

Bryn Lane Environmental Statement: Volume I Non- Technical Summary

Net World Sports

August 2023

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01 INTRODUCTION

Introduction

This Non-Technical Summary (NTS) comprises Volume I of the Environmental Statement (ES). The ES has been prepared to accompany a hybrid planning application to Wrexham County Borough Council ('Wrexham CBC') submitted by Net World Sports ('the Applicant'), for a commercial development at a site located immediately north of Bryn Lane and Wrexham Industrial Estate, Wrexham.

Background & Context

Wrexham CBC is currently preparing its Local Development Plan (LDP), a revised strategic planning framework which will set the planning requirements for achieving sustainable development in the borough and to identify where and how much new development will be delivered over the period 2013-2028. Wrexham CBC has decided not to adopt the plan at this stage, however it remains a material consideration with significant weight, as it has been found sound by a Planning Inspector.

Under Policy SP11 of the emerging LDP, the application site is proposed as an employment allocation (allocation reference KSS3 'Land to the north of Bryn Lane, Wrexham Industrial Estate'), which recognises the application site's potential to deliver approximately 28 hectares (ha) of employment land for industrial or storage & distribution uses, including an ecological network, a residential buffer zone, and necessary infrastructure.

The delivery of the application site for employment development would contribute to Wrexham CBC's ambitions to deliver its borough-wide spatial strategy and would ensure there is adequate employment provision at Wrexham Industrial Estate to meet existing and future demand.

The Application Site

The application site is bound to the north by Francis' Lane, to the east by existing field boundaries and a public right of way, to the south by Bryn Lane, and to the west by Hugmore Lane / Industrial Estate Road. There are a number of residential dwellings in the surrounding area, the closest of which are located along Hugmore Road, adjacent to the western boundary of the application site.

The application site is located immediately north of Wrexham Industrial Estate, the UK's second-largest industrial estate comprising an area of over 500 hectares (ha), recognised as both a regionally and nationally important employment area. The area beyond the application site to the north and east primarily comprises agricultural land.

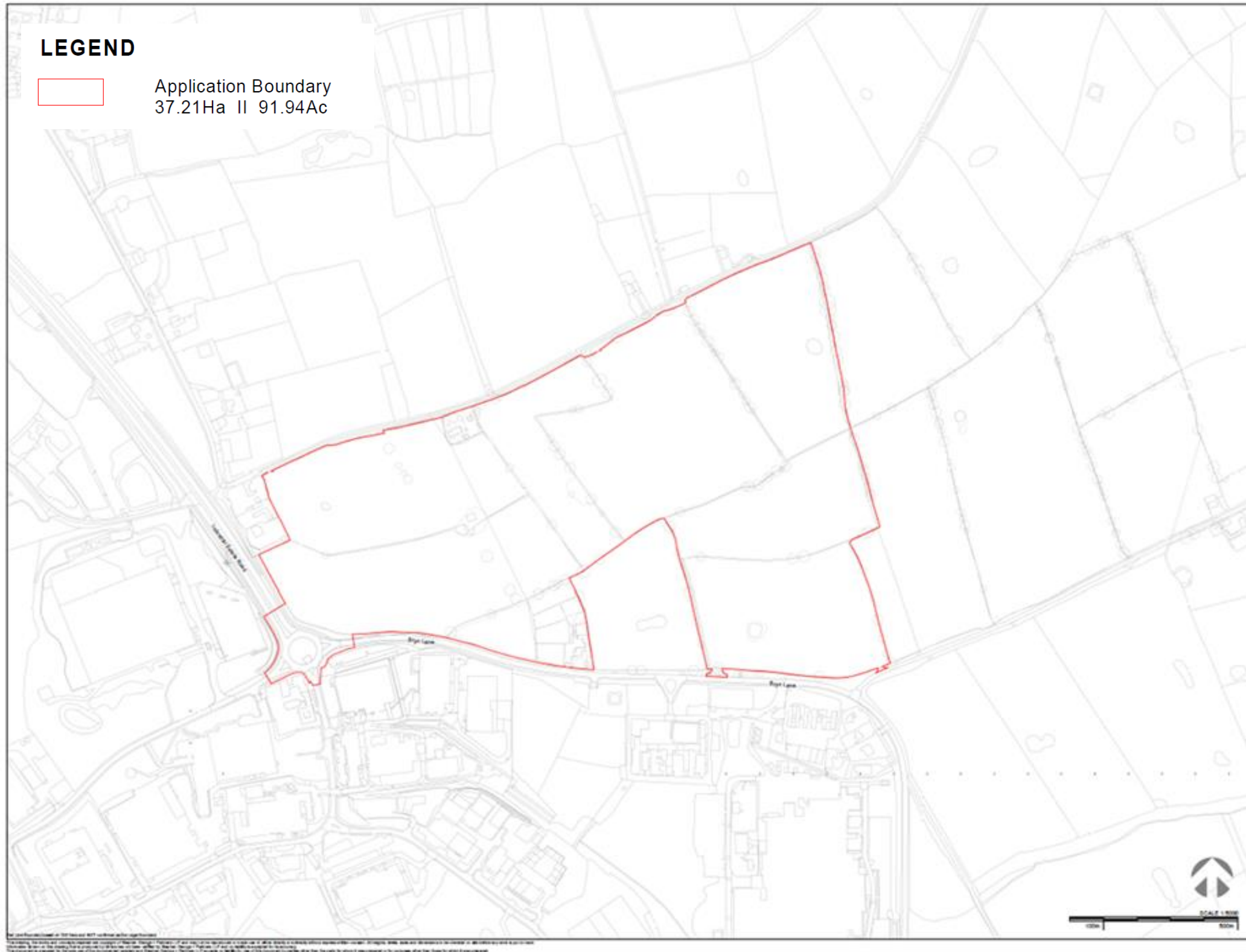
The application site predominantly comprises agricultural land and occupies an area of approximately 37.21 ha, separated into eight fields by a mix of intact and defunct hedgerows lined with intermittent trees. In the central southern part of the application site, there is currently a residential property and barn structures that are in use, with an access road connecting them to Bryn Lane, known as 'Little Acorns'. Little Acorns is owned by the Applicant. There is also an additional residential property in the central northern part of the application site, 'Honeysuckle Cottage', which is also owned by the Applicant and accessed from Francis' Lane.

The Proposed Development

The Applicant's proposals comprise the demolition of all existing on-site buildings, site clearance and preparation works, and construction of a new commercial development comprising industrial/storage & distribution floorspace, as well as potential ancillary retail/drive thru facilities, a hotel and a petrol filling station. The scheme will provide up to 135,889 sqm gross external area (GEA) of floorspace, as well as associated access, servicing, car and cycle parking, landscaping and ecological mitigation (referred to as 'the proposed development'). The full description of development as it appears on the planning application is as follows:

"Hybrid planning application seeking:

- *Full planning permission for the demolition of existing buildings and re-profiling of the site for development comprising the severable and phased construction of employment floorspace (Use Class B1c/B2/B8) with ancillary (integral) office floorspace (Use Class B1a) and the provision of associated infrastructure including earthworks, sub-station, parking, landscaping, access from Industrial Estate Road roundabout and Bryn Lane and internal estate road; and*
- *Outline planning permission for the severable and phased construction of employment floorspace (Use Class B1c/B2/B8) with ancillary (integral) office floorspace (Use Class B1a), ancillary retail and drive thru facilities, a hotel and petrol filling station (Use Class A1/A3/C1/sui generis) and associated infrastructure including earthworks, internal estate road, parking and landscaping (all matters are reserved for future determination)."*



Application Site Location

The application site comprises the area within the red line boundary.

02 ENVIRONMENTAL IMPACT ASSESSMENT METHODOLOGY

What is EIA?

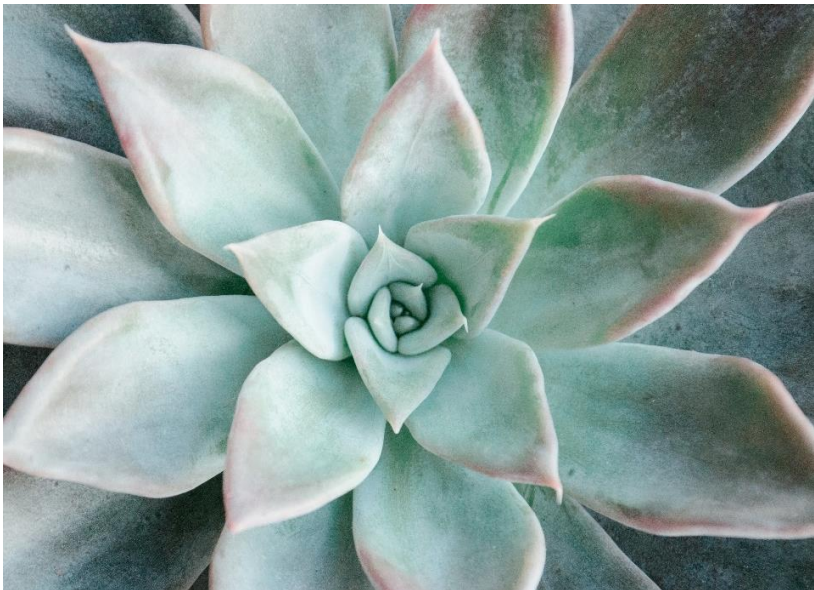
Environmental Impact Assessment (EIA) is a systematic process for ensuring that the likely significant effects of a new development on its surrounding environment are fully identified and taken into account before that development is allowed to proceed. The aim of the EIA process is to provide the relevant decision maker (in this case, Wrexham CBC) with the information necessary to consider the potential environmental impacts, to ascertain whether they are acceptable and to secure measures to mitigate any impacts likely to result in significant effects, or remove them completely, prior to granting planning consent.

EIA Regulations & Process

An EIA has been carried out in accordance with The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (‘the EIA Regulations 2017’).

The proposed development is of a type set out in Schedule 2, falling under category 10(a) ‘industrial estate development projects’. The proposed development does not lie within a sensitive area, as defined in the EIA Regulations; however, on the basis that the proposals exceed the relevant criteria in the regulations (the area of the development exceeds 5 hectares), the proposed development is considered to be Schedule 2 development and therefore falls within the scope of the regulations. Schedule 2 developments are considered to be ‘EIA development’ if they are likely to result in significant effects on the environment by virtue of factors such as their nature, size and location.

The Applicant recognises that the proposed development has the potential to have significant environmental effects. As such, the Applicant has submitted this ES alongside the planning application, in accordance with Part 5 (17) of the EIA Regulations 2017.



The ES is the product of the EIA process and comprises a series of studies, surveys and consultations that have informed the design of the proposed development to seek to minimise its environmental effects and to identify measures to ensure that the proposed development is built and operated in a sustainable way.

This ES has been written predominantly by CBRE Ltd.’s Sustainability, Impact Assessment & Social Value team (‘CBRE SIASV’), with specific inputs from external technical consultants on the technical chapters. It has been prepared based on information provided by the Applicant, the architect, landscape architect, the technical consultants, and the planning consultant.

This Non-Technical Summary is intended to provide members of the public, and any other interested parties without specialist technical knowledge, with sufficient information to understand the proposals and the principal findings of the EIA, as presented in the ES.

Role	Company
EIA Consultant	CBRE SIASV
Planning Consultant	CBRE Planning
Architect	Stephen George & Partners
Landscape Architect	Nicholsons
Flood Risk & Drainage Consultant	Tier
Utilities Consultant	Tier
Energy & Sustainability Consultant	Synergy
Socio-Economics Consultant	CBRE SIASV
Transport Consultant	Cora IHT
Noise & Vibration Consultant	Tetra Tech
Air Quality Consultant	Redmore Environmental
Ecology, Biodiversity & Arboricultural Consultant	The Environment Partnership (TEP) / Rachel Hacking Ecology
Landscape & Visual Consultant	Nicholsons
Heritage and Archaeology Consultant	TEP
Ground Conditions/Land Contamination Consultant	Tier

03 THE PROPOSED DEVELOPMENT

The proposals comprise an industrial/storage and distribution development, with flexibility to include ancillary retail/drive thru facilities, a hotel and a petrol filling station (PFS). The description of development as it appears on the hybrid planning application is set out in Section 1.

Full planning permission is sought for part of the proposed development, while outline planning permission is sought for the other part, with all matters reserved for future determination at the reserved matters stage (access, appearance, landscaping, layout and scale). For the outline component, a series of development parameters and key development principles will be submitted to Wrexham CBC for formal approval. These parameters and principles allow a 'worst-case' form of the proposed development to be assessed in the ES.

Proposed Development

The detailed component of the proposed development comprises:

- Demolition of the two existing residential properties on-site and their associated outbuildings (Honeysuckle Cottage and Little Acorns), site clearance and preparation works, including removal of vegetation and reprofiling of topsoil, where necessary;
- Construction of a new warehouse unit (53.95 m above ordnance datum (AOD) in height), providing 33,595 sqm gross external area (GEA) of floorspace for B1c (light industry appropriate in a residential area), B2 (general industrial), and/or B8 (storage and distribution) uses (referred to as Unit 2);
- Construction of eight new small to medium size units (ranging between up to 45.20 m AOD and 52.98 m AOD

In height, referred to as Units 3-7; and 14-16), providing a total of 29,659 sqm GEA of floorspace for B1c (light industry appropriate in a residential area), B2 (general industrial), and/or B8 (storage and distribution) uses;

- Access and parking provision, including new access junctions, internal roads, service yards and car and HGV parking. Two new junctions are proposed providing vehicular access, as well as cycle and pedestrian access, from Bryn Lane/Industrial Estate Road with an additional access road for a substation. 592 car parking spaces (32 accessible spaces) and 138 HGV spaces are proposed within the detailed component;
- Retention and enhancements of some existing on-site green spaces and provision of landscaping; and
- Implementation of drainage/attenuation measures and ancillary infrastructure, including substation and pumping station.

The outline component of the proposed development comprises:

- Construction of new buildings, up to 59.80 m AOD (28.5m above ground level) in height, collectively providing up to 72,635 sqm GEA of floorspace for B1c (light industry appropriate in a residential area), B2 (general industrial), and B8 (storage and distribution) uses, as well as potential ancillary retail/drive thru facilities, a hotel and a petrol filling station (A1, A3, C1 or sui generis). The overall quantum of A1, A3, C1 and/or sui generis use floorspace would not exceed 16,150 sqm GEA;
- Access and parking provision, including internal roads, service yards and car and HGV parking. Up to 908 car parking spaces and up to 138 HGV trailer spaces and HGV lorry spaces are proposed;
- Retention and enhancements of some existing on-site green spaces and provision of landscaping; and

- Implementation of drainage/attenuation measures.

The proposed development would operate 24 hours a day, 7 days a week.

Construction Programme

It is currently envisaged that the proposed development will be delivered in multiple phases over a 88-month period, with site preparation and enabling works anticipated to commence in Q3 2023, with the scheme expected to be fully complete and operational in Q4 2030.



Detailed Component - Proposed Masterplan

The masterplan for the detailed component of the proposed development is shown in this figure.

The proposed parameters for the outline component (shown in blue) are shown on the figure on the following page.

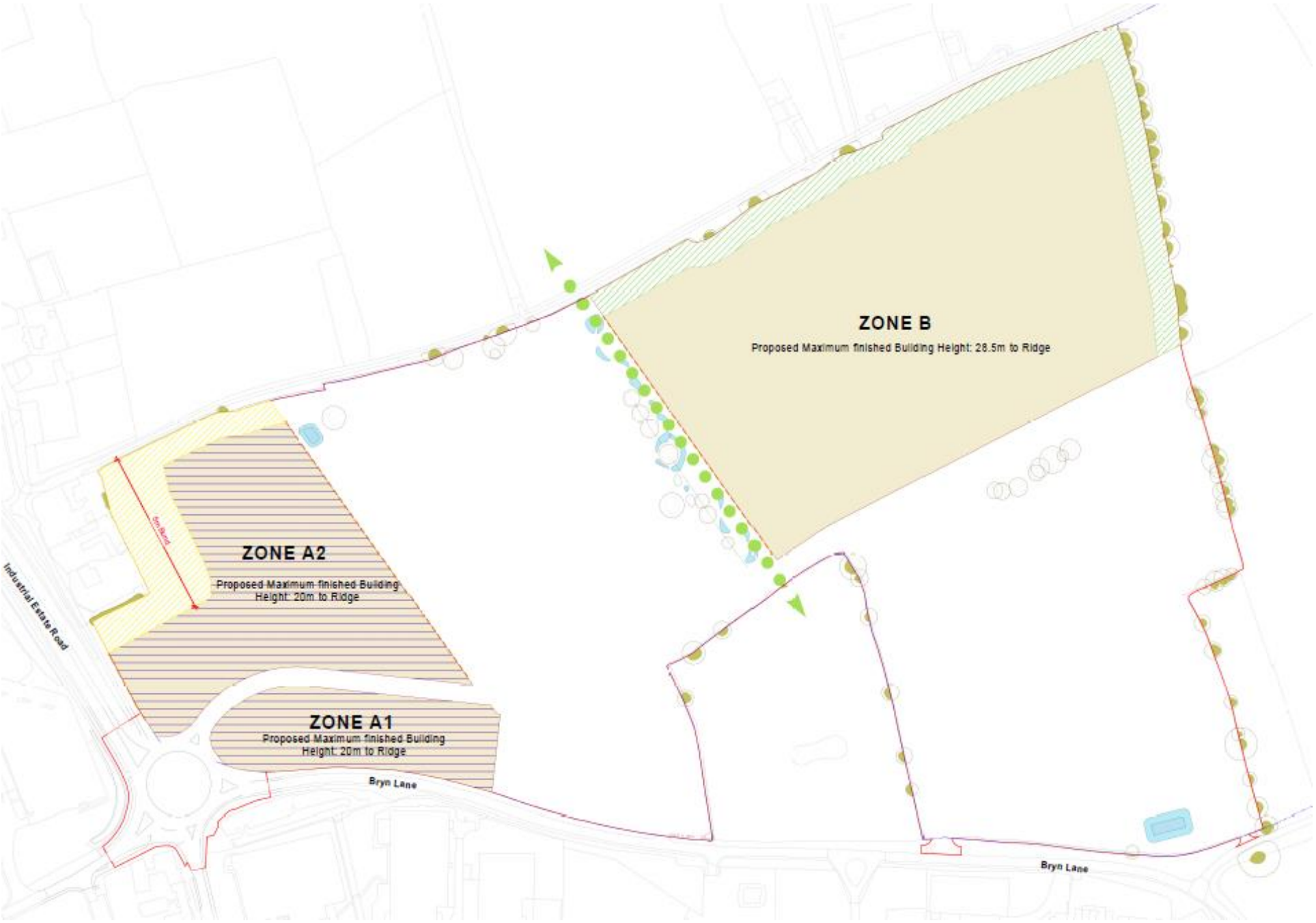
LEGEND

- Application Boundary
37.21Ha || 91.94Ac
- Ownership Boundary
89.30Ha || 220.66Ac
- Retained Trees
- Proposed Bunds
- Retained Ponds
- Proposed Ponds
- Veteran Tree Buffer
- Proposed Green Corridor
- Proposed Area of Outline Planning Application

Outline Component - Parameter Plan

The parameter plan for the outline component of the proposed development, which comprises Development Zones A1, A2 and B, is shown in this figure.

A bund is proposed along the northern and north-western application site boundaries. The bund would range between 3 m and 5 m in height above ground level.



LEGEND

- Application Boundary
37.21Ha || 91.94Ac
- Ownership Boundary
89.30Ha || 220.66Ac
- Zone Boundary
- Additional Use Classes
Refer to zone a plot parameters
- Landscape Buffer to the residential area
- Landscape Zone Area of Outline Planning Application
- Proposed Green Corridor
- Retained Trees
- Retained Ponds
- Proposed Ponds

04 ENVIRONMENTAL RECEPTORS

Environmental constraints (or ‘sensitive receptors’) comprise buildings, people or elements of the natural environment that could be affected by a new development. The key environmental constraints relevant to the proposed development are as follows:

- Local economic activity & local labour force;
- Users of the following local transport links (vehicular, pedestrians & cyclists & public transport): A5156; A534; Industrial Estate Road; Bryn Lane; and the Ridley Wood Road;
- Residential receptors, including:
 - Properties along Hugmore Lane (Spring Grove; Ty Gwanwyn; Spring Grove Barn; Holt Lodge Farm; Ambergate;
 - Harcourt, Ridley Wood;
 - 2 Bryn Lane;
 - Aldersey Farm, Francis Lane;
 - Properties along Sandy Lane;
 - Properties along A534 Wrexham Road (Yr Efail);
 - Properties along Borrás Hall Lane;
 - Properties along The Links;
 - Properties along Birkdale Road;
 - Properties along A534 Holt Road;
 - Properties along Bader Court;
 - Properties along Avondale Grove;
 - Properties along Bieston Close;
 - Properties along Ffordd Llwyn;
 - Properties along Ffordd Garmonydd;
 - Properties along Chester Road; and
 - Properties along Plas Acton Close.
- International statutory designated ecological sites: Afon Dyfrdwy a Llyn Tegid (River Dee and Bala Lake) SAC (Wales and England) and Midlands Meres and Mosses Ramsar;
- National statutory designated ecological sites: Afon Dyfrdwy (River Dee) (Wales) SSSI (Wales and England) and Vicarage Moss SSSI and River Dee (England) SSSI;
- Local non-statutory designated ecological sites: Wrexham Industrial Estate Local Wildlife Site (LWS) and Cefn Park LWS;
- Habitats on-site, including: semi-natural broadleaved woodland; native hedgerows; scattered trees; veteran trees; standing water (ponds);
- Species on-site and within 2km of the application site, including: great crested newt (GCN) (*Triturus cristatus*) and other priority (Section 7 (S7)) amphibian species; bats; badger (*Meles meles*); breeding birds; wintering birds; hedgehog (*Erinaceus europaeus*); brown hare (*Lepus europaeus*);
- Human health receptors (construction workers, future site users and adjacent site users);
- Water environment receptors: River Dee and its tributaries; River Dee and Bala Lake SAC; Kinnerton Sandstone Formation Principal Aquifer; Salop Formation Secondary A Aquifer;
- New buildings and infrastructure;
- Retained and proposed vegetation;
- Local landscape character, notably;
 - National Landscape Character Area 13 Deeside and Wrexham;
 - National Landscape Character Area 14 Maelor
 - Character of the setting of the application site ; and
 - Character of the application site.
- Local visual receptors, namely:
 - Residents of dwellings along Hugmore Lane;
 - Users of Francis’ Lane;
 - Users of Public Footpath Holt 25;
 - Users of Public Footpath Holt 26/Isycoed 6;
 - Users of Ridley Wood Road;
 - Users of Bryn Lane;
 - Employees of Ridley Wood Industrial Complex;
 - Users of Hugmore Lane;
 - Users of Abenbury Way;
 - Employees of and visitors to Clays Driving Range and Golf Course;
 - Residents of Hugmore House;
 - Users of Public Footpath Bieston 5;
 - Users of A534 Wrexham Road;
 - Residents of Hugmore Farm;
 - Residents of Hazel Brook House;
 - Users of Public Footpath Holt 24;
 - Residents of dwellings along Francis’ Lane;
 - Users of B5130;
 - Residents of Laurel Grove House;
 - Employees of Wrexham Industrial Estate;
 - Users of Rodens Hall Road;
 - Users of Public Footpath Isycoed 14;
 - Users of Public Bridleway Abenbury 10 and Public Footpath Abenbury 12;
 - Pedestrian users of Bryn Estyn Road;
 - Users of Borrás Hall Lane;
 - Users of Borrás Road; and
 - Users of Public Footpath Holt 20.

05 ALTERNATIVES AND DESIGN EVOLUTION

Chapter 5 of ES Volume II sets out the main alternatives considered by the Applicant prior to the finalisation of the proposed development for the planning application. It shows the process undertaken to avoid impacts through the iterative and collaborative design of the development.

The alternatives assessment primarily focuses on the design evolution process that took the design from that proposed in the Initial Masterplan Design at the beginning of 2022 to the proposed development design in June 2023.

Design Principles

In line with the application site's proposed allocation within the emerging Wrexham Local Development Plan 2013-2028 (Policy SP11 to deliver employment land (allocation reference KSS3 'Land to the north of Bryn Lane, Wrexham Industrial Estate')), the proposed development seeks to create the following:

- A regionally significant employment hub;
- Flexibility for a range of use classes & unit sizes to appeal to existing & future occupier demands;
- A substantial number of new jobs;
- Substantial landscaping & planting, including an ecological corridor;
- Appropriate spatial separation & screening for nearby sensitive residential receptors;
- A high-quality scheme with a sympathetic layout to create a welcoming environment at human scale and also minimise wider landscape and visual impacts; &
- An access strategy that is sympathetic to the existing highway layout and reduces HGV movements on the local road network.

Initial Proposed Masterplan

The Applicant demonstrated how the development could come forwards through an initial illustrative masterplan in early 2022, as shown in Figure 5.1.

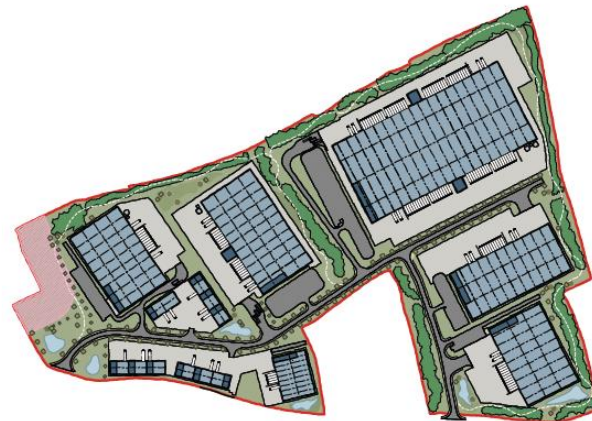


Figure 5.1: 2022 Initial Proposed Masterplan Layout

Design Evolution

The 2022 initial illustrative masterplan has formed the basis of the proposed development design evolution process undertaken between 2022 and 2023.

The design evolution process has been influenced by a number of elements, including the environmental sensitivities of the application site and the existing receptors, as well as comments received during consultations, primarily with Wrexham CBC, Dwr Cymru Welsh Water (DCWW) & Natural Resource Wales (NRW).

The final illustrative masterplan (June 2023) has formed the basis of the proposed masterplan for the detailed component of the proposed development and the scheme parameters for the outline component.

The key environmental considerations that have influenced the design evolution process include:

- Minimising visual & disturbance impacts on the surrounding receptors (notably residents to the north-west) by: locating large industrial units in the east of the application site; facing yards spaces / operational activities inwards, where possible; & providing screening / bunds around the perimeter of the application site;
- Delivering ecological mitigation & enhancements, including: providing a central ecological corridor providing connectivity to the surrounding area & forming a key part of the on-site mitigation strategy for Great Crested Newts (GCNs); retaining existing ponds, replacing ponds to be lost & providing new ponds which form suitable GCN habitat; and retaining important trees, including a central veteran tree;
- Developing a foul water drainage strategy which is capable of treating waste water from the proposed development in the event that there isn't sufficient capacity within the existing sewerage network. This is required to demonstrate the proposed development would not contribute to increasing phosphate levels entering the River Dee and Bala Lake Special Area of Conservation (SAC);
- Delivering the necessary infrastructure, including upgrading the existing roundabout & providing footways & cycleways through the proposed development; and
- Creating a wellness trail around the application site, to create an attractive & healthy environment for users and visitors of the proposed development.

06 THE ENVIRONMENTAL STATEMENT

Structure of the Document

The ES comprises four volumes:

Volume I: Non-Technical Summary

This volume provides a concise, accessible overview of the information contained in Volumes II and III to make it readily comprehensible to non-specialists.

Volume II: Main Text

This volume describes the proposals, the alternative options considered, the baseline environmental conditions, the likely significant effects of the proposed development alone and in combination with the cumulative schemes, the proposed mitigation measures, and the residual environmental effects.

Volume III: Landscape & Visual Assessment

This volume reports the landscape & visual assessment, which, due to the size of the assessment, has been included as a separate volume rather than a technical chapter within Volume II.

Volume IV: Appendices

This volume contains all of the relevant technical documents that support, and have informed, the assessments included within Volume II.

Effect Scale & Significance

Effects are generally understood to be the consequences of impacts. The scale of the effect is usually informed by the magnitude of the impact and the sensitivity of the receptor.

The assessment of effect scale within the ES is generally considered using a common scale, with effects described as being ‘major’, ‘moderate’, ‘minor’ or ‘negligible’ (which also includes no impact). Broad definitions for each of the scale of effect descriptors are provided below:

- **Negligible** - Effects that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error. These effects are unlikely to influence decision making, irrespective of other effects.
- **Minor** - These effects may be raised as local issues and may be of relevance in the detailed design of the proposed development but are unlikely to be critical in the decision-making process.
- **Moderate** - These effects, if adverse, are likely to be important at a local scale and on their own could have a material influence on decision-making.
- **Major** - These effects may represent key factors in the decision-making process. Potentially associated with sites and features of national or international importance or likely to be important considerations at a regional or district scale. Major effects may relate to resources or features that are unique and which, if lost, could not be replaced or relocated.

Effects are generally considered to be ‘Significant’ where they are of a ‘Moderate’ or ‘Major’ scale (either adverse or beneficial).

In addition to the scale and significance of the effect, statements are made as to whether effects are the following:

- **Adverse** – a harmful or unfavourable effect (e.g. the loss of trees to allow the construction of new buildings)
- **Beneficial** – a favourable or advantageous effect (e.g. the creation of jobs as a result of construction works)

- **Neutral** - An effect that is on balance both beneficial and adverse
- **Direct** – an effect without intervening factors (e.g. the removal of trees to allow for the construction of new buildings)
- **Indirect** – an effect not directly caused by the development (e.g. changes to the pattern of traffic movements across the road network as a result of a new road being constructed)
- **Temporary** – an effect lasting only for a limited period of time (e.g. piling during construction)
- **Permanent** – an effect lasting or intended to last or remain unchanged indefinitely (e.g. land reclamation from the sea)
- **Reversible** – an effect that is capable of being reversed so that the previous state is restored (e.g. the removal of solar panels to revert to grazing pasture)
- **Irreversible** – an effect that is not capable of being undone or altered (e.g. gravel extraction)
- **Short term** – an effect lasting between 0 - 7 years
- **Medium term** – an effect lasting between 8 - 12 years
- **Long term** – an effect lasting more than 12 years
- **Cumulative** – increasing by one addition after another (e.g. traffic generated by different developments occurring in close proximity to one another).

06 THE ENVIRONMENTAL STATEMENT

Cumulative Effects

The EIA Regulations require that all significant effects of a development are considered, including cumulative effects. The two main types of cumulative effects are as follows:

- **Inter-development effects:** The combined effects of the proposed development together with other approved developments ‘cumulative schemes’ (taking into consideration effects at both the demolition and construction stage and the completed and operational stage); and
- **Intra-development effects:** The combined effects caused by the combination of a number of effects on a particular receptor, which may collectively result in a larger scale of effect than individually.

Three forthcoming cumulative schemes in the surrounding area have been considered alongside the proposed development in the EIA.

Topics ‘Scoped Out’ of the ES

For those topics where the potential for likely significant environmental effects is not anticipated, topic specific technical chapters have not been provided within the main volume of the ES, Volume II. These topics comprise:

- Historic Environment;
- Daylight, Sunlight & Overshadowing;
- Flood Risk & Drainage;
- Waste & Materials; and
- Wind.

Topics ‘Scoped in’ to the ES

For those topics that are considered to have the potential for likely significant environmental effects, a detailed assessment has been provided within a technical chapter in the main volume of the ES (ES Volume II).

Topics that are considered to have the potential for likely significant environmental effects, and therefore have been included within the ES, are identified within the table below and are summarised in the remainder of this Non-Technical Summary.

Topics ‘Scoped In’ to the ES
Socio-economics
Transport
Air Quality
Noise & Vibration
Biodiversity
Ground Conditions & Contamination
Landscape & Visual Amenity

Topics not requiring their own ES chapter

Climate change, risks of major accidents and disasters and human health have been considered in the ES; however, stand-alone technical chapters have not been prepared for these topics. Instead, where the effects of the development in relation to climate change, risks of major accidents and disasters and human health are relevant to a specific technical assessment, this has been stated and assessed within the respective ES chapter.

07 SOCIO-ECONOMICS

The assessment of the socio-economic effects of the proposed development is reported in Chapter 7 of Volume II of the ES. The assessment has considered the likely direct and indirect effects of the employment generated by the proposed development on the local labour force and local economy.

A range of nationally recognised research and survey information has been used to establish a baseline profile of the neighbourhood, borough and national economy and community, with the potential impacts of the proposed development assessed using standard industry ratios, data, assumptions and professional judgement.

Demolition and Construction Stage

During the demolition and construction stage, the proposed development would generate a total of 24 full-time equivalent (FTE) jobs within the construction sector in the borough over the course of the 88 month construction period. This estimate takes into account the extent to which construction jobs would be taken up by the local labour market (leakage), the extent to which they may displace existing local construction activity (displacement) and how they provide the opportunity to generate spin-off employment opportunities within the supply chain and related services (multiplier).

To maximise local recruitment, enhancement measures would include a commitment to advertise job vacancies in local job agencies and newspapers in accordance with 'local and relevant postcodes' to maximise those employed locally. The contractor would also be required to work with local education and training centres, and industry bodies, to provide apprenticeships and training opportunities, particularly for those in the NEET category

(not in employment, education or training). Given the duration of the construction stage, the proposed development offers the opportunity for prolonged training.

Within the context of the borough's existing construction workforce, this would have a temporary short-term **Minor Beneficial** effect (not significant).

Completed Development Stage

Within the completed development stage, the proposed development would predominately deliver industrial/storage & logistics floorspace, as well as additional potential uses, such as a hotel and petrol filling station, all of which would create employment.

Based on standard employment densities, the completed development would create between 1,166 and 3,352 gross operational jobs which, when taking into account leakage, displacement and induced/indirect jobs, would be equivalent to between 306 and 880 net operational jobs which would specifically benefit the local community. In the context of the local economy, this would have a **Moderate Beneficial** residual effect (significant). It is considered that the proposed development would deliver on the regeneration aspirations of the local authority.

Inter-Development Cumulative Effects

Whilst the 'Land South of Ridley Wood' scheme was completed and occupied in 2022, it has been considered as part of the cumulative effects assessment for the completed development stage, as the population data to determine baseline employment was published prior to completion of the development. This scheme would also deliver new commercial floorspace that will complement the proposed development's uses and will generate

additional operational employment. The Land South of Ridley Wood scheme would bring forward at least an additional 306 net operational employment opportunities. It is considered that the cumulative effect in combination with the proposed development would be a **Moderate Beneficial** (significant).

Given the scale of the remaining two cumulative schemes (P/2020/0603 & P/2015/043), the number of jobs created by them is anticipated to be small and as such, these schemes are not expected to result in significant inter-development cumulative effects during completed development stage. As both cumulative schemes are already under construction, significant cumulative effects during the demolition and construction stage are also not anticipated.

08 TRANSPORT

The assessment of the effects of the proposed development on transport and access is reported in Chapter 8, ES Volume II. Severance, Fear and Intimidation, Pedestrian Amenity, Pedestrian Delay, Accidents and Safety and Driver Delay have all been considered.

The study area for the assessment comprises the following transport links, as agreed with Wrexham CBC:

- A5156;
- A534;
- Industrial Estate Road;
- Bryn Lane; and
- Ridley Wood Road.

Demolition & Construction Stage

The assessment results show that the effects of vehicle traffic flows associated with demolition and construction of the proposed development on all transport links considered in the assessment would range from Negligible to Minor Adverse.

Implementation of a Construction Traffic Management Plan (CTMP) and a Construction Environmental Management Plan (CEMP) are proposed to reduce the effects of Heavy Goods Vehicles (HGVs) and worker vehicles throughout construction. They will include provision for traffic management measures specifically designed to protect vulnerable road users such as pedestrians, including clearly delineated pedestrian routes and set hours of operation to reduce the likelihood of pedestrian / vehicle interaction. Transport effects will be closely managed and monitored throughout the construction period.

With these measures in place, the residual transport effects of the proposed development during the demolition and construction stage are expected to be

Negligible (not significant) on all receptors, with one exception (pedestrian amenity impacts on users of the A5156 are expected to be **Minor Adverse** (not significant)).

Completed Development Stage

The assessment results show that the effects of vehicle traffic flows generated by the proposed development, once fully complete and operational, on all transport links considered in the assessment would range from Negligible to Moderate Adverse.

Implementation of a Travel Plan is proposed, which aims to reduce vehicle trip generation and promote sustainable mode share during the operational stage.

With these measures in place, the residual transport effects of the proposed development once fully complete and operational are expected to be **Negligible** (not significant) on all receptors, with the exception of Industrial Estate Road (fear & intimidation) and A534 (fear and intimidation and pedestrian amenity), which are expected to be subject to **Minor Adverse** (not significant) effects.

Inter-Development Cumulative Effects

The assessment results show that the effects of vehicle traffic flows associated with the proposed development once complete and operational, in combination with vehicle traffic generated by the cumulative schemes on all transport links considered in the assessment would range from **Negligible** to **Minor Adverse** (not significant).

09 AIR QUALITY

The assessment of the air quality effects of the proposed development is reported in Chapter 9 of Volume II of the ES.

The proposed development has the potential to results in air quality effects from road traffic exhaust emissions associated with vehicles travelling to and from the application site during the demolition and construction stage and once the proposed development is complete and operational.

The sensitive receptors considered in the assessment included both human and ecological receptors within 200 m of the highway network subject to changes in traffic flows as a result of the proposed development. A total of 23 human receptor locations (residential properties) and 5 ecological receptors (namely, Wrexham Industrial Estate Local Wildlife Site (LWS), Cefn Park LWS, Vicarage Moss Site of Special Scientific Importance (SSSI), Midlands Meres and Mosses Ramsar, River Dee and Bala Lake Special Area of Conservation (SAC) and River Dee SSSI) have been considered in the assessment.

Demolition and Construction Stage

The proposed development is not predicted to increase the Annual Average Daily Traffic (AADT) flows in the vicinity of any of the ecological receptors by more than 1,000 during the demolition and construction stage. As such, in line with guidance from Natural England, which is used by Natural Resources Wales, potential air quality effects as a result of the demolition and construction stage road vehicle exhaust emissions on all ecological receptors are considered **not significant**.

Dispersion modelling has been undertaken in order to predict pollutant concentrations at the residential properties considered in the assessment, both with and

without the proposed development in place. The dispersion modelling results indicate that the air quality effects on all pollutants considered in the assessment (nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) on all residential receptors during the demolition and construction stage would be **Negligible** (not significant).

Completed Development Stage

The proposed development is not predicted to increase the Annual Average Daily Traffic (AADT) flows in the vicinity of any of the ecological receptors by more than 1,000 during the completed development stage. As such, in line with guidance from Natural England, which is used by Natural Resources Wales, potential air quality effects as a result of completed development stage road vehicle exhaust emissions on all ecological receptors are considered **not significant**.

Dispersion modelling has been undertaken in order to predict pollutant concentrations at the residential properties considered in the assessment, both with and without the proposed development in place. The dispersion modelling results indicate that the air quality effects on all pollutants considered in the assessment (nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) on all residential receptors during the completed development stage would be **Negligible** (not significant).

Inter-Development Cumulative Effects

The potential cumulative transport effects have already been included within the assessment of the proposed development's air quality effects, as set out above.

10 NOISE & VIBRATION

The assessment of the noise & vibration effects of the proposed development is reported in Chapter 10 of Volume II of the ES. Effects on local sensitive receptors (e.g. residential properties) have been assessed, including those in the surrounding area and future receptors associated with the proposed development (once completed (potential hotel use)).

Demolition and Construction Stage

All existing receptors are predicted to be subject to short-term minor adverse effects from demolition and construction noise prior to mitigation. Only one receptor (Ty Gwanwyn, Hugmore Lane) is considered to have the potential to be subject to perceptible vibration impacts from the demolition and construction works. Prior to mitigation, a short-term moderate adverse effect on this receptor is anticipated.

Additional traffic noise from Heavy Goods Vehicle (HGV) movements on the local road network related to the demolition and construction works is expected to result in short-term minor adverse effects on all receptors prior to mitigation.

Mitigation measures are proposed to reduce potential noise and vibration effects on the sensitive receptors. These will be included within a Construction Environmental Management Plan (CEMP).

Following the incorporation of mitigation all residual effects are expected to be **Minor Adverse** (not significant).

Completed Development Stage

Additional traffic noise from vehicle movements on the local road network generated by the proposed development once complete and operational is expected

to result in effects on all existing and proposed receptors (the potential hotel) ranging from minor adverse to minor beneficial, prior to mitigation. A Travel Plan will be implemented in due course to reduce car vehicle trip generation and promote sustainable mode share. With this measure in place, the residual effects on the existing and proposed sensitive receptors are expected to be **Negligible** (not significant).

On-site activities during the completed development stage, including operational plant, HGV Movements and loading/unloading activities, are expected to result in effects on the existing and proposed sensitive receptors ranging from Negligible to Major Adverse, prior to mitigation. Various mitigation measures are proposed including landscaping bunds, selection of sensitive HGV dock locations, and setting of plant noise limits. With these measures in place, the residual effects would range from **Negligible** (not significant) to **Moderate adverse** (significant).

Inter-Development Cumulative Effects

Inter-development cumulative effects are only anticipated in regard to transport noise during the completed development stage. The cumulative effects are expected to be **Negligible** (not significant).

11 BIODIVERSITY

The assessment of the biodiversity effects of the proposed development is reported in Chapter 11 of Volume II of the ES.

Demolition and Construction Stage

Potential air quality and contamination effects on ecologically designated sites during the demolition and construction stage (assessed in detail in Chapters 9 and 12 respectively) are expected to be **Negligible** (not significant) residual effects.

The construction works would result in habitat loss, including up to 0.56 ha tree cover, up to 2.6 km native hedgerows and five ponds. A landscaping strategy would be implemented but the benefits would be seen until the completed development stage. This habitat loss would have a temporary short-term **Minor Adverse** (trees and ponds) to **Moderate Adverse** (hedgerows) (significant) effects.

Great Crested Newts (GCN) are known to be present in the application site. The proposed development would result in temporary aquatic and terrestrial habitat loss, habitat fragmentation and has the potential to result in killing/injury/disturbance of individuals. A mitigation licence from Natural Resources Wales (NRW) would be required in due course. As part of this, a mitigation strategy will be devised which will include sufficient mitigation measures to ensure **Negligible** (not significant) residual effects in respect of killing/injury/disturbance. Impacts from habitat loss during the demolition & construction stage would also be mitigated with the implementation of a mitigation strategy, which will include the creation of an off-site translocation site, resulting in a temporary **Minor Beneficial** (significant) effect.

Roosting bats may be present in the application site. The proposed development could result in habitat loss and killing/injury/disturbance of these species. If present, a mitigation licence from NRW would be required.

The licence and accompanying mitigation strategy would ensure a **Negligible** (not significant) residual effect in respect of killing/injury/disturbance. Habitat loss during the demolition and construction stage would result in a temporary **Minor Adverse** (significant) effect.

Construction works also have the potential to:

- Directly and indirectly damage and disturb retained habitats in, and adjacent to, the application site. It is proposed to mitigate these effects through implementation of a CEMP, tree protection plan and arboricultural clerk of works (ACoW). The CEMP would include measures compliant with best practice and in accordance with BS 42020: 2013 Biodiversity: Code of Practice for Planning and Development. This would result in **Negligible** (not significant) residual effects;
- Disturb protected species and their normal behaviours through artificial lighting. This effect was considered in the context of bats, badger, hedgehog and brown hare. A sensitive lighting strategy will be implemented during construction to minimise potential disturbance. This would result in a **Negligible** (not significant) residual effect;
- Kill/injure badger, hedgehog and brown hare, should they range into active construction areas. Reasonable Avoidance Measures (RAMs) would be implemented to ensure no harm comes to these species. This would result in a **Negligible** (not significant) residual effect;
- Destroy or damage a badger sett if one is dug on, or within 30 m of, the application site prior to works commencing. A pre-construction check is proposed to ensure no setts have been dug since the last survey. If any setts are identified then a sett closure licence from NRW or RAMs would be required dependent on proximity of the sett to construction areas and predicted impacts. This would result in a **Negligible** (not significant) residual effect; and

- Kill/injure/disturb nesting birds during building demolition and vegetation clearance if undertaken during the typical breeding season (March to August inclusive). Any clearance during the breeding season would be preceded by a nesting bird check by an experienced ecologist. A suitable buffer zone would be created around any active nests within which no works can proceed until the young have fledged. This would result in a **Negligible** (not significant) residual effect.

11 BIODIVERSITY

Completed Development Stage

Potential air quality and contamination effects on ecologically designated sites during the completed development stage, including from increased phosphorus, (assessed in detail in Chapters 9 and 12 respectively) are expected to be **Negligible** (not significant) residual effects.

The landscaping implemented during the demolition and construction stage will establish during the completed development stage. However, without appropriate management these habitats could potentially degrade over time. A Landscape and Ecological Management Plan (LEMP) would be implemented and the development has been designed to include ample roads and footpaths to minimise human and vehicle encroachment. These measures would ensure the long-term value of habitats is maintained, both as habitats themselves and as habitats for protected species. This would result in **Minor Beneficial** (significant) residual effects in the long-term in respect of native hedgerows, scattered trees and standing water, as well as GCN, bats and breeding birds.

The completed development also has the potential to:

- Disturb veteran trees to be retained as a result of recreational use, resulting in **Negligible** (not significant) residual effects;
- Disturb protected species and their normal behaviours through artificial lighting. This effect has been considered in the context of bats, badger, hedgehog and brown hare. A sensitive lighting strategy will be implemented during operation to minimize potential disturbance. This would result in a **Negligible** (not significant) residual effect;

- Disturb wintering birds through vehicular and pedestrian movements around the operational site, operational lighting and the continual presence of tall operational buildings. This would result in a **Negligible** (not significant) residual effect;
- Fragment habitats and kill/injure species including GCN, badger, hedgehog and brown hare from increased roads and traffic. The development has been designed to include a central green corridor, connecting on- and off-site habitats, with a wildlife tunnel suitable for amphibians and other small animals beneath the spine road that would bisect this corridor. Beyond this corridor, most wildlife-friendly landscaping would be around the site boundaries, attracting species away from the active central areas of the operational development. Though there may still be low levels of road traffic mortality, these design measures would result in **Negligible** (not significant) effects; and
- Disrupt the flight lines of foraging and commuting bats through the presence of buildings up to 28.5 m tall. The landscaping strategy includes sufficient planting around and through the development to provide sufficient alternative flight lines. This would result in a **Negligible** (not significant) effect.

Inter-Development Cumulative Effects

None of the cumulative schemes identified in Chapter 2, ES Volume II were identified as having the potential to result in cumulative effects with the proposed development with respect to ecological receptors.

12 GROUND CONDITIONS & CONTAMINATION

The assessment of the effects of the proposed development on ground conditions and contamination is reported in Chapter 12, ES Volume II.

Demolition and Construction Stage & Completed Development Stage

Potential impacts during the demolition and construction stage that have been assessed include:

- Impacts on demolition and construction workers and adjacent site users from potential inhalation of contaminated dust and asbestos containing materials (ACMs) that may exist on-site either within made ground and/or existing buildings; direct contact/ingestion of potential existing contaminants that may exist on-site; inhalation of potential ground gases and vapours; and direct contact/ingestion and inhalation of potential new contaminants resulting from accidental fuel spillages from heavy plant and machinery;
- Impacts on the River Dee and its tributaries and the River Dee and Bala Lake SAC from leaching of potential existing contamination into groundwater and subsequent migration to surface water, as well as direct surface water run-off with suspended soils into surface water; and leaching/migration of potential new contaminants through groundwater and/or direct surface water runoff from accidental fuel spillages from heavy plant and machinery;
- Impacts on Kinnerton Sandstone Formation Principal Aquifer & Secondary A Aquifer, Salop Formation, from leaching of potential existing mobile contamination into groundwater and vertical/lateral migration; and leaching of potential new contaminants through groundwater and vertical/lateral migration from accidental fuel spillages from heavy plant and machinery during the demolition and construction works; and

- Impacts on retained vegetation from uptake of potential existing contaminants within soils and groundwater.

Potential impacts during the completed development stage that have been assessed include:

- Impacts on future site users and adjacent site users from direct contact/ingestion and inhalation of contaminated dust and ACMs from exposed areas of soft landscaping; direct contact/ingestion of potential existing contaminants exposed within areas of soft landscaping; inhalation of potential ground gases and vapours; and direct contact/ingestion and inhalation of potential new contaminants resulting from accidental fuel spillages associated with the operation of the site and the potential petrol filling station;
- Impacts on the River Dee and its tributaries and the River Dee and Bala Lake SAC from leaching of potential existing mobile contamination into groundwater and subsequent migration to surface water, as well as direct surface water run-off with suspended soils into surface water; increased phosphate concentrations through wastewater from site occupants and future site operations; and leaching/migration of potential new contaminants resulting from accidental fuel spillages associated with the operation of the site and the potential petrol filling station;
- Impacts on Kinnerton Sandstone Formation Principal Aquifer & Secondary A Aquifer, Salop Formation, from leaching of potential existing mobile contamination into groundwater and vertical/lateral migration through permeable strata and leaching of potential new contaminants resulting from accidental fuel spillages associated with the operation of the site and the potential petrol filling station;

- Impacts on new buildings and infrastructure from direct contact between buried concrete within the buildings and structures with soils which may contain contaminants that are aggressive to buried concrete and/or other construction materials.; and
- Impacts on retained and proposed vegetation from uptake of potential existing contaminants within soils and groundwater.

Prior to the start of any works on-site, a ground Investigation will be carried out to confirm the anticipated ground conditions at the application site. The ground investigation will include testing of existing soils in order to confirm the presence/absence of any contamination present. If required, a remediation strategy would be prepared to agree how the remediation works would be undertaken to ensure the site is 'Suitable for Use' and will not present a risk to human health, groundwater, or the built environment.

A detailed CEMP will also be developed to place environmental controls on the demolition and construction activities to ensure any construction related impacts are mitigated. This will include the preparation of a pollution incident control plan, which will be put in place during the demolition and construction works and will include the consideration of any required dewatering activities.

With these measures in place, all residual effects are expected to be **Negligible** (not significant).

Inter-Development Cumulative Effects

Significant inter-development cumulative effects in combination with the cumulative schemes are not anticipated.

13 LANDSCAPE & VISUAL

The assessment of the effects of the proposed development on landscape and visual receptors is reported in ES Volume III.

The sensitive receptors considered in the assessment comprise landscape character receptors, such as local landscape character areas, the application site and its setting; and visual receptors, including users of local transport links, residential properties and other local uses.

Demolition & Construction Stage

The presence of construction activity (e.g. vehicle movements, cranes and other construction plant, and construction activities) and the partially completed development would result in a temporary **Minor Adverse** (not significant) effects on National Landscape Character Area 13 Deeside and Wrexham and the overall character of the setting of the application site; and **Moderate Adverse** (not significant) effects on National Landscape Character Area 14 Maelor and the overall character of the application site.

The construction activities would also have temporary effects on surrounding visual receptors, ranging from **Major to Moderate Adverse** (significant) to **no change**.

Completed Development Stage

Once the proposed development is fully complete and operational in 2030, the proposed development is expected to result in **Minor Adverse** (not significant) effects on National Landscape Character Area 13 Deeside and Wrexham and the overall character of the setting of the application site; and **Moderate Adverse** (not significant) effects on National Landscape Character Area 14 Maelor and the overall character of the application site.

The fully completed and operational development in 2030 would also have effects on surrounding visual receptors, ranging from **Major to Moderate Adverse** (significant) to **no change**. These effects would be temporary, prior to the proposed landscape planting maturing.

An additional assessment has been undertaken 15 years following completion of the proposed development (2045) to establish the long-term effects of the proposed development, once the proposed landscape planting has matured. In this scenario, all significant adverse effects from the 2030 scenario have been reduced to not significant. In summary, in 2045, long-term effects on all landscape receptors are expected to be **Minor Adverse** (not significant), while all long-term effects on visual receptors are expected to range from **Moderate Adverse** (not significant) to **no change**.

Inter-Development Cumulative Effects

Given the distance between the application site and the cumulative schemes, significant inter-development cumulative effects are not anticipated.

14 RESIDUAL EFFECTS SUMMARY

The residual effects of the proposed development are summarised in Table 14.3.1 of Chapter 14 of ES Volume II.

The residual effects have also been summarised in each of the relevant technical topic ES chapters. The likely significant residual effects of the proposed development are set out in the section below.

Likely Significant Effects

Demolition and Construction Stage

Following implementation of mitigation measures, the proposed development would result in the following likely significant environmental effects during the demolition and construction stage:

- Loss of native hedgerows – **Moderate Adverse** (significant at a county level);
- Loss of scattered trees – **Minor Adverse** (significant at a local level);
- Loss of ponds – **Minor Adverse** (significant at a local level);
- Loss or fragmentation (splitting) of habitats supporting:
 - Roosting bats; and
 - Breeding birds - **Minor Adverse (significant at a local level);**
- Creation of habitats supporting GCN's & other amphibian species – **Minor Beneficial (significant at a local level);**
- Alterations to the existing views from the following visual receptors as a result of demolition and construction works:
 - Residents of properties along Hugmore Lane;
 - Users of Francis' Lane;
 - Users of Public Footpath Holt 24;
 - Users of Public Footpath Holt 25; and
 - Users of Public Footpath Holt 26/ Isycoed 6 – **Major to Moderate Adverse.**

Completed Development Stage

Following the implementation of mitigation measures, the proposed development would result in the following likely significant environmental effects during the completed development stage:

- Generation of new operational employment – **Moderate Beneficial;**
- Noise impacts resulting from on-site operational activities (such as deliveries and servicing and plant) on the following existing residential receptors:
 - Spring Grove, Hugmore Lane (receptor R03);
 - Ty Gwanwyn, Hugmore Lane (receptor RO4)
 - Holt Lodge Farm (receptor R05) - **Moderate Adverse.**
- Noise impacts resulting from on-site operational activities (such as deliveries and servicing and plant) on the following proposed potential hotel receptors
 - Hotel eastern façade (receptor HR03)
 - Hotel south-eastern façade (receptor HR04)
 - Hotel southern façade (receptor HR05); and
 - Hotel south-western façade (receptor HR06) - **Moderate Adverse.**
- Planting of native hedgerows, scattered trees & standing water (habitat creation) - **Minor Beneficial** (significant at a local level);
- Creation of habitats supporting the following protected species:
 - GCN;
 - Amphibians; and
 - Bats - **Minor Beneficial** (significant at a local level).
- Impacts on breeding birds from habitat creation – **Minor Beneficial** (significant at a local level).
- Alterations to the existing views from the following visual receptors as a result of the completed development (opening year):
 - Residents of dwellings along Hugmore Lane;
 - Users of Francis' Lane;
 - Users of Public Footpath Holt 25;
 - Users of Public Footpath Holt 26/Isycoed 6 - **Major to Moderate Adverse** (reducing to **Moderate Adverse** (not significant) following 15 years.

15 WHAT NEXT?

Determination Period

Upon validation of the application, Wrexham CBC shall not determine the EIA application until the expiry of 30 days from the last date on which consultation letters were issued by the Council and the ES made available to consultees. The determination must also be made after the expiry of 30 days from the display of the site notice, from the date of publication in the local newspaper and from the date of advertisement on the Council's website (whichever is later).

In contrast to a non-EIA planning application, which should be decided upon within either 8 or 13 weeks of submission, those applications accompanied with an ES are to be decided within 16 weeks of submission.

How To Comment

The ES and the planning application will be available to be viewed and downloaded at Wrexham CBC's planning applications website:

<https://planning.wrexham.gov.uk/planning/search-applications>

For anyone without personal access to the internet, the documents can be viewed online at any of Wrexham CBC's libraries through the computer/internet facilities available.

Comments on the planning application and ES should be addressed to Mr Matthew Phillips at the address below or may be made online via Wrexham CBC's planning applications website.

Mr Matthew Phillips
Wrexham County Borough Council
Planning and Regulatory Service
Guildhall
Wrexham
LL11 1AY

Paper copies of this ES can be obtained for £750.00 (to reflect printing and distribution costs) by contacting:

CBRE Ltd - Sustainability, Impact Assessment & Social Value
Henrietta House
Henrietta Place
London
W1G 0NB

Alternatively, an electronic copy of the ES can be obtained for £10.00 by contacting CBRE at the above address.

Charges for paper and electronic copies of the ES are made in accordance with Regulation 23 of the EIA Regulations 2017.



