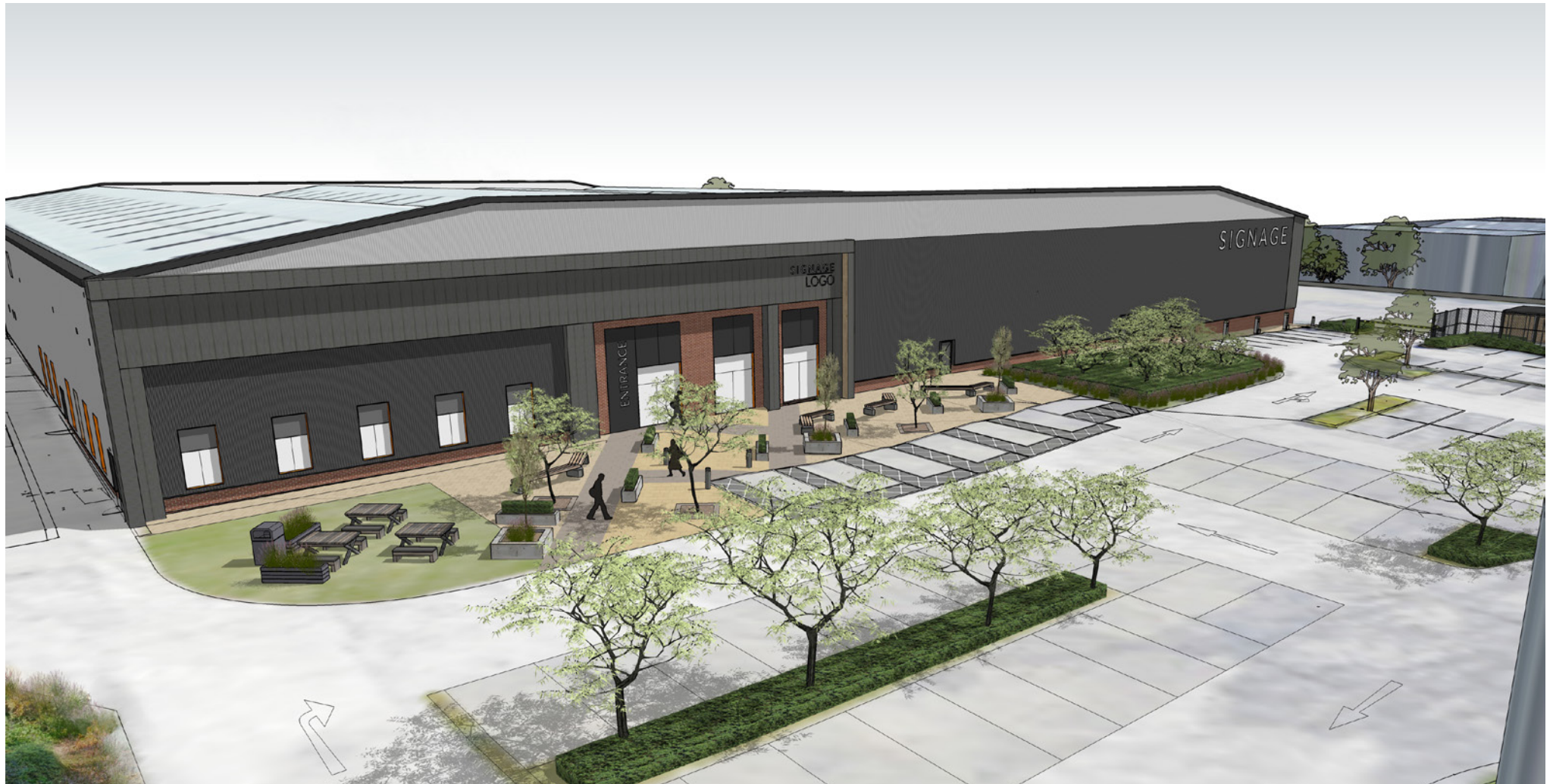


Unit A Finlan Road,
Stakehill Industrial Estate, Middleton, M24 2SJ.



DESIGN & ACCESS STATEMENT

P109_RevE

March 2026

Demolition of existing single storey extension and service yard canopy, erection of extension and alterations to existing building, change of use to allow a flexible use within Classes B2, B8 and / or E(g)(iii) and a series of physical works to reconfigure the site including an extension to the service yard, new hard and soft landscaping and associated infrastructure'

2.7 HECTARES (26,970 SQ M)

PROJECT TEAM

About the Applicant

Triton Property Fund LP is a balanced fund investing in UK commercial property assets across a broad range of property types, geographic holdings, lease lengths and tenant profiles. The Fund focuses on the key property sectors of retail, offices, student accommodation and industrial/logistics. The Fund aims to deliver above benchmark performance via an emphasis on active asset management. The Fund's benchmark is the MSCI/AREF UK All Balanced Quarterly Property Fund Index (the full name of the benchmark is "MSCI/AREF UK Quarterly Property Fund Index (Net Total Return - unitised adjusted for crossholdings; GBP)).

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Triton Property Fund LP is a subsidiary company of UBS Group AG, a multinational investment bank and financial services company founded and based in Switzerland. Co-headquartered in the cities of Zürich and Basel, it maintains a presence in all major financial centres as the largest Swiss banking institution and the largest private bank in the world.

Document Control

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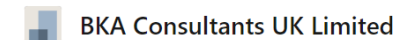
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1.0 Introduction



1.1 Introduction

This Design and Access Statement has been prepared by O'Brien & Noel Architects on behalf of Triton Property Fund LP (The Applicant) to support a Full Planning Application for; Demolition of existing single storey extension and service yard canopy, erection of extension and alterations to existing building, change of use to allow a flexible use within Classes B2, B8 and / or E(g)(iii) and a series of physical works to reconfigure the site including an extension to the service yard, new hard and soft landscaping and associated infrastructure' at Stakehill Industrial Estate, Middleton, M24 2SJ.

This document includes images, drawings and visualisations to provide a concise summary of the design principles and concepts that have been applied to the proposed development.

1.2 Background

Stakehill Industrial Estate has long been established as one of the premier industrial and distribution locations in the North West of England. It is located approximately 8 miles to the north of Manchester City Centre in between the M60 orbital and the M62 Transpennine motorways. The estate has unrivalled motorway access being located immediately adjacent to the A627(M) which provides direct access to Junction 20 of the M62 within 1.5 miles, and Junction 21 of the M60 orbital motorway approximately 2.5 miles to the south. Stakehill Industrial Estate provides a number of modern and refurbished warehouse / industrial units, offering a range of sizes, with occupiers including Tesco, Sainsburys, Toolstation, Yodel, JLG, NFT, PSV Glass, Booker and Novo. The site has undergone a continued but gradual redevelopment to satisfy changing commercial trends , adapting to market requirements.

1.3 Scope of Application

The application which this document supports seeks to obtain Full Planning Consent to

- Demolish the existing single storey office projection and service yard canopy/veranda.
- Erection of an extension and alterations to the existing building,
- A series of physical works to reconfigure the site with new hard and soft landscaping.

GI & GE areas

2.7ha / 6.7 Acres

Proposed gross external footprint - 9833 Sqm2

Proposed gross internal area - 9771 Sqm2

Existing gross external footprint - 7848 Sqm2 or (8287 Sqm2 including loading veranda covered area).

Existing gross internal area - 7655 Sqm2 or (8074 Sqm2 including loading veranda covered area).

2.0 Context and Analysis



1.4 Location

The application site location is Unit A, Finlan Road, Middleton, M24 2SJ. The site is 2.7 ha (26,970 sqm) and is currently occupied by an existing B2 / B8 industrial unit. The existing building was constructed c.1980 and is considered past its useful design life and in need of reconfiguration to ensure the development is fit-for-purpose with longevity into the future.

The existing unit is accessed from the north and west from Finlan Road via secure access Barriers.

1.5 Immediate Context

The site is located to the east edge of Stakehill Industrial Estate. It is bounded by Finlan Road to the west and north and east and south by mature woodland landscape including a small brook that feeds into the Rochdale Canal to the west of the industrial estate.

The estate is well serviced by the existing road infrastructure with excellent connections to the nearby road network, with immediate access to the A627(M) and M62 motorways.

1.6 Current & former site uses

The site is currently occupied by a B2 / B8 industrial unit. The most recent tenant was Proseat, LLP.

Negotiations with a new tenant are at an advanced stage and The Applicant wishes to maintain the current planning uses of B2 / B8 with and include E(g)(iii) with E ancillary office space to provide for their requirements.

1.7 Application Boundary

The application boundary encloses sufficient space to facilitate all the proposed redesign works including:

- The proposed extension of the existing building,
- Proposed extension/ unification of disjointed service areas to create 1no large service yard
- Proposed Car and cycle parking facilities associated with the redesign,
- Provision for access to the buildings for the purpose of refuse collection and emergency access, and,
- Associated Landscaping work

2.0 Context and Analysis



Finlan Road - View01



Finlan Road - View02



Finlan Road - View03



Finlan Road - View04

2.1 Topography & Site Features

The existing site is surrounded, on all sides, by banked landscaped verges covered in mature trees and hedges. This landscape obscures the existing building from Finlan Road for much of the year when the trees are in leaf.



2.0 Context and Analysis



Photograph of the existing site highlighting key features of the existing unit.

2.2 Constraints

The site is surrounded by B2/B8 industrial use to the north, west & south, with a woodland buffer of circa 70 meters to the east, screening the site from the residential properties located on Stakehill Lane. The areas of demolition and the proposed extension are located to the west and northwest of the existing building, away from any residential properties. The demolition work will be carried out during standard working hours, meaning disturbance to the neighbors will therefore be minimal in relation to the partial demolition of the existing building and construction of the proposed extension.

When the proposed extended and refurbished building is operational there should be no issues with regards to noise or air quality in relation to neighboring properties, as the site use is already established.

The main constraint is providing a redesigned facility to cater for contemporary market requirements within the constraints of the existing site while maintaining the existing mature landscape. Mainly the need for one contemporary service yard rather than two fragmented service areas as existing.

This is complicated by the varying level changes across the site of the proposed service yard, meaning the proposed service yard will need to be formed with varying gradients.

The site shares a boundary with an industrial unit to the north, which will also have to be addressed in the landscape proposals and the construction methodology.

	Existing Level change
	Existing Service Yard
	Existing Staff Carpark
	Existing Site Access
	Existing woodland
	Partial Demolition

2.0 Context and Analysis



Photograph of the existing site highlighting key features of the proposed development.

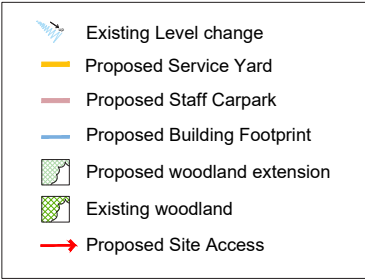
2.3 Opportunities

The proposal seeks to create a single service yard located to the west of the site by linking the hard standing areas of existing service yard 001 with car park 002, and create a single staff car park to the north of the site by linking the hard standing areas of existing car park 001 with service yard 002.

The proposal seeks to create a single access road to the proposed service yard and single access road to the proposed car park. The two access roads made redundant by the proposal are to be replaced with soft woodland landscaping.

Retaining and extending the existing perimeter natural woodland verges will enhance the landscape character of the immediate site and the wider industrial park.

Expanding the surrounding native wild planting areas, introducing species-rich grass planting and scattered trees with some sections of native hedging will significantly enhance the sites ecology whilst ensuring the natural screening of the site by verges and trees is maintained and enhanced. This has informed the placement of the office & main entrance to site, repositioned to the North of the proposed unit. Creating a car park area and main entrance point surrounded by natural woodland with recreational external breakout/ picnic areas to benefit the health and wellbeing of the office and warehouse staff.



Section 3.0 Planning Context, Design Policies & Guidance

3.1 Planning

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.

The development plan for the site consists of;

- The Rochdale Borough Councils Unitary Development Plan (UDP) (adopted June 2006),
- The Greater Manchester Joint Waste Plan (2012);
- The Greater Manchester Joint Minerals Plan (2013).
- The Rochdale Adopted Core Strategy (October 2016)
- Places for Everyone (PFE) (Adopted March 2024): A joint development plan document for 9 Greater Manchester districts (including Rochdale) that forms part of the statutory development plan.

This planning application seeks to demonstrate that the size and scale of the proposed extension would not appear dominant and conspicuous in its context.

The site is currently operating as an industrial unit and therefore the principle of the use has long been established. Having regards to Rochdale Borough Councils Unitary Development Plan (UDP) Proposals Map, the site is designated as a Primary Employment Zone (PEZ) (Policy EC/2). The industrial estate is within the defined urban area (Policy G/D/1).

Rochdales Unitary Development Plan and Policies sets out the Councils support for industrial business and warehousing uses within Primary Employment Zones. Subject to proposals of an appropriate design in terms of scale and character, will not cause amenity or environmental issues and are acceptable in regards to highway impacts and parking provision.

Core Strategy Policy E3 5. relates to Stakehill Business Park and states the Council will work with owners and investors to improve the quality of employment premises, including the redevelopment and re-modelling of plots. With reference to the two relevant policies above, the proposals seeks to remodel the site and extend the existing building to provide an improved industrial unit and site. This application is submitted with a Planning Statement which details the proposals and addresses the material planning considerations in full.

The Rochdale Places for Everyone plan states the wider Stakehill site is to deliver around 1,680 new homes and 35,000 square metres of employment space close to the Stakehill roundabout. There are also proposals for additional school place provision at Thornham St John's Primary School and a potential new railway station at Slattocks. A section of the Green Belt will be retained through the centre of the site. This is a cross-boundary site with Oldham where around a further 115,000 square metres of employment floor space will be provided

Section 4.0 Design Proposals



Perspective aerial image of the existing unit and existing site layout.



Perspective aerial image of the proposed unit and reconfigured site layout.

4.1 Design

This section describes the design process and resulting proposals. A list of supporting information and drawings is provided in Section 6.0 of this document.

4.2 Process

A thorough assessment has been carried out for the need and design of this proposal and the Applicant, Triton Property Fund, have developed a business case to demonstrate that there is ongoing demand for this kind of larger redeveloped property in this location. Indeed, a tenant is lined up and the proposed design has been developed to consider their requirements.

Option studies, appraisals and subsequent design proposals have been carried out by the experienced design team. The redesign of the unit and site is described in the following categories;

- Use,
- Amount,
- Layout,
- Scale,
- Appearance and
- Landscaping.

4.3 Use

Most recently used for B2/B8 use, the existing industrial unit has a (Gross External Footprint) of 8,287m², this proposal seeks to extend the existing unit, increasing the (Gross External Area) to 9,833m².

In 2004 a planning application was submitted and approved for 'Erection of single story warehouse extension to existing factory with additional service yard and car park Woodbridge foam UK LTD. Site A Finlan road Stakehill industrial estate, Middleton'. Planning application reference number 04/D42762.

The proposed extended unit will function well in this location and its location is well placed for access by road and other means of transport. Stakehill Industrial Estate is an established location and well known within the industry.

The refurbished & extended building will be constructed in full compliance with all current industry standards and regulations. It has been designed to a high standard and it is hoped will be considered as an exemplar addition to the estate and set the tone for future development.

Section 4.0 Design Proposals



4.4 Amount

Market research undertaken by the applicant has shown current and future demand for a single extended B2/B8/E(g)(iii) unit with a contemporary redesigned site layout.

The proposed extension to the existing unit and redevelopment of the existing site will maximise the plots potential while maintaining the existing landscape features.

The proposed development consists of.

- Total **GIA** extended from 8074 Sqm² to **9833 Sqm²**
- Total **GEA** floorspace proposed is **2,150 sq. m Total** (Existing GEA is 8,287 sq. m, Total proposed GEA is 9,833 sq. m. and accounting for a total of 604 sq. m floorspace being demolished).
- 97 vehicle parking spaces (incl. 9 disabled spaces)
- 11 hgv trailer parking spaces.
- 4 dock loading doors.
- 6 Level access doors.
- Associated new landscaping, service area, staff car park, additional planting and recreational external break out area to new building entrance.

4.5 Layout

The proposed layout seeks to maximise the sites development potential, creating a single service yard located to the west of the site, and create a single staff car park to the north of the site.

The proposal makes efficient use of the site area and allows for safe maneuverability within the site for both vehicles and pedestrians, as demonstrated within the appended transport statement.

The proposed extended building to have an extended footprint of 89.2M x 111M with office accommodation and the main pedestrian entrance relocated to the north east corner of the proposed building. The proposed service yard located to the west side of the site with dock levelers and level access doors located along the western elevation of the proposed building.

The proposed staff car park to be located to the north of the site allowing safe and direct access for staff to access the repositioned warehouse and office pedestrian entrance. Natural surveillance and visibility of staff and vehicles is achieved by the positioning of the staff car park adjacent of the proposed office and reception accommodation.

- 97no dedicated staff and visitor parking spaces
- 9no dedicated EV parking spaces with future proofing to increase no.
- 3no motorcycle parking spaces
- 8no secure bicycle parking spaces

Section 4.0 Design Proposals



Perspective image of the proposed extension and service yard



Perspective image of the proposed extension, service yard and car park

The existing northern vehicle access from Finlan Road to be maintained, allow staff and visitor vehicle access to the proposed car park. The existing western vehicle access from Finlan Road to be maintained allowing HGV access to the proposed service yard.

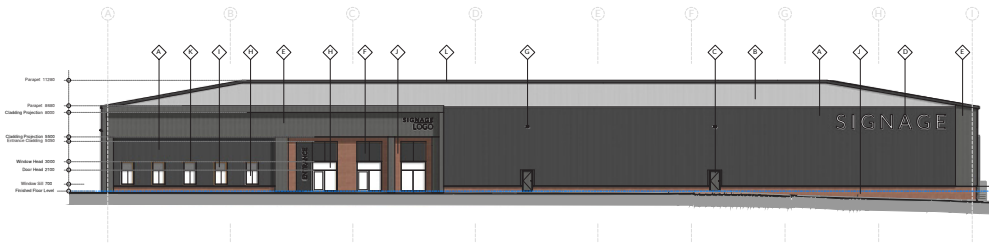
It is considered that the redesigned layout and extended redesigned unit will provide a modern functional future proofed development that will positively contribute to the environmental improvement and attractiveness of the wider Stakehill Industrial site.

4.6 Scale - Height & Massing

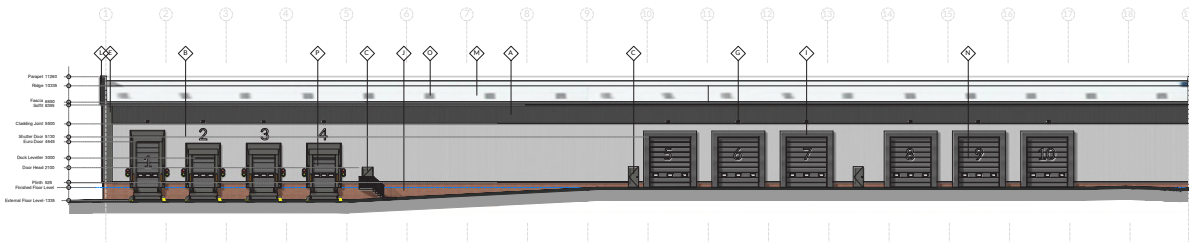
The proposed extended building has been redesigned with inherent flexibility to ensure it meets current and future tenant requirements. The proposed extension to the existing building will follow the perimeters of the existing building infilling the existing L shaped layout to create a uniformed rectangular layout. The proposed extension will be constructed of a simple steel portal framed structure to match the structure type and height of the existing building.

This application includes a full set of existing and proposed drawings including elevations and perspective 3D views of the proposed extended resigned unit and remodeled site layout.

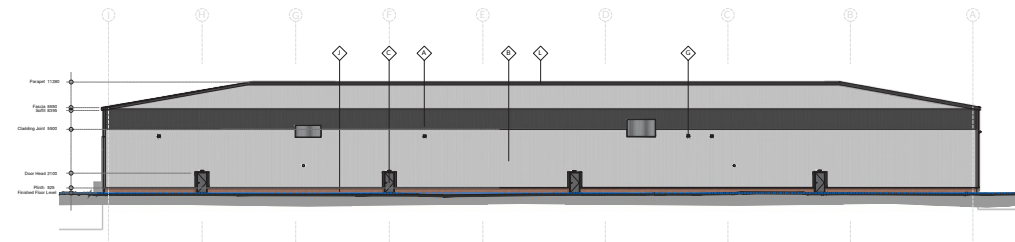
Section 4.0 Design Proposals



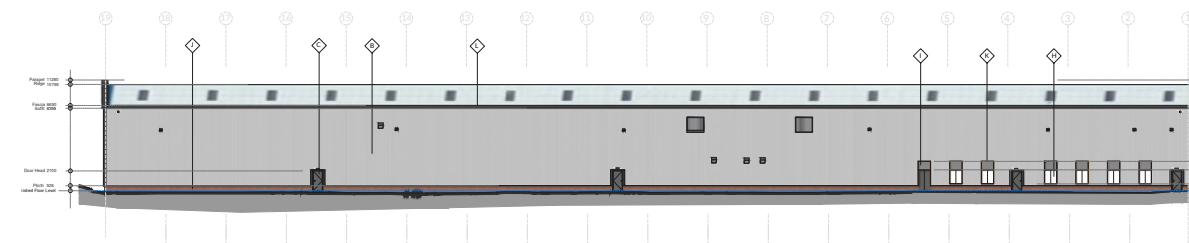
PROPOSED FRONT ENTRANCE ELEVATION - A
Scale 1:200 @ A1



PROPOSED SIDE ELEVATION - B
Scale 1:200 @ A1



PROPOSED REAR ELEVATION - C
Scale 1:200 @ A1



PROPOSED REAR SIDE ELEVATION - D
Scale 1:200 @ A1

4.7 Appearance & Materials

The appearance of the proposed extension is to seamlessly match the appearance of the overall refurbished building. This will largely be achieved by painting and making good the existing profile metal cladding. The external walls of the new build are to be constructed of profile metal cladding with a new red facing brickwork plinth to match the existing, creating the appearance of a single refurbished unit.

The functional and technical design requirements of the refurbished unit will result in a building that will;

- Use tried and tested cladding materials that will provide longevity and reliable weatherproofing;
- Provide an efficient, high-performance envelope (in terms of security, robustness, thermal performance, air tightness etc.);
- Allow fast-track construction methods to reduce programme and impact upon commercial operations;
- Minimise impact upon the surrounding area and;
- Ensure a high quality finish within the available cost envelope.

The proposed main warehouse cladding is outlined below;

A - FACADE - CLADDING 001 (DARK GREY)

Existing profile metal cladding panels to be made good and painted Ral 9017.

B - FACADE - CLADDING 002 (LIGHT GREY)

Existing profile metal cladding panels to be made good and painted Ral 7047.

E - FACADE - CLADDING 003 (MID GREY)

Proposed new insulated composite cladding panels laid vertically, Ral 9007.

I - FACADE - CLADDING 005 (MID GREY)

Proposed new insulated composite cladding panels, Ral 9007.

MATERIAL PRECEDENT IMAGES



Existing profile metal cladding panels to be made good and painted Ral 9017.
Proposed extension to be similarly clad to create a unified facade.



Proposed office window reveals to be clad in orange, Ral 2011.

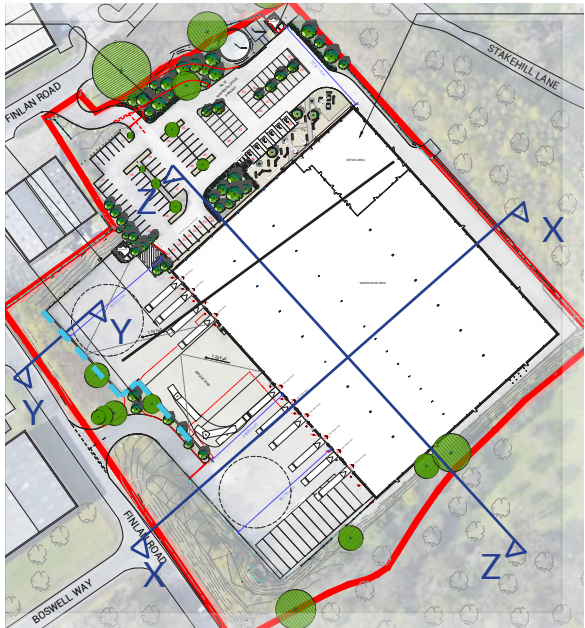
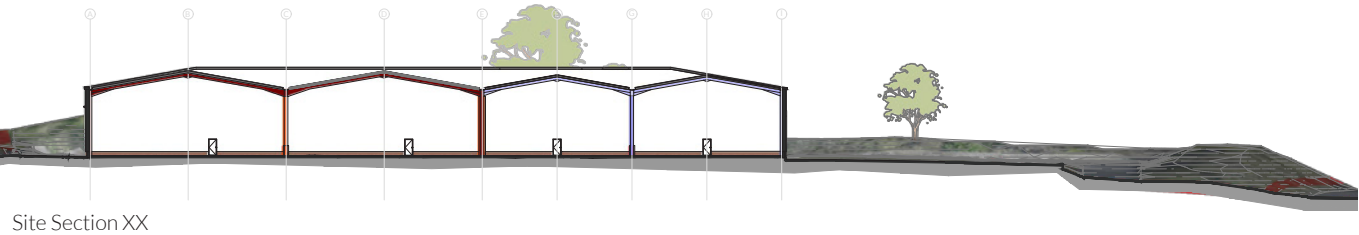
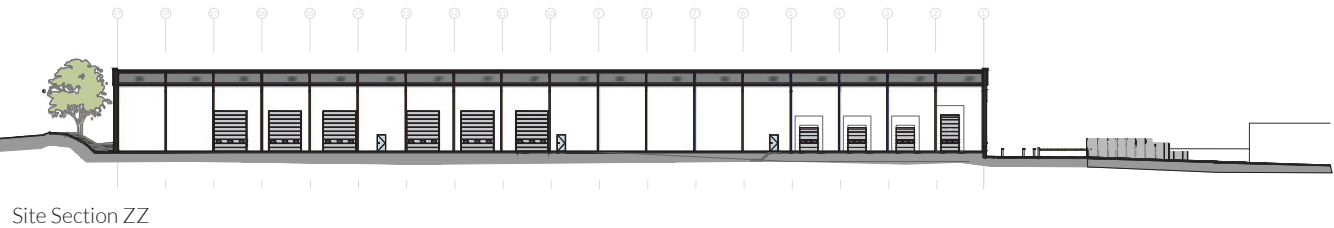


Framing the new entrance, Proposed new insulated composite cladding panels laid vertically, Ral 9007.

Section 4.0 Design Proposals

4.8 Site Sections

The site levels of the proposed development will largely remain as existing, however in order to accommodate the proposed service yard to the west of the site, landscaping earth works will be needed to create a shallow enough gradient to allow HGV maneuvering and turning. A proposed retaining wall will be required to hold back the in filled earth. When viewed from Finlan road the proposed retaining wall will largely be screened by the dense vegetation of the existing verge.



Section 4.0 Design Proposals



The existing trees and vegetation surrounding the site form a substantial visual screen to the existing buildings and infrastructure. The proposal seeks to retain and extend the surrounding woodland. The removed existing northern vehicle access road and the removed western vehicle access road are to be replaced with native woodland planting to create a strong vegetative boundary and screen around the refurbished & extended building.

If the construction of the new service yard and retaining wall impact upon root zones of the existing western verge vegetation, additional British native woodland and shrub planting will be proposed to replace any damage to the existing vegetation.

Hard landscape paving is proposed in front of the relocated main entrance point, Tarmac to be used to surface the proposed car park and solid concrete hard standing to surface the proposed service yard.

4.9 External Lighting

Good external illumination will be required for safety and security around the perimeter of the refurbished/ extended building and external compounds. This will consist of replacement high efficiency external luminaries mounted at high level on the building, with some lighting columns to the perimeter of the proposed service yard and car park.

Section 4.0 Design Proposals

4.10 Site Geo-Environmental Site Assessment

Delta Simons have undertaken Phase 1 and Phase 2 site investigations for the proposed development to cover ground conditions, contamination risk assessment, coal mining risk assessment and to obtain geotechnical parameters for design purposes.

The site of the proposed extension currently comprises of an area of soft landscaping sloping down south to north, surrounded by both wings of the existing 'L shaped' building. The existing topographical survey drawing L106_127 shows around a 1meter level change across the vicinity of the extension site and around a 2 meter level change to the area immediately to the west, adjacent to the proposed extension site.

Ground conditions underlying the site were found to comprise made ground to the west of the site and topsoil in the central area overlying Devensian Till of sand and clay. Traditional spread foundations are considered suitable for the development.

Concentrations of contaminants within the soil and slightly elevated levels of chromium, copper and nickel identified within ground report were below laboratory limits of detection and / or general assessment criteria for a commercial end use.

The Coal Authority report confirms the site area is not affected by past or present coal mining.

Ground gas protection measures are not considered to be required for the development.

4.11 Drainage and Flood Risk

An analysis of the existing drainage, undertaken by Delta Simons, concludes that surface water discharge from a soakaway system or to a water course will not be possible. They have recommended discharge to the existing public surface water sewer to the west of the site. The drainage system will require attenuation storage on site in order to restrict surface water discharge to 15.2 l/s.

It is proposed that foul drainage is discharged to the existing public combined sewer located to the west of the site. United Utilities have advised that discharge to the existing foul sewer is acceptable.

The site is located with Flood Zone 1 an area considered to have the lowest probability of fluvial and tidal flooding. Whilst a limited area at surface water flood risk is located in the north of the site, this does not impact the building footprint and depths would predominantly remain below 300 mm.

Safe access and egress to the site is available in the 1% annual probability flood event.

4.12 Finished Flood Levels

The finished floor level of the proposed extension to be as existing, 150mm above adjacent ground level. This enables any potential surface water run-off to be conveyed safely across the site, without affecting the proposed extended building.

4.12 Finished Flood Levels

The proposed extension will accommodate 4no dock levellers for deliveries which require an external floor level of circa 1.25 below the proposed FFL. The proposal seeks to largely utilize the existing site topography with minimal ground works to achieve the difference between the external GFL and internal FFL. Some groundworks will be needed to ensure the proposed service yard gradients are shallow enough to allow HGV maneuvering and turning. The proposed drainage scheme for the development should ensure that dock leveler area is positively drained and wont result in flooding or ponding adjacent to the proposed extension.

Section 5.0 Access & Security

5.1 Access - Vehicular & Pedestrian

Vehicular

The existing northern vehicle access from Finlan Road to be maintained, allow staff and visitor vehicle access to the proposed car park. The existing western vehicle access from Finlan Road to be maintained allowing HGV access to the proposed service yard.

The proposal seeks to maintain and improve a single western access road from Finlan Rd to the proposed service yard for HGVs and maintain and improve a single northern access road to the proposed car park for staff vehicle access. The two sections of the western and norther access roads made redundant by the proposal are to be replaced with soft woodland landscaping as part of the proposed development.

The proposal will provide a total of 97no parking spaces, 6no of these will be disabled spaces, 8no cycle spaces, 3no motorcycle spaces and 9no are to be electronic charging spaces.

With regard to vehicle trip generation, the net increase in trips between the existing and the proposed extended building will be minimal.

5.2 Waste Management

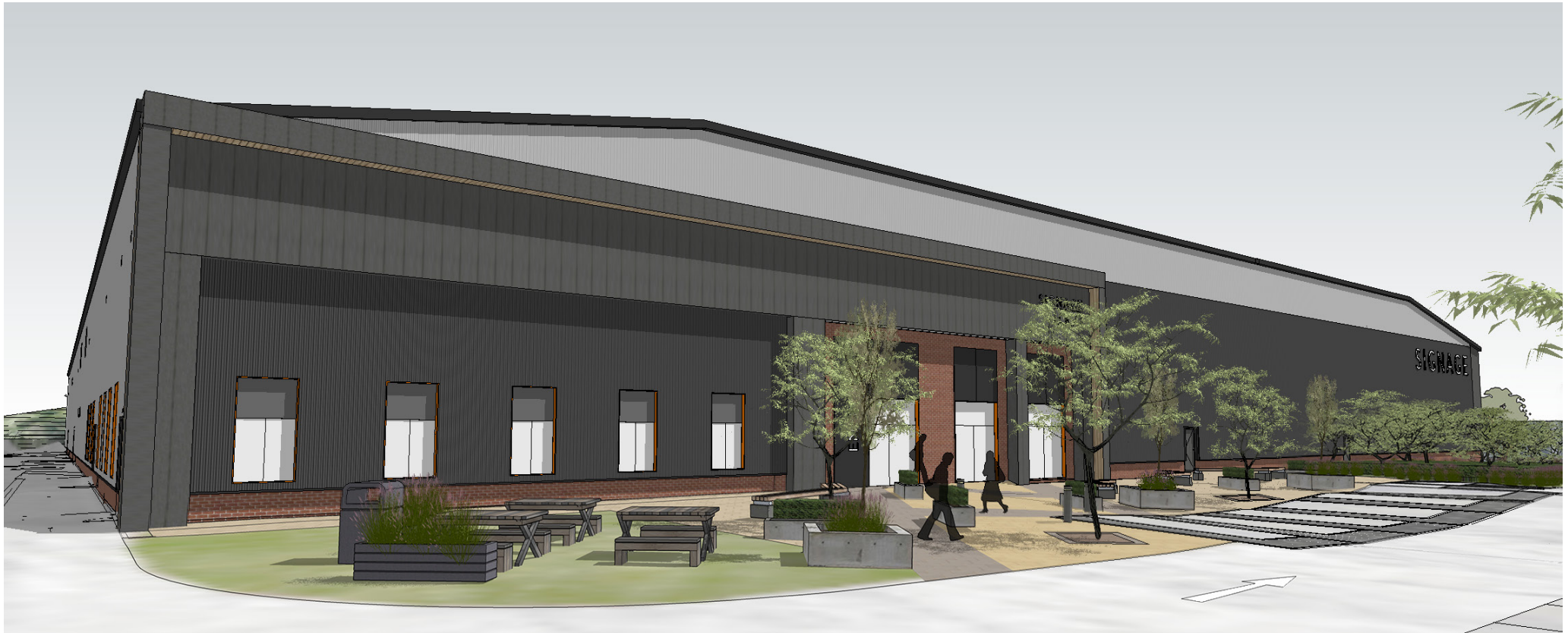
Waste will be collected from the proposed external bins stores and dedicated refuse storage areas will be clearly marked out internally within the warehouse. The tenant will be responsible for arranging their own collections. All waste should be appropriately sorted and recycled. Vehicles will access to the site for refuse collection from both the northern and western access points.

5.3 Signage

The location of signage has been considered in this proposal, to ensure they are integrated into the overall aesthetics the proposed refurbished/ extended building.

Dedicated site/tenant signage, if necessary will be submitted as a formal Consent to Advertise application as and when details are finalised by the tenant.

Section 5.0 Access & Security



5.4 Security

The design team has considered crime risk as an inherent part of the redesign of the extended building.

The site is currently protected by a combination of paladin and palisade fencing approximately 2.2m high in addition to the natural protection offered by the heavily landscaped verges.

The security fence surrounding the existing site will largely be retained as existing with minor repositioning changes ie to surround the perimeter of the northern bin store and relocated to enclose the site following removal of the northern access road.

The existing vehicle control arms located to the north and west access road are to be maintained, these prevent any undernourished access to the unit when the site is not operational. The existing CCTV security system will also be maintained and expanded to include the building extension.

The redesigned building layout creates an active frontage to the car park with clearly defined entrances. This places the entrance to the building in a clearly visible location and in a position that enables natural surveillance.

Landscaping will be maintained and managed, kept at a suitable height to promote natural surveillance of all areas around the building.

These features, together with daytime and evening surveillance provided by the presence of security and staff will help ensure that the opportunities for crime is minimised throughout the lifetime of the development.

Section 6.0 supporting information

6.1 Drawings

The following drawings form part of the planning application.

L100_127	Existing Site & Demolition Plan	Rev D
L101_127	Existing Floorplans	Rev B
L102_127	Existing Elevations	Rev A
L103_127	Existing Elevations	Rev A
L104_127	Existing Sections	Rev A
L105_127	Existing Aerial Views	Rev A
L106_127	Existing Topographical Survey	Rev A
L107_127	Site Location Plan	Rev B

P100_127	Proposed Site Plan	Rev E
P101_127	Proposed Floorplans	Rev D
P102_127	Proposed Elevations	Rev C
P103_127	Proposed Elevations	Rev C
P104_127	Proposed Sections	Rev C
P105_127	Proposed Landscape Plan	Rev E
P106_127	Proposed 3D Views	Rev C
P107_127	Proposed 3D Views	Rev C
P108_127	Proposed Bin Store	Rev C

6.2 Supporting documentation

The following documents form part of the planning application:

Delta Simons

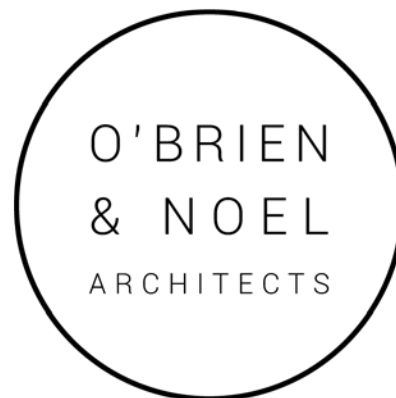
Combined Arboricultural Impact Assessment and Method Statement
Arboricultural Survey
Air Quality Assessment
Biodiversity Net Gain Assessment
Ecological Impact Assessment
Energy and Sustainability Assessment
Flood Risk Assessment and Drainage Strategy
Preliminary Geo-Environmental Risk Assessment
Geo-Environmental Risk Assessment
Noise Impact Assessment

Vectos

Transport Statement and Travel Plan

Crookes Walker Consulting

Utilities Report
M&E Services Condition Report



telephone // (+44) 0151 528 2211

If you would like any further information regarding the services we
can provide, please do not hesitate to get in touch.

email // contact@obriennoel.com

website // obriennoel.com/