



Eastern Command and Custody Facility

Police and Crime Commissioner of North Wales

Design and Access Statement

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Document history and status

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Contents

Introduction	4
1. Accessibility	6
1.1 Vehicular Access into Site	6
1.2 Pedestrian & Bicycle Access into the Site	8
1.3 Access within the Site	8
1.3.1 Visitor Car Park	8
1.3.2 Staff Car Park	10
1.3.3 Operational Car Park & Access Road	11
1.4 Access around the building internally	13
2. Environmental Sustainability	14
2.1 Energy Hierarchy	14
2.2 Water	15
2.3 Sustainable Materials	15
2.4 Natural Habitats	15
2.5 Waste	16
2.6 Climate Change	16
3. Character	17
3.1 Landscape	17
3.2 Scale	17
3.3 Land Use	17
3.4 Materials	18
3.5 Landscape Character	19
4. Community Safety	22
4.1 Natural Surveillance	22
4.2 Community	22
5. Movement	23
5.1 Transport & Travel	23
5.2 Facilities & Amenities	23
5.3 Car Parking	23
5.4 Servicing & Maintenance	23
5.5 Transport Integration	24

Limitation Statement

- *the sole purpose of the report is as a key component to the planning application and the information contained in it do not form the basis of construction information*
- *this report has been prepared in conjunction with a full set of design drawings, various surveys and reports and client supplied information*
- *The content may be subject to revision due to the outcomes, comments or conditions of the planning application and the latest available information should be sought prior to any construction works*
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- *This report has been prepared based on the guidance set out in the guide available from Wrexham Council at: http://www.wrexham.gov.uk/english/planning_portal/publications/access_statements.htm*

Introduction

The Police and Crime Commissioner of North Wales (PCC) purchased the former Sharp factory site at Davy Way / Rackery Lane, Llay Industrial Estate, Wrexham and this Design and Access Statement is part of a number of supporting documents for a full planning application to construct an out of town Eastern Command and Custody Facility.

The PCC wishes to create an out of town facility which will combine existing ageing operations from Wrexham and Flintshire. The chosen site provides a central geographical location meaning efficiencies of the merger can be realised.



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Figure 1. Existing OS Site Plan

The roughly rectangular site is aligned south-westerly to north-easterly and bounded by roads and neighbouring industrial sites and surrounded by an existing fence. Beyond the North-East boundary is undeveloped agricultural land. The whole site owned by the client (outlined in blue above) is approximately 7.3 hectares. The site area that is proposed to be developed (outlined in red above) is approximately 3.9 hectares.

The south-western corner of the site is developed with extensive areas of hard standing and road networks and has a large metal clad, portal-frame industrial unit and smaller connected outbuildings. Vehicular and pedestrian access onto this developed site can currently be gained by only two existing gated entrances off the adjoining Davy Way road. The adjacent portion of the proposed site is undeveloped and consists of wild flower meadows, hedgerows and unmanaged scrub.

The surrounding buildings match the industrial estate vernacular of profiled metal cladding in various colours including light silver and brown as well as areas of brick to office sections.

A phase 2 ecological survey is underway and about to be concluded with initial findings of a single Great Crested Newt. The report and recommendations are included in the supporting documents.

The presence of GCNs were anticipated from scheme inception and consideration has been made in the design of the site arrangement and landscape details to mitigate any ecological issues.

Owen Davenport Limited produced a planning statement in July 2013 to support the principal of achieving planning permission on the existing site for the Police office, store and custody suite. The key points from this report are included below:

- The undeveloped part of the site is designated within the adopted Development Plan for Wrexham County Borough as suitable for “employment development”.
- The planning system should support economic and employment growth as the thrust of policy is to direct economic development to suitably allocated sites or previously developed sites.
- The message from National Government is that these types of developments should be supported. It is clearly defined as an ‘economic development’ and would be sited in a sustainable location.

Following from this feasibility study and with a much clearer and defined set of proposals a pre planning advice fee was paid and a meeting held on 27th January 2015 at Wrexham council offices. The developed proposals were well received and since then the scheme has developed on these same core principles and scale set out at that meeting.

The multidisciplinary design developed by Jacobs on behalf of the PCC has followed an extensive schedule of stakeholder engagement which has included building user groups, senior project board members, security advisors and architectural liaison officers. The project team is also made up of a Home Office appointed design enabler and been subject to two formal Home Office panel design reviews. This extensive process has enabled a comprehensive and efficient building design and layout that utilises the existing site efficiently in a way that enables future expansion and development.



1. Accessibility

1.1 Vehicular Access into Site

The existing visitor and operational vehicle access points are being maintained and a third staff access point is proposed along Davy Way as indicated below. Each entrance will be clearly identified with wayfinding signs.



Figure 2. Vehicular Site Access

The visitor car park is controlled via one existing access point from Davy Way with the position of the existing gates retained. Within the visitor car park there is provision for an emergency relief route from the secure operations side via some drop down or removeable ram resistant bollards as identified in the image below.

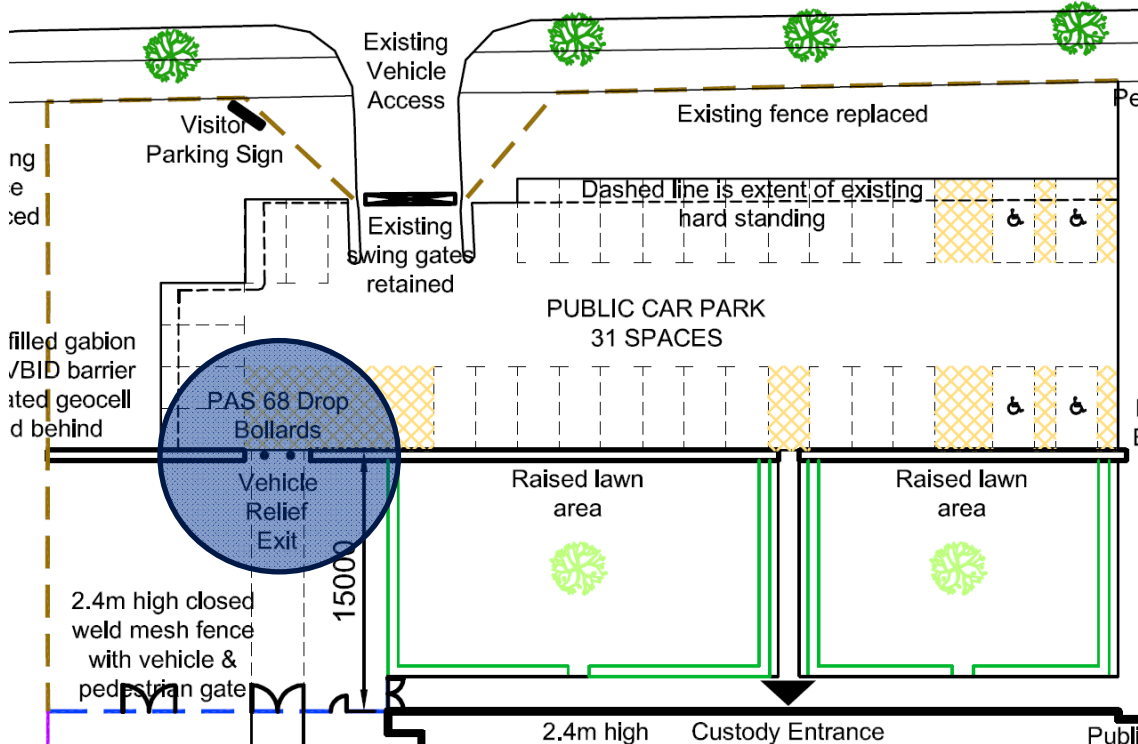


Figure 3. Public Car Park & Operational Vehicle Relief Route

The existing operational entrance position is being retained along with the existing sliding security gate. This security gate however will generally be kept open and a set of new ram resisting gates is proposed more than 20m into the site to allow for multiple queuing vehicles keeping Davy Way free of queuing traffic.

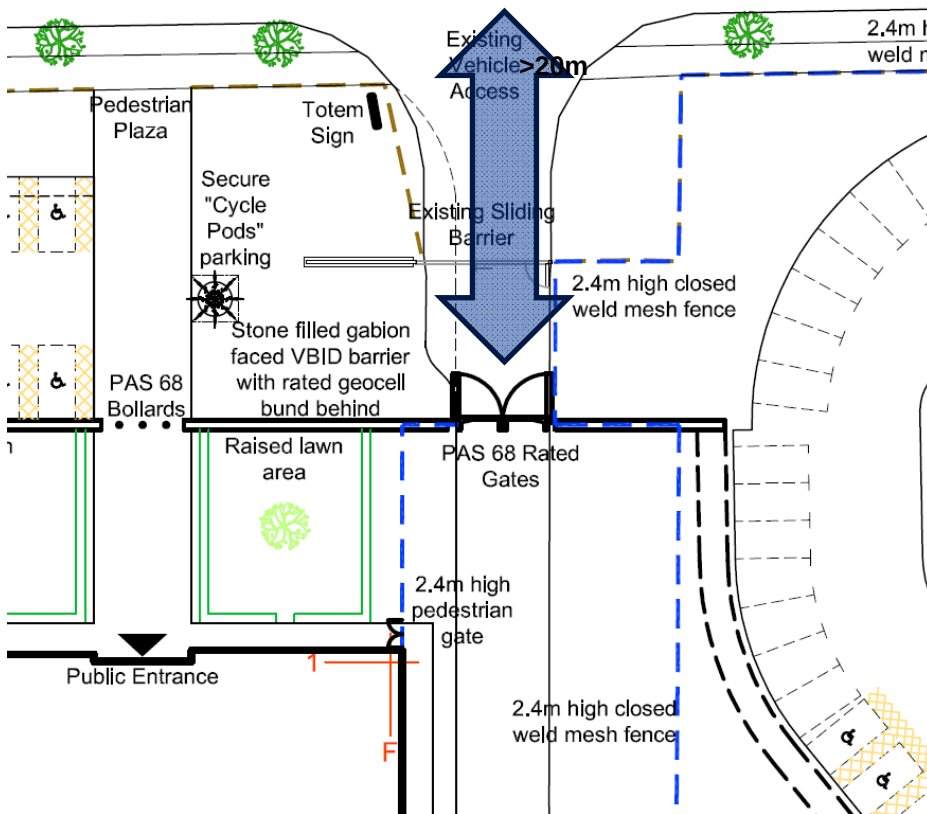


Figure 4. Operational Vehicle Site Entrance

The newly proposed staff car park entrance is situated more than 30m from the existing Sharp factory vehicle exit on the opposite side of the road on Davy Way. 2.4m high weldmesh gates are proposed to secure the parking and these will generally be left open. A proposal for a security barrier to be provided in the future is indicated in the proposals and will be set back more than 10m from Davy Way to limit any queuing traffic on Davy Way.

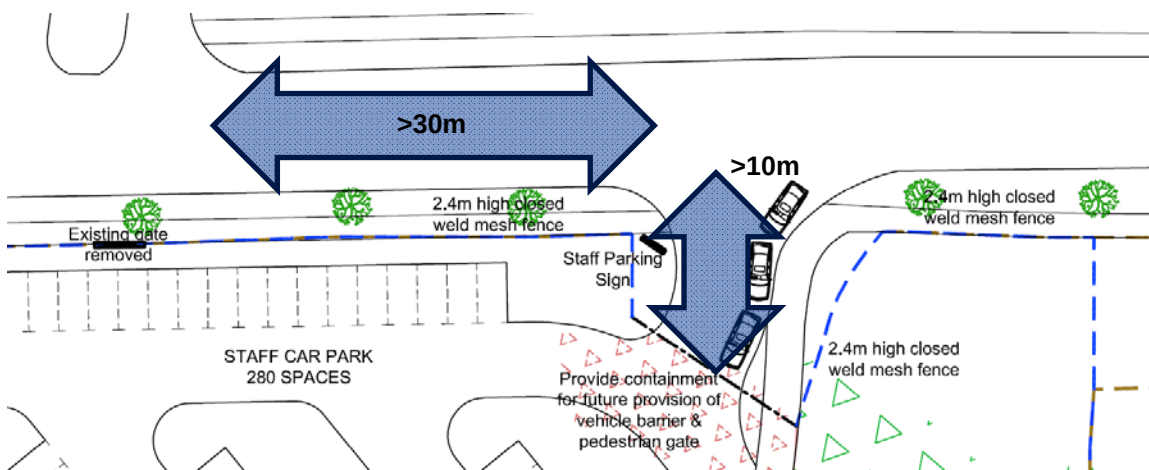


Figure 5. Proposed Staff Vehicular Site Entrance

1.2 Pedestrian & Bicycle Access into the Site

There is currently no existing segregated pedestrian entrance into the site with visitors arriving by foot or bicycle having to access the site via either of the two existing road entrances. The proposals are to include two new routes for use by pedestrian and bicycle users. The new visitor route is located opposite the building's main entrance and is clearly defined to lead visitors to the building and with the use of wayfinding signs. The other entrance is the staff route through the staff car park again clearly distinguishable with wayfinding signs. Covered bicycle storage is located both close to the visitor building entrance and the staff building entrance.

The existing pavements to Davy Way which are outside the site boundary do not currently have dropped kerbs with tactile paving to enable safe and level access across the junctions. We will agree an acceptable pedestrian approach to the site boundary with the LA for both existing and new vehicular access points.

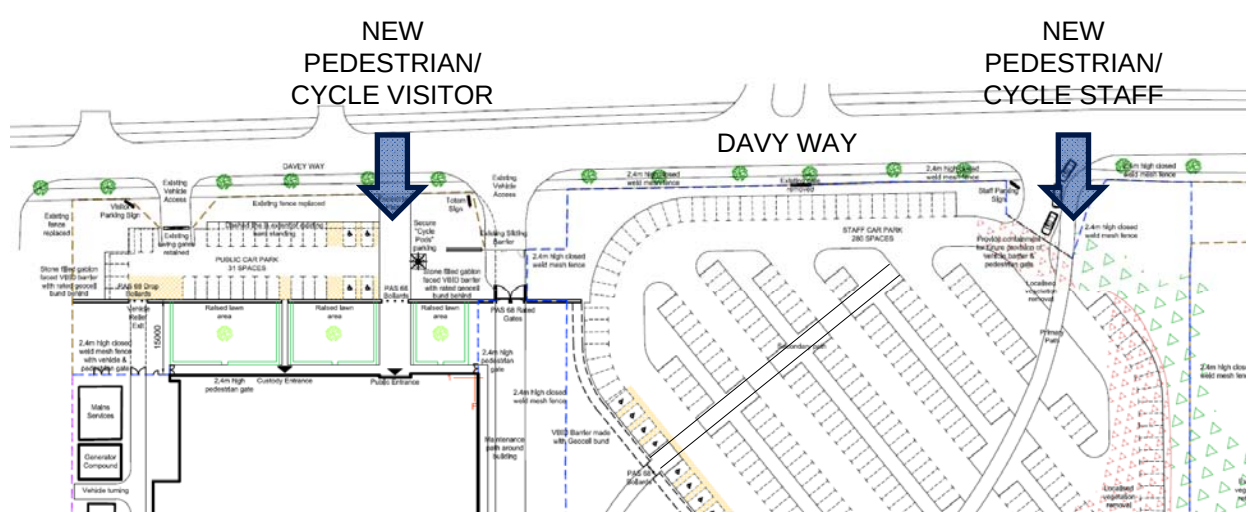


Figure 6. Pedestrian & Bicycle Site Access

1.3 Access within the Site

All parking setting out has been coordinated to comply with the minimum dimensions set out in the Local Planning Guidance Note 16 Parking Standards. The operational parking bays have been enlarged to enable safer and easier access for operational response vehicles. Shared pedestrian and bicycle paths are sized appropriately within BREEAM guidance which exceed the requirements set out in Planning Guidance Note 06 Access to and use of buildings.

The total parking spaces being proposed are as follows:

- Visitors **31** (including 4 accessible spaces)
- Staff **280** (including 17 accessible spaces)
- Operations **61** (including 2 accessible spaces)
- 35 covered bicycle spaces split between operations and visitor parking

1.3.1 Visitor Car Park

The visitor car park is in the same location as the existing provision was but with a slightly modified layout offering 31 spaces including 4 accessible spaces. The accessible spaces are located adjacent to the public path which directs users towards the building. Hatched no parking areas define safe 3 point turning areas, access improvements and safe pedestrian routes to paths. The parking is stood off from the building face by

15m so as to provide a predefined security standoff protection to the building. Step free access is available to all spaces and directly to the building entrances.

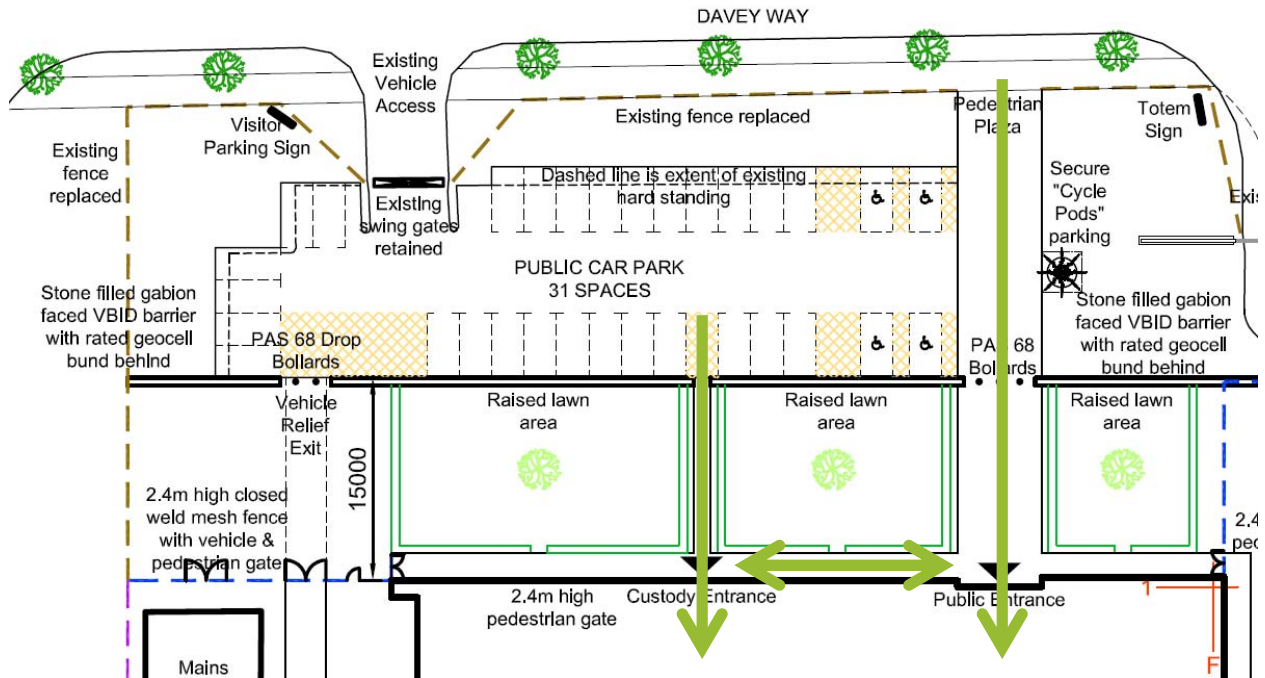


Figure 7. Visitor Car Park Movements

1.3.2 Staff Car Park

The staff car park has a loop road to the perimeter with central aisles providing two-way traffic throughout. Accessible spaces are provided to the closest spaces available to the building and with access to the pedestrian paths. There is a location identified to enable the parking of motorcycles which is also adjacent to the path.

Two pedestrian and bicycle paths extend through the parking area and provide safe and step free access towards the staff entrance of the building. These two combine at a secure 2.4m weldmesh fence line and pass through an access controlled gate into the secure operations area. The path crosses the operational link road via a table top route to ensure safe speeds are observed by drivers.

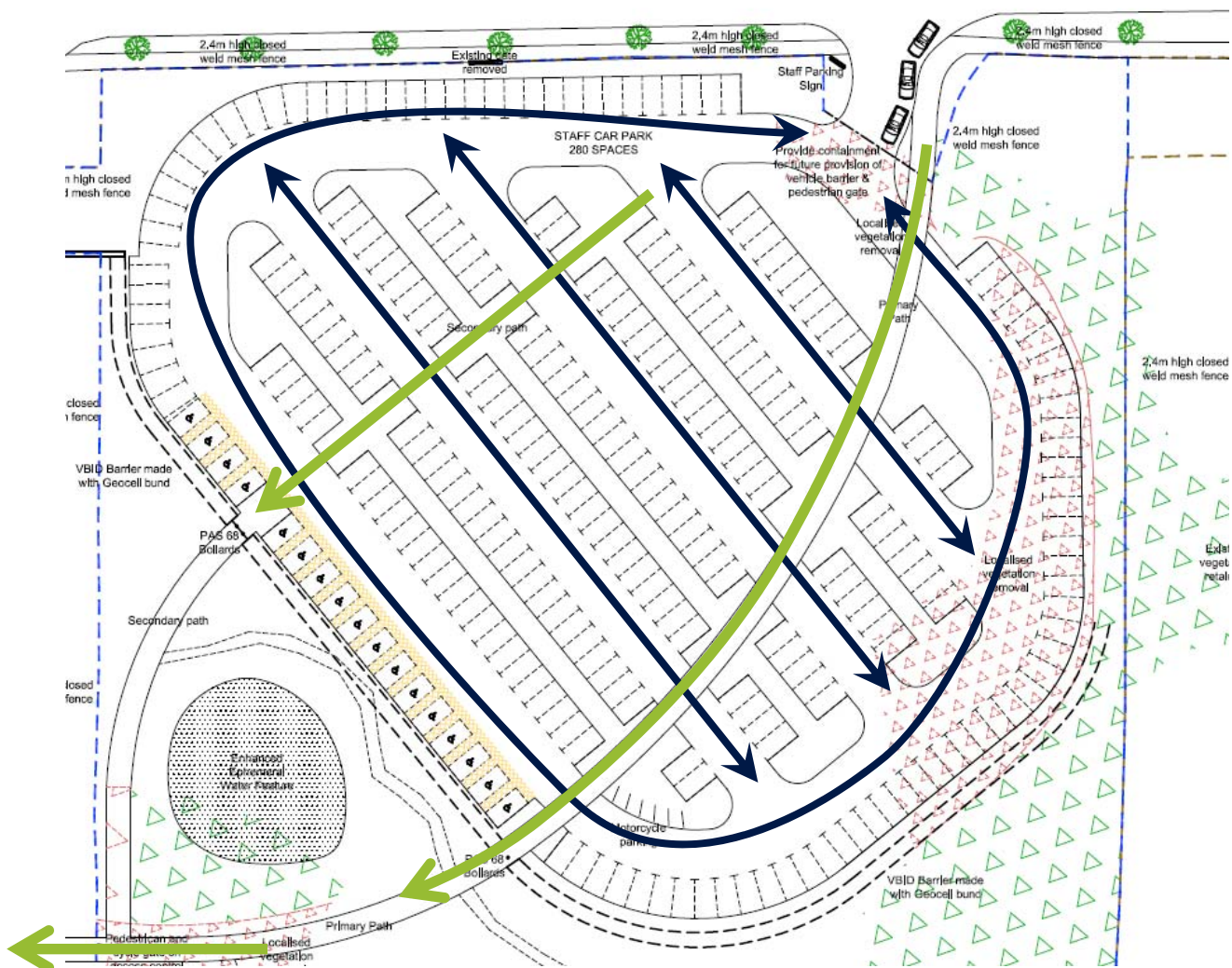


Figure 8. Staff Car Park Movements

1.3.3 Operational Car Park & Access Road

The existing operational road is retained with some changes including the addition of secure entrance gates and modifications to the bend as it enters the rear parking area. Operational vehicles including custodial vans and deliveries will use this road via access control at the entrance and exit point. The existing car park area is retained with modifications to lining for a new layout. All routes are again two way and provision is made for suitable hammer head turning locations.

Custody vehicles enter and exit the secure vehicle dock in a clockwise motion via shutters on the dock entrance and exit. Two vehicles can enter the dock simultaneously.

A separate delivery route is located adjacent to the rear staff pedestrian path which enables delivery traffic to get off the main road and reduce congestion. The side access road adjacent to the main building provides access to side stores, garaging and mains plant equipment.

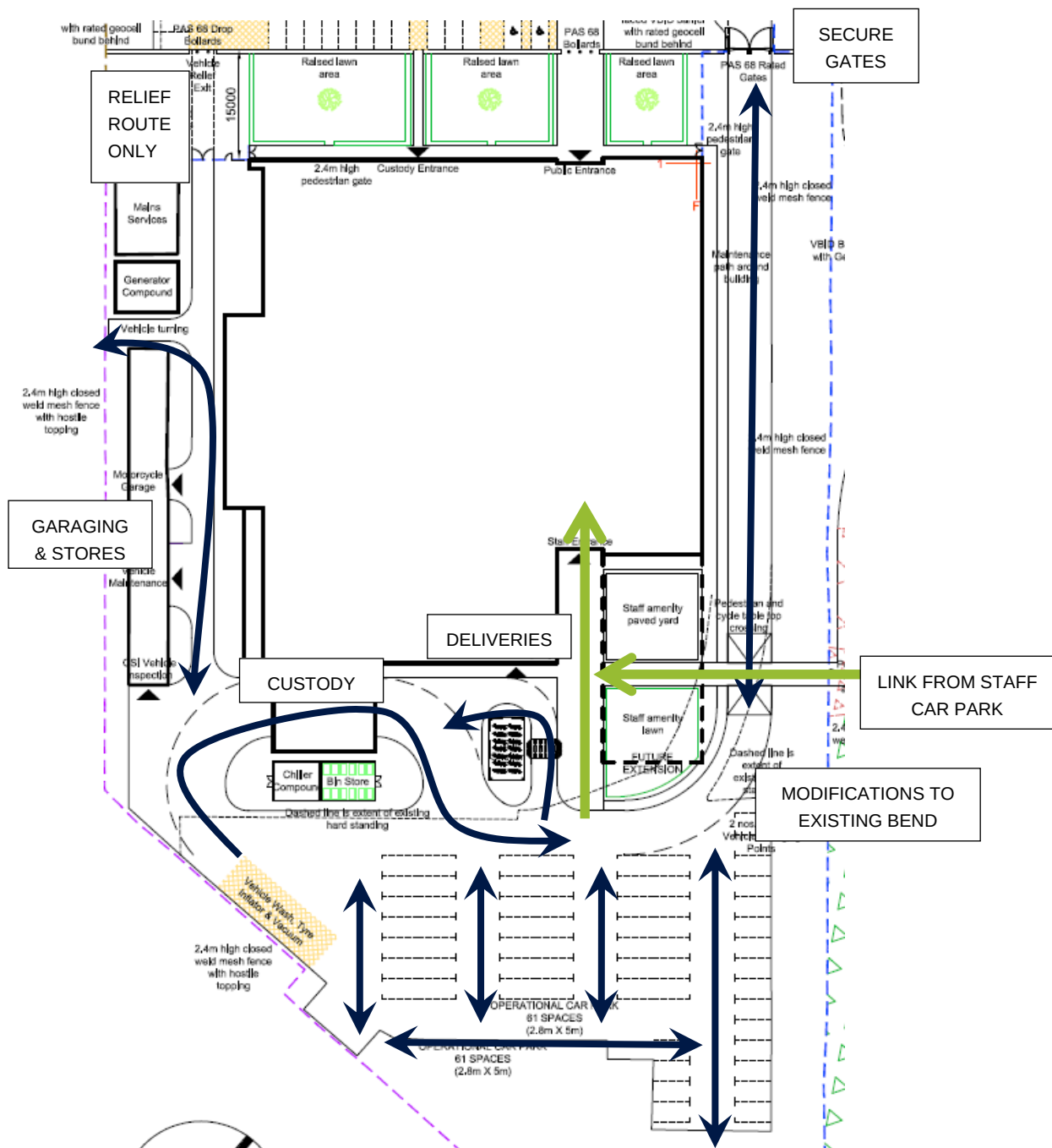


Figure 9. Operation area Access

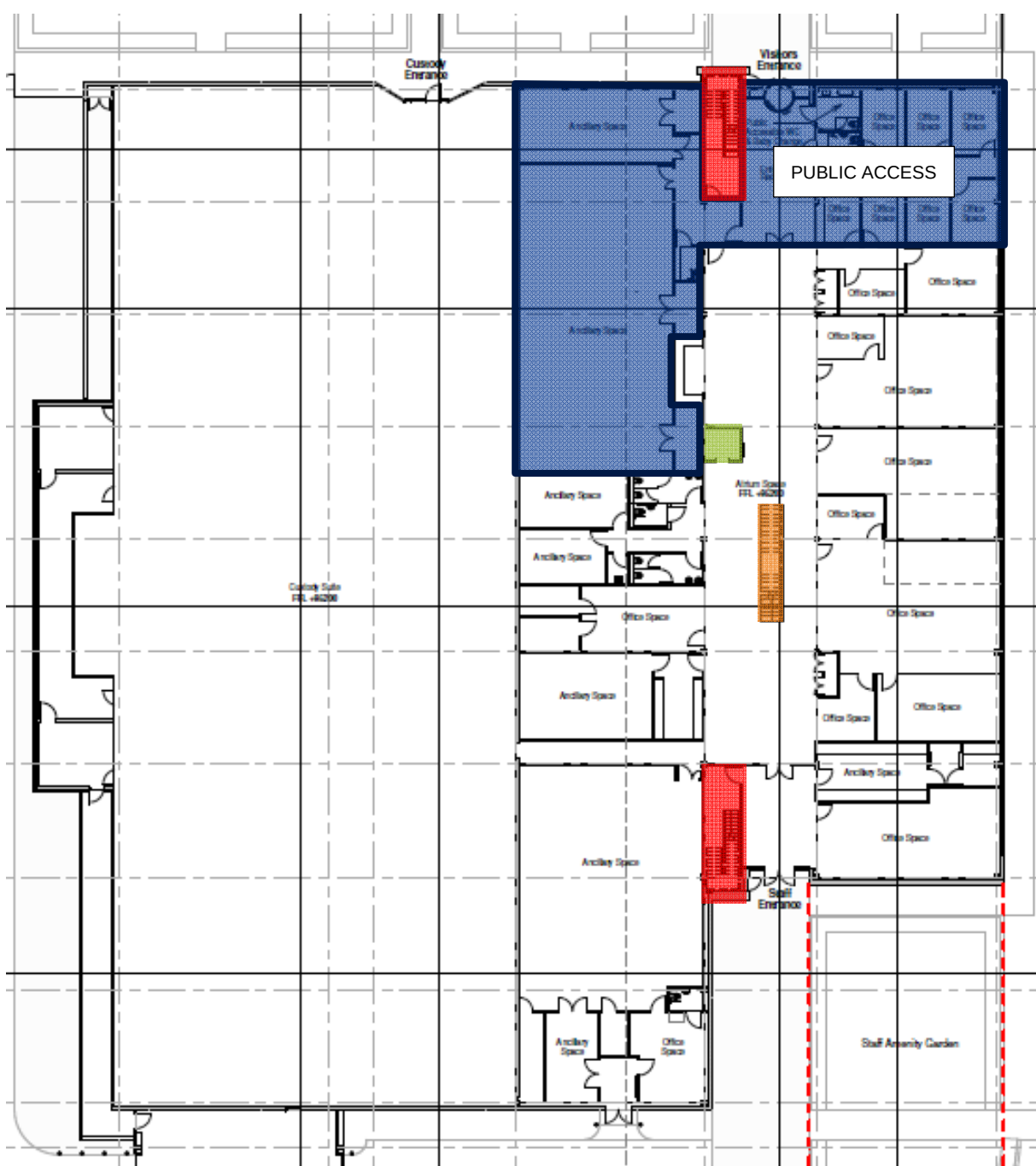
1.4 Access around the building internally

The accommodation to the front of the building at ground floor will be accessible by the public. This is shown in blue on the diagram below. Access to the rest of the facility is for operational staff only, with security access controls located in key locations to prevent unauthorised access.

The building has two main escape stairs which are located at opposing ends of the building and are highlighted in red below. These are protected means of escape and cover all 3 levels of the building.

The accommodation stair shown in orange handles the key circulation between ground and first floor where the majority of the activity in the building takes place.

The lift shown in green below is located central to the overall plan to provide assisted access to all 3 levels.



2. Environmental Sustainability

2.1 Energy Hierarchy

A low energy design shall be achieved by adopting the following hierarchy of strategic principles, ordered to represent their relative potential benefits both economic and practical:

A. Minimise Use

Building Orientation

Within the constraints of the site and the existing buildings the orientation of the new building has been optimised to facilitate shading, reduce solar heat gains, make the best use of beneficial solar gains, maximise daylighting and opportunities for natural ventilation. For example:

- Northerly Elevations (Office) – good for daylight with little glare
- Easterly Elevations (Office) – harness beneficial solar gains for pre heating during the morning
- Southerly Elevation (Ancillary & Office) – carefully designed to control solar gains
- Westerly Elevations (Custody – Minimal Glazing) – carefully designed to minimise excessive solar gains during the late afternoon to minimise the risks of overheating.

Wind driven natural ventilation will be most effective when the wind direction is across the building therefore the optimum orientation for the building is along a south-east to north-west axis making use of the predominantly south west and north east prevailing winds.

Reduce Demand

Internal temperatures – allow the internal temperature to vary according to external conditions.

Lighting – consider lighting levels appropriate to tasks

B. Reduce Waste

Insulation

Insulation optimised to reduce the heating and cooling requirement.

Air tightness

Build tight and ventilate right – the building will be well sealed using robust building details to ensure that the ventilation is controlled.

Controls and Zoning

The building is zoned and the controls appropriate such that when areas of the building are not in use the services are off.

C. Recycle

Heat Recovery

Efficient heat reclaim systems have been considered for all mechanical ventilation systems.

D. Generate

Renewable energy systems have been considered to reduce and offset the carbon impact of the development.

It is proposed that a large proportion of the Custody/Ancillary Roof will be fitted with Photovoltaic Panels which will provide sustainable energy for the scheme in the long-term and reduce carbon emissions.

Due to the nature of the facility, back-up Diesel Generators are required for the site in order to provide an uninterrupted Power Supply (UPS); however these will only be used as a last resort in an emergency situation.

2.2 Water

A Drainage Strategy document has been submitted as part of the planning application.

The development proposes to use as much of the existing surface water infrastructure as possible and it is anticipated that some of the existing roof, surface hardstanding, access road and car park connections will be used in the final surface water drainage system.

Where the site layout or building does not permit use of the existing drainage system a proposed surface water drainage network has been provided that connects into the existing Welsh Water surface water sewer to the south of the site. This connection will require a Section 106 connection agreement and will be subject to flow restrictions which have been agreed with Welsh Water. As such appropriate attenuation of surface and roof water flows has been provided within underground storage units located upstream of the final connection. Trapped gullies and oil interceptors have been provided within the surface water system upstream of the discharge point as required.

For new construction within the green field areas (such as that for the car staff car park) a SUDS type permeable car park surface has been provided which incorporates an underground storage and infiltration soak away type system. This system will not connect to the existing Welsh Water sewer system with all water disposed of by infiltration to ground.

The foul water flows from the site will discharge into the surrounding foul water sewer network by means of the existing connection from the site. A limit of discharge of foul water into the existing sewer network has been formally agreed with Welsh Water, however this connection will be subject to a Section 106 connection agreement. The need for offsite reinforcement of the sewer network has also been discussed with Welsh Water and reinforcement of the existing system is not required. Surface water flows from wash down and fuel fill areas will also discharge into the foul water sewer system by means of appropriately sized interceptors.

2.3 Sustainable Materials

All timber used on the project will be specified to be sourced for sustainably managed forests, under the FSC certification scheme.

Where possible, materials for the scheme will be sourced from the region of North Wales or surrounding areas to support the local economies and reduce transport emissions. This is a client aspiration and has been supported throughout the design phase.

The project is being submitted under the BREEAM scheme and there is a focus on specifying materials with an environmental rating of A or A+ as defined by BREEAM where possible.

2.4 Natural Habitats

The existing important wetland habitat would be extended with a larger pond and wetland areas. In particular this would provide increased habitat area for *Great Crested Newts*. Extended meadow areas would also give opportunities for wildlife. The area would be carefully managed including the provision of traditional hay meadows with a wide range of species including *common knapweed*, *common birds-foot trefoil* and *hairy hawkbit*. Ecological plantings would include native tree planting of oak to link with the existing tree belt and new

plantings of native wet woodland with *alder*, *hairy birch* and *willow*, together with *meadow sweet* and *marsh marigold* in wetland areas. Drier areas would include *hazel*, *holly*, *rowan* and *silver birch*. Bird boxes to accommodate *starlings*, *tits*, *owls* and *kestrels* would also be provided. Natural and ornamental planting would be designed to provide habitat for a range of bird species, *Great Crested Newts* and *Dingy Skipper Butterflies*. Further details are provided in the Ecology report.

2.5 Waste

The existing building being demolished is constructed mainly of steel and sheet metals. It is intended that as much of this material as possible will be recycled. It may also be possible to use some of the existing ground bearing concrete slab as foundation material for both the areas of new road network on the site and the new ground floor slabs for the new building, but this is subject to further investigations and design in the detailed design phase.

A Construction Phase SWMP will be developed by the Main Contractor for the Construction Phase of the Works once appointed.

An Operational Site Waste Management Plan has been submitted as part of this application.

2.6 Climate Change

External

The proposed surface water drainage system has been designed to accommodate a 30% uplift in rainfall due to potential climate change.

Internal

The design team has used IES modelling software which analyses the proposed construction materials and MEP services. It has been used to undertake heat gain and heat loss analysis for all spaces within the building.

Heating is to be provided to maintain a minimum temperature of 21°C + 2°C at all times.

The mechanical systems which serve the custody areas have been designed to cope with external conditions of 30°C. If the external temperature rises above 30°C the internal temperature will be controlled to maintain a 5°C differential. This is to be achieved by the most energy efficient means.

The mechanical systems which serve the office and ancillary areas have been designed to cope with external conditions of 30°C. Internally the temperature may be permitted to rise to, but not exceed 28°C with an external temperature of 30°C.

3. Character

3.1 Landscape

The landscape strategy for the proposed development is a balance of

- Formal** - areas close to the proposed building reflecting its civic importance and townscape character.
- Informal** - areas which reflect the natural character and ecology of the existing site.

The design aim is

- to visually integrate the new facility with the surrounding urban development on the estate.
- to maintain a high standard of public realm design around the building with attractive and robust paving and formal ornamental planting.
- to enhance and strengthen the urban character of the western part of the site accessed by the public.
- to strengthen the ecological and natural landscape elements of the eastern part of the site by integrating staff car parking and access into the natural landscape but with a suitable level of maintenance to give a visually pleasing landscape character.

The new Staff Car Park will be constructed of a variety of permeable surfaces to aid with water infiltration and to enhance the aesthetic appearance by breaking up the mass of the car park. Planted borders, shrubs and trees will be provided between the rows of parking bays to introduce Soft Landscaping elements in the Staff Car Park.

The existing ephemeral pond will be enhanced as part of the landscaping design, which acts as both a destination and a transition point between the new footpaths from the Staff Car Park and the new building.

The area of existing soft landscaping to the East of the Pond will remain largely untouched and used as an informal area for staff to enjoy as a break out zone. The existing wildflowers, grasses and natural habitats in this area will be retained.

3.2 Scale

The mass of the proposed scheme has been split into three distinct elements, which reflect the different internal uses; Custody/Ancillary, Atrium and Office. The scale of the Custody and Ancillary element is similar to that of the existing building which is to be demolished and the adjacent buildings in the vicinity.

The three storey atrium element acts as a separation between the Custody/Ancillary wing and the new Office wing. The Office wing has been designed as a three storey element as this reduces the overall building footprint and distinguishes this as a different use to the rest of the building. The three storey element acts as a frontage to the approach from Davy Way and takes advantage of the views across the immediate Soft Landscape and Staff Car Park and the existing Soft Landscape and hills in the distant context.

The proposed building has been set back from the existing boundary to the West for security purposes, which also aids in distinguishing the new building type from the adjacent industrial units.

3.3 Land Use

The new building has been constrained within the existing building footprint and road network on the site. Approximately 25% of the site area has been designated to remain as a natural habitat and wildlife area.

The proposed Staff Car Park Entrance from Davy Way has been sited to avoid existing road entrances on both sides of Davy Way. This will safeguard existing vehicular access as well as the safety of road users and pedestrians.

The facility has the potential to benefit the local economy on Llay Industrial Estate and the village of Llay, with the presence of more staff that may opt to use the existing cafes and amenities in the locality.

3.4 Materials

The majority of existing buildings on Llay Industrial Estate are clad in large format metal cladding products.

The proposed design compliments the existing vernacular by adopting a variety of attractive, contemporary metal cladding finishes. The Custody/Ancillary wing is proposed to be clad in a Dark Silver Large Format Composite Cladding Panel. In contrast, the Office wing has been designed to feature smaller format aluminium cassettes in a light silver tone. The Atrium will be glazed to act as a separating element between the two wings.

To complement the Light and Dark Elements, the Stair Towers have been clad in a feature blue vertical metal cladding to add further interest into the facade and reflect the corporate identity of North Wales Police. The addition of colour to the façade is intended to enhance the buildings composition and aims to distinguish its typology from the existing monolithic industrial units in the immediate vicinity.

The public facing boundary fencing to Davy Way will be complemented with new trees and shrubs to provide a natural buffer between Davy Way and the Staff Car Park. Security Fencing will be provided around the Operational Area which has boundaries to adjacent industrial units.

The proposed landscape scheme is intended to enhance the natural characteristics of the local area as Llay Industrial Estate lacks a variety of soft landscaping treatment in the current context. The enhanced ephemeral pond and the retention of the natural habitat area to the Eastern corner of the site have been proposed to reinforce this aspiration.

Around the perimeter of the building the access roads will be constructed of bituminous material, with the pavements around the building being of block paved construction. An attractive and robust paving material will be used for the visitor pedestrian footpath/plaza to the front and the staff pedestrian footpath/plaza to the rear of the site.



3.5 Landscape Character

There are 4 main zones which relate to their function and the character of the site

- **Formal building frontage**
- **Staff facilities at the rear of the building**
- **Staff car park**
- **Natural landscape areas**

Formal building frontage

At the front of the facility, the landscape treatment is of a simple civic appearance with a formal urban character. This is the interface between the public and the facility, so that the materials and landscape design are accordingly visually appealing, attractive and robust to create a sense of welcome and accessibility. All routes are designed to be accessible to all.

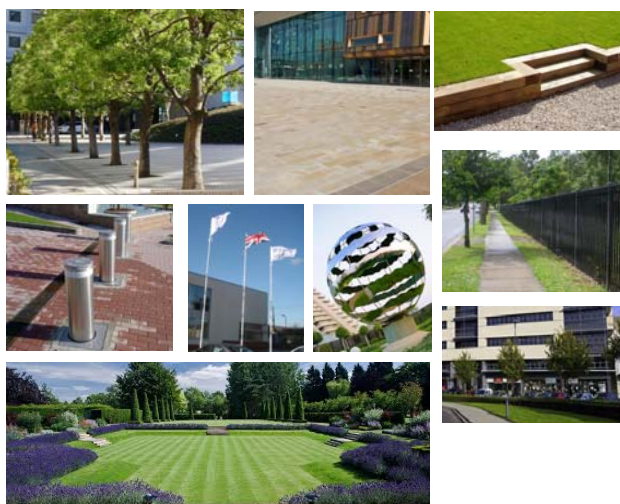
New fencing along the building frontage on Davy Way will be a powder coated weld mesh type, backed with planting, to create a sensitive and secure boundary.

Behind this is a broad turf verge in which is set a formal avenue of extra heavy standard *hornbeam* trees to create both a strong sense of arrival and a sense of enclosure, but which allows views under and between the canopies of the trees towards the front elevation of the building.

Public car parking (31 spaces) is accessed off Davy Way. The visitor access to the building consists of a wide pedestrian plaza leading to the main public entrance to the building. This will be constructed in attractive and robust paving to provide a welcoming civic space with secondary links across the front of the building and from the parking area to access the custody entrance.

PAS 68 bollards and a stone faced gabion retaining wall (VBID) create a secure and aesthetically pleasing vehicle resisting safety barrier around the front of the building in accordance with Home Office guidance. This gives the opportunity to create three rectangular raised lawn areas which form a simple and visually attractive platform to the building. The lawns are enclosed by low, clipped, formal hedges such as *box* or *lavender*. These formal spaces offer the opportunity to site sculpture, flagpoles or specimen trees, such as *birch*, to create vertical interest at their centres.

Further tree planting in a formal avenue of *hornbeam* extends around the eastern flank of the facility to help integrate the building into the wider site and filter views of the access road. The access road is gated using PAS69 Security Gates. Where the combined footpath/cycleway from the staff car park meets the access road a table top crossing gives pedestrian priority.



Staff facilities at the rear of the building

Immediately to the rear of the staff entrance are two small amenity areas for staff. One is treated as a paved and enclosed courtyard with screen hedging, whilst a small lawned and hedged space is located south of the staff access from the car park.

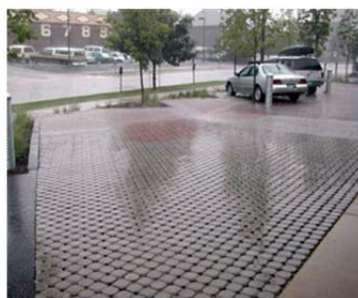
Operational parking for 61 vehicles and cycle storage is provided at the rear of the building where it will not be visually intrusive. The area is protected by 2.4 m high welded mesh fencing with hostile topping for security.

Staff car park

Staff parking with 280 spaces is accessed from Davy Way with a new vehicle and pedestrian/cycle gated access. Permeable surfacing to the parking bays and the use of SUDS would be employed. Two cycle/pedestrian paths allow safe routes across the car park towards the staff entrance.

The informal parking layout is visually broken up with planting belts between the parking bays, using planting which relates to the natural vegetation on site to integrate the car park to its wider landscape setting. Species would include native *field maple*, *dog rose*, *guelder rose*, *sloe*, *hawthorn*, *hazel*, *dogwood*, *oak*, *birch* and *goat willow*. Avenue tree planting of *hornbeams* along Davey Way provides visual softening but also allows for informal supervision from the highway with views between and under the tree canopies. This also links with the formal tree planting at the building's public entrance to mark the more formal public realm character on the edge of the site along Davy Way.

Boundary security protection is provided by a 2.4 m high welded mesh fence along the boundaries. Reinforced earth mounding creates a secure but informal looking bomb-blast safety barrier around the car park/facility interface in accordance with Home Office guidance. With suitable seeding and management this also provides suitable habitat for Dingy Skipper Butterflies.





Natural landscape areas

Enhancing and extending the existing wetland habitat a larger pond and wetland area would be created to provide an amenity for staff and to give increased ecological interest. This would provide increased habitat area for *Great Crested Newts*. Informal hoggins, bound gravel, boardwalk and mown grass paths around the pond and through extended meadow areas would give opportunities for informal recreation for staff. The area would be carefully managed to encourage wildlife including the provision of traditional hay meadows with a wide range of species including *common knapweed*, *common birds-foot trefoil* and *hairy hawkbit*.

Ecological plantings would include native tree planting of *oak* to link with the existing tree belt and new plantings of native wet woodland with *alder*, *hairy birch* and *willow*, together with *meadow sweet* and *marsh marigold* in wetland areas. Drier areas would include *hazel*, *holly*, *rowan* and *silver birch*. Bird boxes to accommodate *starlings*, *tits*, *owls* and *kestrels* would also be provided. Natural and ornamental planting would be designed to provide habitat for a range of bird species, *Great Crested Newts* and *Dingy Skipper Butterflies*.



Hoggins paths

Native woodland planting

Hay meadow with mown edge

4. Community Safety

4.1 Natural Surveillance

Both the Visitor and Staff Car Parks are visible from the Office wing and Davy Way for natural surveillance from both on and off the site. The three storey office wing also aids in increasing visibility across the site and along Davy Way.

All the publicly accessible areas are situated at the front of the site, with the building itself acting as a security buffer to the operational activities at the rear of the site.

The Staff Car Park and Operational Car Park are situated within fenced compounds for added security protection.

Any new trees will be inset from the fenced boundaries to prevent climbing and the obscuring of views.

4.2 Community

The building type will by default add to the sense of security and safety on Llay Industrial Estate and should act as a deterrent to criminal activity in the immediate area.

The site is expected to employ up to 350 staff and will be operational 24 hours a day, 7 days a week, which will provide a constant presence of staff on the site and in the surrounding area.

The new scheme will also introduce minimum levels of artificial lighting to the site during hours of darkness.

Further afield, the centralised facility will also benefit the communities of Wrexham and Flintshire as operational resources can be distributed more efficiently as necessary between the two areas.



5. Movement

5.1 Transport & Travel

A Transport Assessment document has been submitted as part of the planning application.

A Travel Plan document has been submitted as part of the planning application.

5.2 Facilities & Amenities

Although there are few amenities in the immediate area, the location of the facility itself improves operational efficiencies for North Wales Police, which will benefit the communities of Wrexham and Flintshire as a whole.

There are existing bus services (PC1 & PC2), which serve Llay Industrial Estate. These provide services directly to Wrexham Bus Station and the surrounding villages. The bus stands are located on Davy Way which are a short walking distance from the buildings main entrance.

Secure, covered Cycle Parking for both Public and Staff use is also being provided as part of the development.

5.3 Car Parking

The scheme has 3 separate car parks which are split as follows:

- Visitors **31** (including 4 accessible spaces)
- Staff **280** (including 17 accessible spaces)
- Operations **61** (including 2 accessible spaces)

The Visitors Parking is located directly outside the Public Entrance and Visitor Entrance into Custody. This will be signposted from Davy Way and has its own dedicated access allowing free access.

The Staff Car Park is situated away from the main building and is integrated into the landscape. Access will be restricted to Staff only and will be signed from Davy Way, with its own dedicated access.

The Operational Car Park is located to the rear of the building in a secure part of the site and has a separate, secure access from Davy Way.

In addition to the above Car Parks there are 35 covered bicycle spaces for both Staff and Visitors, which are located separately.

5.4 Servicing & Maintenance

The existing HGV access road from Davy Way will be retained to provide the main access route into the Operational part of the site.

All of the main servicing for the building will take place in the secure Operational Area, segregating all maintenance and servicing traffic from the Public Areas off Davy Way.

There is a dedicated access route for the Custody Detainee Vehicles into the Van Dock as well as a Delivery / Drop Off Area adjacent to the Southern Staff Entrance, which will be used for servicing the main building.

There is a dedicated Refuse & Recycling Compound which is access from the Secure Area and access to this will be managed by North Wales Police for security purposes.

There is a secondary access road located alongside the South-West Elevation, which serves a number of External Stores and Plant Compounds and the existing Mains Services Building.

Full access is provided around the whole building perimeter for all fire service vehicles.

5.5 Transport Integration

The site layout proposes to use the two existing established road entrances in addition to the construction of a new road entrance, which will be situated further north along Davy Way away from the other site entrances to reduce traffic congestion and improve site safety.

There is a dedicated visitor entrance footpath/plaza which connects the building to the existing public footpath on Davy Way. This also connects to the Visitor Car Park and the Custody Visitor Entrance. This route is independent of any motor vehicle traffic.

A dedicated pedestrian and cycle path is provided from Davy Way across the Staff Car Park to the main building which provides clear and safe access. Priority is given to pedestrians and cycles where the footpath crosses the operational road, with the introduction of a table top ramp which will reduce the speed of the operational traffic.

