

Mrs Y Cairns
92 Gresford Road
Llay
Wrexham
LL12 0NW

26 June 2016

**RE: Planning Application P/2014/0905. Home Farm, Gresford Road, Llay.
Welsh Government Planning ref: H6955/A/16/3147116**

I originally appealed against this substantial development on 8 January 2015. In resident meetings, in formal correspondence and at the council meeting the developer has made the same sweeping statement that the development would 'benefit' our village. However, the developer has not stated what these benefits actually are. The only benefit foreseen by residents is if the development is constructed using local employers and their employees. However, this cannot be assured and would be a short lived benefit. There has been strong opposition against this large development due to the detrimental impact it will have on our village. The development has a greater number of houses than the houses already in situ along the Gresford Road. The GP has written to the Gresford Action Group voicing his concerns. Local headteachers have also confirmed with Gresford Action Group that they cannot sustain an increase in new pupils. Llay headteacher advised she only had room for 3 - 4 pupils. In the Council meeting, the Developer offered a £1,000,000 to help with local services but at that meeting, Llay resident representatives advised that amount would be inadequate to fund the village clinic and the 3 nearby feeder schools. Despite a packed public gallery, 15 out of 16 councillors (1 abstained), 3 local MPs Ian Lucas, Aled Roberts and Lesley Griffiths objecting to this development and the developer being made aware of our concerns, the Developer has gone ahead to appeal disregarding public opinion, Councillors, MPs and the council decision. The developer has not resolved our concerns on the detrimental effect on our local services, flood risk, traffic congestion and increase in noise.

This is the letter I sent to my council:

I wish to make you aware of a number of strong objections that I have with regard to an application to build 365 dwellings and a 300 square metre retail unit at the aforementioned address. As an immediate neighbour to the site of the proposed development, I am of the view that the proposed development will have a serious impact on our standard of living. My specific objections are as follows.:

Development Boundaries

The Planning and Compulsory Purchase Act 2004 states it is a legal requirement for councils to prepare a LDP for the County Borough. This gives the local people a say in development boundaries, future developments, what communities need and want in the future as well as, having a say in protecting sensitive areas and green space, woodland, countryside and uniqueness in their local area. Due to Wrexham Council's failure to start the LDP process in time, Wrexham Council identified in a meeting on 11 November 2014, that as the process was 15 months behind schedule, there was a risk of 'receiving more speculative planning applications.' This risk has become a

reality for some Wrexham residents and they are fighting several large housing development applications at the moment. In absence of a LDP, Wrexham Planning Department is using the Unitary Development Plan to consider building applications. In the Home Farm application, the current UDP shows a plan of Llay including Home Farm and the fields required for the development, clearly show the development boundary limit up to Gresford Road. It does not include the Home Farm fields. If the LDP process was started on time, locals could have had the opportunity to put forward their thoughts on the development boundary limit and fields designated to be green barrier. Wrexham residents have been put at an unfair disadvantage due to Council tardiness. The Council has contravened the legal requirement to have a LDP in place and should not consider this application whilst the UDP shows Gresford Road is the development boundary line.

Detrimental impact upon residential amenities

The sheer size, depth, width, height and massing of this development would have an unacceptably adverse impact on the amenities of the properties immediately adjacent to the site and the surrounding area by reason of overlooking, loss of privacy and visually overbearing impact.

The proposed development has more properties than the total number of brick properties from the top of Gresford Road (B5373) to the start of Singret Hill. There are less than 300 houses (not including caravan site) along this stretch of road. The development itself is adjacent to houses starting from Fair Oaks Crescent to Forest Road. There are approximately 172 brick properties from Fair Oaks Crescent to Forest Road compared to 365 new properties. The size of the new development represents an un-neighbourly form of development and would have a detrimental impact by reason of **an overbearing effect.**

The site map shows the development does not respect local context and street pattern. The estates along the Gresford Road do not have a 'village green' and shops within them. Policy PS4 within the UDP states, '*Development should maintain the existing settlement pattern and character.*' Policy PS2 states, '*Development must not materially detrimentally affect countryside, landscape/townscape character.*' Although the design of the development is nice, it does not blend with existing properties on Gresford Road. It has the appearance and mass of being a brand new village. Also, the outline features of the properties on the site map are not similar to the existing properties. The properties look like those properties in Pandy. Again, the design will not blend with the existing properties and make the new development stand out. The design and type of housing contravene Policies PS2 and PS4.

The siting of this development would lead to a fragmented form of development from Gresford Road to Croesnewydd. The development is inappropriate and unsympathetic to the appearance and character of the area either side of the Straight Mile. This development proposal should not be agreed as again, the development contrives the PS policies with Wrexham's UDP.

The Straight Mile is an historic road of Roman origin and although it's not 'protected' it's an historical feature of the area that the local people are proud of. It is unacceptable to vandalise this historic local feature by breaking the straight mile to build a roundabout. **The developers are unsympathetic to the local area.**

Michael Cunningham's letter dated 23 December 2014, quotes Paragraph 9.2.23 of 'Planning Policy Wales and states that the proposed development supports the council's objective with regard to affordable housing. But I would like to point out that the dwellings proposed would not fall within the definition of affordable housing. House prices in the area are typically in the region of around £200,000, and as the new development would inevitably be priced at a value with reference to this, I do not believe the new dwelling would be considered to be affordable to people on a low income.

The Transport Assessment dated 2 December 2014 states the following parking standards for residential dwellings. *7.4.3. 1 bedroom 1.5 car space per unit. 2 bedrooms – 2 car spaces. 3-4 bedrooms 3 car spaces. 5 or more bedrooms 4 car spaces.* As the majority of the properties are 3 – 4 bedrooms, the sheer size of this development will create a detrimental environmental impact to the area. Planning department should consider the environmental impact ie, increase in emissions and noise. I object to this on the grounds of the Human Right Act in particular **Protocol 1, Article 1** which states that a person has the right to peaceful enjoyment of all their possessions which includes the home and other land.

The site plans do not show sufficient room for car parking. For example, properties with 3-4 bedroom properties on the site plans, do not have enough land to accommodate the expected number of cars per the Transport Assessment. Residents will park on the road or on pavements which will pose a risk to pedestrians. Ie, having to walk into the road to walk around a car and being at risk from moving traffic.

Deficiencies in social facilities

The vast majority of Llay children attend either Llay or Gresford All Saints' Primary Schools and Darland High School. Headteachers have confirmed that they would not have the spaces available to accommodate children from such a large housing development. The headmistress of Llay primary school attended the recent Gresford Road Action Group meeting at Llay British Legion and stated that she only has a 3-4 places available.

Doctor's Surgery. Llay residents already complain about how difficult it is to get a Dr's appointment. I suggest you check Wrexham.com or try getting an appointment at Alyn Family Doctors yourself. For example, the week before Christmas I rang the surgery every morning for 3 days from 8am. The phone was permanently engaged. By 8.32am, all morning appointments had gone. I gave up. By having an estimated extra 1000 people moving into Llay, this would have an even more detrimental effect on Llay's Wellbeing facility.

Llay facilities are under pressure with the existing Llay population and a development of this size will have a detrimental effect on the residents.

Ground stability and drainage

I have serious concerns about the stability of the land for any kind of construction because of the area's long history of coal mining. The Llay underground mining

roads run across the straight mile under the Home Farm fields. I have been informed that several of my neighbours have evidence that these have not been completely back filled. The avoidance of subsidence in these areas is due to the feasibility of backfill and the in situ fill material. Since I moved to my property in 1993, I have seen almost a flat field change to a field with steeply sloping banks; probably due to the deep mine roads underneath causing subsidence. Due to this land movement, it is not uncommon for the field opposite Meadow Rise to have 2 - 3 'ponds' a year. The proposed development site map only shows 1 pond in situ but from experience, I can assure you that the size, shape and site of the pond is not static and could therefore cause flooding in the new development properties surrounding it.

Significant moisture in our front and back garden leads us to believe that there may still be some form of watercourse running beneath the land. Several years ago, water had risen up wards, breaking open the tarmac in the cul de sac behind my house and the Welsh Water board established that this was the result of a natural stream. I have concerns about the impact of the proposed development on surrounding properties in terms of drainage and ground stability. If the field is flattened, lowered or raised in line with the Gresford Road, I am concerned that this will lower the water tables relative to the surrounding properties thus reversing the gradient of drainage and creating a risk of flooding the roads. Flooding causes road damage and expense to repair. This could impact on housing insurance in the area and potential increase in council tax rates and road repairs.

Loss of privacy and overlooking

The new development map shows at least 2 houses will be adjacent to my home. Our home will now be severely overlooked from the top rooms of the new properties resulting in a serious invasion of our privacy. We have had this privacy and have not been overlooked by any property since moving here 23 years ago. I request that you consider the responsibilities of the council under the Human Rights Act in particular Protocol 1, Article 1 in which it states, '*a person has the right to peaceful enjoyment of all their possessions which includes the home and other land*' and Article 8 which states, '*a person has the substantive right to respect for their private and family life.*' I believe that the proposed development would have a dominating impact on us, will have a detrimental impact on our privacy and our right to the **quiet** enjoyment of our property. In the case of *Britton vs SOS* the courts reappraised the purpose of the law and concluded that the protection of the countryside falls within the interests of these Articles.

Highway issues

Gresford Road already experiences excessive traffic but especially in rush hour times. The Noise report dated 4 December 2014 confirms this; point **5.0 Site Description**; *The proposed development is to be constructed on farm land adjacent to Home Farm. North of the land is the B5103, Straight Mile. Straight Mile leads to a busy road junction at the west side of the land. Just further west of the junction is an industrial estate. It is understood that one of the industrial units operates twenty four hours a day and heavy goods vehicles deliver and collect at the unit into the night time. Straight Mile is a busy road with consistent traffic flow which carries a mixture of cars and heavy goods vehicles. The heavy goods vehicles generally travelled in and out of the industrial estate.*

There have been instances where early morning traffic has caused traffic queues from the traffic lights at The Crown up to my house. Also, traffic entering the crossroads near The Crown, during rush hour already experience heavy traffic and long queues. On average, one property has 2 cars. With the risk of 700+ extra cars being moved into the area, this will only have a detrimental impact on the local road system. For example, stopping at the roundabouts for vehicles exiting the development via the roundabouts to meet the main roads will create more static but running engines creating emissions and noise, cause longer traffic queues especially at rush hour and in the case of the straight mile, may impact on Croeshowell through the introduction of traffic queues into their hamlet. There will be a detrimental impact to the environment by an increase in vehicle emissions; vehicles will have to stop at 3 roundabouts with running engines and accelerate to move off again. Doing this has an impact on fuel consumption.

There have been occasions when traffic has been diverted off the Wrexham By Pass onto the Llay slip road and caused a queue of traffic along the straight mile. An example of this was the week before Christmas when road works were being done. I saw this impact on my way to work. The traffic from The Crown in Llay stretched, without a break, from The Crown traffic lights, along the straight mile, through Croeshowell to the roundabout at the Llay slip road, all along the Wrexham By pass and up to Gresford Roundabout. This area already experiences road issues in a low density area. The creation of 3 roundabouts from a large housing development will create more traffic. The close proximity of the roundabouts will create an increase in fumes and emissions when the Government's Environmental policy is to reduce this. I am aware that Councils are under constant pressure to increase uptake of public transport and reduce the number of cars on the road and the UDP states planning should consider whether the development would reduce the need to travel, especially by private car.

I refer to the Transport Assessment dated 2 December 2014 completed by Curtins.

4.4 Public Transport Accessibility

4.4.2 The plan shows that parts of Wrexham town centre are accessible within 10 – 20 minutes to the south of the site, as are Gwersyllt, Wrexham General and Wrexham Central railway stations.

4.4.3 To the north of the site, areas of Hope and Penyffordd are accessible within 10 – 20 minutes, as is Parts of Buckley are accessible within 20 – 30 minutes.

The above information is incorrect. The Wrexham to Llay and Llay to Wrexham bus timetable shows the journey takes 30+ minutes but from personal experience, the journey from Llay to Wrexham can take up to 40 minutes because the bus service goes through and has bus stops at Bradley, Gwersyllt and Rhosrobin. Due to the length of time it takes, I bought a car as the journey was too time consuming. It's quicker by car. Several neighbours on my estate have cars for the same reason. Re Hope, Penyffordd and Buckley the same applies. The timetable shows a greater length of time than the information noted in 4.4.3.

Noise

The Noise report dated 4 December 2014, stated that the area has busy traffic and provided maps to show that we have high noise levels along the straight mile and Gresford Road. However, I object to the following comment in the report; '*Gresford Road runs south of the junction along the west side of the land. This road was generally used by cars travelling in and out of the housing estate west of the road.*'

This information is wholly inaccurate and therefore the report cannot be relied upon as giving full accurate facts.

Gresford Road is a well used road and used as the main thoroughfare for traffic coming along the B5102 either along the Straight Mile or from Llay also, traffic coming along the B5373 to Gresford, Wrexham and other villages in and around the Wrexham area. This can be confirmed if a check is made opposite The Crown.

The Noise Report also confirms that the houses along Gresford Road is in the Red zone. My house is in the red zone. We already suffer with road traffic noise and this development with an increase in vehicles will contribute to an increase in noise levels. It can be generally seen on estates, that some residents bring home work vans of which the majority use diesel and are therefore noisier. The shops will require lorries to provide stock. Lorries also use diesel creating extra noise. Cars, vans and lorries accelerating from the roundabouts to join Gresford Road will increase the noise exposure (as well as fumes/emissions). This is not acceptable and this is another reason this development should not be considered.

I object to the Roundabout being situated at the entrance of Meadow Rise. My property is the 3rd property from this roundabout and will be affected by the noise levels of vehicles stopping and accelerating from this roundabout. I strongly object to this under the Human Rights Act in particular Protocol 1, Article 1. Plans submitted show where the roundabouts will be sited but in the report does not mention the noise impact from them.

Non - compliance with Local Plan Policies; UDP and Wrexham LANDMAP.

Michael Cuninghame, Architects letter dated 23 December 2014 and their Environmental Report reminds the Council of the demand for housing. However, the Planning Council should consider that whilst this is the case, there are brown site areas available within Wrexham Borough to meet this demand. The proposed development is a direct contravention of the UDP's statement on National Planning Guidance;

2.3 The Welsh Assembly Government states in Planning Policy Wales (March 2002) that the key role of the planning system is to achieve sustainable development, now and for future generations, between economic development to secure rising living standards and to protect and enhancement of the environment. Full and effective use should be made of derelict, unused, or waste land within urban areas to assist urban regeneration and reduce development pressure on the countryside.

2.5 National guidance (Planning Policy Wales) also promotes economic diversification in the countryside if it benefits the rural economy and maintains or enhances the environment. The countryside should be protected for its visual, ecological, historical, recreational, and agricultural value; the historic environment should be protected, as should open space with significant recreational or amenity value, particularly in urban areas.

Wrexham LANDMAP sets out the Landscape Character of an area and landscape sensitivity. The recent report states that Llay is an extensive suburban development. From a Landscape sensitivity point of view it is stated, *'the landscape is under very high pressure. It is highly vulnerable to further sand and gravel quarrying – irreversible loss of character would result from any major schemes. High quality arable land is vulnerable to future residential, recreational highway and commercial development.'*

Michael Cunningham's report mentions minimal impact on ecology however, no mention has been made of the migrating birds that return to these fields every year. Locals are well aware of these birds and I'm very surprised that this hasn't been mentioned in the report. Also, buzzards have used and hunted in these fields for many years. In the last few years, we have witnessed sparrow hawks land on the fence in our back garden because there are plenty of small birds about. Although the outline of the development will retain the original hedging, the majority of hedgerows are dividers in the fields and these will all be lost. Once these are lost, we may see a decline in sparrows and other small birds and this will have a detrimental impact on the habitat and feeding habits of buzzards and the sparrow hawk. Buzzards are territorial birds. Also, close proximity to properties may deter the wildlife from living and feeding in the hedgerow. The loss of these fields will have a detrimental impact on wildlife; birds, hedgehogs to name a few. From personal experience I am aware that badgers and foxes use the fields either side of the straight mile and a few times a year, foxes have been seen and heard, in our front garden. The fields are home to a rich source of wildlife which not only is a wildlife habitat but, gives pleasure to the residents of Gresford Road and Llay. By allowing this development to take place, I consider the proposed development to be a direct contravention of the UDP, Wrexham Landscape and Human Right Act Protocol 1, Article 1, *'a person has the right to peaceful enjoyment of all their possessions which includes the home and other land.'*

Non-compliance with Government guidance.

Government Planning Policy Statement PPS1, Paragraphs 17 – 19: The Government is committed to protecting and enhancing the quality of the natural and historic environment, in both rural and urban areas. Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole. A high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources.

Government Planning Policy Statement PPS3: Housing, Paragraphs 13-14: Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. LPAs should encourage development that creates places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

I believe the development proposal to contravene the aforementioned guidance as it is to the detriment of the quality, character and amenity value of the area, as outlined in the points above.

I would be grateful if the council takes my objections into consideration when deciding this application. If this objection is rejected, would you please let me know so that I can proceed to the next step; obtain further evidence to appeal. I would also like to request that, should the application be approved, the council consider using its powers to enforce controlled hours of operation and other restrictions that might make the duration of the works more bearable. Please would you consider how and where construction vehicles and staff would gain access to the site for unloading and parking without causing a highway hazard or inconveniencing neighbours.

END OF LETTER

=====

Further considerations for appeal

APP58 – 14.1 Enviromental Noise Report dated 5 December 2014,

5.0 Site description *Gresford Road runs south of the junction along the west side of the land. *This road was generally used by cars travelling in and out of the housing estate west of the road.*

This information is incorrect and therefore this report cannot be relied upon. Gresford Road (B5373) is as busy as the Straight Mile and **is not** generally used by cars travelling in and out of the housing estates. This road is used as a main thoroughfare from the other 3 roads especially from B5373 Rackery Lane used by individuals from Penyffordd, Hope, Pontybodkin, Mold, Buckley, Shotton etc. The Gresford Road is used to gain access to Gresford, Marford, the Wrexham Bypass A483 leading to the town centre, Gresford Industrial estate, Wrexham Technology Park and Llan-Y-Pwll link road A5156 leading to Wrexham Industrial Estate and A5152 another route to Wrexham town centre.

It is unreasonable to have to negotiate 2 roundabouts within a 100 yards of each on Gresford road. Gresford Road houses 90 to 96 do not have access from the front and have to drive through the estate and access Meadow Rise entrance. As well as the usual cars, we also have HGVs going past our house and with these 2 roundabouts in close proximity to our houses, we would be susceptible to the noise of stopping and accelerating from the roundabouts. HGVs are mostly diesel and we these engines causes more noise and pollution.

App12-4.1 Enviromental impact statement

The report states that, 'Green buffers and the retention of hedgerows within the design will help further in reducing noise levels around the edge of the site.' If there was an existing site and green buffers were done while the development was in situ, it would be possible to make this statement. Checks could have been done to confirm this. In the circumstances, noise levels will increase for Gresford Road residents because despite the fact there are fields across from us, this 'B' road is very busy and we do have buses, HGV's and large vehicles along this road. No amount of green buffers are going to reduce noise levels for us and the objective fact is we will have an increase in noise. The hedgerows currently in situ and will be retained are of different heights. 2/3 feet in some areas up to a maximum of 4 feet and so they won't be of any use.

In the summer, Green Buffers are probably better than Green Buffers in winter. There are no foliage on bushes in winter. In this respect Green buffers on such a large development is useless.

In the summer we enjoy sitting in our back garden. We can still hear traffic from Gresford Road and sometimes Wrexham By pass. The objective facts are, the development will create a new village within a village with an estimated extra 1000 individuals, an estimated 300 vehicles on the road coming and going from this estate and the shop will create traffic too. It won't be just residents accessing the new development to use the shop. There will be 'visitors' to the shop, lorries and vans l,e supplying goods.

We lived on a development that housed a shop. It was difficult to park outside of it. Cars were parked outside houses or on the pavements. This is a risk. Residents will probably be parked on the road to as in some family homes, there will be insufficient parking for everyone.

A noise report was submitted to Wrexham County Council when the development was first proposed. The noise report showed all houses facing Gresford Road were already in the 'Red' zone so with a further 1000+ residents and 300 vehicles, the noise levels which we are used to will increase.

New development agreed (30+ houses) AND Police headquarters.

Llay has recently been advised that planning permission has recently been agreed for a development of 30+ houses. We have also been advised that a new Police headquarters will be based in Llay Industrial Estate. This will house 326 employees and in effect an extra estimated 300 employee cars in the area. Traffic in the area will be affected ie, 'blue and twos;' traffic will stop to allow Police cars to pass causing queues/delays at The Crown junction. Also taking account an account visitors and prisoners to the 32 cell headquarters.

The Landscape and Visual Appraisal concluded at paragraph 7.8 that “... *the development proposal will not have any adverse effect considered to be of significance to either the character or appearance of the site and surrounding landscape setting that would make this proposal unacceptable in landscape and visual terms.*”

The ‘Straight mile’ is an established landmark of nearby Llay and Croeshowell with aesthetically pleasing fields bordered each side. It is also a well known landmark throughout Wrexham. Local Information advises this road follows a roman road route to a roman villa found in nearby Ffrith. Evidence of roman habitation was found in the fields last year. The road has an aesthetic appeal bordered by fields and hedgerows and trails are used through these by badgers and foxes between the bordering fields. It would be unacceptable to break up the ‘Straight mile’ to build a roundabout after it’s been a landmark in this area for centuries. A roundabout on the ‘Straight mile’ would change the character of this road and would no longer be a ‘Straight mile.’

Also, road diversions from the Wrexham by pass have frequently been routed to the Straight Mile. Worst scenario was in December 2014 when the queue was from the Crown junction, the full length of the Straight Mile, through Croeshowell, through Burton, down to the Wrexham bypass up to the Gresford Roundabout. A roundabout on the Straight Mile will cause extra delays in these times and also in rush hour.

If this development is agreed this will set a precedent for the sale of the agricultural fields on the other side of the Straight Mile. This will have a detrimental impact on the visual impact of the area, the wildlife, substantially reduce the boundary between Llay, the hamlet of Croesnewydd and Burton Rise and also have an adverse effect on Llay services; Health Centre and schools. .

Transport

Planning departments have to consider locating new developments where there are good modes of transport to reduce the use of a private car thus reducing emissions. This development is located outside of the Llay border and on the outskirts of the village. On Gresford Road, we have 3 buses a day. It takes 40-45 minutes to get to Wrexham as it passes through other villages. There is no direct route to Chester. Residents in this area have cars as it is a quicker and more convenient mode of transport. The residents on the new development will have the same problems. If extra buses are laid on, there is still the problem of the time taken to get to Wrexham. It’s far quicker to get to Wrexham by car. The train station is more than 2 miles away. Residents who use this, drive to Cefn-y-bedd or Gwersyllt train station. There will be no reduction in cars and emissions will increase.

Flooding

The fields are prone to flooding. This year, the size, depth and number of the 'ponds' increased. Normally have 3 'ponds' (picture below) but had 5 large ponds this year. Large 'Ponds' also appeared in the other 2 fields. The road collapsed just inside Fair Oaks crescent and the end of this road has been earmarked for a roundabout! Water has rushed down Singret Hill as the grids could not cope with the water. Some residents at Foxwood Rise have and are still experiencing sewerage problems. These residents stated their concerns in the Council meeting when the planning application was refused. In the past year, some residents in Old Meadow Court and Oakfield Park Home Estate has also had problems. It appears this type of information is not being submitted to Planning to show the up to date drainage/sewerage problems in this area. The increase in surface water this year, has greatly increased resident concerns of the impact this large development could have on the water table within the area and the risk of flooding Gresford Road properties already in situ.



Over the past year, the area has seen an increase in traffic, congestion and flooding in the fields. Where traffic is concerned, local residents frequently see traffic from the A55 diverted to the straight mile. Couple of times, these have been reported in local newspapers. For example; exerts from reporting.

APP58 – 14.1 Enviromental Noise Report dated 5 December 2014,

5.0 Site description Gresford Road runs south of the junction along the west side of the land. This road was generally used by cars travelling in and out of the housing estate west of the road.

The Leader 1 July 2014

ROADS in a village have been branded a “death trap”.

High-volume of HGVs travel through the village to reach Llay Industrial Estate.

Cllr Boland said: “It is getting ridiculous, someone is going to be killed. “The speed which people drive through Llay New Road, Nant Y Gaer Road, it’s frightening. I’m getting residents coming up to me on a near daily basis telling me something must be done and speed measures must be brought in. **Gresford Road is also an issue and people not slowing down after coming through the Straight Mile from Burton.** These drivers are the scourge of the village, and our villagers need to be protected. We want Llay to be a safe place for children to play and live, but some of the roads are a death trap.

5.0 Site description Gresford Road runs south of the junction along the west side of the land. This road was generally used by cars travelling in and out of the housing estate west of the road.

News North Wales 27 January 2015

TRAFFIC backed up again on the A483 northbound carriageway

The lengthy delays were reported on the approach to the Posthouse roundabout heading towards Chester. And there were reports of heavier than usual traffic in other areas as motorists looked for alternative routes to avoid the snarl up. The Straight Mile through Llay was hit, as was traffic heading through Hope and Penyffordd towards Dobshill. Last Thursday, road users faced delays nearing two hours as traffic was queueing back past Rossett on the northbound carriageway from the junction with the A55.

Annual MBNA Chester Marathon (October). In ‘Alternative routes for traffic’ lists the Straight Mile B5102

- Traffic diverted from B5445 Wrexham Road should proceed via A483 Wrexham Road, B5102 Llay Road and B5445 Chester Road

Wrexham.Com 15 March 2016.

This situation has not been highlighted in any Highway reports. This evening has been a similar story for motorists, with the drainage works on the bypass causing issues, along with roadworks on Llay New Road near the Bradley Junction resulting in delays for those travelling that way. We’re told that traffic both ways between B&Q Roundabout and Pandy Bridge is at a standstill – with traffic backed up from the Gresford Roundabout to Marford due to motorists seeking alternative routes home.

NB.

Daily Post 6 October 2015

Gresford Councillor Andrew Bailey said the application should be refused due to traffic concerns and the fact it would involve building houses in the countryside. 'This will be the irreversible loss of agricultural land,' he said.

Cllr Mike Edwards argued that the development was far too big, was not attached to Llay, and was therefore not a logical extension of the village. "This is too large an addition to a community, with an extra 1,000 population on top of 5,000, and is going to put severe pressure on facilities and the area," he said. Concerns were also expressed over sewage and surface water on the site, as well as the fact that the proposed development was outside the settlement limit.

Ian Lucas MP has submitted representations and these are summarised below:

- He opposes the development and is aware that there is substantial opposition to it within Llay;
- It is deeply regrettable that the local authority does not have an LDP and he is conscious that this development is outside of the previously defined development area and is currently agricultural land. It is unplanned development on green land;
- The development will increase the size of Llay by a large proportion and will place significant burden on local school places and GP surgeries which has not been planned for;
- Local traffic will be increased substantially. There does not appear to have been any detailed consideration of the impacts traffic on the area. Gresford Road is a semi-rural road and the scale of the development will lead to a substantial increase in traffic;
- He opposes the application and would be grateful if the Planning Committee could take into account these matters.

Aled Roberts AM has submitted representations and these are summarised below:

- He notes that my report accepts the application contravenes UDP policies. It appears the reason the application is being recommended for approval is because the authority does not have a Local Plan in place and is unable to produce a Joint Housing Land Availability Study and must therefore give considerable weight to increase overall housing supply;*
- Many of us question the need for a significant increase in land being made available for housing particularly when the Council should only take this into account in the context of sustainable development. Here we have the removal of agricultural land leading to a development NRW states leads to an increase in flood risk;*
- The Council's own Highways Department makes no objection to the development and seems to rely on information at the Crown Crossroads which is based on a study undertaken in 2009. They also doubt how the developer is proposing to deal with traffic concerns at the junction;*
- It is interesting that Welsh Water make no observations on the proposed development even though concerns are raised by NRW as to flood risk and by the Council's Environment Department on surface drainage. The land is regularly flooded during the winter and Councillors also ought to be made aware of the presence of Welsh Water at a site approximately 200 metres from the proposed development at Rowan Close due to problems with the sewerage system in the area;*
- If the Planning Department feels that it must meet demand for housing not borne out by the availability of housing in the local market but by planners within the Welsh Government and Planning Inspectorate then they should ensure that such development is sustainable. Issues with regard to highways pressures, the loss of agricultural land and issues with regard to sewerage and flooding question the sustainability of this proposal. There is also need to consider the impact of uncontrolled development on hospitals, doctors' surgeries and schools;*
- He is not surprised by the lack of response from our Health Board but he understands that the local GP practice has written in expressing its concerns and is surprised that their response is not given sufficient prominence and included within the Health Board's observations.*

Lesley Griffiths AM has submitted the following representations. Here comments are summarised below;

- Several constituents have further contacted me again expressing their concerns regarding the Planning Application which has been recommended for approval;*
- Their particular concern relates to infrastructure issues in the area as a development of this size would add significant extra pressures to local services, as well as creating traffic issues;*
- There are also issues with the drainage system in the area, including the Oakfield Park Home Estate, and the addition of 365 homes would certainly impact on the existing structure;*
- I would be grateful if you could ensure my constituents' concerns are raised and also clarify what action the Council has undertaken to ensure the drainage system can cope.*

Observations

With regards to the final point made by Aled Roberts AM, I have not received representations from the local GP practice.

Your sincerely,

Mrs Yvette Cairns.