

PLANNING STATEMENT

**Reserved Matters and
Discharge of Conditions
1,2,4,7,8,15,18,20,21
Submission – P/2017/0527**

**A5156/A534 Roundabout,
Wrexham**

December 2018



Summary

Proposal:

Reserved Matters and Discharge of Conditions 1,2,4,7,8,15,18,20,21 –
P/2017/0527

Location:

A5156/A534 Roundabout, Wrexham

Date:

December 2018

Project Reference:

S18.975

Client:

EG Group

Product of:

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1. Introduction

1.1 This Planning Statement has been prepared on behalf of EG Group to accompany a Reserved Matters Application and Discharge of Conditions 1,2,4,7,8,15,18,20,21 application pertaining to Outline planning permission P/2017/0527 at the A5056/A534 Roundabout, Wrexham.

1.2 Outline planning permission for the development was approved on 5 November 2018. All matters except access were reserved. The permission allowed for:

Outline Application (With All Matters Reserved Apart From Access) For Roadside Services Incorporating A Petrol Filling Station With Ancillary Kiosk And Associated Car Parking And Works

1.3 This Reserved Matters application therefore proved details in respect of:

- Appearance
- Landscaping
- Layout
- Scale

1.4 In addition to the above, it is considered that the material submitted as part of this application provides the detail to satisfy / discharge the following conditions:

- Condition 1
- Condition 2
- Condition 4
- Condition 7
- Condition 8
- Condition 15
- Condition 18
- Condition 20
- Condition 21

1.5 The statement is subdivided into six sections, including this introduction. Section 2 outlines the site context whilst Section 3 provides a description of the development. Section 4 identifies the relevant national and local planning policies which provide the framework for appraising the application. Section 5 relates to pre commencement Conditions. Following this, Section 6 provides a planning justification before drawing to a conclusion at Section 7.

2. Site Context and Planning Background

Location and Access

- 2.1 The application site is located on land to the immediate north of the A5156/A534 roundabout, Wrexham. It is currently undeveloped land which has historically been used for agricultural purposes.
- 2.2 Access is taken directly from the roundabout and is shared with Wrexham Golf Club which is located to the immediate north of the subject site.
- 2.3 The site benefits from exceptional transportation links and is strategically located in order to access a wide highway network including the A5, A55, A543 and M6.
- 2.4 The site is also located some 500 meters from bus stops on Brikdale Road (Service 35). The nearest centre to the site is located at Borrass Park Road which is 1KM west.

Site Features

- 2.5 The site is approximately 1.6 hectares in size. It is uneven in respect of levels and raised from east to west. It is fenced off and comprises low level grass. This allows public and private land to be easily distinguishable in and around the site.
- 2.6 The site is not within any flood risk zones, as defined by TAN 15 Flood Risk and Development Map. It has no trees on it and we are not aware of any ecological constraints which would be detrimental to the prospect of it being developed.

Surrounding Land Uses

- 2.7 Surrounding uses are largely limited in the vicinity of the site. It is bounded to the south by the A5156 and linked roundabout. To the south west of the roundabout are residential properties. To the north and east is Wrexham Golf Club.

Planning History

2.8 A planning history search for the property has been undertaken via the Council's online planning search system. The following applications are of note:

- HOL CB00001 - Planning permission allowing for the development of the site for the purposes of a hotel/leisure complex - Lapsed
- P/2016/0630 - Outline Planning Application (With All Matters Reserved Apart From Access) For Roadside Services Incorporating A Petrol Filling Station With Ancillary Kiosk, Family Pub/Restaurant, Drive-Thru Restaurant And Associated Car Parking – Withdrawn
- P/2017/0527 - Outline Application (With All Matters Reserved Apart From Access) For Roadside Services Incorporating A Petrol Filling Station With Ancillary Kiosk And Associated Car Parking And Works – Approved 05/11/2018

2.9 In accordance with the above, a recent Outline planning permission (to which this Reserved Matters submission relates) allowed for the development of the site for Roadside Services Incorporating a Petrol Filling Station with Ancillary Kiosk and Associated Car Parking and Works and is the most prevalent application in the context of this submission.

3. Development Proposals

- 3.1 The application seeks Reserved Matters Consent pursuant to Outline Planning Permission P2017/0527 which allowed for *Outline Application (With All Matters Reserved Apart From Access) For Roadside Services Incorporating a Petrol Filling Station with Ancillary Kiosk and Associated Car Parking and Works.*
- 3.2 This Reserved Matters application therefore proved details in respect of:
- Appearance
 - Landscaping
 - Layout
 - Scale
- 3.3 In addition to the above, it is considered that the material submitted as part of this application provides the detail to satisfactorily satisfy / discharge the following conditions:
- Condition 1
 - Condition 2
 - Condition 4
 - Condition 7
 - Condition 8
 - Condition 15
 - Condition 18
 - Condition 20
 - Condition 21

The Proposed Development

- 3.4 The proposed development in accordance with the outline consent for the site allows for the development of a petrol filling station, associated kiosk and car parking.
- 3.5 The development is shown on drawing PL-04-Rev A. The drawing shows the development is broadly consistent with the Outline consent for the site.
- 3.6 The plan shows a detailed layout of the proposed operation including:
- Staff and customer parking details
 - Shop and compound
 - HGV refuelling facilities
 - Refuse compound
 - Tanker stand
 - Fencing details

- 3.7 Given the nature of this Reserved Matters submission, each relevant matter pertaining to this application will be dealt with in turn below:

Appearance

- 3.8 Linked to the forthcoming use of the site, the appearance of the petrol filling station and shop will be functional in nature. Notwithstanding, as shown on the elevations submitted as part of the Reserved Matters submission, the development will be contemporary in style and will benefit from:

- Extensive glazing on the principal elevation.
- A steelwork fascia above and to compliment the glazing.
- Flat composite panel on the side and rear elevation.
- Vtech strata grey textured wall panel at low levels.

- 3.9 In accordance with the above, the development will be modern in appearance and will provide an essential service for which there is a current shortfall.

Landscaping

- 3.10 A landscaping plan has been prepared by DEP and forms part of the submission package. The plan shows soft landscaping in the form of:

- Proposed Shrub beds planted 3-7.5L containers 3-5 per sq.m
- Proposed Trees planted as heavy standards at 12-14cm and multi-stem
- Proposed Ornamental Hedge planted BR at 5 per lin.m
- Existing Trees and Vegetation removed
- Proposed Wildflower Meadow Mix EM3 – special general purpose meadow mixture supplied by
- Proposed Native Trees planted as standards at 8-10cm
- Proposed Native Shrub Mix - Planted at 1m centres as 60-80mm BR whips.
- Proposed Native Hedge planted BR at 6 per lin.m
- Existing Trees and Vegetation retained

- 3.11 It is considered that the proposed landscaping will result in a pleasant environment for visitors to the site.

Layout

- 3.12 The proposed site plan drawing shows that the proposed development is largely consistent with that approved as part of the Outline application to which this Reserved Matters submission relates.

- 3.13 The plan shows the development area slightly shifting in a northern direction as opposed to the Outline scheme but comfortably remaining within the red line area.
- 3.14 Beyond the above, the layout shows the introduction of an internal spur road to serve HGV's which will use the dedicated refuelling facility to the rear of the petrol filling station kiosk.
- 3.15 Car parking will be distributed throughout the site and a dedicated area will be provided for staff working at the facility. Electrical vehicle charging points will be supplied within the facility and it will be future proofed as a whole to enable a cross over to full electric charging at a future date if required.
- 3.16 The scheme will be bounded by high quality landscaping as discussed above. It is considered this will enable pleasant visuals of the site when viewed from the highway and for users of it.
- 3.17 The layout drawing also shows the functional elements which will ensure a well-run site. These will include a compound adjacent to the shop on site and dedicated refuse compound.

Scale

- 3.18 The Scale and Form of the proposal broadly reflects the criteria defined within the Outline Planning Consent. It is commensurate with the uses as approved on the site.
- 3.19 The elevational drawings show the shop associated with the development to be 34 meters in length, 5.2 meters in overall height and 14.6 meters in depth.
- 3.20 Beyond the above, canopies will be provided in respect of the domestic vehicle and HGV refuelling areas. The canopy for domestic vehicles will fall lightly lower than the height of the shop and the HGV canopy slightly above.

Compliance with and Discharge of Conditions

4.1 In addition to the Reserved Matters application pursuant to Outline Planning Permission 2016/1573, the submission made as part of this application is considered to satisfy the requirements of several conditions attached to the Outline consent. For the sake of clarity, each is detailed below:

- Condition 1
- Condition 2
- Condition 4
- Condition 7
- Condition 8
- Condition 15
- Condition 18
- Condition 20
- Condition 21

Condition 1

4.2 Condition 1 states:

Approval of the following details shall be obtained from the Local Authority before any part of the development is commenced:

- *Layout*
- *Scale*
- *Appearance*
- *Landscaping*

4.3 It is considered that the proposed development accords with the requirements of Condition 1 in that it provides the details required to satisfy the Reserved Matters requirements.

Condition 2

4.4 Condition 2 states:

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 approved.

4.5 The Outline application was approved in November 2018. It is therefore clear that the requirements of the condition have been adhered to in this regard by way of the submission of the application to which this statement relates.

Condition 4

4.6 Condition 4 states:

No part of the 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 urban Drainage Systems (SuDS) in accordance with the principles of sustainable drainage systems set out in Technical Advice Note 15: Development and Flood Risk, and results of the assessment shall be submitted in writing 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 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 implantation: and,

iii) Provide a timescale for implantation, management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by nay public authority or statutory undertake and any other arrangements to secure the operation of the scheme throughout its lifetime.

4.7 Tallying with Condition 4, the following information is submitted in order to satisfy the requirements of the condition:

- 10802-500-001 Drainage layout
- 10802-500-002 Manhole schedule
- 10802-500-003 Drainage details 1 of 2
- 10802-500-004 Drainage details 2 of 2
- 10802-500-005 SuDs drainage details
- 10802-001-01 SUDS document
- 10802-002-01 SWS calculations document

Condition 7

4.8 Condition 7 states:

No infiltration of surface water drainage into the ground shall be permitted except in strict accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled

waters. The development shall be carried out in accordance with the details as are approved prior to first use of the development.

- 4.9 The following information is submitted in order to satisfy the requirements of the condition:

- 10802-500-001 Drainage layout
- 10802-500-002 Manhole schedule
- 10802-500-003 Drainage details 1 of 2
- 10802-500-004 Drainage details 2 of 2
- 10802-500-005 SuDs drainage details
- 10802-001-01 SUDS document
- 10802-002-01 SWS calculations document

Condition 8

- 4.10 Condition 8 states:

No part of the development shall commence until a scheme detailing the installation of oil and petrol interceptors has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in strict accordance with the details as are approved prior to first use of the development.

- 4.11 The following information is submitted in order to satisfy the requirements of the condition:

- 10802-500-001 Drainage layout

Condition 15

- 4.12 Condition 15 states:

As part of the Reserved Matters application, a scheme detailing the construction of the following shall be submitted and approved:

1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway

2) Traffic Regulation Order

3) Visibility splays on new access road

4) Internal one way system

5) Lighting

- 4.13 Sanderson Associates have provided the information as required in order to satisfy the requirements of the condition comprising:

- 10104-003-Proposed Road Markings
- 10104-004-Proposed Signage
- 10104-007 Technical Note (full copy)
- 10802-700-001 Pavements
- 10802-1100-001 Kerbing

Condition 18

4.14 Condition 18 states:

No part of the development shall commence until the site has been inspected by a competent ecologist for signs by badgers. The results of this survey should be submitted to and approved in writing by the Local Planning Authority. The development shall commence no later than within one month of the approval of these survey results.

4.15 In order to satisfy the requirements of the condition, the following is submitted:

- Extended Phase 1 Habitat Survey

Condition 20

4.16 Condition 20 states:

As part of the reserved matters application, details of a scheme of suitable badger proof perimeter fencing shall be submitted to and approved in writing by the Local Planning Authority.

4.17 In order to satisfy the requirements of the condition, the following is submitted:

- Badger Survey and Mitigation Strategy

Condition 21

4.18 Condition 21 states:

No part of the development shall be brought into use until the measures detailed on drawings nos. 10304-002 Proposed Roundabout Concentric Markings, 10104-003 Proposed Road Markings and 10104-004 Proposed Signage have been implemented in full.

4.19 In order to satisfy the requirements of the condition, the following is submitted:

- 10104-003 Proposed road markings
- 10104-004 Proposed signage
- 10104-007 Technical note

Planning Policy Context

- 5.1 This chapter will outline the relevant policies in regards to this proposed development, from documents such as Planning Policy Wales, Technical Advice Notes, City and the Wrexham UDP.

Planning Policy Wales

- 5.2 PPW Edition 10 was published in December 2018. It states that the Welsh Government remains one of the few administrations in the world to have a distinctive statutory duty in relation to sustainable development. The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies that they must carry out sustainable development. The Well-being Goals include:

- *A prosperous Wales*
- *A resilient Wales*
- *A healthier Wales*
- *A more equal Wales*
- *A Wales a cohesive communities*
- *A Wales of vibrant culture and thriving Welsh Language*
- *A globally responsible Wales.*

- 5.3 The planning system is central to achieving sustainable development in Wales. It provides the legislative and policy framework to manage the use and development of land in the public interest which is consistent with key sustainability principles.

- 5.4 Paragraph 3.3 states *"Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surroundings area."*

- 5.5 PPW emphasises that the planning system should support economic growth within the context of sustainable development and that economic development should facilitate regeneration and promote social and environmental sustainability.

- 5.6 Paragraph 4.1.34 states *"New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking*

and changing facilities. As well as providing cycle parking near destinations, consideration must also be given to where people will leave their bike at home. Guidance on cycle parking is contained within the Active Travel Design Guidance. Planning authorities may alternatively wish to adopt locally specific minimum cycle parking standards and guidance."

- 5.7 Para 5.4.2 states *"Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services. The construction, energy, minerals, waste and telecommunications sectors are also essential to the economy and are sensitive to planning policy. This section focuses primarily on traditional employment land uses (B1, B2 and B8) while policies on other economic sectors are found elsewhere in PPW."*
- 5.8 Para 5.4.4 States *"Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development."*

Technical Advice Notes

TAN 12-Design

- 5.9 This Technical Advice Note was revised in July 2014 in order to update new requirements, including those for Design and Access Statements. The purpose of TAN 12 is to provide advice on design considerations and the role of the planning system in supporting sustainable and innovative design solutions. In relation to housing design, it states (Para 5.11.2) that local planning policy and guidance should aim to:
- create places with the needs of people in mind, which are distinctive and respect local character;
 - promote layouts and design features which encourage community safety and accessibility;
 - focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;
 - avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building;
 - promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific

commitments to carbon reductions and/or sustainable building standards;

- secures the most efficient use of land including appropriate densities; and
- consider and balance potential conflicts between these criteria.

- 5.10 This TAN also provides a definition of “character” which is contained within the guidance on designing in context (Para 5.8):-

“..... Appraising “character” involves attention to topography; historic street patterns, archaeological features, waterways, hierarchy of development and spaces, prevalent materials in buildings or floorscape, architecture and historic quality, landscape character, field patterns and land use patterns, distinctive views (in and out of the site), skylines and vistas, prevailing users and plan forms, boundary treatments, local biodiversity, natural and cultural resources and local distinctive features and traditions (also known as vernacular elements).”

- 5.11 The TAN goes on to state that opportunities for innovative design will depend on the existing context of development and the degree to which the historic, architectural, social or environmental characteristics of an area may demand or inhibit a particular design solution.

TAN 18-Transport

- 5.12 TAN 18 identifies that influencing the location, scale, density and mix of land uses and new development can help reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport (Para 2.4).

- 5.13 With respect to housing development, TAN 18 states (Para 3.4) that settlement policies and residential allocations in development plans should:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the RTP;
- ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;

- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.”

TAN 23-Economic Development

5.14 This Technical Advice Note provides guidance on economic development and planning. According to Welsh Government, the guidance covers

- *Planning economic development at a strategic level*
- *Working with neighbouring authorities and relevant stakeholders*
- *Identifying and assessing economic benefits of development proposals*
- *Establishing an evidence base to help prepare economic development policies for LDPs.*

Wrexham Unitary Development Plan

5.15 The Wrexham Unitary Development Plan 1996 – 2011 was adopted by Wrexham County Borough Council on the 14th February 2005. It is the principal document against which applications are assessed at a local level.

- **Policy PS1** - New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas.
- **Policy PS3** - Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value, or comprises agricultural land of grades 1, 2 or 3a quality.
- **Policy PS6** - Approximately 300 hectares of employment land will be made available for development between 1996 and 2011.
- **Policy GDP1** - All new development should:-

a) Ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the

character of the site and makes a positive contribution to the appearance of the nearby locality.

- b) Take account of personal and community safety and security in the design and layout of development and public / private spaces.*
- c) Make the best use of design techniques, siting and orientation in order to conserve energy and water resources.*
- d) Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.*
- e) Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.*
- f) Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development.*
- g) Secure public services (e.g. gas, water, electricity) to development at minimum public cost.*
- h) Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest.*
- i) Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination, either on or off the site.*
- j) Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity.*
- k) Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area.*

- **Policy E4** - Employment development on unannotated land within settlement limits will be permitted subject to Policy GDP1.4.27

6 Planning Justification

6.1 Given the nature of the proposed development (i.e. a Reserved Matters submission pursuant to Outline permission P/2017/0527), planning considerations are limited to those relevant to this submission:

- **Appearance**
- **Landscaping**
- **Layout**
- **Scale**

6.2 The proposals are discussed in detail in Section 3 of this Statement in addition to the application drawings.

6.3 In accordance with the above, each matter is assessed below:

Appearance

6.4 The appearance of the development is modern in design and reflective of the EG branding throughout their new developments in the UK and Europe.

6.5 The elevational drawings show the store linked to the petrol filling station as benefiting from a glazed frontage that will provide an attractive and pleasant environment for users of the station.

6.6 The proposed materials as per the elevational drawings comprise:

- Extensive glazing on the principal elevation.
- A steelwork fascia above and to compliment the glazing.
- Flat composite panel on the side and rear elevation.
- Vtech strata grey textured wall panel at low levels.

6.7 Sectional drawings are also provided showing the appearance of the scheme as a whole from a range of angles.

6.8 It is therefore concluded that the appearance of the development will confirm with the EG Group approach on their new build sites throughout the UK and Europe in that it will be appropriate to its context and modern in design approach.

Landscaping

6.9 A landscaping plan has been prepared by DEP which shows the following:

- Proposed Shrub beds planted 3-7.5L containers 3-5 per sqm

- Proposed Trees planted as heavy standards at 12-14cm and multi-stem
- Proposed Ornamental Hedge planted BR at 5 per lin.m
- Existing Trees and Vegetation removed
- Proposed Wildflower Meadow Mix EM3 – special general purpose meadow mixture supplied by
- Proposed Native Trees planted as standards at 8-10cm
- Proposed Native Shrub Mix - Planted at 1m centres as 60-80mm BR whips.
- Proposed Native Hedge planted BR at 6 per lin.m
- Existing Trees and Vegetation retained

6.10 In accordance with the above, a high quality landscaping scheme is proposed which will further ensure a pleasant environment for users of the facility.

Layout

6.11 The layout of the proposed development is dictated by the functional requirements in order to ensure the successful operation of a roadside facility.

6.12 To that end, a critical element of the design of the layout was to ensure the development will be able to cater for both private vehicles in addition to HGV's.

6.13 In addition, emphasis has been placed on providing an appropriate level of car parking for both staff and more general users of the facility (including disabled provision) in addition to the incorporation of electric charging points.

6.14 Further to the above, the site has been future proofed in so far as it is capable of a full switch to electric charging as opposed to petrol refilling at a future date.

6.15 Dedicated refuse and compound areas are to be provided to further evidence the sustainable credentials of the overall operation.

6.16 In accordance with the above, it is considered that the layout of the scheme as proposed has been driven, and generally accords with that as approved as part of the Outline consent for the site. It will result in a high quality, permeable scheme with which will result in a pleasant environment for users of the facility.

Scale

- 6.17 The Scale and Form of the proposal broadly reflects the criteria defined within the Outline Planning Consent. It is commensurate with the uses as approved on the site.
- 6.18 The elevational drawings show the shop associated with the development to be 34 meters in length, 5.2 meters in overall height and 14.6 meters in depth.
- 6.19 Beyond the above, canopies will be provided in respect of the domestic vehicle and HGV refuelling areas. The canopy for domestic vehicles will fall lightly lower than the height of the shop and the HGV canopy slightly above.
- 6.20 In accordance with the above, it is considered that the proposal is of commensurate scale to that approved by way of the outline permission to which this reserved matters submission relates.

Condition 15

- 6.21 Condition 15 of outline planning permission P/20074/0527 states:

As part of the Reserved Matters application, a scheme detailing the construction of the following shall be submitted and approved:

1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway

2) Traffic Regulation Order

3) Visibility splays on new access road

4) Internal one way system

5) Lighting

- 6.22 In accordance with the requirements of the condition, Sanderson Associates have provided:

- 10104-003-Proposed Road Markings
- 10104-004-Proposed Signage
- 10104-007 Technical Note (full copy)
- 10802-700-001 Pavements
- 10802-1100-001 Kerbing

- 6.23 The information comprehensively addresses the requirements set out in the condition and it is therefore considered that the condition can be discharged.

6 Conclusion

- 6.1 This Planning Statement has been prepared on behalf of EG Group to accompany a Reserved Matters Application and Discharge of Conditions 1,2,4,7,8,15,18,20,21 application pertaining to Outline planning permission P/2017/0527 at the A5056/A534 Roundabout, Wrexham.
- 6.2 This Reserved Matters application therefore proves details in respect of:
- Appearance
 - Landscaping
 - Layout
 - Scale
- 6.3 In addition to the above, it is considered that the material submitted as part of this application provides the detail to satisfy / discharge the following conditions:
- Condition 1
 - Condition 2
 - Condition 4
 - Condition 7
 - Condition 8
 - Condition 15
 - Condition 18
 - Condition 20
 - Condition 21
- 6.4 The proposed Reserved Matters development broadly confirms with the principles of the Outline Planning permission and therefore it is respectfully requested that planning permission is granted.