



DESIGN AND ACCESS STATEMENT

DMH TYRES DEVELOPMENT, MINERS ROAD, LLAY INDUSTRIAL ESTATE

CLIENT: D.M.H. TYRES LTD.

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DMH TYRES DEVELOPMENT, MINERS ROAD, LLAY INDUSTRIAL ESTATE

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Report Status: PRELIMINARY

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1 CONTEXT

The applicant (DMH Tyres Ltd) seeks planning permission for the development of a vacant plot of land on Miners Road, Llay Industrial Estate. The plot of land marked below in red is under their ownership and will be an extension to their current premises which is on the opposite side of the road.



The development will be for the maintenance and fitting of tyres on vehicles, from cars to HGVs. The development of the site will consist of constructing a new duo-pitch portal frame building with part mezzanine floor, a new external hardstanding for vehicle movements and a car parking area to the front for staff and visitors. The current entrance will be widened to allow better access for HGVs.

The site is currently vacant and flat although some foundations from previous buildings remain. The new building will suit the surroundings in terms of its size and height and has been designed to complement the appearance of neighbouring buildings.

2 BACKGROUND INFORMATION

2.1 VISION FOR THE DEVELOPMENT

DMH Tyres are growing their business operations and wish to expand their premises in Llay to better serve their clients needs. The size of their current site on Miners Road is restrictive to their business growth strategy.

The applicant has purchased a vacant plot of land opposite their current premises on the basis that it will provide an ideal location for their expansion. The site measures approximately 86m by 29m as shown on the plans accompanying the planning application and the photographs in Appendix A. The plot is split into two sections. The proposed development will occupy the front (roadside) section with the rear section either used for storage or rented out.

The vision of DMH tyres was to have a new building split into five bays. 3 bays for the servicing of vehicles, one bay for office space with mezzanine and one bay for training staff with a mezzanine over for the storage of tyres.

Several locations and layouts for the proposed building were discussed between DMH Tyres Ltd and Datrys consulting engineers Ltd and the most suitable taken forward for concept design. The layout of the site was dictated by the intended building size and vehicle tracking to ensure that it will be able to accommodate vehicles of large size.

Having the proposed car park at the front means that the premises can be safely accessed by visitors and that the building can be set back from the road to be in line with neighbouring buildings on either side of the plot.

2.2 SITE INFORMATION AND CHARACTER

The site is located within Llay Industrial Estate, Llay which is characterised by commercial premises of mostly manufacturing and heavy industry purposes. As such, there are many similar buildings to that which we are proposing and lots of vehicles.

The area of whole site is 0.25 Hectares and the area of the front section of the land (that which will be developed) is approximately 0.15 hectares.

The site is bordered by Miners Road to the north, industrial premises to the east and west and wasteland to the south which generally comprises slag waste from previous mining operations.

A Site Investigation Desk Study has been undertaken for the site, and an Intrusive Site Investigation was subsequently carried out to determine the subsoil characteristics. Both reports have been submitted with the application. The main points of note are detailed below:

Desk Study

- High risk of ground contamination due to previous mining/industrial use.
- Likely site has been filled and levelled with coal spoil.
- No Radon protection required.
- Buried services across front of site.

Intrusive Investigation

- Variable depth of fill material. Fill comprises coal, brick, metalwork etc.
- Below fill is a gravel layer over soft clay.
- No groundwater present.
- Ground is unsuitable for soakaways.

2.3 SITE CONSTRAINTS

The narrow width of the site (29m) governs the width and location of the building. Furthermore, the trees along Miners Road have meant that we will need to reuse the current access position which is to the northeast of the site.

2.4 PRE-APPLICATION PROCESS

A pre-planning application for the development was submitted to Wrexham County Borough Council in February 2021. The current layout largely remains unchanged since that application was made. The response to the proposed development was generally positive with the following advisories:

- A tree survey and root protection plan should be undertaken
- Landscaping scheme required
- Sustainable drainage scheme required
- Determination of adequate parking facilities for the intended use required.

The above have been addressed since the pre-planning application was made and have been included in the full application.

2.5 REFERENCE TO PLANNING POLICIES AND GUIDANCE

2.5.1 GENERAL REQUIREMENTS FOR DEVELOPMENTS

- The development has been designed to harmonise with the site in terms of siting, scale, design layout, use of space, materials, external appearance and landscaping.
- Account has been taken of personal and community safety and security in the design and layout of buildings and public spaces.
- The development will not have an unacceptable harmful effect on recognised wildlife habitats, woodlands or other landscape features.
- The development will not unacceptably affect the safety of and amenity of nearby residents, other users or nearby land/property or the community in general through increased activity, disturbance, noise, dust, vibration, hazard or the adverse effects of pollution.
- The development will provide safe and convenient access for pedestrians and persons with disabilities.
- The development will not have an unacceptable effect on the highway network as a result of problems arising from traffic generation.
- It is not envisaged that the development will add additional burden on existing infrastructure arrangement of gas, water, electricity and drainage.
- The development will not result in problems related to drainage, land stability or flooding on or off site.
- The development will not impair the development or use of adjoining land.

2.5.2 DESIGN

- The proposals for the development aspire to achieve high standards of architectural design in relation to scale, form, and choice of materials.
- The design of the project has been considered in relation to protection of the character and amenity of the locality and its contribution to the quality and distinctiveness of the local area.
- External amenity lighting will be limited to that required to
 - Ensure public safety and security.

- Facilitate enjoyment of the physical and visual fabric of the development and its surroundings.
- Prevent light pollution by avoidance of excessive glare.
- The proposals incorporate appropriate measures to reduce the risk of crime with due regard to the sensitivity for the design of buildings and their surrounding areas.
- The proposals will provide appropriate facilities to meet the special needs of people with disabilities.
- The proposals will generate no significant increase in traffic.
- The siting, aspect, form and design of the proposals have been developed with due regard to minimising the wasteful consumption of energy in the construction and use of the buildings.
- As far as is possible, the proposals will seek to minimise waste generated through the development process and will seek to dispose of waste within the requirements of the waste hierarchy.
- The development proposals incorporate sufficient measures to mitigate the adverse effects of noise and light pollution.
- The development will not be at an unacceptable risk from flooding, including tidal inundation.

3 ACCESSIBILITY

The site is located within an industrial estate and is open to the public. However, the nature of the intended business use will be commercial/industrial and as such, few public visitors are expected.

The site is to be accessed via a new vehicular and pedestrian access off Miners Road. The new access road and hardstanding/parking areas fronting the unit will be constructed of concrete with the possibility of some areas being tarmac depending on the tree root protection requirement. The mains sewers across the front of the site require impermeable surfacing.

The access road into the new development has been designed to accommodate turning facilities for cars and rigid vehicle delivery lorries as well as HGV's.

In terms of accessibility the natural topography of the site has not created any problem areas. It is felt that the proposed development delivers the aspirations for an accessible inclusive facility while optimising the use of the space within the site.

The total Gross Floor Area for the building is 623m² (ground floor plus two bays of mezzanine floors). The type of development is considered to be Sui Generis, as this is the case, we have based our Parking requirements on the Bays and Storage area being designation B2 (536m²), and the Office Space as designation B1 (87m²). Based on Local Planning Guidance 16 this would require 14 car parking spaces. Of which 10% would need to be mobility spaces. The proposed layout meets this criterion, as we have provided 14 spaces in total with two being marked as disabled.

In terms of cycling, 2 No. cycle parking spaces have been provided which meets the criteria of both Local Planning Guidance Notes 15 and 16.

In addition, the site is located 11 minutes' walk from the nearest Bus Route.

4 ENVIRONMENTAL SUSTAINABILITY

The site does not contain any trees, hedgerows, or other plants of significance however there are several well established trees outside of the site along Miners Road that will affect the development of the car parking area to the front of the development. These trees will be retained and safeguarded. The construction of the car parking will be within the root protection zone. For this small scale application, as per Local Planning Guidance Note 17, A tree survey to BS 5837 has been undertaken and a Tree Protection Plan detailed and submitted as part of the application.

Also, a new tree is proposed adjacent to the entrance within the area marked 'tree pit' on drainage scheme drawing SK501. The species will be selected by the Arboriculturist to best suit the surroundings.

The drainage scheme has been designed to best suit the existing apparatus, despite the existing utility corridor being within the tree protection zone. The existing drainage pipes are at considerable depth >7m typically and therefore the use of backdrops is preferred, and these will be positioned outside of the root protection zone. There is a separate foul and surface water system. The foul will be connected into the existing main sewer. Surface water will be attenuated to ensure greenfield runoff rates are not exceeded and then discharged to the existing surface water network via a hydrobrake to limit discharge to SAB requirements into an existing manhole chamber at high level. An oil separator will be positioned on the main surface water run.

The project is currently at pre-tender stage and the design team will progress with the detailed design upon the granting of planning consent based on any requirements listed. However, provisional decisions on construction methods and materials have been made. These materials are in the 'A rated' range within the BRE 'Green Guide'.

The proposed structural system comprises reinforced concrete raft, duo-pitch steel portal frame, trapezoidal aluminium cladding and UPVC double glazed windows and doors.

The contractor will be expected to adopt a best practice approach regarding waste management on site.

The contractor will also be required to use material sourced responsibly and to provide evidence to that effect.

Specifically, timber (including timber for wood-based products) shall be sourced from well managed forests/plantations in accordance with:

- The laws governing forest management in the country or countries
- International agreements such as the convention of international trade in endangered species of wild fauna and flora (CITES)

Documentation to be provided:

- Documentary evidence (which has been or can be independently verified) regarding the provenance of all timber supplied, or
- Evidence that suppliers have adapted and are implementing formal environmental purchasing.

5 DESIGN AND CHARACTER

The site and surrounding areas are either employment land or allocated for employment uses.

The site is of a scale and type commensurate with the existing industrial estate. Other property uses within the immediate locality include, small business units, manufacturing plant, auto repairs, asphalt mixing plant amongst other similar assorted employment uses. The site is not located within, or near to, a residential area.

The design of the proposed units is functional and fit for the proposed purpose with open roller doors and separate doors for access to the reception/offices and training facility.

The frontage along the building will be hard surfaced and is of sufficient width to allow turning for cars and vans.

The development for the design of the proposals evolved from initial client enquiry, site visits and subsequent design team meetings.

The key principles communicated to the design team from the client were as follows. These are based on the current DMH Tyres premises and other similar facilities such as Kwik Fit, ATS Euromaster garages etc.

- Minimum 3 bays for the servicing of vehicles, 15 to 16m deep by 6m wide with roller shutter door entry.
- Dedicated space for reception and offices.
- Dedicated space for training of staff.
- Dedicated storage space for tyres.
- Car parking facilities to suit 10 staff.
- Male and female toilet facilities.
- Cycle storage.
- Safe environment with adequate space for operations.

The rationale behind the location of the building was that:

- Site to be accessed via improved access road off Miners Road.
- Clear easy access into the building for vehicles.
- Obvious clear parking facilities for visitors.

- The access into the site must be obvious and instantly recognisable with appropriate signage.

The colour of the roof and wall cladding will be sympathetic to the surrounding developments.

6 COMMUNITY SAFETY & SECURITY

The industrial estate is not frequented by the general public often, however, due to the nature of the business, visitors are expected. It is unlikely that visitors will be pedestrians. The safety of visiting vehicles has been allowed for in the design of the layout by providing improved access, well signposted clear parking areas, turning facilities for vehicles and safe appropriate footways for pedestrians. All parking will be on site, and it is not anticipated that parking on the road will be required despite there being no restrictions on such.

The site will be secured by new fencing and gate across the entrance and materials will generally be stored within the building. Any external storage will not be within area that will be frequented by visitors.

The premises will be protected by an intruder alarm system and will have appliances suitable for firefighting to best suit the operations of the business.

7 MOVEMENT

The site is accessible to staff via a dedicated industrial access road. The site access will be improved to give adequate visibility splay. The access is not near to any junctions or access to other premises.

Movement within the site will be confined to commercial vehicles, staff vehicles and visitor's vehicles, with the occasional cyclist or pedestrian.

Car parking, disabled parking provision and cycle storage facilities have been allowed for as described in previous chapter in the determination of the site layout.

8 APPENDICES

Photographs:



01-View of the site from the entrance



02 – View of site from entrance



03 – View back toward Miners Road



*04 – Location where new building will be. Portakabin and small building to be removed.
Neighbouring building roller shutter doors are not in use.*



05 – Rear of the site



06 – View from rear of site looking back toward Miners Road