

Technical design note

Project name	Transcontinental Advanced Coatings, Wrexham		
Design note title	Transport Technical Note		
Document reference	27518-HYD-XX-XX-RP-TP-1001		
Author	Syed Rahi BSc (Hons) MSc		
Checked by	Sam Denby BA (Hons) MSc CMILT		
Revision	P02		
Date	18 December 2023	Approved	☐

1. Background

1.1 Overview

- 1.1.1 Hydrock have been instructed by CBRE to prepare a Transport Technical Note to support the proposed installation of an oxidiser, and the removal of the existing oxidiser at Transcontinental Advanced Coatings [TC], in Wrexham.
- 1.1.2 The proposed scheme comprises the development of a replacement oxidiser on unused land at the applicant's premises at 424A Ash Road North, Wrexham.
- 1.1.3 Comments from Wrexham County Borough Council [WCBC] have been received and are included in **Appendix A** for reference.

1.2 Site Location

- 1.2.1 TC is situated off Ash Road North within Wrexham Industrial Estate. The Industrial Estate is well located off the A534 and comprises a variety of commercial and industrial units and is home to a range of sectors including Automotive, Aerospace, Food, Pharmaceuticals and Engineering.
- 1.2.2 Wrexham City Centre is located approximately 6.5km to the west of the site with Chester 22km to the north. There are existing industrial units surrounding the site.
- 1.2.3 The site location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location



Source: Google Maps ©

2. Existing Conditions

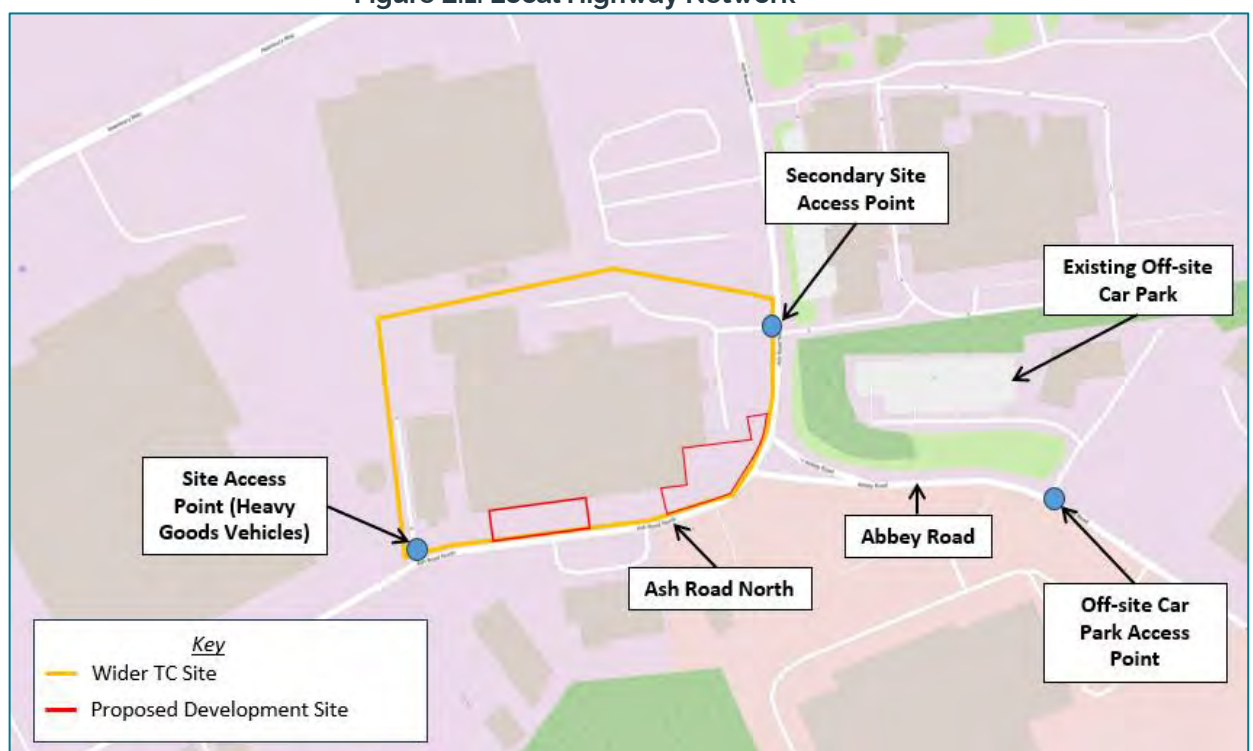
2.1 Site Description

- 2.1.1 The proposed site is currently unused and comprises a grassed area with several trees within the grounds of the TC site, adjacent to the existing building on site.
- 2.1.2 The wider TC site is located within Wrexham Industrial Estate situated off Ash Road North. Wrexham City Centre is approximately 7.0km to the west of the site. The site is bound by Ash Road North to the east and south. Beyond Ash Road North to the east and south, and directly to the west of the site is the wider Wrexham Industrial Estate which primarily comprises 1-2 storey industrial and warehousing buildings. To the north of the site is JCB Transmissions, on the northern border of the Industrial Estate.
- 2.1.3 The site currently employs 145 staff, working various shift patterns, including hybrid working. The maximum number of employees on site at any one time is estimated to be 70 staff.
- 2.1.4 An existing car park is located to the front of the site, accessed via Ash Road North. This car park accommodates 27 spaces for staff, visitors, and contractors. An additional 19 space car park is also located to the north of the site, again accessed via Ash Road North.
- 2.1.5 An additional 66 space car park is also in the ownership of TC. This off-site car park is located directly east of the existing site, with access / egress via Abbey Road.

2.2 Highway Network

- 2.2.1 The site location in relation to the surrounding local highway network is presented in **Figure 2.1** below.

Figure 2.1: Local Highway Network



Source: OpenStreetMaps ©

2.3 Primary Site Access Road

- 2.3.1 The primary site access is taken directly from an access road off Ash Road North situated along the southern boundary of the site. The access road is approximately 7.2m wide. This access road is for Heavy Goods Vehicles only with entry into the site controlled via a gated barrier system.
- 2.3.2 The primary site access road is presented in **Figure 2.2**.

Figure 2.2: Site Access Road (Heavy Goods Vehicles)



Source: Google Streetview © - Accessed 03/04/2023

2.4 Secondary Site Access Road

- 2.4.1 There is a secondary site access off Ash Road North situated along the eastern boundary of the site. It provides access to the reception and serves the employees car park which restricts private access by heavy goods vehicles through the use of appropriate signs.
- 2.4.2 Footways in excess of 1.5m are present on the western side of the carriageway, leading to the site and further west along Ash Road North. Street lighting is also present.
- 2.4.3 Two separate car parks are accessed via the secondary site access road. An existing 26 space car park is located to the eastern frontage of the site. An existing 19 space car park is located to the north of the site.
- 2.4.4 The secondary site access road is presented in **Figure 2.3**.

Figure 2.3: Secondary Site Access Road



Source: Google Streetview ©

2.5 Ash Road North

- 2.5.1 Ash Road North is an unclassified road situated to the east and south of the site and subject to a 40mph speed limit. The road extends from the Industrial Estate Road/Bryn Lane/Abenbury Way roundabout to the north and connects to Abbey Road, Ash Road South, and Abenbury Way to the southeast and southwest. Ash Road North provides access to the existing industrial estates along the road.
- 2.5.2 Ash Road North aids pedestrian movements through 2.0m wide pedestrian footways on the western and north side of the carriageway and intermittently along the eastern and southern side of the carriageway. Regularly spaced street lighting and dropped kerbs are present.
- 2.5.3 **Figure 2.4** shows Ash Road North from an eastbound direction.

Figure 2.4: Ash Road North



Source: Google Streetview ©

2.6 Existing Off-Site Car Park - Abbey Road

- 2.6.1 An existing 66 space off-site car park is in the ownership of TC and is accessed via Abbey Road. A pedestrian route is provided which links the car park with Ash Road North and the TC site itself.
- 2.6.2 **Figure 2.5** shows the existing car park access / egress arrangement.

Figure 2.5: Existing Off-Site Car Park - Abbey Road



Source: Google Streetview ©

2.7 Abbey Road

- 2.7.1 Abbey Road is an unclassified single carriageway road subject to a 40mph speed limit. It provides access to the existing industrial estate. Abbey Road is situated to the east of the site, and extends from Ash Road North to connect with North Ave and Second Ave, as well as Bridge Road North which provides onward connections on Coed Aben Road, Redwither Road, and Bridge Road.
- 2.7.2 Abbey Road aids pedestrian movements through 2.0m wide pedestrian footways on both sides of the carriageway with regularly spaced street lighting, dropped kerbs and tactile paving at crossing points.
- 2.7.3 **Figure 2.6** shows Abbey Road from a westbound direction.

Figure 2.6: Existing Off-Site Car Park - Abbey Road



Source: Google Streetview ©

2.8 Accident Analysis

- 2.8.1 A review of the Personal-Injury Accidents [PIAs] recorded within the study area has been undertaken using the most recently available five-year data (1st January 2018-31st December 2022) available from Crashmap.co.uk.
- 2.8.2 **Figure 2.7** illustrates the severity of accidents within proximity to the development site as obtained from Crashmap.co.uk.

Figure 2.7: Accident Data - Study Area



Source: Google Maps ©

2.8.3 **Table 2.1** summarises the accident record and severity over the last 5 years in more detail.

Table 2.1: Accidents Yearly Summary

Year/ Severity	Slight	Serious	Fatal	Total
2018	1	1	-	2
2019	-	-	-	-
2020	-	-	-	-
2021	1	-	-	1
2022	-	-	-	-
Total	2	1	-	3

2.8.4 Examination of the PIA data revealed that during the five-year study period a total of three accidents occurred in the vicinity of the site. One serious accident occurred along Ash Road North with one slight accident occurring along Industrial Estate Road and one slight accident on Bryn Lane.

2.8.5 Whilst all accidents are unfortunate, it is Hydrock's view that given the nature of the road network and subsequently traffic flows, the collisions can be attributed to random fluctuations, with circumstantial factors and weather conditions likely to have been the main causes.

2.8.6 Therefore, Hydrock consider the accident history is not a result of existing layout design issues, and concludes that there are no underlying accident concerns within the study area.

3. Accessibility

3.1 Introduction

- 3.1.1 This section provides an overview into the existing conditions surrounding the site in terms of accessibility by foot, cycle and public transport.

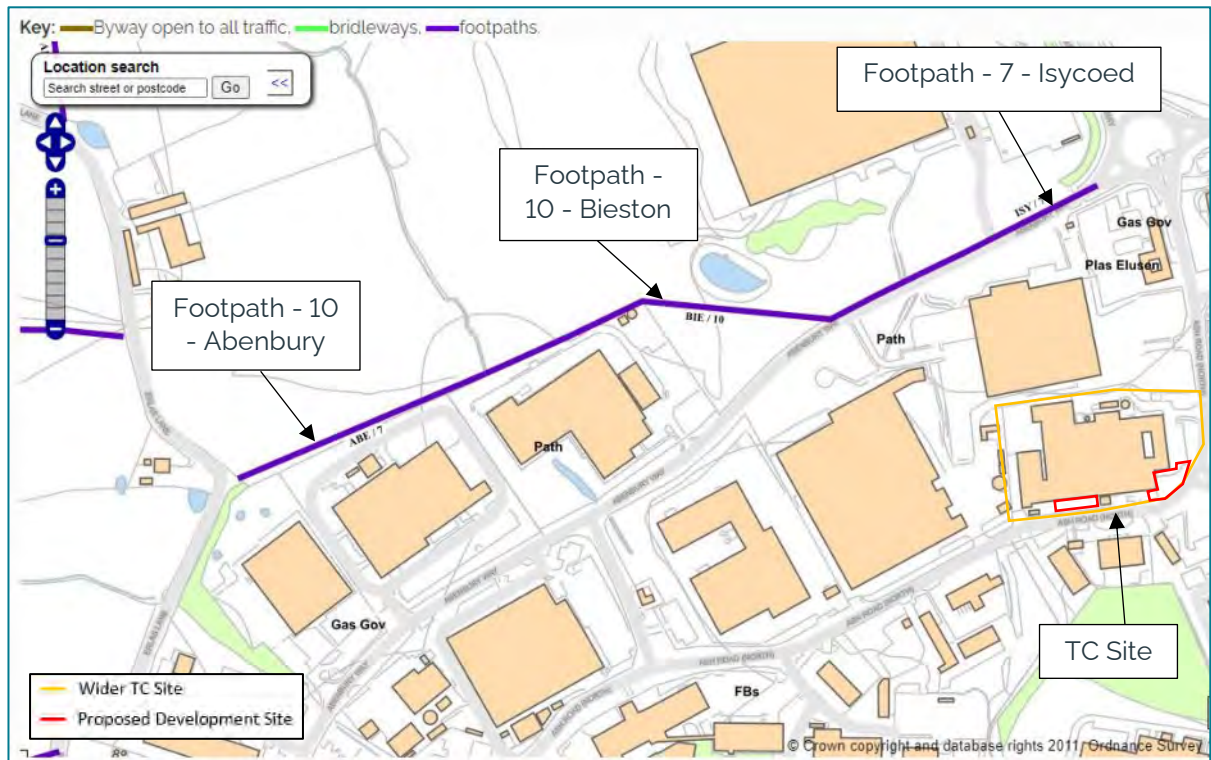
3.2 Access by foot

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.2.2 There are existing footways measuring 2.0m wide on the western and northern side of Ash Road North and intermittently along the eastern and southern side of Ash Road North. Regularly spaced street lighting and dropped kerbs are present. A pedestrian crossing island with dropped kerbs and tactile paving is provided on Ash Road North on the approach to the Industrial Estate Road/Bryn Lane/ Abenbury Way/ Ash Road North roundabout.
- 3.2.3 There are existing footways, measuring 2.0m wide, on both sides of Abbey Road with regularly spaced street lighting, dropped kerbs and tactile paving at crossing points. The footways continue intermittently along Bridge Road North.
- 3.2.4 Bus stops can be found approximately 230m from the site along Abbey Road and approximately 300m from the site along Ash Road North.

Public Rights of Way [PRoW]

- 3.2.5 There are PRoWs (highlighted in purple) to the north of the site, as illustrated in **Figure 3.1**
- 3.2.6 PRoW - 7 (Area: Isycoed) extends along the northern side of Abenbury Way from the Industrial Estate Road/Bryn Lane/ Abenbury Way/ Ash Road North roundabout and continues in a westward direction onto PRoW - 10 (Area: Bieston). PRoW - 10 (Area: Bieston) continues in a southeast-northwest alignment and connects to PRoW - 7 (Area: Abenbury). PRoW - 7 (Area: Abenbury) continues in an east-west alignment to the north of the existing Prosevere Logistics and Annyalla Chicks UK Ltd off Abenbury Way before stopping.
- 3.2.7 Please note that the PRoWs shown below only represent those from Wrexham Council's Public Rights of Way Interactive Map. The interactive map is available here: www.wrexham.gov.uk/service/public-rights-way/public-rights-way-definitive-map

Figure 3.1: PRow Map



Source: Wrexham Council ©

3.2.8 As mentioned briefly above, there are a number of local amenities within the vicinity of the site. A detailed list of these amenities is as follows:

- » Bus Stop (Abbey Road) - approximately 230m from the site;
- » Bus Stop (Ash Road North) - approximately 300m from the site;
- » Bus Stop (Abbey Road) - approximately 600m from the site; and
- » Bus Stop (Ash Road North) - approximately 800m from the site;

3.3 Access by Cycling

- 3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. The general topography surrounding the proposed development site is reasonably flat, which should assist in encouraging residents to travel by bicycle.
- 3.3.2 There are shared use pedestrian/cycleways, measuring approximately between 2.5m and 3.0m, on the western side of the northbound Industrial Estate Road.
- 3.3.3 The shared use pedestrian/cycleways extend from Abenbury Way to Bryn Estyn Road. A pedestrian crossing island with dropped kerbs and tactile paving is provided on Industrial Estate Road on approach to the Industrial Estate Road/Bryn Lane/Abenbury Way/ Ash Road North roundabout.
- 3.3.4 Shared use pedestrian/cycleways, measuring approximately between 2.5m and 3.0m, are provided along the eastern side of the southbound Industrial Estate Road. The shared use pedestrian/cycleways extend from Hugmore Lane and continues onto Bryn Lane.

- 3.3.5 A pedestrian crossing island with dropped kerbs and tactile paving is provided on Bryn Lane on approach to the Industrial Estate Road/Bryn Lane/Abenbury Way/ Ash Road North roundabout. The Shared use pedestrian/cycleways continue along the southern and western side of Bryn Lane until approximately 100m to the south of the Wrexham Recycling Centre access of Bryn Lane.
- 3.3.6 Neighbouring areas such as Marchweil, Porthwgan, and Sesswick are located with a 5km cycle from the site. Gresford Village and Marford Village are located within a 6km cycle from the site.

3.4 Access by Public Transport

- 3.4.1 There are public transport options available for employees and visitors travelling to and from the site.

Access by Bus

- 3.4.2 There are a number of bus stops located within 800m of the site, as illustrated in **Figure 3.2**.

Figure 3.2: Bus Stop Location



Source: Google Maps ©

- 3.4.3 The closest bus stop is located approximately 230m to the southeast of the site. This stop is served by bus service no. 41 and 42W operated by Arriva providing connections to Wrexham City Centre. Further bus stops can be found along Ash Road North, approximately 300m to the southwest of the site. This bus stop is also served by service no. 41 and 42W.
- 3.4.4 The frequency of bus no.41 Wrexham to Wrexham Industrial Estate and no. 42W Wrexham to Wrexham Industrial Estate via Stockwell Grove is every 60 minutes.

- 3.4.5 These buses are conducive for potential residents of the proposed site. The availability of the bus offers an attractive mode of transport and a viable alternative to single occupancy car journeys.

Access by Train

- 3.4.6 The closest station is Wrexham General Station, located approximately 7.0km to the west of the site. Avanti West Coast and Transport for Wales operate at the station. Transport for Wales provides services to and from Cardiff Central, Birmingham International, Holyhead, Bidston, Wrexham Central, Llandudno, Liverpool Lime Street, and Shrewsbury where further journeys/connections can be made to other national destinations further afield.
- 3.4.7 Wrexham Central Station can also be accessed from the site, located approximately 7.2km to the west of the site. The station is mainly served by Transport for Wales which provides services to and from Bidston.
- 3.4.8 The availability of trains offers an attractive mode of transport and a viable alternative to single occupancy car journeys.

3.5 Summary

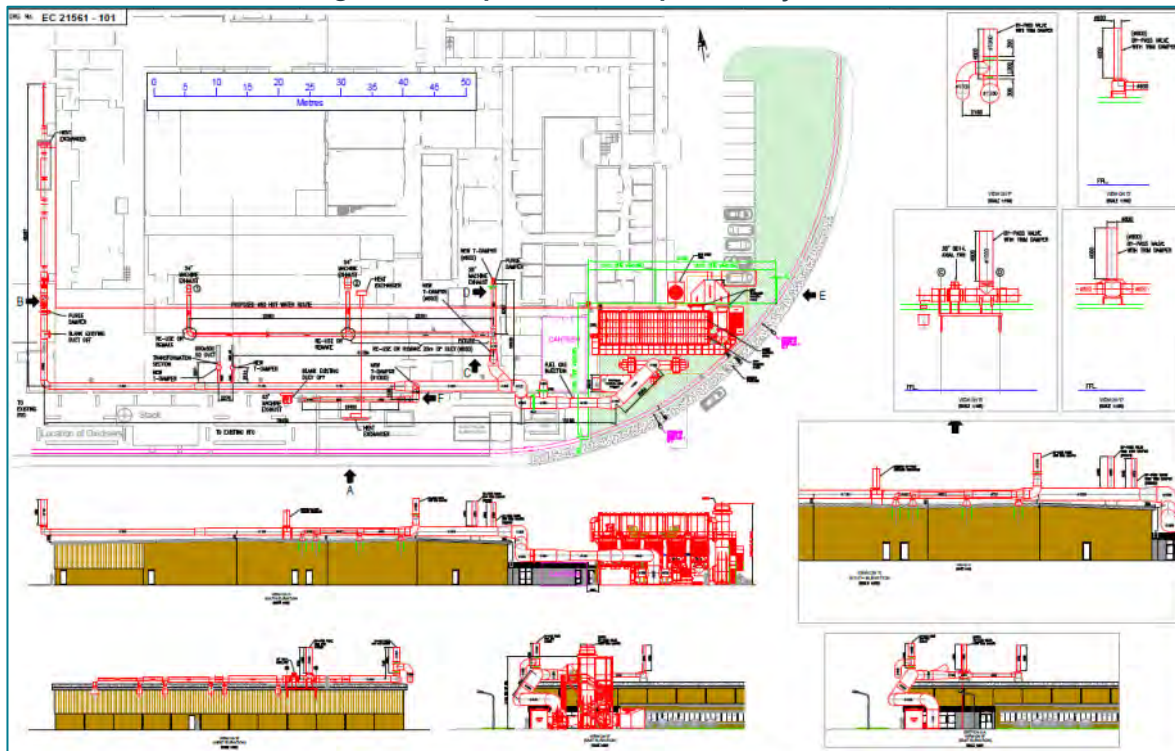
- 3.5.1 In summary the site is located in a relatively accessible area of Wrexham, to make use of the existing public transport links within the proximity of the site. Bus stops are available within a 2km catchment by foot. The frequency of bus services makes for an integrated and accessible public transport network. Furthermore, shared pedestrian/cycleways facilities are provided to encourage cycling.

4. Development Proposal

4.1 Introduction

- 4.1.1 The proposed site is currently unused and comprises a grassed area with several trees within the grounds of the TC site, adjacent to the existing building on site.
- 4.1.2 The wider TC site is located within Wrexham Industrial Estate, situated off Ash Road North. Wrexham City Centre is approximately 6.5km to the west of the site. The site is bound by Ash Road North to the east and south, and adjacent employment land uses to the west and north.
- 4.1.3 The development description is as follows:
- "Full planning permission for the installation of an oxidiser, and the removal of the existing oxidiser".*
- 4.1.4 The proposed development plan is presented in **Figure 4.1** below and **Appendix B**.

Figure 4.1 Proposed Development Layout



Source: Environmental Integrated Solutions

4.2 Forward Visibility

4.2.1 In response to the pre-application enquiry (as set out in full **Appendix A**), the local Highway Authority have provided the following comments:

"The proposed development site is located on Ash Road North which is an unclassified road subject to a 40mph speed limit. However, I would estimate typical speeds at being around 30mph given the geometry of the road.

Based on speeds of 30mph, adequate forward visibility around the bend on Ash Road North (for vehicles travelling in a north easterly direction or to stationary vehicles waiting to turn right on to Abbey Road North) would normally be required to provide a stopping sight distance (SSD) of 43m in accordance with Manual for Streets.

Given the location of the proposed plant/equipment, I would recommend that the applicant provides a suitably scaled plan demonstrating that adequate forward visibility will be provided/maintained in this location."

4.2.2 The forward visibility splay is presented in **Appendix C** in full and **Figure 4.2** for context.

Figure 4.2: Forward Visibility Splay



4.2.3 The forward visibility is based on speeds of 30mph with a stopping sight distance [SSD] of 43m in accordance to Manual for Street and is adequate. Thereby adhering to Policy GDP1 (d) and Policy GDP1 (e) of the Unitary Development Plan.

4.2.4 With the proposals in place a forward visibility along Ash Road North for vehicles travelling in a north easterly direction or to stationary vehicles waiting to turn right to Abbey Road has been undertaken and is presented in **Appendix C**.

5. Summary and Conclusion

- 5.1.1 Hydrock have been instructed by CBRE to prepare a Transport Technical Note to support the proposed installation of an oxidiser, and the removal of the existing oxidiser at TC in Wrexham.
- 5.1.2 The proposed scheme comprises the development of a replacement oxidiser on unused land at the Applicant's premises at 424A Ash Road North, Wrexham.
- 5.1.3 The development description as follows:
"Full planning permission for the installation of an oxidiser, and the removal of the existing oxidiser".
- 5.1.4 The proposed site is currently unused and comprises a grassed area with several trees within the grounds of the TC site, adjacent to the existing building on site. TC is situated off Ash Road North within Wrexham Industrial Estate. Wrexham City Centre is approximately 6.5km to the west of the site with Chester located 22km to the north
- 5.1.5 The accident analysis concludes that there is no evidence to indicate any specific problems with the operation of the existing junctions surrounding the site.
- 5.1.6 The site is accessible by non-car modes. The ability to readily access wider destinations by walking, cycling, bus or rail provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.
- 5.1.7 The forward visibility along Ash Road North, based on a speed of 30mph with a stopping sight distance (SSD) of 43m has been assessed and is adequate.
- 5.1.8 Therefore, in conclusion the proposed development is considered to not have an impact on the safety or operation of the local highway network.

Appendices

Appendix A WCBC Highway Comments

SARAH GRADY
CBRE LIMITED
10TH FLOOR
ONE ST PETERS SQUARE
MANCHESTER
M2 3DE

Your Ref/Eich Cyf
Our Ref/Ein Cyf
Date/Dyddiad
Ask for/Gofynner am
Direct Dial/Rhif Union
E-mail/E-bost

ENQ/2023 /0205
16/10/2023
Amy Brittain
01978 298775
amy.brittain@wrexham.gov.uk

Dear Sir/Madam,

Town and Country Planning Act 1990

INSTALLATION OF A REPLACEMENT OXIDISER
TRANSCONTINENTAL AC LTD ASH ROAD NOTH WREXHAM INDUSTRIAL ESTATE,
WREXHAM.

I refer to your pre-application enquiry submitted to the Local Planning Authority, dated 12th September 2023.

I can confirm that I have assessed the information submitted by you and that I have determined in accordance with the above detailed legislation that a formal application for planning permission will be required.

In the assessment of any future planning application, I would advise the following planning policy and guidance is likely to be of relevance:

National Planning Policy

- Future Wales: The National Plan 2040
- Planning Policy Wales (Edition 11)
- Technical Advice Note 5: Nature Conservation and Planning
- Technical Advice Note 11: Noise
- Technical Advice Note 23: Economic Development

Adopted Wrexham Unitary Development Plan (1996 – 2011)

- Policy PS1
- Policy PS2
- Policy PS3
- Policy PS4
- Policy GDP1

*Rydym yn croesawu gohebiaeth yn Gymraeg.
Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.*

*We welcome correspondence in Welsh.
We will respond to any correspondence in Welsh and this will not lead to any delay.*

Wrexham Local Planning Guidance Notes

- LPGN 07 Landscape and Development
- LPGN 17 Trees and Development
- LPGN 23 Development of Sites with Land Contamination
- LPGN 26 Landscape and Industrial Development
- LPGN 29 Employment Development and Nature Conservation
- LPGN 32 Biodiversity and Development

Draft Wrexham Local Development Plan (2013 – 2028)

- SP2 Location of Development
- SP8 Economic Growth Employment and Enterprise
- SP9 Wrexham Industrial Estate
- SP11 Transport and Accessibility
- SP14 Natural Environment
- NE3 Trees, Woodlands and Hedgerows
- T1 Managing Travel Impacts

Relevant Planning History

Validation Requirements

Any future planning application must be accompanied by the following information in order to be validated:

- Completed planning application form;
- Site location plan with the land subject to the application edged red 1:1250/1:2500 scale;
- Detailed existing and proposed site/block plans showing the proposals, drawn to a suitable scale;
- Proposed floor and elevation plans, drawn to a suitable scale;
- Planning application fee;
- Preliminary Ecological Assessment;
- Air Quality Assessment.

Case Officer Opinion

This enquiry relates to the installation of a replacement oxidiser at 424A Ash Road North, on the Wrexham Industrial Estate. The proposed replacement oxidiser will be located on an area of hardstanding and a small grassed area to the south east of the existing Transcontinental Building. Policy PS1 of the Wrexham Unitary Development Plan states that new development for housing, employment and community services will be directed to within defined settlement limits/employment areas.

The draft Wrexham Local Development Plan (LDP) is a material planning consideration in the determination of planning applications. Policy SP9 of the draft LDP states that Wrexham Industrial Estate as shown on the proposals map is the County Borough's Key Business Sector Area and will be the primary focus for new employment development over the plan period for class B1, B2 and B8 employment. The proposed development will allow for the expansion of the existing Transcontinental site.

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Given the above, it is considered that the proposal is acceptable in principle in line with both UDP and LDP policies.

Visual Amenity

UDP Policy PS2 states that development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment. UDP Policy GDP1 (Criterion A) adds to this, and confirms that all new development should ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality. Your attention is also drawn to Local Planning Guidance Notes 07 and 26.

It is considered that the proposed oxidiser is well contained within the industrial estate and as such, there will be no unacceptable harm upon the character of the surrounding street scene.

Highways

Wrexham Local Planning Guidance Note 16 sets-out the Authority's position with regard to parking provision. Policies GDP1 (Criterion D), T1 and T8 of the UDP, and Policies SP11, DM1, T1 and T2 of the LDP are also of relevance, as well as TAN 18.

Policy GDP1 d) of the Wrexham UDP states that all new development should ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.

Policy GDP1 e) states that all new development should ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes where possible.

In response to this pre-application enquiry, the Highway Authority have provided the following comments;

The proposed development site is located on Ash Road North which is an unclassified road subject to a 40mph speed limit. However, I would estimate typical speeds at being around 30mph given the geometry of the road.

Based on speeds of 30mph, adequate forward visibility around the bend on Ash Road North (for vehicles travelling in a north easterly direction or to stationary vehicles waiting to turn right on to Abbey Road North) would normally be required to provide a stopping sight distance (SSD) of 43m in accordance with Manual for Streets.

Given the location of the proposed plant/equipment, I would recommend that the applicant provides a suitably scaled plan demonstrating that adequate forward visibility will be provided/maintained in this location.

Ecology

The Wrexham Industrial Estate is known to support habitats and species of international, national and local importance. A key objective of the LDP is to protect and enhance these habitats and species.

*Rydym yn croesawu gohebiaeth yn Gymraeg.
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Policy EC6 of the Wrexham Unitary Development Plan states that development either within or close to sites of biodiversity interest will only be permitted where it can be clearly demonstrated that the need for the development outweighs the need to safeguard the intrinsic nature conservation value of the site. Where such development is permitted, damage should be kept to a minimum, and compensatory measures should be provided. Measures to improve the biodiversity value of the sites and enhance their natural conservation interest and landscape quality including the establishment of local nature reserves, will be supported.

The Landscape in and around the Wrexham Industrial Estate is considered to be of European importance for Great Crested Newt owing to its high density pond landscape. In response to this pre-application enquiry, the Council's Ecologist has provided the following comments;

Any proposal will need to be accompanied by a Preliminary Ecological Assessment (PEA). A PEA is a rapid assessment of the ecological features present, or potentially present, within a site or the surrounding area (within the Zone of Influence for a proposed project). It normally comprises a desk study and a walkover survey, such as an Extended Phase 1 Habitat Survey. A PEA can be undertaken in a variety of contexts, often as a preliminary assessment of likely impacts of a development project. It can help the project proposer and planning authority in scoping the subsequent EclA or in concluding that ecological issues will not be significant in determining the application and no further survey work is required. It should be completed by a competent professional ecologist with the relevant licences. Within the PEA the applicant should also consider how the proposal will achieve Biodiversity Net Benefit, which is a statutory requirement of all development.

The Ecologist further notes that the proposed application site is located within the Wrexham Industrial Estate Strategic Ecological Network under policy SP9 of the LDP. They have noted that consideration should be given to the sites location within a strategic ecological network within the PEA. For the development to be appropriate it is necessary to provide mitigation and enhancement at the site.

Furthermore, any future planning application would need to demonstrate 'biodiversity net-benefit'. As per the CPO letter dated 20/12/2022, this encourages proposals to pro-actively maintain and enhance biodiversity and ecosystems with a focus on avoidance, minimisation and mitigation of impacts within the context of the site with offsite mitigation seen as a last resort in considering the resilience of ecosystems, their diversity, extent, condition, connectivity and adaptability. This requirement is further re-enforced throughout Section 6 of Planning Policy Wales (Edition 11) and Policy 9 (Resilient Ecological Networks and Green Infrastructure) of Future Wales. In this instance, such measures could include the provision of wildlife corridors, wildflower grasslands, native species tree planting and the creation of wildlife ponds. Details of such measures should be included on the plans or elevation drawings submitted as part of a future application.

Trees

Policy EC4 of the Wrexham Unitary Development Plan states that Development proposals should provide for the conservation and management of hedgerows, trees, orchards, woodland, wildlife and other natural landscape and water features, and include new planting in order to enhance the character of the landscape and townscape. Development which results in the loss or significant damage to valuable trees, important hedgerows or ancient woodland sites will not be permitted. As part of this pre-application enquiry, the Council's Arboricultural Officer has been consulted however, at the time of writing this response no comments have been received. Should any comments be provided these will be provided to yourselves.

*Rydym yn croesawu gohebiaeth yn Gymraeg.
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Contaminated Land

The Contaminated Land Team have confirmed that they have no comments in respect of the proposed development.

Public Protection

The Public Protection Team note that within the pre-application documents, it is stated that an air quality assessment will accompany any formal application for planning permission, this is something they support.

Conclusion

The proposal, as submitted, is likely to be viewed as acceptable in-principle in-line with the planning policy framework as outlined. Consideration should be given to the impact of the proposed oxidiser on nearby trees and the sites location within a Strategic Ecological Network. Also to be considered would be the highway safety implications of the development.

Please note that the above advice has been based upon the details submitted; if any details have been altered, left out or are inaccurate then it may affect the validity of this response. The views provided are made without prejudice to any formal decisions of the Local Planning Authority, and are the informal views of an Officer of the Council and do not commit the Council in the determination of a formal application that may be submitted.

If you have any queries or require any further assistance, please do not hesitate to contact the office at the above address or telephone number.

Yours faithfully,

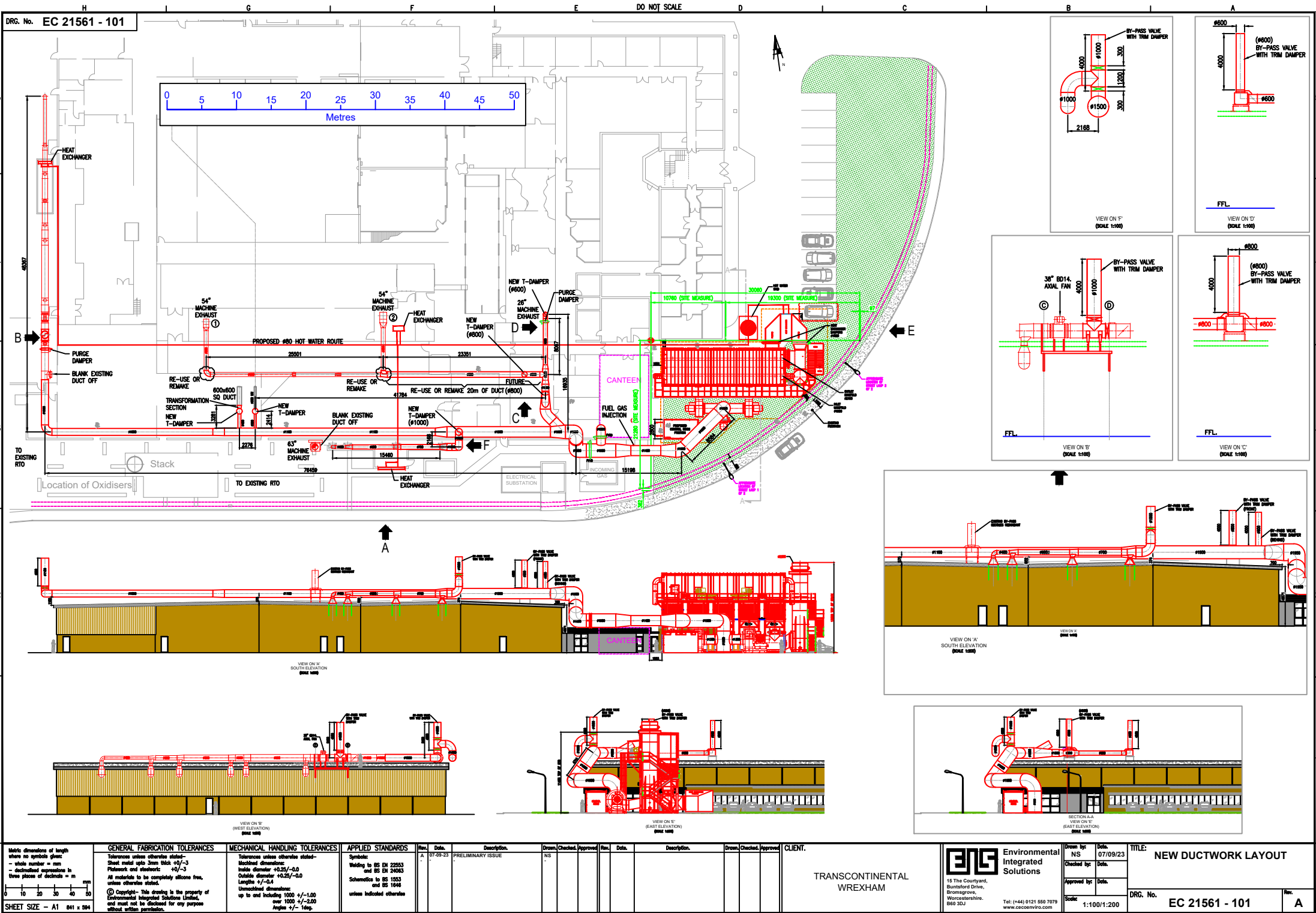
Amy Brittain

Swyddog Cynllunio Rheoli Datblygu / Development Management Planning Officer
Economi a Chynllunio / Economy and Planning

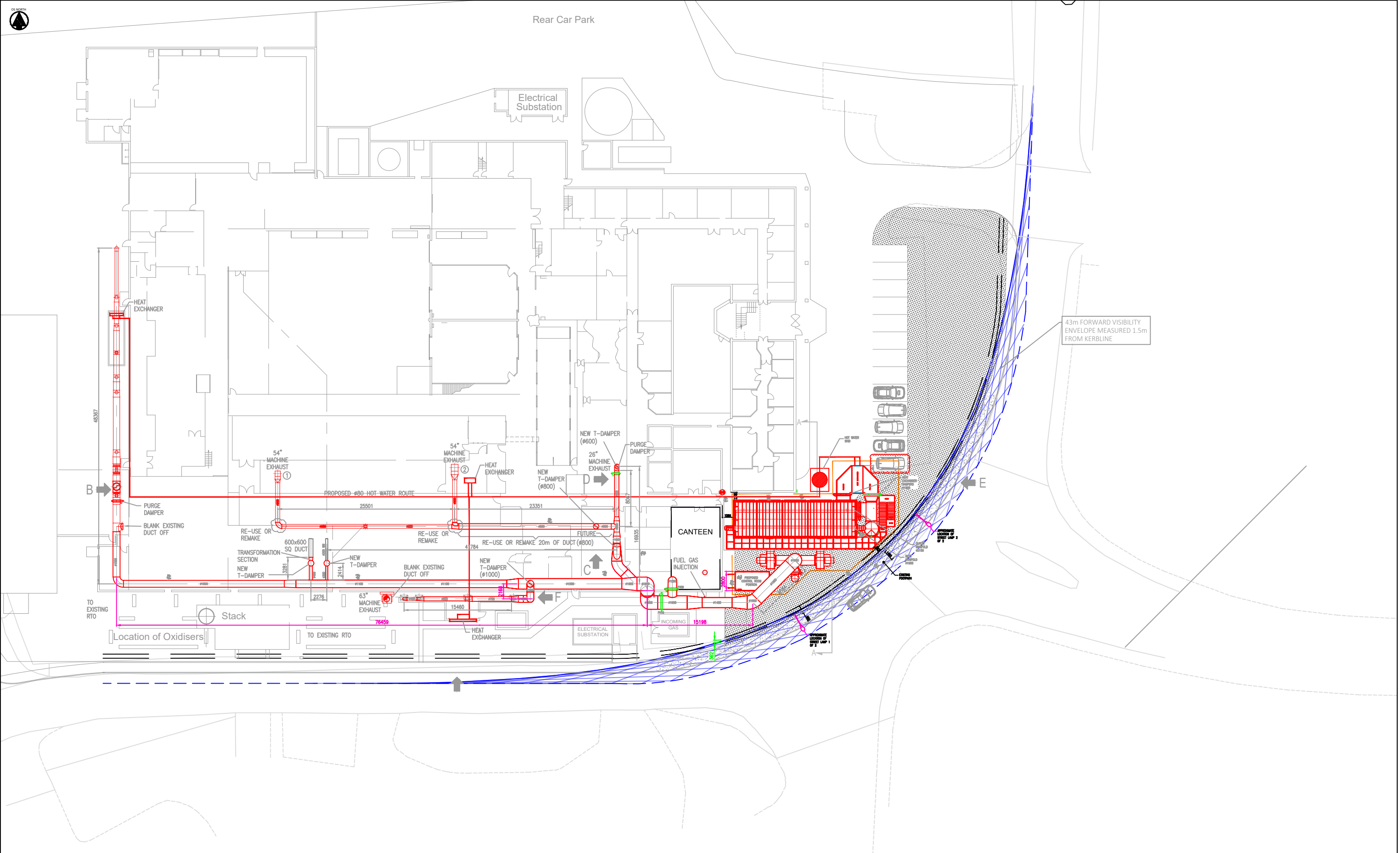
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Appendix B Proposed Development Layout



Appendix C Forward Visibility



KEY PLAN	VEHICLE MODELS USED IN SWEEP PATH ANALYSIS	NOTES	REVISIONS	 MERCHANTS' HOUSE NORTH WAPPING ROAD BRISTOL BS1 4RW t: (0117) 9459 225 e: bristol@hydrock.com		43m FORWARD VISIBILITY ASSESSMENT					
				CLIENT							
				TRANSCONTINENTAL ADVANCED COATINGS							
				HYDROCK PROJECT NO. 27518		SCALE @ A3 1:500					
				PROJECT		STATUS DESCRIPTION		STATUS			
				TRANSCONTINENTAL , WREXHAM		INFORMATION		S2			
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