

Appeal Response Document



Annex 03

Design Iteration

Supplementary to the Design and Access Statement

Document Prepared for:

Trammell Crow Company Logistics (Heywood) Limited



Appeal Document

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1.0 Introduction

1.1 Purpose of this Document

1. This document has been prepared by Ashton Smith Associates (ASA) on behalf of Trammell Crow Company Logistics (Heywood) Limited (the "Appellant") in support of the submission of a planning appeal for the Full Planning Application 22/01410/FUL for the *"Redevelopment of site comprising the demolition of all existing units and erection of new storage and distribution units (Use Class B8) with ancillary office space, vehicular, pedestrian and cycle access, external yards, parking, landscaping and associated works"* (the "Proposal").
2. The purpose of this document is to supplement and update the original design and access statement submitted and detail the design iteration process which occurred prior to confirming the agreed proposed site plan submitted for the original planning application.
3. The design of the Proposal and how it may impact on the acoustic and visual amenity of existing and future residents has been a consideration from the outset and has informed the details of the proposals.



Fig. 1 – Existing aerial image of the site.

1.2 Site Constraints

- 4. As laid out in the original design and access statement in section 3, "Site Context", at the very start of the design process the site setting was analysed and documented with site photos showing views in and out of the site picking up the existing residential estate to the east, existing buildings and landscaping.



Fig. 2 – Section 3.2 of the design and access statement.

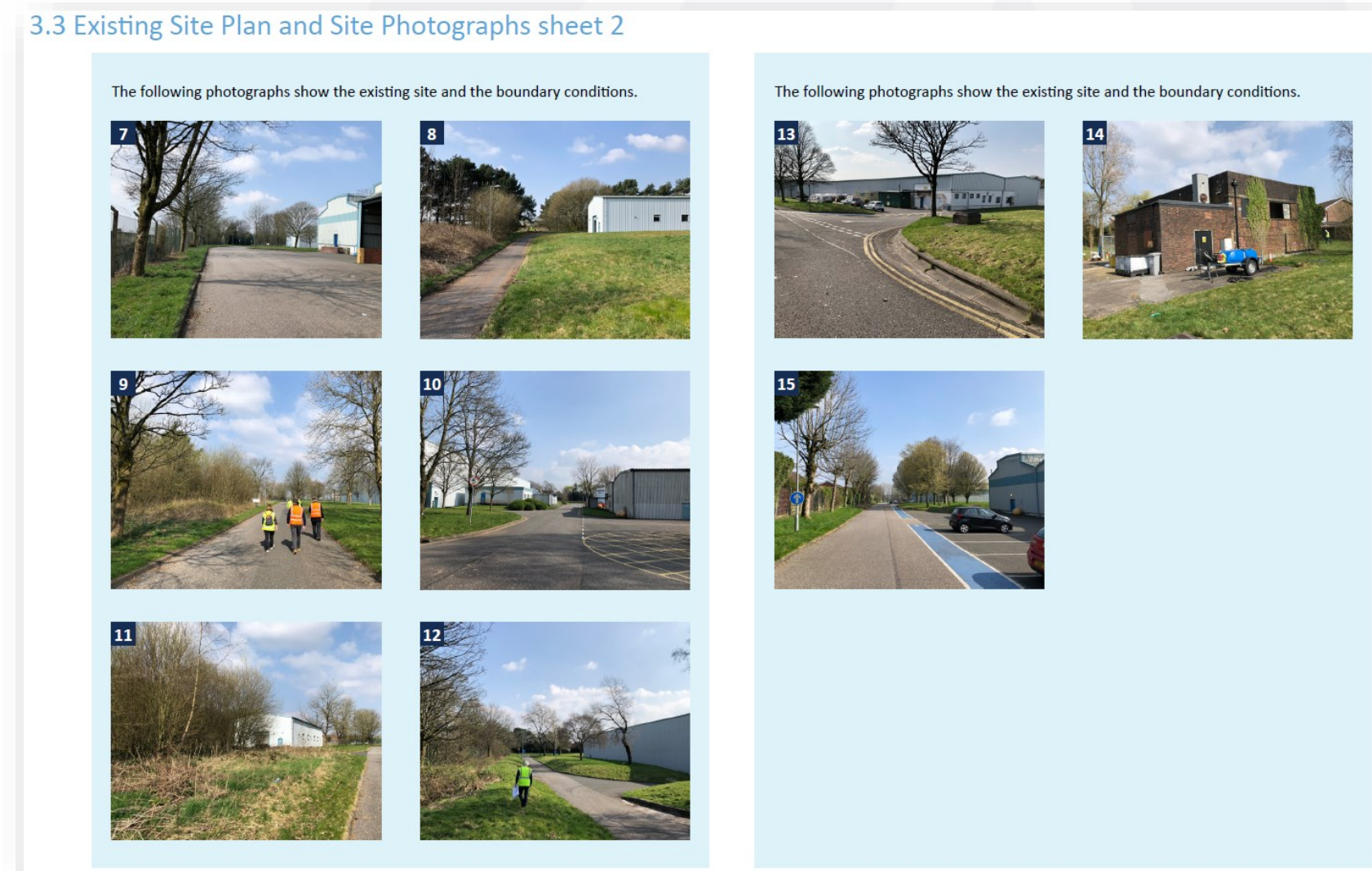


Fig. 3 – Section 3.3 of the design and access statement.

5. From the site walk, analysis and documented photos the design team were clear on the key opportunities and constraints. This process of identifying constraints and opportunities is a conventional part of the process in order to then advise the client what the capacity of the site is to accommodate the sort of development that the client has in mind. This process of assessing capacity on occasion results in client's having to revise their aspirations for a given site, or even abandon them altogether. In this case, the process concluded that the site could indeed accommodate a form of large scale employment development, whilst being respectful of the constraints to the site's development.
6. Below is the constraints drawing highlighting existing services, trees and their categories, site access and surrounding developments. An additional constraint was the existing residential development to the east, and the future residential development as part of the Russell Homes Scheme.

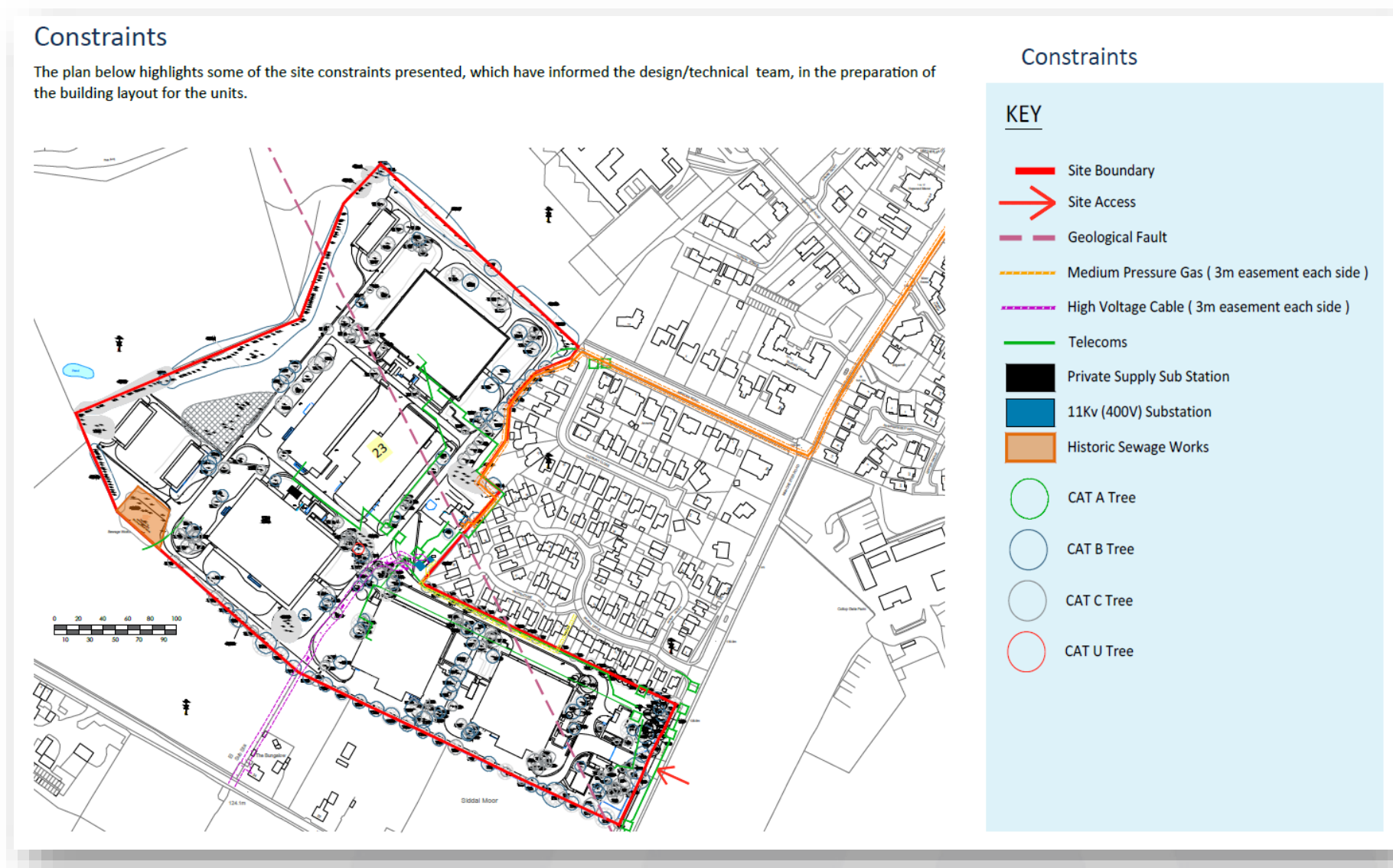


Fig. 4 – Section 3.3 Site Constraints taken from the design and access statement originally submitted.

7. It was clear from the shape of the site that two volumes of development could be created at the northern and southern ends. The sites are also split by the incoming HV cable which runs south to north and ends in the existing substation on the eastern corner adjacent to the existing housing. The existing development layout supported this proposed layout and assisted in creating a uniform industry leading layout which dealt with each boundary condition and constraint. We proposed there would be a larger development to the north and smaller units to the south.
8. In addition the designers were mindful of the adjacent land uses (existing and planned) and to ensure that a satisfactory relationship would result.

1.3 Site Test Fits – Unit 1 and 2

1. Following the site walk and constraints review we started to review and test building and site layouts, please see Fig.6.
2. The site access was a key constraint. Access is provided to the entire site from Manchester Road. The existing development includes an internal access road around both sides of the existing units (Fig.5). During the site test fit stage, we looked at various iterations of this (fig. 6), dealing with the existing residential area by proposing buildings to the southwest and the access road to the east with an additional landscape buffer. The disadvantage of this was that vehicle movements and noise for the whole development would run parallel to the existing housing without ample perimeter mitigation.



Fig. 5 – Existing Site Plan – southern section



Fig. 6 – Initial scheme 01

3. The site access, as shown in the iterations below, was fixed but alternative internal access road locations were reviewed looking at whether a northern or southern option was workable with the priority of the design being to mitigate any potential impacts on the existing housing development to the north. It was clear that the solution was to maintain an access route where the majority of vehicle movements would be kept away from the residential area. (Fig.8).

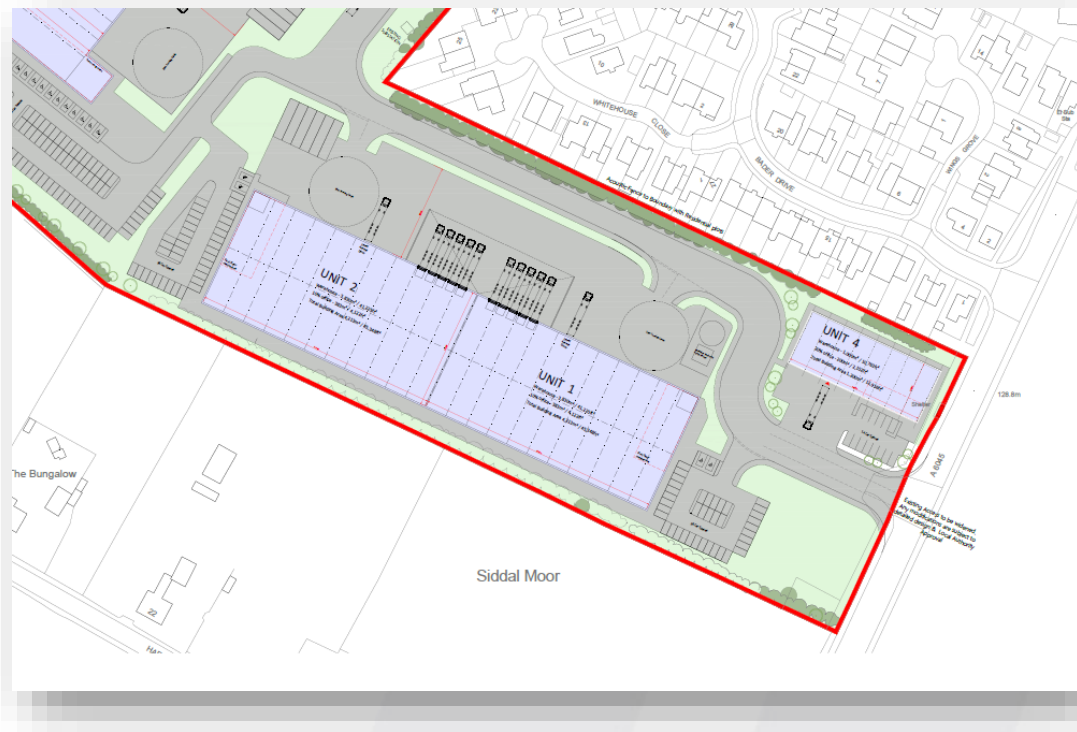


Fig. 7 – Initial scheme 01 – extract. Site road to the north.



Fig. 8 – Initial scheme 02 – extract. Site road to the south.

4. The southern site access road position was workable but as shown in Fig. 8 such an arrangement necessitated the positioning of Units 1 and 2 very close to the boundary with the existing residential development, and that proximity was considered to create an undesirable visual impact with limited space for landscaping to mitigate any impact. We therefore carefully reviewed alternative designs, as below, (fig. 9 & 10) before settling on an appropriate design which was cognisant of the existing building line, neighbouring residential properties, and proposed vehicle movements to the units and past the unit to unit 3.



Fig. 9 – Initial scheme 03 – extract. Shared service yard.



Fig. 10 – Initial scheme 04 – extract. Shared building.

5. With regards to the building configuration of this southern section, the key constraints were the access road, the existing housing to the north, the attenuation pond requirement and site access. Within this area we looked at splitting the units creating a shared yard and car parking to the north (fig.9) and also combining the units (fig.10) allowing separate and safer yard access for each unit. Ultimately fig.10 was refined, providing office space to the ground floor which provided a beneficial physical barrier between the service yard and housing estate.



Fig. 11 – Unit 1 and 2 – Office location

6. As will be obvious from the above exercise, we did not start out with a preconceived floorspace or building volume, but rather the scheme was design led as to what was an appropriate fit on site for the proposed use. This process was an iterative one which involved discussion with a number of experts instructed by the Appellant, including landscape, ecology and highways expertise.

1.4 Site Test Fits – Unit 3

1. With regards to what was to become Unit 3, the larger unit, the key constraints were the proposed Russell Homes development to the northern and western boundary and the existing residential development to the east.
2. With the larger unit, we positioned the car parking as a buffer between the building and the future residential area on the western boundary. This layout (fig.12) also provided straightforward access to the service yard from the southern access road. Although operationally beneficial the proximity of the rear of the unit to the future residential properties was too close and the car parking was too elongated and remote from the main entrance and operation.
3. It was clear that the northern area of land could accommodate a large, long unit. There is a demand for this particular unit size in the local area as the majority of units are small (10,000-100,000ft²) to medium (100,000-250,000ft²) unit size. As noted above – this was not an exercise which sought to achieve a pre-conceived floorspace on site – but rather to consider what could be properly accommodated on site mindful of all of the relevant constraints.
4. We did test whether this area could be split into two or three units taking into account the surrounding constraints whilst still providing a marketable warehouse shape with the appropriate external features. Figure 13 shows the option reviewed, which created effective single sided warehouse spaces and external features but were deeper in plan than an optimum warehouse building ratio and led to the buildings being in close proximity to the sensitive boundaries. This option would also have led to large level differences at the eastern boundary adjacent to the existing residential development, with none or a minimal landscape buffer and the introduction of retaining walls. Figure 13 option had the depth or width of the warehouse unit is also critical to an operator. Too deep or wide and the storage and product becomes quite remote from the dock area where it is loaded and unloading. The forklift travel distance becomes extended, taking longer to sort and pick products in a traditional racked storage aisle especially in a single sided unit. The longer narrower unit suits the majority of occupiers because of this reason.

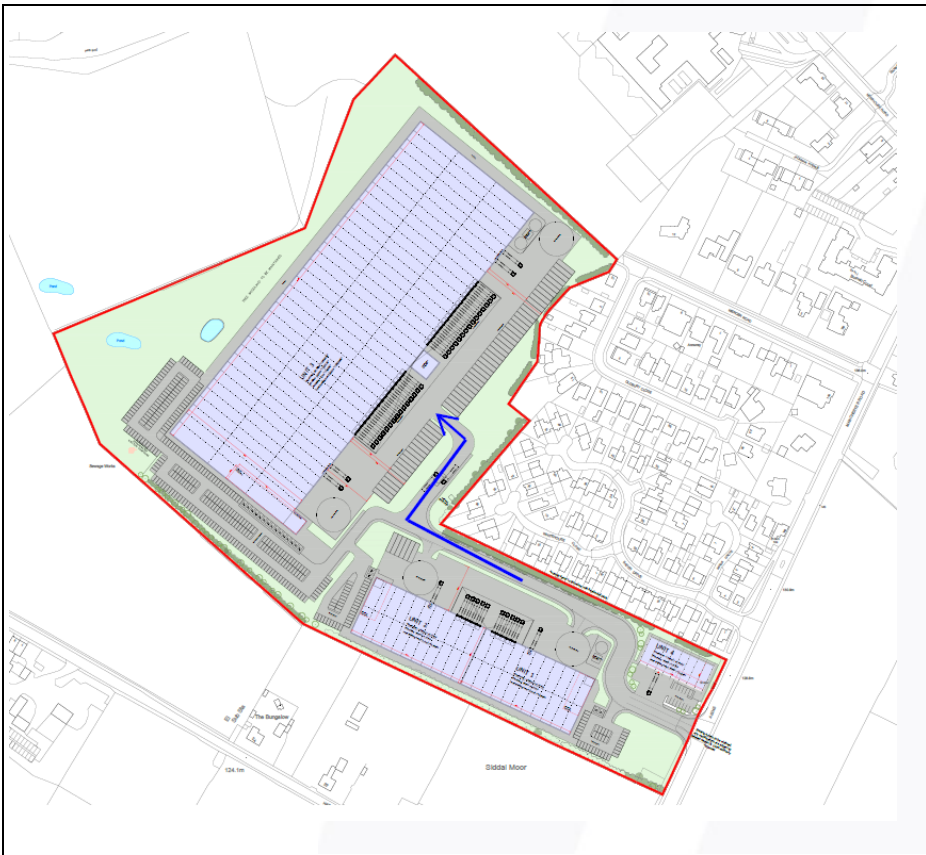


Fig. 12 – Unit 3 - Car parking used as a buffer at the western boundary. The unit is too close to the north western boundary and the service yard a potential issue for the eastern residential boundary.



Fig. 13 – Unit 3 area split into two units.

5. Below are further iterations of the Unit 3 land with explanations.



Fig. 14 – shows Unit 3 area split into two units with facing service yards. This option we believe was overdevelopment of the area giving concern on proximity to east and west boundaries. Operationally both car parks were either in the wrong location or constrained.



Fig. 15 – Unit 3 as a cross dock warehouse providing service yards both sides which leads to vehicle movements on three sides of the building, less opportunity for landscaping and a smaller building area for the client and prospective tenant.

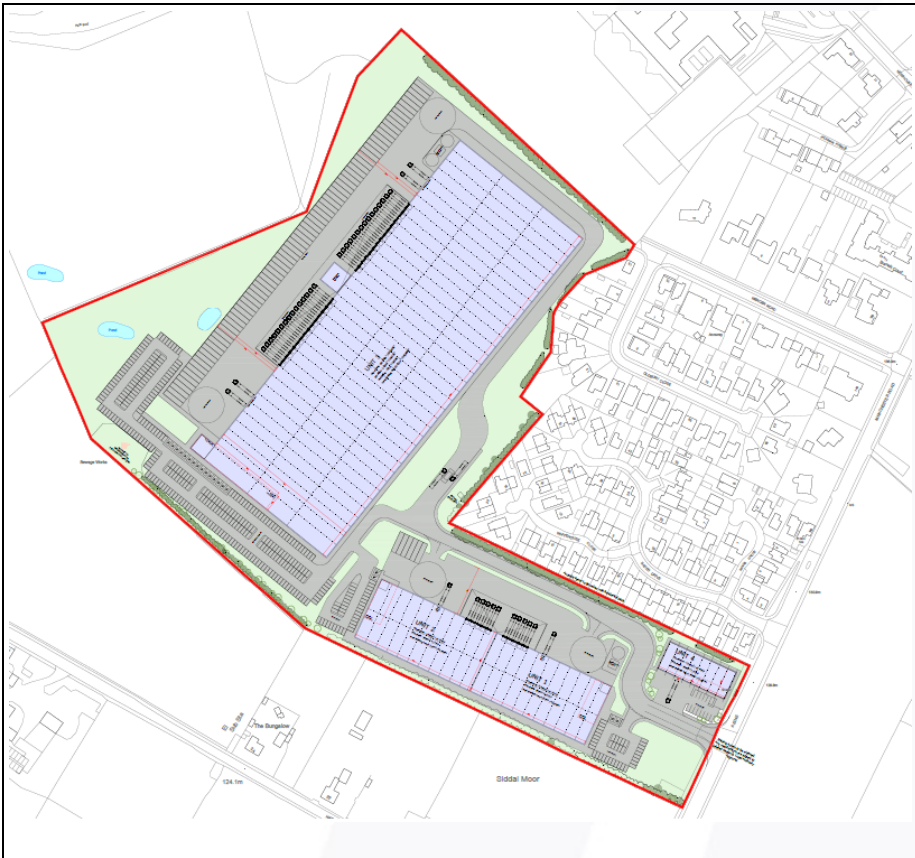


Fig. 16 – Unit 3. The main service yard was to the northwest and accessed from the south which meant a long HGV inbound and outbound route around the building. The car parking was still on the side of the building which was elongated and remote to the main building entrance. This position reduces the scope to introduce landscape buffers to the south west boundary.

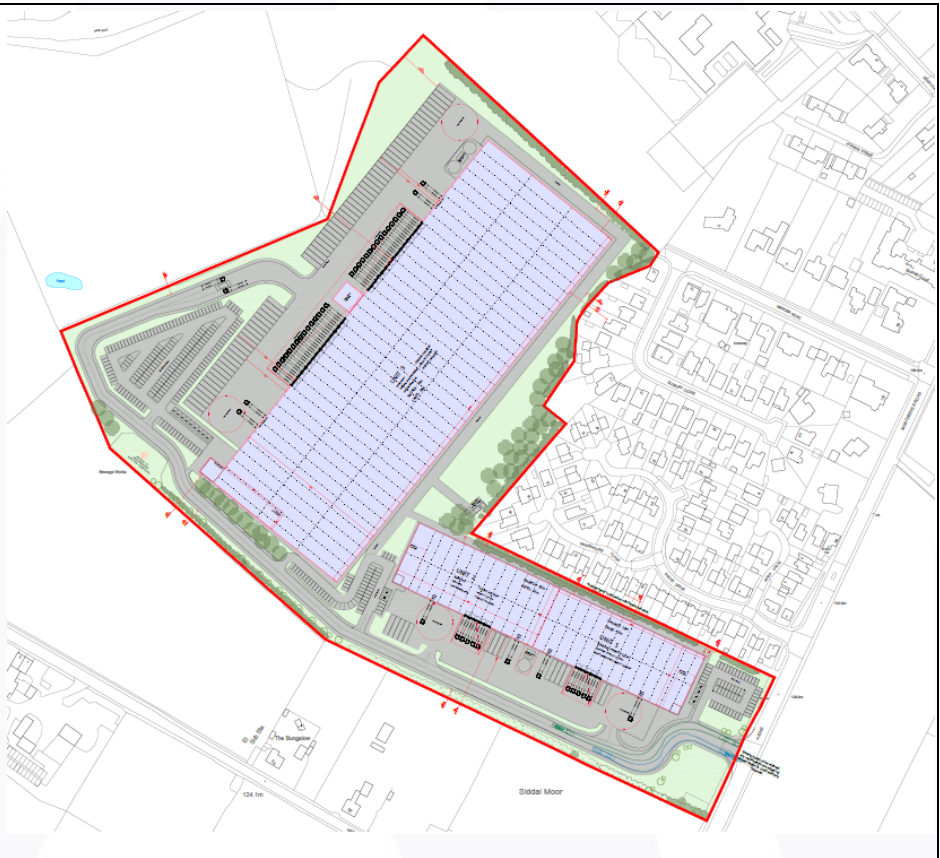


Fig. 17 – Unit 3 – an iteration of Fig.15 but with the car park taking the western area. One access that served both HGVs and cars. One concern on this option was that the HGV access removed opportunity for landscape buffers to the future residential areas.

6. From the scheme shown in figure 17 Unit 3 perimeter elements were refined, the landscaping was reviewed and additional added where required. The HGV route into the service yard was changed for it to enter closer to the building and allow space for supplementary landscaping between the car park and the future residential properties. (fig 18).

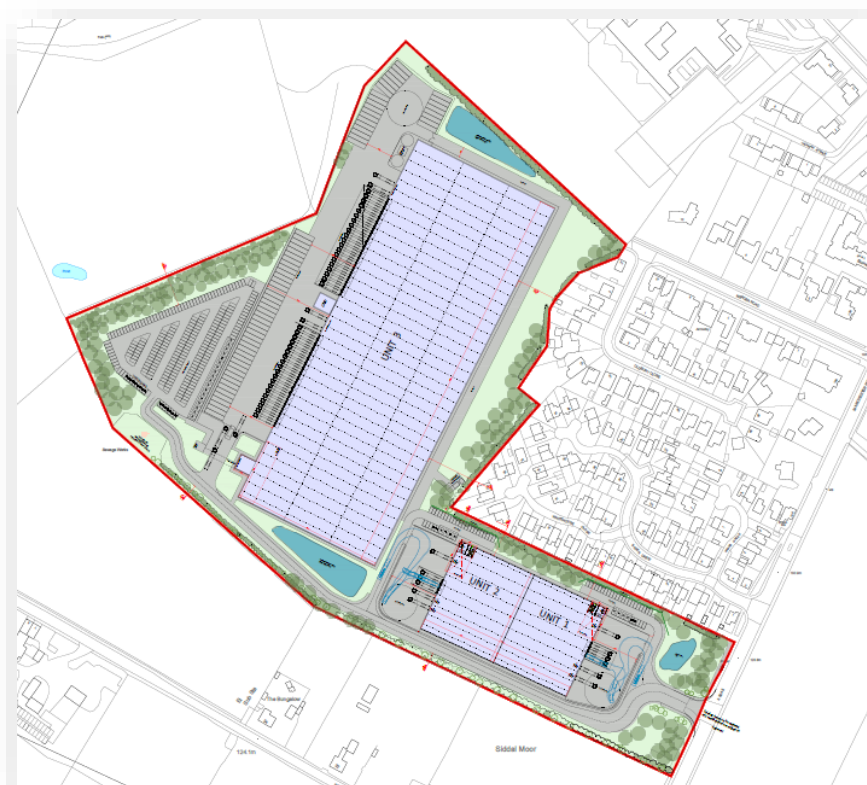


Fig. 18 – Refined scheme.

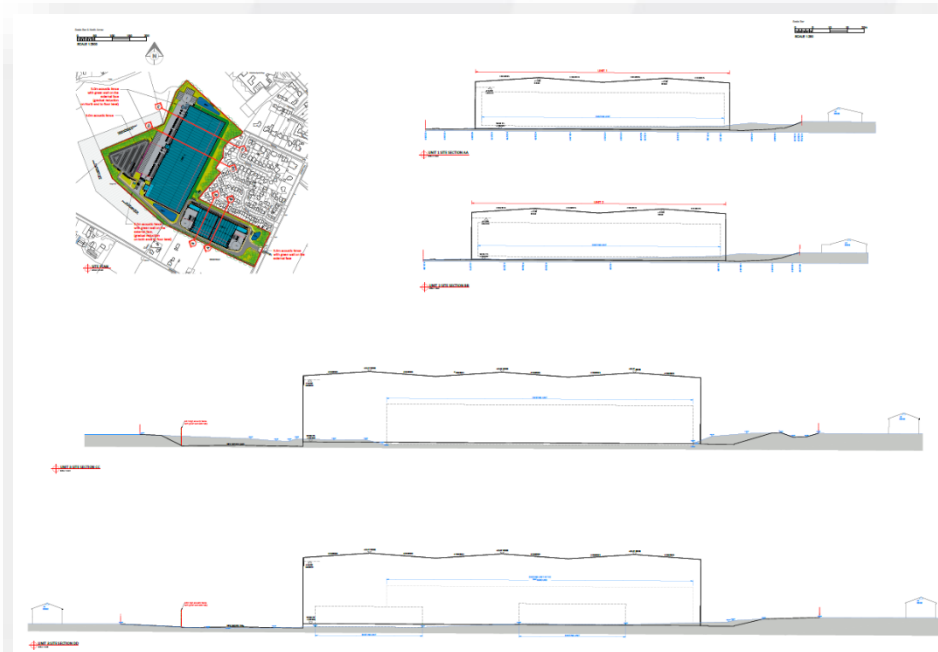


Fig. 19 – Initial Site Section schemes

7. Throughout this design process, the design team reviewed building heights based on Unit 1 & 2 with a 13.6m eaves height and Unit 3 with a 19.3 eaves height, later changed to 16.3m eaves, in section taking into account, as a priority, the impact of the proposal on the surrounding boundary constraints. The heights chosen are suitable for the size of warehouse building to suit contemporary industry requirements.
8. One of the later site refinements was the coordination of Unit 3's access road and relocation of the attenuation pond to act as buffer between the future housing development to the southwestern boundary. Later in the design development landscape bunds would be introduced to this boundary. (fig.20).



Fig.20 – Scheme extract showing the relocation of the attenuation pond and access road.

2.0 Proposed Design

1. The design iteration process led to an agreed design which the design team had reviewed thoroughly in terms of existing site constraints; services, site levels, drainage, boundary treatment, internal site landscaping and surrounding buildings and landscape.
2. The proposed layout responds sympathetically to all boundaries, surrounding buildings and future land uses whilst also creating a modern industry leading industrial development.



Fig. 21 - Proposed Site Plan with the existing buildings overlaid in red.