

**ERECTION OF INDUSTRIAL/WAREHOUSE UNIT (USE CLASSES B1c, B2, B8).  
LAND TO THE NORTH WEST OF CLYWEDOG ROAD NORTH, WREXHAM INDUSTRIAL ESTATE.  
DESIGN AND ACCESS STATEMENT**

**1. Introduction**

- 1.1 Caulmert Ltd has been appointed by JCP Investments Ltd to prepare this Design and Access Statement.
- 1.2 The Statement relates to an application for full planning permission for the erection of an industrial/warehouse unit (Use Classes B1c, B2, B8), the formation of a new vehicular access, the construction of a car park and service area and the erection of a cycle shelter, together with associated landscaping (“the proposed development”) on land to the north west of Clywedog Road North, Wrexham Industrial Estate, Wrexham (“the application site”).

**2. The Site and its Surroundings**

- 2.1 The application site is rectangular in shape and extends to approximately 0.54ha.
- 2.2 The site is relatively flat and is given over predominantly to mown grass, with an area of previously developed land comprising an area of hardstanding located within the south western boundary.
- 2.3 There are small groups of trees located within the north western boundary of the site and a further group of trees located on a bund within the south eastern boundary. There is one high quality tree (oak) located beyond the south western boundary on land within the control of the applicant
- 2.4 The site is bounded to the south east by Clywedog Road North and to the north east, north west and south east by substantial modern industrial/warehouse buildings with ancillary parking and servicing areas.
- 2.5 The application site is located within the extensive Wrexham Industrial Estate, which is one of the largest employment areas in North Wales and contains a wide variety of office, industrial and warehouse buildings and uses. The Estate has been developed progressively since the Second World War on the site of a former munitions factory.

**3 Design**

- 3.1 The layout of the proposed development accords with the general pattern of built development in the locality, with the industrial/warehouse unit located towards the rear of the site, with a frontage parking and servicing area separated from the public highway by an area of landscaping.



- 3.2 The front elevation of the proposed industrial/warehouse unit follows a broadly similar line as the building situated immediately to the north east and occupied by Etiquette Labels. To the south east, the front elevation of the proposed industrial/warehouse unit is set back slightly when compared with the Clywedog Road North elevation of the adjacent Décor Lam building
- 3.3 The proposed industrial/warehouse unit has a gross floor area of 2161m<sup>2</sup> and a twin span pitched roof with a ridge height of 10.55m, which is comparable with the adjacent and other nearby buildings.
- 3.4 The external elevations of the proposed industrial/warehouse building would clad in coated metal cladding. In order to provide interest and variety the lower part of the unit would be anthracite in colour, whilst the upper part would be goosewing grey; the two parts would be separated by a band of merlin grey cladding.
- 3.5 The proposed profile metal roof would be merlin grey and would carry photovoltaic panels on the south west facing elevations.
- 3.6 A glazed entrance and canopy would provide further interest to the south east elevation.
- 3.7 The proposed car parking area strikes an appropriate balance between the likely operational requirements of the proposed development and the Local Authority's parking standards. In addition, the proposed layout makes suitable provision for HGV servicing.
- 3.8 The proposed development involves the removal of some moderate and low quality trees from the site, but these will be replaced by broadleaved native tree planting, as recommended by the applicant's ecologist.
- 3.9 The high quality oak tree located beyond the south western boundary of the application site will be unaffected by the proposed development and, together with other existing trees that are to be retained, will be protected during the construction phase.
- a) *Environmental Sustainability***
- 3.10 The proposed industrial/warehouse unit will be constructed using durable materials with a long lifespan, thereby reducing the need for significant repair and/or replacement.
- 3.11 The proposed unit will carry photovoltaic panels on the southerly facing roof pitches. The renewable electricity generated will either be used on site or supplied to the national grid.
- 3.12 Two electric vehicle charging points are proposed as part of the proposed development.
- 3.13 Secure covered on-site cycle parking provision will be made and the proposed unit will contain shower and changing facilities, with lockers provided, as required.



- 3.14 Two swales are proposed within the application site in order to promote sustainable drainage.
- 3.15 The proposed development will incorporate wildflower grassland as part of the landscaping of the site, with a view to promoting biodiversity
- 3.16 The application site is very accessible by cycle, with existing cycle routes linking Wrexham to the Industrial Estate and additional routes within the Industrial Estate itself. This provides good opportunities for employees at the site to cycle to/from their place of work.
- 3.17 The application site is accessible by public transport. The 41A and 41B buses provide an hourly service between Wrexham and the Industrial Estate and are within a reasonable walk distance that is unlikely to deter usage.

**b) *Movement to, from and within the Development***

- 3.18 A new vehicular and pedestrian access to the site from Clywedog Road North is proposed. A crossing facility will be provided within the bellmouth of the site entrance to assist pedestrians.
- 3.19 As indicated above, the proposed development is very accessible by cycle and by public transport
- 3.20 Within the Industrial Estate there are a number of amenities, including a diner and café, that are within a practical walk distance of the site. This means that employees at the site will be able to access these facilities by foot during lunch periods without requiring to undertake car trips.

**c) *Character***

- 3.22 The character of the proposed industrial/warehouse development is in keeping with adjacent and nearby properties, in terms of its use, layout, scale, design, landscaping and materials and colour palette.

**d) *Community Safety***

- 3.22 There is no public access over the application site
- 3.23 As indicated above, a crossing facility will be provided within the bellmouth of the site entrance to assist pedestrians.

**4. *Access***

- 4.1 Vehicular access to and from the application site will be gained via a new priority junction onto Clywedog Road North.
- 4.2 Five on-site disabled car parking spaces will be provided as part of the proposed development and will be located adjacent to the pedestrian entrance to the building



4.3 The traffic impact of the proposed development in the morning and afternoon peak hours is likely to be very modest. Furthermore, the network of roads in the vicinity of the site are likely to distribute the traffic impact of the development along several roads, further reducing the impact of the traffic generated by the proposed development.

4.4 No public footpaths will be affected by the proposed development

## 5. **The Development Plan**

5.1 The Development Plan for the area within which the application site is located is the Wrexham Unitary Development Plan 1996 – 2011 (“the UDP”), which was adopted in February 2005.

5.2 The UDP’s overall planning strategy seeks to promote sustainable development. The proposed development constitutes sustainable development as it is located on a part brownfield site, within a well-established employment area which is readily accessible by cycle and by public transport. In addition, the proposed development would not result in material harm to the natural environment and incorporates biodiversity enhancement proposals

5.3 The application site is located within the “Settlement Limit” of Wrexham Industrial Estate as defined on the UDP Proposals Map. Strategic Policy PS1 confirms that new employment development should be directed to sites within the defined Settlement Limits.

5.4 General Development Principles Policy GDP1 sets out a series of development objectives that new development should meet. The proposed development satisfies all of those objectives, insofar as they are relevant.

5.5 Policies EC12 and EC13 seek to limit development in areas of Flood Risk and ensure that surface water run-off can be appropriately dealt with. The application site is not in an area at risk of flooding and the proposed development makes provision for Sustainable Urban Drainage and the controlled discharge of surface water run-off.

5.6 Employment Policy E4 confirms that employment development on unannotated land within settlement limits will be permitted subject to Policy GDP1. The application site is unannotated on the UDP Proposals Map but is located within the Industrial Estates’ defined settlement limits.

