



LAND OFF BRIDGE ROAD NORTH, WREXHAM INDUSTRIAL ESTATE

Design and Access Statement

for and on behalf of

Andrews Investment Limited.

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ISSUE 2 REV A





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1 GENERAL

1.1 INTRODUCTION

This Design and Access Statement has been prepared on behalf of Andrews Investment Limited, in support of an outline planning application for a three storey Industrial Unit for B1 and B2 or B8 use, with associated storage yard and car parking; on a vacant site currently within the established Wrexham Industrial Estate. The full site address is Bridge Road North, Wrexham Industrial Estate, Wrexham

This statement responds to the requirements of Planning Policy and Guidance (Wales). The statement should be read giving full regard to the application drawings

The proposed development is not located within a Conservation Area or a World Heritage Site but does constitute “major” development, as such, the production of a Design and Access Statement is required to accompany the planning application.

The Town and Country Planning (Development Management Procedure) (England) Order 2015 confirms that a DAS accompanying a planning application must:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

1.2 SITE LOCATION AND CONTEXT

The site forms part of the Wrexham Industrial Estate, the largest of 25 industrial estates in the area, which is the largest in Wales and amongst the top 10, by size in the UK.

The site is currently vacant and lies between the Bridge Business Centre to the west and Coolpoint Headquarters to the East

The gross area of the site is 1.93 acres / 0.78h

A separate Ecology report, Transport assessment and flood risk assessment have been submitted in support of this planning application.

The proposed industrial unit is in keeping with the Use Class which is predominant in the area



Figure 1
Site Aerial View – Proposed site boundary marked red. [Image from Google Earth]

1.2.1 Planning History

In respect of the planning history for the application site, the Council's website records a number of recent planning applications.

The wider Business Park

There have been application made at property the front and rear of the proposed site.

P/2015/0843

Plans for the Erection Of Industrial Unit Comprising Two Storey Office And Warehouse Accommodation And Single Storey Dust Extraction Building And Associated Car Parking And Storage Area.

The development was granted permission in May 2016.
Work on site hadn't commenced at the time this report



Figure 2
Application Site Plan

P/2015/0194

Lloyds Animal Feeds which are situated off Bridge Road North facing the application site has had a number of applications submitted to allow expansion and housing for a Biomass Boiler Heater system.

P/2015/0968

At land south of Ash Road South plans were submitted for the erection Of New Bakery And Offices and Construction Of New Access Road, Service Yards, Car Parking And Hgv Loading / Unloading Area, whilst the original application was granted, Details reserved by Conditions imposed under planning are still pending a decision at the time this report was issued.

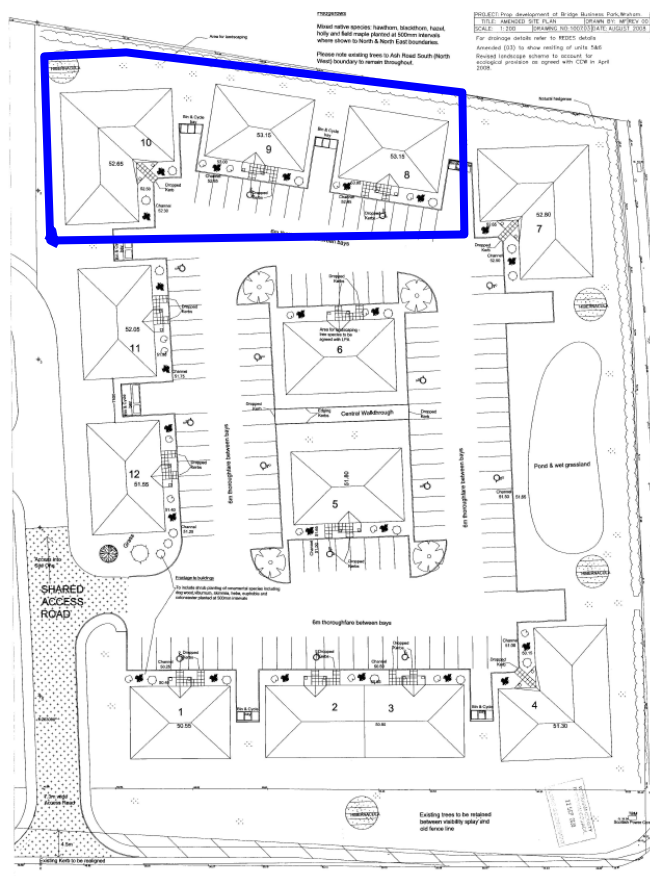
The Application Site

A previous planning approval for land including the application site, allowing for a 12-unit office development was originally granted in Jan 2008 (Ref. no. P/2007/0433), subsequent application for the relocation and resizing some of the units were submitted in 2008 (Ref: P/2008/1034).

To date only three of the 12 units were built (Units 8,9 and 10 in the submitted plan below)

No further plans were made to complete the office development, with the land subsequently sold

Figure 3
Application Site Plan – only three highlighted units built



This consent again confirms the acceptability and the principle of B1/B2/B8 use on and in this location.

1.3 BRIEF DESCRIPTION OF DEVELOPMENT

The application relates to the construction of an Industrial Building, suitable for B1, B2 class use, with associated parking, landscaping and infrastructure.

The site is currently vacant.

1.4 NATIONAL & LOCAL POLICY CONTEXT

The property lies within the administrative area of Wrexham County Borough Council and development proposals are subject to Planning Policy Wales

National Planning Policy Framework

The development aligns itself to the following requirements from National Planning Policy Wales (9th ed Nov 2016)

- Economic Development
- Local Development
- Infrastructure and Services
- Minimising and Managing Environmental Risks and Pollution
- Technical Advice Note 3 Simplified Planning Zones
- Technical Advice Note 5 Nature Conservation and Planning
- Technical Advice Note 23 Economic Development

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. National Planning Policy Wales must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

According to the National Planning Policy Wales, there are three dimensions to sustainable development: economic, social and environmental.

These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimize waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

It also states that it:

“is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.”

“is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.”

and;

“to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century”

1.4.1 Local Planning Policy

Wrexham Spatial and Development Plans

(the following relevant excerpts from Wrexham County Borough, Local Development Plan

2013-2028, Preferred Strategy, February 2016)

The Wales Spatial Plan (WSP) identifies Wrexham County Borough together with Denbighshire and Flintshire as making a very important contribution to both the Welsh and UK economy. Wrexham County Borough is located within the North East

Wales Border and Coast (NEWBC) Spatial Plan Area, with Wrexham Town identified as a Key Settlement of National Importance, a Key Regeneration Area and the **Wrexham Industrial Estate a Key Business Sector Area**. It is also identified as forming part of the Wrexham-Deeside-Chester hub, where the strengthening of such hubs, as a focus for investment in future employment, housing, retail, leisure and services' is a key element of realising the vision for this spatial area.

The economic ambition of the strategy both in relation to the number of new homes and job creation is reflective of the WSP aspirations for the area and recognises the importance of the cross-border linkages in economic terms with Flintshire and

Cheshire West and Chester. The focus for growth and investment in housing, jobs, retail leisure and services in Wrexham Town and the Wrexham Industrial Estate also seeks to strengthen and reiterate the national importance of the County's principle town and strategic employment area.

As part of the council preferred method of growth The identified growth level responds to the need identified in the ELR to provide a continuing supply of jobs, employment land and an extension to the Wrexham Industrial Estate. This builds on the continued economic growth experienced in the County even during the recession and is in line with the Council aspiration to continue to expand the economy

The Preferred Spatial Strategy concentrates development in the Primary Key Settlement (PKS, tier 1) of Wrexham Town and Wrexham Industrial Estate through the regeneration of brownfield land along with the release of key strategic greenfield site allocations (mixed use housing and community facilities, and employment) on the edge of settlement.

The proximity and accessibility of Wrexham Industrial Estate (WIE) to Wrexham Town provides sustainable opportunities for people to live and work in the same area,

reducing the need to travel and commute out of the Borough to access employment opportunities elsewhere.

Chapter 4 and 5 have provided an outline of the Councils Preferred Growth and Spatial Strategy for the Local Development Plan over the period 2013 – 2028. The key components of the LDP Preferred Strategy include

Provides opportunities to deliver 7500 new jobs in the County; o Delivers in the region of 53ha of employment land;

Concentrates development in the following sustainable locations in accordance with the findings of the settlement hierarchy and SA:

The Primary Key Settlement of Wrexham Town and Wrexham Industrial Estate including Key Strategic Site release for housing and employment;

The current structure of employment premises is strongly industrial with existing supply largely focussed on the Wrexham Industrial Estate (WIE), the strategic employment area within the County Borough, something which is recognised in the Wales Spatial Plan as Key Business Sector Area. The WIE is the UK's second largest industrial estate and among the largest in Europe.

1.4.2 Supplementary Planning Documents

Policy SP1: Economic growth, employment and enterprise

To ensure the continued role of Wrexham County Borough as a key economic driver in north Wales and the wider region, the Plan seeks to diversify the local economy and widen the economic base by:

Making provision over the remaining plan period for 96 - 106ha of employment land, including identifying a Key Strategic Site, based on the preferred Area of Search for an extension of 20 -30ha at the Wrexham Industrial Estate; the County's Key Business Sector Area;

Improving the quality of employment land supply within Wrexham Industrial Estate and protecting a strategic ecological network for a number of local, national and internationally protected species and habitats;

The ELR also recommends the allocation of an additional 20-30 hectares (exclusive of any land required for ecological mitigation) at Wrexham Industrial Estate, taking the overall requirement to between 50.9 and 60.9 hectares

Policy SP4: Transport and Accessibility

The Preferred Strategy places significant emphasis on economic growth, accessibility and health. Transport underpins these key parts of the Strategy and is directly linked to the delivery of the Key Strategic Sites for mixed use housing and community facilities as well as an extension to the Wrexham Industrial Estate

Policy SP5: Protecting, Conserving and Enhancing the Natural Environment

Local Wildlife Sites including the strategic ecological network on Wrexham Industrial Estate and Regionally Important Geological Sites;

The County Borough includes areas of international and national statutory designations as well as areas of local wildlife importance which the Plan will identify, in order that they can be conserved and where possible enhanced.

These identified areas play a role in adding to the habitats and species that characterise the County Borough. Whilst the economic importance of Wrexham Industrial Estate is recognised, it is also unique in that it contains a wide range of important habitats, including local wildlife sites, within a relatively small area.

An Ecology Report has been commissioned to develop an Ecological Management Plan for the site

Policy SP8: Location of New Development

Within the **Primary Key Settlement of Wrexham Town (Tier 1) and Wrexham Industrial Estate**. Key Strategic greenfield Site allocations for mixed use housing and community facilities along with other non-strategic housing allocations are directed to Wrexham Town. An area of search for a new employment allocation of between 20-30 ha is also identified on Wrexham Industrial Estate;

Directing the majority of new development within and on the edge of Wrexham Town and the Wrexham Industrial Estate will enable maximum use of existing infrastructure and services and allow homes, jobs and other facilities to be located in close proximity to each other. This will enable people to use active travel opportunities, reducing the need to travel by car and support existing public transport modes.

Policy SP9: Key Strategic Sites and Area of Search

The majority of new growth in the County Borough will be delivered within the Primary Key Settlement of Wrexham Town and Wrexham Industrial Estate

Employment: Area of Search, Land to the North of Bryn Lane, Wrexham Industrial Estate to accommodate the delivery of:20-30ha of new employment land including securing safe and accessible means of access the provision of strategic ecological network linked to the existing Wrexham Industrial Estate; and sustainable drainage solutions to manage surface water runoff.

The proximity of Wrexham Town to Wrexham Industrial Estate and the relationship and interdependence of one on the other to provide homes and jobs in a sustainable and accessible location is a key development priority for the Council over the lifetime of the Plan

1.5 ASSESSMENT

Under the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with policies of the adopted Development Plan unless material considerations exist which outweigh those policies.

The adopted development plan in this case is the Wrexham County Borough, Local Development Plan 2013-2028, *Preferred Strategy, February 2016*. Also of relevance are national policies contained within the National Planning Policy Framework and supplementary planning documents.

1.5.1 Principle of Development

One of the key thrusts of the Planning Policy Wales is to support local businesses and encourage economic growth. The Planning Policy Wales adds that development proposals should be approved, unless any adverse effects would significantly and demonstrably outweigh the benefits.

National planning policies confirm that the presumption is in favour of sustainable development and that development that is sustainable should go ahead without delay. It

further states that the planning system should do everything it can to support sustainable economic growth. The site is located within an existing business park in a sustainable location with easy access to the city centre of Wrexham and the motorway network and clearly demonstrates a very sustainable location.

. The Wales Spatial Plan (WSP) (2004) and 2008 update identifies Wrexham Town as a Key Settlement of National Importance, located within the Wrexham, Chester, Deeside Hub. Wrexham Town is also a Key Regeneration Area and the Wrexham Industrial Estate

is identified as a Key Business Sector Area. National connectivity from the County into the adjoining area of Cheshire West and Chester is significant, with the strategy for North East Wales aiming ‘to bring together distinct elements of the cross-border area of Flintshire, Wrexham and West Cheshire’

1.5.2 Other material considerations

Highways

The submitted Trip Envelope & Access Technical Note Transport confirms that the application site is located within the red line of the Trentham Lakes Unilateral Undertaking Plan (c.f. section 5) and therefore within the agreed Trentham Lakes trip envelope. It proceeds to conclude that traffic generation falls well within the capacity established by this envelope.

The Note also confirms that acceptable visibility splays can be achieved to both proposed accesses.

Flood Risk

- The development is located within Flood Zone A on the Development Advice Map, as seen in the map below, considered to have little or no risk of fluvial/coastal flooding. The nature of the proposals means the site is classified as ‘Less Vulnerable’, and so considered ‘acceptable with Flood Zone A

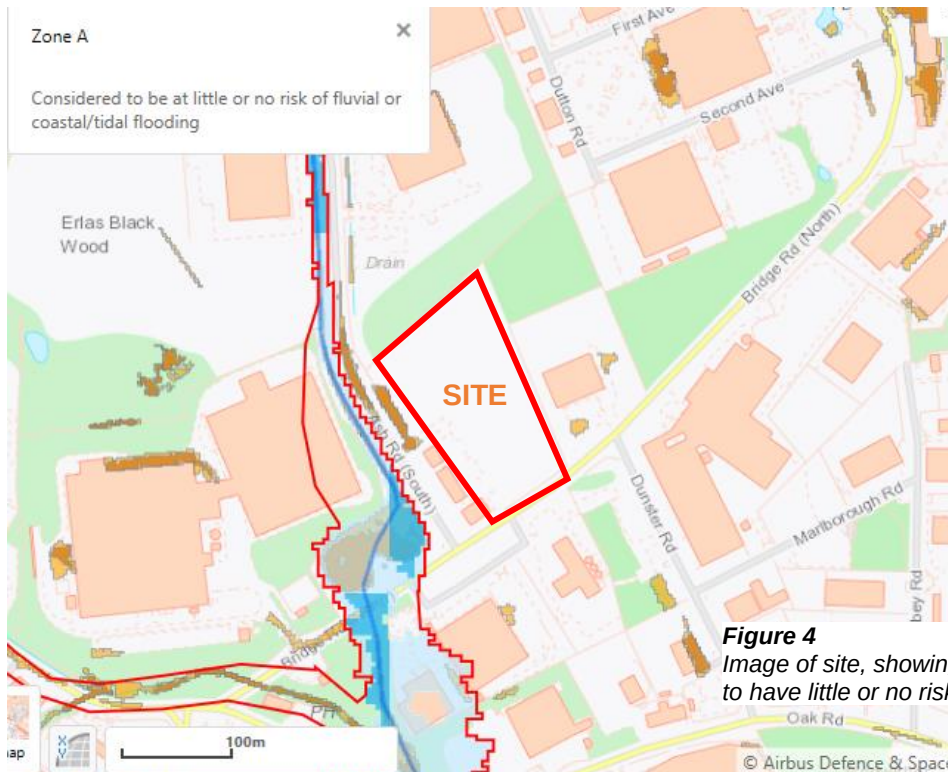


Figure 4
Image of site, showing the site is considered to have little or no risk of flooding

- Historically there have been no records of or events of flooding or overloaded sewers.
- The development is considered accessible for emergency access and egress during times of extreme flooding, as the site isn't close to a flood plain
- A surface water drainage strategy will be formulated and approved with the Council prior to construction.

1.6 CONSULTATION

A Pre-Application Consultation was carried out between 28th February and 28th March 2018.

Local neighbouring properties and Key Stakeholders were contacted and provided with the proposed development details, their responses are included in a Pre-Application Consultation Report is submitted along with this application.

In summary we received responses from:

• Natural Resources Wales	<i>Issues raised</i>
• North and Mid Wales Development Control	<i>No Issue</i>
• The Coal Authority	<i>No Issue</i>
• Wrexham County Borough Council Highways Department	<i>Issues raised</i>
• Conren Ltd (Unit 1, Bridge Business Centre)	<i>Issues raised</i>

The key actions taken in relation to the issues raised were

- A revised Ecology Report submitted
- The access and egress into the site changed to allow visibility splays
- The orientation of the building changed to improve visibility from Bridge Business Centre
- The size of the unit reduced
- The Elevations amended in light of amended unit

The changes undertaken to the submitted application represent a significant reappraisal of the submission

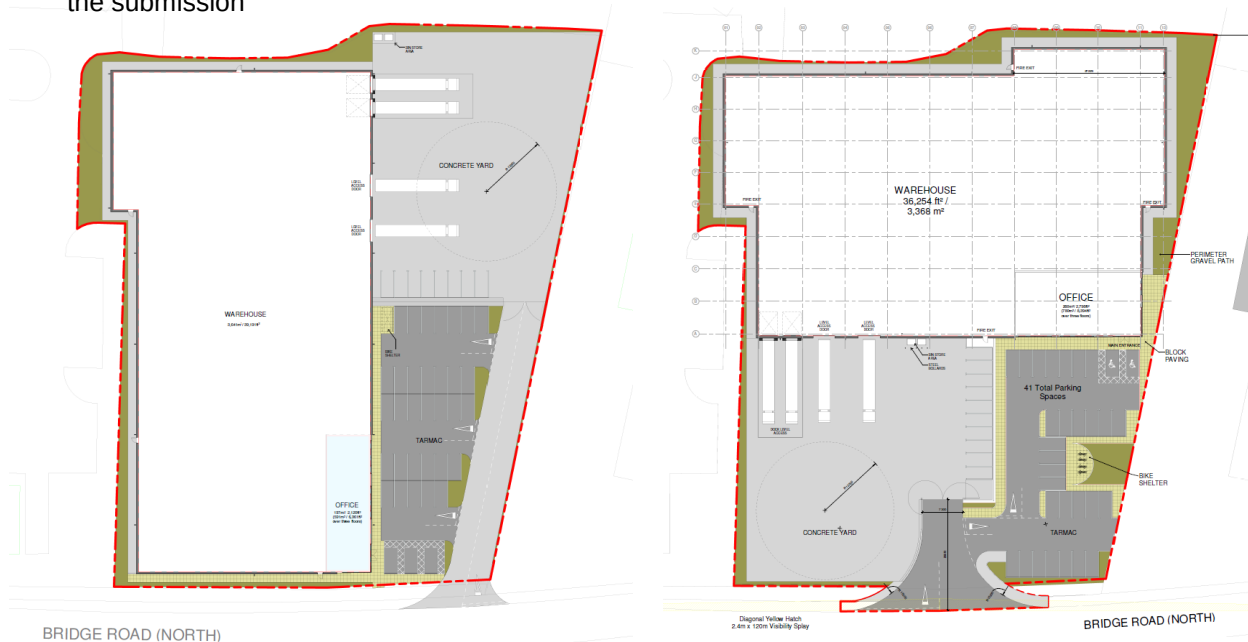


Figure 5

Original Proposed Site Plan (Left) issued for consultation, New Site Plan (Right) updated to mitigate concerns raised ^{it}

DESIGN

1.7 LOCAL PLANNING POLICY

Urban Design Guidance (SPD)

In considering development proposals, the local planning authority will be guided by the general principles of the Urban Design Guidance Supplementary Planning Document. In particular, the local planning authority will be concerned to ensure that:

- (i) full and effective use is made of land within the urban areas;
- (ii) neglected, unused or derelict land or buildings are brought into use;
- (iii) the need for new services is minimized by promoting the use of spare capacity in existing services;

Whilst:

- (iv) *the following types of land or buildings are protected from inappropriate development: sites in the approved green belt:*

(v)

- *the best and most versatile agricultural land and viable farm holdings;*
- *areas of special landscape value;*
- *sites of ecological or nature conservation importance;*
- *sites identified as urban greenspace or greenspace features within other sites;*
- *sites currently required for recreational purposes*
- *Listed Buildings;*
- *other buildings or features of architectural or historic interest; and*
- *Conservation areas.*

. Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- are visually attractive as a result of good architecture and appropriate landscaping.”*

This section of the statement will show how the proposed development meets the design standards as set by the requirements of the Planning Policy Wales.

1.8 ENVIRONMENTAL SUSTAINABILITY

According to the Planning Policy Wales, there are three dimensions to sustainable development: economic, social and environmental.

“An Environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy¹.”

1.8.1 Energy Efficiency / Carbon Reduction

In order to keep up to date with current energy efficient standards, the new construction will be designed to latest current standards with an emphasis on Energy Efficiency and Carbon reduction through a highly detailed external fabric with good air tightness results to the unit. U-values to the external fabric will be designed to meet current standards as set out in Approved Document L2A and where viable even exceed the minimum values.

The internal layouts of the unit would follow a very functional layout with a Disabled WC and Male and Female WCs available for visitors and additional staff toilets elsewhere.

Low water usage sanitary fittings will be specified at construction stage of the unit to reduce the overall water consumption of the unit per person per day.

1.8.2 Sustainable Materials

Locally sourced sustainable materials with a low environmental impact are to be used for the development. Any timber used will be sourced from sustainable managed forests and certified by the Forest Stewardship Council. It would also be advisable to follow advice and guidelines set out using the BRE Green Guide to Sustainability for the constructions of the basic elements. This would further ensure the development follows a sustainable route in terms of material specification and usage.

1.8.3 Waste Management

The applicant is committed to producing highly sustainable developments and reducing waste from construction is an economic and social priority for the development. Suitable evidence will be provided to the Local Authority upon request during the construction phase to show the procedures in place to reduce/ re-use materials and monitor waste reduction. The completed units will also have set procedures in place to minimise waste during everyday business activities and actively recycle where possible in line with the Local Authorities Waste strategy.

1.8.4 Biodiversity and Local Environment

Executive summary from the Ecological Report:

1. Planning consent for the Ash Road South site was previously granted by Wrexham Borough Council in August 2007, under consent number P/2007/0433. While partial development was carried out, a significant portion of the site remained undeveloped due to the downturn in the economy. This report has been prepared in support of the updated planning application for the portion of the site which currently remains undeveloped.

2. No international, national or locally designated wildlife sites will be impacted as a result of the proposed development.
3. The habitats within the site are common to the local area and are generally the same as was previously recorded within the 2015 Phase 1 habitat survey of the site.
4. The existing intact TAF fencing which is installed around the perimeter of the site provides a significant barrier to amphibian and reptile dispersal from the wider area. The site is considered to be amphibian and reptile free. A commitment will be made through the planning process to continue to monitor and manage the TAF fence line for the duration of the construction period.
5. The site provides some limited nesting bird habitat for species that use scrub and low lying vegetation. Any works that affect these features during the nesting season have the potential to disturb nesting birds. All birds in the UK are protected while undertaking nesting activities under the Wildlife and Countryside Act 1981 (as amended).
6. Replacement planting is recommended to compensate for the loss foraging habitat on site (for invertebrates and other species). A mix of wildlife friendly species should be incorporated into the planting scheme. These should be native species, ideally of local stock, and include a variety of nectar and berry bearing species to enhance foraging opportunities. Species could include hawthorn, blackthorn *Prunus spinosa*, dogwood *Cornus sanguinea* Holly *Ilex aquifolium* English oak *Quercus robur* and hazel *Corylus avellana*..

1.9 CHARACTER AND SCALE

1.9.1 Layout

The site layout consists of one industrial building with associated office provision, workspace/warehouse areas, parking, bin store and cycle racks.

The building has been placed to the north-of the site, providing vehicular parking to the south-east, with the front entrance of the building and vehicular parking being accessed from Bridge Road North. To the front of the building will be the Service Yard.

Pockets of soft landscaping have been provided around the parking areas and along Bridge Road North to visually break up the hard landscaping associated with parking and vehicle areas. Exact details of these will be known at construction stage.

The front of the unit has been provided with office space / office accommodation over three floors, with ancillary staff and visitor toilets, kitchen etc. This then leaves the remainder of the building for Warehousing/Workspace with delivery / pick up accessed directly from a service yard located to the rear of the building.

The unit has fire exits provided to each side and the rear elevations to meet current building and health and safety regulations.

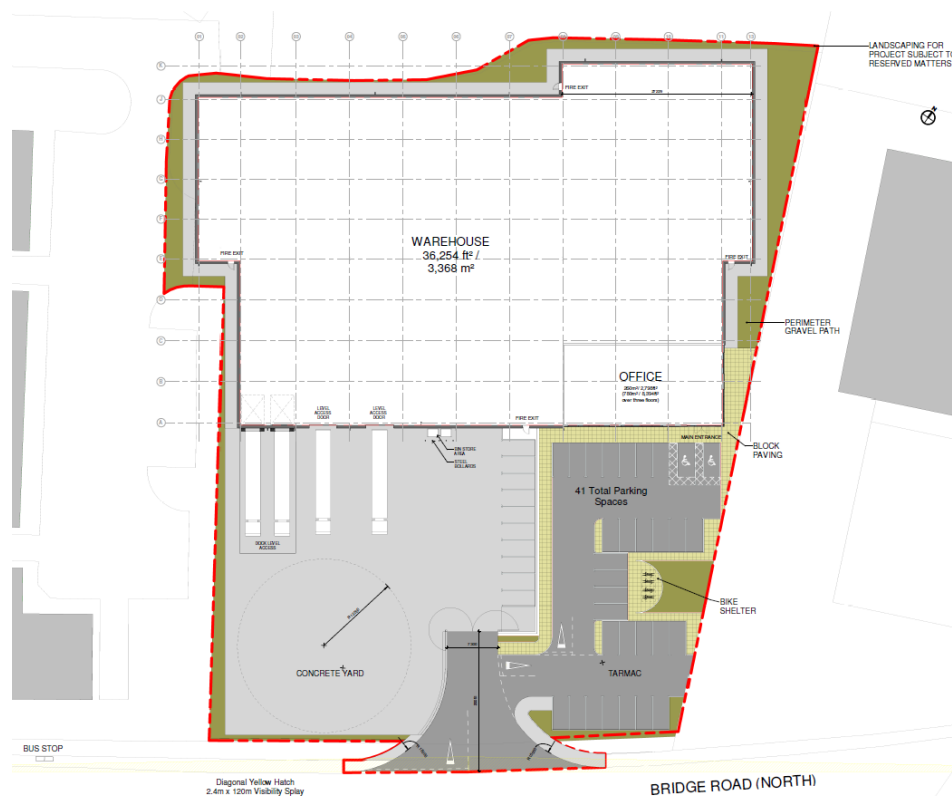


Figure 6
Proposed Site

1.9.2 Appearance & Scale

The proposed elevations for the units are typical for a development of this type. The building frame is finished in a mix of different insulated metal cladding,

The main cladding is made up of four feature grey bands in different grades of grey from dark to light. Profiled horizontal metal cladding for the main warehouse, flat panel wall cladding for the offices element. The roof colour is to be Goosewing Grey, with a band to the underside of the eaves being Light Grey RAL7035. The rainwater goods - black, window frames and doors are to be Anthracite Grey (RAL 7016), The feature canopy – Blue (RAL TBC). The entrance will also have feature white cladding to make the entrance more prominent.

The roof is also finished with a Metal Trapezoidal Roof Panel, again typical of a development of this 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 facades are typical for units of this type and ensure that the buildings are easily maintainable which extends the life of the building. It will also ensure that the unit would not provide a detrimental effect to the street scenes locally. The use of different types of cladding to the elevations stops the elevations looking bland and the horizontal lines gives a less dominant appearance.

In terms of height, the unit is 10 metre haunch which is comparable or below other commercial units within the vicinity of the site. This allows for high loading / unloading doors to be provided as required for the type of goods vehicles to be used. It is not considered that this unit would appear over dominant in scale in the area.

Commercial Signage will be provided over the entrance doors for the building occupant, with signage also being provided on the front elevation, The landscape pockets soften up the appearance of the site and also act as an attractive boost to the generally hard landscaped street scene.

The unit has been provided with parking as follows:

Warehouse Unit - 41 parking spaces (including 2 designated disabled bays)

Area Schedule (GIA)		
Name	Total Areas (GIA)	
	Area Metric	Area Imperial
GIA GF	3,628 m ²	39,050 ft ²
GIA FF	260 m ²	2,799 ft ²
GIA CF	260 m ²	2,799 ft ²
Grand total	4,148 m ²	44,648 ft ²

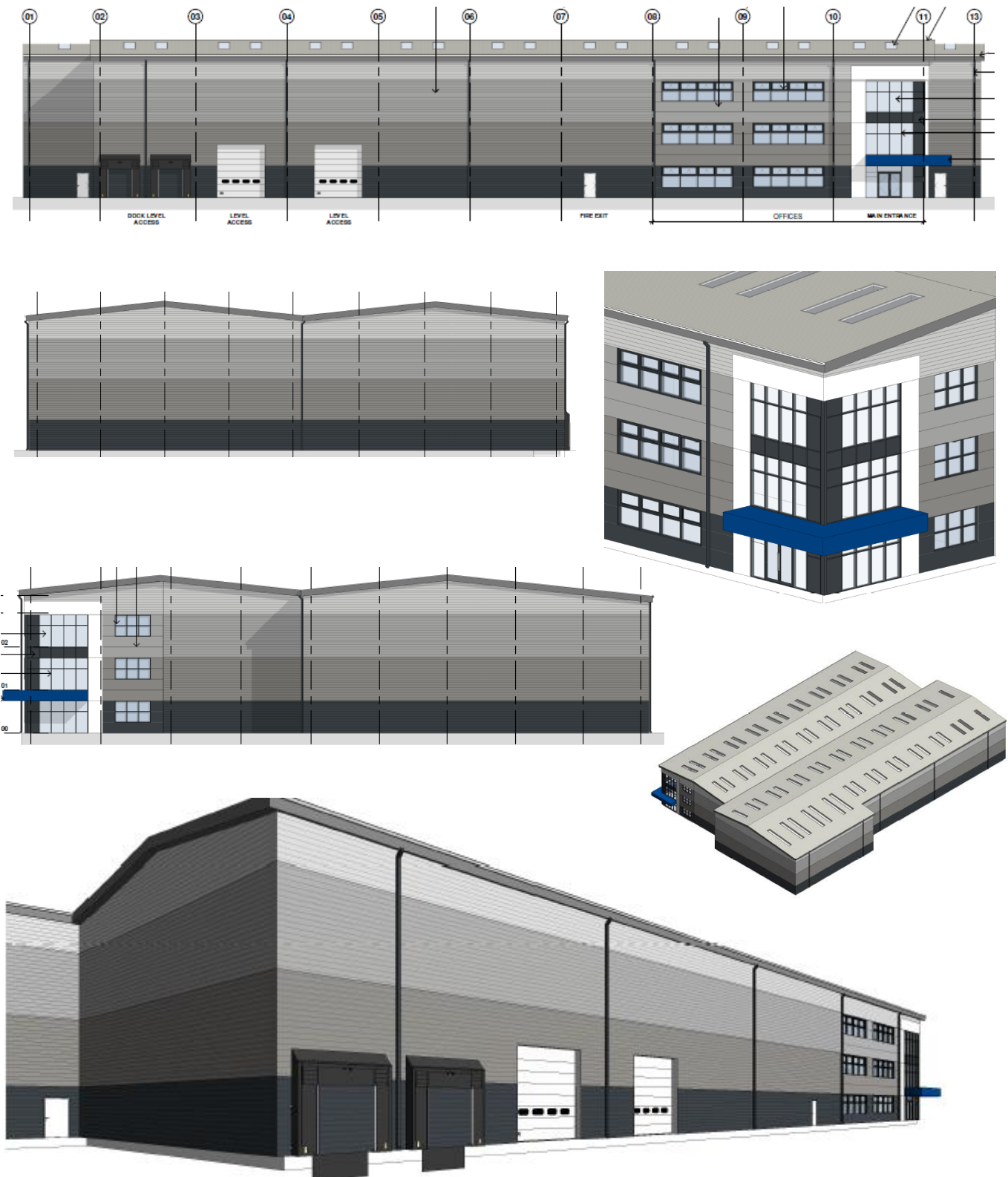


Figure 7
Proposed Elevations

1.10 COMMUNITY SAFETY

Community safety is taken into account in terms of reducing opportunity for criminal and anti-social behaviour on the site, and also safety of the general public and site operatives during the construction phase.

The site is within an established Business District with the main pedestrian and vehicular access to the site off Bridge Road North. The car parking has been provided to the front of the unit which allows for natural surveillance and inclusive access. Access to the rear of the building has been kept minimal for maintenance, with no enclosed areas where criminal or anti-social activities could take place unseen.

The front boundary to the site has been left open which aids natural surveillance and removes hiding spaces.

The car parking and compound area has been designed to take advantage of natural surveillance and overlooking from the building. Suitable external and security lighting can be provided within the development to further ensure any criminal and anti-social risks are limited.

The initial safety aspect affected by the proposal is the increased chance of injury during the building works and the possibility of increased accessible areas to the building site for break-ins. It is imperative that measures and site wide policies will be set in place during the construction phase, by the developer, to ensure that current health and safety guidelines will be met during the works. This covers not only the contractors and visitors on site, but also the wider local community.

The Developer should also liaise with the relevant local establishments to ensure any criminal or anti-social behaviour opportunities are reduced with site security being paramount.

2 ACCESS

2.1 ACCESSIBILITY

CABE defines Inclusive Design as an effort that *‘aims to remove the barriers that create undue effort and separation. It enables everyone to participate equally, confidently and independently in everyday activities²’*.

2.1.1 National Policy Approach

Good quality design is an integral part of sustainable development. The National Planning Policy Wales recognizes that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

“Good design should:

- *ensure that development can deliver a wide range of planning objectives;*
- *enhance the quality buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on wellbeing;*
- *address the need for different uses sympathetically.”*

The proposed layout to the unit allows for those with disabilities to effectively use the unit as either a customer or an employee. The construction of the unit will be designed to fully meet current Building Regulations in terms of inclusive access (Approved Document M), with ground floor sanitary provision to staff and also inclusive flush threshold access to staff and customers.

Local Planning Approach

Meeting Local Planning Policies regarding inclusive design also falls within the Highways design and Parking provision. We have discussed this elsewhere in the Statement to show that the development has been designed to ensure inclusive access to all.

Parking Provision

National planning policies for parking are set out in PPS1 – Delivering Sustainable Development (January 2005), PPS6 – Planning for Town Centres (March 2005) and PPG13 – Transport (March 2001).

² CABE. The Principles of Inclusive Design. Commission for Architecture and the Build Environment. 2006.

“The objectives of national policy are to encourage patterns of development that reduce the need to travel by private car, to achieve a higher quality of design, to promote the vitality and viability of town centres and to support the use of public and other means of transport.”

2.1.2 Local Planning Policy

It is considered that the parking provision to the development is adequate and aids in the overall design of a sustainable development whilst meeting the objectives of the Unitary Development Plan.

2.1.3 Approach

The front approach to the units will meet level pedestrian access requirements as set out in Approved Document M of the current Building Regulations.

The site vehicular access points and parking / delivery areas will be constructed to meet current Highways standards.

2.1.4 How Access is to be maintained

Once the development is completed the access and parking layout will be maintained through the imposition of planning conditions requiring the access to remain in accordance with the approved plans and for the parking spaces to be maintained.

The site is well served by road, A separate Traffic Impact Statement and Travel Plan will be made available in support of this planning application. The site is relatively level and allows for accessible warehouse area. Accessible parking spaces will be provided as close as possible to the main entrance and the building will be provided with level access thresholds and powered access doors. Welfare and office facilities are provided on all office floors for administrative and office staff who are unable to use the stairs.

With regard to vehicular access to the site, the location and design of the access point is via a shared access for HGV and cars. The gates have been moved back 20m from Bridge Road North. The position of the access also ensures that a visibility splay of 2.4m x 120 in both directions is provided un affected by the bus shelter close to the site, a concern raised by highways during the consultation period.

3 MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

In terms of movement within the site, the proposed site layout is fairly straight forward. A singular shared vehicle access/egress point to the carpark and service yard has been provided into the site off Bridge Road North. Parking spaces are provided immediately upon entering the site. Demarcation of the service yard area is apparent with an alternative surfacing material.

Generally parking is provided in a perpendicular formation with disabled parking bays located near to the main entrance of the unit. Extra parking is also provided within the service yard.

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4 CONCLUSION

- This Design and Access Statement has been prepared on behalf of Andrews Investment Limited, in support of a full planning application for a proposed new industrial warehouse unit (B1 and B2 or B8) comprising 3,368 m² warehouse with 780 m² of office facility (over three floors) with associated service yard and car parking.
- The key attributes of the location, with its close links with local employment and with links with the wider transport infrastructure allows
- The design and scale are in keeping with the context, whilst the material specification ensures reduced maintenance requirements.
- The scheme supports and is aligned to the Preferred strategy of the Local Development Plan which recognises the Wrexham Industrial Estate as Key Business Sector Area, and all relevant planning policy, which allows the scheme to constitute a true sustainable development.
- The Planning Policy Wales states that there is a presumption in favour of sustainable development; this is a sustainable employment development, on a sustainable employment site; there is no conflict with the development plan and therefore planning permission should be granted without delay.

In all these circumstances it is submitted that the proposal is entirely appropriate and acceptable and that planning permission should be granted.

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Project Architect

for and behalf C4 Consulting Limited

April 2018