

DESIGN & ACCESS STATEMENT - rev A

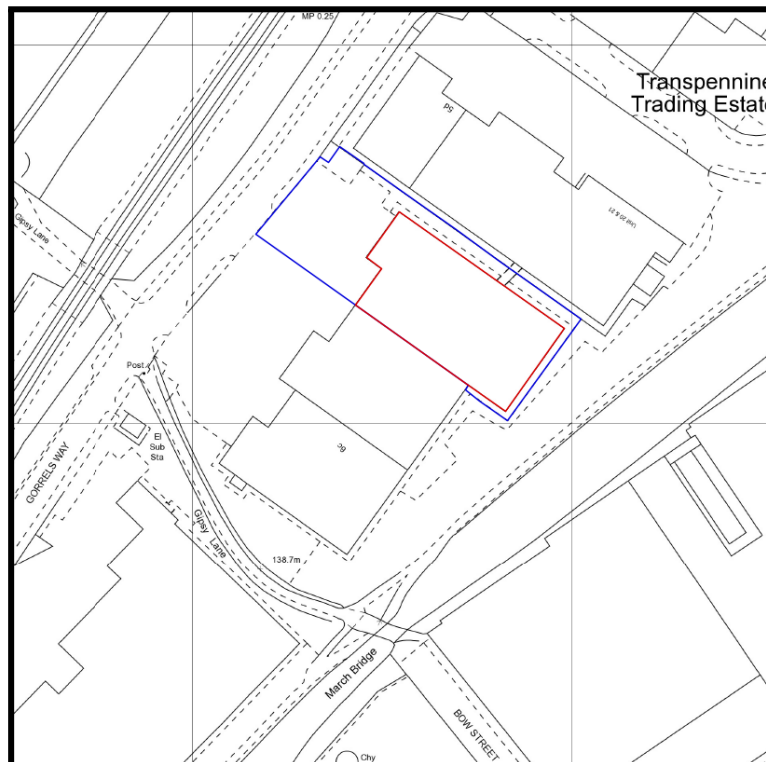
KRISPY KREME

**Unit 6a Transpennine Trading Estate,
Gorrels Way
Rochdale
OL11 2PX**

This statement supports the application for Planning permission for alterations to the existing facade, new external HVAC plant and kitchen extract, compactor enclosure and consent to display advertisement(s) for 2no. Fascia signs at the above address.

1.0 Location

The unit is located within the Transpennine Trading Estate on Gorrels Way in Rochdale backing onto the Rochdale Canal with good links to the M62 as well as local and national railway links, in particular, Castleton Station with multiple links via TFGM. The unit is also within walking distance of residential areas.



1.1 - OS Map - Supplied by Stanfords, 2023
Red outline - denotes Unit 6a Transpennine Trading Estate, Gorrels Way
Blue outline - denotes the site demise

2.0 Background

The site is in the Transpennine Trading Estate - a complex of light industrial units designed for both retail and light industrial use. Krispy Kreme have acquired the lease for unit 6a of Transpennine Trading Estate which will become a major manufacturing centre that will support retail stores within the local area as well as the wider North West area.

Krispy Kreme will employ in the region of 80 staff members in total, on a 24hr shift basis. The average number of staff on site at any one time will be approximately 27 people with 6 - 8 drivers off site on delivery routes.



2.1 - Unit 6a Transpennine Trading Estate, Rochdale 2023 (author's own photo)

3.0 Design Issues

The design issues relating to the creation of the centre are, in our opinion, relatively minor and include external plant along the North East elevation of the site; an external food waste compactor and bin enclosure; bike & scooter storage and smokers area. There are no major changes planned for the external appearance of the building but modifications to the car park arrangement is necessary to facilitate the operational viability of the unit.

A new main entrance will be formed to the far left of the front elevation facing Gorrels Way by utilising an existing window opening. Also, 4no. existing windows will be enlarged to create 2no. new windows to the right hand side of the single storey building at the front of the unit.

Additionally, a Krispy Kreme brand sign and entrance sign will be installed on the front elevation facing Gorrels Way - this has previously been given consent ref:23/00298/ADV

4.0 Design Proposals - Access

Currently there is no level access into the entrance of the unit and we propose to install new ramps and level access for both the existing and new entrance doors. An existing window location has been utilised to create the new main entrance opening by way of a DDA compliant door and fixed side light, all will be finished to match the existing windows.

5.0 Design Proposals - HVAC

The HVAC units are required to meet the Workplace (Health, Safety and Welfare) Regulations 1992 as well as providing a kitchen extract system due to the nature of the manufacturing process. A large proportion of the equipment will face North East on the side elevation, in as discreet a way as possible with minimal intervention on the front facade.

New kitchen extract flues are required as part of the manufacturing process. They have been located on the side elevation facing North East. They will penetrate the existing external cladding and terminate above the roof line soffit in as discreet a way as possible.

New aluminium louvres are required in the existing external cladding and rendered facade to allow for the inclusion of as much internal plant as possible. The scheme strives to minimise the amount of external plant. These aluminium louvred panels located at high level on the front and side elevations will be colour coordinated to match the existing adjacent powder-coat finishes.

A new air handling unit will be located on the side elevation facing the North East and an existing concrete hardstanding will be extended to provide a suitable base for the plant machinery. A new lockable palisade fence (powder-coated to match the existing fencing along the demise) will be installed between the building and the existing fencing, to secure the plant area from damage / interference. This fence will have a secure gate operable from the 'inside' of the fenced area by quick release in order to meet fire escape requirements.

All ground mounted condensing units on the side elevation facing North East will be positioned fixed back to the existing brickwork at low level.

See drawings 801.P3.2 for reference.



5.1 - New HVAC to be located on the side elevation.

6.0 Design Proposals - Compactor Enclosure

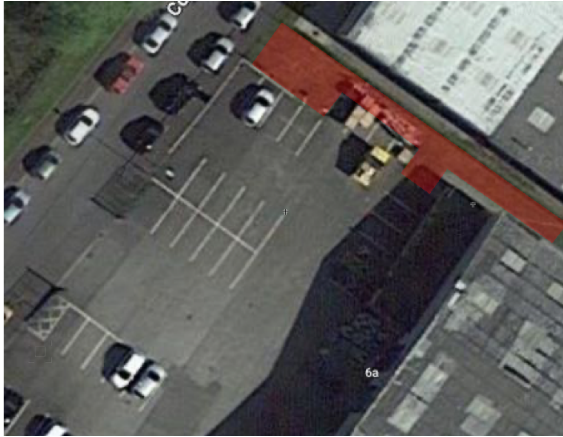
In order to meet one of their environmental policies, Krispy Kreme requires space for a food waste compactor to the front of the existing external demise. The proposal is for a small area of landscaping to be removed to provide suitable space for the waste 'compound'. The compactor will be exchanged twice weekly by accredited waste removers 'Sugarich' who utilise the waste for animal feed.

Krispy Kreme have numerous similar manufacturing centres around the UK and, sadly, it has long been apparent that waste material (especially doughnuts) is extremely vulnerable to theft and, if unprotected, attracts (and encourages) a large amount of anti-social behaviour not only of theft but damage to property. Krispy Kreme has had to retrofit external compounds to numerous sites. They want to create the right environment and working conditions for their employees in Rochdale and negate the attraction of theft from day one. To this end, it is proposed that the compactor and bins are housed within a secure timber clad enclosure complete with both rodent brush protection to gates and rodent proof mesh to the internal faces. It will be located to the front of the forecourt on the front elevation facing North West to allow for ease of container removal.

Bins will be used for general waste and palletised recyclable (cardboard) waste will be removed at least once a week. Krispy Kreme will utilise a cardboard compactor internally and compacted cardboard will be stored in the compound

alongside general waste. The introduction of an internal cardboard compactor has allowed us to reduce the proposed footprint of the compound area.

See drawings 801.P4.1-2 for reference.



6.1 - Approximate extent of landscaping to be removed



6.2 Away from the building towards the road - 2023 (author's own photo)

7.0 Car / Delivery Van parking

In light of an initial response from the Highways Department on the potential loss of parking we have reviewed in detail the plan proposal with a view to mitigating the reduction in car parking numbers. We also wanted to clarify the position in terms of staff car parking and delivery vehicles.

The current site has 23 standard parking bays. It is not clear if all of these are established as dedicated 'staff' parking or generic vehicle parking as one might expect of a light industrial unit - i.e. that number includes the provision of parking for vehicles to facilitate the operations of the site such as delivery vehicles etc.

As set out above, Kripsy Kreme have a requirement, from an environmental perspective, to have a food waste compactor located externally on site and, given the issues around theft, this compactor needs to be housed in an enclosure thus encroaching on the external demise and parking spaces. We are proposing to utilise an element of the currently landscaped area (within the demise of the unit) to mitigate the loss of space and provide additional 'hardstanding' for the compactor enclosure and allow for the reconfiguration of the parking bays.

With the inclusion of the compactor area we have replanned the external area to provide for 19No. spaces car parking spaces including 1No. accessible bay. Additionally, Krispy Kreme are proposing to provide both bike and scooter parking (including charging facilities for electric vehicles) and as advised, the site is well located within walking distance of residential areas and has train links via Castleton station to the wider metropolitan area.

Whilst the current number of parking spaces meets the Council's current standards, Krispy Kreme are confident from experience at comparative sites, that the proposed number of parking spaces is sufficient for their requirements, given the inclusion of the bike and scooter parking (which suits some anticipated staff demographics) and the anticipated number of staff arriving on foot. As an aside it is worth noting that this site was selected, not only for its location to major transport links from a delivery perspective, but also for meeting the criteria of being attractive to local employees which has informed the proposed layout.

Additionally, the proposed car parking arrangement does not alter the fact that the arrangement can be returned to the current 23No. spaces when Krispy Kreme vacates the unit, as they will be liable to do under the terms of their lease.

With regards to the delivery vehicles - these are 7.5tonne vans - of which, for between 16 - 18 hrs per day, only 2 will be located on site being 'loaded' whilst the others are on their delivery routes. The proposed van parking indicated shaded in red and blue on drawing number 801.P2.2 would only occur later in the day AFTER any

deliveries have been completed and whilst they wait for loading which will occur early morning and meets Krispy Kremes' van licensing requirements - they do not impede the number of proposed staff car parking.

See drawing 801.P2.2 for reference.

8.0 Design Proposals - Bike and Scooter Storage / Shelter

As noted Krispy Kreme will employ c 80 people to operate this unit on a 24hr shift basis and, in addition to staff car parking, they have identified a need from other factory locations, for both bicycle and scooter storage and charging facilities - encouraging many employees who are likely to live locally to travel to work on bike or scooter - to this end a series of proprietary enclosures have been specified to form secure bike storage. Additionally Krispy Kreme are 'future' proofing the requirement for electric car charging as part of the overall development works by installing the infrastructure ready for any employees who may use electric vehicles.

Conversely in some ways Krispy Kreme will also provide a shelter for some staff who require cigarette breaks by way of the same bike shelter thus aligning all the external shelters in one location and of the same dimensions, materials etc. All are to be powder coated green.



8.1 - New bike and scooter shelters



8.2 - Same profile shelter to be used for the smokers area

9.0 Design Proposals - Signage

An internally illuminated Krispy Kreme brand sign will be fixed to the existing aluminium cladding at high level with concealed electrical cabling. The Brand sign will be constructed from opal acrylic front face, green acrylic bow-tie and red and white acrylic letters with grey powder-coated aluminium sign carcass. The sign will be internally illuminated.

See drawing SN.01.1B for reference.

The Entrance sign will be constructed from solid opal acrylic, illuminated by way of embedded LED lights and will be mechanically fixed to the existing rendered facade.

See drawing 801.P5.1 for reference.



9.1 - New signage to be located on the front elevation.

10.0 Sustainability

The materials used during the construction of the new entrance and window framing and glazing, plant kit and fencing and compactor enclosure has been kept to a minimum and can be recycled at the end of their life.

11.0 Access / DDA

As set out above with regards to transportation links having been part of the selection criteria for this unit, specifically the proposals set out to improve access into the unit by those with accessibility issues. The existing entrance door will be removed and a new timber framed glazed door installed with a clear opening width of approximately 1000mm. Ramped access to the new and existing entrance will be provided from adjacent a DDA parking bay. Internally the main areas outside of the production space are fully accessible including DDA WC / accessible kitchen counters and turning circles within all of the main areas of administration, training, meeting and welfare areas.

Additionally walls and floor finishes have been selected to provide the correct level of contrast for people with impaired visibility.

We have consulted approved documents B, K and M.

12.0 Design Impact

The partial removal of the existing glazing and installation of new glazing and entrance door we believe will not affect the local 'street scape' and will have minimal design impact.

The proposed timber clad compactor enclosure will conceal the compactor and waste containers from sight and we believe will not affect the local 'street scape' and will have minimal design impact. Additionally taking into account the issues set out above the enclosure we feel is an essential part of the proposal to make the site viable for Krispy Kreme.

The proposed palisade fencing to secure the proposed plant area will be kept to a minimum and provide visibility through, similar to the existing fencing along the demise. In doing so, this will assist in complementing the existing environment.

As the unit is currently vacant the installation of the new windows, doors, plant and signage will enhance the street elevation and bring vibrancy back to a clearly redundant space.

12.0 Conclusion

Given that Transpennine Trading Estate is a light industrial estate and has many examples of external plant and manufacturing / retail brand signage, and that we have attempted to minimise the impact of the plant on the external elevations, and notwithstanding the loss of 4No. Parking spaces, given the reasons set out above, we are hopeful that the Council are minded to grant planning permission.

Path Design - July 2023