Design and Access Statement

Rackery Lane, Llay Industrial Estate

13361-AEW-XX-XX-DAS-A-0500

Rev: P3 Date: 23/10/24

Written: TF Checked: DOH

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1.0 Introduction

1.1 Design and Access Statement

This Design and Access Statement has been prepared by AEW Architects on behalf of RA & CE Platt Ltd in support of an Outline planning application. The Outline logistics scheme seeks approval for up to 125,000sqft / 11,613sqm GEA of employment floorspace Use Classes B1/B2/B8 with ancillary offices and associated landscaping, hardstanding and infrastructure within an approx. 7.98 acres / 3.23 ha of allocated employment land, with all other matters reserved.

The Parameters Plan (submitted for approval) fixes the maximum developable area, the maximum quantum of development that can be accommodated within this area and the maximum height of buildings.

This statement has been written in accordance with the guidance provided within *The Town and Country Planning (Development Management Procedure) (Wales) Order 2012*. It comprises ten further sections that aim to clearly communicate the design process, scheme evolution and rationale underpinning the finalised proposals that seek to obtain planning permission that will add significant value to Wrexham.

1.2 Description of Development

This application seeks a planning permission for the following:

'Outline planning permission with all matters reserved for an industrial development of up to 11,613 sqm / 125,000sqft of Class B1, B2 and / or B8 employment floorspace (including ancillary office accommodation) together with associated infrastructure and works (including estate roads, yards, parking, footpaths, internal hard and soft landscaping and drainage works)'.

1.3 Drawings

AEW Architects' drawing references to be read in conjunction with consultant team reports and supporting information:

13361-AEW-SI-XX-DR-A-0501-Location Plan
13361-AEW-SI-XX-DR-A-0502-Parameters Plan
13361-AEW-XX-XX-DR-A-0503-Illustrative Masterplan Option 5 - Not For Approval
13361-AEW-XX-XX-DR-A-0504-Illustrative Masterplan Option 4b - Not For Approval
13361-AEW-SI-XX-DR-A-0505-Existing Site Plan
13361-AEW-SI-XX-DR-A-0506-Constraints Plan
13361-AEW-SI-XX-DR-A-0507-Existing Site Sections
13361-AEW-XX-XX-DR-A-0508-Illustrative Site Sections Option 4b - Not For Approval
13361-AEW-XX-XX-DR-A-0509-Illustrative Site Sections Option 5 - Not For Approval

1.4 Project Team

Client / Applicant: RA & CE Platt Ltd
Planning Consultant: Lichfields
Architect: AEW Architects
Ecologist: Atmos Consulting
Arboroculturalist: Tree Solutions
Structural and Civil Engineer: Tier Consulting
Drainage and Flood Risk Engineer: Tier Consulting
Highways Consultant: Mode
Sustainability: Orbis BSC Ltd

1.5 References

- The Town and Country Planning (Development Management Procedure) (Wales) Order 2012
- Approved Document M of the Building Regulations, Access to and Use of Buildings, 2013
- BS9999: 2008 Fire Safety Code of Practice for the Design Management and Use of Buildings
- BS8300: 2009 and A1: 2010 Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice

2.0 Planning

2.1 Planning Policy

A comprehensive Planning Statement has been prepared by Lichfield in support of the application outlining the relevant adopted and emerging planning policy framework and guidance at both local and national levels.

The site was identified within the adopted Local Development Plan (December 2023) as Employment with specific Policy reference SP02 and EM1.

2.2 Planning History

P/2024/0031
Erection of a unit for additional storage.
Approved: Under consideration

P/2023/0500
Erection of storage and distribution warehouse (Class B8) of 14,865sqm GIA and formation of new access onto Rackery Lane.
Approved: 04/03/2024

P/2023/0357
Erection of industrial building subdivided to three units totalling 250sqm GIA.
Approved: 05/09/23

P/2023/0292
Erection of duo-pitch portal frame building of 2,475sqm GIA, new external hardstanding and car parking area
Approved: 26/01/24

P/2023/0276
Erection of single sub-divisible industrial building of 472sqm GIA, new external hardstanding and car parking area.
Approved: Under consideration

2.3 Pre-application Consultation

A written response was received from the LPA in January 2024 (ref: ENQ/2023/0310) to the submitted pre-application information. Within the response, the principles of the development were deemed acceptable with the Use Class of the development proposed being appropriate for the Employment allocation of the site (EM1). The adjacent uses and the sites location within the industrial estate were reasons demonstrated by the Case Officer that visual impact was not a significant concern.

Consultee comments on landscape and ecology have been addressed in the proposals to retain the existing tree belt on the site, where possible. The two site access options shown on the Parameters Plan are within the existing gaps in the trees, so that no trees are removed. A detailed landscape proposal will be provided at the appropriate time to support a Reserved Matters application, demonstrating compliance with Policy Chapter 6 of PPW11.

The existing pond on site has been surveyed and no GCNs identified as being present on the site. The pond will therefore be relocated as demonstrated on the Illustrative Masterplans to maintain the habitat value. The detail of this will be provided at the appropriate time to support a Reserved Matters application. Additional ponds will be created for open surface water attenuation and detail of these, along with the drainage layout for a fixed scheme will be provided at the appropriate time to support a Reserved Matters application.

Concerns were raised over the high levels of parking shown on the illustrative masterplans for Use Class B8. The parking numbers shown on the illustrative masterplan are in line with the requirements of Use Classes B1 and B2, also being applied for. Final car parking and cycle parking numbers will be given within any fixed layout at the appropriate time to support a Reserved Matters application.

A designated footpath from Davy Way has been provided on both illustrative layouts to encourage walking to site.

The pre-application response concluded that the proposed development would therefore be acceptable in principle.

3.0 Existing Site



3.1 Site Location and Context

The application site measures approximately 7.98 acres / 3.23 ha of previously undeveloped Employment Allocated land within Llay Industrial Estate. Rectangular in shape, the site extent is defined by Rackery Lane forming the north-east boundary; Davy Way forming the north-west boundary; an existing industrial site to the south-east boundary; and North Wales Police HQ and ecological mitigation site on the south-west boundary.

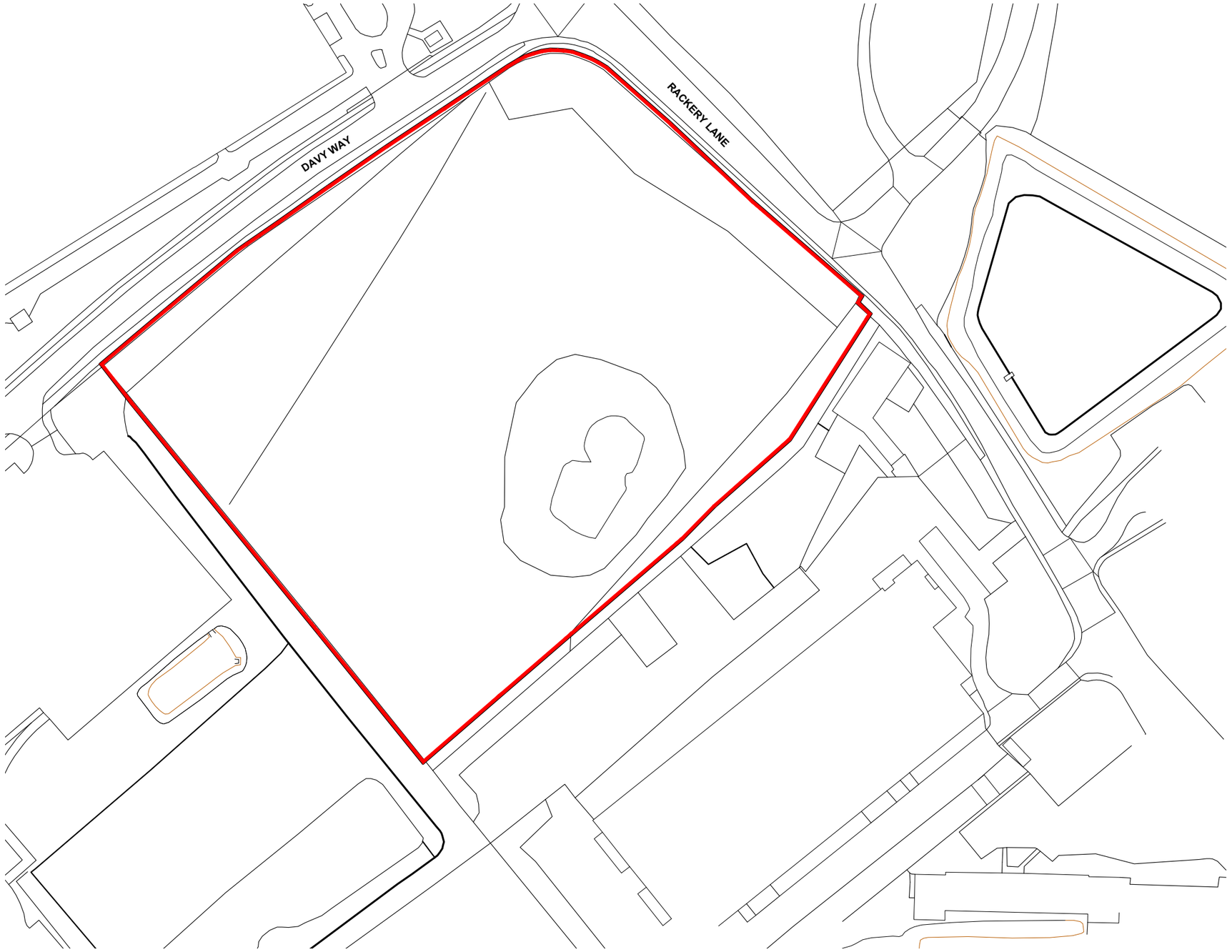
The surrounding area is Llay Industrial Estate and is designated within the local planning policy as Employment use.
Wrexham City Centre is approximately 8 km by road south from the site via the B5425. Chester City Centre is approximately 19km by road north via the A483 and Liverpool City Centre is approximately 48 km by road north via the M53. Stoke City Centre is approximately 69 km by road east from the site via the A534/A500.

There are direct road routes to a number of nearby towns and cities including Wrexham, Chester, Crewe, Ellesmere Port, Mold and Denbigh.
The motorway network can be accessed via Junction 38 on the A55 before becoming the M53 at Junction 12, from the A483 heading north from Wrexham.

Access to the site will be via Davy Way from one of two options.

3.2 Existing Site Features and Constraints

The site is undeveloped agricultural land and contains an existing pond.
The topography of the site is relatively flat.
Along the site boundaries runs an existing fence. To the east beyond Rackery Lane, lies Llay Reservoir and to the north beyond Davy Way is the existing Sharp facility with planning permission for an additional storage unit. An existing ecological site lies to the west with an ecological corridor running along the southern boundary.
The site is bisected by an existing belt of mature trees.



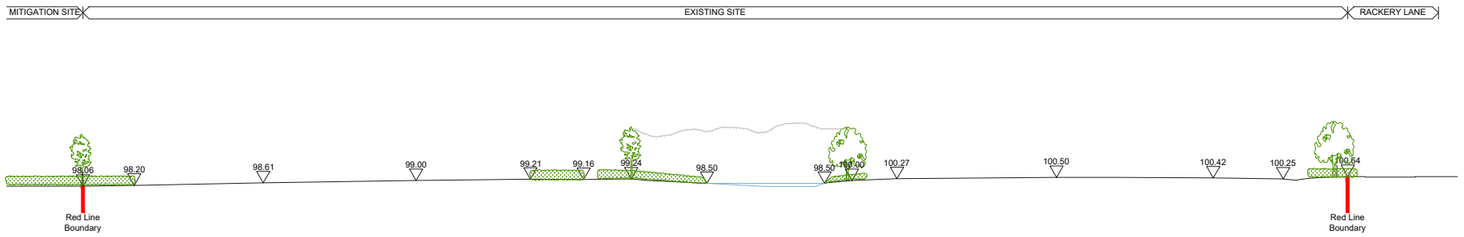
Location Plan

3.2 Existing Site Plan

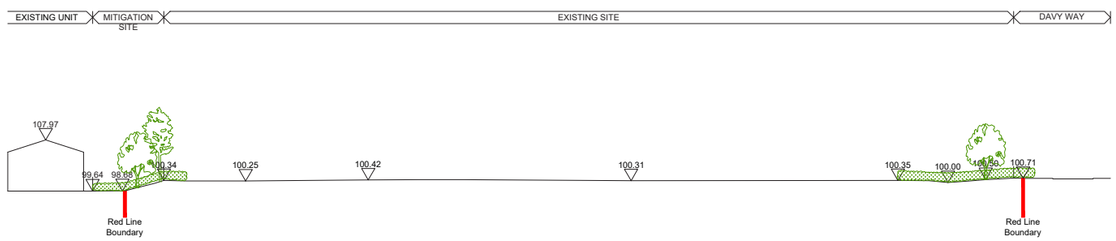


Existing Site Plan

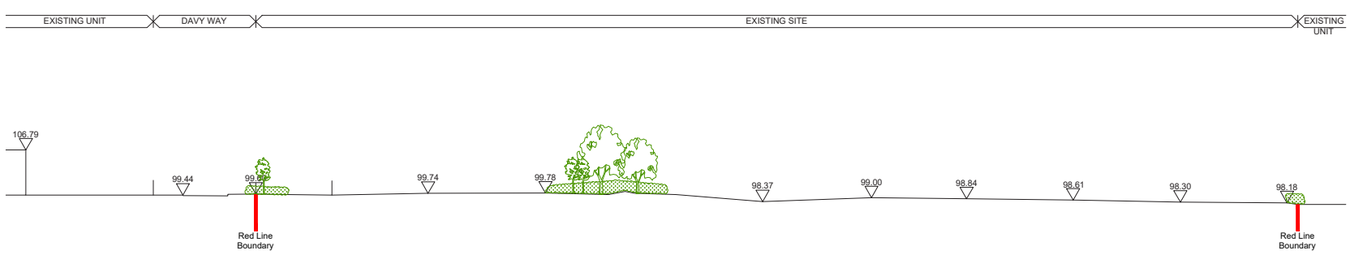
3.3 Existing Site Sections



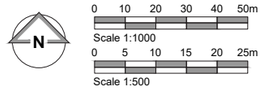
Section A - 1:500@ A1



Section B - 1:500@ A1



Section C - 1:500@ A1



Red line site boundary:
3.23ha / 7.98 acres (as Title CYM589598)



Key Plan-1:1000@ A1

3.4 Photographic Survey



View along Davy Way west towards Llay Industrial Estate



View along Rackery Lane west towards the site’s eastern boundary



View from Rackery Lane to the junction with Davy Way at the site's northern corner

View east from the northern boundary coming into the site from the existing gate on Davy Way



View west from the northern boundary coming into the site from the existing gate on Davy Way. The Police HQ can be seen beyond.

View towards the southern boundary and existing industrial use beyond

View from the southern boundary looking north with Davy Way beyond

View along the north-east boundary with Rackery Lane to the right beyond



View towards the existing undergrowth around the pond

4.0 Proposed Development

4.1 Use and Amount

Outline planning permission with all matters reserved for an industrial development of Class B1, B2 and / or B8 employment floorspace (including ancillary office accommodation) together with associated infrastructure and works (including estate roads, yards, parking, footpaths, internal hard and soft landscaping and drainage works). The composition of the application is as follows:

- Employment development of up to 11,613 sqm / 125,000sqft Gross External Area (GIA) of B1, B2, B8 Use Class;
- Maximum building heights of 20m to ridge to allow for a clear internal height of 15m;
- Drainage, SuDs and associated infrastructure;
- Vehicular access from Davy Way.

The outline planning application is supported by a series of application drawings including a Parameters Plan and Illustrative Masterplans. The technical assessments accompanying this planning application are based on the land use/quantum of development and maximum building heights for which planning permission is sought. The parameter plans are for approval and will be conditioned in any planning permission granted. All future reserved matters at the site will be required to comply with the parameters plans.

4.2 Land Use and Building Height Parameters Plan



5.0 Illustrative Masterplans

5.1 Design Process

Having identified the key physical features and technical constraints on the site, the professional team interrogated the restrictions that would be imposed on any potential development proposals as a result. This exercise directly informed the evolution of the illustrative masterplan used to test the feasibility of the site scientifically and define what can reasonably be accommodated in terms of developable area when coupled with the effective mitigation of the site constraints.

The illustrative site plan options, whilst not for approval, represents potential layout scenarios used as a means of deriving appropriate maximum parameters of development in relation to quantum of achievable floorspace, building heights and use classes. The set parameters are therefore realistic but also serve to safeguard the ability of the applicant to bring forward detailed proposals at Reserved Matters stage with a level of flexibility that facilitates market requirements and ensures the efficient use of allocated employment land on a strategic employment site.

Whilst illustrative only, the site plan layouts highlight opportunities for accommodating a number of units of a scale appropriate for the site.
The illustrative site plans show the proposed access points from Davy Way. It also respects the existing boundaries and ecological features on the site, by incorporating landscape buffers to the site perimeter and relocating existing ponds. These key features dictate the buildings position and form, along with the location of the existing tree belt which have the effect of tapering the site.

The illustrative site plan options indicate enhanced landscaping within the site and attenuation locations.



5.2 Evolution of the Illustrative Site Plan

The position of Davy Way on the boundary presents the only feasible access opportunity into the site, as Rackery Lane has a 40mph speed limit with a tapered junction to Davy Way.

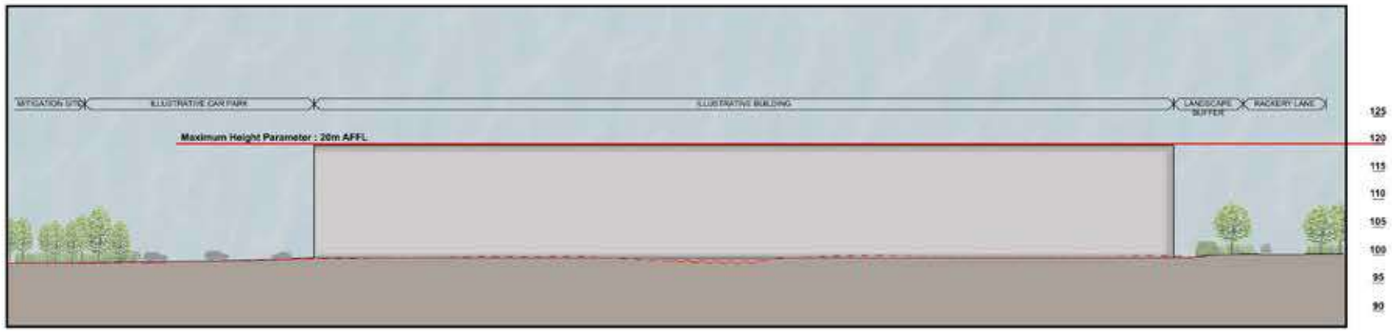
Two gaps within the existing tree belt facing Davy Way therefore have been explored as potential site access points. The line of the existing trees has the effect of tapering the site with units positioned along the southern boundary to maximise development. The existing trees and hedges along Davy Way and Rackery Lane therefore offer visual screening to any development.

Location of the development dictates the relocation of the existing pond to the area between the tree belt and Davy Way. Additional open attenuation has been placed in this area as a feature and to maximise the use of open attenuation over crated storage.

A maximum height parameter of 20m to ridge is driven by market requirements for clear internal heights of for a potential unit with the maximum GEA being applied for.



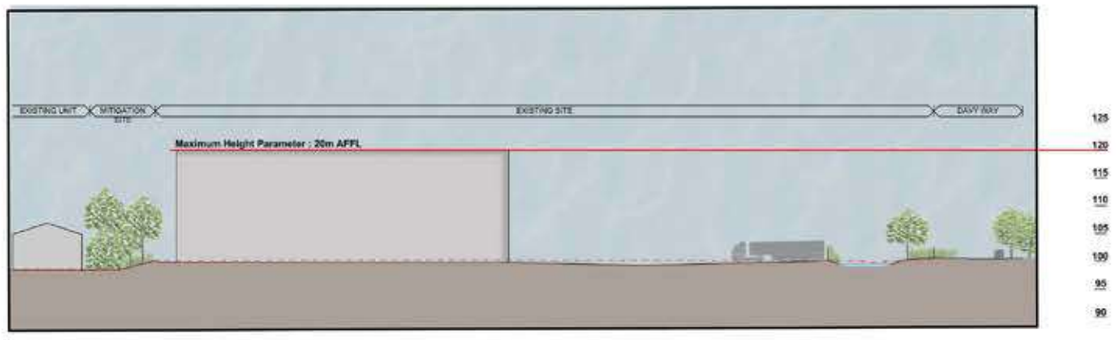
5.3 Illustrative Site Sections



Section A - 1:500@ A1

0 5 10 15 20 25m
Scale 1:500

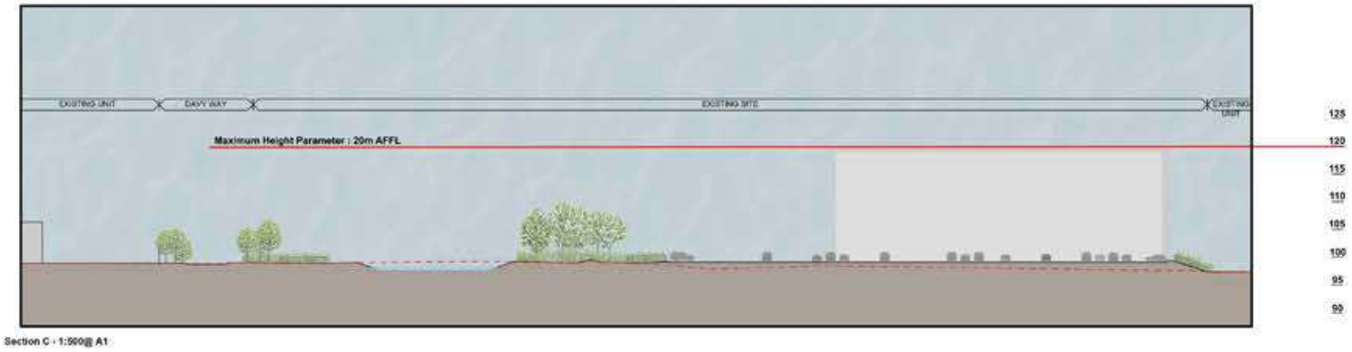
Red line site boundary:
3.23ha / 7.96 acres (as Title CYM589598)



Section B - 1:500@ A1



Key Plan-1:1000@ A1



Section C - 1:500@ A1

6.0 Building Design Principles

6.1 Scale and Appearance

Whilst the scale and appearance of all buildings is reserved for future determination, certain design principles will be considered to ensure a coherent and high-quality development is brought forward at Reserved Matters stage. The design of units would be sympathetic to the wider area by utilising typical elevational treatments to buildings of these use classes and in keeping with existing units in the area.

The proposed units will have clear internal heights (measured from finished floor level to underside of haunch) and ridge heights under the fixed maximum height parameters. The buildings will be of steel portal frame construction and are likely to feature pitched (built-up insulated or composite cladding) roof forms. A pitched roof form is widely used on modern logistics developments and will provide efficient surface area for the installation of solar PVs if required by a tenant.

The scale and appearance of modern logistics buildings and the opportunity to address this effectively in design terms will clearly be a key consideration at Reserved Matters stage. Employing a consistent and modern architectural language incorporating design features widely used within the sector to address issues of scale, form, materiality and visual interest where appropriate will ensure a high-quality development.

Where appropriate, the design of units will look for opportunities to achieve visual breaks in the elevations of buildings of significant scale by using cladding profiles, different orientations (e.g. vertically and horizontally laid profiles), feature panels and colours to visually break up the massing of units and accentuate building corners.

The elevational treatment of the ancillary offices could again be differentiated through the use of cladding systems, profiles and colours so as to be distinct from general warehouse areas. Main entrances to the buildings will be designed to create legible access points on a human scale and to provide active frontage that gives a sense of arrival at a place.

To the loading elevations, level access and dock leveller loading doors are likely to be of a colour that gives a visual contrast against the building for legibility.

In terms of materials, the finishes to the external envelope are likely to include HPS200 Ultra or equivalent to areas of built up cladding and Colorcoat Prisma to composite panels if utilised. The final finishes will be selected for their durability and the robustness of their associated guarantees that is appropriate for the life cycle and use of the proposed units.



Neighbouring Police HQ building uses composite cladding in grey/blue



Vertically and horizontally laid built up profiled cladding with composite feature panels to a unit in Wrexham Industrial Estate off Ash Road North.



Vertically laid built up profiled cladding to a unit in Llay Industrial Estate off Miners Road. Feature colour flashings and gutters with neutral greys.



Vertically laid built up profiled cladding to a unit in Wrexham Industrial Estate off Ash Road South. Feature colour graduating cladding top sheets, flashings and gutters.

7.0 Movement and Accessibility

7.1 Vehicular Access, Egress and Parking Provision

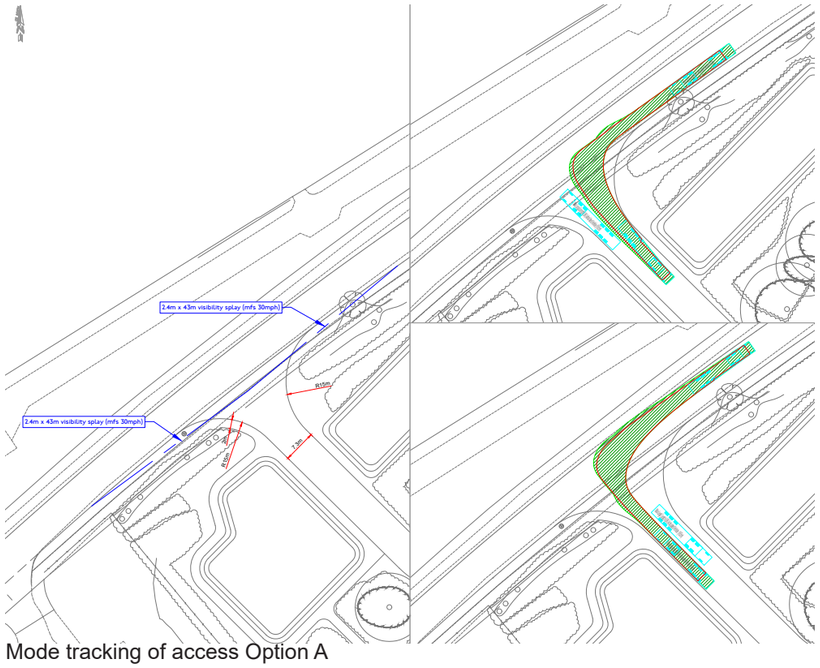
A comprehensive Transport Assessment and Framework Travel Plan is included within the application, prepared by Mode as Highways Consultant, setting out the work undertaken in relation to transport and travel considerations for the scheme.

Access to the application site will be via one of two options off Davy Way, with the detail and actual position to be provided with any Reserved Matters application.

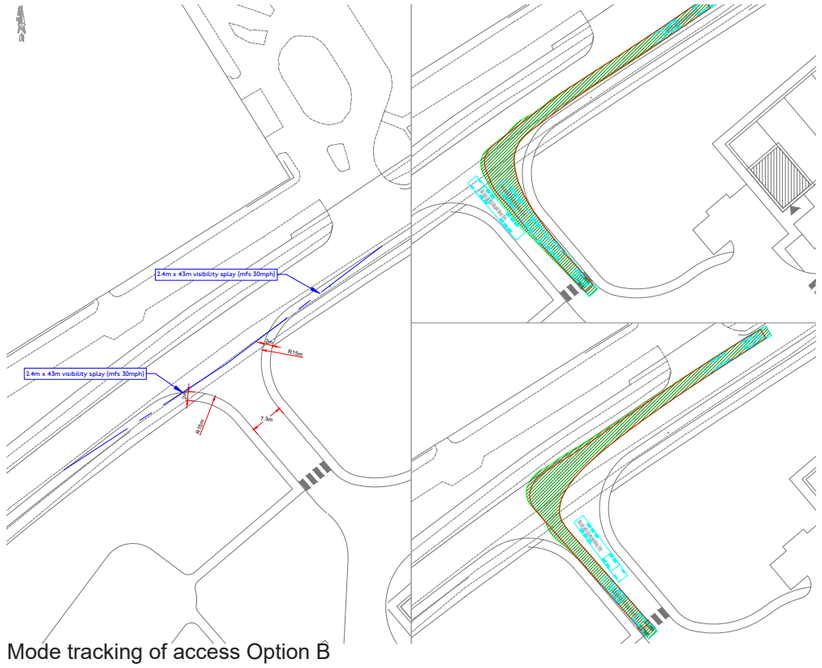
Final car parking and any HGV trailer space provision to the unit/ units will be specified at Reserved Matters stage taking cognisance of the Local Planning Authority maximum parking standards for the Use Classes.

In order to promote walking and cycling to the site, footpaths will be 2m wide to facilitate pedestrian access with good sight lines provided to encourage cycling. Details of cycle parking will be provided at Reserved Matters.

Access into and through the site show on the illustrative masterplans has been tracked by Mode to ensure safe access.



Mode tracking of access Option A



Mode tracking of access Option B

7.2 Access by Public Transport

Rackery Lane (B5373) is served by several bus services including:
PC1, PC2, 34 to Gatewen, Southsea, Wrexham, Trevalyn and Queenspark.
The closest bus stops to the site are located along Davy Way adjacent to the Police HQ with services operating from approx 07:00am to approx. 17:10pm.

Caergwrle Train Station is a short walk of approximately 34 minutes from the site. Trains from this station run between Bidston and Wrexham Central where there are national train links.

7.3 Cyclist and Pedestrian Access

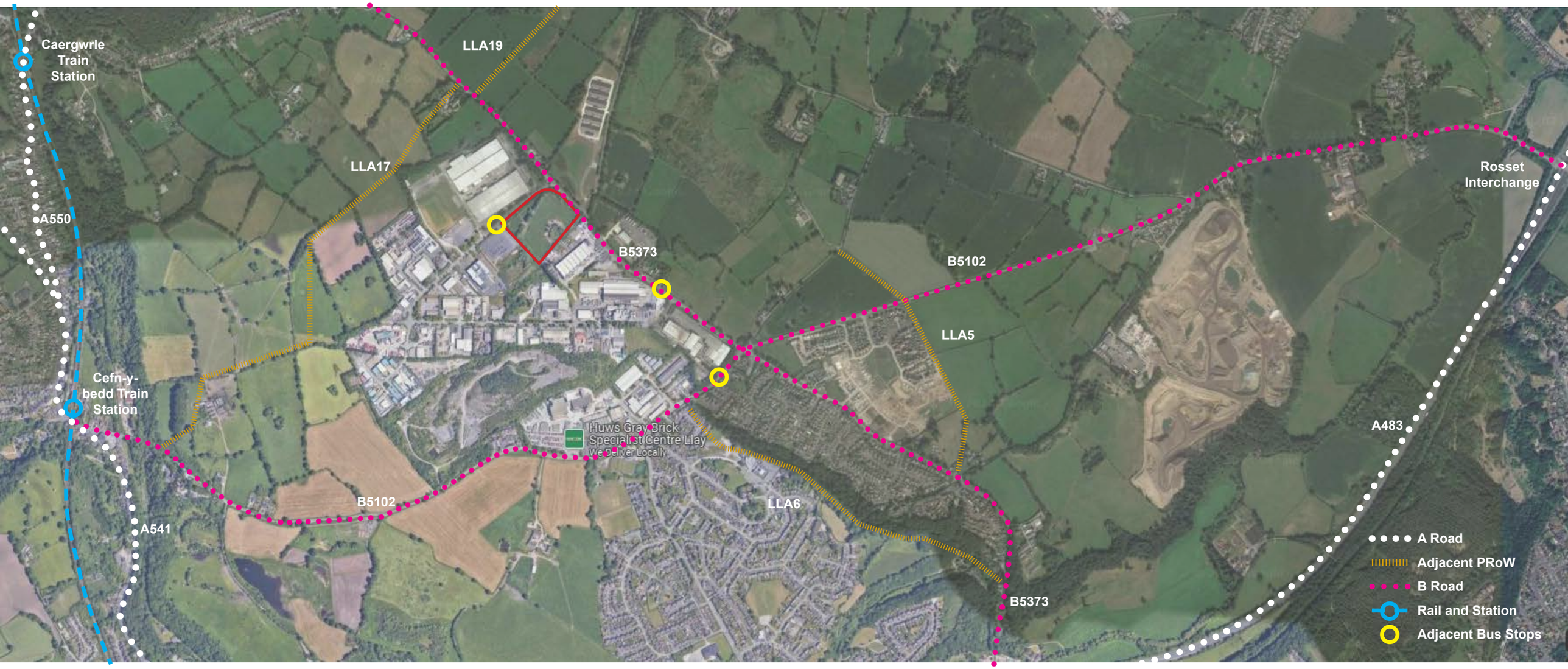
Generally, a distance of 5km is acknowledged as an acceptable distance for cycling to potentially replace short car journeys which encompasses parts of Rossett, Burton, Marford, Gresford, Brynteg, Lodge, Brymbo, Ffrith, Llanfynydd and Higher Kinnerton in this proximity to the application site.

7.4 Cycle Parking and Facilities

The provision of sheltered cycle parking spaces to the units will be specified at Reserved Matters stage in line with Local Authority standards as a minimum. Any additional spaces and other associated cyclist facilities within individual buildings will be provided as required where a BREEAM rating is targeted by the Applicant as Developer.

7.5 Public Rights of Way

No public rights of way traverse the application site



8.0 Safety and Security

8.1 Boundary Treatments

Proposed fencing to secure service yards (as a minimum) is likely to be provided in the form of plastic coated weldmesh fencing (unless a specific end user request is made for alternative treatments) with manual swing gates typically provided for out of hours security should the point of access into any one development need securing. Any further requirements for boundary and edge treatment dictated by site levels, operations or for targeted BREEAM credits will also be considered at scheme fix as part of any Reserved Matters application.



Indicative example of weldmesh fencing and manual swing gates at vehicular access points

8.2 Cycle Parking / Refuse Stores

Cycle racks will be provided with a shelter, to be located where bicycles can easily be seen by staff going about their normal duties. All refuse/recycling bins will be securely anchored and locked or set within a secure compound Full details of the cycle parking stands and bin stores will be provided at Reserved Matters stage or via condition.



Indicative example of typical cycle shelter



Above: Example refuse and recycling store (FalcoLok-250)

8.3 Secured by Design Principles

Other practical measures for ensuring the safety and security of development will be detailed at the Reserved Matters stage but will generally be based on Secured by Design principles. Potential features likely to be included are as follows:

- Typically, siphonic drainage systems will reduce the maintenance requirements to roofs and result in fewer operatives working at height. Internal rainwater downpipes prevent potential climbing.

- External doors, main entrances, any secondary staff entrances and all fire escapes, will be compliant with and certified to relevant standards and be to the satisfaction of Building Control. External escape-only doors will be steel doors in steel frames, fully certified with multi-point panic hardware to all leaves. These doors will also have hinge bolts. External personnel doors (i.e. adjacent to level access loading doors where access into a warehouse from the yard is desirable) will be fitted with access control for security.

- Windows will be lockable with a key as required and have opening restrictors (100mm maximum) fitted.

- Low planting will not exceed 1000mm in height around entrances and parking areas, whilst tree canopies are to fall no lower than 2m from the ground. This is in order to allow people to see their surroundings better and eliminate hiding places.

- Loose surface materials are to be avoided where practical since fragments of ground covering can be used as missiles against people and premises (both to gain entry and to commit criminal damage).

- There will be no hard landscaping that could inadvertently create seating or loitering spots (except within secure designated or otherwise-controlled areas). These features can encourage anti-social behaviour and raise the fear of crime.

- Clear signage as required to direct visitors to any parking areas or building receptions.

- Promotion of natural surveillance where appropriate e.g. visibility of cycle storage areas from office space.

8.4 Waste Management Design Principles

Following a Reserved Matters consent, the design team shall identify and implement options to eliminate or reduce waste, achieved through careful and considered design principles from the outset. Where elimination is not an option, the design team will aim to minimise the amount of waste created, which could be achieved by:

- Selecting standard component sizes, for instance, the elevational treatment of offices could be coordinated to standard composite panel dimensions on plan and in elevation

- Encouraging modular /off site construction of elements within controlled factory conditions

- Material selection and specification

- Providing clear and concise drawing and specification information to contractors

- Considering the work sequences on site, involving contractors / subcontractors early in the process and ensuring buildings can be constructed efficiently

9.0 Sustainability

9.1 Solar Design

Consideration has been given within the overall design strategy to incorporate passive design principles where possible such as building orientation, form, layout / internal organisation, solar gain / shading, daylighting and the size and position of apertures to minimise energy use and thereby reduce carbon emission. This includes utilising low u-value triple skin factory assembled non-fragile rooflights to warehouse spaces and optimising the rooflight percentage to maximise daylight relative to solar gain.

Whenever possible, therefore, the dependence of the building's mechanical and electrical plant to maintain internal environmental conditions shall be reduced by passive design.

9.2 Water Use

A series of measures shall be considered to reduce water consumption in the building. These include:

- Low flow percussion / spray taps
- Dual flush cisterns to toilets
- Low flow showers
- Water meter on the main incoming supply to the building
- Leak detection on all main water supplies within the building
- Potential use of rainwater harvesting in bunded tanks for use in toilet facilities and other non-potable applications if feasible and cost-effective.

9.3 Lifetime Buildings

Consideration will be given to life cycle design, with external finishes selected for durability and designed to last for 25+ years. As such the use of paints and other products requiring frequent maintenance will be minimised. Buildings and the associated mechanical and electrical services are to be designed such that lightweight internal partitions can to an extent be reconfigured to allow flexibility of internal subdivision to suit the evolving requirements of building Tenants.

9.4 Embodied Energy

Where possible the online BRE Green Guide to Specification (A and A+ ratings) will be followed for the selection of materials, including consideration of their embodied energy and the incorporation of as much local sourcing as possible to reduce transport costs, environmental impacts and support the local economy. All the phases of a product's life cycle (e.g. production, transportation, maintenance, running costs and disposal etc.) shall be considered when determining its cost and environmental impact where possible.

9.5 Reuse and Recycling

Consideration will be given to the future demolition and recycling of the building envelope and structure.

9.6 Local and Sustainable Sourcing

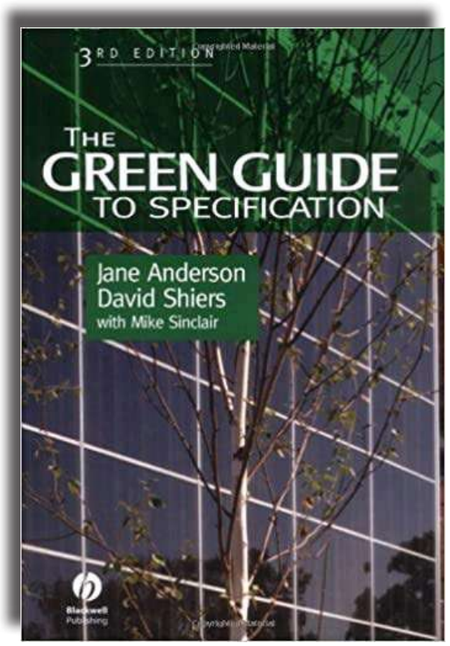
Where practical, materials and labour will be sourced from local suppliers to minimise transportation and enhance benefits to the local economy. Contractors will be Environmental Management Systems accredited.

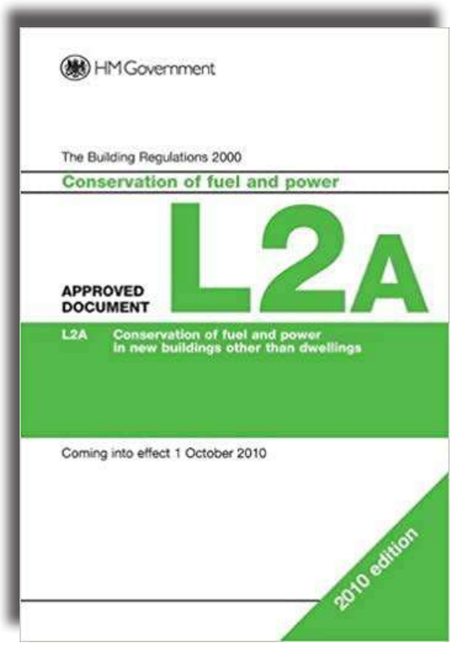
9.7 BREEAM

Where practical, a BREEAM accreditation may be sought for the site and the site has been registered with the BRE to enable this in future. This would be a commitment to creating a sustainable site, which would add value for any potential occupier.

9.8 Operational Energy

An Energy Assessment has been carried out by Orbis BSC ltd for the purposes of the Outline application. This will provide the Client with choices at Reserved Matters stage to implement targets for u-values and any renewable energy strategy.





10.0 Conclusion

This Design and Access Statement has been prepared by AEW Architects on behalf of RA & CE Platt Ltd in support of an Outline planning application. The Outline logistics scheme seeks approval for up to 125,000sqft / 11,613sqm GEA of employment floorspace Use Classes B1/B2/B8 with ancillary offices and associated landscaping, hardstanding and infrastructure within an approx. 7.98 acres / 3.23 ha of allocated employment land, with all other matters reserved.

The Land Use and Building Heights Parameters Plan (submitted for approval) fixes the maximum developable area, the maximum quantum of development that can be accommodated within this area and the maximum height of buildings.

This statement identifies the existing site context and describes the key principles and strategies used to influence the outline proposals throughout the design process. It is considered that the outline planning application reflects a robust, viable modern employment scheme that will add value to the borough on a key strategic employment allocation. In the view of the professional team, there are no design-related policies which would preclude against positive support for the application when weighing up the planning balance in determination.

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