

Design & Access Statement

Satellite Industrial Park,
Wolverhampton



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Introduction

1.1 Application

This Planning, Design and Access Statement has been prepared by AEW Architects on behalf of Mileway to support a planning application for a single builder's merchant at the Satellite Industrial Park, Wolverhampton.

This application seeks planning permission to demolish an existing building built around the 1930's and to replace it with a new builder's merchant facility (storage, distribution, trade counter, offices, tool hire and ancillary retail) with associated external storage, fencing, lighting, parking and access (use class Sui Generis), situated within an existing industrial estate.

The Gross Internal Area = 1,973.17 m² / 21,239 ft²

1.2 Design and Access Statement

This Design and Access Statement has been written in accordance with The Town and County Planning (Development Management Procedure) (England) (Amendment) Order 2015 and is set out in further sections as detailed below:

Planning Policy Framework - Identifies the relevant planning history, the planning policy framework and compliance of the proposal with the framework. It also identifies the relevant design and access policy from the City of Wolverhampton Council.

Site Context - Provides a written and illustrative analysis of the application site and surrounding area.

Design Statement - Describes in terms of the quantum and scale of the proposed uses, the layout of the proposed development, the appearance principles of the development and the proposed landscape strategy.

Access & Operational Statement - Explains how equal access will be provided to all users to the site and within the building, in addition to the required operations for building function.

Conclusion - Summarises and concludes the assessment of the proposed statement.

1.3 References

The following guidance documents have, and will be, referred to in the development of the scheme:

Design and access statements; How to write and use them, The Commission for Architecture and the Built Environment (CABE), 2006

The Principles of Inclusive Design, CABE, 2006

Approved Document M of the building regulations: Access to and use of buildings

BS 8300:2009 & A1:2010 Design of buildings and their approaches to meet the needs of disabled people - Code of practice

Planning Policy Framework.

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Planning Policy Framework

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

This section identifies some of the planning policies which are relevant to this proposal. For further information please refer to the Planning Statement submitted within this planning application.

2.1 Relevant Planning Policy

Full Planning Permission is sought under relevant planning policy framework for Sui Generis use.

The statutory Development Plan in this case comprises:

- Black Country Core Strategy ['BCCS'] (2011)
- Saved Policies of the Wolverhampton Unitary Development Plan ['UDP'] (2006)
- Bilston Corridor Area Action Plan ['AAP'] (2014)
- Stafford Road Corridor AAP (2014)
- Wolverhampton City Centre AAP (2016)

The emerging Wolverhampton Local Plan, NPPF (2023); the National Planning Practice Guidance ['NPPG']; the National Design Guide (2021) and supplementary planning documents ['SPD'] are also material considerations.

2.2 National Planning Policy Framework (NPPF)(2023)

This policy Framework sets out planning approach at a national level which includes key material considerations used to assess and determine planning applications.

The policies contained in the Framework are set within the overarching context of the need to achieve sustainable development and the Framework carries an implicit presumption that sustainable development should be approved without delay.

Sustainable development is defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. Paragraph 8 of the Framework sets out three dimensions of sustainable development: economic, social, and environmental.

The following items are key elements of the Framework relevant to the development proposals:

- Achieving sustainable development
 - Building a strong, competitive economy
 - Decision-making
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Achieving well-designed places
 - Meeting the challenge of climate change, flooding and coastal change
 - Conserving and enhancing the natural environment
-

2.3 The Black Country Core Strategy

The Black Country Core Strategy sets out the vision, objectives and strategy for future development of the Black Country which includes the councils of Dudley, Sandwell, Walsall and Wolverhampton.

It establishes directions for change in order to achieve the desired transformation for the area by 2026.

Further information including specific policies can be found within the supporting Planning Statement document.

Context.

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Application Site

3.1 The Application Site

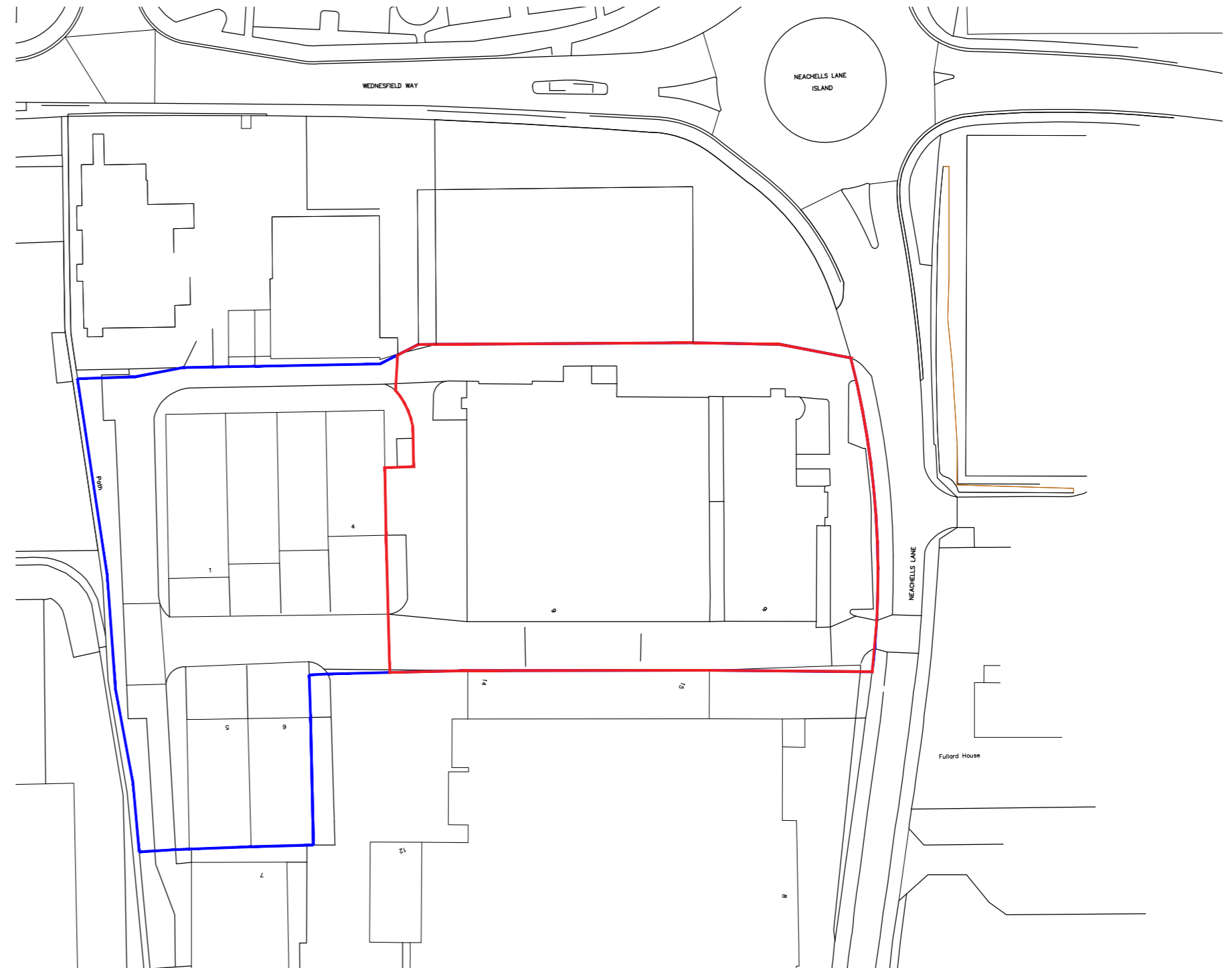
The application site is located off Neachells Lane, Wolverhampton and is part of the Satellite Industrial Park.

The application site (red line) is 2.40 acres / 0.97 hectares situated within the Applicant's ownership demise (blue line) which covers 4.29 acres / 1.73 hectares. The plot is positioned in an established employment area surrounded by other existing employment units.

The site comprises a rectangular parcel of land which encompasses a single employment unit of 4,787sqm with associated yard and vehicle parking spaces. Built in the 1930's, the unit is now tired and dilapidated, with low eaves and minimal yard, making it unsuitable for modern day operational requirements.

The site is presently dominated by hardstanding, tarmacked car parking areas and access roads. There is a narrow grass verge with minimal landscaping and a small number of trees located to the north east of the site.

Access to the site is located off Neachells Lane via an unadopted estate road within the Applicant's ownership and within the application site.



Site Location Plan

— Ownership Demise
1.73ha / 4.29ac
— Planning Application Development
0.97ha / 2.40ac

Immediate & Wider Context

3.2 Immediate Context

The site is located in an area consisting largely of industrial units, which have a variety of unit sizes and occupiers. South of the site is Key Industrial Park, accessed off Neachells Lane, and Strawberry Lane Industrial Estate, which is accessed off Strawberry Lane. To the south east, is Watery Lane Industrial estate.

There are various significant retail and leisure amenities in the area, with Bently Retail Park to the north of the site, which comprises a number of fast-food restaurants, a gym, Sainsbury's and Aldi supermarkets, a cinema, and a variety of other retailers. The Sainsbury's also offers a PFS.

3.3 Wider Context

The site is prominently located in the area of Wednesfield, a town 4km east of Wolverhampton. It is in a sustainable location with several bus routes within 600 metres of the site that travel in and out of Wolverhampton City Centre

The site is within 6km of junction 10 of the M6, and within 13km of the M5. These provide links to the M1 and M40, which allow for connections to London, Manchester and Sheffield.



Aerial view of the site looking south west



View A - Bently Retail Park



View B - Key Industrial Park



View D - Current Industrial Unit



View C - Strawberry Industrial Estate

Design Statement.

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Design Statement

4.1 The Brief

The proposed development will see the demolition of a 4,787sqm existing employment unit, inadequate for modern day operations, replaced with a new 1,973sqm builder's merchant facility with associated external storage, fencing, lighting, parking and access. The new build has been designed to align with the operations/requirements for the incoming tenants signed on a pre-agreed let who are an established builders merchant firm.

The proposed unit is comprised of 1,395sqm of ground floor warehouse with an additional 579sqm of first floor mezzanine.

Access to the unit is via the existing estate road to the south of the unit off Neachells Lane. Car parking remains to the east of the site while the service yard is located to the north of the site.

The proposal to redevelop this plot creates a high quality and purpose-built employment unit suitable for modern operations and vehicles with improved parking availability.

It is an opportunity that will result in positive improvements to enhance the site and it's employment offering.

The unit is to be serviced with utility connections in full accordance with the Mechanical & Electrical scope, design and specifications. Electric Vehicle Charging points indicated are proposed in the base build together with ducting installed ready for future tenants' extension.

The building envelope and fabric systems have been specified to maximise their functionality, integrity, and appearance. Additionally, the development is targeting a 'VERY GOOD' rating under the BREEAM New Construction 2018 scheme.

Further details about the design regarding transport and drainage can be found in the supporting documents to this application.

Use and Amount

4.2 Use

This full planning application seeks permission for a single builders merchant's unit located within an existing industrial estate. As a new build for a pre-agreed let, the applicant is looking for a consent for a Builders Merchant.

The site has been designed to accommodate the appropriate infrastructure to support the use of the development. This includes the provision of a yard suitable for HGV loading/unloading and storage, and car park for staff and visitors.

The overall development will have a positive socioeconomic impact that will benefit the local area by reinstating a previously developed area of land and creating jobs in both the construction and operational phases of the development.

4.3 Amount

The scheme comprises a single builders merchant's unit containing ground floor warehouse space with a first floor level mezzanine.

The proposed development is broken down as follows:

Schedule of Accommodation

Ground Floor Warehouse:	1,394.56sqm / 15,010.9sqft
First Floor Mezzanine:	578.61sqm / 6,228.1sqft
Total:	1,973.17sqm / 21,239sqft

There are 3 level access doors and 29 car parking spaces (inc. 2 accessible) that have been provided in addition to active and passive electric vehicle spaces.

The application site area is approximately 2.40 acres / 0.97 hectares and therefore the unit occupies just below one fifth of the site. The proposed new unit presents a reduction in floor area however, a larger service yard, with improved parking arrangements and high quality unit will be more attractive to the current market.

Given one fifth of the plot is occupied by building, this would not be considered as an over-development and suitable within the context.

Layout

4.4 Site Layout

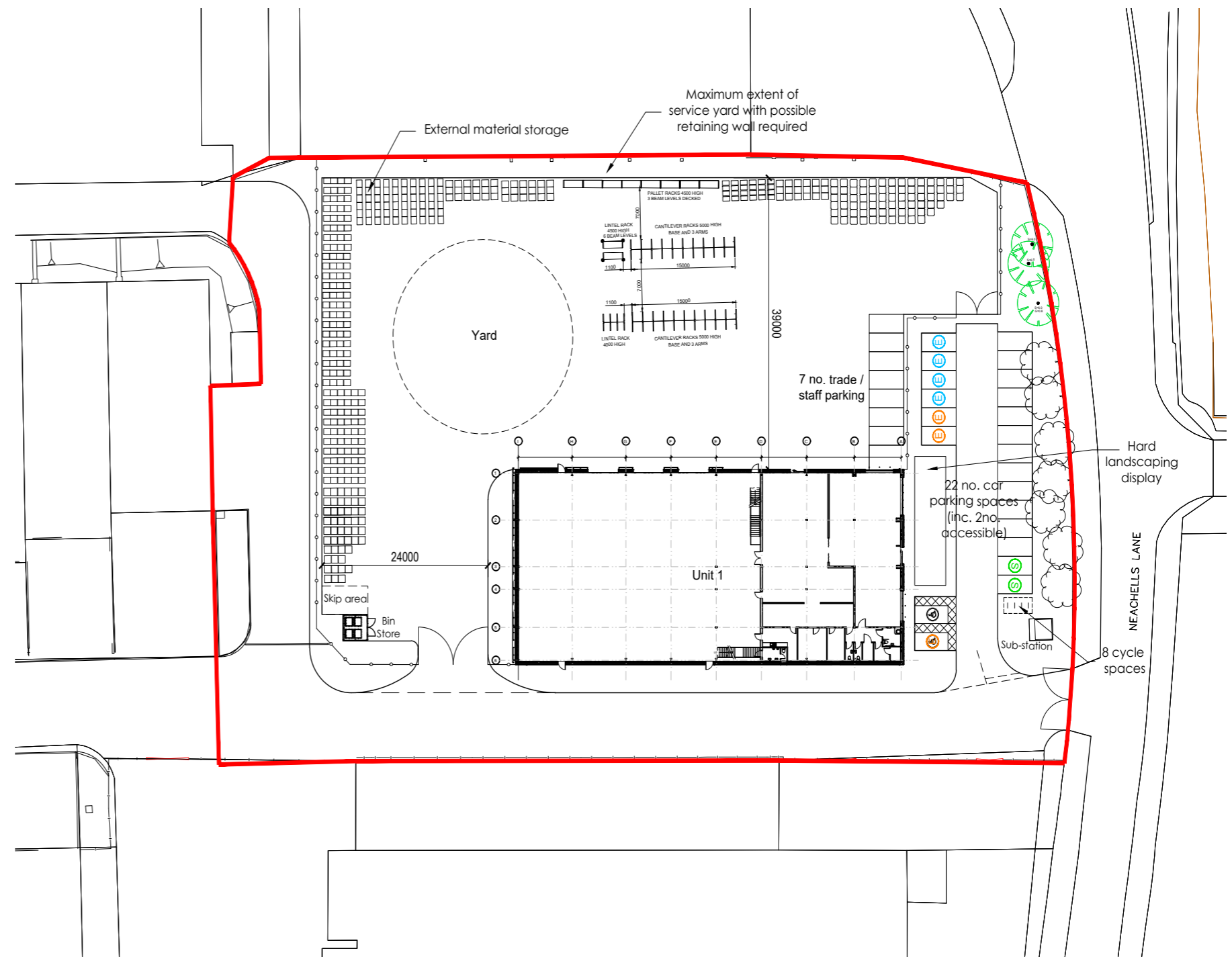
The proposed building is aligned to the access road located to the south of the plot.

The site layout has been configured to allow for development that will accommodate the operations of the incoming tenant, also suitable for future industrial use.

This includes an improved building ratio, 39 metre service/loading yard and adequate staff and visitor parking. The service yard is suitable for HGV servicing and car parking numbers for staff and visitors are broadly in line with Wolverhampton's car parking standards.

Car parking will be located adjacent to the unit entrance, allowing for safe pedestrian access and encouraging natural surveillance of the car park. Accessible parking spaces are provided and located conveniently outside the office entrances, with dropped kerbs to allow for inclusive access.

The service yard will be screened from Neachells Lane by a landscaping strip of existing and proposed trees.



Proposed Site Plan

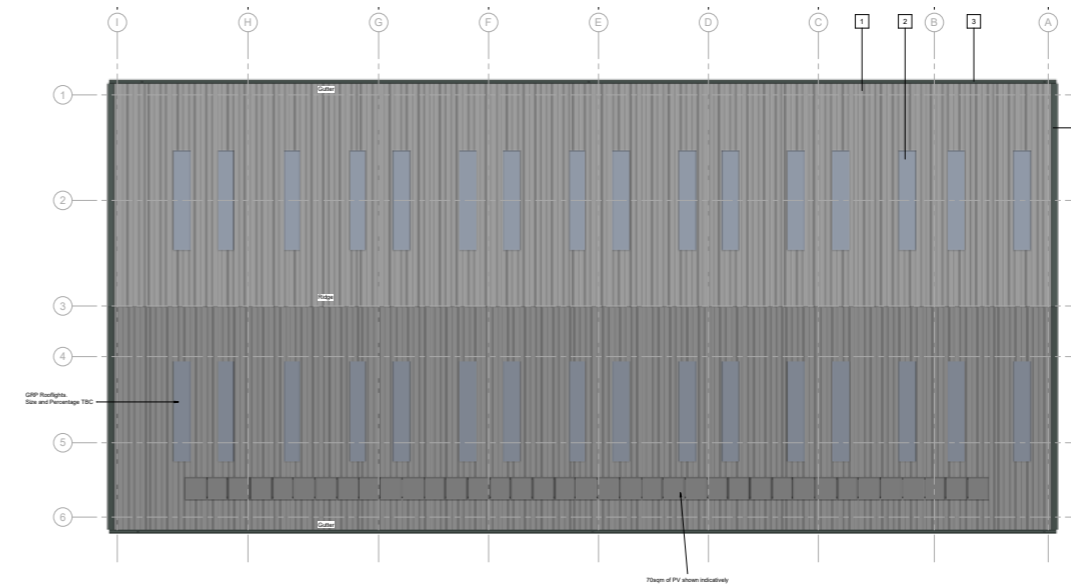
Layout

4.5 Building Layout

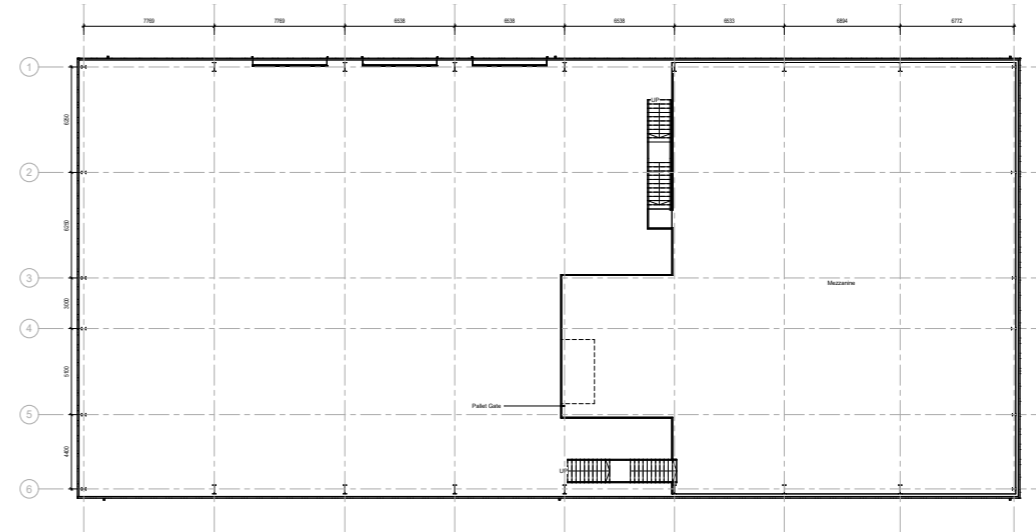
The proposed building is predominantly warehouse space, which is laid out in an efficient 6-8m structural grid for a proposed single span portal frame to accommodate the loading doors.

All employees and visitors gain access to the building through the reception/showroom area at ground floor which leads into the warehouse. The open plan mezzanine space is positioned on the first floor along with a pallet gate.

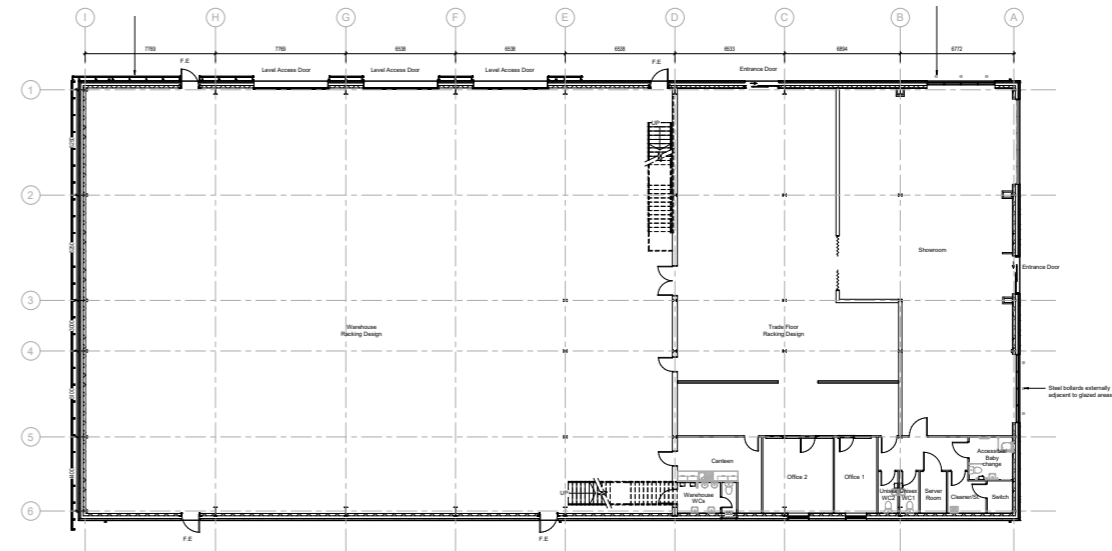
The first floor is accessible via stairs. This area overlooks the warehouse.



Proposed GA Roof Plan



Proposed GA Mezzanine Floor Plan



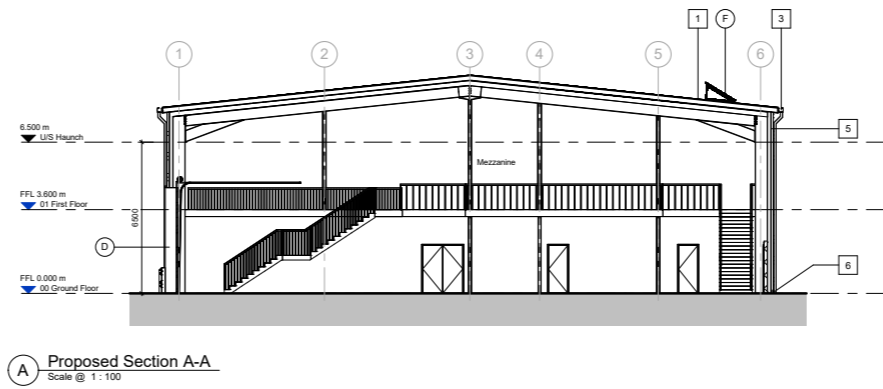
Proposed GA Ground Floor Plan

Height, Scale & Massing

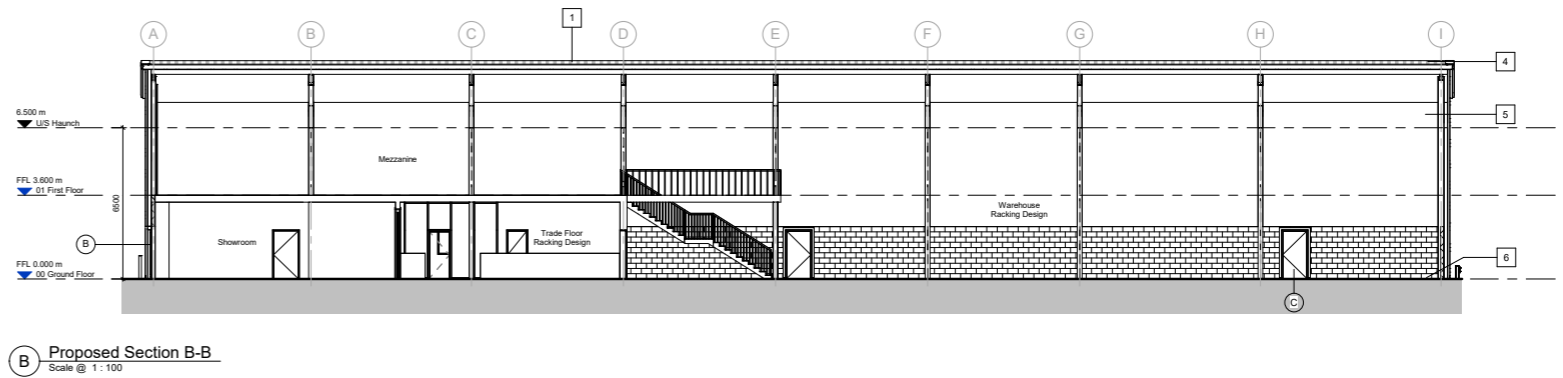
4.6 Height, Scale & Massing

The overall height, scale and massing of the proposed unit is dictated by use and functional requirements, in addition to the immediate context, with consideration to current market conditions.

The unit has been designed with a clear haunch height of 6.5m within the warehouse space, which is sufficient for the incoming tenant's operations and deemed institutionally appropriate for a unit of this size. This also allows for supporting mezzanine use at first floor level.



(A) Proposed Section A-A
Scale @ 1:100



(B) Proposed Section B-B
Scale @ 1:100

Proposed GA Sections

Appearance

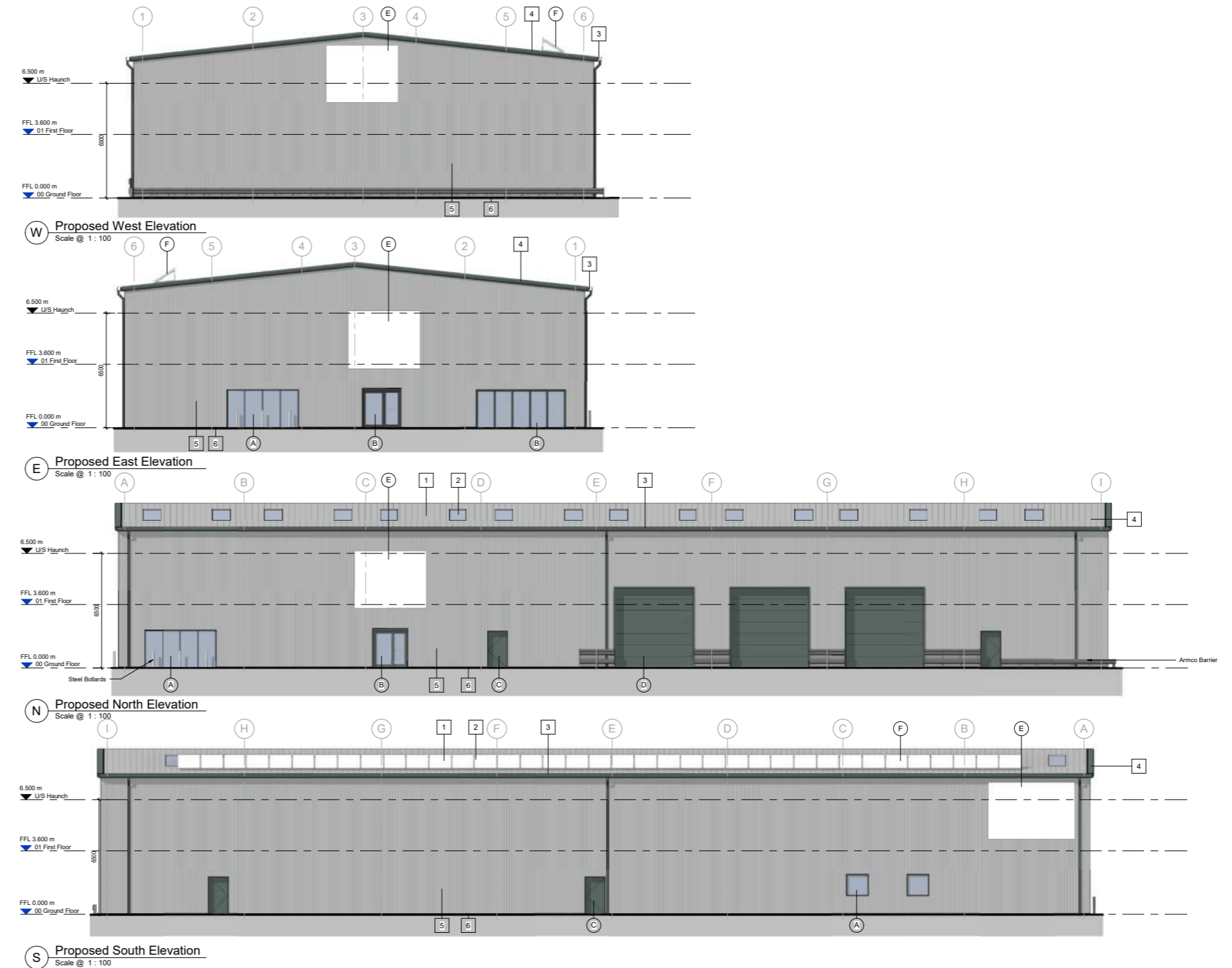
4.7 Appearance

The development will comprise of steel portal framed units with robust external metal clad envelopes to ensure durability and security. The external envelopes will predominantly be built-up profiled metal cladding.

The walls are generally a vertically laid profiled cladding in a mid grey with glazing to suit the internal layout.

The level access doors are located together in a tonal grey with fire escape doors positioned as required to adhere with current regulations.

The colour palette proposed follows a contemporary theme of greys that complement the units in close proximity.



Proposed GA Elevations

Appearance

4.8 Visualisation



Appearance

4.8 Visualisation



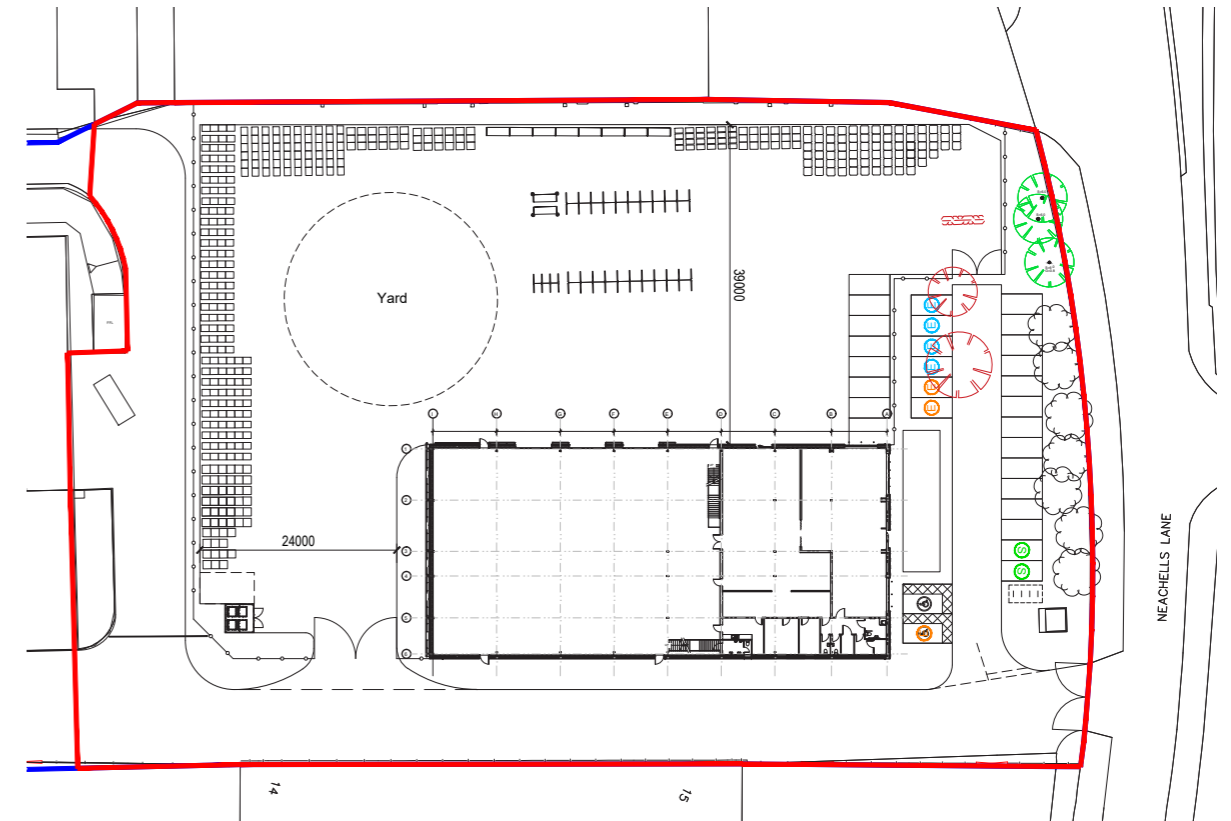
Landscape

4.9 Landscaping

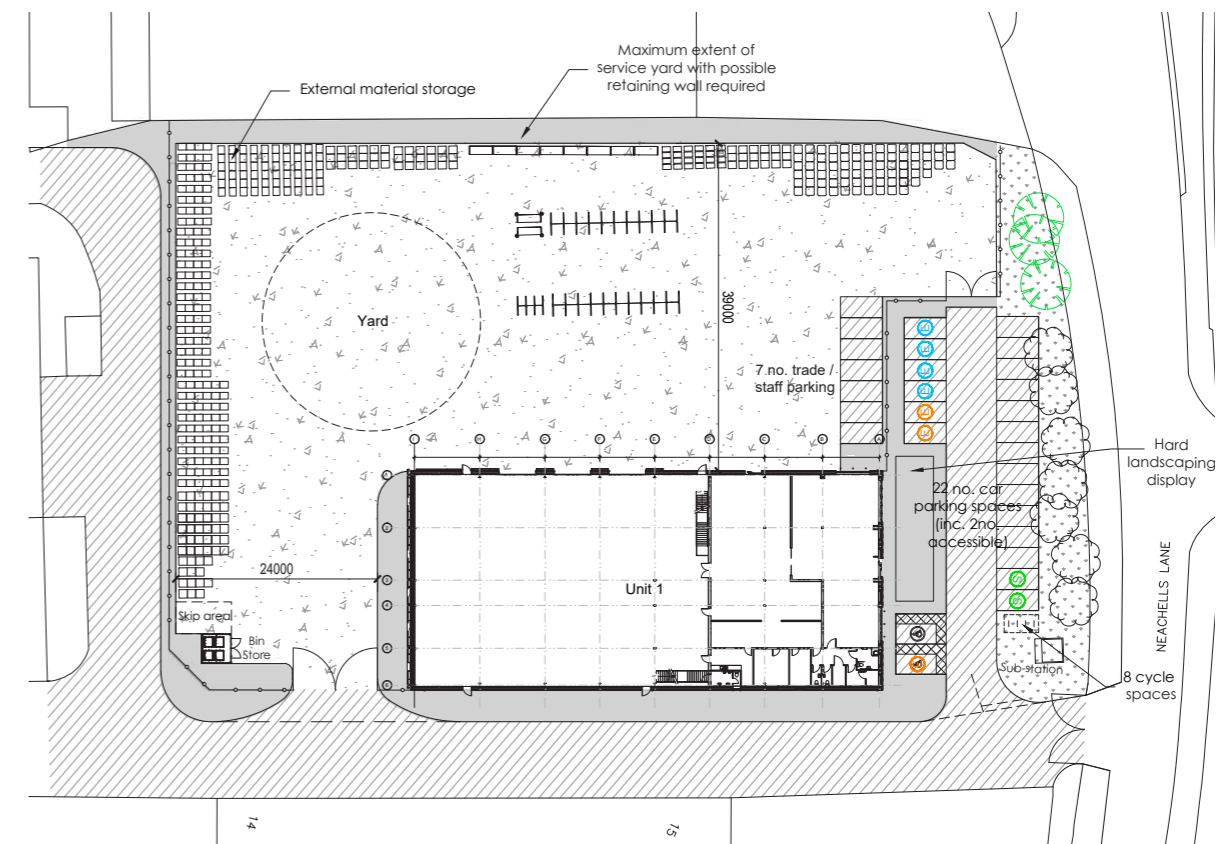
The development largely consists of hard landscaping including concrete service yard and tarmac finish to footpaths, car parking and road surfaces.

There is a soft landscape strip with a small number of existing trees that runs along the east of the unit parallel to Neachells Lane.

A planting plan has been prepared for the site's soft landscape areas which includes a plant schedule setting out plant species, quantities, sizes and densities as well as appropriate information regarding establishment/maintenance and management. Three of the existing trees on site will be retained. These will be complemented by an additional 5 new trees to be planted on site, together with a mixed native hedgerow and area of ornamental planting close to the site entrance off Neachells Lane. Biodiversity on the site will be further enhanced by the use of a flowering lawn mix.



Proposed Tree Removal Plan



Proposed External Works Plan



Images of existing landscaping



Access & Operational Statement.

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Access & Operational Statement

5.1 Accessibility

The site is within an accessible and sustainable location, prominently located within 4km of Wolverhampton and close to the national highway network. The area benefits from a variety of transport options leading in and out of the city centre. The site is within 6km of junction 10 of the M6, and within 13km of the M5. These provide links to the M1 and M40, which allow for connections to London, Manchester and Sheffield.

Further details of public transport services are detailed in the following section.

5.2 Public Transport

There are four bus routes into and out of Wolverhampton City Centre within 600 meters (routes 59, 65, 9, and 529). Bus routes 59 and 529 run every 7 minutes, route 65 runs hourly, and route 9 run once every 45 minutes towards Wolverhampton City Centre.

5.3 Vehicle Access

The existing point of vehicle access is to be utilised to access the site which is located off Neachells Lane via an unadopted estate road within the Applicant's ownership and within the application site.

5.4 Car Parking

The car parking area provides 29 car parking spaces along with covered cycle store. The car parking equates to approximately 1no. car parking space per 67sqm of gross internal floor area. 2 no. accessible spaces have been provided, which is 7% of the overall parking spaces and in line with local authority standards. Accessible parking spaces are positioned closest to the entrance of the unit and will be correctly marked out in yellow thermoplastic material.

5.5 Pedestrian and Cycle Access

There is an existing combined cycleway and footpath that runs along Neachells Lane, allowing for ease of pedestrian and cyclist access to the unit. Cyclists can access to the proposed car park where sheltered cycle spaces will be provided.

5.6 Sustainability

The proposal is to redevelop an existing employment site, and the scale of the development makes for an efficient use of the site. The site is well located for use of public transport within walking distance. Good visibility and the provision of sheltered cycle spaces promote access by bicycle.

Roof lights will be provided to circa. 10-15% of the warehouse area to allow natural light to penetrate the building and reduce artificial lighting and energy consumption. Materials have been selected based on their high quality, robust nature and low maintenance requirements.

With regards to the conservation of energy, the office area of the building has been designed to comply with Part L2a 2013 of the Building Regulations, utilising enhanced envelope insulation and efficient building services. The warehouse area may not need to be assessed under part L if it has no heating, being classified as low energy demand building. However, to ensure flexibility for tenants, the warehouse area has also been designed to comply with Part L2A, based on an assumed heating spec and assessed in conjunction with the office area. A BREEAM rating of 'Very Good' is being targeted for the unit.

To reduce water consumption appropriate water efficient sanitary ware fittings and appliances including low flow aerating taps along with a means of control by PIR or push top, and dual flush WCs will be used. Water use will be metered to ensure occupier information can be made available.

The structural frame of the building will be designed to allow for the weight of PV cells at roof level, allowing for future installation and further improve the sustainability of the building. The car park will include 3 fitted EV charging spaces with a further 4 spaces provided with ducting for future provision. Car-share parking spaces are provided at a level of 5% indicated on the site.

5.7 Entrance Doors

The main entrance of the unit is to be aluminium framed glazed hinged doors with safety glazed panels, to give a minimum 1050mm clear width opening. The doors shall be fitted with a closer providing an opening force of no greater than 30N at the leading edge. Level thresholds shall be provided, with no upstands exceeding 15mm in height. Manifestation shall be provided to the entrance screens in accordance with paragraph 2.24 of Approved Document M. Floor matting will be chosen to allow smooth transition whilst reducing risk of slipping and keeping entrances clean.

5.8 Emergency Exit Doors

All features and materials to comply with Part B of the Building Regulations. Fire doors at various locations will be fitted with large panic bars with 'push down to open' signs. In addition the building's user will need to consider a plan for evacuation including the preparation of a personal egress emergency plan. Fire doors designed to provide a minimum 1050mm clear width opening and have level means of escape.

5.9 Internal Circulation: Horizontal

All doors offer an effective clear width of 800mm, ensuring they are usable by disabled visitors and staff members alike. All single leaf doors have the required 300mm leading edge and will have accessible easy to use ironmongery.

1500mm minimum wide corridors allow easy access for general use and emergency egress. The corridors will have good visual contrast between the walls, floors, ceiling and door areas. The lighting in all corridors will also provide a good environment for both employee functions and visitor activities.

5.10 Internal Circulation: Vertical

All stairs will have visually contrasting nosings on the riser and going of each tread and will have tactile indicators at the top of each flight the stair is not within a core. Lighting and finishes on the stairs will be non-reflective to assist people with visual impairments. The building has been designed with a platform lift installed to provide accessibility to the first floor office area.

Access & Operational Statement

5.11 Sanitary Accommodation & Provision

In addition to unisex toilets, an accessible WC is also provided on the ground floor. The space, layout and provision of this shall meet the requirements of Approved Document M 2004 of the Building Regulations and BS 8300:2001, and shall generally include:

- Light action privacy bolts and lever action fittings where possible
- Doors capable of being opened outwards in an emergency
- Sanitary fittings that contrast visually with the wall/ floor finishes (which shall also contrast)
- Emergency alarm systems within the accessible toilets
- Grab rails and clear manoeuvring spaces
- Flushing mechanisms shall be located on the transfer side of the accessible WC.

5.12 Security

The security of the site and personnel has been considered as part of the proposed scheme. Liaison has been held with Graphite Security, Security Design Consultants. 2.4m high Paladin fencing with gates will be provided as shown on the external works plan, while Access Control measures into the building will be supplied. In addition, an allocated space for an intruder alarm will be set out for installation by a future tenant.

Externally, a CCTV system will be utilised to provide coverage of people and vehicles entering the site, people entering the building, and a view of parked vehicles and the cycle store. In addition, to provide security during evenings a lighting scheme is proposed. All lighting will comply with British standard 5489-1:2003 and BS EN 12464-1:2002 and provide a uniform coverage without creating any pools or shadows.

The fabric of the building has been considered in terms of its resilience to potential criminal attack. Exterior wall, door sets, windows, roller shutters and grills will all be specified to BS standards and Secured By Design accreditation which when used in combination with an intruder alarm system provides suitable security for the proposed development.

5.13 Signage & Communication

All signage will be designed with reference to current good practice guidance and will form part of an integrated communication scheme that gives clear directions, information and instructions for the use of the building. External company signage will be subject to separate planning applications where required.

5.14 Waste Management Strategy

All waste generated by the development will be stored within an assigned refuse and recycling area within the yard area to the unit. On collection days, all waste will be collected by a waste management company.

5.15 Lighting Strategy

Artificial lighting will be installed to provide lighting levels as required during the hours of darkness. Light pollution will be avoided through the careful selection, positioning and orientation of luminaires. The external lighting installation will be controlled by a photocell and time clock arrangement.

Photocell control will ensure external lighting is switched off during daylight hours. Time clock control will enable selected circuits to be switched off during the night. A manual override switch will be provide to allow the lighting to be turned on / off.

5.16 Ecology

An ecological assessment was undertaken by Delta Simons in the preparation of this planning application. The site comprises a single builder's merchant unit and surrounding hardstanding, with limited soft landscaping in the form of introduced shrub, amenity grassland and scattered trees.

The report concludes that any trees and soft landscaping to be retained, is protected during the development of the site. In addition, it is anticipated that there will be no significant residual effects on habitats or protected species resulting from the proposed development.

5.17 Flood Risk

The whole application site lies within Flood Zone 1 which has a low probability of flooding.

Conclusion.

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Conclusion

This Design and Access Statement has been prepared by AEW Architects on behalf of Mileway to support a planning application for a single builder's merchant facility, (storage, distribution, trade counter, offices, tool hire and ancillary retail) with associated external storage, fencing, lighting, parking and access (use class Sui Generis), at the Satellite Industrial Park site.

The statement identifies the existing site context and describes the principles used to influence the proposal through the design process. A number of design measures and considerations were taken into account as summarised below.

The vehicular access to, circulation around and the layout of the development has been carefully considered to ensure that the scheme is viable and works efficiently in terms of meeting the needs of the end user. This includes providing suitable access to the site via the existing access point from Neachells Lane.

In line with relevant design policies, the layout, scale and appearance of the proposals have been developed to create a high quality, robust scheme. The material and colour choices are in keeping with the surrounding area. The specification of the materials and finishes are appropriate for the lifetime of the scheme as they are durable and resilient systems.

In conclusion, it is considered that the planning application reflects an appropriate, viable and high quality employment development that will add socio-economic value to the area and complement the existing context. The proposed use accords with those of the surrounding industrial area and planning policy. It is considered that the provision of new employment units will help reinforce the growth of employment in this location and we encourage the local authority to approve this planning application without delay.



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