

Lynnyrd Wolfe

From: Claire Potts
Sent: 26 March 2019 11:52
To: Lynnyrd Wolfe
Subject: FW: BE/135/18/PL - Salt Box - Amended Drawings
Attachments: Schedule of Sumbitted Drawings v4 180319.pdf; 1744-UF-P04-C.pdf; 18020 4001-PL-B_PropElevs.pdf

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From: Claire Potts
Sent: 26 March 2019 11:42
To: Planning.Responses
Subject: FW: BE/135/18/PL - Salt Box - Amended Drawings

Please see attached substitute plans for the above application for uploading. Please notify the relevant Neighbourhood Plan body of the amendments.

Claire



From: Nia Russell [REDACTED]
Sent: 18 March 2019 12:43
To: Michael Eastham
Cc: Claire Potts; Arfon Hughes
Subject: Re: BE/135/18/PL - Salt Box - Amended Drawings

Michael/Claire

Further to your comments below regarding the design changes at Salt Box I can respond as follows.

With regard to the Car Sales showroom, we have added blue engineering brickwork to the south-east corner as suggested, but not to the north-east, as this would mean losing the feature glazed corner of the main car showroom. Our architects feel that taking these brickwork zones all the way up to eaves level would create

a degree of separation between dealerships (whereas the cladding currently links them all together), and would also be likely to create complicated weatherproofing details at parapet level, so we have kept the brickwork to the same height as the curtain walling. We have also introduced a zone of vertical trapezoidal cladding, among the horizontal currently proposed, to the north elevation of the workshop to assist in breaking up the elevation.

A revised Drawing 4001 -PL- B is attached showing these alterations.

With regard to the cladding on the drive thrus, from an architectural point of view, timber is used on elements of the elevation which are proud of the main façade line i.e. drive-thru windows and bins stores. Large parts of the rest of the façade could be covered by signage, or obscured by trees from the road. Comparisons with Aldi is not really applicable as this is a far bigger building with large areas of blank facade, which needs to be broken down by the use of different materials/colours. It is the view of our architects that the Drive-thrus are too small to warrant adding further timber and muddying the architectural concept.

Our architects noticed a slight error in the legend of the Aldi elevations, which has been adjusted and is attached (Drawing 1744 -UF-P04 Revision C).

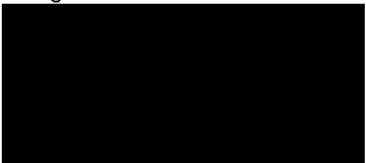
With regards to trees within the car park, these are frequently problematic. Trees within diamond pits in car parks are often compromised by lack of root space, and car park surfacing. Tree pits are also often hit by cars and result in smaller spaces that are not as user friendly and are often avoided by users. We would therefore prefer to avoid further tree planting in the car park and consider the scheme is significantly and sympathetically landscaped as proposed.

I have also attached an updated drawing issue sheet and would be grateful if you could confirm if and when formal re-consultation with the Parish Council on the revised drawings has commenced (if this is still considered necessary).

Regards

Nia

Nia Russell
Associate
Mango Planning & Development Limited
Number Two Waterton Park
Bridgend CF31 3PH



On 14 Mar 2019, at 20:24, Michael Eastham <

Hi Nia,

I have gone through the elevational details of the buildings on Salt Box with the Team Leader and we really like the timber cladding on the foodstore building and the fact that the Drive Thru 2 has been turned around.

Is there any chance the amount of timber cladding could be increased on the two Drive Thru units and the amount of cladding decreased, so as to mirror the foodstore building?

The blue feature bricks work well on the northern elevation of the Car showroom building. Could the car showroom have blue bricks from the ground to the eaves of the roof on the south east and north east corners of the building facing onto Shripney Road? Could the northern elevation of the car workshop include a strip of vertical cladding in dark grey, to mirror Units 6 and 7, to break up the visual mass of the building?

It would also be advantageous to plant specimen trees in the car parks to soften the visual impact of the vast tarmac spaces.

Kind regards,

Michael