



Design & Access Statement

25026 | Birch Business Park- Unit B, Heywood

Prepared on behalf of CGG MLI (REIT) Propco 1 Limited
January 2026

HORIZON

fletcher | rae

25026-02-07-1-D&A_P1

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 OBJECTIVES

This Design & Access Statement has been prepared by Horizon Fletcher-Rae (UK) Ltd in support of the Section 73 application to Planning Permission 24/00453/VRCON which allowed the erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure submitted by CGG MLI (REIT) Propco 1 Limited in relation to one parcel of land at the south of 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 detailed planning permission attained on the site for a previous scheme (ref. 21/01489/FUL). The

Client:
CGG MLI (REIT) Propco 1 Limited

Architect:
Horizon Fletcher Rae (UK) Ltd

M&E Engineer:
Cudd Bentley

Civil Engineer:
I&L Consultants

Transport Consultant:
Mode Transport

Landscape:
Urban Green

Planning Consultant:
Hourigan Planning

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.

Chancerygate, the current owners, acquired the site in 2025. The site has undergone a continued but gradual redevelopment to satisfy changing commercial requirements and adapt to the market accordingly.

1.4 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 via a Section 73 application to amend the currently consented scheme.

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

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2.1 LOCATION

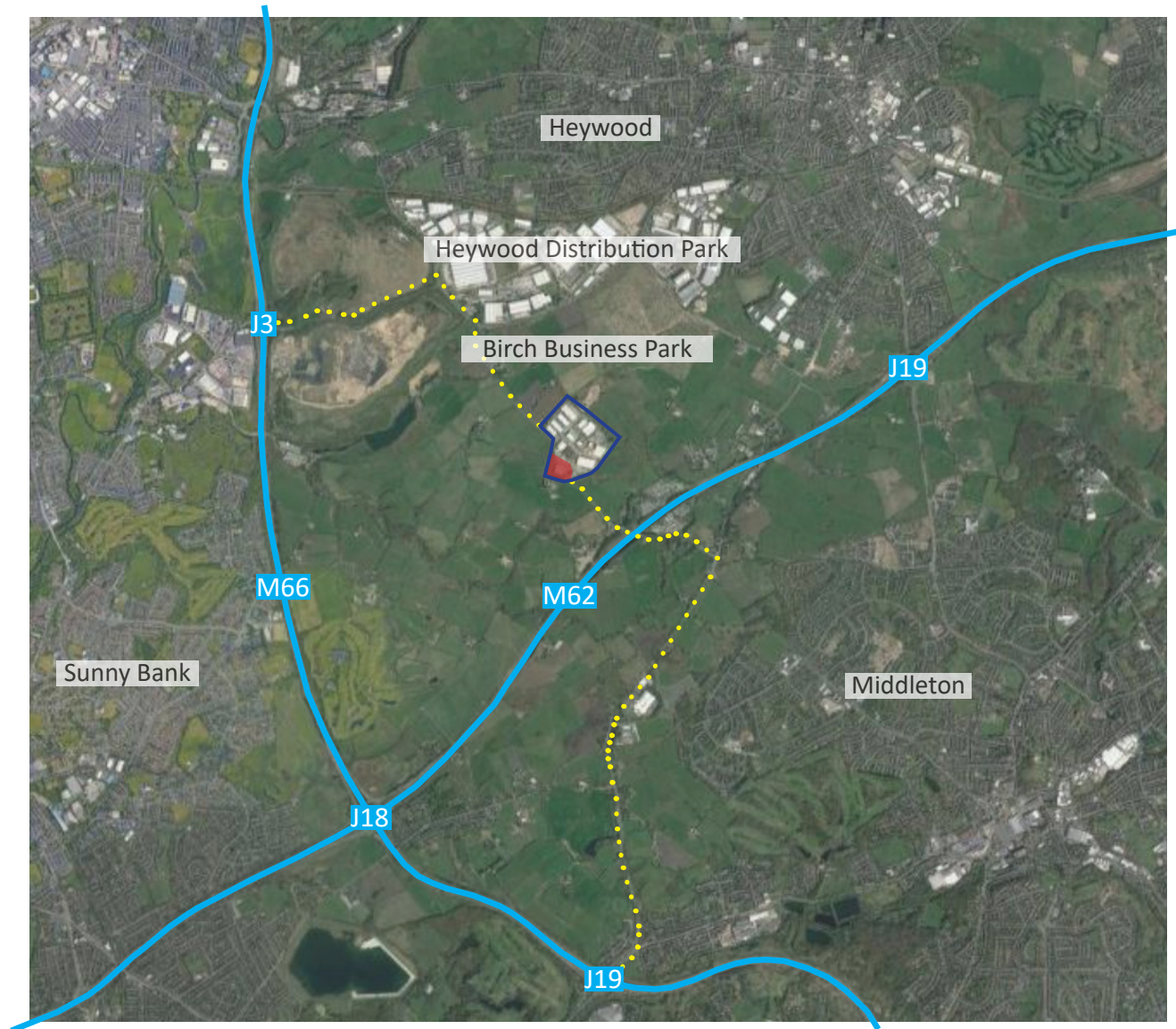
The Business Park is located on Whittle Lane near Heywood. The site has good links to the motorway network being in close proximity to the M62, M60, M66 and the wider motorway network.

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 2.18ha (5.39acres) 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. 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

When the previous permission was approved on 12 July 2024 the Development Plan for Rochdale comprised the Rochdale Core Strategy (CS), adopted 2016, the saved Unitary Development Plan (UDP) policies and the Places for Everyone Joint Development Plan (PFE) adopted March 2024. It is the applicant's position that the current Section 73 proposals still comply with the policies in these Development Plan Documents, which are still relevant.

Other material considerations, such as the Northern Gateway Development Framework Supplementary Planning Document (SPD) adopted 30 April 2025 and the latest revised National Planning Policy Framework (February 2025 revision at the time of writing), are acknowledged; however, we have not identified any conflicts with these documents with the amended scheme, and in our view these further support that development should be approved.

3.0 SITE ANALYSIS

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3.1 EXISTING SITE

As per the consented application, the previously existing Units B and G have been demolished to make way for the new development.

The site is access to the north west, coming through the estate. The site is bound by a dense tree-line to the south and west.

An electricity line runs below ground through the north of the site. This then becomes above ground just outside the eastern site boundary.



3.0 SITE ANALYSIS

3.2 EXISTING SITE PLAN

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



3.0 SITE ANALYSIS

3.3 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

Alterations 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

21/01489/FUL, Aug 2021

Demolition of existing units B and G and erection of a Class B2/B8 warehouse unit with ancillary office space (Class E), parking, servicing areas, associated works and infrastructure.

Application Approved

22/01148/FUL, Dec 2022

Demolition of Units B and G and erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure - Resubmission of 21/01489/FUL

Application Approved

22/00495/DEM, May 2022

Application for prior notification of proposed demolition of units B and G.

Application Approved

24/00453/VRCON, May 2024

Section 73 (S73) application to remove condition 3 (Occupancy Restriction) of planning permission 22/01148/FUL (Demolition of Units B and G and erection of a warehouse unit (Class B2/B8) with ancillary office space (Class E) including parking, servicing areas, associated works and infrastructure - Resubmission of 21/01489/FUL)

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 ten 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. It has been agreed during the pre-app that any trees that would require felling to deliver the development will be replaced at a 2:1 ratio.

4.0 DESIGN PROPOSAL

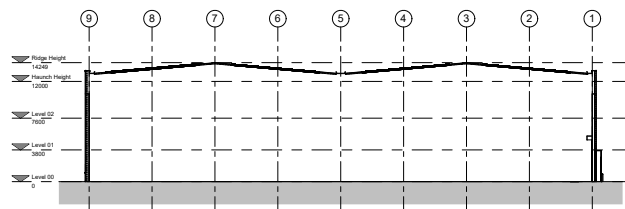
4.2 SCALE AND MASSING

To meet current and institutional distribution needs the new Unit B building footprint would be approximately 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 14.249m. The finished floor level of this unit would set at 132.40, resulting in a ridge level of 146.65m.



UNIT B PROPOSED SECTION

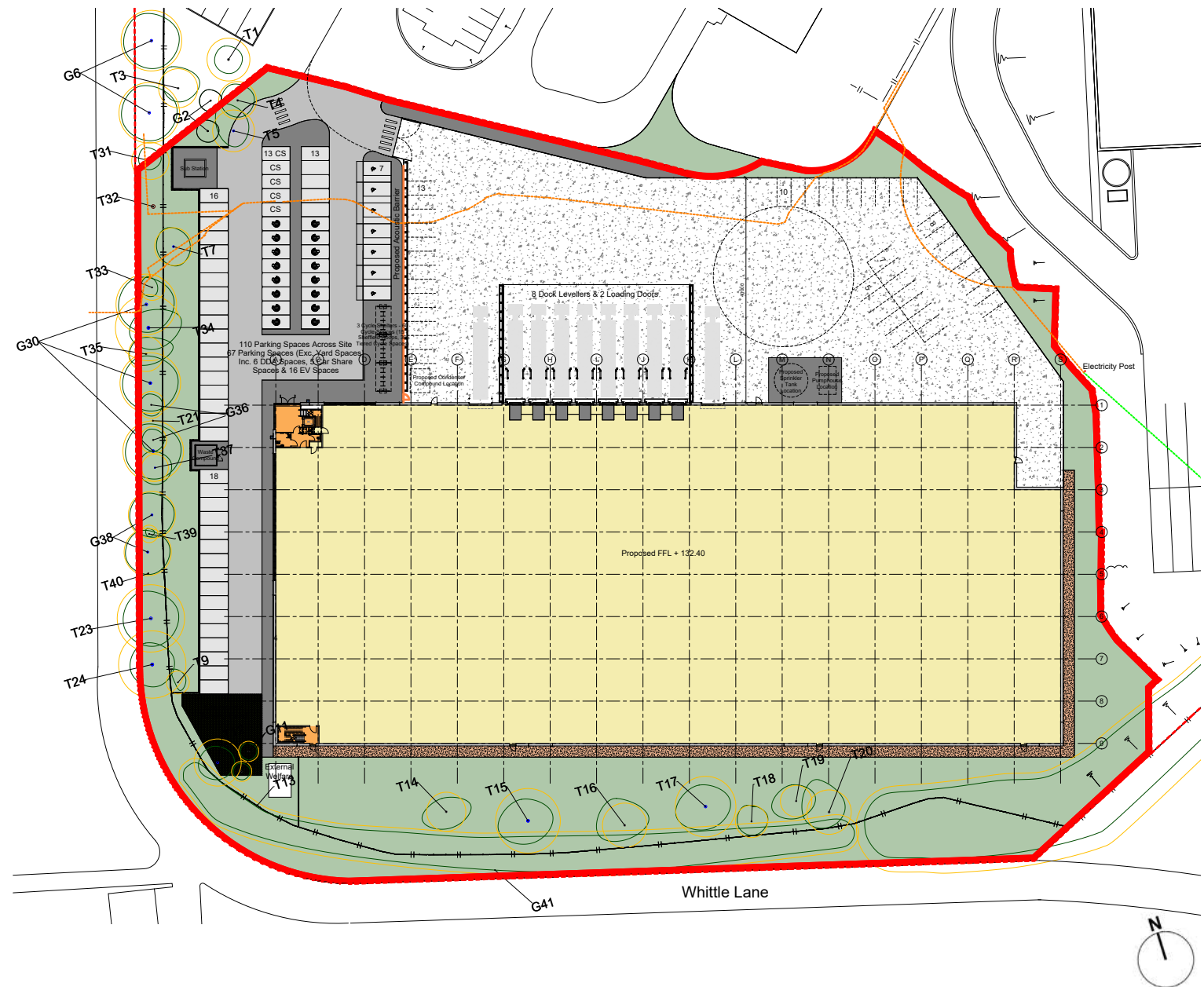


4.0 DESIGN PROPOSAL

4.3 PROPOSED SITE PLAN

Proposed GIA - 100,624sqft
(9,348sqm)

- Erection of a an industrial unit (Use Classes B2/B8 with ancillary Class E(g)) comprising floorspace 100,624 sqm (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 110 car parking spaces including 6 accessible spaces
- Designed to integrate with local developments
- Pedestrian and cycle links within the site as well as 60 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
- Trees T4 and T5 removed to provide site access. T9 and T12 removed to provide fire tender access



4.0 DESIGN PROPOSAL

4.4 CONSENTED SITE PLAN

Consented GIA - 87,761sqft
(8,153sqm)

The scheme has been developed as not to stray too far from the consented scheme.

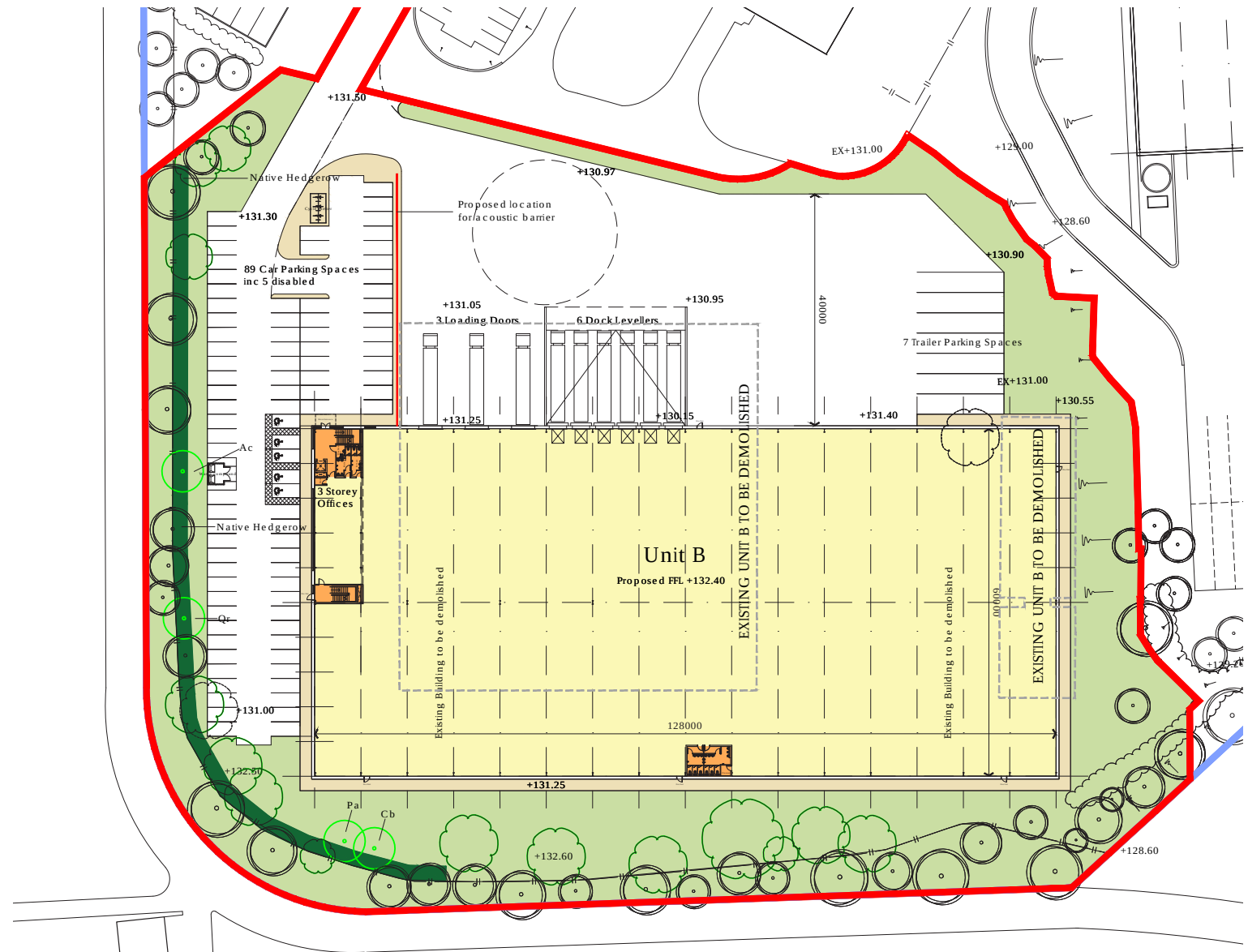
Site access is proposed to be in the same location as consented and the site will function the same, with yard to the north of the building, office to the north west, and parking to the west.

Where possible, the trees designated to be retained in the consented scheme have been retained in the new proposed scheme and have only been removed where necessary to provide access. The retention of the boundary tree line has provided the parameters for the footprint of the building, with the south east corner footpath abutting the root zone of the tree line.

A turning head has been provided at the end of the car park to allow for fire tender access and this sets out the line of the west elevation. The east elevation has been cut back to avoid potential interference with the overhead electricity line in the event a MEWP overturns.

The yard depth is set at 40m. The consented acoustic fence has been retained in the proposal.

Consented Parking - 89
Proposed Parking - 110

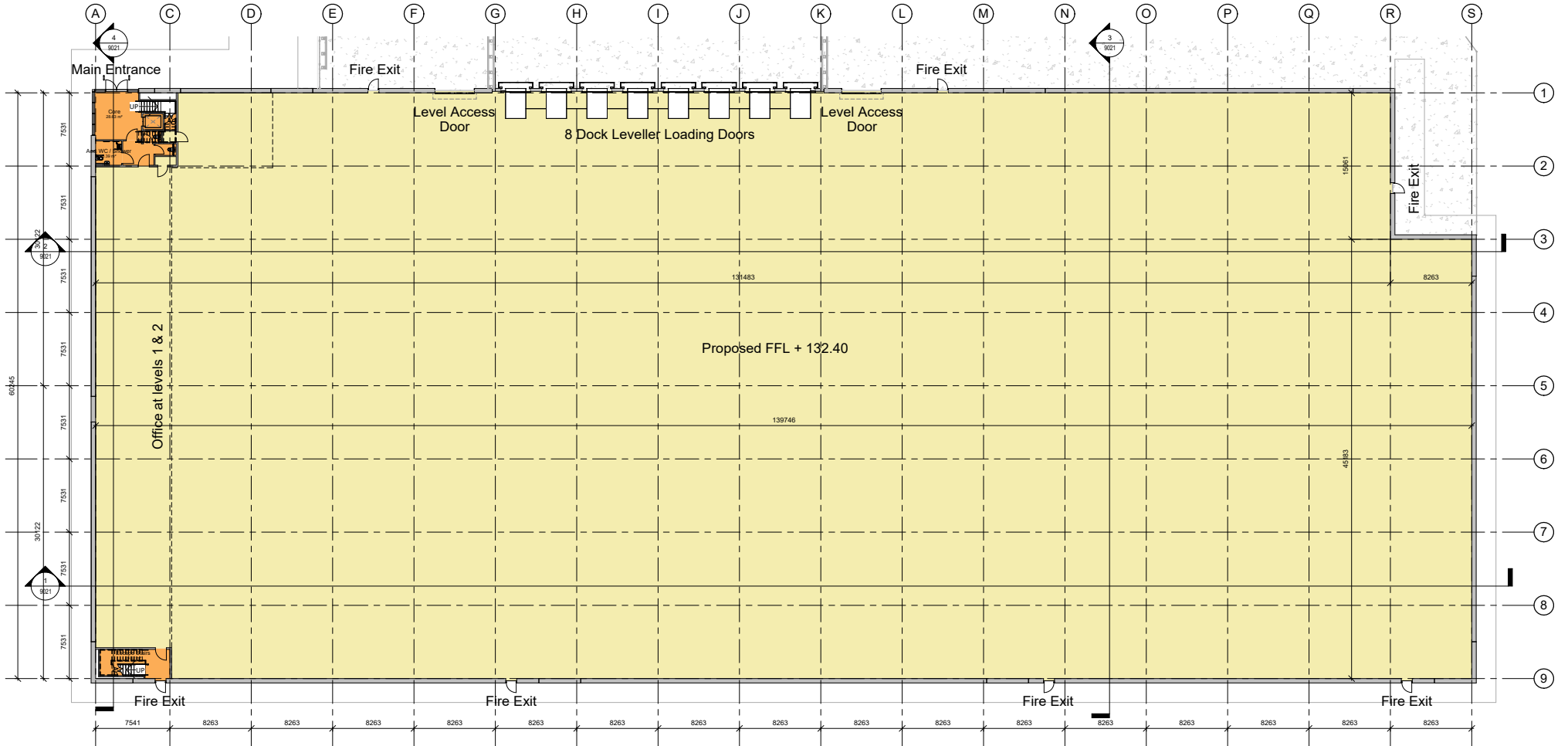


4.0 DESIGN PROPOSAL

4.5 PROPOSED GROUND FLOOR PLAN

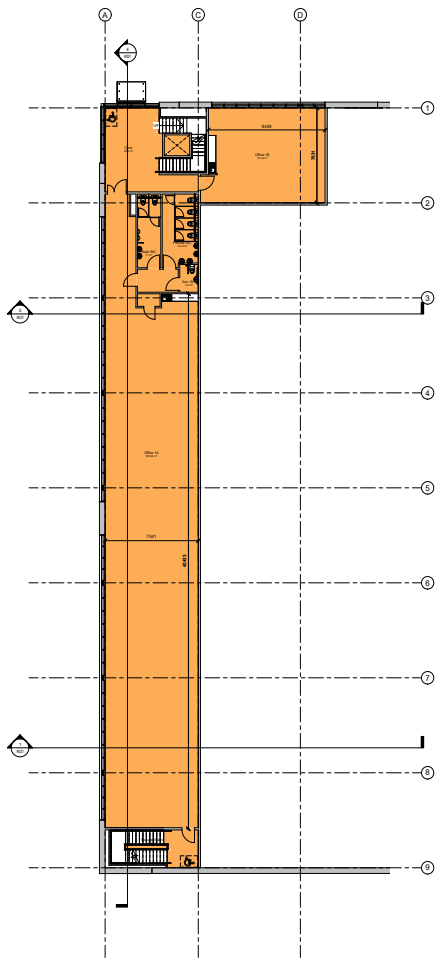
GIA Schedule		
Level	Area	
	m ²	ft ²
Level 00	8,285.21 m ²	89,181.23 ft ²
Level 01	531.56 m ²	5,721.67 ft ²
Level 02	531.56 m ²	5,721.67 ft ²
	9,348.33 m ²	100,624.58 ft ²

GEA Schedule		
Level	Area	
	m ²	ft ²
Level 00	8,475.19 m ²	91,226.21 ft ²
Level 01	582.67 m ²	6,271.86 ft ²
Level 02	582.67 m ²	6,271.86 ft ²
	9,640.54 m ²	103,769.93 ft ²

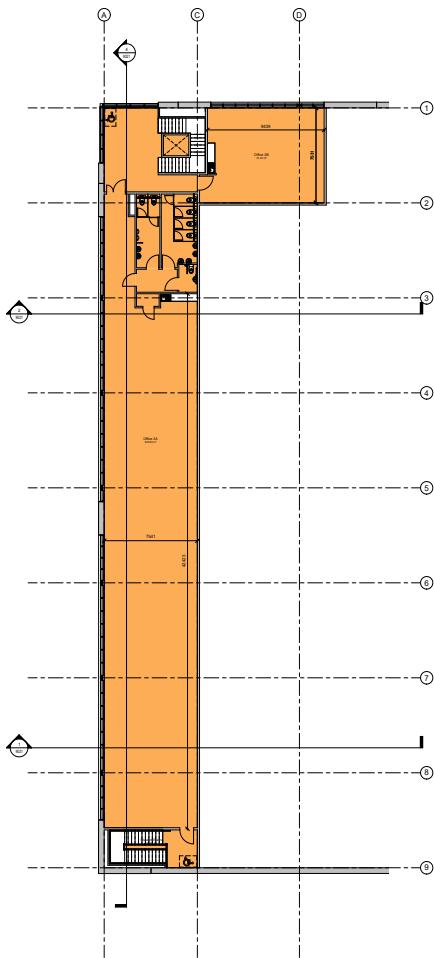


4.0 DESIGN PROPOSAL

4.6 PROPOSED OFFICE PLANS



Level 01



Level 02

GIA Schedule		
Level	Area	
	m²	ft²
Level 00	8,285.21 m²	89,181.23 ft²
Level 01	531.56 m²	5,721.67 ft²
Level 02	531.56 m²	5,721.67 ft²
	9,348.33 m²	100,624.58 ft²

GEA Schedule		
Level	Area	
	m²	ft²
Level 00	8,475.19 m²	91,226.21 ft²
Level 01	582.67 m²	6,271.86 ft²
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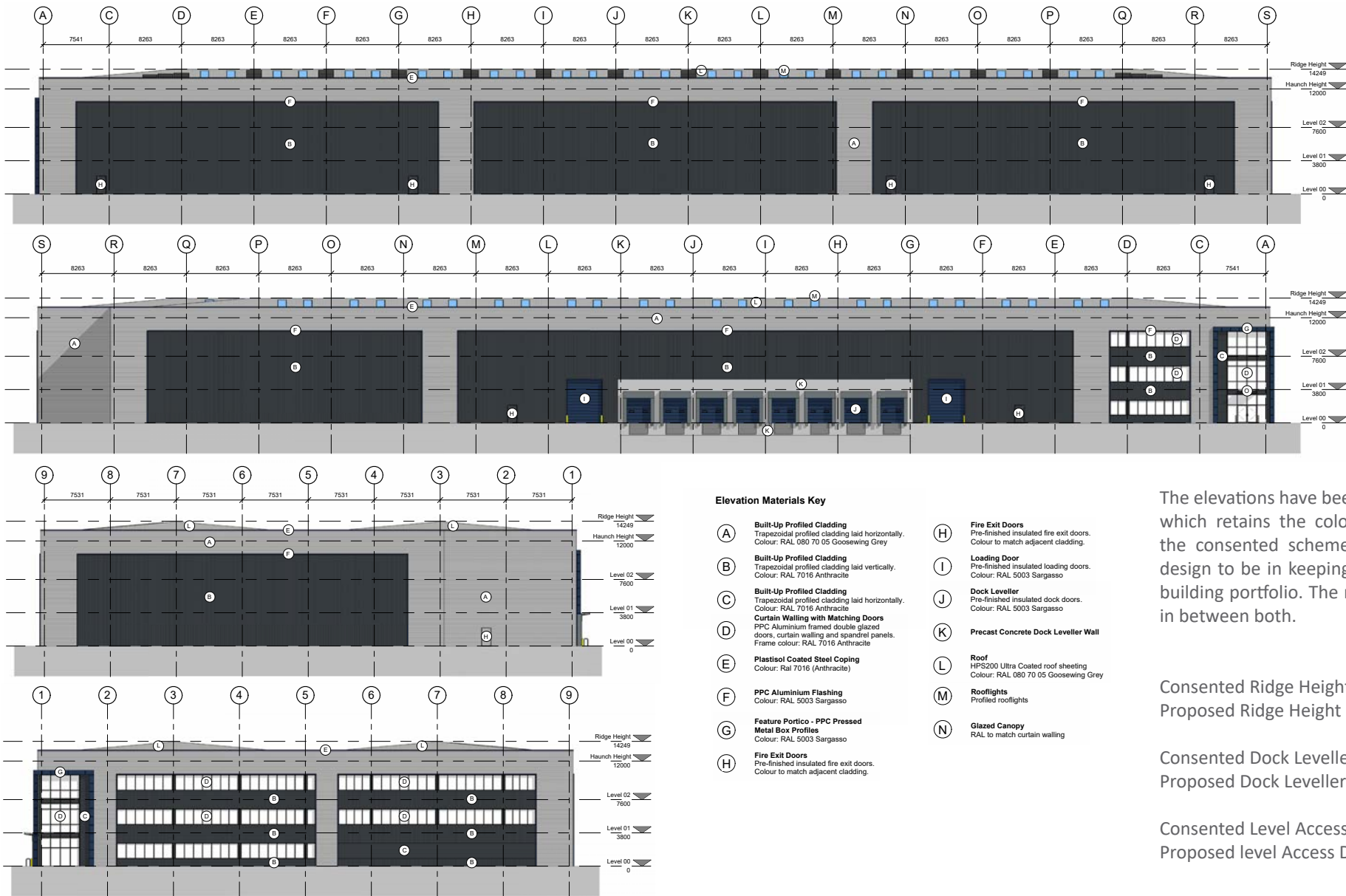
WC Calculations

Occupancy numbers based on AD B Ta space factors.
Warehouse Area - 8206m² = 273 person
Office area - 531m² = 53persons per flo
Based on 30 Sqm/Persons to Storage & 10 Sqm/Persons to Offices.

Office Area per Floor = 531sqm
Accommodation Ratio = 1:12
531/10 = 53 people
60% Male, 60% Female Provision
53x.6 = 31.8= 32 Males, 32 Females
Male = 2 WCs, 2 Urinals, 2 Washbasins
Female = 4 WCs, 4 Washbasins

4.0 DESIGN PROPOSAL

4.7 PROPOSED ELEVATIONS



The elevations have been developed in a way which retains the colour/material pallet of the consented scheme while updating the design to be in keeping with Chancerygate's building portfolio. The resulting design lands in between both.

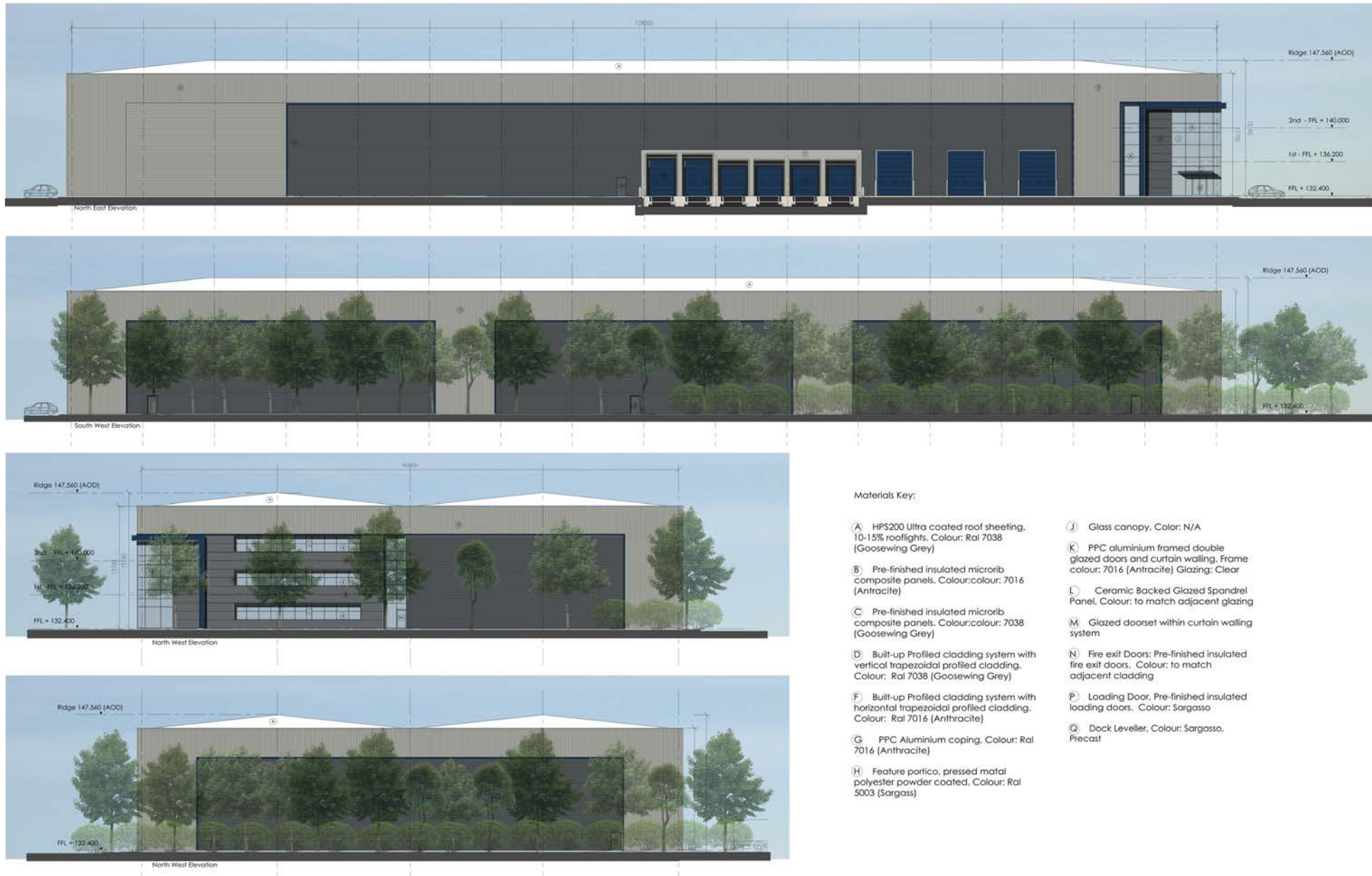
Consented Ridge Height - 15160mm
Proposed Ridge Height - 14249mm

Consented Dock Levellers - 6
Proposed Dock Levellers - 8

Consented Level Access Doors - 3
Proposed level Access Doors - 2

4.0 DESIGN PROPOSAL

4.8 CONSENTED ELEVATIONS



4.0 DESIGN PROPOSAL

4.9 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 Assessment Addendum forming part of the application submission looks in more detail at the implications that the development may have on the surrounding

4.10 PEDESTRIAN ACCESS

highway network.

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

4.11 MATERIALITY

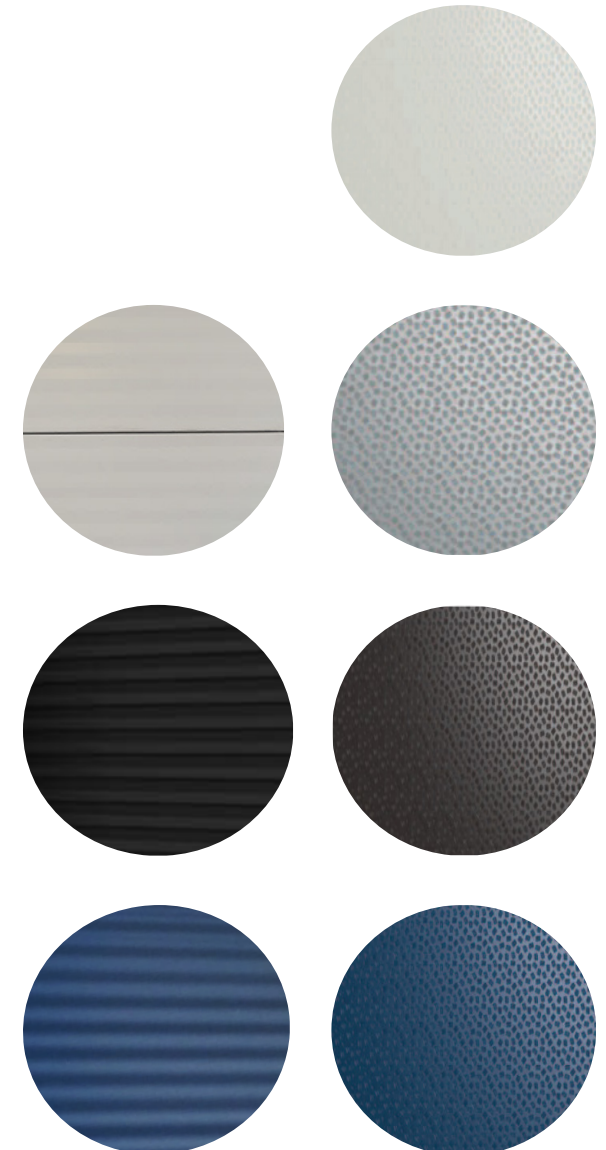
At present, a palette of materials has been established with the construction of Units 1 and 2, A and L. The proposed development would base on this palette of materials including blue and light grey profiled metal cladding. Additional colour would be introduced to the new units which would maintain 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.

The elevations, materials and colour pallet have been developed with the intention of adhering closely to the consented design, while tweaking it to suit Chancerygate's portfolio of buildings.

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



4.0 DESIGN PROPOSAL

4.12 APPEARANCE



PROPOSED VISUAL 1 - VIEW TOWARDS BUILDING FROM CAR PARK

4.0 DESIGN PROPOSAL

4.10 APPEARANCE



PROPOSED VISUAL 2 - VIEW TOWARDS BUILDING FROM SITE ENTRANCE

4.0 DESIGN PROPOSAL

4.10 APPEARANCE



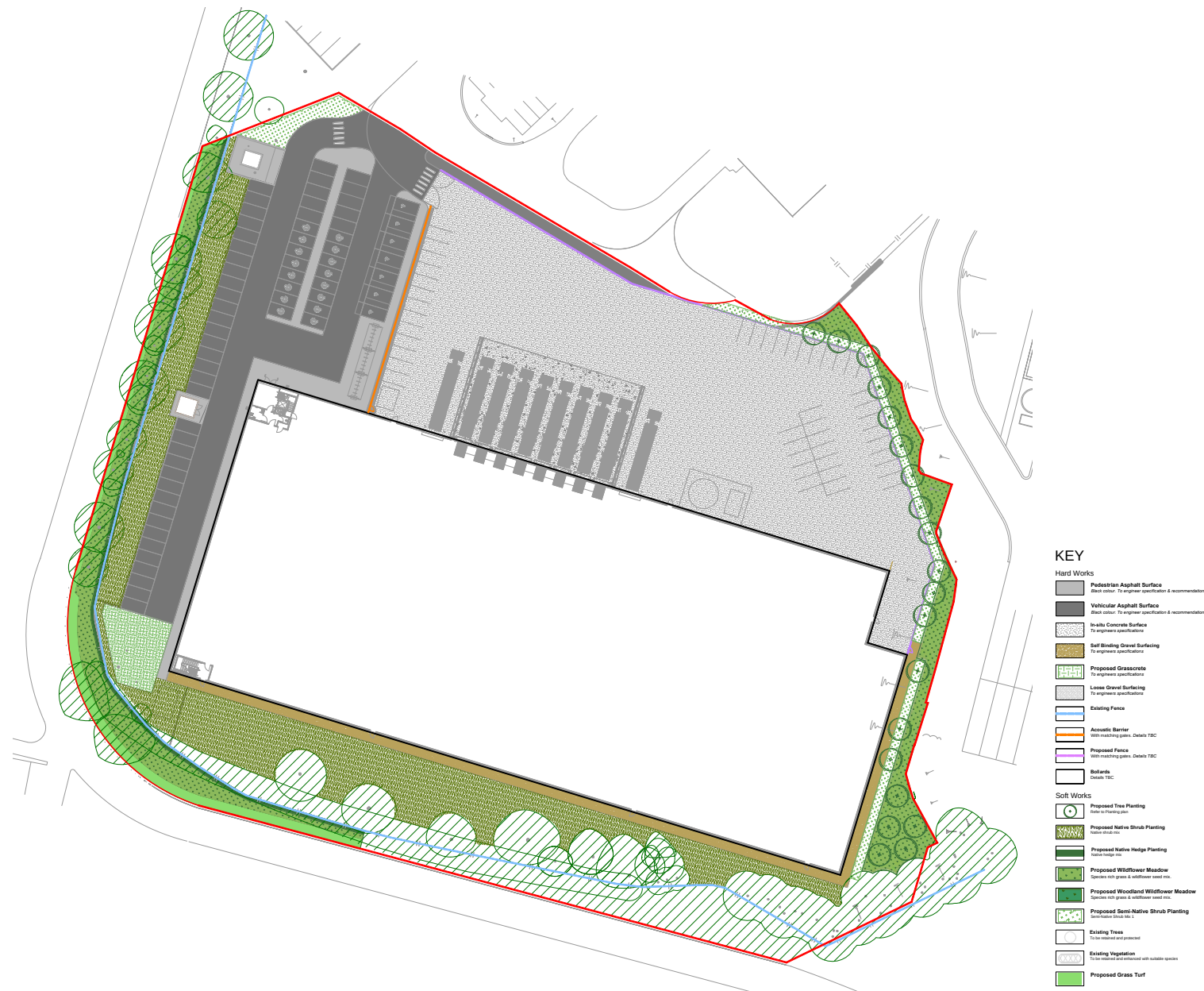
PROPOSED VISUAL 3 - AERIAL VIEW TOWARDS BUILDING FROM UNIT D

5.0 LANDSCAPE PROPOSAL

5.0 LANDSCAPE PROPOSAL

A landscape strategy has been developed in order to ensure the development integrates into its context sympathetically. The scheme seeks to retain the existing boundary tree cover 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.

It has been agreed with the local authority that any trees removed to facilitate the development will be replaced a at a 2:1 ratio. A new tree-line is proposed to the east of the site.



6.0 SUSTAINABILITY

6.0 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.

An Energy and Sustainability Statement will accompany the application.

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 BREEM requirements to achieve a minimum rating of "excellent".
	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.

6.0 SUSTAINABILITY

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.

7.0 SECURITY & LIGHTING

7.0 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.

8.0 CONCLUSION

8.0 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 changes to the approved development would allow the delivery of a modern, sustainable employment building whilst meeting the applicant's requirements.

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.