



UMC ARCHITECTS®

Design & Access Statement

Heywood Distribution Park, Heywood, Plot H4



Control

Prepared For
Indurent Management Ltd

Prepared By
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Project Name
Heywood Distribution Park, Heywood, Plot H4

Checked By
TDA

Document Revision
P.03

Revision Notes:

- Updated site layout and
landscape plan

Document Reference
Design & Access Statement

Issue Date
20/08/2025

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Introduction



Statement Overview

This Design & Access Statement has been prepared by UMC Architects on behalf of Indurent Management Ltd, seeking approval of Reserved Matters (access, appearance, landscaping, layout, and scale) for an employment unit with parking and service yard, open storage area, access, landscaping and associated infrastructure on a 10.69 Hectares (26.40 Acres) site. This application is pursuant to the outline consent under reference 24/00805/OUT.

Outline planning permission was granted for the re-development of the site for employment use in May 2025. The permission allows for the “development of land within Use Classes E(g)(iii) (industrial processes), B2 (general industrial), B8 (storage and distribution) and removal of existing structures and hard standing and associated works”. The outline planning permission was granted with all matters reserved and subject to planning conditions and a legal agreement.

Report Content & Structure

The purpose of this document is to highlight the evolution of the physical design and identify design responses with respect to access, appearance, layout and scale. The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design, exploring the physical characteristics of the scheme that have been informed by the design process to date.

This document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.

The Brief

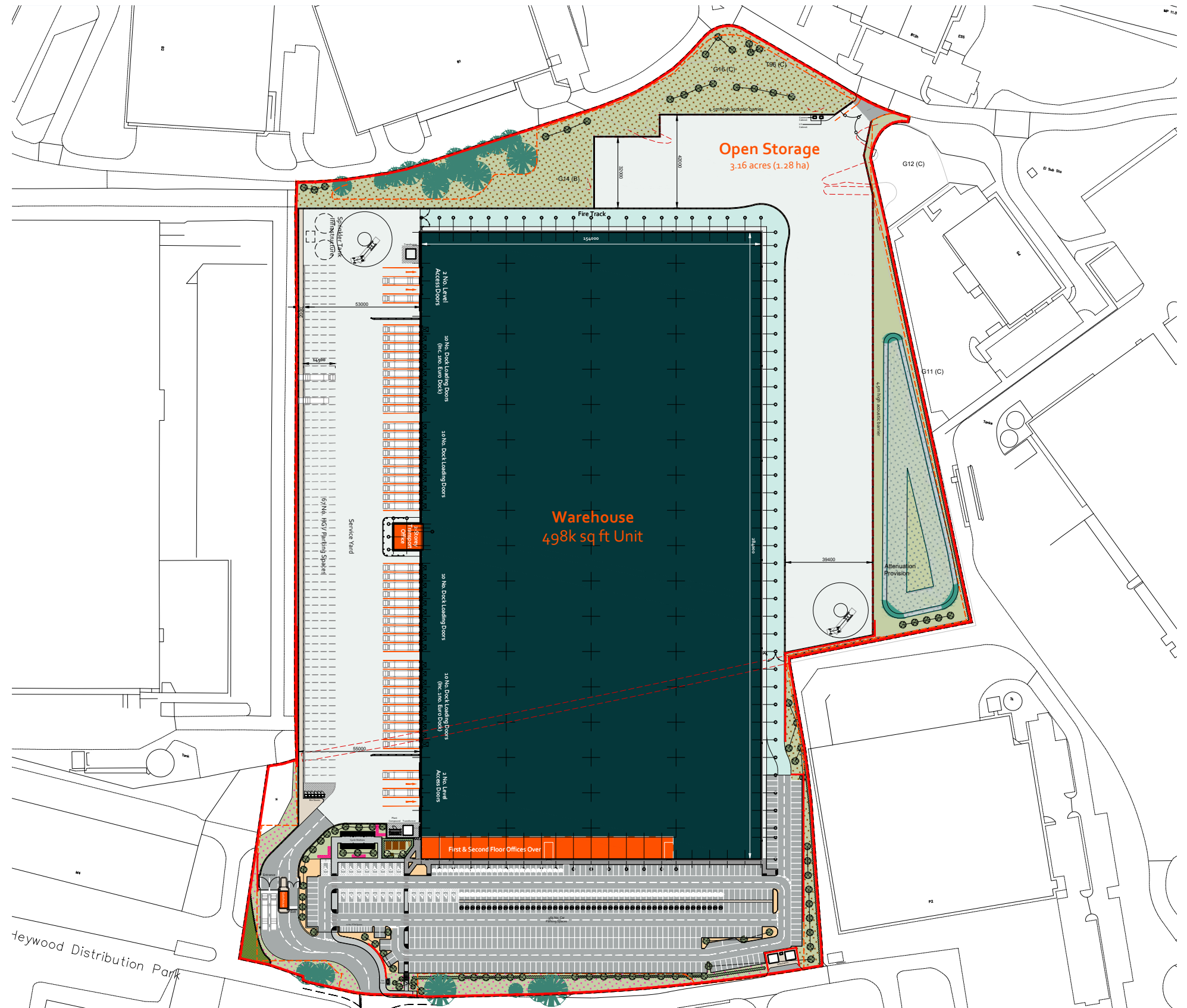
The reserved matters application will seek permission for a single employment unit and open storage area. Other services include:

- Ancillary offices
- Associated parking & servicing
- Landscaping
- External Amenity
- Access
- Highways works and infrastructure

The unit is designed to meet normal institutional standards with service yard sized to provide sufficient lorry parking. The yard features both level entry and dock leveller loading door access, as operationally required by potential occupiers. In addition, the unit is served by integral ancillary offices allied with grade level car parking and cycle storage.

The proposed development will provide high quality employment space inside and out. The development will also be integrated with the immediate surroundings, amenity space and extensive landscaping, and generate economic benefits for the area.

The documents contained within the Reserved Matters Application provide details of the Proposed Development, whilst this statement describes the design principles including building design, layout, access, scale and landscaping.



Site Layout

Project Team Details



Client

Indurent



Planning Consultant

Planning Prospects



Project Manager

Black Cat Consulting



Architect

UMC Architects



Acoustic Consultant

Resound Acoustics



Quantity Surveyor

Wakemans



Engineer

Burrows Graham



Environmental Consultant

FPCR



M&E

MBA



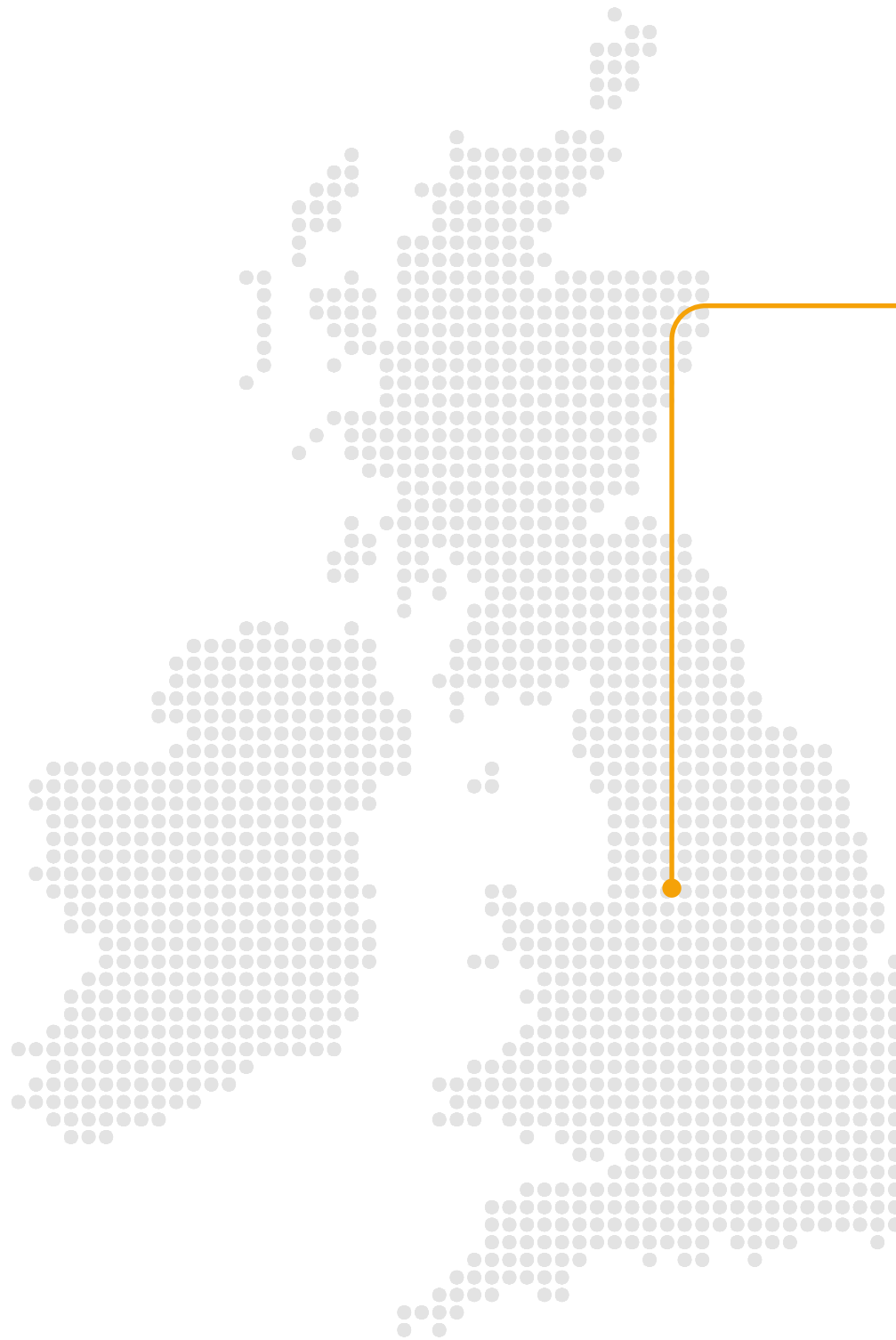
Transport Consultant

PJA



Site Context

Site Location



National Context

The site relates to a parcel of land within Heywood Distribution Park, known as Plot H4. Heywood Distribution Park (“HDP”) is located to the south west of Heywood, in Rochdale, within 1 mile of the M66 and 2.5 miles from the M62.

HDP covers an area of approximately 81 ha and is broadly defined by Pilsworth Road to the south and south-east, Moss Hall Road to the west and East Lancashire Railway line to the north. It comprises a range of industrial and distribution premises with areas of landscaping. The primary access for HDP is via Pilsworth Road and there is a secondary emergency access point onto Moss Hall Road.

Site Location Plan

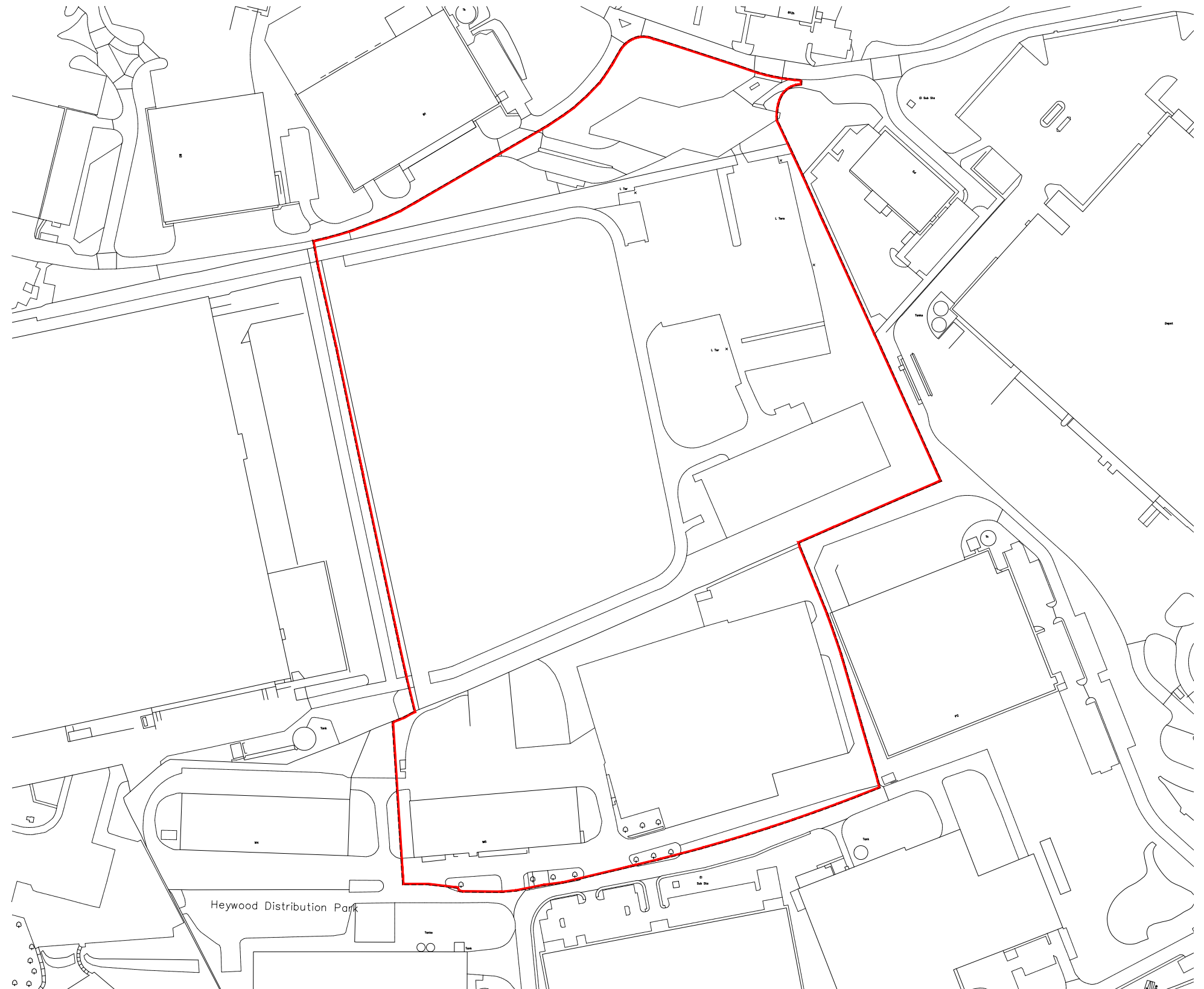
The proposed site location is illustrated on UMC Architects Planning drawing 17028-UMC-XXXX-SI-DR-A-0501-P.02 Site Location Plan

Plot H4 extends to approximately 10.69 ha and is located centrally within the distribution park. It can be understood as several main parts as follows:

- The western portion of the plot comprises an area of raised, self-seeded scrubland which is contained to the north, south and east by a concrete access road.
- The eastern part of the plot is a large area of hardstanding which is currently used for the storage of containers and container lorries.
- The southern section of the plot comprises cleared land which formerly comprised a recently demolished depot site and is in part used for the storage of vans and lorries.
- The northern element of the site contains an area of hardstanding which is used for parking and established landscaping include a group of trees which are covered by a Tree Preservation Order.

Plot H4 is accessed along its northern and southern boundaries via the network of existing estate roads within the distribution park.

The park access was recently upgraded (Application Ref. 21/01144/FUL), and now benefits from four entry lanes and two exit lanes.



Site Layout

Adjacent Properties

Heywood Distribution Park is an existing employment park of industrial uses. It is critical that the buildings are designed to meet operational and occupier requirements as well as the necessary institutional and sustainability standards for modern industrial and logistics buildings.

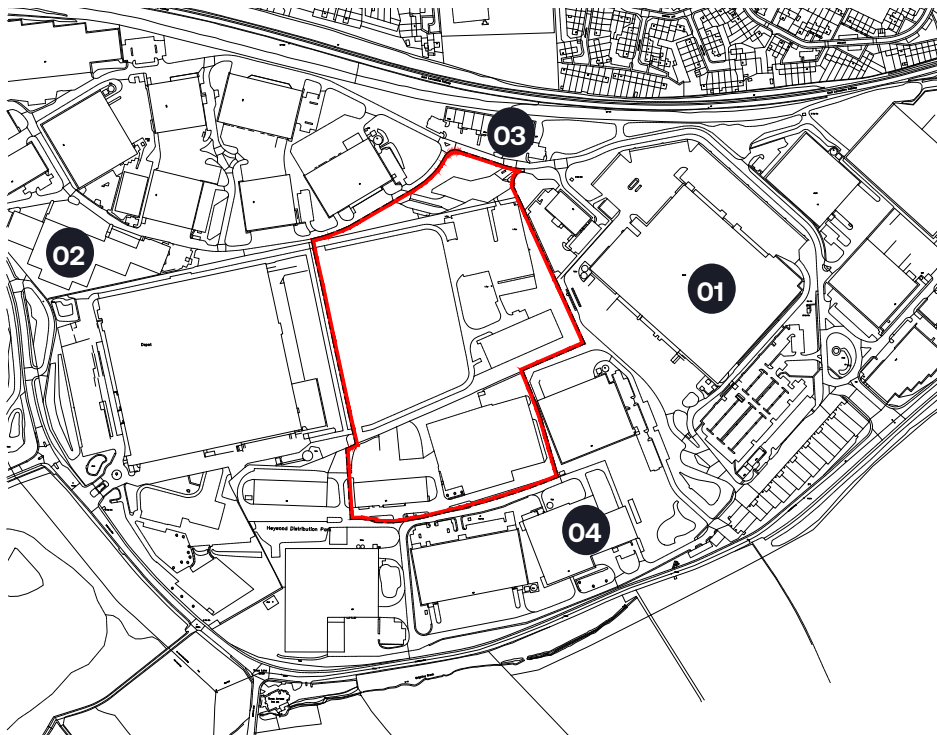
The existing buildings within the distribution park have a mix of sizes, styles and materiality across the employment park, and a range of these are shown:



01 Argos



02 Unit B4

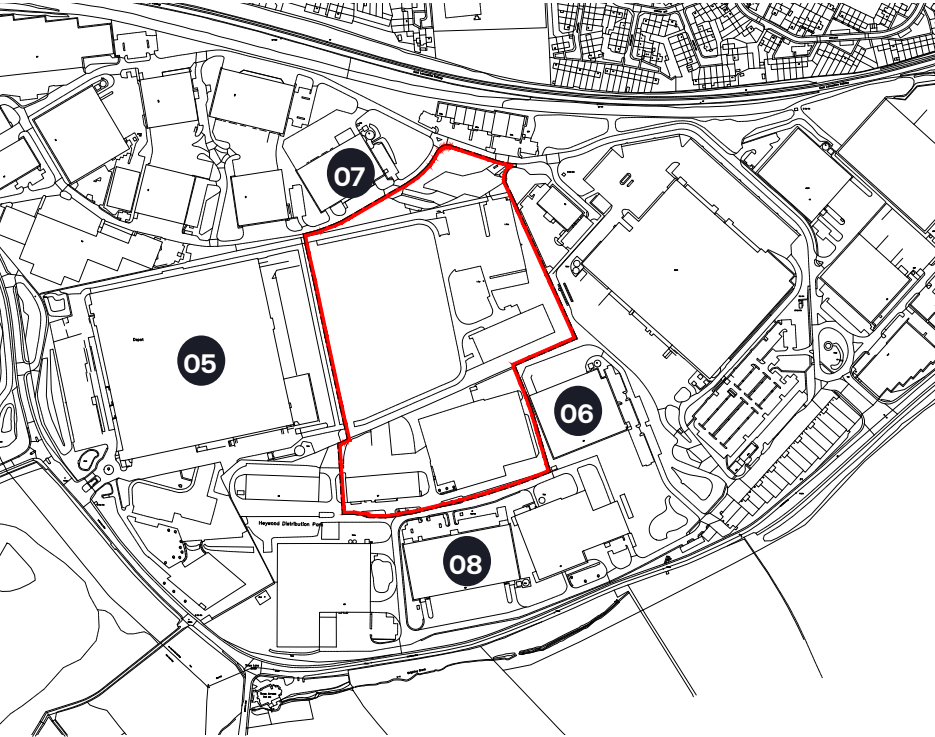


03 Unit B12



04 Unit M1

Adjacent Properties



05 Great Bear



06 Unit P2



07 Promat Unit



08 Unit M2

Transport Links & Infrastructure

The site benefits from great transport links and is situated within the M62 corridor, just 1 mile from junction 3 of the M66 and 2.5 miles from junction 19 of the M62.

Recent infrastructure improvements have been undertaken as part of the South Heywood Link Road, connecting the Heywood Distribution Park and the M62 at Junction 19.

A second phase is currently under construction which upgrades Pilsworth Road from the current extent of the Link Road to the Moss Hall Road junction. This includes the provision of a shared use footway/cycleway connection.

Road improvements (completed) ---

Road improvements (phase 2) ---

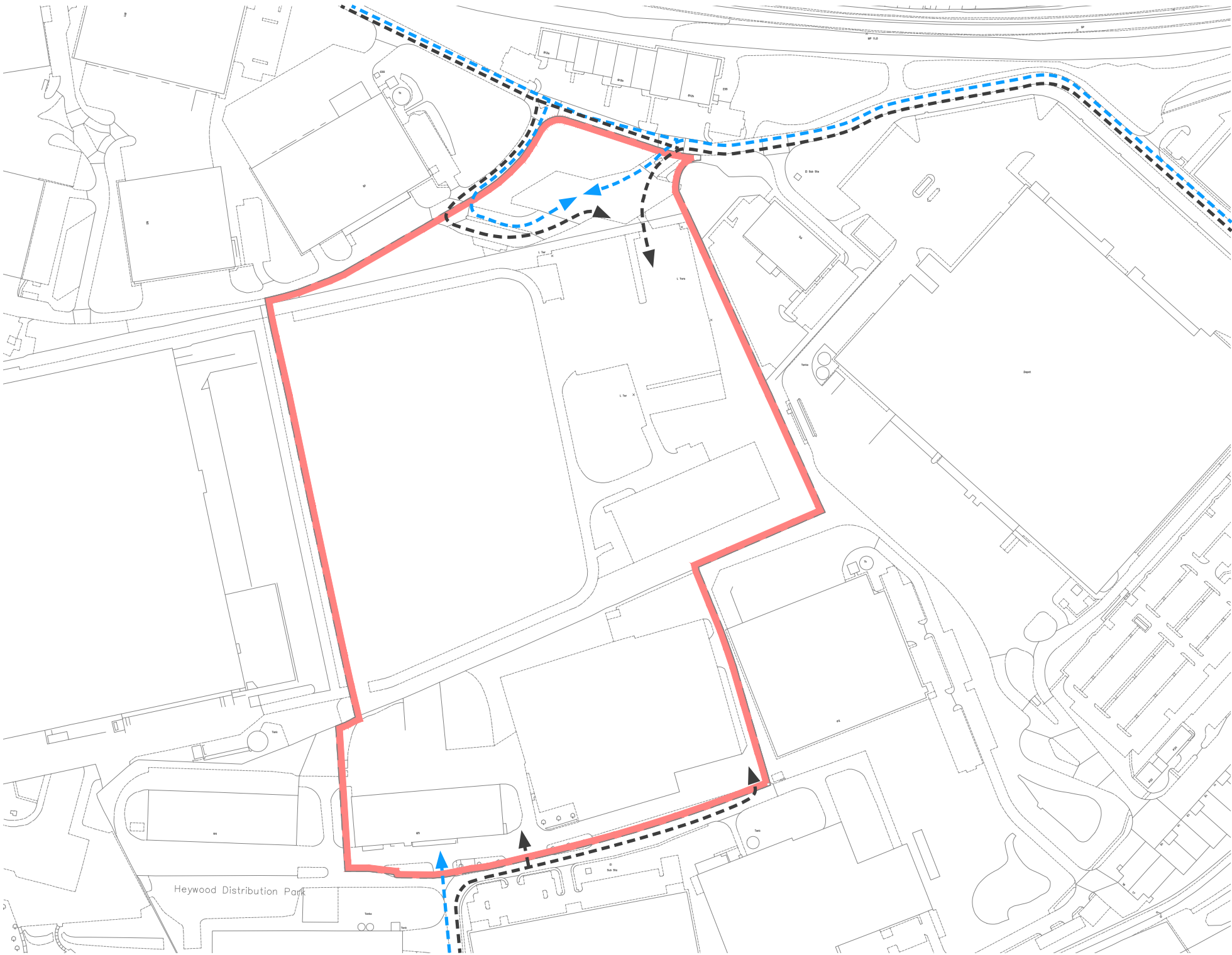
Potential future road improvements ---



Existing Site Access

The development site has established points of vehicular access, these site access points will be consolidated and improved.

- Existing HGV Access - - - - ->
- Existing Car Access - - - - ->



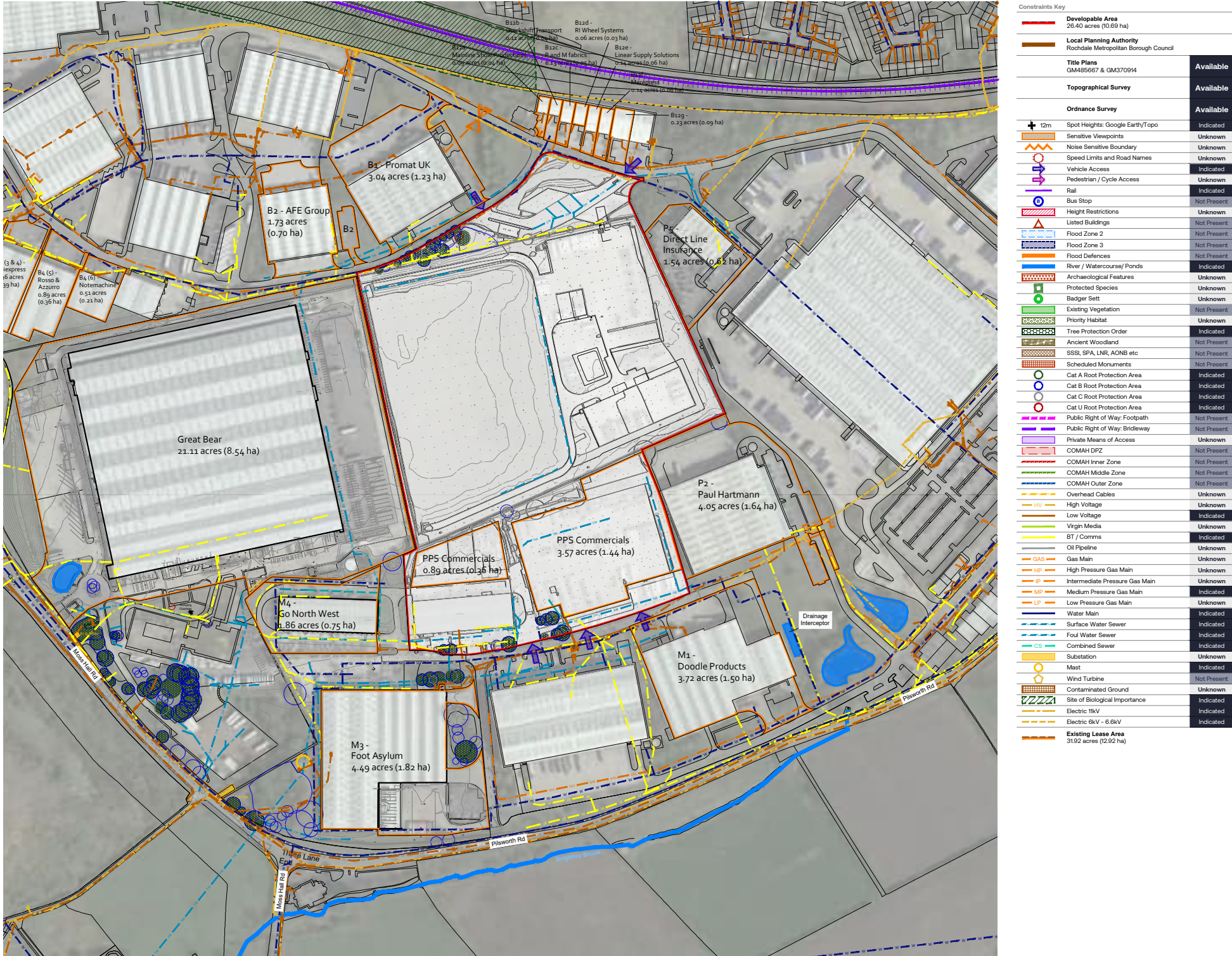
Existing Site Access

Site Constraints

The site comprises of hardstanding and scrubland, with an area of established landscaping to the north of the site.

A number of TPO's sit within tree groups to the north and south of the plot, and a number of B,C and U class trees are also scattered around the site perimeter.

Multiple underground utilities cross the site, largely serving the existing buildings and uses, and this consists mainly of surface water sewers and BT.



Site Constraints Plan



Design Concept & Evolution

Key Design Principles

Taking into account the requirements of the brief, combined with an understanding of the site constraints and opportunities, and analysis of the relevant planning design guides has allowed a number of key principles to be established, as follows:

Design & Character

To create an attractive, self-contained and functional development with clear identity, which relates well within its context. Buildings should be well-designed, with attention to detail and provide clear legibility in the choice of façade material specifications.

Functionality

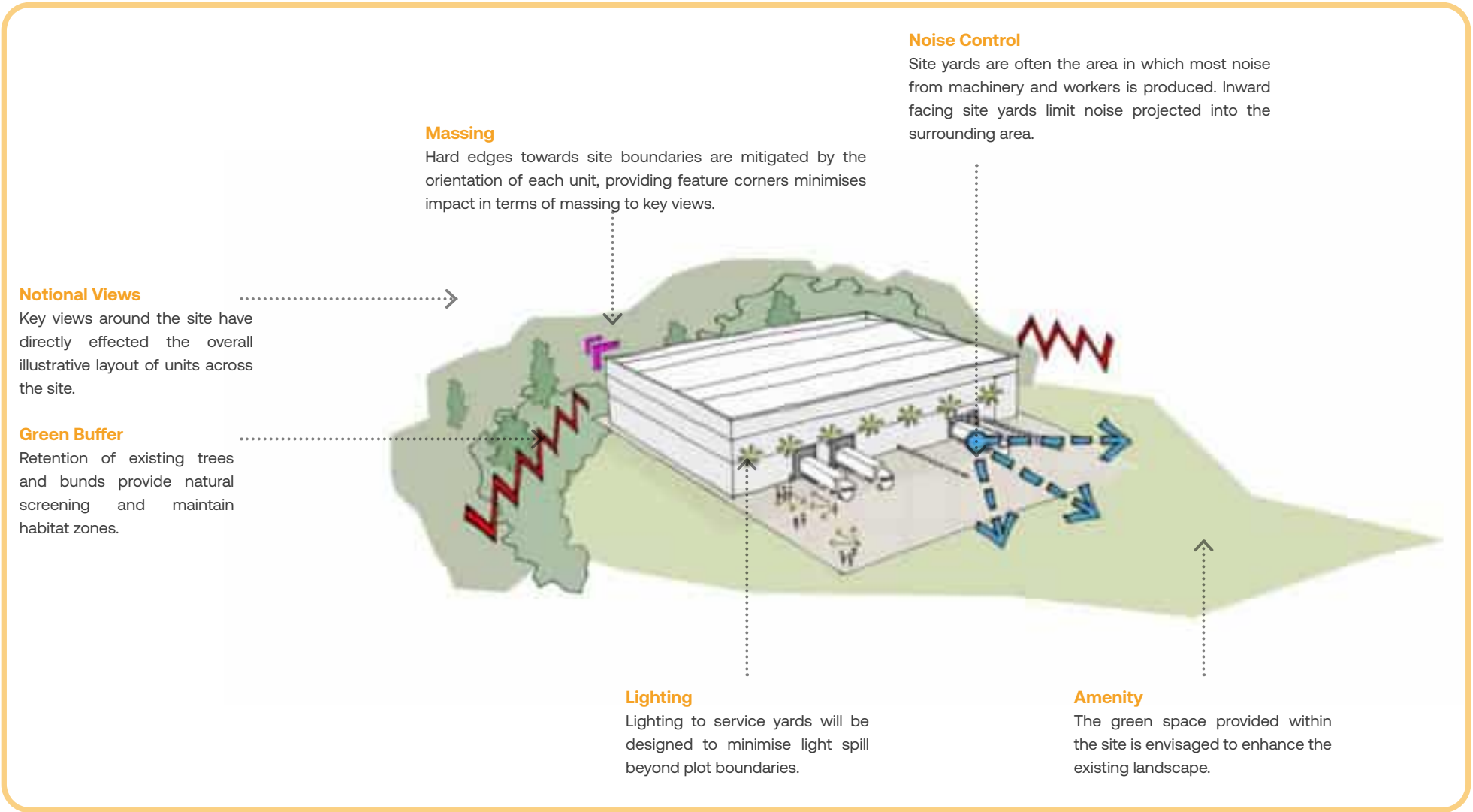
To provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Clear thought must be given to optimise functionality and avoid unnecessary routes of travel.

Building Context

To design the building form and elevation treatment taking into account the employment context of the development. The building needs to assimilate with the scale of nearby buildings.

Orientation & Movement

To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be clearly segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fall-back.



Quality of Landscape

To create a development which improves the quality of the surrounding context, Implementation of integrated landscaping strategies such as amenity spaces, accessible to building occupants and a considered landscaping design focusing on biosecurity to achieve biodiversity gains.

Health & Well-being

Understanding the importance of health & well-being to

create meaningful spaces, and achieve a healthier, happier and engaged workforce. Achieving this core principle through the implementation of a range of design elements, to support employee and public health.

Sustainability

With the current emphasis placed on energy conservation and the use of LDC technologies, the applicant is keen to enhance the developments sustainable credentials. In order to deliver an environmentally responsible building.

Parameters

The following parameters were approved under the outline planning permission and the detailed scheme accords with this.

The proposals submitted in the outline are split into development zones identified on the parameters plan:

- Development Zone 1 (8.11ha)
- Development Zone 2 (2.04ha)

The development parameters established in the outline planning permission are:

Development Zone 1

Maximum building height of 25.0m above FFL

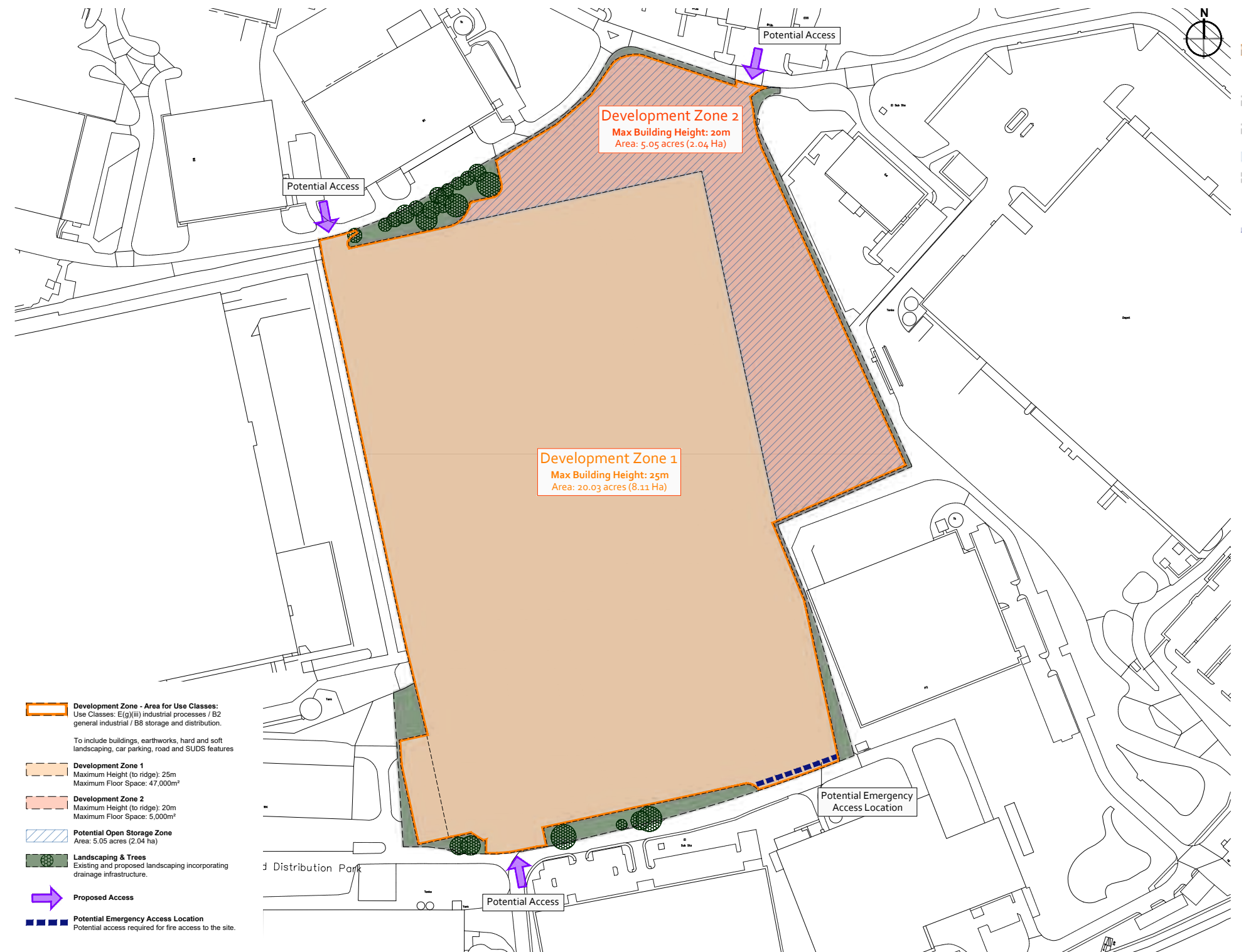
Development Zone 2

Maximum building height of 20.0m above FFL

These development plots have been defined with any potential future layout in mind, to allow for functionality and usability of any building, whilst restricting the height of any development to the north and north east to respond to the immediate context. A maximum floorspace of 52,000m² is proposed for the site. The development plot is intended for the following use classes:

- E(g)(iii) industrial processes
- B2 general industrial
- B8 storage and distribution

This is to include buildings, earthworks, hard and soft landscaping, car parking, road and SUDS features.



Parameters Plan

Illustrative Masterplan Evolution



Masterplan Key:

Office

Building

Hardstanding - Car park

Landscape

Service Yard

Design Criteria Key:

Initial Concept

Developed

Fully Incorporated

Option 1

Design & Character

Quality of External Realm

Scale, Height and Massing

Functionality

Building Context

Access, Orientation & Movement

Health & Wellbeing

View

Masterplan Key:

Office

Building

Hardstanding - Car park

Landscape

Service Yard

Design Criteria Key:

Initial Concept

Developed

Fully Incorporated

Option 2

Design & Character

Quality of External Realm

Scale, Height and Massing

Functionality

Building Context

Access, Orientation & Movement

Health & Wellbeing

View

Illustrative Masterplan Evolution



Masterplan Key:

- Office
- Building
- Hardstanding - Car park
- Landscape
- Service Yard

Design Criteria Key:

- Initial Concept
- Developed
- Fully Incorporated

Option 3

- Design & Character
- Quality of External Realm
- Scale, Height and Massing
- Functionality
- Building Context
- Access, Orientation & Movement
- Health & Wellbeing
- View

Masterplan Key:

- Office
- Building
- Hardstanding - Car park
- Landscape
- Service Yard

Design Criteria Key:

- Initial Concept
- Developed
- Fully Incorporated

Current Masterplan

- Design & Character
- Quality of External Realm
- Scale, Height and Massing
- Functionality
- Building Context
- Access, Orientation & Movement
- Health & Wellbeing
- View



Development Proposals

Use and Proposed Development

Approval of Reserved Matters is sought (access, appearance, landscape, layout, and scale) for an employment unit with parking and service yard, open storage area, access, landscaping and associated infrastructure. In proposing this, 24-hour operation is required, to provide flexibility and efficiency, whilst also giving opportunity for traffic associated with the development to be spread out of peak hours. The following ancillary functions will be provided:

- Integral administration offices
- Gated and security controlled service yards
- Grade level car parking
- Cycle storage
- Refuse storage

The proposed unit comprise steel-framed, single storey warehouses sized to suit the operational requirements of future occupiers, based on industry standards. The application seeks to provide a gross internal area (GIA), across the development, of 469,110 sq ft (43,582 sq m) of warehousing internal floor area, in addition to 40,587 ft² (3,770 m²) of associated ancillary accommodation.

Significant space is provided around the buildings for necessary vehicle loading manoeuvres, with integrated parking provision and soft landscaping. The size of the areas are derived from the dimensions of modern articulated vehicles and their turning circles, whilst the landscaping scheme will serve to enhance the general neighbourhood both in and around the site.



Design Criteria

Design & Character

To create attractive, self-contained and functional buildings with their own identity, which relate well to their context.

Unit is fronted by a self contained service yard with access to dock doors. The unit has 20 doors and includes a transport office.

Scale, Height and Massing

Buildings with scale and size which relates to the rest of the development and its surrounding context and are appropriate for their function. Most units around the site range towards smaller sizes with the exception of two units; similar to the proposed unit. The masterplan proposed has considered a demand for unit on the larger side. Making the scheme strike a good balance.

Access, Orientation & Movement

Provide appropriate frontage, safe and effective access point into the site from the existing infrastructure, and clear, legible and segregated vehicular movement. Totem signage and clear turn off points will cerate legibility for vehicles.

Health & Wellbeing

Understanding the importance of health & wellbeing to create meaningful spaces, and achieve a heathier, happier and engaged workforce. Wellbeing Space has been incorporated throughout the development. Achieving this core principle through the implementation of a range of design elements, such as, fitness trails, green communal space, staff amenity space and outdoor gyms, to support employee and public health.

View of Site

Ensure prominent building elevations are suitably designed. Office has been located in prominent locations to provide a sense of arrival.

Other Design Considerations

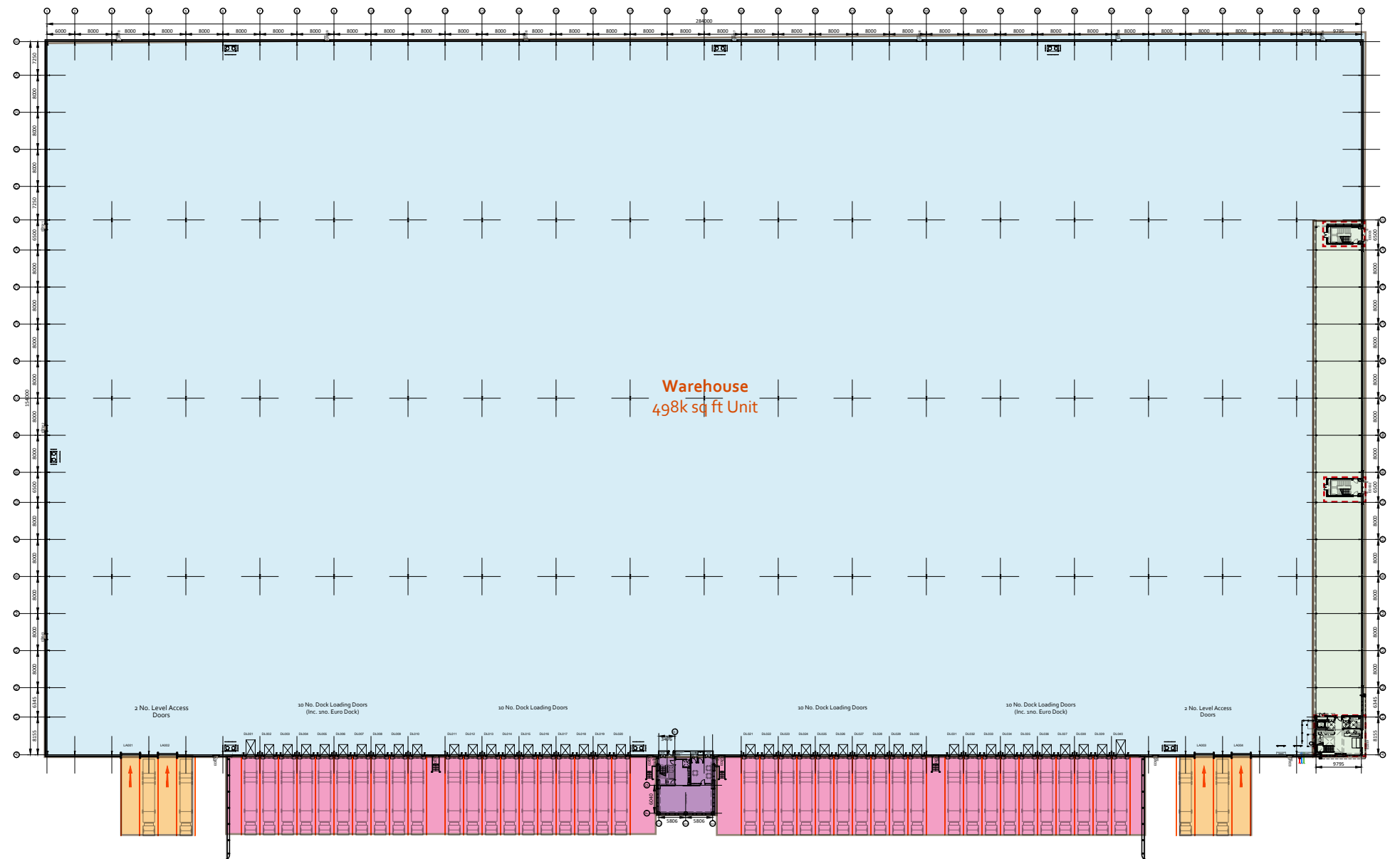
Proximity to the road. Strategic landscaping as well as existing woodland provide a visual buffer for the development.

Proximity to the Residential Orientation of service yards and dock doors have been carefully considered to minimise potential noise impacts.



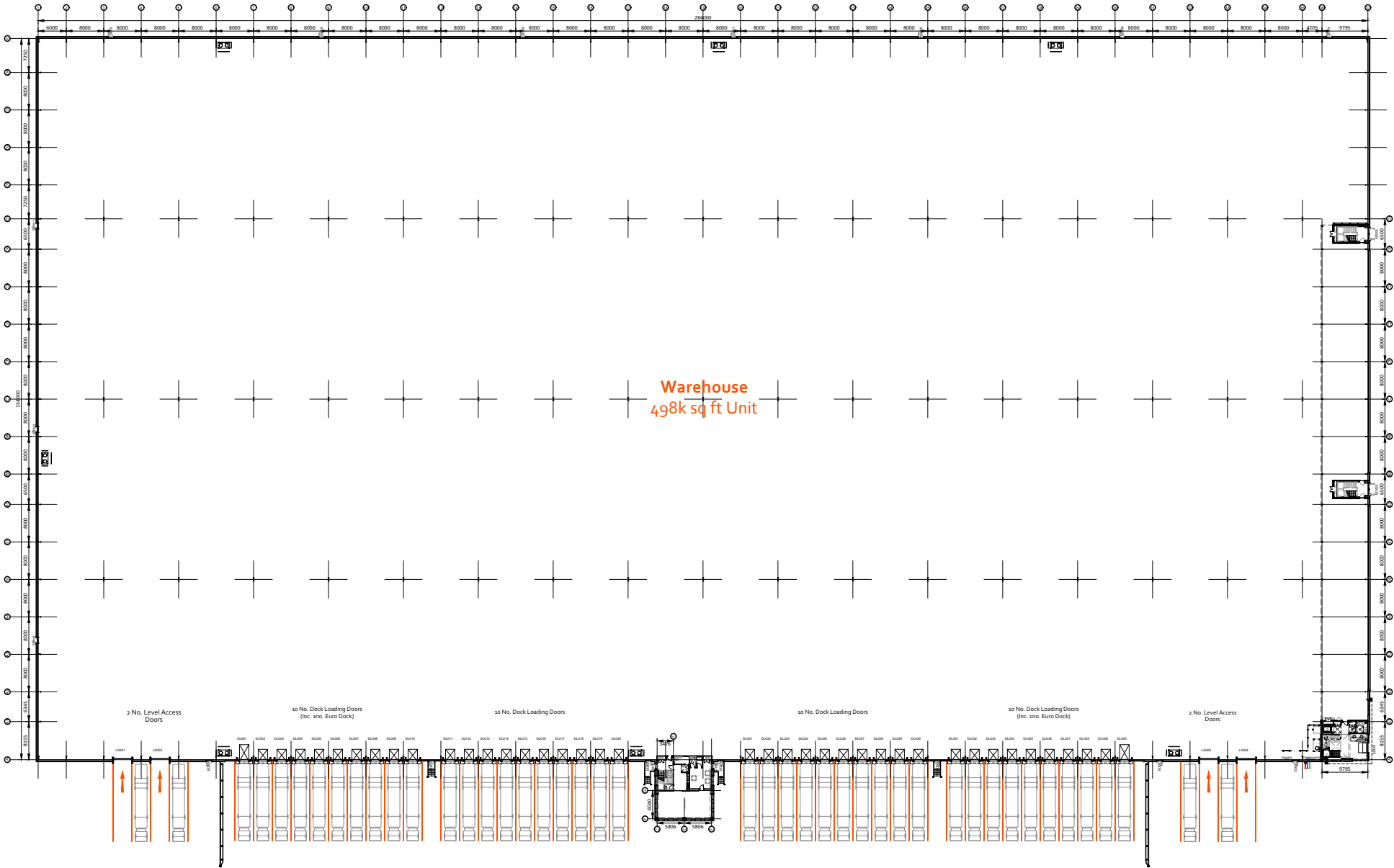
Schedule of Accommodation

Warehouse	-	469,110 ft ² (43,582 m ²)
Ground floor cores	-	1,524 ft ² (142 m ²)
2 Storey Office	-	23,532 ft ² (2,186 m ²)
Amenity Deck	-	11,995 ft ² (1,114 m ²)
Transport Office	-	3,274 ft ² (304m ²)
Gatehouse	-	262 ft ² (24 m ²)
Loading Docks	-	40 (incl. 2 Euro Docks)
Level Access Doors	-	4



Building Layout

Internal layouts for information only



Office Layouts

Internal layouts for information only

