

ISLAND GREEN DRIVE THRU RESTAURANT



WREXHAM

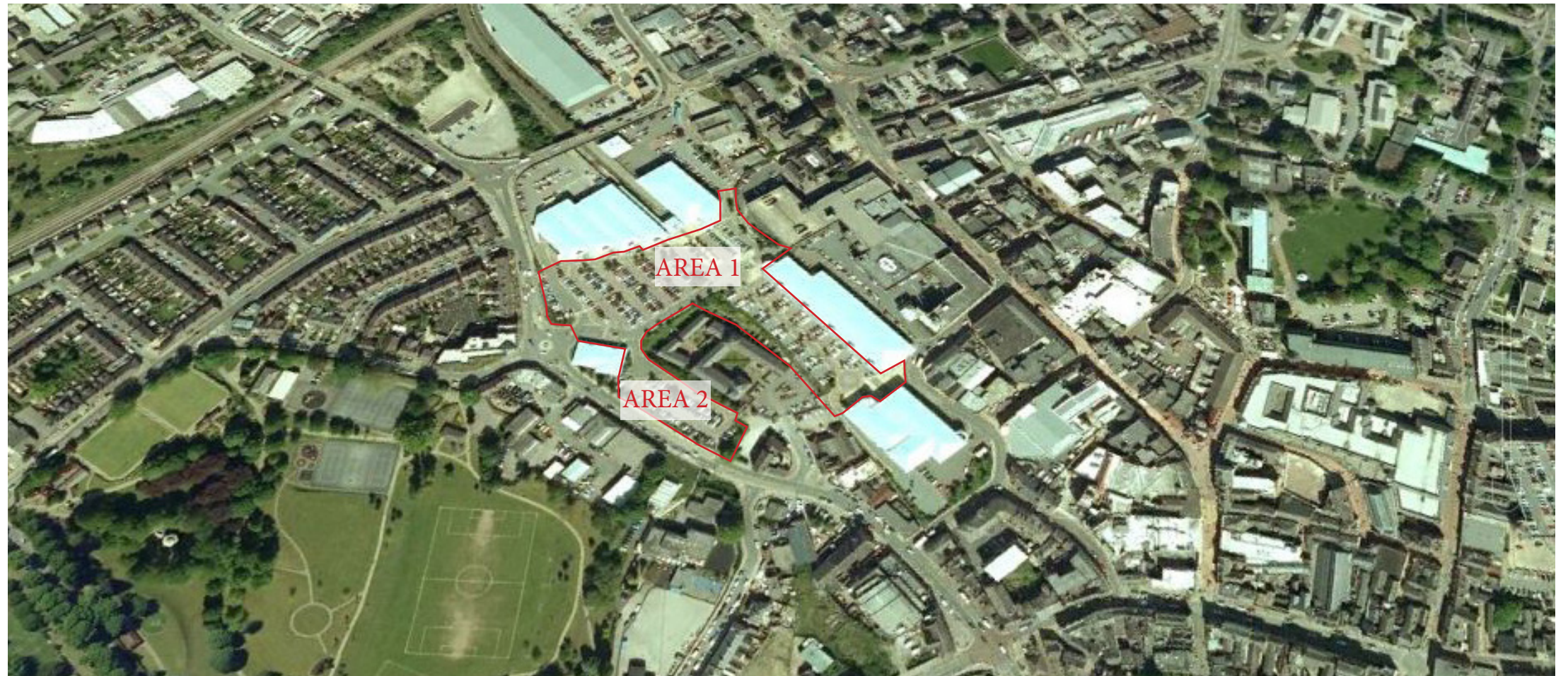
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INTERNATIONAL | ARCHITECTS | MASTERPLANNERS | DESIGNERS

Hederson Retail Warehouse Fund

Contents

- 1.0 Introduction
- 2.0 Site Context
- 3.0 Proposed Development
- 4.0 Policy
- 5.0 Character
- 6.0 Community Safety
- 7.0 Environmental Sustainability
- 8.0 Movement and Access
- 9.0 Conclusion
- 10.0 Drawings



AERIAL PHOTO// WREXHAM

1.0 Introduction

This Design & Access Statement has been prepared on behalf of Henderson Retail Warehouse Fund, owners of Island Green Shopping Park.

Henderson wishes to construct a drive thru restaurant on the south eastern part of the Island Green car park, and make improvements to the remainder of main car parking areas to the north, to provide additional spaces and improve circulation. This Statement assesses the suitability of the proposed development in terms of design and access considerations.



AERIAL PHOTO// ISLAND GREEN SHOPPING CENTRE

2.0 Site Context

The site is located within the southern part of Wrexham Town Centre, within the Island Green Shopping Park, as highlighted on the Site Location Plan. It comprises 1.84 hectares of the Island Green site, all of which is predominantly used for car parking with some landscaping. The upper (northern) edge of the site adjoins existing retail units and a multi storey car park, with further retail units and Wrexham Central station to the west. There are additional retail units along the eastern and southern boundary of the car park, although the predominant use along the southern boundary is public highway – Watery Lane and Pentre Felin. The car park also wraps around a site known as Y Werddon, which we understand was originally a tannery building, but which is now residential apartments.

There are trees and other landscaping around the site, for example along the southern boundary with Pentre Felin , as well as some trees within the car park. The River Gwenfro flows between the former tannery building and the Southern Car Park, as well as beneath part of the main car park in a culvert.

The main vehicular access serving the development is in the south at the Watery Lane/ Pentre Felin junction. Site levels rise up from this vehicular access to the retail units on the northern boundary of the application site. Circulation routes within and around the car park are shown on the Site Access plan below. Watery Lane/ Pentre Felin essentially forms part of the Wrexham inner ring road. There is also a pedestrian route (not adopted) which runs from the north-eastern boundary of the Southern Car Park site, connecting across the river Gwenfro via a small footbridge linking to the north eastern parts of the Island Green main car park, although this is not a public right of way.

The predominant character of Island Green Shopping Park is derived from the shopping units themselves which have an attractive contemporary style. Y Werddon is an attractive but unlisted building, situated at a lower level than the Island Green car park adjoining and wrapping around it on three sides. Buildings south of Pentre Felin are generally traditional in character and of mixed use.

Site Photographs are shown below.

Therefore the site is situated within albeit on the edge of the town centre. Island Green with its contemporary appearance and with surrounding areas with a more traditional character.



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SITE PHOTOS



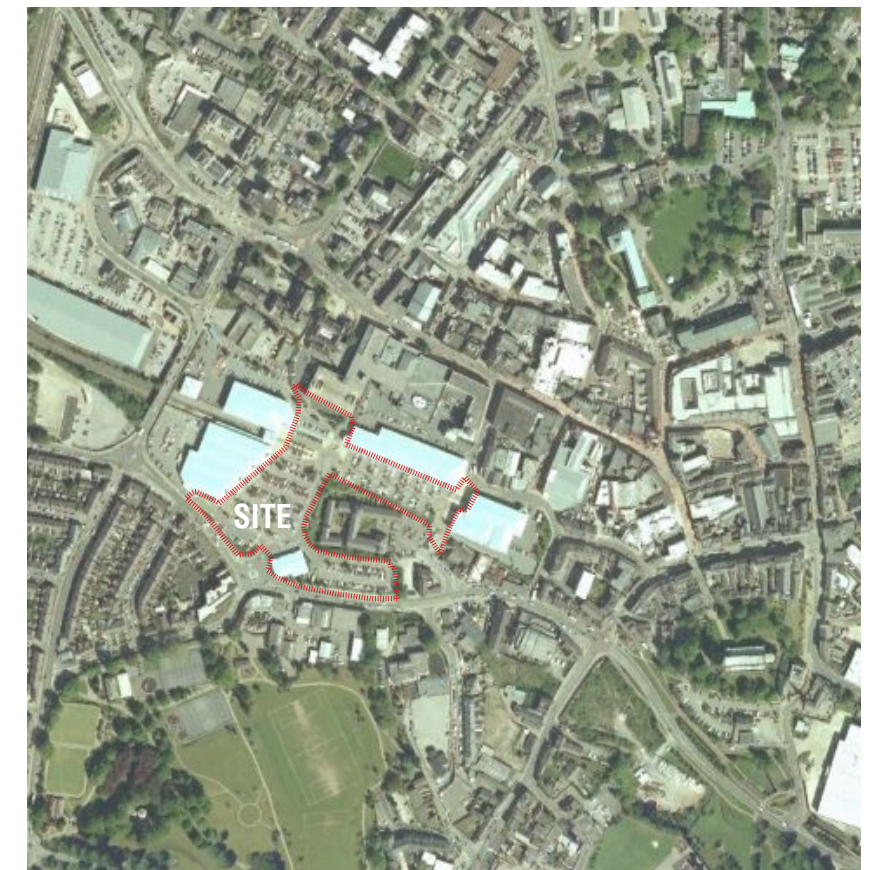
SITE LOCATION



Wrexham City Centre

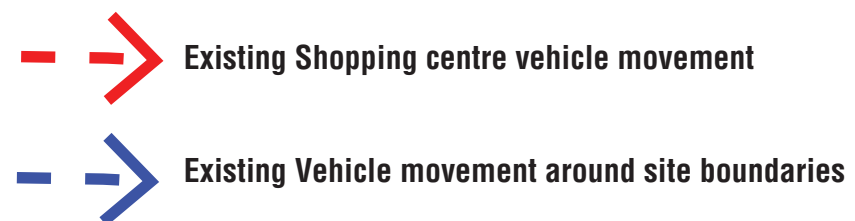
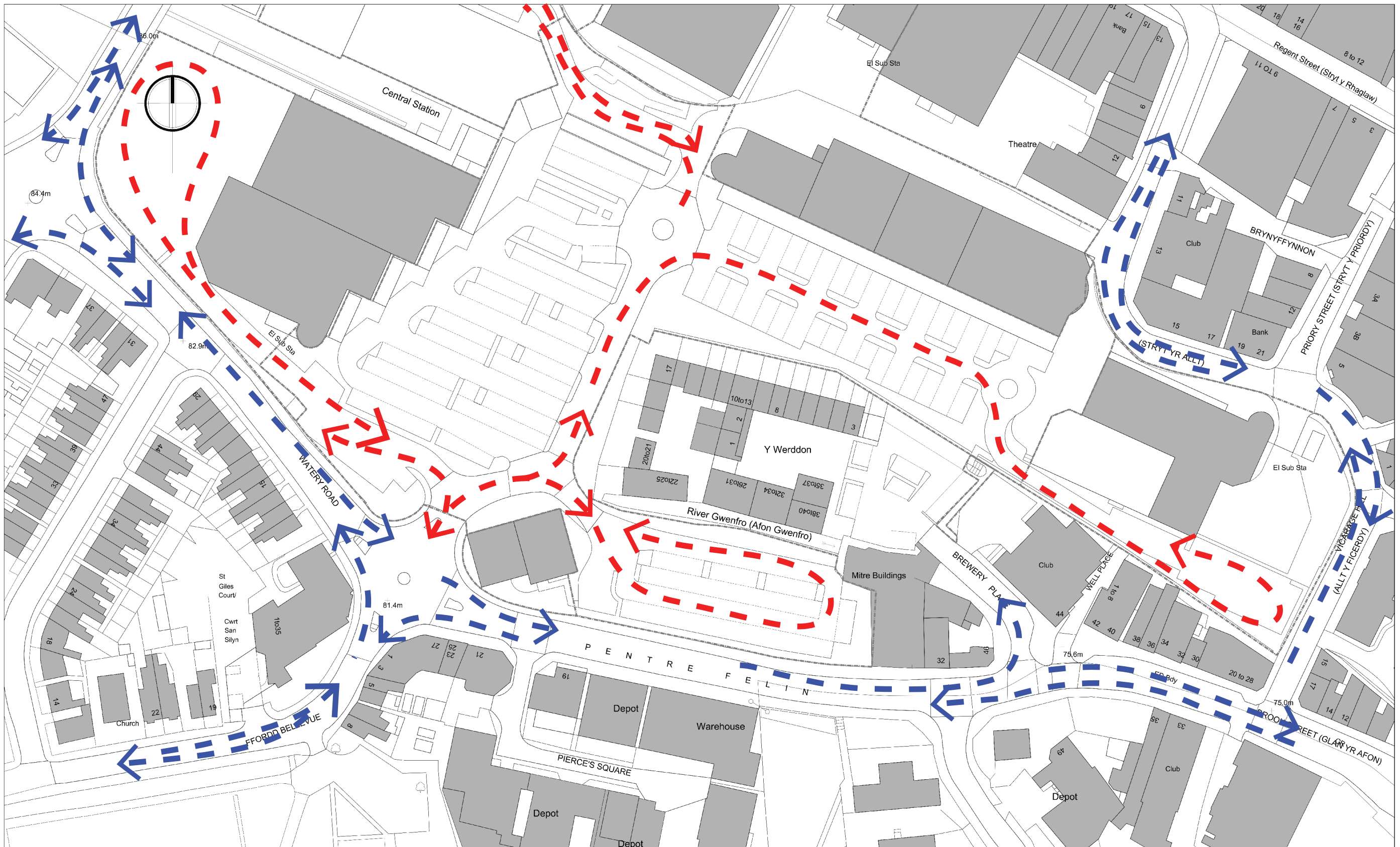


Aerial Plan of wider catchment of Wrexham



Site Area

SITE ACCESS & EGRESS - EXISTING



3.0 Proposed Development

Two planning applications are being submitted. Common to both applications, are proposals to reorganise the parking spaces and circulation within the main car park areas so that they are laid out more effectively and more efficiently, improving circulation and reducing localised congestion within the car park.

Application 2 also includes the provision of a proposed new drive thru restaurant on the site of the south eastern part of the Island Green car park. This Design Statement specifically relates to Application 2.

The redevelopment of the south eastern part of the car park will comprise a two storey 545m² building to be used as a restaurant with take away facilities. Immediately to the west of it will be 25 parking spaces. A circulation route for the drive thru element will run from this car park around the northern, eastern and southern perimeter of the new building back to the car park.

Pedestrian connections will be provided and improved from the main car park in the west, from Pentre Felin itself and north via the existing footpath to the west of Y Werddon which crosses over a small river footbridge. A new footpath will be extended from the river footbridge to connect to Pentre Felin, providing safe and well defined route in contrast to the current informal use/route that has occurred through the existing landscaped areas and over the low level boundary fencing.

Service vehicles will use the existing service area of the retail units situated immediately west of the south eastern part of the car park. Landscaping will be provided around the site boundary, along with a 1.8m acoustic fence along the northern edge.



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4.0 Policy

Section 4 of Planning Policy Wales concerns the promotion of sustainability through good design. It states that to create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings. Good design can protect and enhance environmental quality, consider the impact of climate change on generations to come, help to attract business and investment, promote social inclusion and improve the quality of life. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales, from the construction or alteration of individual buildings to larger development proposals. These objectives can be categorised into five key aspects of good design (4.11.1 & 2).

Figure 4.4 sets out the objectives of good design; character, community safety, environmental sustainability, movement and access.

Policy GDP1 of Wrexham's 2005 UDP sets out development objectives which all new development should address. Criteria include:-

- a) Ensuring that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.
- b) Taking account of personal and community safety and security in the design and layout of development and public / private spaces.
- c) Making the best use of design techniques, siting and orientation in order to conserve energy and water resources.
- d) Ensuring safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.
- e) Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.

f) Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development.

g) Secure public services (e.g. gas, water, electricity) to development at minimum public cost.

h) Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest.

i) Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination, either on or off the site.

j) Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity.

k) Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area.

In conjunction with the planning statement accompanying this application, we set out below how, in design terms, the proposed scheme here in described, responds to these policy objectives and aspirations.

5.0 Character

The existing south eastern part of the car park is a surface level car park situated between the former tannery building (Y Werddon), existing retail units within the Island Green Shopping Park development, Pentre Felin (the adjoining public highway forming part of the inner road) and traditional buildings at Mitre buildings.

The area is of a very mixed character that is enhanced, to some degree, by boundary trees and landscaping. The proposed restaurant building will be sited centrally within the south eastern section of Island Green. It is a high quality two storey building design, different in character to the existing Island Green shop units located to the west and the Mitre Buildings to the east. The scheme will maintain and a landscaped setting along the Petre Felin boundary.

The proposed building will provide an active physical presence, in contrast to the existing surface car park. The building will have a good quality appearance without having any over bearing or other adverse relationship to adjoining buildings and overall landscaping will be enhanced.

Y Werddon will continue to provide an attractive background. The views/aspect from the ground floor windows of the Y Werdon premises will not materially change, reflecting the unusual topography. The views from the first floor windows will now benefit from a more active use set within a more extensive landscaped and public realm area.

We consider that the proposed development will materially enhance the local character in accordance

6.0 Community Safety

Whilst we are not aware of any significant existing problems of safety on the site, there is evidence of informal pedestrian access occurring through the existing landscaped areas which would require passing over the low level boundary fences, notably in the extreme south eastern corner of the site.

The proposals specifically address this issue through both creating a properly defined and safe route from Pentre Felin (close to the existing pedestrian crossing) connecting to the footpath route crossing the River Gwenfro close to Y Weddon which is suitable for push chair users and disabled chair users as well as a second connection along the southern edge by way of a small tier of steps.

The nature of the site, being a town centre surface level car park, it has essentially “policed” itself through natural surveillance.

The proposed development will provide a formal activity on the site, with staff managing the use throughout the period when the restaurant is open (daytime and evening). This active use and the improved site layout will ensure that the site operates in a safe and secure manner. This accords with the second design role of PPW, as well as criteria (b) of Policy GDP1.

7.0 Environmental Sustainability

The proposed development seeks to make more effective and efficient use of the main Island Green car park site, and to redevelop that part forming the south eastern part of the Island Green car park, for a new restaurant, which is currently an under-whelming brownfield urban site.

Careful attention has been given to the location of proposed new tree and shrub planting as well as protecting and incorporating the best of the established trees on the site. Consideration has been given in design to minimising any noise impact on nearby sensitive receptors including inclusion of a low level acoustic fence.

Given the location of this town centre site, in Flood Zone 1 and with a low environmental value, it is highly suitable for redevelopment to provide an additional town centre use and generate new employment.

The site has good accessibility on foot, by cycle and by public transport, and trips to it can be readily linked to other activities.

The design of the building will have strong sustainable qualities. No hazardous materials will be used in its construction and materials will be sourced from sustainable sources.

8.0 Movement and Access

The submitted Transport Statement explains how the proposed development is accessible in terms of vehicular movements to and through the site. It is accessible by all modes of transport.

The application scheme involves enhancement of pedestrian linkages that promote easy and safe movement of pedestrians (able bodied , encumbered or disabled) as a priority.

The proposed restaurant building, and the toilets within it, will be fully accessible to all members of the community, including those with disabilities. Accordingly, we consider that the proposed development accords with the fourth design role of PPW.

9.0 Conclusions

The submitted Transport Statement explains how the proposed development is accessible in terms of vehicular movements to and through the site. The application scheme involves enhancement of pedestrian linkages that promote easy and safe movement of pedestrians as a priority. The proposed restaurant building, and the toilets within it, will be fully accessible to all members of the community, including those with disabilities. Accordingly, we consider that the proposed development accords with the fourth design role of PPW.



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