



Planning Statement

Planning application for the redevelopment of a former trip boat business premises for use as a base to operate a hire boats at Trevor Basin, Off Tower Hill, Trevor, Wrexham LL20 7TU.

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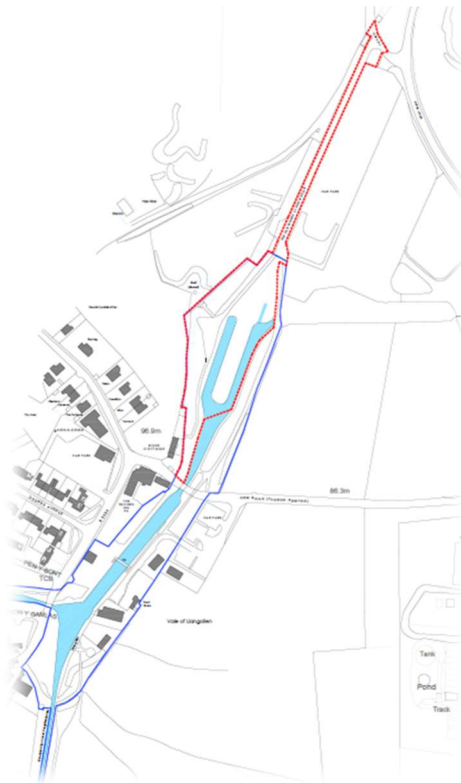
1.0 Introduction

- 1.1 This statement has been prepared to accompany a planning application by the Canal & River Trust ('the Trust') in relation to the proposed redevelopment of a former trip boat business premises at Trevor Basin for use as a base to operate hire boats.
- 1.2 This statement aims to provide supporting information about the characteristics of the application site ('the site'), the methodology of the proposal and to address the relevant planning matters relating to the impact of the development.
- 1.3 The planning application is submitted accompanied with the following plans and documents.

Plans	Documents
• Location Plan. • Existing Site Plan. • Existing Site Access Plan. • Existing Elevations. • Existing Tree Locations & Retention. • Existing Tree Removal Plan. • Proposed Site Plan. • Proposed Contextual Elevations. • Proposed Landscape Plan. • Plans and Elevations. • Pump House, Bins & Store. • Drainage Plan.	• Completed planning application form and signed certificates. • Planning Statement. • Design & Access Statement /Statement of Significance. • Preliminary Ecological Report. • Arboricultural Impact Assessment (BS5837:2012). • Bat Roost Assessment/ Preliminary Roost Feature Investigation. • Heritage Statement and Impact Assessment. • Archaeological Evaluation Report. • Pre-application Consultation Report. • Transport Statement.

2.0 Site Description

- 2.1 The location of the proposed development is towards the rear of Trevor Basin where the water space is forked into two sections.
- 2.2 The site previously accommodated the base of a former trip boat business, which no longer operates. The extent of the application site ('the site') is shown edged in red below.



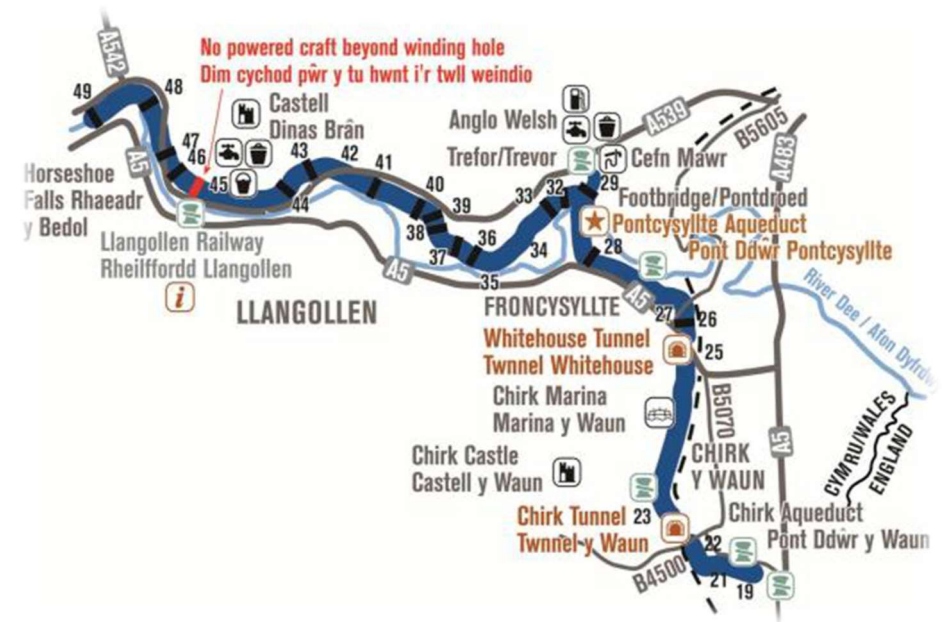
- 2.3 The former trip boat business consisted of two prefabricated buildings providing an office, the start and finish point for the trip boats, a café, and separate toilets. Designated car parking was also provided.
- 2.4 The image below shows an aerial view of the site, which broadly edged in red for indicative purposes only.



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- 2.5 In a wider context the site is located within the Pontcysyllte Aqueduct World Heritage Site and the designated Conservation Area.
- 2.6 Trevor Basin and the Pontcysyllte Aqueduct are a popular tourist destination. There are high visitor numbers to this location for tourism, leisure and recreational purposes. Water based activities and use of the adjacent towpath and surrounding land are very popular.
- 2.7 In 2009 the Pontcysyllte Aqueduct, Trevor Basin and eleven miles of the Llangollen Canal between Chirk and Horseshoe Falls were inscribed as a World Heritage Site (WHS). The WHS recognises the worldwide importance of the landscape character and heritage value of the canal, basin and aqueduct.

- 2.8 A map of the WHS is set out below.



3.0 The Proposal

Proposed use of the site

- 3.1 The previous use of the site by the trip boat operator provided skippered passenger boat trips over the Pontcysyllte Aqueduct. This former use consisted of boat moorings in the water space (including services for re-fuelling, a water point and refuse collection) and two prefabricated buildings on land accommodating an office, a café, and toilets. The prefabricated buildings have now been removed. The site also included designated car parking.
- 3.2 It is now intended to re-introduce boating activity to this part of Trevor Basin. It is proposed to use the site as the base location for a hire boat operator. The hire boat business is an established operator, which currently occupies a central location within Trevor Basin close to the junction of the Llangollen Canal and the Pontcysyllte Aqueduct. This proposal utilises a more suitable location for the hire boat business as it is located at the rear of Trevor Basin, which will ultimately reduce boat, pedestrian and vehicular congestion within the main basin area having a positive impact on manoeuvrability across the site.
- 3.3 As part of the proposed use, the site will similarly be the start and finish point from where the boats will leave and return to, which will also include services such as re-fuelling, water points, refuse and sewage disposal. Designated car parking will be retained on site for use by staff and customers.

Proposed physical alterations

- 3.4 It is proposed that a new main permanent building will be introduced on site to replace the previous prefabricated structures, which will accommodate an office, storage/laundry, toilets, and a café. A much smaller secondary building is also proposed to provide boat services for re-fuelling and sewage disposal, which is more suitably located away from the main building.
- 3.5 The sites former operation of prefabricated buildings and access arrangements were of poor quality, with high stepped access up to floor levels, steep steps and ramps to lower mooring berths, poor surfacing for pedestrian routes from the site entrance and no marked provision for disabled parking.

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- 3.6 The proposed replacement main building will be a single storey detached structure situated over the footprint of the former office/café prefabricated unit on site. A primary facing material of timber larch cladding is proposed accompanied with dark metallic standing seam roof covering material and dark metallic windows.
- 3.7 The Images below illustrates indicative visualisations of the proposed building in situ.

Indicative visualisation looking south towards New Road Bridge



Indicative visualisation looking north towards proposed hire boat site

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- 3.8 The proposed development will significantly improve this accessibility of the former site.
- 3.9 From arrival to the site boundary from public realms there will be gradual and steady levelling with suitable external surfaces for ease of accessibility and travel to the primary entrance of the main building.
- 3.10 The central island is retained as an opportunity to present a naturalistic landscape and will only be developed to provide access to moorings.
- 3.11 External surfaces surrounding the proposed building and connecting routes will consist of tar and chip surfacing and thin underlying grass reinforcing mesh strip. The larger areas are left as made ground.
- 3.12 External walling material around the water space consists of stone masonry to match existing examples. Railway sleepers will be introduced into the wooded areas.
- 3.13 Railing and balustrade specifications are estate material to remain consistent with the wider area.
- 3.14 The adjacent image illustrates the proposed site layout including the main site area and vehicular access from Tower Hill.



4.0 Relevant Planning History

- 4.1 In 2017 the Trust secured planning permission for the use of nearby land as a car parking area in association with the Trevor Basin Visitor Centre and Pontcysyllte Aqueduct World Heritage Site.
- 4.2 Planning permission was granted by Wrexham County Borough Council (WCBC) for the change of use of land for car parking on 14th December 2017, as follows.
- **P/2017/0888:** Change of use of land for car parking at; Land north off Tower Hill, Trevor, Wrexham LL14 3NL.
- 4.3 The Trust has also secured other planning permissions in this location for development related to the use of the site as a visitor and tourist destination, which are.
- **P/2015/0230.** Temporary change of use of water space to accommodate café boat. Granted by WCBC on 1st June 2015.
 - **P/2015/0229.** Temporary change of use to provide mobile catering unit. Granted by WCBC on 6th July 2015.

5.0 Relevant Planning Policy

Statutory Development Plan

- 5.1 The Statutory Development Plan for WCBC is made up of 'saved' policies from the Wrexham Unitary Development Plan (UDP), which was adopted on 14th February 2005.
- 5.2 There are a series of Local Planning Guidance Notes to be read in association with local planning policies from the statutory development plan. The most relevant of which is Local Planning Guidance Note 33: Pontcysyllte Aqueduct & Canal World Heritage Site, which is set out in paragraphs 5.10 – 5.14.
- 5.3 Other relevant Local Planning Guidance Notes are referenced in paragraph 5.15.

Emerging Planning Policy

- 5.4 WCBC is currently preparing its Local Development Plan 2 (LDP2), which is at Deposit draft stage. This will eventually replace 'saved' policies from the UDP. However, at this stage 'saved' policies from the Wrexham UDP remain applicable.

Wrexham Unitary Development Plan

- 5.5 The site is shown on the UDP Proposals Map to be outside of two nearby established settlement boundary areas, which are shown on the adjacent UDP Proposals Map extract.
- 5.6 Part of the site includes a designated 'walking and cycling route', which is also shown on the adjacent UDP Proposals Map extract with a broken red line.
- 5.7 The site is within the boundary of the designated conservation area and the WHS.



UDP Proposals Map extract.

- 5.8 'Saved' Policies from the Wrexham UDP, which are relevant to the application site designations and proposed development are:

- Part 1: The Strategy:
 - PS1: Strategic Policy
 - PS2: Strategy Policy
 - PS3: Strategic Policy
 - PS4: Strategic Policy
- Part 2: Specific Policies:
 - GDP1: Development Objectives
 - EC1: Green Barriers
 - EC4: Trees and Development
 - EC6: Biodiversity Conservation
 - EC7: Conservation Areas
 - EC11: Archaeology
 - CF7: Informal Recreation
 - T8: Parking
 - T9: Access
 - EC13: Surface Water Management

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- 5.9 With regard to Wrexham Council's Local Planning Guidance Note documents, perhaps the most relevant to the proposed development is Note 33, as set out in more detail below.

Note 33: Pontcysyllte Aqueduct & Canal World Heritage Site

- 5.10 Local Guidance Note 33 was adopted in June 2012. It is jointly produced by the three local authorities, Wrexham Council, Denbighshire County Council and Shropshire Council. It is a material planning consideration guidance note in the determination of planning applications within the WHS and its Buffer Zone.

- 5.11 With regard to the Buffer Zone, Note 33, paragraph 4.1 states:

'The Buffer Zone itself is not of Outstanding Universal Value, it simply defines the outer limits of a zone containing areas which by association with the World Heritage Site are important to the Site's Outstanding Universal Value. It is not the purpose of the Buffer Zone to impose a blanket conservation approach to the entire area, but to encourage sustainable development which through contextual awareness conserves and enhances the World Heritage Site'.

- 5.12 In general assessment terms, paragraph 6.1 states:

'All development proposals must demonstrate how they have considered the impact on the World Heritage Site, of particular importance will be:

- *An understanding of the character of the area in which the development is located and how development effects the setting of the World Heritage Site.*
- *How the development impacts on views in and out of the World Heritage Site.*
- *How the development contributes or minimises the impacts on the integrity and authenticity of the World Heritage Site.*
- *How the development contributes to the visitors 'sense of arrival' to the World Heritage Site'.*

- 5.13 In Table 1 (Typical Development Scenarios', Note 33 sets out typical examples of possible developments and guidance criteria in relation to development in the WHS.

- 5.14 Table 1 is set out below.

Table 1 – Typical Development Scenarios

Development Scenario	Development Type	Detailed Guidance
1. Any development within the WHS, or immediately adjacent to it.	● Typically small scale ● Householder (residential extensions and conservatories) ● Changes of use ● Minor tourist development (toilets, small parking areas, picnic areas).	● Minor tourist development for essential small scale facilities could be appropriate in the open countryside where the openness of the countryside is maintained. ● Design siting and materials important. ● Statement required to state how the development contributes to the WHS's character.

5.15 Other Local Planning Guidance Note document that are considered to include relevant information are.

- Guidance Note 4: Conservation Areas.
- Guidance Note 7: Landscape and Development.
- Guidance Note 17: Trees and Development.
- Guidance Note 30: Design.
- Guidance Note 32: Biodiversity and Development.

National Planning Policy

- 5.16 National planning policy is provided by National Planning Policy Wales (Edition 10, December 2018).
- 5.17 Paragraphs 6.5.14 - 6.5.17 (Conservation Areas) and paragraph 6.1.22 (World Heritage Sites) are relevant in the instance.
- 5.18 Paragraphs 4.1.10 & 4.1.11, 4.1.18 & 4.1.19 and 4.1.33 & 4.1.34 (Moving within and between places).
- 5.19 Technical Advice Note 24: Heritage Sites in Wales (May 2017).
- 5.20 Managing Change in World Heritage Sites in Wales (May 2017).

Local Development Plan 2 (LDP2)

- 5.21 The following emerging planning policies from the LDP2 have been identified as having particular relevance to the proposed development.
- **Policy BE1** (Pontcysyllite Aqueduct and Canal World Heritage Site).
 - **Policy BE2** (Trevor Basin Masterplan Area).
- 5.22 The application site is identified on the LDP2 Insert Map 6 (Acrefair/Cefn Mawr, Froncysyllte, Pentre, Trevor / Trefo, Ruabon/Rhiwabon, Pencryae, Rhosllannerchrugog and Johnstown/Tref Ioan) as being within the '*Trevor Basin Masterplan Area*'.

6.0 Pre-application Consultation

- 6.1 The Trust is committed to the importance of pre-application consultation being embedded within its processes when progressing development proposals. Trevor Basin is a particularly important site within the Trust's portfolio, attracting a significant amount of visitors, being of significant historic interest and accommodating considerable boating activity.
- 6.2 As a reflection of the commitment to engagement and in accordance with Part 1A of the Town & Country Planning (Development Management Procedure) (Wales) Order (as amended in 2016) 'statutory pre-application publicity and consultation' has taken place. The Trust has engaged with the following local stakeholders ahead of making this planning application.
- Cadw.
 - Clwyd-Powys Archaeological Trust (CPAT).
 - Wrexham Country Borough Council (WCBC).
 - Canal Steering Group – Planning/Landscape Subgroup.
 - Third-party Landowner.
 - Public Notification.
- 6.3 A more detailed report of the pre-application engagement is set out in the 'Pre-application Consultation Report', which accompanies the application. However, the Trust's approach towards pre-application engagement is summarised below.

Cadw

- 6.4 Cadw is the Welsh Government's historic environment service and is a Statutory Consultee, commenting on relevant planning applications submitted to local planning authorities across Wales. Given the importance of heritage assets at Trevor Basin and the Pontcysyllte Aqueduct, Cadw is an important organisation to engage with ahead of submitting a planning application.
- 6.5 The Trust has engaged with Cadw through written correspondence and with a subsequent site meeting that took place. Cadw has not raised any concerns regarding the proposed development but did request that archaeological investigation work takes place across parts of the application site ahead of the planning application being submitted. Cadw subsequently confirmed no concerns with the results of the archaeological trench work findings.

Wrexham County Borough Council (WCBC)

- 6.6 WCBC is the local planning authority and as such its engagement at the pre-application stage is valuable in the planning application process. The Trust submitted a formal pre-application enquiry (ref. ENQ/2020/0099) to WCBC including a supporting planning case and various technical documents to support the proposed development. An encouraging response was received, which supports the principle of development and agrees the scope of other material planning considerations that need to be addressed as part of the planning application.
- 6.7 The WCBC response provided a supportive position to continue with preparing the proposed development and to proceed to the planning application stage. A full copy of the response is submitted with this application.

Pontcysyllte Aqueduct and Canal Steering Group

- 6.8 In 2006 a Pontcysyllte Aqueduct and Canal Steering Group was established by Wrexham Council. The group was set up to involve key partners in the ongoing management of the site, which involves representatives from: WCBC, the Trust, Royal Commission on the Ancient and Historical Monuments of Wales, Denbighshire County Council, Cadw, Shropshire Country Council, English Heritage, Inland Waterways Association and UNESCO Wales.
- 6.9 Five 'Sub Groups' have been established to progress specific areas of work. The Trust has engaged with the 'Planning/Landscape Sub Group' at the pre-application stage.
- 6.10 No concerns have been raised as part of the Trust's consultation process with the Planning/Landscape Sub Group. However, comments were raised with regard to archaeological investigation work, which reflect the Cadw position that investigation works should take place across parts of the application before the planning application is submitted.

Clwyd-Powys Archaeological Trust (CPAT)

- 6.11 The Trust has consulted with CPAT regarding the archaeological investigation work. CPAT supported the general archaeological strategy and proposed 'trenching' locations.

6.12 CPAT subsequently confirmed no concerns with the results of the archaeological trench work findings.

Third-party Landowner

6.13 The application site includes some land that is outside of the Trust's ownership. It was therefore considered appropriate to consult with the third-party landowner at the pre-application stage whilst the proposed scheme was being developed. On that basis, the Trust has engaged with Solutia UK to discuss its redevelopment proposals in this location, which has been positive with no objections raised.

Neighbouring Property

6.14 There is an established residential property located to the south west of the application site, which is known as Rose Cottage. The Trust has consulted with the occupants of Rose Cottage at the pre-application stage to discuss the proposed scheme.

6.15 No significant concerns have been raised provided the existing right of access is maintained, which is confirmed.

Public Notification

6.16 In accordance with Part 1A of the Town & Country Planning (Development Management Procedure) (Wales) Order (as amended in 2016) the Trust has publicised the application. A site notice has been displayed at two locations at the site entrance for at least 28 days prior to submitting the application.

6.17 Additionally, the following information was made available to view by members of the public at the Trevor Basin Visitor Centre for at least 28 days prior to submitting the application:

- A plan which identifies which identifies the land to which the proposal application relates; and
- A Site Plan and Elevation drawings for information to illustrate the proposed development.

6.18 No concerns raised.

7.0 Planning Analysis

7.1 Having regard to the relevant planning policy context it is considered that the key matters to address in this application are:

- Wrexham UDP Part 1: Strategic Policy – Broad Location of Development.
- Green Barriers.
- Wrexham UDP Part 2: Specific Policy GDP1 – All Development.
- Supporting the Recreational Use of the Canal.
- The World Heritage Site and Impact Upon the Setting of the Conservation Area.
- Ecology & Trees.
- Access.
- Drainage.
- Residential Amenity.
- Relevant Emerging Planning Policy

Wrexham UDP Part 1: Strategic Policy – Broad Location of Development

7.2 Within Part 1 the Council sets out its strategic planning policies in respect of where new development should be located as follows:

- ***'Policy PS1: New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas.***
- ***Policy PS2: Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment.***
- ***Policy PS3: Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value.***
- ***PS4: Development should maintain the existing settlement pattern integrated within the and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.'***

7.3 The site is previously developed land in line with Policy PS3.

Green Barriers

- 7.4 Also, regarding location, the site is located within a 'Green Barrier' designation, which is shown on the Council's Proposals Map below, situated in between two defined settlement boundaries.



Approximate location of the site

- 7.5 In 'saved' UDP Policy EC1: Green Barriers it is stated that:
'Within Green Barriers, development will only be granted planning permission if it is for agriculture, forestry, essential facilities for outdoor sport and recreation, cemeteries and other uses of land which maintain the openness of the Green Barrier and do not conflict with the purposes of including land within it.'
- 7.6 With regard to 'saved' Policy EC1, the proposed development is considered to be 'essential facilities for outdoor sport and recreation' in association with Trevor Basin as a tourist destination.
- 7.7 The relocation of the hire boat business and construction of a new replacement facility has been developed as a result of the Trust's commitment to improve the quality of Trevor Basin and towards continuing to provide recreational activities related to the canal and aqueduct.
- 7.8 Trevor Basin therefore provides the perfect location to focus such activity and associated development requirements in the most appropriate way.

Wrexham UDP Part 2: Specific Policies GDP1 – Development Objectives

7.9 'Saved' Policy GDP1 establishes a series of criteria that 'all new development' is required to meet. Criterion are set out between points a) – K) in the table below.

'Saved' Policy GDP1 criteria	Scheme compliance
<i>'a) Ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality'</i>	It is proposed to construct a new permanent main building in the same location, on a similar footprint and to a similar scale as the former single storey prefabricated structure that was on site. A much smaller secondary building is also proposed to provide boaters services. The proposed architectural character has been developed to reflect on the simplistic, low scale, traditionally forms of the historic canal side houses, operational buildings and barns sited along the local waterside. With the intention to harmonise with the sites setting, a palette of contemporary but contextually relevant materials has been carefully selected for the proposed vernaculars. At present, woodland, and naturalistic beauty immediately surrounds the basin fork, a primary material of timber larch cladding has been selected to blend the proposed structures into the wooded setting. Roof material is made up of a dark metallic standing seam covering system, which will distinguish the building as contemporary while appreciating the darker tones of slate found typically within the destinations locality. Dark metallic window frames form the appearance of the scheme's fenestration. This foremost present a high-quality finish in a contemporary architectural language, while echoing industrial tones.

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<i>'b) Take account of personal and community safety and security in the design and layout of development and public / private spaces'</i>	The proposed development aims to improve how the Trevor Basin Visitor Centre operates in the wider context of movement and public safety/security. Relocating the hire boat business to the rear of the water space will improve the existing public and private areas within the site by creating more space for manoeuvrability, result in increased visibility across the open areas, which provides a safer environment. Proposals aim to provide better connectivity through design by opening the opportunity for accessible journeys on foot to pass under the western arch of Scotch Bridge, which will promote better physical and legible accessibility to the site.
<i>'c) Make the best use of design techniques, siting and orientation in order to conserve energy and water resources'</i>	As a new build, the boating base accommodating the office, store, retail offer and services will be designed to achieve compliance with the CO2 emissions detailed within Part L2a, conservation of fuel and power in new buildings other than dwellings. The new builds fabric will be designed and specified to satisfy or better the limiting fabric parameters. The architectural design will be shaped accordingly with a specialist energy consultant employing approved measuring methodologies such as SBEM or other software tools approved under the 'notice of approval'. Overheating has been considered within the building design principal layout strategy, which allows for a natural cross ventilation to be adopted, horizontal breeze solar has been included over south facing glazed areas which would help to shade the wide bifold opening within façade if shut during summer months, as well as improving internal comfort by preventing glare in the winter months. Encouraging environmentally friendly journeys is recognised as important aspect of the design and provision for journeys by staff or customers by bike are encouraged through provision of an external bike storage area, or internal secure area adjacent should the operator chose.

	Electric charging provision for boats is to readily accessible to berths along the water. Provision for electric car charging will also be carefully considered in detailed design Mechanical and Engineering stages subject to planning approvals and following further consultation with the business boat operator with regards to parking management. Materiality and sourcing of products will aim to consider their embodied energy in the construction process, locally sourced materials and goods will be specified where possible, to be considered at later stages during in the procurement process.
<i>'d) Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality'</i>	The proposed development aims to improve accessibility across the whole of the Trevor Basin Visitor Centre site. The sites former operation of prefabricated buildings and access arrangements were of poor quality, with high stepped access up to floor levels and ramps to lower moorings berths, poor surfacing for pedestrian routes from the site entrance and no marked provision for disabled parking. The proposal development will significantly improve this accessibility of the former site through design of contemporary standards and thoughtfulness. From arrival to the site boundary from public realm there will be gradual and steady levelling with suitable external surfaces for ease of accessibility and travel to the buildings primary entrance. A purpose designed disabled parking bay has been placed within proximity to the entrance, which will have clear markings and space surrounding suitable to comply with regulations. Within the building layout, a disabled toilet facility has been placed for use immediately upon arrival from the entrance. Working with a delicate environment with historic features of high significance, a ramped access which geometries complies to contemporary standards and regulations has been crafted into the berth arrangements to allow for better access for all within the boat rental customer service.

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<i>'e) Ensure that built development is located where it has convenient access to public transport facilities and is well related to pedestrian and cycle routes wherever possible.'</i>	The proposed development includes a designated cycle and walking route. Access to public transport is achievable from the neighbouring urban area.
<i>'f) Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development'</i>	N/A
<i>'g) Secure public services (e.g., gas, water, electricity) to development at minimum public cost'</i>	N/A
<i>'h) Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest'</i>	There is a Phase 1 Habitat Survey and a Tree Survey and Constraints report included with this submission to address this point. Wildlife habitats have been identified but it is considered that further survey work can be carried out to identify any potential harm and mitigation where necessary.
<i>'i) Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination either on or off the site'</i>	N/A
<i>'j) Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity'</i>	N/A
<i>'k) Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area'</i>	The proposed development aims to improve how the Trevor Basin Visitor Centre operates in the wider context in association with the improvement of Trevor Basin and the Pontcysyllte Aqueduct as a visitor destination for recreation and tourism.

Supporting the Recreational Use of the Canal

- 7.10 The site is located at Trevor Basin, which is a Trust destination for leisure, tourism, and recreational activity. The basin and aqueduct attract high footfall throughout the year with visitors enjoying water-based activities on the Llangollen Canal and use of the canal towpath and surrounding land. In UDP paragraph 9.7, which supports 'saved' Policy CLF7: Informal Recreations, it is stated that:

'The Llangollen Canal, Pontcysyllte Aqueduct and Trevor Wharf are valuable local water recreation attractions that could be enhanced by small-scale developments directly related to the recreational use of the canal'

- 7.11 The Trust is committed to improving the quality of facilities Trevor Basin and the Pontcysyllte Aqueduct. Since WHS inscription visitor numbers to the Basin and Pontcysyllte Aqueduct have grown incrementally reaching 360,000 visits in 2019. This growth has compelled the Trust to take short-term measures in managing visitor flow across the site to minimise disruption to residents from traffic congestion.

- 7.12 In 'saved' Policy CLF7: Informal Recreation it is stated that:

'The development of countryside and water resources for informal recreation will be permitted provided that it does not harm visual amenity or nature conservation interests. Built development (e.g. information centres, toilets and car parking) should be small scale and directly related to the use of the resources.'

- 7.13 The fundamental aim of the proposed development is to improve upon how land and water spaces are used to benefit the quality of this destination for tourism, leisure and recreational activity. Relocating the existing hire boat business to the rear of the basin will ultimately reduce congestion and provide more space within the main basin area. It is considered that more space available within this part of the basin will have a positive impact on manoeuvrability for pedestrians and increase the free flow of boat movements.

- 7.14 Car parking provision and vehicular access for the hire boat business employees and its customers will be improved with new designated spaces in a defined area to the rear of the basin, which will be accessed from the north off Tower Hill. The newly proposed alternative access will reduce the number of vehicles using the B5434 Station Road access point thus improving traffic flow and pedestrian safety within this central area of the visitor centre site.

- 7.15 The proposed replacement building will be constructed to single story height and be of an appropriate form and materials.

7.16 Not only will the new purpose-built building be a significant visual improvement in comparison to the former prefabricated structures on site - it will also include improved facilities for the wider visitor centre, which will benefit the quality of offer available in this location.

The World Heritage Site and Impact Upon the Setting of the Conservation Area

7.17 The site is included within the Pontcysyllte Aqueduct and Canal World Heritage Site (WHS). The WHS and its Buffers Zone follows a linear pattern from Horseshoe Falls, which is west of Llangollen to Gledrid Bridge and east of Chirk Bank.

7.18 The WHS status was awarded in June 2009. It means that the WHS is; *'Inscribed as a cultural site, meeting the UNESCO (United Nations Education, Scientific and Cultural Organisation) requirements of Outstanding Universal Value, authenticity and integrity together with an effective management and legal protection'*

7.19 A designated WHS including its Buffer Zone are awarded a high level of protection in planning policy terms. Local Planning Guidance Note 33: Pontcysyllte Aqueduct & Canal World Heritage Site documents and national planning policy is relevant.

7.20 In Table 1 (Typical Development Scenarios) Guidance Note 33 identifies that any development within the WHS, or immediately adjacent to it will be acceptable for minor Tourist developments (toilets, small parking areas and picnic areas)', which helps establish a principle of development.

7.21 The proposed development is compliant with the objectives of Guidance Note 33, Table 1, as the purpose of relocating the existing business within the site will enhance the visitor centre as a tourist destination by improving layout and quality.

7.22 The site is also located within the designated Pontcysyllte Aqueduct Conservation Area. 'Saved' UDP Policy EC7 is relevant to protecting land within conservation areas from harmful development, in which it is stated that:

'Within, and in close proximity to, conservation areas, the priority will be to preserve and/or enhance those buildings, structures, streets, trees, open spaces, archaeological remains, views, and other elements which contribute to the unique character of the area'

7.23 Furthermore, regarding designated conservation areas, in National Planning Policy Wales, paragraph 6.1.16 it is stated that:

'Preservation or enhancement of a conservation areas can be achieved by a development which either makes a positive contribution to an areas character or appearance or leaves them unharmed. Mitigation measures can also be considered which could result in an overall neutral or positive impact of a proposed development in a Conservation Area.'

7.24 In general terms, the Trust considers that removal of the existing prefabricated structures and their replacement with a more suitable building will be a significant visual improvement upon the character of the area, which is supported by relevant local and national planning policies.

7.25 Given the identified heritage sensitivities the following technical documents are submitted with this application.

- **Heritage Statement and Impact Assessment** – produced ahead of the intrusive archaeological investigations, agreed with Cadw and Clwyd-Powys Archaeological Trust (CPAT), this report details any archaeological potential of the site, and assesses the potential impact of the proposed development upon any buried and upstanding archaeological remains, historic buildings, the historic landscape, and the settings of national designated assets.
- **Archaeological Evaluation Report** – produced for the programme of archaeological works it outlines methods of investigation to be used for undertaking trenching on the site.
- **Heritage Statement of Significant** (included with the Design & Access Statement) – information produced to identify the status and significance of the identified heritage assets and to reference the impact of the proposed development on those heritage assets taken from the Heritage Statement and Impact Assessment.

7.26 The Heritage Statement and Impact Assessment has been undertaken in accordance with the guidelines set out in the Chartered Institute for Archaeologists' Standards and Guidance for Historic Environment Desk Based Assessment (CIfA 2017), and Cadw's guidance documents Heritage Impact Assessment in Wales (Cadw 2017a); Managing Change in World Heritage Sites in Wales (Cadw 2017b); and Setting of Heritage Assets in Wales (Cadw 2017c), and with cognisance of the relevant sections of Planning Policy Wales and Technical Advice Note 24: The Historic Environment.

7.27 The central island 'basin fork' on which it is proposed to retain a natural landscape and provide access to the moorings was once a more industrious working wharf for the purpose of loading waterborne freight onto the Ruabon Tramway/Pontcysyllte Branch Railway.

7.28 Historical O.S maps dating from circa 1880 show railway lines upon the central island and land to the west with freight goods, carts, and engines.

7.29 The 1880 O.S map also shows that there once was a large warehouse building on or adjacent to the central island, which was possible was an Engine Shed or Goods Warehouse. Other former building footprints to the west of the site are historically associated with a Beer House or workers housing, which can be identified on the 1838 map.

7.30 In UDP Policy EC11 (Archaeology) it is stated that.

'Development which would adversely affect the site or setting of a Scheduled Ancient Monument or archaeological site of national significance will not be permitted. Development that directly affects non-scheduled sites of archaeological importance will only be permitted if an archaeological investigation has been carried out to determine the nature, extent and significance of the remains, and this investigation indicates that in-situ preservation is not justified, and a programme of excavation and recording has been agreed. Development will also be carefully controlled to ensure that the setting of non-scheduled sites of archaeological importance is not harmed where appropriate.'

7.31 The Written Scheme of Investigation for Archaeological Evaluation (WSI), sets out a programme of archaeological investigation working methods. It recognised that that these recommendations may be subject to change following further consultation with Cadw and Clwyd-Powys Archaeological Trust (CPAT) as the scheme progresses.

7.32 Pre-application consultation has taken place between the Trust, Cadw, and CPAT to determine the extent of archaeological investigation work that should be undertaken in relation to the proposed development at this site ahead of progressing the to the planning application stage.

7.33 The Trust agreed with Cadw and CPAT that an initial three trench pits would be excavated for investigation as a starting point, which are targeted at agreed priority locations where findings will be most likely. Clearly, the possibility of further investigation work would be dependent on the results from the initial three trench pits.

7.34 The Trust secured Scheduled Monument Consent ahead of the trench excavation work taking place.

7.35 The findings of the archaeological investigations as reported in the Archaeological Evaluation Report are as follows.

'The evaluation involved the excavation of four trenches and was undertaken between 23/01/2021 and 8/4/2021 in accordance with a written scheme of works agreed with the Clwyd-Powys Archaeological Trust Development Control Archaeologist and CADW.'

Three features of archaeological interest were identified. A single course bricks (103) at the north-western extent of Trench 1 and a hardstanding surface (105). These features may have been associated with c.1836 structures depicted on historic mapping to the west of the trench. Trench 3 contained three parallel linear features on a north-south alignment which may be connected with railway tracks depicted on historic mapping.

The features uncovered by the evaluation are unlikely to be of more than local significance and suggest the potential for further finds relating to 19th Century housing. Along with a public house at the west of the proposed development area these would likely be of local to regional significance based on their potential to contribute towards the regional research framework'.

7.36 In the Heritage Statement and Impact Assessment it is concluded that.

7.37 ***'overall, the proposed development would have an overwhelmingly beneficial impact upon the significance of the Pontcysyllte Aqueduct WHS, Scheduled Monument and Conservation Area.'***

7.38 And.

'There could be some slight adverse impacts upon buried archaeological remains and minor impacts to the historic fabric of the canal walls, but these could be mitigated through appropriately worded planning conditions, and via Scheduled Monument Consent, in consultation with Cadw and CPAT.'

Further archaeological monitoring and recording could reveal evidence that might contribute to an understanding and appreciation of the way in which the canal wharf and transfer dock was used and inhabited in the past, and how it has changed over time. This could contribute to the evidential value of this part of Trevor Basin, by informing the historical narrative concerning how the site has evolved from its origin as a Canal Tavern adjacent to a vital transport hub at the height of the Industrial Revolution, to one of the of the premier boat hire centres on the modern canal network.'

Ecology & Trees

7.39 The site includes well established self-set tree coverage to parts along the perimeters and on the island area in between the fork in the water space. The tree coverage is surrounded with areas of roughly surfaced, self-seeded, vegetation beneath the tree canopies.

7.40 The proposed development will require some tree removal, which will be kept to a minimum and result in the removal of the self-set specimens that are considered to damage the waterway wall and Scheduled Monument.

7.41 In 'saved' UDP Policy EC4 (Trees and Development) it is stated that:

'Development proposals should provide for the conservation and management of hedgerows, trees and orchards, woodland, wildlife and other natural landscapes 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.'

Tree Survey and Constraints Report

7.42 Given the tree coverage on site, a Tree Survey and Constraints Report has been completed to evaluate the quality and the constraints of the current tree population in which it stated that.

'The site contains a significant amount of arboricultural interest formed by mature woodland, tree groups and planted linear features. The trees occupy most of the available land within the site.'

These trees are growing in continuous groups and are located to provide wider visual amenity in the local landscape.'

For both reasons given in section 7.1 and 7.2 the scheme will require an Arboricultural Implications Assessment as described by BS5837:2012 to support planning application for development.'

Arboricultural Impact Assessment

- 7.43 An Arboricultural Impact Assessment (BS5837:2012) has been undertaken in relation to the proposed development, in which it is stated that:

'The proposed scheme was assessed in line with guidance provided in BS5837:2012 Trees in relation to design demolition and construction – Recommendations with the aim to achieve a harmonious relationship between trees and structures that can be sustained in the long term.'

It is my professional opinion as an arboriculturist that the proposed development should be allowed to proceed claiming the design proposal has achieved a harmonious balance of retained and removed trees.

It is considered that a significant improvement in the longer-term visual amenity associated with the site will materialise through the suggested re-planting indicated in section 4.4.

A detailed Arboricultural Method Statement (AMS) will be needed to support the planning application, following the submission of a revised development layout for arboricultural review.'

Arboricultural Method Statement

- 7.44 As recommended, an Arboricultural Method Statement has been prepared and is submitted with the application to demonstrate methods of working.

- 7.45 In 'saved' UDP Policy EC6 (Biodiversity Conservation) it is stated that:

'Measures to improve the biodiversity value of sites and enhance their natural conservation interest and landscape quality including the establishment of local nature reserves, will be supported.'

Preliminary Ecological Appraisal

- 7.46 A Preliminary Ecological Appraisal has been carried out across the site to provide information relating to the location, extent and distribution and impact on the conservation of wild plants and animals and natural and semi natural habitats affected by the proposed development. which concludes.

'At present there is some evidence of some protected species on the site (avian), some of which could be affected by development. Other protected species that may be present on site include bats and to a lesser degree, badger/hedgehog.'

'The extent of protected species requires the surveys referred to in section 4.1 and 4.2 to be complete before mitigation can be proposed to support this development. Upon completion of these surveys' mitigation, compensation and enhancement measures can be provided and confirmed.'

- 7.47 The surveys referred to in paragraphs 4.1 and 4.2 are:

- Bat Roost Assessment (of all trees and buildings to be removed).
- A breeding bird appraisal/survey (prior to any tree removal).

Bat Roost Assessment

- 7.48 As recommended, a Bat Roost Assessment has been carried out to establish the potential of the trees to removed to offer shelter and/or roost facilities to protected bat species. This work also included checks for avian nesting.

7.49 In the Bat Roost Assessment it is concluded that:

'There are no further emergence surveys required associated with the PRF identified on site.'

'There are no further measures that need to be taken in regard of bats before these are removed, assuming they are done so in winter of 2021.'

'Pre-start checks will be required for bats and birds if tree works are planned within a summer season / recognised breeding bird season.'

'Mitigation measures and licenses are not required.'

Breeding Bird Survey

7.50 A check for nesting birds was undertaken as part of the Bat Roost Assessment in which it was concluded that:

'No avian nesting was apparent during the site walkover, within the trees affected.'

7.51 In this regard, it is now recommended that:

'Pre-start checks will be required for bats and birds if tree works are planned within a summer season / recognised breeding bird season.'

Access

7.52 The site currently has a separate well-established vehicular access off Tower Hill and includes its own designated car parking area. Vehicular access to the site can also be easily achieved from the existing Trevor Basin car park, which is located on land adjacent to the site.

7.53 Pedestrians, wheelchair users and cyclists can currently access the site from Tower Hill via the existing access road (which a designated 'Walking and Cycling Route' shown on the UDP Proposals Map), from the existing Trevor Basin car park and from an established path to the east of the basin leading from the central basin area/ Pontcysyllte Aqueduct connecting Station Road and the secondary smaller Trevor Basin car park.

7.54 The site is also accessible via the local public transport network. Five local bus routes call at stops on Llangollen Road, which is within a short walking distance of the site.

7.55 In 'saved' UDP Policy T8 (Parking) it is stated that:

'Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate.'

- a) *The availability of public transport nearby*
- b) *Proximity to public car parking*
- c) *Proximity to local services and facilities*
- d) *Road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.'*

7.56 In 'saved' UDP Policy T9 (Access) it is stated that:

'Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes and integrate with the public transport system.'

- 7.57 The proposed development includes the same vehicular access arrangement but with a modified approach. It is proposed that the access road is widened to five metres to allow enough space for two vehicles travelling in opposite directions to pass one another.
- 7.58 The proposed development will utilise the existing car parking area on site. A total of 21 car parking spaces will be provided and 3 cycle spaces, which will be formally laid out and clearly marked out. The existing Trevor Basin car park is adjacent to the site and will provide ample 'overflow' parking in the highly unlikely event that more than 21 vehicles are on site at any one time.
- 7.59 The formalised car parking area will include adequate space for manoeuvrability including turning space for an appropriately sized refuse vehicle.
- 7.60 The proposed relocation of the existing hire boat business will redistribute vehicles accessing from the west via Station Road and prevent high demand for parking within a busy central location of the basin. The proposed vehicular access and parking arrangements utilise an existing access road and car parking area that are currently unused, but which will be suitably modified to be fit for purpose.
- 7.61 Essentially, the overall number of vehicular trips to the Trevor Basin site as a whole has been reduced following the departure of Jones the Boats. Vehicular access and parking requirements, which are associated with the existing boat hire business will now be redistributed to the more suitable entry/egress point to the north of Trevor Basin taking the pressure off vehicular activity via Station Road.
- 7.62 The designated 'Pedestrian and Cycle Route' will continue to be provided via the newly widened access road. This arrangement will remain as a 'shared surface' approach, which will be clearly marked out for definition creating a safe and attractive street design to encouraging the mixture of users.
- 7.63 More access options to the site for pedestrians, wheelchair users and cyclists will continue to be provided from the existing route along the east side of the basin. Furthermore, an additional route will be reinstated to the west of the basin, which passes beneath New Road Bridge via Rose Cottage, connecting more of the central basin area and Station Road.
- 7.64 To fully address access and parking, a Transport Statement has been prepared by BWB covering the following:
- **Existing Conditions.** Describes the existing highway conditions and a review of the wider Trevor Basin site in general, including accessibility.
 - **Proposed Development.** Details the development proposals, including the access and parking arrangements.
 - **Highway Impact.** Considers the impact of the trips generated by the proposed site on the local highway network.
 - **Summary and Conclusions.** Summarises the findings against the proposed development.

7.65 In the Transport Statement (5. Summary and Conclusion) it is stated that:

'5.2 The site will continue to be accessed via the existing access road to the west of the Pontcysyllte Car Park on Tower Hill. However, the vegetation on either side would be cleared to provide a 5 metres wide access, which would be sufficient for two cars to pass.'

5.3 The proposed site car park includes for a total of 21 spaces adjacent to the proposed building. Half of these would be double banked hence the use of these parking spaces will be managed accordingly. Any additional parking demand would be accommodated in the existing 104 space car park, also accessed off Tower Hill.'

5.4 It is understood that the proposed development at the site would not generate too much more traffic than that as the former Jones the Boats use. However, it would remove vehicles accessing the existing boat hire business from the main basin, which can get congested. This would therefore provide an overarching benefit to the operation of the local highway network.'

7.66 The Transport Statement is included with this application, which demonstrates in full detail that there is no significant impact on the surrounding highway network and that suitable site access and parking arrangements are being provided for the proposed use of the site in accordance with local planning policies T8 (Parking) and T9 (Access) and Planning Policy Wales.

Drainage

7.67 In 'saved' UDP Policy 13 (Surface Water Management) it is stated that.

'Development which would result in unacceptable adverse impact on the water environment due to additional surface water run-off will not be permitted.'

7.68 The proposed development seeks to replace the existing prefabricated structures on site with a single permanent building. The proposed building will be constructed roughly on the same footprint of the former prefabricated structures and will connect foul and grey water to the existing main sewer.

7.69 There is also a 'pump out' sewage disposal facility proposed on site for the disposal of foul waste from the hire boats. This system will similarly connect to the main sewer.

7.70 Surface water from the rainwater pipes and pedestrian hard surface around the proposed new building will be discharged into the canal. This will be 'clean' water that has not mixed with any known contaminants or silt materials.

7.71 Vehicular access and parking areas have a well-established permeable surface, which will manage surface water on a soakaway basis.

7.72 A Drainage Plan is included with the planning application to illustrate the location of the existing main sewer and the layout of proposed connection points, as well as the layout of the proposed surface water discharge to the canal.

Residential Amenity

- 7.73 There is a residential property (Rose Cottage) located approximately 75 metres to the south west of the application site. Due to its distance from the application site and its orientation, the existing property is not facing or within close enough proximity of the proposed development to lead to conflict between the land uses.
- 7.74 The proposed development does not encroach any further towards the existing residential property than the previous buildings and extent of the former commercial operation at the application site.
- 7.75 There will be no harmful impact caused to occupants of the existing residential property by disturbance from vehicles travelling to and from the proposed development. Vehicular access is from the opposite side of the site to the north and car parking is located centrally, which is screened by the proposed main site building.
- 7.76 A pedestrian access will be re-opened, which leads to the site from beneath New Road Bridge. This access will be strictly controlled by the site operator via a locked gate to allow flexibility for any customers wishing to arrive and/or leave from this direction. However, it is considered that the majority of customer will access via the car park to the opposite side of the site.
- 7.77 Furthermore, the existing residential property is situated within the wider Trevor Basin area where public access and commercial boating activity is historically well established as part of the character of the area. The proposed development is not considered to intensify the current situation.

7.78 As referenced in paragraph 6.12 of this statement and in the 'Statutory Pre-application Publicity and Consultation' document, the occupants of Rose Cottage have been consulted on the proposed scheme and have no objections to what is being proposed provided that vehicular access rights are maintained.

7.79 It is considered that the proposed development will not have a harmful impact upon residential amenity, which is compliant with the objectives of Policy GDP1 (Development Objectives).

Relevant Emerging Planning Policy

7.80 In emerging LDP2 planning policy, BE1 (Pontcysyllte Aqueduct and Canal World Heritage Site), it is stated that.

'Development will only be permitted where it would not harm the attributes which justified the inscription of the Pontcysyllte Aqueduct and Canal as a World Heritage Site and the site's Outstanding Universal Value. The following are considered to be key material considerations:

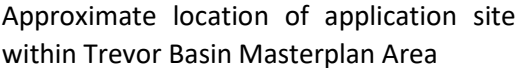
- i. The authenticity and integrity of the attributes that contributes to the Outstanding Universal Value of World Heritage Site including views, and features of cultural, artistic, historical, social and natural environmental importance.*
- ii. The setting of the World Heritage Site and attributes important to the Outstanding Universal Value of the site present within the Buffer Zone.*

Where there is demonstrable need for essential non-residential visitor attraction facilities for the World Heritage Site which cannot be provided within the settlement limit, their location outside settlement limits will be provided where there is no adverse impact on the Outstanding Universal Value.'

'The Trevor Basin Masterplan Area, as shown on the proposals map, is identified for mixed use tourism led regeneration including land which is allocated for housing development (see policy H1). Development proposals which contribute to the delivery of the Trevor Basin Masterplan, and which do not impact upon the outstanding universal value of the World Heritage Site or its setting, will be supported.'

The proposed development will be located within the Trevor Basin Masterplan Area. The proposed replacement buildings and use of the land will deliver a redevelopment of the former trip boat business site. The proposal will provide a suitable base location for the canal related hire boat operation in the area, which benefits recreation and tourism within the Trevor Basin Masterplan Area.

It is considered that the proposed development complies with emerging LDP2 planning policies BE1 and BE2.



8.0 Conclusion

- 8.1 The application site is previously developed land, which complies with the objectives of the Council's UDP, Part 1, 'saved' Strategic Planning Policy PS3.
- 8.2 With regard to 'saved' Policy EC1 (Green Barriers), the proposed development is within the '*essential facilities for outdoor sport and recreation*' category in association with Trevor Basin as a tourist destination, which is considered to provide the perfect location to focus such activity and associated development requirements in the most appropriate way.
- 8.3 The proposed development complies with all relevant criteria established in the Council's UDP, Part 2, 'saved' Policy GDP1 (Development Objectives), which 'all new development' is required to meet.
- 8.4 The fundamental aim of the proposed development is to improve upon how land and water spaces are used to benefit the quality of Trevor Basin as a destination for tourism, leisure, and recreational activity, which is compliant with 'saved' UDP Policy CLF7 (Informal Recreation).
- 8.5 The proposed development, including a fit for purpose permanent building, will be a significant visual improvement upon the character and appearance of the area in heritage terms, which complies with 'saved' UDP Policy EC7 (Conservation Areas), Local Planning Guidance Note 33 (Pontcysyllte Aqueduct & Canal World Heritage Site) and national planning policy. Supporting information is provided in a Heritage Statement and Impact Assessment, and a Archaeological Evaluation Report.
- 8.6 The site includes well established self-set tree coverage to parts along the perimeters and on the island area in between the fork in the water space. The tree coverage is surrounded with areas of roughly surfaced, self-seeded, vegetation beneath the tree canopies. The proposed development will require some tree removal, which will be kept to a minimum. A suite of the relevant ecological documents accompanies the application to demonstrate compliance with 'saved' policies EC4 (Trees and Development) and EC6: (Biodiversity).

- 8.7 A Transport Statement is included with this application, which demonstrates in full detail that there is no significant impact on the surrounding highway network and that suitable site access and parking arrangements are being provided for the proposed use of the site in accordance with 'saved' local planning policies T8 (Parking), T9 (Access) and Planning Policy Wales.
- 8.8 A Drainage Plan is included with the planning application to illustrate the location of the existing main sewer and the layout of proposed connection points as well as the layout of the proposed surface water discharge to the canal, which aims to demonstrate a suitable arrangement compliant with 'saved' UDP Policy EC13 (Surface Water Management).
- 8.9 There is an existing residential property located to the south west of the application site. Given the well-established public access and commercial boating activity within the Trevor Basin area and the distance and orientation of the existing property from the proposed development, it is considered that there is no harmful impact upon residential amenity, which is compliant with the objectives of Policy GDP1 (Development Objectives).
- 8.10 The proposed development is located within the Trevor Basin Masterplan Area. The proposed replacement buildings and use of the land will deliver a redevelopment of the former site, which benefits recreation and tourism. The scheme has been carefully prepared and designed so that it does not harm the attributes which justified the inscription of the Pontcysyllte Aqueduct and Canal as a World Heritage Site and the site's Outstanding Universal Value. It is considered that the proposed development complies with emerging LDP2 planning policies BE1 and BE2.
- 8.11 The Canal & River Trust respectfully requests that planning permission is granted in this instance. If any additional information is required to assist in the assessment of this application, then please do not hesitate to contact us.