

DESIGN & ACCESS STATEMENT

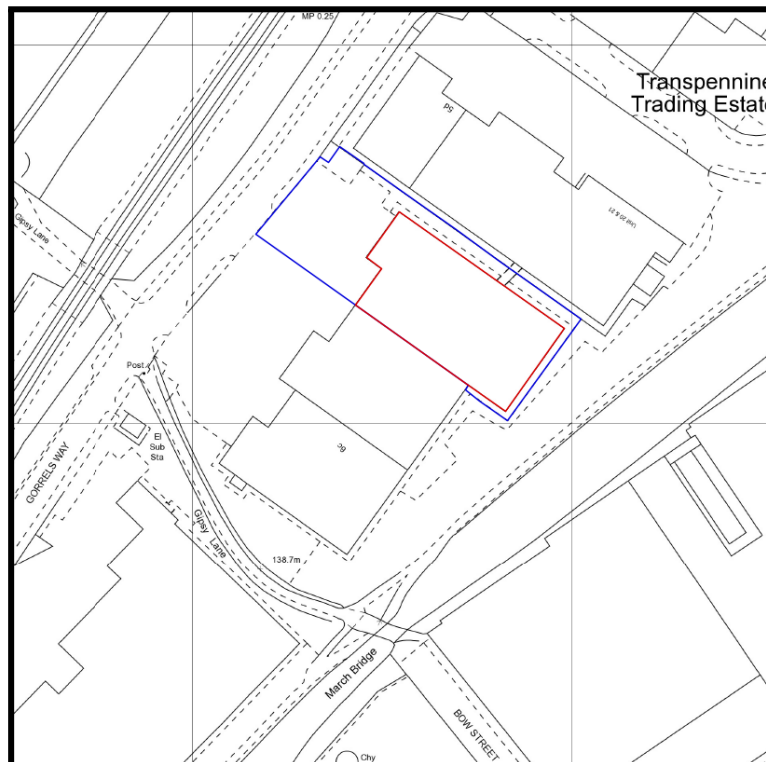
KRISPY KREME

**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.



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

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.

The unit is to employ in the region of 80 employees on a 24hr shift basis.



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

3.0 Design Issues

There are no major design issues relating to the creation of the centre other than the need for external HVAC units, an external refuse compactor enclosure, bike & scooter storage and smokers area.

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.

4.0 Design Proposals - Access

A new level access route is required to allow for the main staff entrance and exit. It is proposed this is located on the North West elevation facing the existing car parking bay area. An existing window location has been utilised and it is proposed the existing opening would be extended to internal ground floor level and a new entrance door and side light installed to match the existing.

A concrete hardstanding is required to provide level passage from the new access door to the existing car parking bay area by way of a modest ramp.

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 and will be colour coordinated to match the existing adjacent cladding/rendered facade.

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 accommodate. It will be surrounded by new lockable palisade fencing powder-coated to match the existing fencing along the demise.

All ground mounted condensing units on the side elevation facing North East will be positioned on 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 their environmental policies, Krispy Kreme requires space for a cardboard compactor and food waste compactor to the forecourt of the unit. The compactor containers will be removed regularly (usually once per week) by accredited waste removers where cardboard is recycled and food waste is utilised for animal feed by 'Sugarich'. It is proposed that these compactors are housed within a 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.

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



6.1 - New compactor enclosure to be located in front of the main elevation.



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

7.0 Design Proposals - Bike and Scooter Storage / Shelter

As noted Krispy Kreme will employ c 80 people to operate this unit and, in addition to some 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.



7.1 - New bike and scooter shelters



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

8.0 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.



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

9.0 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.

10.0 Access / DDA

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 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.

11.0 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 compactors and waste containers from sight and we believe will not affect the local 'street scape' and will have minimal design impact.

The proposed palisade fencing to the new air handling unit 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, we are hopeful that the Council are minded to grant planning permission.

Path Design - March 2023