



Client. Magellan Aerospace (UK) Limited
Job No. 20028
Date. September 2020

Magellan Aerospace New Facility Design and Access Statement



CONTROL SHEET

The following table lists the current issue number of each section and appendix contained within this document. An update of this control sheet will be issued with any updated Document

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Section No.	Issue No.	Date of Issue	Prepared By	Checked By	Amendments Since Last Issue
1.0	1.0	Sep 2020	ACR	MG	
2.0	1.0	Sep 2020	ACR	MG	
3.0	1.0	Sep 2020	ACR	MG	
4.0	1.0	Sep 2020	ACR	MG	
5.0	1.0	Sep 2020	ACR	MG	
6.0	1.0	Sep 2020	ACR	MG	
7.0	1.0	Sep 2020	ACR	MG	
8.0	1.0	Sep 2020	ACR	MG	
9.0	1.0	Sep 2020	ACR	MG	
10.0	1.0	Sep 2020	ACR	MG	
11.0	1.0	Sep 2020	ACR	MG	

Job Title: Magellan Aerospace UK New Facility, Wrexham

Job Number: 20028

Report Title: Design and Access Statement

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Contents

- 1.0 Context
- 2.0 Existing Usage
- 3.0 Design Principles
- 4.0 Accessibility - Vehicles and Pedestrians
- 5.0 Accessibility - Movements to, from and within the Warehouse Units
- 6.0 Proposed Character
- 7.0 Community Safety
- 8.0 Environmental Sustainability
- 9.0 Land Use
- 10.0 Noise Pollution
- 11.0 Air Quality

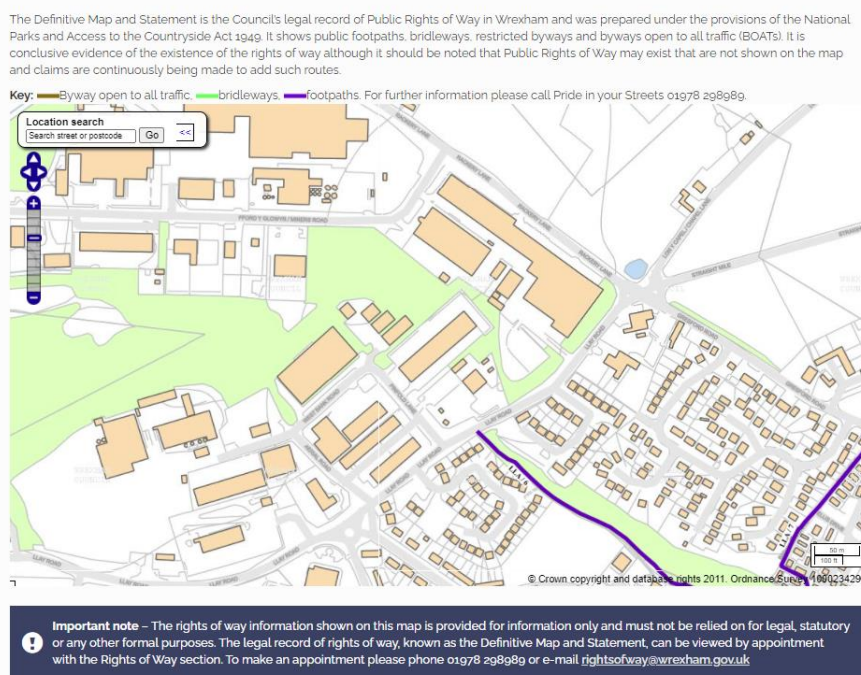
1.0 Context

The project involves the development of a new assembly, warehouse, and distribution facility to support Magellan Aerospace (UK) Ltd's existing facilities at Llay Industrial Estate. The project involves the construction of a new facility, providing on site carparking, a service yard and associated one-way vehicle route and the formation of a new site access point off Miners road. The works also make provision for supporting ancillary buildings including substation, paint store, compressor house.

1.1 Physical Context

- 1.1.1 The proposed site for development is situated at Llay Industrial Estate in Llay, Wrexham, Wales.
- 1.1.2 The proposed site is on the eastern side of the Industrial Estate which has been developed with infrastructure and utilities in place.
- 1.1.3 The site in its entirety is accessed of the main road to the north, Miners road.
- 1.1.4 Miners road is the central spine road through the Industrial Estate that connects to the surrounding road infrastructure to include Rackery Lane and Llay Road.
- 1.1.5 From the wider context, the site can also be approached from Junction 7 of the A483.
- 1.1.6 The site is identified for employment use in Wrexham Councils Local Plan.
- 1.1.7 The proposed site is circa 14,756m² / 1.47 hectare / 3.65 acres which is generally flat with slopes to the southern boundary.
- 1.1.8 There are no public rights of way adjacent or crossing the site. See map below.

Public rights of way definitive map



1.2 Social Context

- 1.2.1 The proposed development will be a new building on the Industrial Estate which has been prepared to facilitate business expansion within the area, adding potential for employment. This site is part of the Industrial Estate and is intended for commercial uses.
- 1.2.2 The site is located 5.3 miles away from the town of Wrexham and 10 miles from Chester.
- 1.2.3 The primary town within the area is Wrexham with a population of circa 136,700. The Industrial Estate has excellent transport connections with Wrexham via the B5425 Llay New Road which is served by the 33 Arriva bus route.

1.3 Economic Context

- 1.3.1 The proposed development is a significant investment in high tech engineering which supports the wider economy and further enhances North Wales as a centre for Aerospace Manufacture.
- 1.3.2 In the long term, the construction of the new unit will provide economic benefit to the local area via the increase of employment opportunities. It will help to encourage other companies to expand onto the business park.
- 1.3.3 In the short term, the proposals will provide employment for those contracted to carry out the construction works of the new building.

1.4 Policy Context

- 1.4.1 Both the National Policies; set out in Planning Policy Wales, Edition 10, July 2018, and Local Planning Policy Guidance; set out in Wrexham Unitary Development Plan 1996-2011; adopted in February 2005, have been taken into consideration in relation to the proposal.

2.0 Existing Usage

- 2.1 The site is currently vacant land prepared for development for business use in line with current policies.
- 2.2 The business to occupy the site, Magellan Aerospace, is a global, integrated aerospace company that provides complex assemblies and systems solutions to aircraft and engine manufacturers, and defence and space agencies worldwide.

- 2.3 The proposed site will be used for an assembly and storage unit along with supporting offices, welfare and ancillary buildings.
- 2.4 Miners road is the central spine through the Industrial Estate that provides easy access to the site.

3.0 Design Principles

- 3.1 The principle of the unit design is to create an attractive building for the intended business. As well as the assembly and storage areas, it will also provide offices and facilities for employees.
- 3.2 The gross internal area of proposed building will be circa 8,000 m² (ground floor, and mezzanine level)
- 3.3 The car park is located on the north side of the site to the main building frontage entrance. This enables the building to be set back from the road and from adjacent plots.
- 3.4 The service yard spans the length of the west side of the building and is accessed from a separate road to the carpark using a one way system through the site which increases site safety and segregates traffic.
- 3.5 Existing planting and trees will be retained to the south of the site. New additional planting will further enhance the ecology to the south of the site.

4.0 Accessibility – Vehicles and Pedestrians

- 4.1 The proposed building will provide new warehouse and office spaces for an established local business which is rapidly expanding.
- 4.2 “The car parking availability on the existing site will be reduced as a result of the development proposals. In addition, there is currently an off-site provision of 40 spaces, which would be extinguished following the redevelopment proposals
- 4.3 Importantly, as 72 spaces are proposed for the new facility, with 40 being extinguished for the existing facility, the net increase in available car parking as a result of the development proposals is 32.
- 4.4 The residual car parking spaces for the existing facility are located as follows:
 - 4.4.1 Main car park – 72 spaces;
 - 4.4.2 Front car park – 41 spaces; and
 - 4.4.3 Treatment area car park – 10 spaces.
- 4.5 There are currently 123 spaces at the existing facility that will remain in operation following the development being implemented.
- 4.6 A review has been undertaken of the staffing and shift patterns to confirm the adequacy of the future car parking arrangements to accommodate the needs of the both facilities.”

5.0 Accessibility – Movements to, from and within the Proposed Building

- 5.1 The approach to the new building will offer clear and level access from the existing road leading to the site.
- 5.2 Sufficient clear widths will be provided to door openings to meet current Building Regulations.
- 5.3 The property will have a level external perimeter facilitate maintenance access and emergency escape.
- 5.4 Level door thresholds will be incorporated throughout.
- 5.5 A lift is proposed to provide access between floors.
- 5.6 A goods lift is also proposed to provide access between floors.
- 5.7 The new facility will be designed and constructed in line with Building Regulations Part M.

6.0 Proposed Character

- 6.1 The design process included an analysis of the context of the application site. This analysis informed the design, and as such it is considered that the proposal offers a building that is in keeping with the context of the Industrial estate and complements the varied character of the buildings within the area.
- 6.2 The proposed material for the façade is metal cladding panels. This compliments the simple form of the building and produces a clear building style that aligns with existing buildings. The existing buildings on the Industrial estate have feature metal cladding panels which are used in conjunction with brickwork.
- 6.3 The building will benefit from natural lighting from the roof lights placed at regular intervals along the length of the building. Artificial lights are required for the office space and emergency illumination.
- 6.4 The overall design approach is one of simplicity. The building is linear in form which is further emphasised by the cladding panel proportions. All of these design features have been carefully considered to ensure the building has an attractive appearance and suitable for its function and location.

7.0 Community Safety

- 7.1 During the design process design measures such as layout, appearance and landscaping have been carefully assessed to help to prevent crime.
The following safety measures have been considered;
 - Security through natural surveillance.
 - Sense of ownership through clearly defined boundaries.
 - External environment designed to avoid the inadvertent creation of opportunities for crime.

- Segregation of traffic and pedestrians.
- Segregation of cars and commercial vehicles.

8.0 Environmental Sustainability

- 8.1 The development will be constructed to fulfil current Building Regulations standards where applicable.
- 8.2 It has been established via the Environment Agency Flood Risk Assessment Service that the site does not lie in a flood zone.



- 8.3 Surface water will be disposed of via a new soakaway system.
- 8.4 There are no Tree Preservation Orders on or adjacent to the site.

9.0 Land Use

- 9.1 The proposal is for the construction of an industrial unit for warehouse, assembly, distribution and associated administration, offices, and welfare facilities.

10.0 Noise Pollution

- 10.1 Some noise may be generated during construction works but once complete it is anticipated that the proposed development will not create any greater noise levels than the existing noise within the area.

11.0 Air Quality

- 11.1 There may be a limited amount of dust resulting from the construction works.