



Client. F. Lloyd (Penley) Ltd.
Job No. 11097
Date. April 2014

Lloyds Warehousing

Design and Access Statement



CONTROL SHEET

The following table lists the current issue number of each section and appendix contained within this document. An update of this control sheet will be issued with any updated Document

Please ensure when referencing this document that you are using the most recent Issue in accordance with the table below.

Section No.	Issue No.	Date of Issue	Prepared By	Checked By	Amendments Since Last Issue
1.0	1.0	Apr 2014	CH	MG	
2.0	1.0	Apr 2014	CH	MG	
3.0	1.0	Apr 2014	CH	MG	
4.0	1.0	Apr 2014	CH	MG	
5.0	1.0	Apr 2014	CH	MG	
6.0	1.0	Apr 2014	CH	MG	
7.0	1.0	Apr 2014	CH	MG	
8.0	1.0	Apr 2014	CH	MG	
9.0	1.0	Apr 2014	CH	MG	
10.0	1.0	Apr 2014	CH	MG	
11.0	1.0	Apr 2014	CH	MG	

Contents

1.0	Context
2.0	Existing Usage
3.0	Design Principles
4.0	Accessibility - Vehicles and Pedestrians
5.0	Accessibility - Movements to, from and within the Warehouse Units
6.0	Proposed Character
7.0	Community Safety
8.0	Environmental Sustainability
9.0	Land Use
10.0	Noise Pollution
11.0	Air Quality

1.0 Context

1.1 Physical Context

- 1.1.1 F.Lloyd (Penley) Ltd. business site is situated at Bridge Road South of the Wrexham Industrial Estate.
- 1.1.2 The F. Lloyd site in its entirety is bounded by Bridge Road South to the North West, and the River Clywedog to the South.
- 1.1.3 The proposed site is situated to the east of the bounds of the existing buildings.
- 1.1.4 The surrounding areas are populated largely by units of similar scale and design to those existing and proposed on this site.
- 1.1.5 There is a collection of residential properties to the west of the site accessed from Bridge Road South and Bedwell Road.
- 1.1.6 Access to the proposed units will be via an existing site service road/yard.

1.2 Social Context

- 1.2.1 The proposed development will provide F.Lloyds (Penley) Ltd. with 167,900ft² additional space as an expansion of existing facilities. This will provide improved storage facilities for the delivery of products to local businesses.
- 1.2.2 The site lies within the settlement boundary of Wrexham Industrial Estate employment area.
- 1.2.3 Wrexham Industrial Estate is located 4km east of Wrexham town centre. The site on Bridge Road South is 4.6km/ 2.9miles from the Town Centre.
- 1.2.4 The site is located within an accessible location as identified in the 'Access' section of this Statement making the location appropriate for further development of the F.Lloyds Bridge road site.
- 1.2.5 The site benefits from recently upgraded road links to Wrexham Industrial Estate from the A483 to the North West and the A525 to the South.

1.3 Economic Context

- 1.3.1 This development will allow the expansion of a long established company and bring business into the area.
- 1.3.2 In the long term, the construction of these two new units will provide economic benefit to F. Lloyd (Penley) Ltd, and also to businesses for which they will store products.
- 1.3.3 Larger businesses; which provide more economic benefits, may use these facilities.
- 1.3.4 In the short term, the proposals will provide employment for those contracted to carry out the construction works.

1.4 Policy Context

1.4.1 Both the National Policies; set out in Planning Policy Wales, Edition 6, February 2014, and Local Planning Policy Guidance; set out in Wrexham Unitary Development Plan 1996- 2011; adopted in February 2005, have been taken into consideration in relation to the proposal.

The proposals fully consider the local guidance contained within;

- Policy PS2: The Broad Location of Development
Development must not detrimentally affect the countryside, landscape/ townscape character, open space, or the quality of the natural environment.
- Policy EC4: Hedgerows, Trees and Woodland
Development proposals should provide for the conservation and management of hedgerows, trees, orchards, woodland, wildlife, and other natural landscape.
- Policy EC13: Development and Flood Risk
The proposed development will not result in an adverse impact on the water environment due to additional surface run-off.
- Policy EC17: Land at Clywedog Road East
The land at Clywedog Road East which has been designated as a buffer zone, will not be impacted in the location of the proposal.
- Policy E4: Employment
Employment development on unannotated land within settlement limits will be permitted subject to Policy GDP1.
- GDP1: General Development Principles
These principles have been considered in the design of the proposal; with specific attention to the scale, design, landscape and character of the surrounding areas. The nature of the proposal maintains and mimics the form, colour and materiality of the units that already exist adjacent to the site.
- LPG note 7 'Landscape and Development'
Existing boundaries, the position of existing trees, and the location of other structures were considered in the design stage.
- LPG note 29 'Wrexham Industrial Estate Employment Development and Nature Conservation', Appendix 1: Wrexham Industrial Estate Ecological Survey 2008:
The proposed site sits within the UDP settlement limit.

2.0 Existing Usage

- 2.1 Lloyds Warehousing is one of Wrexham's largest warehousing and transport companies; established over 35 years ago.
- 2.2 The business provides high quality industrial warehousing, transport and logistic solutions for other businesses.
- 2.3 The proposed site is part of the now vacant brownfield site formerly occupied by Firestone.
- 2.4 Hard standings to the south of the site, on current Lloyds property, provide access to the land.
- 2.5 The Former Firestone Site is included as a development site in the Wrexham County Borough Council Unitary Development Plan but has also been identified as a site of significant ecological value. To assist with progressing the development of the site Wrexham County Borough Council commissioned TEP, The Environment Partnership, in July 2012, to assess and identify which areas were most appropriate for development and which were more suited to ecological mitigation. It was known at that time that F Lloyd (Penley) Ltd wished to extend their premises and the Assessment acknowledged this and incorporated advice regarding its most appropriate location. A copy of this Assessment is included as supporting information titled 'Baseline Ecological Assessment, TEP Report Ref: 3544.001 December 2012, Version 4'.

3.0 Design Principles

- 3.1 The principle of the unit design is to maintain the scale and size of footprint of existing warehouse units.
- 3.2 The required height for the units is determined by the height of 4 pallets stacked vertically with a 300mm roof clearance zone. Each pallet is 2850mm high giving an internal building height of 11700mm to structural frame haunch.
- 3.3 Unit 1 will be 83,496 ft² (7757 m²) and Unit 2 will be 83,464 ft² (7754 m²) in size.
- 3.4 The size of the vehicular openings will be 4500mm wide x 5200mm high, which is the minimum required by the client for the manoeuvring of HGV Vehicles.
- 3.5 Cut and fill/ terracing of land will be used to suit the topography of the site.
- 3.6 Unit service yards are intentionally placed on the west to enable site access from the existing goods yard as well as incorporating a maximum easement allowance of 15m for a gas pipeline which runs along the line of the existing site boundary.

4.0 Accessibility – Vehicles and Pedestrians

- 4.1 The proposed warehouse buildings provide much needed expansion to the long established business. The site is accessed off Bridge Road South which has recently benefited from major road improvements. The site has two primary access points, known as the north (top) access and south (lower) access each generally serve the northern and southern areas of the overall site. The northern and southern areas are linked by an internal private road which affords access for freight vehicles between the two primary access points. This proposal expands the warehouse facilities to the northern area of the site which, in the main, will use the northern access point of Bridge Road South.
- 4.2 Haulage vehicles design and capacities have developed significant in recent years; and Lloyds and their haulage partners have invested significantly in new haulage stock over the same period. It is important to note that the length/arrangement and overall capacity of individual lorries has increased enabling the number of vehicle movements to and from the site to reduce whilst transporting the same overall loads. Historically 12.2m long trailers have been used. Government policy enabled the trailers to increase by 10% to 44ft or 13.6m. The fleet serving Lloyds have gradually been changed to the new length over the past 15 years. Similarly the use of wagon and drag vehicles has had a similar effect with a 15% increase in capacity per vehicle compared to the 13.6m trailer. The government is currently trialling vehicles which are 15.6m long which will further increase the capacity and reduce the number of vehicles at the site. Lloyds currently have 2 such vehicles as part of the trial. These new longer semi trailers have the same carrying capacity as wagons and drags,
- 4.3 To demonstrate the vehicle movements it should be noted that in 2004 vehicle movements serving Lloyds were circa 240 movements per 24 hour period. Of these 240 some 175 were noted as using the north (top) access. The south (lower) access served approximately 65 movements per 24 hours.
Please note each in and out is counted as one movement.
- 4.4 Currently the maximum number of LGV's in 24 hours using the north access is 140 movements. The new development will increase the number of movements overall by 25 over a 24 hour period. These could all use the north access and remain within the historic level of 175. i.e. current usage 140 plus new usage 25 equates to 165 vehicle movements per 24 hour period.
- 4.5 Staff car parking provision for the existing facility equates to 1 space per 10,000 ft² (930 m²) of warehouse floor area which has proved sufficient to cover staffing levels now and historically. Staffing levels for the new warehousing are unlikely to be any different and, therefore, with a proposed warehousing floor area of 166,960 ft² (15,511 m²) an additional 17 car parking spaces are required. However, to account for shift change over and occasional extra staffing for peak periods 25 additional spaces have been provided.

5.0 Accessibility – Movements to, from and within the Proposed Warehouse Units

- 5.1 The approach to the new warehouse units will offer clear and flat access from the existing private service road leading to the site.
- 5.2 The buildings will be terraced to respond to the gradient of the land.
- 5.3 Sufficient clear widths will be provided to door openings to meet current Building Regulations and for the nature of the F.Lloyds use of HGVs.
- 5.4 Each warehouse unit will have a level external perimeter facilitate maintenance access and emergency escape.
- 5.5 Level door thresholds will be incorporated throughout.
- 5.6 Existing welfare facilities will be used by staff and drivers.

6.0 Proposed Character

- 6.1 The design process included an analysis of the context of the application site. This analysis informed the design process, and as such it is considered that the proposal offers a warehouse unit that is in keeping with the existing units, and complements the character of the surrounding area.
- 6.2 The building will be largely naturally lit from the roof lights placed at regular intervals along the length of the building. Only a few artificial lights are required for emergency illumination.
- 6.3 The materiality of the units will match those of surrounding units. Composite sandwich panels will be used for the wall cladding and roofing panels.
- 6.4 The proposal, therefore, is considered appropriate for the area and in character with the adjacent warehouse units on the Bridge Road South site.

7.0 Community Safety

- 7.1 During the design process design measures such as layout, appearance and landscaping have been carefully assessed to help to prevent crime.
The following safety measures have been considered;
 - Security through natural surveillance
 - Sense of ownership through clearly defined boundaries.
 - External environment designed to avoid the inadvertent creation of opportunities for crime.

8.0 Environmental Sustainability

- 8.1 Under current legislation this proposal is required to achieve a BREEAM Rating of 'Very Good'. However, these are unheated and unserviced buildings, except for lighting and security, and the BRE have advised that such buildings cannot be assessed under their assessment system and would, by default, attract an unclassified rating. Even though certification cannot be achieved the spirit of the BREEAM intention will be incorporated into Lloyds sustainability policies and procedures and consideration will be given to sourcing materials locally and responsibly and ensuring that site activities are monitored in terms of minimising waste, energy usage, etc.
- 8.2 The development will be constructed to fulfil current Building Regulations standards where applicable.
- 8.3 It has been established via the Environment Agency Flood Risk Assessment Service that the site does not lie in a flood zone. (See Figure 1 below)
- 8.4 Surface water will be disposed of via a new soakaway system.
- 8.5 Paragraph 2.5 above outlines the ecological status of the site as detailed in the supporting document 'Baseline Ecology Assessment'. In addition further detailed reports on ecological mitigation have been commissioned by Wrexham County Borough Council and are attached as follows;
- Firestone Site – Ecological Method Statement and Management Plan, TEP Report Ref: 3544.006, December 2012, Version 3.
 - Firestone Site - Ecological Mitigation and Habitat Restoration and Enhancement Costs, TEP Report Ref: 3544.009, January 2013, Version 3.
 - Firestone GCN Modelling : Comparative impact modelling to inform planning – two development scenario, January 2014.
- 8.6 A Site Investigation was commissioned by Wrexham County Borough Council in October 2012. The Report advises that the observations and data acquired during the investigation are consistent with the scope of the remediation that was reportedly undertaken in the early 1990's. The Report goes on to state that the human health risk assessment showed that the maximum concentrations of all measured contaminants were significantly below screening values deemed to be protective of the current and potential future site users. Furthermore, it was concluded that no human health risks are likely to be posed by the observed soil or groundwater quality either if the site use is maintained as existing or was developed for a commercial / industrial land use.
- The Site Investigation and Risk Assessments confirmed that there is a general absence of any significant constraints associated with the current land quality on the future development of the site for a commercial / industrial use. The Site Investigation Reports are attached as follows:

- Preliminary Risk Assessment : Former Firestone Site, ESI Report Ref: 60895R1, December 2012, Final.
- Phase 2 Contaminated Land Investigation : Former Firestone Site, ESI Report Ref: 60895R2, December 2012, Final.

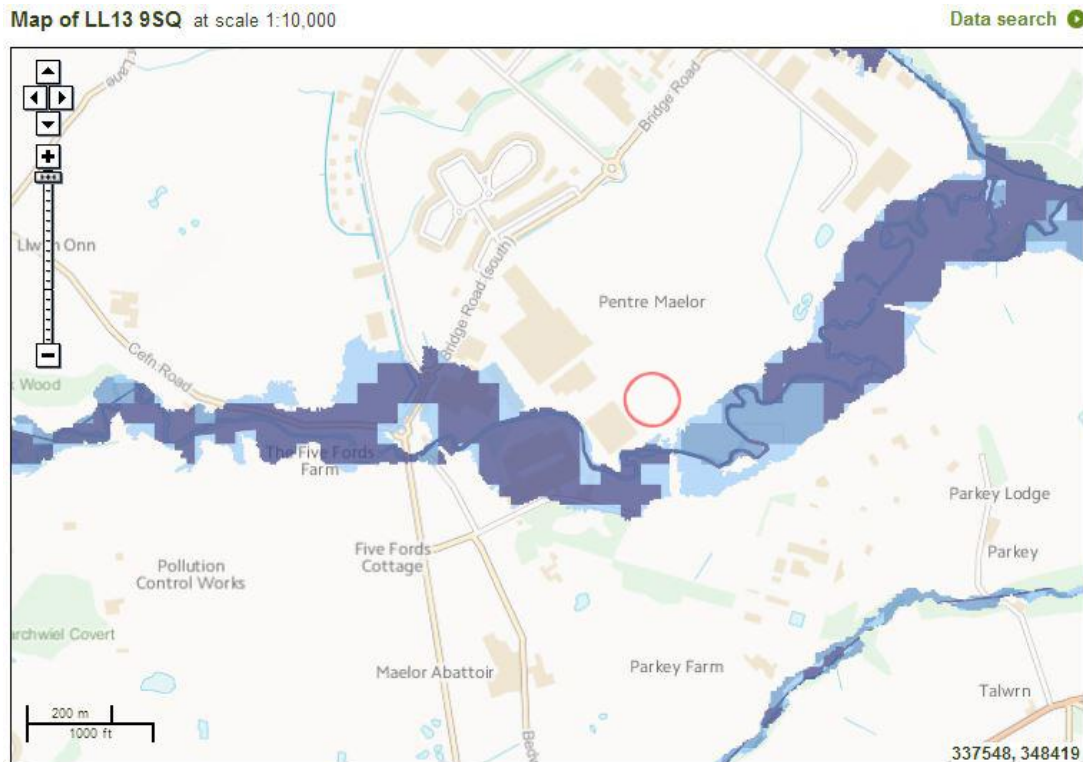


Figure 1: Environmental Agency Flood Risk Assessment for LL13 9SQ, 2014

9.0 Land Use

- 9.1 The proposal is for the construction of two warehouse units on land adjacent to the F.Lloyds (Penley) Ltd. Site at Bridge St. South, which it is considered, will not impact upon existing amenities or surroundings.

10.0 Noise Pollution

- 10.1 Some noise may be generated during construction works but once complete it is anticipated that the proposed development will not create any greater noise levels than the existing.

11.0 Air Quality

- 11.1 There may be a limited amount of dust resulting from the construction works.