



HOLCHEM
Leaders In Hygiene Technology

HORIZON

fletcher | rae

Design and Access Statement

Kersia UK Food & Beverage
Gateway House, Pilsworth
Road, Pilsworth Industrial
Estate, Bury

Date: November 2023

23026-FRA-AV-XX-RP-A-0001_P1

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Revision	Date	Initial
P1	27.11.2023	EG

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Executive Summary - Pilsworth Industrial Estate

This Design and Access Statement has been prepared by HORIZON Fletcher Rae on behalf of Kersia Group in support of a full planning application for the creation of additional Class B2/B8 facilities with associated external works for servicing & parking.

The purpose of this statement is to identify the existing site and constraints that have informed the concepts and principles of the proposed design. The following pages will further explore the relevant design policy that have influenced the proposed development of the site in line with the relevant guidance.

The site is approximately 3.74ac (1.52ha) in size and is located south east of Bury. The site consists of an existing industrial building that sits within the Pilsworth Industrial Estate. The site is included within the land ownership boundary of Gateway House. The proposals will include an extension (under the same B2/B8 class) to the existing facilities with a total gross internal area of 3,990 sqm (42,948 sqft). This is subject to minor alterations. The proposals will also include a reclad of the existing buildings roof.

The new extension will dramatically increase the warehouse and R&D areas at Holchem Laboratories, and whilst the uses for the proposals haven't been finalised, we are confident it will lead to the expansion of the business, an increase in goods output and the generation of new jobs to the area, which will benefit local people and contribute to the economic growth of the area.

The M66 runs directly along the sites eastern boundary with Aviation road to the southern boundary. There are existing mechanical and electrical external plant to be relocated as part of the proposals. To the south and west of the site on the other side of Aviation Road is the Hollins Vale Nature Reserve. The site itself consists of dense vegetation and trees , of which some will be removed as part of the development. The site has servicing and access routes already established for the existing facility that will be extended and adapted where necessary.



Pilsworth Industrial Estate Location

Client Brief

The client brief is clear and consists of a shell build extension to an existing facility located at Pilsworth Industrial Estate, Bury. The brief includes part removal of the existing building to allow an internal connection to the new extension and making good the existing building, including re cladding the existing roof.

The client has a strong focus on sustainability and the proposals will include photovoltaic panels on the roof and a 15% improvement on the current building regulations.

Client History

The site is the former Holchem facility which was recently acquired by Kersia in 2020.

Kersia, a global leader in biosecurity and food safety, announced in 2020 the completion of the acquisition of Holchem from Ecolab. With this important milestone, Kersia becomes a leader in the UK hygiene sector and the second largest player in Europe.

Based near Manchester, Holchem is the leading provider of hygiene and food safety solutions and technology in the UK. A large majority of the company’s sales are directed to the food, beverage and dairy industries, with additional sales to the food service, retail, institutional and farm sectors. Holchem operates from two industrial sites located in Bury and Liphook, primarily serving the UK market.

Joined together, Kersia and Holchem will be able to benefit from major growth opportunities in the context of high global health and food safety standards, which are continuously rising. In the UK market, Kersia and Holchem are truly complementarity, both in terms of geographies and sectors, offering an important synergy opportunity, especially as country-specific standards and customer requirements become increasingly more stringent. Both companies share common values via their strong focus on environment and social responsibility and offer innovative digital solutions to enable their clients’ productivity.

Reference: Kersia website



Photographs of the existing Holchem and Kersia facilities

Scope of Application

The site is part of a wider mixed use development area to the West known as ‘Pilsworth Industrial Estate’. Directly to the North is a more modern mixed use development comprising of industrial / commercial units, several fast food outlets and a supermarket. Historically this site was known as ‘Park 66’ which included a multiplex cinema, a bowling alley and several national food chains, but all were demolished by 2017.

Gateway House, in it’s current form, has been on the site from at least 1985. An additional 73 parking spaces were added in 2016. The land for the proposed extension is current vacant with some self seeded scrub, offering little amenity leading to an embankment down to the boundary which adjoins Aviation Road. There are some trees on the embankment which will be retained where possible and these will create a soft buffer between Gateway House and Aviation Road. According to Bury’s Unitary Development Plan the Pilsworth Industrial Estate is designated as an ‘Employment Generating Area’ (EC2/1/2).

The application is therefore to develop and improve the available, vacant land, providing a high quality industrial and logistical development in accordance to the UDP.

The proposals provide an extension of an existing B2/B8 Industrial unit, which will be left as shell accommodation for the client to fit out internally. The proposed scheme involves the part removal of the existing unit wall, existing dense vegetation and some trees to allow for an extension to be built. The new single storey extension will have a total GIA of 3, 990sq.m. The proposals will also include a reclad of the existing building roof.

Externally the scheme will include storage tanks, an extension to the existing site access points, a new service yard, additional cycle and car parking with electrical vehicle charging spaces with associated infrastructure as indicated on the site layout plans. The proposals will also introduce a new external seating area.

External works to include all hard standings, car parking, lighting, main services and drainage. Existing landscaping and trees are to be retained where possible.

A Pre-Application was submitted in September 2022 by HORIZON Fletcher Rae. Summary below to be read in conjunction with Planning Pre-Application Planning submission report.

Pre-App advice summary:

The site is located in Pilsworth Industrial estate and allocated within an Employment Generating Area in the Bury UDP. The proposals for an extension to provide additional facilities and support the future needs of the business would be considered acceptable in principle within the EGA and industrial estate - subject to consideration and addressing the following issues:

- *Highways*
- *Greater Manchester Fire and Rescue*
- *Public Right of Way*
- *Transport for Greater Manchester (TfGM)*
- *Environmental Health - Contaminated Land*
- *Greater Manchester Joint Minerals Plan*
- *Air Quality*
- *Health and Safety Executive*
- *Ecology*

Please see associated consultants reports for the various subjects above.

Design Strategy

This Design and Access Statement forms part of a suite of documents that make up the design proposals and should therefore be read alongside those documents created. Extracts of the consultants documents are included within this statement.

The principle design strategy is to provide an extension to an existing industrial unit. The development aims to be ambitious but considerate in its approach and offer high quality opportunities to meet economic growth aspirations of the area. The proposal also provides adequate car parking in line with the Local Authority standards together with covered cycle parking, and service areas set within the existing landscaping.

The existing site has various constraints that have been taken into consideration for the proposed designs.

The layout of the extension makes an efficient use of the site area, without creating an overly dense layout, and allows for safe manoeuvrability within the site for both vehicles and pedestrians, as demonstrated in the accompanying plans.

Surveys have been undertaken for the existing site.

- There have been numerous co-ordination meetings to develop the design including but not limited to the following design consultants;
- Ecology
 - Transport
 - Security
 - Levels
 - MEP provision
 - Sustainability

Development Team

Client:
[Kersia Group / Holchem](#)

Architect:
[HORIZON Fletcher Rae](#)

M&E & Sustainability
Consultant:
[McKee Associates](#)

Structural & Civil:
[Brian Clancy Higby](#)

Highways:
[Ashley Helme Ltd](#)

PQS:
[Donald Lomax](#)

Ecology:
[Eraps](#)

2.0 Site Location & Context

2.0 Site Location & Context

Historical Context

Gateway House (the site), in its current form, has been on the site from at least 1985. The units adjacent the site to the west are the former RAF Headquarters and the Air Ministry Maintenance unit which closed in 1967. The site includes the No. 35 RAF Maintenance Unit Headquarters and the adjoining Nos.1 and 5 sites, as well as the officer's mess and recreation grounds. In 1968 the site was sold for an undisclosed London property firm agreed to pay £1.25 million for the 170 acre site for industrial development.

The site, just off Junction 3 of the M66, was previously home to the Warner Brothers cinema multiplex which stood on the site for more than 20 years but it was taken over by Vue and closed in June 2010 and replaced by a new cinema at The Rock shopping centre, in the town centre.

“Following the closure of Vue Cinema and the subsequent drop in footfall to Park 66, the other occupiers soon followed suit in closing their doors. As the site has been vacant, its condition has deteriorated, leaving it in disrepair and has attracted unwanted vandalism and anti-social behaviour. Reference: Manchester Evening News website

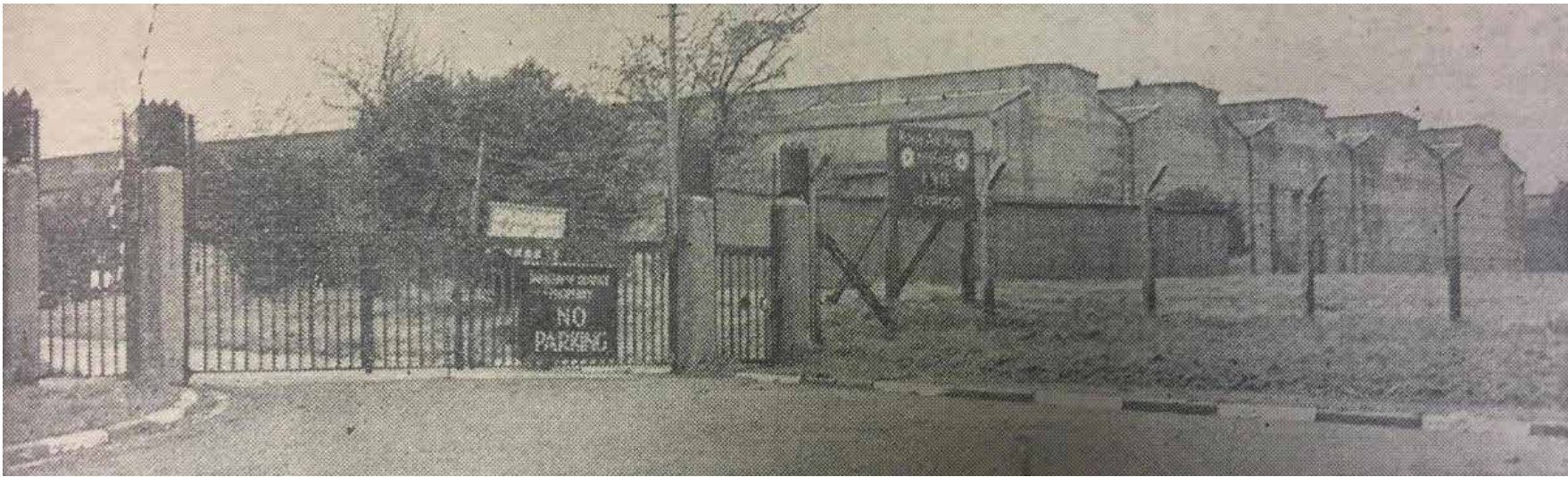
The site has since been developed to provide retail and other commercial industrial units that are in use today.



Site context plan



Historical photo and current photo of the former Warners Cinema, now retail units



Historical photo and current photo of the former RAF Headquarters, now industrial units

2.0 Site Location & Context

Site Context & Associated Buildings

The site sits in the Oldham Broadway Business Park formally known at Park 66.

- 1. Hollins Vale Local Nature Reserve
- 2. JD Group
- 3. Size?
- 4. Check Fire & Security
- 5. Albany Internation Ltd
- 6. L'Oreal
- 7. DX Freight
- 8. Travel Lodge
- 9. McDonalds
- 10. PPS Commercials
- 11. Retail unit; Home Bargains, Food Warehouse...
- 12. Costa Coffee & KFC
- 13. Asda
- 14. Industrial units; Storage, Ibex...
- 15. Viridor Pilsworth South Landfill
- 16. Residential area



Site context plan

2.0 Site Location & Context

Existing Site Photographs - External



2.0 Site Location & Context

Existing Site Photographs



External MEP



Internal warehouse



2.0 Site Location & Context

Site Constraints

We have developed our current design taking into account the existing site constraints.

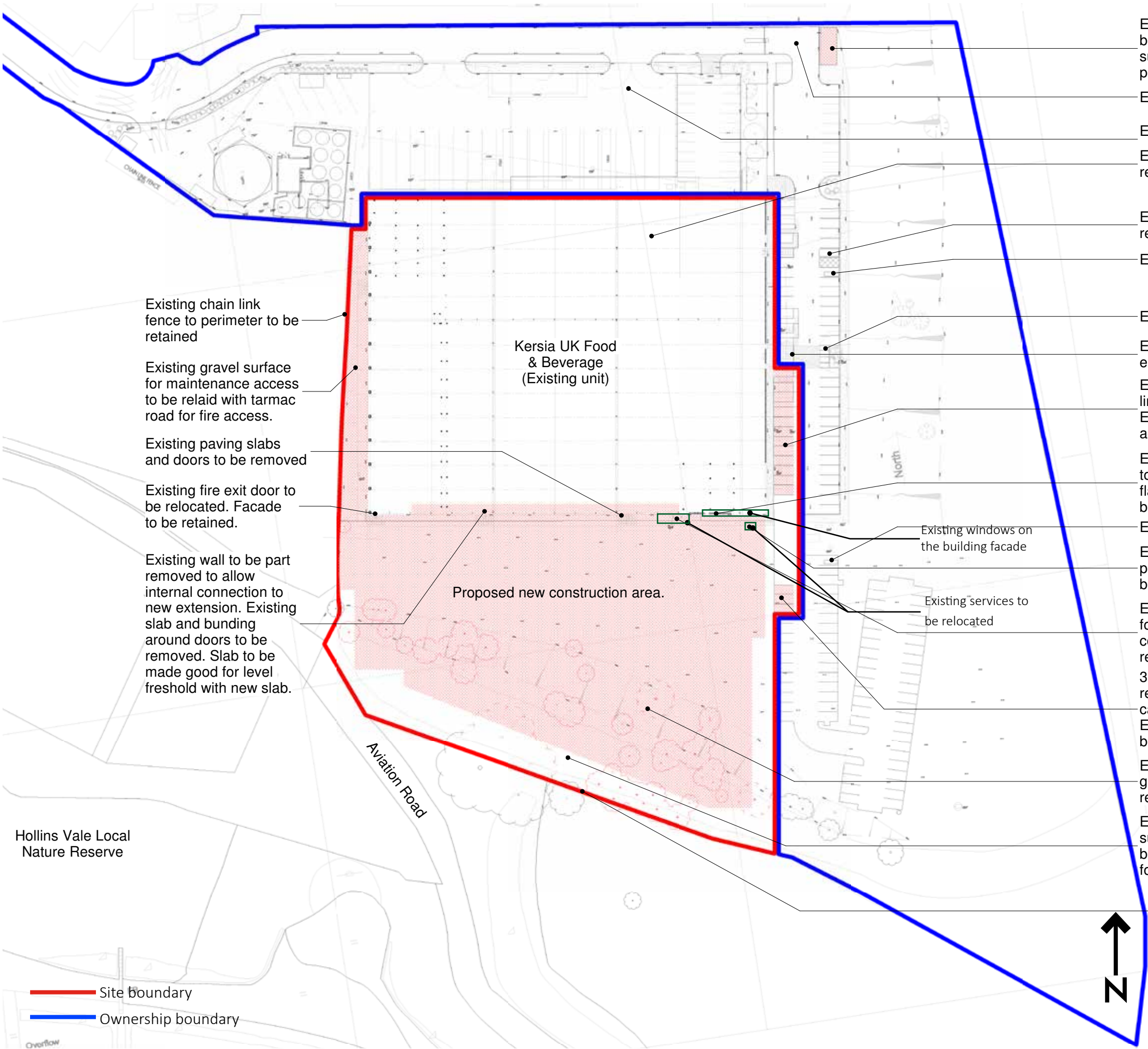
- Some key constraints are as follows;
- Existing building to be retained and connected internally.
 - Existing windows on the building facade to be retained and unobstructed
 - Existing services to be relocated
 - Existing underground services
 - M66 to the east boundary
 - Existing trees and vegetation
 - Existing sloping levels

The location for any proposed development will be towards the south area of the site which is driven by the existing building position and the irregular shape of the site, whilst still striving to deliver a scheme that meets institutional standards in terms of building proportions and servicing areas.

Some existing vegetation and trees will be retained on site to maintain a natural environment. The proposals also include the introduction of new green spaces to enhance the natural environment for the external break out area.



Existing windows on the building facade and external MEP

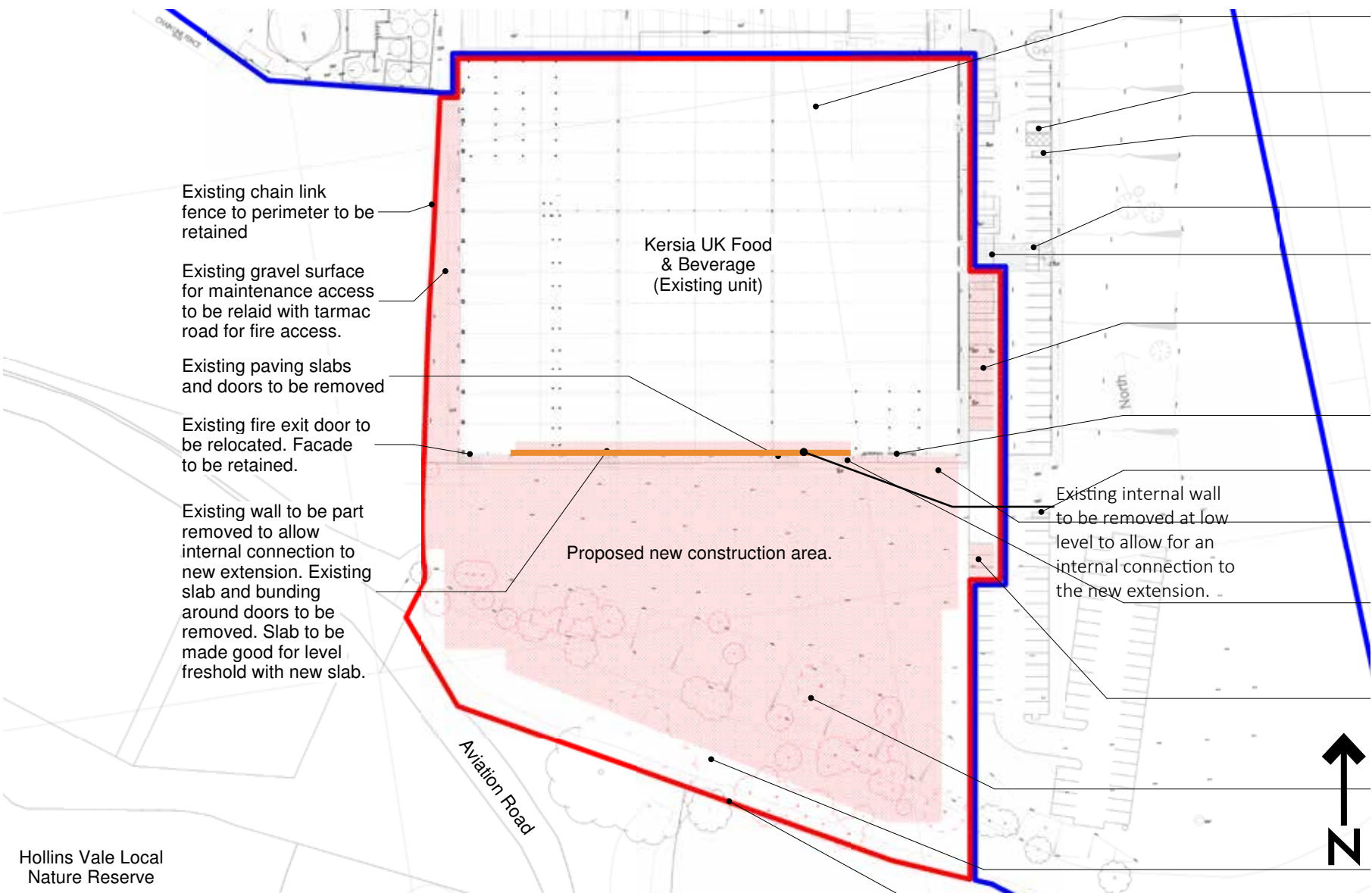


2.0 Site Location & Context

Site Demolition

Extent of Demolitions

- The following structures/buildings are to be demolished;
- 1. Existing building roof to be removed and part of the southern gable wall
 - 2. Existing external services to be relocated
 - 3. Vegetation and existing trees to be removed and levels to be amended
 - 4. Existing car parking spaces to be removed to allow for the new car park and others re aligned to allow for amendments and the introduction of EV spaces



- Site boundary
- Ownership boundary
- Existing wall to be removed
- Trees to be retained
- Extent of site works



3.0 Use & Amount

Accommodation, Use & Amount

The accommodation of the extension is predominantly an open plan warehouse with a welfare and office block. The extension provides a clear height of 9m to the underside of the haunch which is to be aligned with the existing building height.

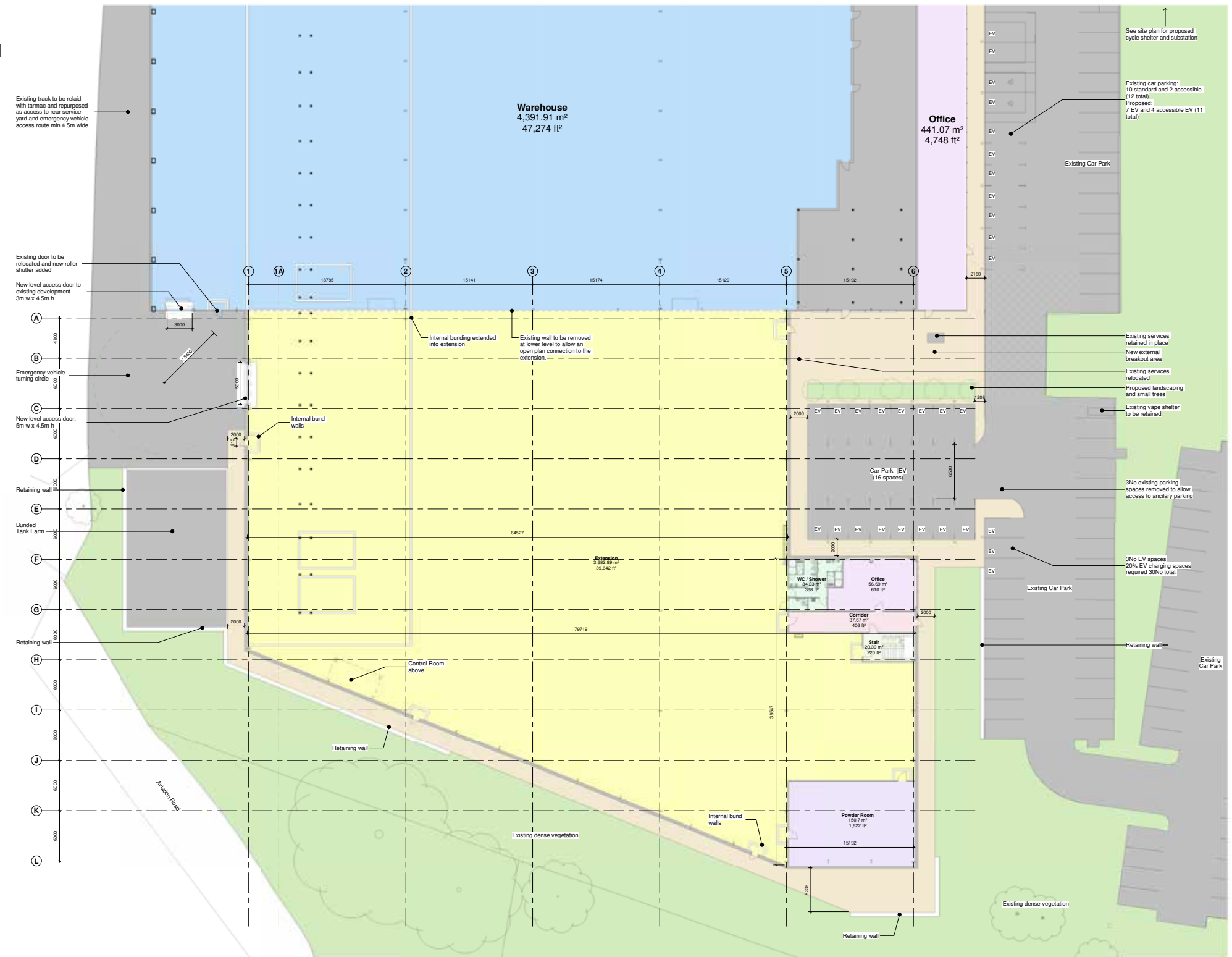
The welfare area consists of an accessible WC/shower facility and male and female wcs. There is also an office space adjacent the welfare block with external windows.

The layout of the units in this application makes an efficient use of the site area, without creating an overly dense layout, and allows for safe manoeuvrability within the site for both vehicles and pedestrians, as demonstrated in the accompanying plans.

	EXTENSION (GIA)	
	M ²	Ft ²
LEVEL 0	3,990	42,948

GIA Area Schedule

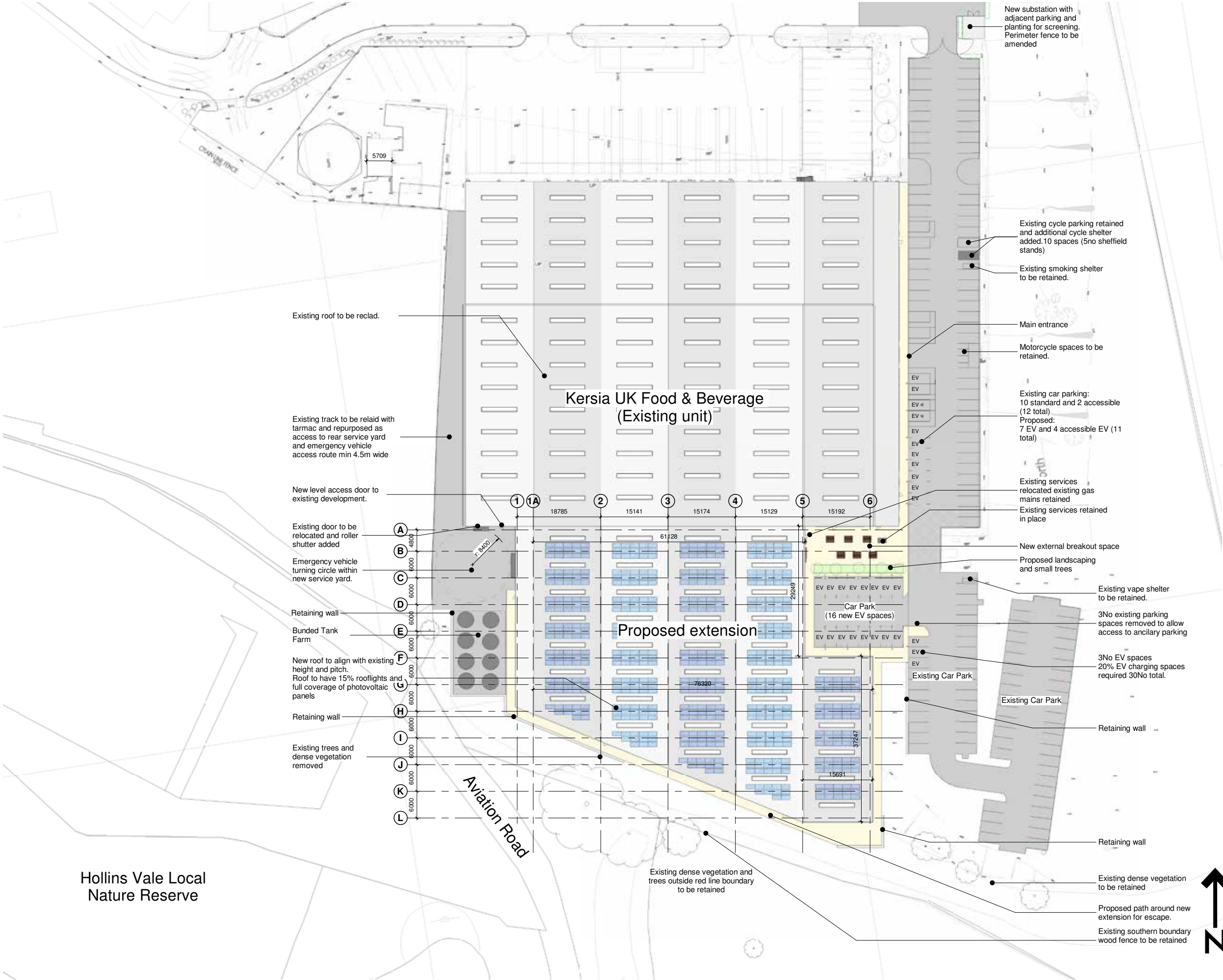
- Warehouse
- Office
- Welfare



Ground Floor Plan

4.0 Layout & Scale

Proposed Layout
Site Plan

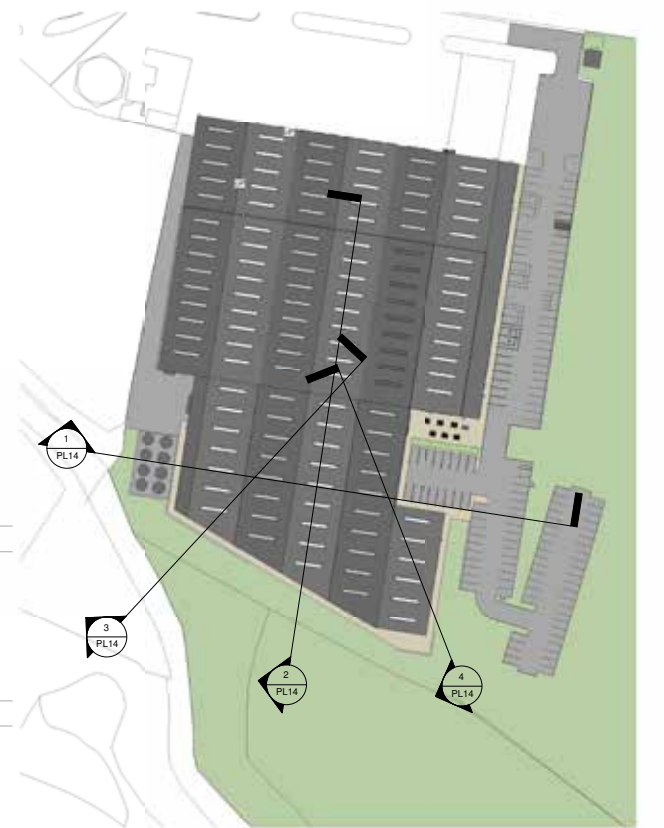
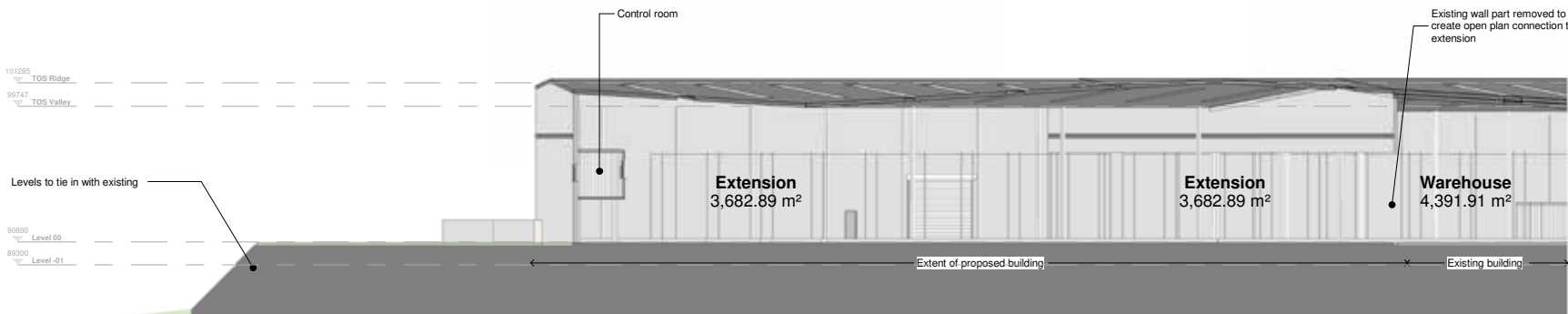
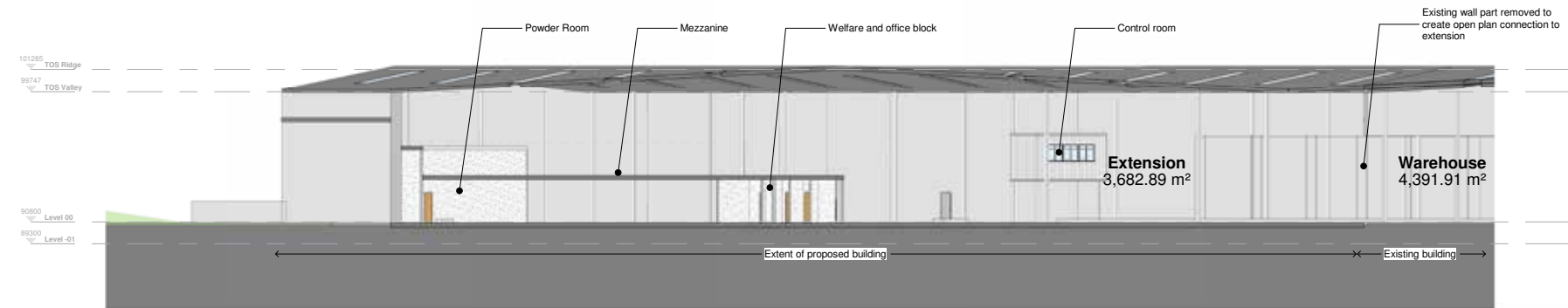
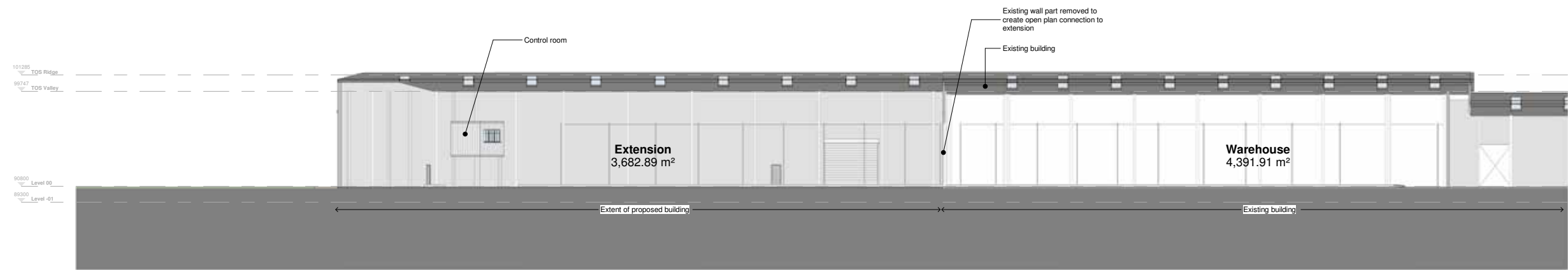
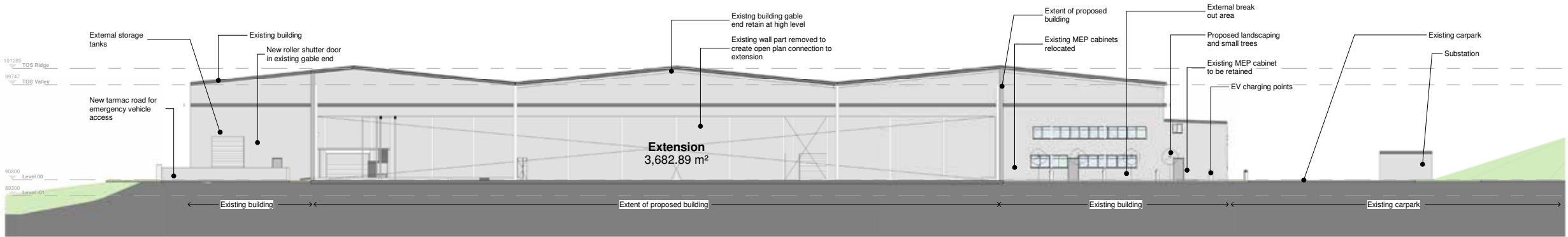


4.0 Layout & Scale

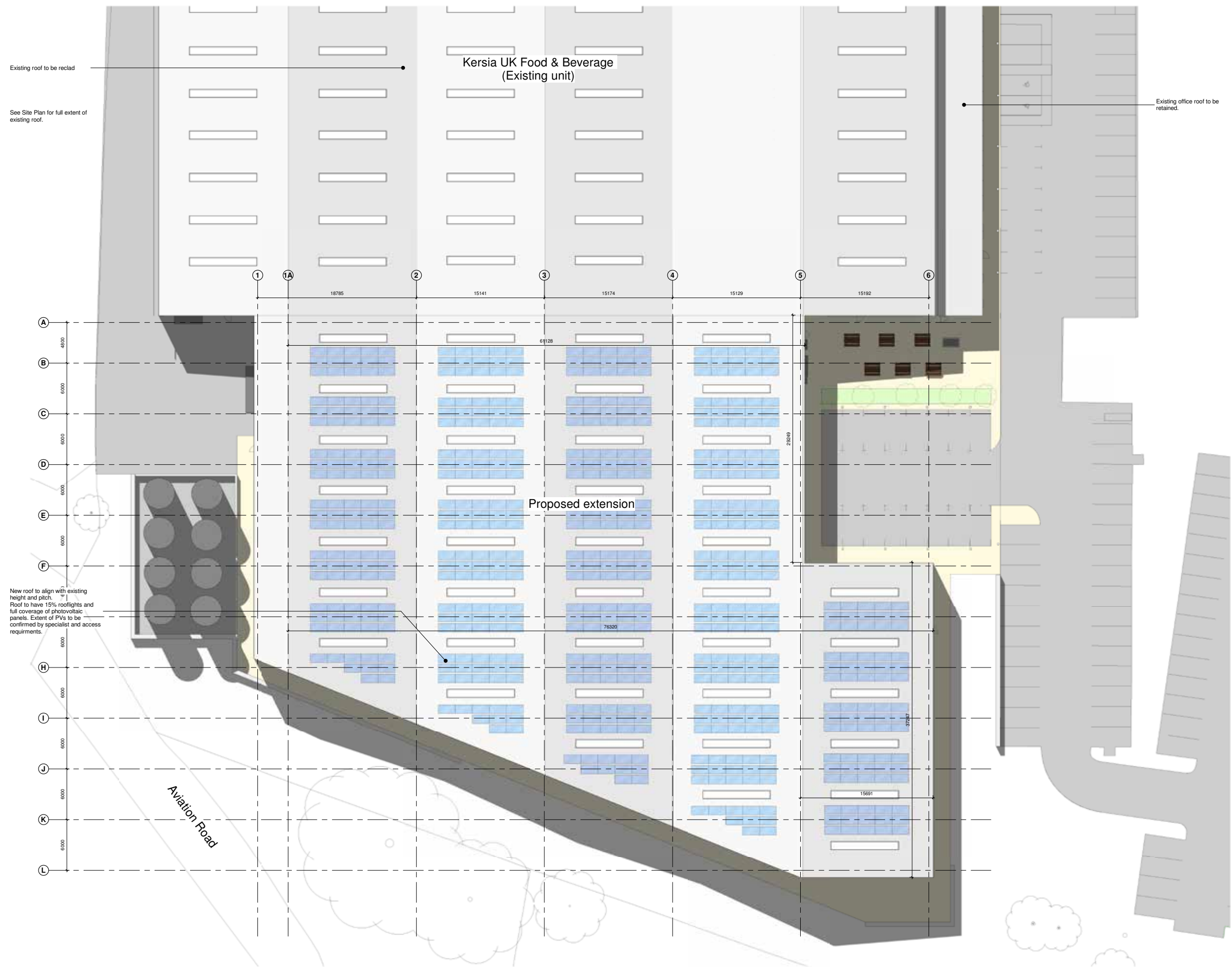
Ground Floor Plan



Proposed GA Plans
Sections

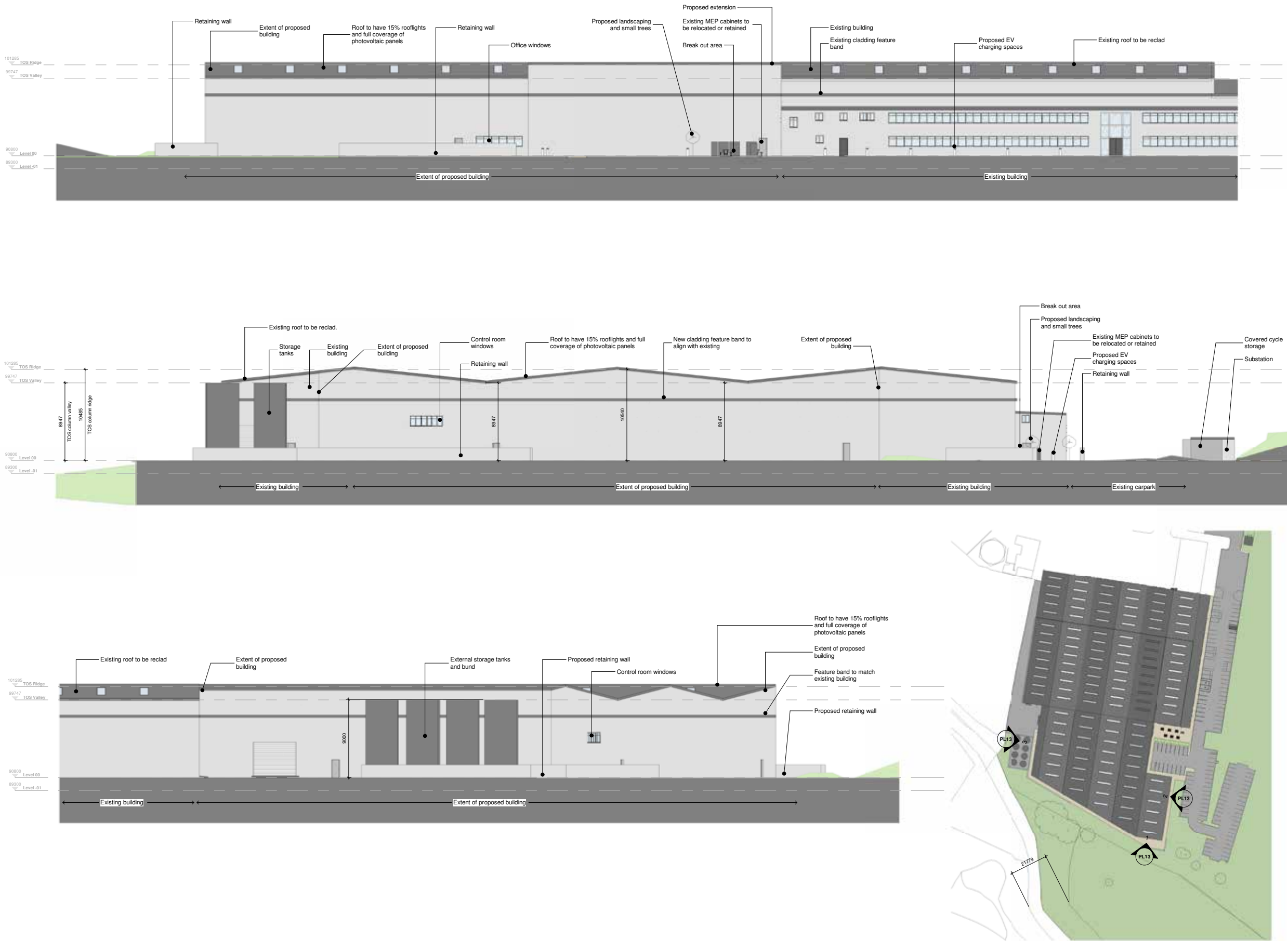


Proposed GA Plans
Roof Plan



5.0 The Building Design & Appearance

Proposed Elevations
Elevations



5.0 The Building Design & Appearance

Materials & Colours

The design philosophy of the proposed scheme makes appropriate and efficient use of contemporary materials with high quality detailing to benchmark modern industrial and logistics standards. The objective is to provide a high quality facility which reflects the existing building.

The elevations are proposed to be a lighter grey / silver cladding to match the existing building. A horizontal coloured feature band is to be introduced to align with the existing facade.

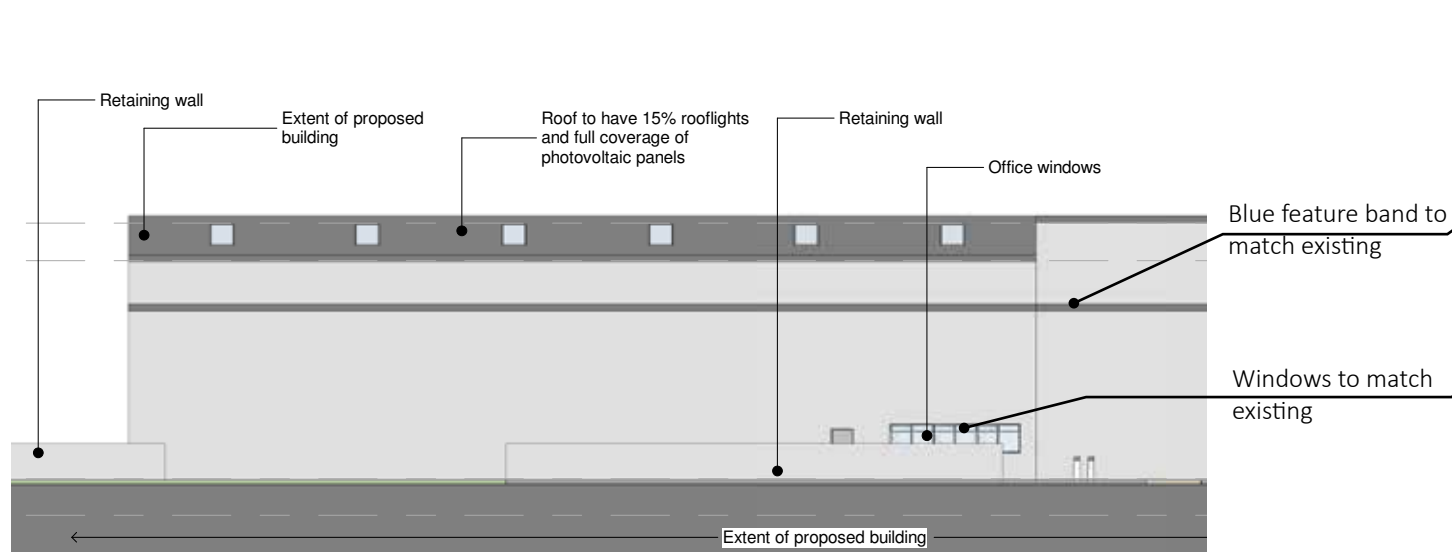
The proposals are based on a limited palette within a controlled composition to provide a level of visual interest. A combination of high quality materials is proposed with a distinctive pattern and texture to all the key elevations. All the elevations will consist of the same pallet of materials in a horizontally laid panel.

Simple yet effective detailing is used at transitions between materials and cladding types to provide clean, crisp junctions between finishes and relief to the façades.

Proposed windows to the office area, with polyester powder-coated frames and Low-E specification glazing, sit within dark grey frames creating a distinctive contrast with the adjacent pure grey cladding.

The west elevation has a roller shutter door adjacent the new service yard. There is also a new roller shutter door proposed within the existing gable end, both doors are to be light grey/silver to match the horizontal profile cladding.

The roof of the existing building is to be removed and re clad to match the proposed new profiled light grey roof.



Movement and Highways

Refer to Transport Statement

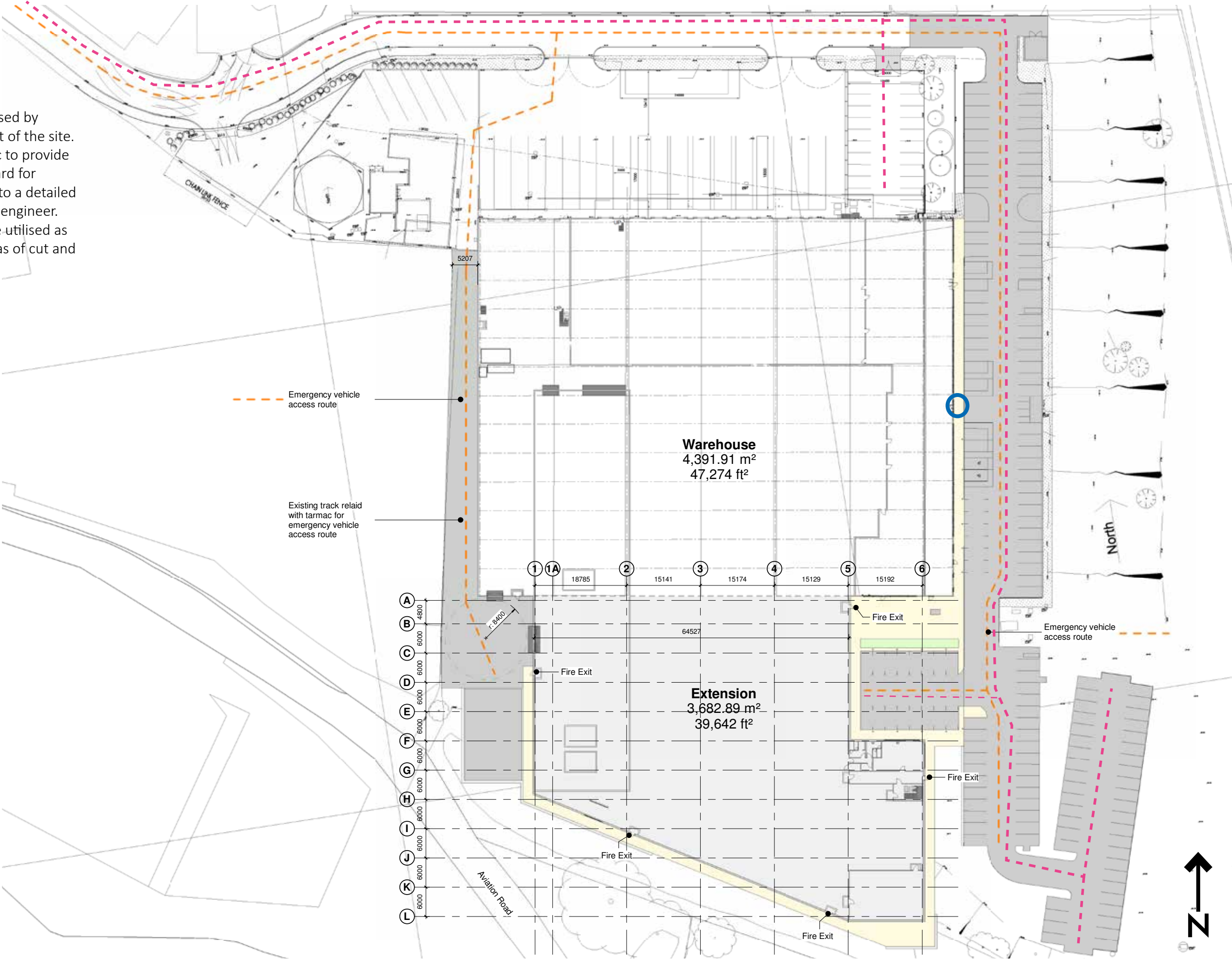
A new vehicle access point is proposed by utilising an existing track to the west of the site. The track is to be relaid with tarmac to provide vehicle access to the new service yard for emergency vehicles. This is subject to a detailed levels review by the appointed Civil engineer. The existing site topography is to be utilised as far as possible minimising large areas of cut and fill.

Key

Vehicular Access

Emergency vehicle access

Main entrance access



6.0 Access

Private vehicle access & parking

Refer to Transport Statement

The car parking provision and service yard extents are appropriate to the uplift in employees and extension use.

A new access route off the existing car park allows access to the new fully EV charging car park. This results in a loss of 3 existing spaces.

Existing car parking spaces adjacent the main entrance are to be reconfigured to introduce 4 accessible EV charging spaces.

The scheme includes the following parking provision:

Existing

- 150 Standard spaces
- 5 Disabled spaces
- 4 Motorcycle spaces

Proposed & modifications

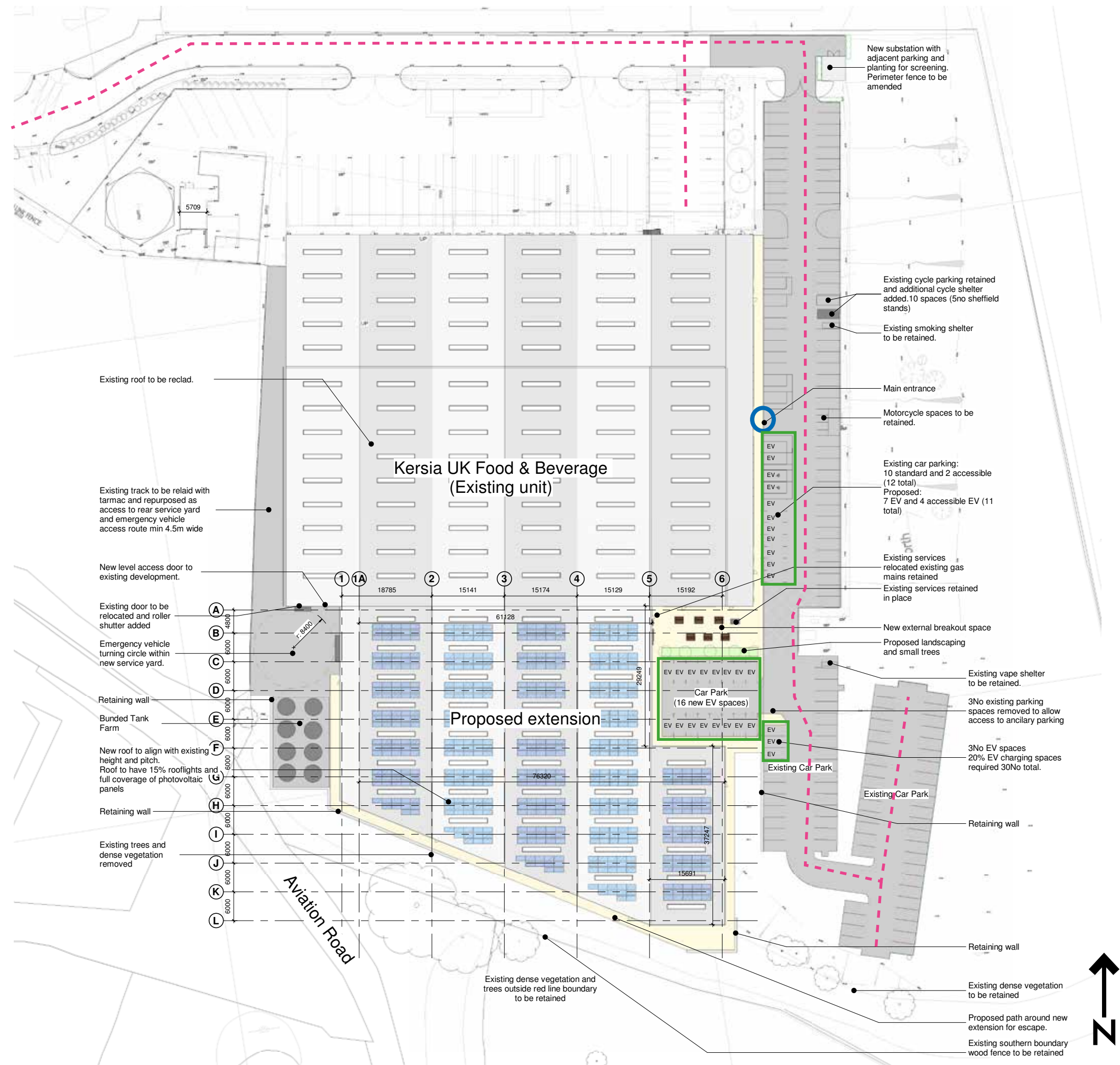
- 16 EV spaces (new car park)
 - 2 Disabled EV spaces (adjacent main entrance)
- (3 existing spaces removed for access to new car park. 1 space removed for new accessible EV spaces)

Total

- 162 (150- 4 + 16) Standard and 20% EV charging spaces (30No total incl 4 Disabled)
- 7 (5+2) Disabled spaces
- 4 Motorcycle spaces

Key

- — — Vehicular Access
- Main entrance access
- Electrical vehicle charging



Cycle access and storage

Refer to Transport Statement

A new covered cycle stand will be provided adjacent to the existing. Cycle stands will be positioned close to the main entrance, opposite the existing offices for good natural surveillance. The provision provided will be in line with Ashley Helme transport work according to the unit size.

Proposed- 10 spaces (5No Sheffield stands)

To be read in conjunction with other consultants reports. The storage of bicycles in any location other than the dedicated storage areas should be discouraged through signage, as they will likely be comparatively more exposed to the risk of theft.

Facility users should be provided with secure storage (i.e. lockers or safes) and encouraged to store their personal belongings within when they are not required.

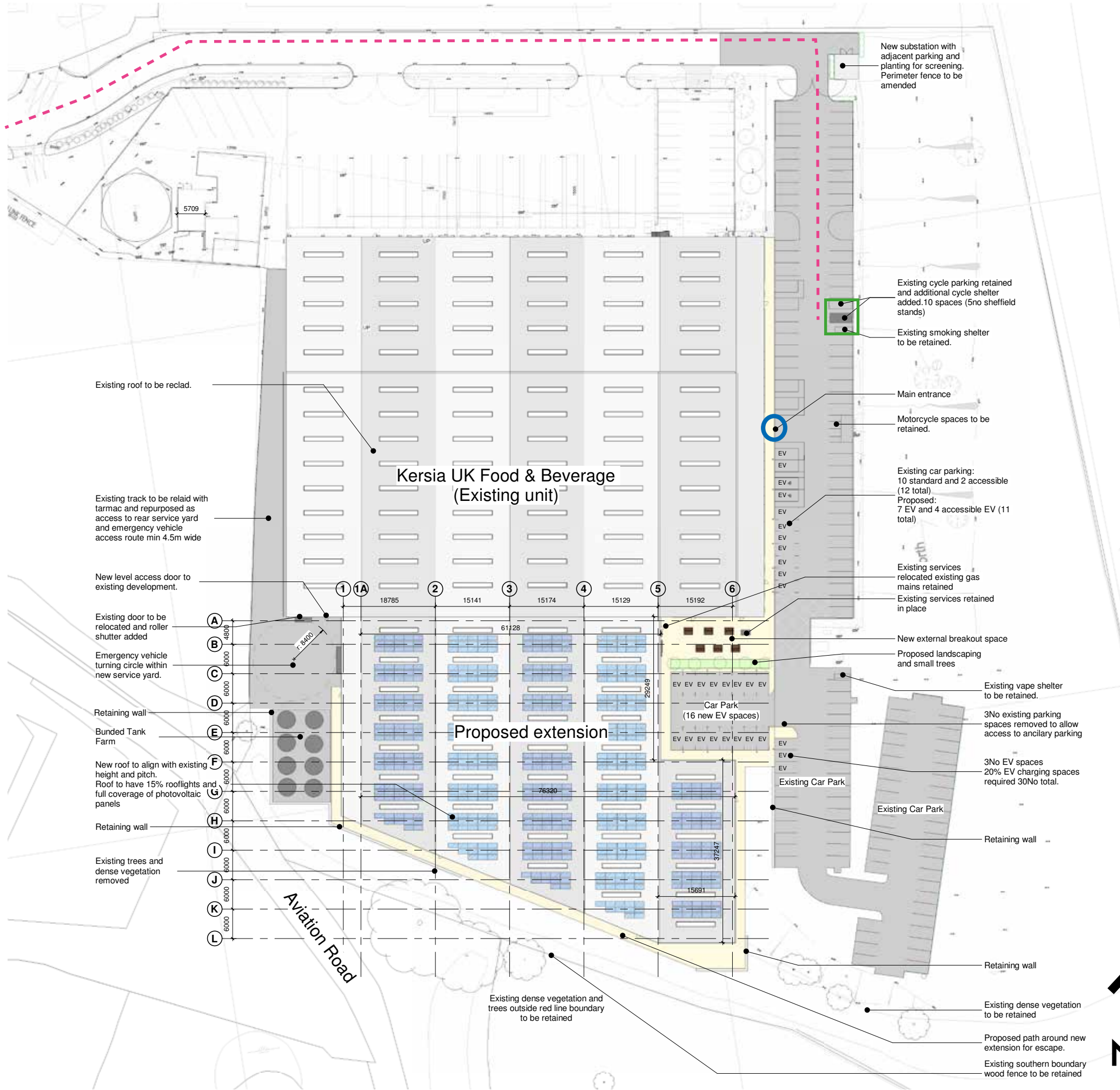
Security Needs Assessment:
Bicycle storage should be made available to all facility users; this should be sited within secure enclosures. The storage spaces should be directly observable from occupied areas that are expected to be used continuously throughout the site's operating hours (such as the offices or busy warehouse spaced) to ensure adequate levels of natural surveillance; the walls should be of permeable construction, such as welded mesh, to support this. Levels of illumination in these areas should be sufficient to allow for observation during darker hours and operate on movement sensors.

Key

Pedestrian and cycle Access

Main entrance access

Cycle store locations



Inclusive access

The proposed building has been designed to meet the requirements of Approved Document M of the Building Regulations.

2No additional disabled parking spaces have been added in close proximity to the building main entrance by reconfiguring existing spaces. These spaces along with 2 existing are to be EV charging.

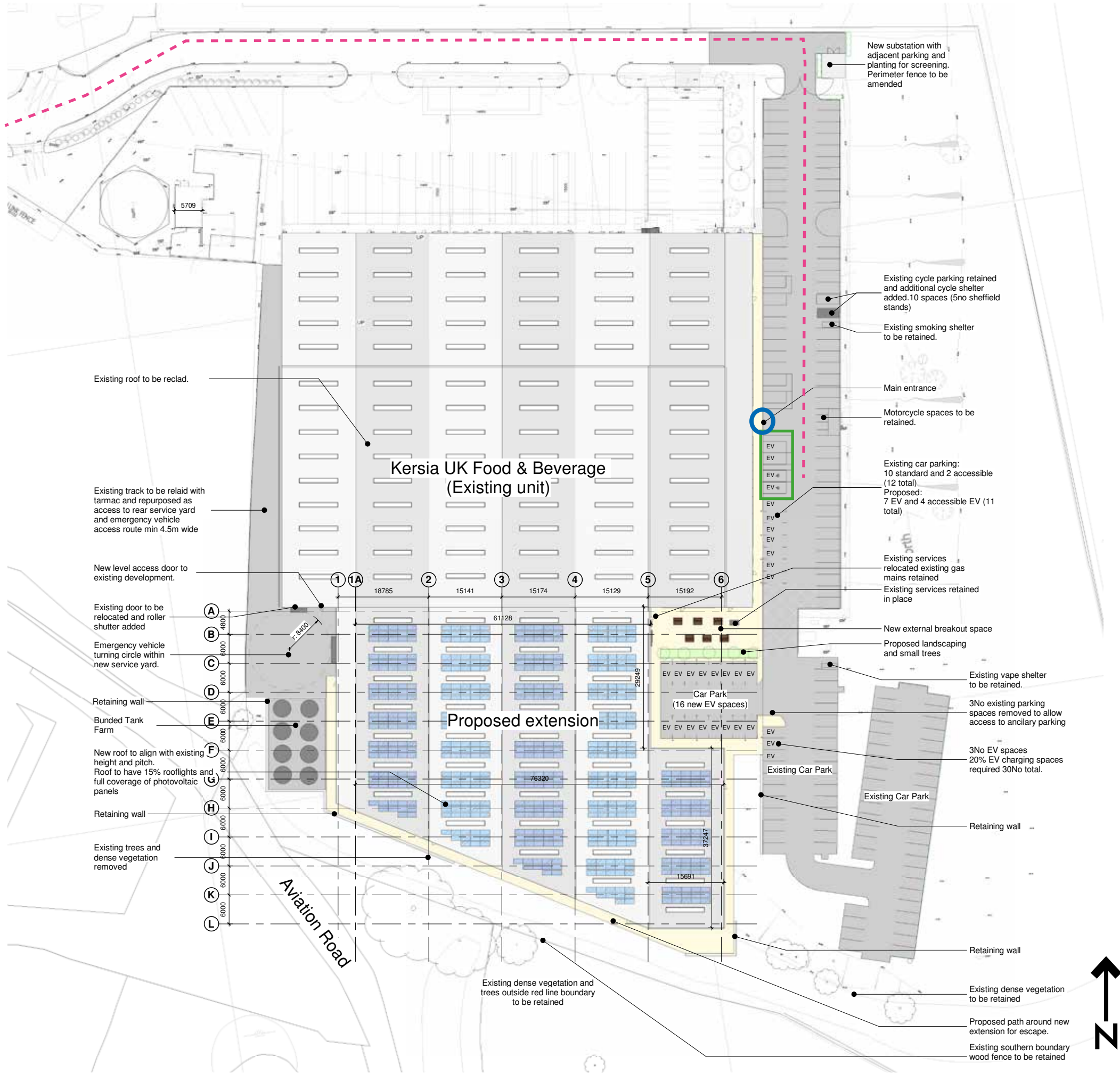
Proposed pedestrian and vehicle routes are clearly distinguished by using texture and colour with associated external lighting and signage to aid navigation around the site.

All means of escape will comply with Approved Document B. Level access will be provided to all entrances and exits.

Full DDA internal access and facilities will be provided within the new welfare and office area.

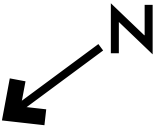
Key

- Pedestrian and cycle Access
- Main entrance access
- Accessible parking spaces



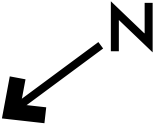


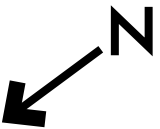
CGI Imagery (Street Level)



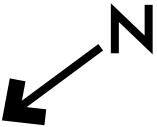


CGI Imagery (Street Level)

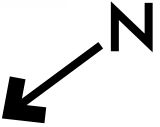




3.1 CGI Imagery (Site Wide)







8.0 Landscape

Introduction

The landscape design and detail is anticipated to be conditioned.

Externally the scheme will include site access points, service yard and car parking with associated infrastructure as indicated on the site layout plans. External works to include all hard standings, car parking, lighting, landscaping, main services and drainage.

Constraints

The main constraints on the site are the existing levels that consist of overgrown vegetation. Across the site existing land requires removing and in other areas the levels are too low and will require building up.

Development Overview

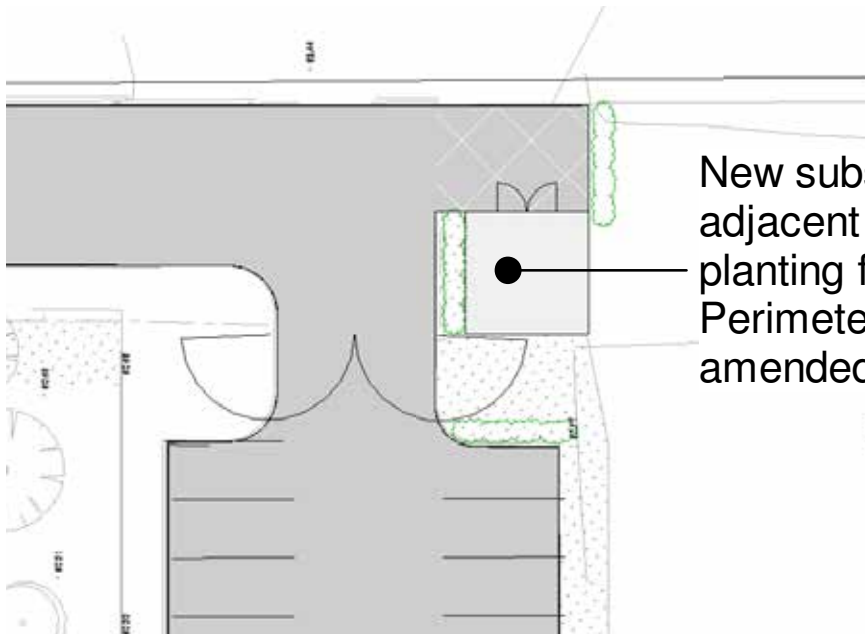
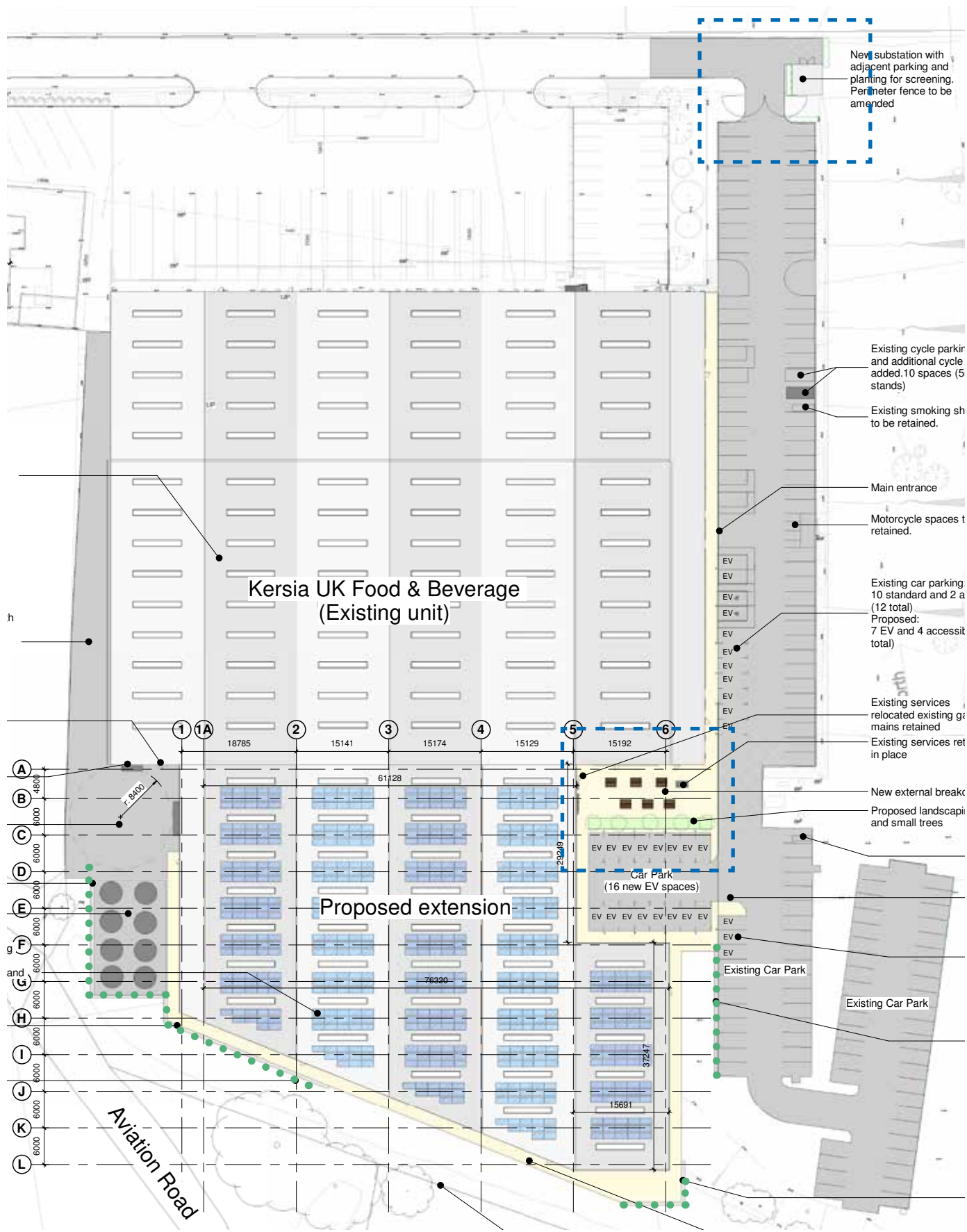
The proposal requires a number of retaining walls which will be concrete base with a masonry finish applied.

There are also many existing trees, of which some are in a poor state. The intention is to retain as many existing trees as possible and to introduce new trees and enhance the existing surrounding green areas.

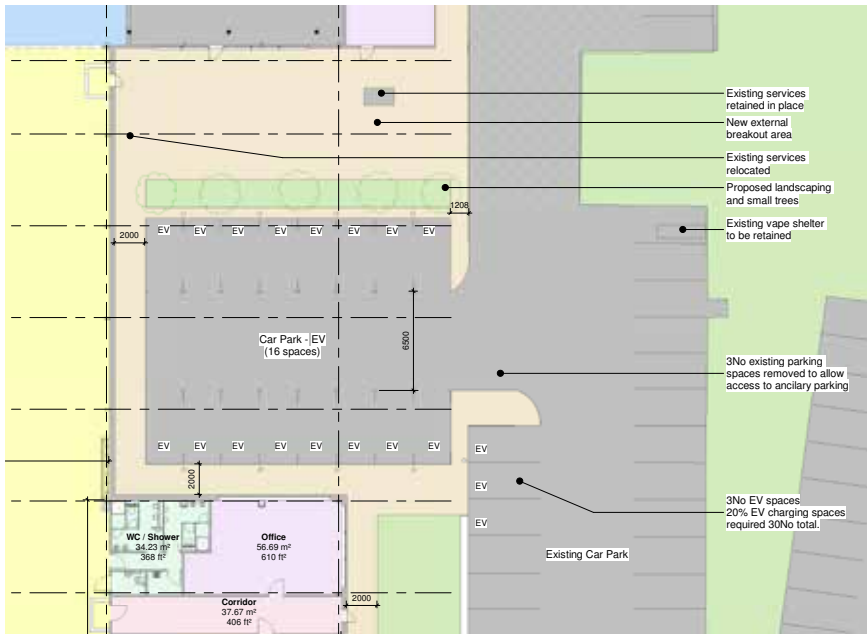
See ecology report and landscape proposals.

Key

Retaining walls

Landscape opportunities

Planting will be required to screen the proposed substation to the north of the site



The main opportunity for introducing new green areas is the external amenity area adjacent the car park. Planting will be required to screen the existing MEP equipment and the car park.

Entrance and Internal Areas

Tree planting along the new car park to provide a screen for the external amenity area.

Within the site car parking areas are tarmac cart parking and flag stone paving. Tree and shrub planting is used to boundaries and between parking blocks to further break up areas of hardstanding.

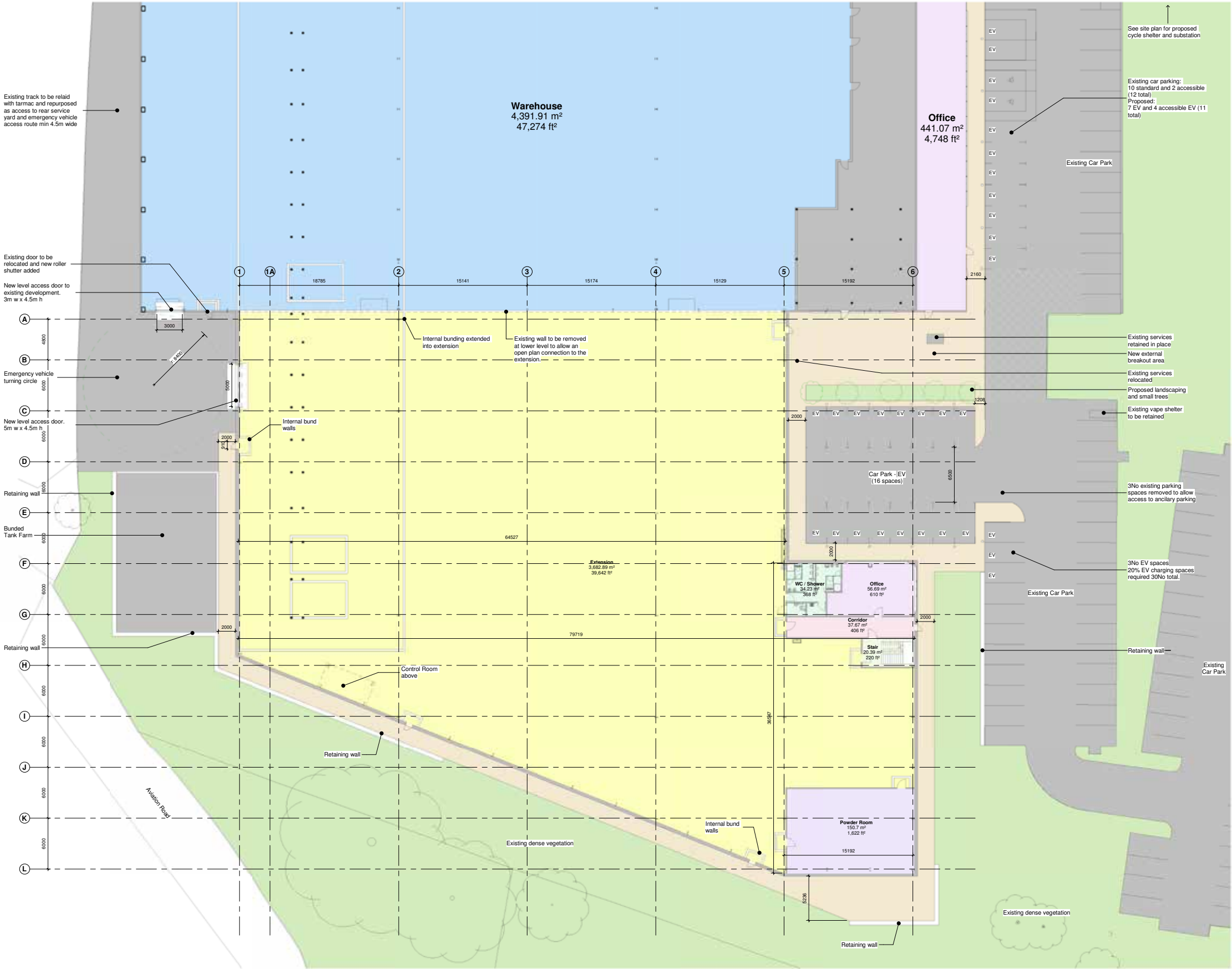
A new amenity area is proposed at the centre of the site offering landscaped seating and amenity space for employees.

Working Areas and Landscape Boundaries

Internally the site will accommodate logistics vehicles. Working areas are primarily between the two buildings and separated from the main access, visitor and employee car parking and amenity areas.

Surfacing of these areas will also be in a permeable block offering a more attractive appearance than concrete or asphalt surfacing.

The southern and eastern boundaries are proposed as being planted with native woodland, shrubs and trees. This will offer some screening to the site and enhance the ecological diversity offered by the landscape proposals.



Planting Examples

Planting through the site will aim to create good screening and enclosure, for the amenity, and also to provide a landscape and ecology framework that enhances and maintains the habitat potential for the site.

Tree, woodland and shrub planting will be primarily native species, particularly to boundaries and areas to blend with existing surrounding landscape.

Within the external amenity and parking area, more ornamental species will be blended in to the design to create colour through the seasons and an attractive setting for public areas.

Hard Landscape and Amenity Areas

The hard landscape areas through the site consists of tarmac and flag stone paving to areas of access and parking throughout the site.

The Amenity areas will offer a screened area for staff to be able to sit outside with picnic benches.



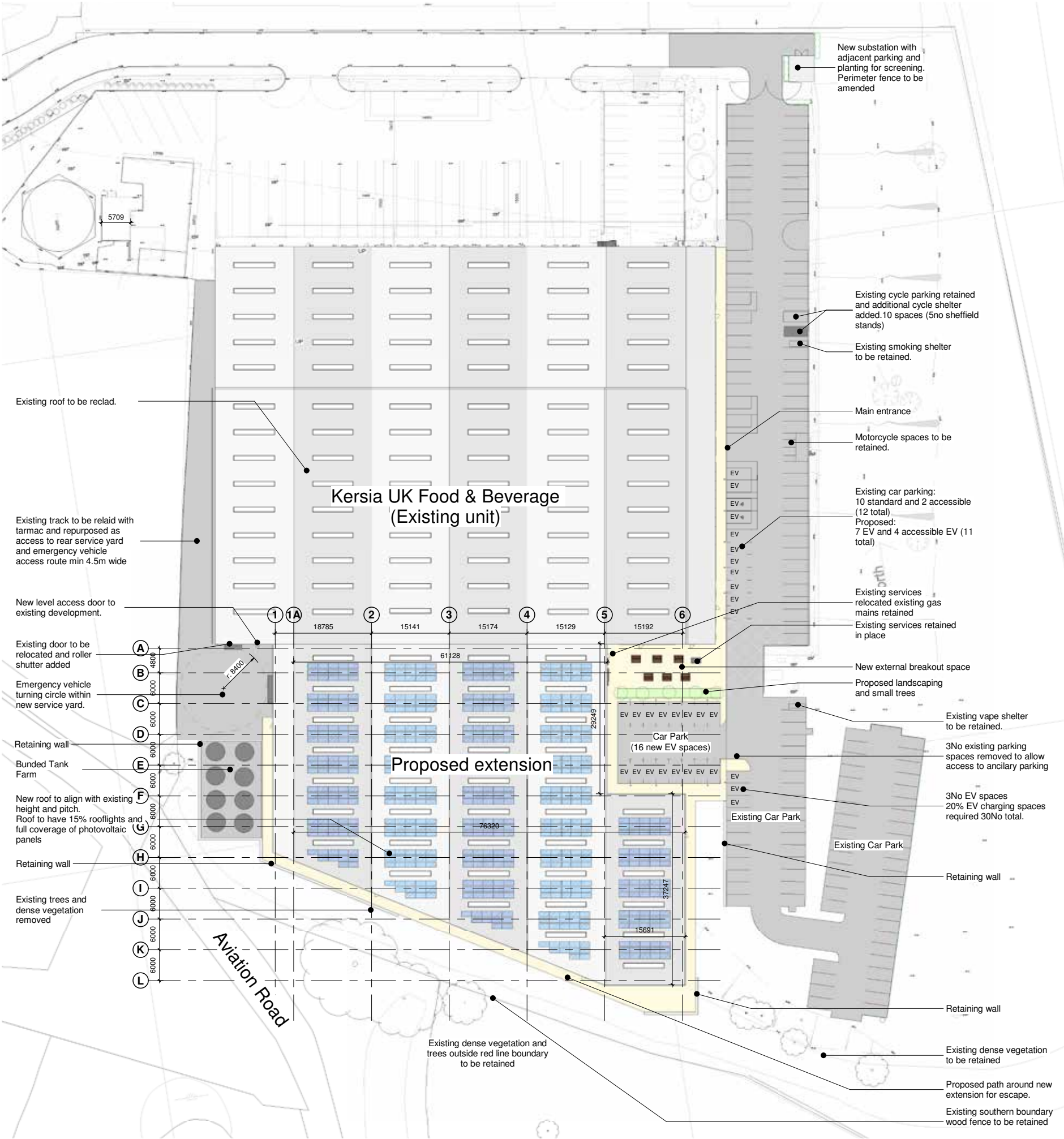
Design Opportunities & Considerations

An integrated approach to sustainability has been adopted during the design process for this development. The applicant is committed to achieving a sustainable development as part of its development operations. This section of the Design & Access Statement addresses some of the sustainable opportunities that would be built considered for this development.

The client and consultancy team aim to minimise the environmental effect of the development, construction and its future operational use.

The client has a strong focus on sustainability and as such the development is to achieve 15% betterment on the current building regulations.

The existing building roof is to be re clad. The extension roof will be clad to match but with 15% rooflights and photovoltaic panels on the remaining available area.



Summary

The existing site has a secure boundary, and strategy in place for the access that will remain. The southern boundary is an existing fence that will be retained.

The location for the cycle shelter will be adjacent the existing, which is close to the main entrance and offices with natural surveillance. The proposed office has windows overlooking the extended car park that is also adjacent the external amenity area which provides natural surveillance.

Building Security

The buildings will be designed in robust materials- metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included around the service and car parking areas and at the most vulnerable and exposed locations if necessary.

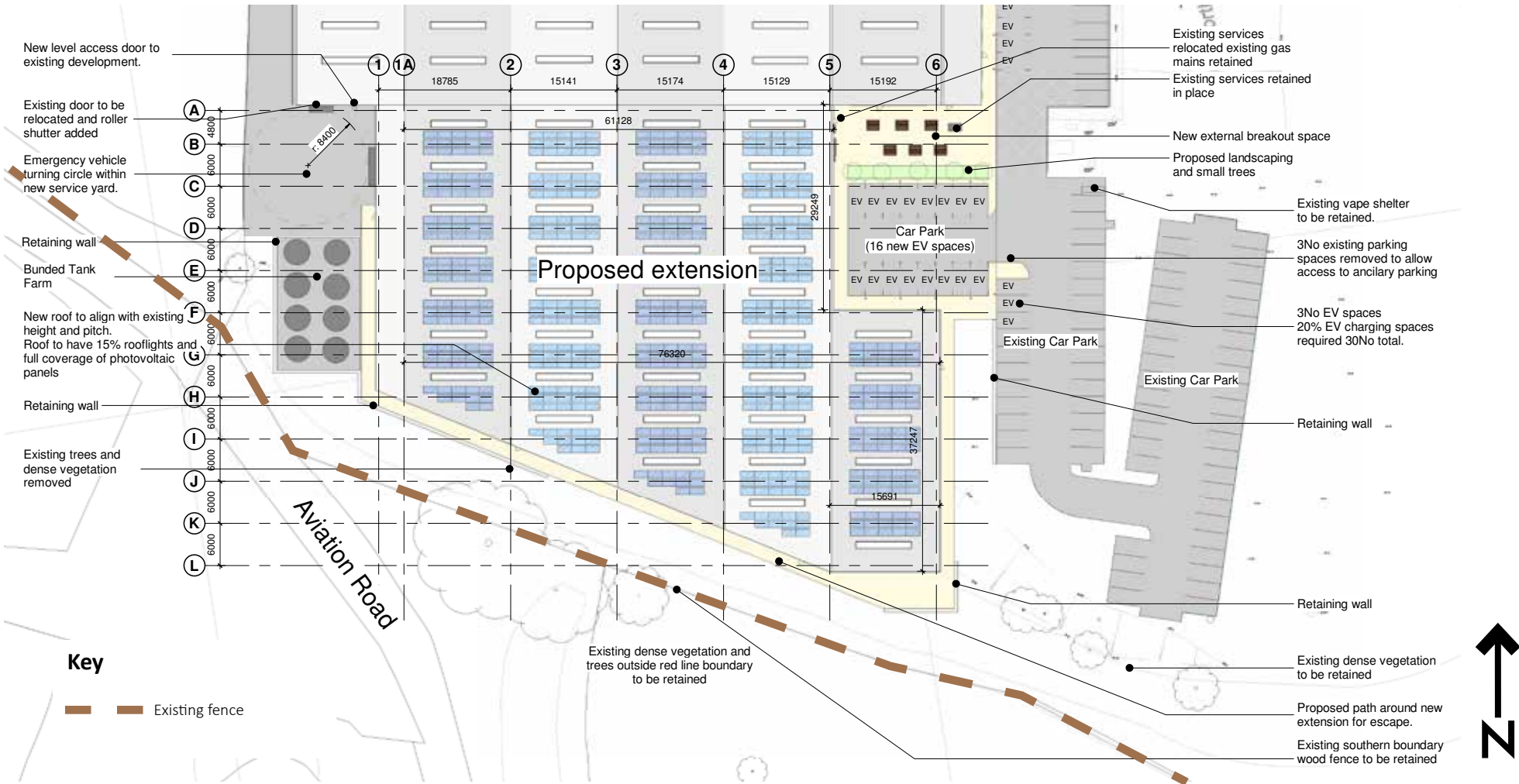
The proposed development has been designed to create natural surveillance into the new car park. The service vehicle entrance is existing. The existing building entrances are clearly visible from the plot entrance and in a position that favours natural surveillance.

Design for Security

Existing access barrier systems are in place and will be used for access to the extension and extended car park.

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

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



Emergency Services Access

The extension will be equipped with a number of emergency exits on their eastern, southern and western faces that exit into potentially poorly observed areas that are on the site’s periphery. These doors may be vulnerable to trespass by individuals seeking to access the warehouse for criminal gain, or for entertainment purposes. Areas on the site’s periphery should be well lit and regularly patrolled to aid the detection of trespassing individuals. Additionally, consideration should be given to equipping the emergency exits with IDS in the form of contact sensors to detect their unauthorised use. Furthermore, consideration should be given to the removal of external ironmongery on these doors to prevent their use from outside the building.

Accessibility

The existing pedestrian and vehicle routes are clearly defined and make use of crossings to ensure safe access and movement around the site.

The car parks and pedestrian areas will be illuminated to a level where public safety, and a perception of personal security, are satisfied, but will also be designed to avoid any light spill onto surrounding areas.

Generally, the site wide external lighting will comprise of facade mounted lighting located along the unit perimeter, which will be supplemented by column mounted lighting to service the yard, car park and site entrance (subject to external lighting design and layout).



