

DESIGN & ACCESS STATEMENT

(updated 01.02.2010)

Change of Use of the Building from
a B2 Food Manufacture Use
to a Sui Generis Chicken Hatchery Use

Former Delta Daily Foods Building,
Abenbury Way, Wrexham, LL13 9UZ

Statement prepared by
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1. Introduction

The planning application is submitted by, and relates to the Former Delta Daily Foods Building, Abenbury Way, Wrexham LL13 9UZ.

The planning application proposes:

Change of Use of the Building from a B2 Food Manufacture Use to a Sui Generis Chicken Hatchery Use

The application is submitted on behalf of Annyalla Chicks Ltd.

2. Site Description and Environs

Wrexham Industrial Estate lies approximately 3 miles to the east of the town centre and 3 miles from the A483 dual carriageway, via the A534 at the Gresford Interchange. The site lies off Abenbury Way.

The property comprises a purpose built detached food production facility set on a self contained site extending to approximately 2.03 hectares (5.02 acres). The property is of steel frame construction with sheet steel and glazed panel walls.

The unit has been sub divided into four principal areas namely preparation, production, storage for ambient, chilled and frozen foods, and staff areas. Packing facilities and office accommodation are provided at first floor level. The site contains a detached plant room building to the rear of the property.

The site is landscaped and there is on site parking for 110 vehicles

3. Planning Policy Context

The Development Plan for the area is the Wrexham County Borough Unitary Development Plan 1996 – 2011 which was adopted in February 2005.

The UDP shows the whole of the application site situated within the allocated Wrexham Industrial Estate (Map 2 Inset No.3).

The following policies are particularly relevant to the current planning application; Policy PS1 – Location of New Development and Policy GDP1 – Development Objectives.

Local Planning Guidance Notes will also be relevant along with other material considerations including Planning Policy (Wales) (2002) which are referred to throughout this report where applicable.

4. Design & Access Issues

The Design and Access Statement should explain the design principles and concepts that have been applied to particular aspects of the proposal and these are discussed below.

4.1. Accessibility

The proposal provides for an employment use on this site within the Wrexham Industrial Estate which is accessible in the following ways:

a. Bus Routes

There is a regular bus service which runs past the site, and this links to a wider range of bus and train services in the surrounding settlements including Wrexham

b. Wrexham Industrial Estate Car Share

As part of our overall strategy to provide a comprehensive transportation infrastructure to the Wrexham Industrial Estate, the Wrexham Industrial Estate business Forum with the support of Wrexham County Borough Council, The Welsh Development Agency and Taith, as the regional transport consortium of North Wales Local Authorities, have teamed up with liftshare to provide one of the first industrial estate car sharing schemes in the UK. This website and car share scheme offers

- Free to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

c. Wrexham

The site lies around 3 miles from the centre of Wrexham which supports a wide range of services and facilities

d. Road Connections

Wrexham is situated in North East Wales, close to the English border. This location means it is within close reach of the main transport links, including the motorway network and airports

The site is highly accessible to Wrexham and the wider area.

4.2. Environmental sustainability

This is an existing building with an existing industrial use and so environmental sustainability is more difficult to achieve than in a new build position.

However the position within the Wrexham Industrial Estate provides for shared facilities, bus services, a car share scheme and retail facilities (snack bars and cafes). This reduces the need to travel and so provides a sustainable location for such a use.

4.3. Character

This is an existing building with an existing industrial use and so the character of the built development is as approved in the planning application ref: 20947.

4.4. Community safety

The site has a security fence which provides a clear and defensible boundary to ensure that members of the public do not inadvertently stray onto the site. The adjoining public footpaths are clearly marked to ensure that the public are aware of its route and line alongside the site.

The building will be suitably secured and the operation of the site will comply with all relevant public safety legislation.

4.5. Movement to, from and within the development

The application site is bounded by Abenbury Way to the south east and Wrexham centre lies 3 miles to the west.

The site has vehicular and pedestrian movement directly to and from the adjoining Abenbury Road and into the wider settlement and environs.

The vehicular access onto Abenbury Way was provided in line with the planning permission ABE20947 for 'Food Production Factory with Associated Outbuildings Car Parking etc' approved on the 11th January 1993. Again this was approved for an industrial development site in association with the Councils Planning and Highway Departments.



The existing access is shown on the photographs above and the visibility splays are:

2.4m x 260m to the north east (left on egress); and

2.4m x 160m (and 4.5m x 160m) to the south west (right on egress)

The access onto Abenbury Way was designed for Industrial traffic and is suitable for the traffic movements associated with the current scheme as noted in section 5.3 below.

The access and fencing has been laid out and has operated without incident since the factory was opened in the mid 1990s. The visibility to the left on egress does not provide the appropriate 4.5m x dimension of visibility. If this is required, then a condition could be applied to set 10m of the existing fence back (behind the visibility splay) in order to provide this 4.5m level of visibility.

There is a footpath on the southern side of Abenbury Way, which provides pedestrian around and throughout the Wrexham Industrial Estate. This adopted footpath connects the site with all other areas through the Estate and was laid out and designed in association with the Councils Planning and Highway Departments.

It is the aim of the scheme to ensure that all users of the site will have equal and convenient access on to and through the site. Where relevant the scheme will comply with current best practice in relation to pedestrian access which includes:

- BS8300: 2001 Design of buildings and their approaches to meet the needs of disabled people, and
- Building Regulations Approved Document Part M (2004 edition)

The site has already been designed to offer good accessibility for users and visitors.

The site is provided on level ground allowing a level approach (gradient less than 1:20) to be provided from the site entrance and car parking areas to the building, and the surfaces are predominantly tarmac which is firm and even.

There is already provision for a disabled person to approach and gain access into the building from the point of alighting from a vehicle. Existing dropped kerbs are in existence and accessible thresholds are provided into the building.

The entrance door includes an appropriate opening width (min clear opening width of 775mm) to enable a wheelchair user to manoeuvre into the building. The internal space in the entrance storey allows convenient circulation by a wheelchair user and WCs are also designed to accommodate a wheelchair user.

The movement to, from and within the site is convenient and safe.

5. Other Planning Issues

The following issues are material to the determination of the application:

5.1 The Existing Planning Permission

The original planning permission for the site was granted on the 11th January 1993 under referenced ABE20947. This application approved the 'Food Production Factory with Associated Outbuildings Car Parking etc'

The planning permission is attached as Document 1 and the permission was subject to 11 conditions.

The permitted use is a B2 use on this existing Industrial Estate.

5.2 The Applicant's Business

Annyalla Chicks Ltd have over 25 years experience in the poultry business, and are the Republic of Irelands largest producer of broiler day old chicks, selling in the region of 1.4 million chicks per week.

Annyalla Chicks Ltd, produce day-old chicks for the broiler poultry market, this is a highly specialised product that has to be closely monitored and tracked through the 3 week cycle from egg entering the hatchery to the end product which is the day-old broiler chick. There are strict guidelines and procedures that must be followed and maintained and to ensure the highest welfare levels at all steps of the process.

Annyalla chicks are fully accredited by the British Assured Chicken Standard Agency, by Tesco's and comply with all other EU regulations within its industry. This is also the case with all of the farms from where the eggs are sourced and the hatchery itself. Full traceability back to parent stock is available for every chick that leaves the hatchery.

Day old chicks are removed from the site in specially adapted transport to ensure that at all times during the transportation their welfare is the top priority.

The Wrexham hatchery would allow the company to improve on the service they are already providing and to increase their market share in the UK.

5.3 The Proposed Use

The proposed use of the building follows the following sequence:

- Eggs are brought into the site direct from the breeding farms in re Fridgerated HG Vs.
- The eggs arrive on special plastic trays that are unloaded and placed into the egg store where they can be held for up to 10 days

- From the egg store the eggs are then placed into the incubators. This happens once a day in order for the incubation process to begin
- Incubation is carried out in two stages,
 - o the first stage is in a incubator known as a setter and takes 18 days, during this time the eggs are kept in sealed incubators at 37C and turned every hour using small pneumatic rams,
 - o the second stage is to transfer the eggs into a plastic hatcher basket (to give space for the chicks to hatch out) and these are placed into an incubator known as a hatcher for the final 3 days of incubation.
- It takes 21 days from the start to the finish of the incubation for the chicks to hatch
- After 21 days all the chicks will have hatched and they are removed from the hatcher into the processing area.
- The chicks are then sorted from the hatch debris which is then removed to a sealed skip by way of a vacuum system.
- The chicks are sorted into male and female and counted into dispatch boxes before been put onto trolleys and placed into the holding room ready for dispatch.
- The time between the chicks being removed from the incubator and dispatched from the hatchery is between 1 to 4 hours.
- Each daily hatch takes around 6 to 8 hours to process after which the processing areas are then cleaned in preparation for the following days hatch.
- Chicks are dispatched into special chick transport vehicles and delivered to 'growing' farms around the country.

The initial stage of the business would see 500,000 broiler day old chicks per week being provided from the site. Once the unit is fully operational the number would increase to 800,000 day old chicks per week. The chicks are placed in the hatchery to schedule hatching between Monday to Friday, and so there would initially be 100,000 chicks per day increasing to 160,000 chicks per day.

The application is submitted without prejudice to the claim that the proposed use is either agricultural development (which would not require planning permission on this site) or B2 Industrial (which would not require any further consent from the existing planning permission ABE20947).

5.4 Principle of Development

The site lies within the development limits of the Wrexham Industrial Estate where policy PS1 of the UDP suggests that 'New development of ... employment ... will be directed within the settlement limits/employment areas'.

This is an employment use and so the principle of the development is acceptable.

5.5 Employment

The business would initially employ approximately 25 persons, growing to 55 once the business is established and operating at its maximum potential.

The operational hours of the site would be between 4am - 8pm. However there are 2 staff on site between 8.00pm to 4.00am in order to monitor the incubators throughout the night.

All new members of staff will receive onsite training in all areas of the production process in which they maybe involved (including how to handle and use machinery, welfare of the day chicks and health and safety issues).

5.6 Vehicular Movements

The use of the site by the applicant's would provide the following average daily vehicular movements:

Traffic Type	In per day	Out per day	Total per day
HGV Deliveries to the site	5	5	10
HGV Exporting form the site	8	8	16
Transit deliveries to the site	1	1	2
Transit exporting form the site	0	0	0
Employees (55 in total)	55	55	110
Visitors (eg sales reps)	1	1	2
Visitors (eg inspectors)	1	1	2
Total Movements = 142			

This prediction assumes that every member of staff (when the unit is fully operational) will arrive in their own car. However this is highly unlikely given the location and frequency of public transport, along with the ability to car share, walk and cycle to work.

This level of traffic is typical of the adjoining B2 Industrial units on the Wrexham Industrial Estate, and is no more than the previous food manufacturing unit.

5.7 Parking

Local Planning Guidance Note No 16 - Parking Standards. This sets out the guidance for levels of parking provision and layouts within new developments and suggests that B2 uses provide 1 car space per 50m² gross floor space.

The building provides around 7,550 sqm floorspace which under the current parking standards (Adopted in November 2000 and Revised in October 2005) would require 151 spaces.

The current site (as approved under ref: 20947) is laid out to provide 110 spaces.

Whilst the parking lies below the current Parking Policy Standard the following factors are put forward in support of the current scheme;

- The original use of the building (Delta Daily Foods) suggested that there would be around 150 new jobs provided on site. This information is

taken from the Officer Report to the Planning Committee dated 11th January 1993. The parking standard at that time must have referred to around 1 space per 1.36 employees.

- The current proposed level of employees (and projected visitors to the site) are fully catered for by the existing level of parking,
- The current proposed level of employees (and projected visitors to the site) are far less than that originally proposed for the site when the planning permission was granted (150 employees and 75 spaces),
- Any alternative Industrial B2 Use could move onto the site without the need for planning permission and would use the existing level of parking facilities,
- The above the applicant is proposing to install two secure 10 bike cycle stores in order to promote employees cycling to work. This will reduce the demand for parking but will also provide a more sustainable use of the site.

The parking provision is acceptable and meets the needs of the previous and proposed uses.

5.8 Impact Upon Neighbouring Properties

There are 2 residential properties to the north west of the site. These are Erlas Cottages and Erlas Hall which are around 120m and 200m from the site respectively.

In the original application it was acknowledged that the building design and lack of external activity would help in minimising the impact of the use upon these neighbouring properties.

The Environmental Health Officer at the time of the 1993 planning permission suggested the imposition of a planning condition (no.9) which required:

Noise levels measured at any point along the north west boundary of the site shall not exceed the following on any day:

- 55dB(A) expressed as a 1 hour LAeq between 0800 and 1800 hours
- 50dB(A) expressed as a 1 hour LAeq between 1800 and 0800 hours

Reason – To protect the amenities of the occupiers of nearby properties

The proposed use has no significant noise implications due to the nature of the hatchery operation. On this basis the use of the site will comply with the previously suggested noise limits in terms of the nearby properties.

5.9 Amenity Considerations

The nature of the hatchery operation means that there will be no noise, smells, dust or fumes.

Whilst the use involves chicks, they are hatched and almost immediately removed from the site.

The hatch debris (shells, unhatched eggs and feathers) is placed into a sealed skip by way of a vacuum system and the contents goes for protein rendering. A single skip is delivered/removed from site at the end of every day. Any build up of debris is in itself a disease risk for the new birds and therefore contrary to the aims of the applicant.

Given the nature of the operation and the sealed skip system there are no issues of smells from manure/eggs/birds either within or outside the building.

Other ancillary waste (packaging, pallets, domestic waste from offices and staff facilities) is recycled where possible with any remaining waste being removed by way of sealed skip to land fill.

There are no chemicals involved in the process.

This type of unit has a proven history of creating no noise, smell or other environmental nuisance.

5.10 Other Units Within the UK

There are a number of other units which occupy Industrial Estate locations throughout the UK at Banham Poultry Ltd, The Drift, Fakenham, Norfolk; Moy Park Ltd, 39 Seagoe Industrial Estate, Craigavon, BT63 5QE; and Aviagen, Gonerby Moor, Grantham, Lincolnshire NG32 2AB. These have been established for a number of years and operate without any detriment to the surrounding area or the adjoining industrial uses.

6. Conclusions

The planning application proposes the 'Change of Use of the Building from a B2 Food Manufacture Use to a Sui Generis Chicken Hatchery Use' within the Former Delta Daily Foods Building, Abenbury Way, Wrexham.

Wrexham Industrial Estate lies approximately 3 miles to the east of the town centre and 3 miles from the A483 dual carriageway, via the A534 at the Gresford Interchange. The site lies off Abenbury Way.

The original planning permission for the site was granted on the 11th January 1993 under referenced ABE20947. This application approved the 'Food Production Factory with Associated Outbuildings Car Parking etc' and the permitted use is a B2 use on this existing Industrial Estate.

The site lies within the development limits of the Wrexham Industrial Estate where policy PS1 of the UDP suggests that 'New development of ... employment ... will be directed within the settlement limits/employment areas'.

The proposed use is an employment use and so the principle of the development is acceptable. The business would initially employ approximately 25 persons, growing to 55 once the business is established and operating at its maximum potential.

The level of traffic associated with the use is typical of the adjoining B2 Industrial units on the Wrexham Industrial Estate, and is no more than the previous food manufacturing unit. The parking provision is acceptable and meets the needs of the previous and proposed uses.

The proposed use has no significant noise implications due to the nature of the hatchery operation. On this basis the use of the site will comply with the previously suggested noise limits in terms of the nearby properties.

The site is highly accessible to Wrexham and the wider area and the movement to, from and within the site is convenient and safe. The building will be suitably secured and the operation of the site will comply with all relevant public safety legislation.

On the basis of the information throughout this report the applicant considers that this scheme would result in no demonstrable harm to any interests of acknowledged importance.

The current scheme meets the requirements of the Unitary Development Plan and as there does not appear to be any material consideration of sufficient weight to justify the refusal of this application, it is respectfully requested that the planning application be approved.

Document 1

Planning Permission Ref 20947

'Food Production Factory with Associated Outbuildings Car Parking etc'

CYNGOR BWRDEISDREF

Wreccsam Maelor



Wrexham Maelor

BOROUGH COUNCIL

In pursuance of its powers under the Acts and Orders referred to below, the Borough Council, as District Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application.

THE GUILDHALL,
WREXHAM,
CLWYD,
LL11 1AY.

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Applicant Delta Dailyfood

Code Number ABE 20947

Agent Lawray Limited,
3a Chapel Street,
Wrexham,
Clwyd, LL13 7DD

Date received 7th December 1992

Decision date 11th January 1993

Town and Country Planning Act 1990
Town and Country Planning General Development Orders 1988

Grant of Planning Permission

LOCATION AND DESCRIPTION OF DEVELOPMENT

ABENBURY WAY (SITE ADJACENT TO WESTMINSTER PINE),
WREXHAM INDUSTRIAL ESTATE, WREXHAM

FOOD PRODUCTION FACTORY WITH ASSOCIATED OUTBUILDINGS,
CAR PARKING ETC

PARTICULARS OF DECISION

PERMISSION GRANTED

- 01 The development to which this permission relates shall begin not later than the expiration of 5 years from the date of this permission.
- 02 No trees, shrubs or hedges shown on the approved Drawing(s) No(s) 534 SL02 Rev A to be retained, shall be cut down, topped, lopped or uprooted without the prior written permission of the Council nor shall they be wilfully damaged or wilfully destroyed. Prior to the commencement of any construction or site preparation works, all the above mentioned trees, shrubs and hedges shall be protected by a 1.5 metre high chestnut paling fence erected to the full extent of each tree, shrub or hedge. The land so enclosed shall be kept clear of all materials and plant and the existing soil levels shall not be altered. No underground services shall be routed so as to cause root severance and the fencing shall be retained until the development is complete unless the Council gives permission to any variation to these requirements. Any trees, shrubs or hedges which, within a period of five years from the completion of the development are cut down, topped, lopped or uprooted or become seriously damaged or diseased or die shall be replaced in the next planting season with others of a similar size and species unless the Council gives written permission to any variation.
- 03 No part of the development hereby granted shall be commenced until a scheme of planting, landscaping and surface treatment for the site has been submitted to and approved by the Council. The scheme shall indicate the number, species, heights and positions of all trees, hedges and shrubs to be planted together with those existing which are to be

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retained and/or removed and the surface treatment of the land. The positions, heights and materials to be used for any fencing or walls to be erected shall also be described. The scheme as approved shall be completed in all respects within the first available planting season following the first use of the development hereby granted.

- 04 Details of bunding to be formed at the north west corner of the site shall be submitted to and approved by the Council prior to the commencement of development. The scheme as approved shall be completed prior to the first use of the building hereby granted.
- 05 No storage shall take place in the open on any part of the site.
- 06 The means of access to the development shall be laid out and formed in accordance with details to be submitted to and approved by the Council before the use is commenced.
- 07 Nothing shall be erected or allowed to grow within the visibility splays marked on the approved plans to a height exceeding 1.05 metres above the level of the adjoining carriageway.
- 08 The vehicle parking and turning areas indicated on the approved plans shall be laid out and surfaced prior to the first use of the building hereby granted and shall thereafter be retained for those purposes.
- 09 Noise levels measured at any point along the north west boundary of the site shall not exceed the following on any day:-
 - i) 55 dB(A) expressed as a 1 hour LA eq between 0800 and 1800 hours;
 - ii) 50 dB(A) expressed as a 1 hour LA eq between 1800 and 0800 hours.
- 10 No light source from any external lighting facility shall be directly visible to drivers of motor vehicles using the adjacent highways or to the occupiers of adjacent residential properties.
- 11 Samples of external facing and roofing materials shall be submitted for further approval of the Council before development commences.

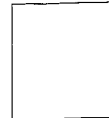
REASON(S)

- 01 To comply with Section 91(3) of the Town and Country Planning Act 1990.
- 02 To protect landscape features which are of significant amenity value to the area and which would ensure a satisfactory standard of appearance to the development.
- 03 To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of adjoining occupiers and of the area in general.
- 04 In the interests of the amenities of the occupiers of adjacent residential properties.
- 05 To ensure that adequate service and parking areas are retained within the site in the interests of highway safety and the site kept free of

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- unsightly objects in the interests of visual amenity.
- 06 and 7. In the interests of highway safety.
- 08 To ensure the satisfactory provision of off-street vehicle parking facilities in the interests of highway safety.
- 09 To protect the amenities of the occupiers of nearby properties.
- 10 In the interests of highway safety and the amenities of occupiers of adjacent residential properties.
- 11 To ensure a satisfactory standard of development.

Note(s) to Applicant:

- 01 Prior to any soil or other material being removed from the site the Council's Chief Environmental Health Officer should be notified and afforded an opportunity of taking samples for analysis to test for contamination of the land and those results should be available to the Council.
- 02 You should ensure that any difference between the plans approved under the Town and Country Planning Act and under the Building Regulations is resolved prior to commencement of development, by formal submission of amended plans to the respective Departments of the Council.
- 03 The permission hereby granted does not authorise encroachment upon, or interference with, the adjoining property.
- 04 You are advised that unworked coal exists in the locality, but there are no plans by British Coal for future workings. Such coal could be worked at some time in the future depending on feasibility and on obtaining the necessary planning permissions. You are advised to contact British Coal Corporation, Mining Reports Office, Ashby Road, Burton-on-Trent, Staffordshire, DE15 0QD in this connection.
- 05 If it is proposed to provide any illuminated sign then this will require the separate written consent of this Council in order to comply with the Town and Country Planning (Control of Advertisements) Regulations, 1992.
- 06 You are advised that the premises are required to comply with the provisions of the Food Safety Act 1990 and the Food Hygiene (General) Regulations 1970 (as amended) and you should contact the Council's Chief Environmental Health Officer on these matters.
- 07 You are advised that the premises shall comply with the Health and Safety at Work, etc., Act, 1974 and you should contact Her Majesty's Health and Safety Executive, Crown Buildings, Wrexham in connection therewith.
- 08 You are advised that the landscape details included on drawing 534 SL 02/A have been considered for illustrative purposes only.

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Code Number ARE 20047

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Date received 7th December 1992

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- 09 The landscape scheme required by Condition No. 3 above should include a detailed survey of existing trees on site with an assessment of condition and suitability for retention within the overall scheme.
- 10 You are advised that development works should not encroach upon Footpath No. 10 which abuts the site.
- 11 Your attention is drawn to Highway Supplementary Notes Numbered 1, 3, 4 and 5 on the enclosed "Applicants' Rights and General Information".

Officer appointed for this purpose
Refer to the Statement of Applicant's Rights and General Information enclosed.



The Royal
Town Planning
Institute

Nigel Thorns BSc(Hons)DipTPMRTPI

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