



WREXHAM INDUSTRIAL ESTATE

DESIGN AND ACCESS STATEMENT
LAND OFF CLYWEDOG ROAD NORTH
[SITE 2]

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1.1 INTRODUCTION

1.1 Design and Access Statement

This Design and Access Statement has been prepared by AEW Architects on behalf of FI Real Estate Management to support the full planning application for the site off Clywedog Road North for a total of 2,329 sq m (25,069 sq. ft) of employment floorspace (Use Class B2/ B8 with ancillary offices Use Class B1a) and associated access infrastructure and landscaping.

This Design and Access Statement is set out as follows:

- **Context** - provides a written analysis of the application sites and the surrounding area
- **Description of the Application** - includes a detailed description of the application
- **Existing Site** - includes a photographic survey of the site and a review of the opportunities and constraints associated with the application site
- **Layout** - this documents how the proposal responds to the opportunities and constraints of the site
- **Use and Quantum** - details the proposed use and floor areas
- **Appearance and Scale** - describes the appearance of the unit, including the proposed materials, the height of the units and rationale driving the elevational treatment of the buildings, and how these complement the site location
- **Landscape and Ecology**- highlights the proposed landscape strategy for the scheme and application in relation to ecological mitigation
- **Movement and Accessibility** - identifies the ease of movement to and from the site, including access from the site boundary to the building entrances to comply with Building Regulations for accessibility
- **Safety and Security** - identifies the Secured by Design principles which have been considered
- **Waste Management Strategy** - describes best practice in design and potential methods during the construction stage as well as provisions for waste management post-occupation of the units
- **Sustainability** - describes the design and construction stage considerations for sustainable development
- **Conclusion** - stating why the professional team consider the design of the proposed scheme to be appropriate and viable in line with Planning Policy Wales

1.2 Planning Policy

A comprehensive planning statement has been prepared by J10 Planning in support of this application, in relation to statutory development plans and any relevant material considerations. This report concerns compliance with the design and access requirements of the scheme.

1.3 Drawings and Consultant Reports

This Planning, Design and Access Statement should be read in conjunction with the drawings prepared by AEW in relation to the application, including:

- B10223-AEW-XX-XX-DR-A-0501_(P2)_Location Plan
- B10223-AEW-XX-XX-DR-A-0502_(P3)_Existing Site Plan
- B10223-AEW-XX-XX-DR-A-0503_(P6)_Proposed Site Plan
- B10223-AEW-XX-XX-DR-A-0504_(P1)_Existing Site Sections
- B10223-AEW-XX-XX-DR-A-0505_(P1)_Proposed Site Sections
- B10223-AEW-XX-00-DR-A-0506_(P1)_Proposed Ground Floor Plan
- B10223-AEW-XX-01-DR-A-0507_(P1)_Proposed First Floor Plan
- B10223-AEW-XX-RF-DR-A-0508_(P1)_Proposed Roof Floor Plan
- B10223-AEW-XX-XX-DR-A-0509_(P1)_Proposed Elevations
- B10223-AEW-XX-XX-DR-A-0510_(P1)_Proposed Sections
- B10223-AEW-XX-XX-DR-A-0511_(P2)_Existing Constraints Plan

REPORT TITLE

Planning application form, notices and certificates
Full suite of planning application drawings / area schedule
Design and Access Statement
Topographical Survey
Planning Statement
Transportation and Access
Ecology
Arboricultural
Phase 1 Geo-Environmental Assessment
Utilities Infrastructure Report
Flood Consequence Assessment and Drainage Strategy

PREPARED BY

J10 Planning LTD
AEW Architects and Designers LTD
AEW Architects and Designers LTD
Survey Systems LTD
J10 Planning LTD
Prime Transport Planning LTD
Kingdom Ecology LTD
Tree Solutions LTD
Integra Consulting LTD
Integra Consulting LTD
Integra Consulting LTD

1.4 References

The following guidance documents have, and will be, referred to in the development of the scheme:

- 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
- 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

2.0 CONTEXT & APPLICATION DESCRIPTION

2.1 Description of the Application

The application proposals are for a Class B2/ B8 industrial development (with ancillary (integral) Class B1a office space), comprising:

- Site clearance and ground preparation works, including: removal of vegetation, trees and fencing and diversion of underground utilities, where required;
- Creation of vehicular access to the site from Clywedog Road North;
- Construction of a unit with a total 2,329 sqm (25,069 sqft) gross internal floorspace;
- Provision of vehicular and pedestrian circulation areas and up to 47 car parking spaces (including up to 3 disabled provision) and 5 covered cycle spaces; and
- Provision of landscaping and ecological mitigation areas.

The proposed site plan illustrates the full (detailed) proposed development which comprises the planning application.

The site is bound by Clywedog Road North (southern boundary), the Riello UPS site (western boundary), Wrexham Industrial Estate (eastern boundary) and a landscape buffer zone to the north facing a mix of commercial and industrial units off Coed Aben Road.

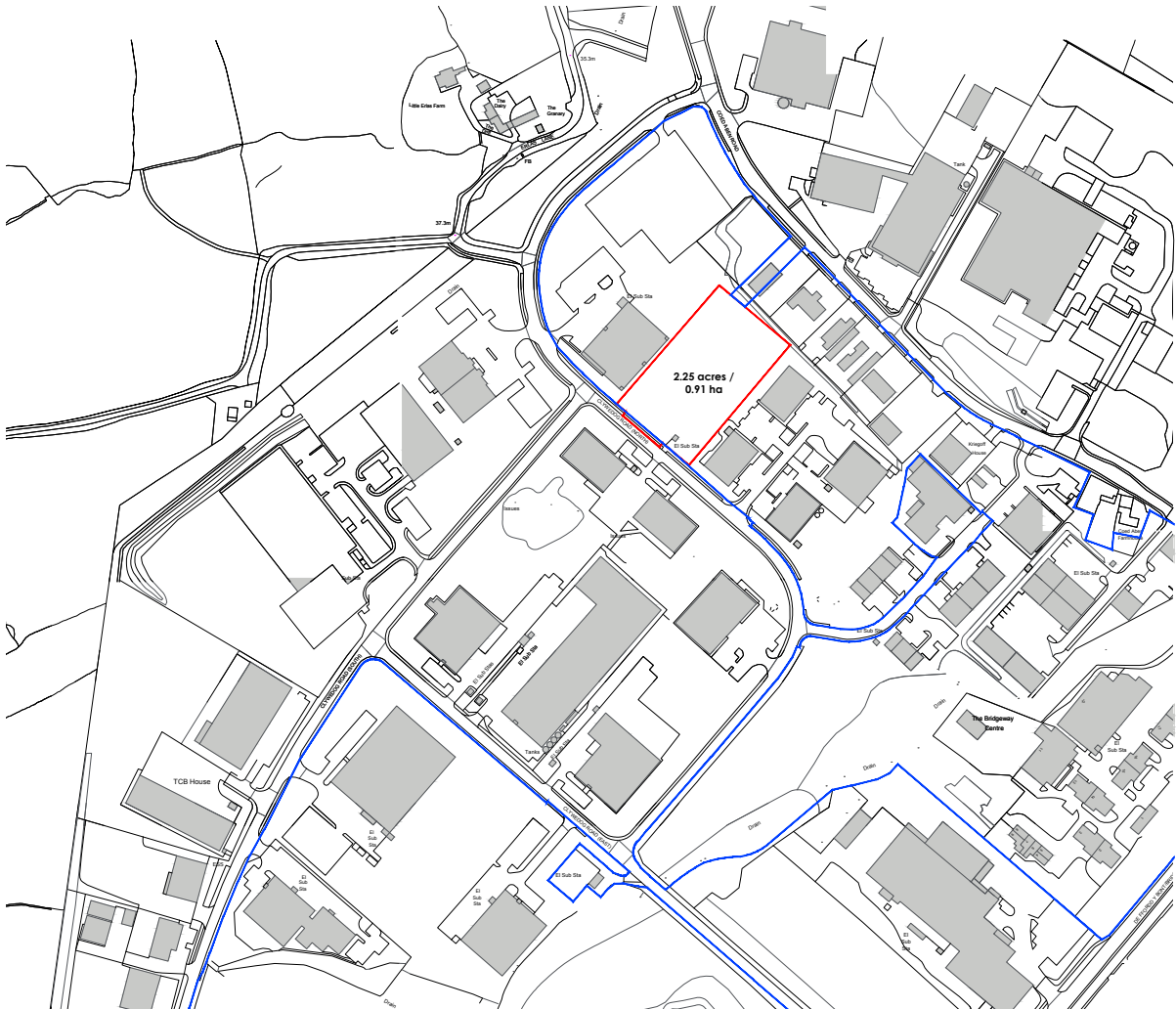
2.2 Context

The surrounding area comprises mainly similar use buildings, offices and some residential to the south-west part of Wrexham Industrial Estate. Wrexham town centre is located approximately 5.7km to the west of Wrexham Industrial Estate and is served by two main railway stations, Wrexham Central and Wrexham General. There are also direct road routes to a number of surrounding cities/towns including Chester and Liverpool to the north, Crewe and Stoke-on-Trent to the east and Shrewsbury to the south. Wrexham Industrial Estate benefits from direct access to the A534 (Wrexham Road) and the strategic road network beyond.

The site sits within a previously undeveloped plot of land which has been kept grassed and mown within an employment allocation. The proposed access to the site is via a new access point from Clywedog Road to the south, which extends east and south to Clywedog Road East and extends west and north to Coed Aben Road. The site sits 3km south from Wrexham Industrial Estate's main access point; the roundabout on the A534 (Wrexham Road). An existing sub station within the site sits on the southern boundary off Clywedog Road North as shown on the existing and proposed site plan.



Aerial Photography

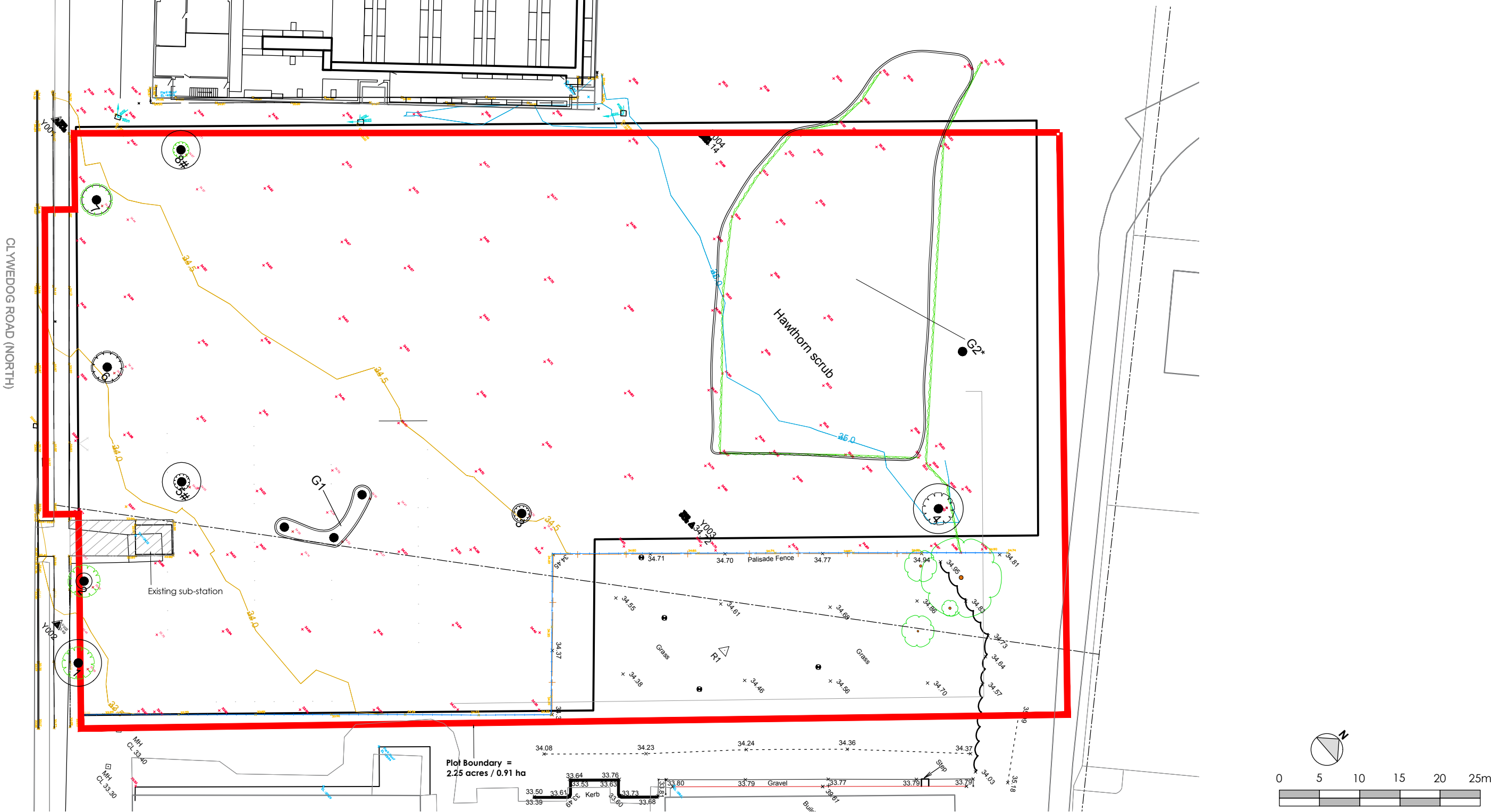


Location Plan

3.1 Current Site Use and Features

The site is currently grassed and regularly mown. The site is enclosed by dense planting and/or wire fences to the north and eastern boundaries, Clywedog Road North to the south and the Riello UPS plot to the west. There is an existing sub station in the south east corner of the site facing Clywedog Road North, which is to be retained. There is existing vegetation and trees that are to be retained for ecological mitigation along the north and north-west site boundaries. However, the proposals include the removal of some areas of existing vegetation which is to be mitigated by replacement planting across the site including compensation areas related to ecological mitigation.

Existing utilities are to be diverted where necessary.



3.2 Photographic Survey

Looking north from Clywedog Road North - application site with existing Riello UPS unit to the western boundary.



Looking north from above Clywedog Road North - application site with existing Riello UPS unit to the western boundary and existing sub station to be retained facing Clywedog Road North.



Looking north from within the site to the existing vegetation on the northern boundary.



Looking east from the existing Riello UPS Unit - view across existing site towards the adjacent units at Wrexham Industrial Estate.



4.0 LAYOUT

4.1 DESIGN EVOLUTION AND PROPOSED LAYOUT

The application proposals are for a Class B2/B8 industrial development (with ancillary (integral) Class B1a office space), comprising a total 2,329 sqm (25,069 sqft) gross internal floorspace and associated infrastructure and landscaping.

Existing constraints

An initial desktop study and subsequent GPR surveys were carried out to identify the key features of the site and potential constraints that would inform the layout, as summarised below:

- Existing underground low voltage cables entering the site from the eastern boundary and turning south towards the existing sub station
- An existing sub station facing Clywedog Road North and high voltage cables entering the site from the southern boundary to the sub station
- The proximity of existing units and their respective heights
- Landscape and ecological mitigation
- The landscape design for the site comprises the retention of hedges and mature trees to the north and is supplemented by substantial new areas of planting mainly focused to north and east edges of the site.

Access to the development

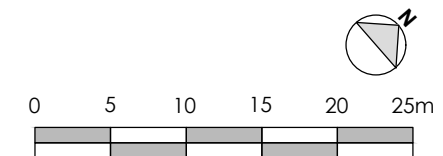
Access to the site will be via a new point off Clywedog Road North. Clear pedestrian routes into the site are to be provided to Building Regulation requirements.

Within car parking areas, 2m wide pedestrian routes have been incorporated for increased safety and accessibility. The layout of car park and yard areas also evolved such that separate access points are provided to minimise the potential for conflict between HGVs and pedestrians.

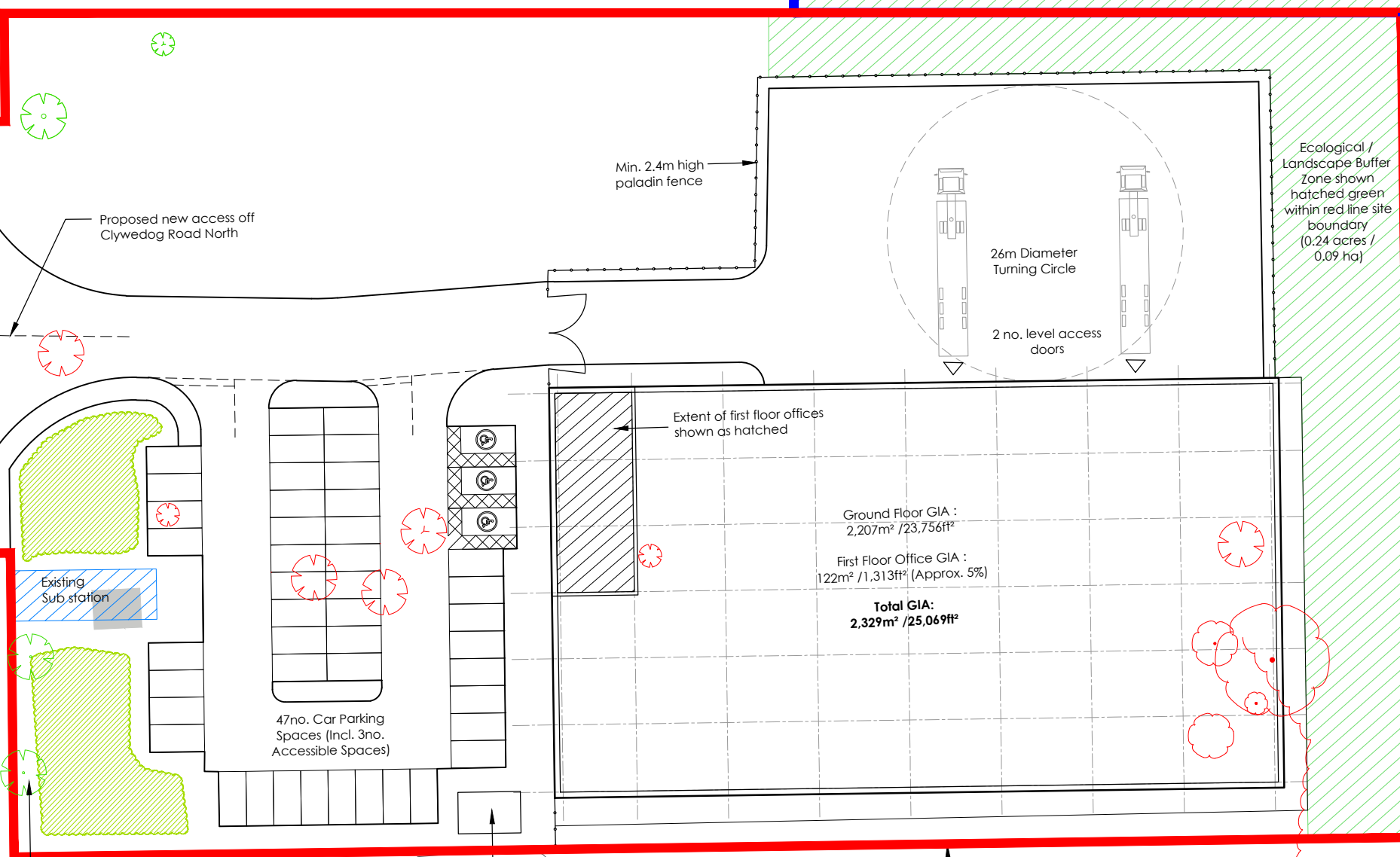
Prime Transport have carried out assessments, including HGV tracking, to ensure appropriate kerb radii to the proposed junction with Clywedog Road are provided and HGVs can comfortably manouver within the development.

Layout

An area adjacent to the Riello UPS unit has been left vacant to facilitate the potential expansion of this unit in future. Site access has therefore been aligned between the existing sub station and vacant plot for maximum efficiency. The building position is then dictated by existing low voltage cables to the south of the site. The service yards and car park areas are then positioned adjacent to the unit on the west and south elevations respectively, to allow for the alignment of the access road and required yard depth.



CLYWEDOG ROAD (NORTH)



Plot Boundary = 2.25 acres / 0.91 ha

6.0 USE AND QUANTUM

6.1 SCHEDULE OF ACCOMMODATION

The proposed use and quantum of development within the application is for a Class B2/B8 industrial development (with ancillary (integral) Class B1a office space) as set out below:

Proposed Gross Internal Area	(m²)
Ground Floor Warehouse:	2,207
First Floor Offices:	122
<u>TOTAL:</u>	<u>2,329</u>

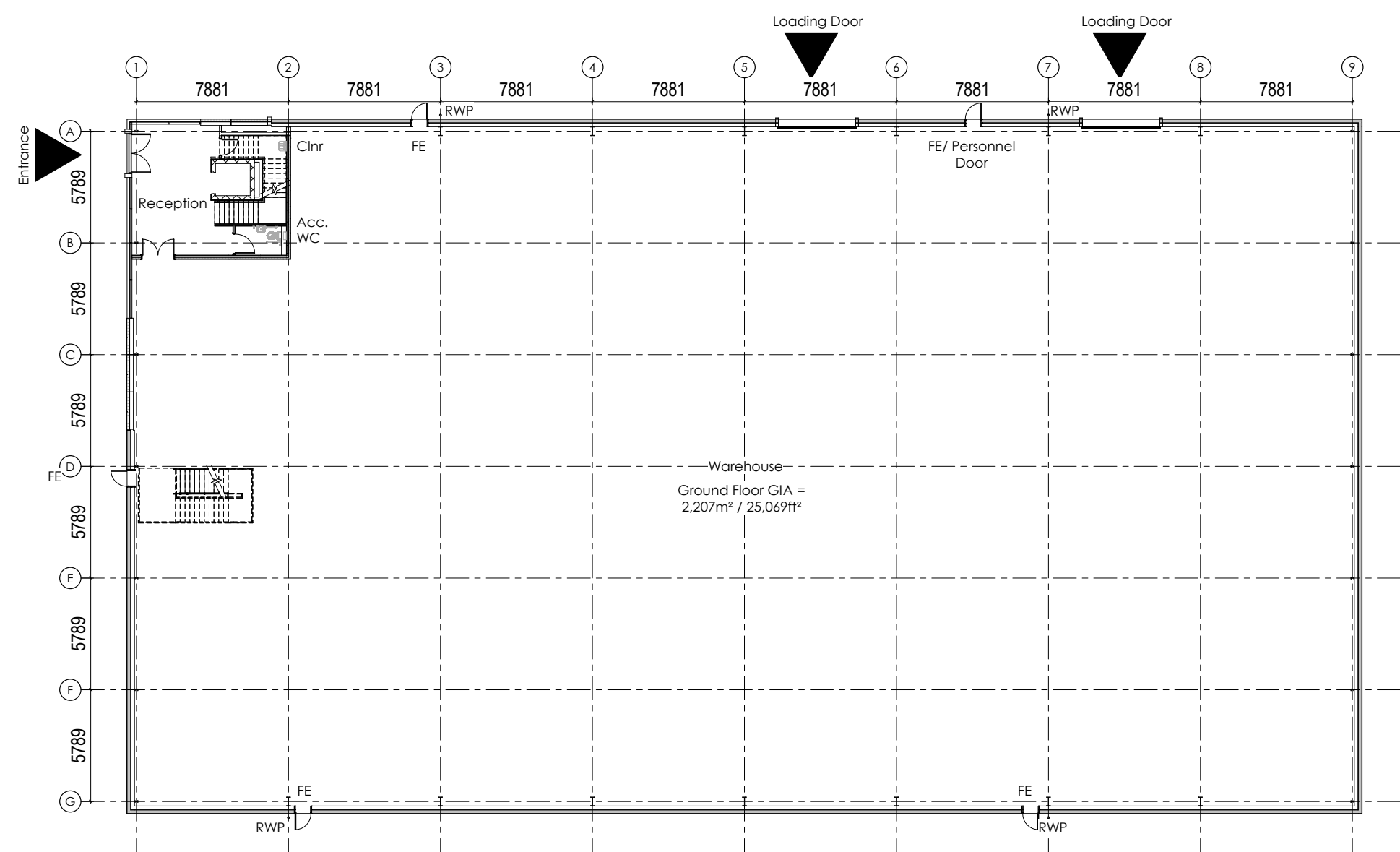
Parking Requirement	
Car Parking:	47 (3)
(inc. accessible)	
Cycle Parking:	5

Site Area:	2.25 acres / 0.91 ha
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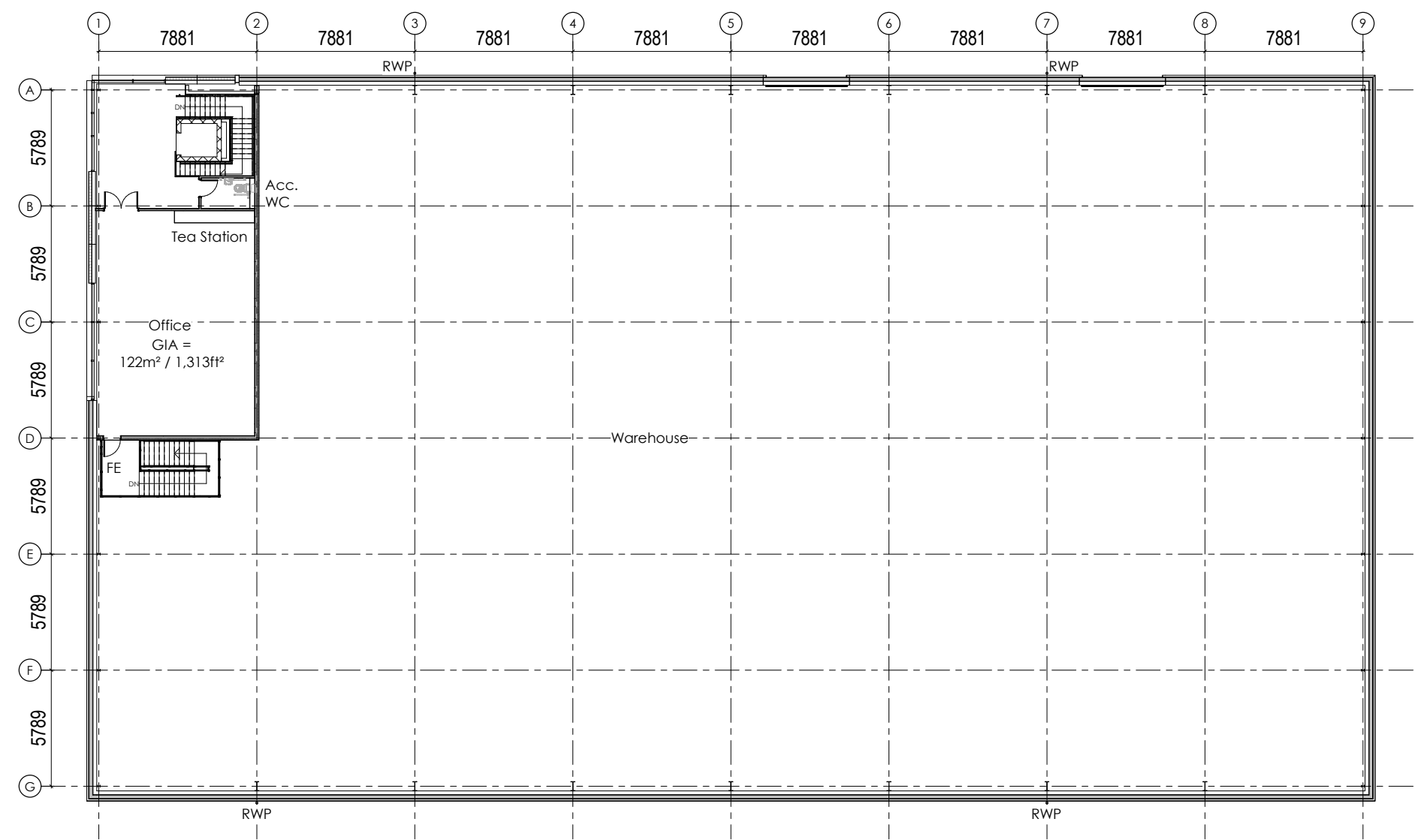
The unit will have provision for two level access loading doors within the yard for HGV loading and unloading. The proposed height to underside of haunch is 8m with a maximum ridge height of 12m above finished floor level. The office and welfare element of the development is at first floor and fronts the car park and Clywedog Road North to the south elevation. This has been done to provide an animated frontage and to offer natural surveillance. Pedestrians will also have minimal distances to negotiate from the car park to the unit entrance.

6.2 PROPOSED FLOOR PLANS

Ground Floor Plan



First Floor Plan



6.0 APPEARANCE AND SCALE

6.1 BUILDING DESIGN

In response to adjacent units and the location of the site within Wrexham Industrial Estate, the applicant recognises the need to deliver a high-quality scheme that will add value to the area. As such, great care has been taken in the design of the proposed Unit to ensure the development will make a positive contribution to the surrounding area.

Contrasting elevational treatment of the ancillary office content, curtain walling feature entrances and corners and a range of colours and profiles of the cladding have all been employed to add visual interest and ensure active frontages to both Clywedog Road North and the proposed estate road.

The unit will generally be clad in vertically laid trapezoidal built up insulated cladding in a lighter grey (Albatross). PPC curtain walling in dark grey (Anthracite), incorporating flat finish panels, provides contrast to the office element and further breaks up the scale and massing of the units whilst adding visual interest where appropriate.

To the loading elevations, level access loading doors will be Anthracite for visual contrast. A pitched roof unifies the different elements of the building in built up insulated profiled metal in Albatross with gutters and downpipes in Anthracite.

The unit will have a clear internal height (to underside of haunch) of 8m, with a maximum ridge height of 12m, to meet with institutional standards for logistics buildings of this quantum of floorspace.

A materials key for the unit is included adjacent.

Signage

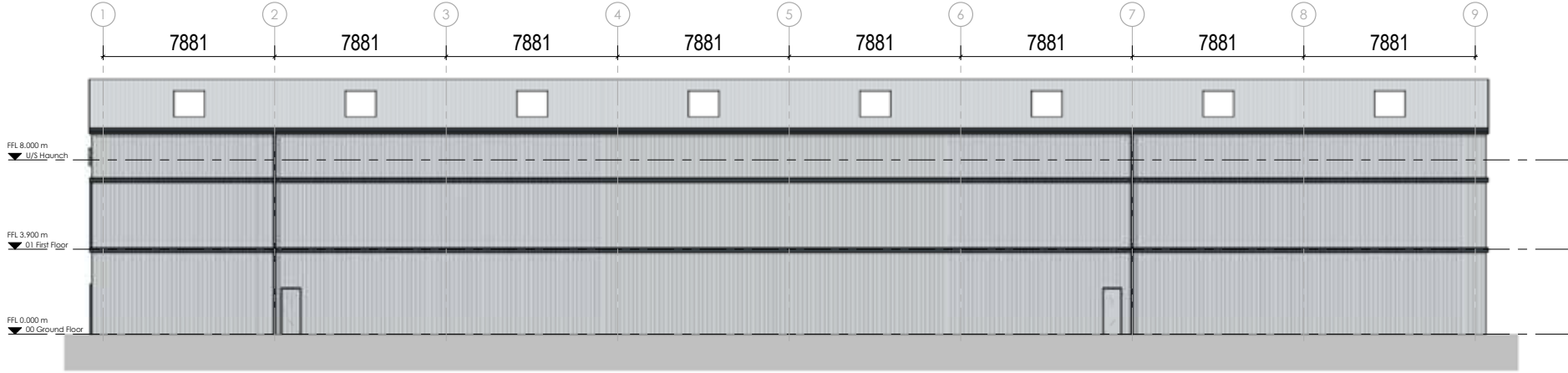
As part of the detailed application, feature external signage to the elevations is as shown on the proposed elevations.

Low level signage will be deployed to direct traffic through the site as necessary and to direct visitors to the relevant parking spaces and main entrance. Bays and directional markings will be clearly demarcated.

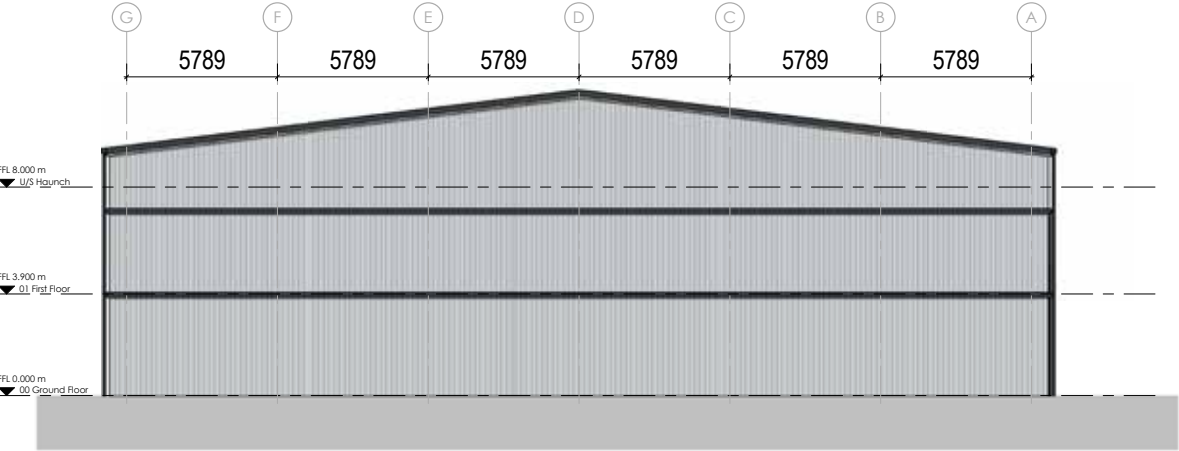
Unit signage will feature at high level fronting Clywedog Road North above the office element and curtain wall glazing.

Schedule of Materials
Built-up insulated roof system with trapezoidal profiled steel outer sheet and includes approximately 10% coverage by proprietary rooflights. Roof lights to be triple skin non-fragile. Roof to be 7° pitch either side of the apex. External finish and colour: HPS 200 Ultra: Albatross RAL 240 80 05.
Eaves fascia and soffit in pressed metal. Finish and colour : HPS 200 Ultra: Anthracite RAL 7016.
Built up insulated vertically laid trapezoidal profiled cladding to elevation. External finish and colour: HPS 200 Ultra: Albatross RAL 240 80 05. Colour above loading doors: Anthracite RAL 7016.
PPC frame curtain walling to unit entrance incorporating flat finish solid panels and feature flashing to entrance. External colour: Anthracite RAL 7016.
High and mid level flashing to trapezoidal cladding to be pressed metal. Finish and colour: HPS 200 Ultra: Anthracite RAL 7016. Base drip flashing to match cladding colour.
Insulated overhead sectional loading door with vision panels. External colour: Anthracite RAL 7016.
Personnel/ fire exit doors to match adjacent cladding.
Ranwater downpipes to be square. Colour: Anthracite RAL 7016.

6.2 PROPOSED ELEVATIONS



East Elevation
Scale @ 1 : 100



North Elevation
Scale @ 1 : 100

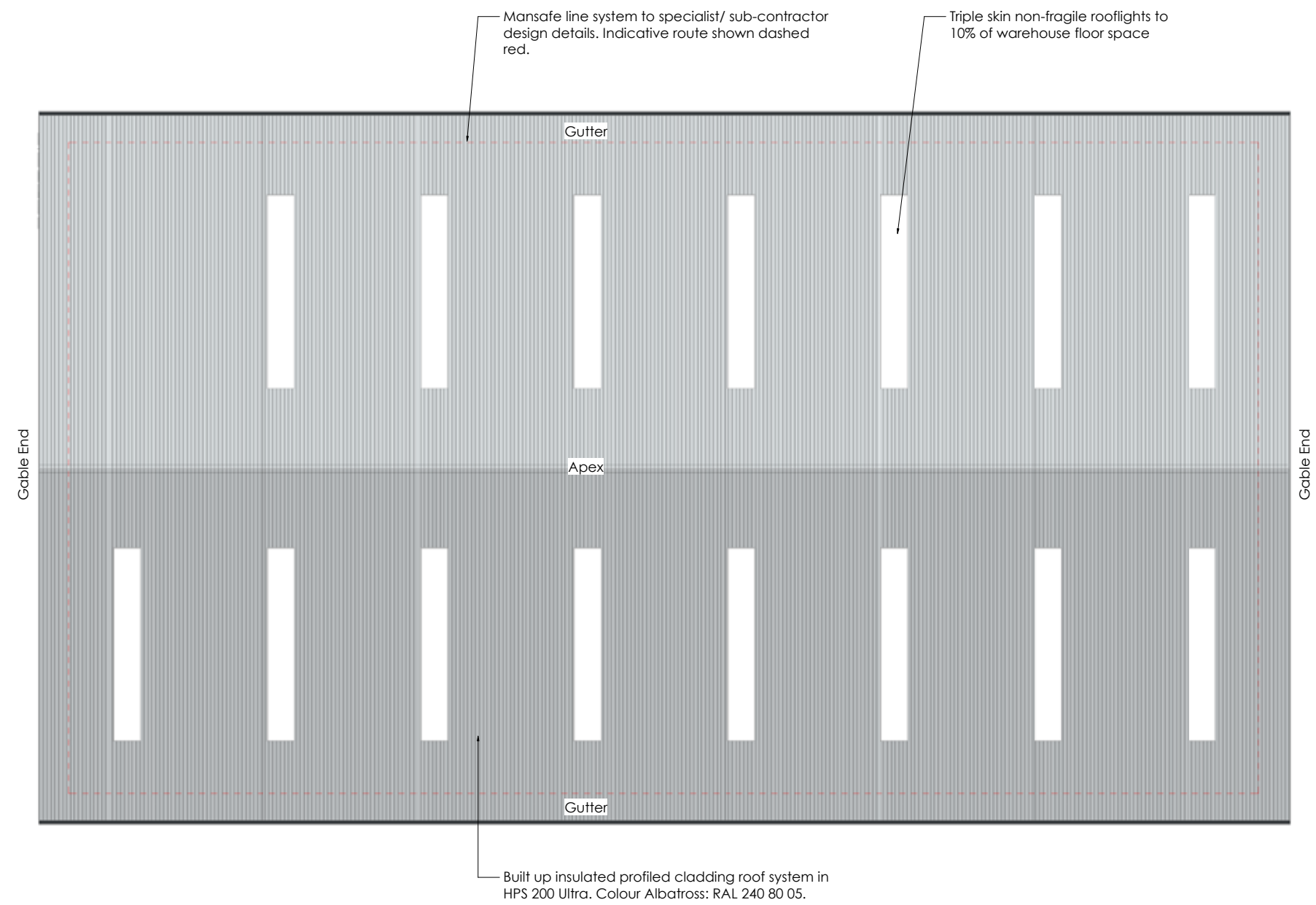


South Elevation
Scale @ 1 : 100



West Elevation
Scale @ 1 : 100

6.3 PROPOSED ROOF PLAN



6.4 ILLUSTRATIVE VIEWS

CGI of Proposed Unit

B10223-AEW-XX-XX-PP-A-0007



7.0 LANDSCAPE & ECOLOGY

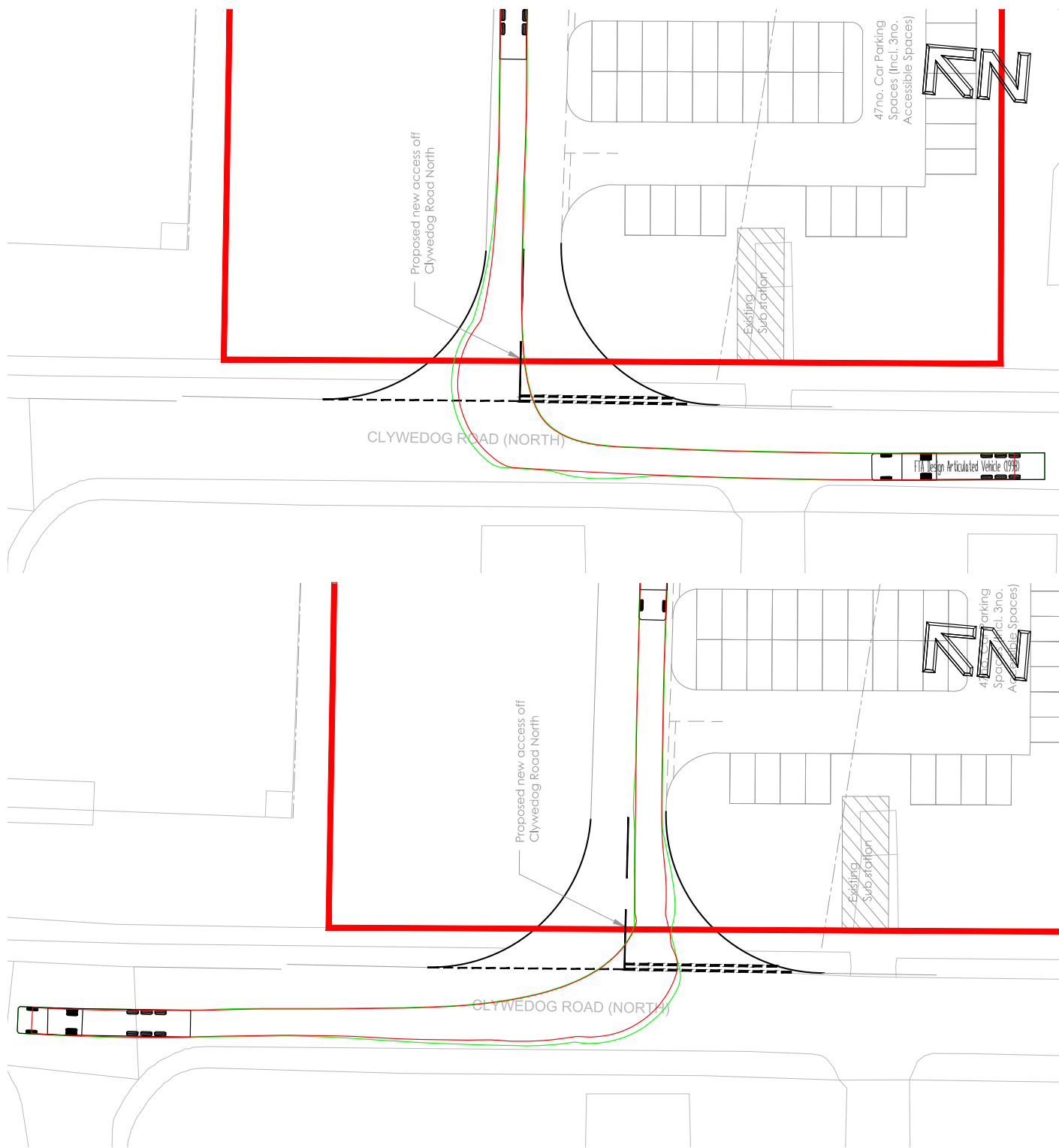
The proposed site plan highlights existing vegetation and trees on the site that are to be retained and enhanced. Some existing trees will need to be removed to facilitate development, highlighted in red. This loss is to be mitigated within a wider strategy across a large part of the estate, which has been developed by Kingdom Ecology in support of the application, including a Habitat Management Plan. A full arboricultural report for the site has also been prepared by Tree Solutions.

8.0 MOVEMENT AND ACCESSIBILITY

This section of the Design and Access Statement should be read in conjunction with the Transport Assessment prepared by Prime Transport Planning in support of the application.

8.1 Vehicular Access

Vehicular access to the site is proposed via a new access point off Clywedog Road North to the south of the site (see Prime Transport Planning detail drawing extract below). A 7.3m wide internal access road then provides access to yard and car parking areas within the site.



8.2 Parking provision

In accordance with Wrexham Council's standards for parking in a new development as shown below, the proposed development will include 47no saces (including 3no disabled spaces) and sheltered cycle storage.

LOCAL PLANNING GUIDANCE NOTE NO.16		
Figure B		
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.		

8.3 Pedestrian Access

An existing footway is provided along the northern side of Clywedog Road North. A clear pedestrian route, with dropped kerbs and tactile paving, will be provided between the site boundary and building entrance, in accordance with Approved Document M of the Building Regulations.

8.4 Alternative Means of Access

Alternative means of accessing the site such as by public transport and bicycle is included in the Transport Assessment prepared in support of the application by Prime Transport Planning.

8.5 Inclusive Design

The design of the proposed buildings incorporate the full provision required under Building Regulations Approved Document M plus facilities to promote cycle to work ideals with secure cycle storage.

Pedestrian and cyclist approach to a formalised entry point designated as level (walkways not steeper than 1:20 grade) avoiding the need for formal ramps, steps or balustrades.

Access for foot traffic from the site entrance to the buildings is controlled by well defined walkways directing people to formal dedicated reception and staff entrance points, minimising the risk of any potential conflict between pedestrians and cars or HGVs. Covered cycle storage will be located to the front end of the unit close to the car parking area but with access to and from the building via paved walkways that again designs out potential hazards with vehicles when accessing the cycle store.

In summary, the administration areas will offer the following facilities for inclusive access:

- Disabled parking
- Level access
- Ambulant designed staircase
- Disabled WC provision

Further provision could form part of the internal management policy structure for tenants in future.

9.0 SAFETY AND SECURITY

In support of the application, design features for the safety and security of the proposed development have been based on Secured by Design principles. Features considered as part of the design of the scheme as set out below:

9.1 Fencing and Barriers

A minimum 2.4m high plastic coated weldmesh fence with manual swing gates will secure the service yard areas from pedestrians and provide security, including during out of hours if required by the end user's operations. Any requirements for boundary and edge treatment dictated by site levels or operations will also be considered at detailed design stage e.g. knee rails to car park perimeters where site gradients justify such additional measures.



Indicative example of weldmesh fencing and manual swing gates at vehicular access point

9.2 Rainwater Pipes

Any rainwater pipes will be square in profile and fixed back to the building fabric to prevent climbing onto the roof.

9.3 Doors

External doors, the main entrance and fire escapes, will be compliant with and certified to relevant standards and to the satisfaction of Building Control. External escape-only doors will be steel doors in steel frames, fully certified with multi-point panic hardware to all leaves. These doors will also have hinge bolts, and no external ironmongery. External personnel doors (i.e. adjacent to level access loading doors where access into the warehouse from the yard is desirable) will be fitted with mechanical digi-locks for employee access only for security.

9.4 Windows

Windows will be lockable with a key as required and have opening restrictors (100mm maximum) fitted.

9.5 Hard and Soft Landscaping

Low planting will not exceed 1000mm in height around the entrances and parking areas, whilst tree canopies are to fall no lower than 2m from the ground. This is in order to allow people to see their surroundings better and eliminate hiding places.

Loose surface materials are to be avoided where practical since fragments of ground covering can be used as missiles against people and premises (both to gain entry and to commit criminal damage).

There will be no hard landscaping that could inadvertently create seating or loitering spots (except within secure designated or otherwise-controlled areas). These features can encourage anti-social behaviour and raise the fear of crime.

9.6 Cycle Parking / Bin Store

Cycle racks provided will be 'Sheffield' style covered racks, enabling both wheels and the crossbar to be locked to the stand. In addition, the cycle parking will be located where bicycles can easily be seen by staff going about their normal duties.

All refuse/recycling bins will be securely anchored and locked or set within a secure compound. All bins will be positioned within secure and lockable enclosures.

Details of the cycle parking stands and bin stores will be provided as part of any relevant planning condition.

9.7 Construction

The applicant will take appropriate measures to secure their site during construction, and control pedestrian and vehicular access in to and out of the site curtilage as part of a main contractor Construction Environmental Management Plan.



Indicative example of typical cycle shelter

10.0 WASTE MANAGEMENT STRATEGY

This section of the Design and Access Statement is intended to set out some of the key considerations and design measures employed to minimise and manage waste on site throughout the construction stage and whilst the development is operational.

Construction Waste

10.1 Design principles

The design team shall identify and implement options to eliminate or reduce waste, achieved through careful and considered design principles from the outset. Where elimination is not an option, the design team will aim to minimise the amount of waste created, which could be achieved by:

- Selecting standard component sizes, for instance, the storey heights have been coordinated to standard composite panel dimensions on plan and section
- Encouraging modular /off site construction of elements within controlled factory conditions
- Material selection and specification
- Providing clear and concise drawing and specification information to contractors
- Considering the work sequences on site, involving contractors / subcontractors early in the process and ensuring buildings can be constructed efficiently

10.2 Detailed Site Waste Management Plan

A full and detailed Site Waste Management Plan (SWMP) can be provided prior to development. The SWMP would be subject to the detail design of the scheme under a planning consent where a comprehensive plan by a principal contractor would be developed to deal with the anticipated volume and type of material to be demolished and/or excavated, to take advantage of opportunities for reusing and recovering materials and to minimise the off-site disposal of waste.

Furthermore, the SWMP will provide a structure for waste disposal at all stages during a construction project, and it will identify:

- Who will be responsible for resource management
- What types of waste will be generated
- How the waste will be managed - will it be reduced, reused or recycled?
- Which contractors will be used to ensure the waste is correctly recycled or disposed of responsibly and legally
- How the quantity of waste generated from the project will be measured

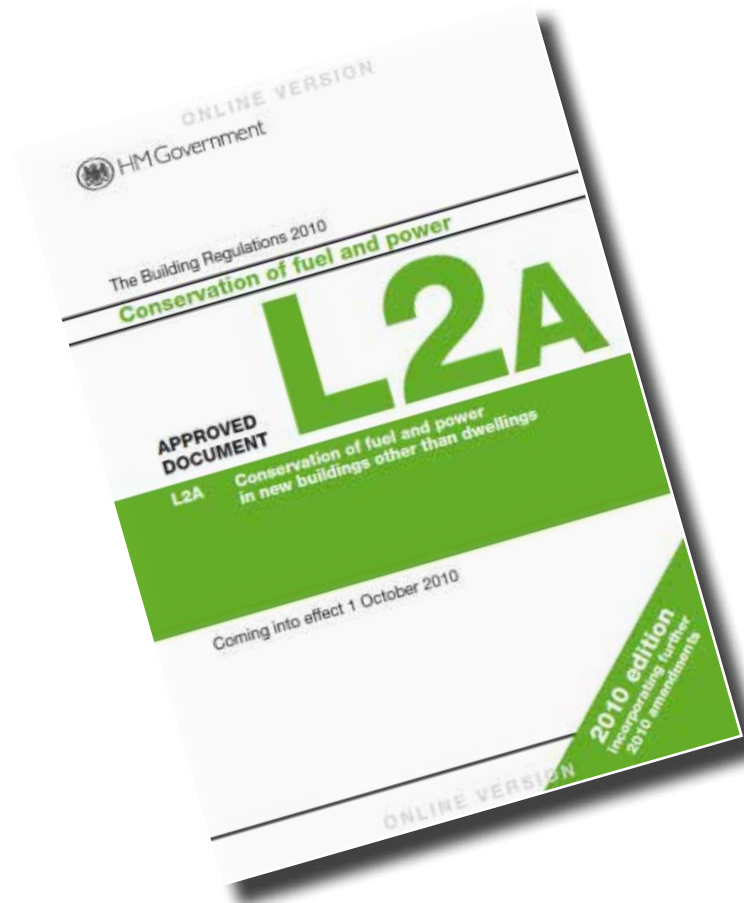
10.3 On site facilities - Operational Waste

The proposed unit will also have a dedicated refuse area to facilitate a waste management strategy for the end user. This includes the ability to compact and store any non-recycleable waste located close to the building in a well screened and secure area. This will be easily accessible for periodic collections by HGVs from the service yard. The refuse store will also accommodate recyclable waste separately for safe storage and management of materials on site. Subject to tracking of HGV circulation, the yard could also accommodate a compactor / baler, with the potential to run services to this part of the site to facilitate power and water as may be required for an end user.



Typical refuse store example pictured above. Concrete hard standing to access for servicing and refuse vehicles to be provided.

11.0 SUSTAINABILITY



11.1 Solar Design

Consideration has been given within the overall design strategy to incorporate passive design principles such as building orientation, form, layout / internal organisation, solar gain / shading, daylighting and the size and position of apertures to minimise energy use and thereby reduce carbon emissions. This includes utilising low u-value triple skin factory assembled non-fragile rooflights to the warehouse and optimising the rooflight percentage to maximise daylight relative to solar gain.

The south-east / southwest facing orientation of the permanently occupied parts of the proposed building form is particularly suited to taking advantage of natural daylighting. Whenever possible the dependence of the building's mechanical and electrical plant to maintain internal environmental conditions shall be reduced by passive design.

11.2 Water Use

A series of measures shall be incorporated to reduce water consumption in the building. These include:

- Low flow percussion / spray taps
- Dual flush cisterns to toilets (6/4 litres)
- Water meter on the main incoming supply to the building
- Leak detection on all main water supplies within the building
- Potential use of rainwater harvesting in bunded tanks for use in toilet facilities and other non-potable applications

11.3 Lifetime Buildings

Consideration has been given to life cycle design, with external finishes selected for durability and designed to last for 30+ years. As such the use of paints and other products requiring frequent maintenance will be minimised. The building and the associated mechanical and electrical services is to be designed such that the lightweight internal partitions can to an extent be reconfigured to allow flexibility of internal subdivision to suit the evolving requirements of the building Tenants.

11.4 Embodied Energy

Where possible the online BRE Green Guide to Specification (A and A+ ratings) will be followed for the selection of materials, including consideration of their embodied energy and the incorporation of as much local sourcing as possible to reduce transport costs, environmental impacts and support the local economy.

All the phases of a product's lifecycle (e.g. production, transportation, maintenance, running costs and disposal etc.) shall be considered when determining its cost and environmental impact.

11.5 Re-use and Recycling

Consideration will be given to the future demolition and recycling of the building envelope and structure.

The 'The BRE Green Guide to Specification' will be used to assess material sustainability ratings and where suitable and commercially viable, materials with recycled content shall be utilised.

11.6 Local and Sustainable Sourcing

Where practical, materials and labour will be sourced from local suppliers to minimise transportation and enhance benefits to the local economy. Contractors will be Environmental Management Systems accredited.

12.0 CONCLUSION

This Design & Access Statement has been prepared in support of a the planning application for a Class B2/ B8 industrial scheme on land currently designated as Employment Land. The application comprises a unit totalling 2,329 sqm.

The statement identifies the existing site context and describes the principles used to influence the proposals through the initial design process. The proposed development will provide a high-quality industrial scheme through incorporating a number of design measures and considerations as set out in this Design and Access Statement.

In conclusion, it is considered that the planning application reflects an appropriate and viable modern Class B2/ B8 industrial scheme that will add value to the estate. In the view of the professional team, there are no design-related policies which would preclude against positive support for the application when weighing up the planning balance in determination.

