STRATEGIC ECOLOGY CORRIDOR - TECHNICAL NOTE (P/2025/0431)

Date: 3RD November 2025

1.1.1 This technical note provides a detailed response to the memorandum issued by Wrexham Council (WC), dated 1st August 2025 for the above proposals.

1.1.2 The purpose of this note is to provide detailed clarification on the proposed access arrangements, vehicle movements, and associated operational considerations for the various parcels of land forming part of the ecological mitigation scheme.

Francis Lane Site (Northern Mitigation Area - Phase 1A)

Which access is proposed to serve the site during and after the proposed works.

1.1.3 Access to the site during both construction and operational phases will be via the existing field access from Hugmore Lane, as illustrated in **Appendix A**.

1.1.4 The proposed works for the Northern Ecological Mitigation Area include the creation of ten (10) wildlife ponds — seven (7) deeper ponds and three (3) shallower pools — to enhance local biodiversity.



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Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

1.1.5 Access to the site will be achieved using light vehicles such as a Land Rover Defender or Transit Connect, each capable of transporting a three-person team. A mini digger, to be used for pond excavation, will be delivered on a trailer towed by one of the above vehicles.

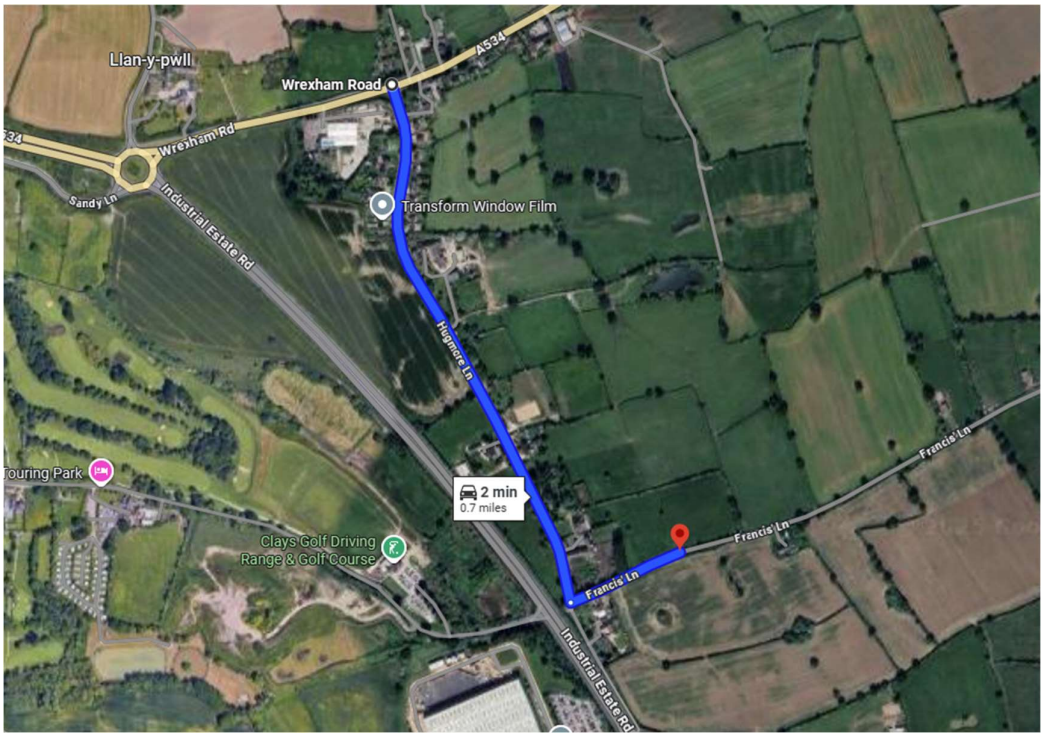
1.1.6 It is anticipated that 1–2 vehicles will access the site per day during the construction period. Given this low frequency, traffic impacts are expected to be negligible.

1.1.7 During the operational period, there is only a requirement for seasonal maintenance and surveying which would occur on average twice a year.

1.1.8 The site is open and wide, therefore, there is not a single location for parking as vehicles would route internally to where the works are required. The site can sufficiently accommodate turning vehicles as required.

1.1.9 The planting of trees and scrub for Parcel 4 would take 21 days.

1.1.10 The access route is shown below:



Details of any proposed improvements to access or provision of passing bays.

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1.1.11 There is an existing field access serving the site which is 3.6m wide and gated at 2.6m behind the edge of carriageway. The existing access will be maintained at its current width. Hedgerows will be trimmed to maintain visibility splays of 2.4m x 120m, in accordance with Wrexham Council's highway design guidance. See drawing 16-2067-001 in Appendix A.

1.1.12 Observations indicate that Francis Lane experiences very low levels of traffic and access to the site will be via Land Rover Defender / Transit Connect scale vehicles. Therefore, the anticipated site traffic will not significantly affect local highway operation, meaning there is no requirement for passing places. However, traffic conditions will be monitored throughout the construction phase, and a passing place will be installed if required.

Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

1.1.13 There are no public rights of way crossing the site.

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B5130 Holt Road Site (Southern Ecological Mitigation Area - Phase 2)

Which access is proposed to serve the site during and after the proposed works.

1.1.14 Phase 2 involves the creation of ten (10) new ponds, with the existing pond retained. These works are designed to significantly enhance local biodiversity, providing habitats for a wide range of flora and fauna including amphibians, birds, and mammals.

1.1.15 A bund will be constructed along the western boundary of the parcel, running in a north–south direction. The bund will follow a natural curve, with gentle visual profiling aligned with the geotechnical design proposals. Side slopes will be constructed at a maximum gradient of 1:3, consistent with the natural angle of repose for topsoil. Rock piles and bare earth banks will be incorporated to encourage habitats for amphibians, butterflies, and bees.

1.1.16 Site access will utilise the existing 4.5m-wide field gate, located approximately 8m behind the carriageway edge, as illustrated in **Appendix B**.



Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

1.1.17 Construction vehicular access falls into two groups: i) Creation of ecological features (e.g. ponds, shrubs, vegetation, trees, and hedgerows), ii) Creation of bunds.

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1.1.18 For the creation of ecological features, construction access will be achieved using light vehicles as described previously (Land Rover Defender / Transit Connect, with a mini digger transported on a trailer). It is anticipated that 1–2 vehicles will visit the site daily to create the ecological mitigation works (ponds, bunds, trees, vegetation, etc).

1.1.19 During the operational period, there is only a requirement for seasonal maintenance and surveying which would occur on average twice a year.

1.1.20 The site is open and wide, therefore, there is not a single location for parking as vehicles would route internally to where the works are required. The site can sufficiently accommodate turning vehicles as required.

1.1.21 For the construction of the bunds, approximately 18,240 m³ of inert fill material will be imported to the site. This will be transported by tipper trucks with an average capacity of 9 m³ per load, resulting in an estimated 2,026 HGV arrivals (4,052 two-way HGV movements) over a 3-month construction period. Should the construction and importation period extend beyond the anticipated programme, the number of daily HGV movements would reduce accordingly.

Table 1: Estimated Volume of Material and Number of HGV Movements

Duration	Volume of Fill (m^3)	Average Daily HGV Arrival	Total 2-way HGV Trips
3 months	18,240m^3	34	68

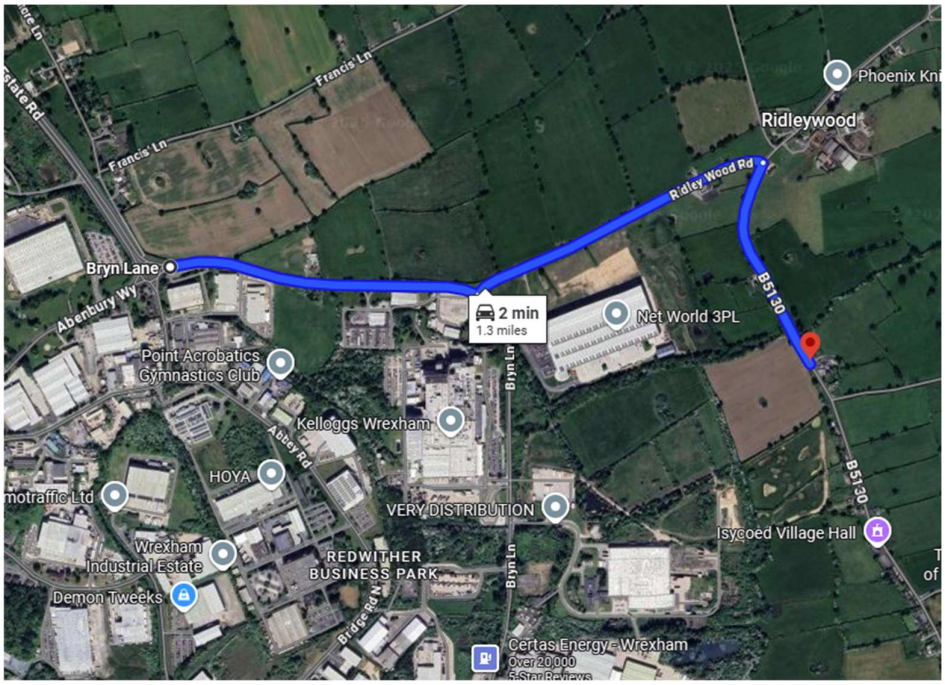
1.1.22 Construction operations will take place between 0700 and 1900 hours, Monday to Friday. Based on this schedule, a maximum of 3 HGV arrivals is expected during both the AM and PM peak hours. During the operational period, there is only a requirement for seasonal maintenance which would occur on average twice a year.

1.1.23 As previously, the site is open and, therefore, there is not a single location for parking as vehicles would route to where the works are required. A Construction Management Plan can be conditioned to provide greater detail about these access arrangements.

1.1.24 The planting of trees and scrub for Parcel 1 would take 22 days in total, although clearly works on the bunds would not start until sufficient soil was deposited on site.

1.1.25 The access route is shown below:

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Details of any proposed improvements to access or provision of passing bays.

1.1.26 Visibility splays of **2.4m x 43m** will be maintained. Existing hedgerows will be trimmed to ensure compliance. No formal passing bays are proposed at this stage, given the low traffic volume,; however, the situation will be reviewed during construction. See drawing 16-2067-003 in Appendix B.

Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

1.1.27 There are no public rights of way crossing the site.

Maesgwyn Lane Site (Southern Ecological Mitigation Area - Phase 1B)

1.1.28 As detailed in the Planning, Design and Access Statement prepared by Carter Jonas Parcel 5, located off Maesgwyn Lane and proximate to Parcels 1, 2, and 3, forms part of the Strategic Ecology Corridor introduced following consultation with Natural Resources Wales (NRW). The Applicant owns this 3.44-hectare parcel, which will be used for ecologically sensitive agricultural purposes in accordance with the Land Adjoining the B5130 Habitat Management Plan.

1.1.29 No physical works are proposed on this land. The existing fields, pond, grassland, trees, and boundary hedgerows will remain unchanged. Management of the vegetation and ponds will occur in line with ecological objectives.

1.1.30 As no construction or development activity is planned, no access drawings or additional surveys are required for this parcel.

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B5130 Holt Road Site (Southern Ecological Mitigation Area - Phases 1B, 2 & 3)

Which access is proposed to serve the site during and after the proposed works.

1.1.31 Phases 1B, 2, and 3 collectively include the creation of eleven (11) new ponds, primarily located towards the centre and eastern areas of the site. Alongside new trees and hedgerows, aquatic planting will be introduced around these ponds to support natural regeneration. Should natural regeneration fail after two growing seasons, wetland meadow planting will be implemented as an alternative.

1.1.32 Two bunds will be installed along the western boundary of Parcel 2 and one bund will be installed on the western boundary of Parcel 3 , all designed with a maximum gradient of 1:3. Rock piles and bare earth banks will be incorporated to encourage habitats for amphibians, butterflies, and bees.

1.1.33 Boundary enhancements will include native hedgerow infill to strengthen ecological buffers between the industrial estate and the Strategic Ecological Corridor.

1.1.34 Access will be via the existing 3.7m-wide field gate, located approximately 6.3m behind the carriageway edge, as shown in **Appendix C**. If necessary, the Applicant owns and has access to the field marked by the blue star. An additional farmer's gate is located at the green arrow. Therefore, there is another route into the land which could be deployed during the construction process, if required.



Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

1.1.35 Construction vehicular access falls into two groups: i) Creation of ecological features (e.g. ponds, shrubs, vegetation, trees, and hedgerows), ii) Creation of bunds.

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1.1.36 For creation of ecological features, site access and vehicle types will mirror those described for previous phases (i.e. light vehicles such as Land Rover Defender / Transit Connect, with a mini digger transported on a trailer)

1.1.37 During the operational period, there is only a requirement for seasonal maintenance and surveying which would occur on average twice a year.

1.1.38 For creation of bunds, the total volume of inert fill material required for bund construction across Parcels 2 and 3 is 27,215m³ (18,392m³ + 8,823m³). With an average tipper capacity of 9m³, this equates to approximately 3,034 HGV arrivals (6,068 total two-way trips) over a 4-month construction period.

1.1.39 Similar to Phase 2, if the construction and importation period extends beyond the anticipated programme, the number of daily HGV movements will reduce proportionally.

Table 2: Estimated Volume of Material and Number of HGV Movements

Duration	Volume of Fill (m^3)	Average Daily HGV Arrival	Total 2-way HGV Trips
4 months	27,215m^3	38	76

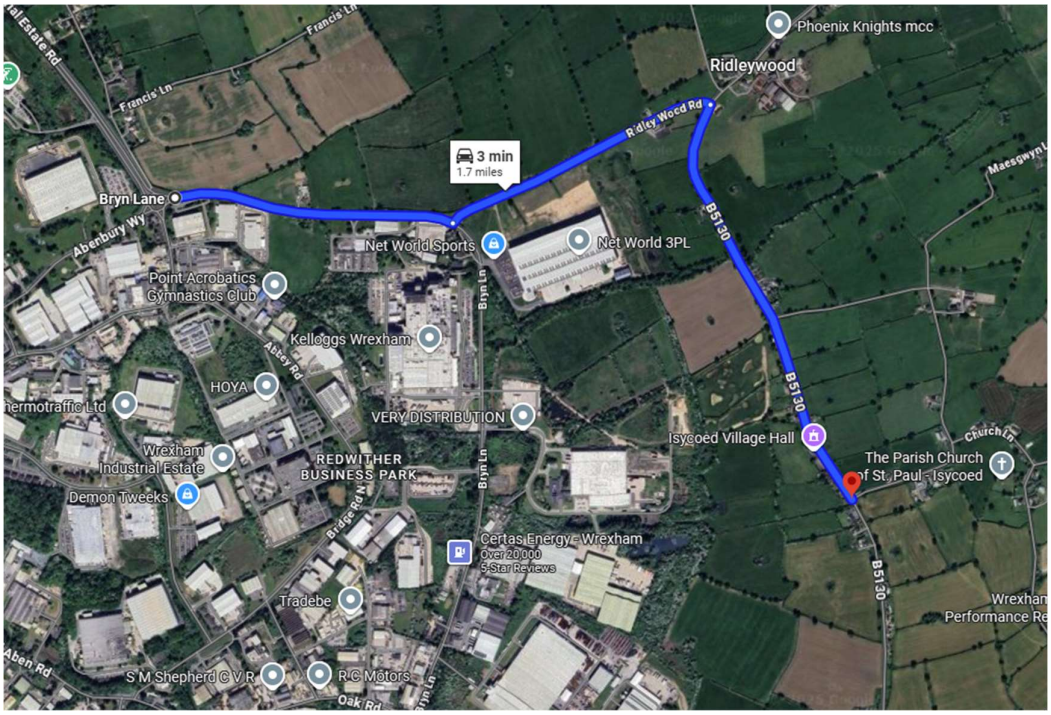
1.1.40 Construction operations will run between 0700 and 1900 hours, Monday to Friday. During peak periods, it is anticipated that a maximum of three (3) HGV arrivals may occur in both the morning and afternoon peak hours.

1.1.41 The site is open, therefore, there is not a single location for parking as vehicles would route to where the works are required.

1.1.42 The planting of trees and scrub for Parcel 2 and 3 would take 15 and 12 days respectively.

1.1.43 The access route is shown below:

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Details of any proposed improvements to access or provision of passing bays.

1.1.44 Minor white-lining adjustments are proposed to reposition the give-way line and maintain required visibility splays of 2.4m x 25m. No further highway works are anticipated. See drawing 16-2067-002 in Appendix C. This will be an acceptable mitigation to improve visibility at the access during the construction of bunds which require heavier vehicles to access the site.

1.1.45 The access improvements can be retained on a permanent basis if required subject to confirmation from the highway authority.

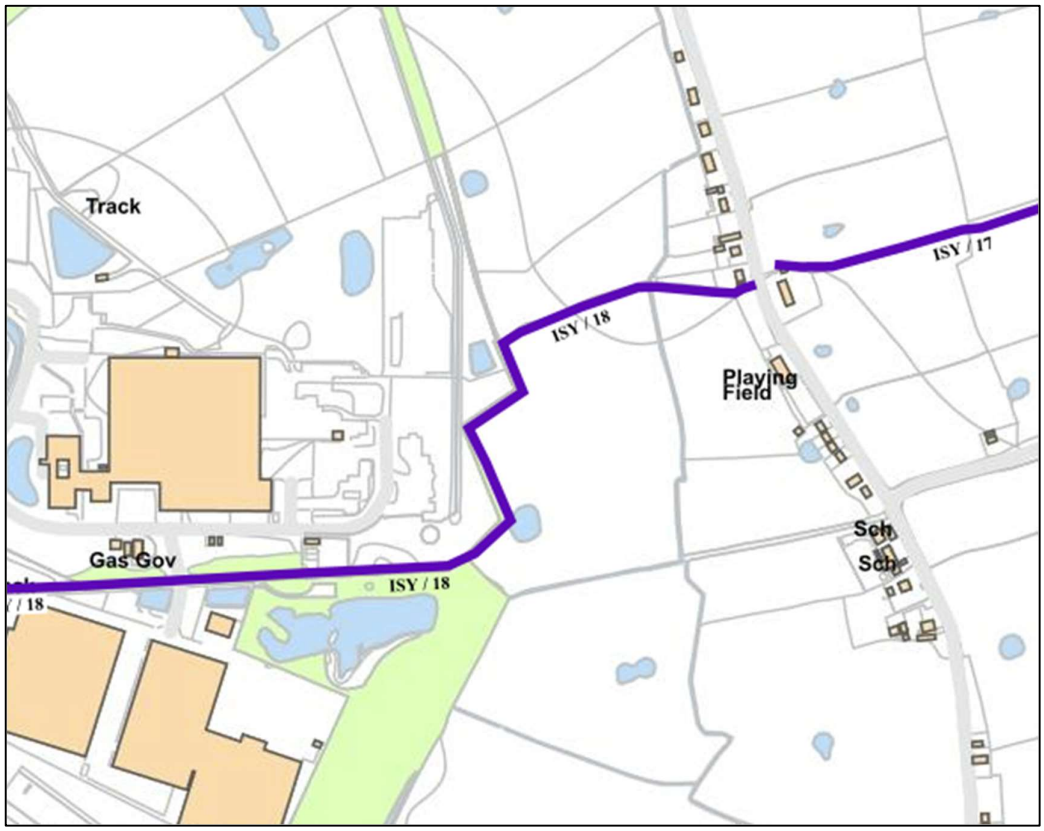
1.1.46 As noted in Paragraph 1.1.34, an additional access to the site can be gained via the adjoining field / gate on B5130 which is land the Applicant owns.

1.1.47 The above can be subject to the construction management plan (CMP) required by condition which would formalise access and management processes during construction.

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Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

1.1.48 There is a Public Right of Way along the western and northern boundaries of Parcel 2 (ISY/18). The proposed works will not affect this route, and it will be retained in its existing form. Its protection will be fully considered during the construction phase and secured through the Construction Management Plan (CMP)



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Conclusions

1.1.49 The proposed access, construction logistics and operational arrangements for each parcel have been reviewed against the relevant national and local transport policies, including Planning Policy Wales (Edition 12, 2024), Technical Advice Note (TAN) 18 – Transport, and Wrexham Local Development Plan (Deposit Plan) Policy TRA 4 – Access to Development. Based on this review, the proposals are considered to fully comply with policy requirements relating to safe and suitable access, traffic management and the protection of highway safety.

1.1.50 Across all parcels, the following key conclusions apply:

- Compliance with TAN 18 and PPW – The proposals ensure that access is safe, appropriate to the scale of development, and does not create unacceptable impacts on the highway network, in accordance with PPW paragraph 4.1.53 and TAN 18 paragraphs 3.6–3.8.
- Policy TRA 4 (Wrexham LDP) – Each parcel utilises an established access point of sufficient width and setback, with visibility splays to WC design standards. No new access points or off-site highway works are required beyond routine trimming or minor lining. This accords with Policy TRA 4 criteria for safe and suitable access.
- Construction Vehicle Activity – HGV movements associated with bund construction are temporary, time-limited and fully quantified. Vehicle numbers fall within tolerable levels, aligning with TAN 18 paragraph 9.2, which confirms that temporary construction traffic is not treated as a permanent transport impact.
- Internal Layout / Parking – All sites have sufficient space to accommodate on-site turning and temporary parking, meeting PPW and TAN 18 requirements to avoid obstruction of the public highway.
- Active Travel and Non-Motorised Users – There are no public rights of way or designated active travel routes affected, therefore the proposals are compliant with the Active Travel (Wales) Act 2013 and PPW requirements to safeguard pedestrian and cyclist routes.
- Highway Safety – Traffic movements during both construction and operational phases are low in number, and the access arrangements do not introduce any conflict or safety risk. This is consistent with the requirement in PPW Section 11 to ensure development does not adversely impact highway safety.
- Mitigation and Control – Any residual construction-phase matters can be secured via a Construction Management Plan (CMP), in line with TAN 18 guidance on controlling temporary traffic impacts through planning conditions.

1.1.51 On this basis, it is concluded that the access strategy, construction logistics and operational arrangements for all parcels are fully compliant with PPW, TAN 18 and LDP Policy TRA 4, and are acceptable from a highways and road safety perspective.

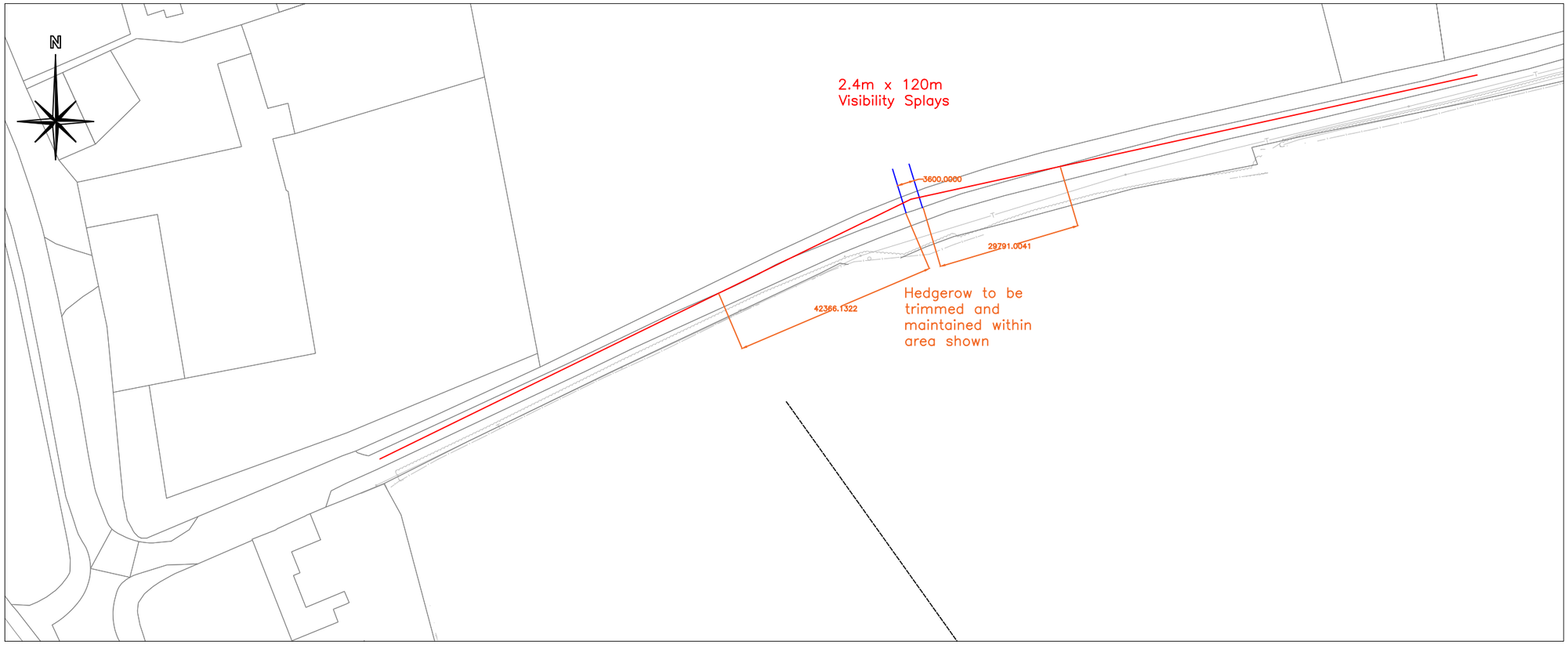
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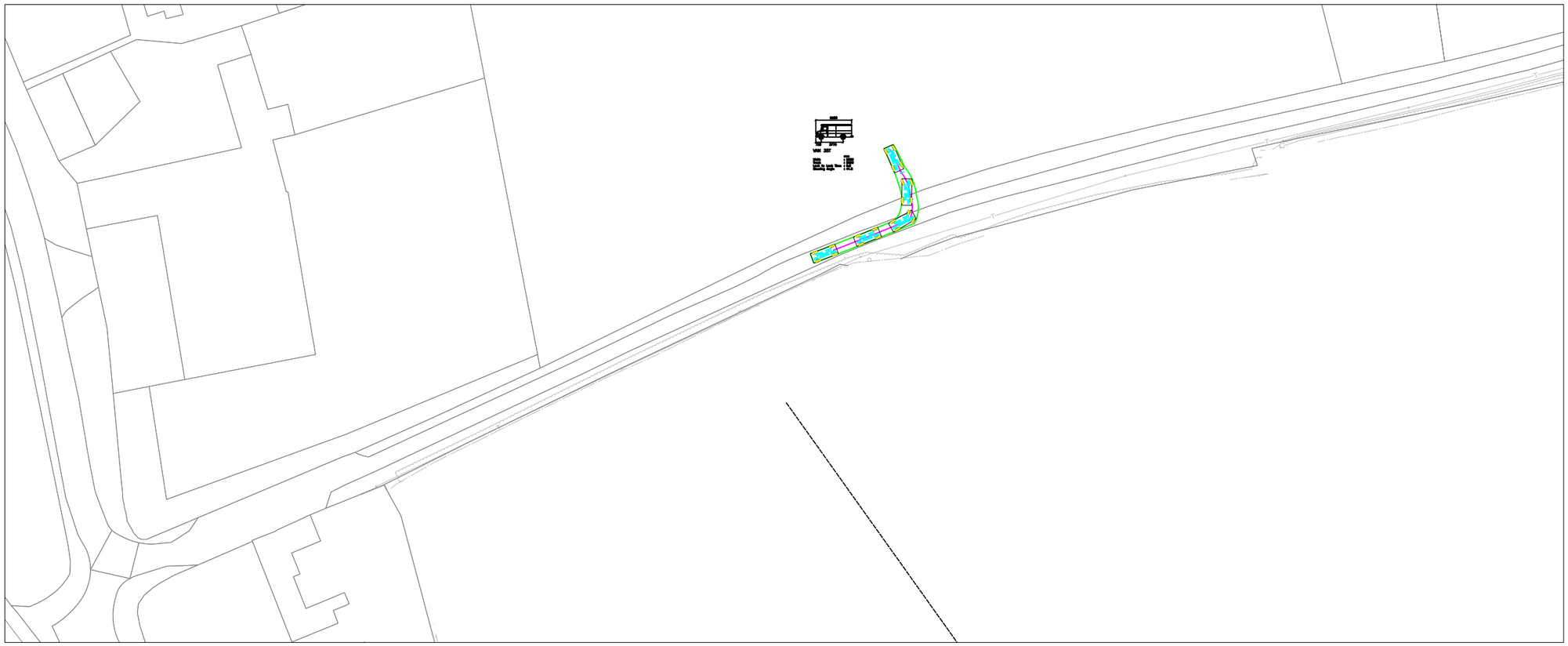
Appendices

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Appendix A – Francis Lane Access Arrangement

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Notes:

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Client

Net World Sports Limited

Project

Francis Lane
Ridley Wood

Title

Francis Lane
Access Arrangement

Drawing Status

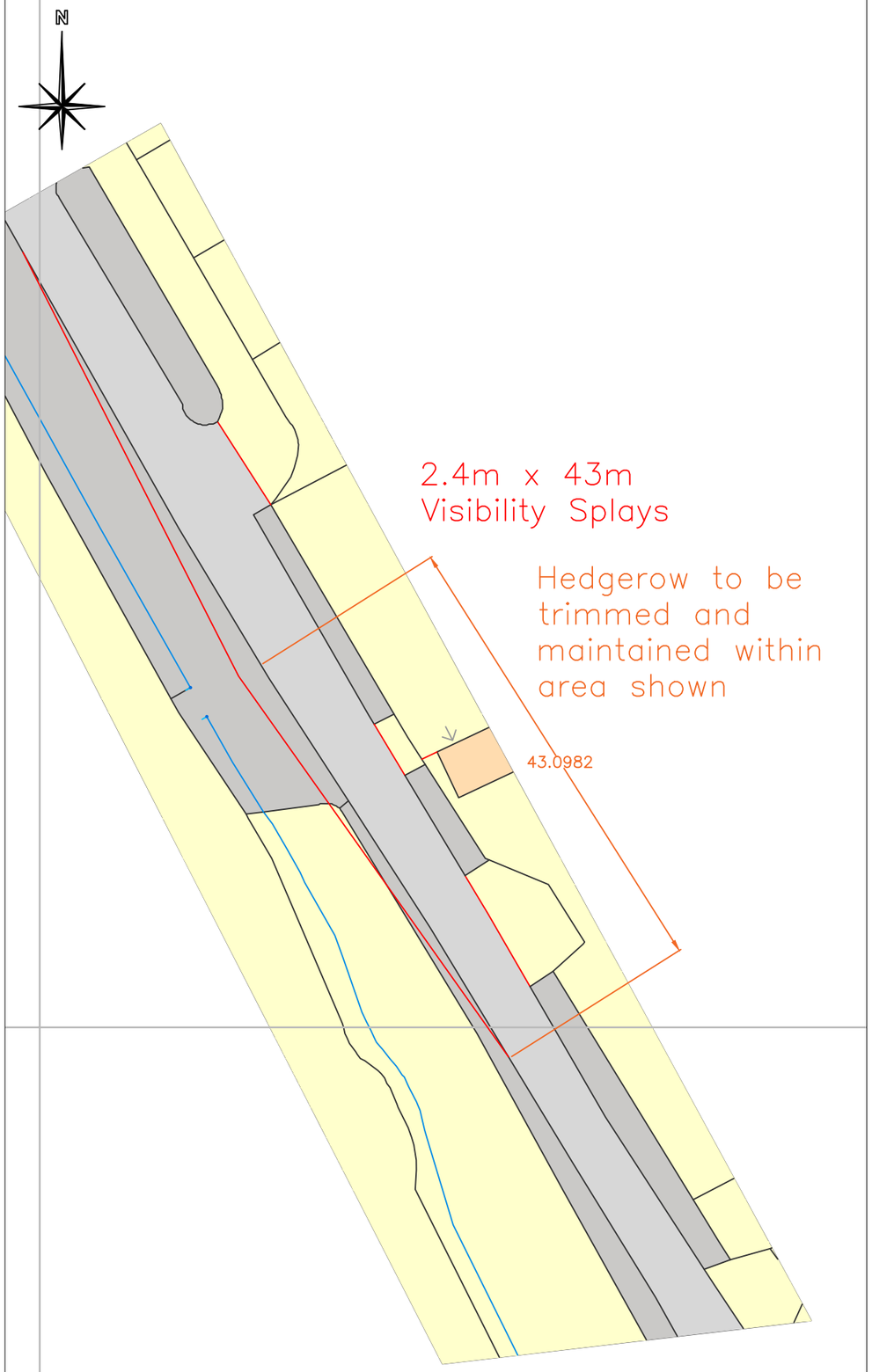
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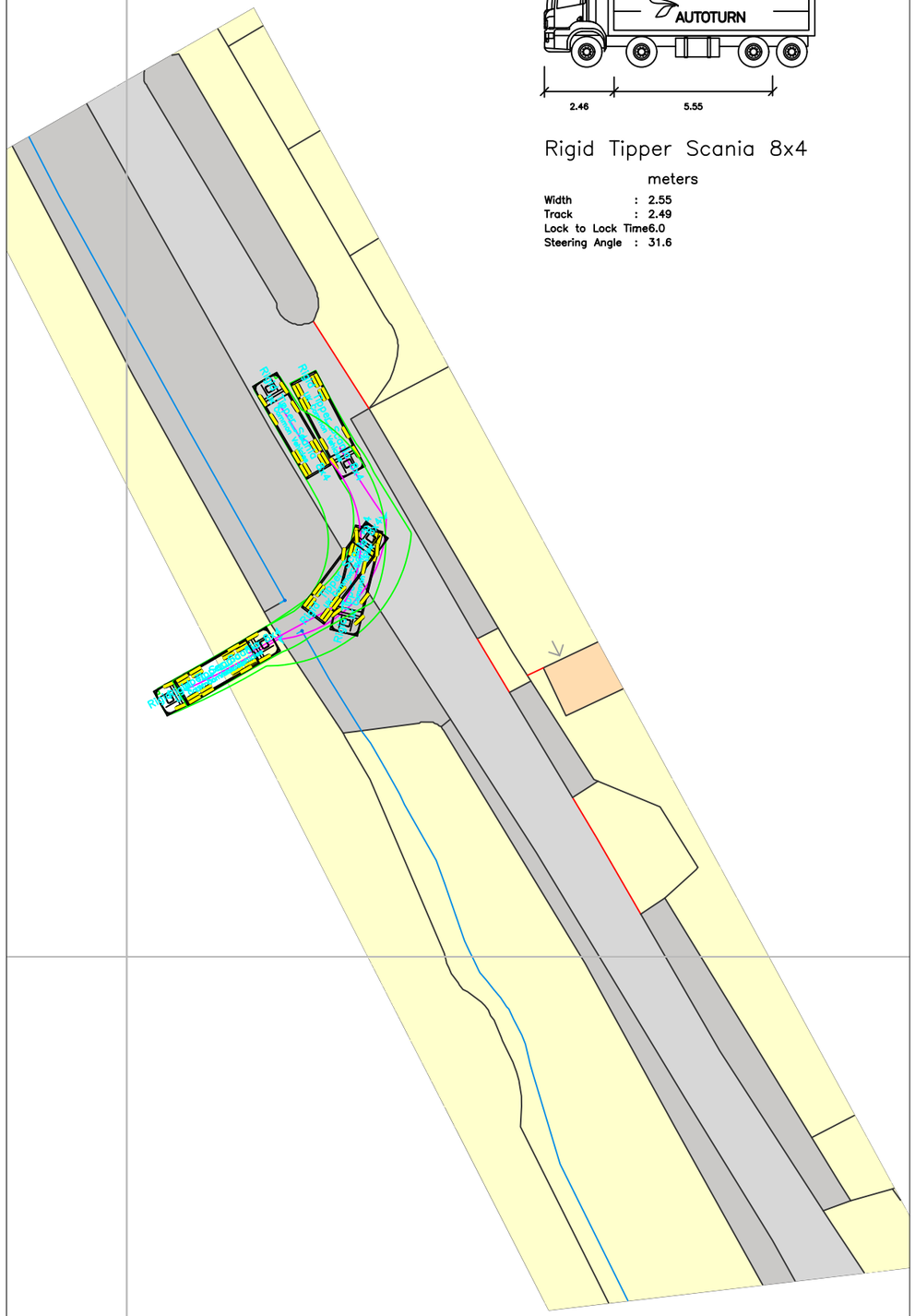
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Drawing No. 001 -

Appendix B – B5130 Holt Road (Phase 2) Access Arrangement

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Rigid Tipper Scania 8x4

meters

Width	:	2.55
Track	:	2.49
Lock to Lock Time		6.0
Steering Angle	:	31.6

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Client

Net World Sports Limited

Project

Francis Lane
Ridley Wood

Title

Holt Road (Phase 2)
Access Arrangement

Drawing Status

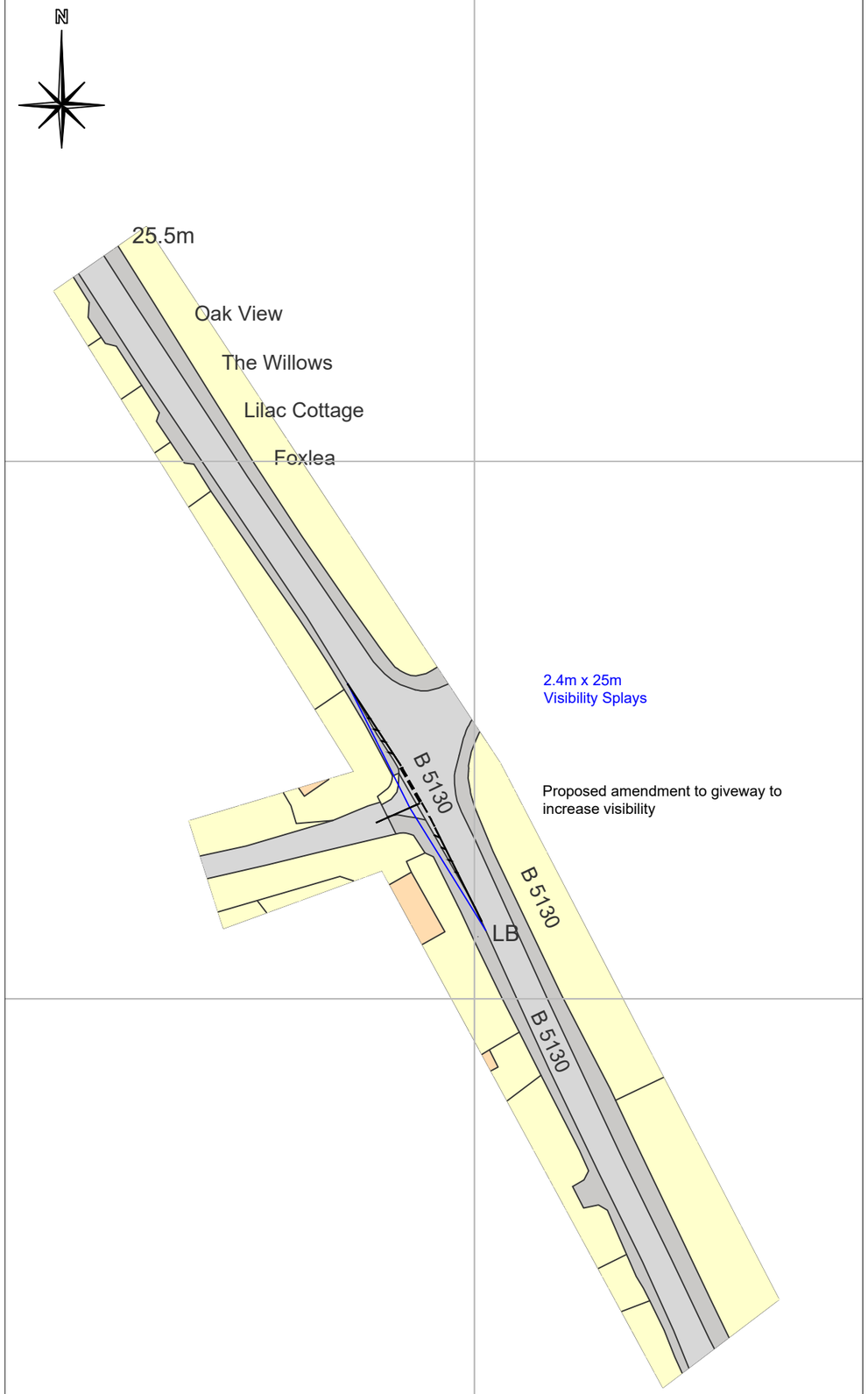
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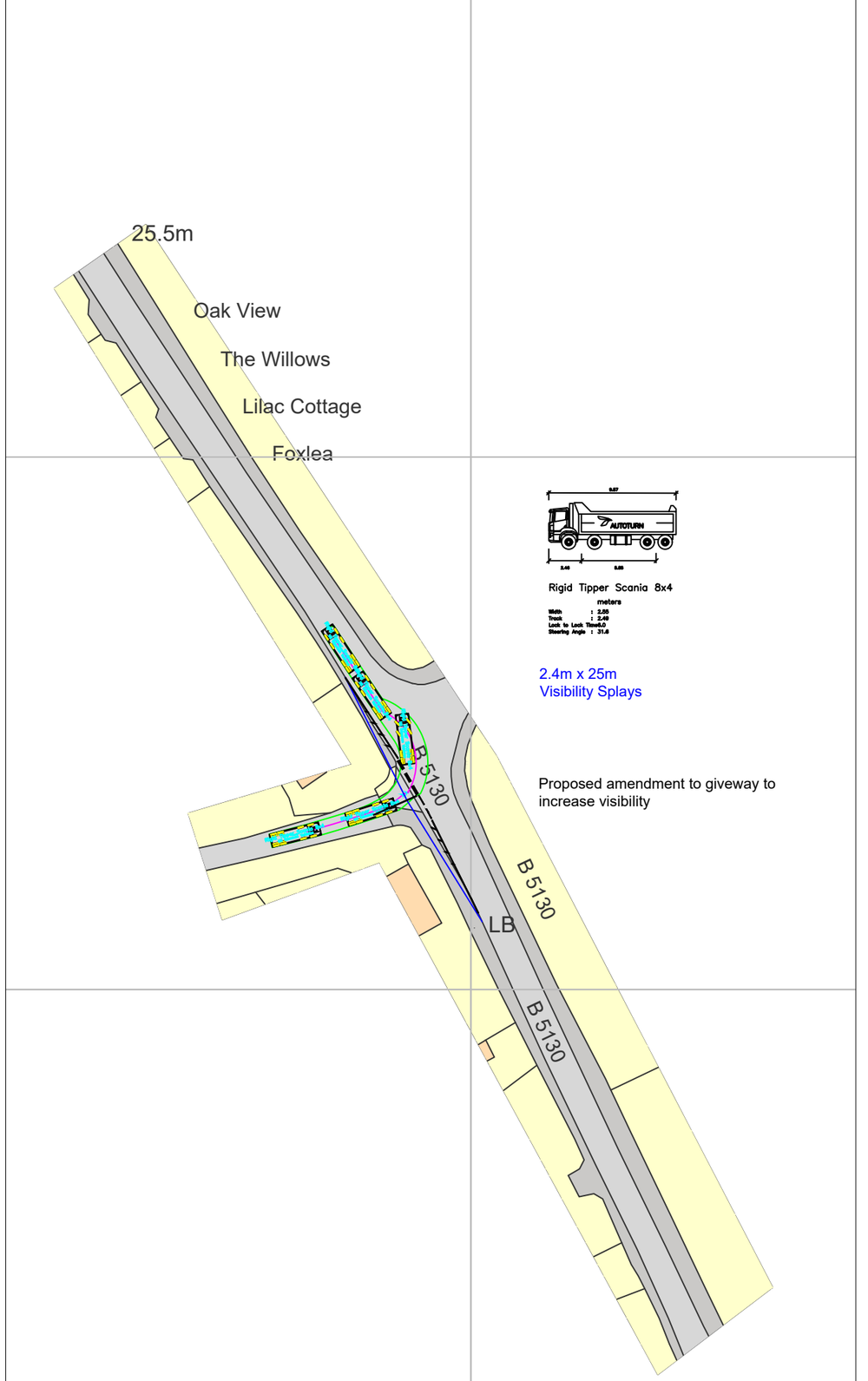
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Drawing No. 003 -

Appendix C – B5130 Holt Road (Phases 1B, 2 & 3) Access Arrangement

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Francis Lane
Ridley Wood

Title

Holt Road (Parcel 2 and 3)
Access Arrangement

Drawing Status

Job No. 16-2067

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Drawing No. 002 -