

DESIGN & ACCESS STATEMENT

Demolition of Malreath and Dovenby, Erection of two
storey apartment block comprising of 12 no two bedroom
apartments, construction of new vehicular and pedestrian
access and associated external works

Darland House, Malreath and Dovenby,
Chester Road, Rossett, Wrexham, LL12 0DL

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Attached Documents

- Document 1 – Photographs of the Site
- Document 2 – Bus Timetables
- Document 3 – Extract of Environment Agency Flood Map
- Document 4 – Consultation Response – Property Planning
- Document 5 – Appeal Decision Ref: APP/W0340/A/08/2084785 - Newbury

1. Introduction

This statement supports the planning application at Darland House, Malreath and Dovenby, Chester Road, Rossett, Wrexham, LL12 0DL. The planning application proposes:

Demolition of Malreath and Dovenby, Erection of two storey apartment block comprising of 12 no two bedroom apartments, construction of new vehicular and pedestrian access and associated external works

The application is submitted by the Castlemead Group Limited.

2. Site Description and History

The application site lies within the village of Rossett which lies to the east of the A483 and 3 miles to the north of Wrexham.

Chester Road runs roughly south west to north east through the village from the A483. The application site lies on the south eastern side of Chester Road within the central part of the settlement.

The site is bounded by a property called Byways to the north which is currently a Chinese takeaway. To the east is the Darland School off Darland Close, Rossett, Wrexham, LL12 0EN. To the south lie the rear of properties fronting Waverley Crescent, and the gable of 14 Park View which fronts onto Chester Road.

The site is currently occupied by 2 detached properties Malreath and Dovenby and their associated garden areas. Part of the site is also to the rear of Darland House.

Photographs of the site are attached as Document 1.

There have been several applications relating to Darland House, and its associated retail/office use.

Planning application P/2008/0797 proposed the demolition of 2 dwellings and erection of 12 x two bedroom apartments. The application was submitted on the 17th July 2008 and subsequently withdrawn on the 22nd September 2008.

The discussions with the case officer Simon Greenland and Highway Officer Phil Palmer during the life of the planning application and subsequent discussions and meetings, have led to the amendments and the contained within the current planning application submission.

3. Planning Policy Context

The Development Plan for the area is the Wrexham County Borough Unitary Development Plan 1996 – 2011 which was adopted in February 2005.

Wrexham County Borough Unitary Development Plan 2011 – Allocation

The UDP shows the whole of the application site situated within the central part of the settlement boundary of Rossett (Inset No.4).

An extract of the Inset Map is shown right with the site circled in red



Wrexham County Borough Unitary Development Plan 2011 – Policy

The following policies are relevant to the current planning application:

Part 1: Strategic Policies

- PS1 – New development directed to defined settlement limits
- PS4 – Reduced need to travel

Part 2: Specific Policies

- GDP1 - Development Objectives
- EC12 – Development and Flood Risk
- EC13 – Surface Water Run Off
- EC15 – Small Scale Neglected Sites
- H2 – Residential Development (of Unannotated Sites) within Settlements
- T8 - Parking Policy

Local Planning Guidance Notes

The following Local Planning Guidance Notes are also relevant

- No 7 - Landscape and Development
- No 16 - Parking Standards
- No 21 - Space Around Dwellings
- No 24 - Designing out Crime

Other material considerations will include Planning Policy (Wales) (2002) which is referred to where relevant within this report.

4. Planning Issues

The submitted planning application proposes the use of this area of land within the centre of the settlement of Rossett for residential development. The following issues are material to the determination of the planning application:

4.1 The Principle of Development

The site lies within the development limits of the settlement of Rossett (see page 2 above) where policy H2 of the UDP (Development of Unannotated Land within Settlements) suggests that:

“Residential development on unannotated land within settlement limits will be permitted subject to compliance with the objectives of the Plan”

Given the acceptance in principle of the proposal, the success or otherwise of the application depends upon the detailed development control criteria which are considered in turn below.

4.2 Sustainable Development

Planning Policy Wales identifies sustainability as a core element of policy, noting at paragraph 2.1:

“The Assembly will promote sustainable development, that is, development that meets the needs of the present without compromising the ability of future generations to meet their own needs”

Policy PS4 of the Unitary Development Plan states that:

“Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.

The proposed development assists in sustainable development because it is located within the settlement boundary of Rossett, with access to a wide range of shops, schools, healthcare, community and leisure facilities within easy walking distance.

The site also has good access to public transport (bus service between Wrexham - Chester (Service 1 Arriva) and Wrexham-Trevalyn-Chester (Service 34 GHA Coaches)) and there is a good range of employment opportunities within the settlement and its environs.

4.3 The Use of a Brownfield Site

Planning Policy Wales (Figure 2.1) defines previously-developed land as:

Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and

associated fixed surface infrastructure. The curtilage of the development is included ..."

Planning Policy Wales at paragraph 2.7.1 and 2.7.2 refers to the preference for the re-use of land:

Previously developed (or brownfield) land (see Figure 2.1) should, wherever possible, be used in preference to greenfield sites, particularly those of high agricultural or ecological value.

Many previously developed sites in built-up areas may be considered suitable for development because their re-use will promote sustainability objectives. This includes sites:

- in and around existing settlements where there is vacant or under-used land, commercial property or housing;
- in suburban areas close to public transport nodes which might support more intensive use for housing or mixed use;
- which secure land for urban extensions; and
- which facilitate the regeneration of existing communities.

This is clearly a brownfield site which would contribute to the aims of Governmental Guidance and Local Plan policy.

4.4 The Amount of Development

Chapter 9 of Planning Policy Wales – Housing – identifies the need for well designed living environments at "appropriate densities" to ensure the most efficient use of land. Paragraph 9.2.11 states:

"...higher density should be encouraged on easily accessible sites where appropriate, but these will need to be carefully designed to ensure a high quality environment".

Paragraph 9.3.4 of Planning Policy Wales suggests that in determining applications for new housing:

"Increases in density help to conserve land resources, and good design can overcome adverse effects, but where high densities are proposed the amenity of the scheme and surrounding property should be carefully considered."

The application site amounts to around 0.19 hectares, which with 12 dwellings equates to around 63 dwellings per hectare. This level of development is appropriate for such a sustainable site within the centre of Rossett.

4.5 Layout of Development

Rossett has historically established itself along the historic roadways through the village creating a linear pattern of development. However there is also a significant amount of housing in locations set back from these roadways (predominantly post war estate developments).

The site itself fronts onto Chester Road. The scheme was designed to create a well designed front boundary and façade line in order to create strong continuity within the frontage onto Chester Road.

The remaining development runs back into the site whilst providing suitable frontages within the site. The parking is set behind Darland House and the associated amenity area is provided within a private courtyard adjacent to the public footpath which runs along the southern boundary.

The development seeks to provide an interesting layout in order to strengthen the character of the existing village setting.

4.6 Scale of the Development

The dwellings around the site are of differing ages and designs, but they are all 2 storey buildings.

The proposed block is all 2 storey in height in order to reflect and strengthen the character of the surrounding development. The scale of the development ensures that the buildings will be automatically assimilated into the grain of the surrounding properties and would not appear obtrusive in character.

4.7 Appearance of the Development

There are a number of different house styles along Chester Road, and in the absence of a clear local vernacular, the proposed development has been designed to create a high quality traditionally-based architectural style to complement the existing development

The design ensures that the development has a unified 'feel' and includes the following details:

- Red brick walling and render to LPA agreement,
- Roof tiles to LPA agreement with matching ridge tiles,
- Reconstituted buff coloured cills, banding course and door surrounds
- White windows,
- Roof pitches at 30°
- Projecting gables at 45°
- Black guttering and downpipes,
- Canopies over doorways,

Good design, local distinctiveness and the integration of the development into the existing built development will ensure that there will be a positive impact upon the character and appearance of the locality.

4.8 Landscaping

The applicant acknowledges that a planning condition will be attached to ensure the necessary landscaping within the site as shown on the submitted site layout.

4.9 Pedestrian Movement

It is the aim of the scheme to ensure that all users of the buildings will have equal and convenient access into and within the buildings, and the spaces around the buildings. The scheme will comply with current best practice in relation to pedestrian access which includes:

- BS8300: 2001 Design of buildings and their approaches to meet the needs of disabled people, and
- Building Regulations Approved Document Part M (2004 edition)

The site is carefully designed to offer the maximum possible accessibility for users and visitors. This will include the provision for a disabled person to approach and gain access into the buildings from the point of alighting from a vehicle. A level approach will be provided (gradient less than 1:20) and its surface would be firm and even.

An accessible threshold will be provided into the building, and the entrance door will include an appropriate opening width (min clear opening width of 775mm) to enable a wheelchair user to manoeuvre into the buildings. The internal space at ground floor will allow convenient circulation by a wheelchair user and WCs will also be designed to accommodate a wheelchair user.

4.10 Vehicular Access

The access into the site is taken directly off Chester Road. The detail of the access and the internal access arrangement has been the subject of extensive discussions between the applicant and the Councils Highway Engineers.

The proposals for the development of the site will have no significant demonstrable harm to the safe movement and free flow of traffic on Chester Road or the wider highway network. The proposed access is sufficient to cater for the development and satisfactory arrangements have been shown to allow for the safe movement of pedestrians.

4.11 Residential Amenity

The scheme fronts onto Chester Road where there is a property (Stonestile) on the opposite side of the road. This property is some 28m from the proposed development and separated by the busy B5445 Chester Road, and so there will be no impact upon this dwelling.

On the northern side of the site is a Chinese Takeaway and to the west is the Darland School and its open school grounds.

To the south lie the rear of properties fronting Waverley Crescent, and these properties are around 25m from the proposed building at their very closest.

The building has been designed so that the rear (south west) elevation provides windows only at points where they would not interfere with the amenity of the neighbouring properties.

Windows in units 10 and 12 have been moved to the side (south east) elevation in order to ensure that these bedrooms do not look directly down into the neighbouring gardens at close quarters. An additional window in unit 10 also has a projecting light to provide the window at an oblique angle to the neighbouring properties.

The gable of 14 Park View (which fronts onto Chester Road) would be around 14m from the blank gable of the proposed building.

Overall there would be no demonstrable harm to the amenity of the surrounding properties by reason of the layout, orientation and design of the building.

4.12 Parking

The Local Planning Guidance Notes No 16 - Parking Standards sets out the necessary parking standards for the Borough. The policy requires a maximum of 2 spaces per unit.

The scheme proposes 12 units and the parking breakdown is as follows:

- 2 Units (1 and 2) would include 2 tandem spaces each at the front of the development (2 spaces per unit),
- 10 Units (3 to 12) would include 1 dedicated space to the rear of the development, and 5 visitor spaces (1½ spaces per unit)

The slight shortfall in the maximum parking standards is deemed appropriate because of the following factors:

- sustainable location of the site close to the services and facilities of the village of Rossett, with access to a wide range of shops, schools, healthcare, community/leisure facilities within easy walking distance,
- The site also has good access to public transport with busses every 10 minutes at peak times running from Wrexham and Chester (Timetables attached as Document 2 - Service1 Arriva and Service34 GHA Coaches)
- Wrexham bus station is 15minutes from Rossett by bus, and this provides access to the wide range of services and facilities in the town
- Chester train station is on the Arriva 1 bus service and is only 22 minutes from Rossett. This train station provides onward train services to centres throughout the region,
- Chester Business Park is on the route of the Arriva 1 and is 9 minutes from Rossett providing a wide range of employment opportunities
- there is a good range of employment opportunities within the settlement and its environs.

The reduction in the maximum parking standards is justified in this case due to the factors noted above.

4.13 Sustainable Development – The Development

The following sustainability issues have been considered:

- The buildings have been positioned and orientated in order to maximise the use of natural daylight and solar energy. This is achieved by orientating the dwellings in such a way that the main rear elevations face in an arc from a south east to westerly direction, maximising the potential for solar gain and reducing the need for energy consumption,
- The buildings will be insulated (roof, walls and floors) according to the most recent building regulation standards in order to reduce heat loss in winter and excess solar gains in summer
- glazing will be sealed double glazing with a 12mm air space and 'low E glass' to reduce heat loss,
- wherever possible materials will be sourced and produced locally and will come from a source that can be renewed without harm to the environment. High quality reclaimed materials can save resources and may also provide a better match with the surrounding development,
- the scheme will avoid the use of tropical hardwood and look for timber which is certified as coming from sustainable sources,
- The dwellings would include high efficiency condensing boilers (more than 90% efficient) which will reduce CO² emissions and also reduce energy consumption,
- The site is serviced by mains water, electricity, gas and foul drainage
- Sustainable Urban Drainage Solutions (SUDS) will also be used within the development,
- The development of this land will contribute to the aim of sustainability through the productive use of this vacant and underused previously developed land,
- Where possible the areas of concrete and brick walling on the existing site will be reused in the construction of the development thereby reducing the need for new materials and associated vehicular movements,

The above points will ensure that the properties are 'sustainable' in terms of its building design and the supply and use of energy.

4.14. Flood Plain

A floodplain is the area that would naturally be affected by flooding if a river rises above its banks, or high tides and stormy seas cause flooding in coastal areas.

The site is shown to be outside the Environment Agency's Indicative Floodplain which shows the 0.1% annual probability flooding and an extract of the Environment Agency mapping is attached as Document 3.

There will be no detrimental impact upon any future occupiers of the development through flood risk and the development of the site will not result in the loss of flood storage capacity

4.15 Drainage – Foul and Surface Water

There is an existing main foul water drain within Chester Road and the scheme proposes to use this main drainage system.

The site will include a surface water soakaway system (as do the existing dwellings on site).

4.16 School Contributions

During the processing of the previous application the 'Property Planning' section responded and suggested that there is insufficient permanent accommodation at the local school. Temporary accommodation is to be removed and the a contribution based on 12 additional dwellings would assist in providing permanent places. The Consultation response is attached as Document 4.

Since the previous application an appeal case has considered the issue of contributions balanced against existing family dwellings which were to be demolished (Appeal Ref: APP/W0340/A/08/2084785 at 174-178 Craven Road, Newbury RG14 5NS). A copy of the Inspectors report is attached as Document 5.

The Inspector acknowledges in that case that the site contained 3 family houses which were being demolished to provide 14 two bedroom apartments. The net increase in units was 11, and the calculation was based on that net increase in units. However the appeal case gave more weight to the existing family homes compared to 2 bedroom flats (as in this case) and so the commuted sum payable was reduced further.

In the current application 12 apartments replace 2 dwellings, and so the net increase is 10 dwellings. The applicant would welcome discussion regarding this issue.

4.17 Footpath

There is an existing footpath No.22 running along the southern boundary of the site between Chester Road and a garage court along Waverley Crescent.

The existing footpath is around 1.2m wide along its length, and is bounded by 1.8m high close boarded fencing and walls.

The Councils Guidance Note No.6 'Planning and Public Rights of Way' relate to new developments, and suggest that where footpaths are to be enclosed on both

sides, they should be a minimum of 4m in width. However in this case this is an existing narrow footpath enclosed by existing high hedges/fences/walls.

The scheme proposes the widening of the footpath to 2.0m, with the dedication of a 0.8m wide strip of the site which fronts onto the footpath.

The site would include a new open railing fence along the boundary with the footpath which will assist in security and surveillance of the footpath. It will also provide additional light into the line of the footpath.

The additional width of the footpath along with the increased security and surveillance from the application site will significantly increase the attractiveness of the route and will assist in crime prevention in line with 'Planning Out Crime' Welsh Office Circular 16/94.

This arrangement was discussed and agreed with Peter Bland of the Environment Department (Rights of Way) on the 29th September 2008.

4.18 Bus Shelter

The existing bus stop lies at the southern end of the site on Chester Road. The bus stop is marked by the signage attached to a telegraph pole (timetable and sign)

During consideration of the previous planning application the Highway Engineer had explained that the provision of a bus shelter would assist in the attractiveness of the bus service in allowing people to shelter from inclement weather whilst waiting for a bus. In addition a 'real time' timetable would assist in improving the facility.

In an effort to facilitate improvements to the bus stop, a parcel of land adjacent to Chester Road is dedicated for the future provision of a bus shelter.

4.19 Community Safety

The site assists in community safety in the following ways:

- The site will be a private development and there will be no general access to members of the public,
- The existing footpath running alongside the site is narrow, dark and unsupervised. The development assists in the natural surveillance of the adjacent public footpath for the benefit of its users,
- the vehicular and pedestrian access is safe and to council's highway engineers requirements

The site provides for community safety

5 Conclusion

The application site lies within the village of Rossett which lies to the east of the A483 and 3 miles to the north of Wrexham.

The site lies within the development limits of the settlement where policy H2 of the UDP (Development of Unannotated Land within Settlements) suggests that the principle of the residential development is acceptable.

This is clearly a brownfield site which would contribute to the aims of sustainable development.

The application site amounts to around 0.19 hectares, which with 12 dwellings equates to around 63 dwellings per hectare. This level of development is quite appropriate for such a sustainable site within the centre of Rossett.

The development seeks to provide an interesting layout in order to strengthen the character of the existing village setting. The scale of the development ensures that the buildings will be automatically assimilated into the grain of the surrounding properties and would not appear obtrusive in character.

Good design, local distinctiveness and the integration of the development into the existing built development will ensure that there will be a positive impact upon the character and appearance of the locality.

The proposed access is sufficient to cater for the development and satisfactory arrangements have been shown to allow for the safe movement of pedestrians.

The scheme has been designed to ensure that there would be no demonstrable harm to the amenity of the surrounding properties by reason of the layout, orientation and specific design of the building.

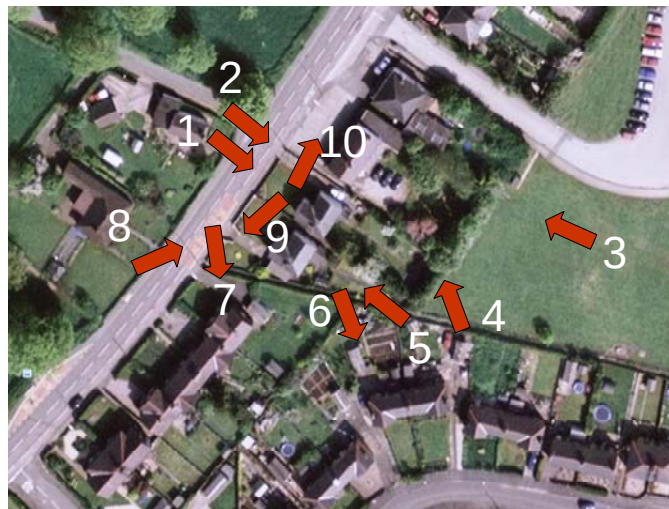
The additional width of the footpath along with the increased security and surveillance from the application site will significantly increase the attractiveness of the route and will assist in crime prevention in line with 'Planning Out Crime' Welsh Office Circular 16/94.

In an effort to facilitate improvements to the bus stop, a parcel of land adjacent to Chester Road is dedicated for the future provision of a bus shelter.

The scheme creates a sustainable form of development in terms of its building design and the supply and use of energy.

The current scheme meets the requirements of the Local Plan, and as there does not appear to be any material consideration of sufficient weight to justify the refusal of this application, it is respectfully requested that the planning application be approved.

Document 1
Photographs of the Site



The aerial photograph above shows the position of the photographs shown below.



Photograph 1 – view of the site frontage



Photograph 2 – view of the site frontage



Photograph 3 – view from the rear across the school car/coach park



Photograph 4 – view from the footpath No.22 looking across the rear of the site



Photograph 5 – view from the footpath No.22 looking towards the site



Photograph 6 (left) view of the rear of properties fronting Waverley Crescent
Photograph 7 (right) view of gable of 14 Park View, Chester Road



Photograph 8 – view of the frontage from the south



Photograph 9 (left) – visibility to the south
Photograph 10 (right) – visibility to the north

Document 2
Bus Timetables

1 WREXHAM - CHESTER

ARRIVA

Gresford - Marford - Rossett - Pulford - Chester Business Park

Monday to Friday except Bank Holidays

Liun I Gwener heblaw Gwylian Cyhoeddus

Wrexham Bus Station	5:50	6:20	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40
Garden Village Shops	5:54	6:24	6:44	6:54	7:04	7:14	7:24	7:34	7:44	7:54	8:04	8:14	8:24	8:34	8:44
Acton Smithy	5:55	6:25	6:45	6:55	7:05	7:15	7:25	7:35	7:45	7:55	8:05	8:15	8:25	8:35	8:45
Gresford, The Plough	6:00	6:30	6:52	7:02	7:12	7:22	7:32	7:42	7:52	8:02	8:12	8:22	8:32	8:42	8:52
Marford, Red Lion	6:02	6:32	6:54	7:04	7:14	7:24	7:34	7:44	7:54	8:04	8:14	8:24	8:34	8:44	8:54
Rossett, The Park	6:05	6:35	6:57	7:07	7:17	7:27	7:37	7:47	7:57	8:07	8:17	8:27	8:37	8:47	8:57
Pulford Church	6:08	6:38	7:01	7:11	7:21	7:31	7:41	7:51	8:01	8:11	8:21	8:31	8:41	8:51	9:01
Chester Business Park	6:14	6:44	7:07	7:17	7:27	7:38	7:48	7:58	8:08	8:18	8:28	8:38	8:48	8:58	9:08
Chester Pepper Street	6:25	6:55	7:18	7:28	7:38	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20
Chester Railway Station	6:27	6:57	7:20	7:30	7:40	7:55	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15	9:24
Wrexham Bus Station	8:50			:00	:10	:20	:30	:40	:50		17:00	17:10	17:20	17:30	17:50
Garden Village Shops	8:54			:05	:15	:25	:35	:45	:55		17:05	17:15	17:25	17:35	17:55
Acton Smithy	8:55	then		:06	:16	:26	:36	:46	:56		17:06	17:16	17:26	17:36	17:56
Gresford, The Plough	9:02	at		:12	:22	:32	:42	:52	:02		17:12	17:22	17:32	17:42	18:02
Marford, Red Lion	9:04	these		:14	:24	:34	:44	:54	:04		17:14	17:24	17:34	17:44	18:04
Rossett, The Park	9:07	mins		:17	:27	:37	:47	:57	:07	until	17:17	17:27	17:37	17:47	18:07
Pulford Church	9:11	past		:21	:31	:41	:51	:01	:11		17:21	17:31	17:41	17:51	18:11
Chester Business Park	9:18	hour		:28	:38	:48	:58	:08	:18		17:28	17:38	17:48	17:58	18:18
Chester Pepper Street	9:30			:38	:48	:58	:08	:18	:28		17:38	17:48	17:58	18:08	18:28
Chester Railway Station	9:34			:44	:54	:04	:14	:24	:34		17:44	17:54	18:04	18:14	18:34

Wrexham Bus Station	18:10	18:30	18:50	19:20	19:50	20:20	21:20	22:40
Garden Village Shops	18:15	18:34	18:54	19:24	19:54	20:24	21:24	22:44
Acton Smithy	18:16	18:35	18:55	19:25	19:55	20:25	21:25	22:45
Gresford, The Plough	18:22	18:40	19:00	19:30	20:00	20:30	21:30	22:50
Marford, Red Lion	18:24	18:42	19:02	19:32	20:02	20:32	21:32	22:52
Rossett, The Park	18:27	18:45	19:05	19:35	20:05	20:35	21:35	22:55
Pulford Church	18:31	18:48	19:08	19:38	20:08	20:38	21:38	22:58
Chester Business Park	18:38	18:54	19:14	19:44	20:14	20:44	21:44	23:04
Chester Pepper Street	18:48	19:02	19:22	19:52	20:22	20:52	21:52	23:12
Chester Railway Station	18:54	19:07	19:27	19:57	20:27	20:57	21:57	23:17

1 CHESTER - WREXHAM

ARRIVA

Chester Business Park - Pulford - Rossett - Marford - Gresford

Monday to Friday except Bank Holidays

Llun i Gwener heblaw Gwyliau Cyhoeddus

Chester Railway Station	6:30	7:00	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20
Chester Foregate Street	6:37	7:07	7:27	7:37	7:47	7:57	8:07	8:17	8:27	8:37	8:47	8:57	9:07	9:17	9:27
Chester Business Park	6:48	7:18	7:38	7:48	7:58	8:08	8:18	8:28	8:38	8:48	8:58	9:08	9:18	9:28	9:38
Pulford Church	6:55	7:25	7:45	7:55	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15	9:25	9:35	9:45
Rossett, The Park	6:58	7:28	7:48	7:58	8:08	8:18	8:28	8:38	8:48	8:58	9:08	9:18	9:28	9:38	9:48
Marford, Red Lion	7:02	7:32	7:52	8:02	8:12	8:22	8:32	8:42	8:52	9:02	9:12	9:22	9:32	9:42	9:52
Gresford, The Plough	7:04	7:34	7:54	8:04	8:14	8:24	8:34	8:44	8:54	9:04	9:14	9:24	9:34	9:44	9:54
Acton Smithy	7:08	7:38	7:58	8:08	8:18	8:28	8:38	8:48	8:58	9:08	9:18	9:28	9:38	9:48	9:58
Garden Village Shops	7:09	7:39	7:59	8:09	8:19	8:29	8:39	8:49	8:59	9:09	9:19	9:29	9:39	9:49	9:59
Wrexham Bus Station	7:14	7:44	8:04	8:14	8:24	8:34	8:44	8:54	9:04	9:14	9:24	9:34	9:44	9:54	10:04
Chester Railway Station	9:30	9:38	9:48	9:58	10:08	10:18	10:28		:38	:48	:58	:08	:18	:28	
Chester Foregate Street	9:37	9:45	9:55	10:05	10:15	10:25	10:35		:45	:55	:05	:15	:25	:35	
Chester Business Park	9:48	9:56	10:06	10:16	10:26	10:36	10:46	then	:56	:06	:16	:26	:36	:46	
Pulford Church	9:55	10:03	10:13	10:23	10:33	10:43	10:53	at	:03	:13	:23	:33	:43	:53	
Rossett, The Park	9:58	10:06	10:16	10:26	10:36	10:46	10:56	these	:06	:16	:26	:36	:46	:56	
Marford, Red Lion	10:02	10:10	10:20	10:30	10:40	10:50	11:00	mins	:10	:20	:30	:40	:50	:00	until
Gresford, The Plough	10:04	10:12	10:22	10:32	10:42	10:52	11:02	past	:12	:22	:32	:42	:52	:02	
Acton Smithy	10:08	10:16	10:26	10:36	10:46	10:56	11:06	hour	:16	:26	:36	:46	:56	:06	
Garden Village Shops	10:09	10:17	10:27	10:37	10:47	10:57	11:07		:17	:27	:37	:47	:57	:07	
Wrexham Bus Station	10:14	10:22	10:32	10:42	10:52	11:02	11:12		:22	:32	:42	:52	:02	:12	

Chester Railway Station	16:38	16:48	16:58	17:08	17:18	17:28	17:38	17:48	17:58	18:08	18:18	18:38	18:55	19:10	19:30
Chester Foregate Street	16:45	16:54	17:04	17:14	17:24	17:34	17:44	17:54	18:04	18:14	18:24	18:43	18:59	19:14	19:34
Chester Business Park	16:56	17:06	17:16	17:26	17:36	17:46	17:56	18:06	18:16	18:26	18:36	18:54	19:08	19:23	19:43
Pulford Church	17:03	17:16	17:26	17:36	17:46	17:56	18:06	18:16	18:26	18:36	18:46	19:01	19:14	19:29	19:49
Rossett, The Park	17:06	17:19	17:29	17:39	17:49	17:59	18:09	18:19	18:29	18:39	18:49	19:04	19:17	19:32	19:52
Marford, Red Lion	17:10	17:23	17:33	17:43	17:53	18:03	18:13	18:23	18:33	18:43	18:53	19:08	19:20	19:35	19:55
Gresford, The Plough	17:12	17:26	17:36	17:46	17:56	18:06	18:16	18:26	18:36	18:46	18:56	19:11	19:22	19:37	19:57
Acton Smithy	17:16	17:31	17:41	17:51	18:01	18:11	18:21	18:31	18:41	18:51	19:01	19:16	19:26	19:41	20:01
Garden Village Shops	17:17	17:32	17:42	17:52	18:02	18:12	18:22	18:32	18:42	18:52	19:02	19:17	19:27	19:42	20:02
Wrexham Bus Station	17:22	17:37	17:47	17:57	18:07	18:17	18:27	18:37	18:47	18:57	19:07	19:22	19:32	19:47	20:07

Chester Railway Station	20:00	20:30	21:00	22:00	23:20
Chester Foregate Street	20:04	20:34	21:04	22:04	23:24
Chester Business Park	20:13	20:43	21:13	22:13	23:33
Pulford Church	20:19	20:49	21:19	22:19	23:39
Rossett, The Park	20:22	20:52	21:22	22:22	23:42
Marford, Red Lion	20:25	20:55	21:25	22:25	23:45
Gresford, The Plough	20:27	20:57	21:27	22:27	23:47
Acton Smithy	20:31	21:01	21:31	22:31	23:51
Garden Village Shops	20:32	21:02	21:32	22:32	23:52
Wrexham Bus Station	20:37	21:07	21:37	22:37	23:57

1 WREXHAM - CHESTER

ARRIVA

Gresford - Marford - Rossett - Pulford - Chester Business Park

Saturday only

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Wrexham Bus Station	6:20	6:50	7:10	7:30	7:50	8:00	8:10	8:20		:30	:40	:50	:00	:10	:20
Garden Village Shops	6:25	6:55	7:15	7:35	7:55	8:05	8:15	8:25		:35	:45	:55	:05	:15	:25
Acton Smithy	6:26	6:56	7:16	7:36	7:56	8:06	8:16	8:26	then	:36	:46	:56	:06	:16	:26
Gresford, The Plough	6:31	7:01	7:21	7:41	8:01	8:11	8:21	8:31	at	:41	:51	:01	:11	:21	:31
Marford, Red Lion	6:34	7:04	7:24	7:44	8:04	8:14	8:24	8:34	these	:44	:54	:04	:14	:24	:34
Rossett, The Park	6:38	7:08	7:28	7:48	8:08	8:18	8:28	8:38	mins	:48	:58	:08	:18	:28	:38
Pulford Church	6:43	7:13	7:33	7:53	8:13	8:23	8:33	8:43	past	:53	:03	:13	:23	:33	:43
Chester Business Park	6:50	7:20	7:40	8:00	8:20	8:30	8:40	8:50	hour	:00	:10	:20	:30	:40	:50
Chester Pepper Street	7:00	7:30	7:50	8:10	8:30	8:40	8:50	9:00		:10	:20	:30	:40	:50	:00
Chester Railway Station	7:04	7:34	7:54	8:14	8:34	8:44	8:54	9:04		:14	:24	:34	:44	:54	:04

Wrexham Bus Station		17:30	17:50	18:10	18:30	18:50	19:20	19:50	20:20	21:20	22:40
Garden Village Shops		17:35	17:55	18:15	18:35	18:55	19:25	19:55	20:25	21:25	22:45
Acton Smithy		17:36	17:56	18:16	18:36	18:56	19:26	19:56	20:26	21:26	22:46
Gresford, The Plough		17:41	18:01	18:21	18:40	19:00	19:30	20:00	20:30	21:30	22:50
Marford, Red Lion		17:44	18:04	18:24	18:43	19:03	19:33	20:03	20:33	21:33	22:53
Rossett, The Park	until	17:48	18:08	18:28	18:46	19:06	19:36	20:06	20:36	21:36	22:56
Pulford Church		17:52	18:12	18:32	18:50	19:10	19:40	20:10	20:40	21:40	23:00
Chester Business Park		18:00	18:20	18:40	18:56	19:16	19:46	20:16	20:46	21:46	23:06
Chester Pepper Street		18:10	18:30	18:50	19:03	19:23	19:53	20:23	20:53	21:53	23:13
Chester Railway Station		18:14	18:34	18:54	19:07	19:27	19:57	20:27	20:57	21:57	23:17

1 CHESTER - WREXHAM

ARRIVA

Chester Business Park - Pulford - Rossett - Marford - Gresford

Saturday only

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Chester Railway Station	7:08	7:38	7:58	8:18	8:38	8:48	8:58	9:08		:18	:28	:38	:48	:58	:08
Chester Foregate Street	7:13	7:43	8:03	8:23	8:43	8:53	9:03	9:13	then	:23	:33	:43	:53	:03	:13
Chester Business Park	7:24	7:54	8:14	8:34	8:54	9:04	9:14	9:24	at	:34	:44	:54	:04	:04	:14
Pulford Church	7:31	8:01	8:21	8:41	9:01	9:11	9:21	9:31	these	:41	:51	:01	:09	:09	:19
Rossett, The Park	7:33	8:03	8:23	8:43	9:03	9:13	9:23	9:33	mins	:43	:53	:03	:13	:23	:33
Marford, Red Lion	7:38	8:08	8:28	8:48	9:08	9:18	9:28	9:38	past	:48	:58	:08	:18	:28	:38
Gresford, The Plough	7:39	8:09	8:29	8:49	9:09	9:19	9:29	9:39	hour	:49	:59	:09	:19	:29	:39
Acton Smithy	7:46	8:16	8:36	8:56	9:14	9:24	9:34	9:44		:54	:04	:14	:24	:34	:44
Garden Village Shops	7:47	8:17	8:37	8:57	9:15	9:25	9:35	9:45		:55	:05	:15	:25	:35	:45
Wrexham Bus Station	7:52	8:22	8:42	9:12	9:22	9:32	9:42	9:52		:02	:12	:22	:32	:42	:52

Chester Railway Station		18:18	18:38	18:55	18:18	18:55	19:10	19:30	20:00	20:30	21:00	22:00	23:20
Chester Foregate Street		18:23	18:43	18:59	18:23	18:59	19:14	19:34	20:04	20:34	21:04	22:04	23:24
Chester Business Park		18:34	18:54	19:08	18:34	19:07	19:23	19:43	20:13	20:43	21:13	22:13	23:33
Pulford Church		18:41	19:01	19:14	18:41	19:14	19:29	19:49	20:19	20:49	21:19	22:19	23:39
Rossett, The Park	until	18:43	19:03	19:17	18:43	19:17	19:31	19:51	20:21	20:51	21:21	22:21	23:41
Marford, Red Lion		18:48	19:08	19:20	18:48	19:20	19:35	19:55	20:25	20:55	21:25	22:25	23:45
Gresford, The Plough		18:49	19:09	19:23	18:49	19:22	19:36	19:56	20:26	20:56	21:26	22:26	23:46
Acton Smithy		18:56	19:16	19:29	18:56	19:27	19:42	20:02	20:32	21:02	21:32	22:32	23:52
Garden Village Shops		18:57	19:17	19:28	18:57	19:28	19:43	20:03	20:33	21:03	21:33	22:33	23:53
Wrexham Bus Station		19:02	19:22	19:32	19:02	19:32	19:47	20:07	20:37	21:07	21:37	22:37	23:57

1 WREXHAM - CHESTER - CHESTER

ARRIVA

Gresford - Marford - Rossett - Pulford - Chester Business Park

Sundays & Bank Holidays

Suliau a Gwyliau Cyhoeddus

Wrexham Bus Station	8:30	9:00		:30	:00		18:00	18:30	19:30	20:30	21:30	22:40
Garden Village Shops	8:35	9:05	then	:35	:05		18:05	18:35	19:35	20:35	21:35	22:45
Acton Smithy	8:36	9:06		:36	:06		18:06	18:36	19:36	20:36	21:36	22:46
Gresford, The Plough	8:42	9:12	at	:42	:12		18:12	18:42	19:42	20:42	21:42	22:52
Marford, Red Lion	8:45	9:15	these	:45	:15		18:15	18:45	19:45	20:45	21:45	22:55
Rossett, The Park	8:48	9:18	mins	:48	:18	until	18:18	18:48	19:48	20:48	21:48	22:58
Pulford Church	8:52	9:22	past	:52	:22		18:22	18:52	19:52	20:52	21:52	23:02
Chester Business Park	8:57	9:27	hour	:57	:27		18:27	18:57	19:57	20:57	21:57	23:07
Chester Pepper Street	9:05	9:35		:05	:35		18:35	19:05	20:05	21:05	22:05	23:15
Chester Railway Station	9:10	9:40		:10	:40		18:40	19:10	20:10	21:10	22:10	23:20
Chester Railway Station	9:15	9:45		:15	:45		18:45	19:15	20:15	21:15	22:15	23:20
Chester Foregate Street	9:20	9:50	then	:20	:50		18:50	19:20	20:20	21:20	22:20	23:25
Chester Business Park	9:28	9:58	at	:28	:58		18:58	19:28	20:28	21:28	22:28	23:33
Pulford Church	9:35	10:05	these	:35	:05		19:05	19:35	20:35	21:35	22:35	23:40
Rossett, The Park	9:38	10:08	mins	:38	:08	until	19:08	19:38	20:38	21:38	22:38	23:43
Marford, Red Lion	9:41	10:11	past	:41	:11		19:11	19:41	20:41	21:41	22:41	23:46
Gresford, The Plough	9:44	10:14	hour	:44	:14		19:14	19:44	20:44	21:44	22:44	23:49
Acton Smithy	9:49	10:19		:50	:20		19:19	19:49	20:49	21:49	22:49	23:54
Garden Village Shops	9:50	10:20		:50	:20		19:20	19:50	20:50	21:50	22:50	23:55
Wrexham Bus Station	9:55	10:25		:55	:25		19:25	19:55	20:55	21:55	22:55	00:00

Service Information / Gwybodaeth am y gwasanaethau

Service 1 operates every day between Wrexham Bus Station (Stand 7) & Chester Railway Station and includes the following stops:

Mae gwasanaeth 1 yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 7) a Gorsaf Trên Caer ac yn casglu/gadael teithwyr o'r mannau canlynol:

Garden Village Shops - Acton Smithy - Gresford, The Plough - Marford, Red Lion
Rossett, The Park - Pulford Church - Chester Business Park - Chester Foregate Street

This service commenced on 30/03/2008 and is operated by ARRIVA normally using a low floor easy access bus. /
Dechreuodd y gwasanaeth hwn ar 30/03/2008 a/ac ARRIVA sy'n cael ei ddarparu fel rheol gan fws llawr isel â mynediad hawdd.

Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus

Llinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bws

Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk

ARRIVA: 0870 120 10 88 - www.arriva.co.uk

Disclaimer / Ymwadiad

The services and times listed on this website are subject to change at short notice.

Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy.

Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

34 WREXHAM - TREVALYN - WREXHAM

GHA Coaches

Pandy - Bradley - Llay - Burton

Monday to Saturday except Bank Holidays

Llun i Sadwrn heblaw Gwyliau Cyhoeddus

	SDO	SSH				
Wrexham Bus Station (St5)	8:00	8:27	10:40	12:40	14:40	16:30
Garden Village Shops	8:06	8:33	10:46	12:46	14:46	16:36
Pandy Plas Acton Rd	8:09	8:35	10:48	12:48	14:48	16:38
Gwersyllt, Kwiksave	8:13	.....	10:52	12:52	.....	16:43
Gwersyllt, Park Wall	8:17	.....	.....	.....	.....	.....
Bradley PO	.....	.....	10:54	12:54	.....	16:45
Bradley Circle	8:21	.....	.....	.....	.....	.....
Bradley , Lindops	8:23	8:38	10:55	12:55	14:51	16:46
Llay, New Road	8:29	8:42	10:58	12:58	14:55	16:50
Gresford Road Estate	8:31	8:44	11:01	13:01	14:59	16:54
Burton	8:37	8:50	11:07	13:07	15:05	17:00
Rossett, The Park	8:44	8:57	11:14	13:14	15:09	17:04
Trevalyn	8:59	8:59	11:16	13:16	15:11	17:06

			SSH	SDO		
Trevalyn	9:00	11:18	13:18	15:13	.....	17:08
Rossett The Park	9:02	11:20	13:20	15:15	15:38	17:10
Burton	9:06	11:24	13:24	15:19	15:42	17:14
Gresford Road	9:14	11:32	13:32	.....	15:50	17:22
Llay New Road	9:16	11:34	13:34	15:29	15:52	17:24
Bradley Circle	.....	.....	.....	.....	15:57	.....
Bradley Post Office	9:21	11:39	13:39	15:34	.....	17:28
Gwersyllt, Park Wall	.....	.....	.....	.....	15:58	.....
Gwersyllt, Kwiksave	9:23	11:41	13:41	15:36	15:59	17:31
Pandy Plas Acton Rd	9:28	11:46	13:46	15:41	16:04	17:36
Acton Smithy	9:32	11:50	13:50	15:43	16:06	17:38
Wrexham Bus Station	9:36	11:54	13:54	15:49	16:12	17:44

Code / Côt

SDO: School Days only / Dyddiau ysgol yn unig

SSH: Saturday & School Holidays /
Gwelia ysgol a Dyddiau Sadwrn

NS: Not Saturday / Dim Sadwrn

Service Information / Gwybodaeth am y gwasanaethau

Service 34 operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 5) & Trevalyn and includes the following stops:

Mae gwasanaeth 34 yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 5) a Trevalyn ac yn casglu/gadael teithwyr o'r manau canlynol:

Garden Village - Pandy - Gwersyllt - Bradley - Llay - Llay, Gresford Road - Burton - Rossett

This service commenced on 03/09/2007 and is operated by GHA Coaches
Dechreuodd y gwasanaeth hwn ar 03/09/2007 a/ac fe'i ddarparu gan GHA Coaches
Operated on behalf of Wrexham Council / Gweithredwyd ar ran Cyngor Wrecsam



Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus

Llinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bws

Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk

GHA Coaches : 01978 820 820

Disclaimer / Ymwadiad

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Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

Cymraeg

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Flooding

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LL12 0DL

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Overview map:



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[River Basin Management Plans - Rivers](#)

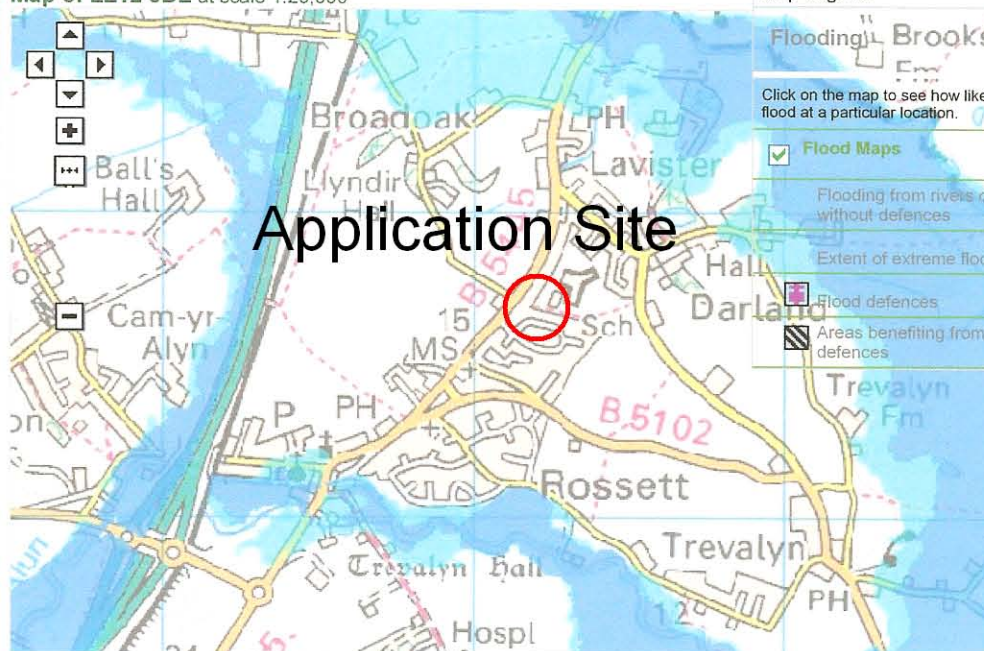
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[River Basin Management Plans - Coastal Waters](#)

[River Basin Management Plans - Estuarine](#)

[River Basin Management Plans - Groundwater](#)

Map of LL12 0DL at scale 1:20,000



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Map Legend

Flooding Brooks
Click on the map to see how likely it is to flood at a particular location.

- ☒ **Flood Maps**
 - Flooding from rivers or sea without defences
 - Extent of extreme flood
- ☐ **Flood defences**
- ☐ **Areas benefiting from flood defences**

[view text version of all results](#)

[Problems viewing the map](#)

See also:

Understanding the flood map

A more detailed explanation to help you understand the flood map shown above.

Current flood warnings

We provide flood warnings online 24 hours a day. Find out the current flood warning status in your local area.

Sign up to our flood warning service

We can't always stop rivers from flooding, but we can tell you when it's going to happen. Our free service provides flood warnings direct to you by telephone, mobile, fax or pager.

Flood risk and home insurance

I am in a floodplain, will this affect my insurance?

Flood map - your questions answered

Answers to commonly asked questions about the flood map.

creating a better place

SECTION 106 - DEVELOPER CONTRIBUTION ENQUIRY FORM

Name of Planning Officer	Simon Greenland	Date	6/8/2008
Planning Application Reference	P/2008/0797		
O.S. Reference	337151 357703		
Address of Proposed Development	Land AT Malreath, Dovenby and Darland House, Chester Road Rossett, Wrexham LL12 0DL Demolition of 2 houses and Erection of 12 apartments		

Type of Dwellings

Number of Houses 2 – 3 Bedrooms		Number of Houses 4 + Bedrooms	
Number of Flats 2 – 3 Bedrooms	12	Number of Flats 4 + Bedrooms	

Property Planning Response

Enquiry Reference

Enq00102

Decision

There will be a contribution due for secondary

Reason for Decision

There is insufficient permanent accommodation at the school. Temporary accommodation is to be removed and the funding will provide permanent places.

Calculation of the amount of contribution due

Primary

No of dwellings 2 – 3 bedrooms x 1960 = £

No of dwellings 4+ bedrooms x 2352 = £

Total Primary Contribution

£

Secondary

No of dwellings 2 – 3 bedrooms 12 x 2000 = £24000

No of dwellings 4+ bedrooms x 2400 = £

Total Secondary Contribution

£

TOTAL CONTRIBUTION DUE

£24000



Appeal Decision

Hearing held and site visit made on
11 March 2009

by Jane Miles BA (Hons) DipTP MRTPI

**an Inspector appointed by the Secretary of State
for Communities and Local Government**

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

☎ 0117 372 6372
email: enquiries@pins.gsi.gov.uk

**Decision date:
11 May 2009**

Appeal Ref: APP/W0340/A/08/2084785 174-178 Craven Road, Newbury RG14 5NS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with conditions subject to which a previous planning permission was granted.
- The appeal is made by Renaissance Habitat Ltd against the decision of West Berkshire Council.
- The application ref: 08/00688/FULMAJ, dated 27 March 2008, was refused by notice dated 21 July 2008.
- The application sought planning permission for 'demolition of three dwellings and construction of 14 no. two bedroom apartments with associated parking' without complying with a condition attached to a previous planning permission granted in appeal decision ref: APP/W0340/A/07/2034357, dated 3 September 2007.
- The condition in dispute is condition 11 which states: 'The windows at first floor level in the west and east elevations of the building hereby permitted shall be obscure glazed in accordance with details that shall have first been submitted to and approved in writing by the local planning authority and retained as such'.
- The reason given for the condition is 'in the interests of the living conditions of nearby residents'.

Decision

1. I allow the appeal and grant planning permission for demolition of three dwellings and construction of 14 no. two bedroom apartments with associated parking at 174-178 Craven Road, Newbury RG14 5NS, in accordance with the application ref: 08/00688/FULMAJ, dated 27 March 2008, without compliance with condition 11 previously imposed in the planning permission granted in appeal decision ref: APP/W0340/A/07/2034357, dated 3 September 2007, but subject to the other conditions imposed therein, so far as the same are still subsisting and capable of taking effect, and subject to the following new condition:

Roof windows at second floor level in the west and east elevations of the building hereby permitted shall not be provided other than in accordance with the approved plan, drawing no. CR/174-178/03a. The windows at first floor level in the building's west and east elevations shall be obscure glazed in accordance with details that shall have first been submitted to and approved in writing by the local planning authority and retained as such.

Procedural Matters

2. The appeal application was registered and determined by the Council as a Section 73 application. It proposes, in effect, that condition 11 of the 2007

permission should be varied to allow for the incorporation of four additional roof lights into the building already permitted. It appears to me that there was some confusion about the wording of condition 11 when the appeal application was submitted, and I see no obvious link between a restrictive condition relating to first floor windows and a design amendment introducing additional windows at roof level. Little clarification on these matters was forthcoming at the hearing.

3. However, given that the application was considered and determined by the Council, in effect, as a proposal to vary condition 11, I have considered the appeal on that basis. I have treated it as seeking to vary the condition to read: 'Roof windows at second floor level in the west and east elevations of the building hereby permitted shall not be provided other than in accordance with the approved plan, drawing no. CR/174-178/03a. The windows at first floor level in the building's west and east elevations shall be obscure glazed in accordance with details that shall have first been submitted to and approved in writing by the local planning authority and retained as such'.
4. Due to the particular circumstances in this case, I made an unaccompanied visit to the site.

Background & Main Issue

5. The 2007 permission, granted on appeal, followed a previous permission granted by the Council in 2005 for essentially the same development. In both cases there are Section 106 planning obligations in place providing for contributions towards local infrastructure, services and amenities. Development has begun on the site, and I understand that it is the 2007 permission which has been implemented: it had progressed as far as slab level of the new buildings, but work had been suspended at the time of my visit. Some Section 106 contributions due as a result have been paid, but there are outstanding issues between the appellant and the Council in relation to others.
6. Allowing this appeal would create a freestanding permission and the Council maintains that the appellant could choose to build out the scheme in accordance with such a permission, despite having implemented a previous one. Moreover it would seem that the relevant undertaking does not include clauses to ensure that its provisions apply to any subsequent permissions for development on the appeal site. Thus the Council seeks a fresh Section 106 agreement or undertaking in this case. The appellant has submitted completed unilateral undertakings addressing different scenarios. All include contributions towards highways, open space, healthcare and libraries, about which there is no dispute, and I have no reason to take a different view.
7. Most of the undertakings also include contributions towards educational facilities, but the parties disagree on how this should be calculated. The education contribution was not a major issue in the 2007 appeal but, in the light of the appeal decision and other matters, the appellant now disputes the amount requested by the Council. Therefore, as there is no objection from the Council or anyone else to the proposed additional windows, the main issue in this appeal is the level of provision to be made for educational infrastructure and services.

Reasons

8. The policy framework described in the 2007 appeal decision remains largely unchanged, apart from the Directions which 'save' Policy DP4 of the Berkshire Structure Plan 2001-2016 (SP) and Policy OVS.3 of the West Berkshire Local Plan (LP). These reflect guidance in Circular 05/2005: *Planning Obligations* which requires obligations to be relevant to planning; necessary to make the development acceptable; directly related to the proposed development; fairly and reasonably related in scale and size to the proposed development; and reasonable in all other respects.
9. The Council's supplementary planning guidance, SPG 4/04, includes Core Guidance, a Companion Note and Topic Papers relating to obligations and contributions which might be required. Highways, open space, healthcare, libraries and education are all areas relevant to planning, where contributions might reasonably be sought, provided all the other tests in Circular 05/205 are met. The SPG was initially adopted following public consultation, but some substantial changes were made after consultation and before adoption which led the previous Inspector to reduce the weight she gave it. Her decision does not specifically mention Topic Paper 3 relating to education, but the appellant has raised concerns about the weight it should be given, which I refer to below.
10. Topic Paper 3 has in fact been amended several times for various reasons, as recorded in the schedule attached to it. The most recent changes in August 2008, following consultation, introduce additional contribution requirements as well as an inflation update. The Council's statement on consultation (provided by the appellant) clearly sets out that the provisions of revised Topic Paper 3 will apply to all valid planning applications submitted on or after 1 August 2008. As the appeal proposal was submitted before that date, I consider that the previous version should apply in this case. I note that, in a recent appeal (ref: APP/W0340/A/08/2075739), another Inspector took a different view, but it is not apparent from his decision whether the statement of consultation was brought to his attention.
11. In this case fourteen 2-bedroom flats would replace three 3-bedroom houses, giving a net increase of 11 dwellings. To calculate the maximum education contribution, the methodology set out in Topic Paper 3 and the example contributions in the Companion Note distinguish between dwellings of different bedroom sizes, and also between 2-bedroom houses and 2-bedroom flats: example contributions for new 2-bedroom flats and 3-bedroom houses are £2,111 and £5,804 respectively. However, the significant difference between these types of dwelling, in terms of their impact on educational services, is not applied when discounting any dwellings to be demolished. This is done simply on the basis of dwelling numbers, meaning in this case that the 3-bedroom houses which have been demolished are taken to have the same impact as 2-bedroom flats.
12. This approach differs from that of other service areas in West Berkshire and, as the appellant's evidence illustrates, of other local authorities. The education service justifies its approach on the basis that a comparison of local data for 'new' housing and for all housing has shown that there are more school age children in 'new' dwellings, and thus that older housing has less impact on education services than 'new' housing. However neither the topic paper nor the Council's submissions in this appeal satisfactorily explain the assumptions

made, particularly with regard to the choice of time period considered to typify 'new' housing; the evidence base; or the actual results of the overall exercise. Nor did this approach form part of the methodology when initial consultation on the SPG was carried out, thus reducing the weight I can give it.

13. The Council's hearing statement includes some comparison figures for the numbers of pupils in 'new' flats compared with all flats, but that does not demonstrate, in the context of this appeal, that a 'new' 2-bedroom flat would have a greater impact on education services than an older 3-bedroom house. Moreover the Council acknowledged at the hearing that some of the data used in formulating its approach was collated for a different purpose; that it contains some flaws; and that it is not as robust as the Council would like it to be.
14. Thus, quite apart from concerns about the accuracy and appropriateness of the data used in its methodology, the Council has not in my opinion adequately justified the contribution requested in this case which, in effect, assumes that the impact of any dwellings demolished would have been no greater than that of the proposed 2-bedroom flats. The same contribution would have been requested, whether the three dwellings to be demolished were 3, 4 or 5-bedroom houses. On a common sense basis I find it improbable that the impact of existing larger family houses on education services and infrastructure would be the same or less than that of a new 2-bedroom flat. The appellant's information about child occupancy in the three houses in question, before they were vacated, supports my view.
15. Therefore, on the basis of the information before me, I consider that the 2007 Inspector's view relating to other service areas applies equally to education in this case: ie. 'it is reasonable to take account of the increased impact of each of these three dwellings by comparison with each of the new dwellings, in considering the impact of the development overall on infrastructure, services and amenities'. I consider that this would be achieved by the appellant's calculation using the figures for 2-bedroom flats and 3-bedroom houses in the table of example contributions. Having regard also to the tests in Circular 05/2005, I consider that the resultant figure of £12,144 would be reasonably related in scale and size to the proposed development.
16. 'Child yield' figures are a key element in the Council's calculation of education contributions and the appellant also takes issue with the Council's approach in this respect. Before the hearing the Council and appellant had reached agreement on raw data relating to child occupancy, albeit some concerns about accuracy and appropriateness remain. At the hearing, discussion included matters such as whether calculations should include only those children who would be new to local schools and/or the area; whether the higher child occupancy rates associated with affordable housing should be excluded from the calculation of the contribution in this case; and whether a projected fall in the school age population should be taken into account.
17. It seems to me that these are matters of general principle, likely to apply to many developments where education contributions may be appropriate, which therefore require a consistent approach across the District. They involve matters of planning and political judgement which would be better addressed and explained in SPG, with appropriate consultation, to promote transparency and give greater certainty to developers, rather than considered in relation to the impact of individual proposals.

18. In this particular case, however, given the nature of the proposed flats, the current economic situation, and the variety of mechanisms for providing affordable housing, I consider that there is insufficient justification to exclude child occupancy figures for the latter from calculation of the appropriate contribution. With regard to movements between schools and areas, and the matters of parental choice and private schools, the key factor in my opinion is that this proposal would result in a net addition of 11 dwellings to the overall stock of family dwellings, thus increasing demands on the education service. I do not therefore consider that making provision for that increase, linked to catchment area and the scale of the development, amounts to applying standard formulae in blanket form regardless of actual impact, contrary to the advice in Circular 05/2005.
19. Topic Paper 3 does make it clear that the capacity of schools in the catchment area of a development will be taken into account in assessing the need for, and the amount of any contribution. Having regard in particular to discussion at the hearing, I am satisfied that Council officers substantiated their case that there are insufficient places in schools within the relevant catchment area, and that the contribution resulting from this development would be used to improve educational facilities within that catchment area.
20. Overall therefore, for the reasons set out above, I consider that the contributions provided for in the completed undertaking annotated 'Revision 2' would fairly and reasonably relate to the development's impact and satisfy the other tests in Circular 05/2005. I have had regard to all other matters raised but have found nothing sufficient to alter my overall conclusion, in the light of this undertaking, that the development as varied by the proposed alteration to condition 11 would make adequate provision for infrastructure and services. It would not conflict with the objectives of SP Policy DP4 and LP Policy OVS.3.
21. I note that the Council has suggested conditions to take account of matters already addressed pursuant to the previous permission. However I am satisfied that granting permission subject to the conditions previously imposed, so far as they still subsist and are capable of taking effect, would achieve the same purposes.

Jane Miles

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Duncan Crook	Renaissance Habitat Ltd, 116 Bartholomew Street, Newbury, Berks RG14 5DT
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FOR THE LOCAL PLANNING AUTHORITY:

Michael Butler	Principal Planning Officer, West Berkshire Council
Mark Lewis	Education Assets Manager, West Berkshire Council
John Cronin	Education Assets Officer, West Berkshire Council

DOCUMENTS SUBMITTED AT THE HEARING

- 1 Council's hearing notification letter and list of those notified
- 2 Bundle supplied by the Council comprising copies of consultation responses omitted from appeal questionnaire papers and of e-mail exchanges between the Council's planning and education staff
- 3 Copy of appeal decision, ref: APP/W0340/A/08/2075739
- 4 Additional data, analysis and extract from the Council's 2008 District Profile
- 5 Postcode data and copy of e-mail exchange between EFM Ltd and Mr Cronin
- 6 Copy of additional e-mail exchange between EFM Ltd and Mr Cronin, and copies of appellant's e-mail exchanges concerning other local authorities' approaches to education contributions
- 7 Additional extracts from the 2008 District Profile
- 8 Schedule relating to calculation method used in the 8 unilateral undertakings
- 9 Extract of data from eFeedback Survey

PLANS

A1-A2 1:1250 site location plan & drawing no. CR/174-178/03a



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