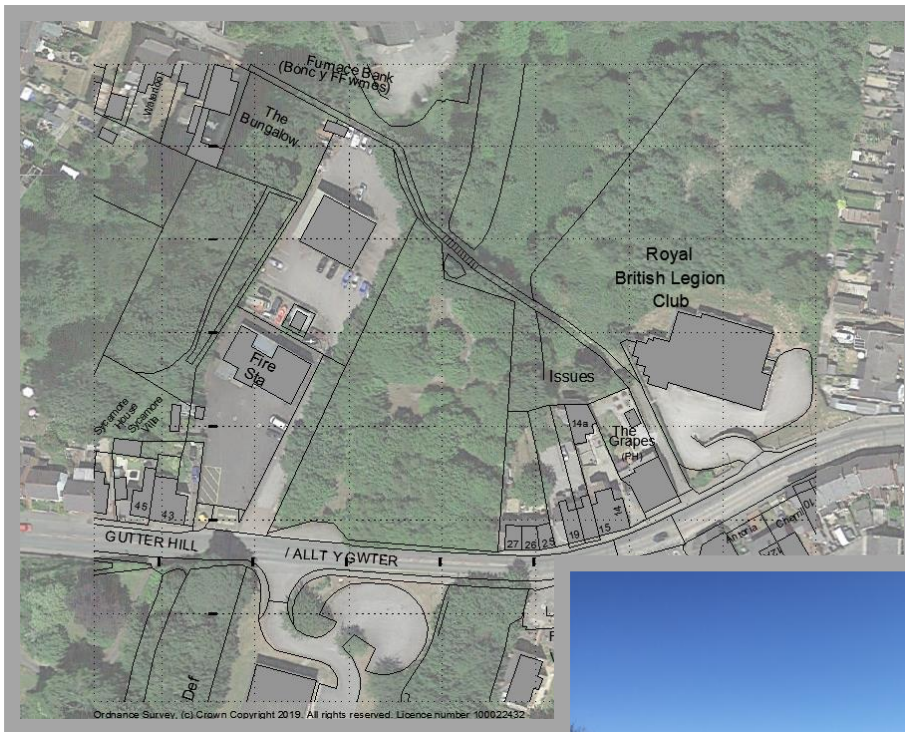


DESIGN & ACCESS STATEMENT

Proposed Commercial/Industrial Development for B1 & B8 Use, Land at Gutter Hill, Rhosllanerchrugog



July 2020 Rev C

Design and Planning Associates Ltd
Salop House
13 Salop Road
Oswestry
Shropshire
SY11 2NR

Tel: 01691 659595



Introduction

This Design & Access statement is developed in line with the CABE publication Design & Access Statements, how to write, read and use them, based on the principles of inclusive design.

We are instructed by JC Dyke/Kef Properties to prepare a Design and Access Statement to support the planning application for the proposed commercial/industrial development with associated external works. A pre-app was submitted to Wrexham County Borough 3rd April 2019 and a response was received 29th April 2019, ref: ENQ/2019/0094, and a copy of the response is appended to this submission.

The pre-app response noted that

...the site is located within a settlement limit as defined by the Wrexham Unitary Development Plan. In accordance with policies PS1, PS2, PS3, PS4 and E4, the development of this land would be acceptable in principle subject to compliance with the council's general development principles (GDP1) and other site-specific policies.

.....The site is previously developed land with what appears to be a well-established access. I do not consider any element of the proposal would result in significant levels of traffic generation that could not be handled by an improved access layout. The site is not located within a defined flood zone where there is considered to be a risk from flooding.....

The pre-app response confirmed that the following survey/reports would be required as part of a planning application:

- Ecology appraisal
- Noise assessment

Planning applications were submitted, ref P/2019/0597 for the Western Boundary and P/2019/0597 for the Eastern Boundary.

Although attempts were made to address the concerns raised by the LPA during the course of the applications the Western Boundary application was refused based on the following reasons:

- 1. The proposed development would result in harm to Great Crested Newts, which are a primary feature of the Johnstown Newt Site Special Area of Conservation. No evidence has been submitted with the application to demonstrate that this harm can be prevented or mitigated against and the proposal would conflict with UDP Policies GDP1, EC6 and the provisions set out in TAN 5.*
- 2. The site cannot comfortably accommodate the development proposed which includes provision of the necessary space required for turning and manoeuvring of delivery vehicles into, within and out of the site. The proposal represents overdevelopment of the site and on this basis, it has not been demonstrated that a safe and convenient vehicular access is achievable, resulting in harm to highway safety. The proposal conflicts with UDP Policies GDP1 (a) and (d) as well as the provisions set out in LPG16.*

Although attempts were made to address the concerns raised by the LPA during the course of the applications the Eastern Boundary application was refused based on the following reasons:

- 1. The proposed development would result in harm to Great Crested Newts, which are a primary feature of the Johnstown Newt Site Special Area of Conservation. No evidence has been submitted with the application to demonstrate that this harm can be prevented or mitigated against and the proposal would conflict with UDP Policies GDP1, EC6 and the provisions set out in TAN 5.*

2. *The site cannot comfortably accommodate the development proposed which includes provision of the necessary space required for turning and manoeuvring of delivery vehicles into, within and out of the site. The proposal represents overdevelopment of the site and on this basis, it has not been demonstrated that a safe and convenient vehicular access is achievable, resulting in harm to highway safety. The proposal conflicts with UDP Policies GDP1 (a) and (d) as well as the provisions set out in LPG16.*
3. *Insufficient information has been submitted with the application to demonstrate that the land within the application site can accommodate the development without resulting in instability to the development itself, to its occupants or to the local environment. The proposal would be contrary to paragraphs 6.9.25 and 6.9.26 of Planning Policy Wales.*
4. *The proposal would result in overbearing impacts sufficient to result in harm to existing levels of residential amenities of neighbouring properties to the east. In the absence of any information submitted to demonstrate that the harm identified can be mitigated or overcome, the proposal is contrary to UDP Policy GDP1.*

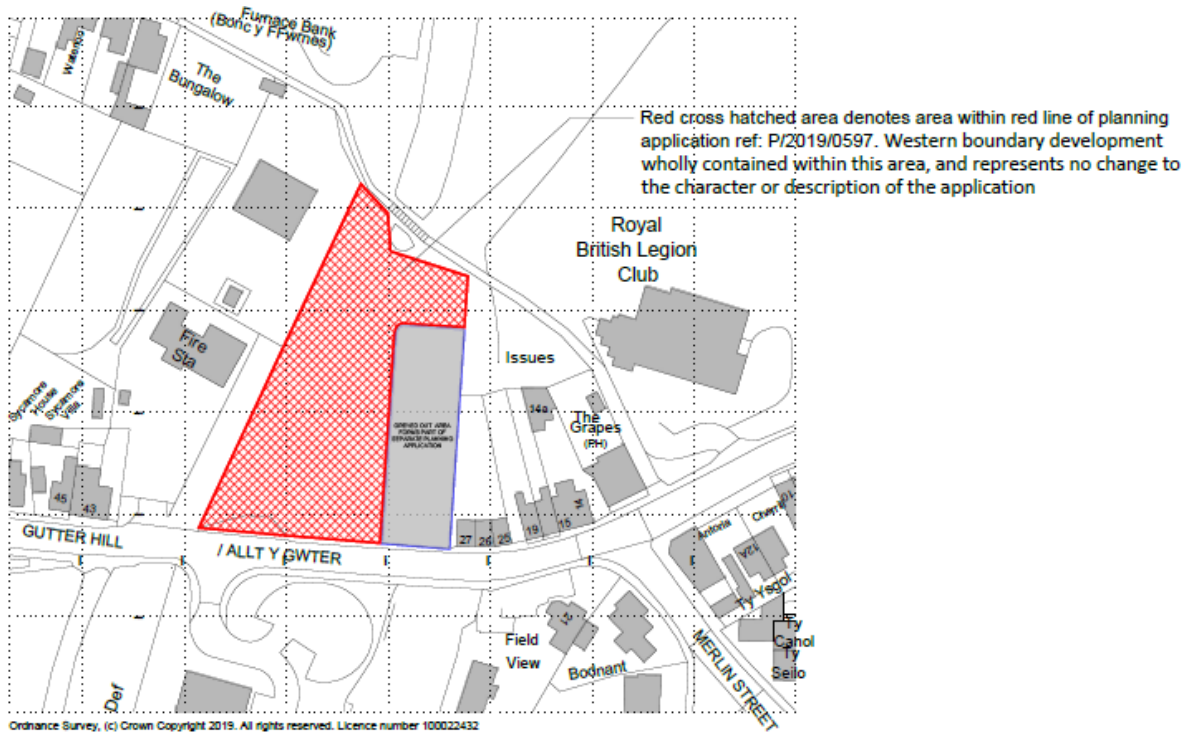
Site Location – Description & History

The site is situated approximately four miles south of Wrexham Town Centre fronting onto Gutter Hill / B5426 which is accessed off the main B5097. OS grid reference SJ29874638. A mixture of commercial and residential properties surrounds the site which was once a builder's yard but has been vacant for many years. A public footpath outside the northern site boundary, and will not be affected by the development. The site is within WCBC Unitary Development Plan 4 inset map 6 and with the settlement limit of Rhosllanerchrugog.

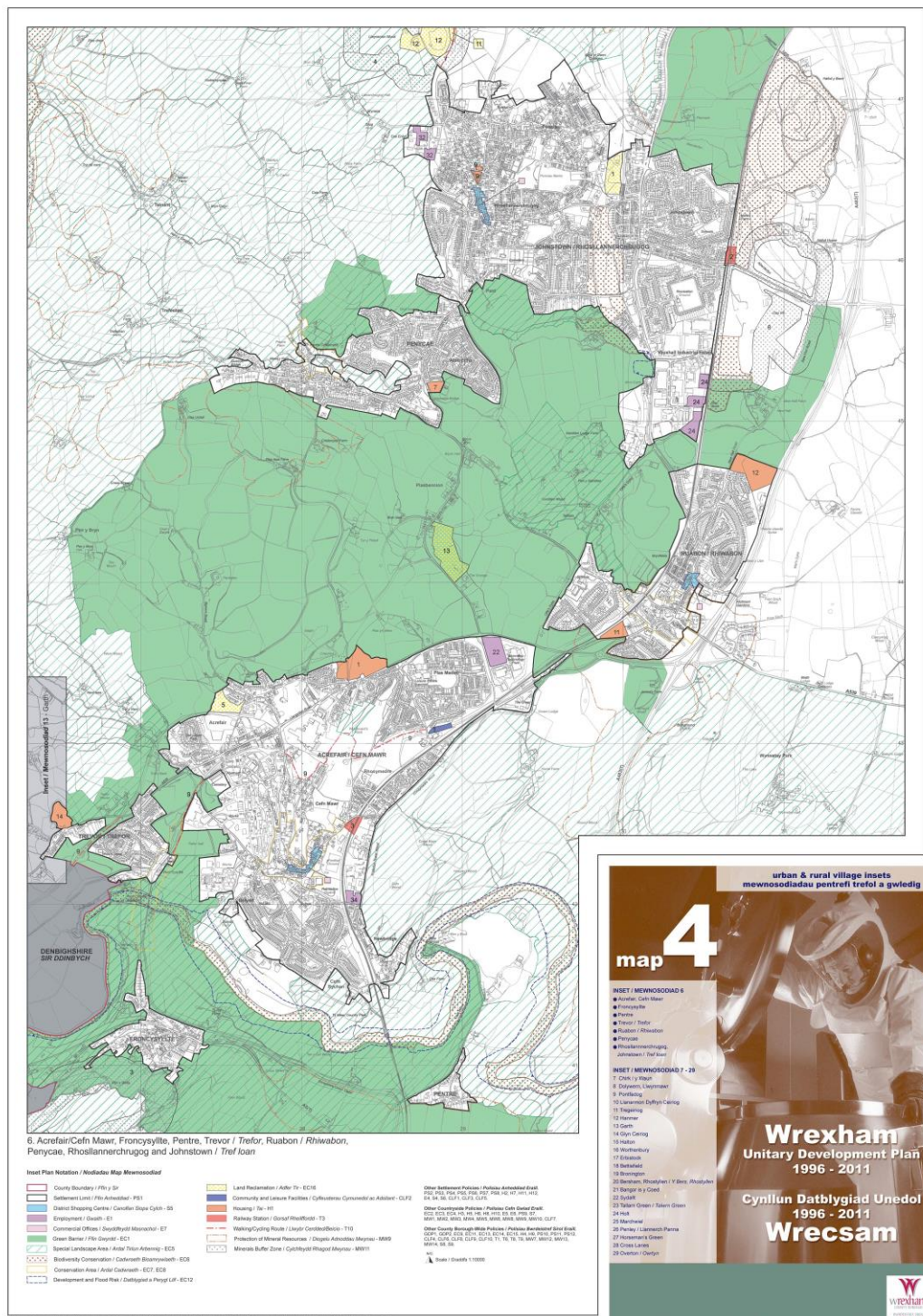
In response to the western boundary planning application ref: P/2019/0597 being refused the application is resubmitted as this element of the proposals has not changed. It has been considered that this application can be re-submitted without a fee as the application is the first revision of an application for development of the same character or description on the same site by the same applicant and is within 12 months of the date the application was refused.

With regards to the eastern boundary a new application will be submitted detailing the GCN mitigation and improvements to the grassland.

The noise report has been amended and submitted with the current western boundary application



Location plan – not to scale

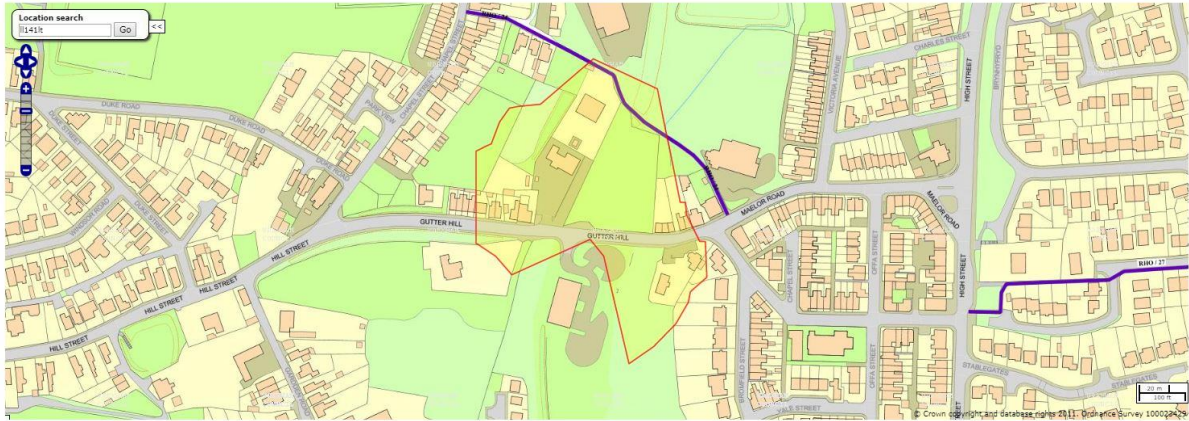


Wrexham County Borough Council Unitary Development Plan Map 4 Inset 6 – Not to scale

Public Rights of Way Definitive Map

Key: — Byway open to all traffic, — Bridleways, — Footpaths. For further information please call Pride in your Streets 01978 298989.

! If the map is blank - please click [here](#) to reload the page.



Wrexham County Borough Council Public Rights of Way Map

Proposals

The proposals involve the development of the site to provide new starter units. The building will be developed along with a new access road and car parking.

Character / Appearance / Amount

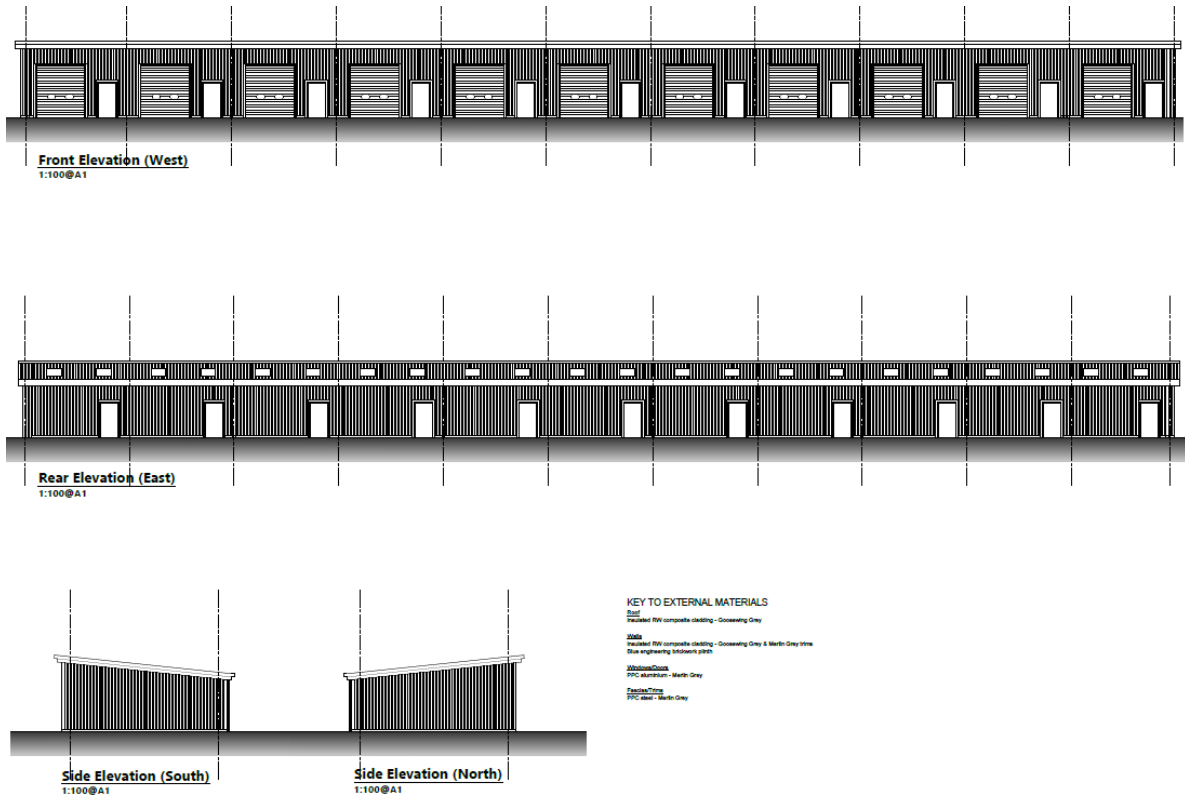
The proposed development is located within mixture of commercial and residential properties which surround the site which has a variety of building styles, scale and design. The proposed building will be of modern design incorporating environmentally sustainable/recycled materials wherever possible. The proposed building will be constrained by its physical boundaries on site.



Block Plan – not to scale

The proposed building designs respects the height, scale, form and massing of the other commercial and residential properties in the vicinity. The proposed building design, although traditionally industrial, it will incorporate insulated metal cladding, which is aimed to provide and achieve a modern looking building which will be in keeping with its immediate surroundings and will not have a detrimental impact on the neighbourhood.

The site is level and is approached via new access/egress points into the site.



ELEVATIONS AS PROPOSED WESTERN TERRACE

The character of the estate will not be harmed, but to the contrary will improve and enhance and provide a positive contribution to its overall appearance. The structural landscaping that acts as visual buffers and adds visual interest and natural habitat will not be affected by the proposals.

Response to Reasons for Refusal of Application P/2019/0597

1. *The proposed development would result in harm to Great Crested Newts, which are a primary feature of the Johnstown Newt Site Special Area of Conservation. No evidence has been submitted with the application to demonstrate that this harm can be prevented or mitigated against and the proposal would conflict with UDP Policies GDP1, EC6 and the provisions set out in TAN 5.*

Please see submitted DPA drawing 19047 P-05 D Ecology Mitigation to allow the western boundary development to be supported as per correspondence as part of previous planning application P/2019/0597 with Emma Broad and Matthew Ellis, see copies of their e-mails below.

It is considered that the ecological issues were successfully resolved as part of planning application P/2019/0597 and should not have been a reason for refusal.

Gareth Edwards

From: Emma Broad <Emma.Broad@wrexham.gov.uk>
Sent: 15 November 2019 08:20
To: Gareth Edwards; Ellis, Matthew
Cc: Philip Forster; Ben Jones; Amy Lawrence; Zoe Edwards
Subject: RE: Land At Gutter Hill Rhos, Wrexham, LL14 1LT - Ecology

Follow Up Flag: Follow up
Due By: 18 November 2019 16:00
Flag Status: Completed

Thank for copying me in on this.

Whilst I agree with Matthew, that some development on the western side of the plot might be acceptable, the entire plot is identified in a document (SPG35) approved by WCBC Executive board as unsuitable for development due to being a 'key ecological corridor' for protection and enhancement to secure long-term protection and connectivity for Johnstown Newt Site SAC. The 6 units on the Eastern side of the road need to be removed from the development proposal, and the whole mitigation area passed over to an organisation with nature/newt conservation as its primary focus. Without these significant improvements it is not compliant with the key ecological corridors map shown in appendix 2 of SPG 35.

Regards
Emma

Gareth Edwards

From: Ellis, Matthew <Matthew.Ellis@cyfoethnaturiolcymru.gov.uk>
Sent: 11 November 2019 09:18
To: Gareth Edwards
Cc: Philip.Forster@wrexham.gov.uk; Ben Jones; Amy Lawrence; Zoe Edwards; Emma.Broad@wrexham.gov.uk
Subject: RE: Land At Gutter Hill Rhos, Wrexham, LL14 1LT - Ecology

Follow Up Flag: Follow up
Due By: 11 November 2019 16:00
Flag Status: Completed

Hi Gareth

Thank you very much for your email dated 23 October and 8 November 2019. I apologise for any delay in replying to you/

Without prejudice, it is my view that a development based construction of units on the western side of plot is likely to be acceptable.

As a guiding principle, we require like for like in terms of area. This is particularly relevant in this case owing to the proximity of Johnstown Newt Sites Special Area of Conservation

Consequently, do you have area figures of your currently proposed scheme?

We welcome the proposed construction of the new water body.

We are unclear in terms of what is proposed on the south eastern component part of your scheme.

What are your current proposals in respect of the tenure of the ecology area?

We trust the above will be of assistance to you

Yours sincerely

Matt
Matt

Matt Ellis
Uwch Ymgynghorydd Rhywogaethau / Senior Species Advisor

Cyfoeth Naturiol Cymru/Natural Resources Wales
Ffordd Caer/Chester Road
Bwcle/Buckley
Sir Y Flint/Flintshire
CH7 3AJ

2. *The site cannot comfortably accommodate the development proposed which includes provision of the necessary space required for turning and manoeuvring of delivery vehicles into, within and out of the site. The proposal represents overdevelopment of the site and on this basis, it has not been demonstrated that a safe and convenient vehicular access is achievable, resulting in harm to highway safety. The proposal conflicts with UDP Policies GDP1 (a) and (d) as well as the provisions set out in LPG16.*

Please see submitted DPA drawing 19047 P-04 D Block Plan confirming that HGV access to the site will be restricted following consultation correspondence as part of previous planning application P/2019/0597 from Pete Douthwaite. It was stated thatrather than attract HGVs to the site would they prepared to limit the size of vehicles visiting the site.....

-----Original Message-----

From: Peter Douthwaite [mailto:peter.douthwaite@wrexham.gov.uk]

Sent: 13 February 2020 11:09

To: Mared Rees-Jones [mailto:Mared.Rees-Jones@wrexham.gov.uk]

Subject: RE: P/2019/0758 and 0759 - Gutter Hill, Rhos

Hi Mared

Sorry for not getting back to you sooner.

The revised plans show that they can turn a HGV within the site but one of the concerns I raised was HGV turning movements out of the site. They need to demonstrate that any HGV leaving the site does not encroach on to the opposite side of the carriageway. Can you ask them to provide swept paths to show this?

Clearly the turning area within the site will need to be hard surfaced so I'm not certain how that will affect Emmas ecology wishes?

Rather than attract HGVs to the site would they prepared to limit the size of vehicles visiting the site?

There is quite a large floor area when combining all the units – is there any way of limiting occupation of the units so that the whole site isn't taken over by some business which could potentially attract significant vehicular movement in to the site?

Cheers

Pete

The applicant has confirmed that they would be satisfied to limit the size of the vehicles visiting the site,

Further pre-consultation correspondence was submitted 4th July 2020 to WCBC Highways, copy of e-mails submitted and below to agree restricting HGV access and if a condition would be acceptable. Limiting the size of vehicles would result that no HGV tracking would be required as part of the resubmitted application

Gareth Edwards

From: Gareth Edwards
Sent: 04 July 2020 07:18
To: 'darren.williams@wrexham.gov.uk'
Cc: Amy Lawrence; Zoe Edwards
Subject: FW: RE: P/2019/0758 and 0759 - Gutter Hill, Rhos
Attachments: 19045 P-04 C Block Plan.pdf

Importance: High

Follow Up Flag: Follow up
Due By: 04 July 2020 16:00
Flag Status: Flagged

Tracking:	Recipient	Delivery	Read
	'darren.williams@wrexham.gov.uk'		
	Amy Lawrence	Delivered: 04/07/2020 07:19	
	Zoe Edwards	Delivered: 04/07/2020 07:19	Read: 04/07/2020 13:53

DPA Ref: 19045/6.0

Good morning Darren,

I've had a reply from Pete Douthwaite to advise me he doesn't work at highways anymore and provided me with your contact details. Hopefully you're able to assist with my enquiry and my e-mail to Pete is replicated as follows:

I'm writing to you in connection with the applications referenced above as both have been refused. I'm in the process of preparing and then re-submitting the application for development along the western boundary and another application for the improvement of the grassland and creation of newt habitat as shown on the attached block plan.

Mared has forwarded me your previous consultation reply and I'm keen to resolve the HGV question. You mention below..... *Rather than attract HGVs to the site would they prepared to limit the size of vehicles visiting the site.....* The applicant has confirmed that they would be satisfied to limit the size of the vehicles visiting the site, and in response to this I'm keen to agree this with you. Will a condition suffice or would you require anything further? Hopefully we can agree what is required to limit the size of vehicles and as a result you won't need HGV tracking as part of the resubmitted application.

I would be most grateful of receiving your earliest reply as I'm being pressed by the applicant to get the applications resubmitted.

Kind regards

Gareth Edwards BSc (Hons) MCIAT ICIOB
Director

For and on Behalf of

The logo for dpa (Design & Access) is displayed in red. It consists of the lowercase letters 'dpa' in a bold, sans-serif font, with a red horizontal line underneath the letters.

It is considered that the Highways issues have been successfully resolved should not be a reason for refusal on the resubmitted application.

Community Safety

The proposals will not affect community safety, as it will be close to the highway, and as such, will have natural surveillance from public areas and adjacent buildings in the area. The boundary of the site will be retained with an open and as such will be generally open with good views into and out of the site.

Environmental Sustainability

Energy efficiency/carbon reduction strategy

The new building works will comply with current Part L2 of the Building Regulations “Conservation of fuel and power” and will incorporate the use of renewable energy where practically and financially possible to the overall benefit of the development.

The external envelope of the buildings will be highly insulated to meet and exceed Building Regulations wherever possible to reduce the reliance on fossil fuels

Lighting will incorporate 100% low energy lighting. Lighting to toilet areas, store room and server room to be controlled by motion sensors. External lighting will be by PIR

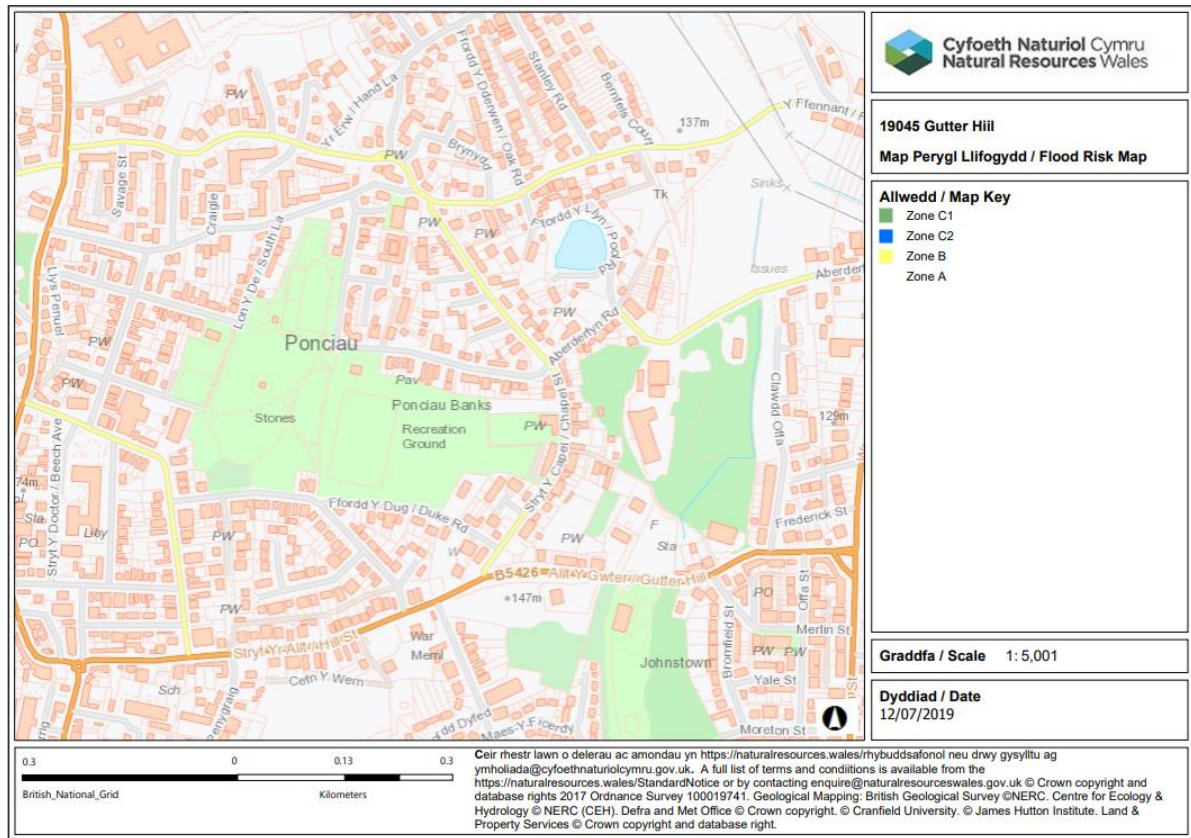
All taps will be water-saving pressure activated.

Waste management

Where possible all waste generated will be re-cycled during the construction and post construction stages and will be disposed of in accordance with the LA requirements.

Flood risk assessment

Enquiries were made with the Natural Resources Wales regarding the likelihood of the site flooding. A copy of the development flood map is appended to this statement below confirming that the site is not within a flood zone



Water/Drainage

Foul & storm water design to be conditioned.

Movement

Routes to and from the site are well established and been in operation for many years. The primary vehicular access from the B5426 Gutter Hill. Good access through the site is retained to accommodate vehicle movement. A number of parking spaces will be provided on site along with disabled.

The development is accessible by public transport, further reducing the reliance on motor vehicles.

Physical context

The physical context of development has been indicated previously. The overall aim of the proposals is to provide functional accommodation which physically relates favourably to its physical surroundings.

Economic context

The proposed development will provide employment opportunities for local tradesmen, of which there are many in the Wrexham area, and building works such as this will stimulate wider benefits, not only in terms of generating wealth at the build stage, but also during the lifetime of the building by positively contributing to the local economy by employing local people.

Ecology

Greenscape Environmental carried out an ecological appraisal and a copy of their report is submitted as part of the planning application.

In conclusion the report states that no ecological constraints will have impact on the proposed developments, and have proposed ecological enhancements that will be provided as part of the works. The recommendations of Greenscape Environmental report will be fully adhered to and implemented as part of the development works.

Noise Assessment

A B Acoustics have carried out an acoustic assessment and a copy of their report is submitted as part of the planning application.

Conclusion

A detailed analysis of the character of the area has been undertaken and this analysis shows that the site is suitable for the proposed development works.

ACCESS STATEMENT

Statement of Intent

The design complies with current regulations and good practice to provide reasonable access for all: elderly, young and disabled persons.

Design Response

The design and layout deliver adequate provision for all people, including those with mobility impairments and sensory impairments (sight).

Building Regulations & Equality Act 2010

The works are subject to approval under the Building Regulations 2010. The works will therefore comply with Requirement M1.

Compliance with Requirement M1 can be shown by following guidance contained in Approved Document M 2004 with 2010 amendments.

Sources of Guidance

Approved Document M (2004 Edition)

BS8300:2009

DRC Guidance Note 'Access Statements'

Consultations

Consultation with Building Control will be undertaken as part of the Building Regulations application.

Approach to Building

The approach to the building is basically level and will be suitably furnished with a metalled surface.

Accessible Entrance

The ground floor level is elevated from parking level and the main or principal entrance is accessed via 1/20 level access of paved material. Entrance doors give a clear unobstructed width of 1000mm with level threshold in compliance with current Building Regulations.

Specific Issues

There is good access through the site to accommodate vehicle movement. A number of parking spaces are provided on site. The development is accessible by public transport, further reducing the reliance on motor vehicles.