

DESIGN AND ACCESS STATEMENT

FULL PLANNING APPLICATION FOR 2NO. INDUSTRIAL USE BUILDINGS
(B8/B2 USE CLASS WITH ANCILLARY B1 OFFICE)
AT LAND SOUTH-EAST OF ABER ROAD
FLINT
FLINTSHIRE
CH6 5EX

April 2023
AS786|DMR|E
Revision B

Prepared on behalf of **The Hollins Murray Group.**
By

CUBE architecture and design

1. Introduction

- 1.1. This statement sets out the process that has led to this application and explains the scheme in a structured way. It has been prepared in line with the Town and Country Planning (Development Management Procedure England) Order 2015 in support of a full planning application for a proposed employment development at land off Aber Road, Flint. This statement is to be read in conjunction with all other planning application drawings and reports.
- 1.2. The proposals seek full planning approval for a combined 2,362 sq.m of gross external floor area (GEFA) over two buildings. The planning order use classes are predominantly B2/B8 floor space with ancillary amounts of B1 office floor space to support the administrative side of the industrial use operations.
- 1.3. The proposals seek to deliver high-quality industrial premises over two separate buildings to provide ambient temperature industrial premises which will accommodate a broad range of end users.
- 1.4. The two units are designed as terrace starter units to suit not only the immediate occupiers but also the typical requirements of modern industrial and storage occupiers, this ensures the design of the development (including material selection and construction methods) adopts a sustainable approach which will accommodate most envisaged future industrial operations and extend the building life cycle for both units.
- 1.5. Building A is the smaller of the two buildings and it is envisaged that this unit will split equally in size to accommodate two occupiers which are likely to be local small-size operations or start-ups.
- 1.6. Building B is the larger of the two units and it is envisaged this unit will have 3 dividing internal walls to deliver an overall building that splits into four separate units which will suit local, regional or national operators in equal measure.
- 1.7. The site is currently used as a hand car wash facility. However, several expressions of interest have been received for the completed units which will ensure the development is implemented without delay creating immediate short and long-term employment opportunities in the local area.
- 1.8. The proposals put forward would deliver high-quality modern industrial premises. This is a genuine opportunity to deliver a sustainable development for local, regional and national occupiers that will provide additional employment opportunities within the town.
- 1.9. The purpose of this report is to set out the intentions of the proposals and to demonstrate how the design appropriately accords with its geographical and planning backgrounds and contexts. This document has been written in accordance with paragraphs 29-30 of Planning Guidance 'Making a Planning Application' and has been undertaken to contain a level of detail which is proportionate to the complexity of this application.

2 Site Location and description

- 2.1** The application site is a total of 0.76 hectares and is located approx. 1 mile west of Flint town centre. The application site is accessed from Aber Road which runs along the western boundary of the application. The surrounding buildings along Aber Road are predominantly of small to medium-scale industrial and trade counter use which vary in height and condition with some units being in a poor state and nearing the end of their respective design lives.
- 2.2** Larger scale industrial use premises can be found further south of the application site beyond Aber Road and also further north of the site beyond Holywell Road.
- 2.3** Aber Road connects to the north of the application site into Holywell Road which is the main arterial 'A' road taking traffic into, and away from, the town centre. Immediately to the east of the application site lies the Flintshire Retail Park which is also in the applicant's ownership
- 2.4** Swinchiard Brook flows in a northerly direction along the eastern boundary of the site before being culverted under Holywell Road (A548) and ultimately outfalling 500m north of the site into the River Dee. The majority of the site is located in Flood Zone C1 with an area in the south located in Flood Zone B.
- 2.5** The site is currently used as a hand car wash facility. Before this, the site was occupied by a circa 2,300 sqm. Industrial use building with associated external hardstandings for service yards and parking areas. This building has since been demolished with the site being utilised as a hand car wash in the intervening years.

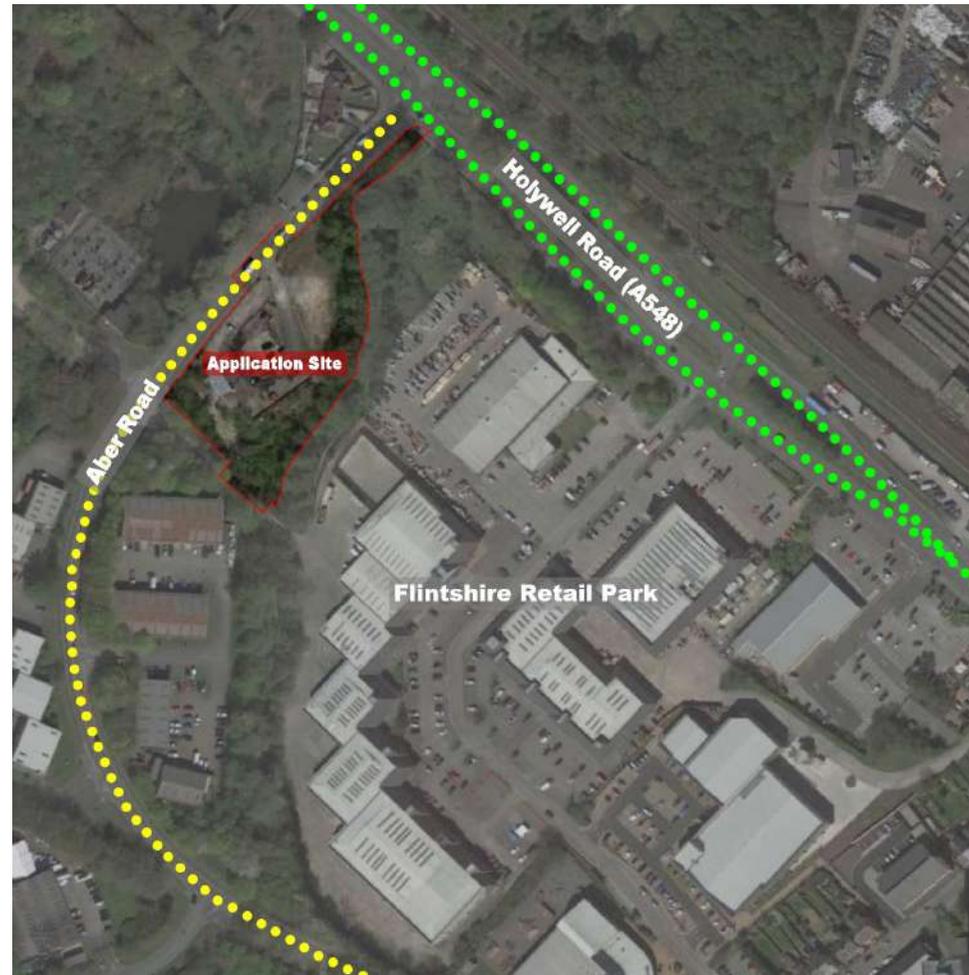


Figure 1 Site Location

3 Proposals Planning History

- 3.1 The application has two recent planning applications of relevance, both of these were determined in May 2011.
- 3.2 Application reference 048078 was approved on the 13th of May 2011 for the Construction of a new builder's merchant building with an associated yard.
- 3.3 Application reference 047970 for the retrospective change of use of the site to a drive-through hand car wash facility was refused on the 3rd of May 2011.

4 Proposals

- 4.1 The proposals seek approval for a combined total of 2,362 sq.m (GEFA) of industrial use floor space supported by 29 parking spaces including 6no. disabled parking bays and covered cycle storage. Both buildings are designed so they can be divided internally to provide terrace-style industrial units with shared service yards.
- 4.2 The proposals will enable a prominent roadside site situated along Aber Road to be redeveloped to provide two high-quality employment 'starter' units which will enhance the available building stock and variety in this employment area. It is hoped that the successful regeneration and enhancement of this vacant site will also support further regeneration within the area.

4.3

Both buildings are designed as speculative units at this stage but several early expressions of interest have been received from what would be key anchor tenants for the development which is very positive and would enable the proposals to be implemented without delay. It is expected that tenants will be secured for all buildings during the construction stage which will allow the units to be occupied on completion, creating immediate job opportunities in both the short and long term.

4.4

Once delivered the scheme will provide high-quality employment space which will suit the long-term operational requirements of small to medium-scale and starter B2/B8 business users and provide additional jobs in the area which will help to maintain the low unemployment rates in the area.

5 Amount

5.1

The proposed development would provide the following amount of accommodation and building mass;

Building A

Gross External Area	434 m2
Gross Internal Area	397 m2
Haunch Height	6.5 – 6.85m
Ridge Height	8.9m
Roof Pitch	6 Degrees

Building B

Gross External Area	1,928 m2
Gross Internal Area (B8 Use)	1,846 m2
Haunch Height	6.5m
Ridge Height	9.8m
Roof Pitch	6 Degrees

6 Scale, Appearance and Layout

- 6.1** The key drivers from the outset of the design process have been to deliver a scheme that will not only enhance the character of the area but also function well not just in the short term, but over the lifetime of the development. The design has been approached with an even view on providing positive and attractive built frontages balanced with layouts that are fit for purpose both internally and externally. In order for a development to be considered sustainable it is fundamental to secure the long-term future over its envisaged building lifetime. It is therefore vital that any modern industrial developments provide adequate external yard and parking areas to be able to support all future business operations and such areas are designed so external yard levels are kept relatively flat.
- 6.2** The design of the building follows the traditional form synonymous with industrial use. Sustainability has been at the forefront of the design process with material selections carrying extended design lives with minimal maintenance required, whilst maintaining a material palette already prevalent in the surrounding area. The unit colour scheme will be a blend of contrasting greys with white accent cladding. The result of this is a development of enhanced character that offers a distinctive sense of place whilst remaining neutral in colour and contemporary in style. These principles are underpinned by the provision of adequate external areas and parking which will support the development over its envisaged lifetime and suit a variety of occupiers.
- 6.3** The elevations are further enhanced by the treatment of the main entrance doors on the predominant elevation which benefit from frames in contrasting colours set within premium cladding, these help to define key architectural elements and offer variety and visual interest when set against the traditional materials palette which are also present on the scheme. These features accentuate the entrance points and enhance the layout legibility to ease circulation throughout the scheme.
- 6.4** The proposals will enable a prominent site along Aber Road to be redeveloped to provide two high-quality employment 'starter' units which will enhance the available building stock and variety in this employment area. The successful regeneration and enhancement of this vacant site will also support further regeneration in the area.
- 6.5** Both units will be constructed from a single-span portal frame with 6-degree pitched portal rafters. This design suits the typical requirements of an industrial-use building. Flexibility has been designed into the units to ensure the internal space meets not only today's industrial requirements but also any future market requirements. This is achieved by designing in such a way that allows for a retrofit mezzanine or part first floors to be installed within the existing frame and designing with overall proportions that will suit a multitude of operators with flexibility on how the units could become subdivided.

Proposed Elevations

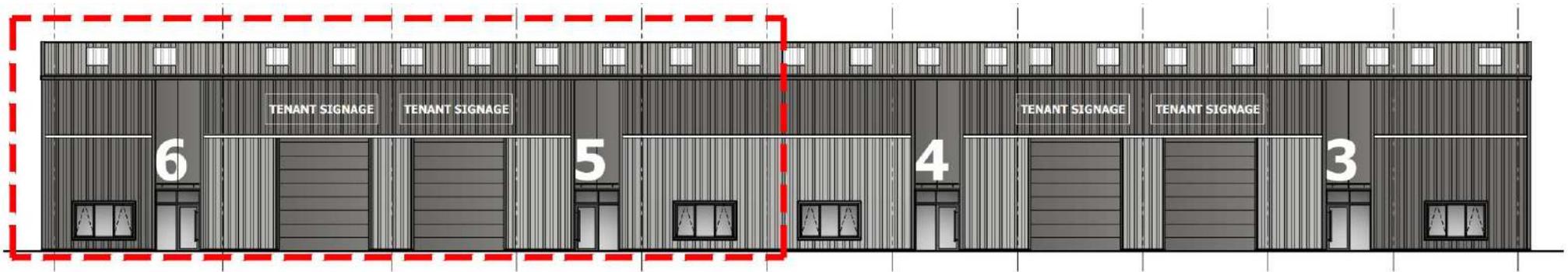


Figure 2 Proposed Front Elevation – Building B

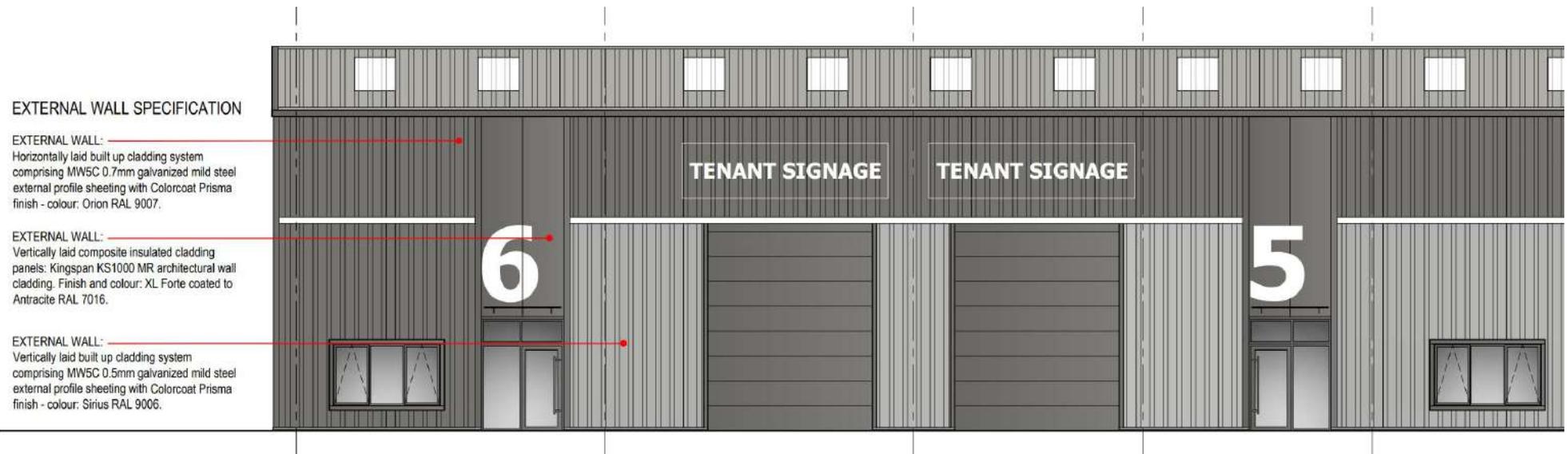


Figure 3 Proposed Part Front Elevation – Building B

Figure 4 Proposed Scheme CGI



7 Landscaping

7.1 Due to the nature of operations external finishes on site are predominantly hard landscaping. Pedestrian zones will be clearly identified through the use of footpaths and / or thermoplastic demarcations with bollards and barrier protection provided as required.

7.2 The site does however benefit from soft landscaping strips to the external boundary along Aber Road this will reduce the impact of the development and enhance the street scene through planting from native species where possible to improve the scheme.



EXTERNAL FINISHES KEY

-  Tarmacadam footpath surface course finish on suitable binder course and sub-base as per S.E. specification
-  New road finish to match and feather in to existing on suitable binder course and sub-base as per S.E. specification. Build up to be suitable for HGV's.
-  Reinforced concrete yard slab or plant base on a consolidated sub-base as per S.E. specification
-  Denotes extent of Armco Barrier protection to exposed areas
-  Proposed grass areas and planting to separate landscape consultant details / specifications to incorporate native species planting.
-  Broxap Sheffield (or sim') cycle shelter with 4No. Sheffield cycle hoops root mounted to provide 8 cycles spaces.
-  Denotes - 168x1800mm Marshalls Rhino service yard bollard-root fixed with class 2 yellow reflective hazard banding
-  Denotes - 140x1000mm Marshalls RB109 bollard with base plate for bolt down fixing with reflective hazard banding. Finish colour Pure White ral 9010

Figure 5 Proposed Site Plan

8 Access

- 8.1** National Planning Policy Guidance “Travel Plans, Transport Assessments and Statements in Decision Taking” has been taken into account as part of the application process, in particular paragraph 32 of the National Planning Policy Framework (NPPF) which identifies that developments that generate significant amounts of transport movements should be supported by a formal Transport Statement. As such a Transport Statement have been commissioned and submitted in support of the application.
- 8.2** Bus stops are located approx. 175m from the site on Holywell Road which provide access to frequent services into and out of Flint with regular services in operation to Holywell, Prestatyn and Rhyl. The nearest train station to the site is Flint Train Station situated 0.8 km away, this equates to a 10-minute walk or 4-minute bicycle journey. Train services from Flint Train Station include routes into and from Llandudno to the west, Llanelli to the south, Warrington and Manchester to the northeast and Birmingham to the southeast. There are also daily services which provide direct routes into London Euston.
- 8.3** Car parking will be provided as close to the main entrances of units as possible. The parking levels fall inside the maximum parking standards set out in the Council Parking Standards. The new levels are supported by the introduction of designated disabled bays and cycle storage which will help to promote greener travel methods for all future building users, enhancing the sustainable credentials of the proposals.

- 8.4** DDA and Approved Document M compliance are at the forefront of the design process. Level access will be provided into the building through adjusted site levels at recommended gradients. There will be a main entrance door with a clear opening that exceeds 1000mm, all door thresholds are to be level. Provision for accessible toilet and shower facilities will be provided for any future fit-out works with all hallways and corridors throughout the development set at a minimum of 1200mm clear width and door openings set to facilitate wheelchair access.

9 Designing out Crime

- 9.1** The application site is situated within a recognised Industrial / commercial area and is accessed directly off Aber Road which serves as an access road to several other sites along its length. This road provides good surveillance and is used by commercial vehicles and motorists employed in the local area in addition to the residents who use Aber Road as a primary route into the commercial shopping areas within the town.
- 9.2** The buildings in the surrounding areas are predominantly of B2 (industrial use) and B8 (storage/distribution use) with B1 (office use) premises also present to a lesser extent. During peak periods Aber Road has frequent traffic movements.
- 9.3** The following list sets out possible crime and security risks based on the type of development and nature of the area, and is partly informed by local crime understanding:
- Burglary of building
 - Robbery of possessions from vehicles
 - Theft of vehicles or bicycles
 - Unauthorised access to building and/or private realm
 - Theft and criminal damage during the construction period
- 9.4** Pedestrian and vehicular access and exit routes have been kept to a minimum and the main entrance is directly off Aber Road, enhanced security and through natural surveillance.
- 9.5** The buildings, car park and entrance doors are highly visible from either the access road, estate road or internal yard with windows to habitable rooms ensuring good surveillance levels are achieved. This will help to deter crime. All external entrance doors, windows and escape doors should be compliant with BS PAS 24.
- 9.6** Perimeter and building-mounted CCTV design will be considered as part of the day-to-day security measures to be implemented by the building occupier.

10 Flood Risk

- 10.1** The majority of the site is located in Zone C1 with a smaller area to the south located in Zone B as identified in the Development Advice Map. The use class of the proposals are classified as less vulnerable.
 - 10.2** A detailed Flood Consequence and Drainage Assessment has been undertaken by Weetwood and has been submitted as part of the application documentation. As part of this process, hydraulic modelling has been undertaken to understand the flows, levels and velocity of the surrounding water channels. The key findings of this are summarised below.
 - 10.3** No flooding of the site is expected in the 1 in 200 and 1 in 1,000 AEP breach events. The Flood Risk Assessment Map (present day) and Flood Map for Planning (climate change) indicated that the site may be at risk of flooding from Swinchiard Brook.
 - 10.4** The site is typically at very low risk of flooding from surface water and is not at risk of flooding from reservoirs, canals or other artificial sources.
 - 10.5** This report demonstrates that the proposed development may be completed subject to the following Finished floor levels to be set at a minimum of 0.15 m above adjacent ground levels and at levels to ensure there will be no water ingress in any flood event following reprofiling of the site, with ground level sloping down from the buildings. The surface water drainage system will incorporate SUDS system to attenuate surface water along with flow control devised to restrict discharge run-off rates.
 - 10.6** Compensatory flood storage has also been included within both hydraulic models and is provided in the form of an approximately 1,600 m² area to the east of the site, where ground levels have been lowered to 5.76 m AOD. The compensatory flood storage area falls entirely within the ownership of the applicant.
 - 10.7** The proposed development is not expected to have a significant detrimental impact on flood risk elsewhere when compared to the existing situation, with overall reduced flooding shown to existing built development nearby.
-

11 Sustainability

- 11.1 Reduction of materials removed from the site; where possible, with site-won material to be re-used during the cut and fill exercise.
 - 11.2 The use of natural lighting to minimise the use of artificial lighting in daylight hours. Office depth reduced for single aspect windows if applicable. All artificial lighting will be from energy efficient fittings which will utilise PIR and daylight sensors to prevent unnecessary use.
 - 11.3 Consideration has been given to promoting green travel plans, with on-site cycle parking facilities being provided.
 - 11.4 The building will be designed to have a life cycle well in excess of 25 years, materials will require minimal maintenance with a collective thermal performance exceeding the standards required by current building regulations.
 - 11.5 The construction will be largely from steel/aluminium, materials that can be recycled at the end of the building's life cycle.
 - 11.6 Water usage will be reduced through the use of dual flush WCs and flow restrictors throughout
-

12 Conclusion

- 12.1. The proposed development constitutes employment use on brownfield land designated for such use. The proposed development fully accords with all relevant national and local planning policies. The proposal will stimulate economic growth within the surrounding areas and provide increased employment opportunities whilst flood compensatory measures will ensure an overall reduction of flooding to existing built developments nearby. This ensures the proposals deliver social, economic and environmental benefits.
- 12.2. The proposals have been carefully designed to be sympathetic within its surrounding context whilst also providing the end user's required functionality. Significant interest has been expressed in the development which will ensure the proposals are implemented with immediate effect, pending approval.
- 12.3. The proposals, fully accord with all relevant planning policies, constitute sustainable development and will create additional employment opportunities within the area. Consequently, there should be a presumption in favour of the development and this application should be approved without delay.