

Trevor Basin Area Site Arrival & Car Park

Planning Statement

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1 Introduction

1.1 Background

Arcadis Consulting (UK) Limited has been commissioned by Wrexham County Borough Council (WCBC) to prepare a planning application for the creation of a primary arrival area, car and coach park at Trevor Basin, Wrexham. This will be referred to as the 'Trevor Basin Area Site Arrival and Car Park' for the remainder of the document.

This Planning Statement has been prepared to support the planning application for Trevor Basin Area Site Arrival and Car Park.

1.2 Supporting Documentation

The planning application for Trevor Basin Area Site Arrival and Car Park comprises the following plans and documents in Table 1. These should be read in conjunction with this Planning Statement:

Table 1: List of Supporting Documentation for Planning Application

Plan / Document	Reference
Application Form and Ownership Certificates	-
Site Location Plan	10054502-ARC-XX-XXX-DR-LA-00001
General Arrangement Plan	10054502-ARC-XX-XXX-DR-LA-00002
Softworks General Arrangement Plan	10054502-ARC-XX-XXX-DR-LA-00003
Hardworks General Arrangement Plan	10054502-ARC-XX-XXX-DR-LA-00004
Proposed Prime Levels	10054502-ARC-XX-XXX-DR-LA-00005
Illustrative Sections	10054502-ARC-XX-XXX-DR-LA-00006
Topographical Survey	10054502-ARC-XX-XXX-DR-LA-00007
Planning Statement (this document)	10054502-ARC-XX-XXX-RP-PL-01003
Design and Access Statement	10054502-ARC-XX-XXX-RP-LA-01002
Proposed Drainage Strategy	10054502-ARC-SW-XX-DR-CE-0001
Proposed Pond Sections – Sheet 1	10054502-ARC-SW-XX-DR-CE-0002
Proposed Pond Sections – Sheet 2	10054502-ARC-SW-XX-DR-CE-0003
Geo-Environmental Desk Study	10054502-ARC-XX-XXX-RP-GE-01001

Transport Assessment Report	10054502-AUK-XX-XX-RP-HE-0006
Arboricultural Impact Assessment	10054502-AUK-XX-XX-RP-ZZ-0004-01
Tree Constraints Plan	10054502-AUK-XX-XX-DR-ZZ-00005
Tree Impacts and Protection Plan	10054502-AUK-XX-XX-DR-ZZ-00006
Preliminary Ecological Appraisal	10054502-AUK-XX-XX-RP-GE-3-1
Cultural Heritage Desk-Based Assessment	10054502

1.3 Report Structure

The structure of this Planning Statement is set out as follows:

- Chapter 2 sets out the location, local context, and relevant planning history of the site.
- Chapter 3 provides a description of the proposed works.
- Chapter 4 sets out the planning policy relevant to the site and the proposed development.
- Chapter 5 provides an appraisal of how the proposed development complies with relevant local and national planning policy.
- Chapter 6 summarises the report and concludes with reasons for planning approval.

2 Site Location and Context

This chapter sets out the location, local context, and relevant planning history of the site.

2.1 Site Location

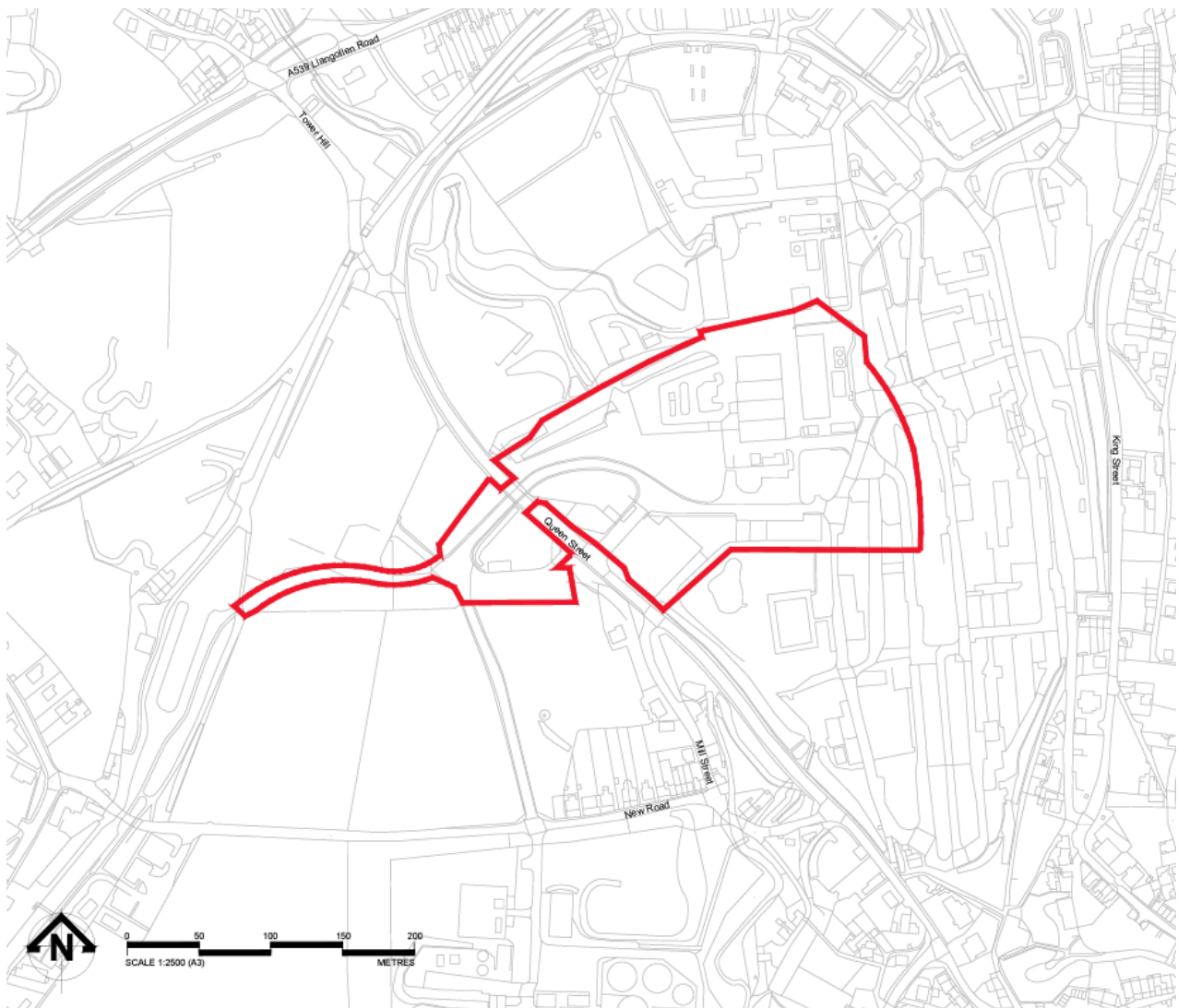
The application site is located within the administrative boundary of Wrexham County Borough Council.

It is bounded by Abernant Road around 0.2km to the north, the B5096 King Street and a disused section of Railway Road to the east, Queen Street and New Road to the south and by the Shropshire Union Canal to the west. The site is bisected by Queen Street on a southeast to northwest alignment before it continues into Abernant Road which loops over the northern boundary of the site.

Trevor village centre is located approximately 0.7km southwest of the site. Cefn Mawr village centre is located approximately 0.5km to the southeast of the site. The Pontcysyllte Aqueduct is located approximately 0.8km southwest of the site beyond New Road.

The site boundary is shown in red on the Site Location Plan (10054502-ARC-XX-XXX-DR-LA-00001) and below in Figure 1.

Figure 1: Site Location Plan



2.2 Site Context

The majority of the site to the east of Queen Street was previously in use as part of an industrial manufacturing works. Demolition of the former buildings on site took place between 2008 and 2015. This area of the site is now abandoned and disused. These areas now comprise areas of concrete where buildings once stood interspersed with trees and overgrown vegetation.

Part of the site east of Queen Street comprises an open, flat area of tarmac with vehicle access directly from Queen Street. This part of the site is currently used for overflow and coach parking associated with Pontcysyllte Aqueduct World Heritage Site. The area to the west of Queen Street consists of disused scrubland. The area used for parking is fenced off from the road. The topography of the site gently slopes down from north to south.

Wider areas to the north, east and west of the site are predominantly residential and consist of the villages of Trevor, Acrefair and Cefn Mawr. The villages primarily comprise 19th and early 20th century worker cottages and grew to support historic industries including limestone quarrying and brickmaking. Outside the villages that border the site, the wider area is largely rural in character.

To the south of the site is the area of Pontcysyllte which features Pontcysyllte Aqueduct, the UNESCO World Heritage Site (WHS). The aqueduct passes over the River Dee towards the small settlements located at Froncysyllte. It was designated as a WHS in 2009 for its innovative structure and role as a testament to the 'Canal Age' in Britain, which helped usher in the Industrial Revolution.

2.3 Planning History

There are no other planning applications relevant to the site. The site is within the area of the wider emerging Trevor Basin Technical Masterplan (TBTM), which WCBC endorsed in November 2020.

The TBTM references the WHS noting that, "there is the need for enhanced visitor facilities, including parking as well as improve physical and non-physical accessibility and connectivity to the WHS".¹

It is thought that by improving visitor management, through a joint ambition of enhancing parking, wayfinding and the breadth of activities and destinations found at the WHS, the visitor experience will not only be improved but dwell time at the site will increase. The TBTM estimates that the current dwell time is typically 40 minutes, which translates to a low local expenditure. Through the execution of plans within the TBTM, an expected increase in visitor time corresponds to an increase in local spend. A predicted rise from its current figure of circa £1.5 million per annum to circa £13.8 million in 2036 indicates that the proposed plans are vital in ensuring the site meets these ambitions.

¹ Wrexham County Borough Council (Trevor Basin Technical Masterplan): [Item 7.pdf \(wrexham.gov.uk\)](#)

3 Proposed Works

This chapter provides a description of the proposed works.

3.1 Description of the Proposed Works

This planning application seeks permission for the following works:

Construction of a new arrival point to Pontcysyllte Aqueduct World Heritage Site including car, coach and cycle parking; hard and soft landscaping; pathways for vehicles and active travel; a recreational walking and cycle route to the Aqueduct; woodland enhancement with additional planting and amenity green space; signage and wayfinding; drainage ponds; and additional fencing.

As part of the redevelopment of the site the following works are proposed:

- Creation of 252 car parking spaces including electric vehicle charging points. This consists of:
 - 170 standard parking spaces surfaced in reinforced gravel
 - 25 mobility parking spaces surfaced in asphalt
 - 57 overflow parking spaces surfaced in reinforced grass
- A coach park with the capacity for 9 coach spaces
- Landscaped footpaths with wayfinding features to guide users towards the Aqueduct
- Asphalt and reinforced gravel vehicular routes
- Welcome signage at the entrance of the site
- Seating for users around the site
- Gates and fencing around the perimeter of the site:
 - 1.8m high decorative vertical bar railings along Queen Street
 - 1.8m high weld mesh fencing around remaining site boundaries east of Queen Street
- Additional native tree, woodland, shrub, grass, and fern planting
- Wildflower meadow seeding
- 2 no. drainage ponds for SuDS attenuation
- Safeguarded location for a future kiosk and toilet block

3.2 Design Features and Layout

The proposed car parking area will be situated on the eastern side of Queen Street. The primary vehicular access to the site will be from the existing access on Queen Street. An additional service access for adjacent land will be located on the southern site boundary. This will be gated off to the public. Active travel users will be able to access the site either by the pedestrian entrances either side of the main vehicle access on Queen Street or from the public footpath that abuts the site's far western boundary closest to the Aqueduct.

The car parking area will be bounded by soft landscaping features. Existing trees and vegetation will be complemented by new native woodland planting, native shrubs, herbaceous, grasses and fern planting, and wildflower meadow seeding. There will be two attenuation ponds – one located between rows of car parking and one in the south eastern corner of the site.

The site area to the west of Queen Street will consist of a hoggan footpath bounded by wildflower meadow seeding either side. This will lead pedestrians to the WHS to the west and under Queen Street to the car parking area to the east.

A Design and Access Statement (DAS) has been prepared to support this planning submission. Information from the DAS about the design and layout of the proposed development is summarised below.

Access and Accessibility

To optimise traffic flow and enhance the overall visitor experience, the design incorporates natural wayfinding and clearer vehicular routes. A centralised and welcoming arrival zone, featuring improved coach parking, is a focal point. The design includes a dedicated footpath network and central pedestrian spine, guiding the majority of visitors to the eastern entrance of Trevor Basin.

To maintain a harmonious environment, subtle detailed wayfinding and natural cues will be used allowing signage to be minimised. Cyclists are accommodated with secure bike racks conveniently located near the entrance.

'Incidental' spaces are incorporated into the proposed design that allow for people to gather and use communal areas of the site before embarking on journeys around the wider Trevor Basin area. These are designed with accessibility in mind, with several areas located close to the proposed mobility parking spaces.

Arboriculture

The design of the proposed development will require the full or partial removal of 17 tree groups on site. These consist of 11 relatively young and six semi-mature groups. Their removal is anticipated to have a low impact on the overall visual amenity and arboricultural value of the site. Most of the trees marked for removal are of low-quality Category C features, providing minimal visual screening to residents to the east from the existing site. There are a further two tree groups that are being retained but may require some pruning due to potential incursions in their root protection areas. These are shown on the Tree Impacts Protection Plan included in this submission and are located on the northern side of the proposed footpath to the west of Queen Street and to the west of the proposed Pond 1.

The proposed development incorporates mitigation tree planting within the soft landscaped areas. This is concentrated along the eastern and southern site boundaries and within the car parking area. Specific details such as the number of trees, species, and size are yet to be finalised. The intention of the proposed tree planting is to provide suitable mitigation for the loss of existing trees. The proposed areas of soft landscaping will provide sufficient space to allow this subject to further detailed design.

The existing woodland retained across the site will be managed by thinning out conifers, retaining standing and fallen deadwood, and creating a more diverse woodland edge. This includes selective coppicing to increase light understory and increase understory diversity. More diverse species will be planted in the understory. Felled wood will be retained and used to create habitat piles for reptiles, amphibians, other invertebrates and small mammals. Bat and bird boxes will be installed on suitable trees in the woodland to encourage these species.

Biodiversity

The planting strategy is to further 'rewild' the site, using a holistic approach to helping nature flourish and reinstate the natural process. The planting will be developed to encourage a balance between people and nature so that they can thrive together, providing opportunities to diversify; for living systems to provide ecological function and for people to reconnect with nature.

Planting will include wildlife and pollinator friendly planting, and be robust and low maintenance, becoming a dominant feature assisting in the transformation of the brownfield site. Planting has been selected that is fit for purpose and will be practical to the setting.

A range of aquatic and terrestrial habitats will be present. Habitats associated with ponds will be varied, as there will be a range of conditions from areas which are permanently wet, where there will be emergent vegetation forming ecological steppingstones, to areas which are periodically wet.

Species in these areas will be native and provide habitat for aquatic invertebrates. Terrestrial habitats will have a bias towards native plant species, with areas managed to balance amenity value and biodiversity provision, with flower rich grasslands, native fruit trees providing a pollinator resource.

Ecological enhancements and habitat creation are at the forefront and have been incorporated into the Landscape Design. The following biodiversity principles have been integrated into the proposals:

- Creation and enhancement of strategic wildlife corridors running through and across the site;
- Naturalisation and enhancement of the existing soft landscape framework;
- Achieving biodiversity gain through increased tree and low-level planting;
- Providing enhanced flood mitigation methods;
- Introduction of ecologically considered planting mixes;
- Introduction of fruit and nectar species that will encourage pollinators and produce fruits for birds and other animals;
- Creation of a network of diverse wildflower meadows running along the pedestrian routes; and
- Planting of trees, shrubs, ferns and grasses to introduce a structure and a range of species across the site.

Car Parking Layout

The visitor car park has been designed to maximise the use of available space, carefully delineating parking bays and circulation routes within the topographic constraints of the designated boundaries. The design introduces distinct parking zones, with accessible bays featuring durable asphalt surfacing, the primary parking area surfaced in reinforced gravel paving, and an overflow section surfaced in reinforced grass, to be strategically activated during peak visitor times.

Existing belts of woodland trees in the car parking area will be preserved and managed, complemented by new tree plantings to ensure continuity and contribute to the integration of the new car park within the surrounding landscape. The design ethos follows a parkland style, with a careful selection of materials that are both robust and sensitive to the unique setting.

The proposed car park caters to diverse needs, including standard parking spaces, dedicated disabled spaces adhering to good practice guidelines, coach bays, and secure cycle racks. The introduction of a new one-way system into and out of the main body of the car park, aligned with existing generous dimensions at the Queens Street junction and enhanced by low-level signage, ensures clarity in indicating the main flow of visitor traffic. Defined parking bays contribute to the efficient utilisation of the available space, optimising both functionality and aesthetics.

The coach parking area, with capacity for nine coaches, prioritises seamless arrival and departure experiences. The layout considers the spatial needs of multiple coaches, ensuring ample manoeuvring space for easy navigation.

Flooding and Drainage

By aligning closely to existing site levels, the proposed design allows for the incorporation of natural drainage solutions. The existing slopes and contours of the land allow for stormwater runoff to be managed efficiently. Two attenuation ponds are incorporated into the design, supplemented by below-ground geo-cellular crates within the coach parking area. The drainage scheme incorporates separators for petrol, oil, and grit, markedly improving environmental conditions by intercepting surface water runoff.

Materials

The existing materials within the site have minimal character value. The former road network is primarily a tarmac finish with some occasional block paving. The former use is focused on industry and proposed materials take this as a reference, giving a simple, functional, and robust palette.

The materials strategy will introduce a language and tone to the setting. The incorporation of hard landscape features in a soft landscape dominated setting will provide users with a visual identity and focus.

Functionality and aesthetics appropriate for the setting and use are the drivers of the material selection. The overall palette will give a legibility and continuity to the spaces and avoid unnecessary confusion to users. The selection of materials is also driven by the sustainability of the material, with a focus on minimising carbon emissions in its production.

The primary material for the footways will be a Hoggin Style surface. This has a natural and rustic appearance, making it suitable for areas where a more organic or traditional look is desired. It can blend well with the surrounding environment. Hoggin is permeable, allowing water to pass through and reducing the risk of water pooling or runoff. As the proposed surface is a natural material, it is considered environmentally friendly. It does not involve the use of chemicals or energy-intensive manufacturing processes, reducing its environmental impact. Hoggin footpaths are often chosen for their historical aesthetic. The material has been used for centuries in various regions, and using Hoggin can contribute to maintaining a historical or traditional look in keeping with the wider masterplan proposals.

Tactile paving is provided to aid walking routes and crossing points to assist visually impaired people in moving around an area. The provision of tactile paving will be in accordance to the Department of Transport publication 'Guidance on the Use of Tactile Paving'.

Street Furniture

Seating, benches and bins will be integrated into spaces within the proposed development. Seating has been located allowing for a clear route for pedestrians and cyclists, in both sunny and shady positions. The style of street furniture is to be robust, referencing the site's former industrial use, using elements that are durable and constructed from vandal proof materials and technologies.

Street furniture is orientated parallel to paving to avoid awkward junctions. Where litter bins are installed adjacent to seating, the interaction between the two is carefully considered and appropriate space provided.

Secure cycle parking is provided around the site at key locations for visitors and users of the site.

Topography

The design of the proposed development embraces the natural contours and gradients of the existing site levels to seamlessly integrate the car parking areas with the surrounding environment. The design minimises the amount of earthworks required during construction by closely adhering to the existing topography. Where possible, excavated materials will be reused to minimise the need for imported materials and support sustainable construction practices.

Utilities

The enhanced car park demands electrical supply for various areas, including pay kiosks, lighting, and electric car charging points, alongside a water supply for a future payment and meet-and-greet kiosk.

Ducting for power and data cables will share trenches to streamline installation. Special care is to be taken when underground services intersect with the root protection areas of existing trees, with excavation using hand-held tools or compressed air soil displacement to minimise impact on retained tree roots.

4 Planning Policy Context

This chapter sets out the national and local planning policy relevant to the site and the proposed development.

4.1 Overview

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) requires applications to be determined in accordance with policies of the statutory Development Plan unless material considerations indicate otherwise.

Development Plan

For the purposes of Section 38(6), the Development Plan comprises:

- Wrexham Local Development Plan (LDP) 2013–2028
- Future Wales: The National Plan 2040

Material Considerations

In addition to the Development Plan there are several material considerations. These are listed below:

- Trevor Basin Masterplan (2020)
- Local Planning Guidance Note 16 – Car Standards
- Local Planning Guidance Note 33 – Pontcysyllte Aqueduct and Canal World Heritage Site
- Planning Policy Wales (Edition 11)

4.2 Development Plan

Wrexham Local Development Plan

The LDP was adopted on the 20th December 2023 and supersedes the Wrexham Unitary Development Plan (UDP) 1996–2011 as the current development plan.

In the LDP the site is identified as being within the Settlement Limit (Policy SP2), the Trevor Basin Masterplan Area (Policy BE2), and the World Heritage Site Buffer (Policies SP15 and BE1).

Part of the eastern area of the site is located within a Coal and Development High Risk Area (DM1). Part of the site along the existing path that runs under Queen Street is identified by the Wales Flood Map for Planning as being within Flood Zone 3 for Surface Water and Small Watercourses flooding.

The site is located adjacent to an area designated as Green Wedge (Policy SP6) which covers land to the west of the site between Trevor, Cefn Mawr, and Froncysyllte. It is also located close to an area to the north along Tref-y-Nant Brook that is designated as Tan15 Flood Zone (C2) (Policies SP18 and DM1).

Table 2 below sets out LDP's strategic policies that are relevant to the proposed development:

Table 2: Strategic LDP policies relevant to the proposed development

Policy	Relevance
SP2: Location of Development	This policy states that new development should be guided and directed to settlements defined limits and employment areas as identified on the Proposals Map.

SP5: Planning Obligations	This policy states that planning obligations will be sought to mitigate any impacts that directly relate to the development and will be assessed in line with relevant planning legislation. Obligations could relate to the provision of education provision / facilities; active travel, public transport and highway improvements; Public Open Space and Green Infrastructure; community facilities; Affordable Housing; ecological mitigation; and preservation and enhancement of heritage assets. The policy notes that any attempts to subdivide sites to avoid thresholds for planning obligations will not be supported.
SP6: Green Wedge	The policy states that proposals within designated Green Wedge areas will only be permitted development if it accords with national policy. On the LDP's Proposals Map 6 the site fall immediately adjacent to, but not within the boundary for 'xiii. Trevor', a designated Green Wedge.
SP8: Economic Growth, Employment and Enterprise	The policy states that in order to continue to be a key economic driver in North Wales and the wider region, Wrexham must diversify its local economy and its economic base must widen. The policy states that maintaining and enhancing the County Borough's tourism, culture and leisure assists in meeting this ambition. This must be accomplished by also taking into account the unique character, local distinctiveness and heritage of the area and its context in the wider sub region.
SP11: Transport and Accessibility	The policy states that the development of Wrexham's transport network will be safe, efficient and sustainable. The policy states that in meeting this measure, development should promote the increased use of walking and cycling across Wrexham, thereby contributing to national and regional ambitions of a creating a well-connected, safe, viable and sustainable Active Travel Network. The policy, whilst promoting alternative uses to cars, also requires adequate levels of car parking when considering the location and accessibility of new development. This process should also consider the location and accessibility of existing public transport facilities and walk and cycle networks.
SP12: Design Principles and Masterplanning Framework	This policy requires development to be of a high quality, sustainable design that makes a positive contribution to the creation of locally distinctive places by ensuring compliance with the Masterplanning Framework Supplementary Planning Guidance and Key Strategic Sites schematics. The policy further requires proposals to demonstrate how they have taken into account the local characteristics of surrounding areas and how innovative design solutions will enhance the quality of the built and natural environment.
SP13: Health and Wellbeing	This policy states that all development should seek to reduce health inequalities and provide opportunities for healthy lifestyles and improving health and well-being.
SP14: Natural Environment	This policy states that development will only be supported where it protects, conserves and enhances the environment.

SP15: Historic and Cultural Environment	This policy states that development will only be supported when it conserves, protects and enhances the County Borough's cultural and heritage assets and where appropriate their settings. The policy cites the Pontcysyllte Aqueduct and Canal World Heritage Site as an appropriate heritage asset that will feature in requiring conservation.
SP18: Climate Change	This policy requires development proposals to consider the following: • Reducing carbon emissions; • Adapting design to the implications of climate change; • Promoting energy efficiency; • Maintaining ecological resilience; • Avoiding areas susceptible to flood risk; • Preventing development that increases flood risk; and • Assessing the potential effects of climate change when preparing a Flood Consequences Assessment.
SP19: Green Infrastructure	This policy requires development to maintain the extent, quality and connectivity of multi-functional green infrastructure, and where appropriate enhance it by: • Creating new interconnected areas of green infrastructure; • Filling gaps in the existing network; • Protecting features that are most valuable for nature and people; and • Mitigating any loss of green infrastructure.

Table 3 below sets out LDP's non-strategic policies that are relevant to the proposed development:

Table 3: Non-strategic LDP policies relevant to the proposed development

Policy	Relevance
NE3: Trees, Woodlands and Hedgerows	This policy prohibits development that would cause unacceptable harm to trees, woodlands and hedgerows that provide significant public amenity, natural or cultural heritage value, or important ecosystem services. The policy requires development affecting or creating woodland to assist in the respectful and appropriate use and protection of woodlands and boundary edges and promote sustainable woodland management.
BE1: Pontcysyllte Aqueduct and Canal World Heritage Site	This policy states that development will only be permitted where it will not harm the attributes of Pontcysyllte Aqueduct and Canal as a WHS and the site's Outstanding Universal Value. The policy states that material consideration should be given towards the authenticity and integrity of the attributes that contribute to the Outstanding Universal Value of the WHS including views, and to the features of cultural, artistic, historical, social and natural environmental importance.

The policy also states that material consideration should be given towards the setting of the WHS and attributes important to the Outstanding Universal Value of the site present within the Buffer Zone.

The policy states that where there is demonstrated need for essential non-residential visitor attraction facilities that are not within the settlement limit, they will be permitted on the basis of there being no adverse impact on the Outstanding Universal Value.

**BE2: Trevor Basin
Masterplanning Area**

The site is located within the Trevor Basin Masterplan Area.

This policy states that the area is identified for mixed use tourism led regeneration including land which is allocated for housing.

The policy states that development will be supported when it contributes to the delivery of the Trevor Basin Masterplan and no adverse impact upon the outstanding universal value of the WHS or its setting.

**MW5: Sustainable
Waste Management**

This policy states that proposals should practice sustainable waste management and that this should be achieved through demonstrating how the production of waste will be minimised during all stages of the development, and where relevant demonstrating that adequate facilities and space for collection, composting and recycling of waste materials have been made.

The policy also states that potential conflict between sensitive development and waste management uses should be minimised.

**DM1: Development
Management
Considerations**

This policy states that development proposals must:

- Accord with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape / townscape;
- 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;
- Safeguard the environment from the adverse effects of pollution of water, land, light or air, or land instability, arising from development;

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

- Prioritise walking, cycling and public transport use ahead of travel by car;
 - Not give rise to parking or highway safety problems on site or in the locality;
 - 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;
 - 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;
 - 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;
 - Ensure that any risks arising from past coal mining, as indicated on the constraints map, can be adequately managed – It is the responsibility of the developer when ensuring that land is suitable for the proposed development that the extent and effects of instability, contamination and other risks have been determined.
-

The LDP's Policy Constraints Map 6 indicates that the site falls within a Coal and Development High Risk Area. The proposal must therefore abide by relevant considerations within Policy DM1.

T1: Managing Transport Impacts	This policy states that proposals for new development will be supported where in part they provide appropriate levels of parking and access to allow for safe manoeuvring and make provisions for people with restricted movement including those with characteristics as defined by the Equality Act 2010. The policy states that if the proposal expects to generate significant amounts of movement, it should be accompanied by a Transport Assessment and Travel Plan.
T2: Active Travel	This policy requires development to make walking and cycling infrastructure an integral part of its overall design. This includes encouraging active travel through appropriate signage, lighting and convenient cycle parking and giving priority to pedestrian and cycle movements over vehicle traffic.

Future Wales: The National Plan 2040

Future Wales: The National Plan 2040, adopted in 2021, is a national framework for planning change and development in Wales over the next two decades. The development plan sets a strategy for addressing key national priorities through the planning system, by setting a direction for complimentary investment in infrastructure and development for the greater good of Wales and its people.

Below sets out Future Wales' policies that are relevant to the proposed development:

Policy 1: Where Wales Will Grow

Policy 1 states that whilst sustainable growth will be supported in all parts of Wales, three National Growth Areas have been identified for growth in employment and housing opportunities and investment in infrastructure.

Wrexham and Deeside has been recognised as one of these National Growth Areas.

Policy 8: Flooding

Policy 8 states that regeneration in National and Regional Growth Areas will be supported when a clear indication of flood management that supports sustainable strategic growth has been demonstrated.

The policy states that The Welsh Government will work with Flood Risk Management Authorities and developers to plan and invest in new and improved infrastructure, promoting nature-based solutions as a priority.

The policy further states that opportunities for multiple social, economic and environmental benefits must be maximised when investing in flood risk management infrastructure, whilst also ensuring that projects do not have adverse impacts on international and national statutory designated sites for nature conservation and the features for which they have been designated.

Policy 11: National Connectivity

Policy 11 states that The Welsh Government will support and invest in improving national connectivity. This includes the creation of a network of rapid charging points to enable longer distance travel by electric vehicles throughout Wales.

The policy also supports the revitalisation of the National Cycle Network through creating a network of traffic free paths that connect cities, towns and countryside across Wales.

Policy 12: Regional Connectivity

Policy 12 states that the Welsh Government will support and invest in improving regional connectivity. This includes the promotion of Active Travel, where walking and cycling for local travel will be prioritised.

The policy states this can be achieved through creating a comprehensive network of local walking and cycling routes that connect places that people need to get to for everyday purposes. Emphasis is placed on Active travel becoming an essential and integral component of all new developments, large and small.

Policy 20: National Growth Area – Wrexham and Deeside

Policy 20 states that The Welsh Government will ensure key investment decisions support places in the National Growth Area and the wider region that promote and enhance Wrexham and Deeside's strategic role.

4.3 Material Considerations

Trevor Basin Masterplan (2020)

Trevor Basin Masterplan was prepared by Arcadis in 2020 and endorsed by WCBC in November 2020. It sets out a preferred option for development of the Trevor Basin area that will improve facilities and linkages to surrounding areas, safeguarding the future of World Heritage Site as a multifunctional visitor attraction.

The preferred masterplan option includes:

- A primary arrival space with car parking and a Welcome Centre or 'Hub' building;
- Rewilding the former manufacturing site;
- Creation of a Treetops Walk;
- Enhanced public realm and repurposed buildings and spaces;
- A woodland activity & education centre;
- A glamping / camping site;
- Dee Valley walks and a new river bridge; and
- Potential mixed-use development area and development plot

The site of the proposed development is within the masterplan area. In the preferred option it is identified for a primary arrival area including an enhanced car park and a new 'Hub' building incorporating a combined visitor centre, community resource and event space.

Local Planning Guidance Note 16 – Parking Standards

The Local Planning Guide Note 16 – Parking Standards, adopted in July 2018, sets out the parking standards the Council will apply to new development.

Parking standards are as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). In accordance with national policy the Council has no minimum parking requirements.

Figure D states that non-residential development requires 2 car spaces plus 1 car space per 25m² gross floor space and 1 cycle space per 250m² gross floor space.

Information detailing mobility space requirements states that a minimum of 10% of all car spaces must be provided to 'mobility standard' with no less than 60% of these being signed exclusively to the use of disabled people.

Information detailing the design of cycle parking facilities states that in areas where long stay bicycle parking facilities are required, developers should provide more secure parking facilities, and that cycle parking areas should be located in well-lit areas that are overlooked from the building they serve and/or from other buildings in the area.

Local Planning Guidance Note 33 – Pontcysyllte Aqueduct and Canal World Heritage Site

The Local Planning Guidance Note 33, adopted in June 2012 as a Supplementary Planning Document for Wrexham and Denbighshire, is a material consideration in determining planning applications that affect Pontcysyllte Aqueduct and its setting as it is a WHS.

Paragraph 4.1 states that a Buffer Zone has been drawn around the WHS to allow historic, cultural and landscape elements to be conserved. The site falls within this buffer zone.

Paragraph 4.3 states that the Buffer Zone itself is not of Outstanding Universal Value and therefore its purpose is not to blanket a conservation approach to the entire area, but to encourage sustainable development which through contextual awareness conserves and enhances the WHS.

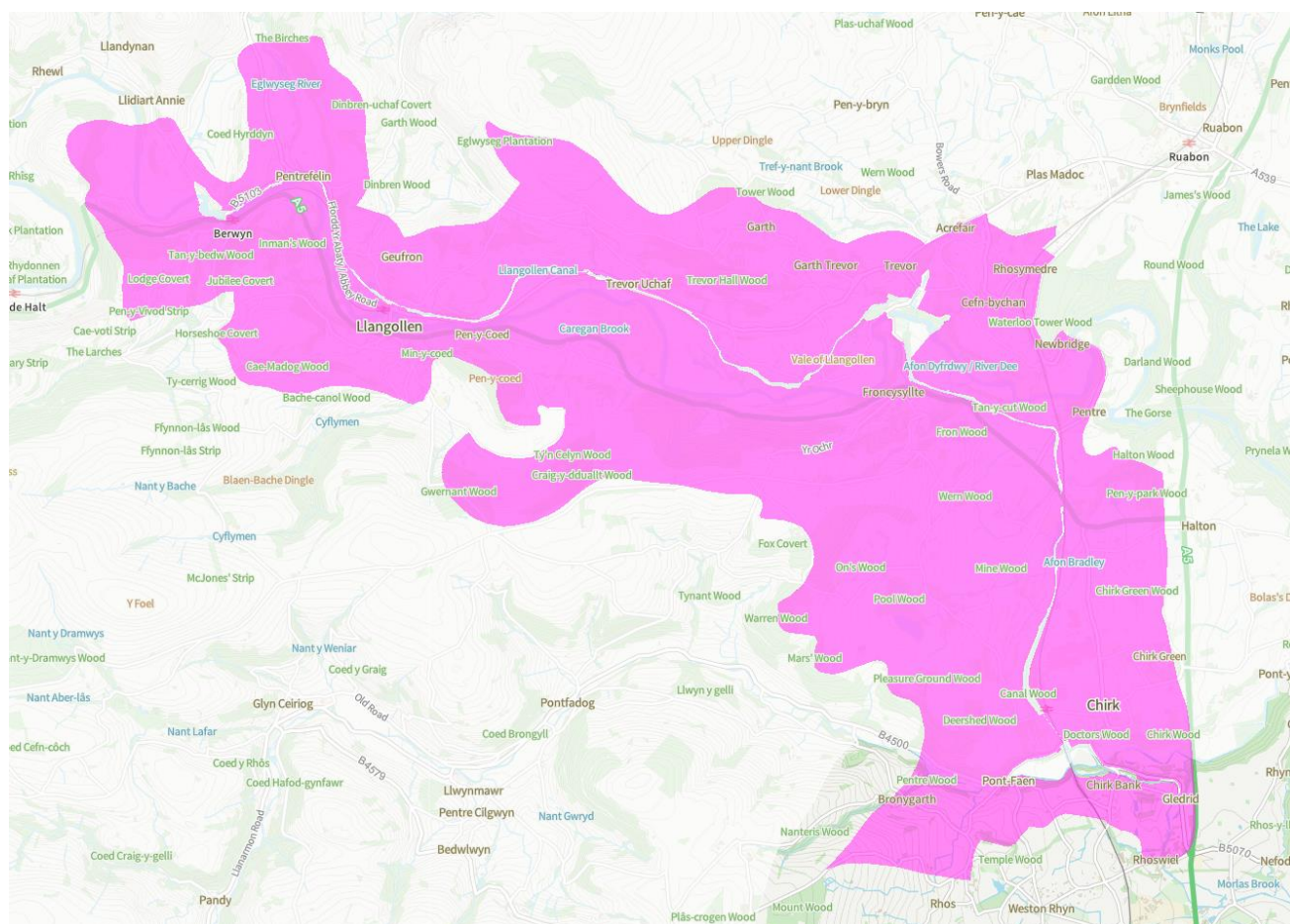
Table 1 states that for Major Development within the Buffer Zone the application must consider a Design and Access Statement (DAS) which should clearly define the character of the development site and its relationship in the wider context, and identify the design principles used in developing the site masterplan whilst illustrating how the design would make a positive contribution to the WHS.

The guidance states that detailed landscape assessments and mitigation plans be necessary. Further, guidance states that Tourism Development significant visitor attraction facilities should be within settlement limits; only in exceptional circumstances would such facilities be allowed in the open countryside or on the edge of existing settlements.

Guidance also states that visitor accommodation will only be accepted within settlement limits or through the conversion of existing rural buildings. Industrial, retail and commercial development should be located within settlement limits. The guidance states that the Council will require development that is major or significant to produce an EIA if they consider it to have a significant effect on the environment, an EIA is required as WHS are considered sensitive areas.

The Buffer Zone is shown on *Pontcysyllte Aqueduct and Canal | World-heritage-site-buffer-zone | Planning Data* and below in Figure 2.

Figure 2: World Heritage Site Buffer Zone



Planning Policy Wales (Edition 11)

Planning Policy Wales (PPW), first published in 2002, sets out the land use planning policies of the Welsh Government. 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. The latest version of the PPW was published in February 2021.

Placemaking in Rural Areas

Paragraph 3.38 states that rural areas must be conserved and, where possible, enhanced for the sake of its ecological, geological, physiographic, historical, archaeological, cultural and agricultural value and for its landscape and natural resources. However, the need to conserve these attributes should be balanced against the economic, social and recreational needs of local communities and visitors. To achieve this, rural places should foster adaptability and resilience to help maintain vibrancy of communities.

Managing Settlement Form – Green Belts and Green Wedges

Paragraph 3.78 states that development will only be appropriate when the openness of the green wedge is maintained and the development does not conflict with the purpose of the designation

Conserving and Enhancing the Historic Environment and its Assets

Paragraph 6.1.7 states that it is important the planning system looks to protect, conserve and enhance the significance of historic asset, including consideration of the setting of an historic asset.

Paragraph 6.1.8 states that it is the joint responsibility of all those within the planning system to appropriately care for the historic environment and their area, and that this is most effectively achieved when conservation and enhancement of historic assets is considered at the earliest stage of plan preparation or when designing new proposals.

World Heritage Sites

Paragraph 6.1.22 states that the WHS Buffer Zone and its essential setting is a material consideration in the determination of any planning application.

Water and Flood Risk

Paragraph 6.6.3 states that surface water from new developments should not be discharged to combined systems because of the risk of pollution when combined systems overflow, and because they increase the volume of contaminated water requiring transporting and treating.

Paragraph 6.6.4 states that whatever drainage options are proposed for a development, provisions should be in place for future maintenance in the short and long term. The paragraph also states that separate surface water sewers may be provided by a sewerage undertaker or local authority.

Paragraph 6.6.5 states that the Welsh Government aims in part to minimise climate changes impacts on the environment, and that as a part of mitigating these challenges requires awareness of how poorly designed and located development can exacerbate these problems. In response, the planning system should in part ensure sustainable drainage systems are an integral part of design approaches for new development and ensure the protection of the quality and quantity of surface and ground water supplies.

Capacity of Water Supply and Sewerage / Drainage Infrastructure

Paragraph 6.6.12 encourages the use of sites where existing water supply and/or sewerage and drainage provision problems can be solved and seek to avoid the use of sites where adequate provision is unlikely to be achieved.

Water Quality and Surface Water Flooding

Paragraph 6.6.14 states that increased rainfall intensity presents challenges for drainage systems, causing surface water flooding and diffuse pollution. The paragraph states that in securing the best approach to avoiding both flooding and diffuse pollution it is important to understand the roles of the various types of infrastructure and to effectively collaborate between drainage, highway and planning authorities.

Sustainable Drainage Systems (SuDS) and Development

Paragraph 6.6.17 states that development where the area for construction works is equal or exceeds 100 square metres will require approval from the local authority in its SuDS Approval Body (SAB) role before construction can commence.

Development and Flood Risk

Paragraph 6.6.25 states that development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself.

Paragraph 6.6.29 states that when development is in a flood risk area, consideration of the ability of emergency services to respond to flood events should be taken into account. This may involve consultation with emergency planners, local resilience forums and other professional partners such as fire rescue, police and ambulance services.

Land Contamination

Paragraph 6.9.17 states that when regarding land contamination, the onus is on the developer to ensure that the development of the site will remove any unacceptable risks and the planning authority in making development management decisions will need to ensure that the land is suitable for its proposed use and would not meet the legal definition of contaminated land.

Paragraph 6.9.19 states that where land contamination issues arise, the planning authority will require evidence of a detailed investigation and risk assessment prior to the determination of the application to enable beneficial use of land, unless it can already be established that remedial measures can be employed.

5 Planning Assessment

This chapter provides an appraisal of how the proposed development complies with the relevant local and national planning policy set out in Chapter 4.

5.1 Principle of Development

In the LDP the site is identified as being within settlement limits, the Trevor Basin Masterplan Area (Policy BE2), and the World Heritage Site Buffer (Policies SP15 and BE1). Policy SP2 (Location of Development) seeks to direct new development within settlement limits and employment areas. Local Planning Guidance Note 33 also seeks to ensure that major development related to the World Heritage Site is within settlement limits.

Wrexham and Deeside are identified as a National Growth Area in the National Plan, meaning that investment to support places and promote and enhance the area's strategic role will be encouraged.

The proposed development would provide a new, high quality arrival point for the World Heritage Site within settlement limits. It would support Wrexham's strategic role as a National Growth Area by enhancing a notable visitor attraction. The principle of the development in its proposed location is therefore supported by the LDP and other relevant planning policy and guidance.

5.2 Design

LDP Policy SP12 (Design Principles and Masterplanning Framework) requires development to be of a high quality, sustainable design that makes a positive contribution to the creation of locally distinctive places. Proposals are expected to demonstrate how they have taken into account the local characteristics of surrounding areas and how innovative design solutions will enhance the quality of the built and natural environment.

Local Planning Guidance on the World Heritage Site states that development within the Buffer Zone should consider a Design and Access Statement which should clearly define the character of the development site and its relationship in the wider context, and identify the design principles used in developing the site masterplan whilst illustrating how the design would make a positive contribution to the WHS.

The Design and Access Statement prepared for this submission demonstrates how the proposed development has been designed to combine an organic design approach with a commitment to preserving the natural topography of the site, resulting in a sustainable and visually appealing parking facility. The overall site area has been optimised to minimise the impact and footprint of the proposals. The proposals therefore support the LDP's policies and relevant planning guidance on design.

5.3 Transport

LDP Policy SP11 (Transport and Accessibility) requires development to promote the increased use of walking and cycling whilst ensuring adequate levels of car parking for users. Policy T1 (Managing Transport Impacts) also requires appropriate levels of car parking in new development, including for people with restricted movement. Local Planning Guidance Note 16 (Parking Standards) requires development to ensure at least 10% of parking spaces be suitable for disabled users.

Transport Assessment Report prepared for this submission assesses the potential impact of the proposed development on nearby road junctions. It confirms that any increase in vehicle movements generated by proposed development could be accommodated, and the proposals would therefore not result in any significant impacts on the local transport network.

The proposed development would provide a safe and attractive parking option for visiting the World Heritage Site that integrates mobility and electric vehicle parking. It would provide attractive walking and cycling routes and would integrate with the safeguarded active travel route adjacent to the site. 25 of the 252 proposed parking spaces (10%) would be mobility spaces, in line with local guidance on parking standards. The proposed development therefore supports LDP policies and relevant planning guidance on transport.

5.4 Heritage

The site is located within the Pontcysyllte Aqueduct World Heritage Site buffer zone and close to Pontcysyllte Aqueduct and Cefn Mawr Conservation Areas. LDP Policy SP15 (Historic and Cultural Environment) requires development to conserve, protect and enhance nearby heritage assets and their settings including the World Heritage Site and Conservation Areas. Planning Policy Wales states that the essential setting of the World Heritage Site is a material consideration in the determination of any planning application within the buffer zone.

A Cultural Heritage Desk-Based Assessment (DBA) has been prepared as part of this application. This concludes that the proposed development would not harm the attributes of the World Heritage Site that make up its Outstanding Universal Value. The use of industrial cues in the design and proposed materials would retain the character of the site and reference its industrial heritage. Existing belts of woodland trees would largely be preserved and managed, complemented by new tree planting. The proposed development would bring back into use an area of unmanaged land that would facilitate and enhance visitor access to the WHS and the historic canal network.

The Cultural Heritage DBA therefore concludes that the proposed development would bring a moderate benefit to the World Heritage Site and its setting. The proposals therefore support local and national planning policy and guidance on heritage.

5.5 Flood Risk and Drainage

LDP Policy SP18 (Climate Change) requires development proposals to avoid areas susceptible to flood risk and prevent development that increases flood risk. Part of the site, including the proposed vehicle and pedestrian route running under Queen Street, is located in Flood Zone 3 for Surface Water and Small Watercourse flooding. This means there is more than a 1% annual chance of flooding in these areas.

National Plan Policy 8 (Flooding) requires development in National Growth Areas to manage flood risk. Planning Policy Wales requires development to ensure sustainable drainage systems are incorporated into design. It also requires development of over 100sqm to seek approval from the local authority in its SuDS Approving Body (SAB) role for its surface water drainage proposals.

Approval for the proposed surface water drainage solution for the development will be sought from the local authority in its SAB role in tandem with this application for planning permission.

A Proposed Drainage Strategy has been prepared for the proposed development. This sets out how surface and foul water would be drained across the site through a combination of ponds, culverts, sewers, and channels and demonstrates how flood risk would be managed on the site. This Strategy, in tandem with the SAB application that will accompany this application, demonstrates how the proposed development supports local and national planning policy and guidance on flood risk and drainage.

5.6 Leisure and Recreation

LDP Policy SP8 (Economic Growth, Employment and Enterprise) states that Wrexham's tourism, culture and leisure assets are a key part of its economy and these should be maintained and enhanced. Policy BE1

(Pontcysyllte Aqueduct and Canal World Heritage Site) requires development within the WHS buffer zone to consider its setting. Policy BE2 (Trevor Basin Masterplan Area) supports development proposals that contribute to the delivery of the Trevor Basin Masterplan and have no adverse impact on the WHS or its setting.

The proposed development would provide a more attractive arrival point to the Trevor Basin area that would respect the setting of the World Heritage Site. It accords closely with the proposed use of the site in the Trevor Basin Masterplan for a primary arrival area including an enhanced car park. It also safeguards the location of a future 'Hub' building as proposed in the Masterplan. The proposed development therefore complies with the LDP's policies on leisure and recreation.

5.7 Environmental Impact and Waste Management

LDP Policy SP14 (Natural Environment) requires development proposals to protect, conserve and enhance the environment. Policy SP19 (Green Infrastructure) requires development to maintain and enhance the extent, quality and connectivity of multi-functional green infrastructure.

Policy NE3 (Trees, Woodlands and Hedgerows) prohibits development that would cause unacceptable harm to trees, woodlands and hedgerows. Policy MW5 (Sustainable Waste Management) requires development to practice sustainable waste management and provide adequate facilities for waste collection, composting and recycling.

A Preliminary Ecological Appraisal has been prepared for the site and is included with this submission. It identifies habitats on the site with the potential to support protected or notable species including amphibians, reptiles, birds, bats, and badgers and recommends further surveys before construction can take place to ensure no negative habitat impacts.

Ecological enhancement and habitat creation have been incorporated into the design of the proposed development. This includes:

- Creation and enhancement of strategic wildlife corridors across the site;
- Naturalisation and enhancement of the existing soft landscape framework;
- Achieving Biodiversity Net Gain through increased tree and low-level planting;
- Introduction of ecologically considered planting mixes;
- Introduction of fruit and nectar species that will encourage pollinators and produce fruits for birds and other animals;
- Creation of a network of diverse wildflower meadows running along the pedestrian routes; and
- Planting of trees, shrubs, ferns and grasses to introduce a structure and a range of species across the site.

An Arboricultural Impact Assessment is included in this submission. This confirms that the tree removals proposed as part of the development would have a low impact on the overall visual public amenity and arboricultural value of the site. The proposed development includes extensive tree planting and it is considered that this would provide sufficient mitigation for any trees lost. This will be confirmed once the detailed soft landscaping design has been finalised to ensure that proposals comply with LDP Policy NE3.

Any waste generated by construction of the proposed development will be stored, handled and transported in compliance with relevant legislation. Before construction commences, a scheme for the recycling and disposing of waste will be developed. In terms of waste generated during the operation of the proposed development, green waste associated with open space maintenance will also be disposed of in accordance with relevant legislation. Litter and recycling bins will be provided on site and integrated into frequently used spaces.

The proposed development therefore complies with the LDP's policies on environmental impact and waste management.

5.8 Coal Mining and Contaminated Land

LDP Policy DM1 (Development Management Considerations) requires development to ensure that any risks arising from past coal mining on site can be adequately managed. The LDP identifies the site as falling within a Coal and Development High Risk Area. Planning Policy Wales requires developers to ensure that any unacceptable risks relating to land contamination have been removed. It also requires evidence of a detailed investigation and risk assessment unless remedial measures can be employed.

A Phase 1 Geo-Environmental Desk Study has been prepared for the site and is included with this submission. This finds that historic land uses of the site such as the former chemical works may have generated soil and/or groundwater contamination. It also establishes the potential for shallow voiding on the site associated with historic coal mining.

The Desk Study recommends further investigation to determine the extent of pollution on site and the nature of ground conditions, particularly relating to potential instability from historic coal mining. Once this investigation has been undertaken, appropriate management and mitigation measures can be established before development takes place that will ensure that the proposed development complies with LDP policies and relevant material considerations on coal mining and land contamination.

6 Conclusion

This Planning Statement has considered the proposed development of Trevor Basin Area Site Arrival and Car Park against all the relevant national and local planning policies and has identified and assessed the principal issues. This assessment draws on the findings of the accompanying supporting documentation. This Planning Statement has summarised the findings of these documents where appropriate.

This Planning Statement has demonstrated that the proposed development is supported by policies in the LDP and the National Plan 2040. The site is in a sustainable location and the proposed development would provide a high-quality arrival point for the World Heritage Site. The proposed development would not prejudice the existing vehicular and active travel networks and would not lead to any negative environmental impacts that could not be appropriately mitigated. The development is also in accordance with material considerations including Trevor Basin Masterplan, Planning Policy Wales, and relevant local planning guidance.

The supporting documentation for this planning application meets the Local Planning Authority's validation requirements and demonstrates that there are no constraints or restrictions that should prevent the proposed development achieving planning consent. In conclusion, we respectfully request that planning permission is granted for Trevor Basin Area Site Arrival and Car Park.

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