1400138

September 2026

DESIGN AND ACCESS STATEMENT

Yard 2, 6 & 7 Focusyard Ridley Wood, Ridley wood industrial Complex, 12 Bryn Lane, Wrexham, LL13 9UT

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CONTENTS

1 INTRODUCTION 2
2 SITE DESCRIPTION 2
3 PLANNING HISTORY 3
4 PROPOSED DEVELOPMENT 3
5 USE 4
6 DESIGN, SCALE AND LAYOUT 4
7 PORTAKABIN BUILDING SPECIFICATION/APPEARANCE 5
8 ACCESS 6
9 TRANSPORT AND PARKING 6
10 FLOOD RISK 6
11 ECOLOGY AND BIODIVERSITY NET GAIN 7
12 ARBORICULTURAL, CONSERVATION, HERITAGE AND ARCHAEOLOGY IMPACT 7
13 SECURE BY DESIGN 7
14 SUSTAINABILITY 8
15 CONCLUSION 9
APPENDIX 1 SITE IMAGES 10
APPENDIX 2 SUSTAINABILITY CASE STUDIES 11

1 INTRODUCTION

1.1 This Design & Access Statement ("the Statement") has been prepared in support of a full planning application ("the Application") submitted to the Wrexham County Borough Council. ("the LPA") for the proposed development at Yard 2, 6 & 7 Focusyard Ridley Wood, Ridley wood industrial Complex, 12 Bryn Lane, Wrexham, LL13 9UT ("the Site"). The Statement outlines the key principles underpinning the design and access strategy for the scheme.

1.2 The application seeks temporary planning permission for the installation of two single storey *Portakabin* buildings for a period of 260 weeks.

1.3 The scheme has been designed to respond proactively to the surrounding environment while ensuring an appropriate scale, layout and appearance.

1.4 This Statement is part of a wider pack of information prepared to support this application. All documents submitted should be read in conjunction with each other.

2 SITE DESCRIPTION

2.1 The 'Site' currently comprises Yards 2, 6 and 7 at Focusyard Ridley Wood Industrial Complex, situated on Bryn Lane within the Wrexham Industrial Estate.

2.2 The 'Site' comprises a secure operational yard laid to hardstanding and enclosed by perimeter fencing containing storage areas, vehicle parking, circulation space and ancillary operational facilities serving commercial activities.

2.3 The surrounding area is characterised by a mix of industrial, warehousing, storage and commercial premises typical of a large strategic employment estate. The location is well suited to the operational requirements of Egis and the delivery of services on behalf of the DVLA due to its accessibility, secure nature and proximity to the strategic highway network.

2.4 Access is provided via a gated entrance from Bryn Lane. The site occupies a sustainable employment location with convenient access to the A483 and wider strategic road network.

2.5 Based on the site's location within the established industrial estate, it is not understood to fall within a designated Conservation Area, nor within the Green Belt.

2.6 No significant flood risk constraints are readily identified from the available site information.

3 PLANNING HISTORY

3.1 Upon review of the LPA's public access page, no relevant planning applications have been made by the 'Applicant' for the 'Site'.

3.2 The Applicant is committed to working collaboratively with the LPA in respect of all development at the site.

4 PROPOSED DEVELOPMENT

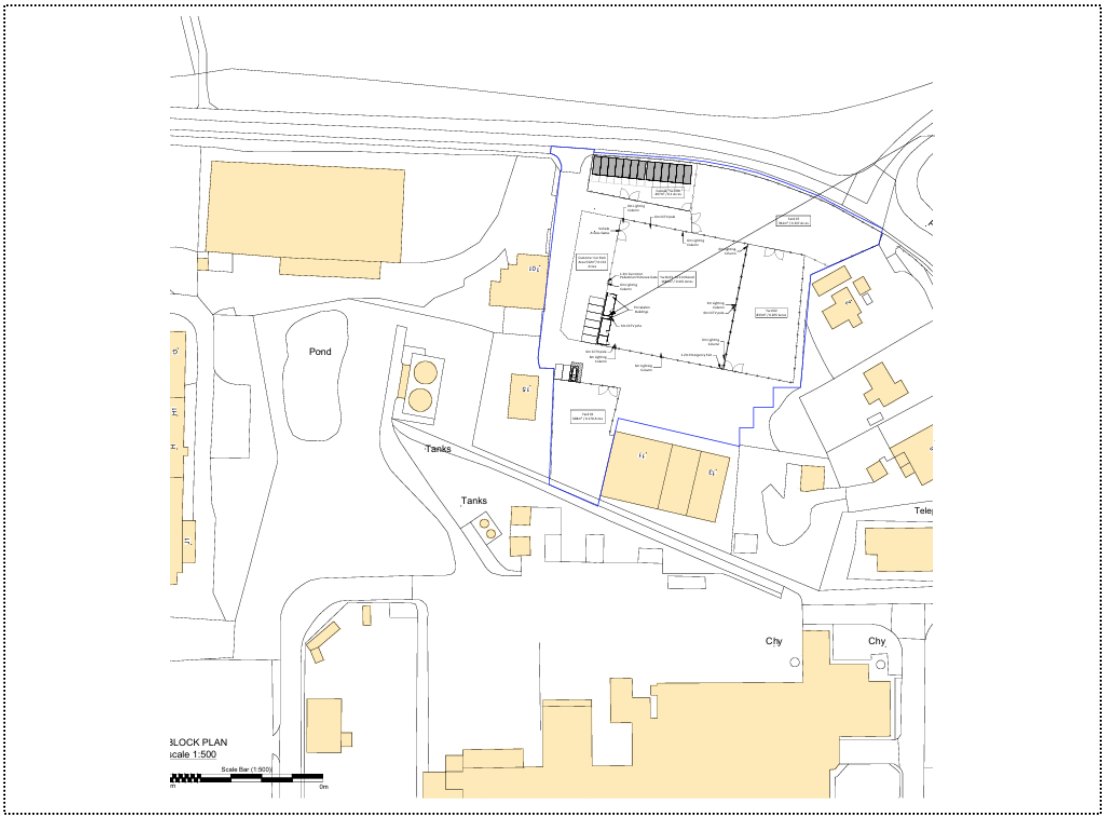
4.1 The Applicant seeks permission for the installation of two single modular buildings to provide office accommodation and associated customer facilities required to support Egis in delivering vehicle taxation enforcement services on behalf of the DVLA for a period of 260 weeks.

4.2 To deliver the DVLA's enforcement objectives, Egis is establishing a nationwide enforcement operation that provides a proportionate and balanced service whilst delivering a clear and straightforward customer experience. The operation has been designed to support the DVLA's reputation for service excellence and maximise compliance with vehicle taxation legislation.

4.3 The temporary nature of the proposal reflects the operational requirements of the contract and provides a flexible solution capable of being removed at the end of the approved period.

4.4 The Portakabin buildings have been carefully sited within the 'Site' in order to avoid any adverse effects on neighbouring residential amenity. Given their modest scale and temporary nature, the buildings will sit comfortably within the existing 'Site' context.

Figure 1 Extract from Proposed Location and Block Plan



5 USE

5.1 The proposed development is intended as a temporary measure, providing office accommodation and associated customer facilities to deliver the DVLA's enforcement objectives.

5.2 The *Portakabin* buildings will be used exclusively by the applicant for the intended use.

5.3 The proposed development will accommodate operational staff, administrative functions, customer reception areas and facilities for members of the public attending the site to resolve enforcement matters and complete payment transactions relating to untaxed vehicles

6 DESIGN, SCALE AND LAYOUT

6.1 The proposed buildings will be positioned on an existing hard standing area located centrally from the western boundary.

6.2 The proposed *Portakabin* buildings will be sited to the South-West of the site on hard standing ground which does not encroach on any other properties in the local area.

6.3 Each building will be single storey in form and will have a maximum height of less than 3 metres to the top of the structure, although the overall height may vary slightly in response to existing ground levels. Given its location within a well-established industrial setting, together with its relationship to the surrounding built form, the development will not result in any adverse visual impacts. The nearest residential properties are situated more than 70 metres to the East from the development area and are screened by established tree cover.

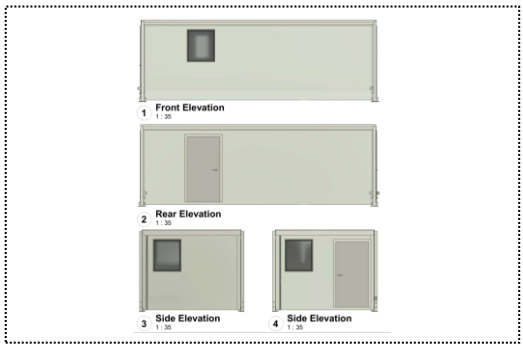
6.4 The proposed buildings have been designed to be modest in scale and appropriate to their surroundings. Their simple, low-impact appearance ensures they sit comfortably within the existing commercial setting and integrate effectively with the surrounding development. The proposal will not adversely affect the character or appearance of the wider area and is considered to be well suited to its operational context.

6.5 The *Portakabin* building SL072 has overall dimensions of 2,608mm (H), 3,054mm (W), and 7,304mm (L).

The *Portakabin* building SL082 has overall dimensions of 2,573mm (H), 3,054mm (W), and 8,504mm (L).

Figure 2 Extract from Buildings Elevations

Cashier building



Office building

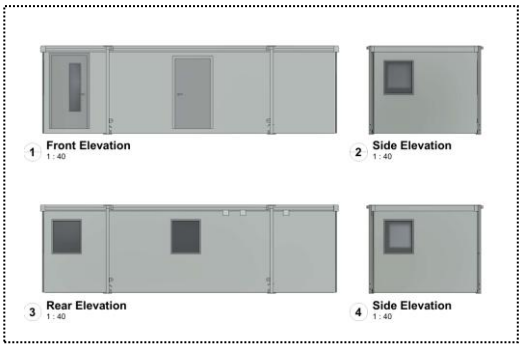
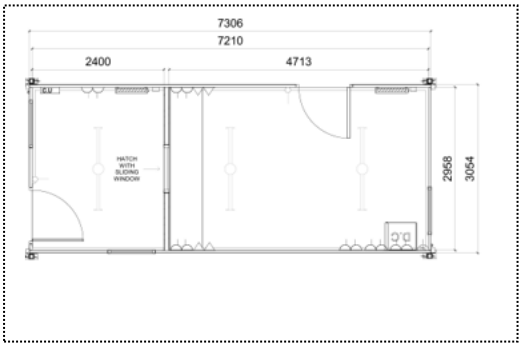
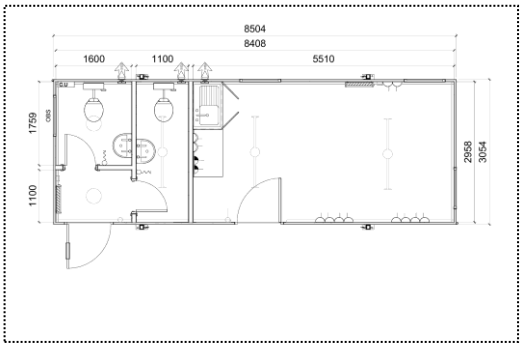


Figure 3 Extract from Buildings Layout Plans

Cashier building



Office building



7 PORTAKABIN BUILDING SPECIFICATION/APPEARANCE

7.1 Walls – External walls are of a durable one-piece construction with high-performance, low-maintenance plastisol-coated galvanised steel lining to offer protection against extreme weather and accidental damage. Internally, the walls are of vinyl-faced plasterboard, providing a wipe-clean finish.

7.2 Roof – Outstanding insulation is provided by the construction of the roof. The roof deck is of one-piece construction and is impact resistant. It is covered with solar-reflective, profiled plastisol-coated galvanised steel to reduce heat gain. Internally, the polyester-coated galvanised steel ceiling is designed to prevent condensation problems and has a low-maintenance finish.

7.3 Windows – The windows have PVC-U frames and are double glazed with low energy glass for optimum thermal performance. Draught and condensation problems are minimised by effective weather seals and the low thermal conductivity of the window frame and glazing materials. Windows in critical locations are glazed with toughened safety glass as standard which offer protection against theft and vandalism.

7.4 Doors – Steel-faced doors have an insulating core that minimises heat loss. The anodised aluminium frame also incorporates draughtproof weather seals.

7.5 Peace of mind is guaranteed by the high levels of all-round performance achieved by the Solus building series. It has been independently assessed by the British Board of Agrément (BBA) and awarded a BBA certificate confirming that it meets the requirements of The Building Regulations (England and Wales), The Building Standards (Scotland) Regulations and other permanent building standards and codes of practice. The Solus building series has been designed and manufactured in the UK under a Quality Management System meeting the requirements of ISO 9001.

7.6 The prefabricated nature of the buildings results in minimal impact on the environment in terms of both construction and use.

7.7 The proposed modular buildings will feature the following external colour scheme:

- Walls: Goosewing Grey – nearest BS ref 10 A 05
- Windows: Blue – nearest BS 18 E 58
- Doors: Slate Grey – nearest BS 18 B 25
- Roof: White – nearest BS 00 E 55

8 ACCESS

8.1 The ‘Site’ is served by an established vehicular access from Bryn Lane. The proposed development will utilise this existing access arrangement, thereby avoiding the need for any new access points and ensuring no adverse effects on the operation or safety of the surrounding highway network.

8.2 Access to the proposed modular buildings will be provided from existing areas within the operational yard.

8.3 The proposed buildings have been designed to ensure the safe evacuation of occupants in the event of an emergency. The internal layouts, together with the provision of appropriate fire alarm and emergency lighting systems, will ensure compliance with the requirements of **Approved Document B** of the Building Regulations. The development will therefore incorporate suitable fire safety measures commensurate with its proposed use.

9 TRANSPORT AND PARKING

9.1 The level of activity generated by the buildings is expected to be proportionate to the operational requirements of the site and can be accommodated within the existing highway and parking arrangements.

9.2 The proposed development will utilise the existing access infrastructure and will not require alterations to existing site entrances.

9.3 The proposed use is expected to generate customer traffic movements within the site. Appropriate on-site parking provision will be available for customers and will be actively managed by site staff to ensure its effective operation

9.4 Provision for waste management will continue in line with existing arrangements. Waste collection vehicles will be able to access the site as required, with no modifications needed to the established access route or service vehicle circulation.

9.5 The design of the proposed scheme incorporates appropriate measures to ensure fire tender access in accordance with Approved Document B of the Building Regulations. Emergency vehicles will be able to enter the site via Bryn Lane and gain direct access to the *Portakabin* buildings, ensuring full compliance with operational and safety requirements.

9.6 As the proposal does not alter existing access arrangements, and benefits from extensive on-site parking with no spaces displaced, the development is not expected to materially affect the transport network. For these reasons, the preparation of a **Transport Assessment** is not considered necessary or proportionate for this application.

10 FLOOD RISK

10.1 Natural Resources Wales Flood Map for planning confirms that the application site lies wholly within Flood Zone 1, indicating a *low probability* of flooding, defined as less than a 1 in 1,000 annual probability (0.1%) of fluvial flooding. As the development site is under one hectare in area and is located entirely within Flood Zone 1, the proposal is classified as minor development for planning purposes. In accordance with national planning guidance, a

site-specific Flood Risk Assessment is not required and is therefore not submitted as part of this application.

10.2 Foul drainage associated with the proposed buildings will be connected to the existing on-site foul sewer network, ensuring that wastewater is collected and disposed of through established infrastructure. This arrangement provides a suitable and compliant means of foul water management, safeguarding the Site from inappropriate discharge and supporting the efficient operation of the proposed facilities in accordance with the requirements of Approved Document H of the Building Regulations.

11 ECOLOGY AND BIODIVERSITY NET GAIN

11.1 In accordance with Government guidance relating to Biodiversity Net Gain (BNG), the proposed development qualifies for the de minimis exemption and is therefore not subject to the mandatory BNG requirements..

12 ARBORICULTURAL, CONSERVATION, HERITAGE AND ARCHAEOLOGY IMPACT

12.1 The application site comprises an existing operational storage yard located within an established industrial area. The site does not contain any trees, landscaping features or other vegetation that would be affected by the proposed development. Furthermore, there are no Tree Preservation Orders (TPOs) within the application site.

12.2 The application site does not contain any listed buildings and is not located within, or adjacent to, a Conservation Area. The proposed development would therefore have no impact on designated heritage assets and does not give rise to any heritage-related constraints.

12.3 The site is situated within a long-established industrial and commercial environment and does not contain any known archaeological features. Accordingly, the proposed development is not anticipated to result in any archaeological impacts.

12.4 In light of the above, the preparation of an Arboricultural Impact Assessment, Heritage Statement or Archaeological Assessment is not considered necessary to support the planning application.

13 SECURE BY DESIGN

13.1 Security is a key consideration for the Applicant. The wider Site benefits from an established security arrangement, including perimeter fencing and a single controlled point of access.

13.2 The proposed *Portakabin* modular buildings incorporate their own integrated security features as part of its standard specification. External doors are constructed from robust steel and fitted with secure locking systems designed to deter unauthorised access. Window units comprise a combination of fixed and controlled-opening elements, with openable windows being key-operated for additional security. Given the nature of the site, supplementary measures such as CCTV and external lighting have been included within the design as part of this proposal.

13.3 The siting of the buildings further contributes to maintaining security and minimising potential impacts on neighbouring properties. Located well within the wider site and within internal fencing arrangements, the buildings pose no risk of overlooking or visual intrusion. Their positions ensure that site security remains robust while also safeguarding amenity for surrounding land uses.

14 SUSTAINABILITY

14.1 From design through to installation, *Portakabin* places emphasis on all aspects of sustainability to reduce both its own and its customers' environmental impact, deliver positive outcomes for the communities in which it operates, and maintain transparent reporting on all sustainability-related performance.

14.2 This commitment is delivered through multiple approaches, including improving energy efficiency, minimising disruption to wildlife and habitats, supporting local charities and community organisations through volunteering initiatives, and implementing systems for monitoring and measurement. *Portakabin* collaborates closely with customers to develop practical sustainability strategies that enable the seamless delivery of each project.

14.3 The modular construction process supports these objectives by allowing the majority of building activity to take place off-site at the *Portakabin* manufacturing facility in York. As a result, time spent on the project site is significantly reduced, which in turn decreases vehicle movements and minimises disruption to surrounding communities. The buildings are designed for reuse and can be reconfigured and refurbished throughout their 60-year design life, reducing the need for demolition and extensive material recycling. The sustainability strategy outlines ambitions to enhance building circularity, including sourcing materials with recyclable content and increasing the proportion of components that can be reused.

14.4 The York manufacturing facility holds ISO 14001 certification, demonstrating adherence to high environmental management standards. This is supported by a long-standing Zero Waste to Landfill accreditation held for more than a decade, achieved through robust waste-reduction practices and segregation of materials to maximise recycling.

14.5 *Portakabin* also recognises the importance of supporting customer-specific sustainability objectives, such as reducing waste, water consumption, and energy usage. Continued investment in innovation and technology enables the provision of bespoke building solutions designed to help customers achieve reduction targets and minimise environmental impact, as demonstrated in the accompanying two case studies in Appendix 2

15 CONCLUSION

15.1 The proposed scheme represents an appropriate temporary form of development that will provide essential office accommodation and customer service facilities necessary to support Egis in delivering vehicle taxation enforcement services on behalf of the DVLA.

15.2 This application seeks temporary consent for the installation of two single storey modular buildings within the 'Site', to be utilised as office and associated customer facilities in support of ongoing operational activity.

15.3 The *Portakabin* buildings provide a practical, flexible and sustainable solution capable of being installed quickly with minimal disruption to existing operations. The development will support the effective delivery of the DVLA's enforcement objectives whilst making efficient use of an existing commercial site.

15.4 The proposed development is considered wholly appropriate in this highly sustainable and well-established location. It makes full use of the existing site infrastructure – including highway access, servicing, and utilities – and its siting and short-term use ensures that any potential impacts on the surrounding area are minimal.

15.5 The operational and strategic benefits associated with implementing this building significantly outweigh any minor constraints identified, and the proposal represents a proportionate and justified form of development that will assist in delivering the Applicant's wider objectives.

APPENDIX 1 SITE IMAGES









APPENDIX 2 SUSTAINABILITY CASE STUDIES

SCOTLAND'S RURAL UNIVERSITY AND COLLEGE

In November 2024, *Portakabin* delivered a research laboratory for Scotland's Rural University and College (SRUC), providing facilities designed to support innovative studies using digital twin technology to monitor aspects of dairy farming, including soil health and cow behaviour. The building is equipped with technology that enables research into areas such as genetic approaches to reducing methane emissions from cattle, contributing to the objectives of the UK's Net Zero initiative and Scotland's Green Industrial Strategy. The project achieved an A+ EPC rating, and an embodied carbon assessment indicated a result of 751.8 $kgCO_2e/m^2$, comfortably within the RIBA 2030 Climate Challenge 2025 target of <970 $kgCO_2e/m^2$. In addition, 450m² of roof-mounted photovoltaic panels were installed, supporting the building's carbon-negative 'in-use' performance of –11.73 kWh/m²/year.



FOLESHILL HEALTH CENTRE

Portakabin's work on the Foleshill Health Centre – recognized as the UK's first Passivhaus health centre – achieved both a BREEAM Excellent rating and Passivhaus Classic certification. The building was designed to use 26,120 kWh annually, and during its first operational year (August 2021 to July 2022), actual consumption measured 26,291 kWh. This represents only 22% of the energy usage associated with a traditionally constructed, Building Regulations-compliant equivalent. Over time, this performance is projected to result in significant cost savings, estimated at nearly £2 million by year 15 and more than £6 million by year 25.

