

Design and Access Statement

for

**Erection of one b2 industrial building and
one b2/b8 industrial building**

at

**Land off Hanson Close
Middleton
Greater Manchester**

client

MSM

October 2022

1.0 General

This statement has been prepared to accompany an application for full planning permission to Rochdale Borough Council for the erection of a new b2 industrial building and a new b2/b8 industrial building at Land Off Hanson Close, Rochdale, Greater Manchester.

The statement should be read in conjunction with the following drawings by Campbell Driver Partnership:

- existing topo survey - 22.135.001A
- proposed site layout - 22.135.002D
- proposed floor plans - 22.135.003B
- proposed elevations - 22.135.004C
- proposed floor plans units 1-3 - 22.135.005C
- proposed elevations units 1-3 - 22.135.006C
- proposed site sections - 22.135.007A

2.0 Site

2.1 Location

The site is located off Hanson Close adjacent to the River Irk. The site is shown by a red outline on drawing.

2.2 Site History

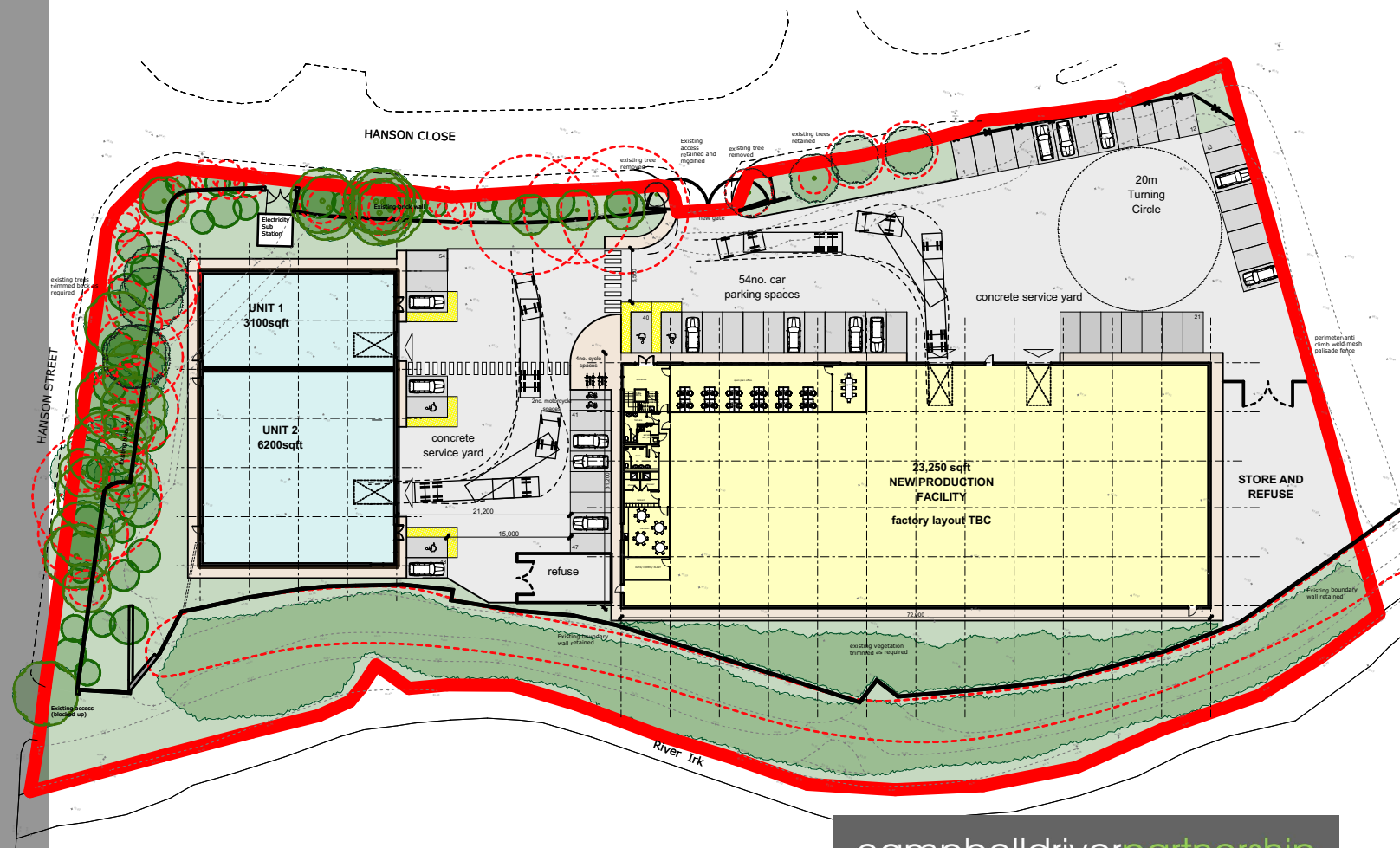
The site is currently vacant but was originally a mill in the early 1900's. It has since been occupied by a depot consisting of 3 small buildings and a substation. The depot and substation were all removed by 2014.

3.1 Existing usage

The site is currently vacant brownfield land featuring demolition material from previous site uses.

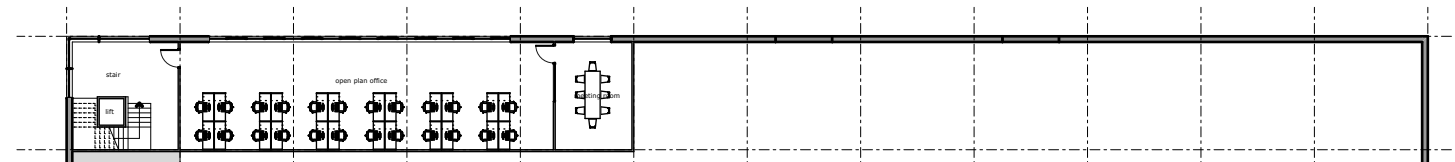
3.2 Proposed usage

The proposed usage of the land will be for a new b2 production building for MSM aerospace. It is intended to be an expansion of their current facilities on the land adjacent across the River Irk. As well as this new facility a second B2/ B8 building will be constructed which will split into 3 units for additional other future businesses.

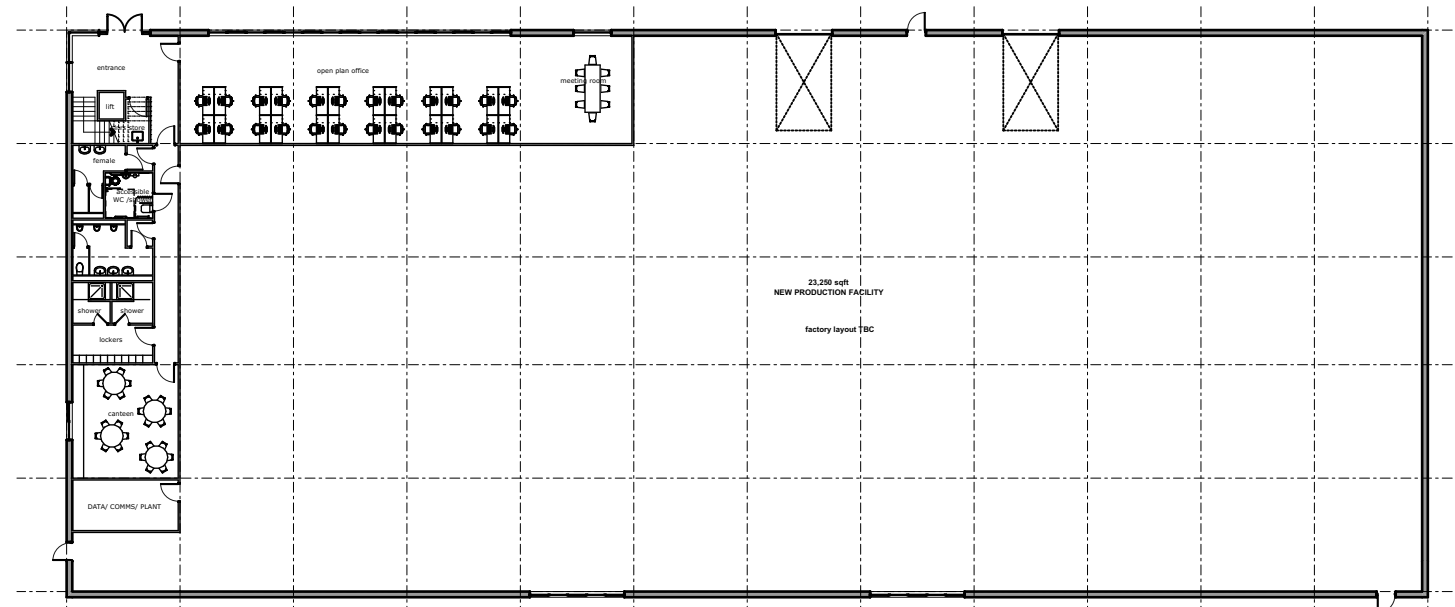


4.0 Layout

The layout of the primary new MSM facility will consist of a feature glazed entrance opens into the entrance/ stair core. from this the remaining rooms branch in an L shape configuration with open plan offices across the northeastern side of the unit and access to toilets, shower facilities and a canteen for production floor staff along the north western side. above the ground floor offices there is secondary office space of a similar configuration accessed by the stair core. The remaining space of the unit is dedicated to the production facility providing a large space with 3 sectional doors for easy access.



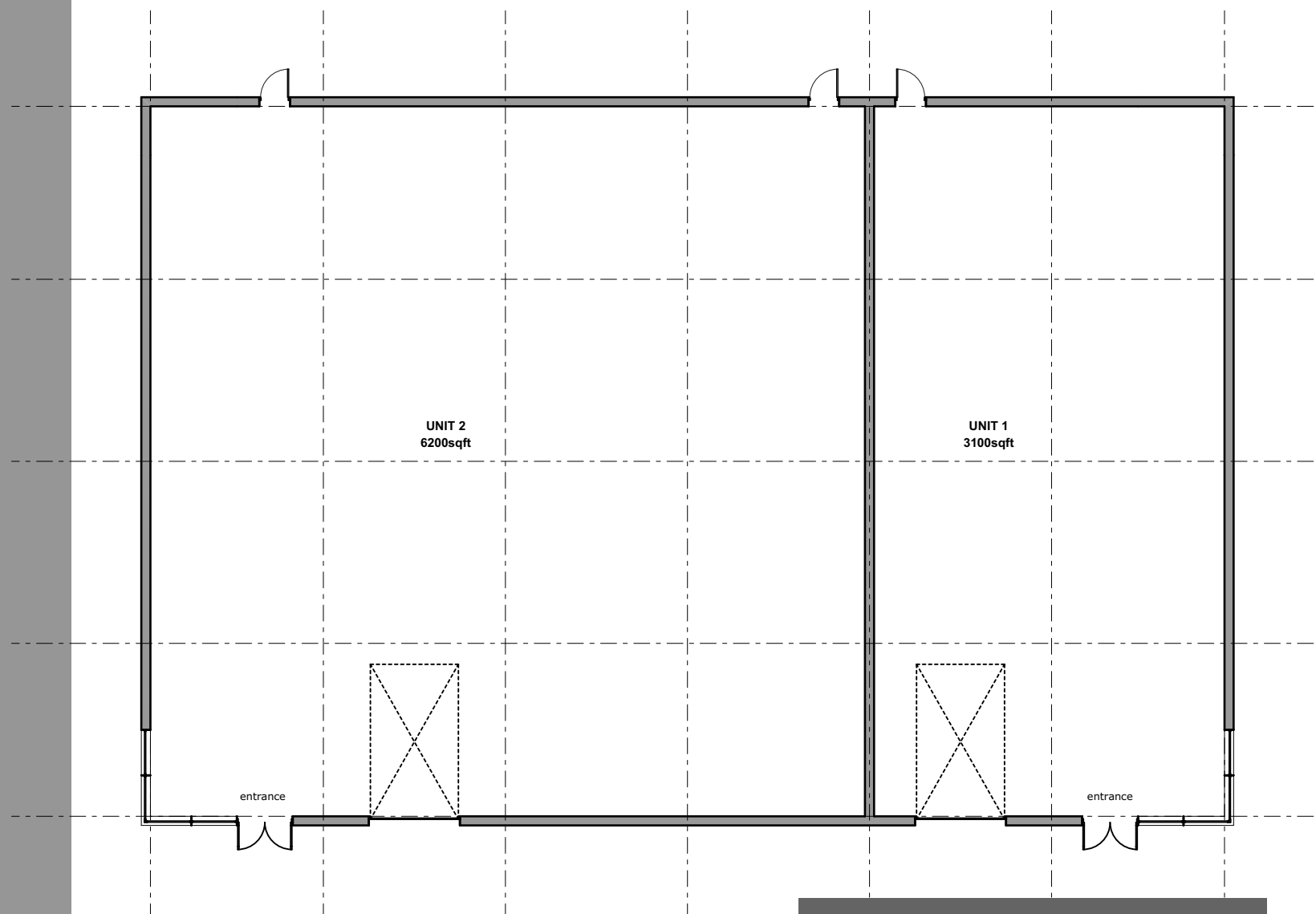
First floor layout



Ground floor layout

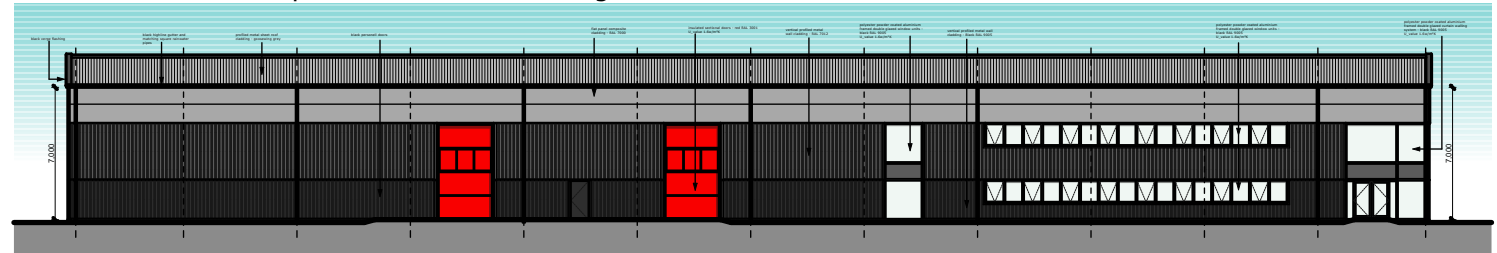
4.0 Layout

The smaller B2/B8 building is simple in layout and form which reflects its use. The building provides 9,300 sqft internal space split over 2 separate units to provide storage space for starter businesses and ancillary storage for MSM.

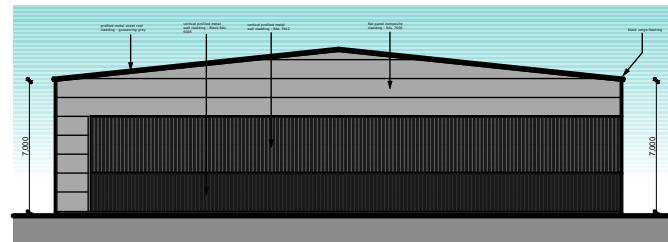


5.0 Appearance

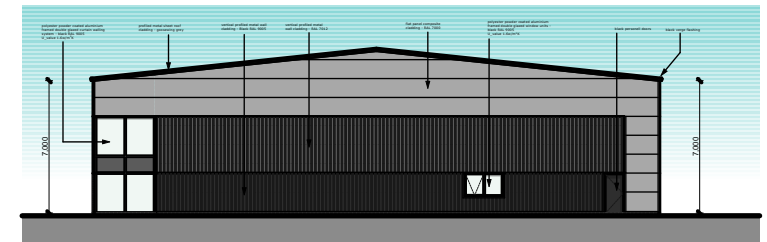
The main MSM building will be a large portal framed unit clad in a combination of profiled and flat panel cladding. The cladding will transition from black at ground floor level to the light goosewing grey at the eaves to give the building a modern and cost-efficient look. The entrance and meeting room areas are defined by large black aluminium framed curtain walling to provide a focal point to the corner of the building. To cut through the shades of grey and black featured across the facade red will be used on the sectional doors to provide a more striking view on the north east elevation.



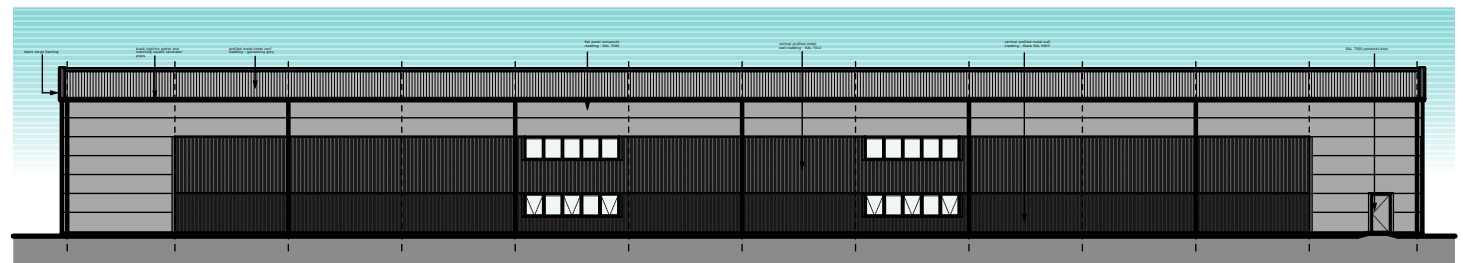
North east elevation



South east elevation



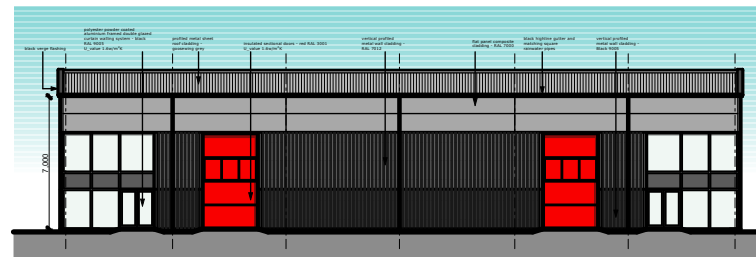
North west elevation



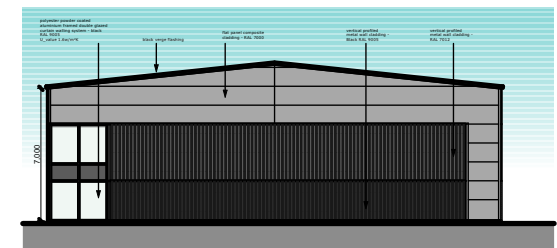
South west elevation

5.0 Appearance

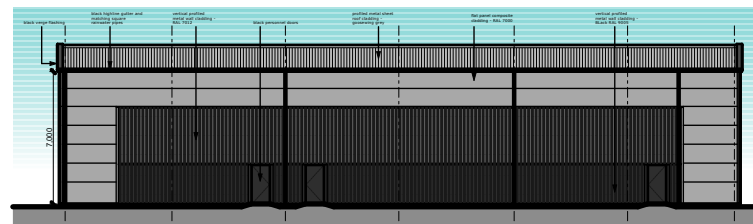
The second B2/ B8 building uses the same design principles as the larger MSM facility and uses a combination of profiled and flat panel cladding. The cladding has been designed to use the same colour scheme and pattern. The entrances will be defined by the feature curtain wall glazing. Large sectional doors break up the principal elevation and provide access, for continuity with the MSM facility these are red. The use of the same cladding colours and specification hopes to provide a cohesive development across the site



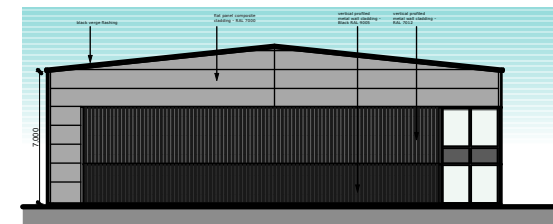
North east elevation



North west elevation



South west elevation



South east elevation

6.0 Scale

Both buildings will be of a similar size and scale as that of the surrounding industrial area. The immediate surrounding area is of units that are approximately 5-6m to the eaves and are typically starter units. While the units proposed are 7m to the eaves they are set back from Hanson Close considerably ensuring that they do not unintentionally dominate the area.



View along Hanson Close



View of existing access



View along Hanson Street

7.0 Crime Prevention

Situational crime prevention measures have been implemented into the design in the form of target hardening to reduce the opportunity for crime to be committed and include:

Locking doors and windows
Security fencing
Security alarms
CCTV
Robust anti vandal materials

All doors on the new buildings will be built to be security rated and complying with the standards of PAS 24/2016

The principles of secured by design and crime prevention through environmental design (CPTED) have been implemented to give a holistic site wide approach to security and crime prevention

These include:

Physical security - setting standards of physical security for each property and its boundaries

Surveillance - designed to achieve maximum natural surveillance without compromising privacy

Access/ egress - designed to include the minimum number of access/ egress points

Territoriality - ensure the space has a clearly defined ownership, purpose and role

Management and maintenance - ensure a programmed management system is in place to maintain the area including the removal of litter and graffiti

The following concepts have been used at design stage to ensure security is built into the design.

- (a) site and building access points should be well over looked by the main building or adjoining premises;
- (b) the core facilities should be positioned to promote community interaction and reduce the fear of crime;
- (c) the built environment should be of a quality that helps to instil a sense of pride and ownership by the building occupants; and
- (d) detailed and appropriate master planning that incorporates security requirements, and will result in more effective and economical security and management practices.

7.0 Crime Prevention

Access and egress to and from the site and buildings is from a single overlooked central point and allows control measures to be put in place. PIR security lighting will be installed on the building to deter intruders

1.8m high weld mesh anti climb security fencing has been specified to the exposed perimeter of the site.

Car parking has been designed

- (a) large enough to accommodate the number of vehicles used by staff, visitors, and tenants;
- (b) surface should be tarmacadam or similar;
- (c) easily accessible from the site's boundary to include clear signage, where necessary;
- (d) provide designated parking areas for motor cycles and pedal cycles complete with secure frames to which the cycles can be secured, and adequate in number to encourage the use of cycles rather than cars;
- (e) well lit
- (f) be located within close proximity to occupied buildings to allow for natural surveillance. Where the car park is located a 'distance' from occupied buildings, soft landscaping should be limited, shrubs and hedges should have a maximum growth height not more than 0.75m to 1m;
- (g) car parking bays should be clearly laid out and in straight lines to aid surveillance between parked vehicles;
- (h) pedestrian access to the main building entrance should be segregated from the vehicle access to the site car park;
- (i) landscaping should be limited to hard landscaping features. Flower beds and planted shrubbery should be avoided since these can be abused and lead to the creation of desire routes;
- (j) where trees are located within car parks they should be 'crown raised' (minimum height of 2.2m above ground level) to aid surveillance throughout the car park; and
- (k) pedestrian routes across car park roads should be clearly marked as such

Any external cycle parking should include cycle stands that allow for the locking of both the wheels and the crossbar. The stands should be Level 2 Secured by Design Security Rated.

8.0 Landscaping

The proposal will include minimal changes to the existing landscaping due to the building being erected primarily across the existing yard. The site layout has been arranged to avoid needing the removal of trees around the site. The only trees being removed will be those allocated category U on the tree survey and a category C3 and a C2 tree to allow for the access to be amended.

9.0 Access

Vehicular access will be from the existing site access. The access will be modified to suit the required standards for vehicles to access the units. The yard to the smaller units will be a min of 18m allowing for adequate goods vehicles access while the larger MSM unit will feature a min 20m turning circle allowing for easy access for hv's.

10.0 Sustainability

The proposed development will be designed in accordance with the Building Regulations Approved document L2a and will meet the fabric U-values set out therein for thermal performance and energy efficiency and will be constructed in accordance with the SBEM calculations for energy performance.

Renewables will be considered where required to reduce the energy consumption of the development once in operation along with focusing on the air tightness of the buildings to reduce the requirements for space and water heating.

10.0 Summary

The main building will provide the required expansion space for MSM enabling them to increase their production capabilities as well as their employment capacity for the local area. The additional units in the secondary building will also provide a significant amount of flexible space for smaller business within the area. Both units have a modern design with materials reflecting that of the surrounding units and makes use of the existing tree and planting coverage to reduce the visual impact of the units from the surrounding streets and the River Ire.