

## **WINDMILL INDUSTRIAL ESTATE, WIMBOURNE ROAD, BARRY**

### **Design and Access Statement**

#### **1.0 BACKGROUND INFORMATION**

This document has been prepared on behalf of the client, Mr Michael Brinkard for Full Planning Permission for the erection of 2 additional industrial units (to match existing units) on an existing industrial development sited at Windmill Industrial Estate, Wimbourne Road, Barry

The original application No 05/01112/FUL received approval reference 03/00161/RES

The development will be for the erection of the external envelope only of 2 No additional units with the fit-out by future tenants / lessees (as was the case with the original development). The proposed units are to complete the development of the site

One of the Units (Unit 12) is to be located on the site of the (recently removed) Portacabin as shown on the site location plan drawing No 001 which accompanied the recent application

The other Unit (Unit 11) is to be located in the already hard-cored area to the East of the site adjacent existing Unit 10. This area at present is overgrown and has been used as a 'dumping ground' by others with the existing fence and hedgerow in a dilapidated condition

Associated landscape works (hedging and isolated trees) will be completed in line with the original submission and as the attached amended site plan

The main access roads and pavements are already in existence on site, as is the kerbing to the back of parking areas – Some additional kerbs will be required to accommodate additional car-parking spaces

The Design and Access statement is to support the application to complete the development of the site

#### **2.0 APPLICANT**

##### **CLIENT**

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##### **AGENT**

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## **Design**

### **USE**

The existing site has a variety of occupants (from a window cleaning machinery supplier through cutlery suppliers to a training consultancy). It is anticipated that the two additional units will have the same light industrial occupancy type

### **AMOUNT**

The existing site comprises 10 industrial units – One block of 3 (Units 1 to 3) and one block of 7 (Units 4 to 10)

The proposed development will be for the erection of the external envelope only of 2 No additional units with the fit-out by future tenants / lessees (as was the case with the original development). The proposed units are intended to complete the development of the site

The density of site land use has not been materially affected since one unit will take the place of the recently removed Portacabin and the other will occupy the previously roughly (unfinished) hard-cored / rubble area to the east of Unit 10 which at present is in an unkempt state

The neighbourhood services can support the amount of development planned

### **LAYOUT**

The buildings have been set out so that

- The new Unit 11 will be set 3m away from the existing Unit 10
- The new Unit 12 will be set minimum 2m from the line of the existing fence
- Public spaces will be practical, safe, overlooked and inclusive

### **SCALE**

The new buildings will sit comfortably within their surroundings

The new buildings (including elements such as doors) will be at a comfortable scale for people

The new Unit 11 will match in height at the eaves and depth the existing units 4 to 10

The new Unit 12 will match in height at the eaves and be less deep than the existing units 1 to 3

### **LANDSCAPING**

#### **HARD LANDSCAPING:**

The main access roads and pavements are already in existence on site, as is the kerbing to the back of parking areas – Some additional kerbs will be required to accommodate additional car-parking spaces. It is anticipated that any additional car parking spaces and non-vehicular traffic areas will be formed using permeable paving to Local authority approval

Any adjustments to the existing hard landscaping will reflect the existing standard of finish to the existing development – New parking areas will be provided using a suitable permeable construction method

All new entrances and exits will have level access from suitable hard surfaces. Both the hard and soft areas are equally important and have been coordinated to enhance both the existing buildings and the proposed new development proposal

New paving surfaces will be resin-bound aggregate or equal approved to provide a smooth, even and well-laid surface to avoid tripping. The detailed design has not been developed at this stage though it is intended that the routes will incorporate the following features:

- Ramps in compliance with A Doc Parts K and M and BS 8300
- Any street furniture will be grouped to avoid obstructing routes

- Adequate lighting to assist visually impaired people

#### **TREE PROTECTION AND REMOVAL:**

There are no trees on the existing site and therefore there no protection measures are required

All selection of new trees will be undertaken in consultation with / to the approval of the local Vale of Glamorgan' arboricultural officer

#### **SOFT LANDSCAPE:**

The landscape and car park design for this site represents an important part of the overall site. Located in an existing industrial area and at an entrance to further industrial areas and overlooked by a main road, a soft landscaped border is to be provided which will mask the car park and industrial units behind using a combination of new trees and hedging which are to be planted inside the existing iron palisade railings The tree selection will incorporate local species such as beech and birch.

#### **EXTERNAL LIGHTING PROPOSALS:**

Suitable lighting will be provided to the new units within the development.

All external lighting will be photocell and time clock controlled with the illumination levels as recommended in the CIBSE guide to good engineering practice and in accordance with the relevant British Standards.

#### **APPEARANCE**

Building Materials and architectural details will match in appearance those on the existing buildings on the site

#### **CHARACTER (INCLUDING AMOUNT, LAYOUT, SCALE, APPEARANCE AND LANDSCAPING)**

The development will be for the erection of the external envelope only of 2 No additional units with the fit-out by future tenants / lessees (as was the case with the original development). The proposed units are to complete the development of the site

One of the Units (Unit 12) is to be located on the site of the recently removed Portacabin as shown on the site location plan drawing No 001 which accompanied the recent application

The other Unit (Unit 11) is to be located in the already hard-cored area to the East of the site adjacent existing Unit 10. This area at present is overgrown and has been used as a 'dumping ground' by others with the existing fence and hedgerow in a dilapidated condition

The development is the extension of the two onsite sheds to provide 2 additional units. In accordance with Figure 2 of Tan 15 both these land uses are classed as 'Less Vulnerable' in terms of flood risk, therefore the proposals will not increase the flood risk vulnerability of the site as it will remain as per existing.

The expansion of the existing light industrial site is on a previously developed brown field land and would introduce further economic development to the area.

In line with the Vale of Glamorgan Unitary Development Plan, the site is on the fringe of an area of the land allocated for employment use. This area was left dormant after the closure of a number of heavy industrial plants/facilities and is in the process of regenerating and introducing new businesses and economic activity to the area.

Associated landscape works (hedging and isolated trees) will be completed in line with the original submission and as the attached plan

The access roads and pavements are already in existence on site, as is the kerbing to the back of parking areas – Some additional kerbs will be required to accommodate additional car-parking spaces

## **STEPS TAKEN TO APPRAISE THE PHYSICAL, SOCIAL, ECONOMIC AND POLICY CONTEXT OF THE DEVELOPMENT**

It has been the intention of the applicant that the completion of the development will enhance the general appearance of the site in that the site will now become a fully completed project that matches the existing surroundings

The proposed development is in social and economic context with the surrounding area

## **ENVIRONMENTAL SUSTAINABILITY**

The proposed units are to be clad with Kingspan trapezoidal KS1000 RW Insulated wall and roof panels with a Green Guide A + rating as per the BRE Global "The Green Guide to Specification", Green Guide 2008 ratings. Green Guide element no. 812550001 to match the existing industrial units, but of a greater thickness to meet the requirements of A Doc L2A as revised 2010

## **ACCESS**

### **VEHICULAR AND TRANSPORT LINKS**

Access points and routes to the existing units will be maintained and matching new access provided to the 2No additional units which will have no impact on the external road layout and public transport provision.

### **INCLUSIVE ACCESS**

All new entrances and exits will have level access from suitable hard surfaces. Both the hard and soft areas are equally important and have been coordinated to enhance both the existing buildings and the proposed new development proposal

As with the existing development, there will be no steps on the site with ramped access at all entrance / fire exits to enable personnel to move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

### **CYCLE STORAGE / GREEN TRANSPORT**

There are several suitable areas on the site where, should the tenants / lessees require, cycle stands can be erected to allow safe secure storage of cycles

### **MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT**

The existing site comprises 10 industrial units – One block of 3 and one block of 7 – The existing occupants vary from a window cleaning machinery supplier, through cutlery suppliers to a training consultancy – Existing traffic is light

Movement within the site will be as the existing. All new approaches will comply with A Doc Parts K and M and with BS8300. Where there appears to be a conflict between the guidance in Part M and Part K, Part M will take preference

Movement to and from the site will be via the existing exit road

It is not anticipated that there will be an increase of more than 2 or 3 cars arising from the construction of the two additional units

### **COMMUNITY SAFETY**

It is not anticipated that the additional units will affect community safety

There will be allocated places of safety for the purpose of assembly / safety / refuge in the case of fire or a fire drill. There will be one space between each building

### **VALE OF GLAMORGAN ADOPTED UNITARY DEVELOPMENT PLAN / PLANNING POLICY WALES**

Policy 1 - The proposed landscape scheme includes new hedging to match those lining the roads in the surrounding areas

Policy 2 – The existing units are occupied by a number of small businesses which form, in part, to the economic regeneration of an area left dormant after the closure of large heavy industrial plants

that once dominated this area of Barry. The additional two units will be located within the existing development thus obviating the need for additional land being used for construction – indeed the two areas of the site that are proposed to be used will now be brought up to the same standard as the rest of the site

Policy 3 relates to housing and therefore does not apply to this site which is already developed for light industrial use

Policy 4 – The 2 No additional units will assist in providing facilities for expansion of local businesses and facilitate new start-ups. The site is listed within 5.4.2 as being allocated for employment purposes categories B1, B2 and B3

Policy 5 has been utilised within the existing site development

Policy 6 does not apply

Policies 7 and 8 have been considered and there are spaces available within the site for tenants / lessees to create cycle parks within their 'fit-outs'. There is no proposal to change the existing site access

Policies 9 and 10 relate to retail which do not apply to this application

Policy 11 relates to Recreation which does not apply to this application

Policies 12 and 13 relate to mineral usage and waste disposal. It is not foreseen that there will be large scale usage of secondary aggregates or industrial waste. Any spoil from excavations can be used to create banking at the rear of the industrial units 4 to 10 inclusive, to be subsequently covered with top soil and grassed over

## DRAWINGS SUBMITTED WITH RECENT APPLICATION

Number	Drawing Title	Scale
A 001 Rev A	Site Location Plan	A1 @ 1:200
A 002 Rev A	Site survey	A1 @ 1:200
A 003 Rev A	Enabling works	A1 @ 1:100
A 004 Rev A	Unit 11 Proposed G.A., roof and foundation plan	A1 @ 1:50
A 005 Rev A	Unit 12 Proposed G.A. plan and roof plan	A1 @ 1:50
A 006 Rev A	Unit 12 Proposed foundation plan	A1 @ 1:50
A 007 Rev A	Unit 11 Proposed sections	A1 @ 1:50
A 008 Rev A	Unit 11 Proposed elevations	A1 @ 1:50
A 009 Rev A	Unit 12 Proposed sections sheet 1 of 2	A1 @ 1:50
A 010 Rev A	Unit 12 Proposed sections sheet 2 of 2	A1 @ 1:50
A 011 Rev A	Unit 11 Proposed structure	A1 @ 1:50
A 012 Rev A	Unit 12 Proposed structure	A1 @ 1:50
A 013 Rev A	Unit 12 Proposed elevations	A3 @ 1:10
A 014 Rev A	Typical verge detail	A3 @ 1:10
A 015 Rev A	Typical eaves detail	A3 @ 1:10
A 016 Rev A	Typical ridge detail	A3 @ 1:10
A 017 Rev A	Typical cill detail	A3 @ 1:10
A 018 Rev A	Typical personnel door detail	A3 @ 1:10
A 019 Rev A	Typical up-and-over door detail	A3 @ 1:10
A 020 Rev A	Typical external quoin detail	A3 @ 1:10
A100 Rev A	Site Location Plan	A3 @ 1:1250