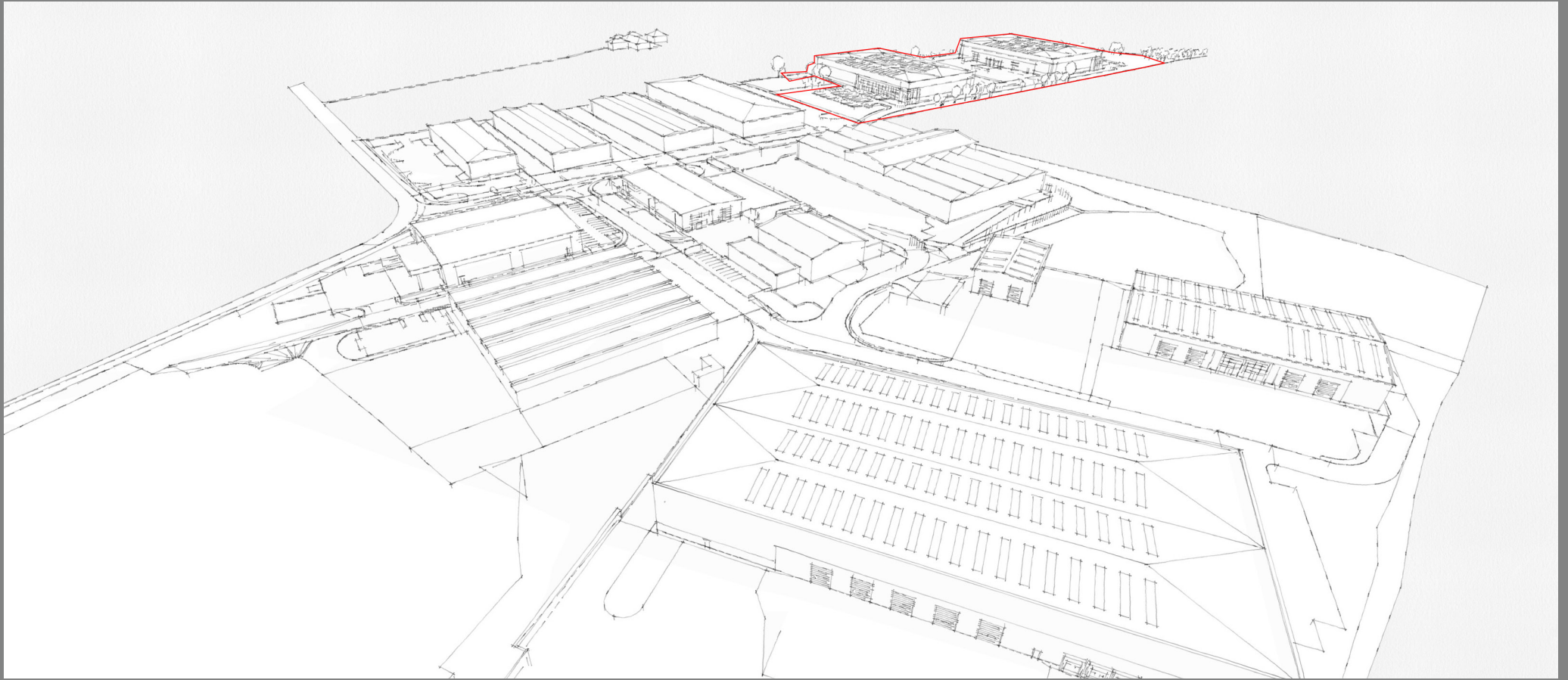




The Field, Birch Business Park

Design and Access Statement

August 2025

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 APPLICATION DESCRIPTION

This Design and Access Statement has been prepared by Horizon Fletcher Rae (UK) Ltd on behalf of Yeagate, in support an outline planning application with all matters reserved for development within the Birch Business Park.

The application site covers an area of 4.11 hectares and is situated in the northeastern sector of Birch Business Park. The extent of the Application Site is defined on the red line boundary plan on the Parameters Plans submitted with this application.

This application covers the proposals to provide two new build industrial units (B2/B8), new service yards, hard standing to the new units and landscaping.

The proposal is within the area governed by Rochdale Borough Council.

1.2 BACKGROUND

Yeagate Ltd, the applicant, acquired the Birch Business Park 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. Over the decades, the former industrial park transformed into a contemporary business park that offers a diverse range of employment opportunities.

The proposals seek permission for two new facilities located in undeveloped land within Birch Business Park. The development will continuously help to maintain the competitiveness of the business park and provide new employment opportunities.

1.3 FORM OF APPLICATION

The outline application is accompanied by a series of parameters plans for approval, and an illustrative masterplan showing how the development may be delivered. Ultimately, reserved matters submissions will dictate the layout, scale, appearance and landscaping of the development.

The submitted Parameter Plans define the principles of development sought within the planning application which cover the following:

- Development Zones, Land Use and Quantum
- Development Heights
- Highways and Access
- Strategic Landscape

1.4 SCOPE OF DOCUMENT

This Design and Access Statement, accompanies an outline planning application for a site located in Birch Business Park, Heywood.

This application is accompanied by a series of supporting technical reports and statements which can be read in conjunction with this Design and Access Statement, the Parameters Plans & Illustrative Plans

In addition, this document explains the Applicant's approach to access and how relevant local plan policies have been considered.

This document has been produced to meet the requirements of the Development Management Procedure (England) Order 2015 in that it "explains the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account" and should be read in conjunction with the planning application drawings and other supporting application documents.

2.0 SITE CONTEXT & ANALYSIS

2.0 SITE CONTEXT & 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.

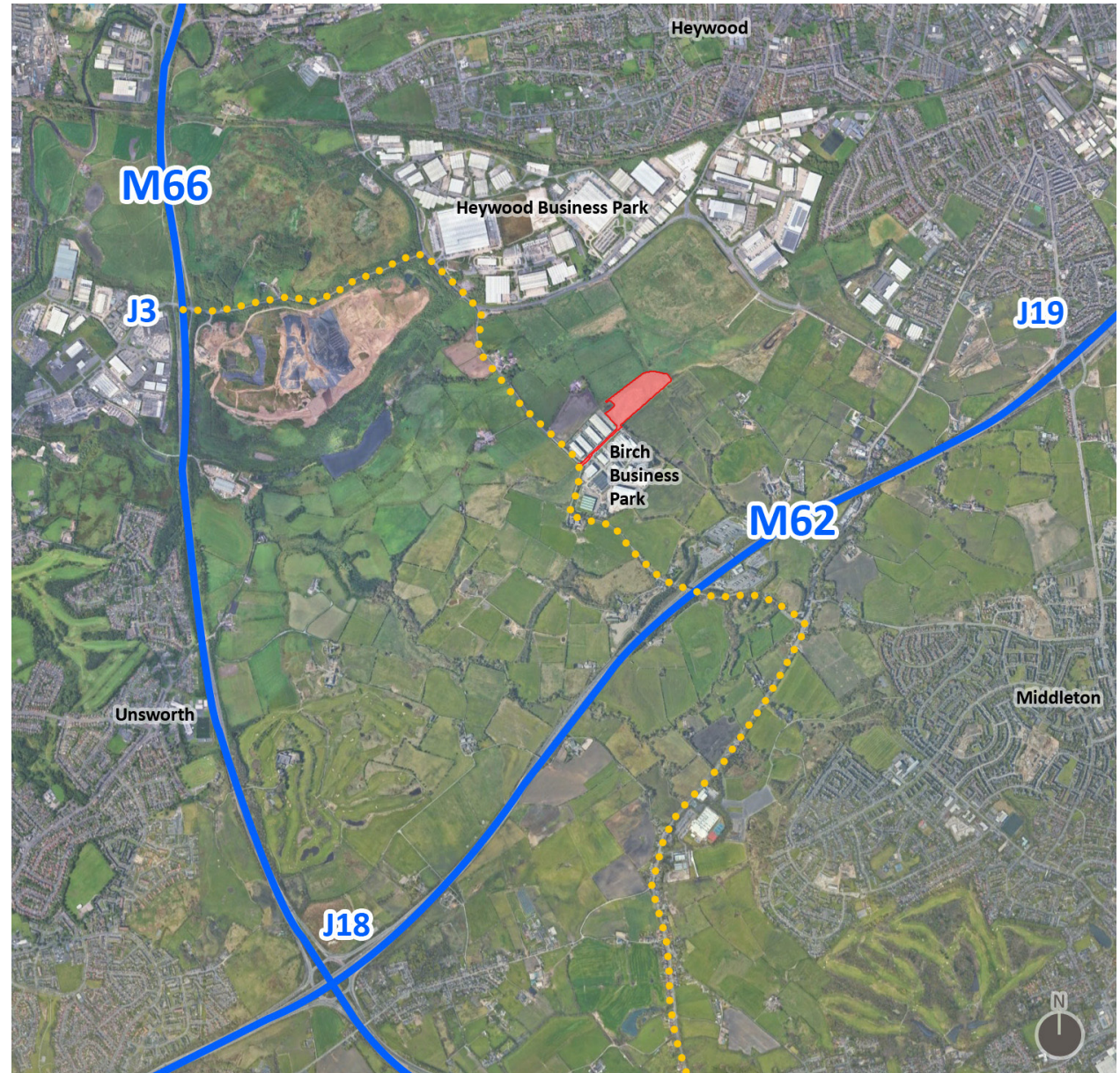
The area immediately surrounding the site is predominantly open and rural in character.

The site previously was designated as green belt. In 2024, the site was allocated as The Northern Gateway in Places for Everyone under Joint Development Plan Document For Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford And Wigan 2022-2039, Policy Number JPA1.1.

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 4.11ha (10.15acres) 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 several 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.

2.2 SITE 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. From 1985, the site was acquired and redeveloped by the applicant to align with evolving commercial demands and adapt to the market thereafter.



2.0 SITE CONTEXT & ANALYSIS

2.3 TOPOGRAPHY

The topography of Birch Business Park is varied, with the highest ground located in the southwest. The lowest point of the business park lies in the northeast at approximately 117.31m AOD (Above Ordnance Datum), while the southwest reaches over 133.60m AOD. The business park entrance is positioned at 130.40m AOD.

The application site is situated in the lower part of the business park, where existing ground levels range from around 117.31m to 125.59m AOD.



2.0 SITE CONTEXT & ANALYSIS

2.4 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:

22/01148/FUL, Dec 2022 (Application Approved)

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

21/01562/FUL, Nov 2021 (Application Approved)

Installation of two new dock levellers with ramped access and retaining walls, formation of two parking areas, with associated new access and creation of internal floor space (offices and break out area) to Unit W

21/01569/FUL, Nov 2021 (Application Approved)

Installation of new level access loading door and associated external works to Unit A

18/01048/VRCON, Sep 2018 (Application Approved)

Outline planning permission by means of layout and scale for the erection of 3 industrial units of B2/B8 use (with ancillary B1) including the provision of car parking and associated infrastructure including the demolition of existing commercial units.

16/01455/OUT, Mar 2017 (Application Approved)

Outline planning permission by means of layout and scale for the erection of 3 industrial units of B2/B8 use (with ancillary B1) including the provision of car parking and associated infrastructure including the demolition of existing commercial units.

15/00212/FUL, Apr 2015 (Application Approved)

Erection of a 45m high wind turbine with associated infrastructure

14/00827/FUL, Nov 2014 (Application Approved)

Alternations to Unit 1 to meet specific tenant requirements.

12/55891/FUL, Sep 2012 (Application Approved)

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

12/D55325, Apr 2012 (Application Approved)

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

11/D54185, Apr 2011 (Application Approved)

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

2.0 SITE CONTEXT & ANALYSIS

2.5 PLANNING POLICY

2.5.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) (December 2024) sets out the Government's planning policies for England and how they are expected to be applied. Further guidance is provided in the National Planning Practice Guidance (NPPG).

The NPPF is a material consideration in the determination of applications (paragraph 2) and states that due weight should be given to existing policies according to their degree of consistency with the new NPPF.

Paragraph 8 of the NPPF sets out that achieving sustainable development means that the planning system has three overarching objectives - economic, social and environmental - which are interdependent.

Paragraph 11 of the NPPF states that at the heart of the NPPF is a presumption in favour of sustainable development.

Section 12 places considerable importance on creating high quality buildings and places as the key to sustainable development. It recognises the importance of good design in making better places to live and work and helps make development acceptable to the community (paragraph 131).

2.5.2 Places for Everyone

Places for Everyone Plan (PfE) is a joint development plan document of nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) which was adopted in March 2024.

A central theme of PfE's spatial strategy is to deliver inclusive growth across the city region complemented by a key aim to significantly boost the competitiveness of the northern parts of Greater Manchester.

It is a long term plan for jobs, new homes and sustainable growth which allocates large strategic sites for employment and housing. This includes the employment allocation at Northern Gateway (Heywood/Pilsworth) (PfE Policy JPA1.1). Development within this allocation should (summarised):

- Be of sufficient scale and quality to enable a significant rebalance in economic growth within the sub-region.

- Deliver around 1,200,000 sqm of industrial and warehousing space, comprising a mix of high quality employment premises in an attractive business park setting.
- Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities and over the M62 to proposed new development at Simister/Bowlee (JPA1.2).
- Ensure that any development is safe from and mitigates for potential flood risk from all sources and does not increase the flood risk elsewhere.
- Provide an appropriate buffer between the development and the motorway/local road network where required.
- Take appropriate account of relevant heritage assets, and their settings and undertake a detailed assessment and evaluation of known and potential archaeological sites.

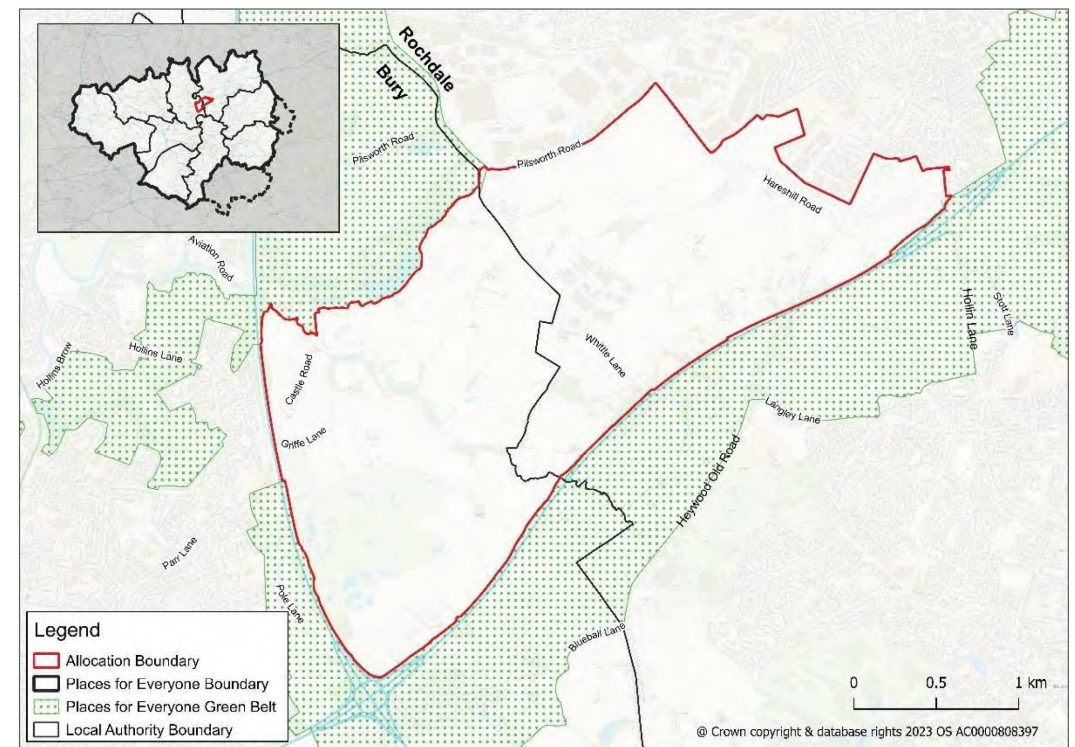


Fig. JPA 1.1 Heywood / Pilsworth (Northern Gateway)

2.0 SITE CONTEXT & ANALYSIS

2.5.3 Northern Gateway Development Framework Supplementary

Planning Document

Bury and Rochdale Councils resolved to adopt the Northern Gateway Development Framework Supplementary Planning Document (NGDF SPD) in March 2025. It establishes the parameters against which future planning applications will be considered and identifies the necessary infrastructure required to support the development of the allocation site. The NGDF SPD is a material consideration in the determination of all planning applications relating to the JPA1.1 Allocation Site.

The NGDF SPD sets out that the following sitewide design principles should be applied to all future development proposals within the Northern Gateway site and are key principles which will be addressed within this Design and Access Statement.

The SPD contains a Development Framework Plan that presents an indicative interpretation of how these design principles could be realised spatially across the Northern Gateway site.

The Development Plan is illustrative in nature and should be considered as such. It is based on a number of assumptions which may change or evolve during the delivery of the project. It therefore presents one way the design principles in the SPD could be delivered.

Striking building forms, design and materiality should help create a distinctive destination with a clear identity and contribute to branding Northern Gateway and the wider region.

Large format industrial buildings in key prominent locations should embrace innovative elevation design solutions in a way which breaks up their visual form and reduces their impact on the surroundings.

Ensure building design and form provides a positive interface with proposed adjacent uses and spaces, as well as responding to existing constraints and characteristics.

Ensure building typologies create a human scaled and comfortable environment with positive relationships with public spaces.

Office elements, primary entrances and other active uses within buildings should face primary routes and public realm where possible for improved legibility and to maximise levels of natural surveillance and perceived safety and security.

Build forms, scale, use and appearance should positively respond to gateway locations, key junctions and nodes where possible.

2.5.4 Local Plan Policies

The adopted Local Plans for Rochdale also set out a range of policies relating to development management and technical / environmental matters which have also been taken into account. These include:

- The Rochdale Core Strategy (adopted 2016)
- Saved Policies of the Rochdale Unitary Development Plan (adopted 2006)
- The Greater Manchester Joint Waste Development Plan (adopted 2012)
- The Greater Manchester Joint Minerals Development Plan (adopted 2013)

Bury & Rochdale councils have commenced preparation of new Local Plans that will support PfE and establish more detailed policy relating to development management and technical / environmental considerations.

3.0 DESIGN PRINCIPLES

3.0 DESIGN PRINCIPLES

3.1 DESIGN STRATEGY AND DRIVERS

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.

The Place for Everyone (PfE) Joint Development Plan Document highlights the demand for industrial and warehousing space in this area. As part of the broader Northern Gateway development, Birch Business Park stands to benefit from enhanced accessibility.

3.2 CONSTRAINTS AND OPPORTUNITY

There is an established access route connecting the Business Park to the application site, which is bordered by existing vegetation along the fence line. The site itself remains undeveloped and was previously utilised for the temporary storage of soil waste arising from ongoing construction activities within the Business Park. Positioned at the lower end of the park, the site features a general elevation change of approximately 7 metres, sloping from the access point down to the opposite boundary.

3.3 SITE LAYOUT

Over the past decade, the layout of Birch Business Park has undergone continuous enhancements as part of its ongoing regeneration.

The proposed site layout follows the strategy of the current site infrastructure which has determined the materials used, position and orientation of the proposed new units.

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.

3.4 SCALE & MASSING

To meet current and institutional distribution needs the new Units building footprints would be in an approx. to 2:1 ratio, providing a sufficient amount of car parking spaces and yard depth, these help to define the plot sizes.

Birch Business Park occupies a hilly site with an overall gradient of 16.3 metres falling from southwest to northeast. Formerly designated as part of the Green Belt, the site has since been released, and earlier phases of development were carefully designed to respond to the natural topography. The proposed development maintains this approach, with plateau levels and building heights configured to respect and reinforce the established site hierarchy.

3.5 DESIGN DEVELOPMENT

Due to constraints imposed by the existing site access, the initial approach prioritises optimising land use from the outset.

The layout strategy aligns with the current site infrastructure, guiding the placement and orientation of the proposed units. A range of yard configurations and servicing options were carefully reviewed, with consideration given to retaining existing trees wherever possible.

The preferred layout removes the previously combined service yard and access road, instead introducing dedicated service yards and separate car parking areas for each unit. This arrangement ensures a clear distinction between service vehicle operations and private car movements, enhancing both safety and functionality.

3.0 DESIGN PRINCIPLES

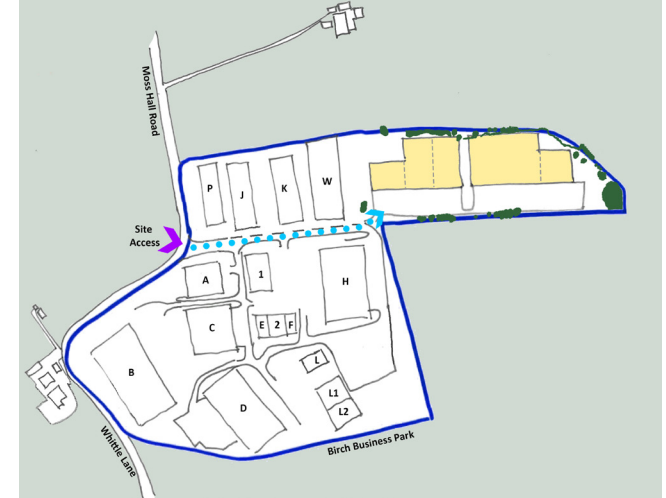
Design Development



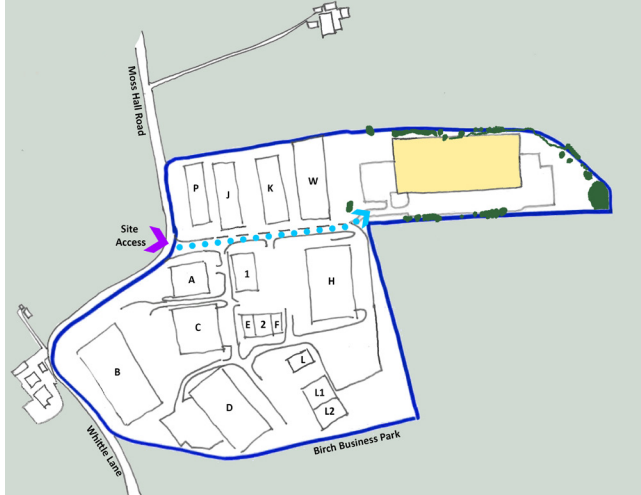
Existing - Application site locates to the rear of the business park. An existing access point to the site between Units H & W.



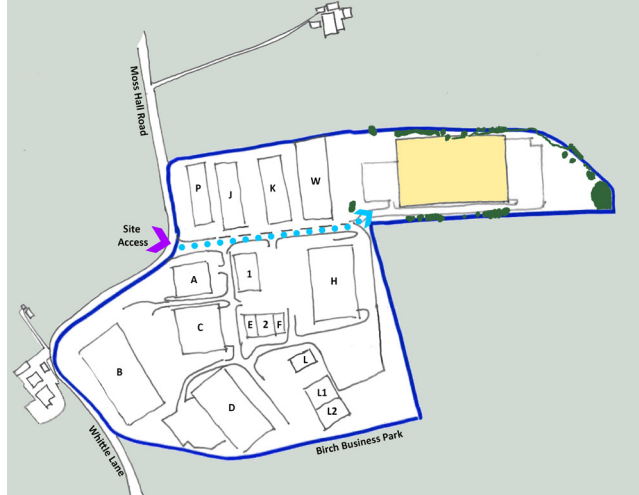
Option 2 - Maximise the development with a single footprint, multi let units. The service yard along the long elevation, with parking space included in the yard



Option 4 - Revised option 2, in response to the existing terrain and reflecting the cut and fill exercise, the site is subdivided into two plateaus.



Option 1 - Maximise the development with a single unit. Car parking to the front, service yard along the long elevation with trailer spaces to the rear.



Option 3 - Maximise the development with a single unit. Car parking to the front, with service yard to the rear at the gable end.



Option 5 (Preferred) - Two standalone units with their own car park and service yard, served by a main access road.

3.0 DESIGN PRINCIPLES

3.6 MATERIAL

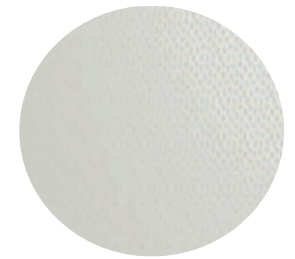
The “appearance” of the proposed development is a reserved matter for subsequent approval. However, in order to provide an indication of how the development might look, this section has been prepared.

At present, a palette of materials has been established with the construction of Units 1 and 2, A, D , L, L1 & L2. 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.

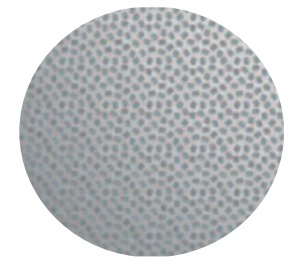
The proposals reflect contemporary design principles in creating a high quality warehouse/industrial building to provide for the requirements of a range of potential end users.

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 microrib flat panel 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.



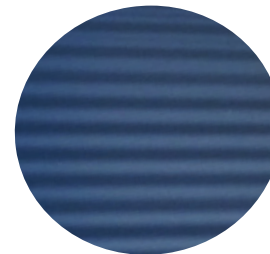
Hamlet (RAL 9002)



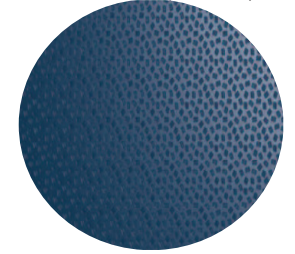
Pure Grey (RAL 000 55 00)



Anthracite (RAL 7016)



Cladding --Colours and textures



Sargasso (RAL 5003)

3.0 DESIGN PRINCIPLES

3.7 ACCESSIBILITY

Access in the context of the planning application is also a reserved matter. In this section establishes the key access principles.

3.7.1 Vehicular Access and Parking Provision

Access in the context of the planning application is also a reserved matter. However, this section establishes the key access principles.

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. In the past decades throughout numerous of redevelopment, site vehicle circulation had been improved with clearly defined internal service roads. For larger size units, separating HGVs and cars from service yards and car parking.

The parking provision for each unit has been determined with reference to Rochdale MBC's parking standards, and the proposed development will continue to adhere to these guidelines.

Specific provision would be made for cyclists through the provision of safe, secure cycle storage in easily accessible locations within the demise of each unit.

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.

3.7.2 Pedestrian Access

A number of controlled pedestrian routes are proposed into the site and within each unit demise— with access from the footpath adjacent to the main estate road. Controlled pedestrian access points would be focused on the route from the estate footpath to the office entrances.

Proposed layout would provide the most direct pedestrian route from the footpath into the development site/building and would avoid crossing of access roads and HGV routes where possible.

3.7.3 Operational Vehicle Access / Egress

Indicative Units A and B will feature a dedicated service yard extending the full length of one of the long elevations, equipped with level-access loading doors and dock levellers to facilitate efficient loading and unloading from commercial vehicles. Car parking is proposed along the opposite long elevation.

3.7.4 Inclusive Access

The proposals seek to create a fully inclusive development with access appropriate to all users. The individual buildings would be designed to meet the requirements of Part M of the Building Regulation, BS8300 2001 and the Equality Act 2010.

The provisions which would be considered include;

- Provision of marked disabled parking bays close to the entrance of each building.
- Level access at the threshold of all new buildings with clear access from parking bays and the site entrance.
- Creation of level or reasonably level smooth, slip resistant footpaths 1800mm or wider around the business park from the site boundary along each of the new or modified access roads.
- Provision of clear and logical signage to assist in navigating around the site.

Each of the proposed buildings would also provide a clear access strategy ensuring that all building users have access to the facilities they require. Measures within the buildings would include;

- Provision of Disabled WC and shower facilities.
- Provision of a platform lift conforming to Part M of the Building Regulations where buildings have more than one storey.
- Staircases suitable for ambulant disabled use including non-slip finishes and contrasting nosings to each tread.
- Tonal contrast to be used throughout the building including the considered use of wall and floor materials and colours to minimise light and sound reflection so as not to hinder users.

A refuse/recycling area would be provided within the secure service yards. This has been shown as a potential refuse/recycling area on the Site Plan and would be constructed by the building occupier to meet their specific requirements.

4.0 DEVELOPMENT PARAMETERS

4.0 DEVELOPMENT PARAMETERS

4.1 OVERVIEW – PARAMETER PLAN APPROACH

This chapter sets out the strategic design parameters required within which further detailed design work will be undertaken at the Reserved Matters Planning Application stage.

In response to the existing site context, the design strategy is taken forward as a series of Parameter Plans that outline the key structuring principles of the proposals.

4.0 DEVELOPMENT PARAMETERS

4.2 PARAMETER PLAN – DEVELOPMENTS CELLS

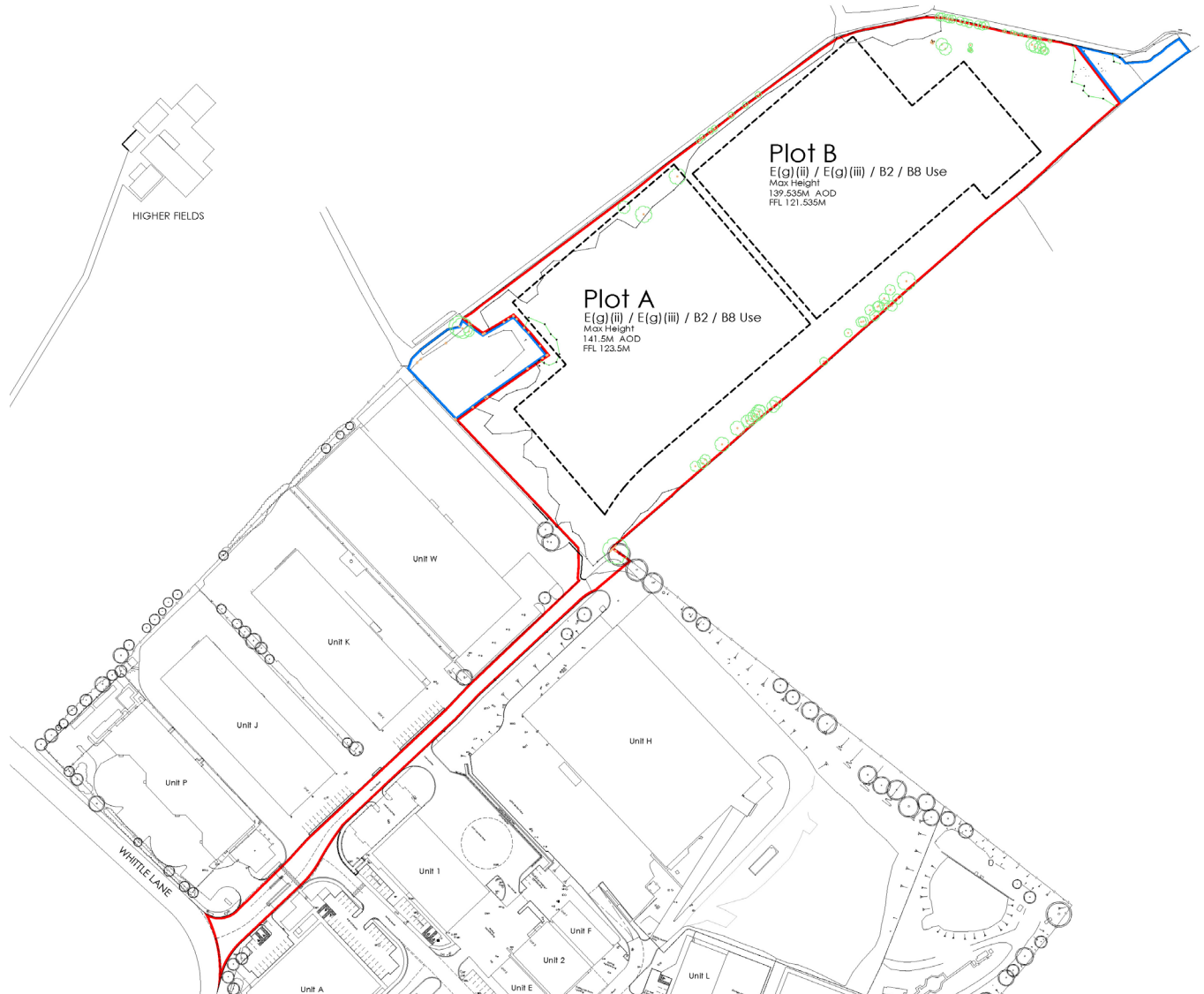
As shown on the Parameter Plans the proposed uses are B2 (General industrial) & B8 (Storage & Distribution) / E(g)(ii) (Research and development of products or processes) / E(g)(iii) (Industrial processes) / with other ancillary (E(g)(i)) uses to this which will include administration offices and staff amenities.

The Site provides for:

- Two Development Parcels within which future buildings may be sited. The Development Parcels will be graded to provide the two development plateaus;
- The proposed floor space (GIA) set out in this Planning Application to be delivered across the Development Cells is to a maximum of 12,241 m²; and
- Whilst the scale of all the buildings on the site is reserved, maximum height limits have been defined for the overall development.

* The plateau level for Plots A has been set at +123.50m AOD with a maximum height set at +141.50m AOD giving an approximate building height of 18m.

* The plateau level for Plots B has been set at +121.353m AOD with a maximum height set at +139.535m AOD again giving an approximate building height of 18m.

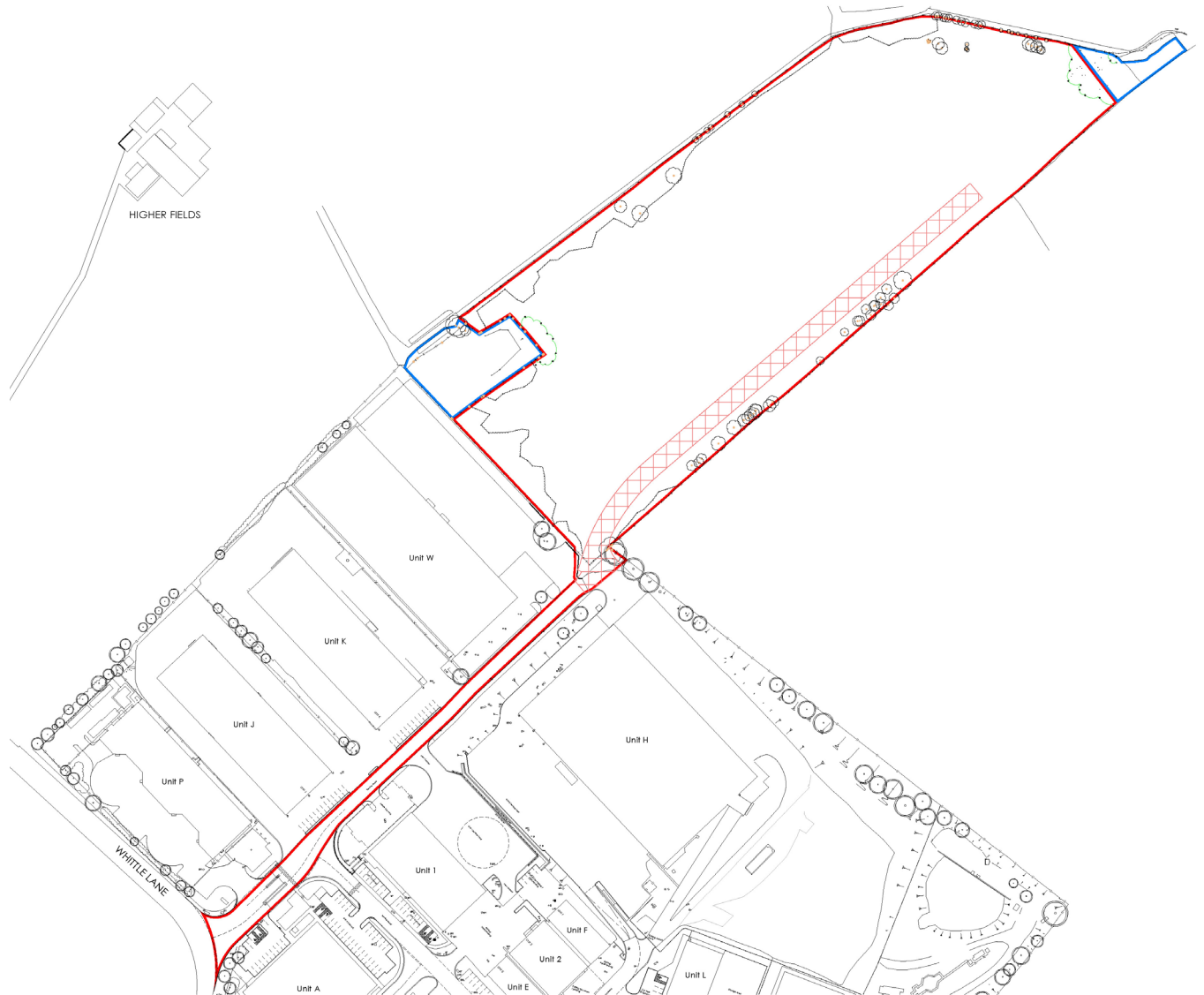


4.0 DEVELOPMENT PARAMETERS

4.3 PARAMETER PLAN – ACCESS & CIRCULATION

As shown on the Parameter Plans the site provides for :

- A main site access sited is the east-west road in the eastern of the site between Units H & W;
- Line of the proposed access road with vehicular access points into the proposed development parcels; and
- A pedestrian that runs to the north of the access road which provides secure crossing points, where applicable, into the proposed development parcels and provides a connection back to the existing networks.



4.0 DEVELOPMENT PARAMETERS

4.4 PARAMETER PLAN – GREEN INFRASTRUCTURE

In the context of the planning application, “landscaping” is a reserved matter, for subsequent planning authority approval.

Providing a Green Infrastructure Plan to establish the guiding principles upon which any future detailed landscaping scheme would be based.

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, groundcover and both amenity and wildflower grassland areas would be planted / seeded.

It is suggested that the detailed landscaping proposals would be controlled via a suitably worded planning condition.



4.0 DEVELOPMENT PARAMETERS

4.5 PARAMETER PLAN – UTILITIES CORRIDORS & EASEMENTS

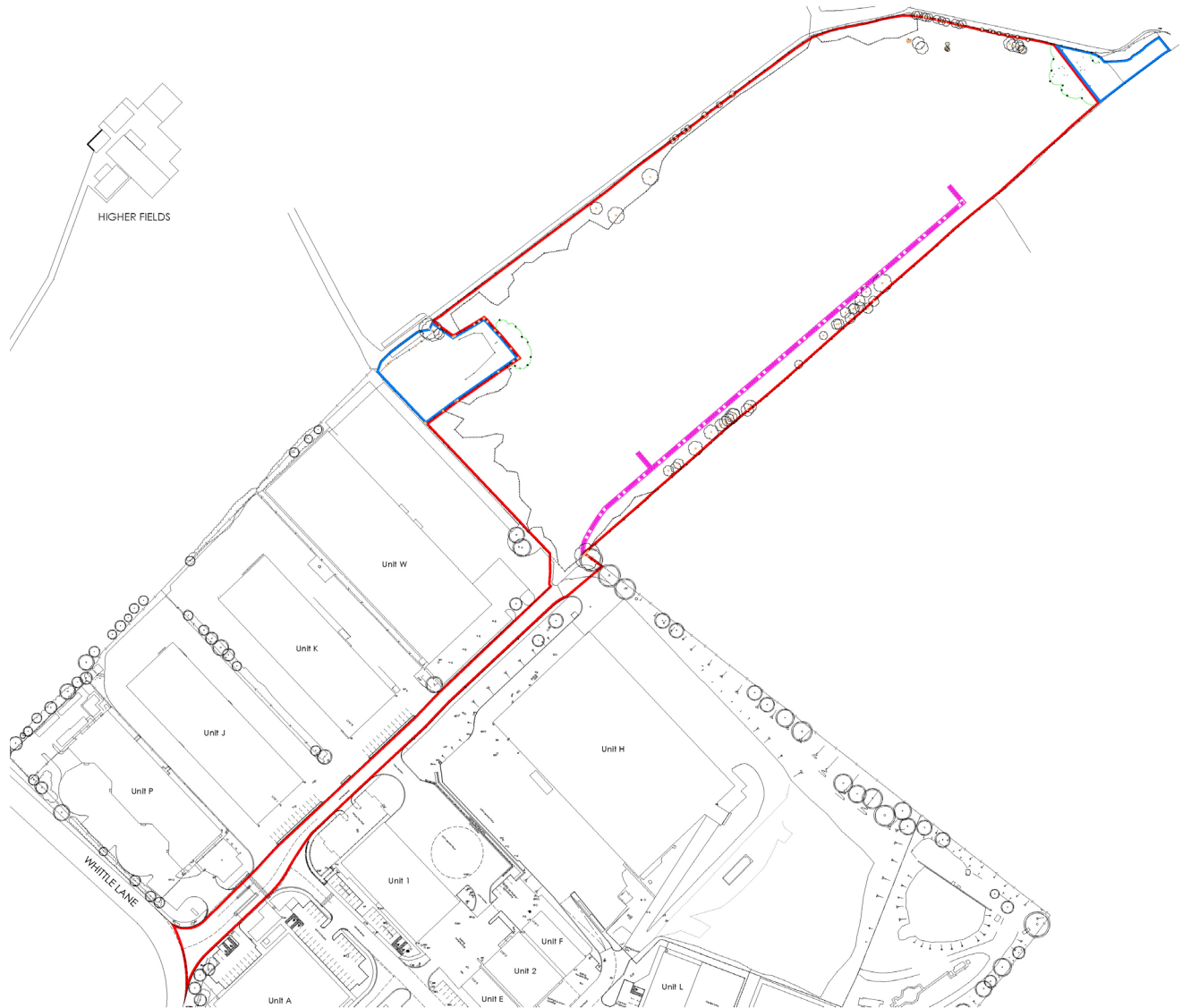
As shown on the Parameter Plans the site provides for :

- The existing infrastructure on the site, and associated disconnection, diversion and alteration works.
- Maintaining easements for asset owners to access and maintain the network owned equipment.
- New utility services connections with sufficient capacities required for the Proposed Development.
- Impact to surrounding areas / receptors.

New utility services connection proposals, for the calculated required capacities for the Proposed Development, have been obtained from the relevant asset owners.

A proposed services corridor has been detailed to run along the new access road to each plot. The services corridor will contain the new utility services connections, any diverted utility services, and also spare ducts for future additional services to be installed.

All the proposed new utility connections and alterations are to be installed underground and are co-ordinated with the proposed masterplan.



5.0 ILLUSTRATIVE MASTERPLAN

5.0 ILLUSTRATIVE MASTERPLAN

5.1 OVERVIEW

A single Illustrative Masterplan is presented to show how the Parameter Plans may be taken forward to respond quickly to different operator requirements and the needs of the market. This shows how the Development Parameters and principles set out in Chapter 3 & 4 may be translated into a high-quality masterplan.

The proposed site layout follows the strategy of the current site infrastructure which has determined the access, position and orientation of the proposed new units.

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.

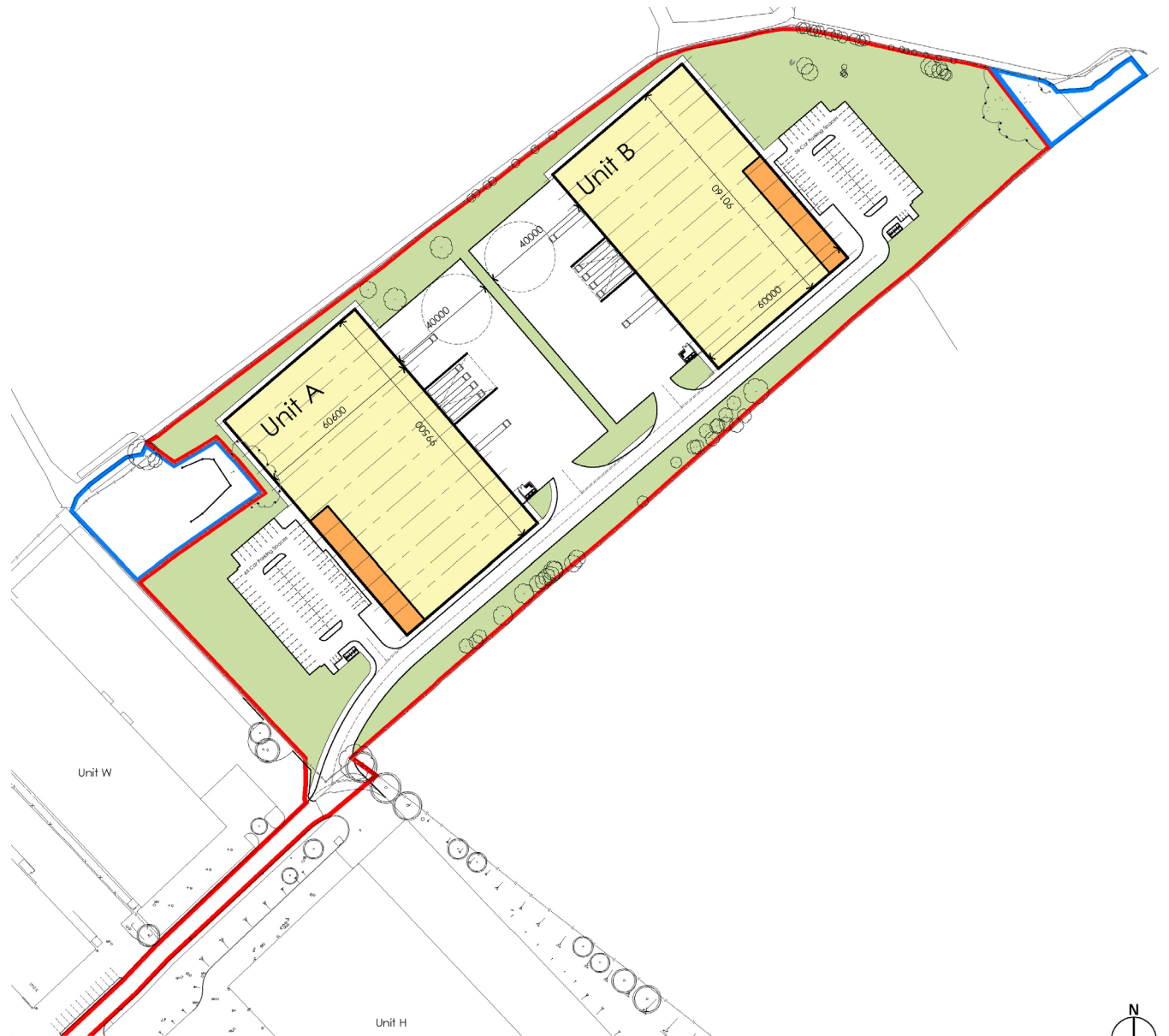
5.2 AMOUNT

The amount of floorspace has been determined by an iterative process of market demand, operational requirements, site form and highways capacity studies.

The floorspace (GIA), including ancillary offices, indicated on the Illustrative masterplan layout is made up as follows but could be altered under other options, market and operator requirements permitting:

UNIT A	-	6,452 m ² (69,449 ft ²)
UNIT B	-	5,789 m ² (62,313 ft ²)
TOTAL	-	12,241 m² (131,762 ft²)

(Areas above for illustrative purpose only)



5.0 ILLUSTRATIVE MASTERPLAN

5.3 ILLUSTRATIVE 3D VISUAL



6.0 ENVIRONMENT

6.0 ENVIRONMENT

6.1 SUSTAINABILITY

The applicants are committed to achieving sustainable development as part of its development operations. The objectives for achieving sustainable development, as part of its operations range both between the day-to-day operating of their commercial premises, to designing sustainable initiatives within new buildings. 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 and incoming tenants to minimise the environmental effect of their work wherever and whenever the case may arise.

In the table opposite 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	Pulsed water meters would be proposed for the development to monitor and control water use. Encourage tenants to install 24 litre WCs in the new units. 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 ENVIRONMENT

6.2 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 a combination of paladin and palisade fencing approximately 2.2m in height around the perimeter of the site. This is supplemented by additional fencing around individual units where required.

The main access to the site is overseen by the gatehouse which controls vehicle movements through a barrier control. The gatehouse is manned during normal working hours by the site management team, with out of hours cover provided by a security team. The proposed development would seek to maintain the same security strategy currently in operation.

The buildings have been designed to create an active frontage to the car park and business park spine road with clearly defined entrances. This places the entrances to the buildings in clearly visible locations and in positions that favour 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.

A detailed Lighting Strategy Plan will be submitted to provide a detailed specification of the lighting scheme, including details of the proposed luminaires and light spill.

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

7.0 CONCLUSION

7.0 CONCLUSION

This Design and Access Statement has been prepared by Horizon Fletcher Rae to support a outline planning application for Birch Business Park. 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.

7.1 POSITIVE ATTRIBUTES OF THE PROPOSED DEVELOPMENT

Throughout this Design & Access Statement it has been demonstrated that the proposed development considers the requirements and constraints, using them to satisfy the needs of the users of the development and the positive contribution the development will have on the immediate surroundings and as part of the wider Northern Gateway Development.

The proposed development offers the following attributes and benefits:

- An integrated design solution that embraces the functionality and contextual requirements;
- Accommodation of full operational requirements, including staff parking within a secure site boundary as a coordinated campus style development;
- The proposals are in a sustainable location, utilising the existing road network. With the future improvement of wider infrastructure throughout the Northern Gateway Development, making it a highly sustainable site from an accessibility point of view.

Having carefully considered the qualities and constraints of the site it is considered that the design solution reached represents the most appropriate solution for the development of the site.

