

Planning Statement

Construction of car park to the rear of school.

Bersham Hall, Bersham Road, Bersham, Wrexham LL14 4HS

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Rev: D

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I. INTRODUCTION

- I.1 Planning permission is sought for the construction of additional car parking to the rear of the existing school, to provide additional on-site parking capacity. The proposed works relate to a parcel of land located to the rear of the existing school building.



Figure 1: Location Plan

- I.2 This planning statement seeks to provide an overall summary of the existing site and surroundings; the relevant planning history of the site, and to provide justification for the proposed works, in the context of the local surroundings, in order to support Wrexham County Borough Council in the determination of this proposal and demonstrate that the proposed works comply with the policies of relevance within the Development Plan. The report is structured in the following format:
- Section 2: Site & Surroundings
 - Section 3: Planning History
 - Section 4: About the Applicant
 - Section 5: Business Case and Need
 - Section 6: The Proposals
 - Section 7: Planning Policy Framework
 - Section 8: Scheme Assessment
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2. SITE & SURROUNDINGS

- 2.1 Bersham Hall was built in 1900 as a large manor house. It was converted into a children's residence and school in approximately 1980 and was extended to provide additional bathrooms and bedrooms. It has been used for this purpose ever since. Bersham Hall has been used purely for school purposes since 2019 and has no residential facilities anymore.
- 2.2 The site is accessed from Bersham Road. The entrance is wide enough for two vehicles, one to enter and one to leave. The entrance narrows to a single-track road that leads to the main school car park in front of the main building. The car park can accommodate approximately ten cars.
- 2.3 The car park in front of the main building is exclusively used for school's fleet vehicles (used for taking pupils on rewards trips / enrichment activities etc) and for pupil drop-off / pick-up. For the start of school at 9am, taxis drive onto site into one of these parking spaces and pupils are escorted from the taxis by school staff and directly into the building. This is due to the need for very close supervision of the pupils and in order to minimise risk of absconsion and avoid other health & safety risks of dropping off pupils at the kerbside on Bersham Road and to keep waiting taxis / any challenging pupil behaviour (due to possible reluctance to go into school) off Bersham Road and within the private confines of the school site. Pupil pickup is the reverse of this process and is between 2.30pm and 3.30pm. None of these existing parking spaces in front of the main building can be used for staff parking.
- 2.4 A planning application to change the driveway has been approved (ref: P/2022/0344). The single lane driveway will be turned into a one-way loop system. During busy periods, the current driveway experiences significant congestion. To address this issue, the following proposals aim to alleviate the congestion by implementing a one-way flow system. The proposals involve the creation of a new roadway branching off the existing driveway. This will involve utilizing a portion of the large lawn area at the front of the school. The existing grass surface will be cleared, prepared, and replaced with a new stone chippings drive. This development will contribute to improving traffic flow and reducing congestion on the driveway during peak times. The proposals do not include any additional parking.

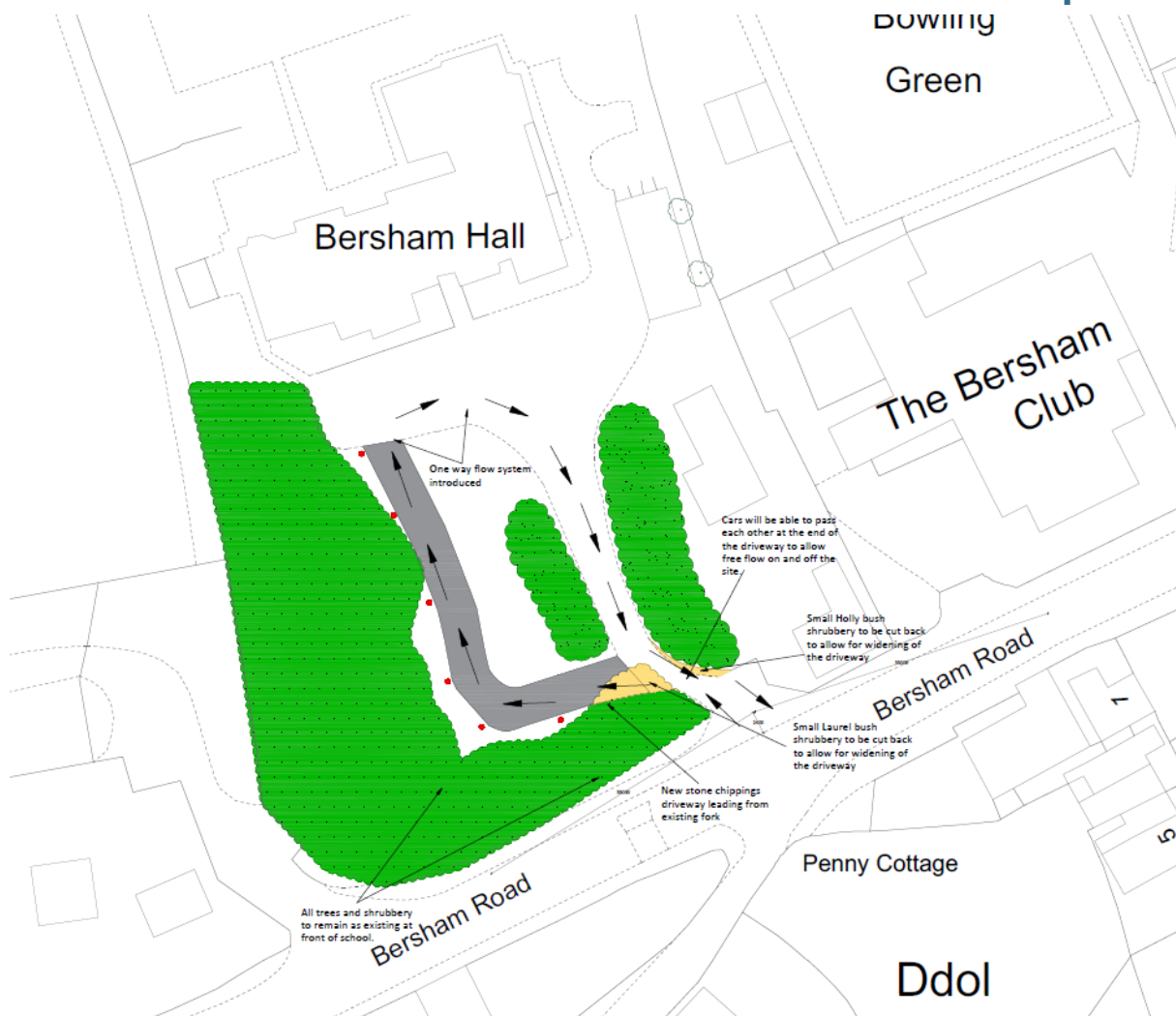
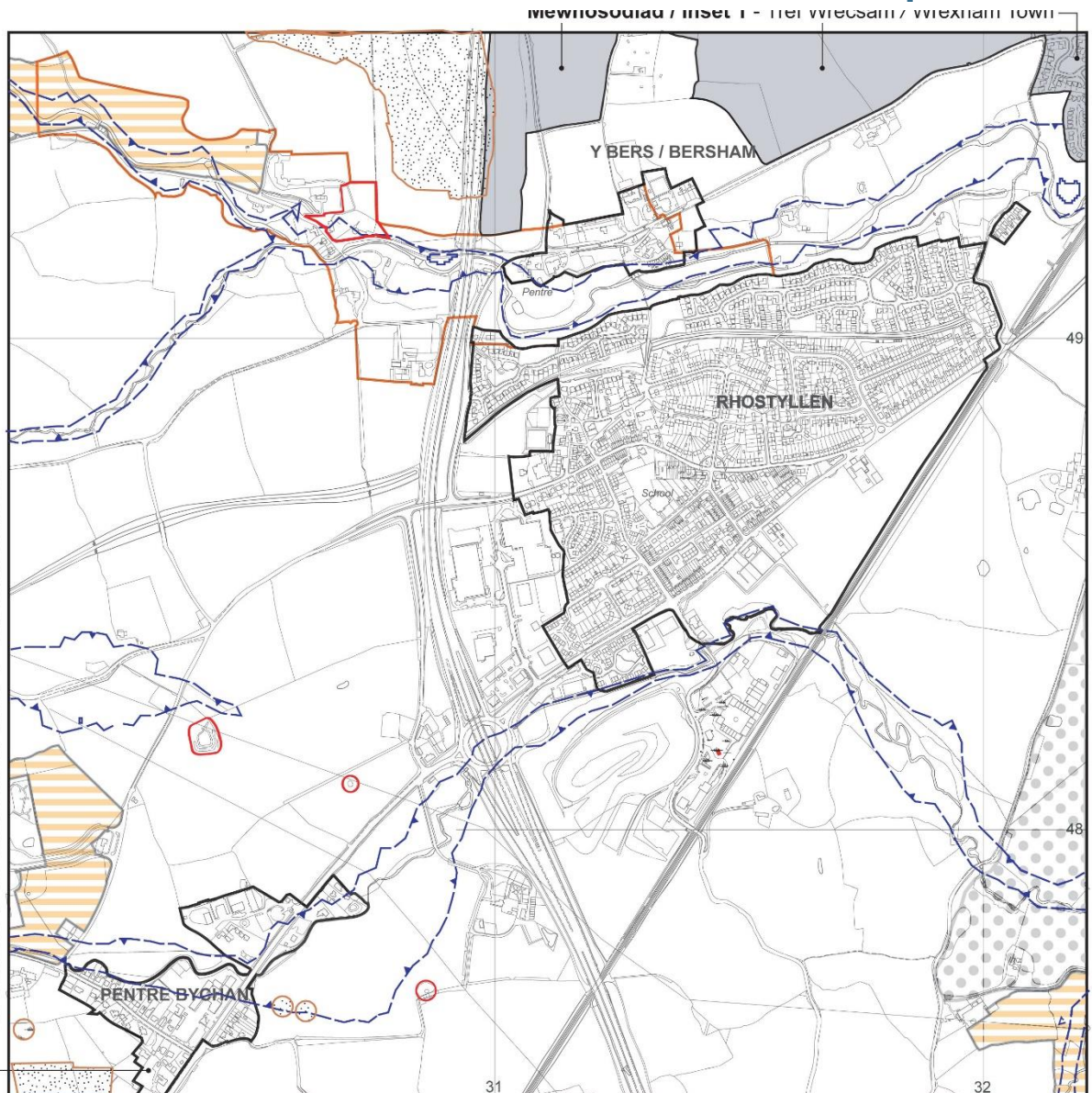


Figure 2: Approved amended access

- 2.5 To the right of the main school building, there is a small service road that runs between the main building and the dining facility. This service road leads to the grassed area at the rear of the site. This grassed area is now proposed to be used as additional on-site car park and forms the basis of this application. An allotment is located to the northern end of the site and these proposals seek to retain the same.
- 2.6 The rear grassed area of the school, which is proposed to be converted into a car park, does not sit within a Conservation Area. However, the front of the school (where no works are proposed as part of this application) does sit within the local Conservation Area.
- 2.7 The Local Development Plan Adopted Policies Map identifies that the site lies mostly within the settlement boundary and Conservation Area. The site is not located within a flood risk zone.



20. Y Bers / Bersham, Rhostyllen and Pentre Bychan (rhan/part)

Nodiadau Map Mewnrosodiad / Inset Plan Notation

	Ffin Sirol / County Boundary		Ardal Cadwraeth Arbennig (ACA) / Special Area of Conservation (SAC) - SP15, NE1
	Terfyn Anheddiad / Settlement Limit - SP2		Safle o Ddiddordeb Gwyddonol Arbennig (SODGA) / Site of Special Scientific Interest (SSSI) - SP15, NE1
	Safle Treftadaeth y Byd / World Heritage Site - SP15, BE1		Ardal o Harddwch Naturiol Eithriadol / Area of Outstanding Natural Beauty - SP14, NE4
	Safle Treftadaeth y Byd Pharth Clustogi / World Heritage Site Buffer - SP15, BE1		Safle Ramsar / Ramsar Site - SP15, NE1
	Parc a Gerddi Hanesyddol Cofrestredig / Registered Historic Park and Garden - SP15		Ardal Risg Uchel Datblygu a Glo / Coal and Development High Risk - DM1
	Tirwedd Hanesyddol Gofrestredig / Registered Historic Landscape - SP15		Parthau Llifogydd TAN 15 (C2) / TAN15 Flood Zone (C2) - DM1
	Heneb Gofrestredig / Scheduled Ancient Monument (SAM) - SP15		Parthau Llifogydd TAN 15 (C1) / TAN15 Flood Zone (C1) - DM1
	Ardal Gadwraeth / Conservation Area - SP15		Safleoedd Cadwraeth Natur Lleol Wedi'u Dynodi / Local Designated Sites of Nature Conservation and Geological Importance - NE2
	Cyfarwyddiadau Erthygl 4 (2) / Article 4(2) Direction - SP15		

Figure 3: Extract from Constraints Map 20 Y Bers/Bersham, Rhostyllen and Pentre Bychan

3. ABOUT THE APPLICANT

- 3.1 Bersham Schools Ltd operates Bryn Tirion Hall School, an independent school that provides education to students aged 7 to 18 years with additional learning needs. The school, operated by Quality Education With Care Ltd until early 2024, originally operated alongside a children's residential home out of Bryn Tirion Hall in Caergwrle and purchased Bersham Hall to establish another residential home and school. However, the COVID-19 pandemic brought about organizational and operational challenges, which resulted in changes to the way the school delivered its residential and educational programs. Bryn Tirion Hall in Caergwrle is now solely used as a residence and Bersham Hall is now solely used as a school under the name 'Bryn Tirion Hall School'. Bryn Tirion Hall School now has 80 students and is now at full capacity after only four years.
- 3.2 Quality Education With Care Ltd and Bersham Property Ltd (the site / building owner) have completely refurbished Bersham Hall internally. Under the control of another organisation, large parts of the building had been empty for several years, with only small areas used for education / residential purposes. The areas of the building that were in use (by the previous occupier) had received no investment during that time and were in a state of disrepair. Over the past five years, Quality Education With Care Ltd and Bersham Property Ltd have invested significant funds into improving the school's estate, including a comprehensive refurbishment and modernization of the ground and first floors of the main building, as well as the conversion of a large unused garage into a new central dining facility that now serves the entire school.
- 3.3 The school values its grounds as a valuable asset in delivering education and support to students with diverse learning requirements and utilises parts of the grounds to support the delivery of the pupil External Leadership programme. External Leadership activities that are delivered on the school grounds include den building, archery, camp fires etc.
- 3.4 As such the Applicant has carefully considered and balanced the needs of the School, its staff and students and have developed proposals accordingly.

4. BUSINESS CASE AND NEED

- 4.1 There are approximately 74 staff at the school, who are currently unable to park on the school grounds due to limited space. The school currently has an agreement with The Bersham Club for staff to utilise neighbouring parking facilities at The Bersham Club, however a planning application has been submitted (currently awaiting determination) to redevelop this site resulting in the loss of this car parking area. In order to avoid on street parking of staff vehicles when this the adjacent facility becomes unavailable, parking on the school site will be required.
- 4.2 The school has previously submitted a pre-planning advice application for the proposed conversion of the rear grassed area into a parking facility (Ref EMQ/2021/0199). The following comments were made in the pre-planning advice (although these comments refer to the now outdated UPD policies rather than the newly adopted Local Development Plan):
- This aspect of the proposal is acceptable in principle, subject to conservation and tree issues.
 - The rear car park is mainly within the Green Barrier, but the proposal will not involve any built development.
 - It is considered that the need for on-site parking could justify the development in this area under the terms of policy ECI.
- 4.3 Recognising the situation that there is insufficient capacity on the School grounds to accommodate all staff vehicles, and wanting to avoid vehicles being parked on the main road, the School wish to develop an unused grassed area to the rear of the site. This will ensure the main road does not become congested, and avoids the potential for frustrations to arise with local residents which may arise from parking adjacent to driveways and access routes etc.
- 4.4 Having more parking available on site would also be beneficial to the Conservation Area, as it would reduce the number of vehicles that may have to park on the road during school drop-off and pick-up

times. There are no Heritage objections to the proposed parking area at the back of the site. Both the boundary wall and suitable vegetation/tree cover at the front of the site/Bersham Road should be retained in order to hide the proposed parking at the front of the site from view.

5. PLANNING HISTORY

5.1 The planning history for the site has been researched and a summary of the relevant applications are provided below.

5.2 The applications are as follows:

- Planning Application P/2023/0105 - Dilys o/Valid From 23/03/2023
Prospects, Bersham Road, Bersham, Wrexham, LL14 4HS
Rhyddhau amod 3 (ecoleg), 4 (tirlunio) a 7 (coed) o ganiatad cynllunio p/2022/0344 / discharge of conditions 3 (ecology), 4 (landscaping) and 7 (trees) of planning permission p/2022/0344
- Planning Application P/2022/0699 - Dilys o/Valid From 04/08/2022
Prospects, Bersham Road, Bersham, Wrexham, LL14 4HS
Adeiladu maes parcio tu cefn i'r ysgol / construction of car park to rear of school
- Planning Application P/2022/0344 - Dilys o/Valid From 05/04/2022
Prospects, Bersham Road, Bersham, Wrexham, LL14 4HS
Mynedfa a rhodfa newydd arfaethedig i greu system rhodfa un ffordd / proposed new access and driveway to create a one way driveway system
- Planning Application P/2020/0567 - Dilys o/Valid From 21/09/2020
Prospects, Bersham Road, Bersham, Wrexham, LL14 4HS
Trosl garej yn gegin a lle bwyta / conversion of garage to kitchen and dining area
- Planning Application P/2014/0266 - Dilys o/Valid From 15/04/2014
Prospects, Bersham Road, Bersham, Wrexham, LL14 4HS
New biomass boiler installation (containing plant room and wood pellet store)

5.3 In addition, the following application on the adjacent site is of relevance to this application:

- Planning Application P/2023/0662 - Dilys o/Valid From 15/09/2023
Bersham Sports & Social Club, Bersham Road, Bersham, Wrexham, LL14 4HS
Adeiladu 9 annedd / erection of 9 dwellings

6. THE PROPOSALS

- 6.1 The application is seeking planning permission for construction of additional parking to the rear of the existing school to provide additional on-site parking.
- 6.2 The proposals are localised to a small section of the site and the location was selected and design developed to minimise the impact on the site as a whole, including the existing mature trees, as well as neighbouring properties.
- 6.3 To construct the proposed car park, the existing vegetation will be removed using hand tools or a non-residual herbicide like 'Glyphosate'. The new surfacing will be implemented using a 'No Dig' approach, entirely above the existing soil surface. If necessary, a proprietary cellular confinement system, such as GeoWeb or a similar product, will be utilized in combination with a bi-axial geo-grid like Tensar TriAx or a similar alternative.
- 6.4 Prior to surfacing, any small hollows on the ground will be filled with clean sharp sand, up to a maximum depth of 150mm. The 'GeoWeb' will be backfilled manually with a no-fines aggregate ranging from 20mm to 30mm. A permeable geotextile fabric will be placed over the 'GeoWeb' area, and the final wearing course will be laid on top. Edge supports, of appropriate size and strength, will be installed above ground level and secured using haunching or steel pins driven into the ground. The outer edge of the supports may be filled with clean topsoil.
- 6.5 The car park will not feature line markings. Instead, the school will adopt a stacking policy to maximize the parking space available. This means that the first cars to enter the car park will be the last to leave, allowing for efficient use of the area.
- 6.6 The proposed car park surface will be permeable, allowing water to drain naturally through its surface and into the ground, following the course of the natural water flow.
- 6.7 As part of the ongoing works and improvements, the school will also incorporate a cycle storage facility for up to 10 bicycles in close proximity to the existing boiler house. This initiative serves two purposes. Firstly, it aims to encourage individuals residing within cycling distance to use bicycles instead of cars when commuting to the school, thereby reducing the number of vehicles on the site. Secondly, the provision of this facility aligns with the school's commitment to environmental sustainability by promoting a mode of transportation that reduces emissions. By implementing the cycle storage facility, the school aims to improve its environmental credentials and contribute to a greener and more sustainable approach to transportation.
- 6.8 The school aims to enhance visibility during darker periods of the year by introducing external lighting. However, the school is mindful of its neighbours and seeks to avoid the installation of pole-mounted floodlights, uplights, or building-mounted luminaries that would excessively illuminate the entire rear of the property. Instead, the school intends to install low-level bollard lighting along the sides of the proposed new car park.
- 6.9 These bollard lights will provide localized illumination at a lower level, focusing on specific areas rather than providing widespread and intense brightness. This approach ensures that the lighting serves its purpose of improving visibility without causing excessive illumination or inconvenience to neighbouring properties. By opting for low-level bollard lighting, the school aims to strike a balance between ensuring safety and maintaining a considerate approach towards the surrounding community.

7. PLANNING POLICY FRAMEWORK

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. Applications that are not in accordance with relevant policies in the plan should not be allowed unless material considerations justify the grant of planning permission. Material considerations include Planning Policy Wales, Edition 11 and the associated Technical Advice Notes (TANs). The relevant planning policy context at national and local level, of relevance to the determination of this application is set out below.
- 7.2 The Wrexham Local Development Plan 2013-2028 was formally adopted on 20th December 2023, therefore it is suggested that this document is now the relevant local plan. Identification of, and an account of the key planning policies that will most directly determine the acceptability of the scheme proposals are set out below.

WREXHAM LOCAL DEVELOPMENT PLAN 2013-2028

SP2	Location of Development
SP6	Green Wedge
SP11	Transport and Accessibility
SP12	Design Principles & Masterplanning Framework
SP14	Natural Environment
SP15	Historic and Cultural Environment
EM4	Employment Development Outside of Settlement Limits
NE3	Trees, Woodlands and Hedgerows
DMI	Development Management Considerations
T1	Managing Transport Impacts
T2	Active Travel

8. SCHEME ASSESSMENT

- 8.1 The following section will establish how this proposal for the construction of a car park within an area currently undeveloped and outside of the settlement boundary accords with the Wrexham Local Development Plan Policies and national planning guidance and outlines relevant topics which have been considered as part of this development.

PRINCIPLE OF PROPOSED DEVELOPMENT

- 8.2 Within the LDP Policy EM4 (Employment Development Outside of Settlement Limits) provides a useful guide to how the expansion of business within similar locations could be considered.
- 8.3 Policy EM4 states that new employment development outside of settlement limits will only be permitted through:
- “ii New development required in connection with a rural enterprise, including proposals for farm diversification where:
- a) The development is located within or forms a logical extension to the complex of buildings on an existing rural enterprise; or
 - b) In the case of buildings located away from an established rural enterprise complex, where a clear need for the development has been demonstrated and where there is no reasonable alternative location for the development.”
- 8.4 It is suggested that the proposals accord with the wording and sentiment of the above, in that there are no other suitable sites within the immediate area for the applicant to use. The fact that the applicant already uses a suitable site, which is no longer available further confirms this. Furthermore when viewing the settlement limit, particularly non uniform rear line and the projecting section around the adjacent bowling green, the development would form a logical extension.

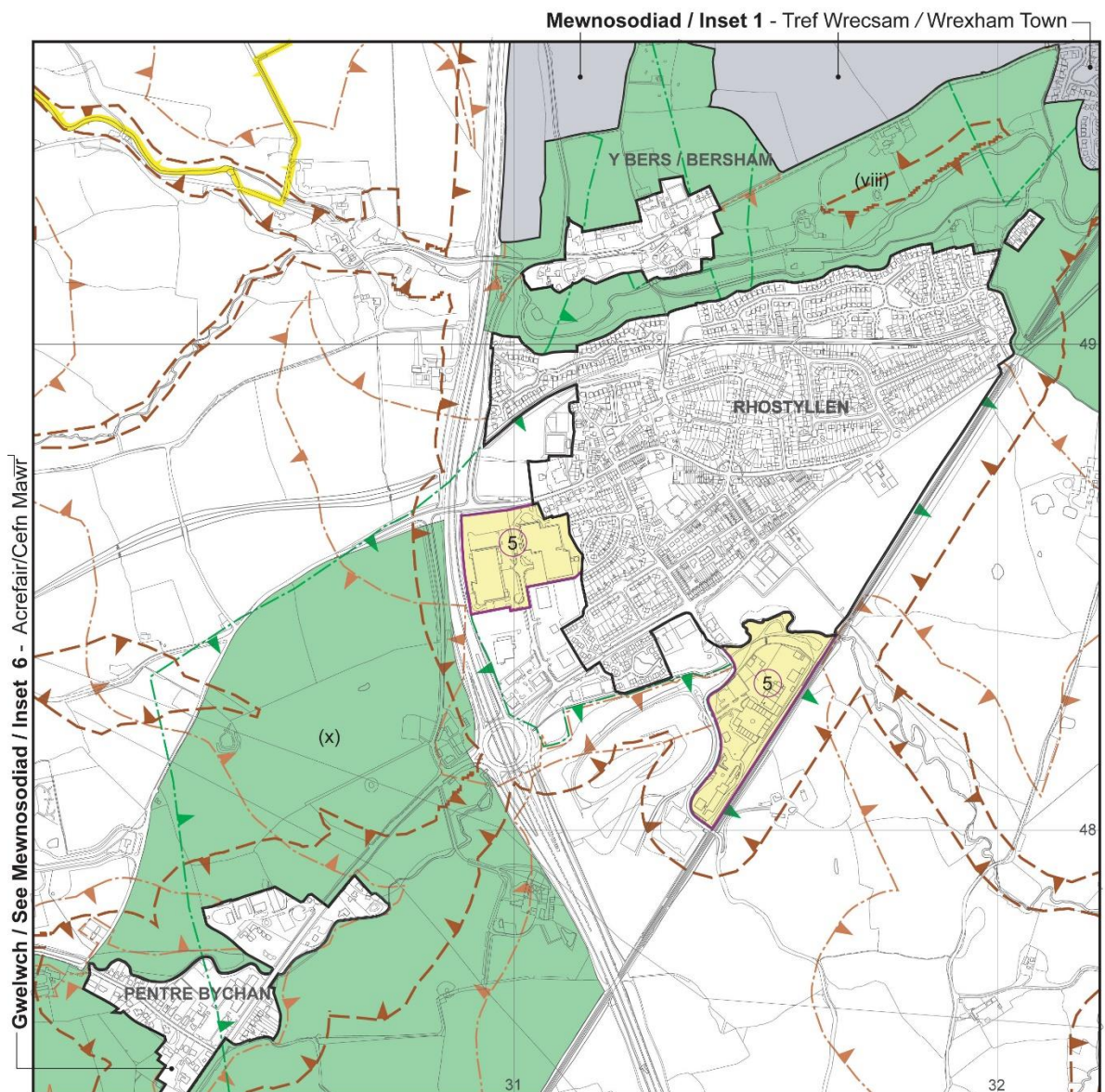
- 8.5 It is understood that there were no objections to the original planning application from neighbours or statutory consultees.
- 8.6 As such it is suggested that the proposals should be seen as acceptable in principle.

SCALE, LAYOUT & MATERIALS

- 8.7 As stated above and detailed on the accompanying drawings, the proposals have been developed to be sensitive, appropriate and reflective of the site and immediate neighbouring properties, in terms of scale, layout and materials as well as in location away from surrounding residential properties.
- 8.8 Substantial parking provision is required by the applicant but the proposals have been reduced in scale from the maximum and will allow cars to be “double parked” to maximise the number of cars that can park on the given area, rather than being formally set out or designed to the relevant parking space standards.
- 8.9 In effect, where designed to the required standards (i.e. 2.4 x 4.8m) it is suggested that the car park would achieve 25 number of spaces. As such if it were designed fully to standards a substantial area would be required.
- 8.10 It is suggested that the proposals, by virtue of 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 and accords with Policy SPI2.

GREEN WEDGE

- 8.11 Policy SP6 sets out the designation of Green Wedges between settlements. The site sits partially within the Green Wedge as shown on the proposals map.



20. Y Bers / Bersham, Rhostyllen and Pentre Bychan (rhan / part)

Nodiadau Map Mewnosodiad / Inset Plan Notation	
	Ffin Sirol / County Boundary
	Terfyn Anheddiad / Settlement Limit - SP2
	Ardal Gyflogaeth / Employment Area - SP2, SP8, EM1
	Tai / Housing - SP1, H1, H2
	Canolfan Leol, Ardal, Pentref neu Gymdogaeth / District, Local, Village or Neighbourhood Centre - R5
	Ardal Sensitif Iaith Gymraeg / Welsh Language Sensitive Area - WL1
	Ardal Chwilio Lleol - Datblygiad Ynni Solar / Local Search Area - Solar Energy Development - RE2
	Diogelu Pen Rheilffordd Mwynay / Mineral Railhead Safeguard - SP16, MW1
	Lletem Las / Green Wedge - SP6
	Ardal Tinwedd Arbennig / Special Landscape Area - NE5, SP14
	Ardal Eithrio Echdyniad Mwynau Di-Ynni / Non - Energy Mineral Extraction Exclusion Area - SP16, MW3
	Ardal Diogelu Tywod a Graean / Sand and Gravel Safeguarding Area - SP16, MW1
	Ardal Diogelu Clai / Clay Safeguarding Area - SP16, MW1
	Ardal Diogelu Calchfaen / Limestone Safeguarding Area - SP16, MW1

Figure 4: Extract from Proposals Map 20 Y Bers/Bersham, Rhostyllen and Pentre Bychan

- 8.12 Green wedge designations ensure protection of the openness of the land, and have been identified through the Strategic Green Wedge Review (2016), only on those parts of the countryside that are considered to act as buffers between settlements to prevent settlement coalescence in areas under pressure for development. The boundaries have been carefully set to ensure that only those areas that

require extra protection to prevent settlement coalescence are included. They work in conjunction with the settlement boundaries to strategically manage built form and settlement edges, assist in safeguarding the countryside from encroachment, protect the setting for the urban area and assist in urban regeneration by encouraging the reuse of derelict and other urban land.

- 8.13 Policy SP6 gives extra protection to the green wedge designated areas, as these areas are considered strategically important at preventing settlement coalescence.
- 8.14 In order to be acceptable, development in the green wedge should be limited in scale and should not undermine the function of the green wedge, in particular in relation to the openness of the area.
- 8.15 It is suggested that the proposals do not materially harm the purpose of the green wedge as:
 - 8.15.1 The site sits partially within the green wedge, and partially within the settlement boundary. The green wedge extends beyond the northern, western and eastern boundaries of the application site. Furthermore the proposals do not project to the north or west boundaries of the application site and the surrounding sites remain undeveloped and protected. The remaining land is agricultural and open countryside and features substantial defensible boundaries. As such it is suggested that the proposals will not lead or put pressure on the coalescence of urban areas and villages with other settlements.
 - 8.15.2 It is suggested that the use of the relevant parts of the application site are not “countryside” as they are used as amenity space for and within the curtilage of the School. As such it is suggested that the proposals do not encroach into the Countryside or materially harm the purpose of the green wedge of assisting in safeguarding the countryside from encroachment.
 - 8.15.3 It is understood, as part of the original application, that no consultation responses were received from the heritage officer suggesting that the setting of the urban area or village was materially affected. The recent approval for substantial works to the entrance of the site was also confirmed as not having a negative impact on the area and it is suggested that these proposals have less of an impact. Due to the nature and location of the proposals, being at surface level only to the rear of the existing school and within the existing school curtilage, it is suggested that the proposals will not harm the setting of the urban area or village.
 - 8.15.4 Due to the nature of the site and the proposals, it is suggested that if the proposals are unacceptable, this will not encourage the applicant (or others) to recycle derelict or other urban land. The proposals are site specific and relate to a specific need of the historic use of the site, which pre-dated the Local Plan policy.
- 8.16 Another key aspect is openness. It is suggested that the proposals do not materially harm the openness of the wedge as the proposals are both well screened by but also seen in the context of the existing application site as a whole which contains substantial buildings and hardstanding. The proposals, being generally low or surface level are similar to the adjacent playground, itself situated within the green barrier. It is suggested that once no longer needed, the proposals can also be easily removed and returned to its current condition.
- 8.17 In addition to the above it is suggested that the fall-back position is a material consideration. As above, the applicant currently utilises parking spaces on the adjacent site, however it is anticipated that this arrangement will no longer be possible in the near future. The inability to continue using this site will not lead to a decrease (or increase) in the number of staff, pupils, visitor, vehicle movements associated with the application site. As such the cars will need to be parked somewhere. It is suggested that there is not adequate space on site, particularly towards the front of the site and therefore if additional parking spaces cannot be provided on the rear of the site, unfortunately the cars will end up being parked on the public highway, in front of the school and neighbouring properties.
- 8.18 The existing cars parked to the rear of the bowling green, whilst themselves are not located in the green barrier are already surrounded on three sides and abut the green barrier. As such it is suggested that relocating the parking area several meters to the west would not have a material impact on the openness of the green barrier.

- 8.19 The original application considered that “... some incursion into the green barrier might be acceptable to meet the parking needs of the occupiers”.
- 8.20 As such it is suggested that the proposals conform to the relevant policies in the Local Plan, including the specific policy SP6 which specifically controls development within the Green Wedge. Should the proposals not be considered policy compliant it is suggested the above constitutes very special circumstances in accordance with Planning Policy Wales.

HIGHWAYS & PARKING

- 8.21 SCP Transport have provided a technical note to accompany the planning application. The document includes a review of existing 5-year road safety record; details of the of the access, parking and servicing arrangements and a brief review of the accessibility of the site, by sustainable modes of transport as well as an estimate of the number trips generated by the existing and proposed uses of the site. The document highlights the benefits it will provide in relation to the removal of existing on-road parking etc and concludes that the development will not have a material impact on the operation of the local highway network.
- 8.22 The consultation response to the previous application confirmed that the proposals would not “.... detrimentally affect the local highway network” and that “... the proposals will help to alleviate parking issues as Identified in the ‘Design Access Statement’.
- 8.23 Policy T1 of the Wrexham Local Plan states that proposals will be supported where they:
- “iii do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
iv. Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring;”
- 8.24 Policy T2 of the Wrexham Local Plan states that new development will be supported where:
- “i Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places;
ii. Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided;”
- 8.25 It is suggested that the proposals would not have a detrimental impact upon highway safety and therefore are in accordance with Policies T1, T2 of the Wrexham Local Development Plan, and Local Planning Guidance Note No.16 'Parking Standards'.

BIODIVERSITY

- 8.26 The previous application considered that insufficient information was provided. This application includes a Phase I Ecology Survey, carried out by Sensible Ecological Survey Solutions which identifies the current nature conservation interest.
- 8.27 The report also sets out and suggests environmental enhancement opportunities providing mitigation or compensation measures to generate a Net Biodiversity Benefit.
- 8.28 It is suggested that the proposals conform with Policy SP14 of the Wrexham Local Development Plan, and the amplifying Local Planning Guidance Note No.32 'Biodiversity'.

ARBORICULTURAL

- 8.29 As above, the proposals seek to retain the existing high-quality trees on site and to provide a suitable “no-dig” parking solution.

- 8.30 A Tree Survey Assessment, carried out in accordance with BS5837 by Indigo Surveys Ltd sets out the arboriculturally considerations and constraints and provides relevant mitigation and method statements in relation to the proposals.
- 8.31 It is suggested that the proposals do not have a detrimental impact on upon the trees on site or adjacent to the site that make a significant contribution to the visual amenity of the area. As such it is proposed that the proposals accord with Policy NE3 of the Wrexham Local Development Plan, and the amplifying Local Planning Guidance Note No. 17 'Trees and Development'.

9. CONCLUSION

- 9.1 The proposed development comprises additional car parking, to the rear of the existing buildings following the existing adjacent car parking becoming unavailable.
- 9.2 The proposed additional car parking meets an existing identified need and would provide overall enhancements to the site which are considered to be sympathetic to its location and would enhance the immediate site. The development would prevent the use of the surrounding roads to meet the parking demands of the business. It is suggested that the proposal has been carefully considered and offers the best solution for reducing the risks of off-site parking, or parking on the main road near neighbouring properties and access roads
- 9.3 The proposed development would result in a number of key benefits which are deemed relevant to the determination of this application, including enhanced facilities for its employees, and supporting the economic growth of this established business.
- 9.4 The proposed development is not considered to result in any harm to the surrounding area and would not detract from the character and appearance of this site.
- 9.5 It is not considered that the proposals would have a detrimental impact on the small number of nearby dwellings or residential amenity generally.
- 9.6 It is suggested that the proposals and application as a whole have been satisfactorily redesigned and address the reasons for refusal within the original application, including not having a detrimental impact on the existing adjacent trees, not prejudicing the biodiversity interests of the site, and not having a detrimental impact on highway safety.
- 9.7 Furthermore, it is demonstrated above that the proposals do not detract from the area and are acceptable in relation to the Green Wedge and do not materially impact the purposes of the Green Wedge. In any case Very Special Circumstances have been demonstrated.
- 9.8 We consider the proposals represent sustainable development which is consistent with adopted planning policy, and which should be supported in order to deliver the wider social, economic and environmental benefits.
- 9.9 It is therefore respectfully requested that the application is approved. In the event that Wrexham County Borough Council do not agree with this view, the applicant would seek to engage with the authority to secure a solution.