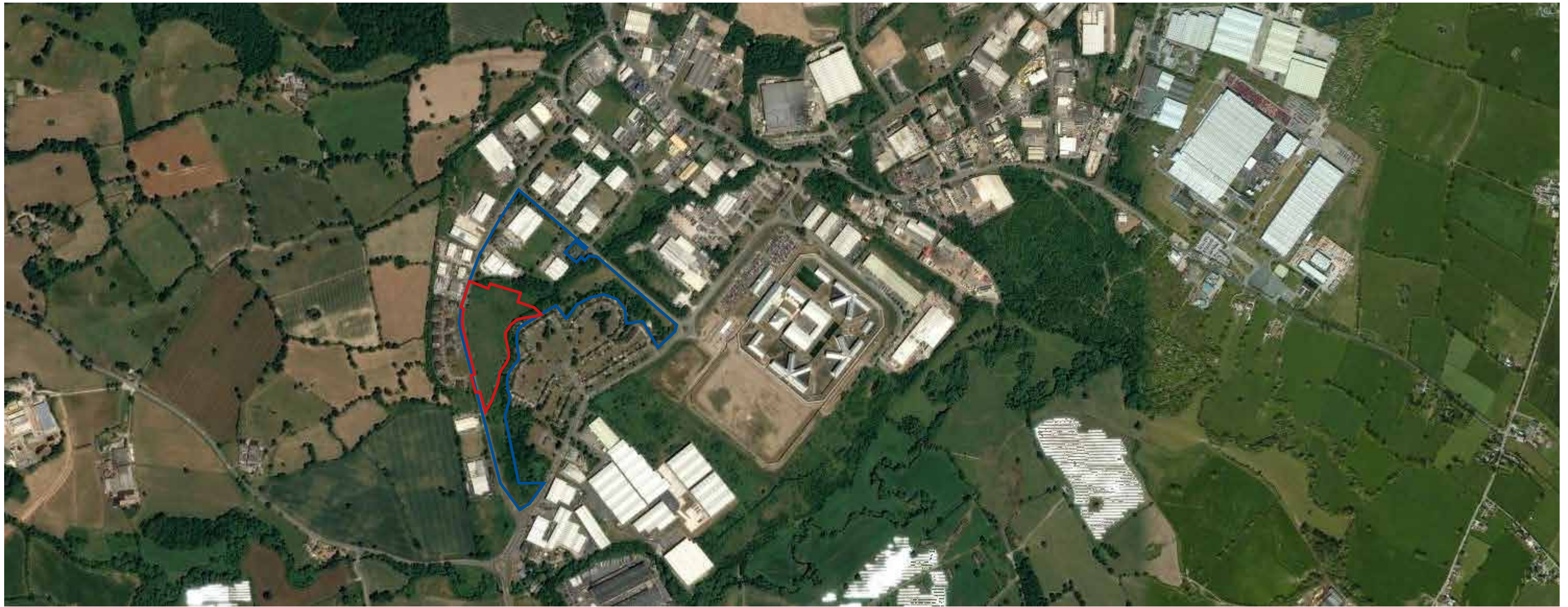




WREXHAM INDUSTRIAL ESTATE

DESIGN AND ACCESS STATEMENT
LAND OFF CLYWEDOG ROAD SOUTH
[SITE 5b]

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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 outline planning application for the site off the Clywedog Road South for a total of 9,017 sq m (97,073 sq. ft) of employment floorspace (Use Class B1/B2/B8) with all matters reserved for future determination except for access.

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 the 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:

- B10500-AEW-XX-XX-DR-A-0501_(P2)_Location Plan
- B10500-AEW-XX-XX-DR-A-0502_(P3)_Existing Site Plan
- B10500-AEW-XX-XX-DR-A-0503_(P5)_Illustrative Site Masterplan
- B10500-AEW-XX-XX-DR-A-0504_(P1)_Constraints Plan
- B10500-AEW-XX-XX-DR-A-0505_(P2)_Parameters 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 outline application proposals are for a Class B1/B2/B8 development with all matters reserved for future determination except for access, comprising:

- Site clearance and ground preparation works, including: removal of vegetation, trees and fencing, where required;
- Creation of another vehicular access point to the site from Clywedog Road South;
- Construction of a total 9,017 sq m (97,073 sq. ft) gross internal floorspace; AND
- Provision of landscaping and ecological mitigation areas .

An illustrative site masterplan has been included, which is not for approval, showing how the outline element of the site could be laid out (demonstrating the maximum proposed quantum of the development that can be accommodated in the maximum developable area defined by the parameters plan). Ultimately however, the layout is not fixed at this stage and will be confirmed through future reserved matters submissions and may not be laid out as initially proposed.

The site is bound by Clywedog Road South (southern and western boundaries), Wrexham Industrial Estate (northern boundary) and dense planting (eastern boundary) screening the site from residential units.

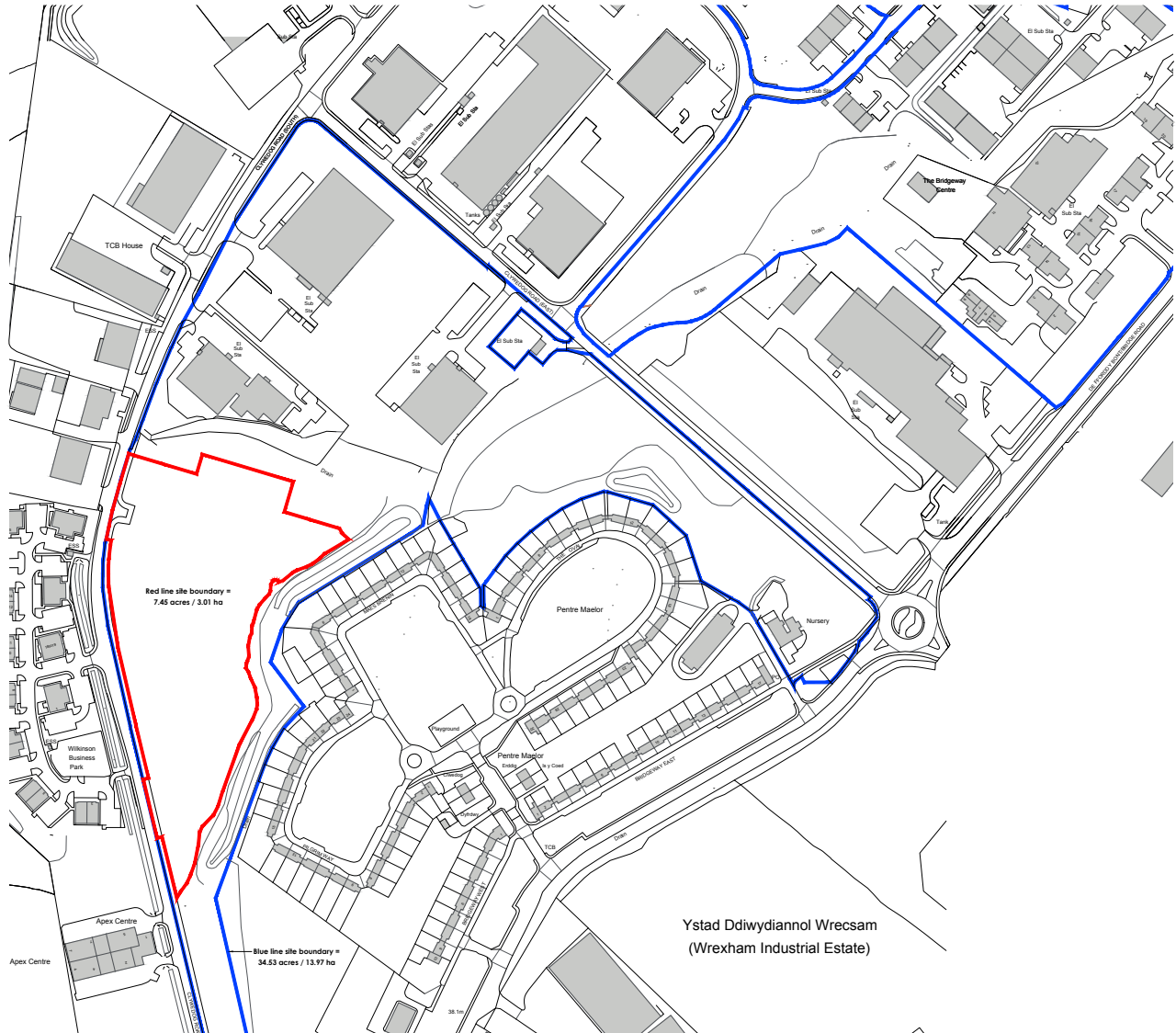
2.2 Context

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.

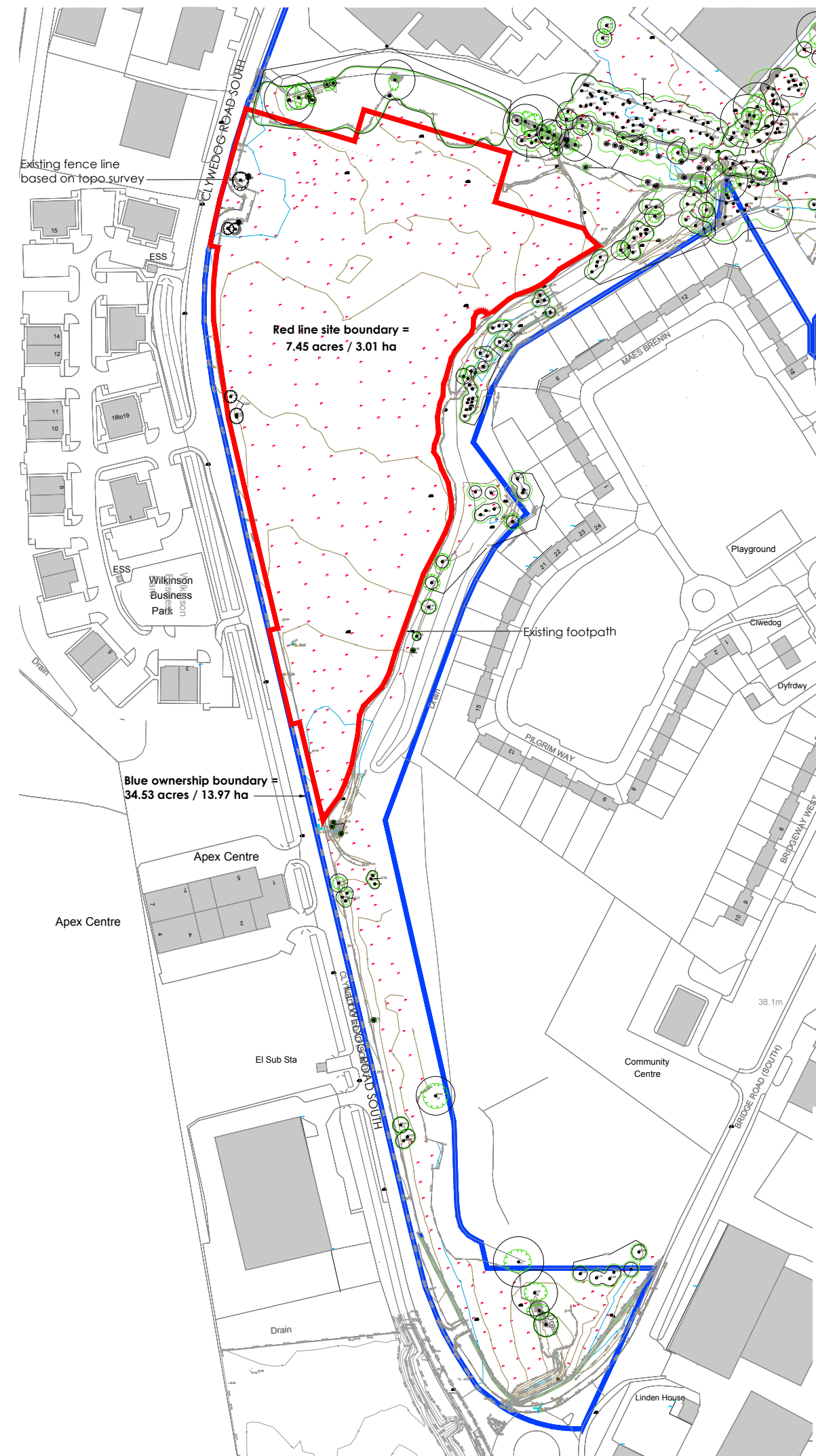
The site sits within a previously undeveloped plot of land which has been kept grassed within an employment allocation. The site sits 3.5km south from Wrexham Industrial Estate's main access point; the roundabout on the A534 (Wrexham Road).



Aerial Photography



Location Plan



3.1 Current Site Use and Features

The site is currently grassed and undeveloped. The site is enclosed by existing woodland to the east, Clywedog Road South to the west, vegetation and drainage ditch to the south and an embankment to the north. Proposals include the removal of some existing vegetation and trees which is to be mitigated by replacement planting across the site including extensive compensation areas related to ecological mitigation within the ownership.

Existing utilities and an existing access point are to be retained and upgraded as necessary.

3.2 Photographic Survey

Looking north from the roundabout at the junction of Clywedog Road South and Bridge Road South - accross the ownership boundary towards land identified for ecolocial mitigation.



Looking north-east from Clywedog Road South.



Looking south-east from Clywedog Road South - across the site towards the dense planting on the eastern boundary.



Existing access point off Clywedog Road South to the north of the site.



4.0 LAYOUT

4.1 DESIGN EVOLUTION AND PROPOSED LAYOUT

The outline application proposals are for use Class B1/B2/B8, comprising a total 9,017 sqm (97,073 sqft) gross internal floorspace and associated infrastructure and landscaping.

Existing constraints

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

- Existing access point to the north of the site
- Dense planting to the eastern boundary screening residential units
- Proximity of residential units to the east
- Existing unmade path the the east and northern perimeter
- The ecological mitigation of the site comprising the retention of existing vegetation where possible and a dedicated mitigation area identified as part of the wider strategy across a large setion of the estate.

Access to the development

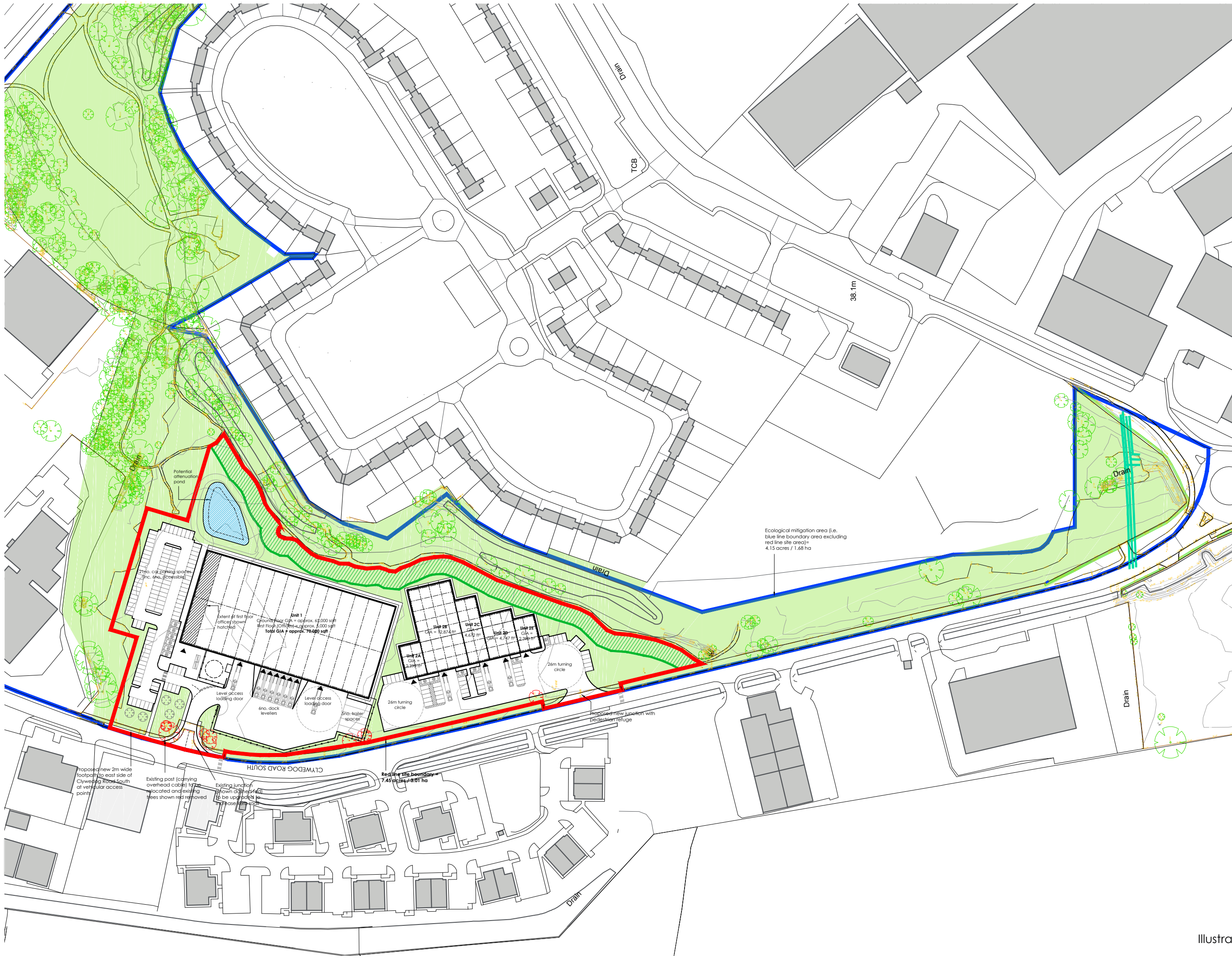
Access to the site will be via a new junction with Clywedog Road South and the existing access point to the north along Clywedog Road South. Clear pedestrian routes into the site are to be provided and access to proposed units designed to meet Building Regulation Requirements.

Layout

Potential unit positions and sizes have been defined by the safeguarding of a substantial landscape buffer zone and a large part of the site is to be dedicated to ecolocial mitigation. Site access has therefore been aligned to make use of the existing access point and to provide a second point for the southern part of the site. An Illustative Masterplan has been submitted with this application (not for approval).

The proposed illustrative masterplan highlights existing vegetation and trees on the site that are to be retained and enhanced. Some existing trees will need to be removed to facillitate development, subject to approval within a Reserved Matters Application. 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.

Illuminated service yards are also to be positioned to the west of any proposed units to mitigate the potential for noise and light pollution to impact on residential amenity to the east.



Illustrative Site Masterplan

5.0 USE AND QUANTUM
5.1 SCHEDULE OF ACCOMMODATION

The proposed use and quantum of development within the outline application is for use Class B1/B2/B8 up to a maximum gross internal floorspace area of 9,017m².

6.0 APPEARANCE AND SCALE

6.1 BUILDING DESIGN

In response to adjacent residential and industrial 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 developing the design principles of proposed units to ensure the development will make a positive contribution to the surrounding area.

It is envisaged that contrasting elevational treatment of the ancillary office content, curtain walling feature entrances and corners, and a range of colours and profiles of the cladding will be employed to add visual interest and ensure active frontages to Clywedog Road South.

The units will have a maximum ridge height of 16m above finished floor level, to meet with institutional standards for B2/B8 buildings as shown in the submitted Parameters Plan for approval.

Whilst the unit layout of the outline area will be fixed at Reserved Matters stage, the Illustrative Masterplan represents a commercial scheme that meets the requirements of modern occupiers, in terms of facilities required and the preferred layout of units. The scale of units within the outline area will be within the maximum parameters defined on the submitted Parameters Plan in terms of maximum building height and maximum overall quantum of floorspace. Their appearance are likely to be similar in terms of materials, cladding type and architectural language in line with other modern industrial buildings within the estate and illustrative CGIs have been developed to present the potential design of units on the site.

Signage

It is envisaged as part of a reserved matters application that, external wayfinding signage and lighting will be installed to direct traffic into the site and to direct visitors to the relevant parking spaces and main entrances. Directional markings will be clearly demarcated, with pedestrian routes/directions clearly signed. Signage to units will be at high level facing Clywedog Road South.

6.2 ILLUSTRATIVE VIEWS
Indicative View (Not for Approval)

CGI of Proposed Units

B10500-AEW-XX-XX-PP-A-0001





7.0 LANDSCAPE & ECOLOGY

The proposed illustrative masterplan highlights existing vegetation and trees on the site that are to be retained and enhanced. Some existing trees will need to be removed to facillitate development, subject to approval within a Reserved Matters Application. 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.

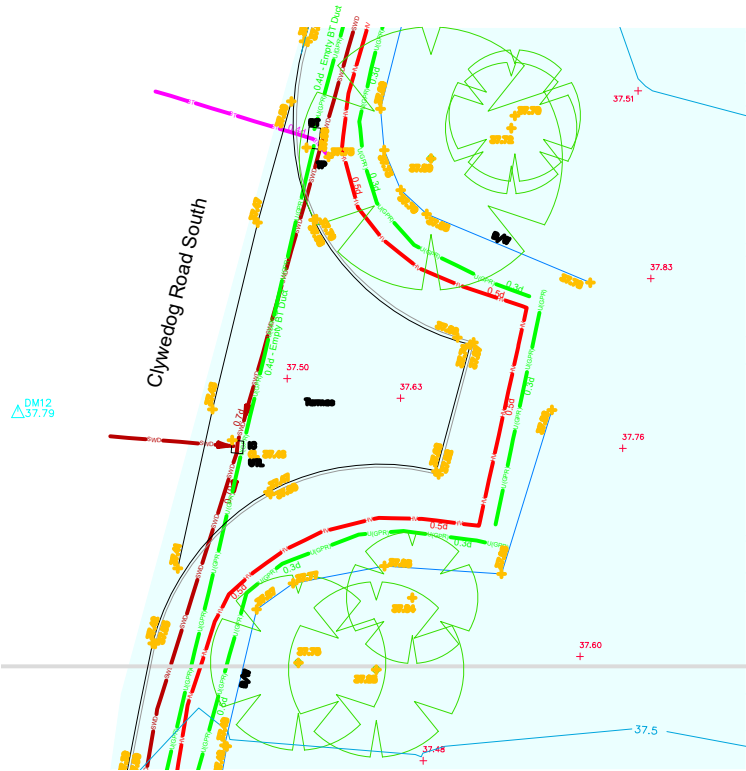
A substantial amount of the site is to be safeguarded for landscape and ecological mitigation. Within the submitted Parameters Plan, this includes a significant buffer zone between development and the existing residential properties to the east to mitigate the visual impact of development and maintain residential amenity.

8.0 MOVEMENT AND ACCESSIBILITY

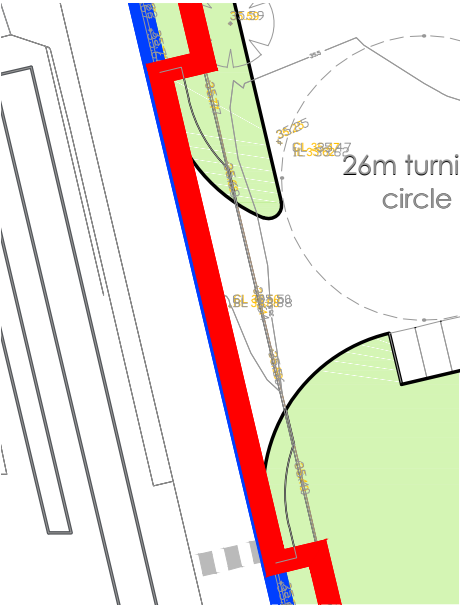
This section of the Design and Access Statement should be read in conjunction with the Transport Assessment prepared by Prime Transport Planning in support of the application.

8.1 Vehicular Access

Vehicular access to the site is proposed via a new access point off Clywedog Road South to the south of the site. The existing access point to the north of the site is to be retained and improved to increase the radii (see Prime Transport Planning Detail Below).



Existing Site Access Point to be Retained



Proposed Southern Access

8.2 Parking provision

In accordance with Wrexham Council's standards for parking in a new development will be as shown below:

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 western side of Clywedog Road South. 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 considered on Secured by Design principles. Features considered as part of the design of the scheme are as set out below:

9.1 Fencing and Barriers

Buildings and entrances will be constructed from robust materials. 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 for a reserved matters application.

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

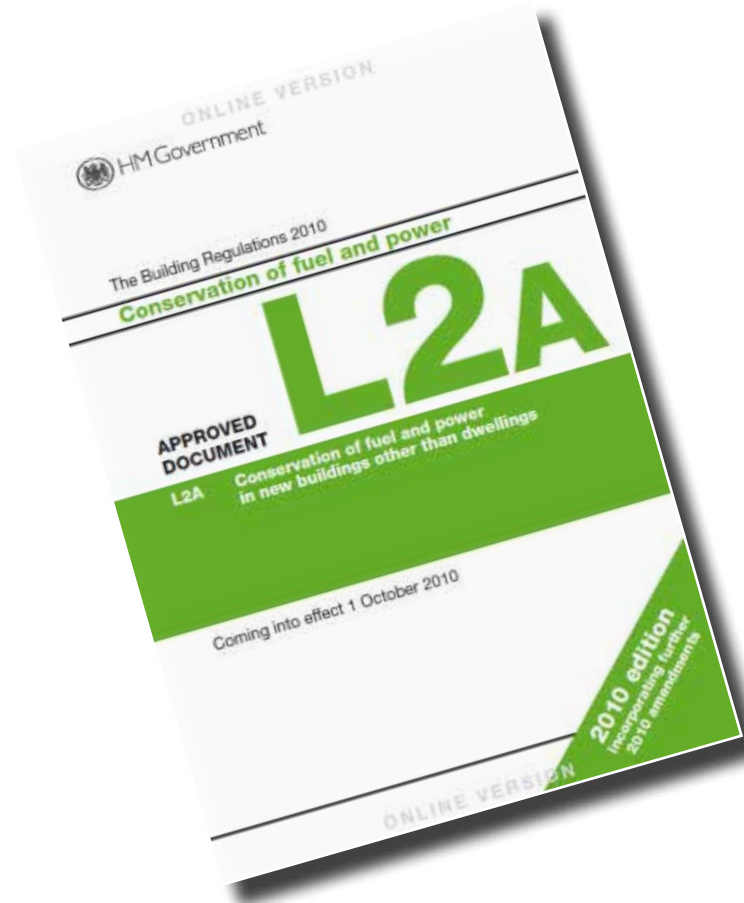
10.3 On site facilities - Operational Waste

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

Incorporating 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 is important. 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.

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 25+ 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 the outline planning application for a Class B1/B2/B8 industrial scheme, with all matters reserved except for access. The application comprises employment space totalling 9,017 sq. m.

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 logistics scheme through incorporating a number of design measures and considerations set out in this Design and Access Statement.

In conclusion, it is considered that the planning application reflects an appropriate and viable modern Class B1/B2/B8 industrial scheme that will add value to the estate and respond sensitively to the need for maintaining residential amenity through the principles established by the submitted Parameters Plan. 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.

