



B2/B8 Warehouse Development

Village Bakery, Wrexham Industrial Estate

Design & Access Statement

21077-C4P-XX-XX-DAS-A-0001

Revision P1

for

Village Bakery

August 2021

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1.0 INTRODUCTION

1.1 Application Summary

This Design and Access Statement (DAS) has been prepared by C4 Projects Ltd to accompany an application for full planning permission being submitted by the applicant, Village Bakery. Planning permission is sought for the following development:

Proposal comprises of 1no. new build industrial units with ancillary offices, parking and yard provision.

Submission proposal is based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based studies, research, site visits, observations and consultations.

The purpose of the DAS is to explain the design evolution of the proposed development in terms of amount, scale, layout and appearance along with integrated landscape proposal. This DAS has been written in accordance with The Town and County Planning (Development Management Procedure) (England) (Amendment) Order 2015 and is set out in the following sections:

Context - provides an analysis of the application site;

Design Statement - describes the scheme in terms of use, amount, layout and appearance;

Access Statement - details of vehicle & pedestrian access, public transport and inclusive access.

Key works include:

- The erection of 1no. Units with first floor office space.
- Car Parking Bays
- Landscaping
- Associated infrastructure

2.0 CONTEXT

2.1 Scheme Briefing & Proposal

C4 Projects set about understanding the site constraints in order to inform and influence early conceptual ideas while striving to deliver a viable development, ensuring the client brief is delivered.

The application relates to the construction of one industrial unit , the unit will be located on the site that had been demolished following a fire in 2019, the current site is vacant. Internal floor area totals to approximately 30,139 Sqm, suitable for B2, B8 Use classes with ancillary E(g)(i) Office space.

Dedicated car parking allocations and footpaths are linked to an upgraded site access road to afford appropriate and inclusive access.

Scheme proposals include localised soft landscape treatment and planting that complement the existing surroundings and boundary treatments.

2.2 Existing Site

1.78 Acres (approx.) plot located within Wrexham Industrial Estate, adjacent to railway line, residential houses and other industrial units. Access to the site is achieved via Greg Street. The site roughly rectangular in shape, with dilapidated industrial units and storage



*Aerial View of the Application Site and Surrounding Area
(Image courtesy of Google Maps)*

2.3 Immediate & Surrounding Context

The site is within close proximity to the existing Village Bakery sites on Coed Aben Road. The building and land to the north of the site are also within the Village Bakery's ownership. The industrial estate comprises of some green landscaping areas to the industrial estate. The current Village bakery building can be found North East of the proposed development.



View South of the Site



View from the South from the junction at Redwither road

2.4 Wider Context

The application site is located 5km East of Wrexham; The A525 provides a link into Wrexham and can be accessed via Clywedog Road South. Redwither Brook runs from East to West through the industrial estate.



2.5 Site Constraints

The following site constraints were identified at an early stage of the design process for appropriate and due consideration in the proposed development proposals:

- Existing Drainage
- Existing Water Tank
- Existing Substation

3.0 DESIGN STATEMENT

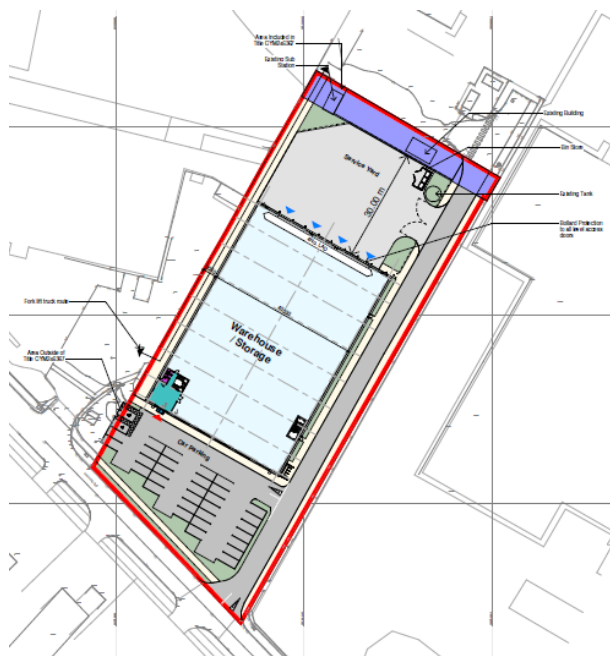
3.1 Key Design Principles

We believe that good design starts from an underlying 'Big Idea' or Key Design Principle, which will drive the design process.

These Key Design Principles provide a solution to issues identified through the initial brief analysis, typology, context and provide strong reasoning for each stage of the design development.

The following design principles have been used to develop the design of the development brief:

- To provide a commercial development, suitable for E(g)(iii)/B2/B8 Use Classes with ancillary E(g)(i) areas.
- Provide appropriately sized development proposal that will be attractive to various sized businesses / potential future occupiers.
- To consider the local context and conserve the character, amenities and quality of the surrounding area.
- To provide an appropriate design of the proposed building in relation to the neighboring sites and properties.



3.2 Layout

The application seeks planning permission for the build of 1 industrial unit and associated parking and yard provision with access from Coed Aben Road.

The development orientation and position has been arranged to provide an optimised layout for the required use and functionality of the of building. Appropriate landscape treatments are provided to the full building perimeter for maintenance access.

A total of 33 car parking spaces are proposed, split across each unit. Accessible parking spaces have been located directly to the unit entrance and will have dropped kerbing for level access. Building entrance contains a canopy over the door to create a covered shelter space.

Bin storage is proposed to be within the service yard. A cycle rack is proposed to the eastern boundary of the unit.

Access from the other adjacent sites will be provided with a hard standing surface. This will allow a transition of goods via forklift along the route.

3.3 Height, Scale & Massing

The overall height, scale and massing of the proposed building has been considered based on the following parameters;

- Visual impact onto the site setting and natural environment
- Interaction with the existing site context, ecology and arboriculture
- Cognisance of any site constraints (visual and physical)
- Building use and function – institutional heights and footprints for warehouse storage & distribution
- Relationship to adjacent built environment
- Natural daylighting and well-being to internal work-space environments

It is considered the proposed building volume is in keeping with the scale and massing of the existing site context and surrounding buildings.

A detailed review of the existing site was a key undertaking during early design stages so that initial concepts took full cognisance of prevalent conditions and constraints. This also formed an essential part of the development design progression and critical to fulfilling the applicants brief. In accordance with planning policy at all levels, it was essential that the proposals make the most efficient use of the site as part of a sustainable development, its setting and have a sympathetic treatment to adjacent land and its visual receptors.

The height is typical institutionalised design standards for warehouse buildings of this scale and comparable to all market expectations to suit prospective occupiers. The height as well as providing a requisite height for internal storage racking systems offers appropriate façade conditions for the installation of loading / unloading operational shutter doors to suit the type of goods vehicles expected to service and access the buildings.

From a contextual building use, character and visual amenity perspective, these heights are considered to be appropriate within the existing site setting and topographic basin.

3.4 Appearance

The proposed elevations for the unit have been designed to respond to the requirements of a development of this type. In order to ensure that the proposal is sympathetic to the wider surrounding context, consideration has been given to materials, patterns and colours.

The building frame is finished in a mix of different insulated metal cladding, with a grey pallet. The front elevation contains red cedar rainscreen cladding with louvre panels. There is also Kalwall system and a Portico to frame the entrance.

The main entrance is emphasised by full height glazing system, helping to break-up the main façade and making it easier for visitors to navigate around the site.

Refer to drawings proposals for proposed RAL colours.

Building Fabric Materials Schedule

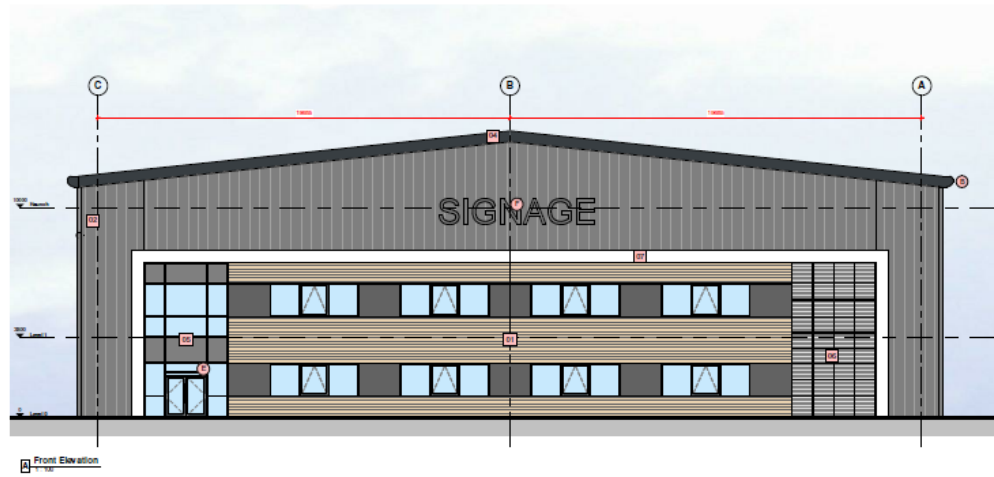
- 01 Wall Type 1 - Western Red Cedar Rainscreen Cladding
- 02 Wall Type 2 - Built-up metal cladding (twin skinned, insulated)
Vertical Trapezoidal profile - White Aluminium (RAL 9006)
- 03 Wall Type 3 - Built-up metal cladding (twin skinned, insulated)
Horizontal Half Round profile - Hamlet (RAL 9002)
- 04 Roof type 1, Composite System KS1000RW
Trapezoidal Grey Aluminium (RAL 9007) with 10% Kingspan KS1000 DLTR Lay-lite rooflights
- 05 Aluminium Curtain Wall stick frame system
PPC Anthracite (RAL 7016) framing, double glazed infills (solar control)
- 06 Kalwall System, Translucent Panels
Colour : Opal White
- 07 Feature Portico in Pressed Aluminium Flat sheeting
Colour : Pure White RAL 9010
- A Operational Door - Level Access
Sectional insulated shutter, plastisol coated finish, White Aluminium (RAL 9006)
- B Eaves & Verge bullnoses
Aluminium profiles, PPC finish Grey Aluminium (RAL 7016)
- C Personnel Access / Escape doorset - Warehouse
Galvanised steel, PPC finish matched to cladding, thermally insulated core
- D Rainwater Goods
Gravity fed rain water system with Aluminium rainwater downpipes Grey Aluminium (RAL 7016).
- E Glazed Canopy
Proprietary glazed canopy over doors
- F Signage zone

The roof is also proposed to be covered with profiled insulated metal cladding system that incorporate roof lights that provide natural daylight into the internal storage areas. This arrangement is typical of buildings of this development type.

Doors and windows will have a polyester powder coated finish, which will highlight the access and also fire exits.

The materials chosen for the external façades are low maintenance and typical for such building units. This provides an elevation treatment that can be maintained easily to ensure the long-term sustainability and visual appearance of the building.

The materials will ensure a functional but sensitive design, given the surrounding context. The use of different types of cladding to the elevations prevents them from looking bland, with the introduction of both horizontal and vertical lines complimenting a less dominant appearance.



3.5 Landscaping

Principals & Strategy

The arrangement of the proposed green network and landscaping has been informed by the following criteria:

- Working with the natural topography and landform
- Retention, restoration and management of existing trees and planting
- Understanding prevalent site constraints, conditions and opportunities
- Planting proposals that can successfully integrate into the existing landscape
- To create a suitable transition from the development footprints into the surrounding site context
- Hard landscape design that facilitates accessibility for all

The vision for the site is to create a low maintenance approach to the landscaping.

Hard Landscape Treatment

For unity and consistency across the site, a simple palette of hard landscape materials is proposed;

- Concrete block/paving flags (textured finish) to pedestrian footpaths – office access / car parks
- Tarmacadam surfacing to pedestrian link footpaths (to access road)
- Tarmacadam surfacing to car parking areas and associated access roads
- Concrete surfacing to service yard areas

All access pathways are to be laid evenly and have smooth transitions to avoid tripping.

4.0 ACCESS STATEMENT

4.1 Site Accessibility

The proposed development can be accessed by bus from Wrexham town centre. The industrial site itself is easy to gain access to; via the A534.

The proposed development does not create any residual impacts that are considered severe and is therefore considered to be in accordance with the NPPF government guidance, and should be acceptable in planning terms.

4.2 Access Statement

Philosophy:

The submitted scheme reflects the applicant's full commitment to an inclusive society in which nobody is disadvantaged and where physical barriers and exclusions are designed out. The philosophy of the design is to ensure that the need of people with impairments is considered as an integral part of the development process. By developing an inclusive environment, the scheme shall have positive effect on society and of benefit to the working communities.

Site Approach / Building Access:

Car parking areas and associated road infrastructure has been designed to create a vehicle access to the development.

Accessible parking bays have been located adjacent to the entrances, where possible. Number of spaces provided equates to at least 5% of the total parking provision. Level access from these bays and requisite clearance spaces has been included. Adjacent perimeter footpaths will also be designed to maintain a level access approach to the main entrance doors.

Access routes and footpaths to be ramped as required to achieve level access approach. Gradients are to be less than 1:20 from accessible parking bays.

The building design has been configured so that the main entrance and associated access doors are recessed into a feature surround that provides a permanent shelter.

Entrance doors are proposed to be hinged glazed doorsets integral with the curtain walling system, and provide a minimum 1000mm clear opening width. The doors shall be fitted with a closer providing an opening force of no greater than 30N at the leading edge.

A level threshold shall be provided at all building access points, with no upstands exceeding 15mm in height.

Manifestations shall be provided to entrance screens in accordance with paragraph 2.24 of Approved Document M.

Internal floor matting shall be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

Surface line markings and symbols are to be applied to road surfacing along principal access routes and to controlled road access/egress points.

Guidance: The scheme has been designed based on the following publications:

- Building Regulations Approved Document M (2016 amendments)
- BS 8300:2009 Design of Buildings and their approaches to meet the needs of disabled people (referred to for guidance)
- Equality Act 2010

4.3 Vehicle Access & Parking

Access to the site is achieved via Gregg Street which adjoins the wider road network providing direct connections to the B617 and Broadstone Hall Road .The junction has been designed to accommodate vehicles for their intended access uses, with cars and light goods to the car parking facilities and heavy goods and refuse trucks to the service yards.

The following on-site parking provisions are proposed and meet the requirements of the local authority parking standards;

- Total of 33 Car parking spaces
- Total of 2 Accessible parking spaces

4.4 Public Transport

The location of the proposed development site offers great potential for journeys to and from the site by using public transport. Existing pedestrian crossing facilities and footways outside of the site provide accessible links to local bus stops.

Scheme proposals also include for linked footpaths from the existing network to the building unit entrance.

The closest bus stops to the site are located on Reddish Road, approximately 500m from the site entrance.

4.5 Waste Management

Space allocation for Waste & Refuse storage and recycling is provided within the site demise to facilitate a waste management strategy. Proposed locations are shown on the development masterplan layout. It is intended for waste collections to be made by private contract arrangement as organised by the building occupier.

4.6 Security

The security of the site and requirements of the end user operations have been addressed as part of the proposed scheme.

Although a 'Secured by Design' application has not been commissioned or submitted, the following principles have been carefully considered in the scheme design layouts:

- Open car parking layout immediately to the main access frontages for good natural surveillance
- Provision of safe and delineated access routes for both vehicles and pedestrians in an open format
- Avoidance of places of concealment to building perimeters and car parking areas
- Footpath routes that traverse around building elevations to the rear only for escape / maintenance access purposes
- Building access entrances with suitable robust quality and vandal resistance rating
- Buildings with robust materials of construction in masonry at ground level, metal cladding systems and toughened safety glazing
- Buildings with active glazed fenestrations to site access & operational sides that provides good natural surveillance
- A maintained low level landscape treatment that allows visibility into all parking areas of the development
- A good quality lighting scheme that creates a safe environment after dark, but approved by the council to avoid unnecessary light pollution

4.7 Sustainability

The sustainability approach for the development has regard to the requirements of planning policy in terms of energy and global warming considerations. This is effectively now covered by compliance with the Building Regulations Approved Document Part L2A and provision of associated thermal modelling (BRUKL reports) and Energy Performance Certificates (where applicable).

The preferred solution for compliance is to provide a fabric first approach through thermal elements and other parts of the building fabric. As opposed to renewable technologies that can be expensive from a capital expenditure aspect, and do not necessarily generate any real benefits for the end users. The use of improved thermal fabrics is considered the best approach to yield a direct reduction in energy consumption.

Envisaged U-Values

Below are notional values intended to achieve the requisite building control compliance. These are however indicative only at this stage and will be confirmed when the energy calculations are produced at a later stage.

Walls:	0.27 W/m ² K
Roofs:	0.20 W/m ² K
Windows:	1.40 W/m ² K
Doors:	1.20 W/m ² K
Floors:	0.15 W/m ² K

Building materials have been selected based on their high quality, robust nature and low maintenance requirements.

The Building Services will also be designed in accordance with the required energy efficiency standards to satisfy the site-wide (masterplan) for compliance with an approved energy strategy.

To reduce water consumption, the sanitaryware systems and their associated fittings and controls will be specified to achieve the water saving requirements. Water use will be metered to ensure occupier information can be made available.

5.0 VISUALISATIONS





6.0 CONCLUSION

In Conclusion, the proposed development does not create any residual impacts that are considered severe and is therefore considered to be in accordance with the government guidance, and should be acceptable in planning terms.