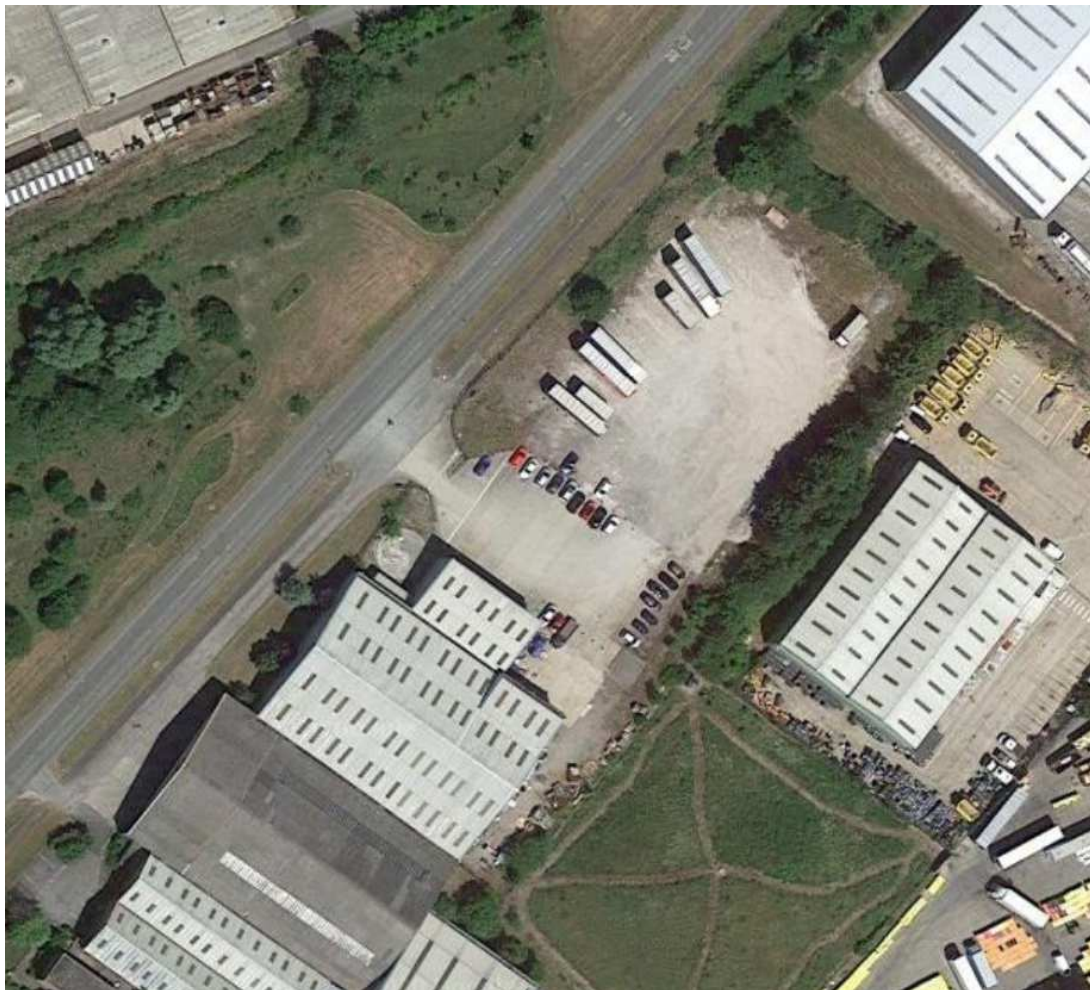


DESIGN, ACCESS & PLANNING STATEMENT

AUGUST 2020

(Full Application)

For 2 new Industrial Units (B1c/B2/B8) on Land adjacent to Unit 6, Pacific Park, Bridge Road, Wrexham Industrial Estate, Wrexham, LL13 9PN



FOR
BY

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1 | Introduction

This Planning, Design & Access Statement has been prepared by 'Pace Architecture Ltd' on behalf of the Applicant in support of a Full Planning Application for 2 new industrial units on land adjacent to Unit 6, Pacific Park.

1.1 | Site Location

The site is on land adjacent/north of Unit 6, Pacific Park, Bridge Road, Wrexham Industrial Estate, Wrexham, LL13 9PN. (see Fig.1 below).

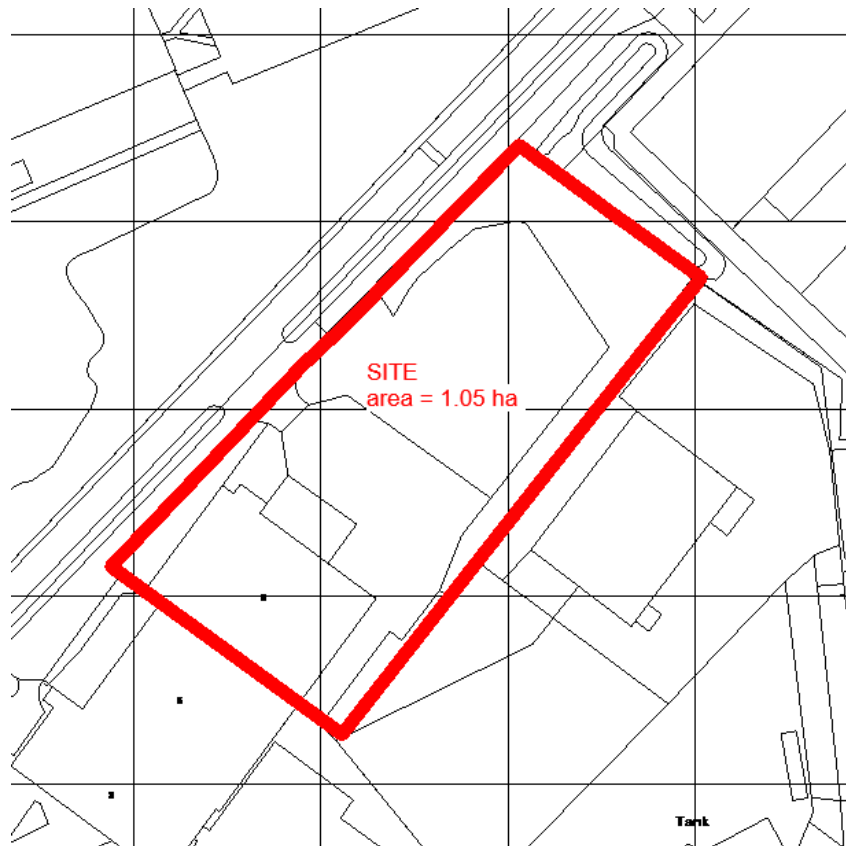


Fig.1 – Site Location Plan – excerpt from drawing 1157.P.001 - showing application area and area of applicant ownership

1.2 | Current Land Use

The site is bound an area of commercial / light industrial units and bound to the west by Bridge Road North, south west by Unimag with mature trees forming the boundary to the north and east of the site with commercial.

The site has been cleared and benefits from a compressed hardcore standing with access currently shared with Unit 6. As shown in 'Fig 2 & 3' below, there are several articulated vehicle trailers and Portacabins stored on the land, which the Applicant has permitted temporarily on a casual basis.



Fig.2 – Site Aerial View - showing current site use.



Fig.3 – Site View - showing current site use – viewed from Unimaq parking area

Historical mapping suggests that the site was undeveloped agricultural land until the 1950's when the land was redeveloped as part of a wider industrial park. Circa 1961 the site had a series of railway lines bisecting the central and eastern areas. By the 1970's the railway lines were no longer present, and the land was left vacant. Circa 1989 the land was cleared and a pond appears to be present in the south-west of the site. Circa 2003 the pond was no longer present.

A review of the plans and desk study provided by the EHO appear to show that the subject site was in the wider area of works associated with ROF Wrexham, but no historical buildings have been identified on the subject site which may be associated with the manufacture of explosives. However, the railway associated with ROF Wrexham is present on-site. Various works within the wider area are noted on historical plans which are likely to have been associated with ROF Wrexham.

2 | Planning History

The land to the north of Unit 6 has not been the subject of any planning applications, however Unit 6 benefits from recent approval ref: ISYP/2020/0134 'Over-clad the existing building, new offices created internally, external windows and entrance'. Approval date: 23.03.2020.

Whilst this application does not directly affect this approval, we seek to integrate it with the current vision, hence it is included within the application area.

3 | The Proposals

The currently adopted Development Policies are contained within 'Wrexham Unitary Development Plan 1996 -2011'. The emerging document is the 'Wrexham Development Plan 2013-2028'. Unless otherwise stated referenced policies will be from the former.

For this section, the referenced policies are:

- Policy GDP1
- Policy EC15
- Policy E4

The site is within the Wrexham Industrial Estate and whilst not specifically listed within the Policy E1 Employment Allocated sites, acknowledgement as a smaller site benefitting the economic growth and stability of the region. Emerging Policies SP2,9,10 & EM1, give support to development within the Wrexham Industrial Estate, particularly for 'B' Class developments.

The proposed units include storage & warehousing use classes, Section 7.6 of the supporting notes recognise their growth & enterprise importance, as does Emerging Policy EM1.

3.1 | Site Assessments & Reports

The following reports have been completed and submitted separately in support of this application.

REPORT	AUTHOR	REPORT REFERENCE
Ecology	Tyler Grange	13257_R01
Arboriculture Assessment	Tyler Grange	13257_P01 – Tree Constraints plan 13257_R02_ AIA 13257_TAA01_JJ
FRA, SUDS, DRAINAGE	Muir Associates (UK) Ltd	20-1046-01-203
Landscape Design Proposals	Chris Burnett Associates	PP.20.01
Transport Statement	Amni Transport	142-20-01
Geo-Environmental Site Assessment	E3P	14-255-R1-1

Table 1 – Consultant Reports and Desings

3.2 | Areas

This application comprises of 2 industrial units for Use Classes B1/B1c/B2/B8. The approximate areas are outlined below in 'Table 2'.

SITE AREA <i>0.66 Acres / 1.05 Ha</i>	Unit 1	Unit 2
GIA	1,203m ²	1,203m ²
B1	56m ²	51m ²
B1c/B2/B8	1,147m ²	1,120m ²

Table 2 – Proposed Areas

3.3 | Site Layout & Design

The proposed units efficiently occupy the site with access via a new shared entrance with ample turning facilities for articulated delivery vehicles. The existing access/turning/parking for Unit 6 is retained with previously approved details incorporated into the vision for this site.

For further details on Access, Transport, Parking, cycle provisions etc please refer to accompanying report by 'Amni Transport'.

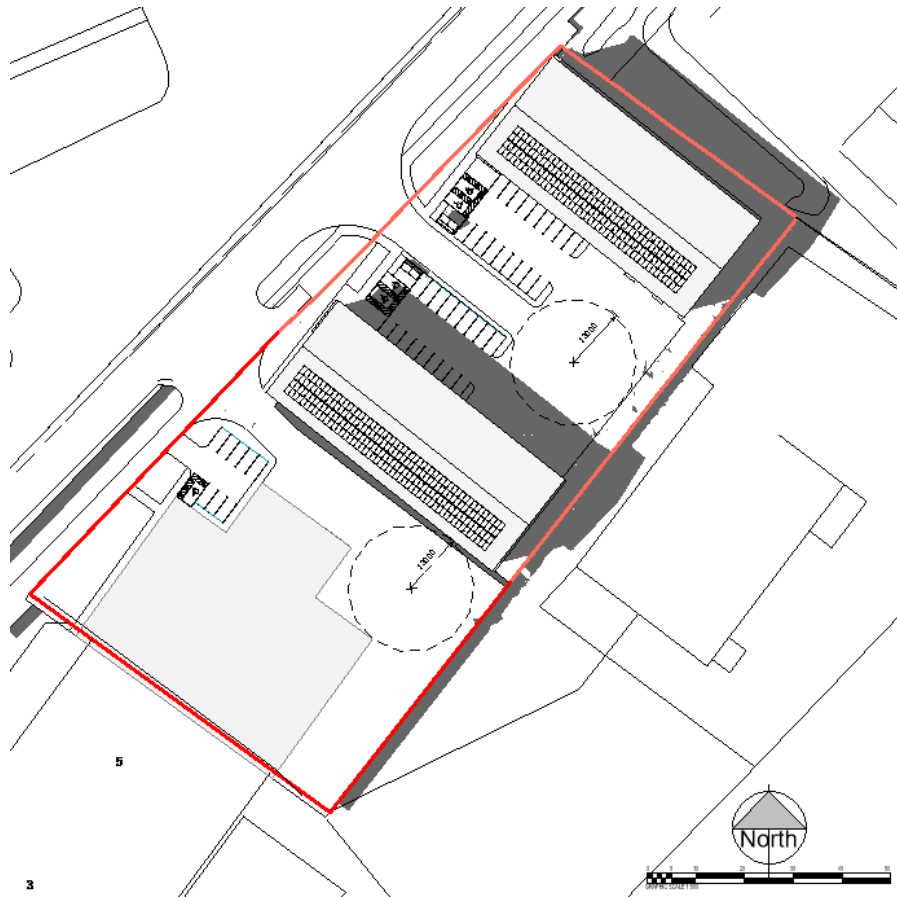


Fig 4 – Excerpt from drawing 1157.P.003 – Proposed Block Plan

3.4 | Parking Provision

Local Authority Requirements

The parking allocation, layout, cycle parking provision etc for each unit has been designed in accordance with the 'Local Planning Guidance Note No. 16' ('Table 3' below) in addition to Local Policies:

- Transport Statement by Amni Transport
- Policy PS8:
- Policies T8 , T9, T10
- Policy GDP1
- Policy GDP2
- Emerging Policy SP12 – Transport & Accessibility

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m ² gross floor space	1 cycle space per 300m ² gross floor space
B2 General Industry	1 car space per 50m ² gross floor space	1 cycle space per 500m ² gross floor space
B8 Storage and Distribution	1 car space per 100m ² gross floor space	1 cycle space per 1000m ² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

Table 3 – Excerpt from 'Local Planning Guidance Note No. 16).

3.5 | Building Heights & Massing

The proposed ridge heights are approximately 11.1m with eaves at +9.5m. The adjacent buildings are of similar height or taller. (please refer to Figs. 5,6 & 7).

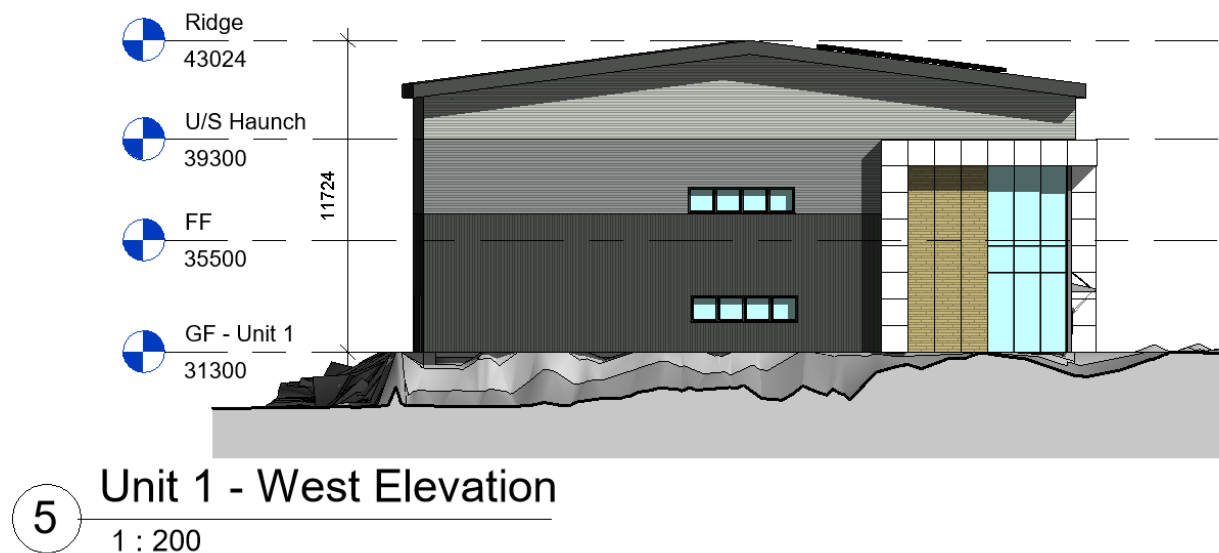


Fig 5 – Proposed West Elevation – excerpt from drawing '1157.P.005' – 'Proposed plan & Elevations'



Fig 6 – Proposed West Elevation – excerpt from drawing '1157.P.006' – 'Proposed plan & Elevations'



Fig 7 – Existing Unimaq building on Unit 6 – viewed from Bridge Rd North



Fig 8 – Existing adjacent units to the north of Unit 6 – viewed from Bridge Road North

3.6 | Building Appearance

A mix of composite and built up cladding systems have been applied to offer a practical yet appealing outward appearance to the proposed units. Proposed materials are highlighted in *Table 4* below.

BUILDING ELEMENT	MATERIAL/S
Walls	- Horizontally laid micro-rib composite wall panels (RAL 7016 Anthracite) - Horizontally laid trapezoidal profile built-up wall panels (RAL 180 40 05 Merlin Grey) - Vertically laid trapezoidal profile built-up wall cladding (RAL 7038 Goosewing Grey) - Vertically laid trapezoidal profile built-up wall cladding (RAL 7016 Anthracite) - Profile metal roof (RAL 7038 Goosewing Grey) - approx.10% rooflights & photo-voltaic arrays. - Feature cladding panels & white cladding canopy to entrance
Roof	Profile metal roof at 5 deg pitch with approximately 10% coverage by proprietary roof-lights (RAL 180 40 05 Merlin Grey)
Glazing	PPC aluminium curtain walling / windows (RAL 7016 Anthracite)
Doors	PPC coated sectional loading door (RAL 7016 Anthracite)
Loading Bay	PPC steel fire exit doors & frame (colour to match surrounding cladding)
Personnel Fire Doors Entrance Doors	PPC aluminium glazed entrance door (RAL 7016 Anthracite)
Eaves fascia, soffits, gutters & rainwater downpipes	(RAL 180 40 05 Merlin Grey)

Table 4 – Proposed external materials

3.7 | Arboriculture, Ecology & Landscaping

Please refer to the following documents:

- Ecology - Tyler Grange (13257 _R01)
- Arboriculture Assessment - Tyler Grange (13257_P01 – Tree Constraints plan / 13257_R02_AIA / 13257_TAA01_JJ)
- Landscape Design Proposals - Chris Burnett Associates (PP.20.01)
- ‘Local Planning Guidance Note No. 32 – Biodiversity & Development’
- ‘Local Planning Guidance Note No. 17 – Trees & Development’
- Policy EC4, EC6
- See also emerging ‘Policy SP15: Natural Environment’, ‘Policy NE1 - Nature Conservation’ & ‘Policy NE3 – Trees & Hedgerows’

3.71 | Arboriculture

Following thorough assessment and on-site inspections, the proposed unit footprints, road access and hard-standings were placed appropriately about the emerging tree constraints plan. Where tree removal has been necessary mitigation planting is now proposed.

The general strategy is to embellish, protect and enhance the G3 group along the south east boundary with additional planting along the Bridge Road North frontage.

3.72 | Ecology

Ecology site investigations have not revealed any species of significance but have noted the proposals could remove potential habitat, hence simple mitigation recommendations have been made.

3.73 | Landscaping

Landscape Architect proposals have considered both Arboriculture & Ecology reports and designed the scheme to mitigate loss of trees/hedges whilst enhancing long term habitat generation.

4 | Highways & Transport

Please refer to the following documents:

- Transport Statement - Amni Transport (142-20-01)
- ‘Local Planning Guidance Note No. 15 – ‘Cycling’
- ‘Local Planning Guidance Note No. 6 – ‘Access to and use of buildings’
- ‘Local Planning Guidance Note No. 16 – ‘Parking Standards’
- Emerging Policy ‘T1: Managing Transport Impacts’ & ‘Policy T2: Active Travel’

The submitted Transport Statement finds there will be negligible impact on the existing highway network. Proposed car, cycle, PTW & delivery vehicle provisions achieve Local Authority standards. Also proposed are 2 electric vehicle charging bays.

This is considered a sustainable location and is well served by public transport, cycling and walking routes.

5 | FRA, SUDS & Drainage

Please refer to the following documents:

- FRA, Drainage Concept & SUDS - Muir Associates (UK) Ltd - (20-1046-01-203)
- SAB Guidance Notes
- Policy EC13
- Schedule 3 of the Flood and Water Management Act (FWMA) 2010

5.1 | Flood Risk

The Site is not within a flood risk zone. See Fig. 9 below.

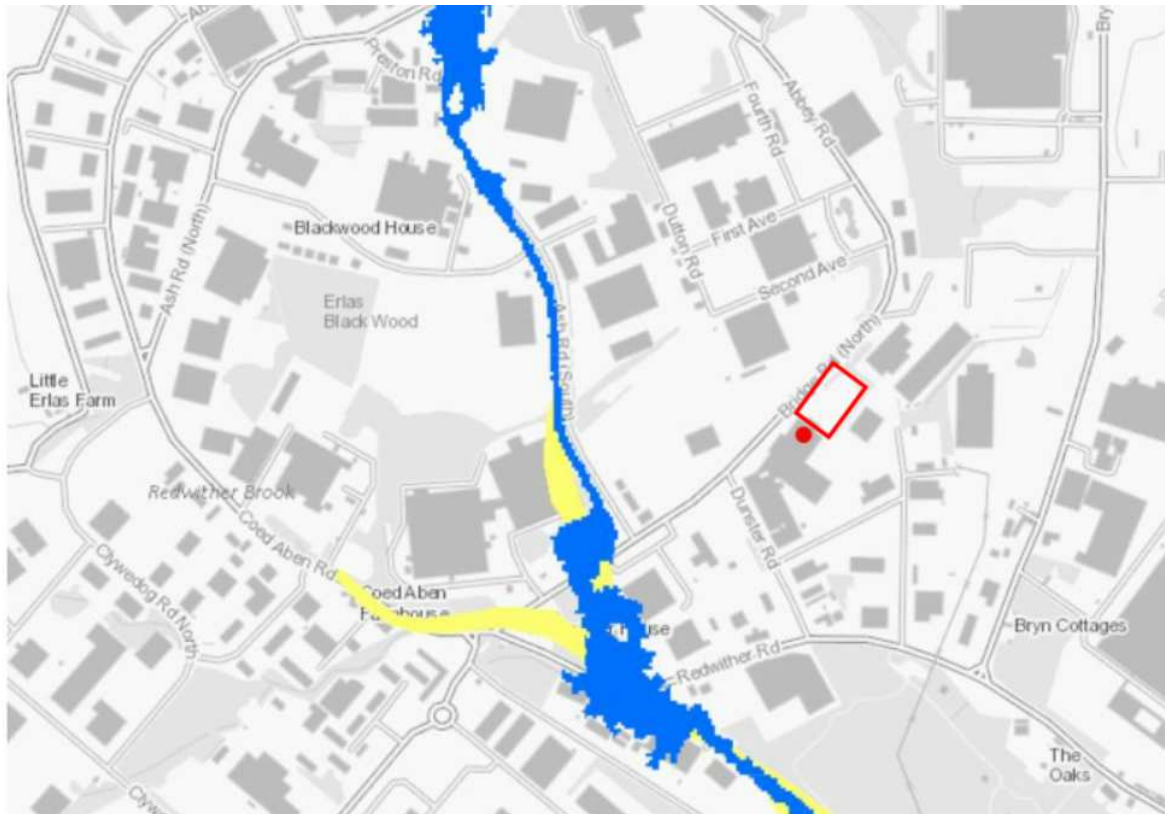


Fig 9 – Screenshot of Flood Risk Map data

5.2 | Foul Water Treatment

Fig. 10 below demonstrates the site is not within practicable distance from mains connection. Unit 6 is currently serviced by a package treatment plant (Permit Number : EPR.MP3320/GG) and it is anticipated the proposed units will also engage such technologies.



Fig 10 – Screenshot of Utility Mapping Connections

5.3 | Surface Water Run-Off

In line with 'Schedule 3' of the 'Flood and Water Management Act (FWMA) 2010', Local Policy & SAB (Sustainable Drainage Approving Body) surface water will be managed (where viable) on site with several measures including:

- SUDs planters at the base of rainwater outlets
- Surface water drainage chambers at base of foundations
- Shallow car park swales to collect run-off
- Cellular storage for attenuation
- Porous hard surfacing

6 | Contamination

Please refer to the following documents:

- Geo-Environmental Site Assessment - E3P (14-255-R1-1)
- 'Local Planning Guidance Note No. 23 – Development of Sites with Land Contamination'

The Phase 1 study by E3P states the site has been raised and levelled on made ground, therefore included recommendations for further Phase 2 investigation prior to any construction works taking place.

7 | Energy Efficiency

- Emerging Policies 'SP19 – Climate Change' & 'RE2 – Renewable Energy'

In acknowledgement of the need to adopt low-carbon reducing strategies, the Applicant is keen to provide the following:

- solar roof panels
- Electric vehicle charging bays
- Encourage cycling to work with secure cycle shelters
- Preference towards locally sourced materials and labour
- Preference towards low embodied CO2 materials

8 | Conclusion

The current proposals are for 'B' Use Classes within the Wrexham Industrial Estate, which are supported by adopted and emerging local policies.

The units are designed to accord with adjacent buildings and represent an enhancement over current site use and integrate well with the planning approvals for Unit 6 (Unimaq) building.

Ecology & Arboriculture assessment have been undertaken to protect existing flora and fauna, furthermore Landscape proposals seek to enhance biodiversity.

The Transport Statement demonstrates accordance with guidance notes, adopted and emerging local policies. Renewable energy is proposed in the form of roof solar panels, along with electric vehicle charging bays.

On balance, we consider these proposals benefit the local community and improve the site appearance.

We hereby submit this Full Planning Application for your deliberation, please do contact me if we can help assist.

Kind Regards



Neil Campbell RIBA

FOR AND ON BEHALF OF PACE Architecture Ltd

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REFERENCES

In addition to those referenced above, the following documents have been referenced in the development of this statement and scheme design:

- Design and access statements; How to write, read and use them, The Commission for Architecture and the Built Environment (CABE), 2006
- The Principles of Inclusive Design, CABE, 2006
- Local Transport Note 2/08, Cycle Infrastructure Design, Department for Transport (DfT), 2008
- Approved Document M of the Building Regulations, Access to and Use of Buildings, 2013
- BS9999: 2008 Fire Safety Code of Practice for the Design Management and Use of Buildings
- BS8300: 2009 and A1: 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice.