

REPORT OF THE CHIEF PLANNING OFFICER – 6 December 2010

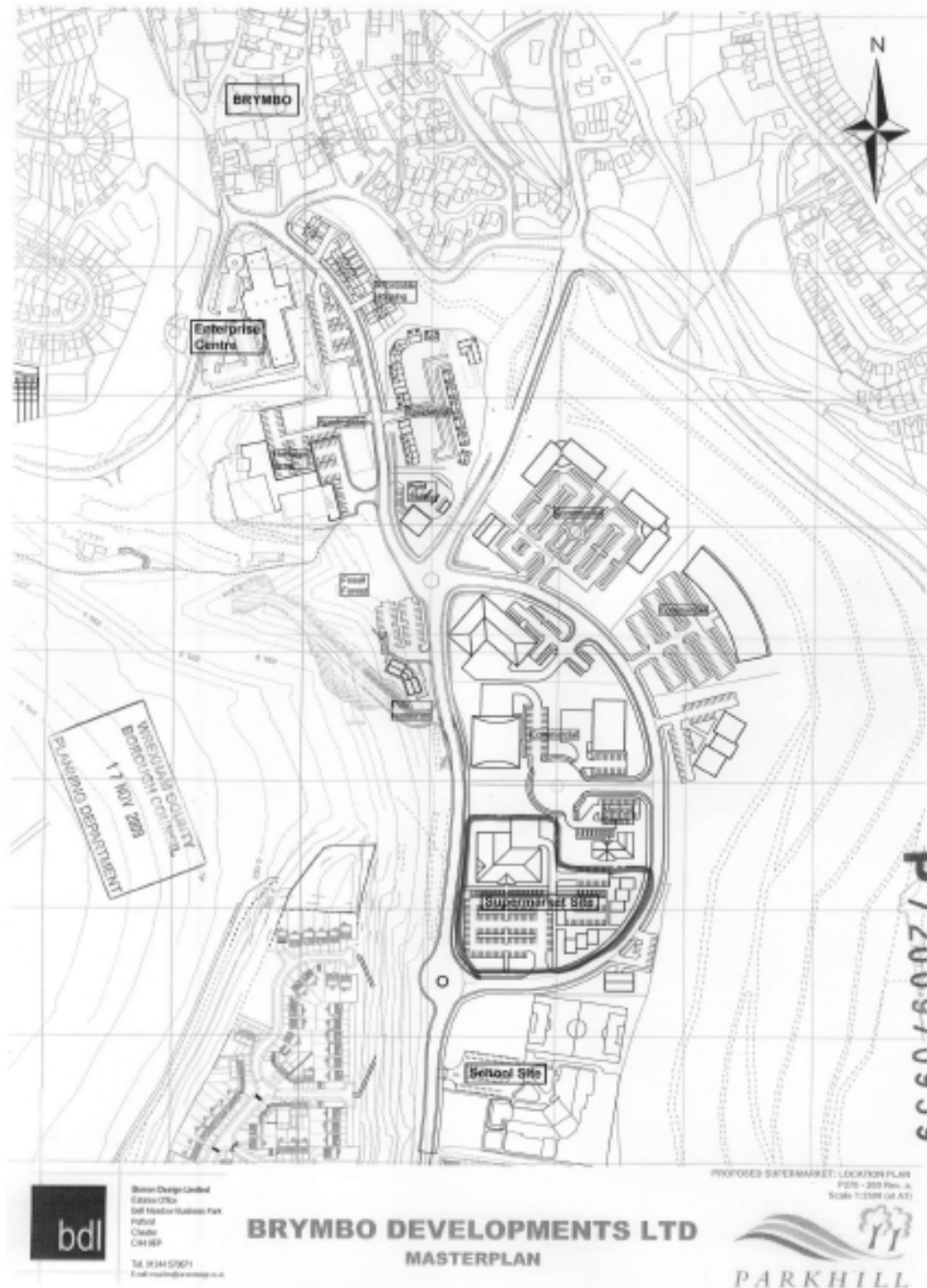
APPLICATION NO: P/2009 /0939	LOCATION: LAND ADJACENT TO PHOENIX DRIVE BRYMBO WREXHAM LL11 5BT	DATE RECEIVED: 17/11/2009
COMMUNITY: Brymbo	DESCRIPTION: OUTLINE APPLICATION FOR ERECTION OF SUPERMARKET AND SMALL RETAIL UNITS AND ASSOCIATED CAR PARKING	CASE OFFICER: SJG
WARD: Brymbo	APPLICANT(S) NAME: MR M FERGUSON BRYMBO DEVELOPMENTS LTD	AGENT NAME: PARKHILL ESTATES LTD MR M FERGUSON

THE SITE

The site is located in the northern part of the Brymbo development site. The three housing modules and section of the main spine road in the southern half of the site have been developed and are nearing completion. The Enterprise, Learning and Resource centre at the northern end is complete and in use.

The site consists of an area of 1.3 hectares.

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PROPOSAL

As above. All matters are reserved.

Whilst the application is in outline only, Drawing P270-201 Rev.a (Block Plan) shows an indicative layout, demonstrating how the site might be developed in order to meet existing desirable criteria. This shows:

- A supermarket building occupying some 18,000ft²
- Six smaller retail units (circa. 1,000ft²) with the potential to attract such occupiers as fast food outlets, chemist, café, baker, bookmaker, hair salon, off-licence, newsagent etc. (subject to detail planning permission)
- Approximately 130 car parking spaces (with provision for the needs of physically handicapped, cyclists and motor cyclists) related to the Supermarket
- Approximately 50 car parking spaces (as above) related to the smaller shop units
- Access not directly off the spine road to ensure free flowing movement on that road
- Access for service/delivery vehicles
- Proximity to the proposed school – a major consideration for any retail developer.

The application details include a Retail Assessment and a Financial Appraisal verifying construction costs of the spine road and providing a case as enabling development.

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RELEVANT HISTORY

- CB00016 Outline application for residential development and erection of buildings for retail, B1, B2 and B8 and leisure uses including heritage area, nature conservation area including formation of new accesses to classified roads.
Detailed application for reclamation of land including the recovery and processing of minerals. Granted 10/11/1997
The application was accompanied by an Environmental Statement. The permission is subject to 51 conditions- 1-11 relating to the outline permission and 12-51 relating to the detailed permission. A legal agreement was entered under section 106 into relating to contamination, groundwater, monitoring, management and the establishment of the Liaison Committee.
Permission renewed and varied in several later applications.
- P/2005/0088 Erection of Enterprise Learning Information and Resource Centre (on Upper Module). Granted 11/4/2005
- P/2005/0114 Reserved matters for 469 dwellings on Central, Southern and Western Modules Considered at Planning Committee (sites) 5/8/2005. Approval Granted 31/10/2005 subject to Section 106
- P/2005/1484 Light Industrial Units phase 1 Northern Module phase 1. Granted 6/3/2006
- P/2005/1485 Outline for residential development northern area. Granted 6/3/2006
- P/2005/1486 Outline of residential development, Brymbo Road Granted subject to s106 3/7/2006
- P/2005/1487 Outline for 2 apartment blocks, heritage module Granted 6/3/2006
- P/2005/1488 Outline for petrol filling station and retail facility, northern area Granted 6/3/2006
- P/2005/1489 Commercial development phase 1 northern module Granted 6/3/2006
- P/2006/0341 Variation of condition 2 of CB00016 to extend period for submission of reserved matters for a further 2 years Granted 27/4/2006
- P/2009/0122 Renewal of P/2005/1487 Current (s106)
- P/2009/0123 Renewal of P/2005/1485 Granted 6/4/2009
- P/2009/0124 Renewal of P/2005/1488 Granted 6/4/2009
- P/2009/0125 Renewal of P/2006/0341 Granted 6/4/2009
- P/2010/0516 Reserved matters for north spine road Granted 3/8/2010

DEVELOPMENT PLAN

The site lies within the settlement limits. Policies PS1 PS2 PS3 PS4 S4 S6 EC13 T8 GDP2 and GDP1 of UDP are relevant, together with LPGN 7, 16 and 23 and TAN4 Retailing TAN12 Design and TAN22 Sustainable Buildings.

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CONSULTATIONS

Brymbo C Council:	Consulted 18/11/2009
Broughton C Council:	No observations
Local Member(s):	Consulted 18/11/2009
Mark Isherwood AM:	Supports the application
Martyn Jones MP:	Requests further information when received
Highways	Recommend conditions
Public protection:	Object to layout on safety grounds. Comments.
Economic Development:	Consulted 18/11/2009
CCW:	Recommend condition to address newt conservation issues
CPAT:	No objections
WACS:	Consulted 18/11/2009
Environment Agency:	Recommend conditions
Welsh Water:	Recommend conditions.
Airbus:	No objections at this stage.
Access Group:	More details required of provision for pedestrian movements in and around the site.
Site Notices:	Expired 18/12/2009
Press advert:	Expired 18/12/2009
Other representations:	Adjoining occupiers notified 25/11/2009 4 letters of support received, including Brymbo Community Association, referring to the need for a convenience store for the new dwellings, to provide essential facilities for residents and assist community integration and local businesses. 3 letters of comment received, raising concerns about increased traffic levels on roads in Brymbo lacking footways, in particular Coed y Felin Road, causing danger to pedestrians and damage to vehicles. Traffic calming measures requested. 1 letter of objection received, referring to the lack of a retail assessment (now received).

SPECIAL CONSIDERATIONS/ ISSUES

Background: The reclamation of the former steelworks is a major project some 10 years in the planning process. Outline planning permission was originally granted for the reclamation works making provision for residential, commercial and industrial development areas, a heritage area as well as major landscaping works.

An integral part of the scheme was the formation of a new north-south spine road providing improved access between the village of Brymbo and the Brymbo Link at Tanyfron. The completion of the spine road at the earliest opportunity is considered by all parties to be vital for the overall long-term success of the reclamation and re-development scheme. Brymbo Developments have constructed or are committed to approximately 80% of

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the works necessary to form the spine road, however there remains a substantial amount of work necessary to complete the road for which there is currently no funding.

Members will recall a previous application for residential development on land outside the settlement boundary, referred to as the Lagoon site. This application was accepted as enabling development by this Committee in July 2006 subject to a Section 106 Agreement. The permission however was never issued due to difficulties arising from the need to provide a high degree of certainty that the spine road would be constructed (and subsequently adopted) if the residential development was to be permitted. During this time land values have fallen and consequently if the spine road is to be completed in a reasonable timescale then other development i.e. the current retail application would be required to supplement the necessary income. Together these two applications if approved would ensure that income generated from these developments is utilised to complete construction of the spine road. The applicants have provided financial information to demonstrate how the proceeds from the sale of the two sites in question will be used to fund the cost of the spine road. This will be addressed in more detail later in my report. The application for the Lagoon site is also up for consideration at your meeting (P/2005/1486).

Policy: This is an outline application for the construction of an 18,000 ft² (1700m²) supermarket together with six smaller retail units (1,000 ft²). This will effectively form a new District centre for Brymbo. This proposal is within settlement limits but outside of any District or Town Centre. UDP policies S4 and S6 are relevant. Policy S4 directs large scale retail development to Wrexham Town Centre and to within District Shopping Centres. Policy S6 only allows small scale shopping developments where the sales floor area of each development does not exceed 300 sq m.

To address issues of shopping need and impact upon existing shopping centres the application is accompanied by a Retail Assessment. The assessment concludes that the proposed store will not undermine the vitality or viability of any defined town centre or District centre but will provide a quantitative and qualitative improvement in the local area's retail offer, addressing a gap in convenience retail provision. With regards to need and the sequential test I am satisfied the assessment has identified a local retail need for convenience retailing within the catchment of Brymbo and I do not consider that this local need could be met by sites located within Wrexham town centre or a district centre. Neither could this need be met on sites on the edge of Wrexham town centre or the district centres.

With regards to the impact upon neighbouring district centres the assessment indicates that there will be a degree of trade diversion away from District centres within the catchment area (Coedpoeth, Gwersyllt and Wrexham Town Centre). The assessment estimates a trade diversion of 3% from Gwersyllt, virtually no impact on Coedpoeth and between 2-5% (dependant on retailer occupying the proposed store) from Wrexham Town Centre. However the

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study has not accounted for the cumulative impacts of trade diversion that would arise from the Tesco permission in Cefn Mawr and the Morrisons permission on Ruthin Road, Wrexham. It is unlikely however that this omission will significantly distort these figures given the size of proposed store and the distances involved.

I therefore consider that the proposals will meet a retail need and the sequential test has been followed in terms of site selection. In support of the proposal the applicant also refers to the emerging LDP which allocates the site for convenience goods retail development. As the LDP is on Deposit and in a relatively early stage of its preparation little weight can be given to it. However it does nevertheless recognise the deficiency of shopping provision within the local community and the intention to provide new convenience goods shopping provision on this site. The proposed development will help to provide a new focus for the village alongside the new school and employment premises within the Masterplan development. The proposals would also provide significant benefits to the social cohesion of the settlement as well as the environment quality of the neighbourhood.

Enabling Development: Whilst the impact in retail terms is not considered to be significant, and in many respects beneficial to the local community, the proposal is nevertheless a departure from the Unitary Development Plan. There are however cases like this which can be supported where wider community benefits will be brought about, either directly or indirectly as a result of the development. In these cases it is necessary to establish whether sufficient weight can be attached to the wider community benefits to justify the grant of planning permission.

As with the application for residential development on the Lagoon site, it will be necessary to secure the conclusion of a S106 Agreement to ensure that income generated from these developments is utilised to complete construction of the spine road. A financial appraisal has been undertaken which considers the construction costs of the spine road and the development value of the two sites. As indicated earlier in my report, the intention is to generate sufficient funds to cover this cost. Members will recall a previous enablement case was put forward for the residential development (Lagoon site) in 2006. Whilst the principle was supported by this Committee, the Council and BDL failed to reach agreement on the Section 38 and Section 106 Agreements. The difficulties appear to have centred around the Council's need to provide a high degree of certainty that the spine road would be constructed (and subsequently adopted) if the residential development was to be permitted. This meant that BDL was required to construct the road, wait 12 months for defects to be rectified and have the road adopted before it was allowed to develop the Lagoon site for housing. BDL on the other hand wanted to be allowed to develop some or all of the housing in order to fund the construction of the spine road. There also appears to have been reluctance on the part of BDL to enter into a Section 38 bond which would have provided the Council with the comfort of knowing that it could draw upon the money to construct/complete the road if BDL had defaulted in any way.

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Since that time land values have fallen significantly and the residential development, alone, at current market value would not cover the cost of completing the road, hence this application.

The principal obstacle to reaching agreement on the Section 106 and Section 38 Agreements could be removed if this Committee permits BDL to commence development of the residential site in phases before releasing funds to construct the spine road. Construction of the spine road would be assured by completion of an agreement and bond pursuant to Section 38 Highways Act 1980. To date BDL has not been prepared to enter into a Section 38 bond until such time as it realised the capital from the sale of the residential land, which the Council was reluctant to allow as the ownership of the development land and the spine road land would then be in separate ownership and potentially create difficulties in enforcement and securing the Council's objective of construction of the spine road. The acceptance of a bond is a significant move forward. The benefit for BDL is that it would have a cash flow from the development to fund the road construction. The benefit for the Council is that it would have the security of the bond to call upon to complete the work if BDL defaulted. Basically the proceeds from the sale of the two sites (Retail and Residential-Lagoon site) must be used to fund the agreed cost of the spine road. However it should be noted that based upon current land values there will be no surplus monies available.

Whilst the original intention in 2006 was to generate a surplus to upgrade/improve the Heritage Area, the financial appraisal indicates that based upon current land values the sale of these two sites only generate sufficient funds to cover the cost of the spine road. However should market conditions recover any surplus funds over and above the agreed costs of the spine road will be used to invest in the long term viability of the Heritage Area. This will be included as part of the Section 106 Agreement. Similarly, if land values fall further, then any shortfall or deficit in the cost of constructing the spine road will be funded by BDL. This brings into question the issue of timescale as if this Committee require the completion of the spine road as a priority and within a short time period then there will be no surplus remaining for the Heritage Area. However if a longer timescale was to be agreed, then land values may recover to the extent where monies may also be made available to invest in the Heritage Area. Issues relating to timescales will need to be agreed as part of the Section 106 Agreement. In addition a mechanism is included for a reduction of the bond as the road is built.

It is clear that without the completion of the spine road the full community benefits of the whole reclamation scheme will not be realised. The key benefits would include removing traffic from The Lodge; allow much improved access to Brymbo; and good access to the proposed industrial/commercial developments; better links between Tanyfron and Brymbo village and improved accessibility to the Heritage Area.

Failure to complete the spine road would have far-reaching and detrimental impacts preventing the full implementation of a major 10 year reclamation

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project. On balance, the spine road and the potentially enabling role of this development outweigh existing planning policy. As such I am prepared to consider both this and the Lagoon application as exceptional cases and recommend that permission is granted, subject to an appropriate Legal Agreement.

Design: This is an outline application with all matters reserved for further approval. However an indicative layout has been provided which shows how the supermarket and six small retail units relate to the wider context of the area. Car parking is provided in a central position in front of the retail outlets and sufficient space is available for landscaping. The proposed school site lies to the south and the proposed medical centre and commercial units to the north. I am satisfied that proposed uses can be successfully assimilated into this area in design terms and all matters relating to the layout, elevational treatment, access and parking, materials and landscaping can be effectively dealt with at the reserved matters stage. A condition will be imposed to ensure that a Design and Access Statement is required as part of the reserved matters.

Highway safety: A transport assessment undertaken in 2005 in support of planning application P/2005/0114 considered retail development at the site of only 250 m². This application is for 1700m² and could potentially generate a significant increase in traffic which may impact on the key junctions in the vicinity of the site.

A 30% increase in residential development has been granted outline planning permission on the Brymbo steelworks development since the original transport assessments were undertaken.

It is therefore considered necessary that an updated and revised transport assessment is submitted in lieu of all committed and proposed development on the Steelworks site. Consideration must also be given to the provision of public transport.

The occupation of this site cannot be undertaken until the Spine Road connecting Brymbo village with Brymbo Link Road is completed to a standard suitable for adoption by the Highway Authority. Any permission should include a suitably worded condition to reflect this.

Although the application is in outline only and it is recognised that all matters are reserved I think it is worth noting that the proposed site layout provides no facility for the servicing of the 6 retail units and this will need consideration prior to submitting a reserved matters application.

Ecology: No objection to proposal providing an updated ecological survey is done to take account of the surrounding newt ponds and any other protected species, to also submit a mitigation strategy and management proposals for areas dedicated to nature conservation in perpetuity.

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Conclusion: The current proposals offer the opportunity to bring forward retail development which will facilitate the completion of the spine road as well as meeting a local shopping need. Whilst the retail development is premature in terms of the emerging LDP a retail need has been identified for convenience goods shopping in this location. The key advantage with bringing this site forward is to release funding for the spine road which is critical in terms of the wider regeneration of this area. This site therefore in conjunction with the residential development on the Lagoon site will act as enabling development and for this reason I accept the benefits in completing the spine road outweigh the normal planning policy requirements in this instance.

RECOMMENDATION A

That the Council enters into an obligation under Section 106 of the Town and Country Planning Act 1990 that secures:

- d) The capital raised from the sale of the land being used exclusively to fund the completion of the Spine Road linking Tanyfron and Brymbo.
- e) Any outstanding capital be used exclusively to fund the development of the Brymbo Heritage Area.
- f) That no development commences until the funding to complete the Spine Road has been secured.

The Chief Planning Officer be given delegated authority to settle the final form and content of the obligation.

RECOMMENDATION B

Upon completion of the obligation, planning permission be **GRANTED** subject to the following conditions:

CONDITION(S)

1. Approval of the following details shall be obtained from the Local Planning Authority before any part of the development is commenced:
 - a. the layout of the building(s)
 - b. the scale of the building(s)
 - c. the appearance of the building(s)
 - d. the means of access to the site and building(s)
 - e. the landscaping of the site.
2. Plans and particulars of the reserved matters referred to in condition 1 (above) shall be submitted in writing to the Local Planning Authority before the expiry of three years from the date of this permission. The development shall only be carried out in strict conformity with such details as are thereby approved.
3. The development hereby permitted shall be begun before the expiry of five years from the date of this permission or two years from the date of approval of the last of the reserved matters required to be approved, whichever is the later.

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4. No development shall take place until a transport assessment has been submitted and approved by the Local Planning Authority.

5. The development shall not be brought into use until the Brymbo Spine Road connecting Brymbo village with the Brymbo link road is completed to a standard suitable for adoption by the local highway authority.

6. No part of the development hereby permitted shall be commenced until full details of both hard and soft landscape works for the site have been submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with a timescale to be approved in conjunction with the scheme of details.

7. All hard and soft landscape works shall be carried out in accordance with the approved details as set out in Condition 4. The works shall be carried out within 3 months of the first use of the development with the exception of soft

landscaping which shall be carried out in the first planting season (November to March) or seeding season (April to September) following the first use.

8. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years from the completion of the scheme shall be replaced by trees or shrubs of similar size and species to those originally required to be planted unless otherwise approved in writing by the Local Planning Authority.

9. No development shall commence until a scheme for the comprehensive and integrated drainage of the site indicating provision for foul water, surface water and land drainage has been submitted to and approved in writing by the local planning authority. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of sustainable drainage systems (SuDS) in accordance with the principles of sustainable drainage systems set out in Technical Advice Note 15: Development and Flood Risk, and the results of the assessment provided to the local planning authority. Where a SuDS scheme is to be implemented, the submitted details shall:

(i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of receiving ground water and/or surface waters;

(ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and,

(iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority of statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme as approved shall be implemented in accordance with a timescale to be agreed as part of the submitted details and maintained thereafter.

10. The site shall only be drained by means of a separate system of drainage with no surface water being discharged to the foul drain/sewer.

11. Prior to commencement of works, a plan to demonstrate that all imported soils to be used at the site are suitable for use should be submitted in writing for approval by the Council. The development shall not be

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occupied/used until a Validation Report to show that the works have been satisfactorily carried out has been submitted to and approved in writing by the Local Planning Authority.

12. Gas protection measures should be installed in all new properties. A methodology of these works (including specification details, design plans and installation details) shall be submitted in writing to the Council for approval prior to any works commencing on site. During the installation works the membrane should be inspected and validated by an independent and suitably experienced third party and a written validation report submitted to the Council. The development shall not be occupied/used until the Validation Report to show that the works have been satisfactorily carried out has been submitted to and approved in writing by the Local Planning Authority.

13. A report detailing a scheme of mitigation measures for Great Crested Newts and other amphibians within the site shall be submitted to and approved by the Local planning Authority. Any mitigation measures required shall be implemented in accordance with time scales to be agreed as part of the measures before development commences on site.

14. The total retail sales area of the proposed supermarket shall not exceed 1700 square metres and no more than 25% of the net sales area shall be used for the sale of comparison goods.

15. As part of the reserved matters application a Design and Access Statement shall be submitted for the approval of the Local Planning Authority.

16. As part of the reserved matters all details for a single estate road junction onto the proposed spine road shall be submitted to and approved by the Local Planning Authority, including details for the provision and maintenance of visibility splays commensurate to the speed of traffic along the proposed spine road. Within the splays to be formed nothing shall be allowed to grow or be placed to exceed a height of 1 metre above ground level of the adjoining carriageway.

REASON(S)

1. To comply with the provisions of the Town and Country Planning (General Development Procedure) Order, 1995 (as amended).
2. To comply with Section 92 of the Town and Country Planning Act, 1990.
3. To comply with Section 92 of the Town and Country Planning Act, 1990.
4. In the interests of highway safety.
5. To ensure satisfactory access to the site and to ensure that the development integrates with the existing communities.
6. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
7. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
8. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
9. To ensure satisfactory drainage of the site and to avoid flooding.
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11. In the interests of the amenities of the future occupants of the buildings
12. In the interests of the amenities of the future occupants of the buildings
13. In order to protect wildlife interests, which are afforded special protection.
14. To ensure the store does not compromise the vitality, viability and attractiveness of Wrexham Town Centre.
15. To ensure that the development fully complies with the appropriate policies and standards.
16. In the interests of highway safety.

NOTE(S) TO APPLICANT

Your attention is drawn to Highway Supplementary Notes Numbered 1, 3, 4 and 5 on the enclosed "Applicants' Rights and General Information".

Please note the attached comments from Public Protection, Welsh Water, the Environment Agency and the Countryside Council for Wales.

A) All ancillary operations and the use of plant and machinery, which are audible at the boundary, shall be carried out only between 0730 hours to 1930 hours Monday to Friday, between 0800 hours and 1400 hours on Saturdays and at no time on Sundays and Bank Holidays.

B) There shall be no fires on site; to include the prohibition of the burning of cleared vegetation.

C) A dust management scheme shall be implemented on site to prevent dust nuisance arising

D) Applicants should note that the Council has the option to control construction site noise by means of a Control of Pollution Act 1974, Section 60, Notice, where deemed necessary.

This permission does not grant or imply approval of the layout/design details accompanying the application which have been treated as being for illustrative purposes.

Further advice on compliance with conditions 11 and 12 may be obtained by contacting the Council's Environmental Protection section on 01978 813724. The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards include:

- Collapse of shallow coal mine workings.
- Collapse of, or risk of entry into, mine entries (shafts and adits).
- Gas emissions from coal mines including methane and carbon dioxide.
- Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide.
- Transmission of gases into adjacent properties from underground sources through ground fractures.
- Coal mining subsidence.
- Water emissions from coal mine workings.

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Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips.

Potential hazards or impacts may not necessarily be confined to the development site, and Applicants must take advice and introduce appropriate measures to address risks both within and beyond the development site. As an example the stabilisation of shallow coal workings by grouting may affect, block or divert underground pathways for water or gas.

In coal mining areas there is the potential for existing property and new development to be affected by mine gases, and this must be considered by each developer. Gas prevention measures must be adopted during construction where there is such a risk. The investigation of sites through drilling alone has the potential to displace underground gases or in certain situations may create carbon monoxide where air flush drilling is adopted.

Any intrusive activities which intersect, disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) require the prior written permission of the Coal Authority. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes.

Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated.

The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity, and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

RECOMMENDATION C

That if the Obligation pursuant to Section 106 of the Town and Country Planning Act 1990 is not completed within six months of the date of the Committee resolution the Chief Planning Officer be given delegated authority to refuse the application for the following reasons:-

1. The development is a departure from the provisions of the adopted Wrexham Unitary Development Plan in respect of the location and scale of retail development and in the absence of an agreement to ensure the

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development secures the funding necessary to complete the Brymbo - Tanyfron Spine Road it will not be possible to deliver the community benefits that will be derived from the granting of permission. As such the development would be premature to the emerging Local Development Plan and does not accord with policies S4 and S6 of the Wrexham Unitary Development Plan.
