

From: Sharon Holman
Sent: 20 October 2021 13:33
To: planning_admin
Subject: P/2021/0560 - Canal & River Trust Application - Trevor Basin
Attachments: 1938 06 V18 Trevor Boat Base Existing Tree Removal Plan.pdf; 1938 07 V4 Proposed Tree Removal Plan Proposed Site Plan Overlay.pdf; 1938 25 V16 Trevor Boat Base GA Proposed Site Plan.pdf; 1938 26 V16 Trevor Boat Base GA Proposed Site Access Plan.pdf; 1938 32 V17 Trevor Boat Base GA Landscape Plan.pdf; 1938 36 V3 Proposed Tree Retention and Planting Plan.pdf; 1938 37 V2 Proposed Tree Retention Plan.pdf

[Civ – ‘amended plans web’ attached and ‘additional info’ below](#)

From: Nick Wild <Nick.Wild@canalrivertrust.org.uk>
Sent: 14 October 2021 10:36 AM
To: Sharon Holman <Sharon.Holman@wrexham.gov.uk>
Subject: RE: Canal & River Trust Application - Trevor Basin

Hello Sharon,

Thanks for the update – I hope the site visit went well. Happy to discuss any matters arising.

We have now prepared the amended/additional plans and documents in relation to various consultation responses that have been received, which are....

Ecology and Trees.

Following the consultation responses received from the Council’s Ecology Officer and Tree Officer, we met with both Officers on on-site to discuss various recommendations and amendments to the scheme.

- **Works on the ‘central island’ area.** It was suggested that we take a ‘minimal intervention’ approach to any works required on the main central island. Essentially, doing as little as possible in terms of vegetation clearance and tree removal in order to provide access to the moorings. For example, tree thinning rather than tree removal and/or cutting back vegetation from the edge only rather than any complete removal (in parts). The emphasis is to focus on retaining as much of the existing trees and vegetation cover as is possible. We have agreed that the recommended ‘minimal’ approach is possible here. Therefore, vegetation/trees will only be removed where it is absolutely necessary along the line of the proposed pedestrian access routes. All other existing trees and vegetation will be retained in situ and additional planting is proposed in existing gaps. Amended plans and technical documents are submitted above to reflect this approach (see table below).
- **Biodiversity enhancement.** It was suggested that we introduce wild flower planting/grassland on land within the application site (between the proposed building and Rose Cottage) red line boundary and land adjacent to the application site (land to the east within the Trust’s ownership) within the blue line boundary to compensate/enhance any loss. We have agreed that the recommended wildflower/grass planting can be included on the section of land that is within the application site red line boundary in the first instance during the scheme construction stage. Additionally, we have proposed a phased approach to secure wildflower planting/grassland on the two sections of land that are located outside of the red line boundary but within the Trust’s ownership (blue line boundary). The reason for the phased approach is to manage expectations of how this will be delivered as it will be maintained by the local Regional operatives rather than as a part of this site, which will be managed by its tenant. It is therefore expected that this approach will be imposed by way of a planning condition including the details of a planting/wildflower/grassland

scheme to be submitted and approved. Amended plans and technical documents are submitted to demonstrate this approach (see table below).

- **Car park.** It was suggested that we lose 7 parking spaces from the current proposal of 21, which will result in less tree loss along the adjacent boundary edge. The suggestion is that the main (pay and display) car park could be utilised for customers. Clearly, this recommendation is at odds to comments made by the Highway Officer and we do need to retain the 21 car parking spaces. Therefore, it is considered that the other biodiversity enhancement contributions will off-set any tree loss adjacent to the proposed car parking area to address this.

The table below sets out additional/amended plans and documents in relation to the above. Additional/amended plans are attached but the additional/amended document will need to be submitted separately due to the combined file size.

Additional/Amended Plans	Additional/Amended Documents
1938 06 V18 Boat Base Existing Tree Removal Plan	Biodiversity Enhancement Measures
1938 07 V4 Proposed Tree Removal Plan Proposed Site Plan Overlay	Habitat Regulations Assessment
1938 25 V16 Trevor Boat Base GA Proposed Site Plan	Arboricultural Impact Assessment
1938 26 V16 Trevor Boat Base GA Proposed Site Access Plan	Avian Survey Report
1938 32 V17 Trevor Boat Base GA Landscape Plan	Otter Survey Report
1938 36 V3 Proposed Tree Retention and Planting Plan	Extended Phase One Habitat Survey (Preliminary Ecological Appraisal)
1938 32 V2 Proposed Tree Retention Plan	

Drainage

An amended drainage plan is submitted to illustrate the connection point to the existing foul sewer. Additionally, we are working with the Welsh Water with regard to obtaining agreement for connection to the foul sewage system and installation of a septic tank for disposal and collection of foul waste from the hire boats. Again, this plan will also follow in a separate email due to the combined files sizes.

Amended Plan
1938 34 V16 Trevor Boat Base GA Drainage Plan

I hope this latest additional/amended information is satisfactory in contributing toward achieving a balanced proposal in planning terms. We have also submitted information in relation to an amended approach to vehicular/pedestrian access, which needs to be considered in conjunction with the amendments proposed as part of this email too. Clearly, addressing all of the comments, recommendations and suggestions made has been challenging but we consider that a

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