

**ERECTION OF STORAGE AND DISTRIBUTION UNIT (USE CLASSE B8).
LAND TO THE NORTH BRIDGE ROAD NORTH, WREXHAM INDUSTRIAL ESTATE.
DESIGN AND ACCESS STATEMENT**

1. Introduction

- 1.1 Caulmert Ltd has been appointed by JCP Investments Ltd to prepare this Design and Access Statement.
- 1.2 The Statement relates to an application for outline planning permission for the erection of a storage and distribution unit (Use Class B8), improvements to the existing site access, the construction of an internal site access road, car parks and service area and the erection of a cycle shelter and security fencing, together with associated landscaping and ecological mitigation measures (Details of landscaping reserved for subsequent approval) (hereafter “the proposed development”) on land to the north of Bridge Road North, Wrexham Industrial Estate, Wrexham (“the application site”).

2. The Site and its Surroundings

- 2.1 The application site is L-shaped, with a narrower frontage onto Bridge Road North, which then opens out into a wider area to the north, beyond the Coolpoint industrial unit. The overall site extends to approximately 1.52ha.
- 2.2 The application site is bounded to the south by Bridge Road North and by a substantial modern industrial/warehouse unit, presently occupied by Coolpoint Ltd.
- 2.3 Other substantial modern industrial/warehouse units are located immediately to the south west, north west and north east. An area of grassland with scattered trees fronts onto Bridge Road North, to the east of the site.
- 2.4 The application site is relatively flat and is given over predominantly to poor semi-improved grassland with smaller areas of scrub and ruderal vegetation. A species poor native hedgerow defines the northern boundary of the site.
- 2.5 The site contains four individual trees and five small groups of trees. All of the trees are of low quality and two of the trees are unsuitable for retention.
- 2.6 The application site is located within the extensive Wrexham Industrial Estate, which is one of the largest employment areas in North Wales and contains a wide variety of office, industrial and warehouse buildings and uses. The Estate has been developed progressively since the Second World War on the site of a former munitions factory.



3 Design

- 3.1 The layout of the proposed development accords with the general pattern of built development in the locality, with the industrial/warehouse units located towards the rear of the site, with frontage parking and servicing areas separated from the public highway by an area of landscaping.
- 3.2 The proposed storage and distribution unit will have gross floor areas of 5087m² and will have a twin span pitched roof with a ridge height of 11.5m. which is comparable with the adjacent buildings and other nearby buildings.
- 3.3 The external elevations of the proposed storage and distribution unit would clad in coated metal cladding. In order to provide interest and variety the lower part of the unit would be anthracite in colour, whilst the upper part would be merlin grey.
- 3.4 A series of access doors will be located on the south elevation of the proposed unit and a glazed entrance feature will be located at the south eastern corner of the building.
- 3.5 The proposed car parking area strikes an appropriate balance between the likely operational requirements of the proposed development and the Local Authority's parking standards. In addition, the proposed layout makes suitable provision for HGV servicing.
- 3.6 The proposed development will require the removal of low quality trees and trees that are unsuitable for retention, however, these will be replaced by broadleaved native tree planting, as recommended by the applicant's ecologist.
- 3.7 Semi-improved grassland will be established on the undeveloped parts of the site (31% of the application site area) with a view to promoting biodiversity and will include localized topographical variations to facilitate the establishment of areas of damper ground. Species rich hedgerows will be established along the south western and north eastern boundaries of the application site.

a) Environmental Sustainability

- 3.8 The proposed storage and distribution unit will be constructed using durable materials with a long lifespan, thereby reducing the need for significant repair and/or replacement.
- 3.9 Three electric vehicle charging points for each of the two units are proposed.
- 3.10 Secure covered on-site cycle parking provision will be made and the proposed units each will contain shower and changing facilities, with lockers provided, in accordance with a layout to be agreed with the prospective occupier..



- 3.11 Localized topographical variations within the semi-improved grassland will also operate as swales, thereby helping to promote sustainable drainage.
- 3.12 The proposed development will incorporate species rich grassland and hedgerows with a view to promoting biodiversity
- 3.13 The application site is very accessible by cycle, with existing cycle routes linking Wrexham to the Industrial Estate and additional routes within the Industrial Estate itself. This provides good opportunities for employees at the site to cycle to/from their place of work.
- 3.14 The application site is accessible by public transport. The 41A buses provide an hourly service between Wrexham and the Industrial Estate and are within a reasonable walk distance that is unlikely to deter usage.

b) *Movement to, from and within the Development*

- 3.15 The existing shared vehicular access from Bridge Road North will be improved and relocated a short distance to the north west, in accordance with the requirements of the Council's Highways Officer. This improved access will continue to serve both the proposed storage and distribution unit and the Coolpoint unit.
- 3.16 The existing internal site access road that runs adjacent to the eastern side of the Coolpoint unit will be extended and improved to serve the proposed storage and distribution unit and its associated parking and servicing areas.
- 3.17 The improved /relocated access onto Bridge Road North and the extended/improved internal site access road will make appropriate provision for pedestrians
- 3.18 The proposed development is very accessible by cycle and by public transport
- 3.19 Within the Industrial Estate there are a number of amenities, including a diner and café, that are within a practical walk distance of the site. This means that employees at the site will be able to access these facilities by foot during lunch periods without requiring to undertake car trips.

c) *Character*

- 3.20 The character of the proposed development is in keeping with adjacent and nearby properties, in terms of its use, layout, scale, design, landscaping and materials and colour palette.

d) *Community Safety*

- 3.21 There is no public access over the application site.



4. Access

- 4.1 The existing shared vehicular access from Bridge Road North will be improved and relocated a short distance to the north west, in accordance with the requirements of the Council's Highways Officer.
- 4.2 Five on-site disabled car parking spaces will be provided as part of the proposed development and will be located adjacent to the pedestrian entrance to the building
- 4.3 The traffic impact of the proposed development is likely to be very modest. Furthermore, the network of roads in the vicinity of the site are likely to distribute the traffic impact of the development along several roads, further reducing the impact of the traffic generated by the proposed development.
- 4.4 No public footpaths will be affected by the proposed development

5. The Development Plan

- 5.1 The Development Plan for the area within which the application site is located is the Wrexham Unitary Development Plan 1996 – 2011 ("the UDP"), which was adopted in February 2005.
- 5.2 The UDP's overall planning strategy seeks to promote sustainable development. The proposed development constitutes sustainable development as it is located within a well-established employment area which is readily accessible by cycle and by public transport. In addition, the proposed development would not result in material harm to the natural environment and incorporates biodiversity enhancement proposals
- 5.3 The application site is located within the "Settlement Limit" of Wrexham Industrial Estate as defined on the UDP Proposals Map. Strategic Policy PS1 confirms that new employment development should be directed to sites within the defined Settlement Limits.
- 5.4 General Development Principles Policy GDP1 sets out a series of development objectives that new development should meet. The proposed development satisfies all of those objectives, insofar as they are relevant.
- 5.5 Policies EC12 and EC13 seek to limit development in areas of Flood Risk and ensure that surface water run-off can be appropriately dealt with. The application site is not in an area at risk of flooding and the proposed development makes provision for Sustainable Urban Drainage and the controlled discharge of surface water run-off.
- 5.6 Employment Policy E4 confirms that employment development on unannotated land within settlement limits will be permitted subject to Policy GDP1. The application site is unannotated on the UDP Proposals Map but is located within the Industrial Estates' defined settlement limits.