

CUERDEN STRATEGIC SITE
SITE CAPACITY ASSESSMENT
WORKING PAPER

INTRODUCTION

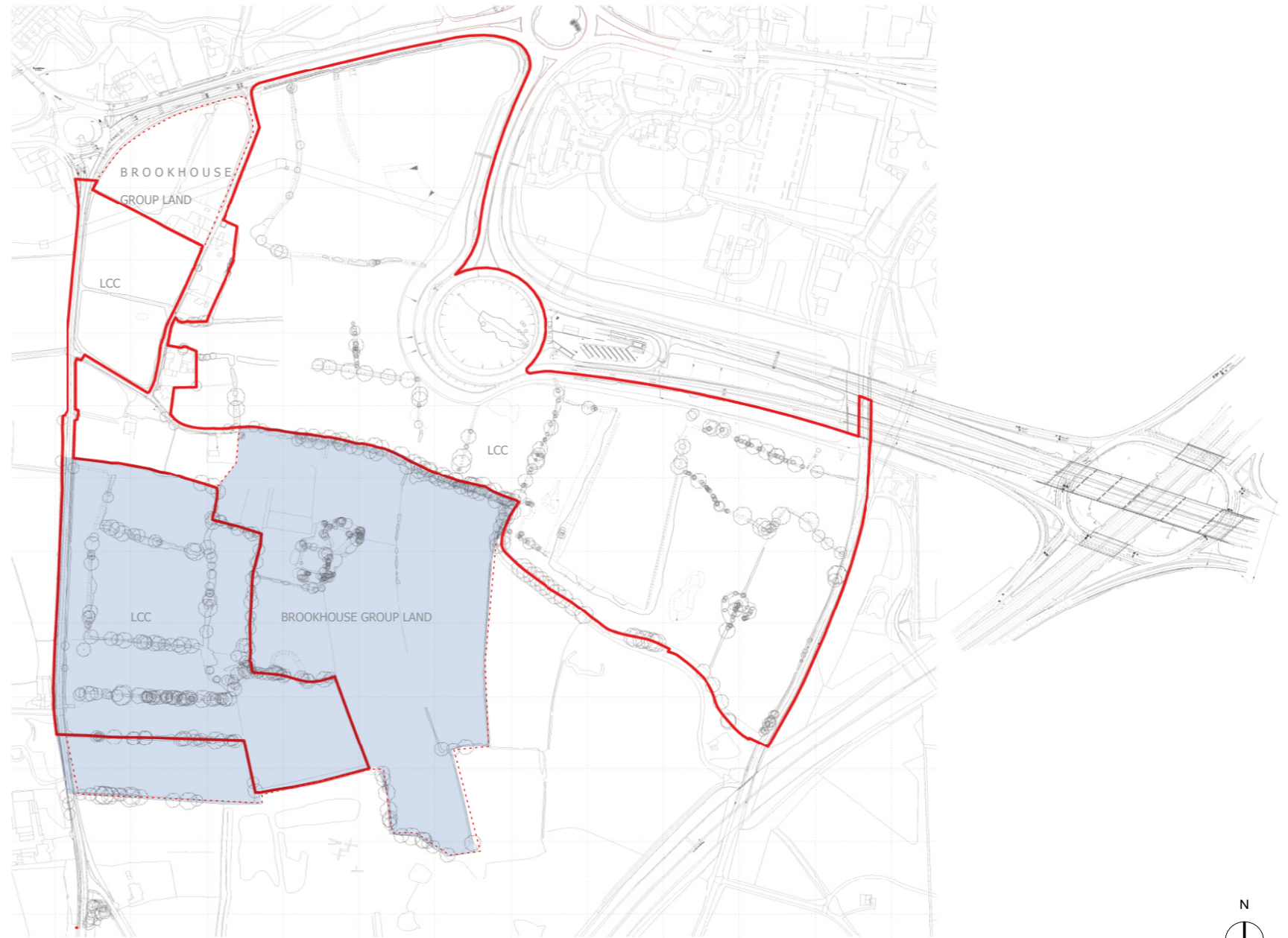
This Working Paper has been prepared to consider the capacity of the Cuerden Strategic Site to accommodate development and enable a comparison between the scheme promoted by the planning permission approved in 2017; the ability of the Strategic Site to accommodate development if the Lancashire County Council and Maple Grove Developments' scheme is approved; and the ability of the Strategic Site to accommodate development assuming it is developed blind of ownership boundaries.

A planning permission has already been granted in 2017 (Ref: 07/2017/0211/ORM). In that application, the site was considered as a collective of the ownerships and key design principles were established.

In the approved scheme, 85'006 sqm developed to the southern section of the overall application site. This section comprises one LCC and two Brookhouse Group ownerships as per the image to the right.

A further planning application (Ref: LCC/2022/0044) seeks to explore the potentials of the various ownerships individually. SMR have been instructed to review this application and determine the resultant lost opportunities in delivering a scheme which is sub-optimal in its approach to the overall site.

Further considerations regarding retaining structures, acoustic barriers, landscape and biodiversity need to be equally explored.



CURRENT APPLICATION SITE AND PARCEL SEPARATION

 'Southern section' of Lancashire Country Council development opportunity

CUERDEN CURRENT APPLICATION LAND (PLOT D) -

KEY DESIGN PRINCIPLES

- All landscape within Zone D is removed.
- Some landscape buffer is allowed for along Stanifield Lane.
- Direct access achieved from Stanifield Lane.
- Height restriction zone next to landscape buffer to improve visual amenity on Stanifield Lane.
- Access to plot D and Brookhouse Group land is limited to a single access point from the western boundary of plot D. A future access point to the north is afforded. This limits the potential local network within the Brookhouse land and creates a number of unsatisfactory parcels.
- The currently submitted DAS illustrates a future southern access, however, the 2017 outline consent landlocks this parcel and eliminates this opportunity.



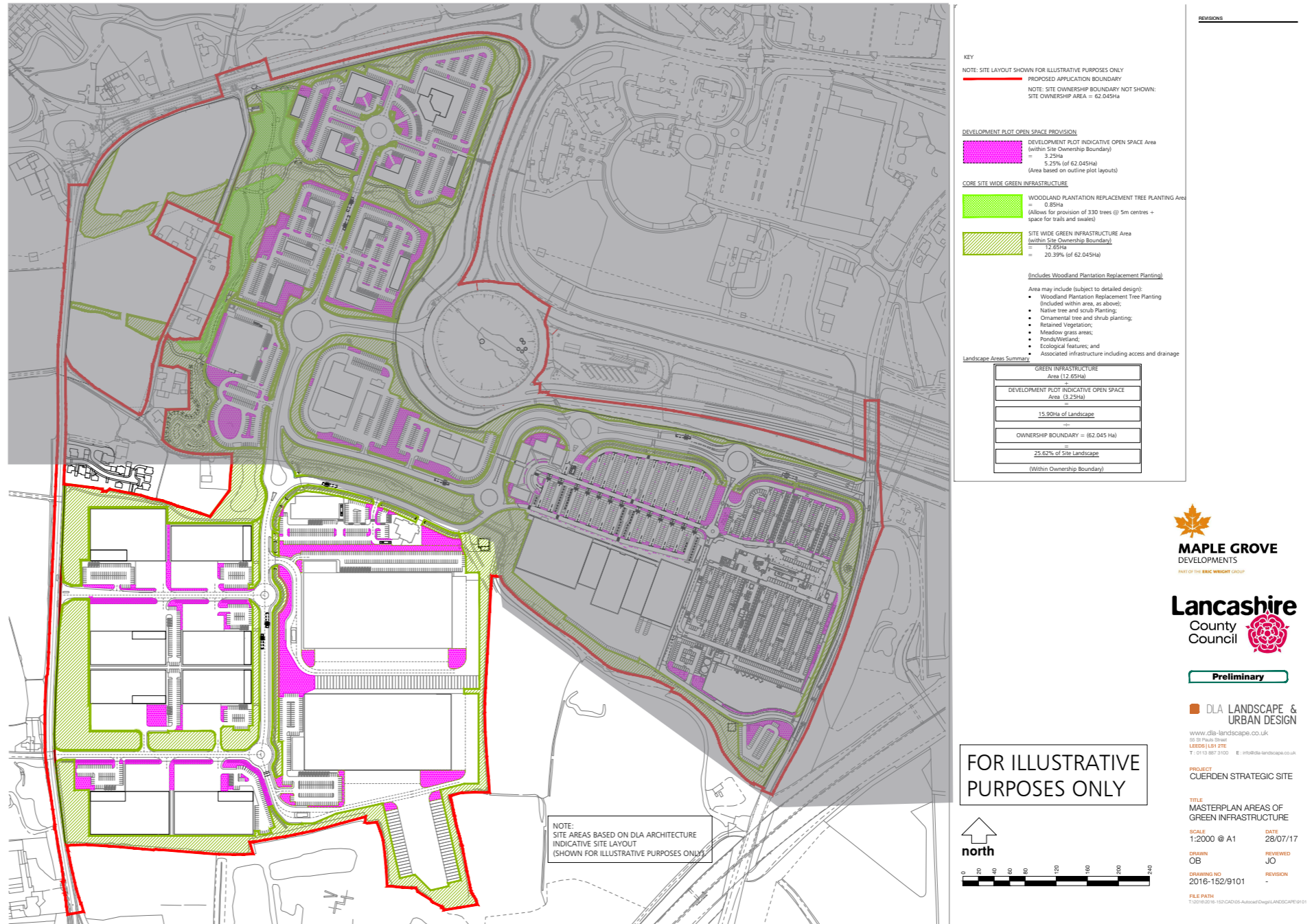
Indicative Access Diagram

ADDITIONAL KEY DESIGN PRINCIPLES - APPROVED APPLICATION

The approved scheme delivers a cohesive and comprehensive solution across all parcels of land.

The southern section of the overall application site, comprising one LCC and two Brookhouse Group ownerships, delivers 85,006 sqm new warehouse space, including units of circa 20,253 sqm.

The development affords significant flexibility to deliver units in the region of 92,903 sqm and more or a varied combination of several large units, with a single, simple, spine road for access to all plots.



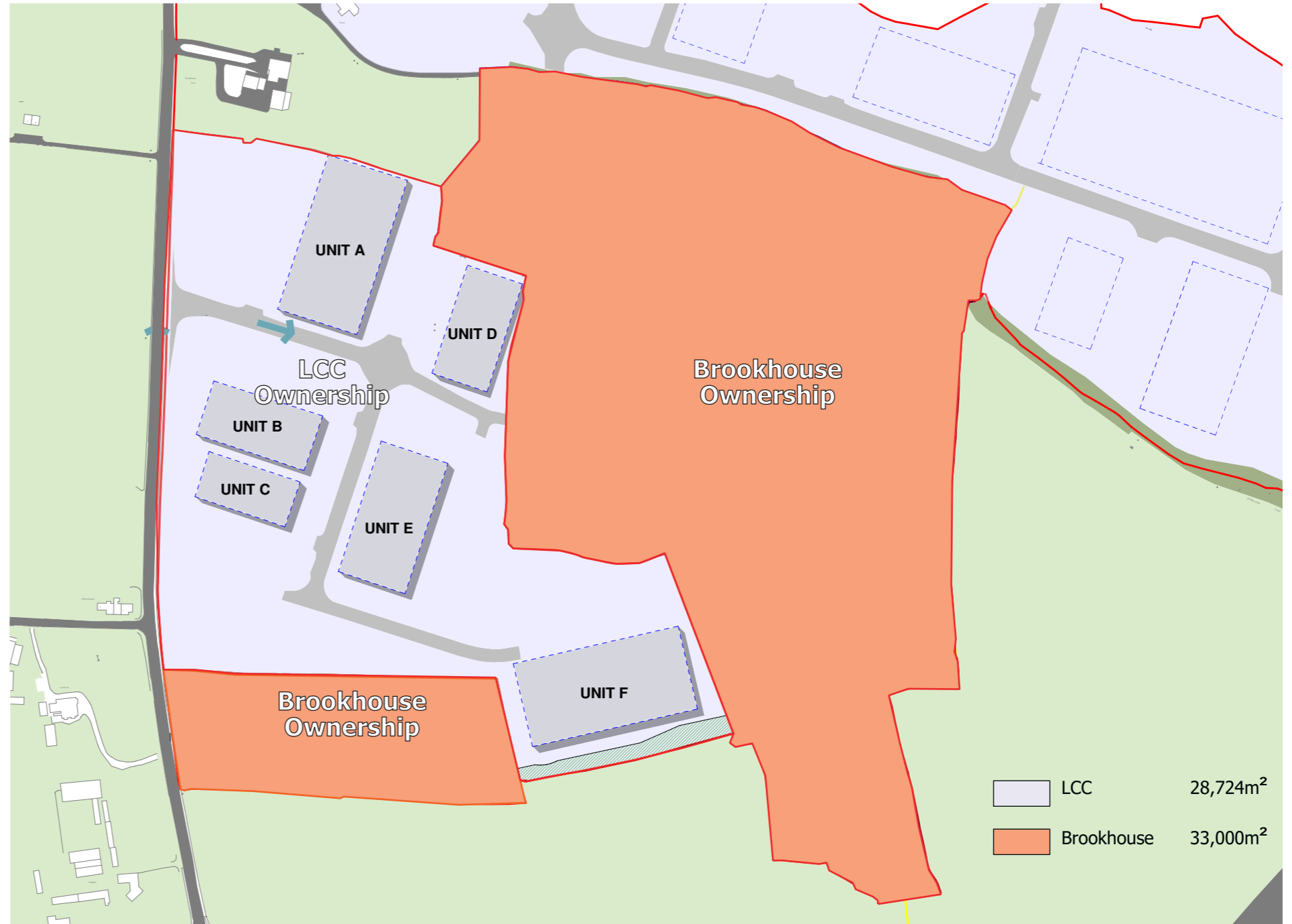
PROPOSED DEVELOPMENT - OPTION 1

The following analysis sets out six options for the development on land comprising Plot D of the current application by Lancashire County Council and Maple Grove Developments combined with the adjoining Brookhouse parcels of land. Options 1 and 2 consider the implications of the current application for development on the Brookhouse land. Options 2 to 6 show the potential to accommodate employment units across the site, blind of ownership boundaries.

Option 1 demonstrates the limited potential of deliverable quantum across the separate parcels of land.

On LCC site, the units are left intact as per the current planning submission. It is argued that LCC land can achieve c. 28,724 sqm, whereas Brookhouse land can achieve c. 33,000 sqm.

<u>Total warehouse area</u>	
LCC:	28,724 sqm
Brookhouse:	33,000 sqm
Total Area:	61,724 sqm



PROPOSED DEVELOPMENT - OPTION 2

Option 2 seeks to understand what is the potential of a combined plot using institutional principles to deliver a single large logistics unit.

This unit is a cross dock facility with service yards to the north and the south of the building.

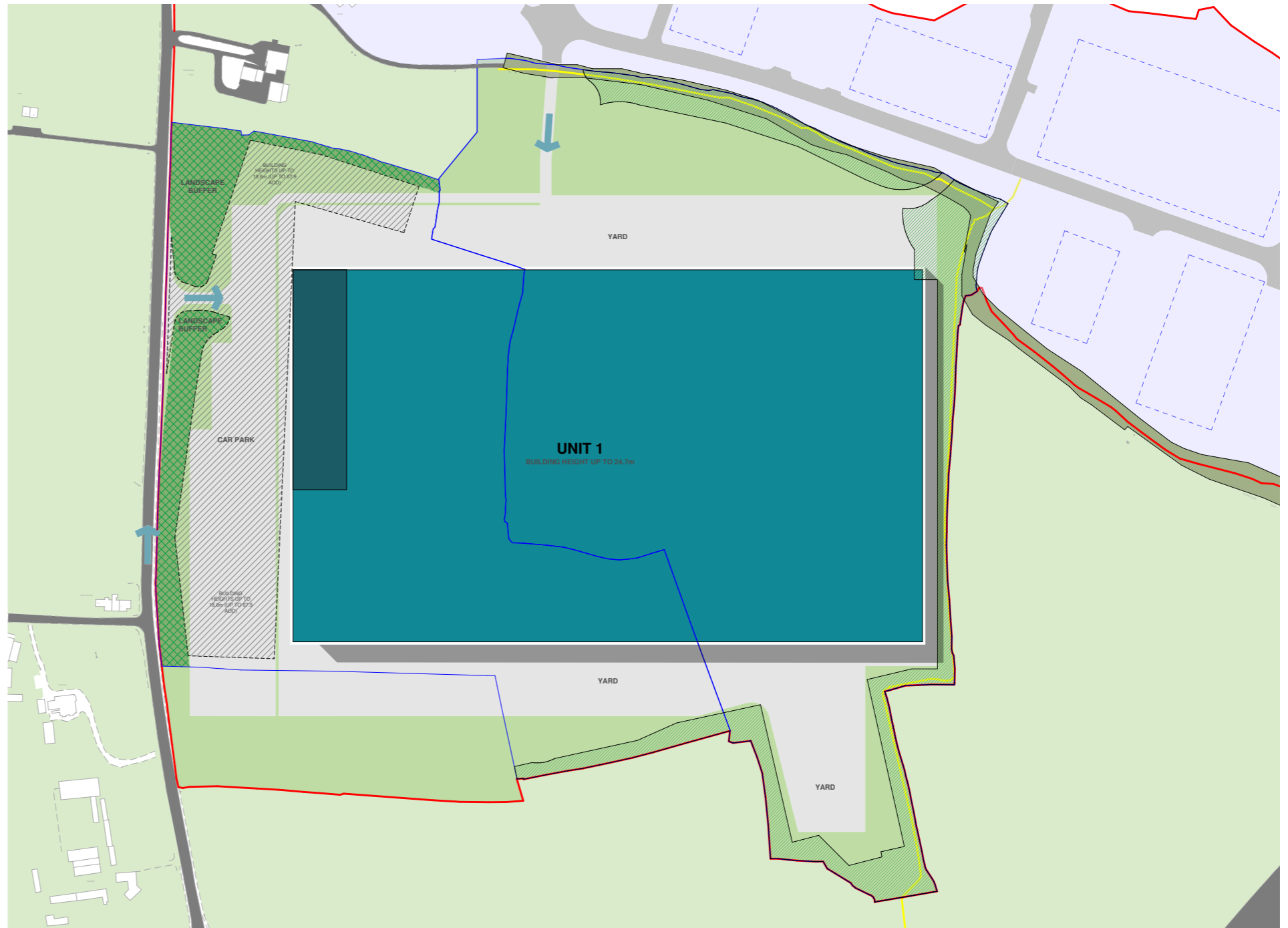
Given the site's location, superb motorway links and lack of available land within the district which could support a single unit, this option should be strongly considered.

This option illustrates a 120,114 sqm institutional standard unit.

AREA SCHEDULE

Total warehouse area:

LCC	
Brookhouse	
=	120,114sqm*



PROPOSED DEVELOPMENT - OPTION 3

Option 3 explores the opportunities for a combined plot using the principles of three different sized units.

This option illustrates how known demand for large floorplate facilities can be met.

Again the site location should be considered unique and benefits from the ability to deliver this increased quantum.

*The dashed green lines denote the boulevard design.

AREA SCHEDULE

Unit 1	40,477 sqm
Unit 2	57,999 sqm
Unit 3	5,462 sqm

Total warehouse area:
103,940 sqm*



PROPOSED DEVELOPMENT - OPTION 4

Option 4 makes provision for four units in total.

This is a further option which could deliver three out of the four buildings in excess of 20,000 sqm, with the key benefit of being flexible in how the scheme is developed subject to demand.

If we can challenge the 18.6m height restriction zone and have a larger unit to the north of the plot we could potentially gain extra 9,290 sqm by extending Unit 1 as per the diagram below.

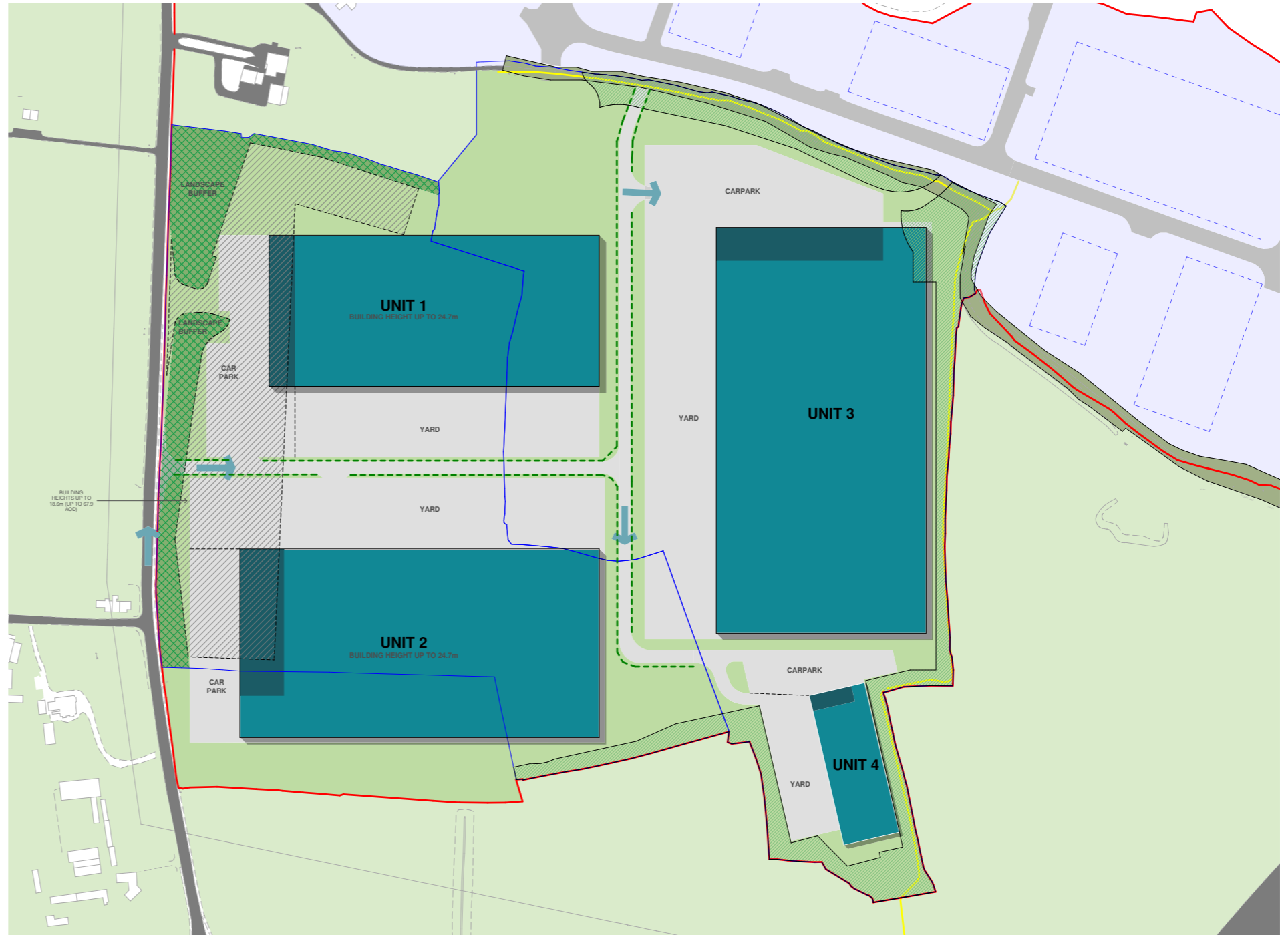
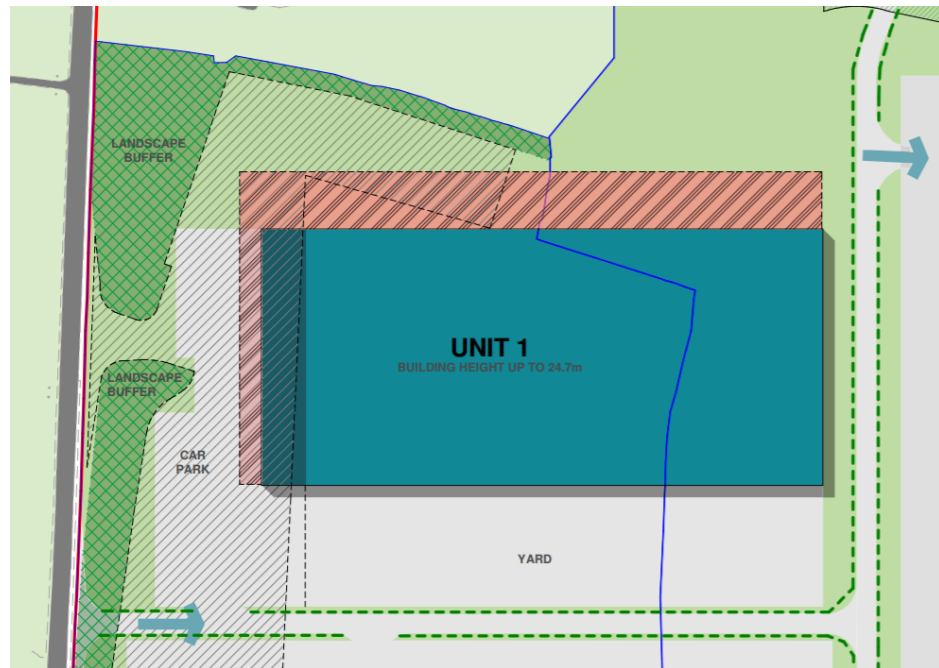
*The dashed green lines denote the boulevard design.

AREA SCHEDULE

Unit 1	23,430 sqm
Unit 2	34,606 sqm
Unit 3	43,572 sqm
Unit 4	4,627 sqm

Total Warehouse area:

= 106,244 sqm*



PROPOSED DEVELOPMENT - OPTION 5

Option 5 demonstrates four mid-box stand-alone units.

With a potential for over 100,000 sqm the scheme is more respectful of the height restriction zones set out in the currently submitted scheme whilst combining both plots to deliver institutional standard units.

*The dashed green lines denote the boulevard design.

AREA SCHEDULE	
Unit 1	25,725 sqm
Unit 2	28,326 sqm
Unit 3	22,455 sqm
Unit 4	24,257 sqm
Total Warehouse area:	
	= 100,763 sqm*



PROPOSED DEVELOPMENT - OPTION 6

Option 6 demonstrates 13 small box stand-alone units.

The units within the height restriction zone are respectful of the requirements and are therefore proposed to be less than 10,000 sqm. With a potential for a little over 85,000 sqm in total, the scheme is more respectful of the design principles set out in the currently submitted scheme whilst combining both plots to deliver institutional standard units.

*The dashed green lines denote the boulevard design

AREA SCHEDULE	
Unit 1	7,804 sqm
Unit 2	7,386 sqm
Unit 3	9,216 sqm
Unit 4	7,479 sqm
Unit 5	9,244 sqm
Unit 6	7,377 sqm
Unit 7	3,558 sqm
Unit 8	6,429 sqm
Unit 9	6,958 sqm
Unit 10	5,890 sqm
Unit 11	5,351 sqm
Unit 12	7,404 sqm
Unit 13	3,744 sqm
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Total area:	= 87,840 sqm*



CONCLUSIONS

This Working Paper illustrates that a sub-optimal solution is currently being proposed by segregating the two land ownerships, which subsequently delivers less; less employment space, less flexibility of units sizes and ultimately less jobs.

It does not reflect the site's potential in regard to its location, and capacity for large units and units over 1M sqft in Lancashire.

In conclusion, this is unsatisfactory.

The potential options we illustrated and provided increase the quantum whilst delivering institutional space and flexibility.

By amalgamating land, increased quantum and variety can be achieved. As a result, we can respond better to the demands of the market by providing greater capacity.

* Areas given in sqm are the result of the sqft conversion into metric using a conversion rate of 10.7639. Each figure stated including totals have been converted individually.
All areas are approximate and may fluctuate during detailed design.



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