

**REPORT OF THE CHIEF OFFICER ECONOMY AND PLANNING – 8 April 2024**

**APPLICATION NO:**  
P/2023/0432

**LOCATION:**  
LAND NORTH OF HOLT ROAD  
WREXHAM  
LL13 9EH

**DATE RECEIVED:**  
16/06/2023

**COMMUNITY:**  
Acton

**DESCRIPTION:**  
MATERION A GADWYD YN OL YN  
DILYN CANIATAD CAIS AMLINELLLOL  
P/2018/0673  
APP/H6955/A/19/3238470  
(MYNEDIAD, YMDDANGOSIAD,  
TIRLUNIO, CYNLLUN A GRADDFA) –  
CODI 74 ANNEDD / RESERVED  
MATTERS PERSUANT TO OUTLINE  
PLANNING PERMISSION  
P/2018/0673,  
APP/H6955/A/19/3238470 (ACCESS,  
APPEARANCE, LANDSCAPING,  
LAYOUT AND SCALE) – ERECTION  
OF 74 DWELLINGS

**CASE OFFICER:**  
MP

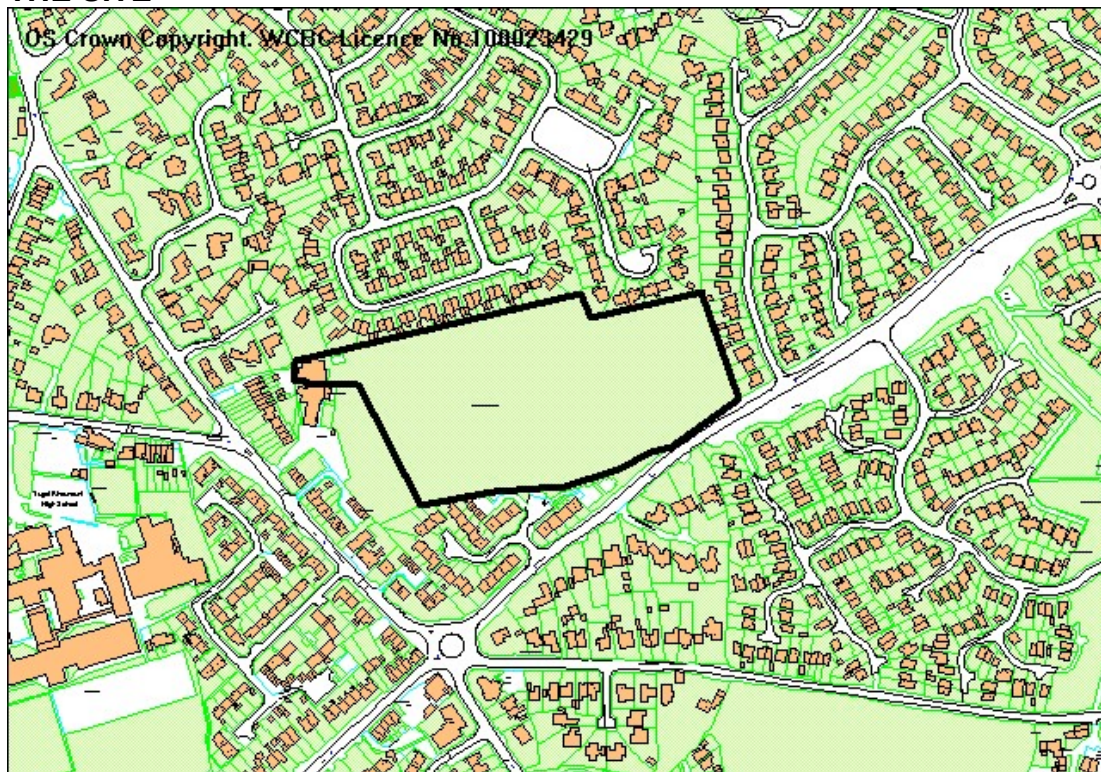
**WARD:**  
Rhosnesni

**AGENT NAME:**  
PEACOCK AND SMITH  
MR STEVE BUCKLEY

**APPLICANT(S) NAME:**  
BELLWAY HOMES LIMITED (NORTH  
WEST)

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**THE SITE**



## **PROPOSAL**

The application seeks approval for the matters reserved for subsequent approval by outline planning permission P/2018/0673 (appeal reference APP/H6955/A/19/3238470), namely appearance, landscaping, layout and scale of a residential development of 74 dwellings.

## **HISTORY**

P/2018/0793 USE OF BUILDING AS WAREHOUSE FACILITY FOR WREXHAM FOODBANK FOR THE RECEIVING AND STORING OF NON-PERISHABLE FOOD DONATIONS.  
Granted 05.11.2018

P/2018/0673 OUTLINE APPLICATION FOR UP TO 74 DWELLINGS TOGETHER WITH VEHICULAR / PEDESTRIAN ACCESS FROM HOLT ROAD, OPEN SPACE WHICH CAN BE USED WITH ADJOINING LAND TO THE WEST TO CREATE A FORMAL SPORTS PITCH, SITE LANDSCAPING, SUSTAINABLE DRAINAGE AND OTHER RELATED INFRASTRUCTURE. Refused 1 July 2019. Allowed on appeal 26.6.2021

## **PLANNING POLICY**

With a defined settlement limit. Policies SP1, SP2, SP5, SP12, SP13, SP14, SP15, SP18, SP19, H2, NE1, NE3, NE6, DM1, CF2, RE1, T1 and T2 apply.

## **CONSULTATIONS**

### Community Council

Objects to the application. Acknowledges that the development was granted on appeal but has the following concerns:

- The Highways access for this development is on to the Holt Road which is already at capacity;
- The proposed access is in close proximity to a pelican pedestrian crossing and to other road junctions;
- The proposal to increase the number of three and four bedroom properties on the development will increase traffic emerging onto Holt Road.
- The site and the size of the proposed amenity land appears inadequate for the number of properties being provided;
- The increase in property size and density will result in an overdevelopment of this site and will place additional pressure and demand on the local infrastructure which has not been addressed in the application. In particular local schools and GP surgeries are at capacity;
- There is a deficit of affordable housing and green open space in the Acton Community;

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- Welcomes that none of the species rich hedgerows to the perimeter will be affected by this application particularly as they offer ideal bird foraging and nesting habitat. Comments that there should be no damage to the existing trees on the site as a result of any development works;
- Requests that particular attention and protection be given to the trees and hedgerows on the site throughout the duration of this development. Additional attention and measures should be provided for any trees that are subject to a Tree preservation Order; and
- Requests that the 5-6m high oak saplings on the site are retained; in particular the Grouping referred to as G6 within the Tree Survey report submitted in the application documentation. Requests that there is robust protective fencing to protect the roots and limbs of such trees during the construction and landscaping on the site.

### **Local Members**

Cllr Mike Davies has the following comments:

- Change in the house type mix from the outline planning permission – fewer 2 bedroom dwellings and more 3 and 4 bedroom dwellings;
- Whilst it is the same number of houses it would suggest more residents and more cars;
- Fewer affordable homes; and
- Pending Rights of Way application. This is for a bridleway to provide a right of way from Holt Road to Dean Road, also to provide access to the field from houses that border it and have accessed it for over 30 years. If successful it would necessitate a modification of the submitted plans.

Cllr Andy Gallanders has the following comments and concerns:

- The increase in the number of 3 and 4 bedroom dwellings will increase the number of vehicles accessing the development and add pressure to Borrass Park Junior School and Rhosnesni High School;
- Proximity of the access to Golbourne Avenue, which serves a vast percentage of Goulborne Estate, access to The Old Garden and Langford Close;
- Location of the pelican crossing, bust stop and bike lanes, which should remain or be improved;
- The land which is to be handed over to the authority not be included in any percentage of open space the developers are legally obliged to provide. The loss of this land must be offset with some benefit for the residents and area;
- Wish to be assured that pedestrian safety of the access is satisfactory;
- Question if access onto Langford Close would be a more appropriate and safer route for vehicles;
- Removal of public access;
- Question if the knee high post barrier will be visually pleasing to separate the development from the playing field. It is disappointing to see the removal of a hedge from the outline plan;

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- The layout proposed at outline stage was more interesting. The appearance of the dwellings is bland;
- Lack of greenery compared to the outline plan;
- Right of way application, which has yet to be determined;
- Would the development require access via Dean Road for construction? If so, a guarantee to return the environment to the standard prior to works must be a condition and residents must not be stopped from using this land; and
- S106 money. The contributions to schools should be made available to more than just one school. Borrass Park is up to capacity and has already had major development to maximise the facility.

### **Highway Officer**

Advises that:

- It appears possible to provide an access that could provide the required visibility splays (2.4 x 25m);
- The existing bus stops should be relocated to meet visibility requirement;
- Driveways should be designed to provide minimum widths;
- Turning heads do not meet Wrexham Highways standards for adoption;
- The site access should have a maximum gradient of 1:24 for the first 10m and 1:12m thereafter;
- Aco drains should be provided to protect the highway from private rainwater.
- Internal estate roads should provide forward visibility of 18 metres;
- In the absence of any turning head to the driveway to plots 35-39, traffic calming be provided to ensure that delivery vehicles do not reverse onto the highway at speed. A larger visibility splay for vehicles reversing should also be provided; and
- Temporary bin stores for collection day should be shown on the Section 38 drawing.

Expresses concern about the site access having a kerb radii of 6m instead of 10m. Expresses concerns that swept path analysis demonstrates that refuse wagons extend into oncoming traffic on Holt Road, a busy road with potential for traffic to increase due to other developments being considered.

Acknowledges that bin and recycling collection only generates 2 weekly return trips, however considers there to be potential for other large vehicles to visit the site, as well as providing benefits during construction;

Recommends a condition to require the submission and implementation of a Construction Traffic Management Plan.

Recommends the applicant coordinates with the Council's Strategic Transport Manager to agree detailing of cycle routes.

### **Public Protection Officer**

No comments to make.

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### Contaminated Land Officer

No comments to make.

### Parks, Countryside, Rights of Way Officer

Confirms that a decision has been made not to make a Definitive Map Modification Order to add a bridleway to the definitive map of rights of way across the site and that no appeal was lodged against the decision.

### Welsh Water

Raises no objection and confirms that:

- There is capacity to treat additional wastewater from the proposed development within revised Environmental Permit limits for Five Fords Waste water Treatment Works; and
- That the sewer network and associated WwTW has the hydraulic capacity to accommodate additional wastewater without contributing to an increase in frequency or duration of storm overflows.

Recommends a condition be imposed to require a foul drainage scheme.

### NRW

Expresses concerns about foul drainage and advises further consideration is given to this matter in light of NRW's Planning Advice regarding phosphorus and River SACs.

Notes that Japanese Knotweed was identified in a previous Preliminary Ecological Report dated July 2017 but that the submitted Phase One Habitat Survey dated April 2022 confirms it has been successfully removed from the site.

Notes the Phase One Habitat Survey identified that European Protected Species were not using the application site.

### Housing Department

Comments as follows:

- There is a need for affordable housing across all areas of the borough;
- Generally supportive development that results in an increase of affordable housing provision;
- Notes the proposed housing mix is for one, two and three bedroom general needs housing. Advises that there has been an increase in the need for larger family accommodation (i.e. four bed plus) and specialist needs groups e.g. wheelchair users and those with learning disabilities;
- Supports the proposed tenure mix (30% shared/intermediate and 70% social rent);
- The affordable housing should be built to a high standard and be of a size that provides a good level of space for their expected occupancy; and
- Any proposed service charges should be kept to a minimum to keep the properties affordable.

Publicity

Site Notice: Expired 11/8/2023

Neighbour Notifications: The owners/occupiers of 83 properties notified 20.7.2023. The owners 4 properties notified 18.12.2023 following receipt of amended plans.

8 representations received objecting and expressing the following concerns:  
Position of site access and potential for light disturbance from vehicle headlights;

- Proximity to pedestrian crossing;
- Proximity to the access to Golbourne Avenue;
- Holt Road is a busy road;
- Additional traffic, particularly at peak times;
- Potential difficulties for vehicles turning right when exiting the sight;
- Potential for traffic congestion;
- Loss of recreational space;
- Capacity of local infrastructure – doctors, dentists, schools, hospitals;
- Detrimental impact on young people due to loss of recreational space;
- Air and noise pollution;
- Influx of transient residents;
- Loss of quality of life and harm to physical and mental wellbeing;
- Design is incongruent with the existing architectural style of the area;
- There are alternative locations for the development;
- The houses are not what was proposed in the outline planning permission, there are more 3 and 4 bedroom houses;
- Lack of pedestrian routes through the site from Holt Road onto Dean Road;
- There is a pending Public Right of Way application;
- Loss of light; and
- Insufficient capacity in local sewer network.

**SPECIAL CONSIDERATIONS**

**Principle of development:** The principle of development was established on 26 June 2021 when outline planning permission was granted for the erection of up to 74 dwellings. All detailed matters were reserved for subsequent approval.

The site was historically used as a playing field and for informal recreation but the majority of it has been fenced off to prevent public access since 2019. In 2020 the Council received an application to register the applications site as a town or village green. The Council held a non-statutory public inquiry in May 2022, chaired by an Inspector. The Inspector recommended that the application be rejected. This was endorsed by Full Council on 29 September 2022.

The Council has also been considering an application to make a Definitive Map Modification Order to add a bridleway crossing the site to the definitive

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map of Rights of Way. However the Rights of Way Officer has confirmed that a decision has been made not to make an Order and that no appeal against the decision has been lodged.

The continued local opposition to the proposed development is noted. However this is not an application for planning permission but an application for approval of reserved matters. In dealing with this application, the Council is limited to considering the merits of the matters for which approval is sought, namely access, appearance, landscaping, layout and scale. Dealing with this application does not present the Council with an opportunity to revisit the principle of development or matters such as the capacity of the local highway network and other infrastructure.

The outline planning permission is subject to a Planning Obligation that secures affordable housing, open space provision and a financial contribution towards additional primary school provision.

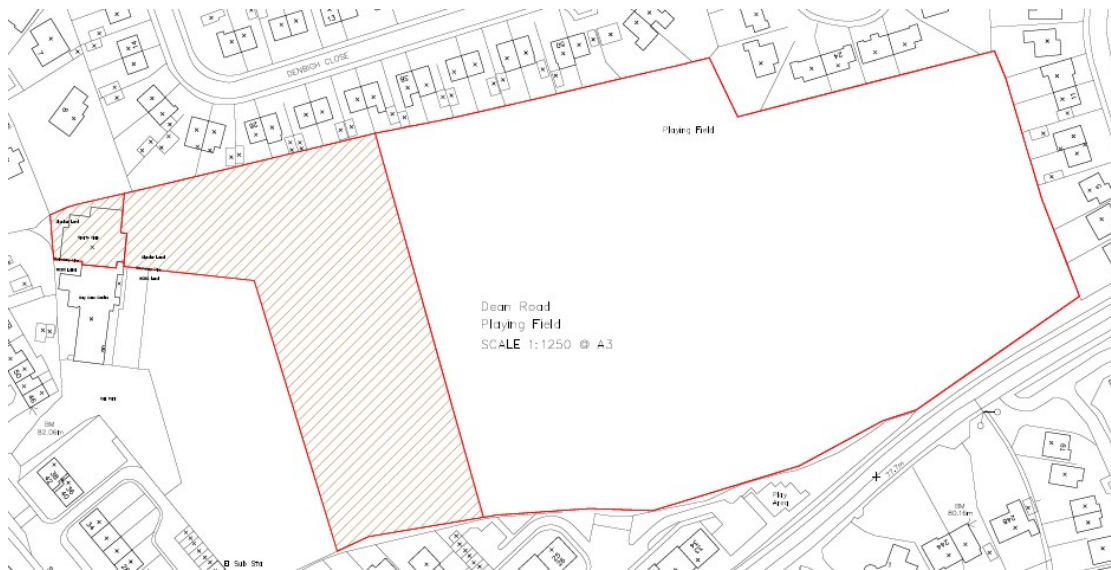
**Layout and Design:** The submitted plans provide for an appropriate site layout comprising of recognisable groupings of dwellings within the site, a degree of variation in the street scene together with areas of soft landscaping. The variety of house types ensures that the proposal would deliver an attractive form of development. The proposed site layout would also ensure high levels of natural surveillance of highways, pedestrian footpaths, parking areas and areas of public open space.

The proposed dwellings would differ in appearance from existing dwellings in the immediate vicinity. However they would be viewed in a suburban setting where there is considerable variation in architectural style. The proposed dwellings would be broadly representative of and in keeping with suburban character of the area.

LDP policy SP1 requires developments to provide a mix of house types and tenures. The development would achieve this by providing 4 x 1 bedroom and 4 x 2 bedroom apartments along with 42 x 3 bedroom and 24 x 4 bedroom dwellings. There would also be a mix of tenures, with 18 affordable dwellings proposed.

The Local Members and objectors have commented on differences between the house type mix proposed in the outline planning application and the plans submitted with this reserved matters application. However the details submitted with the outline planning application were indicative only. Although the outline planning permission is subject to a condition requiring affordable housing to be provided, it is not subject to any other conditions imposing a limit on the type or size of dwellings.

The proposed site layout would provide for 0.96ha of public open space, significantly in excess of the 0.37ha required to comply with LDP policy CF2. The majority of the open space (0.83ha) would be located at the western end of the site, shown hatched on the plan below:



### **Plan 1: Open Space Provision**

The land hatched on the above plan adjoins Council owned land. Together, the two areas are used as a playing field.

The outline planning permission is subject to a Unilateral Undertaking (UU) requiring the 0.83ha of land referred to above to be offered to the Council to take ownership of. If the offer is declined, the UU requires the land to be offered to the Community Council. In the event that neither agree to take on the ownership of the land, it is to be made available and maintained solely for sport and/or recreation.

The remaining 0.14ha of open space comprises areas of soft landscaping within the development itself. This is to be managed and maintained by a resident's management company in accordance with the requirements of the UU. The resident's management company would also take on responsibility for the larger area of open space in the event of the Council or Community Council declining to take ownership.

The open space within the development would incorporate a surface water attenuation basin. The inclusion of the basin accords with TAN16. Firstly, Annex A of TAN16 includes the following advice:

*Open space is defined in the Town and Country Planning Act 1990 as land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. For the purposes of this guidance, open space should be regarded as all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport, recreation and tourism, and can also act as a visual amenity, and may have conservation and biodiversity importance.*

Annex B of TAN16 classifies different types of open space. These include natural and semi-natural greenspaces, which can include wetlands as well as water, including ponds. Whilst the infiltration basin would be designed to hold

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water only in periods of high rainfall, on the basis of the advice within TAN16 they fall within the definition of open space. The basin would have a maximum depth of 2m and be soft landscaped.

The open space areas would contribute positively towards the appearance of the development and also secure a substantial area of land for recreational use, to the benefit of occupiers of the proposed development and the wider community.

Having regard to the above, the proposed layout, appearance, house type mix and landscaping accord with LDP policies SP1, DM1, NE3 and CF2.

**Amenity:** The proposed site layout provides appropriate separation distances between the proposed dwellings as well as adequate sized gardens to ensure future occupiers are afforded appropriate living conditions.

The application site is bounded by the rear gardens of dwellings in Denbigh Close, Monmouth Road and Goulborne Avenue. Dwellings in Langford Close front onto the development and are separated from the site by existing communal driveways, footpaths and parking areas.

To provide for/protect appropriate living conditions, LPGN22 advises a minimum separation distance of 22 metres where direct overlooking would occur and 13 metres where a blank elevation would face windows serving habitable rooms. These distances are to be increased by 1m for every 0.5m difference in height where there are differences in site levels.

There are a number of instances where the proposed dwellings would be sited at less than the distances recommended in LGN21 from existing dwellings.

### **Denbigh Close**

Two flats would be 21.9 from a dwelling in Denbigh Close. Boundary treatment would provide adequate screening at ground floor level. The marginal shortfall in distance would not permit any greater degree of overlooking from first floor windows than if full compliance with LPGN21 were achieved.

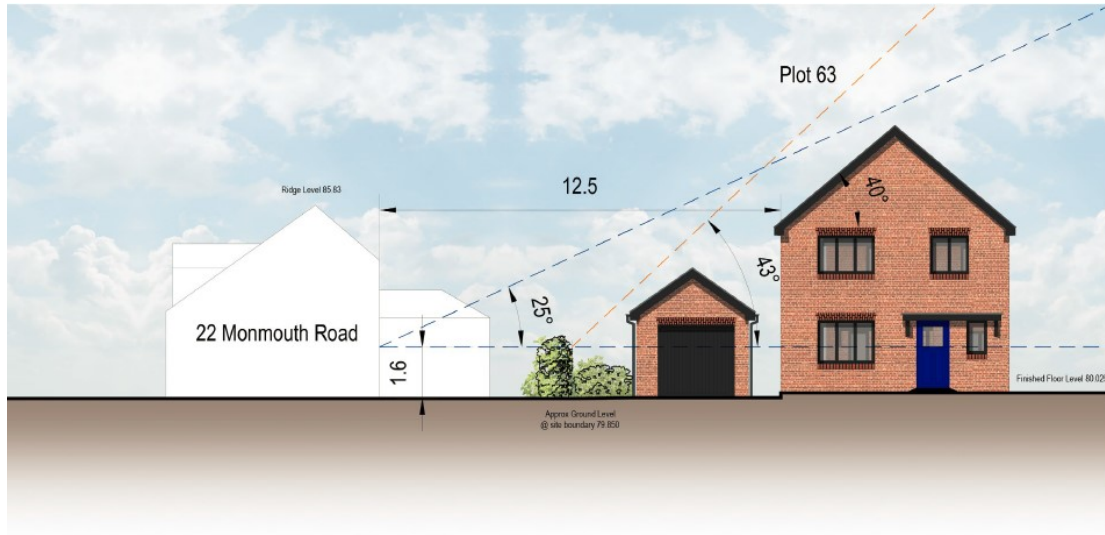
Many of the dwellings in Denbigh Close bordering the site have ground floor extensions. Separation distances to the proposed dwellings and apartments would range from 18 metres to 21.5metres. Existing and proposed boundary treatment would prevent ground floor to ground floor overlooking. First floor to ground floor overlooking would not be materially greater than if full compliance with LPGN21 were achieved.

### **Monmouth Road**

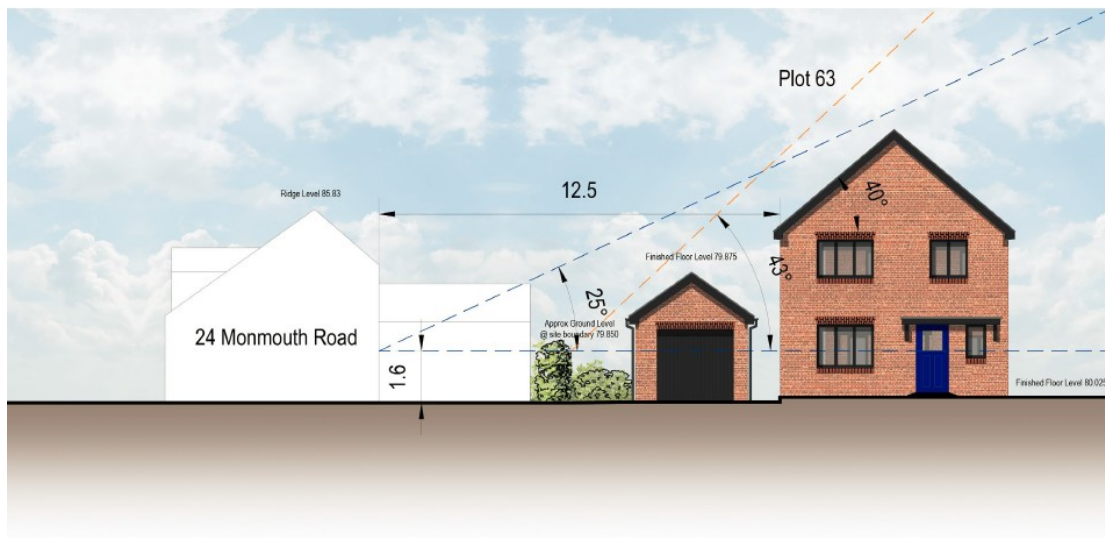
The side elevation of one plot would be 9m from a single storey extension to the rear of no 22 Monmouth Road and 7.8m from a single storey extension to the rear of no.24 Monmouth Road. The site elevation of another plot would be 12.4m from the rear of no.28.

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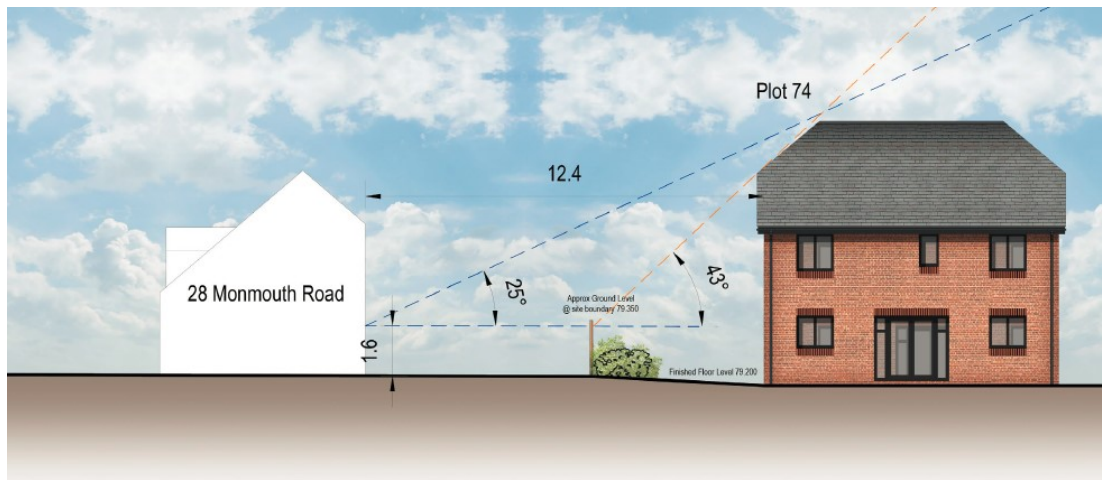
The developer has taken steps to minimise the impact of both plots by proposing a house type with eaves (and therefore the lowest part of the roof) running parallel to the boundary with nos. 22 and 24. A house type with a hipped roof is proposed to the rear of 28. The relationship between the existing dwellings and proposed dwellings is shown below.



**Drawing 1: Plot 63 and 22 Monmouth Road**



**Drawing 2: Plot 63 and 24 Monmouth Road**



**Drawing 3: Plot 74 and 28 Monmouth Road**

Whilst the separation distances to the extensions at the rear of nos.22 and 24 Monmouth Road would be less than 13 metres, both extensions have windows in their side elevations facing into the gardens of the respective properties. The extension to the rear of no.22 also has a translucent roof. Both single storey extensions would therefore continue to be afforded adequate levels of daylight.

The relative position of the plot 63 to no.22 Monmouth Road is such that it would not prove overbearing to the occupiers of the property. The outlook from the rear extension of no.24 is already partially obscured by an existing fence along the boundary. Moreover, the large window/door facing into garden of the property are considered to provide the primary outlook from the extension. Accordingly, the proposed dwelling would not prove unduly overbearing to the occupiers of the property.

Plot 63 would be 12.4m from the original rear elevation of no.24 Monmouth Road and plot 74 would be 12.4m from the rear elevation of no.28. However the applicant has demonstrated that in both cases, the 25 degree BRE daylight test would be satisfied. The developer has also demonstrated that the proposed dwellings would be set far enough from the boundary to avoid the gardens area nos.24 and 28 from being significantly overshadowed.

#### Landford Close

Taking into account ground level differences between the front elevation of Nos. 33-34 Landford Close and one proposed plot, LPGN21 recommends a minimum distance of 24 metres. The actual distance would be 23.4m. However, having regard to the degree of overlooking that already occurs from the communal driveway and footpath, as well as the relative orientation of the existing and proposed dwellings, this would not result in the occupiers of Nos.33-34 experiencing a significant loss of privacy.

Having regard to the above, the proposed development would provide acceptable living conditions for future occupiers whilst not causing undue harm to the living conditions afforded to occupiers of existing dwellings adjacent to the site. In such terms, it accords with policy DM1.

**Affordable Housing:** The site is within the Rural Area sub-market area as defined in policy H2 where a 30% affordable housing requirement applies. However, the outline planning permission was granted in June 2021 prior to the receipt of the LDP Inspectors report and the adoption of the LDP. Condition 12 of the outline planning permission requires 25% the proposed dwellings be affordable. This equates to 18.5 affordable units. The condition secured compliance with the UDP and LPGN28 requirements in place when planning permission was granted. It is not possible to retrospectively apply to LDP policy H2 requirements.

The proposed site layout shows the provision of 18 affordable houses comprising of 4 x 1 bedroom apartments, 4 x 2 bedroom apartments and 10 x 3 bedroom dwellings. The Planning Obligation requires a commuted sum payment to be made for the remaining 0.5 unit. Taken together, the on-site provision and the commuted sum ensure that the development would deliver 25% affordable housing.

The majority of the affordable houses would be clustered closely together on one part of the site. However they would form an integral part of the street scene and are of the same architectural standard as the proposed market houses. The drawings below provide a comparison between selected affordable and market house types.



**Drawing 4: Affordable Houses – 3 bedroom semi-detached**



**Drawing 5: Affordable Houses – 1 and 2 bedroom apartments**



**Drawing 6: Market Houses – 3 bedroom semi-detached dwellings**



**Drawing 7: Market House – 3 bedroom detached dwelling**

Having regard to the above, the affordable housing provision accords with requirements of the outline planning permission and is also acceptable in terms of its layout within the development and external appearance.

**Ecology:** The application is accompanied by an Ecology Report. This confirms that the site has limited biodiversity value and that European Protected Species are not present.

The majority of the existing trees adjoining the site boundary would be retained and measures to protect them during construction are proposed.

The landscaping scheme proposes the provision of a new native species hedge to be planted along approximately 100m of the western boundary. Species rich grassland and wildflower meadow mix is proposed for the areas of soft landscaping. At total of 10 bird boxes and 4 bat boxes would be provided.

Having regard to the above, the proposed site layout and landscaping measures would avoid impacts on species and habitats and deliver a net

benefit to biodiversity, according with LDP policy NE1 as well as the Step-Wise Approach outlined Chapter 6 of PPW12.

## **Highway Safety:**

### Vehicular Access

The outline planning permission allows for a maximum of 74 dwellings. Although the position of the site access was reserved for subsequent consideration, condition 6 of the outline planning permission requires that vehicular access only be made from Holt Road.

The Local Members and some objectors have expressed concern about traffic generation. However, the Transport Assessment accompanying the outline planning application assumed that all dwellings would generate the same number of peak hour trips, irrespective of size. Moreover, it assessed the impact of traffic likely to be generated than 77 dwellings rather than the 74 dwellings proposed. The appeal Inspector accepted the conclusions of the TA and commented that the proposed development would not jeopardise highway safety or harm the efficient operation of the road network.

The Highway Officer confirms that the access would be provided with adequate visibility splays in both directions. The submitted plans demonstrate the splays would lie entirely within the adopted highway, therefore any obstructions to visibility would be on land controlled by the Highway Authority. The submitted plans have been prepared on the basis of the existing 20mph speed limit for Holt Road. However the applicants have demonstrated that the access would also have adequate visibility if the speed limit were revised to 30mph at some future date. These splays would also lie entirely within land controlled by the Highway Authority.

The Highway Officer advises that the site access should ideally have kerbs with a radii of 10m instead of the proposed kerb radii of 6m. Swept path analysis has been undertaken by the applicants. This shows that a refuse vehicle could encroach onto the opposite side of the internal estate road when entering the site from the south-west and the opposite side of Holt Road when exiting the site in a north-easterly direction.

The internal estate roads would not be through routes and would not be served by public transport. A refuse vehicle is therefore the largest vehicle likely to access the site, with typically two refuse vehicles visiting the site once a week. The vast majority of traffic movements to and from the site would consist of cars, vans and light goods vehicles which would easily be able to enter and leave the site without encroaching onto the opposite side of the carriageway.

The site access would be on a relatively straight section of highway with good forward visibility. Refuse vehicle drivers would be able to see whether there is on-coming traffic prior to attempting to enter or leave the site. Drivers of on-

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coming vehicles would also have sufficient sight of vehicles entering or leaving the site to be able to react accordingly.

A key difference between a site access with a 6m kerb radii compared to one with a 10m kerb radii would be an increase the width of carriageway pedestrians would need to cross from approximately 6 metres to approximately 9 metres. A 10m kerb radii may also permit drivers to enter the access at higher speeds than one with a 6m kerb radii.

Having regard to the small number and the limited frequency of larger vehicles likely to visit the site, the proposed geometry of the site access is considered unlikely to give rise to significant highway safety concerns whilst also offering greater benefit to pedestrian safety.

There are two existing bus stops on opposite sides of Holt Road immediately adjacent to the site access. These would need to be re-sited in order to minimise obstructions to visibility when buses are waiting to pick up or set down passengers. This could be secured by a suitably worded condition.

The layout of the internal estate roads is acceptable, with swept path analysis demonstrating it can safely accommodate refuse vehicles. Adequate forward visibility around bends would also be provided.

### **Pedestrian Access**

Pedestrian access to the site would be provided from Holt Road only. The internal estate roads provide footway connections from Holt Road. A 3 metre wide combined footway and cycleway would also be provided along the full length of one of the internal estate roads from Holt Road to the boundary of the open space at the western end of the site.

The option of providing an additional pedestrian access onto Dean Road was explored when the outline planning application was being considered and again prior to the planning appeal Hearing taking place. Any footway connecting the site Dean Road would cross land owned by the Council, including part of the site occupied by the former Dean Road Family Centre. At the time, the Council's intentions for the land were still being reviewed. It was considered that committing to a footway may be prejudicial to future uses of the site. The outline planning permission is therefore not subject to any condition or Planning Obligation requiring pedestrian access to be provided onto Dean Road.

The site layout would not prevent a pedestrian access to Dean Road being constructed at a later date. One of the estate roads would extend up to the edge of the large area of open space described above, with a gap left in the hedge proposed to be planted along the boundary.

### **Parking**

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The table below sets out the maximum parking provision recommended in LPGN16 guidance for different types of dwelling:

| <b>Type of Dwelling</b> | <b>LPGN16 Maximum</b> |
|-------------------------|-----------------------|
| 1 bed apartment         | 1.5 spaces            |
| 2 bed apartment         | 2 spaces              |
| 3 bedroom dwelling      | 3 spaces              |
| 4 bedroom dwelling      | 3 spaces              |

Parking provision would be 1 space for each 1 and 2 bedroom apartment and 2 spaces for the 3 and 4 bedroom dwellings. This is below the maximum provision.

The site is situated within 2km of a range of key services and facilities including a primary and secondary school and convenience retail outlets. This is a distance generally considered to be one where people may choose to travel on foot.

Journeys of up to 5km are generally accepted as being ones where cycling has the potential to replace short car journeys. Wrexham City Centre and the Wrexham Industrial Estate lie within 5km of the site.

Holt Road is served by the half hourly no.35 bus service to Wrexham City Centre. This is supplemented by the no.5 bus serving linking Wrexham and Chester which operates on a one and a half hourly basis. In addition to the bus stops on Holt Road, there are bus stops a short distance from the site on Dean Road and Birkdale Road served by the no.35 and on Holt Road close to the Greyhound Inn served by the no.5.

The above demonstrates that the site is in a sustainable location, offering future occupiers options to travel by non-car modes. It is therefore unlikely the proposed on-site parking provision would give rise to highway safety issues either within the development or on Holt Road.

Having regard to all of the matters above, the proposed site access and layout do not give rise to highway safety concerns and accord with LDP policies DM1, T1 and T2

**Phosphorous:** In accordance with NRW's advice for proposed developments within River Special Areas of Conservation, the proposed development has been assessed to determine whether it is likely to have a significant effect on the River Dee and Bala Lake SAC.

The site would connect to the main foul water sewer network. Foul water from the site would drain to the Five Fords Waste Water Treatment Works (WwTW). The Environmental Permit for the WWTW has recently been reviewed. Welsh Water have confirmed that:

- The WWTWs has the capacity to accommodate the additional wastewater in compliance with revised Environmental Permit limits; and

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- The sewer network and associated WwTW has the hydraulic capacity for new connections without leading to an increase in the environmental impact of storm overflows.

Having regard to the above, the proposed development is unlikely to have a significant effect on the River Dee and Bala Lake SAC. In such terms it accords with LDP policies NE1 and NE6 of the draft LDP.

Whilst noting that Welsh Water have recommended a suitably worded condition be imposed to require a scheme of foul water drainage, such a condition would not be necessary. The developers would need to reach an agreement over the connection to the foul sewer network separately Welsh Water under the provisions of the Water Industry Act 1991. As such there are adequate controls in place to ensure an appropriate foul sewer connection is provided.

**Surface Water Drainage:** The surface water drainage arrangements for the site will need approval separately from the Council as Sustainable Drainage Systems Approval Body (SAB) before development commences on site. This is a statutory requirement. There is no requirement for SAB approval be obtained before planning permission or reserved matters approval can be given. The need to obtain SAB approval means that there are adequate controls in place to ensure surface water is properly managed.

### **CONCLUSION**

The plans submitted with this reserved matters application would ensure an appropriate form of development is undertaken on site in terms of layout, design, open space provision and landscaping. The proposals would also not give rise to residential amenity, highway safety or ecology concerns. The proposed development therefore accords with the relevant LDP policies.

**RECOMMENDATION:** That the reserved matters be APPROVED

### **CONDITION(S)**

1. The development shall be carried out in strict accordance with the following plans and documents:
  - i. Drawing no. PL02 Revision H: Planning Layout
  - ii. Drawing no. ML01 Revision D: Materials Layout Plan
  - iii. Drawing no. HS01 Revision C: Hard Surfacing Plan
  - iv. Drawing no. BT01 Revision D: Boundary Treatments Plan
  - v. Drawing no. PC3213-RHD-ZZ-HR-DR-D-0100 Revision P01: Preliminary Access Layout General Arrangement
  - vi. Drawing no. PC3213-RHD-ZZ-HR-DR-D-0110 Revision P01: Preliminary Access Layout Visibility Splay
  - vii. Drawing no. 509-APP6 Site Access Appraisal Site Access Proposals.
  - viii. Housetype Pack Revision C dated 14.12.2023
  - ix. Drawing no. P.1624.22.03: Arboricultural Method Statement
  - x. Landscape Masterplan reference no. H22-0032-001D

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- xi. Drawing no. H22-0032\_002C: Detailed Plot Landscape Plans Sheet 1 of 2
  - xii. Drawing no. H22-0032\_003C: Detailed Plot Landscape Plans Sheet 2 of 2
  - xiii. Drawing no. H22-0032\_004A : Biodiversity Enhancement Plan
2. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of shown on drawing no. PC3213-RHD-ZZ-HR-DR-D-0110 Revision P01. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
  3. No dwelling shall be occupied until a scheme for the re-siting of existing bus stops on Holt Road has been implemented in accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority.
  4. The development shall be carried out in strict accordance with the details shown on drawing no. P.1624.22.03: Arboricultural Method Statement. The tree protection fences shall be erected measures for tree protection shall be erection prior development commencing and shall remain in situ until construction works have been completed.
  5. Within three months of the date of commencement of development a Landscape Implementation and Management Plan, including timescales for the implementation of hard and soft landscaping works, long term management objectives, management responsibilities and maintenance schedules for all landscaped areas has been submitted to and approved in writing by the local planning authority. The landscaping shall be managed and maintained in strict accordance with the approved details.
  6. The measures shown on the Biodiversity Enhancement Plan reference H22-0032\_004A shall be implemented in full shall be implemented in full in accordance with the timetables referred to on the Holt Road, Wrexham - Biodiversity Enhancement Plan Implementation Schedule reference BHNW/146/BEPIS. The measures shall thereafter be permanently retained.
  7. No dwelling shall be occupied until it has been provided with a parking area in accordance with details down on drawing no. Drawing no. PL02 Revision H: Planning Layout. The parking area for each dwelling shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and of vehicles at all times.

### **REASON(S)**

1. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
2. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy DM1 of the Wrexham Local Development Plan
3. In the interests of highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.
4. To preserve the health, safety and amenity value of the tree(s) in accordance with Policies DM1, SP12, SP14 and NE3 of the Wrexham Local Development Plan.

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5. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DM1, SP12 and SP14 of the Wrexham Local Development Plan.
  6. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12.
  7. To provide for the parking of vehicles clear of the highway in accordance with Policies DM1 and T1 of the Wrexham Local Development Plan
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