

norbert dentressangle logistics limited, wrexham industrial estate, storage and distribution B8 use warehouse, bryn lane, wrexham

design & access statement in support of outline planning application 25th of november 2011

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CONTENTS:

1.	Introduction	1
2.	Site and Surroundings	2
3.	Infrastructure – Roads and Services	4
4.	Design Policy and Guidance	5
5.	Consultations	8
6.	Design Concept, Principles and Evolution	8
7.	The Scheme Proposals	12
8.	Sustainability	15
9.	Summary	16

1. Introduction

This Design and Access Statement has been prepared by Antonio Garcia Architecture Ltd on behalf of Kingmoor Park Properties Limited.

The requirement for Design and Access Statements has arisen in response to the need to promote better quality and more sustainable design in development.

The purpose of this statement is to describe in detail the site and surroundings, relevant design policy and guidance, and the concepts and principles behind the development of the site.

This Design & Access Statement is to be read in conjunction with drawings prepared by Antonio Garcia Architecture, to accompany the application for outline planning permission (including means of access and layout) submitted to Wrexham County Borough Council.

It is submitted as a statutory requirement of the planning process and has been formulated to reflect current advice on design best practice, including CABI's advice on how to produce Design & Access Statements. It is intended as a positive and helpful tool for the Council and interested third parties alike, and demonstrates in succinct terms the extent of consideration that has been invested in the scheme design and layout.

This statement seeks to provide the contextual background that has informed the design response, describes the evolution of the design in response to consultations and illustrates the key elements of the scheme both in terms of function and form.

This Design and Access Statement supports an outline application for a storage and distribution development. The overall concept is of high quality sustainable development utilising contemporary detailing that reflects the fresh and dynamic approach of Kingmoor Park to industry, sustainability and environmental awareness.

2. Site and Surroundings

The proposals are based on a thorough assessment of the site's immediate and wider context, undertaken through desk-based research, site visits and observations, consultations and an access audit. It has also been informed by a wide range of technical surveys that have been commissioned by Kingmoor Park in support of the application.

Location

The application site covers an area of 20.6 ha and is located off Bryn Lane and Ridley Wood Lane, Wrexham Industrial Estate.



Figure 1. Aerial photograph



Figure 2. Site location plan

The site is currently vacant and is used intermittently for pastoral grazing.

Context

The site is located adjacent to the Wrexham Industrial Estate which contains a number of large industrial developments providing significant local employment contributions to Wrexham. To the immediate South, East and North of the site are open grassland fields used for agriculture. Further to the South is the existing Norbert Dentressangle complex (former TDG facility). To the East are several detached residential dwellings of Isycoed. To immediate West of the site, on the opposite side of Bryn Lane are a number of residential properties, the Kellogg's plant and a major recycling facility.

The site forms part of UDP Allocation E3, single major user. Land to the South of the site has secured Outline Planning Consent for major warehouse development at appeal.



Figure 3. Site view looking West from B5130



Figure 4. Glimpse of the site looking North/West from B5130



Figure 5. Site view looking South from Ridley Wood Lane



Figure 6. Site view looking East from Bryn Lane

3. Infrastructure – roads and services

The site is accessible from Bryn Lane, which joins Oak Road to the South and Hugmore Lane to the North. The A534 Wrexham Road is accessed via Hugmore Lane. To the north boundary of the site there is Ridley Wood Lane, which runs between Bryn Lane and B5 130.

The site gradually falls from Bryn Lane with the lowest point sitting approx 7m below Bryn Lane level. The new main site access will be created off Bryn Lane, with a gradient no steeper than 1:20. The new access road will incorporate a bus stop, gate house, right turn lane for accessing the car park and bus/cars exit route. There will also be a new internal access running North South, provided at the back (East) of the site, connecting to the existing Norbert Dentressangle facility. The site is inaccessible from the North, South and East.

The staff's car parking provision, including visitor parking will total 100 spaces and will be located to the front (West) of the site. The proposal will minimize disturbance to the remaining part of the site whilst providing safe pedestrian travel between the car park and the entrance to the office building.

Figure 7.
Bryn Lane
looking South



Figure 8. Bryn Lane looking North (est. position of new access road in front of the board)

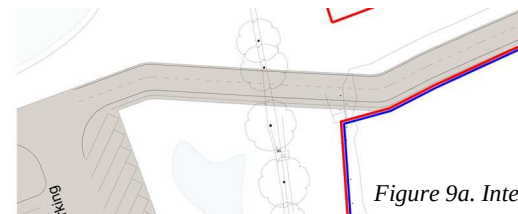


Figure 9a. Internal access road

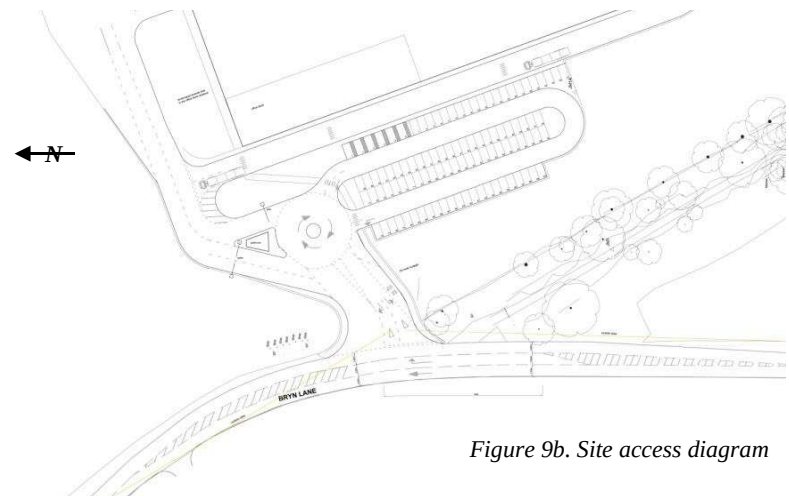


Figure 9b. Site access diagram

4. Design Policy and Guidance

By Design (DETR/CABE)

This policy provides guidance primarily to urban developments but its principles should be applied to general good design practice, regardless of its use type and location.

'By Design' highlights the fact that good design is important everywhere and the creation of successful places depends on the skills of designers and commitment from those who employ them, as well as input from the planning system. The key aspect it focuses upon includes the design of buildings and spaces, landscapes, roads and movement systems.

'By Design' states that successful streets, spaces, villages, towns and cities tend to have characteristics in common. These factors have been analysed to produce principles or objectives of good design. They help to remind us what should be sought to create a successful place. 'By Design' lists the objectives of urban design as follows:

- ***Character – a place with its own identity***

Planning should promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.

- ***Continuity and enclosure – a place where public and private spaces are clearly distinguished***

Planning should promote continuity of street frontages and enclosure of space by development which clearly defines private and public areas.

- ***Quality of the public realm – a place with attractive and successful outdoor areas***

Planning should promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.

- ***Ease of movement – a place that is easy to get to and move through***

Planning should promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.

- ***Legibility – a place that has a clear image and is easy to understand***

Planning should promote legibility through development that provides recognises routes, intersections and landmarks to help people find their way around.

- ***Adaptability – a place that can change easily***

Planning should promote adaptability through development that can respond to changing social, technological and economic conditions.

- ***Diversity – a place with variety and choice***

Planning should promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

Further Policies:

(please refer to the Planning Statement prepared by How Planning, for details):

EU and UK energy Policy

Energy White Paper, 2007

The UK Renewable Energy Strategy (July 2009)

National Planning Policy Context and guidance

The Wales Spatial Plan – People, Places, Futures (2008 update)

Planning Policy Wales (Edition 2, June 2010)

Ministerial Interim Planning Policy Statement 01/2008
(Planning for Good Design)

Ministerial Interim Planning Policy Statement 01/2009
(Planning for Sustainable Buildings)

Ministerial Interim Planning Policy Statement 01/2009
(Planning for Renewable Energy)

Strategic Policies PS1, PS2, PS3, PS4, PS11, PS12

Policy EC6 – Biodiversity Conservation

Policy EC12 – Development and Flood Risk

Policy EC13 – Surface Water Run-off

Policy E3 – Large Single User Employment Site

Policy T6 – Primary and Core Highway Network

Policy GDP1 – Development Objectives

Policy T8 – Parking

Technical Advice Notes (TANs):

TAN 8 – Renewable Energy (2005)

TAN 22 – Planning for Sustainable Buildings (2010)

TAN 5 – Nature Conservation and Planning (2005)

TAN 12 – Design (2002)
TAN 11 – Noise (October 1997);
TAN 15 – Development and Flood Risk (July 2004); and
TAN 18 – Transport (March 2007).

LPG Note 6 – Access to and the use of buildings (September 2004);
LPG Note 7 – Landscape and development (November 2003);
LPG Note 16 – Parking Standards (April 2005);
LPG Note 17 – Trees and Development (April 2006);
LPG Note 22 – Sustainable Building (July 2004);
LPG Note 24 – Designing Out Crime (May 2003);
LPG Note 26 – Landscape and Industrial Development (November 2003)

Local Planning Policy Context

Planning & Inclusive Design (Access Statements) – Welsh
Assembly Government (2007)
Wales Spatial Plan (2008)
Wrexham Unitary Development Plan (Feb 2005)
Wrexham Local Development Plan
Deposit Wrexham Local Development Plan
(Consultation – June 2010)
Site Appraisal Guidance – Wrexham County Borough Council
(May 2005)

5. Consultations

The proposals represent a form of development which was previously discussed with the Council in detail and subsequently agreed that there were no technical constraints to development. Various parties were consulted including the Countryside Council for Wales, the Council's ecologist and the Council's Highways Department, who offered no objection to the proposals.

6. Design Concept, Principles and Evolution

The following key principles for the development of the site have been identified from a detailed assessment of the site and its surroundings, an evaluation of issues and opportunities, a consideration of planning policies and local authority guidelines.

1. Minimising the environmental impact.
2. Enhancing the site's natural habitat and ecological features.
3. Providing a scheme that will reflect the Client's business approach.
4. Design of a new site's access
5. Creation of the most efficient layout for the warehouse operation.
6. Extensive use of natural or zero carbon materials to reflect environmental awareness.
7. Design of a functional scheme of commercial character which would successfully blend in with the existing landscape and cause minimal visual impact.

Site Analysis

A thorough site analysis was undertaken to provide a fully informed rationale to the concept design.



Figure 10. Sketch site analysis

The main constraints identified at the site are the range of ecological and landscape features present on site. Their significance in terms of ecological and landscape value has been assessed and where there have been identified as important, every effort has been made to retain them. For instance the triangle of the land fronting Bryn Lane has been identified as having an ecological function and is excluded from the design and will not be built upon or disturbed in any way in order to preserve valuable natural habitat. Another area of interest is a tree belt at the site's south boundary. It consists of extensive shrubbery, trees of all ages, some of which have Tree Preservation Orders attached to them. There are two streams flowing within the tree belt. Similarly to the land in the South/West corner, the tree belt provides valuable natural habitat and will be excluded from development proposals and protected wherever possible. The only point of intervention will be crossing of the secondary access road, approx 7m wide. Due to large change of levels (circa 4-5 metres) it will be provided in the form of bridge crossing, therefore maintaining the stream's flow and wildlife movement. The intention is to retain as much existing shrubbery as possible. It is intended to limit tree loss as far as possible.

Access studies informed the design in terms of the building footprint sitting, positioning of the car park, access road and the secondary road, which is required to link the proposal site with the existing Norbert Dentressangle Logistics Limited facility to the South. The access to the Highway Network has previously been agreed with the Council.

Level differences, to a degree, dictated the position of developed zone within the site.

Environmental strategies also influenced the general site layout, positions of wildlife corridors and landscape design.



Figure 11. Triangle of land to the front of the site – area of natural habitat



Figure 12. View of the tree belt looking West from B5130

Building Design Evolution

Through the course of the design a number of alternative proposals were developed, all incorporating the underlying concept of expressive yet functional form, thereby assisting the company's branding, sensitive to the natural environment, with contemporary high quality design.

Analysis of the surrounding landscape and neighbouring land uses led to the conclusion that the proposal should become part of the landscape in a discreet and elegant way, screened from the views of local residents but with some parts being visible from Bryn Lane, allowing the proposals to reflect the surrounding industrial character to the South of the site.

The general layout of the building follows direct requirements of the Client: footprint, circulation and phasing of development were determined during a feasibility stage of the proposal. The design challenges presented themselves whilst trying to incorporate the proposal into environmental and landscaping requirements as well as to follow studies regarding vistas, filtering and screening the views of the site. Following testing of several options, Antonio Garcia Architecture managed to achieve the most efficient site layout. The development area is kept to a functional minimum and offers the remaining part of the site as landscape and ecological design.



Figure 13. Proposed site layout

The scheme evolved into a single building form, occupying the central and southern central section of the site, where the optimal level of screening is provided. This location not only allows valuable habitat to be retained but also encourages creation of wildlife corridors around the development.

The proposed indicative colour palette helps to merge the building with the surrounding landscape.

7. The Scheme Proposals

The purpose of the development is to provide a facility for Norbert Dentressangle Logistics Limited (NDL). The proposed internal link connects the existing NDL site with the new development.

In total the scheme comprises of 46,950 m² of B8 warehouse area, divided into two equal phases. There will be ancillary office accommodation provided within the building of ca 200m². The total area of development equals: 91,390 m².

There are 100 car parking spaces provided within the front section of the site.

To accommodate needs of Norbert Dentressangle Antonio Garcia Architecture incorporated small fuel and wash stations within the development.

There is also accommodation for a bus stop at the site entrance to allow for more sustainable options of transport and serving not only this particular site but also several developments across Bryn Lane. This was previously agreed with WCBC Highways Department.

There will be on site provision for bicycles and bin storage.

In summary the scheme proposals create:

- A form that responds to the direct needs of the intended occupier in terms of functionality, and company branding.
- A secure and healthy work environment.
- A design utilising a palette of materials that is sympathetic with its surroundings and the local vernacular.
- Maintenance of the natural habitat surrounding the development.
- Potential for high quality architectural design
- Sustainable awareness.
- An accessible development.

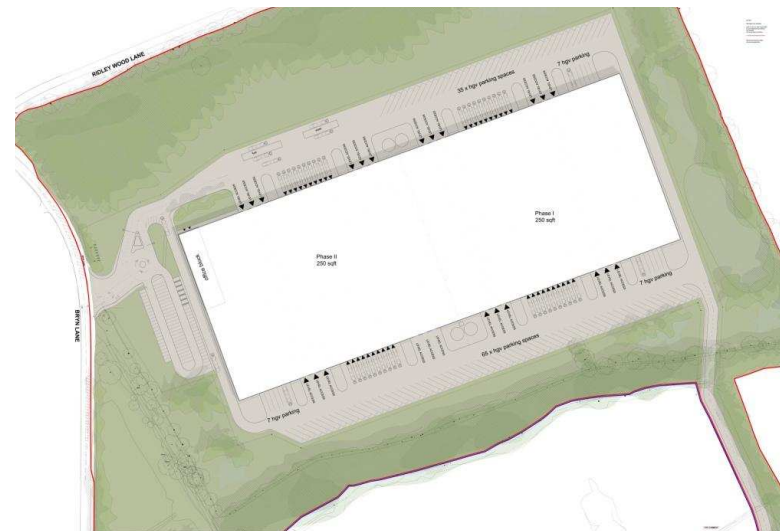


Figure 14. Proposed site plan

Approaching the site from Bryn Lane there is an access road, carefully designed to provide collision free movement of lorries, cars, bus, cyclists and pedestrians, whilst maintaining security of the development. The operational zone of the development is created on the building's perimeter and incorporates loading / unloading, traffic, parking, wash and fuel facilities. Pedestrian travel is kept to a minimum due to the office provision being designed in close proximity to the car park.

Extensive tree planting is incorporated within the landscape design to enhance and protect the natural habitat, this also creates an interesting series of screens and background to the development as viewed from Bryn Lane and the surrounding neighbouring area.

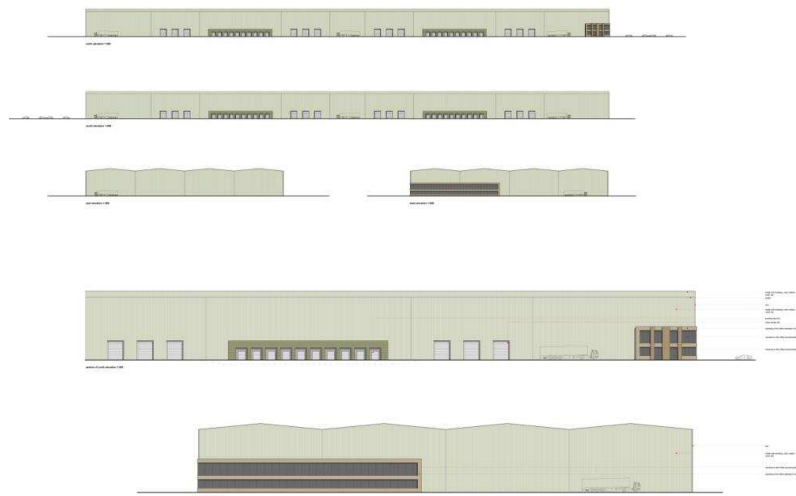


Figure 15. Proposed indicative elevations



Figure 16. Proposed indicative landscaping plan

Site Context and Landscape Character

The site is set within a mixed character area of industrial and rural land use. Despite neighbouring properties being mainly industrial in nature, the site itself has rural characteristics.

Great care has been taken to provide a suitable landscaping scheme and environmental mitigation measures. Detailed reports containing the ecological surveys, undertaken impact assessment, an ecological mitigation framework, landscape design etc. form part of this application.

Environmental consideration was the greatest challenge of design process, not only due to site's constraints but also due to maintaining the concept of provision of high quality natural landscape and natural habitat supporting protected species.

The indicative landscaping plan, created by Antonio Garcia Architecture as a result of cooperation with several environmental consultants, shows the outline of mitigation strategy in graphic form.

Access

Kingmoor Park and Norbert Dentressangle are committed to a policy of equality, inclusion and accessibility in the delivery of a building which will be used by visitors to the building and habitants.

Kingmoor Park fully recognises the diversity of cultural, religious and individual abilities of future users and employees and is active in ensuring that any potential sources of discrimination are addressed.

The intention is to make the premises as accessible as possible, in line with local planning policy and the obligations that will be imposed upon the future users as service providers under the Disability Discrimination Act 1995

Ease of use by all potential users (including disabled people, parents and children, older people, and young people) is also considered to be an essential element of breaking down language and cultural barriers.

Access within the Buildings

Doors

External main entrance doors will be in compliance with DFA 2 with clear openings of 1000mm.

Entrance and main circulation doors will be designed to provide a minimum of 850mm clear access width, and a clear width of 925mm whenever possible.

Finishes

Internal finishes will be of the type normally associated with a commercial environment. In particular there will be tonal variations between doors and the surrounding walls.

Changes in levels will be marked by a tonal variation in the floor finishes, with contrasting nosings on the staircase. Manifestation will be provided on glazed screens to assist the poorly sighted.

8. Sustainability

Kingmoor Park and Antonio Garcia Architecture are committed to sustainability initiatives in business and architecture.

The Design Team for this project have made great effort to ensure that the scheme meets or exceeds current requirements for sustainable development:

- Majority of the materials specified will be natural or sustainably manufactured.
- The site will be sustainably drained (drainage report enclosed with the application).
- Natural habitat of the site will be enhanced by careful landscape design (reports enclosed).
- Other applied solutions will help to improve general proposals, for example the concept of recovering the heat heat the office pavilion.

BREEAM

Detailed consideration has been given to the requirements of BREEAM industrial in order to achieve 'Very good' standard.

In order to achieve a Very Good standard the development will ensure the delivery of:

- Suitable project management,
- Consideration to Health and Wellbeing,
- Efficient energy use,
- Thoughtful approach to transport issues,
- Water usage reduction
- Achievement of 'A' rating for materials where possible (SuDS)
- Biodiversity enhancement
- Contribution to reduce the pollution

All the above as per approved BREEAM industrial guideline documents.

9. Summary

The proposed development of a B8 use warehouse at Bryn Lane represents an opportunity for an exciting and unique industrial scheme set within a sustainable environment to meet expansion requirements of Norbert Dentressangle. The design team working closely with the client and local council have strove to create an innovative approach to industrial development.

In summary we believe the development offers several key benefits including:

- enhancing the currently undeveloped site.
- providing an interesting architectural language.
- creating a safe and healthy environment for new employees.
- contributing to the local regeneration and creating new jobs
- contemporary yet contextual architectural design will assist in breaking the cliché of the industrial context.
- the scheme will create a local precedent for sustainable development

Through detailed site analysis, reference to all relevant policy and thorough design development we believe the proposals do merit planning approval.

We believe the development will enhance the character and context of the area and also strengthen its identity.

The design creates a scheme that offers clarity, functionality and is easy to understand.

Not only does the design offer positive additions in terms of spatial development and micro design, but also proposes a high standard of innovation through its use and architectural aspiration for an existing operator.