UNIT 3, LINK 56, DEESIDE INDUSTRIAL ESTATE, WEIGHBRIDGE ROAD, DEESIDE

Design & Access Statement

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aja architects

great bear
Part of the culina GROUP

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1. Introduction

1.1 General

AJA Architects LLP have been appointed by Culina Group to act as Architects, for the following development at the existing Link 56 Distribution Site, south of the A548 Weighbridge Road, leading to the Deeside Park Junction of the A494 Welsh Road, joining the M56 – North Cheshire

This Design & Access Statement has been prepared to support a full planning application for a new-build warehouse unit (Class B2/B8) up to 16,700sq.m gross, with 160 new car parking spaces, 7 motorcycle spaces, 16 bicycle spaces and 56 new HGV spaces; provision of a service yard and internal vehicular circulation; erection of covered cycle parking area; and perimeter fencing; associated drainage works, site levelling and landscaping.

1.2 Design & Access Proposals

The design and access proposals as shown on the accompanying drawings and documents have been produced to meet the clients brief, following a study of the site and its setting. This statement provides a summary of the considerations taken into account in the design and access of this development.

2. Existing Site

2.1 General Context

The application site comprises 4.03 hectares (9.96 acres) of industrial land.

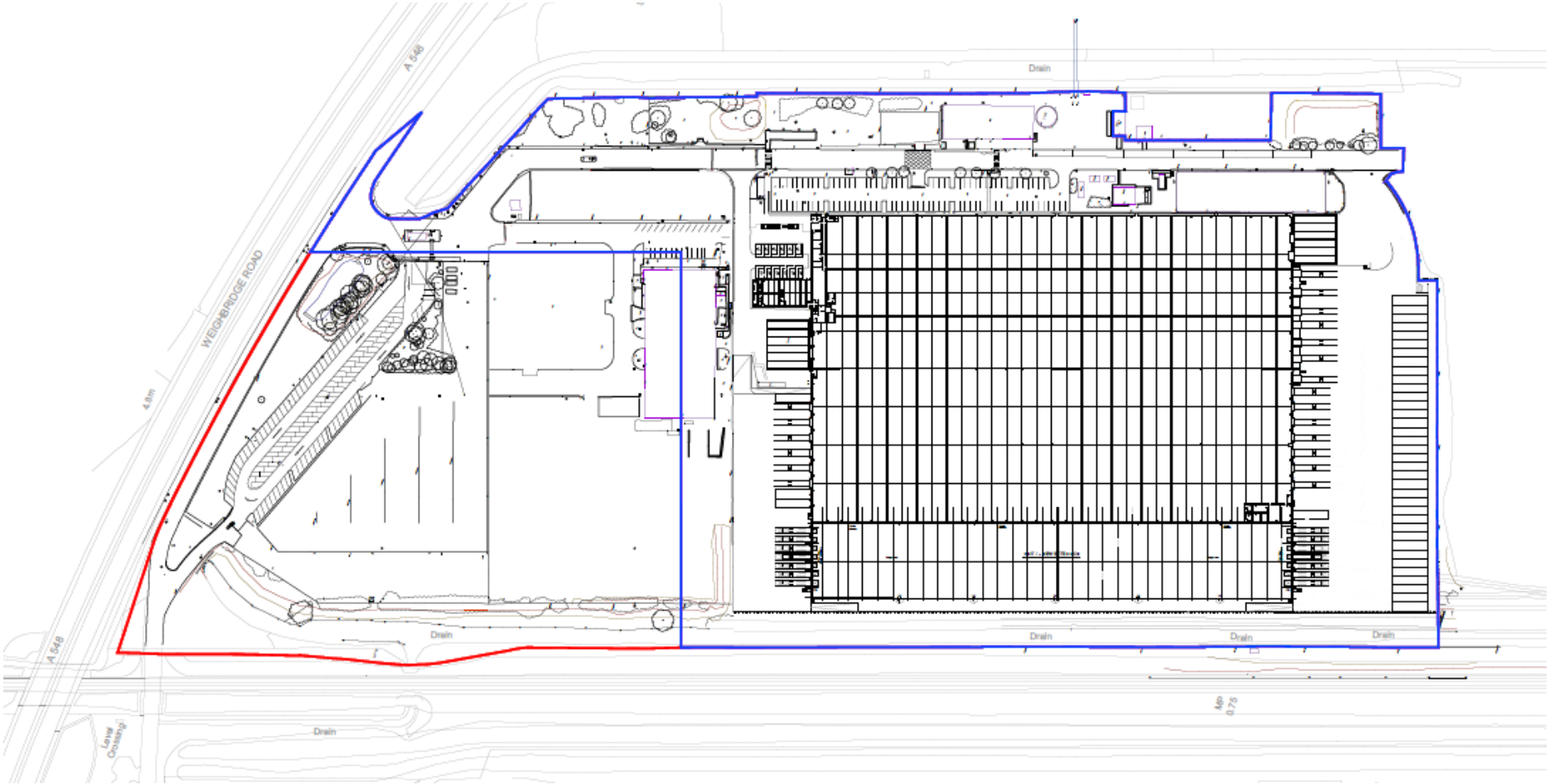

Fig 1. Existing Site Plan

2.2 Extent

The development site as a whole is defined by the A548 Weighbridge Road to the north, the Deeside Industrial Park and industrial units to the East and South, and the Enfinium Parc Adfer Energy Recovery Plant to the West. Shotton, Queensferry and Wepre are approximately 4.8km (3 miles) to the south, and Puddington, Shotwick and Burton are approximately 4.8km (3.0 miles) to the North-East.

2.3 Existing Use

The application site comprises of an existing vacant premises and associated service yard and parking, of which is due for demolition under an existing Planning Approval, Application Ref: 064151. The remainder of the estate is dominated primarily by an existing storage distribution unit operated by Great Bear Distribution (Culina) (see Fig.3-14).

2.4 Existing Access

The development site has one vehicular access from the Industrial Estate Road network, Tenth Avenue (see Fig.2, 7 & 12). This spine road forms a linear estate road internally to the Deeside Industrial Estate serving the entire industrial estate (see Fig.2 & 7). This Estate Road is accompanied by a formal public footpath access around its entire length.

Tenth Avenue is served by bus routes D1, D2 and D3 (Garden City, Connahs Quay, Golftyn and Mount Pleasant) one every hour throughout the day, and 204 (Chester Railway) at 7:40, 8:45, 16:15 and 17:30, on a restricted annual operational timetable. The bus stops are located 1,400 metres (south-east) from the site.

The nearest railway station, Hawarden Bridge, near Shotton, serves the neighbouring communities with Arriva Trains Wales services on the Borderland Lines. Trains to Hawarden Bridge call infrequently, with only morning and evening peak services stopping at the station on the way to Wrexham Central southbound from platform 1 and Bidston northbound from platform 2. On Sundays, Hawarden Bridge is a passenger request stop.

The stations south of Hawarden Bridge, Shotton and Hawarden, offer more frequent services. Both stations have regular Arriva Trains Wales services on the Borderlands Line. Trains operate on a basic hourly schedule between Wrexham Central and Bidston, with service frequency dropping to become two-hourly in the evenings and on Bank Holidays. On Sundays, trains depart six times in each direction. Connections to Liverpool are available at Bidston, for Chester and Manchester Piccadilly at Shotton, and for Shrewsbury, Birmingham New Street, Hereford and South Wales at Wrexham General.

Fig 2. Existing Staff and HGV Access from Tenth Avenue

2.5 Existing On-Site Features

The development site is currently defined by its industrial estate history. With regards to topography, the development site is characterised by its existing man-made levels, assisting a level approach to aid its function. The site is characterised by a steady fall, from a low point (approx. 5.509m AOD) in the north, to a high point towards the south (approx. 7.179m AOD).

Natural features to note within the development site include the mature, semi-mature and early-mature trees within the site boundary, and land drains flanking the western boundary. Towards the western boundary, there are several mature, semi-mature and early-mature trees and bushes running parallel along the Network Rail track (see Fig.3,4 & 5). In the north and north-west corner of the site, there are clusters of mature, semi-mature and early-mature trees and low-lying shrubs of varying quality (see Fig.6-7).

Fig 3. Existing fence towards NR Track and Land Drain.

Fig 4. Existing fence towards NR Track and Land Drain.

Fig 5. Site boundary looking towards NR Track & Land Drain.

Fig.6 View towards site entrance along Eastern Boundary

Fig 7. Landscaping along Northern boundary (Tenth Avenue).

Fig.8 Fencing to Southern boundary

Fig.9. Existing unit (to be demolished under App Ref: 064151).

Fig.10 Fencing between existing yard and car park.

Fig.11. Existing Car Park Entrance towards the Northern Boundary.

Fig.12. Existing Cycle Path parallel to the proposed development

Fig 13. View from estate road towards the development plot.

Fig 14. Existing Offices to existing distribution unit.

The development site boundaries are established by Tenth Avenue and the neighbouring Great Bear Storage Unit to the south and the Network Rail track to the west. The southern boundary consists of palisade fencing and retaining wall (to be demolished and reinstated along application red line as part of Planning Approval Application Number 064151), separating the site from the neighbouring unit; the eastern boundary is made up of palisade fencing, and hard landscaping (see Fig.8-14).

3. Context

3.1 Use and Character of the Surrounding Area

The development site is currently occupied by an existing vacant premises and associated service yard and parking, of which is due for demolition under an existing Planning Approval, Application Ref: 064151. The remainder of the estate is dominated primarily by an existing storage distribution unit operated by Great Bear Distribution (Culina), of which the new development will be neighbouring.

The Deeside Industrial Estate has an extensive history of being the epicentre of industrialisation. Deeside Industrial Park has been ranked as one of the most successful manufacturing and employment powerhouses in the UK. There are many different industries based in the Industrial Park, from construction to food production. Deeside is also home to steel manufacturer Tata Steel and Toyota's highly advanced engine manufacturing plant.

Fig 15. Flintshire Local Development Plan (2015-2030) – Allocated for B1, B2 and B8 Principal Employment Areas

Policy PE2: Principal Employment Areas

Within principal employment areas, as defined on the proposals map and listed below, the following types of employment development will be permitted:

a. B1 business use;
b. B2 general industry;
c. B8 storage and distribution

provided that the proposal is of an appropriate type and scale for both the site and its surroundings and satisfies other Plan policies. Within these areas, development must also avoid adverse effects on European Sites. Any development proposals on sites that may be located within a flood risk zone causing constraint will require further investigation in terms of firstly, avoidance of flood risk through layout and design measures and secondly, through a detailed site specific FCA at the development management stage.

Principal Employment Areas	
Ref No.	**Area**
PE2.10	Dock Road, Connah's Quay
PE2.11	Deeside Industrial Park and DECA Sealand

Fig 16. Flintshire Local Development Plan – PE2: Principal Employment Areas – Allocated for B1, B2 and B8 Employment Use

The development plot is enclosed by the A548 Weighbridge Road to the North, a Private Estate Road to the East, the Great Bear (Culina) unit to the South; with the Network Rail track and land drain forming the Western boundary.

The existing industrial building and development plot is located within PE2 - Principal Employment Area, as stated in the Flintshire Local Development Plan. Listed as "Ref:PE2.11 – Deeside Industrial Park and DECA Sealand; identifying that our proposal fits within the Local Development Plan for this area.

3.2 Context Conclusions

The design proposals set out in this document and the principles established in the accompanying documents, have been developed as a response to relevant policies in the Flintshire Local Development Plan (see Fig.15 & 16).

Therefore, subject to appropriate design, these factors suggest that this is an appropriate location for the proposed new build unit within the allocated employment site which will sit comfortably within its context.

4. Constraints and Opportunities

4.1 General

The application site and surrounding area have been described in detail within sections 2 and 3 of this document. This section considers the constraints and opportunities that this context and other factors impose on development, some of which are shown in the Opportunities and Constraints Plan below.

4.2 Constraints

The key constraints and challenges within the site are listed below:

- The proximity of existing adjacent Network Rail Live Track,
- The proximity of the land drain/dyke

4.3 Opportunities

- The proximity of the A548 Weighbridge Road, leading to the Deeside Park Junction of the A494 Welsh Road, joining the M56 – North Cheshire, provides an excellent connection to the site to local, regional, and national road networks
- The proximity of the adjacent commercial developments discussed in section 3 above, provide a complementary buffer to the site against much of the surrounding countryside.
- The development of a new build B2/B8 unit, as a whole, would create the opportunity for Great Bear (Culina) to further develop its business activities in Deeside, resulting in additional direct and indirect permanent or temporary jobs on the mid-term.

5. Development Proposals

5.1 General / Use

The proposals described in this document and illustrated on the various plans are submitted as part of a Full Planning Application for the provision of up to 16,700 sq.m GEA of development, consisting of Class B2/B8 usage with associated parking, servicing, yard area, landscaping and engineering works.

5.2 Use / Amount

The Site Layout Plan (Fig.18) indicates the following gross internal areas:

	Area (sqm)	Area (sqft)
Ground Floor Warehouse	15,188	163,484
Ground Floor Office	400	4,305.5
First Floor Office	400	4,305.5
Total Development	15,988	172,095

Fig. 17. Development Area

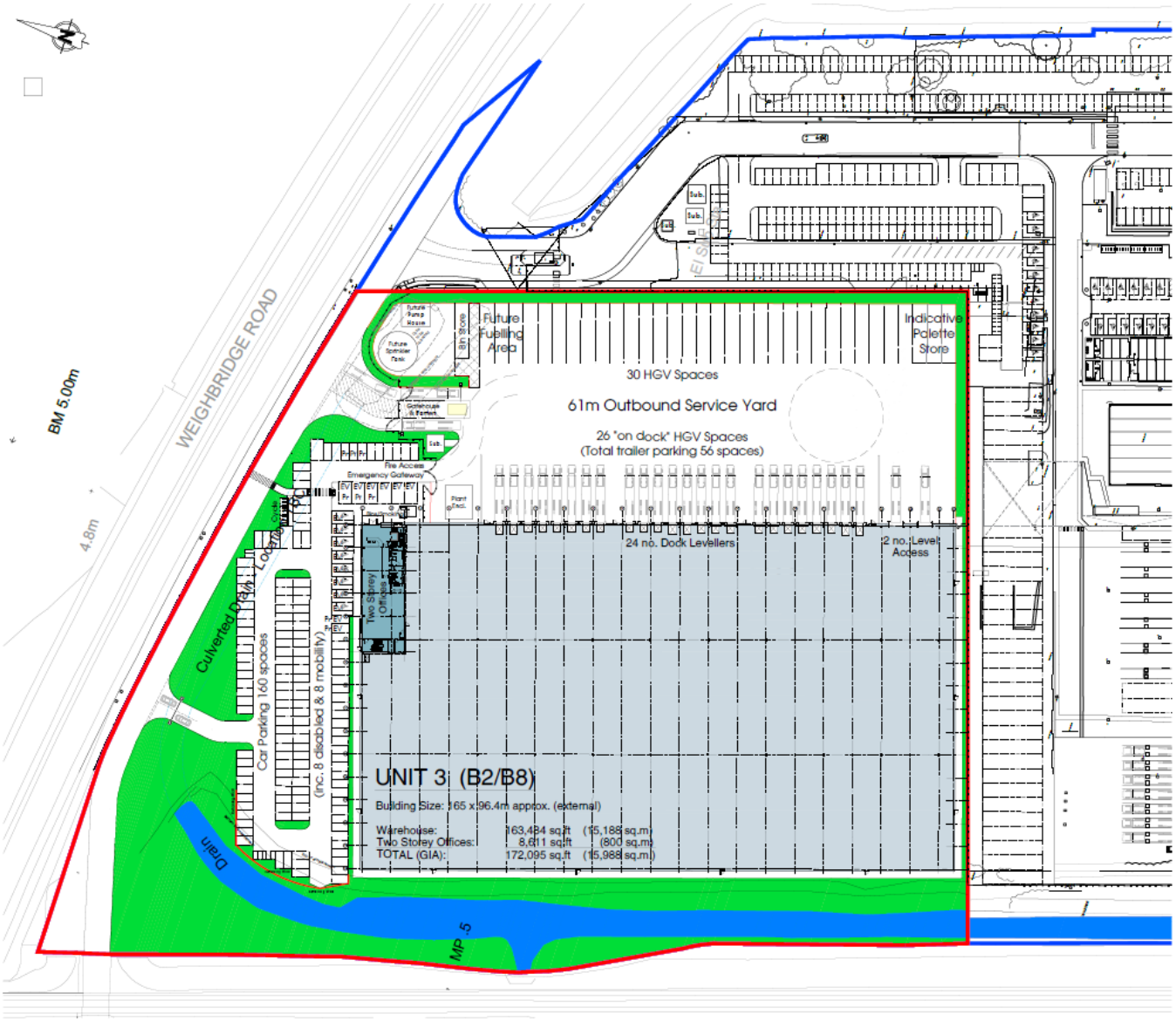

Fig 18. Site Layout Plan – Ground Floor

5.3 Scale

The footprint measures approximately 165m long x 96.4m wide and circa 23.5m to ridge.

The scale and proportion of the building has been designed to accommodate the building owners needs and expanding employment benefits. The internal height is based upon fulfilling the client's needs for a unit of this size, 18m clear to haunch.

The proposed development has been designed to respond to the surrounding context, scale and massing of the existing buildings; furthermore, the wider landscape and setting.

5.3.1 The ridge height of the proposed development is circa 31.000m AOD.

5.3.2 The expected plateau levels are 7.500m AOD, as the existing levels dictate.

6. Layout

6.1 General

The layout of the site is arranged with the active office frontages addressing the inbound service roads, directly off the primary estate road, Tenth Avenue, with car parking and landscaping located in between. The location of the dual access points, serving the parking area and service yards from the primary estate road, also contributing to the layout of the plot.

The on-plot landscaping, provides relief from the industrial nature of the site.

6.2 Site Access

The following paragraphs demonstrate that the proposals are in accordance with the requirements of 'Background Paper 3 – Infrastructure Plan LDP-EBD-BP3 – September 2019' within the Local Plan document "Flintshire Deposit Local Development Plan 2015-2030 – Adopted September 2019".

6.2.1 Surrounding Highway Network

A548 Weighbridge Road

The A548 Weighbridge Road is a dual carriageway between Flint to the west and Shotwick to the east. This route is subject to the varying speed limits, which connects to the Deeside Park Junction of the A494 Welsh Road, joining the M56 – North Cheshire.

Tenth Avenue (Estate Road)

Tenth Avenue is a single carriageway developed to serve the industrial estate. Connecting with A548 Weighbridge Road/Shotwick Road to the north via a roundabout.

6.3 Pedestrian / Cycle Access

Pedestrian and cycle access into the site are from the existing Tenth Avenue via the 2m wide footway which forms part of the estate road infrastructure. This connects to the development site via a pedestrian crossing between the service yard entrance and car park entrance, adjacent to the main office entrance, where internal pathways and crossings will allow pedestrians to gain access to the distribution centre and associated offices and cycles to access the covered cycle shelters.

6.4 Public Transport

As mentioned in section 2.4 above, there are current bus links approx. 1400 metres south-east from the site. Tenth Avenue is served by bus routes D1, D2 and D3 (Garden City, Connahs Quay, Golftyn and Mount Pleasant) one every hour throughout the day, and 204 (Chester Railway) at 7:40, 8:45, 16:15 and 17:30, on a restricted annual operational timetable. The bus stops are located between 1,400 metres (south-east) from the site.

The nearest railway stations, Hawarden Bridge, Shotton and Hawarden are located within 8.0km (5.0 miles) of the site. Trains operate on a basic hourly schedule between Wrexham Central and Bidston, with service frequency dropping to become two-hourly in the evenings and on Bank Holidays. On Sundays, trains depart six times in each direction. Connections to Liverpool are available at Bidston, for Chester and Manchester Piccadilly at Shotton, and for Shrewsbury, Birmingham New Street, Hereford and South Wales at Wrexham General.

6.5 Inclusive Access

All pedestrian crossing locations will have dropped kerbs and will incorporate contrasting tactile paving to make visually impaired pedestrians aware of the crossing.

The site entrances off the estate road network will include street lighting to adoptable standards. The lighting scheme will be designed to ensure suitable illumination levels, ensuring a safe provision for all users, and in particular, the visually impaired.

Accessible Equality Act 2010 compliant parking will be provided opposite the buildings entrance. Levels will be appropriate to allow safe and convenient access to all.

6.6 Car Parking Design

The access to the car parking area will be served off a separate access to the service yard access, to separate HGV and domestic vehicles.

The car parking areas will be arranged opposite the offices in part and the remaining along the northern boundary. Pedestrian routes through the car parking areas will be arranged to link safely and conveniently with the building entrances and will have appropriate lighting.

6.7 Cycle Parking Design

Cyclists will have easy and direct access to a designated covered cycle parking area, which is highly visible near the pedestrian crossing and will provide cyclists a safe, secure and well-lit facility. Cycle parking will be provided on the site at the required standards, consist with FCC Supplementary Planning Guidance No.11 Parking Standards, at least achieving the required standard of 1 cycle space per 1,000m^2 of the entire gross floor area.

6.8 Servicing Design

The service area will be designed to provide adequate manoeuvring space to satisfy the servicing and unloading requirements of all relevant forms of delivery for the unit. It is important that the service areas are large enough to provide sufficient space to comfortably turn HGV's, so that they can reverse onto the loading doors and dock levellers, leaving the service areas in a forward direction. The gradient of the service yard will be carefully considered to allow for the safe movement and efficient use of both delivery vehicles and forklifts.

6.9 External Lighting

The lighting will be controlled and the principles of the lighting scheme will be based upon the following:

6.9.1 Exterior lighting will be designed taking into account the following standards:

- BS 5489-1:2013 Code of Practice for the Design of Road Lighting
- BS EN 12464-2:2014 Light and Lighting – Lighting of workplaces
- GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light
- Lighting and the Environment – A Guide to Good Urban Lighting, Chartered Institution of Building Service Engineers (CIBSE)
- Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting.

6.9.2 The car park and service area will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

6.9.3 Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

6.9.4 Examples of the type of lighting units that may be used for exterior lighting are shown below (see Fig.19).

6.9.5 For the access roads and car parking areas mounting heights will be a maximum of 8m. For the HGV loading / Access / Docking areas all mounting heights will be a maximum of 8m. All units will have flat glass and mounted horizontally.

6.9.6 Lighting impacts on all receptors will be minimised by careful design. If needed, baffles and shields can be attached to lighting units to further reduce lighting effects.

Fig 19. External Light Fitting Examples

6.10 Security

The development will incorporate the following design features:

6.10.1 Secure fencing to the entire perimeter of the service yard.

6.10.2 External lighting designed to BS 5489 to achieve appropriate levels of illumination in all areas.

6.10.3 Good natural surveillance of parking and pedestrian areas, including footpaths and cycleways.

6.10.4 A building of robust construction.

6.10.5 All external doors fitted with secure frames and locks.

7. Landscaping

7.1 The landscape proposals seek to create a development that responds positively to the local context using native species to create a hierarchy of distinctive design elements and helping support the creation of a development with environmental credentials.

The proposal has been developed to respond positively to the local character.

Structure will be created through the creative use of native tree and shrub species, and hedge planting in natural plant associations whilst promoting biodiversity through the introduction of a variety of locally occurring habitats.

This approach provides a comprehensive landscape the main objectives of which are:

- Create a rich matrix of habitat types in the undeveloped areas of the site;
- Create a network of interconnected habitats; and
- Connect the development with the surrounding landscape.

See ES Landscape Planning Ltd Landscape Design and Landscape Management Plan for all landscaping details.

See Fig. 20 below for landscape drawing.

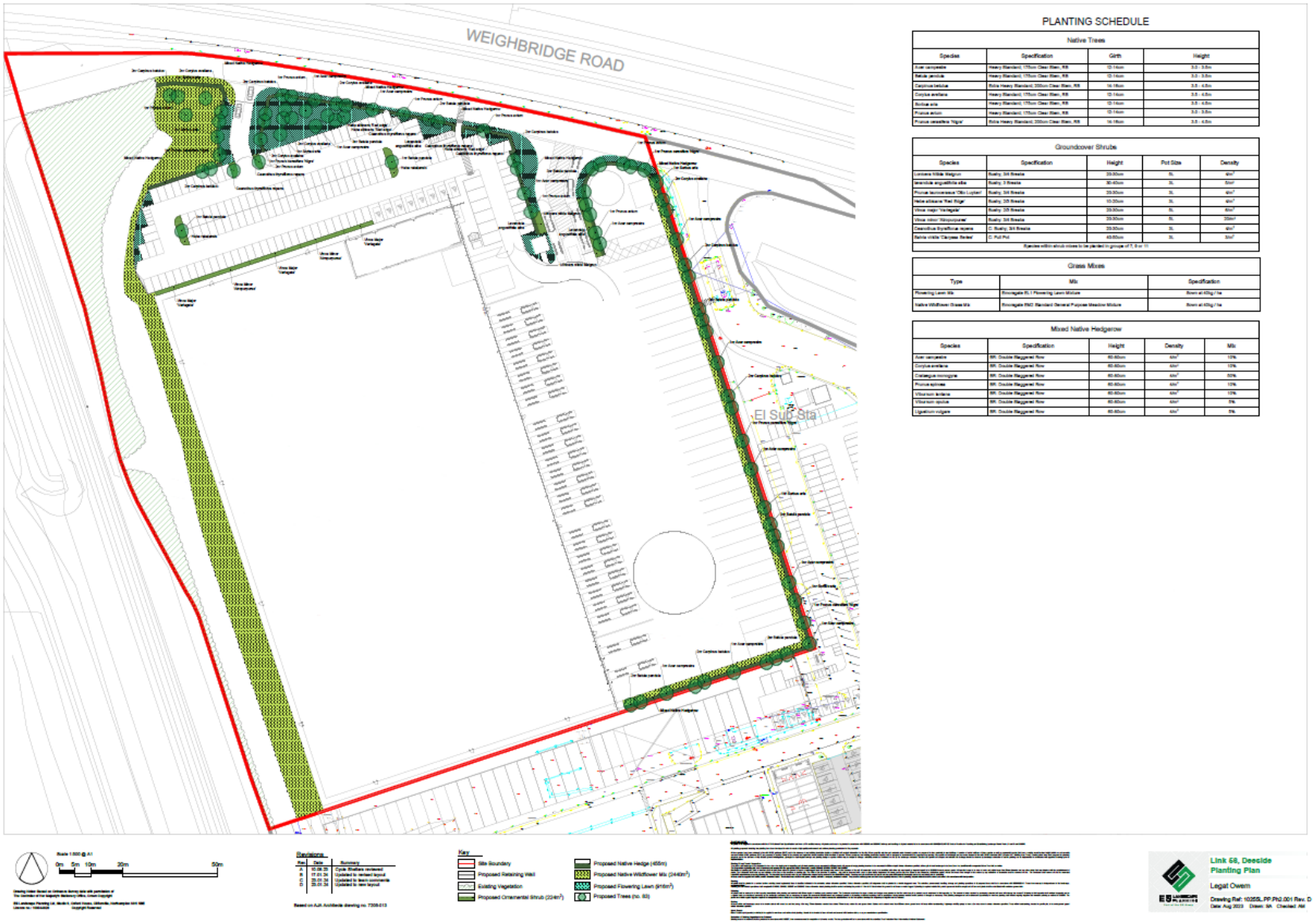

Fig 20. Detailed Landscape Design

8. Appearance

8.1 General

The purpose of this section is to set out the design principles considered in the detailed design of the development to ensure that it will be appropriate to the site and its surroundings and will not impact on the operation of the Deeside Industrial Park.

8.2 Scale & Massing

The scale and massing of the development is dealt with in section 5.3 above.

8.3 Building Form, Materials and Colour

The form of the buildings is designed to address three primary issues:

- To sit harmoniously within the site setting when seen from key long views.
- To present an attractive and well considered design when seen from shorter views.
- To ensure that the development will not compromise or adversely impact upon the operation of the Deeside Industrial Park.

The general approach to the building design is to be reflective of the existing neighbouring unit. The proposed new build unit is of a simple yet refined appearance, limiting the impact on its surroundings; however, the new build unit will complement similar buildings within the Deeside Industrial Park.

The colour scheme currently used in the existing building is utilised once more to create a harmonious pairing of the proposed to the existing neighbouring unit. The existing neighbouring colour scheme comprises of two main colours, light and dark grey (see Figs.21 & 22).

Wall Colours - Cladding

Goosewing Grey (RAL 080 70 05)

Metallic Silver (RAL 9006)

Anthracite Grey (RAL 7016)

Feature Band

Anthracite Grey (RAL 7016)

Roof Colour - Cladding

Pure Grey (RAL 000 55 00)

Fig. 21 Proposed Colour Palette

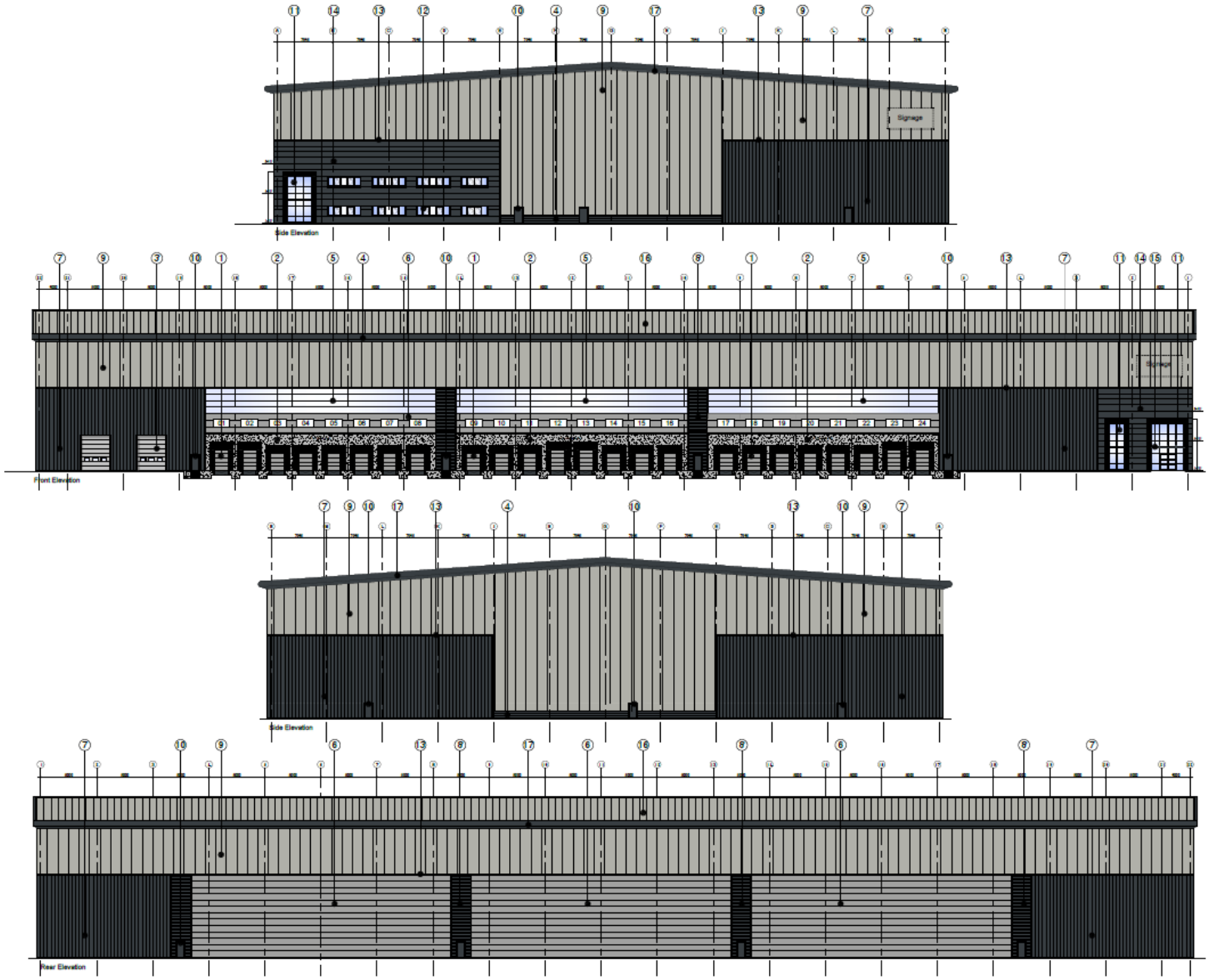

Fig 22. Proposed Elevations

9. Energy Efficiency and Sustainability

9.1 General

To comply with Policy STR14 of the FCC LDP 2015-2030 and PPW11, with regards to the issue of Climate Change and Environmental Protection; to ensure the development is functional, well designed, reduces its carbon footprint, mitigates and adapts to climate change as a whole, and the impact of the development within the Flintshire District on climate change, the proposal attunes to the following aspects;

- The new development is positioned to minimise the impact on the locality and the operations of other residents within the Industrial Park. The proposal mitigates further impact on the existing locality through the capacity of the distribution unit within the ownership boundary.

- The proposed site layout accommodates 16No. Electric Vehicle Charging Points (EVCP), to provide infrastructure for the reduction in the carbon footprint for those who attend the site, and its operation.

- In parallel, a series of single stack biodiverse (green roofs and bug hotels) cycle shelters housing 16No. cycle parking spaces in total, with associated shower facilities within the accommodation, reemphasises the ability to reduce attendees carbon footprint by promoting the "Cycle to Work" program.

Fig 23. Biodiverse Cycle Shelters with Green Roofs and Bug Hotels

- The anticipation of PV panels upon the warehouse roof, will assist in compliance with Building Regulations, along with the proposal as a whole, exceeding the requirements of the Building Regulations and Thermal Modelling. This is reinforced by the implementation of high performing U-Value materials, a well-insulated building envelope and detailing to achieve airtightness that exceeds what is required by Building Regulations.

- With the site falling into Flood Zone 1, the proposal aims to minimising the risk of flooding and making use of sustainable drainage methods, which are detailed in the accompanying FRA documentation produced by Craddys.

- The development is assisted by a Landscaping Design to reduce the effects on the microclimate, of which details can be found in the accompanying Landscaping Proposal Documentation produced by ES Landscaping.

10. Summary

The design proposals set out in this document and the principles established in the accompanying documents, have been developed on the basis of guidance provided by the Flintshire Local Development Plan. The particular issues addressed include context, access, landscaping, layout, scale, use, appearance and massing.

Therefore, it is considered that this proposal offers a form of development that meets the aspirations of the Client and that are appropriate to its location.