

Kingmoor, Wrexham

Design & Access Statement

March 2023



FI REAL ESTATE
MANAGEMENT

MC
AU Modern City
Architecture & Urbanism

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1.01 Project & Brief

The scheme sits on a regeneration site within an existing industrial area. The land is deliverable and the proposals for this development sit logically within the context of the proper and comprehensive planning of the wider area.

Purpose of this Document

This document has been prepared by MCAU (Modern City Architecture & Urbanism Ltd) and will present and explain how the design has developed in response to the site’s relationship with its urban, historic and wider context.

The planning statement which accompanies this community consultation concludes that the development conforms with the relevant planning policies and that there are no material considerations which indicate that planning permission should not be granted.

Document Structure

This document is structured to:

- Present the design team’s understanding of the site’s context including planning and historical context (Section 2.0)
- Demonstrate how a design concept and the scale of development has evolved to respond to the site location and context (Section 3.0)
- Propose a design solution that is a coherent and sympathetic extension of the existing urban grain with an architectural expression that brings forward a quality development worthy of the site’s location and industrial needs of the location (Section 4.0)

The Project Brief

The applicants brief is to bring forward a high quality industrial development to the site which when completed will deliver:

- 1,001,250sqft B8 warehouse with ancillary office space

The development shall be supported with;

- Landscaped external works
- Extensive Ecology zones
- Inclusive pedestrian access

The scheme shall be of a sufficient and appropriate scale and design that ensures viability and fulfils the objectives of continuing the regeneration of the area, by enhancing design aspirations whilst balancing planning policy requirements.

1.02 FI Real Estate Management

Who we are

FI Real Estate Management has been established for over 40 years, providing workspace, asset and property management and creating development opportunities for its diverse investment portfolio, which includes industrial, office, retail and residential. Its single guiding principle is that every interaction and every challenge is an opportunity to create value.

FI property development was established to focus on creating places of quality and distinction, with an approach defined by a commitment to excellence.

Its team specialises in large scale mixed use developments, using their planning experience to bring together a strong supply chain of consultants and contractors to deliver projects of every type and size. As a responsible developer, FI works closely with its partners, communities and authorities to ensure a cohesive approach is taken to all of its projects. FI Real Estate Management (FIREM) has underpinned its commitment to Wrexham Industrial Estate with the acquisition of a further 62 acres of development land. When added to its existing land holdings on the Wrexham Industrial Estate, FIREM will be able to deliver over 2m sq ft of much needed, high quality employment space bringing its total investment to the estate to over £130m and helping to create in the region of 1,500 new jobs over the next 4 years.



2.0 The Site

2.01 Site Location - Plan

The proposal site measures 62.8 acres (25.4 hectares). The site is currently unoccupied and overgrown. It borders farmland to the east, industrial units to the south and west and an industrial development site to the north.



2.02 Existing Aerial Site Views



Existing Aerial Site Views



View 01



View 02



View 03



View 04

2.03 Existing Site Views





View 01



View 02



View 03



View 04



View 05



View 06

3.0 Site Context

3.01 Context



- 1 Industrial
- 2 Farm Land
- 3 Woodland
- 4 Residential
- 5 HMP Berwyn Prison
- ← Wrexham Town Centre and Train Station



3.02 Vehicular Connections

The site is within the vicinity of the A525, B1530 and the A534 (Wrexham Road).

Access to the site is currently located to the East via Bryn Lane

- KEY:
-  Site Boundary
 -  Primary Vehicular Route
 -  Secondary Vehicular Route



3.03 Pedestrian Connections

The site is easily accessible via numerous footpaths and is in close proximity to Wrexham town centre. The main primary dedicated pedestrian foot-way leading to the site is along Bryn Lane from North to South on the eastern side of the carriageway.

- KEY:
- Site Boundary
 - Primary Pedestrian Route



3.04 Public Transport Connections

There are two railway stations close to the site, Wrexham General and Wrexham Central. The closest of which is approximately 6.4 km (4 miles) away.

There are several bus stops close to the site on Bridge Road and Coed Aben Road.

National Cycle Network Routes 45 (which runs from Shrewsbury up to Chester) is within 6km of the site.

KEY:

Site Boundary

Bus Stop



4.0 The Proposal



4.01 Precedents

To compliment the surrounding industrial context and local area a simple material palette is proposed. The material palette will reflect the neighbouring warehousing but with the intention of creating a contemporary warehouse building that reads cohesively.

Cladding colours and design will be selected to help reduce the visual impact of the building within the site context.



4.02 Proposed Site Plan

The new development will provide just over 1,000,000sqft of warehouse and associated office accommodation split across 3 individual buildings. Unit 1 will provide 208,000sqft, Unit 2 will provide 230,000 sqft and Unit 3 will provide 562,000 sqft. Each unit will be provided with large HGV service yards with their own secure access points. Each unit will also have dedicated car parking area providing:

Unit 1- 175 spaces including 18 accessible

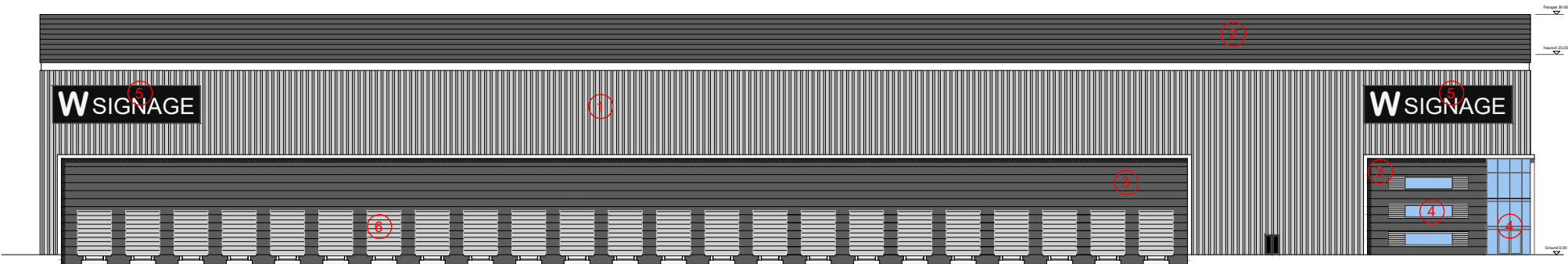
Unit 2- 183 spaces including 18 accessible

Unit 3- 296 spaces including 30 accessible

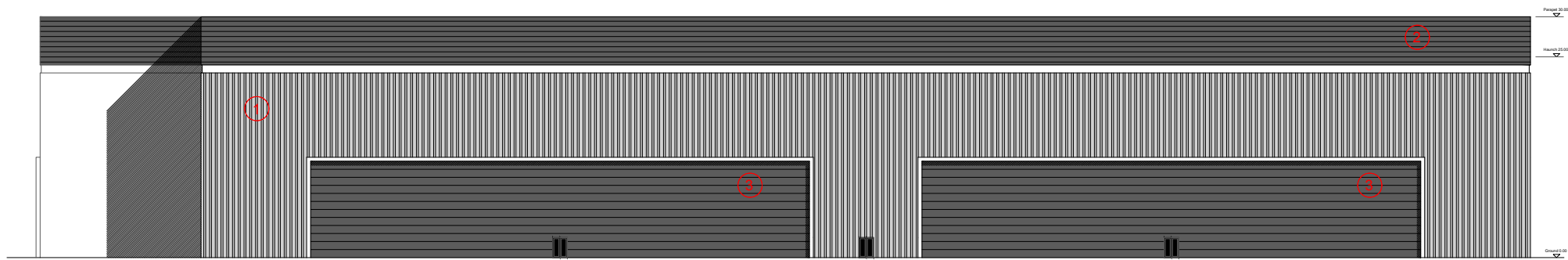
Each Unit will also provide secure covered cycle shelters for staff and visitor use. The proposed development site will sit within a high quality landscaped ecology zone which will provide over 100,000 sqm of accessible area for staff and local residents to enjoy.



4.03 Elevations & Plans- Unit 1



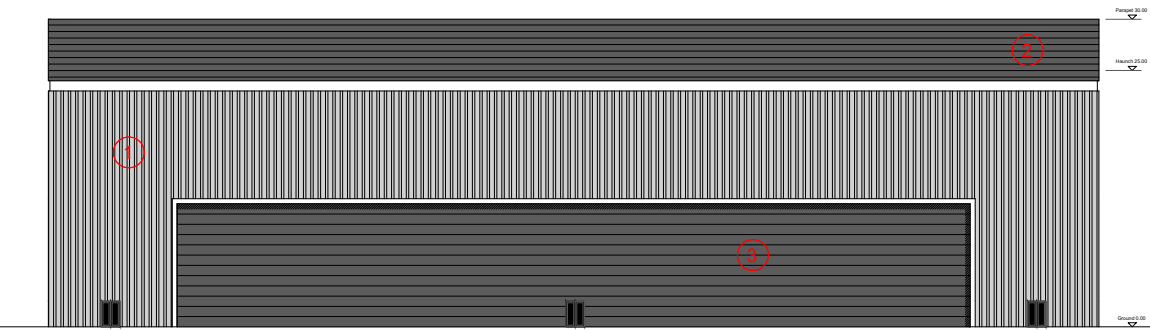
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



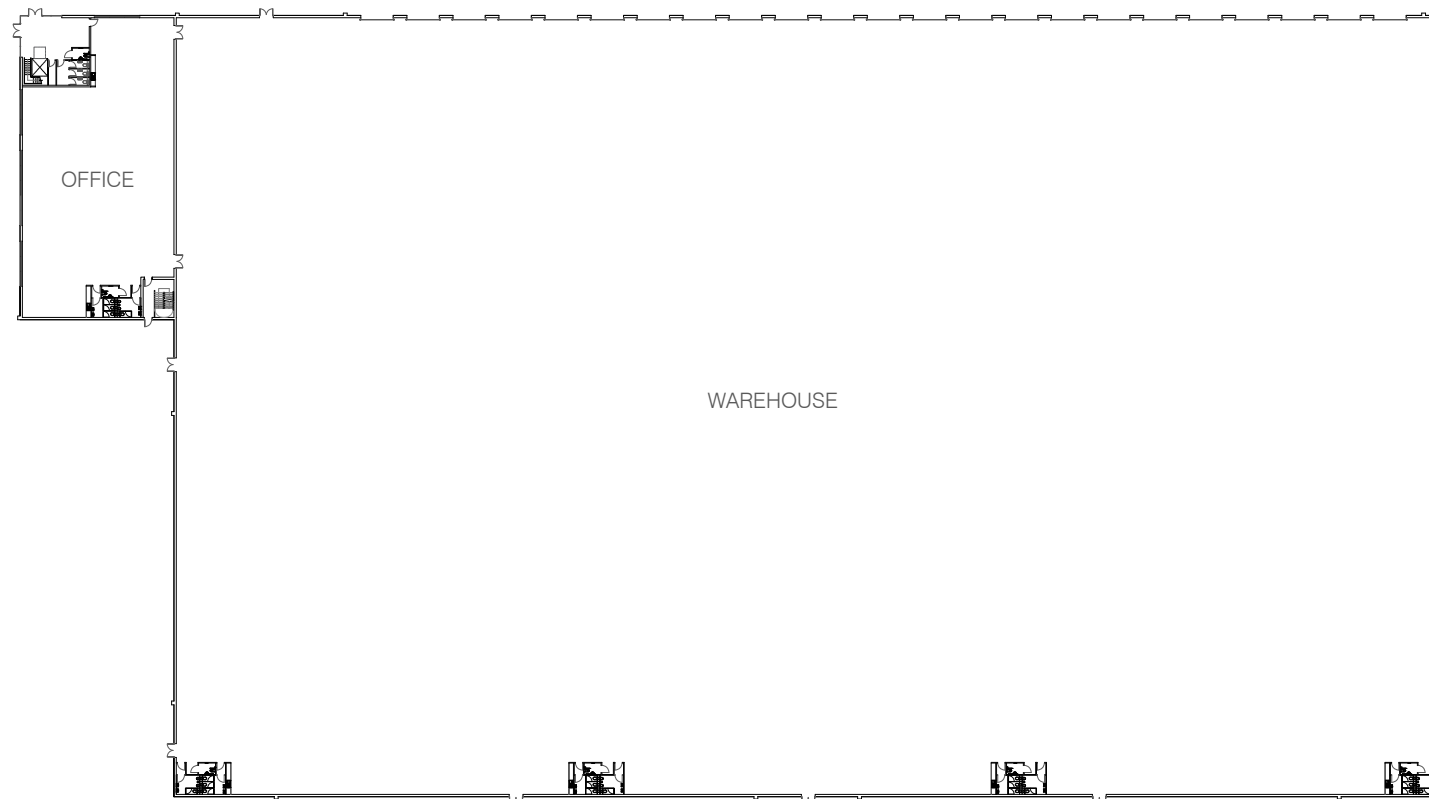
PROPOSED SIDE ELEVATION



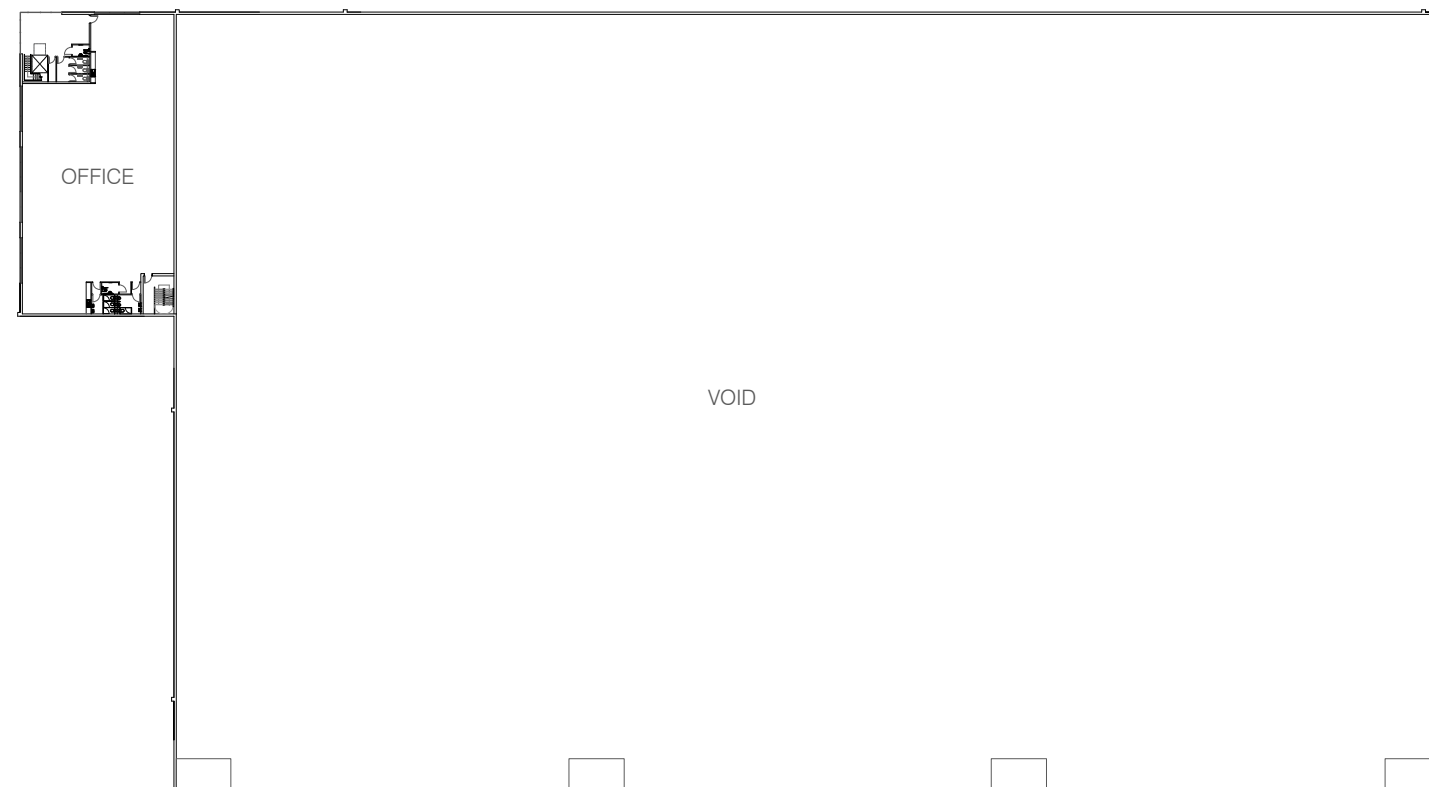
PROPOSED SIDE ELEVATION

Materials Legend

- ① Main Cladding Panel: Vertical Profiled Composite Cladding Panel.
Colour: TBC
- ② Feature Cladding Panel: Horizontal Profiled Composite Cladding Panel.
Colour: TBC
- ③ Feature Cladding Panel: Horizontal Flat Composite Cladding Panel.
Colour: TBC
- ④ Windows and pedestrian doors, side lights and fanlights and all flashings: PPC Aluminium.
Colour: To match main cladding panel
- ⑤ Wall mounted building signage
- ⑥ Dock leveller, dock shelter and overhead sectional door.
Colour: TBC

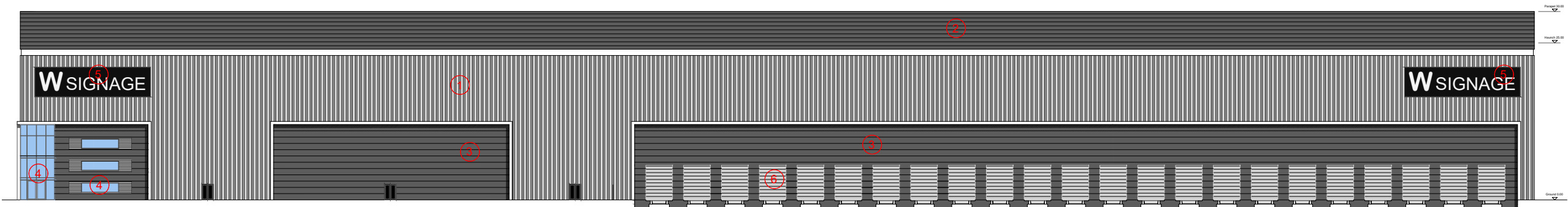


Proposed Ground Floor Plan



Proposed First & Second Floor Plan

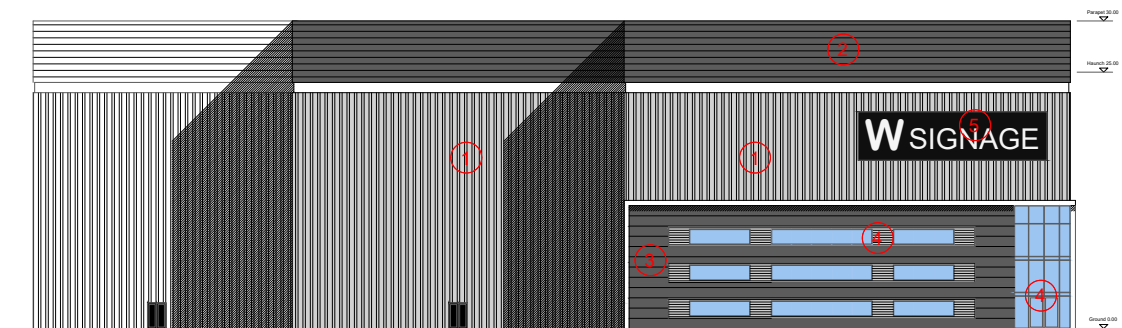
Unit 2 Elevations



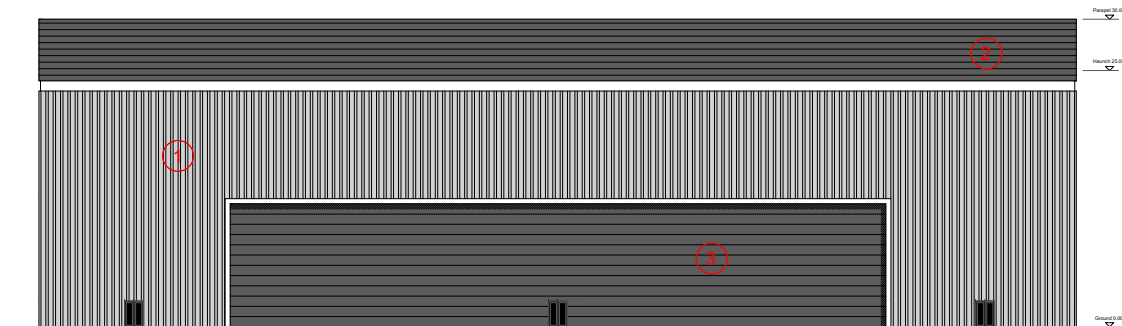
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



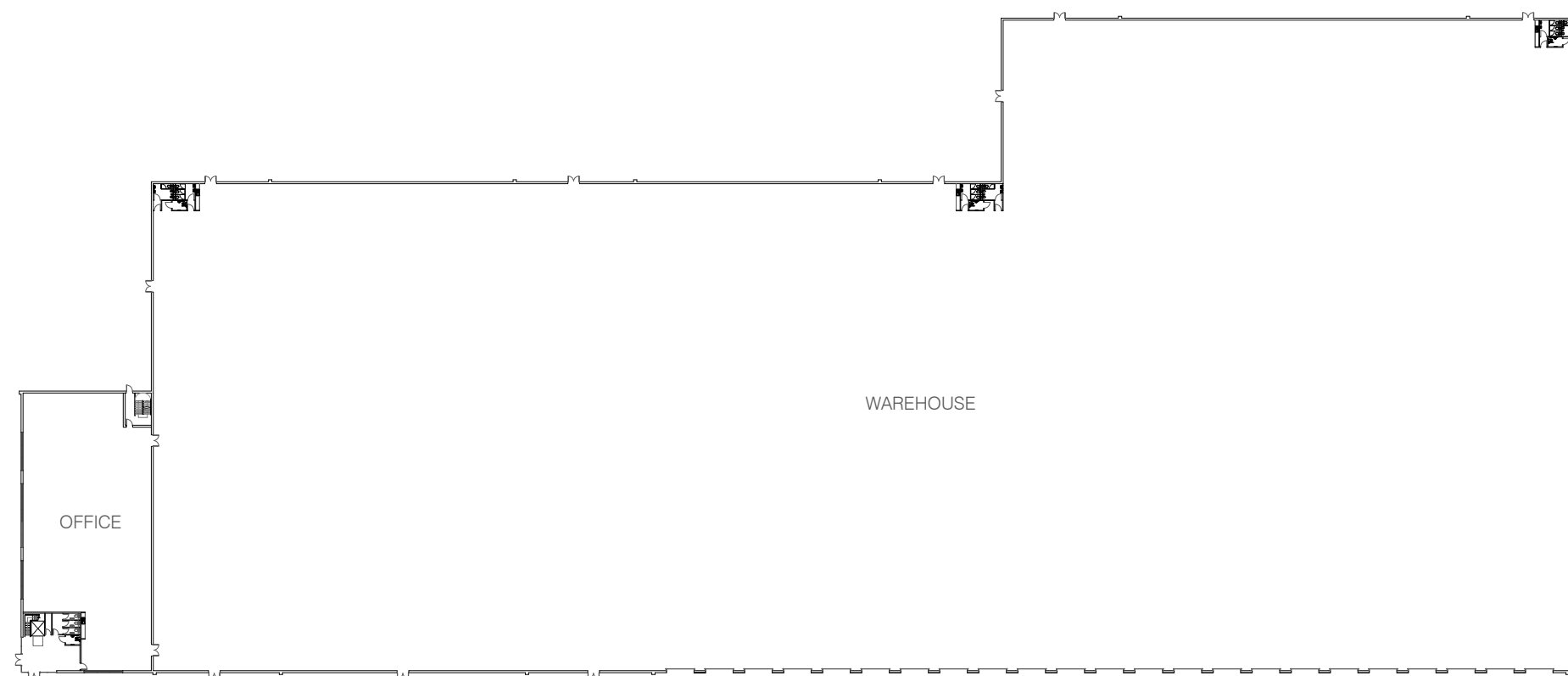
PROPOSED SIDE ELEVATION



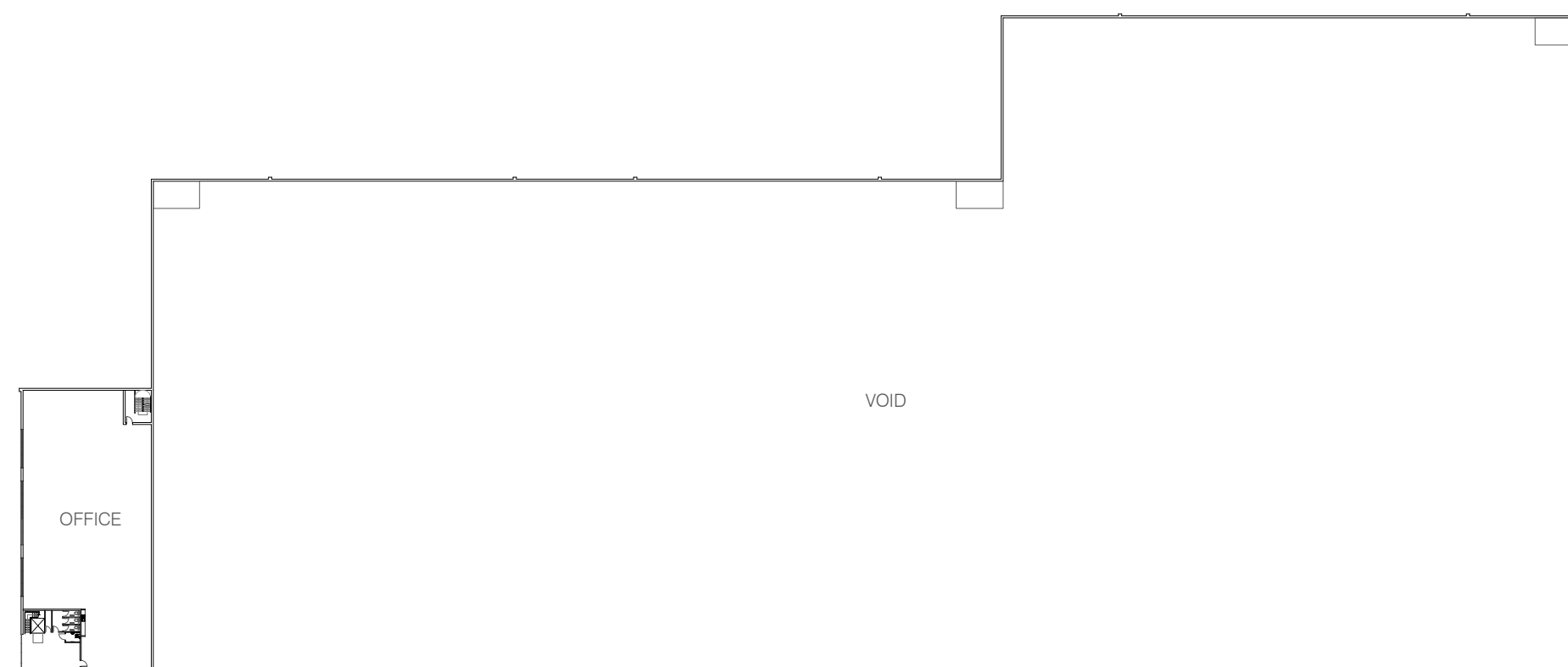
PROPOSED SIDE ELEVATION

Materials Legend

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Colour: TBC
- ② Feature Cladding Panel: Horizontal Profiled Composite Cladding Panel.
Colour: TBC
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Colour: TBC
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Colour: To match main cladding panel
- ⑤ Wall mounted building signage
- ⑥ Dock leveller, dock shelter and overhead sectional door.
Colour: TBC

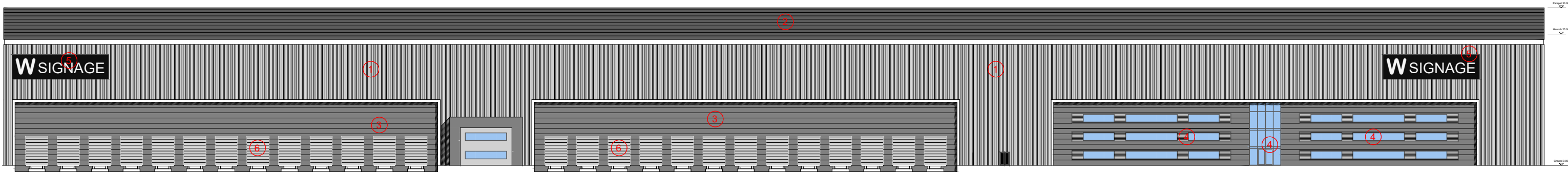


Proposed Ground Floor Plan

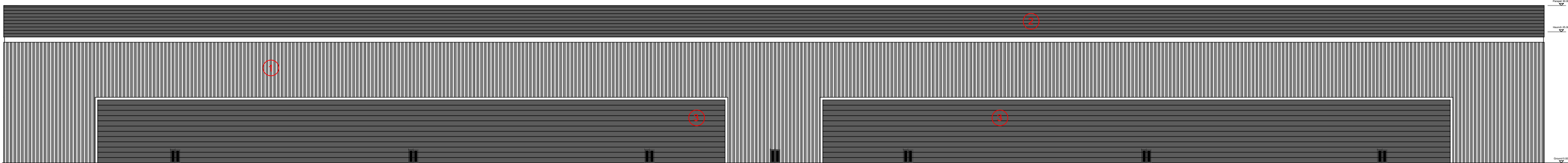


Proposed First & Second Floor Plan

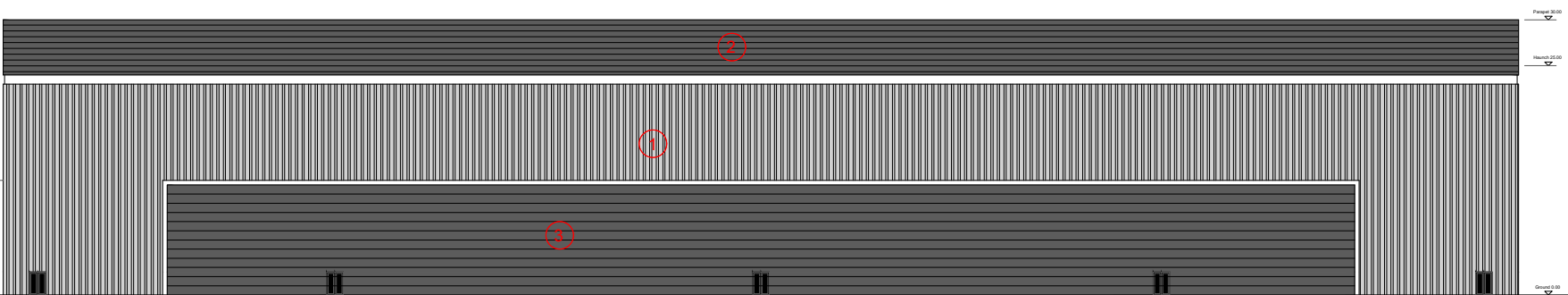
Unit 3 Elevations



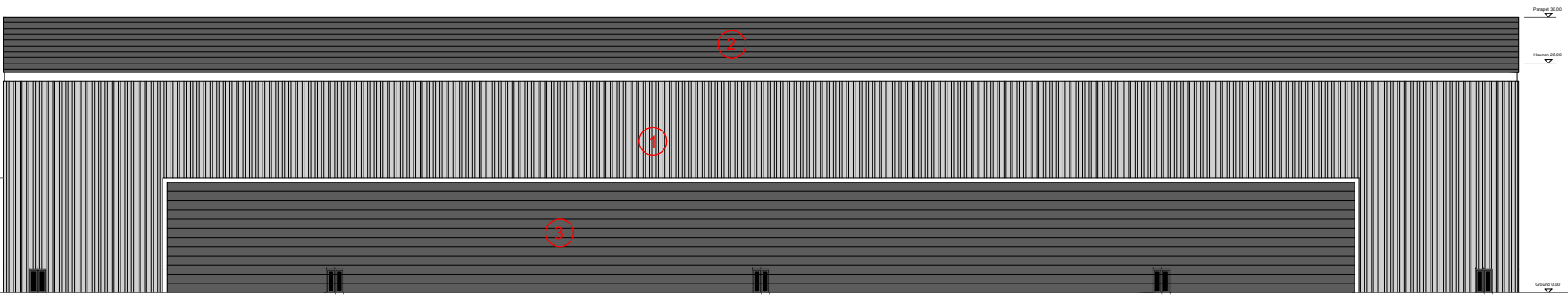
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED SIDE ELEVATION

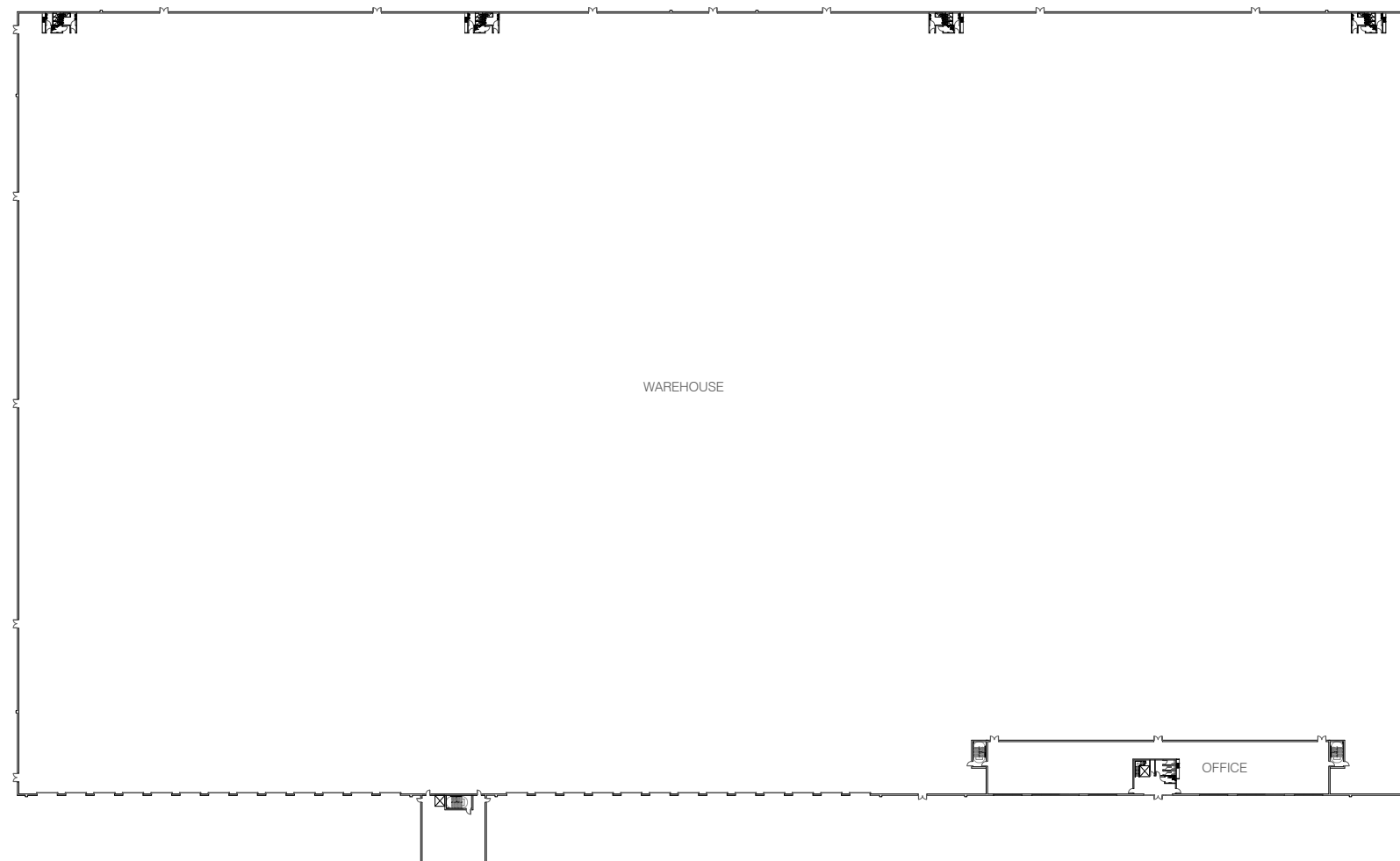


PROPOSED SIDE ELEVATION

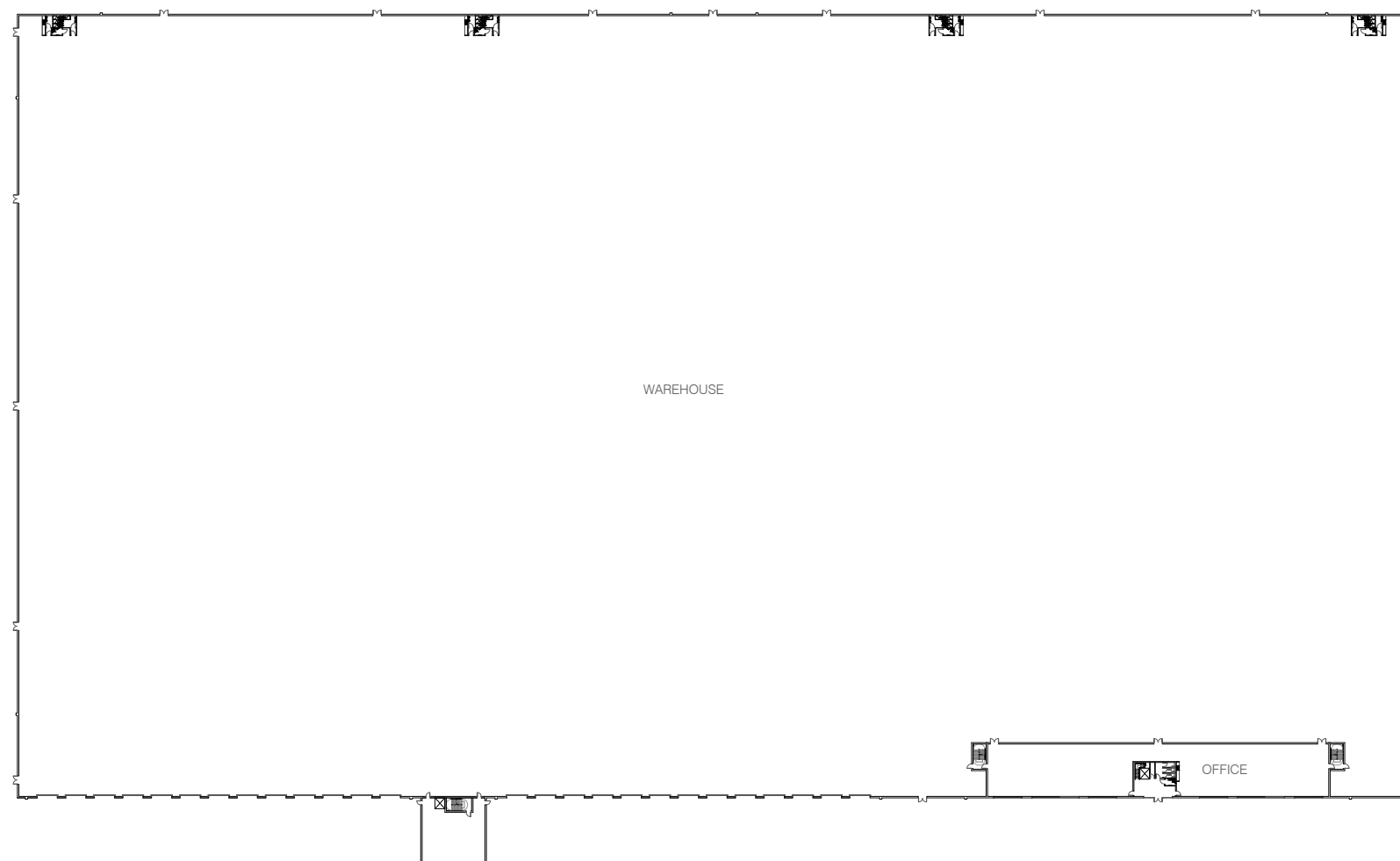
Materials Legend

- 1 Main Cladding Panel: Vertical Profiled Composite Cladding Panel.
Colour: TBC
- 2 Feature Cladding Panel: Horizontal Profiled Composite Cladding Panel.
Colour: TBC
- 3 Feature Cladding Panel: Horizontal Flat Composite Cladding Panel.
Colour: TBC
- 4 Windows and pedestrian doors, side lights and fanlights and all flashings: PPC Aluminium.
Colour: To match main cladding panel
- 5 Wall mounted building signage
- 6 Dock leveller, dock shelter and overhead sectional door.
Colour: TBC

Unit 3 Plans



Proposed Ground Floor Plan



Proposed First & Second Floor Plan





4.05 Materials

The material palette will be designed to create a uniform but unique aesthetic across the site with contrasting cladding colours to distinguish entrances and differentiate between the main body of the buildings and the service delivery points.

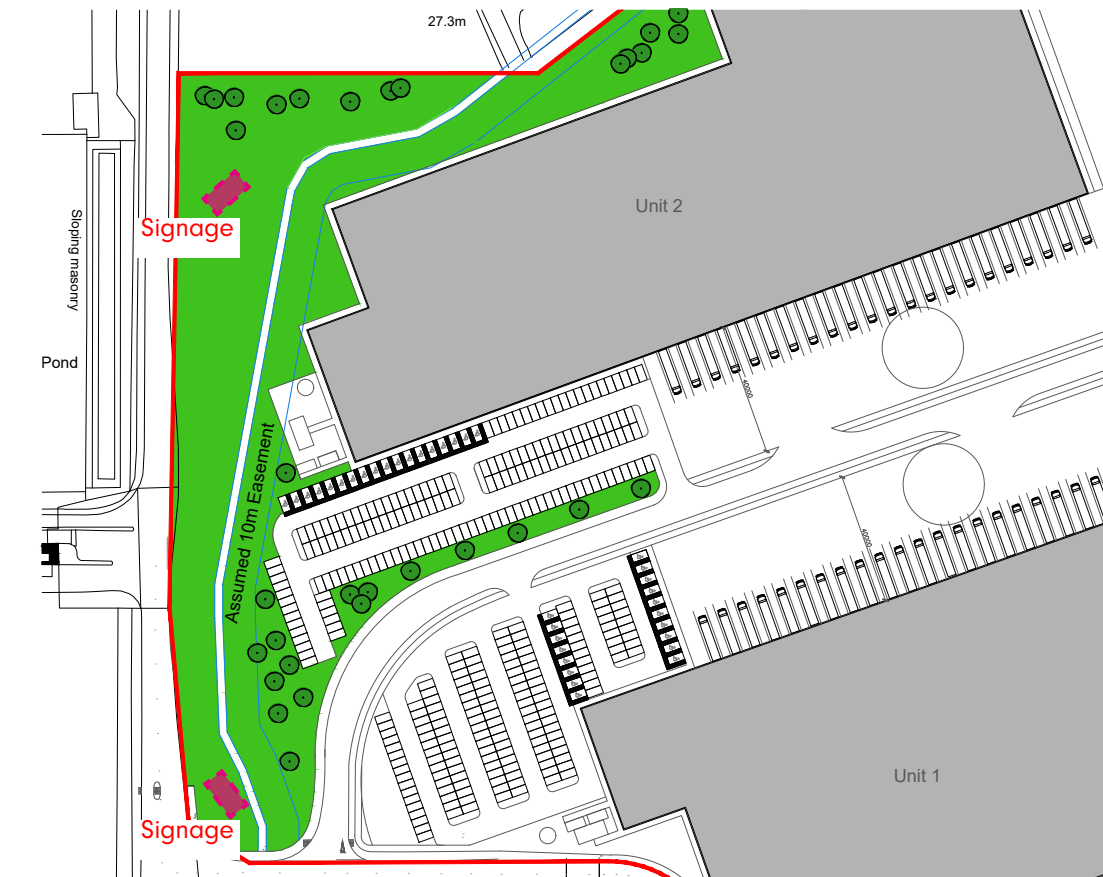
Accent colours will be chosen to match the site branding strategy. Cladding colours and design will be selected to help reduce the visual impact of the building within the site context.



Site Logo



Site Branding



Site Plan Denoting Location of Site Signage



Typical Unit Signage Zones

4.06 Signage and Branding

Signage at the entrance to the site is a totem with the colours matching those found on the building cladding. These will be visible at each of the site access points. Individual signage zones will be located on the building facade.

The Wrexham Industrial Estate logo is a modern abstract mark. The elongated oblong shapes are used in conjunction with the surrounding negative space to create the letter W, the initial for Wrexham. The shapes used to form the logo are also carried through all the aesthetics to establish a strong, contrasting and easily recognisable brand.

The colours of the logo and subsequent branding have been chosen to be reminiscent of the surrounding area of Wrexham town and countryside. Sympathetic to the industrial history of the town and local farmland whilst also striving to be modern and contemporary.

4.07 Area Schedule

Total Site Area : 254,287 sqm
Total Ecology Area: 114,489 sqm
Ecology Zone as site percentage: 45% approx

Unit	Use	Ground Floor Area	Mezz Office Area (5%)	Storage Mezz Area (7.5%)	Unit Total Area
1	B8	17,187sqm / 185,000sqft	859sqm / 9,250sqft	1,289sqm / 13,875sqft	19,335sqm / 208,125sqft
2	B8	19,045sqm / 205,000sqft	952sqm / 10,250sqft	1,428sqm / 15,375sqft	21,425sqm / 230,625sqft
3	B8	46,451sqm / 500,000sqft	2,322sqm / 25,000sqft	3,483sqm / 37,500sqft	52,257sqm / 562,500sqft

Development Total	93,019sqm / 1,001,250sqft
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Unit	Parking Number
1	175 spaces including 18 accessible
2	183 spaces including 18 accessible
3	296 spaces including 30 accessible

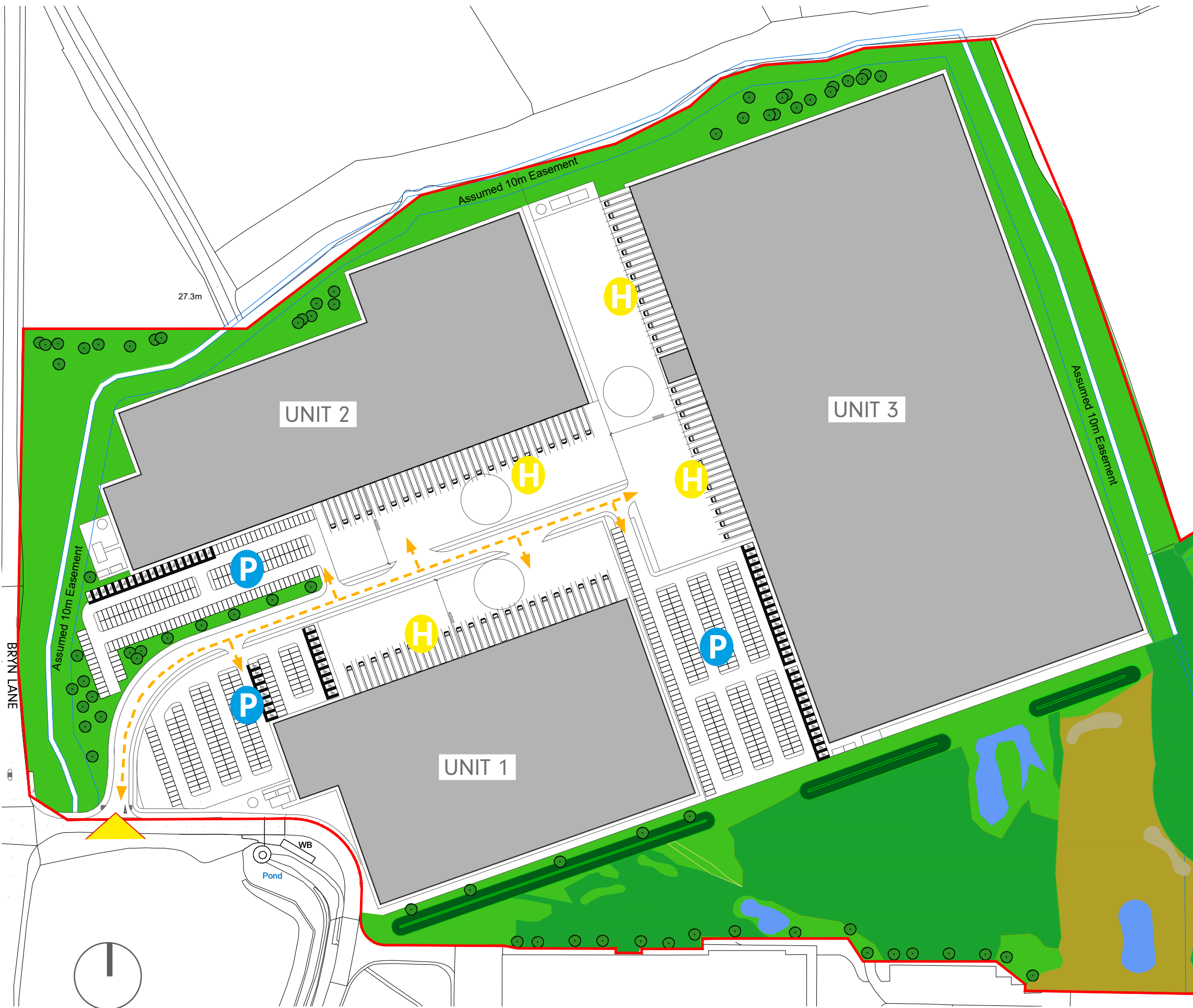
5.0 Access

5.01 Vehicular Access

The site is accessed from Bryn Lane which is the main arterial route to the site.

Car and cycle parking will be located to the front of each building giving easy access for all visitors. Parking numbers for the development is to be in accordance with local standards as identified by Wrexham County Borough Council.

Separate HGV yard access points will be provided to each unit.



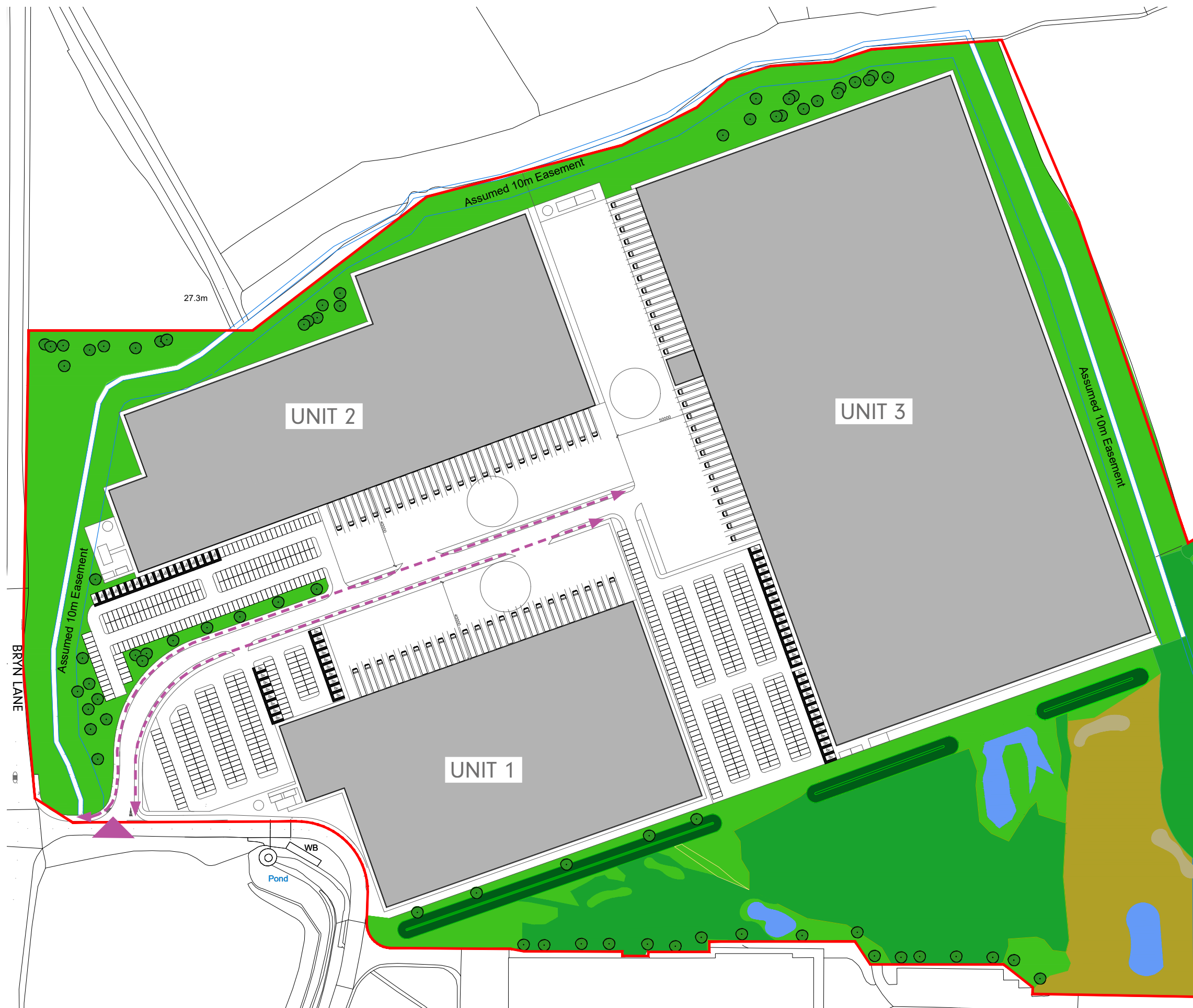
KEY:

- Site Boundary
- Car park
- HGV Loading
- Main Vehicular Routes onto the Site
- Site Access Point

5.02 Pedestrian/ Inclusive Access

The proposed development will ensure that level access is provided across all pedestrian footpaths and shared space leading through the development site.

The town centre of Wrexham is within easy cycling distance from the site and secure cycle parking will be provided to promote cycling to and from the development.



KEY:

- Site Boundary
- Primary Pedestrian Route
- ▲ Pedestrian Site Access

6.0 Landscape / Ecology

6.01 Design Strategy

The development of the layout has taken the existing green infrastructure into account to provide a commercial development, set within an already mature landscape structure. There are considerable opportunities for new hedge, tree and shrub planting and ecological landscaping within the site, and infill planting especially along the perimeters of the site.

The development presents opportunities to improve the habitats on site, including wildlife such as bats and birds. The objectives of the landscape strategy for the site can be summarised as follows:

- Retention of the existing elements that make up the site's green infrastructure, such as the large mature scattered trees and hedgerows within the site and particularly along the boundaries, giving the scheme an immediate sense of maturity;
- Areas of woodland will be retained where possible and maintained to retain their ecological value;
- Additional native tree planting will be introduced to the scheme to mitigate any loss and also to extend ecological corridors. Tree planting will be reinforce the existing vegetated boundaries, soften the built form and areas of car parking and increase the aesthetic as well as ecological value of the development;
- Native hedge and tree planting to be planted along and around the road infrastructure.

Shrub planting will be introduced into the car parking areas to soften the expanse of parking bays;

- Ponds will be retained where possible and additional ponds added to mitigate any loss. Marginal planting will be introduced around the ponds increasing the biodiversity levels on site;
- Wildflower grasslands to be planted throughout the site;
- The southern section of the site is to be retained as an open mosaic habitat and where possible the area will remain as existing and become a wildlife area;

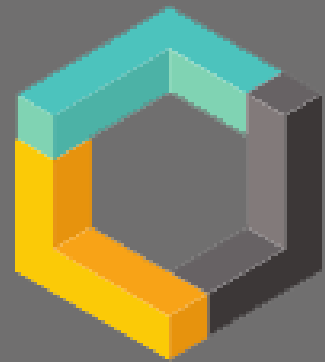
The development is proposing to enhance and improve the biodiversity within the site with opportunities to introduce areas of native, bee friendly and wildflower planting. Approximately 4.2ha of land in the south western area will become an ecological compensation area. The wildlife area will contain additional and existing ponds, areas of wildflower and marginal planting, an orchard, hedgerow and tree planting. There will be a mown path through the area which will link to the existing PRow network. When considering the landscape strategy, mitigation for the identified potential adverse landscape and visual effects arising at the operational stage of the proposed development has been taken into account and these are set out in the accompanying LVIA.



6.02 Propsed Site Plan







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