



Waterfold Business Park, BURY

DESIGN & ACCESS STATEMENT
(including Crime Prevention Statement)

October 2023



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Tritax Big Box (TBBR) is a Real Estate Investment Trust listed on the London Stock Exchange as BBOX, dedicated to investing solely in the UK logistics sector. TBBR is the UK's largest listed investor in high quality logistics warehouses, with the UK's largest logistics focussed land platform. The TBBR portfolio currently comprises 61 fully let income producing assets totalling 32.3 million sq ft with a portfolio value of £4.89 billion (at June 2021). Tenants within TBBR's portfolio include Amazon, Argos, Tesco, Royal Mail, Ocado, Rolls Royce, DSG, Sainsbury's, Dunelm, Stobart and Unilever. TBBR is committed to delivering high-quality and sustainable logistics buildings for its customers, and attractive, secure, long-term returns for its shareholders.

TBBR adds to its portfolio by either purchasing buildings that have already been developed and let, or by creating new investments through development activity across the TBBR land portfolio, through negotiating pre-lets or undertaking speculative developments which are subsequently let to occupiers.





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INTERLINK, BARDON



AMAZON



1. Introduction

This Design and Access Statement has been prepared by Stephen George + Partners LLP on behalf of Tritax to support a detailed planning application for the redevelopment of existing premises, comprising full demolition; erection of new building for Class B8 purposes with ancillary offices; installation of external plant and gatehouse; hardstanding for servicing and parking; attenuation pond; and boundary enclosure.

The potential expansion land is situated to the west of the existing building on land allocated in the development plan for industrial and warehouse development.



REGIONAL CONTEXT



NATIONAL CONTEXT



LOCATION PLAN





1.1 Purpose of the Design & Access Statement

The purpose of this Design and Access Statement is to clearly explain the design methodology and demonstrate a thorough and robust development approach.

1.2 Scope and Content of the Design & Access Statement

The Scope and content of this Design & Access Statement is in accordance with advice published by the Commission for Architecture and the Built Environment (CABE). The design process for redevelopment and expansion of the existing premises at Waterfold Business Park, Bury, illustrated in this Design & Access Statement will address the requirements of CABE, including:

DESIGN

- Use: What buildings and spaces will be used for;
- Amount: How much could be built on the Site;
- Layout: How the buildings and public and private spaces could be arranged on the Site and the relationship between them and the buildings and spaces around the Site;
- Scale: How big the buildings and spaces could be;
- Landscaping: How open spaces could be treated to enhance and protect the character of the place;
- Appearance: What the buildings and spaces could look like.

ACCESS

- Vehicular and Transport Links: Why the access points and routes have been chosen and how the site responds to road layout and public transport provision.
- Inclusive Access: How everyone can get to and move through the development on equal terms regardless of age, disability, ethnicity or social grouping.



1.3 Location & Context

The site is located east of Bury town centre and comprises an area of undeveloped land at the western extent of the Waterfold Business Park. The land has become vegetated with self-set trees of low arboricultural quality.

The site's proximity to the strategic road network, and the site's immediate context mean that it is exceptionally well connected by these significant distribution routes.

The site is very conveniently accessible from the M66.

The site is well connected to local transport networks. Distance from the site to Bury Train Station is approx 2 miles / 10 minutes by car.

Bus Stop Motorway Access



SITE ACCESS & CONSTRAINTS



2. Site Appraisal

2.1 Topography

The site is predominantly flat.

2.2 Water & Flood

The Environment Agency Flood Map for Planning indicates that the Site is located predominantly within Flood Zone 2, which is land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding in any year. Ramboll have prepared a drainage strategy following their flood risk assessment.

2.3 Links & Transport

There is an existing bus stop situated along Rochdale Road.

The site is a 10 minute by car from the train station providing connection to Manchester as well as the East and South. There are existing vehicular and pedestrian access points from Rochdale Road and the M66.

2.4 Access Points

The site is privately owned and not publicly accessible. However, there are both existing vehicular and pedestrian access points into the site from Rochdale Road and the M66.

2.5 Public Access

There are no public rights of way across the development site.

2.6 Ecology

FPCR have been commissioned to carry out a Preliminary Ecological Appraisal, a Preliminary Bat Roost Assessment and Bat Emergence surveys.

In order to ensure compliance with wildlife legislation and relevant planning policy a number of recommendations may be made by FPCR. Their assessment reports should be referred to for these findings, recommendations and mitigation measures.

2.8 Arboriculture

There has been a comprehensive tree survey completed and there are no known tree preservation orders within the boundary of the development site. Existing boundary landscaping will be retained where possible to provide elements of visual screening and existing biodiversity.



3. Constraints & Opportunities

3.1 Summary

As outlined in the Constraints and Opportunities plan the site is constrained by the following:

- River Roch
- The Flood Zone 2 will be incorporated into future design proposals with careful level considerations and ground work design by Ramboll incorporating regulatory design standards.
- Existing woodland and mature landscaping is to be retained (where feasible) to maintain the wildlife.

As part of the detailed design process careful consideration will be given to:

- Providing a high quality design and appearance of the new buildings for the elevations.
- Existing vehicular access point.
- Adjustment of existing site levels to respond to the site's existing topography and flood constraint, to ensure that development plateaus are efficient and flexible to suit future occupier requirements.
- Retention of existing landscape and drainage features (where applicable) to create a sustainable and robust strategy that also enhances biodiversity.

- A robust and deliverable access strategy to ensure that the development does not impact on the surrounding road network.
- Building mass, form and overall height to minimise visual impact and to ensure that the development both complements the existing context providing the infrastructure for modern logistics buildings.





4. Planning Policy

This section of the Design and Access Statement focuses on the local planning policies most relevant to the design and access proposals for the development.

A detailed assessment of the proposed development against National and Local Planning Policy is set out in the Planning Statement which accompanies the planning application. This proposal has been designed with consideration given to policies contained within the following relevant development plan:

- Rochdale Core Strategy adopted October 2016
- Rochdale Unitary Development Plan 1996 – 2016 adopted.

Policies in the Rochdale UDP, notwithstanding the date of the plan period, remain in place until the Allocations Plan has been adopted.

The Allocations Plan will allocate land for development up to 2028. Consultation has been undertaken on the draft Allocations Plan. The Allocations Plan remains in draft form.

The Allocations Plan represents the most up to date considerations of land allocations by Rochdale MB. The land to the west of the existing building is allocated as an employment site by reference AL/EMP/19 Waterfold Farm (PC World).



5. Design Approach

The ethos and design intent for this project is to deliver a masterplan with well designed buildings and servicing arrangements, green spaces, and a sense of place.

The project's ability to blend with the surrounding urban and rural landscape is about demonstrating good design and understanding the importance of a sense of place - key to this is the importance of masterplan arrangement, scaling sensitivity, well-considered geometry and thoughtful materiality.

5.1 Proposed Site Plan

The proposed site plan layout consists of 1no. unit.

The massing of the building has been carefully considered to present interest or active frontage to the site access and address vantage points into the site.

Access is taken from the existing access point which provides a safe vehicular and pedestrian ingress/egress location.

Within the application site, a new estate road is positioned to the east side of the proposed unit.

Existing areas of landscaping are generally retained on the North, West and South boundaries.

The proposed development parameters are described as follows:

RED LINE SITE AREA: 4.98 Ha/12.30 Ac

CLASSIFICATION:

B8 of the Use Classes Order (including ancillary office provision)

UNIT PARAMETERS:

Warehouse: 16,814 sq.m

GF Core: 104.37 sq.m

2St. Office: 961.64 sq.m

2St. Hub-Office: 422 sq.m

Gatehouse: 24 sq.m

Total GIA: 18,337 sq.m

Haunch Height: 15 m

Parapet Height: 18 m

Building Length: 214.9 m

Building Width: 78.9 m

5.2 Distribution & Logistics Buildings

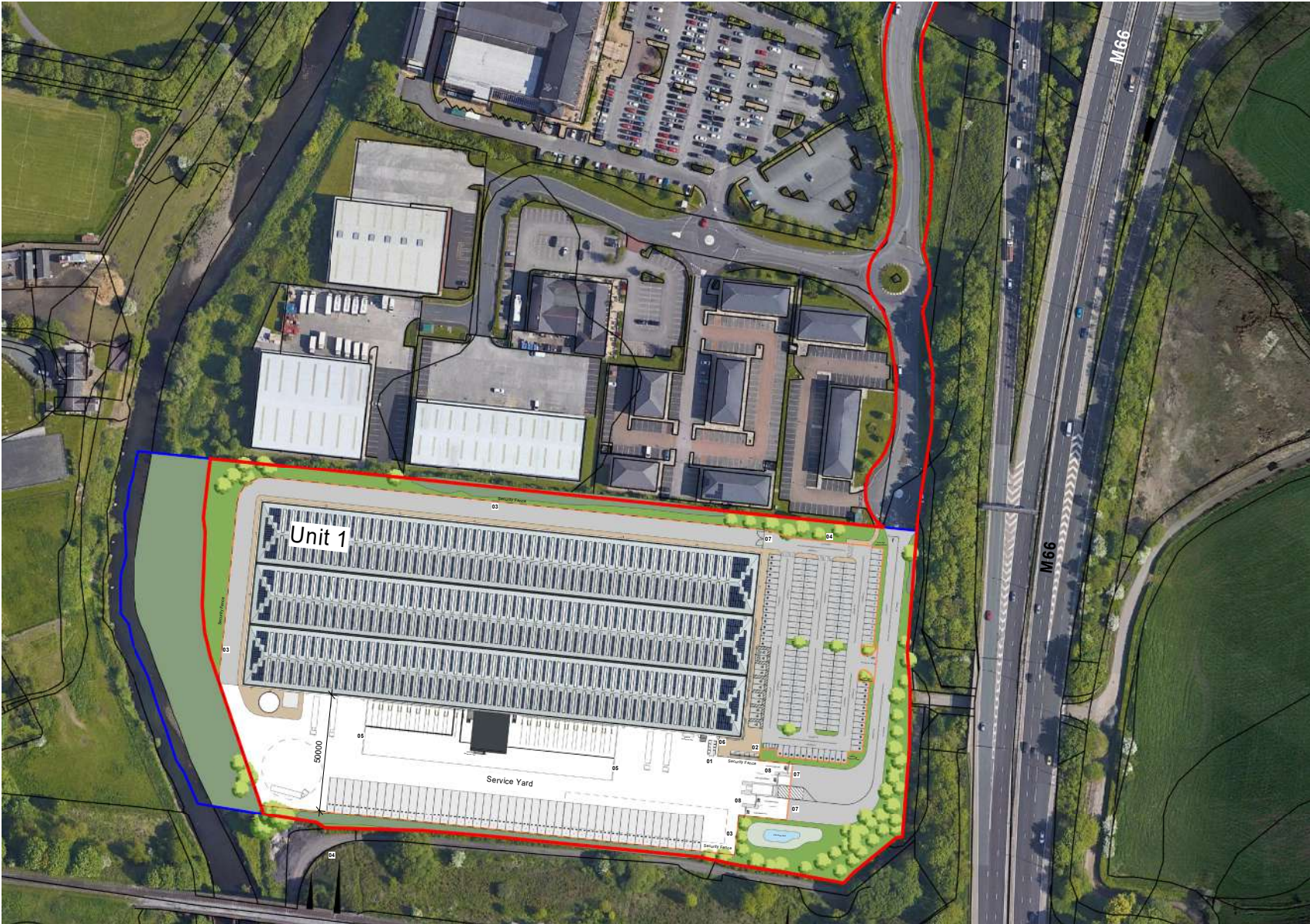
Employment buildings for logistics focus around the main storage space which needs to be an open and flexible area to accommodate a range of storage or racking solutions. Loading doors provide access to a secure service yard.

The building also has internal offices to provide working space for staff managing the facility.

Parking is to be provided for staff on the site, together with spaces for electric vehicles and cycles.

Tree and shrub planting within and around the site will soften the edges of the development and look to provide enhancement for ecology.

The format and orientation of the buildings will be arranged sensitively.



PROPOSED SITE PLAN





AERIAL VIEW OF PROPOSED SCHEME



5.3 Proposed Design Approach

Considering the content of the site, a key objective is to ensure the new building and associated landscaping are designed sympathetically and with an appropriate scale. A creative approach is intended for the redevelopment of this site.

The intention is that the primary 'street' elevation that will address M66 is broken up with tone, mass, colour and texture - providing a contemporary feel and contributing to an active street scene, with offices addressing M66. Existing soft landscaping and trees around the perimeter of the site will be retained wherever feasible and reinforced with new landscaping where practical. This will maintain the existing street scene as well as soften the visual impact of the proposed buildings.

5.4 Access, Circulation & Parking

Car park provision will be based on occupiers' requirements with agreement with the Local Authority, based on the maximum parking standards. Soft landscaping will be integrated into the car parking areas to enhance the visual appearance as well as blend the site into its context. The provision of disabled parking bays will be provided to a minimum of 6% of the total car parking number and be positioned in close proximity to the office entrances. 20% of car spaces will be electrical charging point ready to promote electric vehicle use.

The position of cycle storage areas will be located in close proximity to the office accommodation entrances to encourage cycle use as well as enhance security. Shower/ changing facilities will be provided to encourage non-car travel.

5.5 Safety (Crime Prevention Statement)

The proposed development will be carefully laid out to create a working environment that is not only practical and fit for purpose, but is first and foremost a safe place.

Fencing and Site Access – General Requirements

Security fencing may be required to perimeter of car park with barrier access in certain locations with high crime rates. The car park has been designed such that it will be in view of the offices during hours of operation. This in itself will be a deterrent to potential acts of vandalism or theft.

Emergency access entrances will need to be provided should the car park be secured by a fence. This may require electronic access control and CCTV. Whilst the car park has not been secured by perimeter fencing, their general location in full view of offices and within sight of the estate roads will ensure their security.

Installation of a fence around the car park with entrance barriers would lead to vehicles stacking onto the main highways.



Clear site signage is being installed as part of the Estate Signage and this will provide clear guidance to visitors. This will aid in ensuring vehicle flows are managed effectively across the site which is in keeping with the Local Authority guidance.

CCTV monitoring may be required to secure delivery compound and ducts have been provided for installation should additional security be required. The provision of ducting has future proofed this requirement to suit occupier requirements.

External lighting design has been installed to ensure all external areas are well lit and this will help in creating a sense of security for occupiers and visitors alike.

Effective lighting to entrance gates and routes to main entrance, doors, car parks perimeter of building, roads and footpaths has been considered as part of the scheme. This is in keeping with SBD requirements.

Parking

Suitable lighting of the car park and to the building perimeter will be installed.

Cycle parking – designed to meet guidelines i.e. in a secure location in view, provision to lock wheels and crossbar. Lit after dark with vandal resistant light fittings. Cycle shelters will be provided and are in full view of the offices.

Cycle hoops will be also provided to ensure cycles can be locked.

Motorcycle parking – This will be also provided and is in full view of the offices.

Building Construction

Aluminium curtain walling with glazed areas will be installed by a reputable manufacturer of curtain walling systems. All glazing within critical areas, as defined under the Building Regulations, has 2 panes of laminated glazing.

A gatehouse will be able to monitor the yard at all times. The yard is also fully secured by panel mesh fencing.

Building Access and Security

Means of escape doors from the warehouse areas are steel faced and offer a level of robustness to prevent vandalism and / or theft.

Staff/additional entrances may require electric door lock solutions i.e. key fob operated and installed doors can easily be upgraded to install this. This would be dependent on occupier requirements to address specific areas due to operations and would need to be implemented accordingly

Units - Internally

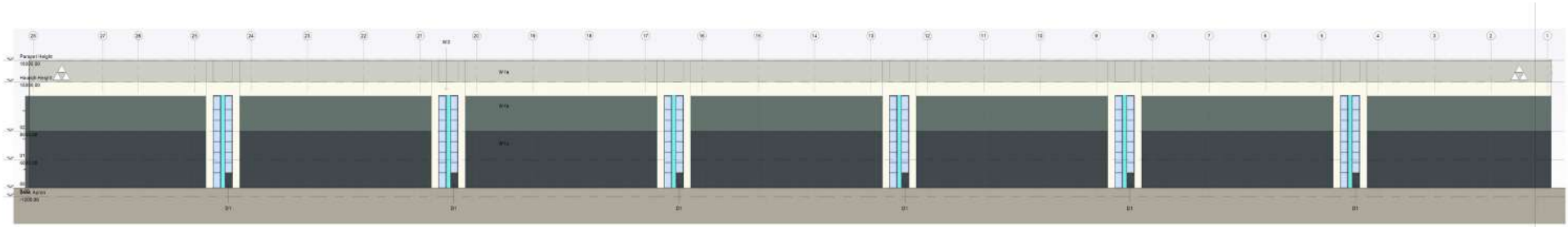
Access beyond reception area may need to be controlled i.e. with barriers or automatic locking doors that could be installed if required depending on the nature of stored goods. This would also need to be implemented to suit specific requirements.

5.6 Implementation

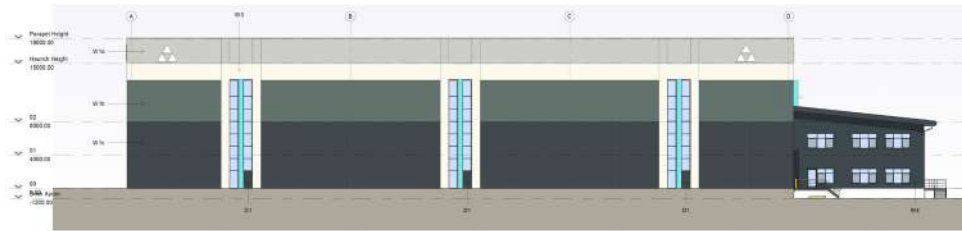
The impact of construction on the environment and nearby residents will be minimised. In order to achieve this, strict control of construction works is therefore necessary.



ILLUSTRATIVE VIEW OF PROPOSED BUILDING



Planning Elevation North

Planning Elevation West
1:200Planning Elevation East
1:200

Planning Elevation South



5.7 Materials

The form, size and height of the unit are informed by the functional parameters of the proposed usage. Therefore, the warehouse reflects a clean and functional design aesthetic with dynamic and active roof lines and the main entrance is emphasised with curtain walling. The selection, detailing and maintenance of all external materials will be considered from the outset of the detailed design process and only products with proven lifespan and quality will be specified.

The selection of materials will have due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, where appropriate, will be considered. Contractors will be required to work directly with manufacturers to ensure supplied materials are pre-cut to size to minimise wastage wherever possible.

Materials should also be sourced locally, recycled and/or recyclable where practicable.

The warehouse building will include elements of profiled cladding laid both horizontally and vertically. This will provide variety to the elevation by producing a variety of colour and texture. To reduce the impact of the warehouse buildings upon the surrounding environment, a selection of recessive and neutral colours will be chosen. The potential for the controlled use of stronger colours in the feature band, flashings, fascias and glazing at lower levels then becomes acceptable in order to offer contrast and relief.

5.8 Boundary Treatment

Security/boundary fencing will be incorporated into the soft landscape boundary treatment and therefore will be set back from public side of the landscaping belt.

To ensure site security around the yard area, a 2.4m high security fence will be provided.



01 WASTE MANAGEMENT STORE
Concrete base with 2.4m high timber palisade fencing with galvanized structure and green roof.



02 BICYCLE STORE
Urban Engineering 'Series A' or similar and approved Polycarbonate transparent sheets with polyester powder coated steel frame.
Colour: White (BS00E55) Sheffield steel cycle racks or similar and approved to accommodate 10 cycles per shelter.



Alternative option green roof cycle store.



03 BOUNDARY SECURITY FENCE

Typical Paladin Fencing:
The perimeter of the service yards will be provided with 2.4m high paladin fencing. Post and panels to be black finish. Fences to be suitably set back from vehicular areas to reduce risk of accidental impact. Fencing / landscaping to be co-ordinated such that a maximum gap beneath fence is 100mm.



5.9 External Materials

Car parking areas will be surfaced with paving, with parking bays surfaced in a flexible bituminous material.

Pedestrian links through car park areas will also be picked out in a contrasting material and tactile paving introduced at transition points. Black cycle shelters will be provided for staff and visitors arriving by cycle.

Parking bays will be identified by white lines or contrasting paving setts.

Soft landscaping planting proposals will be incorporated into car parking areas to enhance key focal points addressing the main entrance to the proposed buildings.

All light fittings will be 'Dark Skies' compliant as described in CIBSE Lighting Guide LG6:1992. The proposed lighting equipment will comply with current standards and to the greatest extent possible, the luminaries and their settings will be optically set to direct light only to where it is required and to minimise obtrusive effects and if necessary, additional shielding will be considered. The fittings will be chosen from a range offering an appropriate degree of design consistency and quality. The car parks and principal pedestrian areas will be well lit to ensure the safety and convenience of users. Service yard lighting will be designed so as to minimise light pollution.



ILLUSTRATIVE VIEW OF PROPOSED BUILDING



6. Sustainability

6.1 Energy and Sustainability Statement

Our approach is to reducing energy consumption and therefore reduce energy waste at source. This takes into consideration the lifespan of the project, from inception through construction and the likely operation of the buildings. Through the design and delivery of the buildings, including the shell and internal fit-out works, this approach will reduce energy use, CO₂ emissions and water consumption.

Element

'U' Value for Industrial Unit:

* External Walls: 0.22 W/m².K

* Exposed Floors: 0.18 W/m².K

* Exposed Roofs : 0.15 W/m².K

* Glazing: 1.2 W/m².K

* Roof lights : 1.6 W/m².K

* Personnel Door: 1.6 W/m².K

* Vehicle Door: 1.3 W/m².K

*Air Permeability – 5 m³/hr/m²@ 50 Pa.

Through use of an ASHP and PV'S alongside the proposed passive measures, there is an annual carbon saving of 15.14 tonnes (36.77% of expected annual carbon emissions).

The industrial unit will be provided with a 182.7 kWp of PV Energy.

The policy G1 within the Rochdale Adopted Core Strategy states that, "new developments will be expected to be zero carbon in line with national targets and definitions".

The development will be compliant with national policies through the utilization of PV, which covers 20% of the roof area.

The development would need a 570 kWp array of PV to be fully net-zero.





The key criteria for reducing energy use in frost protected warehouses (the vast majority of warehouses do not have space heating, except in the office space) are lighting and air leakage. Lighting forms 99% of the operational energy of the building which in turn makes up 50% of the total embodied energy. This includes construction.

We are committed to exceeding the requirements of both the Building Regulations and standard practice by increasing the total area of roof lights and therefore improve natural day-lighting.

This may be complemented by installing intelligent lighting systems operating on PIR with daylight override and dimming facility. Improved lighting efficiency will be achieved via the installation of LED light fittings throughout the development. This is 40% more efficient when compared to 'industry-standard' fluorescent lighting, based on 6W/m² when compared to 10W/m² on a typical UK facility.

Air leakage, or air tightness, relates to the thermal performance and heat loss through the building envelope. Through commitment to best practice in the design, manufacture and installation of the external envelope, we strive to achieve an air leakage rate of 1.5m³/m²/hr at 50Pa for units less than 100,000sqft and 2.5m³/m²/hr at 50Pa for units greater than 100,000sqft.

6.2 Sustainability Summary

- BREEAM level of Excellent.
- EPC A-rating.
- The building will achieve air leakage rates of at most 2.5m³/m²/hr at 50Pa.
- Potential utilisation of larger percentage roof coverage of roof lights and intelligent lighting systems.
- Sustainable drainage systems (SUDS) will be incorporated for the external works where practicable.
- Utilise off-site fabrication for major building components providing CO₂ savings.
- New links with existing public transport and footpath/cycle routes.
- Improved quality of collected water run-off prior to discharge to water courses where practicable.
- Demountable and reusable steel frame.
- Responsibly sourced timber products if used.
- Non-VOC paint, recycled carpet tiles and FSC accredited, European-sourced joinery.





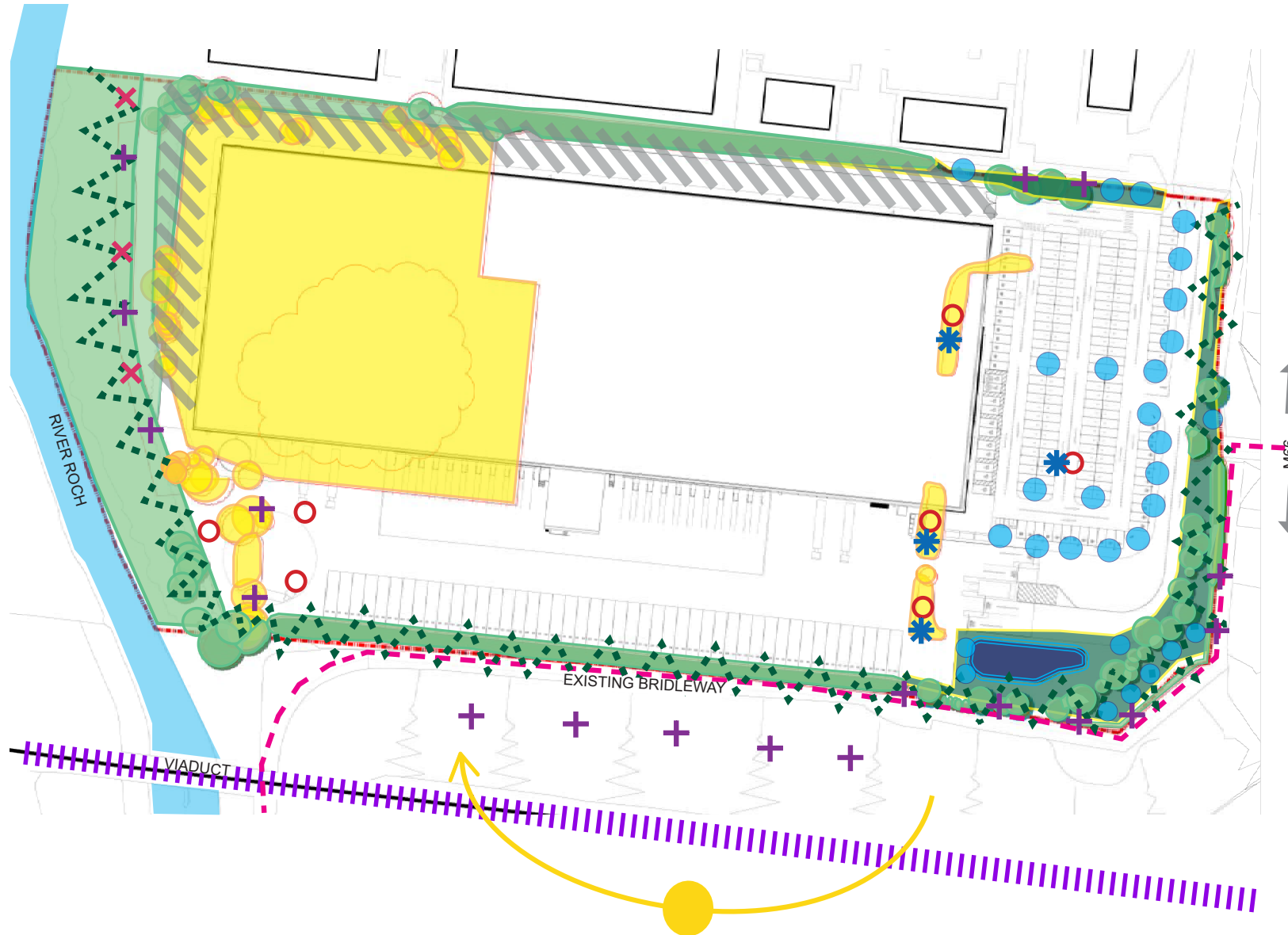
7. Landscape Design

7.1 Design strategy

The Landscape Design Strategy for Waterfold Park, Bury has been created to respond to the redevelopment of the car park associated with the redevelopment of the logistics centre.

The key features of the landscape strategy are:

- To mitigate and soften visual and landscape effects on those using the Public Rights of way along the southern and southeastern boundary, adjacent to the Roch Viaduct;
- Wherever possible, to protect, retain and enhance existing on-site vegetation and high-quality trees, wherever practical and at existing vegetated boundaries and to visually soften the development and help assimilate it into its surroundings;
- To incorporate locally native tree and plant species to complement the existing surrounding landscape whilst providing foraging opportunities for the local fauna. Planting of which is proposed will be focused on supporting wildlife and encouraging biodiversity and pollinators to thrive;
- To provide some tree cover in large hard surfaced areas, to reduce ground temperatures with shading and intercept rainfall;
- To remove all Schedule 9 Plants and Invasive Species (Marestail and Horsetail) by qualified specialist contractors and ongoing monitoring and maintenance for any reestablishment of those species, particularly Himalayan balsam;
- To provide a maintainable, aesthetically pleasing setting for the access, frontage and office using a combination of trees, rain garden tolerant planting (both evergreen and herbaceous) and species rich grassland to provide all year-round seasonal interest and screening properties where relevant across the development; features such as bold autumnal colours, stunning winter stems, spring greens and summer blooms.; and,
- To integrate landscape features to support sustainable drainage and water storage on site – such as proposal of rain gardens to capture and filter run-off, and a drainage basin with appropriate soft landscaping which will be able to cope with wet conditions. This will take the form of marginal and aquatic planting and wetland grass mixes.”



PROPOSED LANDSCAPE STRATEGY



PROPOSED LANDSCAPE CONCEPT PLAN



8. Conclusion

The site layout has been developed through a process of analysis with due regard given to the site's context.

This Design & Access Statement has explained the principles and concepts governing the proposed use, amount, layout, scale, landscape design, accessibility and appearance of the proposed redevelopment, and particularly expansion of the existing premises at Waterfold Business Park, Bury.

It is an important strategic location for logistics and employment developing business needs in the local area. The proposal will deliver the beneficial redevelopment of the site, creating modern employment buildings and supporting new jobs.

The proposal will successfully intensify the site for employment purposes, delivering a scheme that is compliant with relevant design and access policies, fit for purpose and safe for all to use. The redevelopment will be of a high quality, contemporary and coherent design.

In this way, the proposal is fully in line with the site's context and the planning policy provisions.

Redevelopment will deliver a high quality logistics building which suits occupier requirements. The existing building is generally not suited to modern occupier requirements – and is outdated in design standards.



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