APPLICATION FOR DEVELOPMENT OF LAND FOR RECYCLED MATERIALS SORTING FACILITY, HYDRO ALIMINIUM DEESIDE LTD, BRIDGE ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM

TRANSPORT STATEMENT

AMNI TRANSPORTATION

APPLICATION FOR DEVELOPMENT OF LAND FOR RECYCLED MATERIALS SORTING FACILITY, HYDRO ALIMINIUM DEESIDE LTD, BRIDGE ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM

TRANSPORT STATEMENT

DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
372-23-1	First Draft		1	JP	MP	09/03/2023
372-23-1	Second Draft					17/10/2023
372-23-1	Final					19/10/2023
372-23-1A	Final					05/05/2024
372-23-1B	Final					10/05/2024
372-23-1C	Final					30/10/2024
372-23-1D	Final					22/10/2025

Table of Contents

1.0 Introduction and Background 4
2.0 Site Location 4
3.0 Existing Characteristics 5
4.0 Transport Policy Context 10
5.0 Development Proposals 12
6.0 Traffic Generation 15
7.0 Traffic Impact 16
8.0 Summary and Conclusions 16

Appendices

Appendix A Site Location Plan
Appendix B Proposed Site Plan

List of Figures

Figure 1 - Location of Development Site in the Context of the Local Road Network 5
Figure 2 - Bus Map Service 41, 41B and 42W (Bustimes.org) 6
Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com) 8
Figure 4 - Cycle Map of Routes (source : Sustrans) 9
Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com) 9
Figure 6 - Road Safety Record near the Development Site (www.crashmap.co.uk) 10

List of Tables

Table 1 Bus Services along Bridge Road south of the site (southbound) 7
Table 2 Bus Services along Bridge Road north of the site (northbound) 7
Table 3 Rail Services from Wrexham General Station & Wrexham Central Station 7
Table 4 Parking Standards 14
Table 5 Traffic Generation 15

APPLICATION FOR DEVELOPMENT OF LAND FOR RECYCLED MATERIALS SORTING FACILITY, HYDRO ALIMINIUM DEESIDE LTD, BRIDGE ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM

TRANSPORT STATEMENT

1.0 Introduction and Background

1.1 This Transport Statement has been produced to support a planning application for the development of land for a recycled materials sorting facility on land on the southwest side of the Hydro Aluminium Deeside Ltd site off Bridge Road, Wrexham Industrial Estate, Wrexham. LL13 9PS ('the site').

1.2 In preparing this Transport Statement the following has been undertaken: -

- an inspection of the existing site, the highway access and the adjacent local highway network;
- an interrogation and analysis of the road safety record for the local highway network;
- a consideration of the relevant national and local policy;
- an examination of the recycled materials sorting facility scheme and plans;
- an assessment of the traffic generating potential of the proposed recycled materials sorting facility;
- an assessment of the traffic and highway impact of the proposed recycled materials sorting facility;
- an assessment of the accessibility of the proposed recycled materials sorting facility by public transport, walking and cycling.

1.3 The scheme proposals have been reduced in scale. The proposals now include one building and the earlier car parking scheme is no longer part of the proposals.

1.4 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

2.1 The land for the proposed recycled materials sorting facility is located on the southwest side of the Hydro Aluminium Deeside Ltd site off Bridge Road, Wrexham Industrial Estate, Wrexham. LL13 9PS which is approximately 4.2km northeast of Wrexham town centre. The site is situated on the northwest side of Bridge Road.

2.2 The site is served by two existing accesses onto Bridge Road which are laid out to industrial road standard.

2.3 Figure 1 shows the location of the development site in relation to the surrounding road network. **Appendix A** shows the existing site layout.



Figure 1 - Location of Development Site in the Context of the Local Road Network

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

3.2 The proposed site is located within the Wrexham Industrial Estate on the northwest side of Bridge Road. The site is bordered on three sides, to the west (Clywedog Road North), north (Coed Aben Road) and east (Bridge Road) by other commercial and industrial uses, as well as a prison (to the east). To the south (Clywedog Road East) of the site is the Pentre Maelor housing estate.

3.3 Bridge Road fronts the site to the east and has two site accesses, the main access serving the site for staff and visitors is in the north-east part of the site with a car park located to the righthand side. The second access is south of the site and this access is for HGV vehicles with a lorry park just inside the gate. Bridge Road connects to Coed Aben Road and Redwither Road to the north and Bridge Road South and Clywedog Road East to the south. Bridge Road is subject to a speed limit of 30mph, has a system of streetlighting, footways on both sides of the carriageway and double yellow lines all along the carriageway. Bus stops are located well within 100m of the main access on both sides of Bridge Road and there is a traffic signalled controlled pedestrian crossing facility within 100m of the main access to the north-east of the site.

3.4 Clywedog Road East runs along the south border of the site and connects to Bridge Road and Bridge Road South to the east and Clywedog Road North to the west. Clywedog Road East is subject to a speed limit of 40mph, has a system of street lighting and double yellow lines along the carriageway. At the junction with Bridge Road and Bridge Road South there is a dropped crossing with tactile paving and there are no footways along Clywedog Road East along the site boundary. Further south is the Pentre Maelor Housing Estate. The land between the Pentre Maelor Housing Estate and the site is safeguarded as a landscape buffer zone to remain free of built development.

3.5 Clywedog Road North runs from Clywedog Road East along the west border of site and connects to Clywedog Road East to the south and Coed Aben Road and

Abenbury Way to the north. Clywedog Road North is subject to a speed limit of 40mph, has a system of streetlighting and a footway alongside the west carriageway. Clywedog Road North has give way signs at both the north and south junctions.

3.6 Coed Aben Road runs along the north of the site and connects to Abenbury Way and Clywedog Road North to the west and Bridge Road and Redwither Road to the east. Coed Aben Road is subject to a 40mph speed limit has a system of streetlighting and a footway along the entire southside carriageway and a footway along the majority of the northside carriageway. Coed Aben Road connects to Abenbury Way to the west and then enables access to A534 Wrexham Road in the north. Coed Aben Road connects to Redwither Road then Oak Road to the east and then enables access to B5130 to the east.

3.7 Public Transport Access

3.8 The site is served by public transport with bus services passing along Bridge Road. The closest bus stops are located well within 100 metres to the south of the site access on Bridge Road. The bus stop on Bridge Road on the east side of the carriageway has a bus shelter with a seat and raised kerbs. The bus stop on the west side of the carriageway has a bus stop pole and raised kerbs. There are footways where these two bus stops are located.

3.9 A further bus stop is located within 400 metres to the north of the site access on the east side of Bridge Road. This bus stop has a shelter with a seat and raised kerbs.

3.10 A bus service map for access to the site and the surrounding areas is shown in Figure 2. Bus services can be accessed from the site within a short walking distance.

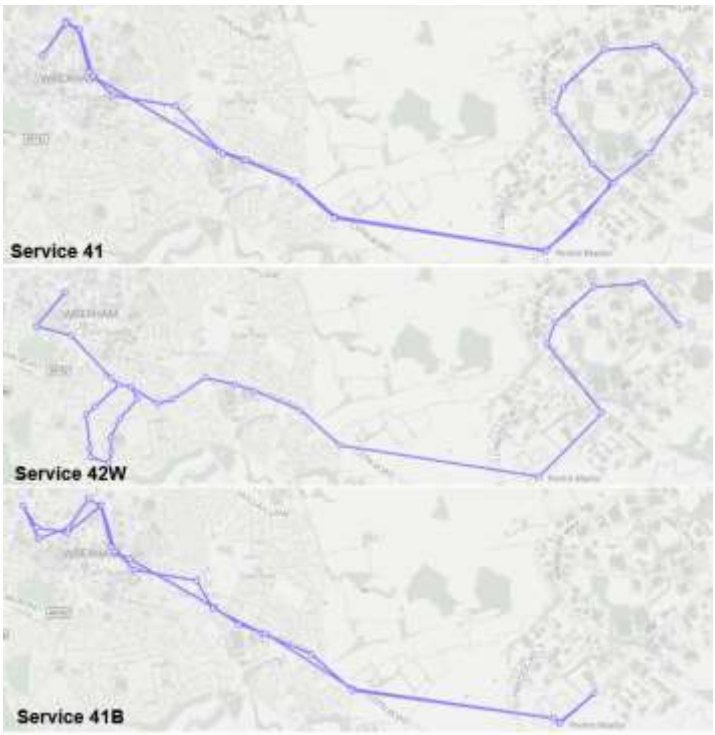


Figure 2 - Bus Map Service 41, 41B and 42W (Bustimes.org)

3.11 Tables 1, 2 and 3 show the bus services that travel along Bridge Road. Tables 1, 2 and 3 indicate that there are 2 bus service in each direction in the morning peak and evening peak periods and 1 service in each direction in the off-peak period per hour passing along Bridge Road Mondays – Saturdays and 1 bus service per hour in each direction on Sundays.

3.12 The bus stops in Bridge Road are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.13 The review of bus services demonstrates that the site is in close proximity to regular bus services which will provide connections to other locations in Wrexham.

Table 1 Bus Services along Bridge Road south of the site (southbound)

Service	Route	Services per Hour Monday-Saturday			Sunday
		AM	Off Peak	PM	
41B	HMP Berwyn-Wrexham	0	0	0	1
	Total	0	0	0	1

Table 2 Bus Services along Bridge Road north of the site (northbound)

Service	Route	Services per Hour Monday-Saturday			Sunday
		AM	Off Peak	PM	
41B	Wrexham-HMP Berwyn	0	0	0	1
41	Wrexham-Wrexham Industrial Estate	2	1	2	0
	Total	2	1	2	1

Table 3 Bus Services along Bridge Road north of the site (southbound)

Service	Route	Services per Hour Monday-Saturday			Sunday
		AM	Off Peak	PM	
41	Wrexham Industrial Estate-Wrexham	1	1	2	0
42W	Wrexham Industrial Estate Wrexham	1	0	0	0
	Total	2	1	2	0

3.14 Rail Access

3.15 Wrexham General and Wrexham Central Rail Stations are located approximately 4.75km away to the northwest of the site. The Table below sets out the weekday rail service frequency from Wrexham General Station and Wrexham Central Station.

Table 3 Rail Services from Wrexham General Station & Wrexham Central Station

Route	AM Peak	Off-Peak	PM Peak

Wrexham General to Cardiff	1 per hour	1 per hour	1 per hour
Wrexham General to Shrewsbury	1 per hour	1 per hour	1 per hour
Wrexham General to Holyhead	1 per hour	1 per hour	1 per hour
Wrexham Central to Bidston	1 per hour	1 per hour	1 per hour

3.16 Cycle Access

3.17 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed industrial development. The analysis is illustrated below in Figure 3.

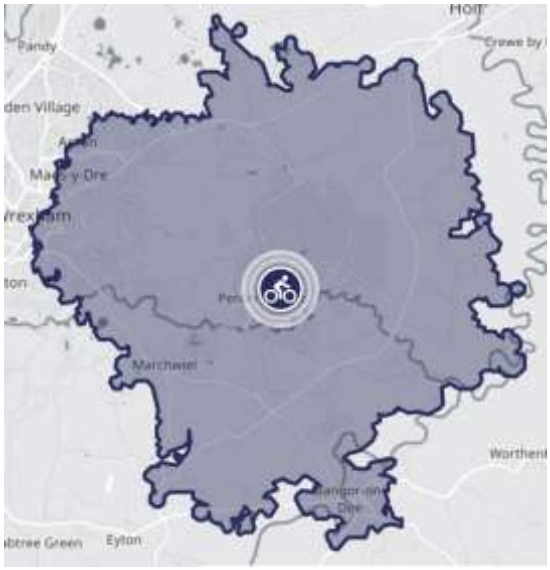


Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

3.18 There is a shared use cycle/walking facility along Bridge Road South and an advisory cycle route along Clywedog Road East both accessed within 150m to the south of the main site access. There is a shared use cycle / walking facility along Bryn Lane and advisory cycle routes in the area, as shown on the local cycle map. The proposed development will provide secure cycle parking facilities for staff. A map of the local routes is shown in Figure 4 below.



Figure 4 - Cycle Map of Routes (source : Sustrans)

3.19 The cycle facilities in the area provide scope for travel to and from the proposed development by cycling.

3.20 Walking Access

3.21 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.22 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 5 below.

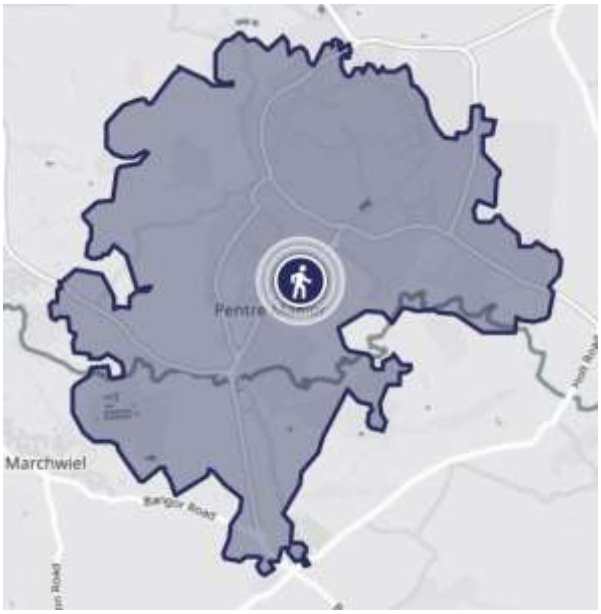


Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

3.23 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. A walking distance of up to 400 metres to a bus stop is generally considered to represent a desirable level of provision. As described above, the nearest bus stops are located on Bridge Road, and these are located within 100 meters of the main site access. These bus stops are an acceptable walking distance to access bus services.

3.24 There are footways along each side of Bridge Road in the vicinity of the development, and the majority of the roads around the industrial estate and there is a good system of street lighting along Bridge Road and around the industrial estate.

3.25 The infrastructure in the vicinity of the proposed development and the surrounding road network are conducive to encouraging walking journeys.

3.26 Access to Services

3.27 There are takeaways, cafes and a convenience store located on the complex near the junction of Bridge Road / Coed Aben Road in close proximity to the site to allow walking trips to be made by staff during their lunch break.

3.28 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate the accessibility of the site by sustainable transport methods is excellent.

3.29 Road Safety Record

3.30 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record for Bridge Road and the surrounding road network in the vicinity of the site. The output from the accident interrogation is shown in Figure 6 below.



Figure 6 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.31 At the roundabout junction on Bridge Road to the south-west of the site a collision was record (17/08/2020) which involved a car and a motorcycle which resulted in a serious injury to the motorcyclist.

3.32 The road safety analysis has been checked for the update to the Transport Statement but the accident record so changes in the vicinity of the site.

3.33 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location does not represent a material concern in the context of the proposed development.

3.34 Summary

3.35 The local road network has demonstrated a good road safety record in the recent road safety analysis. The local environment is conducive to encouraging journeys by bus, on foot and by cycling. The site is located within an established industrial estate and is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 Planning Policy Wales (2018)

Active and Social Places – Moving within and Between Places - Transport

4.3 The Planning Policy Wales in 4.1 Transport indicates :-

'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:-

- *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.'*

Productive and Enterprising Places

4.4 The Planning Policy Wales in 5.3 Transport Infrastructure indicates :-

4.5 *'The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle climate change, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.'*

4.6 Technical Advisory Note 18 : Transport

4.7 Tan 18 in 2.3 indicates :-

'Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government's Environment Strategy . Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:

- *promoting resource and travel efficient settlement patterns;*
  - *ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
  - *managing parking provision;*
  - *ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing; encouraging the location of development near other related uses to encourage multi-purpose trips;*
  - *promoting cycling and walking;*

- *supporting the provision of high quality, inclusive public transport;*
- *supporting provision of a reliable and efficient freight network;*
- *promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;*
- *encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and*
- *ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.'*

4.8 Local Policy

4.9 Wrexham Unitary Development Plan 1196-2011

Policy T8 Parking

'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.

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport.'

Policy T9 Walking, Cycling and Horse Riding Routes

'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. Opportunities for horse riding along these routes will be secured where appropriate.'

4.10 Assessment of the Proposed Industrial Development Scheme Against Existing Policy

4.11 Accessibility to the proposed recycled materials sorting facility has been examined in this Transport Statement and it concluded that the development site is accessible by bus services, walking and cycling. Car parking for the development is considered to comply with the Council's parking policy. The proposed development is not considered to have the potential to result in any network operational issue or highway safety issue.

4.12 The proposed recycled materials sorting facility is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

5.2 The proposed development is seeking approval for a recycled materials sorting facility on land off Bridge Road, Wrexham. The development will enable the Applicant to offer more efficient processing of material on the one site and provide more overall effective operations on the site.

5.3 ~~The scheme has been amended with only one new unit proposed and the car parking shown in the earlier larger scheme has been omitted.~~

5.4 The access arrangement and movements within the site will be simplified so that only one of the accesses allows two-way traffic movements. Servicing vehicles will only be permitted to enter at one access and then exit via another access onto Bridge Road.

5.5 The proposed site layout for the development is shown in **Appendix B**.

5.6 Vehicular Access

5.7 The development will be serviced by the existing site accesses. HGVs will access the top entrance and exit the lower entrance. The development proposal will use the existing one-way system for HGVs. This internal one-way system within the site aids the delivery to the relevant part of the site and also simplifies traffic movements at the site accesses at Bridge Road.

5.8 The workforce and visitors to the site will use the access located in the south-westerly edge of the site.

5.9 Visibility Splay

5.10 Planning Policy Technical Advice Note 18 : Transport (TAN 18) provides guidance on visibility splays with Appendix B. TAN 18 advises in Appendix B (8.2 and 8.3) :
'Stopping sight distance (SSD) is defined as the minimum distance that drivers need to be able to see ahead of themselves, in order to stop if confronted by a hazard. SSD is usually related to the actual (for existing streets) or design (for new streets) 85th percentile wet weather speed of vehicles on the major link.
Recommended SSD are included in Tables A and B.'

5.11 Table A, using the road speed limit, in TAN 18 would be used to determine the visibility splays for the site accesses. The site accesses are existing accesses onto Bridge Road and are considered to provide adequate levels of visibility in each direction and the road safety record does not reveal any highway safety issues related to the operation of these accesses.

5.12 With the proposed development, the access located towards the southerly edge of the site will be the only access that will have vehicles emerging from it. The other access (located north-easterly along Bridge Road) will only allow inbound traffic movements.

5.13 The configuration and the permitted movements into and out of the proposed development are considered to provide a highway safety benefit compared to the existing situation.

5.14 Servicing to the Development

5.15 The development will be served by HGVs which will travel into the site from the north-easterly located access on Bridge Road then travel around in a one-way loop within the site. The Architect has confirmed that swept path analysis has been undertaken to show how delivery and service vehicles would access and negotiate within the proposed development site. The swept path analysis demonstrates that servicing vehicles are able to access and leave the site in forward gear.

5.16 Parking Strategy

5.17 Wrexham Council sets out parking standards within Local Planning Guidance Note 16. Maximum parking standards are quoted for cars and minimum standards are quoted for disabled car parking spaces and cycle parking.

5.18 Car Parking

5.19 Figure B from the Council's Local Planning Note 16 provides the following that :

Table 4 Parking Standards

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m² gross floor space	1 cycle space per 300m² gross floor space
B2 General Industry	1 car space per 50m² gross floor space	1 cycle space per 500m² gross floor space
B8 Storage and Distribution	1 car space per 100m² gross floor space	1 cycle space per 1000m² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

5.20 The proposed recycled materials sorting facility will be served by HGVs. Parking for 12 HGVs is proposed.

5.21 In Local Planning Guidance Note 16 indicates :
'In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.

New Development
Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport.'

5.22 The Applicant has confirmed that a cycle to work scheme is operated and 7% of the workforce are members of the cycle to work scheme. This indicates the commitment of the Applicant to promoting access by sustainable travel methods.

5.23 HGV parking will be provided to avoid the potential for on-street waiting. The Transport Statement has demonstrated that the site is well located for convenient access by bus,

cycling and walking. The site is proposed to be located within an existing, established industrial estate.

5.24 HGV parking

5.25 The scheme will provide parking for 12 articulated vehicles. The layout will also provide a turning facility for servicing vehicles.

5.26 Cycle Parking

5.27 The Council requires cycle parking to be provide at 1 space per 500m^2. The scheme proposes to provide cycle parking spaces at convenient locations within the site.

5.28 Public Transport Access

5.29 Earlier in this Transport Statement the existing bus service frequency and the walking distances to bus stops was described. The public transport access to the site is considered to be acceptable and no improvements are deemed necessary.

5.30 Cycle Access

5.31 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 20-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the site.

5.32 It was concluded that the infrastructure in the vicinity of the site has the potential to encourage journeys to be made by cycling. The cycle to work scheme operated at the site will further promote access by cycling.

5.33 Walking Access

5.34 Footways are located on each side of Bridge Road and good walking infrastructure is provided in the surrounding roads. The report has earlier set out the destinations that could be reached within a 2km walking distance and the close proximity of local facilities and amenities to the proposed recycled materials sorting facility.

5.35 The accessibility by walking is considered to be good and no additional pedestrian infrastructure is deemed necessary.

6.0 Traffic Generation

6.1 The Applicant has undertaken analysis to assess the capacity of the processing operations within the proposed development and as part of this analysis a forecast has been made of the daily traffic movements to and from the site.

6.2 The Table below shows the forecast daily traffic generation.

Table 5 Traffic Generation

Type	Daily Amount			Comment
	IN	OUT	Total	
HGV Movements	4	3	7	8 hour 8am-4pm

7.0 Traffic Impact

7.1 *The traffic generation analysis of the development shows the daily traffic flows and at these levels show there to be negligible impact on the operation of the highway network.*

7.2 This Transport Statement has undertaken a review of the infrastructure in the surrounding road network and it is considered is conducive to encouraging access by public transport, cycling and walking to and from the site.

7.3 The scheme proposes parking for HGVs within the scheme area.

7.4 Within Section 3 of this report, the road safety record for Bridge Road, the road that provides access to the site, and the surrounding road network were investigated. The analysis concluded that Bridge Road and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development. Swept path analysis shows that delivery and servicing vehicles are able to enter the site and leave the site in forward gear.

8.0 Summary and Conclusions

8.1 This Transport Statement has been prepared to support an application for a proposed recycled materials sorting facility on land located on the north west side of Bridge Road, Wrexham Industrial Estate.

8.2 The Transport Statement demonstrates that Bridge Road and the surrounding road network experienced a good road safety record. The proposed recycled materials sorting facility is not anticipated to worsen the road safety record.

8.3 The traffic and highway impact of the proposed recycled materials sorting facility can not be considered to produce any significant road network impacts so there should be no highway or traffic grounds to oppose the development.

8.4 The proposed recycled materials sorting facility is located in an accessible location for walking trips to local amenities and is located in a sustainable location that is served by bus services and local walking and cycling infrastructure. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.

8.5 The Transport Statement has examined the traffic impact of the proposed recycled materials sorting facility and combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed recycled materials sorting facility should be approved.

Appendix A

ECOLOGY CORRIDOR
Refer to submitted reports and survey data

EXISTING HGV PARKING

EXISTING ACCESS

SOIL HEAP TO BE REMOVED

EXISTING ACCESS

EXISTING OFFICE ENTRANCE

IDENTIFIED ARBORICULTURE
Refer to submitted AIA

G1 G2 G3 G4 H1 W1

Clywedog Road

Bridge Road

1. This drawing has been produced for the client for the project on the site shown. It was prepared for a purpose agreed with the client and will have a commensurate degree of accuracy.
2. This drawing is not intended for use by any other person or for any other purpose without express permissions.
3. Pace Architecture Limited accept no liability whatsoever if this drawing is used by any other person or for any other purpose.
4. Do not scale from this drawing. All measurements to be checked on site.
5. Report to the Architect any discprenacies or information requiring updated.
6. CDM (2015) - All designers have a duty to review, identify and circulate health and safety risks when apparent.
7. Under CDM (2015) Pace Architecture ltd assumes the role of 'Designer', unless otherwise appointed in writing by the client.
8. If in doubt ask.

1 Site Plan - Existing
1 : 500

North

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500

Hydro

PURPOSE OF ISSUE
PRELIM. ENQ. APP.

PACE | ARCHITECTURE
www.pace-architecture.co.uk

PROJECT
Re-Cycling Facility Expansion

ADDRESS
Bridge Road North, Wrexham Inustrial Estate

TITLE
Existing Site Plan

CLIENT
Hydro Aluminium - Deeside

DRAWN BY	CHECKED BY	DATE
nc	dm	12.04.24

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2027

DRAWING NUMBER	REV
2027 . P . 002	

12/04/2024 10:28:23

Appendix B

1. This drawing has been produced for the client for the project on the site shown. It was prepared for a purpose agreed with the client and will have a commensurate degree of accuracy.
2. This drawing is not intended for use by any other person or for any other purpose without express permissions.
3. Pace Architecture Limited accept no liability whatsoever if this drawing is used by any other person or for any other purpose.
4. Do not scale from this drawing. All measurements to be checked on site.
5. Report to the Architect any discprenacies or information requiring updated.
6. CDM (2015) - All designers have a duty to review, identify and circulate health and safety risks when apparent.
7. Under CDM (2015) Pace Architecture ltd assumes the role of 'Designer', unless otherwise appointed in writing by the client.
8. If in doubt ask.

EXISTING LORRY PARKING

EARTH BANK RETAINED

ECOLOGY CORRIDOR RETAINED

FOR DETAILS REFER TO DRG '2027.P.006-01 - ACCESS DETAILS'

EXISTING NORTH ACCESS

OVERFLOW STORAGE

CONTAINER LOADING

EXTENDED HGV PARKING
(soil heap removed)

PROPOSED RECYCLING MATERIALS SORTING FACILITY

RELOCATED WEIGHBRIDGE & YARD OFFICE

ONE WAY SYSTEM

FINISHED GOODS STORAGE
(soil heaps removed)

G3 TREES REMOVED

EXTERNAL MATERIAL STORAGE

PROPOSED RAW MATERIAL STORAGE IN COVERED BAYS

Dotted Orange Line
Denotes New Building Access Pedestrian Route

EXISTING SOUTH ACCESS

Bollard

Dotted Blue Line
Denotes Existing Building Access Pedestrian Route

EXISTING PROCESSING FACILITY

EXISTING CHANGING FACILITIES

ONE WAY SYSTEM

EXISTING STORE

ONE WAY SYSTEM

FOR DETAILS REFER TO DRG '2027.P.006-02 - ACCESS DETAILS'

North

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500

REVISION	NOTES	DATE
A	Parking Notes Added	16.04.25
B	Parking Notes Added	02.05.25
C	Parking Notes Added	29.05.25
D	Parking Notes Added	04.06.25
E	Swept Path Adjusted	04.08.25
F	Noted Amended	21.09.25

Hydro

PURPOSE OF ISSUE
PLANNING

PACE | ARCHITECTURE
www.pace-architecture.co.uk

PROJECT
Re-Cycling Facility Expansion

ADDRESS
Bridge Road North, Wrexham Inustrial Estate

TITLE
Proposed Site Plan

CLIENT
Hydro Aluminium Deeside ltd.

DRAWN BY	CHECKED BY	DATE
nc	dm	11.10.24

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2027

DRAWING NUMBER	REV
2027 . P . 003 (F)	

21/09/2025 20:00:33