

**H-PACK B8 STORAGE
AND DISTRIBUTION
BUILDING, DAVY WAY,
LLAY**

Supporting Planning Statement

TABLE OF CONTENTS

1.0 ABSTRACT	1
2.0 INTRODUCTION.....	5
3.0 SITE CONTEXT.....	8
4.0 DEVELOPMENT PROPOSAL.....	13
5.0 NATIONAL POLICY CONTEXT.....	19
6.0 LOCAL PLANNING POLICY CONTEXT	33
7.0 PLANNING ISSUES / MERITS.....	45
8.0 CONCLUSION	51

1.0 ABSTRACT

- 1.1 This Planning Application, for the Erection of 1no. B8 Storage and Distribution building and associated access and external works, has been prepared and submitted by Cassidy + Ashton.
- 1.2 This submission has been made on behalf of H-Pack Packaging UK Ltd to support a full planning application at Land adjacent to H-Pack, Davy Way, Llay. The below statement considers local and national planning policy and guidance along with all relevant material planning considerations and associated reports.
- 1.3 A separate Design and Access Statement produced by Ratcliffe Groves Partnership provides a comprehensive summary of the design process to reach this submission.
- 1.4 A summary of relevant planning aspects and the proposals compliance is provided in the following table. Please note that the individual planning considerations referenced are assessed in detail in specific chapters of this supporting Planning Statement, together with supplemental surveys / reports / statements submitted with this planning application.

Planning Consideration	Comments	Compliance
Planning Policy Wales	The proposed scheme is fully compliant with the key policies and principles of Planning Policy Wales.	YES
Future Wales	The location / form of the development is supported by Future Wales.	YES
Technical Advice Notes	The scheme is compliant with all aspects of the relevant TANs.	YES

Wrexham Council UDP	The proposed scheme is fully compliant with the key policies and principles of the Wrexham UDP.	YES
Wrexham Council LDP	The proposed scheme is fully compliant with the key policies and principles of the emerging Wrexham LDP.	YES
Wrexham Council LPGNs	The scheme is compliant with all aspects of the relevant LPGNs.	YES
Design	Client requirements have been considered against the site's opportunities & constraints, to achieve a well-conceived design for both the building and the site context.	YES
Highways	As identified through the submitted TA, the impacts of residual trips from the proposed development would not have a significant impact on the operational performance and safety of the local highway network.	YES
Flood Risk and Drainage	As identified through the submitted FCA & Drainage strategy, the current and future flood risks associated with the proposed development are acceptable and can be allowed for in the design of the proposed development.	YES
Noise	As identified through the submitted NIA, the noise impacts of the proposed new	YES

	building are assessed as 'negligible' and no specific noise mitigation measures would be required.	
Air Quality	As identified through the submitted AQA, the impact of the proposed development's operational phase on local air quality is considered not significant, as all pollutants modelled have shown to have negligible impact on local receptors from the change in traffic flows.	YES
Nitrates	Based upon NRW's guidance, the scheme is considered unlikely to have a significant effect on River Dee SAC.	YES
Ecology	As identified through the submitted Ecological Assessment, no residual significant ecological effects are expected to impact upon statutory or non-statutory wildlife sites, notable habitats or protected or notable species.	YES
Arboriculture	As identified through the submitted AIA, trees are not of such importance and sensitivity as to be a major constraint on development or justify substantial modification of the proposals.	YES
Landscape and Visual	As identified through the submitted LVIA, it is concluded that the development would sit comfortably within its setting and not result in the loss of natural	YES

	<p>features. There would be some significant visual effects from a short section of a neighbouring footpath, but from most viewpoints the proposed building would be seen in the context of similar surrounding buildings.</p>	
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2.0 INTRODUCTION

- 2.1 This Planning Statement has been prepared by Cassidy + Ashton, to support a full planning application for the Erection of 1no. B8 Storage and Distribution building and associated access and external works at Land adjacent to H-Pack, Davy Way, Llay. The applicant is H-Pack Packaging UK Ltd. – referred to predominantly throughout this statement as H-Pack.
- 2.2 The new proposed storage building will be located directly west of the existing H-pack building on land within Llay industrial Estate. The new building will have a footprint of 14,865 m2 and will comprise a warehouse with ancillary office space and welfare provision.
- 2.3 Externally a new access is proposed to Rackery Lane, which will be used exclusively by staff vehicles. The existing access onto Davy Way will be amended and used exclusively by HGV and LGH vehicles. Car Parking provision in line with local guidance is also provided along with new service yards and soft landscaping areas.
- 2.4 This Statement demonstrates that the application has been prepared with full consideration of both the national and local planning policy context within which it sits. Justification for the scheme is set out and the planning merits assessed, including matters of principle of the development, design, transport impacts and sustainability. The conclusion is then reached that the development conforms with the principles of sustainable development and any other material planning considerations and therefore, planning permission should be granted for the application.
- 2.5 In order to allow a proper assessment of the proposals and to satisfy the requirements of planning policy, the application is accompanied by the following supporting information. This statement should be read in conjunction with these documents:
- Application Forms and Certificates
 - Design and Access Statement
 - Transport Assessment

- Framework Travel Plan
- Flood Consequence Assessment
- Drainage Strategy
- Phase 1 Geo-Environmental Report
- Noise Impact Assessment
- Air Quality Assessment
- Nitrates
- Ecological Assessment
- Arboricultural Impact Assessment
- Landscape and Visual Impact Assessment and Appendices
- Landscape Plans Sheets 1 & 2
- Application Drawings:

11373-PL-L00 - Illustrative Site Location Plan

11373-PL-L01 - Site Location Plan

11373-PL-L02 - Proposed Block Plan

11373-PL-L03 - Existing Site Plan (Wider Site)

11373-PL-L04 - Existing Site Plan

11373-PL-L05 - Site Constraints Plan

11373-PL-L08 - Proposed Wider Site Plan

11373-PL-L09 - Proposed Wider Site Plan Showing Vehicle Circulation

11373-PL-L10 - Proposed Site Plan

11373-PL-L11 - Proposed Topographical Overlay Plan

11373-PL-L12 - Detailed Site Plan (Davy Way Access)

11373-PL-L13 - Detailed Site Plan (Rackery Lane Access)

11373-PL-P01 - Proposed Floor Plans

11373-PL-P02 - Proposed Roof Plan

11373-PL-P03 - Proposed Office Plans

11373-PL-E01 - Proposed Elevations

11373-PL-E02 - Proposed Elevations (Landscape Overlay)

11373-PL-E03 - Proposed Materials

11373-PL-S01 - Existing & Proposed Site Sections

11373-PL-S02 - Indicative Building Sections

11373-PL-V01 - Proposed 3D Views (1 of 2)

11373-PL-V02 - Proposed 3D Views (2 of 2)

3.0 SITE CONTEXT

SITE DESCRIPTION

- 3.1 The application site comprises a broadly rectangular grassed area located within an existing industrial park. To the south the site also includes the existing access which is proposed to be improved and also a satellite red line which relates to the new proposed access onto Rackery Lane.

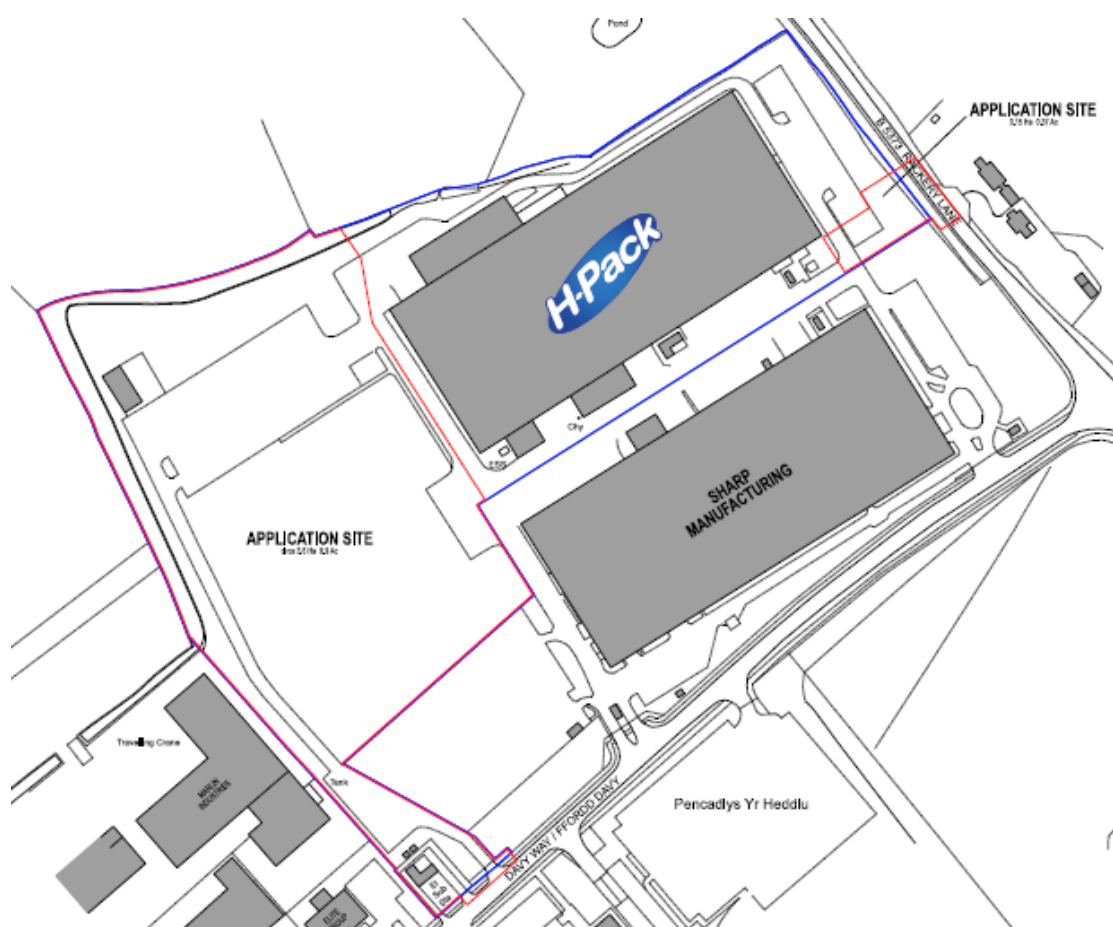


Figure 1. Site Location Plan

- 3.2 The existing H-Pack building on site presently contains manufacturing operations and the storage of raw materials & finished products.
- 3.3 Due to the continued success of the company the Applicant has been at capacity within the existing building for some time and there is a need to both free up space within the existing building, to expand the manufacturing

operations by moving the storage of materials & products to a dedicated new building, and additional storage capacity for the business operation as a matter of course.

- 3.4 The area of land on which the building is proposed is presently an ornamental grassed area within the industrial estate.
- 3.5 The application site totals 9.27 acres (3.75 Hectares) and sits towards the northern side of Llay Industrial Estate. The application site is located directly adjacent to the existing H-Pack building to which this storage unit is related.
- 3.6 Llay industrial estate extends to approximately 65 hectares in total, comprising a variety of small and large local, national and international businesses.
- 3.7 Llay industrial estate is almost as large as the footprint of the village of Llay, which lies directly adjacent. This is due to Llay's location within the strong industrial areas surrounding the City of Wrexham.
- 3.8 Llay is located North of Wrexham City Centre, within a chain of local villages including Caergwrle to the North West and Gresford to the South East.
- 3.9 Llay industrial estate is located just off the B5373 which in turn connects to the B5102 and the A483 which is located 2.5 miles east of the application site. From this road access is given to the wider road and motorway network.
- 3.10 The below map is taken from the Adopted Unitary Development Plan UDP and clearly indicates that the application site is located within the settlement boundary of Llay.

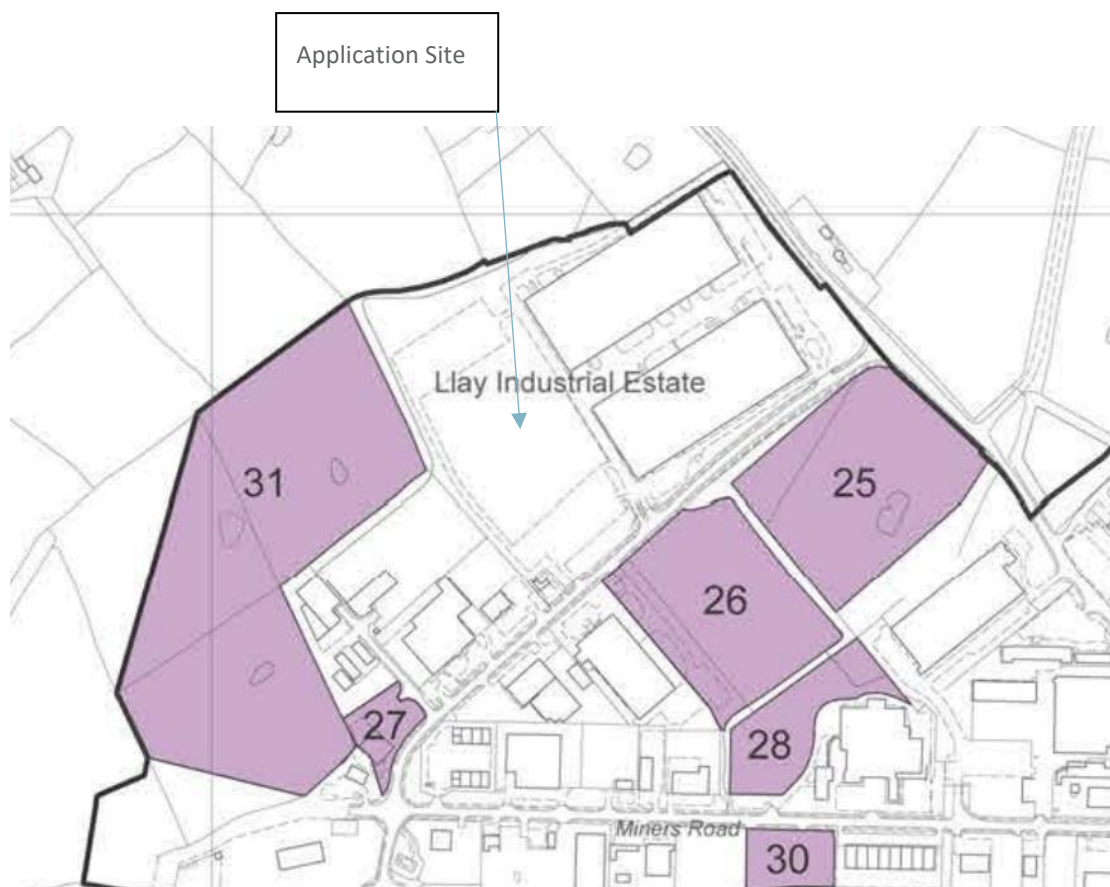


Figure 2. Unitary Development Plan Extract from Map 3 (source: Wrexham County Borough Council)

3.11 The map below is taken from the emerging Wrexham Local Development Plan (LDP) and clearly indicates the application site as being within the identified employment area.

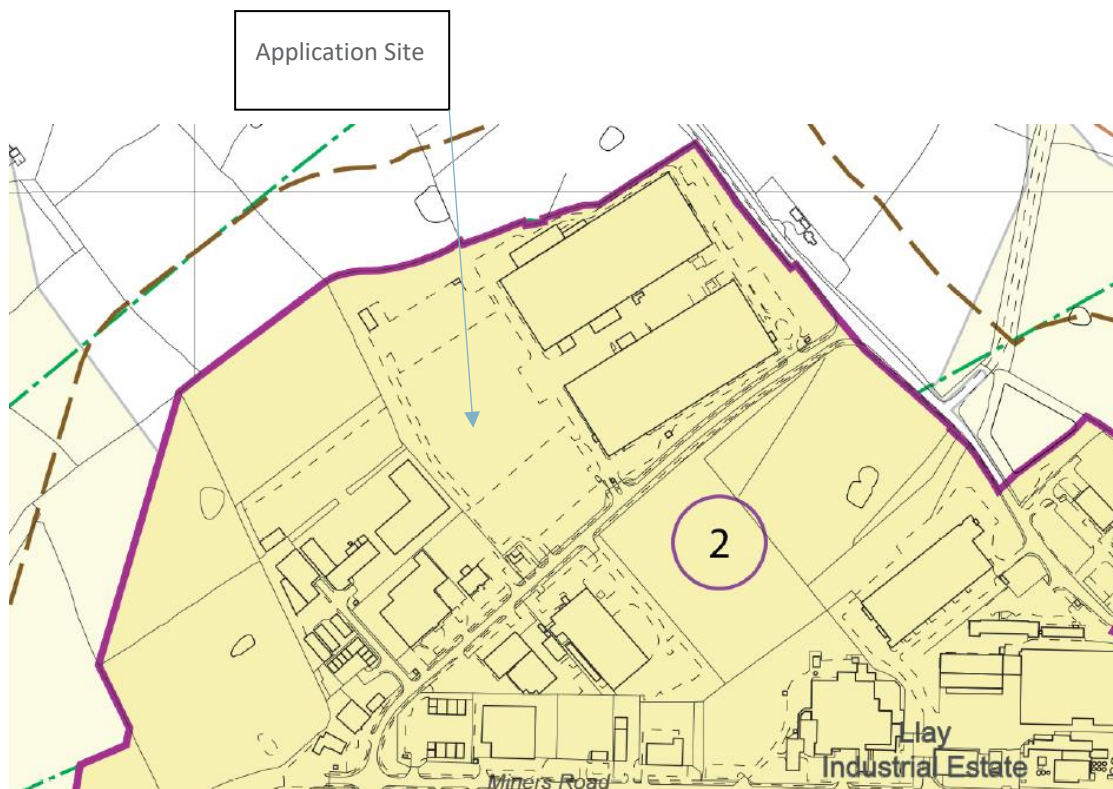


Figure 3. Wrexham Local Development Plan Map Extract (Deposit Plan)
(source: Wrexham County Borough Council)

3.12 The plan below shows that the Application site is not located within any Flood Zone area.



Figure 4. Extract from the Natural Resources Wales Flood Map for Planning (source: Natural Resources Wales)

- 3.13 The local planning policies associated with these designations will be set out within Chapter 6 and assessed in respect of the proposed development within Chapters 6 and 7 of this statement.

PLANNING HISTORY

- 3.14 A comprehensive review of Wrexham County Borough Council Planning Application search facility has been undertaken. This review found a number of modest applications for the adjacent Sharp House and Sharp Electronics Factory were found however **no** Application relating to the application site were found.

4.0 DEVELOPMENT PROPOSAL

NEED FOR THE PROPOSALS

- 4.1 The parent company, Hotpack Packaging Industries LLC, is a Global packaging manufacturer. The business focuses on the production of packaging for the food & drink industry.
- 4.2 H-Pack Packaging UK Ltd was established in 2016 as the UK and European arm of the parent company.
- 4.3 The H-Pack facility in Llay focuses on the production of eco-friendly paper and board-based products. This is also supplemented by the keeping of inventory of other types of packaging products produced by the company, which are distributed from the facility.
- 4.4 The business as a whole focuses on maintaining a team of dedicated, highly qualified and experienced professionals. The company's policies are aimed at developing and enriching the potential of each of its employees to ensure they have a market leading team.
- 4.5 Within its relatively short time being in the UK (6 years) H-Pack have quickly established themselves as the ultimate "one stop shop" for packaging within Europe.
- 4.6 Due to this strong growth and inward investment, there is a need to both free up space within the existing building, to expand the manufacturing operations by moving the storage of materials & products to a dedicated new building, and additional storage capacity for the business operation as a matter of course.
- 4.7 The proposals before you have been carefully considered to provide a quantum of storage capacity that will enable this successful local employer to sustainably grow within Llay.

DEVELOPMENT PROPOSED

- 4.8 The proposed development involves the erection of 1no. B8 Storage and Distribution building and associated access and external works at land adjacent to Davy Way, Llay.
- 4.9 The proposed building will have a total Gross External Area of 14,865m², within the building 764m² of offices are proposed at ground and first floor while Staff welfare facilities are proposed on the ground floor and on the internal first floor.
- 4.10 The building will be accessed by 12no. dock levellers and 1no. level access loading bays. Internally the building will utilise a state-of-the-art automated storage system to maximise the capacity of the building.
- 4.11 A total of two shifts of 75 people per shift will operate within the new building.
- 4.12 It is expected that existing warehousing staff within the existing building will move across. With the increased capacity for manufacturing in the existing building, it is expected that further jobs may be created.
- 4.13 Externally it is proposed that Heavy Goods Vehicles (HGV) and Light Goods Vehicles (LGV) will access the site via the existing access from Davy Way. This access will be improved, and internal changes will also be made to aid the free and comfortable movement of vehicles within the site.
- 4.14 This existing access point would also be of a sufficient quality and capacity to accommodate staff and visitor movements. However, it is the applicant's preference and also good practice that car movements are segregated from HGV and LGV.
- 4.15 It is proposed that, while HGV and LGV utilise the existing improved access, a new vehicle access for cars will be established from the site onto Rackery Lane.
- 4.16 This new access would also provide pedestrian and cycle access to the site.

4.17 Given the clear need for a significant expansion, the scheme has been approached from a perspective of maximising storage capacity on this industrial site, while balancing this against aesthetics and context.

4.18 The proposed building has been designed carefully to sit comfortably within the industrial estate and also the wider landscape around it. This has been achieved through close working between the architect and the Landscape Architect.

4.19 The development proposals can be seen below in Figures 5,6 and 7.

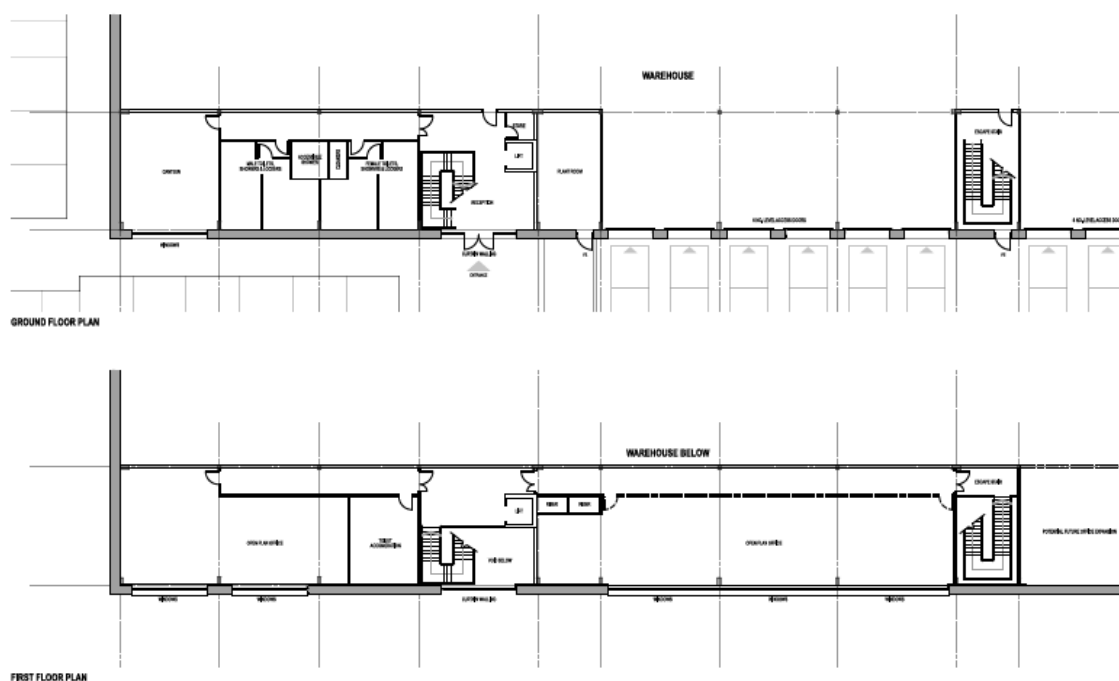


Figure 5. Proposed Ancillary Aspects Ground and First Floor Plan

4.20 Ancillary uses within the proposed B8 Storage and Distribution building will be located on the Southern elevation above the loading docks. This Ancillary space will include at Ground floor: Canteen, Male and Female Toilet, Showers and Lockers along with accessible showers and toilets and the main reception area.

4.21 Two stair cores either side of the main loading dock area will give access to a first-floor area which would include further toilets along with open-plan office space overlooking the delivery yard.

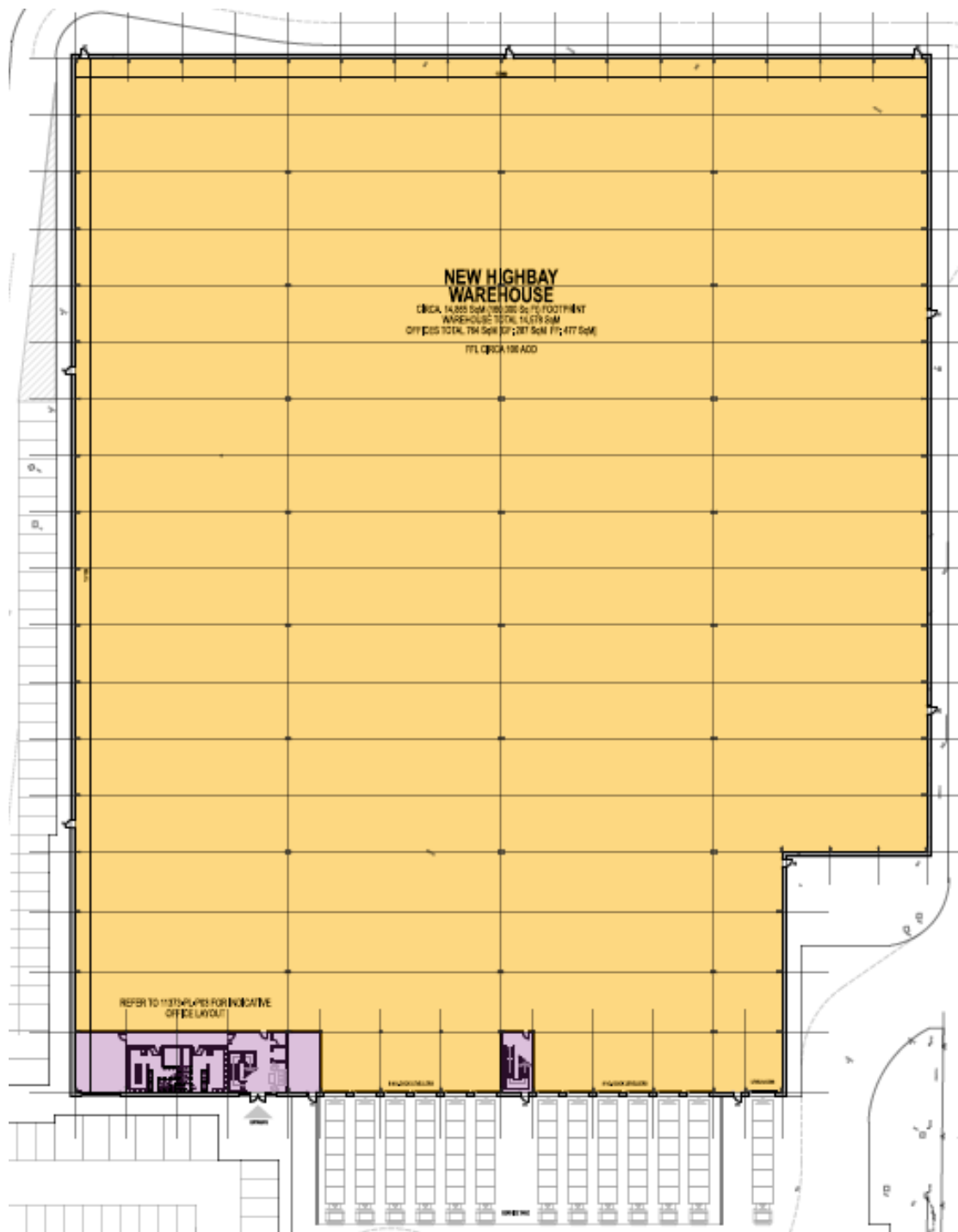


Figure 6. General Ground Floor Layout

4.22 As can be seen above the majority of the building will be open from the Ground Floor to allow for maximum storage space. It is intended to use cutting edge technology to maximise the storage capacity and allow the existing business adjacent to continue to flourish.

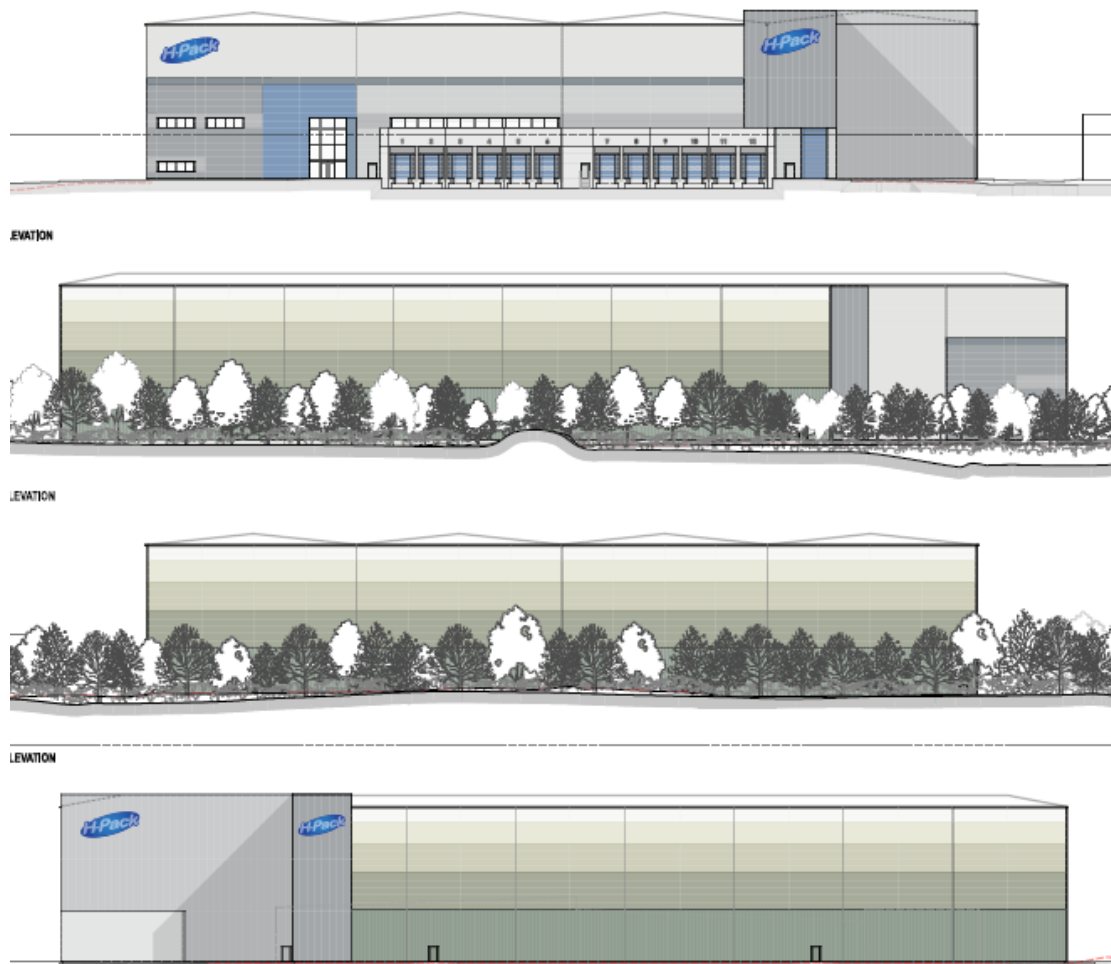


Figure 7. Proposed Elevations

4.23 Elevationally the Southeast elevation has been designed to follow H-Pack's corporate colours and fit in with the adjacent buildings and wider industrial estate.

4.24 This colour scheme also wraps around onto the first elements of the South East and North East elevations. This is to ensure continuity of appearance when viewed from the wider industrial estate.

- 4.25 The North West elevation along with the majority of the South East and North East elevations will be clad in graded panels to assist with nestling the new building within its surroundings.
- 4.26 The colour scheme of these panels has been proposed through input from the Landscape Architects involved in the Landscape Visual Impact Assessment. This has ensured that the heights at which the colours change complement the surrounding trees and coverage.
- 4.27 The colours change from dark green towards the bottom to grey-white at the top to blend with the sky.
- 4.28 The proposed building has been carefully considered and, although designed to meet the needs of the adjacent successful operator, the scheme has also been designed for aesthetics to ensure that it sits comfortably within the industrial park and also the wider landscape.

5.0 NATIONAL POLICY CONTEXT

FUTURE WALES: THE NATIONAL PLAN TO 2040

- 5.1 Future Wales is a 20-year framework for planning the change and development of Wales to 2040, with a strategy for addressing key national priorities through the planning system. These priorities include; sustaining and developing a **vibrant economy**; achieving decarbonisation and climate-resilience; developing strong ecosystems; and improving the health and well-being of our communities.
- 5.2 The Welsh Government recognises and supports the important role of businesses of all sizes, from major international manufacturers to micro businesses, in strengthening, diversifying and increasing the resilience of our economy.
- 5.3 Future Wales sets out 11 ambitions/outcomes, supported by 36 specific policies.
- 5.4 **Outcome 1** states Our cities, towns and villages will be physically and digitally well-connected places, offering good quality of life to their residents.
- 5.5 **Outcome 6** states Development plans will have a forward thinking, positive attitude towards enabling economic development, investment and innovation.
- 5.6 **Policy 1 – “Where Wales will grow”** identifies three National Growth Areas where there will be growth in employment and housing. Wrexham and Deeside are identified as part of this National Growth Area.

“Each of these urban areas is economically distinctive, supporting a range of businesses, enterprises and universities, and offering culturally rich lifestyles to residents and visitors. They are internationally and nationally significant places and this strategy promotes their continued growth and regeneration.”

- 5.7 **Policy 20 – National Growth Area – Wrexham and Deeside** sets out that Wrexham and Deeside will be the “main focus for growth and

investment in the North region". The policy highlights that the Wrexham and Deeside area is the region's main centre of population, employment and services and is served by the "main connectivity infrastructure". Accordingly, strategic and local development plans must recognise the National Growth Area as the "focus for strategic economic growth, essential facilities and advanced manufacturing".

5.8 **Commentary**

Future Wales sets out the priority of enabling economic development in sustainable locations. The proposed development is for an expansion to an existing successful business which is located in a sustainable location Within the wider Wrexham area identified within Policy 20. On this basis the proposed development is supported by Future Wales.

NATIONAL PLANNING POLICY

5.9 The Welsh Assembly Government's (WAG) land use planning policies are set out in Planning Policy Wales (PPW), plus Technical Advice Notes, Circulars and Ministerial Interim Planning Policy Statements.

The need to achieve sustainable development is at the heart of the aims of the policy guidance and the four broad objectives are:

- Social progress that recognises the needs of everyone;
- Maintaining high and stable levels of economic growth and employment;
- Effective protection of the environment; and
- Prudent use of natural resources.

PLANNING POLICY WALES (EDITION 11, FEB'21)

5.10 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015.

5.11 Planning Policy Wales addresses each of the seven well-being goals of the Well-being of Future Generations (Wales) Act 2015, setting out how planning and development should work toward achieving these objectives.

5.12 Figure 7 of PPW sets out how proposals should be prepared within the context of key planning principles of the planning system, this is included below (Fig 1).

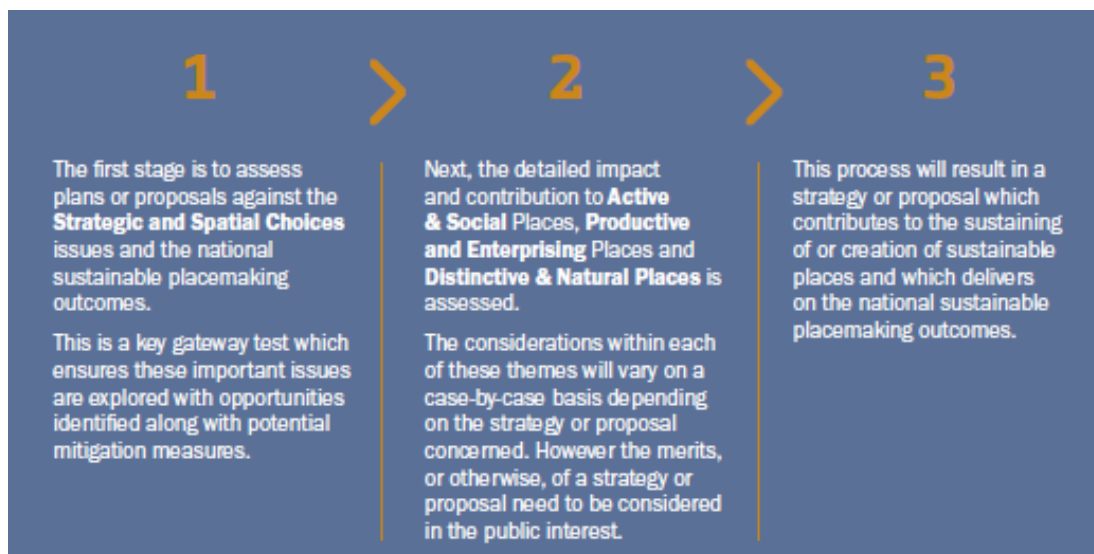


Figure 8. PPW Extract

5.13 PPW states that the planning system should support sustainable development by improving the economic, social, environmental and cultural well-being of Wales. All of these elements must be achieved while acting in a manner that meets the needs of the presents without compromising the ability of future generations to meet their own needs.

5.14 **Commentary**

The expansion of a successful business within an identified industrial area is a form of sustainable development as it will secure existing jobs, provide additional jobs and locate economic development in a sustainable location for people to travel to and from utilising public transport. Due to the sites form and location it is considered that the proposed development will have a neutral/positive impact on the Environment.

CHAPTER 2 – PEOPLE AND PLACES: ACHIEVING WELL-BEING THROUGH PLACEMAKING

5.15 PPW states that Sustainable Places are the goal of the land use planning system in Wales; they are the output of the planning system rather than the process of achieving them. All development decisions, either through

development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being.

- 5.16 Sustainable development is built from social considerations, economic considerations; cultural considerations and environmental considerations. In achieving truly sustainable development, each of these objectives need to be considered in mutually supportive ways.

5.17 **Commentary**

The application site is located within a dedicated industrial site set out within the Development plan. On this basis it is concluded that the Local Planning Authority consider this location to be sustainable for industrial development.

In relation to Development Management this application provides all necessary information for the scheme to be considered in full detail and conclude that the scheme is an appropriate form of development for this location. This consideration includes Economic, Social, cultural and environmental matters.

CHAPTER 3 – STRATEGIC AND SPATIAL CHOICES

STRATEGIC PLACEMAKING

- 5.18 Preference for the re-use of land - previously developed (or brownfield) land should, wherever possible, be used in preference to greenfield sites, where it is suitable for development.
- 5.19 In developing their spatial strategy planning authorities must prioritise the use of suitable and sustainable previously developed land and/or underutilised sites for all types of development.

5.20 **Commentary**

The proposed new building is located on an underutilised area of land within the existing industrial area. While this land is not previously developed it is within the curtilage of the existing H-pack building.

The proposed development is supported by the principles of Chapter 3 of PPW as it will make use of a presently redundant piece of land and bring it into a beneficial use to support an existing business.

ENVIRONMENTAL SUSTAINABILITY

5.21 With respect to ensuring environmental sustainability, PPW states that development should seek to minimise the use of non-renewable resources and prevent the generation of waste and pollution.

5.22 **Commentary**

In this regards the scheme has sought to utilise a cut and fill approach to reduce material being taken off site. The building will also be designed so as to only provide heating where it is necessary, and in these locations suitable insulation will be provided to ensure the efficiency of the heating.

CHAPTER 4 – ACTIVE AND SOCIAL PLACES

TRANSPORT

5.23 The planning system should enable people to access jobs and services through shorter, more efficient, and sustainable journeys by walking, cycling and public transport. The planning system can improve choice in transport and secure accessibility in a way which supports sustainable development.

5.24 Ultra low emission vehicles should be encouraged and provision for these should be provided within new developments along with appropriate provision of car parking and cycle storage.

5.25 **Commentary**

As set out within the submitted Design and Access Statement and also within the Transport assessment and Framework Travel Plan the proposed development will support sustainable transport methods and has also provided appropriate provision for Electric vehicles, cars and bicycles.

On the basis of the submitted information the scheme is supported by Chapter 4 of PPW.

CHAPTER 5 – PRODUCTIVE AND ENTERPRISING PLACES

ECONOMIC INFRASTRUCTURE

5.26 Productive and Enterprising Places are those which promote our economic, social, environmental and cultural well-being by providing well-connected employment and sustainable economic development.

5.27 The Welsh Government seeks to maximise opportunities to strengthen the foundational economy, particularly the food, retail, tourism and care sectors which play such a prominent role throughout Wales; the planning system should be supportive of this aim.

With regard to economic development, planning authorities should aim to:

- co-ordinate development with all forms of infrastructure provision such as transport and utilities;
- **support national, regional, and local economic policies and strategies;**

- **align jobs and services with housing and sustainable transport infrastructure**, to reduce the need for travel, and dependency on travel by car;
- **promote the re-use** of previously developed, vacant **and underused land**;
- deliver physical regeneration and employment opportunities to disadvantaged communities;
- control and manage the release of unwanted employment sites to other uses;
- propose specific locations for locally and strategically important industries which are detrimental to amenity and may be a source of pollution; and
- identify protection zones around land and premises that hold hazardous substances and protect the ability of existing businesses to operate or expand by preventing the incremental development of vulnerable uses in the locality. (our use of bold)

5.28 **Commentary**

This application for expansion of an existing successful business. To date the business has employed a significant number of local people and the proposed new building will allow this number to be increase.

The proposed building will provide an additional 150 jobs split across two shifts. The additional space released within the existing unit will allow for potential further jobs to be created following an increase in manufacturing.

The economic benefits of increasing capacity at H-Pack are considerable. This is not only applicable to the commercial viability of the site specifically and the operational requirements of the business, but also the wider economy and the benefits that will be gained through the increased capacity of the business.

The economic advantages associated with the new building are not specific to the site and the operator of the site, they extend to the

wider supply chain and other related businesses. This is in the form of direct, indirect and induced effects.

As set out above the site is well located for staff to travel to it from established residential areas. It is expected the majority of staff will live within the immediate area. On the basis of the above it can be confirmed that the scheme is compliant with Chapter 5 of PPW.

CHAPTER 6 – DISTINCTIVE AND NATURAL PLACES

RECOGNISING THE ENVIRONMENTAL QUALITY OF PLACES

DEVELOPMENT AND FLOOD RISK

5.29 In determining applications for development, local planning authorities should work closely with Natural Resource Wales, drainage bodies, sewerage undertakers, prospective developers and other relevant authorities to ensure that surface water run-off is controlled as near to the source as possible by the use of sustainable urban drainage systems. They should also ensure that development does not:

- Increase the risk of flooding elsewhere by loss of flood storage or flood flow route; or
- Increase the problem of surface water run-off.

5.30 Clean air and an appropriate soundscape, contribute to a positive experience of place as well as being necessary for public health, amenity and well-being.

5.31 ***Commentary***

This planning application is supported by a comprehensive Flood risk and drainage strategy along with a detailed Air Quality Assessment. These 3 documents clearly set out the strategy proposed to mitigate any impact of the proposed development upon the Environment and potential flood risk on and off the site.

There is a presumption in favour of growing the Welsh economy and achieving sustainable development principles, ensuring social, economic, cultural and environmental considerations are seen in mutually supportive ways. PPW defines the importance of suitably accommodating all other material considerations in achieving sustainable development, i.e. environmental sustainability, infrastructure capabilities and flood risk.

This planning application is supported by all necessary specialist reports that set out that the proposed development can be constructed with no negative impacts upon material planning considerations.

TECHNICAL ADVICE NOTES

- 5.32 Alongside PPW sit 24 Technical Advice Notes (TANs).
- 5.33 Technical advice notes (TANs) provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans. Of those available, the most pertinent to the proposal are as follows:
- Technical Advice Note 11 – Noise
 - Technical Advice Note 12 – Design
 - Technical Advice Note 15 – Development and Flood Risk
 - Technical Advice Note 18 – Transport
 - Technical Advice Note 23 – Economic Development
- 5.34 Of the above relevant TAN documents each has been dealt with in full by the relevant technical report produced to support the scheme.

TAN 11 - Noise

- 5.35 TAN 11 has been addressed within the submitted Bureau Veritas Noise Impact assessment. The conclusions of this report are set out below:

"Using the results of the noise modelling study, the significance of impact for the new car route access and car park was carried out in accordance with the guidance set out in BS4142. The assessment showed that the impact will be 'negligible'. Therefore, the existing residents will not perceive any change in noise levels.

Furthermore, a BS4142 assessment was undertaken to assess the impact of HGV deliveries during the daytime and night-time. The assessment showed that the noise level of the HGV deliveries was below Background during the daytime, hence, this is considered to have a low impact given the context.

Given the low traffic volume caused by the operation of the new building, the potential traffic noise is assessed as negligible.

Therefore, the noise impacts of the proposed new building are assessed as 'negligible' and no specific noise mitigation measures would be required."

- 5.36 On the basis of the submitted Noise Impact assessment and the conclusions reached the proposed development accords with TAN 11.

TAN 12 - Design

- 5.37 All of the elements contained within TAN 12 have been addressed within the submitted Design and Access Statement produced by the scheme's architects Ratcliffe Groves Partnership.

- 5.38 The statement concludes with the below:

"Whilst located within a long-established employment area, given the building's resultant height and massing, the building's external appearance has been carefully considered to provide an attractive development with the incorporation of elevational treatments to soften the building's appearance when viewed from open land to the north and west that reflects the established, existing landscaping around the site's perimeter."

- 5.39 On the basis of the submitted Design and Access Statement and the conclusions reached the proposed development accords with TAN 12.

TAN 15 – Development and Flood Risk

- 5.40 Development and flood risk are closely related with the drainage strategy for the site. Caulmert have completed a comprehensive Flood Consequences Assessment and Drainage Strategy. With these documents all relevant aspects of TAN 15 have been addressed.

- 5.41 The Conclusion of the Flood Consequences Assessment considered the drainage strategy and are set out the below:

"This report demonstrates that the current and future flood risks associated with the proposed development are acceptable and can be allowed for in the design of the proposed development. The resultant development is considered safe for operator attendance as it presents a:

- Minimal risk to life;*
- Minimal disruption to people living and working in the area;*
- Minimal potential to damage property;*
- Minimal impact on flood risk generally;*
- Minimal disruption to the sustainable management of natural resources."*

5.42 On the basis of the submitted Flood Consequences Assessment and the conclusions reached the proposed development accords with TAN 15.

TAN 18 - Transport

5.43 As part of the planning submission Cameron Rose have completed a Transport Assessment and Framework travel Plan. These documents consider all of the relevant items identified within TAN 18 and the Transport Assessment reaches the below conclusion:

"This report has demonstrated how the proposed development promotes accessibility by all modes of travel, in particular public transport, cycling and walking by virtue of its sustainable location and the physical infrastructure that would be put in place, as well as the Travel Plan which would be used to influence travel behaviour.

The impacts of residual trips from the proposed development have been assessed and it is evident that these would not have a significant impact on the operational performance and safety of the local highway network.

It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network."

- 5.44 On the basis of the submitted Framework Travel Plan and Transport assessment and the conclusions set out above reached the proposed development accords with TAN 18.

TAN 23 – Economic Development

- 5.45 TAN 23 deals predominantly with the allocation of economic development land within local plans. As part of this TAN 23 sets out that Local Authorities should recognise market signals and have regard to the need to guide economic development rather than prevent or discourage such development.
- 5.46 As the application site is located within an existing industrial area as allocated within the adopted and emerging plan it is considered that the proposed development meets the requirements set out within TAN 23.

6.0 LOCAL PLANNING POLICY CONTEXT

RELEVANT LOCAL PLANS AND POLICIES

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 Local planning authorities in Wales are required to prepare development plans and these should contain the policy of the Welsh Assembly Government. Development Plans provide certainty and consistency for decisions about developments and determination of planning applications.
- 6.3 The Planning and Compulsory Purchase Act 2004 requires that local planning authorities move away from the old-style plans known as 'Unitary Development Plans' (UDPs) and replace them with new 'Local Development Plans' (LDPs). Policy on the LDPs is published in Local Development Plans Wales (LDPW) and practical guidance in the Local Development Plan Manual.
- 6.4 The statutory development plan for the application site currently consists of the saved policies of the Wrexham Unitary Development Plan 1996-2011 (adopted February 2005).
- 6.5 The emerging Wrexham Deposit Local Development Plan 2013-2028 is also a material consideration. The Deposit Local Development Plan 2013-2028 was submitted to the Welsh Government for examination in April 2018. Although the plan is still under examination of the Inspectors, it is at a particularly advanced stage of preparation. Once the plan is adopted, the LDP will replace the Unitary Development Plan (1996-2011) and form the basis for decisions on land use planning for the County Borough of Wrexham.

WREXHAM UNITARY DEVELOPMENT PLAN (2005)

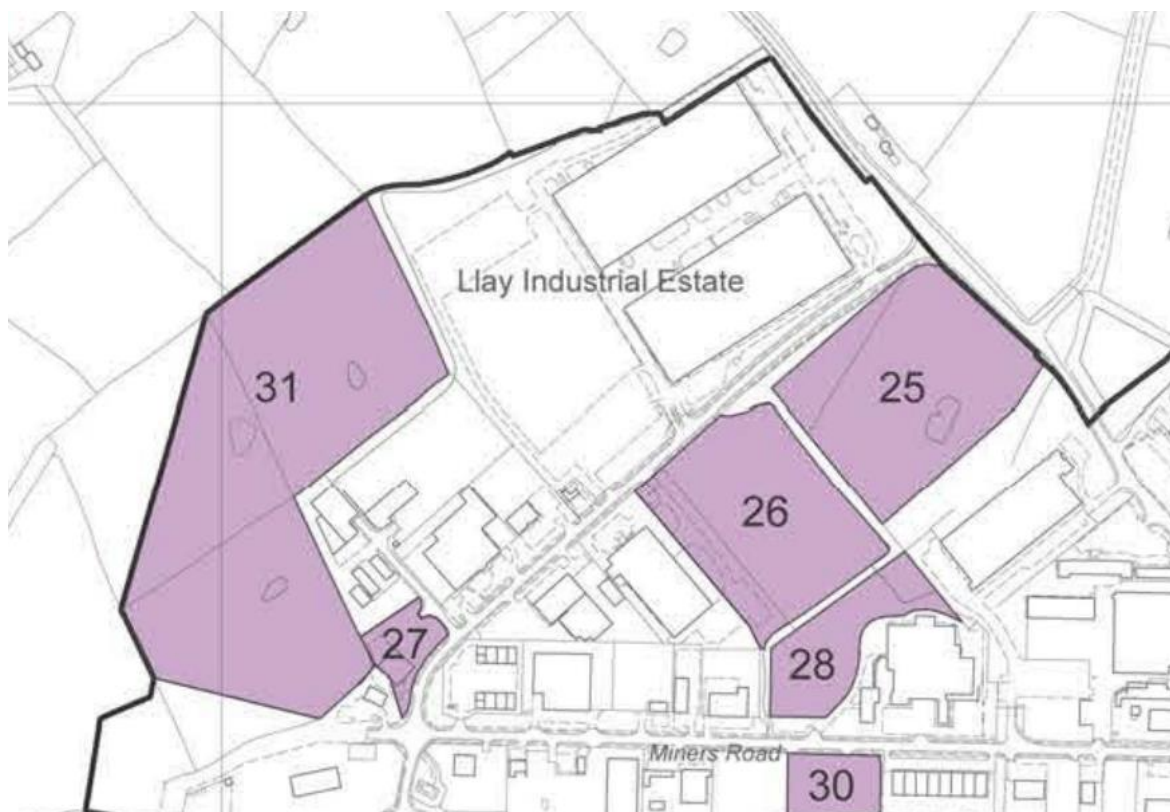


Figure 9. Unitary Development Plan Extract from Map 3 (source: Wrexham County Borough Council)

- 6.6 The existing adopted policy document for Wrexham County Borough is the Wrexham Unitary Development Plan. The Unitary Development Plan (UDP) 1996 - 2011 was adopted by Wrexham County Borough Council on the 14th February 2005. The Plan covers the administrative area of the Wrexham County Borough Council. It supersedes previous adopted development plans, namely the Wrexham Maelor Local Plan: Forward to 2001, the Glyndwr District Local Plan, and the Clwyd Structure Plan: First Alteration.
- 6.7 The following policies are considered of material consideration to this application:
- 6.8 **Policy GDP1** requires that all new development should:-

a) Ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.

b) Take account of personal and community safety and security in the design and layout of development and public / private spaces.

c) Make the best use of design techniques, siting and orientation in order to conserve energy and water resources.

d) Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.

e) Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.

f) Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development.

g) Secure public services (e.g. gas, water, electricity) to development at minimum public cost.

h) Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest.

i) Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination, either on or off the site.

j) Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity.

k) Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area. (our bold)

- 6.9 **Policy EC13** requires that development must result in unacceptable adverse impact on the water environment due to additional surface water run-off.
- 6.10 **Policy E1** sets out new employment allocations for the UDP. The application site is not included within this list as it is identified as already being within the planning units of the site now owned by H-pack. The site is also identified settlement limit as
- 6.11 **Policy E4** States that employment development on unannotated land within the settlement limits will be permitted subject to policy GDP1.
- 6.12 **Policy T8** make clear that car parking should be provided on new developments in accordance with the Councils current parking standards.
- 6.13 **Policy T9** Sets out that proposals are required to provide walking and cycling routes.
- 6.14 **Policy PS2** requires that development must not materially detrimentally affect landscape/townscape character, open space or the quality of the natural environment.
- 6.15 **Policy PS3** states development should use previously developed land comprising vacant, derelict or **underused land** in preference to the use of Greenfield land, wherever possible. (our use of bold)
- 6.16 **Policy SP15** states that development will only be supported where it protects conserves and enhances the natural environment, including the quality of natural services (water, air, soils).
- 6.17 **Policy SP20** states that Wrexham's distinctive natural heritage provides a network of green and blue infrastructure. Protection, conservation and enhancement of natural heritage networks needs to be reconciled with the benefits of development.

6.18 *Commentary*

The support for growth and investment is clear throughout all tiers of policy and extends to the provisions of the Wrexham Unitary Development Plan. On these terms, the proposed development represents an expansion of an existing successful business which will create jobs and allow the existing business to continue to flourish.

The proposed development is compliant with all elements policy GDP1 by virtue of its considered design to complement the character of the industrial estate and wider area along with improved vehicle and pedestrian access. The proposed parking and access arrangements are also supported by Policies T8 and T9.

In line with aspects of GDP1 and policy EC13 the proposed development proactively manages water on site so ensure that there are no adverse flood risk and drainage impacts on site or elsewhere.

The proposed development is supported by policy PS3 as it will make best use of underutilised land as it will not negatively impact local character it is also compliant with policy PS2.

The development is compliant with Policy E4 as it represents unannotated land within the settlement limits which is supported for employment development.

On the basis of the comprehensive reports pack submitted the proposed development will not have a negative impact upon any of the aspects identified within Policy SP15.

WREXHAM LOCAL DEVELOPMENT PLAN 2013 - 2028

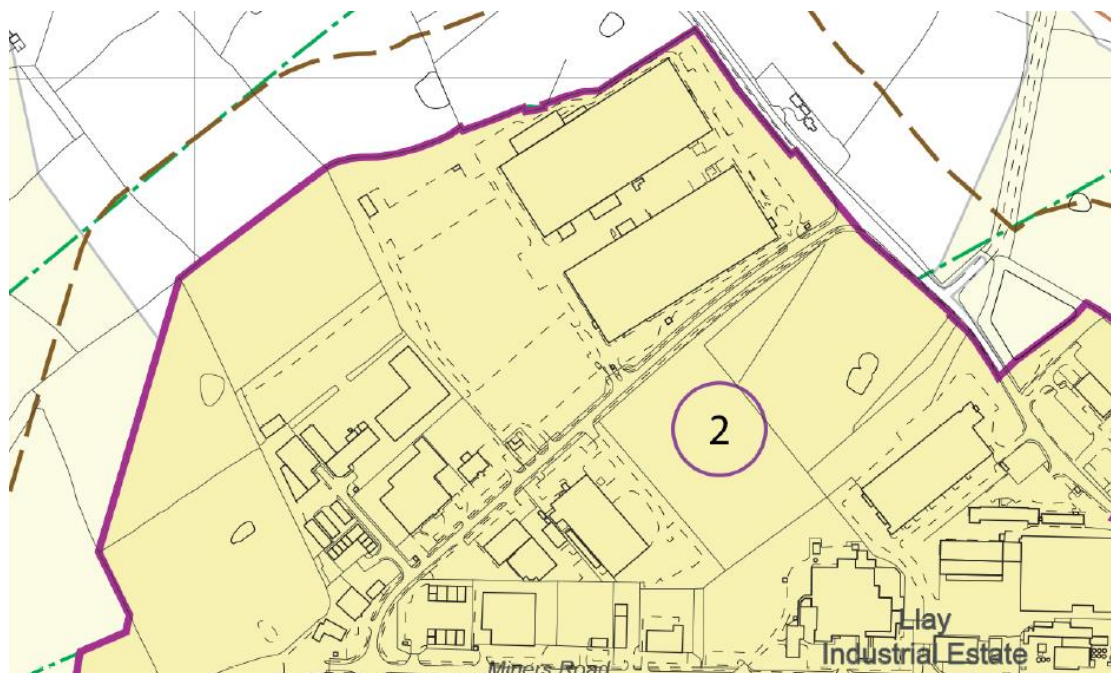


Figure 10. Wrexham Local Development Plan Map Extract (Deposit) (source: Wrexham County Borough Council)

- 6.19 The emerging Wrexham Deposit Local Development Plan 2013-2028 is also a material planning consideration. The Deposit Local Development Plan 2013-2028 was submitted to the Welsh Government for examination in April 2018. Although the plan is under examination of the Inspectors, it is at a particularly advanced stage of preparation. Once the plan is adopted, the LDP will replace the Unitary Development Plan (1996-2011) and form the basis for decisions on land use planning for the County Borough of Wrexham.
- 6.20 Wrexham County Borough Council is preparing the Local Development Plan (LDP2), which will replace the current adopted Unitary Development Plan. The LDP will be a long-term land use and development strategy focused on achieving sustainable development and will:
- guide development for housing, employment, retail and other uses;
 - set out policies that will be used to decide planning applications; and

- safeguard areas of land requiring protection or enhancement.

6.21 The following policies are considered of material consideration to this application:

6.22 **Policy SP15** states that development will only be supported where it protects, conserves and enhances the natural environment.

6.23 **Policy SP9** states the economic growth priority for the Borough, stating the Plan will diversify the local economy and widen the economic base by:

“... seeking to safeguard existing national, regional and locally important industrial sites essential to meeting the future economic growth of the County, which ensures a range and choice of sites co-located with housing in both urban and rural settlements;

Providing a level of growth which allows opportunities to deliver approximately 4200 jobs in the County Borough over the Plan period across a wide range of employment sectors”

6.24 **Policy DM1** states that developments proposals, where relevant, must:

a) Accord with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/ townscape in terms of its siting, layout, scale, height, design, density, use of materials and landscaping;

b) Not have an unacceptable effect on the amenity of the occupiers of nearby properties/land by virtue of noise, disturbance and overlooking; and provides a satisfactory standard of amenity for the occupiers/users of the development itself;

c) Safeguard the environment from the adverse effects of pollution of water, land, light or air, or land instability, arising from development;

d) Take account of personal and community safety and security in its design and layout

- e) Be safely and conveniently accessible for all potential users/occupiers of the development on foot, bicycle, by public transport and by car;
- f) Not give rise to parking or highway safety problems on site or in the locality;
- g) Maximise sustainable travel choices first and then provides for car related needs;
- h) Contribute to low carbon communities through energy efficiency, be designed to minimise the use of non-renewable energy, water and the production of waste both during construction and when in use;
- i) Not increase the risk of flooding but makes adequate provision for sustainably dealing with foul and surface water drainage and not result in an unacceptable impact upon the water environment;**
- j) Consider the needs of a diverse population including those with protected characteristics such as age or disability;
- k) On sites which have previously been developed, new development proposals should make use of existing suitable building materials wherever possible for appropriate uses in order to re-use recyclable materials and reduce the amount of imported materials; and
- l) Ensure that any risks arising from past coal mining, as indicated on the proposals map, can be adequately managed.

6.25 **Policy NE6:** Waste Water Treatment and River Water Quality states:

“Development will only be supported where there is no adverse impact on the integrity of the River Dee and Bala Lake SAC and its conservation objectives, in particular through the treatment of wastewater.

Developments should in the first instance seek to connect to the existing mains wastewater infrastructure network. Where this would

result in nutrient levels exceeding conservation objectives targets within the SAC, then proposals will need to fully mitigate the adverse effects caused by the proposed development. This may involve;

- Incorporating measures to achieve water efficiency and/or a reduction in surface water discharge to the main sewer network, minimising the capacity required to accommodate the proposal;
- Phasing or delaying development until further capacity is available;
- Use of developer contributions/community infrastructure levy funds to contribute to improvements to waste water treatment works or appropriate measures to release capacity for new development."

6.26 **Commentary**

The emerging local plan maintains the objectives of National planning policy, with a clear priority for growth, which is sustainable and therefore does not result in any substantive social, environmental or economic adverse impacts. On these terms, it is highlighted that such growth should be achieved whilst protecting the natural environment.

The proposed development is supported by policy SP9 as it will encourage economic growth within an existing industrial site and directly create 150 jobs.

The careful design of the scheme along with the reports which have informed it confirm that the proposed development is in full accordance with policy DM1. Particular attention has been given to ensuring the design of the proposed building complements the immediate and surrounding area.

The proposed development will not negatively impact the amenity of any existing occupiers and the Design and access statement clearly sets out how Security, parking, appearance and access have been suitably considered.

The proposed development as set out above and within the submitted reports has no negative impact upon the natural environment and hence is in accordance with Policy SP15 Flood risk and drainage elements of DM1.

Policy NE6 states the importance of managing water quality and impacts upon the River Dee and Bala Lake SAC and its conservation objectives. The proposed development falls within the River Dee SAC catchment area and hence the NRW Test of Likely Significant Effect screening process must be applied.

Within the NRW guidance a list of development to be screened as unlikely to have a significant effect on a river SAC are provided. This list includes:

"developments intended to provide services, facilities, commercial sites, or places of employment (e.g., community buildings, schools etc.) for a local population already served by residential connections to existing public or private sewers discharging within the SAC river catchment"

On the basis of the above as the proposed development represents a place of employment for the local population and hence is unlikely to increase phosphorus output.

The scheme is located very centrally within the River Dee catchment including those areas within England as well as within Wales. On this basis it is considered that almost all employees of the unit will live within the River Dee catchment.

On the basis of the above the proposed development is compliant with Policy NE6.

On the basis of the above, the proposed scheme is supported by policies within the emerging Wrexham Local Development Plan.

LOCAL PLANNING GUIDANCE NOTES

- 6.27 Local Planning guidance notes have been produced by Wrexham Council to amplify their Development Plan Policies.
- 6.28 34 Guidance notes exist however only the below are considered relevant to the proposed development. Some Local Planning Guidance notes provide further detail than the policies and national guidance identified above. However broadly the Guidance follows the UDP policies and national guidance.
- 6.29 Local Planning Guidance notes (LPGN) 6 Access to and use of buildings, LPGN 16 Parking Standards and LPGN 30 Design (Formerly 22 Sustainable Development) have all been addressed in full within the submitted Design and Access Statement.
- 6.30 **LPGN 17** Trees and Development has been addressed within the submitted ACS Consulting Arboricultural Impact Assessment. Which can be found in full submitted with this application.
- 6.31 **LPGN 32** Biodiversity and Development and LPGN 35 Great Crested Newt Mitigation Requirements have both been addressed within the submitted Ecological Impact Assessment completed by The Environment Partnership. This document can be found in full as part of this planning application.
- 6.32 Guidance notes **LPGN 26** Landscape and Industrial Development, LPGN 7 Landscape and Development are both considered within the Landscape Visual Impact Assessment completed by Randall Thorp. Of key note is the recommendations within LPGN 26 regarding cladding colours which assist with blending a scheme with the landscape. The proposed scheme has utilised some of these colours within the graded cladding.
- 6.33 While some of the adopted LPGN are now almost 20 years old they are still a useful tool to assist in guiding development and providing clarity on adopted UDP policies. On the basis of the above the proposed scheme is fully compliant with Local Planning Guidance.

7.0 PLANNING ISSUES / MERITS

PRINCIPLE OF DEVELOPMENT

- 7.1 The proposed scheme will support an existing successful business by allowing for future growth.
- 7.2 The site is directly adjacent to the current production facility and represents the most logical location for a B8 Storage and Distribution space.
- 7.3 The site is located within an established industrial area with existing development on 3 sides and an established tree line and green boundary to the last.
- 7.4 The scheme makes best use of existing underutilised land within the settlement boundary and the proposed building will utilise state of the art equipment to make the best use of available space.
- 7.5 On this basis the principle of the proposed development is supported.

OTHER MATERIAL CONSIDERATIONS

DESIGN

- 7.6 A full assessment of the design and its reasoning is set out within the submitted Design and Access statement. In principle the design of the building is a straightforward one; looking to maximise storage capacity on a presently redundant site while mitigating any and all impact upon the wider character of the area.
- 7.7 The wider site has been carefully considered to allow for improved access to the existing and proposed site by virtue of improving the existing access point for HGV and LGV vehicles while also creating a new dedicated, cycle walking and motor car access point.

- 7.8 The site is presently well screened with a tree belt to the majority of 3 sides. This is maintained almost in its entirety with only a small amount of tree removal to facilitate access.
- 7.9 Cars, pedestrians and bikes are separated from HGV and LGV vehicles on the site to reduce opportunity for conflict in line with best practice.
- 7.10 The appearance of the building has been carefully considered and the front elevation is a contemporary industrial unit while graded cladding is proposed to the majority of the 3 other elevations. This graded cladding allows the building to fade from dark green at the bottom into light grey at the top having the effect of nestling the building into its location.
- 7.11 For further detailed information on the design approach along with constraints and opportunities please consult the submitted Design and Access Statement.

LANDSCAPE AND VISUAL

- 7.12 A Landscape and Visual Impact Assessment of this scheme has been completed by Randall Thorp consultants and is submitted as part of this application.
- 7.13 This report considers the height mass and scale of the proposed development and where this building might be visible from.
- 7.14 Broadly Llay is located towards the bottom of a valley area and the submitted Zone of Visual influence clearly demonstrates where the building could be visible from. This process then informed the viewpoint locations and subsequent assessment.
- 7.15 The conclusion of the Landscape and Visual Impact assessment is that the development would sit comfortably within its setting and not results in the loss of natural features. There would be some significant visual effects from a short section of footpath located to the immediate north of the site, but

from most viewpoints the proposed building would be seen in the context of similar surrounding buildings.

- 7.16 For Full details on the methodology for the assessment the LVIA should be read in full.

HIGHWAYS

- 7.17 Input from Highways consultants Cameron Rose has informed the design of the scheme from the outset.
- 7.18 The submitted Transport Assessment has established a clear baseline situation from both primary and secondary survey information.
- 7.19 From this baseline any impacts of the proposed scheme have been considered and the new access onto Rackery Lane has been proposed.
- 7.20 The conclusion of the Transport Assessment is that the scheme promotes sustainable modes of travel and impact of residual trips from the proposed development would not have a significant impact on the operational performance and safety of the local highway network. The conclusion goes on to state that there are no overriding reasons preventing the local Planning Authority from recognising that the proposal is acceptable with regards to the local highway network.

FLOOD RISK AND DRAINAGE

- 7.21 Caulmert have completed a comprehensive Flood Consequence Assessment and Drainage Strategy for the scheme. The conclusion of the Flood consequence assessment is that the site is not within a high-risk flood area and with appropriate drainage measures being put in place the scheme will be safe and result in minimal risk to life.
- 7.22 The drainage strategy proposes the use of subterranean storage cells and above ground storage to capture water and release it in a controlled manner

to the public surface water sewer. Through these measures the scheme will not increase the likelihood of surface water flooding elsewhere.

NOISE

- 7.23 A Noise Impact Assessment has been prepared by Bureau Veritas. Day time and night-time site visits were undertaken and road traffic from Rackery lane was found to be dominant on site.
- 7.24 A noise model was produced to consider HGV and car movements along with HGV deliveries and car park noise. It was concluded that the noise impact from the new entrance will be negligible.
- 7.25 An assessment of the noise from HGV deliveries concluded that this as being below the day time background level and hence the impact will be negligible.
- 7.26 It is concluded that no noise specific mitigation is required for the proposed development.

AIR QUALITY

- 7.27 An air quality assessment was undertaken by Bureau Veritas and considered the impact of the proposed development both during construction and also operation.
- 7.28 This assessment was based on both qualitative and quantitative assessments. The conclusion in regard to the construction phase is that providing effective mitigation measure are implemented in relation to dust there would be no significant impact on air quality.
- 7.29 Operational effects in relation to Road Traffic Emissions concluded that at any modelled receptor 1.6% was likely the relative increase and as such the impact would be classes as negligible.

NITRATES

- 7.30 New targets were recently imposed by Natural Resources Wales (NRW) in the interest of ensuring developments do not increase phosphate pollution in rivers which form part of Special Areas of Conservation (SAC). The River Dee has been identified as one of these rivers where high levels of phosphates are negatively impacting SAC's.
- 7.31 The application site is identified as being within the catchment of the River Dee.
- 7.32 Within the NRW guidance a list of development to be screened as unlikely to have a significant effect on a river SAC are provided. This list includes:
- 7.33 "developments intended to provide services, facilities, commercial sites, or places of employment (e.g., community buildings, schools etc.) for a local population already served by residential connections to existing public or private sewers discharging within the SAC river catchment"
- 7.34 On the basis of the above as the proposed development represents a place of employment for the local population and hence is unlikely to increase phosphorus output.
- 7.35 The scheme is located very centrally within the River Dee catchment including those areas within England as well as within Wales. On this basis it is considered that almost all employees of the unit will live within the River Dee catchment.

ECOLOGY

- 7.36 An Ecological Impact Assessment has been undertaken by The Environment Partnership to assess if the proposed development will have any negative impacts upon Ecology.
- 7.37 The Assessment concludes that with the inclusion of a number of recommendations regarding Flora and Habitats the proposed development would not have a negative impact upon Ecology.

- 7.38 These recommendations include protection of RPZ, replacement tree planting, Construction environmental management plan, a precautionary working method statement along with a self clearing/one way temporary amphibian fence.
- 7.39 Detailed methodologies and conclusions are included in full within the submitted Ecological Impact assessment.

ARBORICULTURE

- 7.40 The site presently has a strong tree belt around almost $\frac{3}{4}$ of the site. To facilitate the proposed access onto Rackery Lane a number of trees are required to be removed and as such an Arboricultural Impact assessment was instructed.
- 7.41 Completed by ACS Consulting the Assessment concluded that the proposed access would involve the loss of Category C trees however these are unremarkable specimens of very limited merit. The removal of these trees has no implications for the tree cover at the site and in line with BS 5837 the trees should not be a major constraint on the development.
- 7.42 To mitigate this impact replacement provision is considered appropriate

8.0 CONCLUSION

- 8.1 This statement supports a planning application for the Erection of 1no B8 Storage and Distribution building and associated access and external works at Land adjacent to H-Pack, Davy Way, Llay.
- 8.2 The proposed building will make the best use of an underutilised piece of land within an established industrial area.
- 8.3 The location of this building directly adjacent to the existing facility is ideal for the growth of this successful local employer and will allow the business to continue to grow from strength to strength.
- 8.4 The internals of the building have been designed to accept the most state of the art racking systems to allow for maximum storage capacity and efficiency.
- 8.5 The design of the building has been carefully considered and aesthetically responds to its setting and the character of the area.
- 8.6 The proposed new access and segregation of HGV and LGV from cars pedestrians and cyclists is supported and will have no negative impact upon highway safety.
- 8.7 A comprehensive suite of supporting documents have been produced and demonstrate that the scheme will not have any significant negative impacts on Air quality, Noise, ecology, arboriculture, Landscape and visual, drainage or flood risk.
- 8.8 Due to the nature of the site and its location it is considered that almost all workers within the new facility will live within the River Dee catchment and as such the proposal is compliant with NRW guidance regarding Phosphates.
- 8.9 Local and National Planning Policy are both supportive of this proposed development in this sustainable location. On this basis it is kindly requested that planning permission is granted for the proposed scheme without delay.

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