

**DEVELOPMENT OF REPLACEMENT AND NEW BUILDINGS AT ANTELOPE INDUSTRIAL ESTATE,  
DENBIGH ROAD, RHYDYMWYN.**

**DESIGN AND ACCESS STATEMENT**

15<sup>th</sup> November 2024

Project No: 6977 Revision: -/

For and on behalf of Whitley Estates.

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## 1. Summary of the proposal.

This application is for 1 replacement building and one new building on the established Antelope Industrial Park, Denbigh Road, Rhydymwyn.

The industrial estate is well established and already has the access and site capacity to accommodate additional buildings.

The proposal is for additional units that continue the existing uses classes on the site – B1, B2 and B8.

The application will be a “Full” application and a Public Consultation will be undertaken in accordance with the prescribed requirements prior to the application being submitted.

The proposed buildings will have areas and volumes akin to those already on or previously on the industrial estate.

The proposed development offers a high quality solution for the delivery of two buildings (1 being a replacement) of B1, B2 and B8 facilities. These are wholly in keeping with the established uses on the defined and bounded site. Approval would provide additional employment opportunities located upon the existing Industrial Estate.



## 2. The brief and vision.

The applicant wishes to redevelop the site and reinstate a building for employment purposes by a third party tenant (or tenants).

Similar to the existing units, the applicant wishes to develop large format buildings of a similar scale to those already present on site, or that were present prior to the fire that destroyed building three.

The applicant wishes to continue the existing uses of B1, B2 and B8 on the site. This will provide additional business accommodation on an already designated industrial site. Processes and uses shall not deviate from those already permitted on the site.

The client aspires to produce high quality buildings in an attractive environment. The design, appearance, materials and colours are intended to set the stall of future refurbishment and maintenance of the existing units on the Industrial Estate.

The applicant wishes to create an enhanced view to Denbigh Road by infilling the plot that will accommodate Building

two. This plot was always intended to house a building, evidenced by the substation building and dropped kerbs to the plot that are already in situ.

The buildings are intended to be open plan structures, affording future tenants full flexibility on how they can be arranged, maximising the ability for the buildings to be let and to generate employment opportunities.

The applicant has provide a brief that ensures that sufficient space is provided around each of the proposed new buildings to ensure they do not “creep” too close to the site boundaries and to allow for planting / re-wilding in the future.



Artist's impression of general appearance.

### 3. Site and context analysis

The Industrial Estate was initially constructed in 1979 and has provide a range of units to numerous tenant's over that period. The site has continuously operated and provided business and employment opportunities for all of that time to the local area and community.

The site is located to the South of the arterial A541 "Denbigh Road" and is provisioned with a suitably sized and located private entrance with filter lane. This access point leads to the primary estate road that provides access North to South down the site. Plots/buildings are accessed off this site road. The site road has also been built to suitably accommodate heavy goods traffic and is 7.5m wide.

To the East is a dense line of trees creating a shelter belt about 20m in depth. To its South side the site is adjacent to a small wooded area. To the West is the Rhydymwyn Valley Nature Reserve, housed on the former MOS Factory site.

Historic information of the site is scarce but we believe that the site was previously related to a now disused mine shaft immediately next to the Eastern Boundary of the site. The OS 6" map of 1953 indicates that the site had a track and some small buildings located on it. These may have been associated with the railway sidings and Works to the West of the site but we cannot confirm this.

The Estate previously had 5 buildings constructed on it, let to a





variety of companies. Approximately 2 years ago, the largest building (Build three) was destroyed by a significant fire that gutted the building and damaged the integrity of the structure beyond repair. In the interest of safety, the remnants of the building and its frame were subsequently removed to make the site safe. The base of the steel stanchions, the concrete floor slab and the associated sub-station building still remain on site. The area itself has been screened by Heras fencing to further increase the safety and security of the site.

The wider site has potential, subject to permissions, for additional buildings to be constructed to provide further industrial accommodation and employment opportunities.

The current operations on the site all fall under B1, B2 and B8 uses, and this application seeks two new buildings that will fall under the same use classes.

**Site Area** – The entire Industrial Estate site measures approximately 12.2 Acres (49,400m<sup>2</sup>).

**Surrounding Area** – The surrounding area has a range of former industrial and manufacturing facilities, along with light industrial and some service providers. There is also some housing within a 500m radius of the site.



1953 6" map.



Aerial image showing site in context

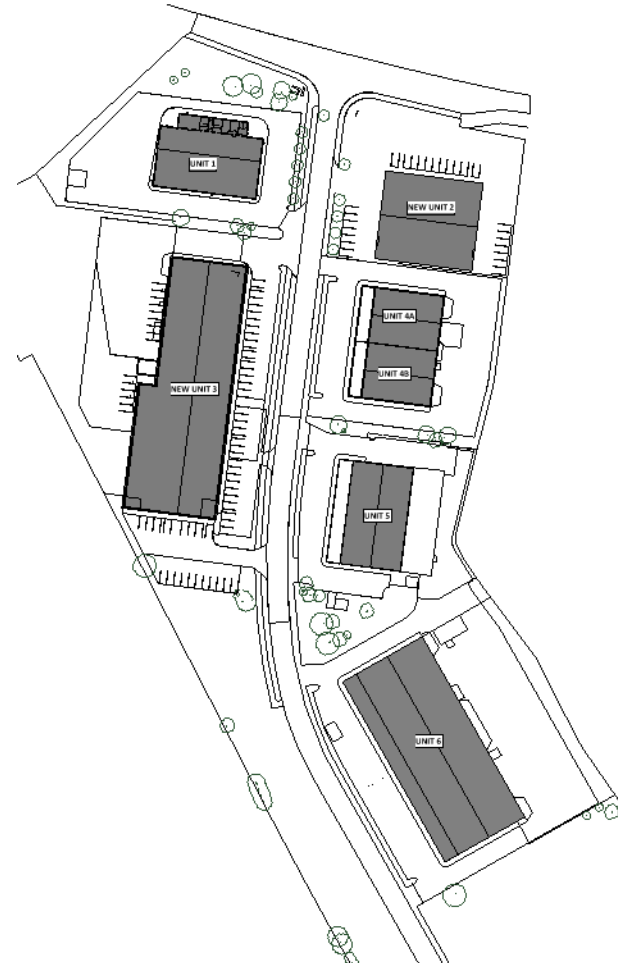
## 4. Interpretation.

### Principles.

- Maintain existing uses on site
- Maintain general scale and proportion of units to integrate with the existing
- Provide high quality new work spaces
- New buildings to be as adaptable as possible

### Objectives.

- Create desirable new spaces for let on an attractive site
- Exceed current Building regulations and EPC requirements
- Enhance the site as part of the works
- Identify opportunities for efficiencies in construction and operation.



Proposed (part site) plan.

## 5. Design Development.

Through various rounds of design reviews the detail of the scheme has been developed and refined. This has resulted from discussion between the applicant (landlord), Architect, Ecologist, Letting Agent and other parties. As a result of these discussions and reviews the following evolution has occurred:

### Building 2.

- Moved away from Eastern boundary
- Parking arrangement and numbers revised
- Building re-orientated to face road
- Access point from estate road pushed further away from Denbigh Road.
- Location of pedestrian and vehicular access doors altered.

### Building 3.

- Shape rationalised to improve form and form factor
- Arrangement of external yards and parking areas amended, and refined
- Building re-orientated to face road
- Location of pedestrian and vehicular access doors altered.
- Opportunities for future planting considered and allowed for.



## 6. The Proposal.

The proposal is to create two new buildings with associated hardstanding areas for access and parking. It is intended that Building 2 shall have a new entrance formed off the main estate road. Building Three shall make use of the two existing access points off the estate road, as well one new access located between the two.

Building 2 will be located in the North East corner of the site, facing and adjacent to Denbigh Road. Building three will be located on its former location, but enlarged marginally to create a more uniform footprint than its predecessor.

Whilst we acknowledge the historical importance of the adjacent former tube alloys site to the West of the site, given the distance of the proposal from that site, and the existing/former buildings between it and the site, we do not feel that the proposal will be any more impactful on the historic site than the previously approved buildings that make up the existing Industrial Park.

The proposed development offers a high quality solution for the delivery of two buildings (1 being a replacement) of B1, B2 and B8 facilities. These are wholly in keeping with the established uses on the defined and bounded site. Approval would provide additional employment opportunities located upon the existing Industrial Estate.

### Character.

The area is rural but with a long and rich historic past. Industry has been prevalent in the area for the past two centuries. Initially the mining of underground resources such as lead and minerals and later, the development of chemicals by the Ministry of Supply. More recently, the area played a key role in the fore-runner of The Manhattan Project.

Rhydymwyn is an established village located just West of the A541 and a few miles North West of the town of Mold.

Development has occurred continuously for centuries and this has influenced the village and surrounding area. A predominantly agricultural economy transitioned to mining and industry and, in more recent years, has evolved again into a principally commuter village as mining manufacturing and industry have declined.

The remaining structures and infrastructure of the adjacent Ministry of Supply site are testament to this; A large area levelled and prepared for large manufacturing processes. The river Alyn canalised and, in places culverted. All now returning to nature as part of a nature reserve.

The Industrial Estate is prominent from the A541 and has been for the 45 years since it was built.

Whilst the village itself is quite densely developed, ribbon development on and adjacent to the A541 is sparser, albeit the scale of the buildings does increase.

Pockets and belts of Woodland now break up this larger development pattern and help to screen areas from the road and the village.

#### Access.

Antelope Industrial Estate already has an appropriate access point of the A541. Filter lanes, large radius corners and a 7.5m wide road mean the road is perfectly suited for all vehicles up to and including heavy goods vehicles. Access to each of the plots within the industrial estate are equally constructed. It is proposed to replicate these large, accessible plot entrances. These entrances will be set far back from the junction with A541 to mitigate against congestion on or near to the A541.

#### Movement.

Each of the two proposed plots will have suitably sized external areas to provide access, delivery space, parking areas and bin storage. These spaces have been rationalised as much as possible to limit their size and the amount of material required for the construction. These in turn has a positive benefit to the site ecologically, as more can be retained as semi-natural landscape.

#### Environmental Sustainability.

The buildings will be located on a pre-existing industrial site. One building shall be located on the site of a former building and predominantly re-use existing hardstanding areas for access, deliveries and parking. The use of such land negates the need to develop other greenfield sites and also reduces the impact on other sites, by not needing to upgrade roads and utilities/infrastructure.

The two proposed buildings will be detailed to exceed current building regulations and SBEM / EPC requirements, reducing their impact on the wider environment.

Following consultation with a qualified ecologist, some additional planting will be added to the site to ensure that there is an enhancement.

#### Community Safety.

The site is already a functioning industrial park. Pedestrian and vehicular access to the site will not be altered as part of these proposals as they are both already sufficient for safe access. The development would see the redevelopment of a derelict site which would enhance safety to visitors to the industrial estate.

The proposals will see a marginal increase in traffic numbers to and from the site, but it is not anticipated that this will have any negative impact on the A541 or the village of Rhydymwyn further afield.

## Building Details.

### Building 2.

#### Amount.

Total Gross External / footprint area of the building therefore equates to 1,023m<sup>2</sup>

GIA : 971m<sup>2</sup>

Volume: 7,043m<sup>3</sup>

#### Scale.

There is a variety of building types and sizes in the vicinity of the application site. The scale of the proposed building reflects those that surround them.

The proposed building will have a ground level to ridge height of 8.0m.

The building's Maximum eaves height shall be 6.1m

#### Layout.

The layout of the application site has determined the location and orientation of the proposed new building. The site is a defined block, almost square in shape. Access to it shall be from the existing site service road.

The speculative nature of the development leads to a standard square footprint.

The arrangement of existing buildings on site, and the need for

convenient access for commuters and the potential for secure storage areas, determines the set-back of the building upon the site.

Car parking will be provided to the front and sides of the building with access to a store / yard area and the vehicular access door which will be located to the rear of the building.

The layout also makes provision for dedicated bin store and cycle storage areas. Dedicated disabled parking bays will be clearly marked outside the unit.

Provision for 21 parking spaces has been made, including 4 disabled bays.

### Building 3.

#### Amount.

Total Gross External / footprint area of the building therefore equates to 2,618m<sup>2</sup>  
GIA : 2,522m<sup>2</sup>  
Volume: 18,208m<sup>3</sup>

#### Scale.

There is a variety of building types and sizes in the vicinity of the application site. The scale of the proposed building reflects those that surround them.

Located within the cluster of existing buildings, and being set back from the road, we have increased the eaves and ridge heights as this location will mean the additional height will have a negligible impact (if any) on the surrounding area.

The proposed building will have a ground level to ridge height of 10.5m.

The building's Maximum eaves height shall be 8.5m  
The footprint of the proposed building is approximately 136m<sup>2</sup> larger (5%) than the building it replaces.

#### Layout.

The layout of the application site has determined the location and orientation of the proposed new building. The site is a defined block, almost square in shape. Access to it shall be from the existing site service road.

The speculative nature of the development leads to a standard rectangular footprint.

The layout of the application site heavily reflects the previous arrangement. The building will sit on an almost identical footprint. All of the existing vehicular accesses and yard/ parking areas will be retained.

The proposals make provision for an improved vehicular turning head at the Southern end of building by increasing the yard area to ensure circulation/movement on site is improved.

The existing yard areas shall be extended to provide additional yard space and also additional parking areas. This is to ensure that there are sufficient spaces on site and that these spaces are located in a safe manner to provide as safe a working environment as possible for tenant staff and visitors.

A new dedicated parking area will be created to the South Eastern corner of the building between it and the service road. This will be solely for cars and motorcycles, further enhancing access and safety in comparison to the previous building on the site.

The layout also makes provision for dedicated bin store and cycle storage areas. Dedicated disabled parking bays will be clearly marked outside the unit.

In comparison to the previous building, an additional 26 parking spaces (including 10 dedicated disabled parking bays) shall be provided.

### **Landscaping.**

The existing site has been used for industrial purposes for the past 45 years. Whilst it does have mown grass verges it has very little natural landscaping present on site with very little ecological value

The proposals provide the opportunity to incorporate some environmental enhancement as part of the works to make good the external areas.

### **Appearance and materials.**

The appearance of the proposals has evolved following a detailed study of the existing site and local area. Especially in regard to the use of materials.

The aim has been to create a distinctive aesthetic for the proposed new buildings but ensuring that this respects the materials of the buildings on the remainder of the industrial park. The use of brick, replicating the existing units, will break up elevations and provide a level of aesthetic quality to the building. Coupled with the vertically fixed composite cladding panels over, this change of materials will break up the elevations and visually aid their appearance. By utilising a small range of materials on the elevations it will reduce the apparent scale of them ensuring that the building does not appear overly dominant in appearance or scale.

There will be elements of signage to the building and it is intended that these will be located within the large format panel areas to act

as a clear background. All signage will be dealt with under separate future applications.

The base of all elevations will comprise of an engineered brick plinth and it is proposed that this shall be a blue engineering brick. The use of brick reflects that on the existing building but the switch to a blue engineering will provide contrast, a more robust finish and will, when combined with the other external materials, create a more appealing building visually. In the competitive market of Eg(iii) and B2 lettings, this will aid in the buildings being let.

As indicated on elevations drawing, wall treatments will consist of Insulated micro-rib / profiled metal cladding panels on a nominal 1200mm high brick wall. The wall cladding and associated trims and flashings will be in dark grey colour.

Roofs will be an insulated Trapezoidal metal sheet system. The roof cladding will be in mid grey colour.

All doors/glazing will be in Polyester powder coated finish along with edging/corner trims and drip sills. It is proposed that the frames of the doors and glazing will be finished in a dark grey to blend with the cladding.

The use of glazed elements serves multiple purposes. They will provide light to potential associated reception/office areas, will be a focal point for visitors and shall break up the elevation assisting in managing perceived scale.



## 7. Concluding Statement.

The proposal is for a replacement building of the same use class and almost identical location and gross footprint and also a new building on an intended plot within the defined industrial estate.

The proposal of B1, B2 & B8 use buildings will generate additional employment on the site lost after the fire destroyed the previous building. It will increase the available rentable space available to businesses in the Rhydymwyn / Mold area.

The proposals will make use a previously developed plot on an existing, established industrial site and will directly reduce the need for construction on greenfield areas elsewhere.

The appearance of the proposed building is in keeping in terms of scale and visually, to the existing buildings on site. It will therefore be in keeping with, and respect the context of its surrounding area.

The proposals are aligned to the Flintshire Planning Policies.