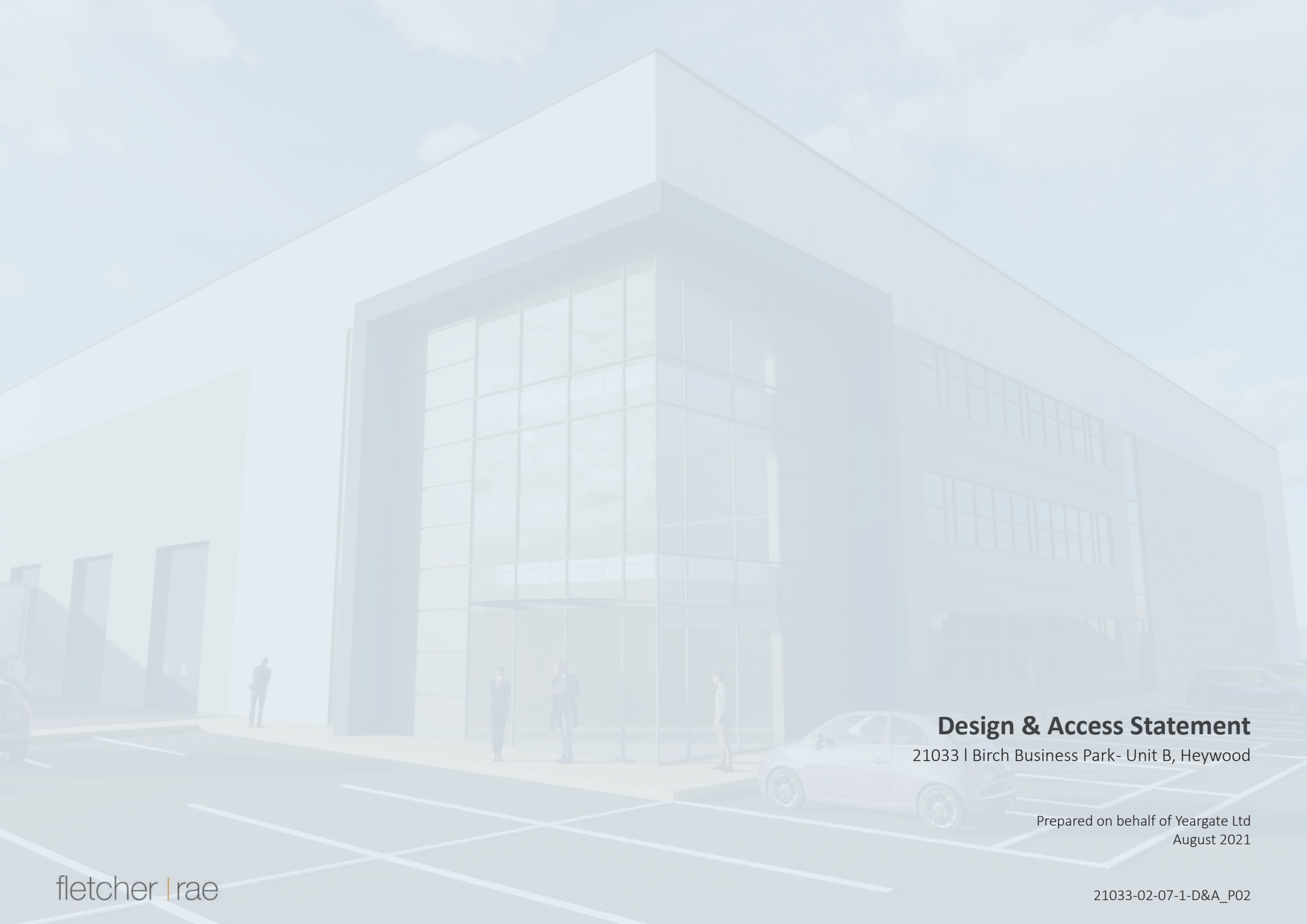




Design & Access Statement

21033 | Birch Business Park- Unit B, Heywood

Prepared on behalf of Yeagate Ltd
August 2021

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OBJECTIVES

This Design & Access Statement has been prepared by Fletcher-Rae (UK) Ltd in support of the full planning application for use Classes E(g) (a – offices, b – research & development, c – light industrial), B2 (General Industrial) and B8 (Storage & Distribution) along with access and associated landscaping submitted by Yeargate Ltd in relation to one parcel of land at the south of the Birch Business Park.

The document explains how the consultant design team have developed design proposals that aim to bring positive growth to the area and set a precedent for the quality of future development in Heywood and the wider area.

It will further set out to describe how the proposal sits and respond to the immediate surrounding site context, the extent of the scheme and the relationship with neighbouring areas.

1.2 DESIGN TEAM

The proposals have been developed following a detailed analysis of the site, its context, surroundings, and outline planning permission attained on the site for a previous scheme (ref. 16/01455/OUT).

Client:
Yeargate Ltd

End User:
Restore PLC

Architect:
Fletcher Rae (UK) Ltd

Planning Consultant:
WSP

Landscape:
Urban Wilderness

Civil Engineer:
Ridge

Quantity Surveyor:
Warrington Martin

Planning Authority:
Rochdale Borough Council

1.0 INTRODUCTION

1.3 BACKGROUND

Birch Business Park was originally established as an MOD Maintenance Unit during the Second World War. It stored supplies and maintained equipment, including repairing damaged aircraft. Post war, the site was taken over by the Philips Pension Fund and used as a haulage depot.

Yeagate Ltd, the current owners and applicant, acquired the site in February 1985. Since then the site has undergone a continued but gradual redevelopment to satisfy changing commercial requirements and adapt to the market accordingly.

1.4 RESTORE PLC

Restore is the UK's leading provider in integrated information and data management, technology recycling, and commercial relocation services.

Providing physical and virtual data storage, digitisation and automation of data, secure data erasure and destruction, relocation and IT recycling services, Restore's mission is to be the most trusted environmentally responsible provider to the private and public sector.

Restore have recently moved into unit D on site with the intention of creating a concentrated business hub within the Birch Business Park. This serves to be a mutual beneficial arrangement with the wider area benefiting from gaining the business of a nationally acclaimed company while Restore have the opportunity to create a considered hub of commerce in conterminous plots within the business park.

Thus, unit B has been designed to accommodate the needs of Restore, with a large, well-proportioned floor plan, generous yard space and increased building height to suit.

Restore PLC have acquired and conglomerated a plethora of established companies throughout their existence, resulting in a robust umbrella of companies and services. This development provides Rochdale/Heywood the opportunity to bring such business into it the area and flourish.

1.5 SCOPE OF APPLICATION

The application which this document supports seeks to obtain full planning permission for the proposed development of Unit B at Birch Business Park which includes the demolition of existing units B and G and the erection of the new unit B in their place.

New service yards and hard standing will be provided to the new unit. The proposals include modifications to the existing road layout within the industrial estate to clearly define the access routes and service yards of both the existing units and proposed new development.

2.0 CONTEXTUAL ANALYSIS

2.0 CONTEXTUAL ANALYSIS

2.1 LOCATION

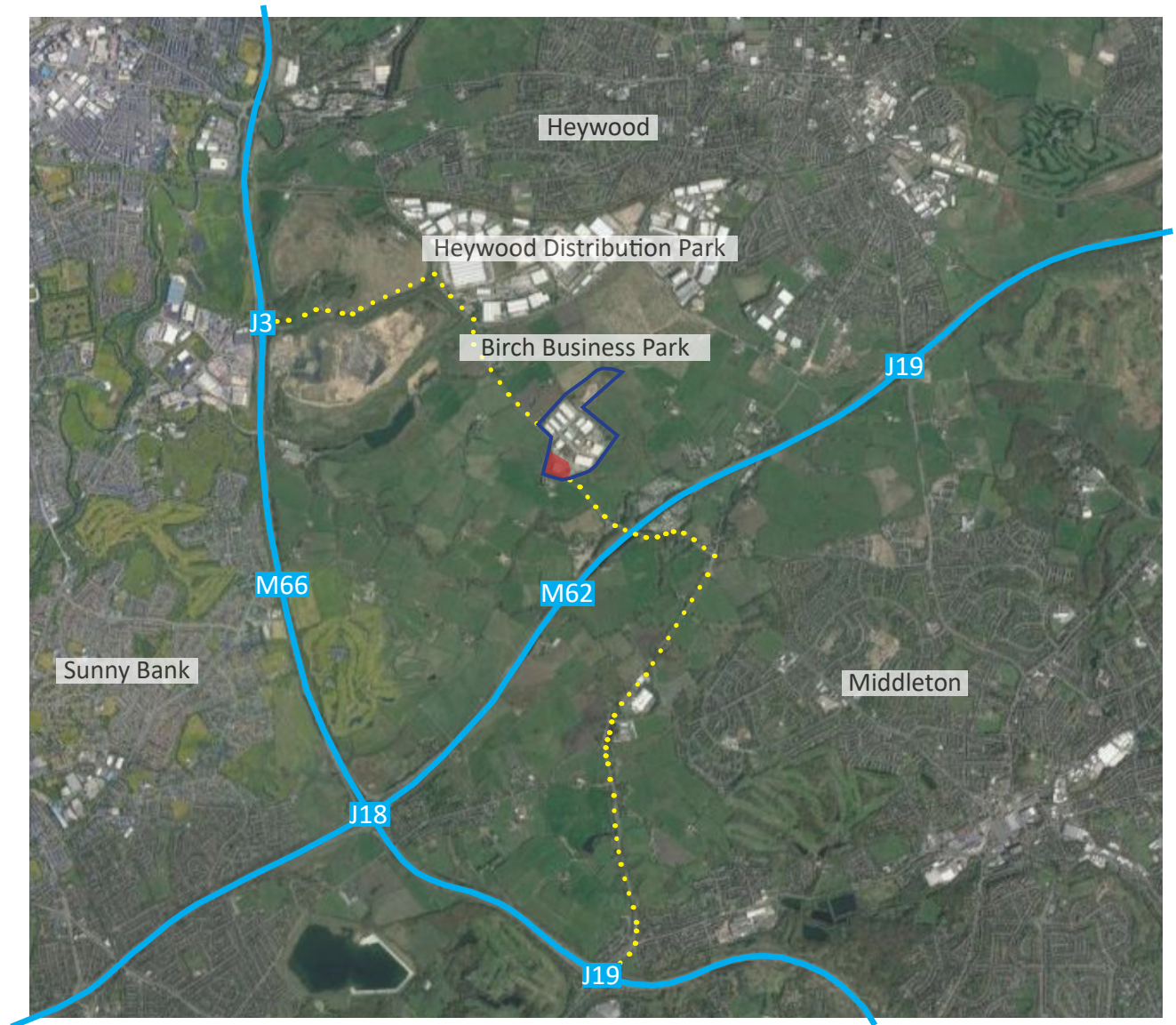
The Business Park is located on Whittle Lane near Heywood. The site has good links to the motorway network being in close proximity to the M62, M60, M66 and the wider motorway network.

The area immediately surrounding the site is predominantly open and rural in character and is designated as green belt.

Birch Business Park has a long history as an employment site and is located approximately 700m from Heywood Distribution Park. The towns of Heywood and Middleton are close by with the centre of Manchester located a few miles to the south.

The proposed development site is approximately 2.47ha (6.11acres) in size and forms part of the larger Birch Business Park which totals approximately 15.6ha (36.8 acres) in size. The business park is currently made up of a number of buildings of varying age and size, with the majority having B2 (General Industrial) or B8 (Storage and Distribution) consent.

The units across the site range in size from 366m² (3,935 sqft) to 6,947m² (74,780 sqft), with a range of building heights from 3.8m to 14.8m to ridge. This range of unit sizes provides premises for businesses ranging from distribution to manufacturing.



2.0 CONTEXTUAL ANALYSIS

2.2 SITE CONTEXT



View 1 illustrates the site looking south on Moss Hall Road adjacent to the new Unit A site. Under access way. Mature tree planting to the site boundary from the road way.



View 2 illustrates the site looking south east on Moss Hall Road bend toward Unit B boundary. The site boundary is well screened from the road way.

2.0 CONTEXTUAL ANALYSIS

2.2 SITE CONTEXT



View 3 illustrates the site looking North West on Whittle Lane toward Unit B southern boundary. The site boundary is well screened from the road way.



View 4 illustrates the view North West further along Whittle Lane with clearly defined existing vegetation to South East Boundary.

2.0 CONTEXTUAL ANALYSIS

2.3 PLANNING POLICY

Significantly, the area around Birch Business Park is designated as Green Belt. The purpose of such areas, as defined in planning policy, is to restrict urban sprawl and safeguard the open countryside from encroachment.

Planning policy at both National and Local level, including Rochdale Borough Council's Unitary Development Plan (UDP), have been important in defining the approach taken in developing the proposals for Birch Business Park.

The relevant 'access' related policies of the Rochdale UDP are as follows:-

Policy A/2 – Accessibility Hierarchy

Policy A/3 – New Development - Access for Pedestrians and Disabled People

Policy A/4 – New Development – Access for Cyclists

Policy A/5 – New Development – Access for Bus Services

Policy A/7 – New Development – Access for Service Vehicles

Policy A/8 – New Development – Capacity of the Highway Network

Policy A/9 – New Development – Access for General Traffic

Policy A/10 – New Development – Provision of Parking

Policy A/11 – New Development – Transport Assessments

Rochdale Core Strategy (CS)

SO1 To deliver a more prosperous economy

G2 Energy and new development

E2 Increasing jobs and prosperity

E3 Focusing on economic growth corridors and areas

P1 Improving image

P2 Protecting and enhancing character, landscape and heritage

The National Planning Policy Framework published February 2019 refers to;

Building a strong, competitive economy

Paragraph 80 encourages a strong, competitive economy where:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”

The stated policies have been taken into account in designing the proposed development and a more detailed analysis of how the proposed development accords with access-related and other policies contained within the UDP documents is contained within the supporting Planning Statement.

3.0 SITE ANALYSIS

3.0 SITE ANALYSIS

3.1 EXISTING BUILDINGS

The proposed development would require the demolition of two existing buildings which have been identified through the project brief and the exploration of different design options carried out as part of an extensive feasibility study.

The lease for Unit G has an agreement to surrender signed for end on 30 September 2021. The lease for Unit B, with Restore PLC, has a break that can be exercised with one month's notice and is expected to be exercised in March 2022 when Restore have vacated into the new Unit D.



3.0 SITE ANALYSIS

3.2 Unit B

Unit B is a large industrial-type structure, providing approximately 3,791m² (40,803qft) gross internal floor areas. It is clad in green profiled metal cladding. This unit is situated behind Unit A & C.



View 1



View 2



View 3

3.3 Unit G

This small unit is located close to the southern boundary opposite Unit B, providing approximately 726m² (7,819qft) gross internal floor areas. It is clad in green profiled metal cladding.



View 1



View 2 (PORTACABIN HAS SINCE BEEN REMOVED)



View 3

3.0 SITE ANALYSIS

3.4 EXISTING SITE PLAN

Existing GIA (Units B & G) - 48,663sqft
(4521sqm)



3.0 SITE ANALYSIS

3.5 PLANNING HISTORY

The continued development of Birch Business Park to meet the changing needs of the industrial market is demonstrated through the range of planning applications that have been submitted over time. These applications cover a variety of proposals including applications for new units, extensions to existing buildings, signage and change of use. Some recent applications which are relevant to the proposed development include;

02/D40242, May 2002

2no new build Units (Units 1&2) and provision of car parking and service yards
Application Approved

07/D49305, April 2007

Extension to Unit 1 including creation of a small service / loading area
Application Approved

11/D54185, Apr 2011

New gatehouse, New B2/B8 Unit and extension to existing Unit 1 combined with modifications to service roads.
Application Approved

12/D55325, Apr 2012

Minor Material Amendment to above application (11/D54185) to meet specific tenant requirements.
Application Approved

12/55891/FUL, Sep 2012

1no New B2/B8 Unit (Unit L) and provision of car parking and service yards.
Application Approved

14/00827/FUL, Nov 2014

Alternations to Unit 1 to meet specific tenant requirements.

Application Approved

15/00212/FUL, Apr 2015

Erection of a 45m high wind turbine with associated infrastructure
Application Approved

20/00955/FUL, Aug 2020

Retrospective demolition of Unit D and erection of a B2/B8 warehouse unit with ancillary B1(a) office space including ancillary office, parking and servicing areas, associated works and infrastructure
Application Approved

4.0 DESIGN PROPOSAL

4.0 DESIGN PROPOSAL

4.1 DESIGN STRATEGY

The development would continuously build upon the existing strengths and successes of Birch Business Park and create an environment that is commercially and visually attractive.

In the last five years, the site layout of Birch Business Park has been continuously improved during the regeneration of the site. The proposed site layout follows the strategy of the current site infrastructure which has determined the position and orientation of the proposed new unit.

The site layout would eliminate combined service yard / service road, that Unit B would be provided with a designated service yard and car parking area that provide separation between service vehicles and motor cars.

The existing soft landscape would be retained where possible and enhanced with new trees and planting used to form screening around the new units and service yards.

4.0 DESIGN PROPOSAL

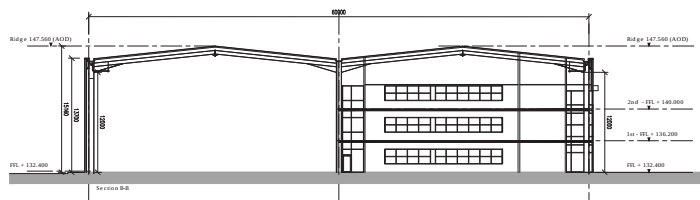
4.2 SCALE AND MASSING

To meet current and institutional distribution needs the new Units B building footprint would be in an approx. to 2:1 ratio with minimum 12 metres to u/s of haunch.

This strategy would help to ensure the existing hierarchy is maintained. Consideration has also been given to planning policy to ensure the proposed unit is appropriate to the context as an existing developed site within the Green Belt.

Building Height

The clear internal height to the underside of haunch is proposed at 12m which would give a ridge height of 15.161m. The finished floor level of this unit would set at 132.40, resulting in a ridge level of 147.56m.



UNIT B PROPOSED SECTION



4.0 DESIGN PROPOSAL

4.3 PROPOSED SITE PLAN

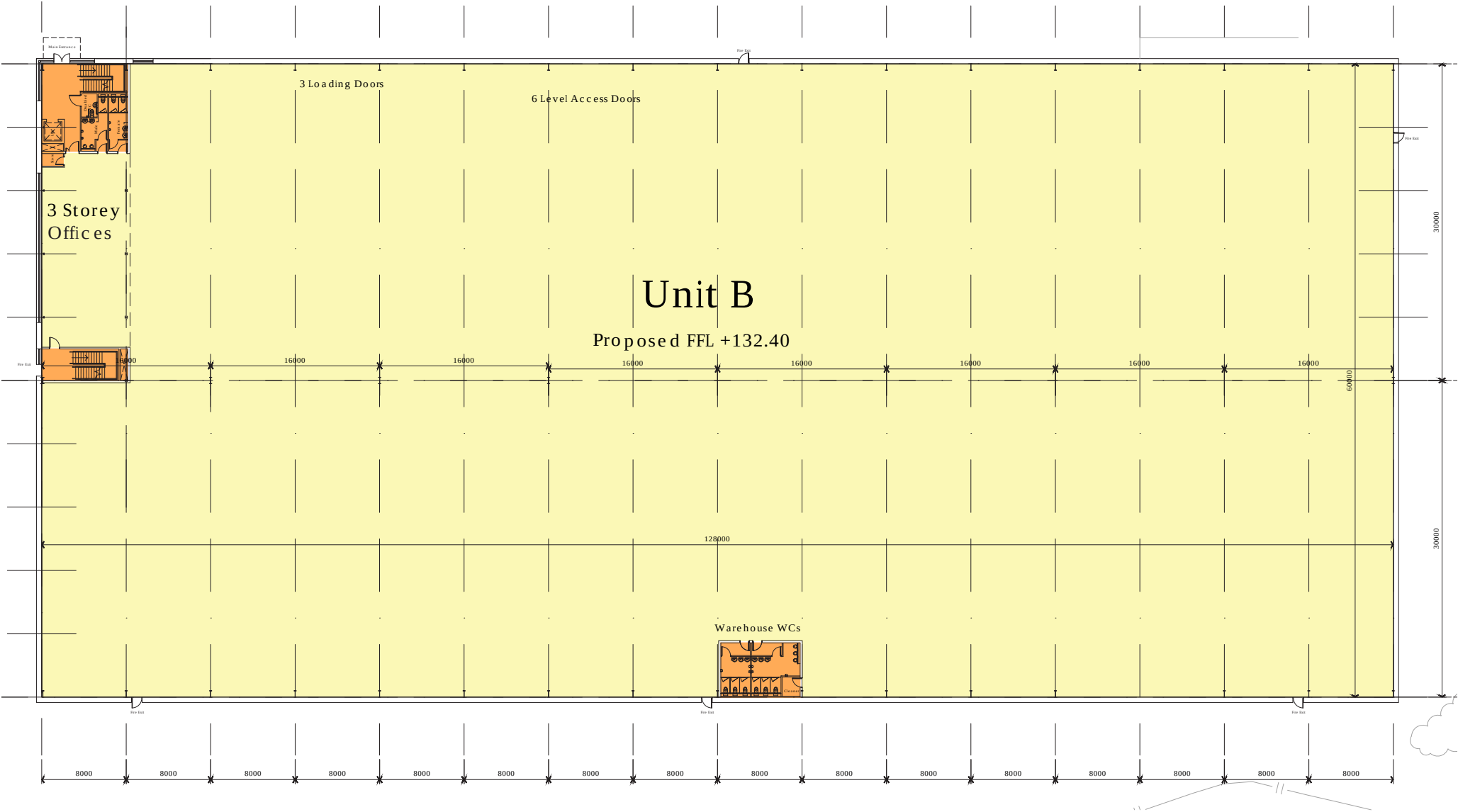
Proposed GIA - 87,762sqft
(8,153sqm)

- Erection of a an industrial unit (Use Classes B2/B8 with ancillary Class E(g)) comprising floorspace 8,153 sq.m (including mezzanines) with access, service yard, car park, pedestrian link with existing building and associated works
- Provision of full length service yard to primary elevation
- The site will provide 89 car parking spaces including 5 accessible spaces
- Designed to integrate with local developments
- Pedestrian and cycle links within the site as well as 12 bicycle spaces provided.
- Responsibly sourced materials designed to reduce on site waste, construction time, and aid the buildings integration into the site.
- Compact site arrangement to retain as much existing landscaping / planting as possible.



4.0 DESIGN PROPOSAL

4.4 PROPOSED GROUND FLOOR PLAN

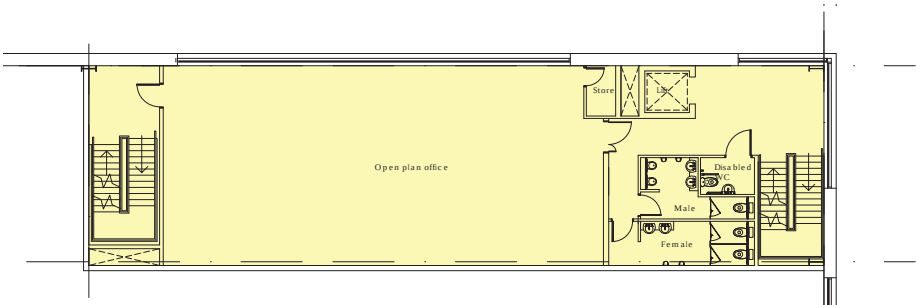


4.0 DESIGN PROPOSAL

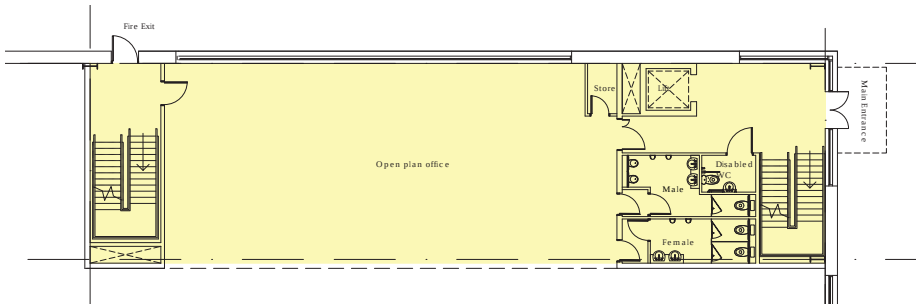
4.5 PROPOSED PLANS



PROPOSED SECOND FLOOR OFFICE PLAN

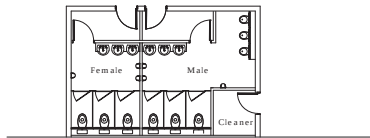


PROPOSED FIRST FLOOR OFFICE PLAN



PROPOSED GROUND FLOOR OFFICE PLAN

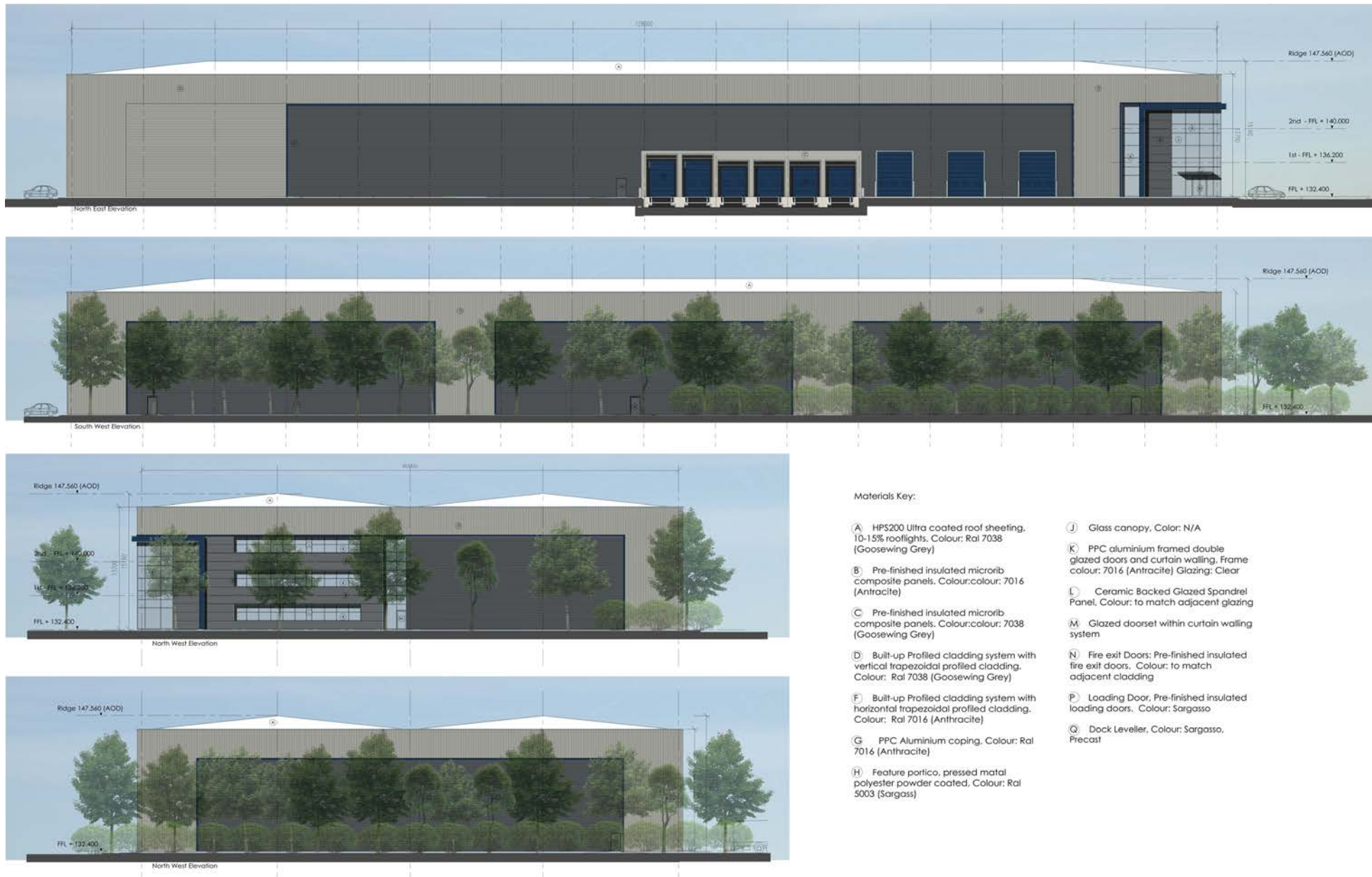
OCCUPANCY DESIGNED TO:
Occupancy numbers based on AD B table D1 - floor space factors.
Warehouse Area - 7427m² = 248 persons - minimum escape width - 850mm AD B table 2.3
Office area - 300m² = 50 persons - minimum escape width - 750mm AD B table 2.3
Based on 30 Sqm/Persons to Storage & Warehousing & 6 Sqm/Persons to Offices.
WC Provisions
Total Persons - 298 assume 60/40 split, 179 Male & 120 Female
Male - 6 wc 6whb, 6 unat.
Female - 9 wc, 9 whb



PROPOSED WAREHOUSE WC

4.0 DESIGN PROPOSAL

4.6 PROPOSED ELEVATIONS



4.0 DESIGN PROPOSAL

4.7 VEHICULAR ACCESS

Vehicular access to the site is from Whittle Lane/Moss Hall Road. The existing entrance provides 2 lanes for inbound vehicles and 1 lane for outbound. This separation allows for visitors and regular users to easily access the site and minimise the number of vehicles queuing to enter the site and avoids vehicles queuing on the highway.

The proposal seeks to improve vehicle circulation within the site by clearly defining the internal service roads. Clear separation of HGVs and cars is provided, with a clearly separated yard and car parking.

Consideration of Rochdale MBC's parking standards has been given in determining the required parking provision proposed for the unit.

Specific provision has been made for cyclists through the provision of safe, secure cycle storage in an easily visible and accessible location from the entrance of the site.

A Transport Statement forming part of the application submission looks in more detail at the implications that the development may have on the surrounding highway network.

4.8 PEDESTRIAN ACCESS

A controlled pedestrian route is proposed into the wider site and within the unit B demise— with access from the footpath adjacent to the main estate road. The main pedestrian access point sits on the north west elevation adjacent to the site entrance, providing a focused on route from the estate footpath to the office entrance.

The proposed layout provides the most direct pedestrian route from the footpath into the development site/building and avoids the need for the crossing of access roads and HGV routes.

4.0 DESIGN PROPOSAL

4.9 MATERIALITY

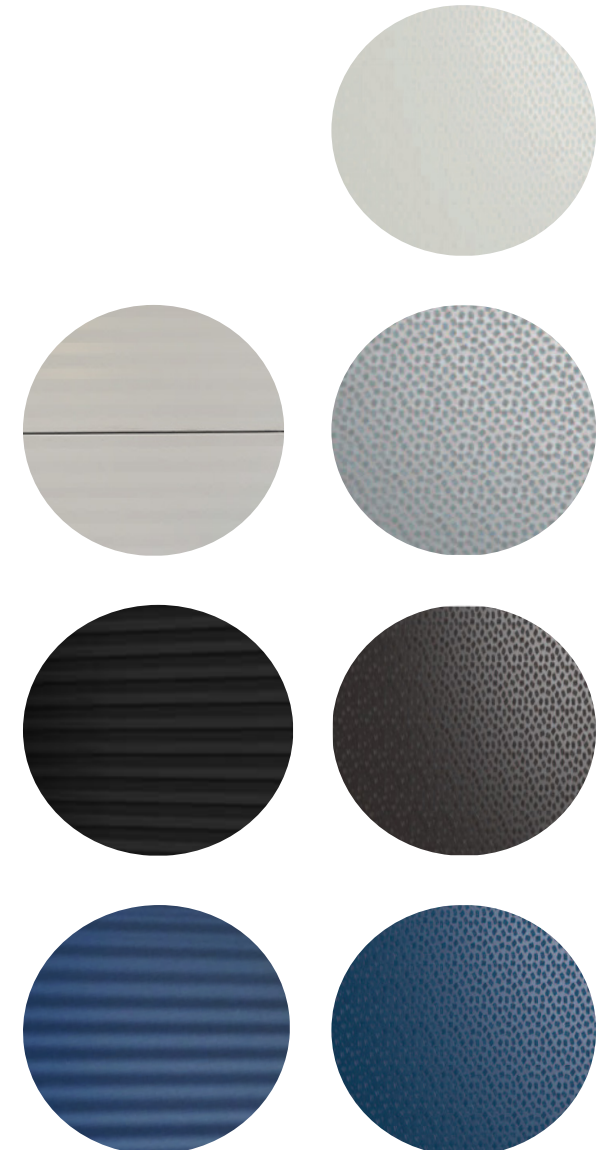
At present, a palette of materials has been established with the construction of Units 1 and 2, A and L. The proposed development would base on this palette of materials including blue and light grey profiled metal cladding. Additional colour would be introduced to the new units which would maintain a relatively neutral colour palette. These would define a contemporary visual image and maintain a coherent aesthetic across the business park. The materials would also provide a robust and durable finish that is appropriate to the site's use and context.

The proposals reflect contemporary design principles in creating a high quality warehouse/industrial building to provide for the requirements of a range of potential end users.

A combination of high quality materials are proposed with a distinctive pattern and texture to the key visible elevations all to reflect the building occupiers corporate brand whilst allowing individual tenants to express their own specific identity without detracting from a cohesive form.

A combination of Kingspan or similar micro-rib flat panel composite cladding will be used extensively to the main office areas and building corners combined with profiled built up cladding system arranged both vertically and horizontally to the long elevations to provide a modulated texture.

Roof construction to be a built up metal profiled cladding system.



4.0 DESIGN PROPOSAL

4.10 APPEARANCE



PROPOSED VISUAL 1 - VIEW TOWARDS BUILDING FROM SITE ENTRANCE

4.0 DESIGN PROPOSAL

4.10 APPEARANCE



PROPOSED VISUAL 2 - VIEW TOWARDS OFFICE FROM CAR PARK

4.0 DESIGN PROPOSAL

4.10 APPEARANCE



PROPOSED VISUAL 2 - VIEW TOWARDS OFFICE FROM CAR PARK 2

4.0 DESIGN PROPOSAL

4.10 APPEARANCE



PROPOSED VISUAL 3 - VIEW TOWARDS OFFICE FROM CAR PARK 3

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.1 INTRODUCTION

This section considers the amenity of potential visual receptors, i.e. people with a view over or towards the site. The assessment identifies a representative sample of receptors in order to evaluate the potential effects of development across the area.

The assessment goes on to determine the sensitivity of each receptor, the nature of their views, and the magnitude of change predicted within their view by using selected representative viewpoints for each receptor. The viewpoints shown are selected to give a representation of the area's overall visual resource. While not exhaustive, they clearly illustrate the extent of visibility that the site is afforded to the associated receptors.

All views were taken from the ground, during clear conditions on 24th March 2020. Vegetation was not in leaf representing the worst-case screening effects during winter months. Selected viewpoint locations have been determined through a dialogue with the Council and client, whilst using the ZTV and professional judgment on site.

5.2 METHODOLOGY

Fletcher Rae Architects was commissioned by Yeargate Ltd to undertake Illustrative Landscape Photo-montages for the proposed Unit D industrial development at Birch Business Park. The photography within this report was taken during a site visit on 24th March 2020 in clear weather conditions and good visibility. All UW photographs were taken with a Nikon D7200 DSLR using a 35mm focal length. All photographs have been prepared in accordance with the Landscape Institute's TGN 06/19 Visual Representation of Development Proposals (September 2019).

The photo-montages shown in this document are scaled and measured using a 3D Model and proposed topographical information provided by Powers and Tiltman Ltd. These photo-montages are illustrative and the purpose is to give an accurate representation of the scale and massing of the proposed development. It should be clearly noted that these photo-montages are non-verifiable.

The model used to as part of the photo-montage production process incorporates

the revised building heights, ground levels and the land-form within the Red Line Boundary. The agreed viewpoints have then been located and matched with the same aspect as the Viewpoint Photography.

A raster image has then been exported and this image has been overlaid with the Viewpoints Photography. Finally the photography has been altered in Adobe Photoshop to both remove any vegetation associated with the construction of the proposed development and render building façades. Photo-montages are based upon the latest drawing information (August 2021), also provided by Fletcher Rae Architects.

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

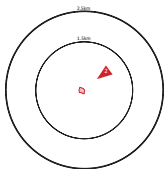
VIEW 2 - STOCK NOOK



EXISTING



PROPOSED



Location: PRoW FP142 / Stock Nook

Elevation: 118m AOD

Distance: 0.85 Km

Direction of View: South West

Receptor Type: PRoW / Resident

Type of View: Partial View

Sensitivity to Change: Medium for PRoW users and residents of Stock Nook due to the existing presence of industrial buildings

Magnitude of Change: Low Adverse

Significance of Change: Slight Adverse

Viewpoint Description: The viewpoint is taken to represent users of PRoW FP74 and residents living at Stock Nook.

PRoW FP74 forms part of a network of footpaths that run through the Green Belt to the east of the site. The network provides pedestrian access through fields, connecting Heywood Distribution Park in the north to urban areas of Heywood and onto Middleton in the south. Paths in this location are, overall undefined. Public footpaths running adjacent to Stock Nook are overgrown with scrub and nettles rendering them inaccessible. As access to PRoW FP142 was inaccessible, the viewpoint photo is taken from within the curtilage of Stock Nook and represent an accurate reflection of changes that will occur to residents from their garden and an indicative reflection of changes to receptors using the PRoW directly north of the Stock Nook properties.

Extent of View to Site: Due to the relatively close proximity of Birch Business Park, upper parts of buildings within the site are visible and form part of the character of the immediate landscape. Views of large buildings and tower cranes are viewed across fields that have hedgerows, trees and shrubs that offer provide filtering and screening in views from Stock Nook. Further north along PRoW FP142, the boundary planting gives way which reduces the amount of close-range screening, although mid distance shrubs, hedges and trees at field margins within the Green Belt offer screening and filtering.

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

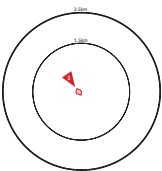
VIEW 3 - MOSS HALL ROAD



EXISTING



PROPOSED



Location: Moss Hall Road
Elevation: 121m AOD
Distance: 0.5 Km
Direction of View: South East
Receptor Type: Road User

Type of View: Partial View
Sensitivity to Change: Low
Magnitude of Change: Low Adverse
Significance of Change: Slight Adverse

Viewpoint Description: The viewpoint has been selected to describe the approach to Birch Business Park as experienced by road users travelling south-east along Moss Hall Road.

Extent of View to Site: Moss Hall Road runs from Pilsworth Road in the north to the entrance of Birch Business Park. As drivers travel south the topography rises from 109m OAD at the junction of Pilsworth Road to 131AOD at the entrance to Birch Business Park. The roadway is largely lined with hedgerows and occasional trees which only give way to provide access to adjacent fields, farms and tracks leading to adjacent businesses.

As the topography rises when travelling in southeast direction and drivers become orientated towards the site, the upper parts of buildings that are located within the northern extent of Birch Business Park come into view. Due to a combination of roadside hedgerows and the orientation of the road and view when approaching the business park, views of buildings within the business park are limited to those located in the northern most extent of the site.

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

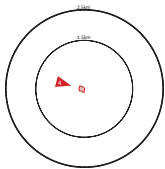
VIEW 4 - HIGHER BARN FARM



EXISTING



PROPOSED



Location: PRoW 3WHI / Higher Barn Farm
Elevation: 119m AOD
Distance: 0.52 Km
Direction of View: South East
Receptor Type: PRoW / Resident

Type of View: Partial View
Sensitivity to Change: Medium
Magnitude of Change: Low Adverse
Significance of Change: Slight Adverse

Viewpoint Description: The viewpoint is taken to represent users of Whittle Lane. These are primarily road users travelling north of the M62. A single residential dwelling accessed from Whittle Lane on the Middleton and Heywood boundary, directly north of a service access to the M62 eastbound Travel Lodge Hotel is also considered as part of the viewpoint.

Whittle Lane is busy road that turns into Moss Hall Road to provide the main north to south route through the Green Belt between the M62 and Middleton in the south and Heywood, Heywood Distribution Park, the M66 and Bury in the north and north west.

The road runs through the Green Belt to provide access to agricultural and industrial businesses within the vicinity. Before arriving at the site when traveling north, receptors experience Birch motorway services, the M62 overbridge and a cluster of homes situated directly north of the M62.

It is worth noting that Whittle Lane has a single sided footpath leading from service road north of the M62 eastbound Travel Lodge Hotel, which runs north along Whittle Lane for approximately 200m before terminating abruptly with no end destination. This seems to suggest that pedestrian movement is not a priority and that the road is predominantly there to facility vehicular movement such as HGV's and workers travelling by vehicle to and from their places of employment. As such, pedestrians are not considered as receptors when assessing the potential visual impacts.

Extent of View to Site: As Whittle Lane runs north, road users travel past the west bound section of Birch Services, across an overbridge and through a wooded landscape buffer which provides separation from a cluster of homes and the M62. At the Middleton and Heywood boundary the road bends, the wooded tree belt recedes and receptors emerge into the Green Belt. As road verge planting dissipates and the roadside embankment recedes to ground level, the site emerges into view in the middle distance. Existing buildings (including the now demolished Unit D) are clearly visible in the view along with boundary fencing, moving HGV's a large crane and a number of smaller outbuildings. The consented Unit D will also be visible from this location. However, receptors only experience views for a very short duration where breaks in vegetation occur. As road users advance towards the site, views become less attainable due to an increase in roadside hedgerows and site boundary trees.

Access to a single dwelling adjacent to Whittle Lane on the Middleton and Heywood boundary was not possible to access at the time of the site visit. Studies of maps suggest that the curtilage of the home is bound by vegetation which appears to limit views towards the site.

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

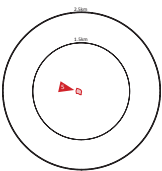
VIEW 5 - PRoW 4WHI (BURY)



EXISTING



PROPOSED



Location: PRoW 4WHI (Bury)

Elevation: 130m AOD

Distance: 0.17 Km

Direction of View: East

Receptor Type: PRoW

Type of View: Partial View

Sensitivity to Change: Medium

Magnitude of Change: Medium Adverse

Viewpoint Description: The viewpoint is taken to represent users of PRoW Bury 4WHI.

PRoW Bury 4WHI starts at Whittle Lane and Moss Hall Road at the south west corner of the site. The footpath runs in a south east to north west direction crossing the Green Belt boundary from that of Rochdale to that of Bury. The footpath goes on to connect with Footpaths 2WHI and 3WHI at an intersection situated at Broom Hill Farm. The footpath follows a gentle fall in land-form from 131m AOD at Whittle Lane to circa 112m AOD close to Broom Hill Farm.

Whilst walking the route, it was noted that the footpath is indistinguishable with some parts overgrown with vegetation.

Extent of View to Site: Due to the formation of land-form in this section of the Green Belt, the site is viewed from a lower level. The outcome of this is that only upper parts of building elevations located along Moss Hall Road are visible, and these are only viewed from the footpath when approaching the site. Trees located along Moss Hall Road and the outer perimeter of the business park form the skyline and provide effective screening and filtering of views of buildings. Views of the buildings from further south diminish very quickly behind land-form and hedgerows.

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

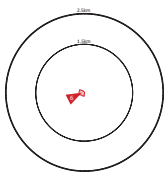
VIEW 6 - MOSS HALL ROAD / BROOM HILL FARM



EXISTING



PROPOSED (HEDGEROW TO BE PLANTED IN WINTER WOULD VISUALLY COVER THE OUTSIDE OF THE PERIMETER FENCE)



Location: Moss Hall Road / J S Roberts & Son
Elevation: 131m AOD
Distance: 15 meters
Direction of View: East
Receptor Type: Road User / Residential

Type of View: Partial View

Sensitivity to Change: Low for Road Users High for Residential

Magnitude of Change: Low Adverse

Significance of Change: Slight Adverse / Low Beneficial to residents of J S Roberts farm upon the maturing of boundary vegetation

Viewpoint Description: The viewpoint is taken to represent road users of Whittle Lane and Moss Hall Road and residential receptors living at J S Roberts & Son Farm. There is also an isolated dwelling accessed from a track at the junction of Whittle Lane and Moss Hall Road. This dwelling is not considered as part of the assessment due to being orientated away from the site and completely screened from view by vegetation.

Whittle Lane is busy road that turns into Moss Hall Road to provide the main north to south route through the Green Belt between the M62 and Middleton in the south and Heywood, Heywood Distribution Park, the M66 and Bury in the north and north-west. This viewpoint is situated on a 90-degree bend in the road at the southwest corner of the site. There are no footpaths to this section of the road and a significant increase in tree cover that provides separation between J S Roberts & Son and Birch Business Park. It is also worth noting that mitigation planting is due to be planted in the winter of 2021 as part of the landscape strategy developed as part of the approval and construction of Unit D.

Extent of View to Site: : The site is viewed at close range through palisade fencing when travelling along Whittle Lane and Moss Hall Road. Well established shrubs and trees serve to filter views at the southwest corner of the site which increases in density to fully screen views towards the southern boundary. However, large buildings and the movement of vehicles are still visible from certain parts of this journey.

Views from the J S Roberts & Son Farmhouse are restricted by an agricultural outbuilding that aligns with Whittle Lane. This outbuilding, along with large trees serve to contain the farmyard and farmhouse, preventing views to the business park and shielding it from vehicle movement along at Whittle Lane. The existing building which is proposed to be demolished to make way for Unit B is partially visible below tree canopies from the gated entrance to the farmyard. It is predicted that these filtered views will become screened when mitigation planting establishes.

5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

VIEW 7 - WHITTLE LANE



EXISTING



PROPOSED

Location: Whittle Lane, Heywood
Elevation: 124m AOD
Distance: 0.27km
Direction of View: North
Receptor Type: Road User

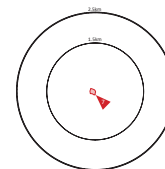
Type of View: Partial View
Sensitivity to Change: Low for Road Users
Magnitude of Change: Low Adverse
Significance of Change: Slight Adverse

Viewpoint Description: The viewpoint is taken to represent road users of Whittle Lane and Moss Hall Road and residential receptors living at J S Roberts & Son Farm. There is also an isolated dwelling accessed from a track at the junction of Whittle Lane and Moss Hall Road. This dwelling is not considered as part of the assessment due to being orientated away from the site and completely screened from view by vegetation.

Whittle Lane is busy road that turns into Moss Hall Road to provide the main north to south route through the Green Belt between the M62 and Middleton in the south and Heywood, Heywood Distribution Park, the M66 and Bury in the north and north-west. This viewpoint is situated on a 90-degree bend in the road at the southwest corner of the site. There are no footpaths to this section of the road and a significant increase in tree cover that provides separation between J S Roberts & Son and Birch Business Park. It is also worth noting that mitigation planting is due to be planted in the winter of 2021 as part of the landscape strategy developed as part of the approval and construction of Unit D.

Extent of View to Site: : The site is viewed at close range through palisade fencing when travelling along Whittle Lane and Moss Hall Road. Well established shrubs and trees serve to filter views at the southwest corner of the site which increases in density to fully screen views towards the southern boundary. However, large buildings and the movement of vehicles are still visible from certain parts of this journey.

Views from the J S Roberts & Son Farmhouse are restricted by an agricultural outbuilding that aligns with Whittle Lane. This outbuilding, along with large trees serve to contain the farmyard and farmhouse, preventing views to the business park and shielding it from vehicle movement along at Whittle Lane. The existing building which is proposed to be demolished to make way for Unit B is partially visible below tree canopies from the gated entrance to the farmyard. It is predicted that these filtered views will become screened when mitigation planting establishes.



5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

VIEW 8 - M62 OVERBRIDGE, SIMON LANE



EXISTING



PROPOSED

Location: M62 Overbridge, Simon Lane, Heywood
PRoW 8WHI
Elevation: 102m AOD
Distance: 1.2km
Direction of View: North East
Receptor Type: Road User / PRoW

Type of View: Partial View

Sensitivity to Change: Low for Road Users / Medium for PRoW given the extent and character of the current view

Magnitude of Change: Low Adverse during winter / No Change during summer

Significance of Change: Slight during winter / Negligible during summer

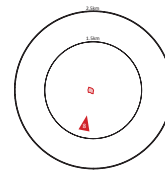
Viewpoint Description: The viewpoint is taken to represent road users of Simon Lane and users of PRoW 8WHI when crossing an elevated M62 over-bridge.

Simon Lane is an access track that provides access to a small cluster of residential properties when travelling from the south of the study area.

The lane is a track with no markings that appears to be mainly used by tractors accessing adjacent fields. In this location the lane is formed by an over-bridge which provides access over the M62 motorway. The elevated position provides a vantage point with views over the motorway and surrounding landscape.

PRoW 8WHI and Simon Lane appears to be well used by ramblers and local dog walkers with many users appearing to stop to take in views whilst above the M62.

Extent of View to Site: Views from the elevated over-bridge are nearly 360 panoramic. Highways infrastructure, agricultural fields, distant views to urban areas, pylons, telecommunications and surrounding hills all contribute to the character that is conveyed. Within all this, the elevated cranes within Birch Business Park, protrudes above intervening mature trees. Once orientated, receptors can focus their view to identify the upper parts of some buildings within the business park. However, considering the broad visual envelope, it is considered that these views are barely discernible. During winter the appearance of these buildings may increase but their contribution to the wider setting is considered to be very slight.



5.0 LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.3 LVIA STUDIES

VIEW 10 - LANGLEY LANE



EXISTING



PROPOSED

Location: Langley Lane
Elevation: 139m AOD
Distance: 2.27km
Direction of View: North West
Receptor Type: Road User

Type of View: Partial View
Sensitivity to Change: Low for Road Users / No Change for Residents
Magnitude of Change: Low Adverse
Significance of Change: Slight Adverse

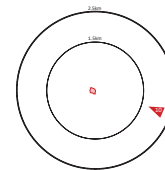
Viewpoint Description: The viewpoint is taken to represent road users of, and residential receptors focused around Langley Lane.

Langley Lane is located south of the M62 and links Middleton Road with Heywood Road and provides access to a large area of residential homes. This urban area to the northeast of Langley is located on elevated ground. This urban area is heavily developed with a variety of house types, schools and infrastructure.

Extent of View to Site: The southern section of the road is in an elevated position with long, framed views to the north-west, within which is Birch Business Park. Buildings within the business park are in view, partially screened by trees that are located at the boundary of the business park and those focused around J S Roberts / Broom Hill Farm. Parts of the site for the proposed Unit B is obscured by these trees. Views to the business park are within the context of urban development in the foreground and rising land-form to the rear.

As road users travel north, topography drops and views to the site become screened by land-form, trees and buildings.

Homes located on Langley Lane are orientated away from the site and do not experience direct views of the site.



6.0 LANDSCAPE PROPOSAL

6.0 LANDSCAPE PROPOSAL

Given the nature of the development, in its Green Belt location, a landscape strategy has been developed in order to ensure the development integrates into its context sympathetically. The landscaping scheme presented as part of the planning application (shown on the right) has been designed cognisant of the results of the landscape and visual impact assessment (LVIA). The scheme would retain existing boundary tree cover and reinforce these areas, where necessary, with new native woodland planting. Inside the boundary, a mixture of specimen trees, evergreen shrubs, ground cover and both amenity and wild-flower grassland areas would be planted / seeded.

New native hedgerow is proposed to infill along the line of the perimeter fence to the south and west of the development, consisting of 2+1 whips at (c. 600mm high), planted in triple rows at 1m centres. This will, in time, create a full visual screening of the scheme to receptors within close proximity.

In order to establish instant filtering of the development at longer ranged views, Extra Heavy Standard (c. 4.5m high) trees have also been specified to provide height, structure and a layered effect.

Further shrub planting will take the form of 1mx1m matrix planting of 2+1 whips (dc. 600mm high), notch-planted as barefoots in the winter months for maximum establishment, using groups of species to create a layered, biodiverse mixture.



7.0 SUSTAINABILITY

7.0 SUSTAINABILITY

7.1 ENERGY & SUSTAINABILITY

The applicants are committed to achieving sustainable development as part of its development operations. This section of the Design & Access Statement addresses some of the sustainable proposals that may be built into this development.

They believe that they have a responsibility to work with their consultant team to minimise the environmental effect of their work wherever and whenever the case may arise.

Adjacent are a series of sustainability measures that may be incorporated into the development moving forwards.

Main Themes	Sub Theme	Proposed measures to be considered in the development
Minimise Energy Use	Improving Building Envelope	Improve building fabric performance by using materials with low U values. Reduce air permeability for the development and meeting all BREEAM requirements to achieve a minimum rating of 'very good'.
	Reducing Energy Demand	Encourage tenants to use high frequency ballasts on all fluorescent and compact fluorescent lamps (CFLs). Tenants to provide detailed specifications of energy saving fittings for refrigeration systems.
Sustainable Building Materials	Material Specification	Use of recycled and secondary aggregates where possible. Use of timber from sustainable sources, including the reuse of timber where possible, whilst procuring new timber from sustainable sources such as FSC and PEFC sources. Use of materials that have a low embodied energy, including making firm commitments to procure materials from local sources where possible. Procuring materials will be done with consideration to manufacturers and suppliers with accredited EMS and ISO standards.
Sustainable Construction		The contractors will be signed up to the relevant CCS scheme and comply with best practices in construction and site management.
Sustainable Transport and Accessibility		Cycle parking will be provided in strategic locations around the scheme.
Water Conservation and Management	Water use within the retail	Use of SUDS drainage systems in car parking areas.
Waste Management	Construction Waste	Recycling would occur during the construction phase where waste would be segregated and split into recyclable components. General waste would be disposed of responsibly and sent to licensed waste handling facilities.
Reduction of detrimental Environmental Effects		Hydrocarbon traps positioned around the perimeter of the car parking areas where necessary. Development not to include materials that are toxic to humans. All insulation materials and refrigerants to have an ODP value of 0 and a GWP of 5 or less. Any land contamination due to previous uses will be remediated as required by the Local Authority. External lighting will be compliant to best practice guidelines from the Institute of Lighting Engineers (ILE) Guidance Note: GN01.
Site Management	Commissioning and Handover	A building user guide and building education will be provided as part of the development handover procedure.

7.0 SUSTAINABILITY

7.2 HEALTH IMPACT

The proposed development has incorporated and encouraged healthy lifestyle through ease of access, urban design and retaining the existing landscape where possible.

By retaining the perimeter landscape boundary, the building is partially screened off from the road edges, enveloping the buildings to provide a natural enclosed environment which also encourages a healthier environment for both people and animals. This section of landscaping is due to be improved in the winter in line with the landscape proposals submitted for Unit D, with an additional hedgerow to be planted.

With the site being connected to the outlying areas via Whittle Lane/Moss Hall Road, the proposed scheme provides and encourages pedestrians and cyclists to access the site comfortably with a direct route through the wider site. The site layout of the unit B plot provides the culmination to this route with cycle storage being provided close to the entrance to the site.

Additional trees and vegetation have been implemented where possible to maximise green spaces.

The wider design team have worked closely to coordinate and consider the :-

- Environmental/ health impacts.
- Site accessibility for vehicles, cyclists and pedestrians.
- Feasible/ efficient designs.
- Site constraints and implication on the built environment.
- Improvement of the environment.

8.0 SECURITY & LIGHTING

8.0 SECURITY & LIGHTING

The applicant has considered crime risk as part and parcel of the design process. Whilst crime cannot be prevented entirely, the development has been conceived and evolved so that the opportunity for criminal activity to occur is minimised as far as is practicable. Consideration will be given to seeking accreditation under the UK Police's 'Secured by Design' scheme and it is suggested that this could be controlled via a suitably worded planning condition.

The site is currently protected by palisade fencing approximately 2.2m in height around the perimeter of the site.

The building has been designed to create an active frontage to the car park and business park spine road with a clearly defined entrance. The placement of the entrance to the building in a clearly visible location favours natural surveillance from both the business park spine road and from within the individual plots.

Landscaping would be managed and maintained at suitable heights to promote natural surveillance to all areas of the site.

These features, together with the 24/7 CCTV located throughout the business park, monitored by security staff at the gatehouse on site, in addition to the surveillance provided by the presence of staff will help to ensure that the opportunities for criminal activity is minimised throughout the lifetime of the development.

9.0 CONCLUSION

9.0 CONCLUSION

- The proposals outlined in this document will adopt the existing colour palette within the area with the intention of enhancing the appearance of the area.
- Existing trees and vegetation will be retained where possible which will act as a natural screen and filter possible noise within and surrounding the site.
- The development layout and design aims to maximise existing pedestrian, vehicle and cycle links as well as creating new links within the site.
- The proposed development is situated within short walking distance of the nearby residential areas and industrial estates/ local businesses.
- The proposed developments is situated within the industrial zone and will fit seamlessly within the typology of buildings.
- The proposed development seeks not only to keep an established business within the area, but also to expand the business.

This Design and Access Statement has been prepared by Fletcher Rae to support an detail planning application for Birch Industrial Estate. This document includes images, drawings and visualisations to provide a coherent summary of the design principles.

It is intended this report will establish a clear vision and a series of design/development principles which have underpinned the evolution of the site.

This document should be read in conjunction with the planning application drawings and other supporting documents.

