

(Full Application)

2No. industrial buildings suitable for B2 & B8 Use Classes, with associated parking, new highway access, ecological protection and enhancements, landscaping and associated works on land off Bryn Ln, Wrexham Industrial Estate, Wrexham, LL13 9UT



FOR
BY

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1 | Introduction

This Planning, Design & Access Statement has been prepared by 'Pace Architecture Ltd' on behalf of the Applicant in support of a Full Planning Application for 2 new industrial units

This application is a re-submission of now withdrawn proposal P/2022/0017 . These proposals seek to provide an enhanced scheme where comments by consultees, through the original PAC & PA, have been robustly followed. Where required, additional comments will be in red italics.

1.1 | Site Location

The site is on land off Bryn Lane, Wrexham Industrial Estate, Wrexham, LL13 9UT.

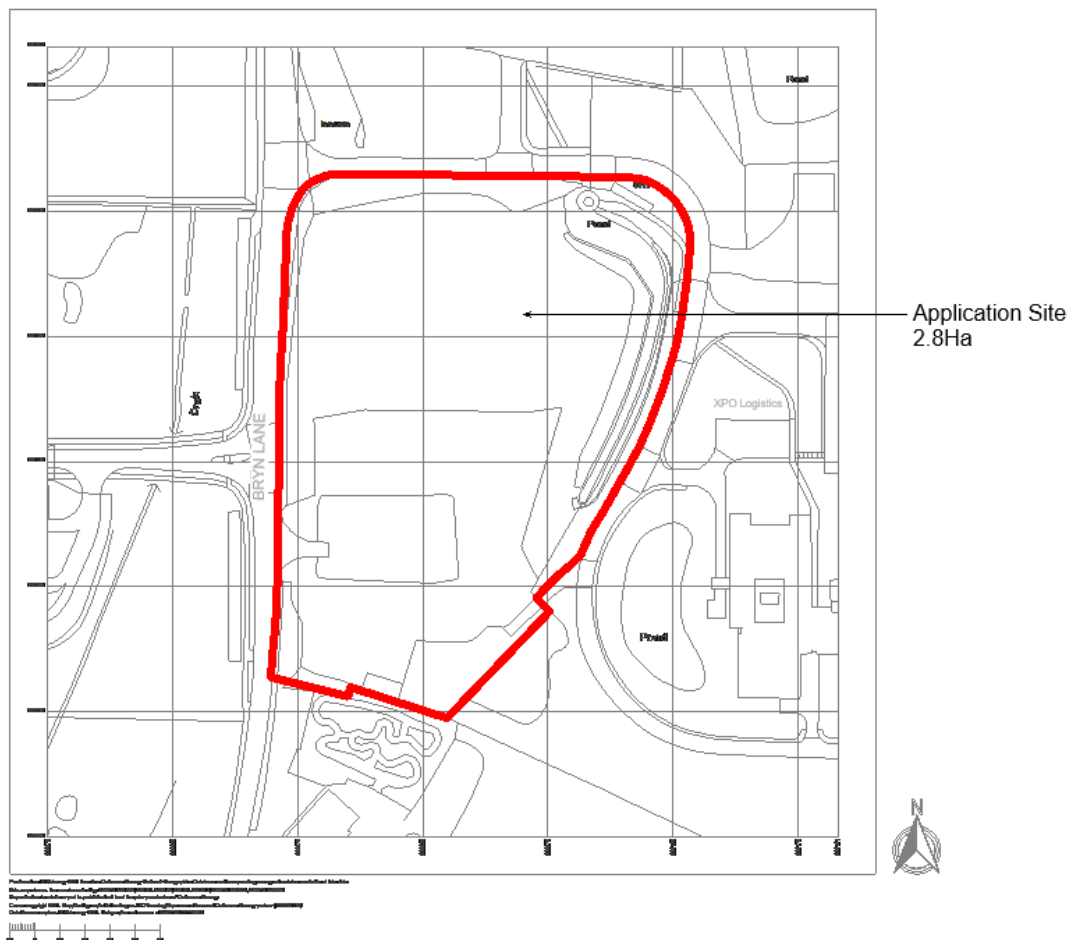


Figure 1 - Site Location Plan – excerpt from drawing 1175.P.001 - showing application area

1.2 | Current Land Use

The site is split by a significant change in levels i.e. a northern and a southern plot.

The northern plot's most recent use for recreational purposes and has evidence of a marked-out football pitch complete with goal posts. Site access is via the east bound access road on the northern site boundary.



Figure 2 - view of existing northern plot, note goal post

The southern plot has been subject to recent site clearing, ecology mitigation and laying of hardcore standing as part of preliminary works for approval reference P/2010/0642. We understand the previous owner lost funding for the previous scheme. Site access is directly from Bryn Lane.



Figure 3 - view east of existing southern plot - site cleared and hardcore laid

There are several drainage ditches and ponds within the site, with some of them not containing water. There is a slope of 2-3m to an area of crushed aggregate in the centre of the southern sector of the site where it appears the site has been cut from its original landform. There is an area crushed hardcore present within the centre of the site. Asphalt hardstanding is present within the southern sector of the site that leads to the possible site entrance from Bryn Lane.

Site History

A review of the pertinent Ordnance Survey mapping suggests that the site comprised agricultural land with ponds and farm buildings present in the centre that extend to the south noted as Upper Bryn Farm and Byrn Mawr respectively in 1961. Circa 1972-1974 the area in the northeast of the site has been excavated to enlarge the pond with an embankment formed around the perimeter. Several of the buildings were associated with Upper Bryn Farm were later demolished in 1982, with all the buildings present on the site being fully demolished by 2006. No changes occur on-site from 2006 until circa 2021.

Historical mapping suggests that the site was undeveloped agricultural land until the 1950's when the land was redeveloped as part of a wider industrial park. Circa 1961 the site had a series of railway lines bisecting the central and eastern areas. By the 1970's the railway lines were no longer present,

and the land was left vacant. Circa 1989 the land was cleared and a pond appears to be present in the south-west of the site. Circa 2003 the pond was no longer present.

A review of the plans and desk study provided by the EHO appear to show that the subject site was in the wider area of works associated with ROF Wrexham, but no historical buildings have been identified on the subject site which may be associated with the manufacture of explosives. However, the railway associated with ROF Wrexham is present on-site. Various works within the wider area are noted on historical plans which are likely to have been associated with ROF Wrexham.

2 | Planning History

Planning Application P/2022/0017 - Dilys o/Valid From 19/01/2022 - Withdrawn

Land East Of Bryn Lane, Wrexham Industrial Estate, Wrexham, LL13 9UT

Adeiladu unedau diwydiannol (dosbarth b2/b8) adeiladu mannau parcio a datblygiadau cysylltiedig / erection of industrial units (class b2/b8) construction of parking areas and associated development.

Planning Application P/2016/0796 - Dilys o/Valid From 25/08/2016

Application for approval of details reserved by condition imposed under planning permission p/2010/0642: condition 12 - scheme to deal with the risk associated with contamination of the site

Planning Application P/2015/0615 - Dilys o/Valid From 11/08/2015

Application for non-material amendments to planning permission p/2010/0642 to incorporate amendments to internal layouts, increase building height by 4m and alterations to flue height and location in-line with air quality assessment

Planning Application P/2010/0642 - Dilys o/Valid From 02/09/2010

Industrial biomass facility including wood store, office pavilion, substation, landscaping and associated works.

3 | The Proposals & Relevant Planning Policy

The currently adopted Development Policies are contained within 'Wrexham Unitary Development Plan 1996 - 2011'. The emerging document is the 'Wrexham Development Plan 2013-2028'. Unless otherwise stated referenced policies will be from the former.

For this section, the referenced policies are:

- Policy GDP1
- Policy EC15
- Policy E4

The site is within the Wrexham Industrial Estate and whilst not specifically listed within the Policy E1 Employment Allocated sites, acknowledgement as a smaller site benefitting the economic growth and stability of the region. Emerging Policies SP2,9,10 & EM1, give support to development within the Wrexham Industrial Estate, particularly for 'B' Class developments.

The proposed units include storage & warehousing use classes, Section 7.6 of the supporting notes recognise their growth & enterprise importance, as does Emerging Policy EM1.

3.1 | Site Assessments & Reports

The following reports have been completed and submitted separately in support of this application.

REPORT	AUTHOR	REPORT REFERENCE
Ecology	<i>Etive Ecology</i>	<i>GCN Mitigation Strategy Habitat Management Plan Preliminary Ecological Appraisal Updated March 2023</i>
Arboriculture Assessment	<i>Tyler Grange</i>	<i>13907_R01_JJ_CW_ Arb Impact Assess. Updated March 2023</i>

FRA, SUDS, Drainage	Muir Associates (UK) Ltd	1123-21 - Foul & Surface Water Drainage Strategy 1123-21-01-001-P1 Proposed Foul & Surface Water Drainage Strategy Updated March 2023
Landscape Design Proposals	Chris Burnett Associates	BL21.01 – Proposed Landscaping Plan Landscape Management & Maintenance Plan Updated March 2023
Transport Statement	Amni Transportation	214-21-1 Updated March 2023
Geo-Environmental Site Assessment	E3P	14-892 -R1-1 - Phase I GSA Residential Development - Bryn Lane - August 2021

Table 1 – Consultant Reports and Designs

3.2 | Areas

This application comprises of 2 industrial units for Use Classes B1/B2/B8. The approximate areas are outlined below in 'Table 2'.

AREA	Unit 1	Unit 2
SITE AREA	15369m ²	12425m ²
B1c/B2/B8 GIA	4339m ²	4132m ²

Table 2 – Proposed Areas

3.3 | Site Layout & Design

The proposed units efficiently occupy both parcels of the site whilst allowing generous space for landscaping and ecology and GCN mitigation. Existing site access points are retained and ample turning facilities for articulated delivery vehicles are provided.

Retention and enhancement of existing ecological assets has driven the site layout, particularly for areas surrounding Unit 1. See below.

For further details on Access, Transport, Parking, cycle provisions etc please refer to accompanying report by 'Amni Transportation'.



Figure 4 - proposed site plan

3.4 | Parking Provision

Local Authority Requirements

The parking allocation, layout, cycle parking provision etc for each unit has been designed in accordance with the 'Local Planning Guidance Note No. 16' (*Table 3* below) in addition to Local Policies:

- Transport Statement by Amni Transport
- Policy PS8:

- Policies T8, T9, T10
- Policy GDP1
- Policy GDP2
- Emerging Policy SP12 – Transport & Accessibility

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m ² gross floor space	1 cycle space per 300m ² gross floor space
B2 General Industry	1 car space per 50m ² gross floor space	1 cycle space per 500m ² gross floor space
B8 Storage and Distribution	1 car space per 100m ² gross floor space	1 cycle space per 1000m ² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

Table 3 – Excerpt from 'Local Planning Guidance Note No. 16).

Parking provisions within this proposal - (maximum standards)

UNIT 1

Currently Proposed 52 Total spaces
 Gross Internal Area 4339m²
 Required Maximum Provision
 B8 Warehouse 44 spaces
 B2 Gen. Industrial 83 spaces

Required Minimum Provision
 Disabled Bays 2 spaces
 Cycles 5 spaces

UNIT 2

Currently Proposed 53 Total spaces
 Required Maximum Provision
 B8 Warehouse 42 spaces
 B2 Gen. Industrial 83 spaces

Required Minimum Provision
 Disabled Bays 2 spaces
 Cycles 5 spaces

3.5 | Building Heights & Massing

The proposed ridge heights are approximately 16.5m.

The only building within immediate proximity to the application site is 'XPO Logistics', to the east which occupies an elevated position above the application site. This building cannot be seen within the same view as the proposals.

Generally, the site is not visible behind the boundary tree planting.

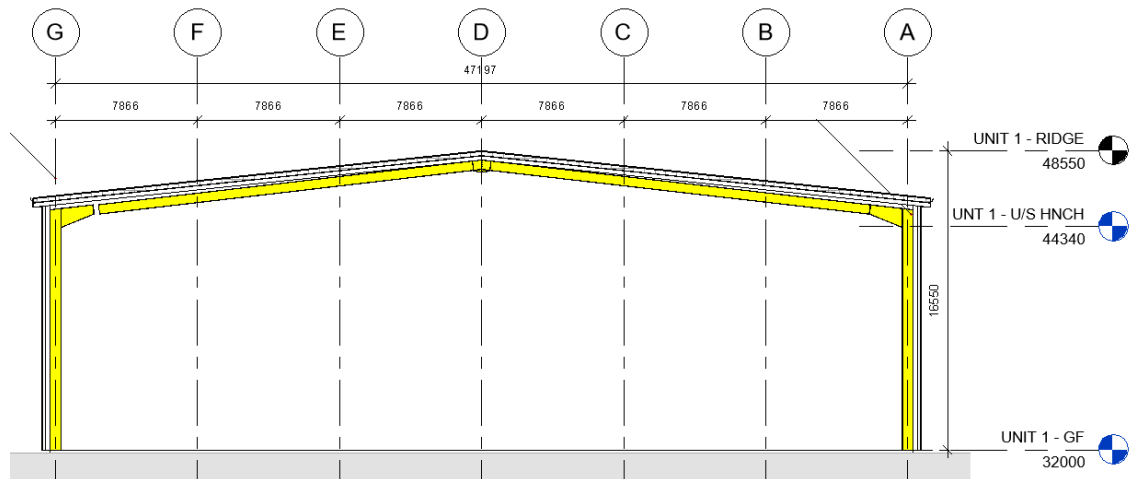


Figure 5 - Proposed building section showing heights

3.6 | Building Appearance

A mix of composite and built-up cladding systems have been applied to offer a practical yet appealing outward appearance to the proposed units. Proposed materials are highlighted in *Table 4* below.

BUILDING ELEMENT	MATERIAL/S
Walls	- Horizontally laid micro-rib composite wall panels (RAL 7016 Anthracite) - Horizontally laid trapezoidal profile built-up wall panels (RAL 180 40 05 Merlin Grey) - Vertically laid trapezoidal profile built-up wall cladding (RAL 7038 Goosewing Grey) - Vertically laid trapezoidal profile built-up wall cladding (RAL 7016 Anthracite) - Profile metal roof (RAL 7038 Goosewing Grey) - approx.10% rooflights & photo-voltaic arrays. - Feature cladding panels & white cladding canopy to entrance
Roof	Profile metal roof at 5 deg pitch with approximately 10% coverage by proprietary roof-lights (RAL 180 40 05 Merlin Grey)
Glazing	PPC aluminium curtain walling / windows (RAL 7016 Anthracite)
Doors	- PPC coated sectional loading door (RAL 7016 Anthracite) - PPC steel fire exit doors & frame (colour to match surrounding cladding)
Loading Bay	PPC aluminium glazed entrance door (RAL 7016 Anthracite)

Personnel Fire Doors Entrance Doors	
Eaves fascia, soffits, gutters & rainwater downpipes	• (RAL 7038 Goosewing Grey)

Table 4 – Proposed external materials

4 | Arboriculture, Ecology & Landscaping

Please refer to the following documents in addition to submitted reports listed in 'Table 1':

- 'Local Planning Guidance Note No. 32 – Biodiversity & Development'
- 'Local Planning Guidance Note No. 17 – Trees & Development'
- Policy EC4 & EC6
- See also emerging 'Policy SP15: Natural Environment', 'Policy NE1 - Nature Conservation' & 'Policy NE3 – Trees & Hedgerows'

4.1 | Arboriculture

Following thorough assessment and on-site inspections, the proposed unit footprints, road access and hard-standings were placed appropriately about the emerging tree constraints plan. Where tree removal has been necessary mitigation planting is now proposed.

4.2 | Ecology

Please refer to the following documents in addition to the submitted reports listed in 'Table 1'

- TAN 5 – Nature & Conservation
- Conservation of Habitats and Species Regulations 2017
- Planning Policy Wales (11th Edition)

Through the PAC consultation process NRW have given specific requests for further information which have now been provided within this application. Detailed information can be seen in their full response (Appendix 3).

Area amendments were requested on p3 of response CAS-163333-G8Q2 (Appendix 3 of PAC Report) which states :

"Area of the size of the GCN compensation area must equate to the overall footprint of the development."

In response to this request the footprint of the development has been reduced and protection measures increased.

The presence of GCN and subsequent classification of the site as one of importance has ensured Ecology has remained a high priority for the Applicant. As a result, early informal liaison with the Local Authority's Ecologist was sought and subsequently continued through the PAC process.

The southern site has been subject to clearing and installation of rubble hard standing. Although some GCN mitigation measures have been instigated, the majority of the remaining ecology assets remain within the northern plot. Hence the approach for this site has been to protect and enhance the existing ponds and corridors, rather than create biodiversity where non can perpetuate. This is reflected in the mitigation area bias towards northern site (Unit 1) which exceeds the 50% requirement. Unit 2 does fall below this requirement but on aggregate the should offer a considered and balanced approach. 'Table 5' below gives an overview of proposed mitigation areas with further information contained within the Ecology reports submitted.

PLOT 1	Area (m2)	Percentage
Gross Plot Area	15639	100
Unit Footprint	4590	0.29
Hardstanding	2536	0.16
Mitigation	8487	0.54
PLOT 2	Area (m2)	Percentage
Gross Plot Area	12425	100
Unit Footprint	4230	0.34
Hardstanding	2119	0.17
Mitigation	6054	0.49

Table 5 – Proposed site areas

4.3 | Landscaping

Landscape Architect proposals have been developed in close dialogue with both Arboriculture & Ecology. It has been designed to mitigate loss of trees/hedges whilst enhancing long term habitat generation.

Please refer to submitted design and documents. 'BL21.01 – Proposed Landscaping Plan' & 'Landscape Management & Maintenance Plan' by C.Burnett Associates.

5 | Highways & Transport

Please refer to the following documents:

- Transport Statement – by ‘Amni Transportation’ (submitted)
- ‘Local Planning Guidance Note No. 15 – ‘Cycling’
- ‘Local Planning Guidance Note No. 6 – ‘Access to and use of buildings’
- ‘Local Planning Guidance Note No. 16 – ‘Parking Standards’
- Emerging Policy ‘T1: Managing Transport Impacts’ & ‘Policy T2: Active Travel’

The submitted Transport Statement finds there will be negligible impact on the existing highway network. Proposed car, cycle, PTW & delivery vehicle provisions achieve Local Authority standards. Also proposed are 2 electric vehicle charging bays.

This is considered a sustainable location and is well served by public transport, cycling and walking routes.

5 | FRA, SUDS & Drainage

Please refer to the following documents:

- FRA, Drainage Concept & SUDS - Muir Associates (UK) Ltd - (submitted)
- SAB Guidance Notes
- Policy EC13
- Schedule 3 of the Flood and Water Management Act (FWMA) 2010

5.1 | Flood Risk

The Site is not within a flood risk zone.



Figure 6 - planning flood risk map

6 | Contamination

Please refer to the following documents:

- Geo-Environmental Site Assessment – by 'E3P Ltd' (14-255-R1-1)
- 'Local Planning Guidance Note No. 23 – Development of Sites with Land Contamination'

7 | Energy Efficiency

- Emerging Policies 'SP19 – Climate Change' & 'RE2 – Renewable Energy'

In acknowledgement of the need to adopt low-carbon reducing strategies, the Applicant is keen to provide the following:

- Solar roof panels
- Electric vehicle charging bays
- Encourage cycling to work with secure cycle shelters
- Preference towards locally sourced materials and labour
- Preference towards low embodied CO2 materials

8 | Conclusion

- The current proposals are for 'B' Use Classes within the Wrexham Industrial Estate, which are supported by adopted and emerging local policies.
- The units are designed to accord with adjacent buildings and represent an enhancement over current site.
- Ecology & Arboriculture assessment have been undertaken to protect existing flora and fauna, furthermore Landscape proposals seek to enhance biodiversity.
- Through the PAC and informal liaison we have revised the design that seeks to protect and enhance the GCN population, whilst still providing viable development within an identified industrial estate.
- The Transport Statement demonstrates accordance with guidance notes, adopted and emerging local policies. Renewable energy is proposed in the form of roof solar panels, along with electric vehicle charging bays.

On balance, we consider these proposals benefit the local community and improve the site appearance.

We hereby submit this Full Planning Application for your deliberation, please do contact me if we can help assist.

Yours Sincerely



Neil Campbell RIBA

FOR AND ON BEHALF OF PACE Architecture Ltd

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REFERENCES

In addition to those referenced above, the following documents have been referenced in the development of this statement and scheme design:

- Design and access statements; How to write, read and use them, The Commission for Architecture and the Built Environment (CABE), 2006
- The Principles of Inclusive Design, CABE, 2006
- Local Transport Note 2/08, Cycle Infrastructure Design, Department for Transport (DfT), 2008
- 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.