



**Rhodes Business Park,
Middleton, Manchester**

**Industrial / Logistics Development
Design and Access Statement**

October 2023

Revision D



pHp architects

Document Revisions :

- Rev A - First Issue
- Rev B - Amended proposed site plan, red line boundary & 3D visuals and proposed landscape plan.
- Rev C - Updated proposed elevations drawing.
- Rev D - Amended BREEAM text and EV ductwork note.



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01

01 Introduction



01 Introduction

This Design and Access Statement has been prepared by pHp Architects and is submitted on behalf of Oxenwood Real Estate in support of a full Planning Application for flexible use Class B2/B8/E(g) commercial floor space.

The Design and Access Statement explains how the proposals for a new warehouse located on Rhodes Business Park has been formulated. The statement describes the site characteristics and surrounding context, and explains the design approach that underpins the proposal.

pHp Architects is a modern Architectural Practice with a broad range of expertise developed over four decades. pHp Architects are experienced in the delivery of logistics buildings and master planning projects.

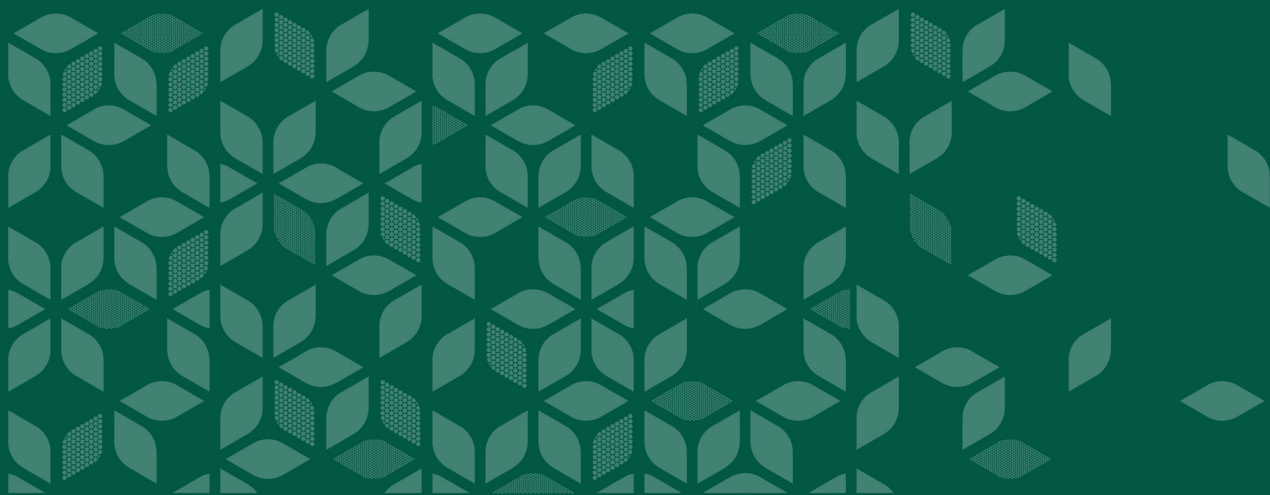
The primary brief and driver for the proposed scheme is to provide a flexible Use class B2/B8/E(g) commercial floor space with ancillary office space. The aerial photo adjacent describes the proposed development site in its context.



Above: Aerial artist impression of application site.

02

02 Assessment



02 Assessment

Physical Context - Local Vernacular

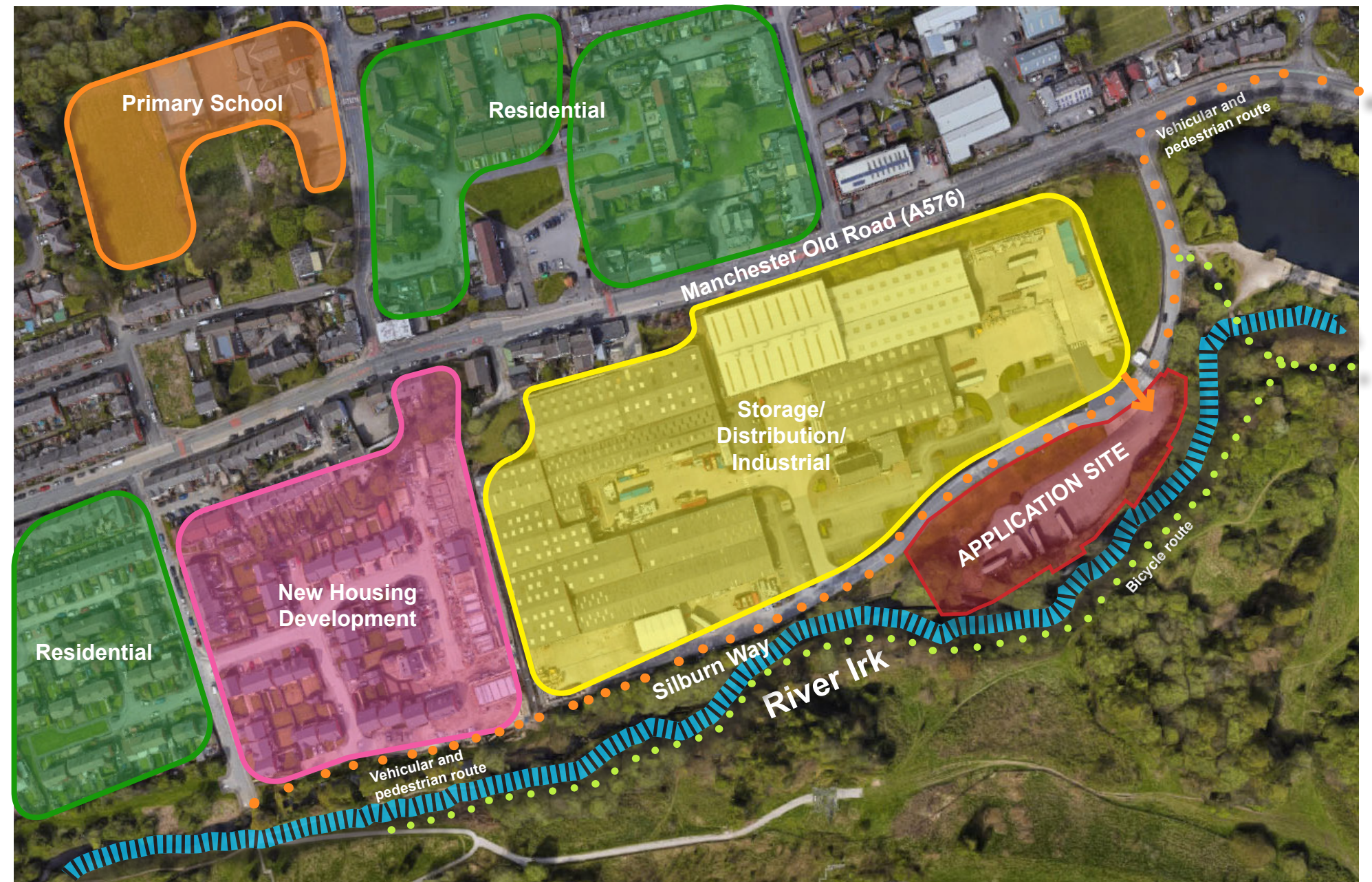
The site is located within an existing industrial area of Middleton, Manchester, with vehicular and pedestrian access routes along Manchester Old Road (A576) and the site is primarily accessed via Silburn Way. To the North, there is an existing cluster of industrial units which vary in scale and are significantly larger in size. The smaller proposed unit is to be access via the existing main road Silburn Way, which is the main access into Rhodes Business Park with secure access via a gatehouse and vehicle barrier.

The site is surrounded to the North West by a mix of employment uses including industrial, storage and distribution and residential buildings. To the South and South Eastern boundaries of the site runs the River Irk, which is lined with mature trees and shrub planting to the site boundaries.

The industrial area Rhodes Business Park has good transport links, with a main access route through to Manchester Old Road (A576) and connection to the Manchester Outer Ring Road (M60) which is to the South of the River Irk, and provides excellent transportation links to the rest of the country.

The appearance of the existing adjacent industrial units comprise of grey, cream and pink profile cladding envelopes with brickwork and render facades typically at low level. The surrounding development is characterised as large employment units which vary in size, scale and design, with nearby residential properties beyond. These are generally well established properties and are all occupied.

The scale and height of the proposed building will be in keeping with the adjacent units with eaves heights at approximately 8.6m and the ridge level at 10.95m.



Above: Aerial photo of the application site

02 Assessment

Physical Context - Local Context



1 Existing Gatehouse to Rhodes Business Park



2 Premier Stone & Energy Alliance



3 Technical Textile Services an Ecolab Company



4 New Housing Development



5 Technical Textile Services an Ecolab Company



02 Assessment

Physical Context - Local Vernacular



6 Premier Stone



7 Bradshaw Lawnmower Engineers & DTW Couriers Limited



8 Carters Arms, Rhodes Tandoori, Eillen's Sandwich & Pizza Season



9 Home Improvement Centre

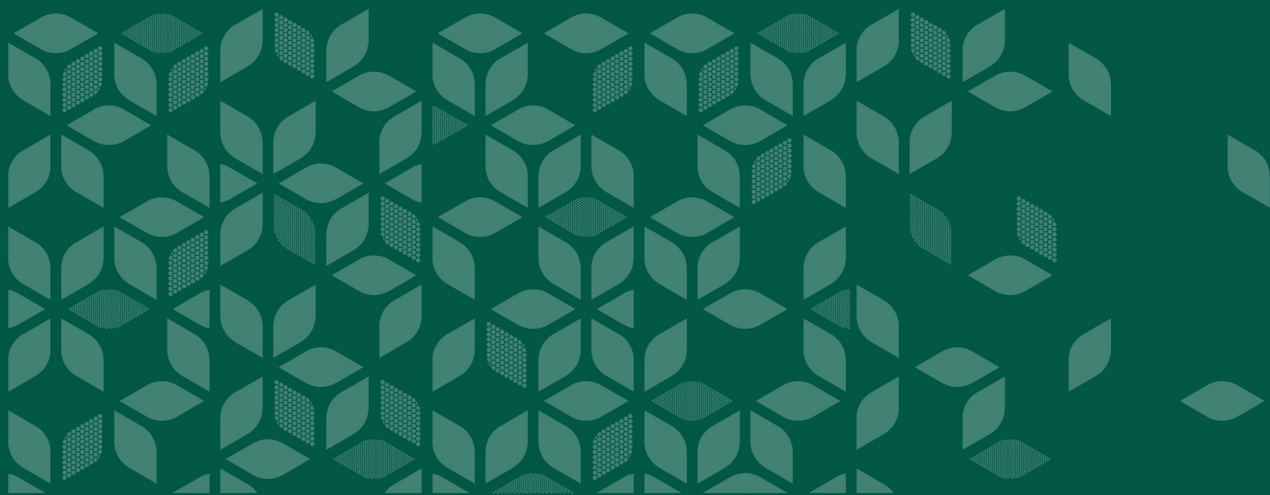


10 Elite Tooling Solutions



03

03 Involvement



03 Involvement

Consultation with the Client

This design and access statement helps to describe how the design has evolved during the early design process and how the final design was fully developed and achieved.

During the early stages of design, the design team worked together with the Client to create a scheme that satisfied the brief and have designed the layout and appearance of the building, to compliment the site and the surrounding area.

The Client's requirements for the project were determined very early on, in the concept design stage. The design brief was to design a commercial premise in keeping with the local area and utilising the existing highways entrance into the site, whilst also providing a separate additional car parking area.

There was a lot of flexibility in the brief and size of the unit that were explored, therefore many different unit configurations and sizes were produced to determine the amount of units that could be accommodated on the site and to achieve the optimal location for the unit, which could be viable on the site. These proposals also assessed the impact on the local context.

An early artist impression was produced (see adjacent image) to understand how a single unit could fit on the site.



Above: An artist impression showing how one single unit can occupy the site.

04

04 Design Evaluation



04 Design Evaluation & Evolution

Opportunities and Constraints

Constraints

Key project specific constraints to the proposed unit have been identified that have shaped the development these include the following:

Mature trees: There are a number of mature trees located along the Southern boundary adjacent to the River Irk bank, which is adjacent to the site. The majority of the existing trees and landscaping will be retained and a number of trees will be removed and cut back. Arboricultural assessment and surveys have been undertaken by a suitably qualified arboriculturalist and further details of this information and proposals are contained within the Arboricultural Report.

Access points: There is one main existing vehicular access point to the North Eastern edge of the site along Silburn Way, which will be altered and used to serve the additional carparking area. A new separate bell-mouth vehicular access to the proposed unit will be formed and will be designed to allow HGV vehicle access to the service yard and car park area.

HGV's, Cars and Pedestrians will gain access to both areas via Silburn Way. Separate parking spaces are located close to the main entrance. A total of 19 No. car spaces will be provided to the unit and a further 8 No. car parking spaces will be provided to the separate car park area.

Separation of Pedestrians: Footpaths are located outside of the unit entrance which allow for safe access from the car parking spaces and cycling shelter without having to cross the service yard.

The separate car parking area has footpaths that connect onto Silburn Way at the carpark entrance, allowing pedestrians safe access from the carpark to the remaining Business Park area.

Existing Surface Water Drainage: An existing drainage run, is located across the proposed service yard area and therefore a clear easement zone associated with this drainage run, has determined the location of the building location on the site.

River Irk Boundary: The site is situated in close proximity to the River Irk, forming a major constraint on the site, an 8m easement for maintenance has been shown. The River maintenance easement zone has determined the location of the building on the site, as no built form can be situated within the easement zone.

Beyond the existing boundary fence line is the riverbank and a landscape strip which sit directly adjacent to the site, with a small number of existing trees being removed and the remaining trees and vegetation being retained. This area forms part of the River Irk river bank maintenance

River Irk Fencing: A new boundary fence with access gates will be installed to provide access to the new service yard and to provide security to the proposed unit. As part of the new fencing boundary to the service yard a new set of access gates will be installed to allow for maintenance access to the River Irk for Inland Waterways.

Opportunities

The following project specific opportunities were taken into account in shaping the proposals:

Site Shape: The site is narrow and straddled by the River Irk neighbouring boundaries. This limits the depth of the site and constrains the proposed building boundaries.

Building Orientation: The proposed building is orientated to maximise loading facilities and access to the service yard area, while also enhancing the existing site with a small built form and retaining a large amount of the site with the existing use as a public car parking area. The visual impact of a single unit on the site, helps retain the minimal visual impact on the site, with the size and smaller scale of the unit, in comparison to the existing larger scaled units adjacent to the site.

Articulation: The building's scale, massing and its relationship with the immediate context is appropriate to its function and buildings of this nature. The design of the building has tried to articulate the building façade both horizontally and vertically to reduce the overall mass using a single cladding material. Colour helps to create desire lines and interest along the main elevations, which are visible from outside of the site. This was an important consideration in the design of the building due to the Clients aspiration to design a building frontage that captures their corporate identity.

Accessibility: The Clients aspiration to deliver a facility that can be accessed by all and provide an opportunity to enhance staff and visitors experience, when they enter the site. The main entrance and office area is clearly visible from the front of the site with glazed entrance doors and windows and with feature vertical bands of cladding, which help to create a feature on the elevation and the glazed elements provide transparency and natural daylight to the reception and office areas.

04 Design Evaluation & Evolution

Site Layout

The evolution of the design was focussed primarily on the optimum location for one building and its orientation on the site. There were two key factors in driving this design analysis.

- **Impacts to the local and wider context**

The proposed height of the building and its visual impact of the building was a key design consideration. The size and orientation of the unit were assessed in relation to the surrounding buildings and context to minimise the visual impact on the wider landscape and it's close proximity to a natural wildlife corridor along the River Irk.

- **Optimum operational needs**

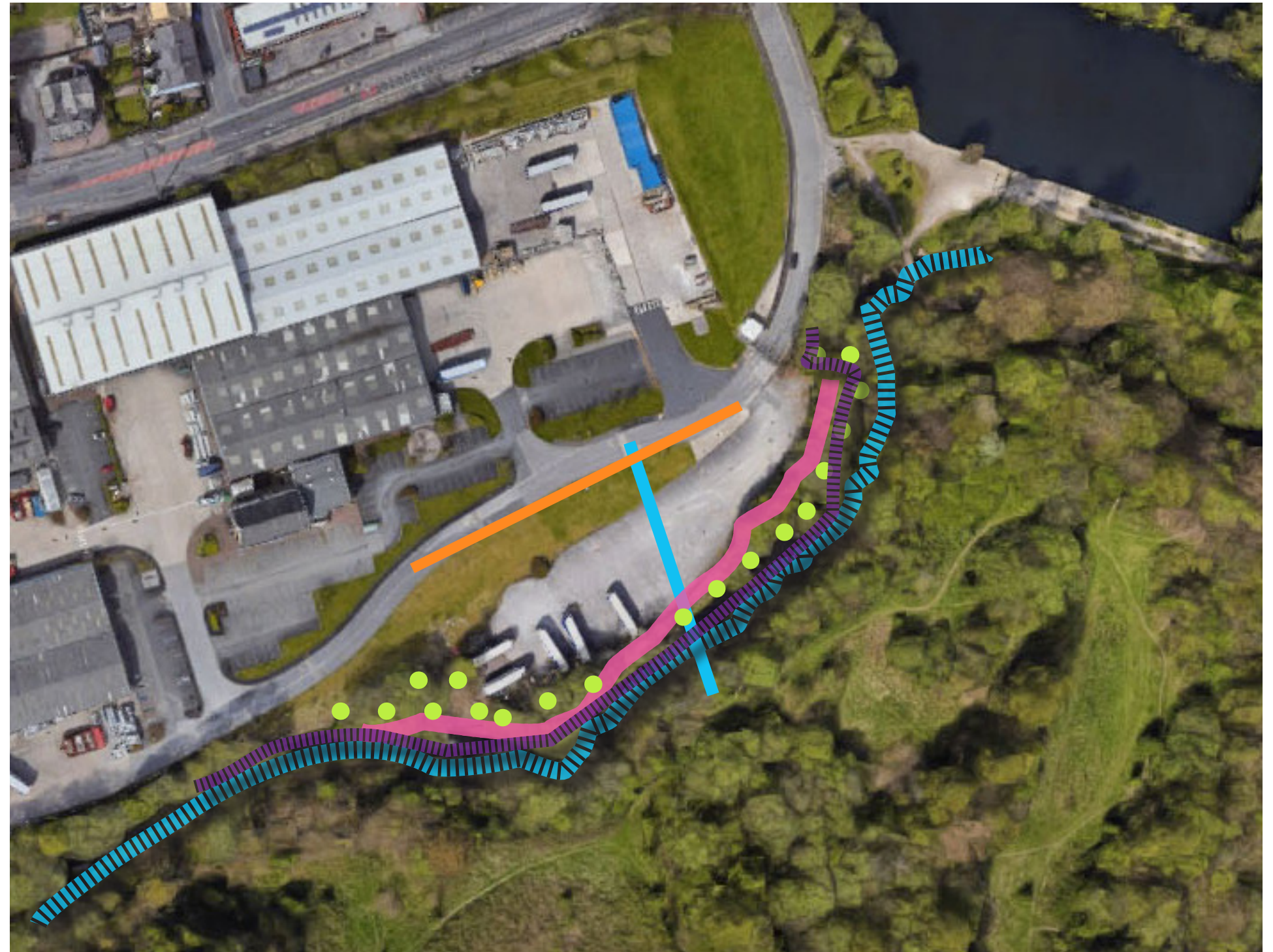
The layout of the site is key to the operational needs for any future occupier as this has a direct link with efficiencies in their operation and connectivity throughout the building. The Client worked closely with the design team to understand the constraints of the site in addressing visual impact and has developed an internal warehouse layout that addresses both of these factors.

The adjacent diagram was produced to assess the potential locations of each building element that enabled the design team to discuss with the Client the opportunities and constraints, so the optimum configuration could be agreed for this site.

Site Constraints Plan

A site constraints plan was produced for the site and illustrates the following constraints :

- Existing Trees
- Existing Pumping Station Easement
- Surface Water Easement
- River Irk Maintenance Easement
- River Irk
- Dark Corridor



Above: Constraints Plan

04 Design Evaluation & Evolution

Site Optimisation

Design Development

The design evolution consisted of producing two initial concept site layouts for the Client to consider, to establish the most commercially viable solution for the site. Option 1, comprised of a single larger unit with one service yard and car parking area on the adjacent end of the site. Option 2, comprised of two smaller units, with a shared service yard and with each unit having separate car parking areas.

Design Evolution 1

- One narrow structure spanning the width of the site.
- Single service yard
- Separate main carpark at the end of the service yard



Above: Iteration 1

Design Evolution 2

- Two separate smaller units
- Shared service yard area
- Reduces the overall mass of the development providing views through the site.
- Provides a more flexible layout and more opportunities for potential occupiers



Above: Iteration 2

04 Design Evaluation & Evolution

Site Optimisation

Design Development Continued

The Client decided one unit was the best commercial option to develop further. The design evolved with the addition of a completely separate car park area for public use, adjacent to the proposed unit area. Two further options were developed and explored, comprising of Option 3, a larger single unit with a 35m service yard, and Option 4, a smaller unit with a 40m service yard.

Design Evolution 3

- One narrow structure spanning the width of the site.
- Single smaller unit
- 35m service yard
- Separate carpark within Rhodes Business Park, with its own access



Above: Iteration 3

Design Evolution 4

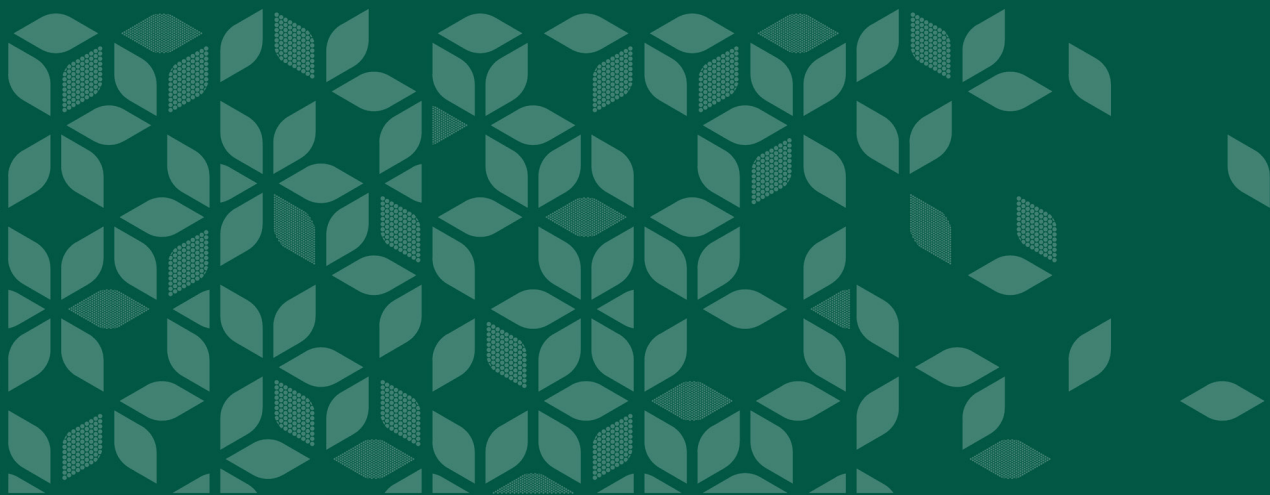
- One narrow structure spanning the width of the site.
- Single larger unit
- 40m service yard
- Separate carpark within Rhodes Business Park, with its own access



Above: Iteration 4

05

05 Design Proposals



05 Design Proposals

Use, Amount & Layout

The proposed layout was chosen following the assessment carried out during the design evaluation stage.

The site has been divided into two areas, one area comprising of a single unit with service yard, associated car parking and a separate area containing an overflow car park with its own separate access.

There is an existing access road, Silburn Way where all vehicles will enter the estate to access Rhodes Business Park. A new access into the site will be formed for the proposed unit, after passing the existing Gatehouse and access control vehicle barriers.

The service yards and level access doors are located on the East side of the site, closest to the access road and where all heavy goods vehicle movements will take place.

The single unit will be constructed to provide an open plan warehouse facility with associated office spaces that include welfare facilities, for an occupier to fitout.

The external yard area will be for level access and will be kept free from storage to allow safe circulation in and around the site and car parking areas.

Unit 01
Warehouse 1,752 sqm / 18,858 sqft GIA
Office 223 sqm / 2,400 sqft GIA

Total Area 1,975 sqm / 21, 258 sqft

Two areas of car parking are proposed, comprising of a separate carpark to the Unit and an overflow car park area adjacent to the proposed unit, with it's own separate access.

Unit 01 Carpark
19No. x Car Parking Bays, (Inc. 2No. x DDA and 6No. x EV Spaces)
10 No. x Cycle Spaces
1No. x Motorcycle Space

Additional Carpark Area
8No.x Car Parking Bays, (Inc. 1No. x DDA Space)
1No. x Motorcycle Space

Pedestrian access will also be gained via the footpath that runs alongside the car park entrances to both carparking areas.



Above: Final site layout