

Design & Access Statement

for

The demolition of existing class B2/ B8 Industrial buildings and class E(g) Offices. Recladding and refurbishment of retained class B2/ B8 Industrial buildings and change of use of retained E(g) and Suis Generis to B2/ B8 use

at

Warth Industrial Estate, Warth Road,
Bury, BL9 9NB

Client
GFIC Properties Ltd

Date
July 2024

Contents

1.00	General
2.00	Site Location
3.00	Proposed Use
4.00	Proposed Demolitions
5.00	Layout
6.00	Appearance
7.00	Carbon Statement
8.00	Crime Impact
9.00	Transport
10.00	Digital Infrastructure and Utilities
11.00	Inclusive Access
12.00	Daylight Assessment
13.00	Site Waste Management
14.00	Unit Waste Management
15.00	Summary

1.00 | General

This design and access statement accompanies a full planning application submitted to Bury Borough Council for approval to:

The demolition of existing class B2/ B8 Industrial Buildings and class E(g) Offices. Recladding and refurbishment of retained class B2/ B8 Industrial Buildings and change of use of retained E(g) and Suis Generis to B2/ B8 use.

This statement should be read in conjunction with the following supporting documents.

CDP drawings

24.100.00-1001 OS plan
24.100.00-1002 existing site plan
24.100.00-1006 demolition plan
24.100.00-1007 phase 1 site plans
24.100.00-2001 building A existing floor plans and elevations
24.100.00-2002 building B existing floor plans and elevations
24.100.00-2003 building C existing floor plans and elevations
24.100.00-2004 building D existing floor plans
24.100.00-2005 building A proposed floor plans and elevations
24.100.00-2006 building B proposed floor plans and elevations
24.100.00-2007 building C proposed floor plans and elevations
24.100.00-2008 building D proposed floor plans
24.100.00-3001 building D existing elevations
24.100.00-3002 building D proposed elevations

Consultant reports

Desk Based Coal Mining Risk Assessment
- LK Group
Phase 1 Preliminary Risk Assessment
- LK Group
Preliminary Ecological Appraisal - Rachel Hacking Ecology



OS plan (not to scale)

2.00 | Site

2.1 Site Location

The Site is located off Warth Road adjacent to Radcliffe Road and The River Irwell.

The Site is a well-established industrial development within close proximity to new industrial developments off Bury Road as well as being adjacent to residential development ranging from older terraced housing to post war semidetached and detached development.

2.2 Site History

The site has a varied history from its beginnings as a mill in the height of the industrial era to its post war status as a paint manufacturing and storage facility. In more recent years the site has been subdivided between multiple tenants of varying industries with the old mill building converted into office space. The site has been in a state of decline since before the Covid pandemic with the pandemic being a final blow to the development in its current state with many tenants leaving the premises and the site falling into a state of disrepair.

Significant recent planning applications include:

Application 44942 for recladding some of the existing units approved 13.09.2005

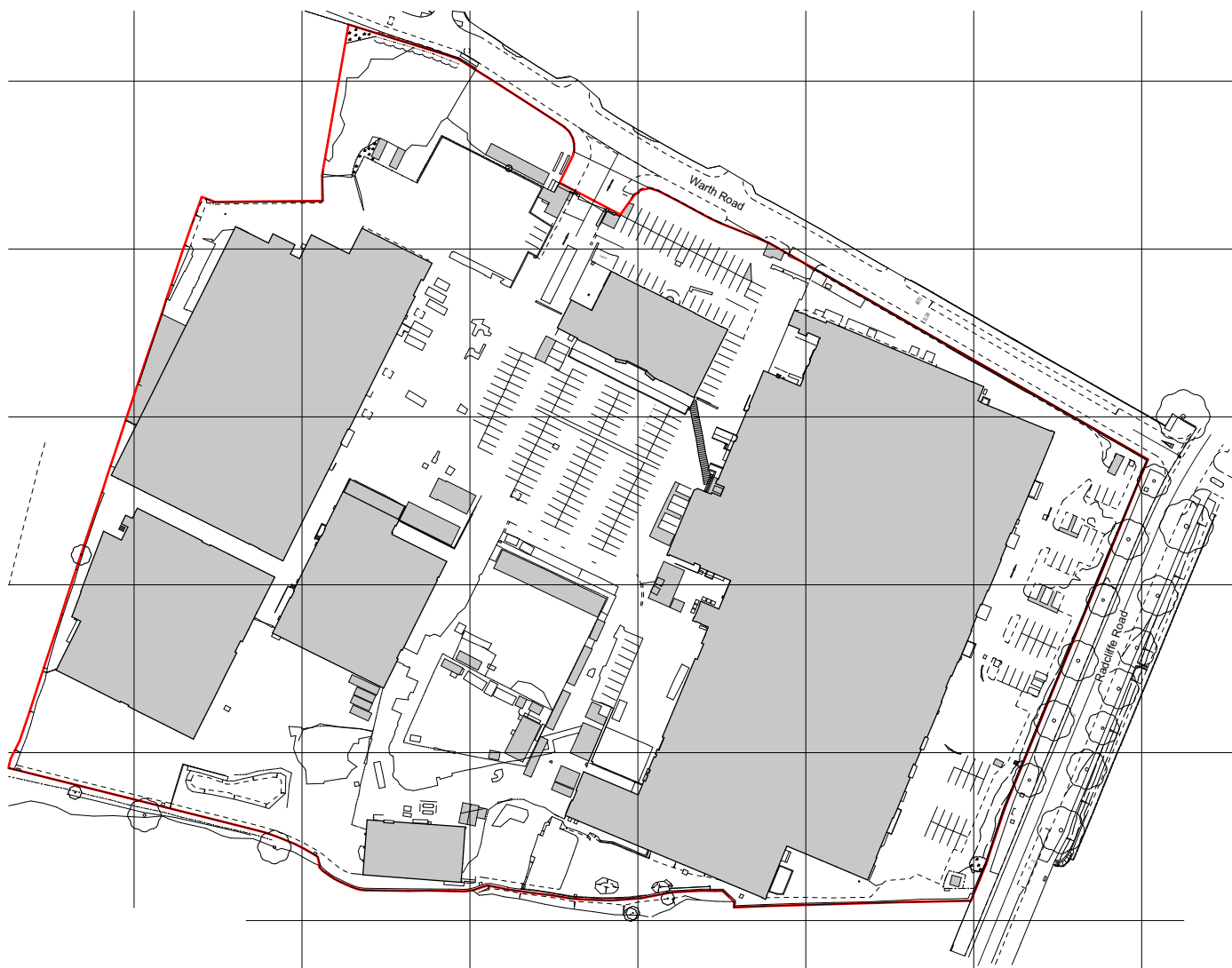
Application 49759 for change of use of car park to storage yard and relocation of portacabins approved 13.06.2008

Application 49885 refurbishment of existing industrial units and change of use from B2 to B1 for the mill and unit 02 approved 12.08.2008

Application 63127 prior notification of proposed demolition of units 05, 08A, 08B and 08 approved 03.09.2018

Application 63293 change of use of units 2B, 2C and 2D to trade counter use (suis generis) approved 19.11.2018

Multiple applications including 64788 for the erection of retaining walls to form a flood defence along the bank of the River Irwell.



Existing site plan (not to scale)

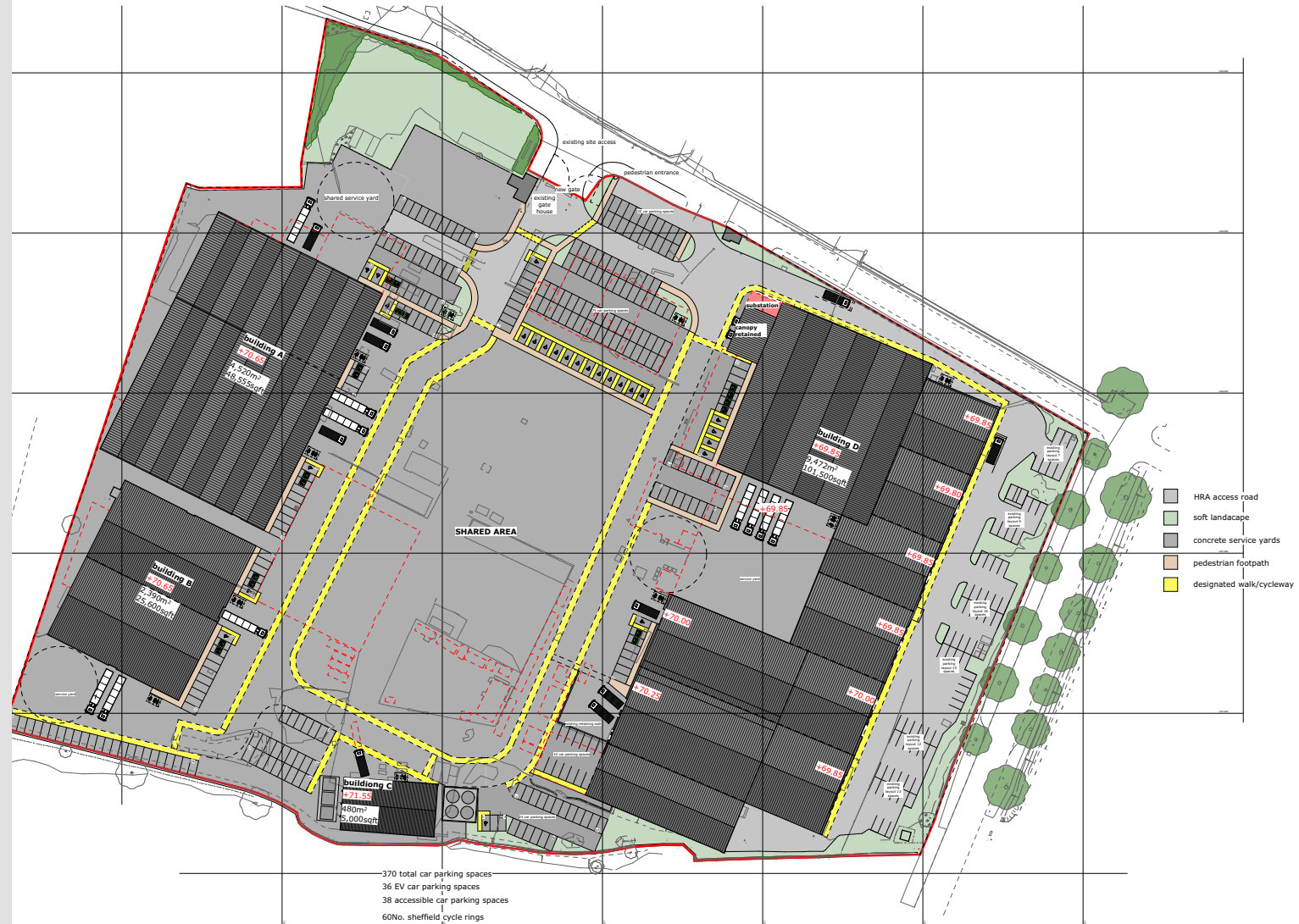
3.00 | Use

3.1 Existing Use

The site is currently vacant with all the existing buildings in vary states of disrepair and multiple use classes across the site.

3.2 Proposed Usage

The proposed usage of the land will be for the demolition of buildings in both too poor a condition to feasibly be retained and which are positioned in an area that could cause a detrimental effect to the future viability and useability of the site. Following the demolitions the proposals are for recladding and refurbishing the existing buildings and changing the use classes on all retained buildings to B2/B8 use.



Proposed site plan (not to scale)

4.00 | Proposed demolitions

3.1 Existing Use

The site is currently vacant with all the existing buildings in vary states of disrepair and multiple use classes across the site.

3.2 Proposed Usage

The proposed usage of the land will be for the demolition of buildings in both too poor a condition to feasibly be retained and which are positioned in an area that could cause a detrimental effect to the future viability and useability of the site. Following the demolitions the proposals are for recladding and refurbishing the existing buildings and changing the use classes on all retained buildings to B2/B8 use.

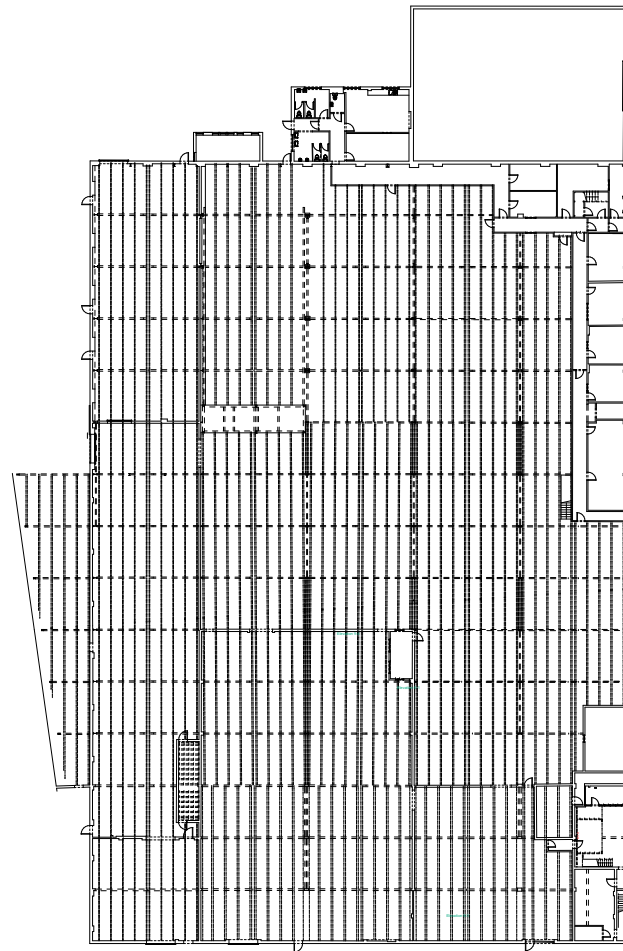


Proposed site plan (not to scale)

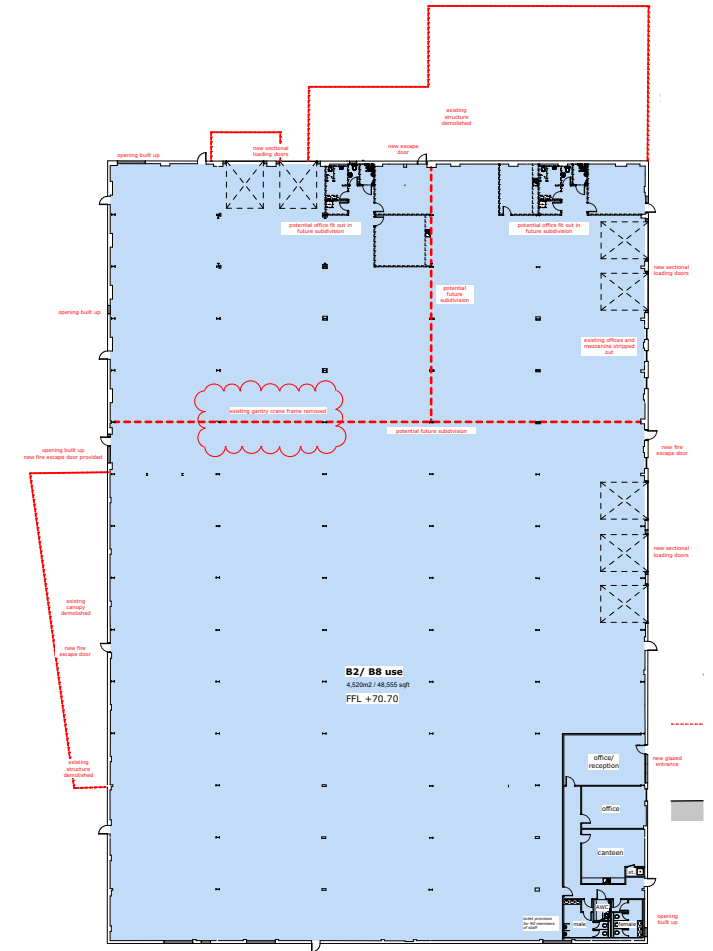
5.01 | Layout building A

Building A is currently a large open planned unit formed of various extensions with different heights, grid spacing and construction evident of how the site has evolved over time to suit the needs of the previous occupiers. Building A is one of the buildings in the poorest condition with the roof leaking significantly throughout, wall cladding and brickwork in a very poor state of disrepair and the internal slab in need of extensive repairs. The northern section of the building has multiple ancillary poor-quality offices and ancillary flat roof extensions that will require demolition.

The proposal for the building is to demolish all the flat roof extensions, rear canopy and the poorest condition northern extension. Internally the existing crane steelwork will be removed as well as all the existing offices and internal non supporting walls. Following all the proposed demolitions the remaining building will have new sectional doors fitted with a new ancillary office and amenity fir out provided as part of the shell spec for prospective tenants. The primary intention for the building will be to let as a single building to one tenant however for flexibility dependant on the market the building has been designed for the potential to split into 3 units with ancillary offices, sectional doors and external services areas for each. The potential separation would follow the logical lines of separation in line with areas of height change within the building.



existing floor plan



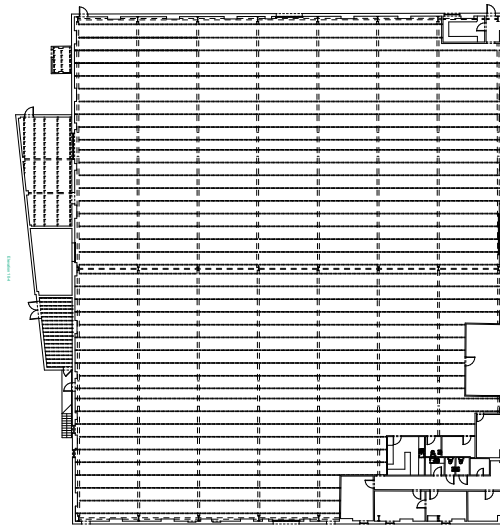
proposed floor plan

Floor plans (not to scale)

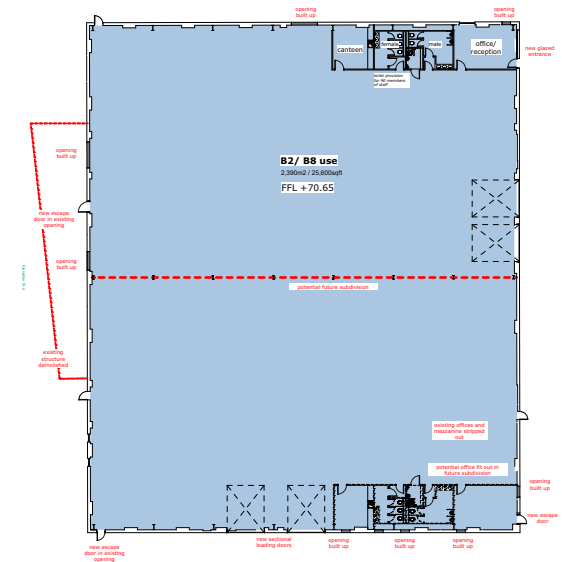
5.02 | Layout building B

Building B is currently a large open unit based around dual portal frames with a central ridge. Similarly, to Building A this building is in a very poor state of disrepair with the roof leaking significantly and the external wall buildup being in very poor condition through both poor initial detailing and age. The slab is significantly depressed, and damages and the internal office fit outs are no longer fit for purpose.

The proposed changes for this building will be the demolition of the rear poor-quality canopy and the demolition of all internal office fit outs. Following all the proposed demolitions the remaining building will have new sectional doors fitted with a new ancillary office and amenity fit out provided as part of the shell spec for prospective tenants. The primary intention for the building will be to let as a single building to one tenant however for flexibility dependant on the market the building has been designed for the potential to split into 2 units with ancillary offices, sectional doors and external services areas for each. The potential separation would follow the logical lines of separation along the ridge between portal frames.



existing floor plan



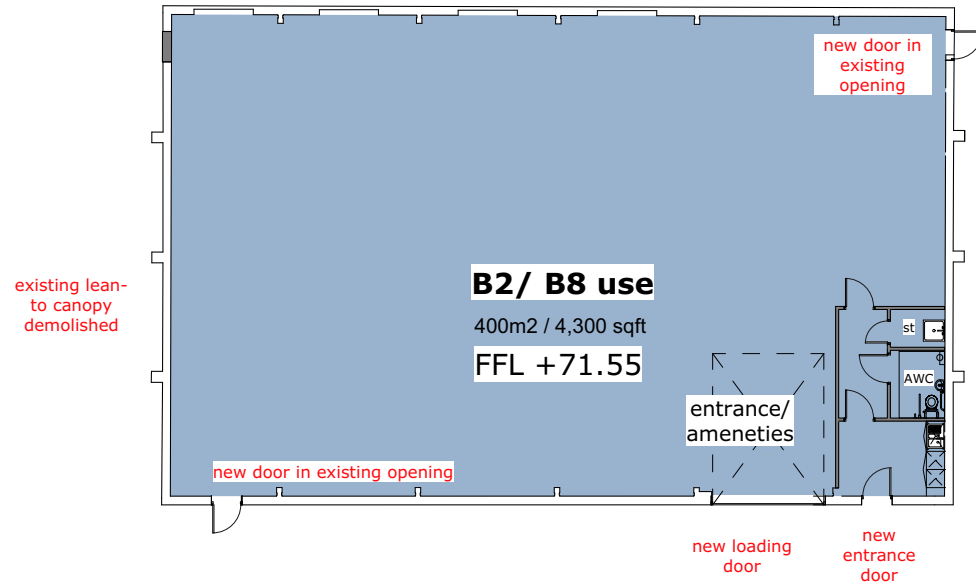
proposed floor plan

Floor plans (not to scale)

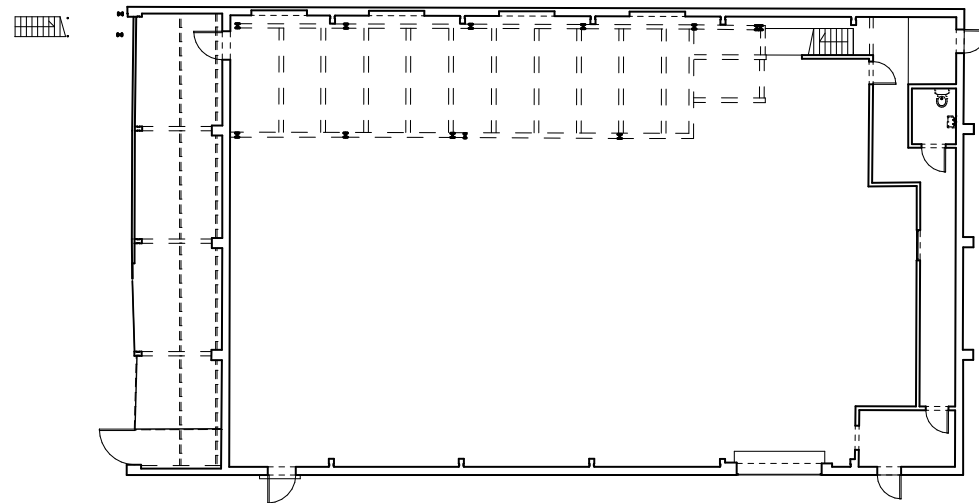
5.03 | Layout building C

Building C is the smallest of the buildings and is relatively isolated within the development from the rest of the buildings. The building features a large internal fit out for a building of its size as well as ancillary external canopies.

The proposal for this building is to remove all the existing internal fit outs and the existing poor quality external canopy. Following this a new loading door within the existing opening will be fitted along with a new small amenities fit out to suit the proposed tenants minimal needs and requirements.



proposed floor plan

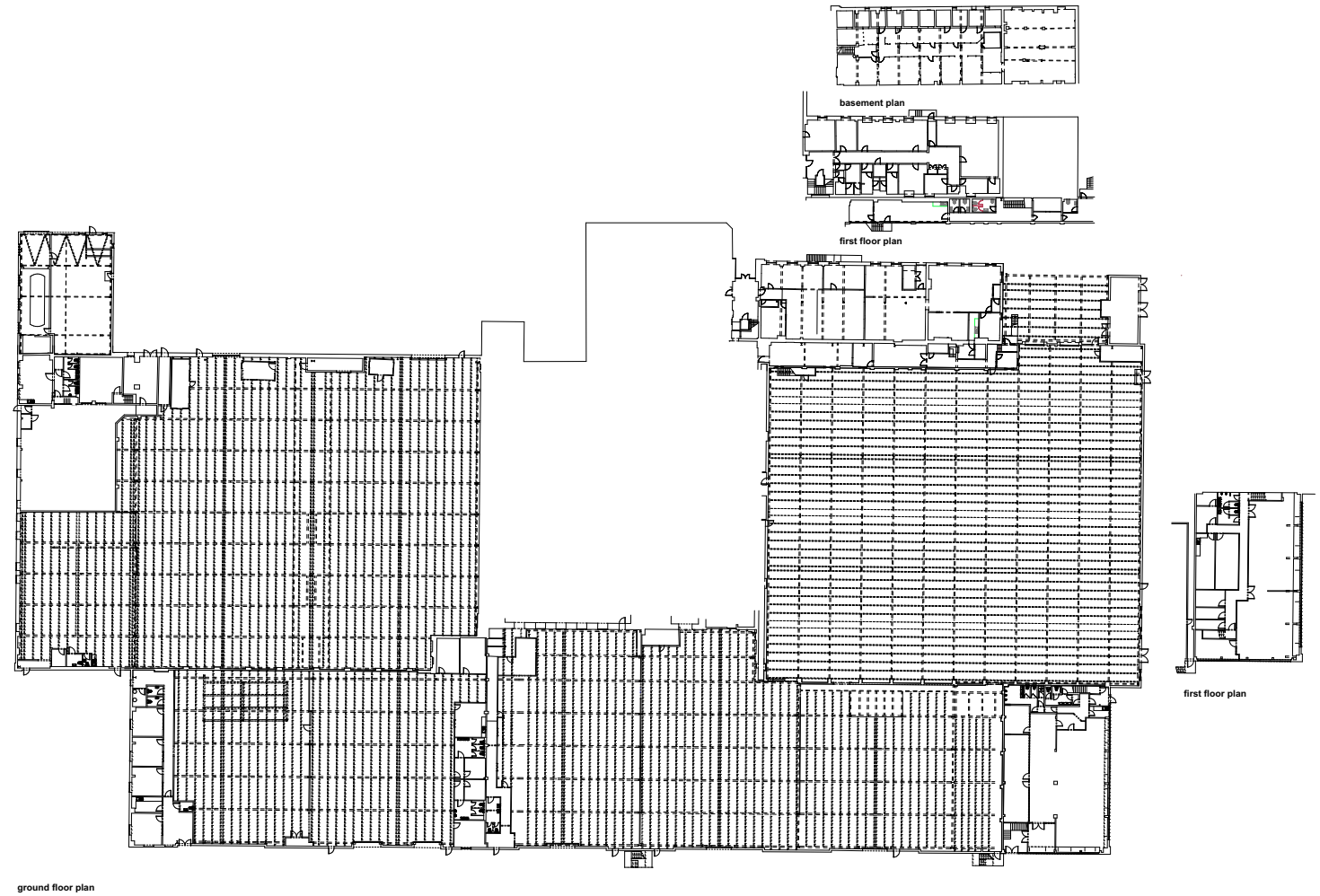


existing floor plan

Floor plans (not to scale)

5.04 | Layout building D

Building D is the largest and most complex of the buildings to be retained at Warth. The central component of the building is the remaining original mill building which is in a very poor state of disrepair due to multiple poor-quality alterations in previous years. extended from this are multiple portal frame extensions built during different periods and of varying quality due to a combination of relatively recent refurbishment and occupation and vacancy and degradation due to a lack of maintenance. The building contains an element of each of the currently classified use classes throughout the Warth development.



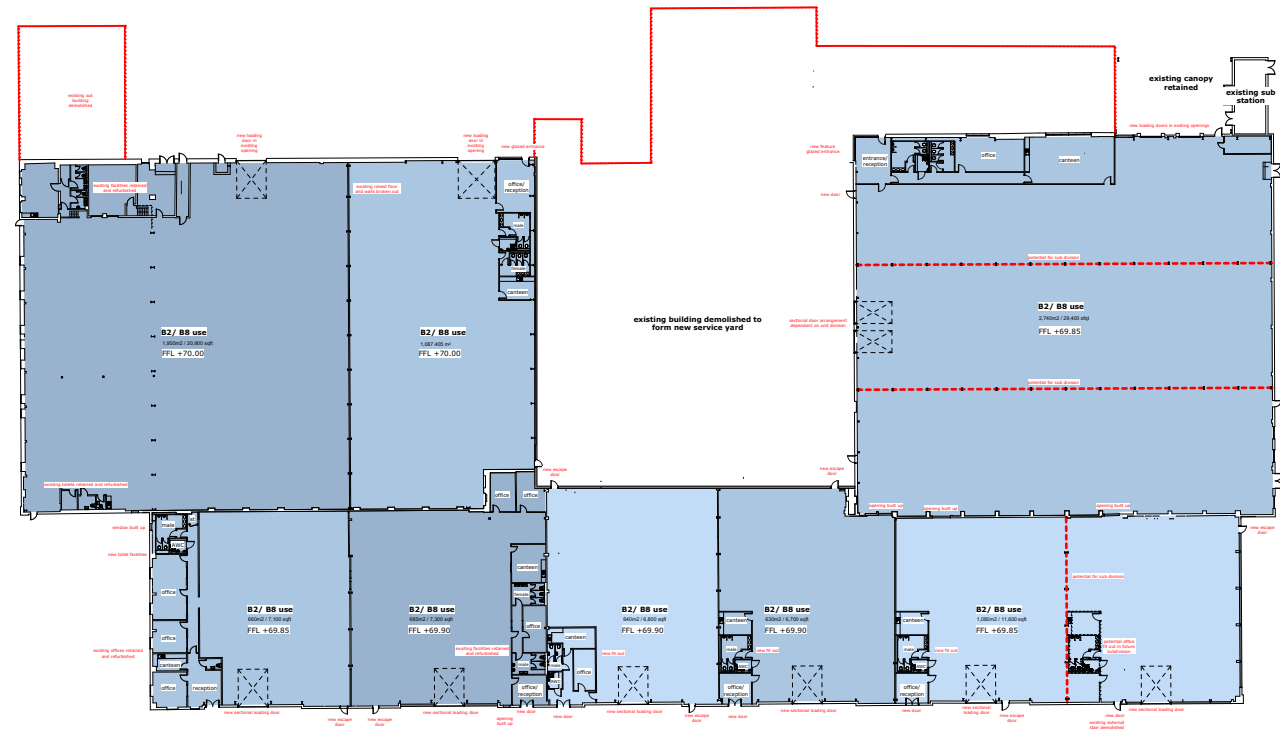
ground floor plan

Floor plans (not to scale)

5.05 | Layout building D

The proposal for building D is the demolition of existing Mill building and ancillary office building extensions. The demolition of the southern extension that housed the sprinkler system pump room. The demolition of the existing internal mezzanine office structure within the corner unit and the demolition of all poor-quality ancillary offices throughout the building.

Following the demolition of the mill the void space that remains will be retained for use as the service yard to the largest of the potential units with a new internal office fit out proportional to the scale. New cladded walls will be provided to all elevations where the demolished mill was previously situated. The areas facing Radcliffe Road will have new party walls along each portal ridge with the exception of the end unit which will be intended to be let to a single tenant. All areas where previous office fit outs were provided will have new ancillary offices provided for a shell spec for prospective tenants.



Floor plans (not to scale)

The existing building A features a combination of poor-quality masonry walls, poor quality external wall cladding, poor quality flat roofs and poor-quality asbestos roofing. The proposals for this building include the demolitions of multiple poor-quality extensions to the north and rear of the building. Following the demolitions the roof is to be re-cladded with a modern insulated roof system in goosewing grey. The remaining walls will be either replaced with a new built-up cladding system or in areas where the masonry walls are suitable for retention will be overclad to suit the new wall construction. The walls will feature a combination of anthracite, sargasso and goosewing grey cladding to provide a modern facelift to the building with the sargasso being used as a decorative feature to match the new sectional and personnel doors. New feature glazing entrances will be provided to the ancillary office entrance/ reception.



The existing building B features a combination of poor-quality painted masonry walls and poor-quality asbestos roofing. The proposals for this building include the demolitions of poor-quality extensions and ancillary structures to the rear of the building. Following the demolitions the roof is to be re-cladded with a modern insulated roof system in goosewing grey. The remaining walls will be either replaced with a new built-up cladding system or in areas where the masonry walls are suitable for retention will be overclad to suit the new wall construction. The walls will feature a combination of anthracite, sargasso and goosewing grey cladding to provide a modern facelift to the building with the sargasso being used as a decorative feature to match the new sectional and personnel doors. New feature glazing entrances will be provided to the ancillary office entrance/ reception.

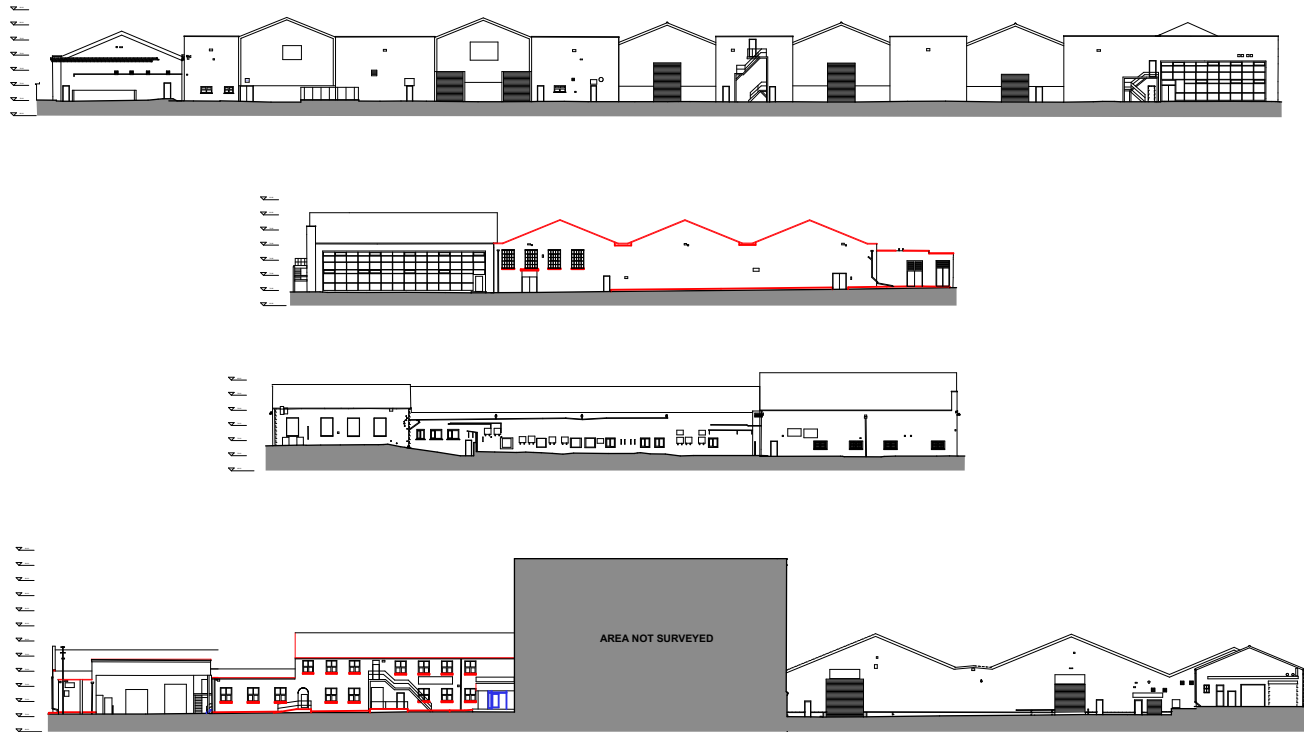


The existing building C features a combination of painted masonry walls and a modern clad roof. The proposals for this building include the demolitions of poor-quality ancillary structures around the building. The remaining walls will be either replaced with a new built-up cladding system or in areas where the masonry walls are suitable for retention will be overlaid to suit the new wall construction. The walls will feature a combination of anthracite, sargasso and goosewing grey cladding to provide a modern facelift to the building with the sargasso being used as a decorative feature to match the new sectional and personnel doors.



6.04 Appearance building D

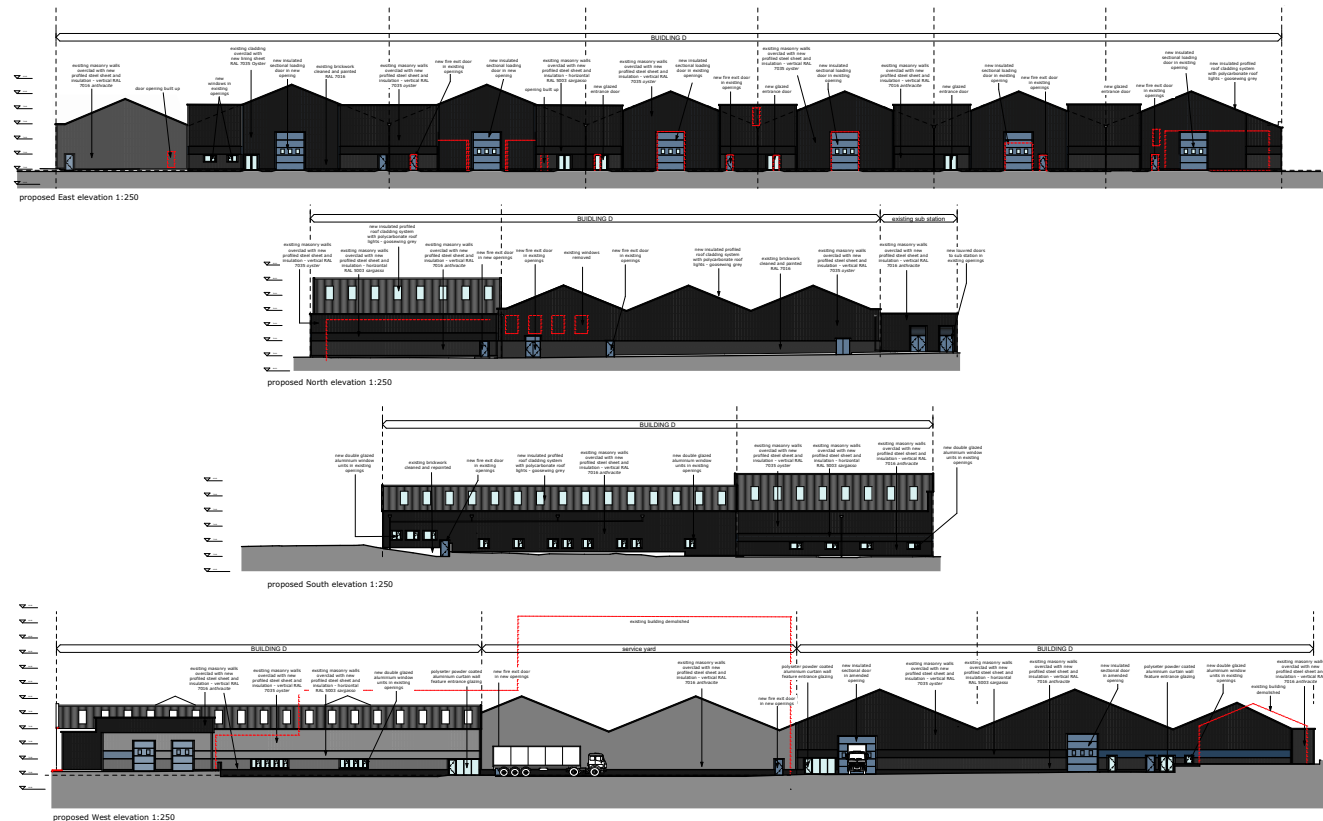
The existing building D features a combination of painted masonry walls, curtain walling, old and modern wall cladding systems, modern insulated roof cladding and old asbestos roofing. The facades overall are in a state of disrepair similar to the other buildings across the site however some areas such as the Radcliffe Road elevations have been re-cladding more recently and are in a good condition. The facades lack uniformity due to the age of the building and the nature of its development which include various extensions over the decades. The demolitions of this building would include the entirety of the remaining mill/ office structure as well as the adjoining office extensions and the redundant pump house for the previously fitted sprinkler system.



North west elevation (not to scale)

6.05 Appearance

The remaining structures will all be reclad and refinished in a manner that suits the proposals to the other buildings on the site which will complete a uniformity the site is lacking which will overall drastically improve the aesthetics of the site. Walls will be either replaced with a new built-up cladding system or in areas where the masonry walls are suitable for retention will be overlaid to suit the new wall construction. The walls will feature a combination of anthracite, sargasso and goosewing grey cladding to provide a modern facelift to the building with the sargasso being used as a decorative feature to match the new sectional and personnel doors. All the existing curtain walling is proposed to be removed and replaced with a new cladded wall to suit the new use class.



North west elevation (not to scale)

7.00 | Carbon Statement

A key principle for the redevelopment of the site has been the sustainability of the site and the impacts of the development on the immediate community. Key areas for the development are the improvements to the buildings themselves and the improvements to the transport links for future tenants.

The proposed development will be designed in accordance with the Building Regulations Approved document L2a and will meet the fabric U-values set out therein for thermal performance and energy efficiency for all new wall construction and improvements to retained structures. The building will be constructed in accordance with the SBEM calculations for energy performance.

The construction detailing will focus on air tightness to reduce the energy consumption for space and water heating. Double glazed thermally broken aluminium window/ door frame units have been specified to increase the thermal efficiency of window and door apertures.

SBEM calculations will be undertaken to ensure the proposed building accords with the target emission rates and energy efficiency requirements of L2a.

The existing site features essentially a free for all on parking requirements with little thought to alternative modes of transportation. The proposed development features designated marked out walk/ cycleways to encourage pedestrian and cycle access to each unit. Each unit will also feature dedicated cycle storage in line with Bury Council's Parking Standards and EV charging points for each unit in line with the Building Regulations Approved Document S. The site is also within a reasonable walking distance from bus stops along Radcliffe Road and is also a reasonable cycle distance from the Radcliffe and Bury tram stations which would be beneficial to reduce carbon emissions from tenants who may live further afield in greater Manchester.

8.00 | Crime Impact

The proposed site is situated within an existing industrial estate and the site is currently surrounded by a metal palisade fence with the sole access being from an existing manned gate house which will be retained post development.

To deter intruders or vandalism the new development will be fitted with CCTV cameras which cover entrances and potential dark spots. Robust materials will be specified for the doors and windows in accordance with PAS 24/2012(16) with all opening windows to be restricted lockable aluminium double glazed with toughened glass panels.

Personnel doors and fire exits are to be steel door sets free from external hardware and illuminated with anti-vandal 'dusk till dawn' lights to promote natural surveillance and viewed by CCTV which will be linked to the intruder alarms.

The building will be fitted with an intruder attack alarm that is monitored via an alarm receiving centre; installed by a certified installation company.

9.00 | Transport

Access is from the existing gated access point off Warth Road with no proposed entrance changes.

The proposed development seeks to improve and formalise the existing parking situation across the site. New marked out parking spaces are proposed throughout the site with each unit gaining dedicated parking in line with the Bury Borough Councils parking standards for B2/B8 industrial buildings. EV charging spaces will be provided to each building in line with building regulations requirements. Additionally, the access across the site will be formalised with the addition of designated walk/ cycleways and access roads provided marked out between the units with service yards also formalised. The central area will currently be retained as a shared area for overflow parking when required for the buildings.

10.00 | Digital infrastructure and Utilities

The existing utilities connections to each building will be reviewed and upgraded where required to suit the new subdivisions so that each building will have its own gas, electric, water and telecoms connection.

All new telecoms connections will be high speed fibre optic to suit the anticipated needs of a B2/B8 unit and will be installed in accordance with the appointed specialist subcontractor in line with Building Regulations Approved document R.

11.00 | Inclusive Access

Inclusive access has been provided in compliance with current Building Regulations Approved Document M and level thresholds and approaches will be provided.

Accessible car parking facilities are provided, to each unit with overflow accessible parking spaces situated centrally to the site with dedicated paths/ walkways to all spaces.

21.00 | Daylight Assessment

The buildings will benefit from 10% roof lighting to all warehouse space.

All internal lighting will be designed in accordance with the CIBSE guide and controlled in accordance with the building regulations to achieve the required lux levels. All internal lights will produce 6000k 'white light' to create a light and comfortable working environment.

13.00 | Site Waste Management

A designated refuse area will be set up on site throughout the construction phase and all construction waste produced on site will be separated into recyclable and non-recyclable waste specific to the materials composition. Managers and site operatives will monitor the management and separation of waste and check and authorise the separation of materials. Waste material containers will be sheeted and covered out of hours and a collection strategy will be in place for the collection of waste materials. All waste will be legally disposed of in accordance with current regulations.

14.00 | Unit Waste Management

All recycles and non-recyclable refuse from each building will be collected and stored internally within each building. During designated collection dates the bins will be located outside each individual building available for collection by the required collection vehicles. All bins will be appropriately sized to suit the scale of the individual building.

15.00 | Summary

The proposed demolitions and refurbishment of Warth Industrial Estate will provide a much-needed improvement to the vacant site. The demolitions will open the site to allow the retained units to gain a more useable space around them for vehicle access and the new marked out parking will improve the site management and pedestrian safety over the vast site.

The improved thermal fabric of each building will make the site an exciting and financially beneficial development for future tenants. The updated cladding will also provide a uniformity to the development that has likely not been seen for decades and will vastly improve the visual appeal of the area which is currently looking dilapidated.

The proposed development will also enable Warth to further expand appropriately in the future when required giving the site a flexibility that it currently does not have.

Due to all these reasons and those outlined earlier in this document planning permission for this much needed redevelopment should be granted.