development site. However, there are no existing district heating networks within 500m of the site, therefore, connection to an existing network is not feasible. Whilst the Proposed Development will not rely on third parties to meet their heat or power requirement, some flexibility may be included to allow third party energy connection. It is therefore recommended that the proposed development be left with spare valve connections, capable for connection into any future heat network, should the applicant/tenant wish.

The next stage in the energy hierarchy is investigating opportunities for producing, storing, and using renewable energy on-site. Generating low carbon energy onsite can reduce reliance on fossil fuels & minimises energy lost through transmission, contributing to security of supply and better connections between energy demand and generation. A renewable energy options assessment has been undertaken and the outline direction of the design is developed, to identify the most promising renewable technology options for a given development or building. This is the key stage for some of the most important decisions relating to overall appearance, orientation, building mass and ventilation strategy, which also influence decisions about renewable energy sources. An assessment of potential renewable energy sources

together with detailed information can be found within the Energy Statement which accompanies this application.

Conclusion

The Proposed Development envelope and services will be specified to exceed the minimum standards set in Part L (Volume 2) to ensure energy consumption via space heating/cooling is reduced. In addition, passive solar considerations have formed an integral part of the proposed design. Analysis has been carried out on the facades to ensure solar gains and heating loads are reduced, hence providing a more comfortable internal environment for occupants.

6.3 Selection of Building materials

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.



Plot R2 - AVIC

7.0 | Landscaping

7.1 Overview and General Approach

The general approach to landscape design for this project has been 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 development.

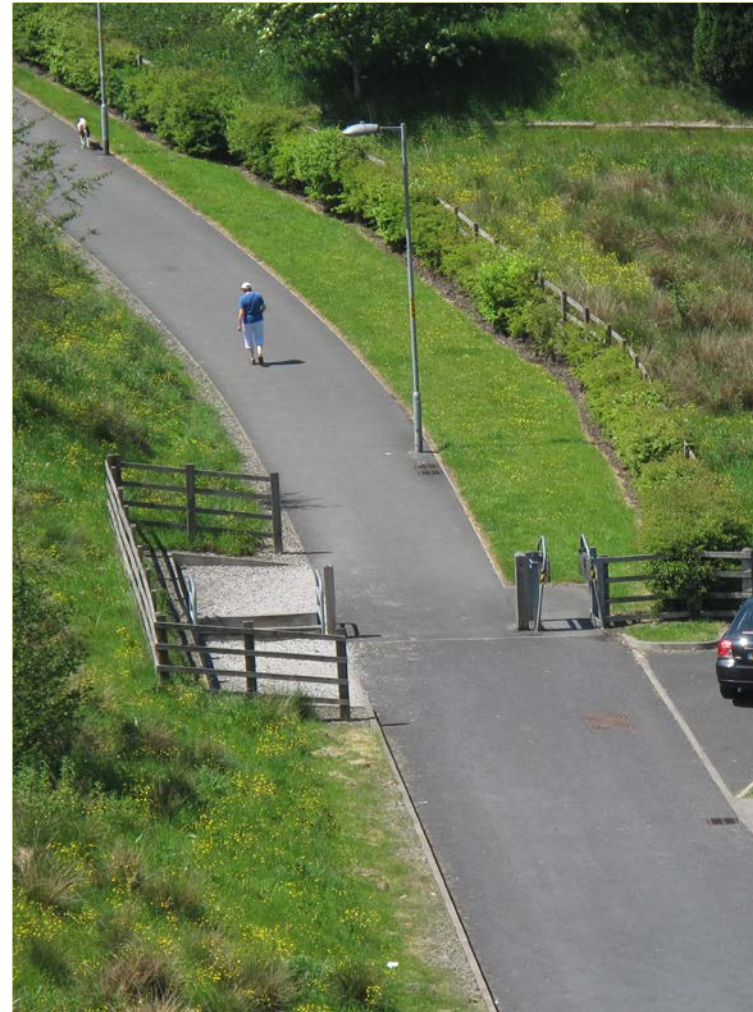
Hard and soft landscape elements are combined to provide a cohesive external environment and setting for the proposed development. Hard landscape elements are chosen to provide a visual connection between the built form and outside spaces, with soft landscaping used to provide all year interest whilst promoting biodiversity and an environmentally friendly ethos.

Trees and a mix of native and ornamental shrubs are planted through the parking areas to break up the mass of hard landscape and provide a thermal cooling benefit. Trees are native species, to contribute to biodiversity and carbon sequestration. Elsewhere mown amenity grassed areas are seeded with wildflower meadow areas, to add further to the diversity of habitats created on site.

A mixed native species hedgerow is planted on the eastern boundary of the plot. Maintained at a target of 1.1m, it will create an informal segregation between public and private domains, whilst adding a valuable linear habitat feature.

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.

These proposals for Plot R2 illustrate a clear interface with the overall coherent framework for landscape, circulation, and land-use within the overall Kingsway Business Park development.



7.0 | Landscaping



Landscape Plan

7.2 Landscape Design

7.2.1 Soft Landscaping

The landscaping design has been developed based upon the general principles established in the original master planning which have informed the design of the Kingsway Business Park landscape infrastructure over the last 15-20yrs. These principles relate to the design of estate loop roads and have been extended across the plot design.

- 4m wide shrub beds planted along Highway corridor verges.
- A mixed native species hedgerow defines the rear edge of the planted verge.
- Native specimen tree planted within the hedgerow in groups of 3-5 tree at 3-5m spacing with a break of 10-15m between groups.
- Ground cover shrub planting between highway footpath and hedge. Species are as semi ornamental and small to medium height. The species are not fixed but they should be primarily evergreen, have longevity, be hardy, and ideally provide some habitat value.
- Within the plot trees and a mix of native and ornamental shrubs are planted through the parking areas.
- A mixed native species hedgerow creates an informal segregation between public and private domains
- Mixed native scrubs and native tree form a planted buffer at the northern boundary between development and metro line

7.2.2 Hard Landscaping

Some key elements of the hard landscaping and street furniture have been chosen to co-ordinate with the building design to provide a unified coherent design.

- Brindle block paving to the parking circulation to compliment the Corten cladding.
- Corten screen wall to one side of the service yard, to visually screen the service yard.
- Corten illuminated bollards.
- Concrete external seating to align with concrete reception desk.
- Corten end panels to cycle store.
- Corten screen to substation.



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8.0 | Access Strategy

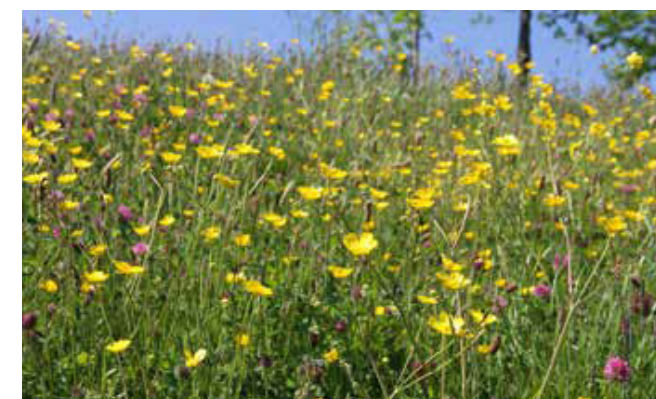
8.1 Introduction

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.

8.2 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 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.



ROCHDALE
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KINGSWAY PLOT R2 - AVIC | DESIGN & ACCESS STATEMENT | JULY 2024

Plot R2 - AVIC

8.0 | Access Strategy

8.3 Movement Around The Building

The main entrance comprises of a glazed curtain walling façade which includes an automated revolving door with a side pass door, the pass door is electronically activated with access control and a push button control set 900mm above ground level mounted on a bollard to operate the powered door for wheelchair access. Exiting the building is the same method with push button operation to activate the door.

The entrance area has an entrance matting zone which is set within a matwell to provide a flush finish with the adjacent floor finishes. The floor finishes provide a good level of slip resistance throughout the area. The reception point contains a reception desk which contains two levels of desktop, the lower section accommodates for a wheelchair user with knee-space below for comfort.

The reception desk itself contains an induction loop for those who are hearing impaired and can use their hearing aid set to the appropriate position.

Behind the reception area is a 13 person lift which complies with the Equality Act to provide access to the first floor. Local to this level are the toilet facilities, which contain a unisex disabled persons WC along with a combined unisex disabled persons WC and shower. Also, within the female and male toilets are cubicles that provide access for the ambulant disabled. All wheelchair accessible unisex toilets are positioned such that the user does not have to travel more than 40 metres on the same floor level.

Beyond this is the café / restaurant space which has lower sections of servery counter to provide wheelchair access. Opposite the café / restaurant space is the lecture theatre which provides wheelchair space within the rows of seating. An induction loop is also contained within this space for the who are

hearing impaired and can use their hearing aid set to the appropriate position.

The remaining spaces on this level contain meeting rooms and flexible workspaces all of which provide ease of access for wheelchair users. There is visual clarity in terms of colour and contrast to walls, doors including architraves and flooring with good lighting that avoids excessive reflections and shadowing. On the first-floor level opposite the lift access are more toilet facilities which contain a unisex disabled persons WC along with female and male toilets containing cubicles that provide access for the ambulant disabled.

The remaining spaces on this level contain offices all of which provide ease of access for wheelchair users. There is also a breakout area which contains seating around a countertop on base unit, again there will be a lowered section of countertop with knee-space below for wheelchair user. There is visual clarity in terms of colour and contrast to walls, doors including architraves and flooring with good lighting that avoids excessive reflections and shadowing.

8.4 Doors

All doors provide a minimum clear width of 800mm for wheelchair access. All doors have level thresholds.

Doors which are self-closing on an overhead door closing device have the opening force when measured at the leading edge of not be more than 30N from 0 degree in closed position to 30 degree and not more than 22.5N from 30 degree to 60 degree of the opening cycle.

All door furniture will contrast visually with the surface of the door. Most doors will have vision panels to alert people approaching a door to the presence of another person on the other side. Doors with vision panels will either be single vertical panel or two vertical panels that provide clear vision from between

500mm and 1500mm above finished floor level.

8.5 Stairs and Means of Escape

An accommodation stair is provided in the reception area and two escape stairs to the North and West which are Part M compliant with risers not exceeding 170mm with a minimum going of 250mm and contrasting non-slip nosing. Handrails extend 300mm horizontally at landing levels.

Both escape stairs provide a Disabled Persons Refuge space at the upper level which are accessed by wheelchair users from a level floorplate. There is visual clarity in terms of colour and contrast to walls, doors including architraves and flooring with good lighting that avoids excessive reflections and shadowing.

8.6 Switches, Outlets and Controls

Switches, outlets and controls to all areas, and circulation spaces are positioned to suit AD Part M as follows:

- Wall mounted socket outlets, telephone, data points and TV sockets are located between 400mm and 1000mm above the finished floor.

- Switches for permanently wired appliances are located between 400mm and 1200mm above the finished floor, unless needed at a higher level for particular appliances such as hand dryers.

- All switches and controls that require precise hand movements are located between 750mm and 1200mm above the finished floor.

- Simple push button controls that require limited dexterity are not more than 1200mm above finished floor. 1000mm high will be adopted throughout this design.

There will be exceptions to height requirements for some outlets e.g., those set into the raised access floor in the offices. However, these will be supplemented with desktop socket outlets for power and data where required by the User. All controls will contrast visually with their surroundings.

8.7 Sanitary Accommodation

Sanitary accommodation designed for wheelchair users, ambulant disabled people and people of either sex have been provided at each level of accommodation and in accordance with AD Part M layout diagrams. Walls are constructed to provide appropriate fixing and withstand loadings imposed on the various grab rails. There is visual clarity in terms of colour and contrast to walls, doors including architraves and flooring with good lighting that avoids excessive reflections and shadowing..

8.8 Accessible Showers

Accessible shower facilities designed for wheelchair users, ambulant disabled people have been provided within the ground floor Unisex Combined Disabled Persons WC and Shower facility and in accordance with AD Part M layout diagram. These walls are constructed to provide appropriate fixing and withstand loadings imposed on the various grab rails and tip-up seat. There is visual clarity in terms of colour and contrast to walls, doors including architraves and flooring with good lighting that avoids excessive reflections and shadowing.

9.0 | Anti Crime and Disorder Measures

9.1 Crime and Disorder Measures

This document supports the Full Planning Application for the proposed development of the Atom Valley Innovation Centre on Plot R2 of 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.

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 R2, 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 R2 to minimise the potential for future crime and disorder.

- External lighting complying with BS EN 12464-2, BS 5849-1 and the SLL Lighting Guide 6 will be provided. The lighting will provide safe movement around the site, freedom of access and security during the applicable hours of darkness.

- A single vehicular access point to the site is for all traffic due to the limited infrequent HGV access that can be managed by the facility outside peak car movements. Parking is to one side of this access route minimising pedestrian movement across it. It also acts as a passive security barrier, in conjunction with dense landscaping to deter public access to the site from the pedestrian route to the tram stop.
 - Parking located directly to east of the building (and partly to the rear) offers both physical and visual access to the main entrance. Good vision from the building internally also offers passive security of the car park. Trees and low level landscaping visually breaks up the parking area.
 - A multizone intruder alarm system will be provided. The Intruder Alarm system will be designed for 'Grade 2' and will be designed, installed and commissioned by a specialist supplier. The intruder alarm system shall comply with BS EN 50131 and all associated parts.
 - An access control system will be provided to regulate access to authorised staff or personnel within the new development. Authorised personnel will be issued with proximity devices which will allow access to designated areas. The final system will be designed, installed and commissioned by a specialist supplier.
- The system shall meet the requirements of:
BS EN 60839-11-1:2013
BS EN 60839-11-2:2015

Access throughout the building will be restricted to a PC-based access control system. The system management software will be fully configurable and simple to use and operate. As a minimum, the system will be capable of the following:

- Restrict all unauthorised access.
- Highlight when unauthorised access is attempted.
- Provide an interface with the Fire Alarm System
- Log at least the last 200 attempts of access/ egress on a given reader.
- All accessories will be in full compliance with the disability discrimination act

A fully operational IP-based CCTV system will be provided to serve the building. The CCTV system will operate under the recommendations of the Local Building Control Officer, the Data Protection Act and the specific requirements of the local authority. The final system will be designed, installed and commissioned by a specialist supplier. The system provided will be certified to a NACOSS Gold or SSAIB standard and will be LPCB-approved. The system will also ensure that the ethos of "Secure by Design" is maintained wherever practical. The CCTV systems will be provided in full accordance with the following regulations:

- BS 7671 – Requirements for Electrical Installations (IEE Wiring Regulations).
- British Standards, including Codes of Practice and associated Statutory Acts.
- NSI (NACOSS) Codes of Practice – CCTV / Access Control / Intruder Detection
- BS EN 50132 – Requirements for CCTV Systems
- BS 7958 – Code of Practice for the Management and Operation of CCTV.
- BS 7807 – Code of Practice for the Design, Installation and Servicing of Integrated Systems.
- Data Protection Act 1998 – CCTV Codes Of Practice
- In general, the system will be provided and installed to minimise the risk of equipment damage arising from acts of vandalism or any deliberate attempt to render equipment inoperable.

The new CCTV system will be provided to cover the following areas:

Internally

- i. Entrances and exits
- ii. Areas of high risk / susceptible to intruders

Externally

- iii. Building entrance and exits
- iv. Perimeter of building
- v. Rear service yard
- vi. Car parking

Security controls for preventing unauthorised access onto the roof are to be established. It has been advised that the client implements a permit system for working on the roof during operation.





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