



View 19

Management Issues

- Tree surgery to remove smaller trees and lift the crowns of the larger trees
- Hedge/ fence removal
- Scrub clearance
- Repair of eroded ridgeline



View 20

Management Issues

- Tree surgery to lift crowns
- Hedge/ fence removal
- Scrub clearance
- Repair of eroded ridgeline



View 21

Management Issues

- Tree surgery to lift crowns
- Hedge/ fence/ gate removal
- Scrub clearance
- Remove dumped construction debris
- Repair of eroded ridgeline



View 22

Management Issues

- Tree surgery to remove willow thicket and lift the crowns of larger trees
- Hedge/ fence removal
- Scrub clearance
- Removal of dumped debris
- Repair of eroded ridgeline



View 23

Management Issues

- Tree surgery to remove willow thicket and lift the crowns of larger trees
- Hedge/ fence removal
- Scrub clearance
- Removal of dumped debris
- Repair of eroded ridgeline



View 24

Management Issues

- Tree surgery to remove willow thicket and lift the crowns of larger trees
- Hedge/ fence removal
- Scrub clearance
- Removal of dumped debris
- Repair of eroded ridgeline and scarp slope of embankment



View 25

Management Issues

- Tree surgery to remove willow thicket and lift the crowns of larger trees
- Hedge/ fence removal
- Scrub clearance
- Rabbit control
- Repair of vacant burrows and eroded ridgeline (see Erosion Repair in Category 2 Works [p.47])



View 26

Management Issues

- Tree surgery to remove smaller trees and lift the crowns of larger trees
- Hedge/ fence removal
- Scrub clearance
- Rabbit control
- Removal of dumped debris
- Repair of vacant burrows and eroded embankment (see Erosion Repair in Category 2 Works [p.47])



View 27

Management Issues

- Tree surgery to remove smaller trees and lift the crowns of larger trees
- Hedge/ fence removal
- Scrub clearance
- Rabbit control

1.9 Repair of vacant burrows and eroded ridgeline (see Erosion Repair in Category 2 Works [p.47])

4.0 MANAGEMENT ADVICE

4.1 Category 1 Works

4.1.1 These are works that can be carried out without the need for separate scheduled monument consent and without the requirement that the works be monitored by a suitably trained archaeologist, provided and only if the works are carried out in accordance with the guidance specified.

4.1.2 In this case those works which fall into Category 1 are as follows:

- a. Tree Surgery – An arboricultural survey of trees along the length of the scheduled area has been carried out by a specialist contractor. The resulting report, dated March 2016, identifies a number of trees which are considered to be of low value, either because of their age or through disease/damage and which can be removed from the scheduled area. The remaining trees should have their crowns lifted in order to allow more light to the ground below. Any other work that a specialist tree surgeon considers necessary to ensure the stability of the remaining trees should also be carried out provided that does not involve any below ground work.
 - Trees that are to be felled should be cut down to ground level, leaving stumps to decay in situ.
 - Stumps should be treated to prevent regrowth.
 - All cut material must be from the scheduled area for disposal. Felled timber should be cut to a size whereby it can be removed from site without damaging the existing ground surface. Large tree trunks should not be dragged across the scheduled area.

- All works must be carried out with minimal impact upon the monument, i.e. under dry conditions to avoid ground surface disturbance.
 - Vehicles should not be driven or tracked within the scheduled area.
 - A digital photographic record showing the site before and after completion of the works must be submitted to the Cadw Field Monument Warden within 1 month of completion of the work.
- b. Scrub Clearance – The scrub vegetation along much of the length of the scheduled area should be removed. This relates to scrub growing outside of formal boundaries such as hedges.
- Scrub should be cut at ground level, leaving stumps/ roots to decay in situ.
 - Stumps should be treated to prevent regrowth.
 - All cut material must be from the scheduled area for disposal.
 - All works must be carried out with minimal impact upon the monument, i.e. under dry conditions to avoid ground surface disturbance.
 - Vehicles should not be driven or tracked within the scheduled area.
 - A digital photographic record showing the site before and after completion of the works must be submitted to the Cadw Field Monument Warden within 1 month of completion of the work.
- c. Stock Erosion – The issues of stock erosion will be significantly reduced as a result of other measures within this plan such as the removal of redundant fencing and scrub undergrowth which encourage livestock to congregate, either for shelter or to pass from fields on one side of the monument to those on the other. However, the type of stock is also an issue and in general terms, the scheduled monument should not be stocked with larger animals such as horse or cattle.

Sheep have a much lower impact on the ground and if encouraged to shelter away from the monument, could serve effectively to keep grass cropped.

- d. Boundaries – A timber post and wire fence runs along much of the central and southern crest of the scheduled embankment. In many places this is ineffective either through damage caused by falling trees or through age and neglect. There is also a number of metal fence/ gate posts as well as a pedestrian ‘kissing-gate’. As a result of any development on the surrounding land, it should be possible to remove most, if not all the man-made fencing within the scheduled area

- Wire fencing to be cut at each post to avoid disturbing the posts themselves
- Timber fence posts should be sawn at ground level, leaving the lowest portion to decay in-situ.
- Metal fence/ gate posts to be ground off at ground level and the bases, along with any concrete footings, left in-situ.
- All cut material must be removed from the scheduled area for disposal.
- All works must be carried out with minimal impact upon the monument, i.e. under dry conditions to avoid ground surface disturbance.
- Vehicles should not be driven or tracked within the scheduled area.
- A digital photographic record showing the site before and after completion of the works must be submitted to the Cadw Field Monument Warden within 1 month of completion of the work.

- e. Rabbit Control – The scheduled monument currently lies within land parcels which would not be eligible for inclusion in a Glastir Advanced contract and therefore the option for

government funded rabbit traps is not thought to be available. Rabbit control along the full length of this scheduled monument is vital to its long term conservation and so should be implemented. Under the Pests Act 1954 every occupier of land is responsible for the killing or taking of wild rabbits on his land. Occupiers must take the necessary steps to prevent them causing damage. The chosen method of control should not include any ‘digging out’ of burrows or otherwise disturbing the ground.

f. Removal of Dumped/Redundant Material

- The piles of dumped construction debris across the southernmost part of the scheduled monument must be removed.
- Care must be taken to avoid damage to the monument.
- Whilst it is appreciated that the use of a mechanical excavator will be necessary, this should be sited as far from the scheduled embankment as possible.
- Loading to dumpers or other vehicles should be carried out on the opposite side of the excavator to the monument so as to minimise the risk of causing wheel/ track damage to any associated below ground remains.
- Clearance will not exceed below current ground level

4.2 Category 2 Works

- 4.2.1 These are works which are considered to be ‘significant and/ or intrusive, and as such, require separate and full scheduled monument consent, to be granted by Cadw prior to the works being undertaken.

4.2.2 Schedule monument consent can be applied for by using the appropriate form at: <http://cadw.wales.gov.uk/historicenvironment/help-advice-and-grants/makingchanges/schedmonconsent/?lang=en>

4.2.3 Upon gaining scheduled monument consent, the works outlined below must then be carried out according to the conditions specified in the consent.

4.2.4 In this case those works which fall into Category 2 are as follows:

a. Fencing – Repair, replacement and Construction

- All fencing within a scheduled area requires Scheduled Monument Consent prior to repair, replacement or construction. Fencing which simply requires removal does not require scheduled monument consent provided the operation is carried out as described in the Category 1 works above.
- Assess areas of standing fencing, including other boundary structures such as gates and gateposts, to identify areas requiring replacement or repair.
- Where fencing along the ridge of the scheduled embankment is no longer required, the wire fencing should be removed and the timber fence posts sawn off at ground level. No attempt should be made to dig out the buried part of the fence posts. Metal fence/ gate posts to be ground off at ground level and the bases, along with any concrete footings, left in-situ.
- If fencing remains in use but requires replacement/repair, the line should be moved away from the crest of the embankment, to the boundary of the scheduled area. If this is necessary the line of new fencing must be agreed in advance with a representative from Cadw, during a site meeting. At this meeting the line will be marked out. No

new fencing or access gate construction must take place without the exact line being agreed in advance with a representative from Cadw.

- The fence-line within the outgrown hedge at the northern end of the north section should be removed entirely (see Section 3).
- All old timber posts should be drawn or cut at the ground surface, not dug out. Metal posts should not be drawn due to the likelihood of poured concrete footings but should be cut as per 4.1 d.
- New posts should be placed within the existing post-holes wherever possible.
- New posts should be knocked in, not dug in.
- Re-use existing straining posts wherever possible. If not possible, reuse existing pit.
- For all works, all waste materials must be removed from the scheduled area for disposal.

b. Erosion Repair, slope re-profiling, and surface protection

- Erosion repair is required upon all those areas of the monument with active scars. Principally these areas are across the crest and along the western face of the embankment in the central and southern section, as detailed in Section 3. However additional areas may be assessed as incapable of self-healing in other areas, and should be repaired accordingly.
- Erosion repair and surface protection (with associated drainage where necessary) is not required for those areas at the extreme north and south of the monument where there are vehicular accesses between the two sides of the monument. Here the upstanding bank has been completely lost and low frequency movement of farm vehicles across these areas will have minimal impact during normal weather conditions.

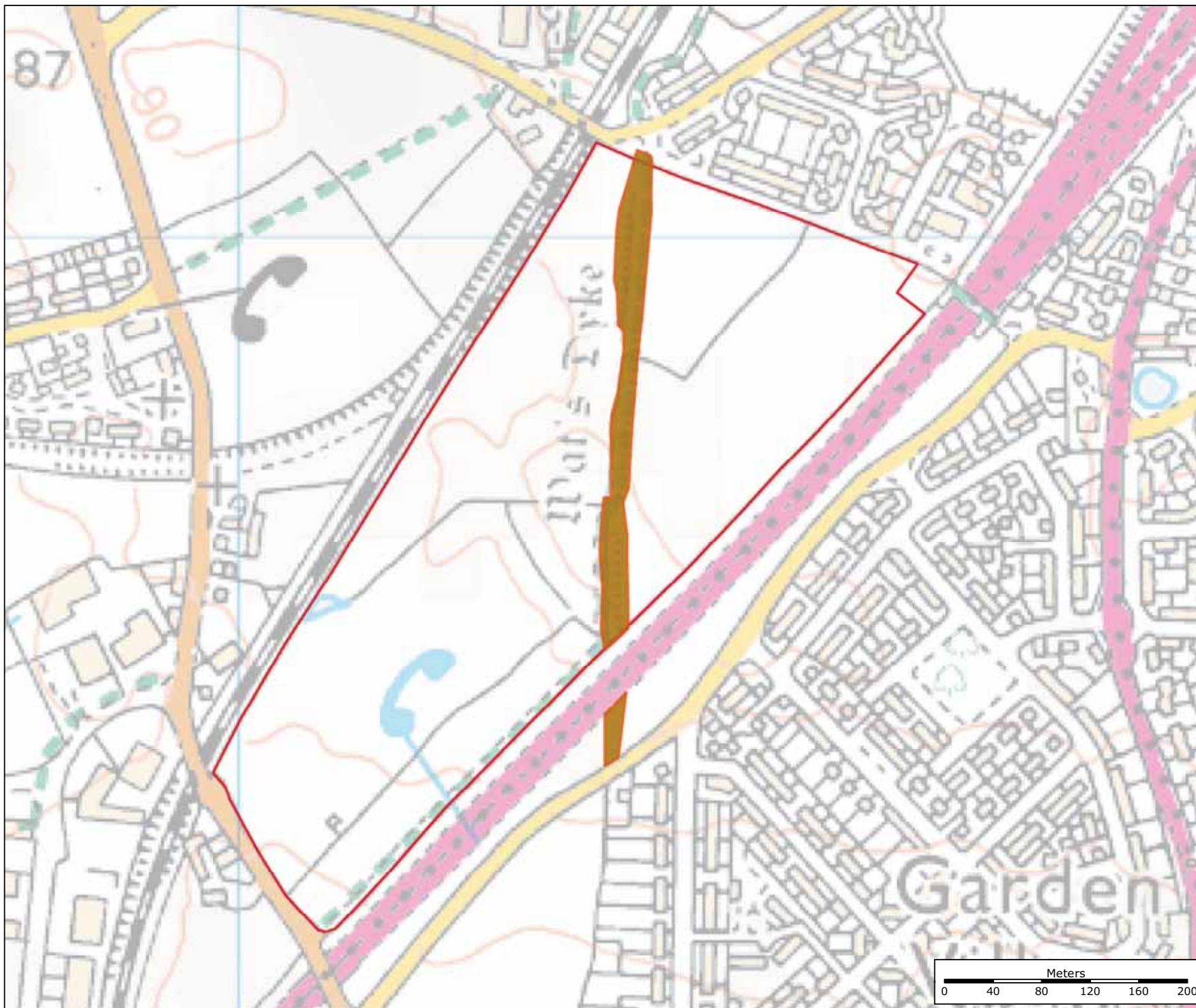
- Specialist conservation advice will be required for this work which will involve soil infilling and profiling, prior to dressing and re-seeding.
- A specification detailing the works to be undertaken during the repairs will need to be submitted with the Scheduled Monument Consent application. This will need to be written by the specialist undertaking the works.
- The Cadw Field Monument Warden can provide further information on request.

4.3 Long-term Management Recommendations / Best Practice

4.3.1 Following completion of the tasks detailed above and in Section 3, the long term conservation of the scheduled monument can be secured by implementing the following measures. In all cases the appropriate methodology for any task should be in accordance with this plan or following consultation with Cadw's Field Monument Warden.

- Maintain the monument in a stable and visible condition.
- Monitor the monument, and report any damage (visitor, natural or stock) to the Cadw Field Monument Warden.
- Scheduled Monument Consent must be applied for and approved by Cadw before any repair or replacement of fencing takes place within or bordering the scheduled area.
- Encourage an even, low ground cover within the scheduled area.
- Prevent the spread of coarse vegetation such as bramble, nettles, gorse etc. by means of an appropriate grazing regime and/ or cutting. If cutting, vegetation should be cut manually at ground level, leaving the roots to rot in situ. All brash must be removed from the scheduled area for disposal.

- Prevent stock erosion occurring within the scheduled area. If necessary, exclude stock using temporary electric fencing to allow the ground surface to recover.
- Ploughing or land improvement should not take place within the scheduled area. It is good practice to allow a buffer zone of 5m from the edge of the scheduled area to prevent damage.
- Do not feed stock within the scheduled area.
- Do not store machinery, bales, or other items within the scheduled area.
- Minimise the movement of vehicles within the scheduled area and restrict to the northern and southern extremes of the scheduled area (ie adjacent to the boundary with Plas Acton Road and the A483 respectively). No vehicle movement when the ground conditions are soft/wet.
- No burning to take place within the scheduled area.
- No dumping of any material within the scheduled area. Removal of material is restricted to, but must include, all materials produced as a result of routine maintenance (eg brushwood, timber, bramble etc.) and clearance of illegally dumped material.



Legend

- DE151
- Application Boundary

Data Source:

SM Area:

CADW dataset issued June 2015

Basemaps:

OS 1:25,000 (Sheet 256 - Wrexham)

Site Name:

Land west of Ty Gwyn,
Rhosrobin,
Wrexham

Scale:

1:3,000 @ A3

On Behalf of:

LIBERTY PROPERTIES

Appendix 1.1:

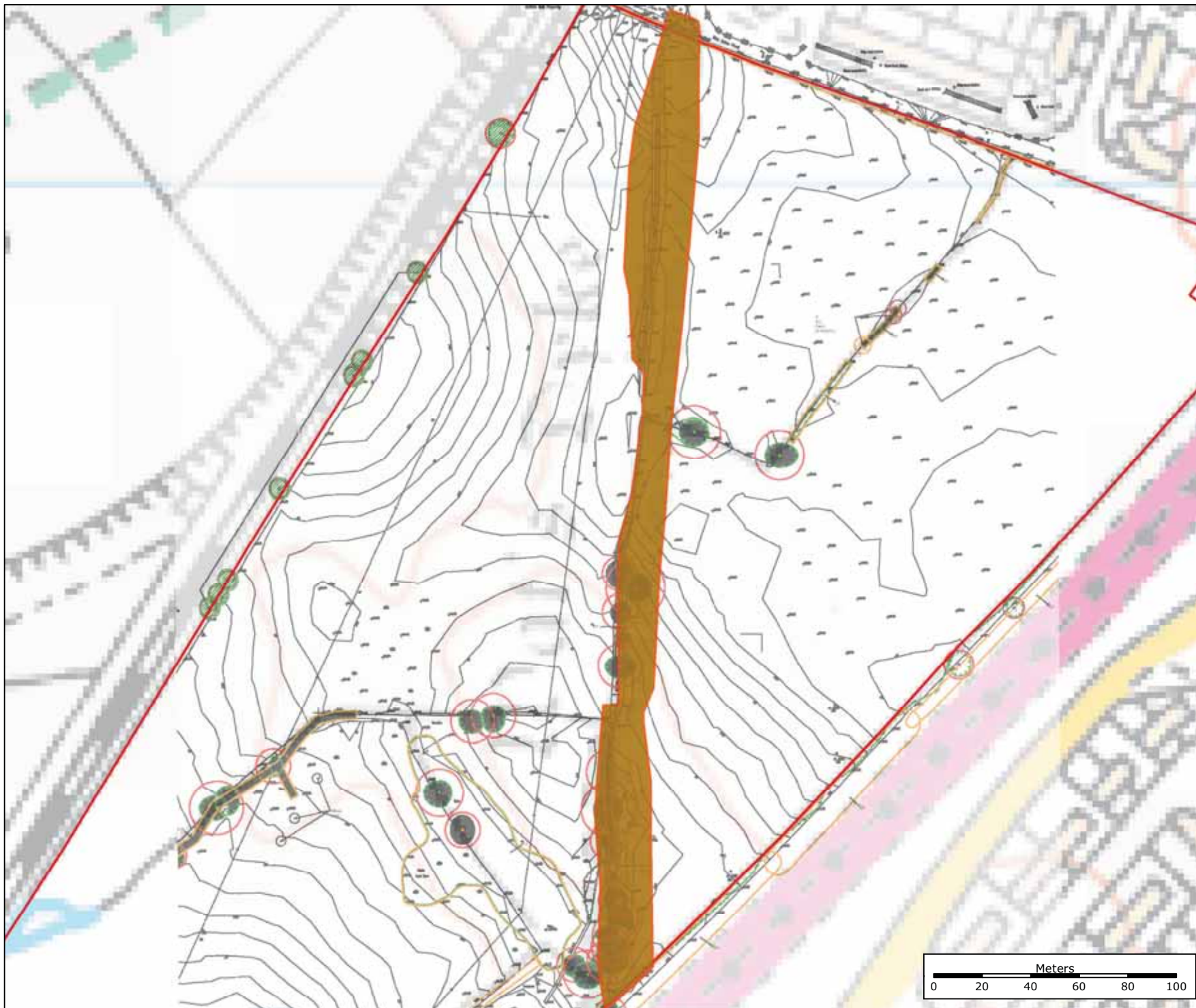
Map showing the scheduled area in relation to the application boundary

Date:

25/11/2016

Revision:

v.1



Legend

- DE151
- Application Boundary

Data Source:

SM Area:

CADW dataset issued June 2015

Basemaps:

Topographical/ arboricultural survey
(by Tree Solutions - August 2014)

OS 1:25,000 (Sheet 256 - Wrexham)



Site Name:

Land west of Ty Gwyn,
Rhosrobin,
Wrexham

Scale:

1:1,500 @ A3

On Behalf of:

LIBERTY PROPERTIES



Appendix 1.2:

Definitive map of Scheduled
Monument (DE151)

Date:

25/11/2016

Revision:

v.1

APPENDIX 1.3: List Description (From Archwilio)

CPAT Regional Historic Environment Record

The following information is from the [on-line database Archwilio](#)
Use the icons in the sources section below to download further digital information.



Wat's Dyke - Gwersyllt De151

Primary Reference Number (PRN) : 106671

Trust : Clwyd Powys

Community : Gwersyllt

NGR : SJ3330452794

Site Type (preferred type first) : Early Medieval Linear earthwork

Legal Protection : scheduled ancient monument

Description :

The dyke is badly damaged by quarrying and agricultural activity. Present for c150m to north of A483 road. Further to north line marked by hedgebank. Remains consist of bank max 1.3m high, hollow to west.

Southern end of this section of Dyke cut through by the building of the Wrexham by-pass.

Sources :

Fox, C , 1955 , Offa's Dyke

Phipps, R J , 2003 , Tir Gofal Management Plan: Heritage Management Information (HE1). Clapper Farm - NE/06/3926

Clwyd Archaeology Service , 1982 , Site visit record - PRN106671

Cadw , 1986-96 , Cadw Field Monument Wardens Report - De151(WRE)

Cadw , 2003 , Cadw Field Monument Wardens Report - De151(WRE)

Cadw , 1997 , Scheduling map - De151(WRE)

Cadw , 1992 , title unknown - Wat's Dyke - Gwersyllt De151

Events :

Related PRNs : 17774

Archaeological data, from the Historic Environment Record, supplied by The Clwyd-Powys Archaeological Trust in partnership with Local Authorities, Cadw and the partners of ENDEX ♦ CPAT, 2016 (and in part ♦ Crown, 2016). It is intended to be used for private research only and is not for use as part of commercial projects. If you wish to use this information for publication in printed or multimedia form or to compile resources for commercial use, prior permission must be obtained in writing. Use of this information is subject to the terms and conditions of access to HER data published on CPAT's website.

Please contact the HER if you have any further questions regarding this information. Please quote the Primary Reference Numbers (PRNs) in any correspondence.

November 24, 2016, 5:47 pm - File produced for Archwilio from CPAT's Regional HER.
Clwyd Powys Archaeological Trust, Curatorial Section, 41 Broad Street, Welshpool, Powys SY21 7RR.
tel (01938) 553670, fax (01938) 552179, website www.cpat.org.uk

[Comment on this record?](#)

[Privacy and cookies](#)

APPENDIX 3

CPAT Regional Historic Environment Record

The following information is from the [on-line database Archwilio](#)
Use the icons in the sources section below to download further digital information.



Wat's Dyke - Gwersyllt De151

Primary Reference Number (PRN) : 106671

Trust : Clwyd Powys

Community : Gwersyllt

NGR : SJ3330452794

Site Type (preferred type first) : Early Medieval Linear earthwork

Legal Protection : scheduled ancient monument

Description :

The dyke is badly damaged by quarrying and agricultural activity. Present for c150m to north of A483 road. Further to north line marked by hedgebank. Remains consist of bank max 1.3m high, hollow to west.

Southern end of this section of Dyke cut through by the building of the Wrexham by-pass.

Sources :

Fox, C , 1955 , Offa's Dyke

Phipps, R J , 2003 , Tir Gofal Management Plan: Heritage Management Information (HE1). Clapper Farm - NE/06/3926

Clwyd Archaeology Service , 1982 , Site visit record - PRN106671

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Cadw , 1997 , Scheduling map - De151(WRE)

Cadw , 1992 , title unknown - Wat's Dyke - Gwersyllt De151

Events :

Related PRNs : 17774

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[Comment on this record?](#)

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APPENDIX 4

35 Hunts Hall Cottages.
Leigh Road,
Holt,
BA14 6PP

6th July 2016

Ms Helen May
CADW,
Plas Carew,
Unit 5/7 Cefn Coed,
Panc Nantgarw,
Cardiff,

Dear Ms May

RE: Proposed 189 dwellings, Land East of Tan y Bont, Rhosrobin

I write as the recently appointed advisor to the applicant's heritage consultant, to provide further information and assessment of the potential effects of the above proposals on the significance of the scheduled monument (DE151), comprising part of Wat's Dyke.

I understand you have received the heritage statement¹ which accompanied the application and have also been supplied with a report from one of your regional officers and it is on the basis of the latter that you have formed your objection to the scheme.

I was asked to review your advice to the local planning authority alongside the material prepared in support of the application and to provide further opinion on the potential effects of the proposals on designated heritage assets, in particular, the scheduled section of Wat's Dyke. My opinion is informed by a site visit carried out in overcast weather with good visibility on the 22nd June 2016.

In my view, CADW have overstated the anticipated effects of the proposals on the significance of the scheduled monument. Firstly, I do not agree that there will be a 'significant adverse impact' on the setting of the monument, nor that the setting of the monument forms a sufficiently large part of the significance of the monument that some change within that setting would warrant an objection to the proposals. In other words, my view is that the setting of the dyke forms only a small component in the overall significance of the monument and the proposed development would not in any meaningful way impact on the understanding and appreciation of its significance . I will address these two associated issues in more detail below.

1. Williams M. (2016) Heritage Statement—Wat's Dyke, Rhosrobin (L-P Archaeology)



Before setting out the basis of my assessment, it is of note that my view is broadly in line with comments received from the Clwyd-Powys Archaeological Trust (CPAT) who in response to the revised proposal, commented by email (16th March 2016): *'The new layout is a significant improvement'*, going on to qualify that statement by saying: *'Offa's Dyke is no longer hemmed in on both sides by housing and there appear to be no new or enhanced pedestrian crossings of the dyke. The principal open views to and from the scheduled monument are largely preserved although there will be some visual impact to the southwest which may be partly alleviated by appropriate natural screening.'* In conclusion CPAT state: *'The Trust would therefore support this initial layout design in principal'*.

The previous heritage statement correctly states that the principal components of the significance of the scheduled monument lie in its evidential and historic interest. The community interest is also recognised although this is qualified by acknowledging that relatively few members of the public who use the footpath along the earthwork are likely to appreciate the full significance of the monument beyond its physical presence as a landscape feature.

The CADW response to consultation on the revised application also acknowledges the evidential and historic interest of the scheduled monument but in the 'Statement of Significance'², little is offered in respect of the setting other than that the dyke in its entirety has both rural and urban settings at different points along its length. This, in fact, is illustrated in the immediate area of the application site. The scheduled area to the north of the A483 and east of the application site (DM151) lies in open fields divided by well established hedgerows and containing numerous mature trees whilst that to the south of the road (DM221) is contained within a narrow corridor, tightly drawn along the west side of the infilled ditch and eastern side of the bank.

It is therefore implicit that the monument as a whole is worthy of designation, wherever it is known to survive above ground, regardless of its setting. While this does not in itself suggest that the setting of any particular designated length is not important, it does imply that the other elements of its significance, namely evidential and historic interest, form the major components.

Consequently it is important to consider how setting adds to our appreciation of the significance of the designated asset. With regard to the scheduled area most likely to be affected by the proposals (DM151), the components of the monument's setting are identified in the heritage statement³. In summary, the southern part of the scheduled area is defined by the A483 which comprises a dual carriageway in this area, the construction of which reduced

2. CADW consultation response (19.04.2016), p2

3. Williams, M. (2016) Heritage Statement—Wat's Dyke, Rhosrobin (L-P Archaeology)

the monument to at least ground level. North of this the countryside changes from being semi-enclosed with many mature trees, to a more open and scrubby landscape. The best physically preserved and therefore the most readily appreciable part of the designation is at the southern end, close to the dual carriageway but this part also has the most confined views towards the proposed development as a result of mature trees and smaller enclosed fields. In this southern part it is also not possible to appreciate this scheduled monument without acknowledging the modern elements of the landscape which already exist in close proximity, including significant noise from the dual carriageway. Consequently, it is my assessment that where the designation is closest to the proposals, the original context of the earthwork is not particularly well represented by its existing setting.

By way of clarification, the CADW response notes that in their view, the 30m 'no build buffer' will be compromised by the extreme southeast corner of the proposed housing area. In response it is important to make clear that the masterplan is illustrative only and there is no intention to develop within the aforementioned buffer. The current masterplan has been amended⁴ to more clearly represent that commitment.

Returning to the issue of setting, the archaeological investigations which were carried out in support of the application revealed evidence of activity in the vicinity of the earthwork, particularly to the east, which indicated that this area had been occupied on a number of occasions and for different purposes. Geophysical survey indicated a number of linear and curvi-linear features which were subsequently 'ground-truthed' by intrusive investigation.

The results of the latter showed a later prehistoric ritual use followed by a Romano-British agricultural landscape of enclosed fields, set on a different alignment to the later dyke. The intrusive investigations indicate that the geophysical survey was providing an accurate representation of below ground features and although the non-intrusive survey was carried out across the entire application site, only limited remains of a similar nature were shown to exist to the west of the dyke, with none indicated in the area of the current proposals. The intrusive investigations identified no remains relating to the early medieval period and consequently the concept of this part of the earthwork cutting across a semi enclosed rural landscape may not be as representative as is assumed in the CADW assessment. Furthermore, long distance views to the western horizon would only be clear enough, regardless of the season, from the northern and central part of the designated area where the proposals are furthest away and where the existing fields create a sufficiently broad buffer as to preserve that element of the setting. While the scheduled monument was created as a physical boundary, there is nothing to suggest that views of the horizon were of importance to those building it or that the horizon was not obscured by distant woodland at the time of construction.

4. 160706_c3429 Revised Illustrative Masterplan

It is agreed that no works of 'landscaping' should take place in fields which lie immediately to the west of the earthwork as these have been shown to contain limited evidence of the field system which preceded the construction of the dyke and may contain more ephemeral evidence of subsequent land-use.

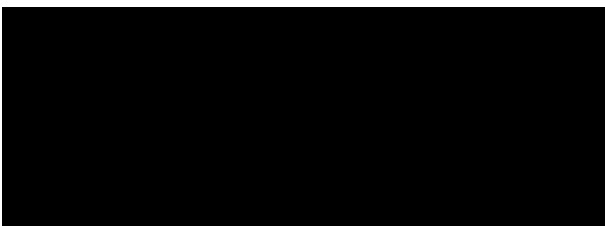
In conclusion, the setting of the scheduled monument has undergone significant change, particularly during the late 20th century and consequently only plays a minor part in the overall significance of the asset. There would be some change to the setting west of the earthwork although this would not be the first introduction of housing into views from the monument towards the west and a green space would be preserved between it and the proposed development. Immediately to the north of the main road, where the earthwork and proposed development are in closest proximity, the setting of the monument (and indeed the monument itself) has undergone the greatest alteration and it is argued here that the setting plays least part in the significance of the designated asset.

As part of the application, it was proposed to enter into a management agreement whereby the scheduled monument and its setting would be maintained and where appropriate, enhanced. This represents a very positive benefit of the proposals and secures preservation of a designated monument which has been woefully lacking until now.

Archaeological investigations indicate that any below ground remains which may be encountered during the proposed development can be mitigated through an appropriate programme of archaeological investigation and recording. The overall significance of the designated asset would undergo only very minor adverse effects and as a result, the proposals would not be in conflict with policies contained within Planning Policy Wales⁵.

I trust the above is of use in considering your response to the application but I would welcome the opportunity to discuss the issues further, preferably on the site of the scheduled monument itself. My contact details are given below if you wish to contact me either to arrange such a meeting or should anything be unclear.

Regards



5. Planning Policy Wales, Edition 8 (January 2016) - Section 6



APPENDIX 5

Cerys Jones

From: Matthew Phillips
Sent: 16 March 2016 08:38
To: planning_admin
Subject: FW: P/2016/0189 - Proposed 189 dwellings, Land east of Tan Y Bont - Rhosrobin

Consultation response – P/2016/0189

From: Mark Walters [mailto:Mark@cpat.org.uk]
Sent: 16 March 2016 08:34
To: Matthew Phillips
Subject: RE: P/2016/0189 - Proposed 189 dwellings, Land east of Tan Y Bont - Rhosrobin

Dear Matthew

Thank you for the consultation on the revised application at this location.

The new layout is a significant improvement on the previous design with all development confined to a smaller area to the south west of the scheduled monument. Offa's Dyke is no longer hemmed in on both sides by housing and there appear to be no new or enhanced pedestrian crossings of the dyke. The principal open views to and from the scheduled monument are largely preserved although there will still be some visual impact to the south west which may be partly alleviated by appropriate natural screening.

There are no impacts to the prehistoric ring ditch burial features located on the eastern margin by the evaluation work.

We note that landscaping is proposed within the permanent green barrier area on the west side of the dyke. There should preferably be no new groundworks here with the area preserved more or less as it is with existing tree cover, pasture and hedgerows. New tree or hedge screening would be approved on the eastern development boundary only.

Overall the Trust finds this proposal to be more sympathetic to the setting of the dyke and it will have no significant impact upon non-designated archaeology. The Trust would therefore support this initial layout design in principle.

The comments of Cadw must be sought with regard to the setting of the dyke and the proposed landscaping on the western side. Cadw's comments will take precedence over ours with regard to the scheduled monument.

Kind regards

Mark Walters

Mark Walters
Development Control Archaeologist / Swydddog Rheoli Datblygiad

E-bost / E-mail: markwalters@cpat.org.uk

Ymddiriedolaeth Archaeolegol Clwyd-Powys, 41 Stryd Lydan, Y Trallwng, SY21 7RR Swyddfa Gofrestredig fel yr uchod. Rhif Cwmni 1212455, Rhif Elusen 508301, Sefydliad Cofrestredig IfA, Rhif 6.

Clwyd-Powys Archaeological Trust, 41 Broad Street, Welshpool, SY21 7RR Registered Office as above. Company No 1212455, Charity No 508301. Chartered Institute for Archaeologists Registered Organisation No 6.

Please note that I do not work Fridays

<http://www.cpat.org.uk>

From: Matthew Phillips [<mailto:Matthew.Phillips@wrexham.gov.uk>]

Sent: 09 March 2016 10:47

To: Mark Walters <Mark@cpat.org.uk>; Ashley.Batten@Wales.GSI.Gov.UK

Subject: P/2016/0189 - Proposed 189 dwellings, Land east of Tan Y Bont - Rhosrobin

Mark/Ashley,

We have received a new application for the above site – you will recall that an application for 300 dwellings (400 initially) was determined last year (reference P/2014/0876). The previous application was refused for the following reasons:

- 1. The site lies outside of a settlement limit and within a Green Barrier. The development will result in the coalescence of Wrexham, Old Rhosrobin and Pandy. It is therefore contrary to policies PS1 and EC1 of the Wrexham Unitary Development Plan.*
- 2. The site will not be provided with adequate means of access to the highway and the development will have a detrimental impact upon the free flow of traffic along the local highway network and upon highway safety. It is therefore contrary to policy GPD1(d) of the Wrexham Unitary Development Plan.*
- 3. The development will have a significant and detrimental impact upon Wat's Dyke, a scheduled ancient monument, and its setting. Accordingly the development does not accord with policy EC11 of the Wrexham Unitary Development Plan.*

The current application proposes fewer dwellings and the indicative plan shows a smaller area subject to development.

I would be grateful for consultation responses from CPAT and Cadw on the current application. If possible, please could these be forwarded to me within 21 days of the date of this letter.

Regards

Matthew Phillips

Planning Officer/Swyddog Cynllunio

Community Wellbeing and Development/Adran Lles Cymunedol a Datblygu

Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam

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APPENDIX 6

Matthew Phillips
Wrexham County Borough Council

Matthew.phillips@wrexham.gov.uk

Eich cyfeirnod
Your reference

P/2016/0189

Ein cyfeirnod
Our reference

Dyddiad
Date

19 April 2016

Llinell uniongyrchol
Direct line

01443 336007

Ebost
Email:

Helen.may2@wales.gsi.gov.uk

Dear Sir / Madam,

Proposed 189 dwellings, Land east of Tan Y Bont – Rhosrobin

Thank you for your email of 9 March 2016 inviting our comments on the planning application for the proposed development as described above.

Background

Our role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that a proposal will have on scheduled monuments or registered historic parks and gardens. It is a matter for the local planning authority to then weigh our assessment against all the other material considerations in determining whether to approve planning permission, including issues concerned with listed buildings and conservation areas.

The application is for the proposed construction of 189 dwellings on what are presently pasture fields to the west of Wat's Dyke: Section W of Ty-Gwyn. We provided detailed comments on a previous version of this application for 400 dwellings on 13 February 2015 and on 7 September 2015 following the reduction in the number of proposed dwellings to 338. We expressed concerns that the development would have a significant adverse impact on Wat's Dyke: Section W of Ty-Gwyn and its setting.

Our views are expressed without prejudice to the Welsh Ministers' consideration of the planning application, should it come before them formally for determination.

Conclusion

The proposed development is located within the vicinity of the scheduled monuments known as Wat's Dyke: Section W of Ty-Gwyn (DE151) and Wat's Dyke: Garden Village Section (DE221). In our view the proposed development is likely to have a significant adverse impact on the setting of Wat's Dyke: Section W of Ty-Gwyn,



which is presently one of the last unenclosed sections of Wat's Dyke in the area. We therefore object to the impact of the proposed development on Wat's Dyke: Section W of Ty-Gwyn as it is considered to be contrary to national policy concerned with the historic environment. Our reasoning is set out below.

Planning Policy

Applications for planning permission are considered in light of the Welsh Government's land use planning policy and guidance contained in Planning Policy Wales (PPW), technical advice notes and circular guidance. PPW explains that the desirability of preserving an ancient monument and its setting is a material consideration in determining a planning application whether that monument is scheduled or not. Furthermore, it explains that where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation in situ. Paragraph 17 of Circular 60/96, Planning and the Historic Environment: Archaeology, elaborates by explaining that this means a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of visible remains.

Significance

The monument (DE151) consists of the remains of a length of Wat's Dyke, a substantial early medieval defensive bank and ditch of substantial dimensions presumed to have been constructed in the 8th century AD. It is of national importance as a well preserved relic from the period and for its potential to enhance our knowledge of early medieval defensive organisation and settlement. It retains significant archaeological potential, with a strong probability of the presence of associated archaeological features and deposits.

This early medieval boundary earthwork known today as Wat's Dyke ran for almost 60km from Maesbury (Shropshire) to Basingwerk (Flints.) and comprised a substantial bank and with a ditch on its western side. Over the centuries since its construction agricultural activity and encroachment, particularly where it passes through urban areas, have resulted in damage and loss of some sections. Nevertheless, the overall extent of the dyke survives and it remains an important landscape feature, often preserved and utilised as modern parish and property boundaries. Wat's Dyke is one of the longest linear monuments of its kind in Western Europe. Along with Offa's Dyke it represents a remarkable feat of historic engineering and provides important evidence of the nature of early medieval territorial boundaries. This national importance is emphasised by the designation of the surviving upstanding sections of the earthwork as scheduled monuments. Today, some sections of the monument are situated within narrow corridors in an urban context and others survive in a rural position, the preservation of bank and ditch varying with location. Each section is of importance for the archaeological value it holds and also contributes to the wider significance of the Dyke in its landscape context. In all cases the position of the dyke with respect to the topography of the land around is of particular importance and reflects the purpose behind its construction.

Assessment

The section directly affected by the proposed development (DE151) survives as an upstanding earthen bank with intermittent traces of the ditch to its west, now predominantly back-filled and levelled off. The section runs roughly north-south for almost 400m. The context or setting in which it is experienced is one of open fields and green space with a well-used footpath flanking its east side, one of the few such

stretches of the monument to survive in open land in the Wrexham area. The A483 severs the southern end of this section monument leaving an island of bank within woodland to the south of the road.

Whilst the outline development layout presents a marked improvement on previous versions of this scheme, retaining distant views west towards the hills at the northern end of the monument, the development of the open space to the west and south-west of this section of the Dyke will dramatically and adversely change views over what is presently open ground, notably towards the southern end of the scheduled area by the A483 where the monument is in greater proximity to the development site. The development will introduce alien modern housing into an environment which is primarily rural in appearance and adversely affect appreciation of this nationally important historic monument. It is notable that whilst a 'no development' buffer zone of 30m is proposed to the west of the Dyke, the plans sent suggest that the apex of the eastern area of medium density development encroaches upon the buffer at the southern end of Wat's Dyke: Section W of Ty-Gwyn (DE151) removing that protection. In addition, views south along the line of the Dyke and footpath towards the A483 will also be adversely affected as the monument becomes effectively confined between the road and the proposed housing. Whilst the retention of the existing trees will offer some degree of screening this is likely to be only partial and seasonal.

The application states that the monument is to be improved as a feature in the green area to the east of the development site, but no further information has been provided. It should be noted that any proposed improvement requiring physical intervention with the monument would require scheduled monument consent from the Welsh Ministers, (in practice, the Historic Environment Service Cadw). We would welcome further details of what improvements are proposed.

Yours sincerely

Helen May
Diogelu a Pholisi/ Protection and Policy

APPENDIX 7

Matthew Phillips
Wrexham County Borough Council

Matthew.phillips@wrexham.gov.uk

Eich cyfeirnod
Your reference

P/2016/0189

Ein cyfeirnod
Our reference

Dyddiad
Date

22 July 2016

Llinell uniongyrchol
Direct line

01443 336007

Ebost
Email:

amadminplanning@wales.gsi.gov.uk

Dear Mr Phillips,

Thank you for your email of 15 July 2016.

Having read the letter and examined the revised masterplan we offer the following advice:

Mr Hulka raises a number of points in support of the proposed scheme, conceding that there is likely to be 'some change' to the setting of the monument but that in this instance setting makes a relatively minor contribution to the significance of the monument and that the presence of the main road to the east and housing further west have to some degree already diminished the setting of the Dyke.

Whilst we accept that the setting of the monument at this location has to some degree been compromised, we stand by our advice (letter dated 19 April 2016) that the proposed development will still result in significant change and will therefore have a significant impact on its setting; there will be a housing estate directly in front of part of the Dyke that is not there now.

However, we welcome the confirmation that the proposed development will respect the 30m 'no-build' zone at the southern end of the site, as set out on the revised plan. We accept that in this instance a comprehensive management plan for the monument could in principle compensate for the localised impact of the development on the setting of this particular section of the monument. However, we would need to see and approve such a management plan, which should provide a viable model for the long-term sustainable management of the monument before making any formal comments to that effect.

Mr Hulka is welcome to meet with our senior planning officer and the inspector of ancient monuments to discuss this further at our offices.



Yours sincerely



Nichola Davies
Diogelu a Pholisi/ Protection and Policy

Wrexham Local Development Plan 2013 – 2028

Candidate Site Register

Site Ref: WR13CS

Site Address: Land off New Road, Rhosrobin

Settlement: Wrexham

Community: Gwersyllt

Ward: Gwersyllt East & South

Size Ha: 6.4

Greenfield: Yes

Brownfield: No

Settlement Hierarchy Tiers: 1

**With Planning Permission
as of 1st April 2015:** N/A

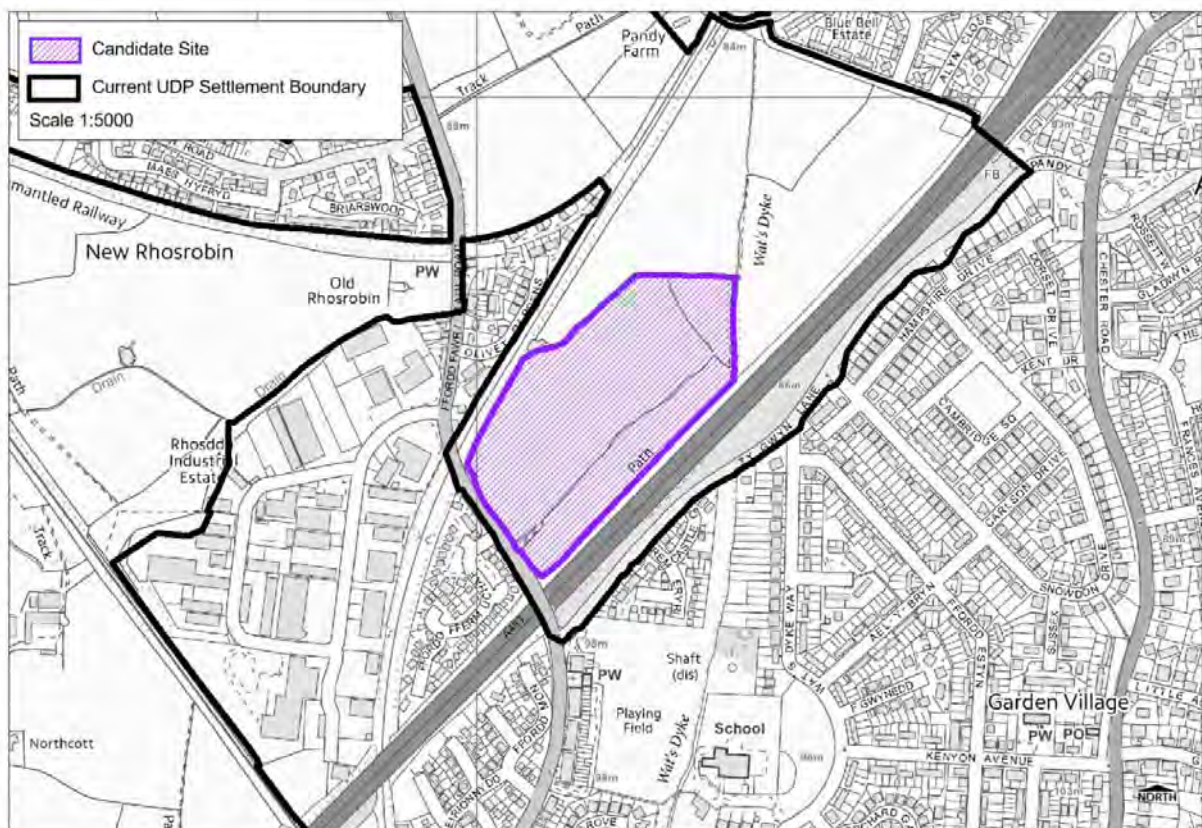
Current Use: Grazing

Proposed Use: Residential

Small Sites: No

Large Sites: Yes

Comments: The site complies with the Council's Preferred Strategy and may have potential to contribute to meeting future growth demands within the County Borough.



Wrexham Local Development Plan 2013 – 2028

Candidate Site Register

Site Ref: WR06CS

Site Address: Land at Plas Acton Road, Pandy

Settlement: Wrexham

Community: Gwesyllt

Ward: Gwesyllt East & South

Size Ha: 5.37

Greenfield: Yes

Brownfield: No

Settlement Hierarchy Tiers: 1

**With Planning Permission
as of 1st April 2015:** N/A

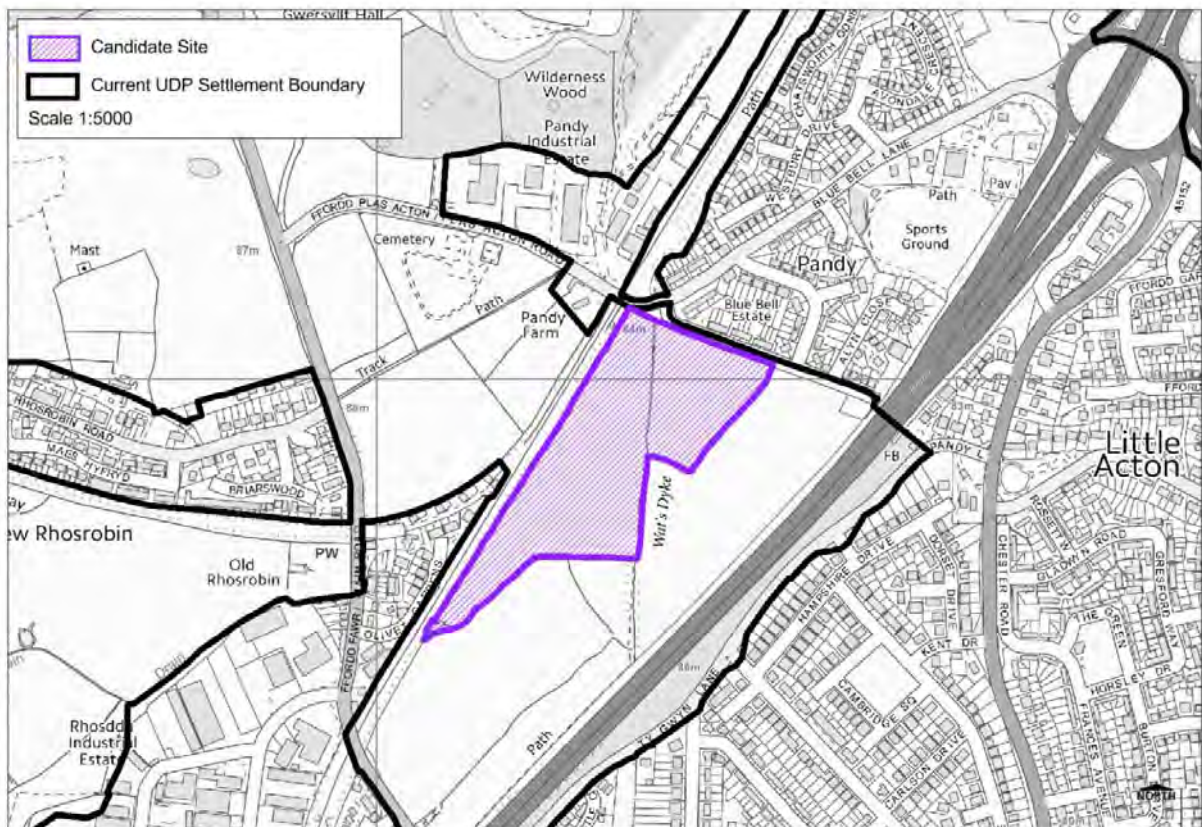
Current Use: Grazing

Proposed Use: Mixed use

Small Sites: No

Large Sites: Yes

Comments: The site complies with the Council's Preferred Strategy, however there are site constraints that are unlikely to be overcome to allow the site to be developed.



Review of Green Barrier between Rhosrobin, Pandy, Gwersyllt and Bradley near Wrexham



Text Only
November 2017

Commissioned by: Liberty Properties, Chester
Produced by: Ryder Landscape Consultants Ltd



Abbreviations

AONB	Area of Outstanding Natural Beauty
ASoC	Appellant's Statement of Case
CCW	Countryside Council for Wales
DAS	Design and Access Statement
DPD	Development Planning Document
EiP	Examination in Public
FP	Definitive Rights of Way Map Footpath
GLVIA3	Guidelines for Landscape and Visual Impact Assessment 3rd Ed. (Landscape Institute and Institute of Environmental Management and Assessment, 2013)
LCA	Landscape Character Assessment
LVIA	Landscape and Visual Impact Assessment
mAOD	metres Above Ordnance Datum
NRW	Natural Resources Wales
PRoW	Public Right of Way
Rev.	Revision
RfR	Reason for Refusal
RLC	Ryder Landscape Consultants
SGWR	Strategic Green Wedge Review
SPG	Supplementary Planning Guidance
WCBC	Wrexham County Borough Council
ZTV	Zone of Theoretical Visibility



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2. Extents of Green Barrier
3. Purpose – 5 purposes
4. Methodology of review
5. Landscape character of the Green Barrier
6. Visual and sensory description of the Green Barrier
7. Summary

APPENDICES

The following Appendices have been presented bound at the end of this review.

RLC Appendix A – Countryside Council for Wales Landmap Aspect Layers Descriptive sheets.

RLC Appendix B – Wrexham Landmap – Supplementary Planning Guidance Summary Document (SPG).

RLC Appendix C – Wrexham UDP Designations Plan – Map 5 Bradley, Broughton, Brymbo, Bwlchgwyb, Coedpoeth, Gwersyllt, Minera, New Brighton, Southsea and Tanyfron



ILLUSTRATIVE MATERIAL

The listed illustrative material is bound in a separate A3 booklet.

Figure 0: Site Location and Study Area

Figure 1: Landscape Character Areas in Green Barrier

Figure 2: Topography

Figure 3: LANDMAP – Visual and Sensory Character Areas

Figure 4: LANDMAP – Cultural Landscape

Figure 5: LANDMAP – Historic Character Areas

Figure 6: LANDMAP – Geological Character Areas

Figure 7: LANDMAP – Landscape Habitats Character Areas

Figure 8: Landscape and Environmental Designations

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Figure 15 – Sense of Arrival and Departure between Settlements

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Figure 17 – Aerial Photograph of Green Barrier



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1.0 Introduction

- 1.1 This review document considers the Green Barrier that exists to the north west of Wrexham between the settlements of Rhosrobin, Pandy, Bradley and Gwersyllt.
- 1.2 It has been prepared as part of an evidence base to support Liberty Properties as they appeal Wrexham County Borough Council's (WCBC) decision not to grant Planning Consent for a residential development in the Green Barrier.
- 1.3 It has been prepared by Chartered Landscape Architects of Ryder Landscape Consultants based in Chester using published character information and site survey within the Green Barrier.
- 1.4 The scope of the review is two-fold;
 - 1) What is the current landscape character and visual amenity of the wider Green Barrier; and
 - 2) What is the contribution that the proposed development land plays to the effectiveness of the Green Barrier.
- 1.5 Section 2 of the review describes the extent of the current Green Barrier.
- 1.6 Section 3 addresses what the five purposes of the Green Barrier is under Planning Policy for Wales 9th Edition – November 2016.
- 1.7 Section 4 provides more information on the methodology adopted to undertake the review and summarises existing documents that consider the character of the land that makes up the Green Barrier.
- 1.8 Section 5 considers existing landscape character within the Green Barrier and how the proposed development site contributes to it.
- 1.9 Section 6 does the same for the visual and sensory qualities of the Green Barrier and discusses what the qualities are at the proposed site and how they influence the wider area.
- 1.10 Section 7 is the final summary section to this review.
- 1.11 Appendices have been used to present published information about the Green Barrier's character. A separate A3 sized report contains a series of figures and site photography.

2.0 Extents of the Green Barrier

Area 4 Land between Bradley, Rhosrobin and east of Gwersyllt

- 2.1 The Green Barrier under review is the one referred to as Green Wedge 4 in the Strategic Green Wedge Review – Stage I produced by WCBC in February 2016. It forms part of the Council's evidence base for the emerging Wrexham Local Development Plan 2013-2018, (hereafter referred to as the LDP).
- 2.2 To clarify the distinction between a Green Barrier (as currently designated) and a Green Wedge the Strategic Green Wedge Review document helpfully explains at §1.2 of its introduction. *‘.. the function of the Green Barrier is essentially the same as the Green Wedge as defined in National Planning Policy Wales (Edition 8, January 2016, para 4.8.3), it is only the terminology which differs. In order to maintain consistency with National Planning Policy and for the avoidance of doubt, the term Green Wedge shall be used for the remainder of this paper and in the emerging LDP’.* In effect the terms Green Barrier and Green Wedge are interchangeable.
- 2.3 To avoid confusion between this review and the Strategic Green Wedge Review (SGWR), 2016 this review will continue to refer to the area as a Green Barrier as that is its current name and differs from the WCBC publication.
- 2.4 The SGWR titles the full Green Wedge – **‘Area 4 Land between Bradley, Rhosrobin and east of Gwersyllt.’** Its extents are illustrated on the below digital extract taken from the Figure 1: Stage I Review Area on Page 6 of the SGWR. It also runs up to the settlement of Pandy in the south-east but this is not included in the title.

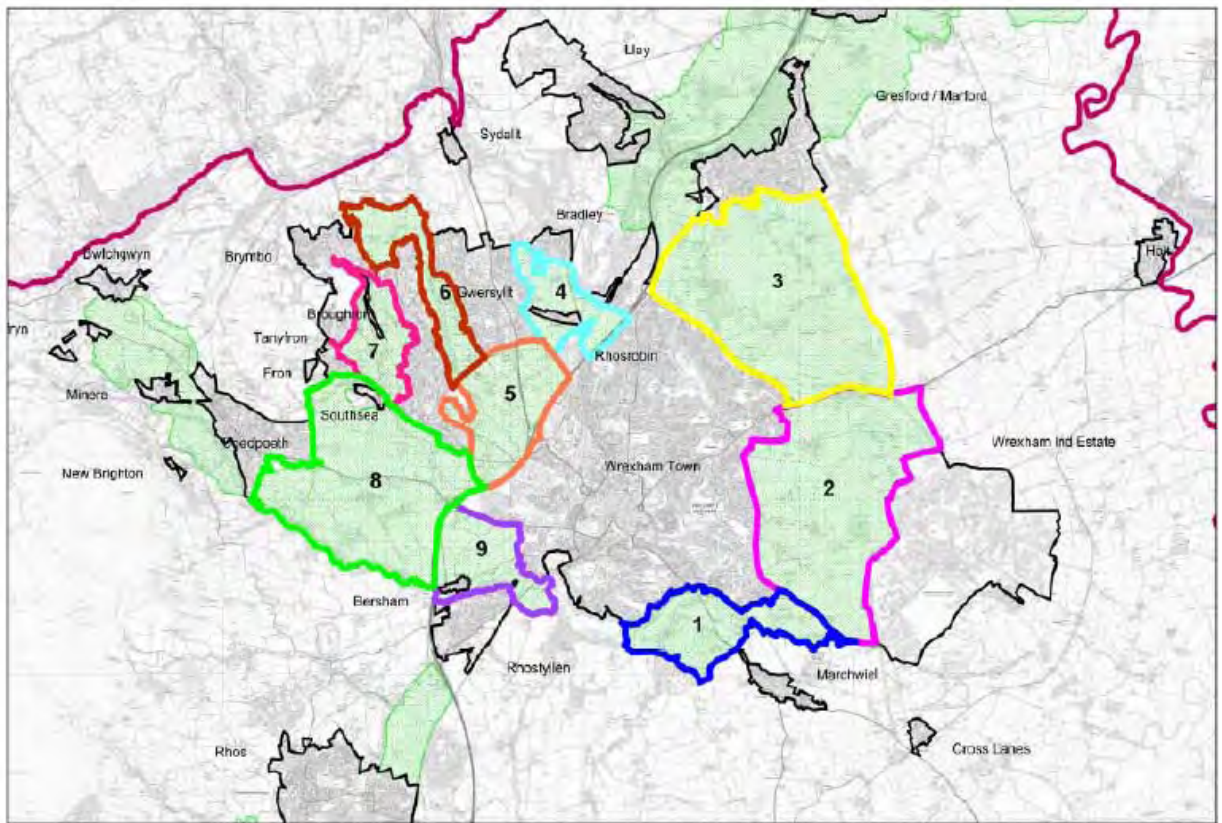


Figure 1 – Location of Area 4 - Land between Bradley, Rhosrobin and east of Gwersyllt in relation to greater area of Wrexham

- 2.5 Area 4 is demarked by a light blue line and is positioned to the north-east of Wrexham's main urban area.
- 2.6 A smaller scale plan of the Green Barrier is shown on Figure 1 of the illustrations and an aerial photograph at Figure 17 the last illustration in the A3 figures pack.

Current boundaries

- 2.7 It extends for approximately 85 Ha with its principle boundaries as:
- North – lies the southern edge of Bradley, specifically Park Wall Road;
 - East – New Llay Road and Plas Acton Road running into the settlement of Pandy;
 - South – lies the A483 dual carriageway and the northern edge of Old Rhosrobin; and
 - West – Wrexham to Bidston railway line and the eastern edge of Gwersyllt.

Original designation

- 2.8 This Green Barrier was originally designated in the Wrexham Unitary Development Plan 1996 – 2011, which was adopted in 2005.
- 2.9 Green Barriers should be based on careful assessment considering such factors as openness, topography and the character of urban edges as well as using clearly identifiable physical features to act as defensible boundaries.
- 2.10 No approach has yet been made to WCBC to request the supply of survey information on which the original Green Barrier designation was made.

Baseline documents

- 2.11 For the purposes of this review the following published documents have been key sources of information:
- Planning Policy for Wales – 9th Edition, November 2016 (PPW9);
 - Strategic Green Wedge Review – Stage 1 - Wrexham County Borough Council - February 2016 (SGWR);
 - Landmap Datasets – Countryside Council for Wales (CCW) and now managed by Natural Resources Wales (NRW) – various dates.

3.0 The five purposes of Green Barriers

- 3.1 The topics of Green Belts and Green Wedges is addressed in Section 4.8 of the Planning Policy for Wales – 9th Edition (PPW9) published in November 2016. Section 4.8 is titled ***‘Managing urban form by means of green belts and green wedges’***
- 3.2 After establishing at §4.8.1 the difference between the permanency of Green Belts and Green Wedges with Green Belts being more permanent and extending beyond the life of the development plan and Green Wedges requiring review as part of development plans production process §4.8.2 gives examples of the functions or land uses that both Green Belts and Green Wedges can provide:
- provide opportunities for access to the open countryside;
 - provide opportunities for outdoor sport and outdoor recreation;
 - maintain landscape/wildlife interest;
 - retain land for agriculture, forestry, and related purposes;
 - improve derelict land; and
 - provide carbon sinks and help to mitigate the effects of urban heat islands.
- 3.3 PPW9 §4.8.2 clearly concludes *‘However, the extent to which the use of land fulfils these objectives is not a material factor in determining whether land should be included within a Green Belt or green wedge.’* This confirms that the suggested land uses are not required for inclusion of land in a Green Wedge.
- 3.4 Likewise it should be noted that the land uses listed PPW9 - §4.8.2 can be provided by land that is not in a Green Wedge.
- 3.5 PPW9 at §4.8.3 sets down the five purposes of a Green Belt as:
- prevent the coalescence of large towns and cities with other settlements;
 - manage urban form through controlled expansion of urban areas;
 - assist in safeguarding the countryside from encroachment;
 - protect the setting of an urban area; and

- assist in urban regeneration by encouraging the recycling of derelict and other urban land.

3.6 PPW9 states the following:

*‘Local planning authorities need to **consider establishing Green Belts and making local designations, such as green wedges.** Both Green Belts and green wedges must be soundly based on a formal assessment of their contribution to urban form and the location of new development and can take on a variety of spatial forms. The essential difference between them is the issue of permanence. **Land within a Green Belt should be protected for a longer period than the current development plan period, whereas green wedge policies should be reviewed as part of the development plan review process.**’*

3.7 Looking at each of the five purposes and applying them to the Green Wedge 4 the following observations can be made.

- *prevent the coalescence of large towns and cities with other settlements* – in this case the settlements of Old Rhosrobin – Pandy – Bradley – Gwersyllt cannot be classed as large towns but Wrexham is;
- *manage urban form through controlled expansion of urban areas* – reiterates the above point that it is to manage Wrexham’s urban form but is also applicable to the other smaller settlements;
- *assist in safeguarding the countryside from encroachment* – this is to protect the countryside that exists around Wrexham and the smaller settlements that relate to Green Wedge 4;
- *protect the setting of an urban area* – the setting here can apply to both the setting of Wrexham as the principle town and the individual, smaller settlements; and
- *assist in urban regeneration by encouraging the recycling of derelict and other urban land* – this is a Wrexham wide purpose as the brownfield land can lie anywhere in the borough.

Wrexham Planning Policy Reference

3.8 The planning policy that manages development in Green Barriers is ECI – Green Barriers.

4.0 Methodology

Desk-based research

- 4.1 The initial phase of the review was to study what published landscape characterisation material considered the landscape and visual qualities of the Green Barrier and the Site to be. Landmap by CCW is the primary source of landscape character information across Wales. The five aspect layers of Landmap are:
- Geology;
 - Landscape Habitat;
 - Landscape Heritage;
 - Cultural Landscape; and
 - Visual and Sensory.
- 4.2 The five CCW Landmap aspect layers assessment summaries are located at **Appendix A**.
- 4.3 The Landmap process identified 27 different landscape areas in the borough of Wrexham and a short, consolidated summary of the Landmap findings was produced by WCBC and adopted in March 2007. It is titled Wrexham Landmap – Supplementary Planning Guidance Summary Document (SPG). It is reproduced at **Appendix B**.
- 4.4 Its main map shows the 27 different landscape areas and places them into four common broad landscape types:
- Urban;
 - Urban/Rural Villages;
 - Rural Lowlands;
 - Uplands.
- 4.5 The main map does not benefit from a readable base but this Green Barrier would form part of Detailed Character Area 8 – Gwersyllt – Llay – Gresford - Borras.

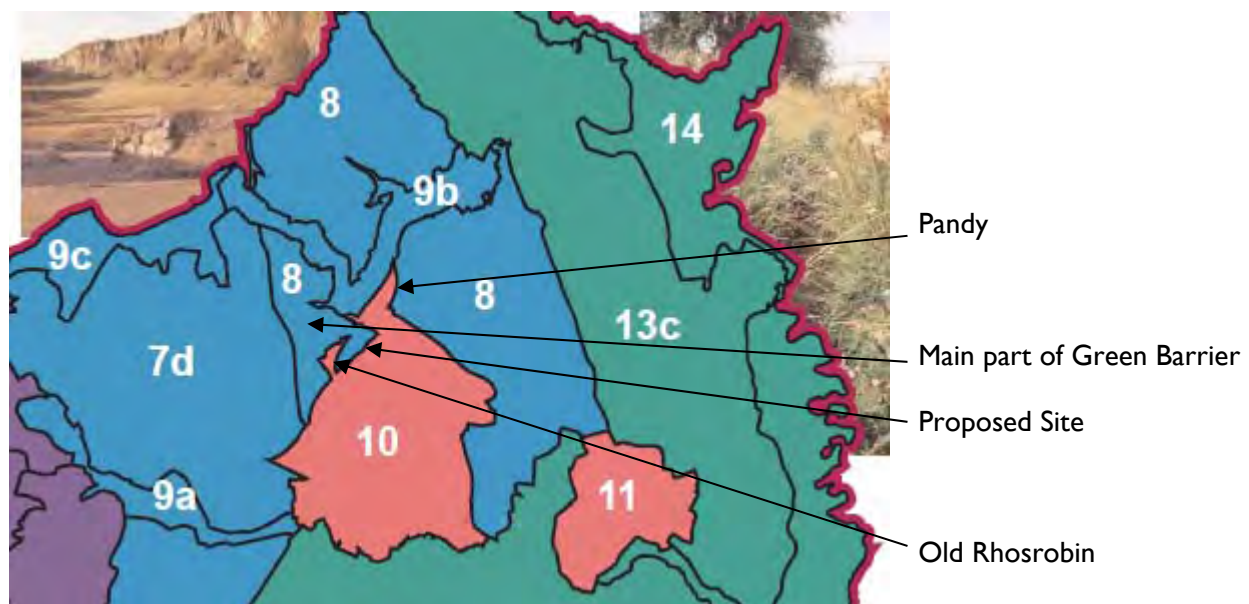


Figure 2 – Location of Landscape Character Area 8 – Green Barrier located in the southern part of 8

4.6 Detailed Character Area 8 is part of the Urban/Rural Villages landscape type. For this type the following key landscape issues were defined in March 2007:

- The future of 'urban fringe' landscapes;
- The potential for urban forestry;
- Impact of new housing on traditional community identity;
- Maintenance of local distinctiveness;
- The future of Bersham tip;
- The need for footpath and cycle links;
- The long-term impact of sand and clay quarries and landfill;
- Preservation of local history and industrial archaeology.

4.7 It is interesting to note that two extensions to urban area 10 (Wrexham Town Centre) protrude as salients to the north-west side of the urban area and the A483. The smaller southern one is taken to be Old Rhosrobin given its shape and positioning and the larger northern one Pandy.

Designated landscapes

- 4.8 The desk-based research confirmed that there is a single designated landscapes in the Green Barrier.
- 4.9 This is a small Special Landscape Area (SLA) that runs up through Fishpond Wood to the west of New Llay Road following the incised stream valley to Glan Llyn Road to the south west of Bradley. SLA's is a local level landscape designation.
- 4.10 There are also elements within the Green Barrier that have been designated for non-landscape reasons and these form part of the landscape character of the area. These elements are;
- Wat's Dyke – Scheduled Monument designated for its historical value; and
 - Waun Esker – Regionally Important Geological and Geomorphological Site (RIGS) designated for its geological value.

Ground-truthing

- 4.11 The Green Barrier area has been visited on three separate occasions including during the hours of darkness. This provided the study team with a good understanding of its landscape character and views across the Green Barrier from local footpaths and roads under different weather and visibility conditions. Site photography, relevant OS Mapping information and aerial photography have all been studied before compiling this review as presented.
- 4.12 Although not a Landscape and Visual Impact Assessment the approach that has been followed is in line with the Guidelines for Landscape and Visual Impact Assessment – 3rd Edition (GLVIA3) as published by the Landscape Institute (LI) and Institute for Environmental Management and Assessment (IEMA) in 2013.
- 4.13 The widely adopted principles of the GLVIA3 have been followed by;
- Considering the landscape of the Green Barrier as a resource in its own right;
 - Considering visual receptors who may have sight to the development as a separate matter; and
 - Only viewing the development from publically accessible locations such as Public Rights of Way and roads.

5.0 Landscape character of the Green Barrier.

- 5.1 This section first provides an overview of the Green Barrier's landscape character by identifying different character areas within it. These character areas have been formed after the site survey visits. It describes these areas making reference to openness, topography and boundaries on site.
- 5.2 It then references four of the five Landmap aspect layers to consider the finer grain of the Green Barrier's landscape character:
- Geology;
 - Landscape Habitat;
 - Landscape Heritage; and
 - Cultural Landscape.
- 5.3 It does so by summarising the characteristics described for each aspect in the following documents in tabular form before making summary comments;
- Landmap detailed area description sheets as held on the CCW/NRW data-base;
 - Strategic Green Wedge Review – WCBC, February 2016;
 - Site comments; and
 - Contribution that the proposed Site makes to the aspect.

Sub-division of the Green Barrier into Landscape Character Areas

- 5.4 The SGWR sub-divides the Green Wedge 4 into three separate areas and describes their extents as;
- the area between the eastern boundary of Rhosrobin and the edge of Wrexham Town,
 - the area to the north of Rhosrobin separating Rhosrobin, Gwersyllt and Bradley, and
 - the area to the south west of Rhosrobin and the eastern edge of Gwersyllt.
- 5.5 The SGWR does not provide a map to locate these areas but Figure 2 below illustrates the broad areas as described based on the settlement names given.

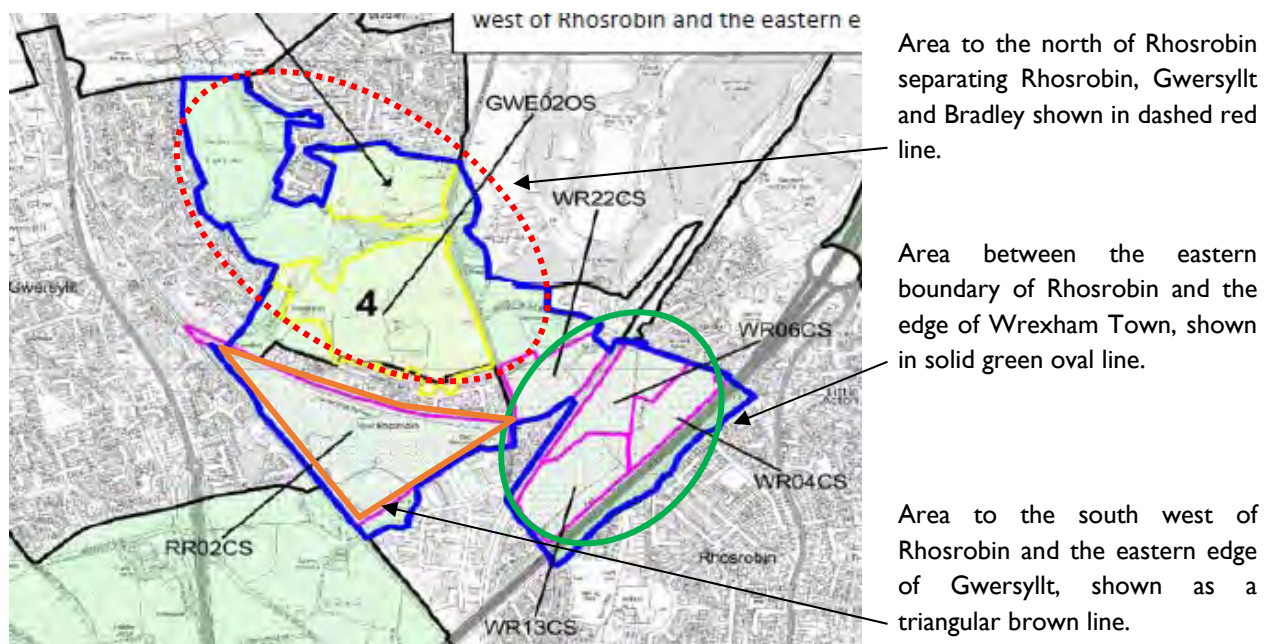


Figure 3 – Three areas of the Green Wedge 4 referenced in the Strategic Green Wedge Review – 2016

5.6 This review's site survey stage found it more accurate to identify five landscape character areas within the wider Green Barrier. These are identified on Figure 4 below;

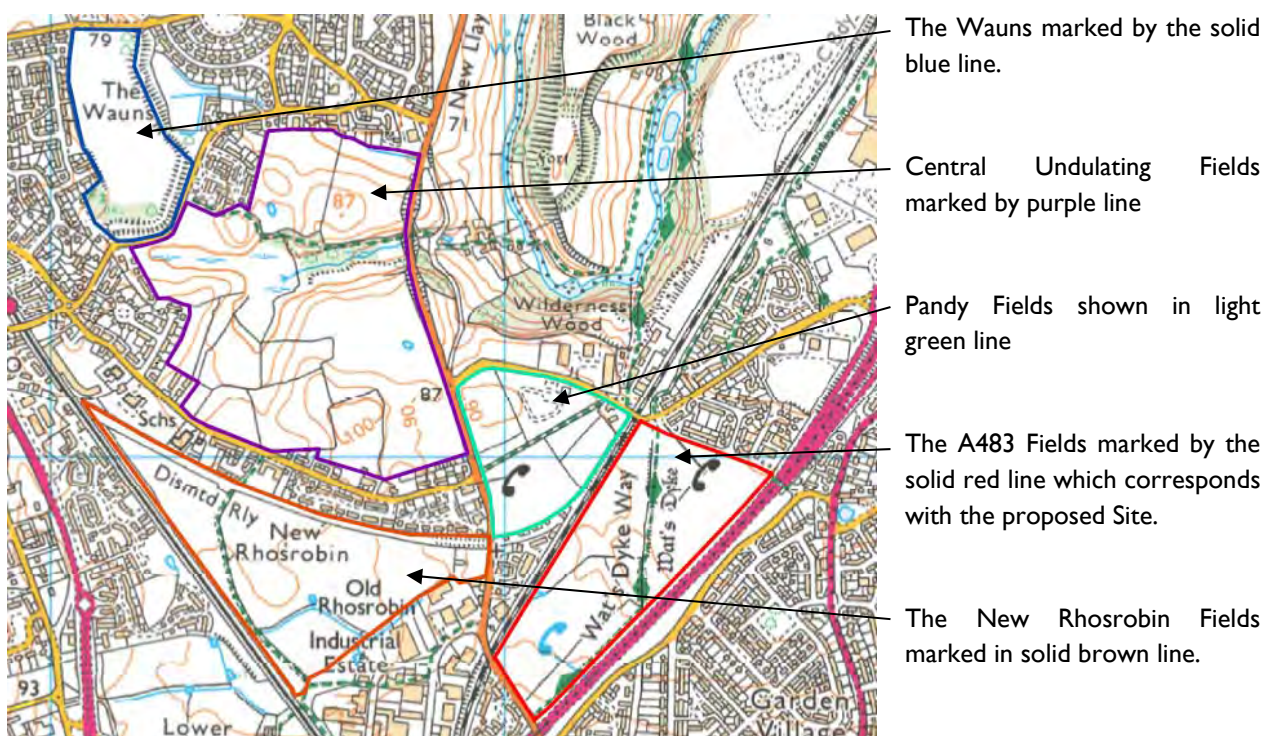


Figure 4 – Five areas of the Green Barrier identified by Site Survey – November 2017

- 5.7 Table I overleaf summarises the key characteristics of each that help to define their individual character;



Table 1 – Landscape Character areas within the Green Barrier

Name and Location	General landscape description	Strength and weaknesses	Indicative Photograph
A483 fields – set between Old Rhosrobin and Pandy these three small fields are located between the A483 dual carriageway and the Wrexham to Chester railway line	These four small fields are dominated by the presence of the A483. Topographically they are generally flat with development set around the majority of its edge. Hedgerow lines are patchy and there is some more mature woodland associated with Wat's Dyke that bisects the area on a north-south alignment. They are down to pasture with horse grazing rather than agricultural production the current land-use. Overall its character can be described as Urban Edge. It has limited rural quality given the number of urbanising influences around it.	Strength - Some hedge and woodland interest. Strength - Wat's Dyke as a heritage feature if not a strong landscape one. Weakness - Dominated by the A483 dual carriageway. Weakness – Poor character of the edge around it. Weakness – Level of active rural management is low.	
Pandy fields – positioned in an approximate triangle between Plas Acton Lane to the north, New Llay Road to the west and the recently developed Church Lea to the south.	There are four fields and the Plas Acton Cemetery in this area. It is largely flat and has obvious settlement to its west and south. The fields are to pasture but do appear to be under intensive agricultural management at the moment. Plas Acton Cemetery has a considerable effect on the character of the area even though it is a relatively new cemetery established in May 2009 with its beech hedge and metal fence as well as the gravestones appearing as urbanising form.	Strength – Some hedgerow interest. Weakness – Urbanising element of Plas Acton Cemetery. Weakness – obvious presence of residential houses around this area. Weakness – Limited distance between settlements	



Name and Location	General landscape description	Strength and weaknesses	Indicative Photograph
New Rhosrobin fields – To the south side of New Rhosrobin is a series of fields that form a discrete triangle of land. It is bounded to the very south by Old Rhos Robin Industrial Estate and to the west by the Wrexham – Bidston railway line.	This triangle of land is kept as improved grassland and appears more actively managed agricultural pasture than others in the Green Barrier. It has some but not large hedgerows running through its centre. It does however have good rows of mature trees along the Bidston – Wrexham railway line and the former Rhosrobin line. The taller industrial buildings in the Old Rhosrobin Industrial Estate forms the extents of this area at the Wrexham end of the fields. Housing however is more discrete set behind the boundary tree lines.	Strength – active agricultural management. Strength – limited presence of houses to define its edge. Strength – Amount of mature trees around its perimeter. Weakness – Large scale units to the south in Old Rhosrobin Industrial Estate.	
Central Undulating Fields – Set between the houses of Glan Llyn Road in Bradley to the north, New Llay Road to the east, New Rhosrobin houses to the south and the southern end of Gwersyllt to the west.	This is the largest area out of all those identified and has more distinctive topography with fields appearing to undulate with a change of level up to 20m across the area. To the north the fields appear regular and medium in scale, the south they are smaller, irregular in shape and defined by a series of outgrown hedgerows. The differing field systems are separated by the incised stream valley of Fishpond Wood which is wooded given its steep sides. The stream valley is obvious as people travel along New Llay Road. Agricultural use appears mixed with a predominance of horse grazing.	Strength – apparently larger scale with settlement not immediately obvious around edges. Strength – undulating landform helping to screen buildings and give the area more landscape interest. Strength – valley wood and hedgerows. Weakness – some obvious houses around parts.	



Name and Location	General landscape description	Strength and weaknesses	Indicative Photograph
Waun Playing Fields – Located immediately to the south of Bank Hall Road it has Bradley to the east and Gwersyllt to the west.	This is a very distinctive part of the Green Barrier as it has an amenity recreation ground appearance and use. It is bounded by obvious housing in Gwersyllt to the west but the houses of Bradley to the east are set behind a woodland belt. The same woodland belt runs around to the south on the steep bank that is The Wauns esker (RIGS). The esker has a change of level of up to 10m and gives The Wauns playing fields an elevated character compared to the adjacent land.	Strength – Mature, continuous woodland belt to east and south. Strength – the esker to the south of the area. Weakness – open housing edge to the west. Weakness – amenity playing fields make it appear as urban and part of the settlement.	

Landmap Aspect Layer - Geology

- 5.8 Geology is the first of the four landscape aspects considered in this review. Table 2 reviews the desk-top information and site observations summarising the overall bearing that geological features have on the character of the area. For the purposes of robustness a 200m extension has been placed around the Green Barrier defined area on the accompanying figures to ensure any geological features just on the periphery of the study area are included.

Table 2 – Geology in the Green Barrier

LANDMAP Geology Aspect	Strategic Green Wedge Study	Field Survey Comments	Site Contribution to Geology
WrxhmGL064 – The Wauns – Berse The Waun Esker is cited as a RIGS due to its value as remnant of the glacier system that covered the area. Other parts of the esker have been quarried	Geology is not explicitly referenced in the SGWS. There is reference to the stream valley that runs through the central undulating fields area.	The Waun Esker is the only obvious geological feature in the Green Barrier and on first impressions appears as a dis-used railway embankment. Surface water features are limited to	The Site does not contribute to the geological character of the Green Barrier. It is flat and unvaried apart from the presence of Wat's Dyke which is a historical feature rather than a natural



for sand and gravel e.g. Alyn Waters Country Park. The Fishpond Wood valley to the east of the undulating central fields run down to join the adjacent Alyn River valley to the east. The quality evaluation for the wider area is High.		the stream through Fishpond Wood whose banks are so steep that they have been allowed to form with woodland. There are occasional field ponds.	geological feature. It does not form the setting to the Waun Esker and has no relationship with it.
Geological Landscape Summary – The geology within the Green Barrier varies between the flatter areas of the southern areas, the undulating fields of the central area and the flat amenity landscape of The Wauns. The proposed Site does not contribute to the valued geological character of the Green Barrier and has flat, unremarkable base and drift geology.			



Landmap Aspect Layer - Landscape Habitat

- 5.9 The Landscape habitat aspect of Landmap considers the ecological function of this landscape. It identifies types of habitat present, their value, and current condition before suggesting ways of improvement. Figure 7 maps areas of mosaic grassland (mixed) but shows no environmental designations in the Green Barrier area.

Table 3 – Landscape Habitats in the Green Barrier

LANDMAP Habitat Aspect	Strategic Green Wedge Study	Field Survey Comments	Site Contribution to Habitat
WRXHMLH04I – Llay Grasslands An area of both dry and wet grasslands whose special features are described as small streams, hedgerows and veteran trees. The wider area has Ramsar, SSSI and Local Nature Reserves. It suggests hedgerow improvement and planting woodland. The quality evaluation for the wider area is High.	Landscape habitat was not part of the subject or criteria reviewed in this report. It makes mention of Local Wildlife Sites and Tree Preservation Orders (TPOs) in the wider area but not in the discussion of the candidate sites between the A483 and the Chester-Shrewsbury railway line.	Stock grazing with horse grazing dominating at the time of the survey is the typical form of land management. Hedgerows appear to be largely in decline with many appearing gappy and in need of improvement. Veteran trees or areas of mature woodland are few in the study area with the linear wooded belts around the Waun playing fields and along the Fishpond Wood stream the most evident.	The proposed Site offers little in the way of habitat with its hedgerows being its primary habitat and small copse at Wat's Dyke. There are also a number of more mature trees following Wat's Dyke but these do not amount to a wood in scale or value. A small area of damper ground also lies near Wat's Dyke but there are no obvious waterbodies. The grazing appears to be rough in areas and field poaching is taking place from horse grazing.
Landscape Habitat Summary – The Llay Grassland is a much larger area than the extents of the Green Barrier studied. The Barrier does display some of the wider habitat characteristics namely hedgerows and small areas of woodland but does not have the quantum, quality or variety of habitats to make a significant contribution to habitat value of the wider Llay Grasslands. The proposed Site does not hold any particular habitat quality. None of the Green Barrier area benefits from Ramsar, SSSI or Local Nature Reserve designation.			



Landmap Aspect Layer - Historic

- 5.10 The Historic Landscape aspect layer of Landmap considers heritage qualities of this landscape. It names the wider area – Windy Hill and its Landmap built and rural historic character areas are shown on Figure 5 and historic designations on Figure 8 of which there are remarkably few.

Table 4 – Historic landscape in the Green Barrier

LANDMAP Historic Aspect	Strategic Green Wedge Study	Field Survey Comments	Site Contribution to Historic
WRXHMHL08 – Windy Hill An area described as having irregular fieldscapes. The quality evaluation for the wider area is Moderate with the summary being a <i>'diffuse area of mixed fields wrapped around a number of industrial settlements but lacking significant historical foci, although the passage of Offa's and Wat's Dykes lifts its value slightly.'</i> The overall evaluation value is deemed to be High.	There is little reference to historic features others than highlighting Wat's Dyke in the discussion of the candidate sites near the A483. It cites the dyke under the heading of protect the setting of an urban area stand of the Green Wedge function when it is arguable that Wat's Dyke is actually a rural feature that used to link between historic settlements.	Other than Wat's Dyke there is little of heritage interest around the Green Barrier site. There are no obvious agrarian systems such as ridge and furrow or links to Conservation Areas or older buildings. The irregular field boundaries offer up some small element of heritage landscape interest but these are in a general poor state of repair and some field amalgamation has taken place reducing the landscape effect of the hedgerow pattern. Their pattern value has been reduced by the construction of both the railways and A483 dual carriageway.	The proposed Site includes Wat's Dyke. Like much of its length it has had its original ditch element filled in and its bank is approximately 3-4m high at its greatest towards the A483 side of the Site. A mound is visible for approximately 75m, part of the remainder appears as a banked hedgerow for 105m between two fields and no obvious sign for 210m. The remaining hedgerows contribute in a small way to the irregular field patterning but also display post enclosure straight-lines.
Historic Landscape Summary – Wat's Dyke as a Scheduled Monument is the feature of greatest historic interest even though it does not necessarily appear impressive or dramatic in the landscape of the Green Barrier. There is little historic interest evident in the adjoining settlements given their contemporary industrial formation. Rural heritage value is also weak with more contemporary features such as the railway lines, roads and the A483 dominating land patterns in the area.			



Landmap Aspect Layer - Cultural

5.11 The Cultural Landscape aspect layer of Landmap explores cultural links within the landscape. It calls the wider area – Transport Links and its built and rural historic character areas are shown on Figure 4. The whole of the Site is marked as transport influenced.

LANDMAP Historic Aspect	Strategic Green Wedge Study	Field Survey Comments	Site Contribution to Cultural
WRXHMCL016 – Transport Links The transport links this aspect layer references are both railway lines and the A483. It draws upon Wrexham's historic role as a transport hub on the A5 and for railway routes. The aspect commentary states, <i>'The transport links within and through WCBC impact powerfully on the everyday lives of the region.'</i> The overall evaluation value is deemed to be High.	The SGWS does not refer to transport links as cultural features but rather as physical barriers by which settlement can be defined.	The A483 is the dominant form of transport in the area with high traffic noise and movement clearly evident to the south of the Green Barrier area. The settlements that bound the Green Barrier all have their roots in mining or industrial activity with the latter still evident with industrial estates present adjacent to the Green Barrier also with larger retail such as car showrooms. Some older buildings such as chapels evident but are few and play no role in the Green Barrier.	The Site is bordered by the A483 but it is a leap of imagination to treat this as a positive cultural feature. Wat's Dyke could be celebrated or interpreted further as a heritage and cultural feature but no information about it is provided in the area. The Wat's Dyke Way is marked by named footpath way-markers.
Cultural Landscape Summary – The Green Barrier displays the transport links that the Landmap Cultural aspect considers determines the cultural character of the area. It should however be noted that even though the A483 and the railways are determining factors in this 'transport links' cultural character it does not immediately make them positive features in the landscape. The railways are reasonably discrete in the Green Barrier set largely in cuttings and with infrequent services, the A483 is a highly intrusive landscape element due to traffic noise, movement, built form and lights at night. The			



Other influences on the landscape character of the Green Barrier

5.12 Having looked in detail at the Landmap aspect layers for the Green Barrier this next section looks at other factors that contribute to determining its landscape character. These influences are:

- Edges to the Green Barrier;
- Access through the Green Barrier; and
- Linkages to the wider landscape from the Green Barrier.

5.13 These review comments initially consider the effect these influences have on the wider Green Barrier before considering them specifically for the proposed Site.

Edges to the Green Barrier

5.14 There is a host of settlement edges around the Green Barrier. They vary in quality but all play a part in determining the landscape character of the Green Barrier. Figure 14 marks the landscape quality of the various edges determined from the site survey stage. It uses a traffic light system;

- Red – poor quality edge that through poor design, or lack of landscape integration so they detract from the landscape character of the Green Barrier;
- Amber – both poor and good quality features appear along these edges that contribute positively in some way to the Green Barrier landscape character but could be improved; and
- Green – high quality edge to the Green Barrier that are positive landscape features that contribute to the landscape character of the Green Barrier.

5.15 In considering Figure 14 it is evident that there are more poor quality edges in the Green Barrier than positive ones. There is also a lack of amber, average edges.

5.16 In travelling around the Green Barrier it struck the survey team that there had been relatively contemporary development consented on local ridge lines or slightly higher ground that then dominates the character of the surrounding scene. Examples of this included Olivet Gardens and Church Lea in Old Rhosrobin, Lakefield Court in Gwersyllt and Queensway again in Gwersyllt.

5.17 Other poor edges include new development that is either unscreened or presents a hard edges to the Green Barrier. The new houses at Clos Alun adjacent to the A483 in Pandy and Top Farm Road fall both adjacent to the Site fall into this category.

- 5.18 Finally there are edges that are formed from large scale commercial or industrial usage. The large scale car show rooms in Pandy off Plas Acton Lane and in Old Rhosrobin off Main Road are examples of this along with industrial units of varying sizes again focussed on Old Rhosrobin.
- 5.19 Positive edges exist to the north and west of the New Rhosrobin fields and consist of tall hedgerows, scrub and trees along the active Bidston – Wrexham railway line to the west of the fields and along the disused railway line to the north of the fields.
- 5.20 Two sides of the Waun Playing Fields, the east and south benefit from strong tree belts which in turn reduces sight to the houses of Bradley beyond.

Edges associated with the proposed Site

- 5.21 The edges associated with the Site are;
- To the west - Main Road, Old Rhosrobin situated on an embankment running up to cross the A483 the houses of Top Farm Road then back the presence of the road with taller built form. There is some tree and scrub growth on the Site's embankment but as yet it has not screened off sight to the road and neighbouring properties;
 - To the north – lies the discrete Chester – Shrewsbury railway running in a cutting with some small scale industrial units in Old Rhosrobin and newer houses of Olivet Gardens backing this edge up with further built form;
 - To the east – lies the built form of Plas Acton Road and Clos Alun. The older houses set behind an existing boundary hedge are more discrete than the largely unscreened Clos Alun development which at 2.5 storeys is clearly evident on the edge and from the A483; and
 - To the south – the A483 that runs in a small cutting and is bounded with developing tree and scrub growth but not sufficient to totally screen or foil its presence within the landscape.
- 5.22 The edges are of mixed quality. The A483 is a distracting and intrusive element and of the lowest quality. The edge to east has the potential to be improved with tree planting although the quality of its character is also reduced by the presence of the A483. The edges to Main Road and the railway have the highest opportunity for improvement building upon existing vegetation that already improves the character of these edges.

Access through the Green Barrier area

- 5.23 Access through the Green Barrier is gained on footpaths, local roads and is also possible on two different railways lines.
- 5.24 The railway lines have not be travelled as part of this review and are not considered further other than to note:
- They principally run in cuttings across the Green Barrier and the influence they have on landscape character is minimal; and
 - As they run in cuttings the sight from them across the Green Barrier is largely restricted.
- 5.25 There are four Public Rights of Ways in the study area, all of which are footpaths that run through the wider Green Barrier. They generally start and finish in areas of development and have been walked as part of the survey stage. Running north to south they are:
- GWE / 20 from Glan Lynn Road in Bradley, down the side of Thirlmere Court, through Fishpond Woods arriving onto New Llay Road;
 - GWE / 30 from Plas Acton Road, by the side of Plas Acton Cemetery to Rhosrobin Road;
 - GWE / 28 from Rhosrobin Road by the side of Glanaber Court, across the disused railway line and through the New Rhosrobin Fields to the north side of the Old Rhosrobin Industrial Estate; and
 - GWE / 24 forming part of Wat's Dyke Way from New Road in Old Rhosrobin, across the Site parallel to the A483 to Wat's Dyke itself and then following along the route of Wat's Dyke to Pandy.
- 5.26 The principal roads that allow people to travel through and adjacent to the Green Barrier area are listed below. The list again runs from roads in the north to those in the south;
- Delamere Avenue / Park Hall Road to the north of The Wauns playing fields;
 - Glan Llyn Road between The Wauns and Central Undulating Fields;
 - B5425 – New Llay Road to the east of the area;
 - Plas Acton Road off New Llay Road through Pandy;

- Rhosrobin Road leading up to Gwersyllt;
- New Road which leads on from New Llay Road; and
- The A483 to the south of the Green Barrier separating Wrexham from the area.

5.27 In travelling through the Green Barrier area a sense of leaving one area and arriving at another is only gained along a few of these routes. These are limited to New Llay Road to the east and Footpath GWE/20 that runs through Fishpond Woods.

5.28 The routes that do experience this positive effect are marked in green on Figure 15. The single footpath route GWE/28 that partly experiences the sense of departure and arrival is shown with an amber coloured line. The majority of the routes do not have a clear sense of leaving one place before arriving at another. They are marked in red on Figure 15 and they largely lie to the south of the Green Barrier area.

Linkages to the wider landscape

5.29 The greater part of the Green Barrier does not have linkages to the wider landscape that can be classed as open countryside with limited built form. The only place where this takes place is to the east of New Llay Road looking down into the Alyn River Valley.

5.30 Some semblance of open countryside is gained when travelling along the undeveloped part Rhosrobin Road near Gwersyllt when an appreciation of the Central Undulating Fields is gained although obvious, clear views are not available.

5.31 Views from the northern end of GWE / 28 in New Rhosrobin Fields also create the illusion of countryside beyond given the effectiveness of the woodland belt to the west even though housing development in Little Mountain is positioned here.

5.32 These linkages to the wider landscape are shown on Figure 16 along with poor views.

Wat's Dyke in the Green Barrier

5.33 Wat's Dyke is an earthworks feature believed to have been formed by Aethelbald king of Mercia who reigned from 716 to 757.

5.34 It runs for 40miles through the northern Welsh Marches from Basingwerk Abbey on the River Dee estuary to Maesbury in Shropshire. It largely parallels the more famous Offa's Dyke. It now appears as a lesser landscape feature, sometimes as a raised hedgerow and in other places no

more than a cropmark within fields. The original dyke had a ditch facing west but this has long since been filled in and the bank largely ploughed away or built over.

- 5.35 Wat's Dyke at the Site is at its greatest height near its junction with the A483. Here it stands approximately 4m high with its height accentuated by mature tree growth on and around it. There is a discernible bank for an estimated 75m.
- 5.36 Figure 13 in the supporting illustrations presents a series of photographs of Wat's Dyke at the Site.
- 5.37 The neighbouring A483 built over Wat's Dyke as did the larger part of Wrexham to the east of the A483.
- 5.38 The higher embankment rapidly reduces in scale and change in level to a smaller banked hedgerow feature for approximately 105m, which in turn peters out to a fenced field boundary only which runs for the remainder of the field boundary of 210m until it reaches Pandy.
- 5.39 The Wat's Dyke Way, formed at the Site from GWE/24 is a promoted footpath route. It runs through the Site parallel to the A483 before striking Wat's Dyke and turning north-east to follow the dyke and then the fenced field boundary to Pandy.
- 5.40 Settlement and transport infrastructure, primarily the A483 is evident along all of this footpath route as it traverses the Green Barrier
- 5.41 Wat's Dyke is not visible anywhere else in the Green Barrier.

Summary description of the landscape character of the Green Barrier

- 5.42 There are five different landscape character areas in the wider Green Barrier.
- 5.43 They appear as disparate parts separated by blocks of residential and industrial development as well as transport corridors.
- 5.44 The landscape character of the Green Barrier does not read as a cohesive whole but rather as leftover parcels of land that have been stitched together. There is no overall character to the Green Belt.
- 5.45 There are three positive landscape features of note in the overall Green Barrier;
- The Wauns Esker to the north, this is a Regional Important Geological Site (RIGS);
 - Fishpond Wood Special Landscape Area (SLA) to the centre of the Green Barrier; and

- Wat's Dyke Scheduled Monument to south.

5.46 There are a number of detracting landscape elements present across the Green Barrier including but not restricted to;

- The A483 dual carriageway;
- The frequency and poor quality of settlement edges that help to define the current Green Barrier;
- Low levels of active land management;
- Limited number of hedgerows and the poor state many of the remaining ones are in; and
- Lack of links out to the wider countryside.

Contribution of the Site to landscape character of the Green Barrier

5.47 The proposed Site does include Wat's Dyke as the principle landscape heritage feature in the Green Barrier.

5.48 It has no physical or perceptual links to the Waun Esker RIGS and the Fishpond Wood SLA.

5.49 The Site forms the whole of the A483 Fields character area being largely flat with some hedgerow interest. Settlement or transport infrastructure is evident in every direction around the Site.

5.50 It holds an urban fringe character with roads on two side, a railway on a third and built form evident to the north, south and west.

5.51 It contributes less in landscape character terms to the wider Green Barrier than other areas due to the highly detracting nature of the A483 corridor, reduced agricultural character, lack of a sense of openness, short distances between settlements and lack of connections with open countryside.

6.0 Visual and Sensory Description of the Green Barrier

- 6.1 This section begins by describing the Visual and Sensory aspect layer of the Landmap dataset. It then adds to these comments with site observations. The end of the section considers if the proposed Site is representative of the overall aspect area or differs.

Landmap Visual and Sensory aspect layer

- 6.2 The visual and sensory layer for this part of the borough is referenced WRXHMVS065 and is titled the A483 – Mold Road Corridor. The summary description sheet is located in Appendix A and the character areas on Figure 3 of the illustration pack.
- 6.3 The Special Landscape Area (SLA) of Fishpond Woods is set with the neighbouring WRXHMVS018 layer titled River Alyn Wooded Valleys.
- 6.4 The overall value of the A483 – Mold Road Corridor is given as Moderate. There are management principles description summaries the experience of approaching Wrexham Town Centre as, *‘Generally visually an unsatisfactory area, under pressure, and the first impression of the area around Wrexham for many visitors’*.
- 6.5 The visual and sensory layer goes on to state it has a Low rarity grade stating *‘the aspect engenders many of the visual and sensory responses of road corridors throughout the area and displays no or few features that are either rare, representative or of particular value to adjacent areas.’*, ‘
- 6.6 The description sheet also describes the remaining character between villages as rural but subject to further fragmentation by development. It also recommends the improvement of hedgerows and planting small woodlands in the area to add more aesthetic appeal.

Site observation – Existing housing areas

- 6.7 The principle observation from the wider Green Barrier was the presence of residential properties in the overwhelming majority of views. It is rare to escape the visual presence of houses whilst travelling in or adjacent to the Green Barrier.
- 6.8 Housing is easier to see in the flatter character areas such as The Wauns and the A483 fields and less so in the Central Undulating Fields where ground form helps to shorten views to built edges.
- 6.9 The character of the settlements’ built form is largely mid to late 20th century with occasional municipal buildings such as churches and schools appearing older.

Industrial and retail areas

- 6.10 The Old Rhosrobin Industrial Estate introduces a mix of larger industrial buildings available in the view from the area of the proposed Site and from New Rhosrobin fields.
- 6.11 In addition there are industrial units around Old Rhosrobin and parts of Pandy.
- 6.12 There is no obvious retail centre other than in Gwersyllt but there are several large floor plan none food retailers such as car show rooms on Plas Acton Road in Pandy and Main Road in Old Rhosrobin. These largescale units are contemporary in architectural styling and do not contribute to the character of the small settlements in which they are located.
- 6.13 The combined effect of industrial and retail neighbours to the Green Barrier is to remind people of the closeness of urban areas.

The effects of the A483

- 6.14 Where the A483 dual carriageway runs to the south of the study area the view is dominated by the busy trunk road cutting off views further south towards Wrexham.
- 6.15 The A483 corridor is also noisy. The day of the photography on the 25th November was rainy which tends to exacerbate road noise with increased tyre noise but it could be clearly heard on New Llay Road above other background noise.
- 6.16 During the hours of darkness the A483 is not lit but traffic headlamps are very evident.

Trees and hedgerows in the scene

- 6.17 There are few mature trees in the Green Barrier but some tree belts of good scale and density. Where they do occur around The Wauns and New Rhosrobin Fields they visually enclose the areas as well as providing visual interest and seasonal change.
- 6.18 Where layers of hedgerows build up they can start to act as visual screens to longer views. However as noted above in landscape character the general quality and density of hedgerows is declining.

Perceptual qualities

- 6.19 The area cannot be described as tranquil or a restful place. There are pockets of quieter landscapes such as around Fishpond Wood but even here local road noise can be heard. Overall the landscape can be described as active.

Longer views

- 6.20 Longer views can be taken to the east of the Green Barrier area over the Alyn Valley as indicated on Figure 16. They basically coincide with the ability to experience wider, more extensive countryside.

Adverse views

- 6.21 A series of less attractive views were noted during the site survey stage with seven marked on Figure 16. They are:
- View to end elevations of the Queensway properties over the Wauns playing fields;
 - View across Fishpond Wood Special Landscape Area to the rear of Lakefield Court;
 - View to side elevations of Churchlea from public footpath GWE/30 adjacent to the Plas Acton Cemetery;
 - View at closer range to Old Rhosrobin Industrial Estate properties;
 - View when walking from Pandy on GWE/24 towards the A483 as it runs across the mid-ground;
 - View to new development at Clos Alun and along A483 when entering into field to east of Wat's Dyke;
 - View at close range along the A483 from the proposed Site.

Public Rights of Way

- 6.22 As summarised above there are four public footpaths through the Green Barrier area. The footpath GWE/20 through Fishpond Wood displays the most attractive views but even here there are lower quality views across the Special Landscape Area towards development in Gwersyllt.
- 6.23 The Wat's Dyke Way path that is made up of GWE/24 experiences the least attractive set of views with settlement clearly evident along its whole route and the dominating A483 to the south.
- 6.24 GWE/28 traverses through reasonably attractive pasture fields until it draws closer to the Old Rhosrobin Industrial Estate.

- 6.25 GWE/30 users experience the urbanising influence of Plas Acton Cemetery for a considerable part of its length. This new cemetery still appears stark and its metal fenestration and beech hedge appear out of keeping when compared to the rural character in the wider Green Barrier. In addition it experiences adverse views to the houses of Church Lea which appear as a regularly pattern of end elevations.

Urbanised sections of the Green Barrier

- 6.26 Urban influences are never far away from the Green Barrier but there are three notable parts that appear urban given their land-use and context of adjacent development. They are all marked on Figure 12 of the Illustration pack.
- 6.27 The more northerly is The Wauns playing fields that with its goals, flat topography and amenity grass appears as a recreation ground.
- 6.28 Plas Acton Cemetery also appears as an urban area even though it is set within the Green Barrier given its uniform railings and beech hedge set around the cemetery itself. Municipal cemeteries such as this are typically perceived as part of an urban area.
- 6.29 The third is a small neck of the Green Barrier made up of the Gwersyllt Primary School Playing fields that links the Central Undulating Fields and New Rhosrobin Fields. In reality there is no perception of Green Barrier at this point.

Visual and sensory character at the proposed Site

- 6.30 The Site appears as a discrete piece of land bounded by the A483 to the south-east, Main Road/New Road set on its embankment to the south-west, the Chester-Shrewsbury railway line to the north-west and Plas Acton Road to the north-east.
- 6.31 The highest volume of people experience it from the A483 corridor. It is more visible from the north bound carriageway (Chester direction) as that is the side that is nearer to Site. However the level of visibility to the Site is small due to an earth embankment and developing highway corridor trees. Short duration, moving views of the Site and nearby fields are gained through gaps in the tree cover.
- 6.32 The site is also judged against the built development that is visible before and after its location. To the south it is the Old Rhosrobin Industrial Estate and the recently constructed Top Farm Road development to the north the houses of Pandy. Both areas are more evident in winter and spring without leaf cover.

- 6.33 An elevated view across the Site is gained from New Road/Main Road as it runs up an embankment to cross the A483 and then on into Wrexham. The view looks over the Site which sits at a lower level and takes in properties in Old Rhosrobin, straight across the Green Barrier to Pandy and across the bridge in Wrexham.
- 6.34 The view from Footpath GWE/24 that crosses the is either towards the settlement edge of Old Rhosrobin, the houses along Plas Acton Road or the adjacent A483 dual carriageway. The one better quality view is towards the mid-point of the Site where the mature tree vegetation on and around Wat's Dyke provides visual interest. The dyke's mound is not that dramatic or visually appealing but the group of mature trees is.
- 6.35 Once past Wat's Dyke mound and trees to the north-east the views across the adjacent field towards Pandy reduce in quality with a poor urban to rural interface with the taller buildings of Clos Alun being prominent in the view.
- 6.36 No views are gained to the Site from the adjacent Chester – Shrewsbury railway line that runs in a cutting at this point.
- 6.37 The Site cannot be described as tranquil in any way given the nearby presence of the A483.

Visual and sensory summary

- 6.38 In summary the visual and sensory elements of the Green Barrier are:
- The visual and sensory layer for the greater part of the Green Barrier is WRXHMVS065 – A483 Mold Road Corridor. There is a small part in WRXHMVS018 layer titled River Alyn Wooded Valleys.
 - There is a frequent and close presence of residential settlement in the majority of views;
 - The settlements appear largely as late 20th century in character;
 - The large scale effect that the A483 has on the character of the overall area and in particular the Site is adverse;
 - There are few long-distance views out to adjoining open countryside with most truncated by existing development or undulating landform;
 - There are a number of adverse views that could be improved around the Green Barrier some of which can be taken from the four public footpaths that cross the Green Barrier;

- The Wauns playing fields and Plas Acton Cemetery are both urban character areas set within the Green Barrier;
- Mature trees are infrequent and hedgerows across much of the barrier appear to be in decline and their gappy state reduces their visual enclosure; and
- It is not a tranquil or restful place other than in parts of Fishpond Woods.

Contribution of the proposed Site to the wider Green Barrier

- 6.39 The Site is located in one of the less attractive parts of the Green Barrier adjacent to the intrusive A483 dual carriageway.
- 6.40 The hedgerows on Site contribute some visual interest but are in a state of decline. They do not combine with a wider system to provide additional visual interest or landscape patterning.
- 6.41 The Site holds the Wat's Dyke system. It provides access for the Wat's Dyke Way and an appreciation of the Scheduled Monument can be gained from Site.
- 6.42 It displays typical characteristics of the wider Green Barrier with declining agricultural use, transport corridors around its edges and a flat topography allowing for sight out to nearby housing areas. Like the majority of the Green Barrier it is an active landscape area and not tranquil.
- 6.43 Its pasture appears similar to many other in the Green Barrier with less rigorous agricultural management for silage or intensive stock grazing rather than horse pasture as it is used currently.
- 6.44 It is overlooked from an elevated position on New Road/Main Road. This elevated position allows views out across the Green Barrier at this point towards Pandy in the north-east. Some developing tree planting on the New Road embankment partially limit views across Site.

7.0 Summary

- 7.1 A thorough review of landscape and visual character of the wider Area 4 Land between Bradley, Rhosrobin and east of Gwersyllt Green Barrier has been carried out.
- 7.2 It has used both existing published sources of landscape character information and site survey work to establish what the Green Barrier's current character is.
- 7.3 It has considered both the wider area of the whole Green Barrier but also the smaller proposed development Site.

Landscape comments

- 7.4 Landmap now managed by NRW has been consulted for Geological, Habitat, Heritage and Cultural aspect layers.
- 7.5 Following site survey the broader Green Barrier was sub-divided into five character areas:
- The A483 Fields;
 - Pandy Fields;
 - New Rhosrobin Fields;
 - Central Undulating Fields; and
 - The Wauns.
- 7.6 Other characteristics that combine to form the landscape character of an area have also been reviewed including the quality of edges around the Green Barrier, the ability to see out of the area and the sense of leaving one place and arriving at another.

Contribution of the Site to the landscape character of the Green Barrier

- 7.7 The proposed Site contains the principal landscape heritage feature of Wat's Dyke. It is in varying states on the Site with an embankment, banked hedge and field boundary all representing its character on Site.
- 7.8 The Site has no physical or perceptual links to the Waun Esker RIGS and the Fishpond Wood SLA to the north.

- 7.9 It forms the A483 Fields character area within the Green Barrier being largely flat with some hedgerow interest. Settlement or transport infrastructure is evident in every direction around the Site.
- 7.10 It holds an urban fringe character with roads on two side, a railway cutting and houses on a third and built form evident in every direction.
- 7.11 It contributes less in landscape character terms to the wider Green Barrier than other areas due to the highly detracting nature of the A483 corridor, reduced agricultural character, lack of a sense of openness, short distances between settlements and lack of connections with open countryside.

Visual quality in and around the Green Barrier

- 7.12 The visual and sensory layer from Landmap has been consulted in preparing the visual and sensory review of the wider Green Barrier.
- 7.13 There is a frequent and close presence of 20th century residential settlement in the majority of views.
- 7.14 The large scale effect that the A483 has on the character of the overall Green Barrier and in particular the Site is adverse.
- 7.15 There are few long-distance views out to adjoining open countryside with most truncated by existing development or undulating landform.
- 7.16 There are a number of adverse views that could be improved around the Green Barrier some of which can be taken from the four public footpaths that cross the Green Barrier.
- 7.17 The Wauns playing fields and Plas Acton Cemetery are both urban character areas set within the Green Barrier.
- 7.18 Mature trees are infrequent and hedgerows across much of the barrier appear to be in decline and their gappy state reduces the visual enclosure they once would have had.
- 7.19 It is not a tranquil or restful place other than in parts of the Fishpond Woods which is more isolated from travel corridors and built form.

Contribution of the proposed Site to the wider Green Barrier visual qualities

- 7.20 The Site is located in one of the less attractive parts of the Green Barrier adjacent to the intrusive A483 dual carriageway.

- 7.21 The hedgerows on site contribute some visual interest but are in a state of decline. They do not combine with a wider system to provide additional visual interest.
- 7.22 The Site holds the Wat's Dyke system. It provides access for the Wat's Dyke Way and an appreciation of the what remains of the above ground Scheduled Monument can be gained from Site.
- 7.23 It displays typical characteristics of the wider Green Barrier with declining agricultural use, transport corridors around its edges and a flat topography allowing for sight out to nearby housing areas. Like the majority of the Green Barrier it is an active landscape area and not tranquil.
- 7.24 Its pasture appears similar to many other in the Green Barrier with less rigorous agricultural management for silage or more intensive stock grazing rather than horse pasture as it is used currently.
- 7.25 It is overlooked from an elevated position on New Road/Main Road. This elevated position allows views out across the Green Barrier at this point towards Pandy in the north-east. Developing tree and scrub planting on the New Road embankment limit some of the views across Site

Overall Summary

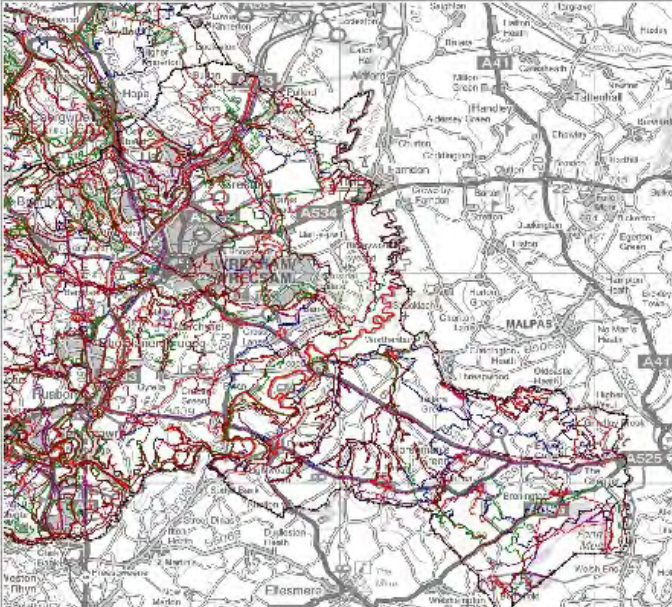
- 7.26 The landscape character of the Area 4 Land between Bradley, Rhosrobin and east of Gwersyllt Green Barrier is disparate and disjointed interspersed with regular housing and transport corridors. Its overall landscape value is Moderate/Minor with the exception of Fishpond Wood which is High/Moderate. It has a low susceptibility to change given the amount of residential development that already exists around the Green Barrier.
- 7.27 The Site itself has a lesser landscape and visual quality compared to the rest of the Green Barrier given the adverse landscape and visual effects of the adjacent A483 dual carriageway.

Appendix A – Landmap Aspect Description Sheets

The following Landmap data sheets are bound in Appendix A:

- WRXHMGL064 – The Wauns – Berse
- WRXHMLH041 – Llay Grasslands
- WRXHMLH08 – Windy Hill
- WRXHMCL016 – Transport Links
- WRXHMVS065 - A483 – Mold Road Corridor



Cultural Landscape	
Aspect Area Name	Transport Links
Aspect Area Classification	Influences/Material expressions/Infrastructure/Communications & Transport (Level 4)
Aspect Area Code	WRXHMCL016
Date Of Survey : 02/10/2006	
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Monitoring

Has the information ever been verified in the field?	Yes (Level 4.)
Does this area have a special or functional link with an adjacent area?	Yes (With all, as the areas with which it interconnects.)

Description

The classification at level 3 describes the dominant cultural context, but which other contexts are important to the cultural landscape of this area?	Rural Industrial Urban Infrastructure Places
Which level 4 classes are particularly significant to the cultural landscape character of this area - Influences?	Agricultural Minerals & Mining Trade, Retail & Commercial Urban Settlement Communications & Transport Services Tourism
To what extent do the context and level 4 details selected contribute to the cultural identity, local distinctiveness or sense of place of the area?	Very Strong (This aspect area is very obviously what it is - a road system passing through a diverse landscape.)
To what extent is the cultural information widely recognised or appreciated?	Nationally (Nationally as a major road network serving Wales, Merseyside and the English west midlands.)
Are there any artistic expressions that are particularly famous or associated with the Aspect Area?	Not known
Are there any people / movements / institutions that are particularly famous or associated with the Aspect Area?	Yes (Benjamin Piercy the railway contractor and the engineer Henry Robertson are associated with the development of the railway system.)
Is there any folklore or are there legends that are particularly famous or associated with the Aspect Area?	Not known
Are there any events/traditions that are particularly famous or associated with the Aspect Area?	Not known
Are there any technical / scientific discoveries that are particularly famous or associated with the Aspect Area?	Not known
What are the attributes of the cultural elements in the Aspect Area?	Mixed
What chronological periods are culturally dominant in the area?	Post 1950 Inter War Victorian & Edwardian Georgian Late Medieval
Are there certain place-names in the area that are particularly significant?	No
Summary Description: (no more than 150 words)	The transport links within and through WCBC impact powerfully on the everyday lives of region The new A483 provides a high-speed north-south route, though this has to some extent by-passed Wrexham. The WCBC area has throughout its history formed an important transport nexus; the A5 and the railways also form culturally significant features.

Tolerance To Change

Are there any significant threats to the current integrity and condition of the Cultural Landscape features of the area?	Yes (Uncertainty as to future role of rail system.)
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Description

If yes, give examples of the place-names and their significance	N/a.
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Aspect Area Boundary

To what level was this information site-surveyed?	Level 4
At 1:10,000, how much of the Aspect Area boundary is precise?	Most (Some of the boundaries are necessarily subjective.)
What baseline information source was used for Aspect Area boundary mapping?	OS Raster
If OS Data was used, what was the scale?	1:10,000
What is the justification for the Aspect Area boundaries?	Periphery of the main transport arteries including earthworks.

Bibliography

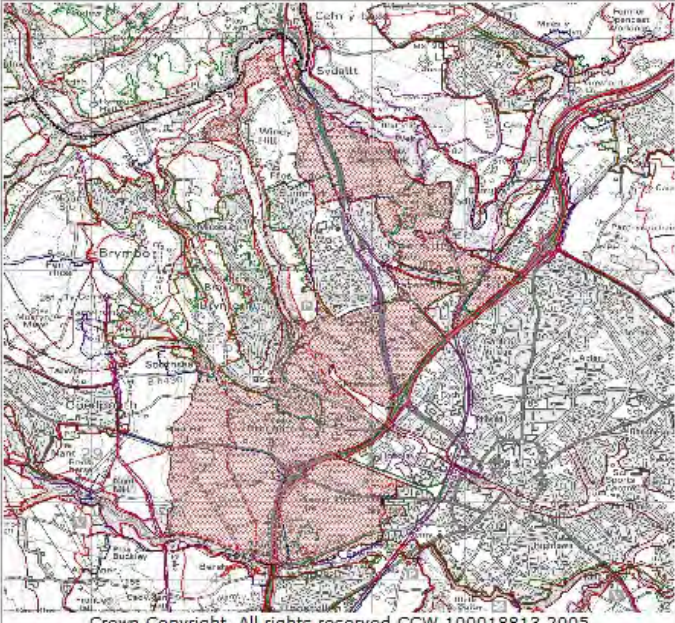
List the key sources used for this assessment	Principal bibliography: Quartermain, etc.: Trinder; Rolt; Bradley; DWB; principal consultees: P. Wakelin; R. Benson.
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Assessment

Additional Assessment	101/4
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Additional Assessments	N/A.
Additional Comments	N/A.
Evaluation Matrix	
Evaluation Criteria: Overall Evaluation	High (- as culturally significant transport links.)
Justification of overall evaluation	"High" in that although their technology is unremarkable and their effect on the economy and culture of WCBC is no more than that of the transport systems of any comparable area, they have the potential for integration into the World Heritage bid.
Evaluation Criteria: Recognition/transparency	Regional recognition (High in that the cultural meaning of these transport links is clear even when they are not analysed.)
Evaluation Criteria: Period	Very apparent ("High" as modern roads some of which are in essence turnpikes or earlier, and 19th railways; their Period value is heightened by the presence of other historic transport features such as the A5, the canal and aqueduct and its associated feeder railways.)
Evaluation Criteria: Rarity (Culture)	Representative ("Moderate" in that there are many examples of such transport links throughout the UK and beyond, but not "Low" in that they acquire a deeper cultural meaning alongside the other historic transport links.)
Evaluation Criteria: Documentation	Moderate (Probably "High" for the railways and "Low" for the roads.)
Evaluation Criteria: Group Value	Exceptional ("Outstanding" for their potential in articulating the cultural meaning of transport within WCBC.)
Evaluation Criteria: Survival	N/A (- in that the rail systems survives, much truncated, and the modern road system has been developed in recent years.)
Evaluation Criteria: Vulnerability	Vulnerable (The rail system is probably vulnerable to political decisions.)
Evaluation Criteria: Diversity	Complex (- in that they add to the range of people visiting WCBC.)
Evaluation Criteria: Potential (Culture)	Exceptional (- in that these links have the potential to become integrated with the World Heritage bid.)
Description	
Which level 4 classes are particularly significant to the cultural landscape character of this area - Associations?	Sense of Place Leisure/Recreation
Evaluation	
Condition:	Fair (The roads are much used. Attention could be given to the appearance of the railway.)
Value:	High (Of regional value.)
Trend:	Constant (The trend is believed to be constant.)
Recommendations	
Existing management:	Generally Appropriate
Existing management remarks:	The road system is well maintained and carries considerable traffic. It is less clear how the railway system functions.
Principal management recommendations	The rail system is likely to be essential to WCBC's long-term economic prosperity, especially given the prospect of increases in fuel and road haulage costs. The option should be maintained of re-opening the Ruabon-Llangollen link.
Guideline	Medium Term ("Adopt a station" initiatives.) Medium Term (Integration of rail network with A5 as historic roadway and World Heritage bid for Pont Cysyllte aqueduct.) Long Term (Maintenance of option for re-connection of rail system between Ruabon and Llangollen, and integration of tourism and transport initiatives.)
Description	
If Classification is "Other", specify here	

Geological Landscape

Aspect Area Name	The Wauns – Berse	
Aspect Area Classification	Lowland hills and valleys/Lowland glacial and fluvioglacial depositional terrain/Lowland glacial outwash plain / field (Level 3)	
Aspect Area Code	WRXHMGL064	
Date Of Survey	08/01/2008	

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Description

What is the geographical and topographical character of this area?	Undulating surface averaging around 90m, but rising to 120-130m in the S. Dominated by glacial sand and gravel (Quaternary, Pleistocene) which has locally been quarried (e.g. at Alyn Waters). Some glacial landforms remain, however, including the important Wauns esker. Includes some developed or otherwise modified areas including an infilled valley at new Broughton. Some stream valleys include small areas of alluvium (Quaternary, Holocene).
What is the characteristic Level 3 component of the area?	Lowland glacial outwash plain / field
Which of the following is a significant contributor to the geological character of the area?	Superficial deposits (Glacial/ fluvioglacial sand and gravel dominates with some till, especially to the S [QUATERNARY: PLEISTOCENE (DEVENSIAN)]. Minor alluvium in stream valleys [QUATERNARY: HOLOCENE].) Active processes (Stream.) Past processes (Glacial/ fluvioglacial.)
What additional subsidiary Level 3 components are notable?	Mineral workings
What Level 4 components are notable in this area?	Lake / reservoir (artificial) Flood plain Esker Opencast mine, gravel or sand pit Urban / industrial development
What active geological and geomorphological processes are significant in this area?	Stream.
Are there components of significant hydrological importance?	Yes (Stream.)
Are there any pedological processes that are significant in the area or have had a landscape forming effect?	Not known
Is there current mineral extraction?	No
Has there been mineral extraction in the past?	Yes (Sand and gravel.)
Are there SSSI/GCR sites here?	No
Are there geological SINC, 2nd tier, or RIGS sites in the area?	Yes (The Wauns Esker RIGS (ST321535-ST322539) [Quaternary of Wales].)

Evaluation

Value	High (Although modified by development, area still includes fluvioglacial features of regional importance, including the Wauns Esker RIGS.)
Condition	Fair (Area modified by development, although natural features remain in more rural areas.)
Trend	Declining (Area modified by development, although natural features remain in more rural areas. Potential for further loss is high.)

Recommendations

Existing management	Generally Inappropriate
Principal management recommendations	Ensure that no further significant geological or geomorphological features are lost or damaged (e.g. due to development, forestry, etc) and that RIGS sites are protected through develop plan policies and constraint mapping
Guideline	Immediate (Ensure that RIGS sites are protected through develop plan policies and constraint mapping.) Long Term (Ensure that no further significant geological or geomorphological features are lost or damaged (e.g. due to development, forestry, etc).)

Tolerance To Change

Are there any significant threats to the current integrity and condition of the Earth Heritage features of the area?	Yes (Area modified by development, although natural features remain in more rural areas. Potential for further loss is high. No loss or damage to key features should be considered acceptable.)
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Aspect Area Boundary

To what level was this information site-surveyed?	Level 3
At 1:10,000, how much of the Aspect Area boundary is precise?	Most (Aspect Area boundaries surveyed at 1:10,000, mapped at 1:25,000.)
What baseline information source was used for Aspect Area boundary mapping?	Other (1:50,000 British Geological Survey maps, 1:10,000 aerial photographs (as stereo pairs), OS 1:25,000 Landranger topographical map.)
If OS Data was used, what was the scale?	1:25,000
What is the justification for the Aspect Area boundaries?	Base of low slopes to W, margins of main valley systems and urban areas.

Evaluation Matrix

Evaluation Criteria: Research Value	High (Although modified by development, area still includes fluvioglacial features of regional importance, including the Wauns Esker RIGS.)
Evaluation Criteria: Educational Value	High (Although modified by development, area still includes fluvioglacial features of regional importance, including the Wauns Esker RIGS.)
Evaluation Criteria: Historical Value	Moderate (Although modified by development, area still includes fluvioglacial features of regional importance, including the Wauns Esker RIGS.)
Evaluation Criteria: Rarity / Uniqueness	High (Although modified by development, area still includes fluvioglacial features of regional importance, including the Wauns Esker RIGS.)

Evaluation Criteria: Classic Example	Moderate (Although modified by development, area still includes fluvio-glacial features of regional importance, including the Wauns Esker RIGS.)
Evaluation Criteria: Overall Evaluation	High (Although modified by development, area still includes fluvio-glacial features of regional importance, including the Wauns Esker RIGS.)
Justification of overall evaluation	Although modified by development, area still includes fluvio-glacial features of regional importance, including the Wauns Esker RIGS.

Bibliography

List the key sources used for this assessment	BRITISH GEOLOGICAL SURVEY (1994), Wrexham (Sheet 121); DUNKLEY, P.N. (1981), Mineral Assessment Report, Institute of Geological Sciences, No. 61; HAINS, B.A. (1991), British Geological Survey Technical Report (Onshore geology series) WA/91/4; INSTITUTE OF GEOLOGICAL SCIENCES (1965), NEWRIGS (2005-2006), North East Wales RIGS Group Site Records; ORDNANCE SURVEY ORDNANCE SURVEY (2000), Explorer 256 (1:25,000 scale); PAGE, K.N. (2005), Flintshire LANDMAP: Geological Landscapes Aspect Layer Technical Report (CCW););ROBERTS, R. (2004), Earth Science Technical Annex. In: Wrexham LANDMAP: Volume 2. (WCB and CCW); WEDD, C.B. et al. (1927-1928), Memoirs of the Geological Survey, Sheet 121 (Wrexham).
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Assessment

Additional Assessments	N/A
Additional Comments	Additional Level 4 features include: Stream.

Monitoring

Has the information ever been verified in the field?	Yes (Field visit.)
Does this area have a special or functional link with an adjacent area?	Yes (Forms part of glacial and fluvio-glacial "Wrexham Delta Terrace" complex (includes WRXHMGL064, 065, 066, 068, 069, 074, 080, 086, 098, 100).)

Description

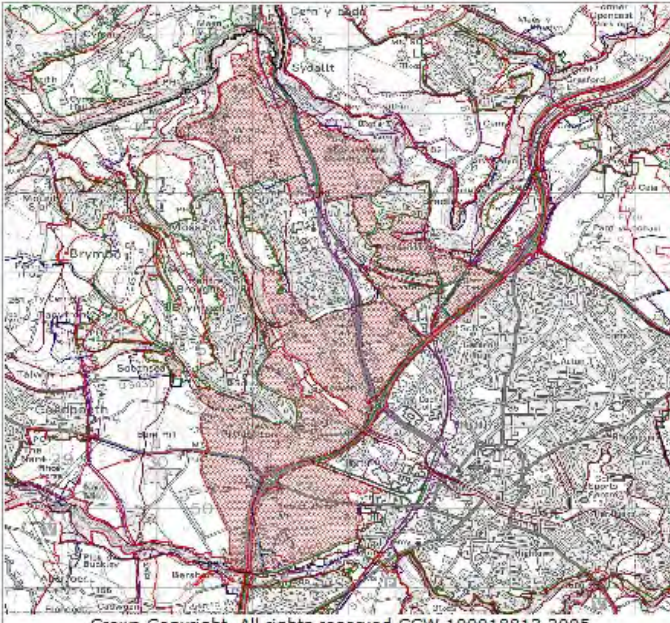
If Classification is "Other", specify here	N/A
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Recommendations

Existing management remarks:	Area modified by development, although natural features remain in more rural areas. Potential for further loss is high.
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Description

Where drift dominated, what is the dominant drift deposit?	Fluvio-glacial
Where drift dominated, what is the major sediment that characterises the area?	

Visual and Sensory	
Aspect Area Name	A483 Mold Road Corridor
Aspect Area Classification	Lowland/Rolling Lowland/Open Rolling Lowland (Level 3)
Aspect Area Code	WRXHMVS065
Date Of Survey : 21/09/2007	
	

Description	
Physical Form And Elements: Topographic Form?	Rolling/Undulating
Physical Form And Elements: Landcover Pattern?	Mixture
Aesthetic Qualities: Scale?	Medium
Aesthetic Qualities: Sense of Enclosure?	Enclosed
Aesthetic Qualities: Diversity?	Complex
Aesthetic Qualities: Texture?	Medium
Aesthetic Qualities: Lines?	Angular
Aesthetic Qualities: Colour?	Muted
Aesthetic Qualities: Balance?	Balanced
Aesthetic Qualities: Unity?	Neutral
Aesthetic Qualities: Pattern?	Organised
Aesthetic Qualities: Seasonal Interest?	Mixed
Other Factors: Level of Human Access?	Constant
Other Factors: Night Time Light Pollution?	Moderate
Other Factors: Use of Construction Materials?	Generally Appropriate
What materials? Give Details:	Predominantly traditional red brick - some limited use of local Cefn sandstone in older buildings but rare
There are attractive views...	out (Generally attractive views and the focus of the viewers attention is to the west and the higher rising upland of Ruabon mountain.)
There are detractive views...	...within (Some unattractive views of busy road corridors and into settlements fringes)
Perceptual and Other Sensory Qualities	Settled
What is the sense of place/local distinctiveness	Weak (Generally the original identity of the area has been greatly weakened by urban influences although there are pockets of local interest the wider area has no distinctive character or sense of place.)

Evaluation	
Value:	Moderate (refer to Q.51)
Condition:	Unassessed
Trend:	Declining

Recommendations	
Define the key qualities that should be conserved:	Rural open countryside, important green space
Define the key qualities that should be enhanced:	Field pattern and restoring species diversity and age range
Define the key qualities that should be changed:	Limit over expansion of settlement footprint and industrial development
Define the key elements that should be conserved:	Field pattern and open space adjacent to settlement areas
Define the key elements that should be enhanced:	Field boundaries and percentage of vegetation cover in rural areas to integrate settlement and development areas
Define the key elements that should be changed:	Limit development and reduce expansion into surrounding countryside
Principal management recommendation:	Enhance existing vegetation cover with a view to restoring and reinforcing adjacent field patterns where feasible. Promote habitat restoration and establishment with a view to promoting biodiversity. Standard highway management of the road corridor itself and the adjacent highway planting - clearances for sightlines and minimal interference in hedgerow, woodland block planting with operational requirements taking precedence overall. Adjacent farmland is well managed in terms of maintaining field boundaries but is otherwise intensively farmed pasture and occasional arable fields. Generally visually an unsatisfactory area, under pressure, and the first impression of the area around Wrexham for many visitors - municipal

Tolerance To Change	
Are there any significant threats to the current integrity and condition of the visual & sensory features of the area?	Not known

Aspect Area Boundary	
To what level was this information site-surveyed?	Level 3
At 1:10,000, how much of the Aspect Area boundary is precise?	All
What baseline information source was used for Aspect Area boundary mapping?	OS Landline
If OS Data was used, what was the scale?	1:10,000 and 1:25,000
What is the justification for the Aspect Area boundaries?	Lower lying land focussed upon the A483 highway corridor and that has a direct relationship visually to the road itself. Settlement fringe is the outer limit of the aspect area.

Bibliography	

List the key sources used for this assessment	Pre 2003 methodology LANDMAP study for WCBC
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Assessment

Additional Assessments	None
Additional Comments	None

Evaluation Matrix

Evaluation Criteria: Overall Evaluation	Moderate (1 Low and 3 Moderate = Moderate)
Justification of overall evaluation	The aspect engenders many of the visual and sensory responses of road corridors throughout the area and displays no or few features that are either rare, representative or of particular value to adjacent aspect areas or visual and sensory criteria. There is a relatively strong visual unity within the aspect due to the constant presence of the road corridor and the elements associated with that. However the general quality of the wider rural area and standard of management is of a higher evaluation than the adjacent areas
Evaluation Criteria: Scenic quality	Moderate (Area has been classified as Rolling lowland farmland, with medium-large sized fields with hedges, hedgerow trees, but heavily influenced by A483, Mold Road. Outer area has been further fragmented by other roads and rail corridors which subdivide area, pylons, views of housing & industry, mining & quarrying. Views are available predominantly to the west of the road but are rarely of picturesque quality or containing aesthetically pleasing or attractive elements other than at long distance level of the rising upland to the west)
Evaluation Criteria: Integrity	Moderate (The nature of a road corridor means settlement and industry/commercial retail are associated within and adjacent to the transport corridor - although not of large scale this development is continuous and as such further undermines the integrity of the aspect area and is often inharmonious in its scale, colouring and materials used. However the adjacent land is of a higher quality and standard of maintenance than the similar aspect area of WRXHMVS038)
Evaluation Criteria: Character	Moderate (There is a relatively strong visual unity within the aspect due to the constant presence of the road corridor and the elements associated with that. However the areas and elements that may make this aspect different from other road corridors elsewhere in the study area and beyond - i.e attractive views, picturesque landscape elements, varied and interesting topography are absent)
Evaluation Criteria: Rarity	Low (The aspect engenders many of the visual and sensory responses of road corridors throughout the area and displays no or few features that are either rare, representative or of particular value to adjacent aspect areas or visual and sensory criteria)

Description

Summary Description	The area comprises the hinterland low lying land around Wrexham town and its outlying urban villages, generally rural in nature but often with significant noise from A483, adjacent roads and the railway, the area is generally low lying open farmland with a large open field pattern with well defined hedgerow boundaries. The original rural character has been significantly weakened by urban influences with some pockets of interest. Area is classified as rolling lowland farmland but heavily influenced by the A483, Mold Road. Other roads and rail corridors subdivide the wider area, with pylons, views of housing & industry, mining & quarrying a frequent occurrence. Although relatively fragmented by development the area has not suffered as much visual degradation as the adjacent aspect area WRXHMVS038 the area is vulnerable to further fragmentation of the remaining rural areas by development and suburbanisation.
Physical form and elements: Settlement pattern	Mixture
Physical form and elements: Boundary type	Mixture

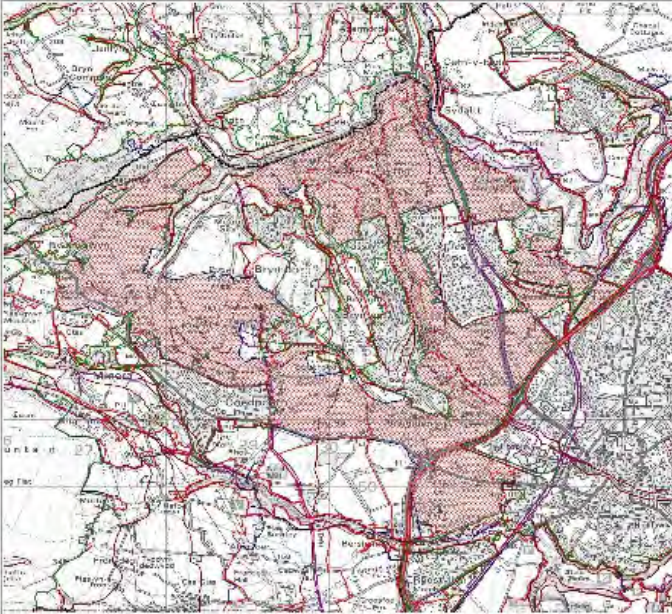
Recommendations

Guideline	Medium Term (Protect and strengthen remaining areas of countryside, including historic landscapes, promoting biodiversity and habitat creation) Medium Term (Promote urban forestry to help integrate mineral/industry and other developments into countryside) Medium Term (Promote and manage recreational links between urban areas and countryside)
Existing management	Generally Inappropriate
Existing management remarks:	The area although still maintaining some rural identity is very vulnerable to fragmentation by development and suburbanisation of areas adjacent to the settlement edge. Management at present appears standard and low key

Monitoring

Has the information ever been verified in the field?	Yes (N/A)
Does this area have a special or functional link with an adjacent area?	Yes (Forms the hinterland lying around Wrexham town and its outlying urban villages)
During which season(s) was fieldwork carried out?	Spring, Summer, Autumn and Winter
Date of monitoring?	2015-01-26
Monitoring undertaken by	Stages 1, 2 and 3 change detection and amendment completed by Simon White of White Consultants in conjunction with the local planning authority.
Has this record been updated following monitoring work?	This record has been updated following monitoring work, there was a real change in the aspect area (Boundary change to accommodate expansion of housing west of Wrexham to east and west of A483.)
Change indicated by	OS Data, Aerial Photographs
What has changed?	

Historic Landscape	
Aspect Area Name	Windy Hill
Aspect Area Classification	Rural environment/Agricultural/Irregular Fieldscapes (Level 3)
Aspect Area Code	WRXHMH008
Date Of Survey : 06/11/2007	



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Description

If working at level 3, the classification describes the dominant historic pattern, but which other patterns are important to the historical pattern of this area? (Tick all that apply)	☐ Woodland ☐ Extractive ☐ Processing/Manufacturing ☐ Designed Landscape
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Monitoring

Has the information ever been verified in the field?	No
Does this area have a special or functional link with an adjacent area?	No

Description

Which traditional boundary types prevail in the area? (Tick all that apply)	☐ Hedgerow ☐ Hedgerow With Trees ☐ Wooden Fence
What is the nature of any significant archaeological interest in the area? (Tick all that apply)	☐ Buried-dry ☐ Relict-Earthworks ☐ Relict-Stone Monuments ☐ Buildings & Structures ☐ Industrial Archaeology
Which chronological period is dominant in the area?	☐ Prehistoric ☐ Roman ☐ Medieval (to 1536) ☐ Post Medieval (1536+) ☐ Industrial ☐ Recent
Has a Historic Landscape Characterisation been undertaken here?	No
Are there SMR sites here?	Yes
Are there SAMs here?	Yes (DE110 Offa's Dyke, DE181 Offa's Dyke, DE182 Offa's Dyke, DE183 Offa's Dyke, DE184 Offa's Dyke, DE290 Gatewen Hall Round Barrow.)
Are there Listed Buildings here?	Yes
Are there Registered Historic Parks and Gardens here?	No
Are there Conservation Areas here?	No
Are there World Heritage Sites here?	No
Is the area within a Registered Landscape of Historic Interest?	No

Aspect Area Boundary

To what level was this information site-surveyed?	Level 3
At 1:10,000, how much of the Aspect Area boundary is precise?	All
What baseline information source was used for Aspect Area boundary mapping?	OS Raster
If OS Data was used, what was the scale?	1:10,000
What is the justification for the Aspect Area boundaries?	A distinctive area of fieldscape surrounding the industrial valley-settlements north west of Wrexham...

Bibliography

List the key sources used for this assessment	For full bibliography see Wrexham LANDMAP Updated Historic Landscape Aspect, Technical Report, 2007 individual site details drawn from CPAT Regional Historic Environment Record
---	---

Assessment

Additional Assessments	
Additional Comments	

Evaluation Matrix

Evaluation Criteria: Overall Evaluation	Moderate (See overall justification.)
Justification of overall evaluation	Diffuse area of mixed fields wrapped around a number of industrial settlements but lacking significant historical foci, although the passage of Offa's and Wat's Dykes lifts its value slightly

Evaluation

Condition:	
Value:	High
Trend:	Constant

Recommendations

Existing management	
---------------------	--

Existing management remarks:
Principal management recommendations
Guideline

Description

Summary Description / Key Patterns and Elements	Swath of mixed irregular predominantly hedged fields occupying the Gwenfro and Moss valleys to the west and east of Brymbo and its former industrial areas... The area is characterised by isolated post medieval farmsteads and a wide variety of mines, collieries, brick and tile works and other industrial remains... It also contains the minor settlement of Berse Drelincourt and an isolated moated site at Lower Berse, and a small area of very degraded parkland at Gwersyllt... The south of the area is crossed by Offa''''s Dyke and it is bounded on its north by the line of the Roman road from Caer Gai to Chester...
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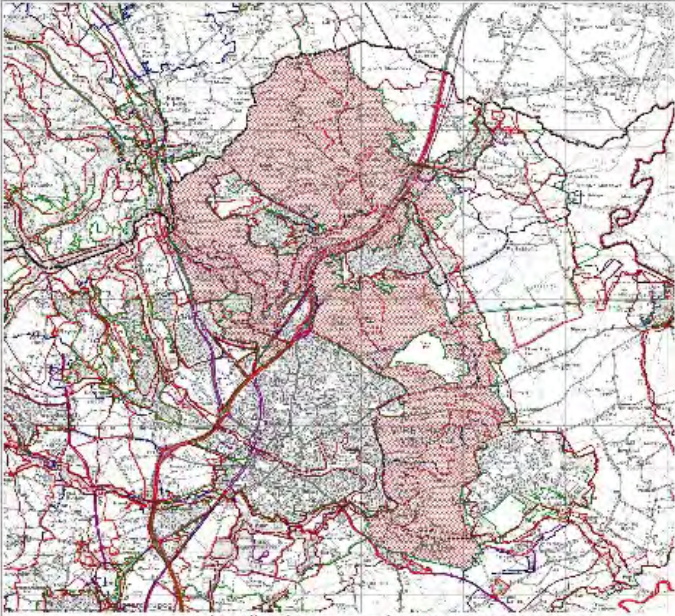
If Classification is "Other", specify here

Evaluation Matrix

Evaluation Criteria: Integrity	Low (See overall justification.)
Evaluation Criteria: Potential	Moderate (See overall justification.)
Evaluation Criteria: Rarity	Moderate (See overall justification.)
Evaluation Criteria: Survival	Moderate (See overall justification.)
Evaluation Criteria: Condition	High (See overall justification.)

Monitoring

Date of monitoring?	2017-03-15
Monitoring undertaken by	Historic Landscape change detection work completed by the relevant Welsh Archaeological Trust (WAT) for this area, the planning authority have been included. Quality Assurance of change detection work was completed by Trysor. Trysor have completed the monitoring amendments to the changed surveys and the WATs to the GIS boundaries
Has this record been updated following monitoring work?	This record has been updated following monitoring work, there was a real change in the aspect area
Change indicated by	Policies, plans & information resources
What has changed?	

Landscape Habitats	
Aspect Area Name	Llay grasslands
Aspect Area Classification	Dry (Relatively) Terrestrial Habitats/Grassland & Marsh/Improved Grassland (Level 3)
Aspect Area Code	WRXHMLH041
Date Of Survey : 10/08/2007	
 Crown Copyright. All rights reserved CCW 100018813 2005	

Monitoring

Does this area have a special or functional link with an adjacent area?	Yes (Many small streams link through this Aspect Area to WRXHMLH029 (Eyton Grassland).)
What is the total land area within the boundary (in hectares)?	

Description

What are the dominant soil types? (specify up to 3 types)	Brown soils Surface-water gley soils
What Phase 1 habitat types are present? Only select the five most dominant types and, for each of these, specify below what percentage of the Aspect Area is made up of these.	Semi-natural Broadleaved Woodland (5) Improved Grassland (56) Arable (17) Semi-improved Neutral Grassland (4) Amenity Grassland (3)
Does the area contain habitats of international importance?	Yes
Does the area contain BAP habitats?	Yes
Does the area contain protected sites?	Yes (LNR(31.09ha) RAMSAR(20.33ha) SSSI(38.97ha) Local Wildlife Site(284.92ha))
If yes, which ones?	LNR Ramsar SSSI Local wildlife site
Approximately what proportion of the Aspect Area is within the protected site?	1-10% (9.69%)
Does the area support important species?	Yes
Are there any significant threat species present in abundance? (Field visit required)	Not known
What other features significantly influence the biodiversity in this area?	Streams Hedgerows Veteran Trees
Are any of these features in a very good condition? (Field visit required)	Some (The ponds formed in the kettle holes at Vicarage moss are recorded as being in fair condition.)
Are any of these features in a poor condition? (Field visit required)	Unknown
What are the main land management activities taking place in the area? (Field visit required)	Cultivation Stock grazing
Do any of the above appear to have an appreciable positive impact on biodiversity? (Field visit required)	
Do any of the above appear to have an appreciable negative impact on biodiversity? (Field visit required)	
Is the biodiversity in the area in any way threatened?	Not known
Are there clear opportunities to improve the biodiversity aspect of this area?	Yes (Maintaining the linkages in the landscape by enhancing hedgerows, scrub and woodland will help enhance and preserve this important area for the many species which use it.)
Summarise the key features that define this area's biodiversity character	An area of mixed grassland and arable farming east of Wrexham, forming the start of the sand and gravel soil formations of the Wrexham Delta Terrace. There are three SSSI's associated with areas of kettle holes or old sand and quarry workings. Diversity is increased by a number of small woodlands, as well as some restored sand and gravel workings, where the resulting areas of water and surrounding scrubby woodland have been designated as local wildlife sites. There are salmon and otter recording from the River Aln which flows through the aspect area. There is also an area of parkland with veteran trees, and being on the urban fringe of Wrexham, two golf courses, and a country park.

Evaluation

Value	High (This mosaic of pasture, arable land, parkland and water bodies contains a number of locally and nationally interesting habitats and has been classified as of high diversity value.)
Condition	Unassessed
Trend	Constant

Description

If yes, which habitats of international importance?	Active raised bogs
If yes, which BAP habitats?	Wood-pasture & Parkland Lowland Raised Bog

Recommendations

Existing management	Generally Appropriate
Principal management recommendations	Enhance connectivity throughout the area by replanting gappy hedges and plant additional woodland.
Guideline	Medium Term (Plant additional woodland areas to maintain connectivity.) Medium Term (Where hedges are gappy, replant and lay.) Medium Term (Retain potential green networks and develop green networks.)

Monitoring	
Has the information ever been verified in the field?	No
Aspect Area Boundary	
To what level was this information site-surveyed?	Level 3
At 1:10,000, how much of the Aspect Area boundary is precise?	Most (To the east the boundary marks the break in slope form this gently rolling land to the flatter plain. To the west the large urban areas forms most of the boundary.)
What baseline information source was used for Aspect Area boundary mapping?	Aerial photographs
If OS Data was used, what was the scale?	1:25,000
What is the justification for the Aspect Area boundaries?	The boundary to the north follows the county boundary. To the east the boundary marks the break in slope form this gently rolling land to the flatter plain. To the west the large urban areas forms most of the boundary.
Bibliography	
List the key sources used for this assessment	Wales Vexcel photography (2006), Getmapping - Millennium Map digital aerial photography (2000). CCW - Phase 1 Habitat vector GIS data set. Wrexham County Borough Council 2004. Wrexham LANDMAP Volume 3: Biodiversity Technical Appendix (Please note BAP habitat information has largely been obtained from this survey). Countryside Council for Wales Species Information. Wrexham County Borough Council digital data set of Local Wildlife Sites. Wildlife Site/SINC data used within this project were collated by Local Environmental Records Centres Wales on behalf of the various Local Authorities and Wildlife Trusts involved in the site designation process.
Assessment	
Additional Assessments	A large mosaic of pasture, arable land, parkland and water bodies contains a number of locally and nationally interesting habitats and species.
Additional Comments	Species records used in the study are not comprehensive and the absence of species in an area may well be an indication of incomplete records rather than a true lack. Land managers, developers, planners and other land users will need to satisfy themselves as to the occurrence of such species within the area if existing land management or management changes might affect these species in the future. A first step to procuring this data will be to consult with the local biodiversity records centre.
Evaluation Matrix	
Evaluation Criteria: Priority Habitats	High (The area contains small fields bounded by hedges with scattered trees, together with a number of small woods, and some significant ponds and raised mires. All of these in a traditional agricultural landscape provide important refuge for animal and plant species.)
Evaluation Criteria: Significance	High (There are several nationally important habitats in this area connected by small woodlands and hedges to form an important resource.)
Evaluation Criteria: Opportunity	High (With active management to enhance connectivity this area would increase its biodiversity value.)
Evaluation Criteria: Expansion rates	Unassessed
Evaluation Criteria: Sensitivity	Unassessed
Evaluation Criteria: Connectivity/Cohesion	High (The small field pattern with many hedges and mature trees provides a good degree of connectivity.)
Evaluation Criteria: Habitat Evaluation	High (The fields bounded by hedges with scattered trees, together with a number of small woods, and the significant ponds and wetlands gives this area a high evaluation.)
Evaluation Criteria: Importance for key species	High (The area is of importance for the BAP species the Great Crested Newt (Triturus cristatus), the raised mires and woodlands also support many interesting species.)
Evaluation Criteria: Overall Evaluation Habitat and Species	High (A landscape with many pockets of high biodiversity features that support some important national and international species.)
Description	
If yes, which species? (for each of the species, also note the source of information)	CCW records and the previous survey record great crested newt, Triturus cristatus who use the small ponds as do other common amphibian, insect and bird species. Within the streams otter, Lutra lutra: water vole, Arvicola terrestris: skylark, Alauda arvensis: linnet, Carduelis cannabina and song thrush, Turdus philomelos. There are also other specific records for the SSSI's which contain a range of rare and uncommon species which we have not space to cover in this report.
Evaluation Matrix	
Justification of overall evaluation	This mosaic of pasture, arable land, parkland and water bodies contains a number of locally and nationally interesting habitats and has been classified as of high diversity value.
Recommendations	
Existing management remarks:	The smaller fields are mainly grazing or cut for hay and silage, larger fields have arable cropping.
Monitoring	
Date of monitoring?	2016-03-10
Monitoring undertaken by	Stages 1, 2 and 3 change detection, field verification and amendment completed by Environment Systems in conjunction with the local planning authority. Quality Assurance completed by TACP
Has this record been updated following monitoring work?	This record has been updated following monitoring work as more up to date information is available
Change indicated by	Phase 1 Habitat Survey & Seasonal Change Maps
What has changed?	

Appendix B – Wrexham Landmap Summary (SPG)

The following Landmap summary sheets was adopted by Wrexham County Borough Council as Supplementary Planning Guidance in March 2007;

- Wrexham LANDMAP Supplementary Planning Guidance - Summary Document.

Wrexham LANDMAP

Supplementary Planning Guidance

Summary Document

Introduction

This Supplementary Planning Guidance (SPG) is one of a series of guidance notes which support the policies of the adopted Unitary Development Plan. The UDP seeks the conservation and enhancement of the landscape and its natural and built features of significance and planning applications need to demonstrate how they have achieved this. This guidance forms a material consideration in the determination of all planning applications which could affect the form, appearance and setting of the built and natural landscape and its features.

Wrexham has a diverse and varied landscape

Landscape, whether rural or urban contributes greatly to our every day experience of where we live and work, and influences our perception of an area, sense of identity and well being. The LANDMAP study has been undertaken to identify the key elements and features which make up the landscape within the Wrexham Borough. It is clear from the study that the landscapes of Wrexham are diverse and varied, as demonstrated by the identification of 27 different Landscape Character Areas.



Information is presented in the following format

Map of LANDMAP Character Areas

The centre spread map provides an introduction and overview to the landscapes of Wrexham and:

- Categorises and groups areas within 4 common broad landscape types (i.e. areas with broadly similar features such as settlement or landform) into Rural/Urban villages, Uplands, Urban, and Rural lowlands
- Sub-divides the area further into 27 detailed landscape character areas
- Introduces Key Landscape Issues for each landscape type

Landscape Character Area sheets

Seperate sheets are available for each of the 27 landscape character areas. These sheets present concise information for Visual, Geology, Ecology, History, and Cultural aspects within each character area. The format of information provides:

- Maps indicating the location of the character area within the authority and the character area boundary

A brief statement of:

- Landscape Character - a mental image of the landscape, its landform, features, openness or enclosure

- Area summary - indication of important qualities or attributes

- Landscape context - location within the authority, relationship with other landscape types both within the authority and beyond

- Key characteristics of Visual, Geology, Ecology, History, and Cultural character

- Landscape sensitivity - the pressures and threats upon landscape

- Management Guidance - aims and guidelines to achieve the management strategy for the area

Glossary & Bibliography

Provides clarification of the technical terms used and information resource referred to

Background

The LANDMAP summary document SPG has been produced to provide a consolidated and simplified version of the Wrexham LANDMAP -Technical Appendices adopted in November 2004. The Technical Appendices should be referred to where information about the assessment methodology and assessment valuations for each aspect is required.



Methodology and Status

This document has been prepared using the LANDMAP methodology devised by the Countryside Council for Wales (CCW) to describe and evaluate the Visual, Geology, Ecology, History, and Cultural aspects of the landscape and provide a basis for a consistent Wales-wide approach to landscape assessment.

The Welsh Assembly Government's Planning Policy Wales March 2002 recognises that LANDMAP 'is an important information resource upon which local planning authorities can draw in making landscape assessments needed to inform local policy, guidance and decision making in this field.

Wrexham Council takes the view that a proposed development, which does not conserve or enhance the landscape / townscape, or its natural and built features considered to be of significance, is unlikely to be approved.



Further Information

For further information please contact:

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All our information is available available in accessible formats

Visit our website:
www.wrexham.gov.uk/planning



RURAL/URBAN VILLAGES

Wrexham urban villages are associated with past coal mining, and located on the edge of the uplands and to the north of Wrexham town. The villages are set among farmland, wooded valleys and regenerating or restored landscapes. This complex character area contains main roads, railways and canal, as well as Offa's Dyke and prehistoric hill forts, reflecting Wrexham's history on the border between Wales and England, upland and lowland.

Detailed Character Areas

- 7a Chirk
- 7b Cefn Mawr
- 7c Rhosllanerchrugog, Rhostyllen, Ruabon, Pen y Cae
- 7d West Wrexham Ridges and Valleys
- 8 Gwersyllt, Llay, Gresford, Borrass
- 9a Clywedog Valley
- 9b River Alyn Valley
- 9c Ffrith Valley
- 9d Froncysyllte to Newbridge

UPLANDS

Ruabon/Esclusham Mountain is an open moorland plateau with remnants of former quarrying and mining. Much of the area is uninhabited, but there are scattered farmsteads on the eastern slopes, and to the north, the highest village in Wales - Bwlchgwyn.

Ceiriog Valley/Berwyn Mountain is a rural upland area consisting of the enclosed River Ceiriog Valley, and surrounding hills. The higher hills are open moorland, and the lower areas contain a mixture of small farms and woodlands, with villages along the valley floor.

Detailed Character Areas

- 1a Berwyn Mountain
- 1b Ruabon/Esclusham Mountain
- 2 Ceiriog Forest
- 3 Berwyn Foothills
- 4a Ceiriog Valley Slopes
- 4b Ceiriog Valley Corridor
- 5a Chirk Estate and above Froncysyllte
- 5b Eastern slopes of Ruabon Mountain
- 6 Minera, Gwynfryn, Bwlchgwyn



LANDMAP Character Areas

Rural/Urban Villages : Key Landscape Issues

- The future of 'urban fringe' landscapes
- The potential for urban forestry
- Impact of new housing on traditional community identity
- Maintenance of local distinctiveness
- The future of Bersham tip
- The need for footpath and cycle links
- The long-term impact of sand and clay quarries and landfill
- Preservation of local history and industrial archaeology



Upland : Key Landscape Issues

- Impact of development in remote and wild areas
- Effects on agricultural land use of economic changes and conservation constraints
- Impact on cultural identity of rural villages and farms of commuters and incomers
- Landscape protection - potential Area of Outstanding Natural Beauty designation
- Management of tourism and recreation

Rural Lowlands : Key Landscape Issues

- Impact on rural character of commuter pressure
- Conservation and management of historic parks, gardens and boundary walls
- Hedgerow and hedgerow tree conservation and restoration
- Impact of flooding defence measures
- Impact on historic landscape features of agricultural changes
- Effects of economic diversification and recreation in the countryside
- Footpath and cycle links between town and country
- Impact on landscape and wildlife by farm building conversions to housing

URBAN

Wrexham town is the main residential, commercial and social centre, and is of regional importance, performing many of the functions of a city in North Wales. The Wrexham Industrial Estate is a very large employment area of national importance, set within open countryside and containing many habitats and species of high biodiversity value.

Landscape Character Area

- 10 Wrexham Town
- 11 Wrexham Industrial Estate



Urban : Key Landscape Issues

- Impact of cumulative development on wildlife and green space within urban areas
- Impact of long term expansion of urban areas into surrounding countryside
- Protection and enhancement of urban character areas

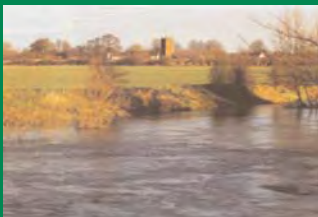


RURAL LOWLANDS

The Eastern lowland areas of Wrexham are largely rural and agricultural and share many characteristics of the neighbouring Cheshire and North Shropshire landscape. The general area also includes the River Dee floodplain and flat river terraces, and Fenn's Moss, an extensive area of heathland and bog. There are scattered farmsteadings, attractive small villages, and historic landscape features including medieval ridge and furrow and moated sites.

Detailed Character Areas

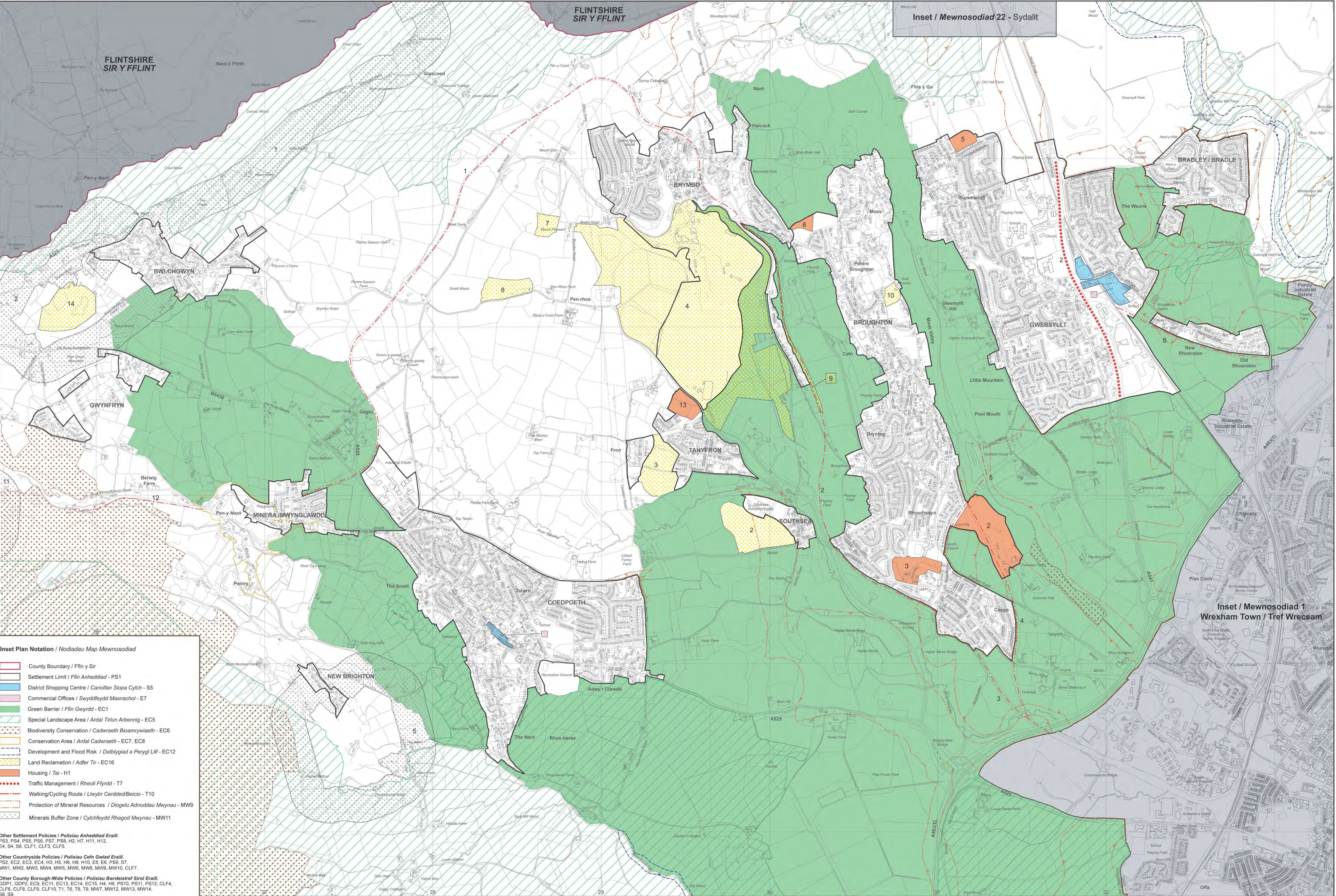
- 12a Dee/Ceiriog Wooded Valley
- 12b Wych Valley
- 13a Welsh Maelor
- 13b English Maelor
- 13c Dee Terraces
- 14 Dee Floodplain
- 15 Fenn's Moss



Appendix C – Wrexham UDP Designations Plan Map 5

- Wrexham UDP Designations Plan – Map 5 Bradley, Broughton, Brymbo, Bwlchgwyb, Coedpoeth, Gwersyllt, Minera, New Brighton, Southsea and Tanyfron





- Inset Plan Notation / Nodiadau Map Mewnosodiad**
- County Boundary / Ffin y Sir
 - Settlement Limit / Ffin Anheddiad - PS1
 - District Shopping Centre / Canolfan Siopa Cylch - S5
 - Commercial Offices / Swyddfeydd Masnachol - E7
 - Green Barrier / Ffin Gwyrdd - EC1
 - Special Landscape Area / Ardal Tirlun Arbennig - EC5
 - Biodiversity Conservation / Cadwraeth Bioamrywiaeth - EC6
 - Conservation Area / Ardal Cadwraeth - EC7, EC8
 - Development and Flood Risk / Datblygiad a Perygl Llif - EC12
 - Land Reclamation / Adfer Tir - EC16
 - Housing / Tai - H1
 - Traffic Management / Rheoli Ffyrdd - T7
 - Walking/Cycling Route / Lwybr Cerdded/Beicio - T10
 - Protection of Mineral Resources / Diogelu Adnoddau Mwynau - MW9
 - Minerals Buffer Zone / Cylchfeydd Rhagod Mwynau - MW11

Other Settlement Policies / Polisiau Anheddiad Eraill.
PS3, PS4, PS5, PS6, PS7, PS8, H2, H7, H11, H12, E4, S4, S6, CLF1, CLF3, CLF5.

Other Countryside Policies / Polisiau Cefn Gwlad Eraill.
PS2, EC2, EC3, EC4, H3, H5, H6, H8, H10, E5, E6, PS9, S7, MW1, MW2, MW3, MW4, MW5, MW6, MW8, MW9, MW10, CLF7.

Other County Borough-Wide Policies / Polisiau Bwrdeistref Sirol Eraill.
GDP1, GDP2, EC9, EC11, EC13, EC14, EC15, H4, H9, PS10, PS11, PS12, CLF4, CLF8, CLF9, CLF10, T1, T6, T8, T9, MW7, MW12, MW13, MW14, S8, S9.

Land East of Tan y Bont, Main Road, Rhosrobin, Wrexham

Outline application for residential development (up to 189 dwellings) with all matters reserved except for access

Landscape and Visual Appendix to Planning Hearing Statement, as prepared by Cassidy + Ashton

Text Only
November 2017

Commissioned by: Liberty Properties, Chester
Produced by: Ryder Landscape Consultants Ltd
Planning Application Reference: P/2016/0189
Planning Appeal Reference: APP/H6955/A/17/3182282

CONTENTS

1. Introduction, Instruction and Expert's Declaration
2. Landscape description of the Green Barrier and the Site
3. Visual and sensory description of the Green Barrier and the Site
4. Description of the proposed development
5. Landscape and visual effects of the proposed development on the Green Barrier
6. Conclusions

ILLUSTRATIVE MATERIAL

The listed illustrative material is bound in a separate A3 booklet.

Figure 1: Site Location and Study Area

Figure 2: Topography

Figure 3: LANDMAP – Visual and Sensory Layer

Figure 4: LANDMAP – Cultural Layer

Figure 5: LANDMAP – Historic Layer

Figure 6: LANDMAP – Geological Layer

Figure 7: LANDMAP – Landscape Habitats Layer

Figure 8: Landscape and Environmental Designations

Figure 9: Routes and Access (Public Rights of Way)

Figure 10: Viewpoint Location Plan

Figure 11: Viewpoint Panoramic Photography

Figure 12 - Analysis Drawing of the Green Barrier

Figure 13- Wat's Dyke relationship in the Green Barrier

Figure 14 – Edge Quality in the Green Barrier

Figure 15 – Sense of Arrival and Departure between Settlements

Figure 16 – Views Out from Green Barrier and Poor Views

Figure 17 – Aerial Photograph of the Site and Green Barrier

1.0 Introduction, Instruction and Expert's Declaration

- 1.1 This document considers the Green Barrier that exists to the north west of Wrexham between the settlements of Rhosrobin, Pandy, Bradley and Gwersyllt.
- 1.2 It has been prepared as part of an evidence base to support Liberty Properties as they appeal Wrexham County Borough Councils (WCBC) decision not to grant Planning Consent for a residential development in the Green Barrier.
- 1.3 It has been prepared by Stuart Ryder, Director and Principal Landscape Architect of Ryder Landscape Consultants based in Chester using published character information and site survey within the Green Barrier.
- 1.4 A separate A3 file of illustrative plans and photographs have been prepared to support this Appendix note.
- 1.5 Both are to support the Planning Hearing Statement prepared by Mr Guy Evans of Cassidy & Ashton (C&A).

Scope of Instruction

- 1.6 The scope of Ryder Landscape Consultants' instruction has been two-fold:
 - i. Prepare a review of the Rhosrobin, Pandy, Bradley and Gwersyllt Green Barrier; and
 - ii. Produce a Landscape and Visual Appendix to advise Mr Guy Evans, Chartered Planner and Director of Cassidy & Ashton as he prepares his own Hearing Statement for the Planning Appeal.

Expert's Declaration

- 1.7 I confirm that insofar as the facts stated in my report are within my own knowledge I have made clear which they are and I believe them to be true and that the opinions I have expressed represent my true and complete professional opinion.
- 1.8 I confirm that my report includes all facts that I regard as being relevant to the opinions that I have expressed and that attention has been drawn to any matter that would affect the validity of those opinions.
- 1.9 I confirm that in preparing this report I have assumed the same duty that would apply to me when giving expert opinions in a court of law under oath or affirmation. I confirm that this duty overrides any duty to those instructing or paying me, that I have understood this duty and

complied with it in giving my opinions impartially and objectively, and that I will continue to comply with that duty as required.

I.10 I confirm that I am not instructed under any conditional fee arrangements.

I.11 I confirm that I have no conflicts of interest other than any already disclosed in my report.

2.0 Landscape description of the Green Barrier and the Site

Area 4 Land between Bradley, Rhosrobin and east of Gwersyllt

- 2.1 The Green Barrier under review is the one referred to as Green Wedge 4 in the Strategic Green Wedge Review – Stage 1 produced by WCBC in February 2016. It forms part of their evidence base for the emerging Wrexham Local Development Plan 2013-2028.
- 2.2 Area 4 has been sub-divided into five character areas in the RLC Green Barrier Review as summarised in Table 1 below;

Table 1 – Sub-division of the broader Green Barrier into Landscape Character Areas

Name and Location	General landscape description
A483 fields – set between Old Rhosrobin and Pandy these three small fields are located between the A483 dual carriageway and the Wrexham to Chester railway line	These four small fields are dominated by the presence of the A483. Topographically they are generally flat with development set around the majority of its edge. Hedgerow lines are patchy and there is some more mature woodland associated with Wat's Dyke that bisects the area on a north-south alignment. They are down to pasture with horse grazing rather than agricultural production the current land-use. Overall its character can be described as Urban Edge. It has limited rural quality given the number of urbanising influences around it.
Pandy fields – positioned in an approximate triangle between Plas Acton Lane to the north, New Llay Road to the west and the recently developed Church Lea to the south.	There are four fields and the Plas Acton Cemetery in this area. It is largely flat and has obvious settlement to its west and south. The fields are to pasture but do appear to be under intensive agricultural management at the moment. Plas Acton Cemetery has a considerable effect on the character of the area even though it is a relatively new cemetery established in May 2009 with its beech hedge and metal fence as well as the gravestones appearing as urbanising form.
New Rhosrobin fields – To the south side of New Rhosrobin is a series of fields that form a discrete triangle of land. It is bounded to the very south by Old Rhos Robin Industrial Estate and to the west by the Wrexham – Bidston railway line.	This triangle of land is kept as improved grassland and appears more actively managed agricultural pasture than others in the Green Barrier. It has some but not large hedgerows running through its centre. It does however have good rows of mature trees along the Bidston – Wrexham railway line and the former Rhosrobin line. The taller industrial buildings in the Old Rhosrobin Industrial Estate forms the extents of this area at the Wrexham end of the fields. Housing however is more discrete set behind the boundary tree lines.
Central Undulating Fields – Set between the houses of Glan Llyn Road in Bradley to the north, New Llay Road to the east, New Rhosrobin houses to the south and the southern end of Gwersyllt to the west.	This is the largest area out of all those identified and has more distinctive topography with fields appearing to undulate with a change of level up to 20m across the area. To the north the fields appear regular and medium in scale, the south they are smaller, irregular in shape and defined by a series of outgrown hedgerows. The differing field systems are separated by the incised stream valley of Fishpond Wood which is wooded given its steep sides. The stream valley is obvious as people travel along New Llay Road.

Name and Location	General landscape description
	Agricultural use appears mixed with a predominance of horse grazing.
Waun Playing Fields – Located immediately to the south of Bank Hall Road it has Bradley to the east and Gwersyllt to the west.	This is a very distinctive part of the Green Barrier as it has an amenity recreation ground appearance and use. It is bounded by obvious housing in Gwersyllt to the west but the houses of Bradley to the east are set behind a woodland belt. The same woodland belt runs around to the south on the steep bank that is the Waun esker (RIGS). The esker has a change of level of up to 10m and gives the Waun playing fields an elevated character compared to the adjacent land.

- 2.3 The landscape character of the Green Barrier does not read as a cohesive whole but rather as leftover separate parcels of land.

Designated landscapes

- 2.4 There is a single designated landscapes in the Green Barrier. This is a small Special Landscape Area (SLA) that runs up through Fishpond Wood to the west of New Llay Road following the incised stream valley to Glan Llyn Road to the south west of Bradley. SLA's is a local level landscape designation.

Other designations in the Green Barrier

- 2.5 There are also elements within the wider Green Barrier that have been designated for non-landscape reasons and these form part of the landscape character of the area. These elements are;
- Wat's Dyke – Scheduled Monument designated for its historical value; and
 - Waun Esker – Regionally Important Geological and Geomorphological Site (RIGS) designated for its geological value.

Landmap

- 2.6 Landmap, Wales' systematic capture, assessment and recording of landscape character has been utilised to understand landscape character of the wider Green Barrier and the Site itself.

Edges to the Green Barrier

- 2.7 There is a host of settlement edges around the Green Barrier. They vary in quality but all play a part in determining the landscape character of the Green Barrier. Figure 14 marks the landscape quality of the various edges determined from the site survey stage. It uses a traffic light system;

- Red – poor quality edge that through poor design, or lack of landscape integration so they detract from the landscape character of the Green Barrier;
- Amber – both poor and good quality features appear along these edges that contribute positively in some way to the Green Barrier landscape character but could be improved; and
- Green – high quality edge to the Green Barrier that are positive landscape features that contribute to the landscape character of the Green Barrier.

2.8 In considering Figure 14 it is evident that there are more poor quality edges in the Green Barrier particularly towards the south where the proposed Site is located.

Edges associated with the proposed Site

2.9 The edges associated with the Site are;

- To the west - Main Road, Old Rhosrobin situated on an embankment running up to cross the A483 the houses of Top Farm Road then back the presence of the road with taller built form. There is some tree and scrub growth in the embankment but as of yet it has not screened off sight to the road and neighbouring properties;
- To the north – lies the discrete Chester – Shrewsbury railway running in a cutting with some small scale industrial units in Old Rhosrobin and newer houses of Olivet Gardens backing this edge up with further built form;
- To the east – lies the built form of Plas Acton Road and Clos Alun. The older houses set behind an existing boundary hedge are more discrete than the largely unscreened Clos Alun development which at 2.5 storeys is clearly evident on the edge and from the A483; and
- To the south – the A483 that is bounded with a low earth embankment with some developing tree and scrub growth but not sufficient to screen or foil its presence within the landscape.

2.10 The edges are of mixed quality. The A483 is a distracting and intrusive element and of the least quality. The overall character of this eastern edge is reduced as well by the presence of the A483 in close proximity. The edges to New Road/Main Road and the railway have the highest opportunity for improvement building upon existing vegetation that already improve the character of these edges.

Access through the Green Barrier area

- 2.11 Access through the Green Barrier is gained on footpaths, local roads and is also possible on two different railways lines.
- 2.12 There are four Public Rights of Ways, all of which are footpaths that run through the wider Green Barrier. They generally start and finish in areas of development and have been walked as part of the survey stage.
- 2.13 The principal roads that allow people to travel through and adjacent to the Green Barrier area are listed below in a north to south arrangement;
- Delamere Avenue / Park Hall Road to the north of The Waun playing fields;
 - Glan Llyn Road between The Waun and Central Undulating Fields;
 - B5425 – New Llay Road to the east of the area;
 - Plas Acton Road off New Llay Road through Pandy;
 - Rhosrobin Road leading up to Gwersyllt;
 - New Road which leads on from New Llay Road; and
 - The A483 to the south of the Green Barrier separating Wrexham from the area.
- 2.14 In travelling through the Green Barrier area a sense of leaving one area and arriving at another is only gained along a limited number of these routes. These are limited to New Llay Road to the east and Footpath GWE/20 that runs through Fishpond Woods.
- 2.15 The routes that do experience this positive effect are marked in green on Figure 15. The majority of the routes do not have a clear sense of leaving one place before arriving at another are marked in red, these largely lie to the south of the Green Barrier area.

Linkages to the wider landscape

- 2.16 The greater part of the Green Barrier does not have linkages to any wider landscape that can be classed as open countryside with limited built form. The only place where this takes place is to the east of New Llay Road looking down into the Alyn River Valley.

Wat's Dyke in the Green Barrier

- 2.17 Wat's Dyke is an earthworks feature believed to have been formed by Aethelbald king of Mercia in the 8th Century. It runs for 40 miles from through the northern Welsh Marches. It now appears

as a lesser landscape feature, sometimes as a raised hedgerow and in other places no more than a cropmark within fields. The original dyke had a ditch facing west but this has long since been filled in and the bank largely ploughed away or built over.

- 2.18 Wat's Dyke is at its greatest height near its junction with the A483. Here it stands approximately 4m high with its height accentuated by mature tree growth on it and around it.
- 2.19 The neighbouring A483 built over it as did the larger part of Wrexham to the east of the A483.
- 2.20 The higher embankment rapidly reduces in scale and change in level to a smaller banked hedgerow feature, which in turn peters out to a fenced field boundary only. The Dyke is not evident anywhere else in the Green Barrier other than in the proposed site.
- 2.21 The Wat's Dyke Way, formed from GWE/24 is a promoted footpath route runs through the Site parallel to the A483 before striking Wat's Dyke and turning north-east to follow the dyke to Pandy.
- 2.22 Settlement and transport infrastructure, primarily the A483 is evident along all of this footpath route as it traverses the Site.

Detracting landscape character elements in the Green Barrier

- 2.23 There are a number of detracting landscape elements present across the Green Barrier including but not restricted to;
- The A483 dual carriageway;
 - The frequency and poor quality of settlement edges that help to define the current Green Barrier;
 - Low levels of active agricultural land management;
 - Limited number of hedgerows and the poor state many of the remaining ones are in; and
 - Lack of links out to the wider countryside.

Contribution of the Site to landscape character of the Green Barrier

- 2.24 The proposed Site contains the principal heritage landscape feature of the Green Barrier which is Wat's Dyke. Wat's Dyke at the Site is at its greatest height near its junction with the A483. Here it stands approximately 4m high with its height accentuated by mature tree growth on and around it. There is a discernible bank for an estimated 75m. The higher embankment rapidly reduces in scale and change in level to a smaller banked hedgerow feature for approximately 105m, which in

turn peters out to a fenced field boundary only which runs for the remainder of the field boundary of 210m until it reaches Pandy.

- 2.25 It has no physical or perceptual links to the Waun Esker RIGS and the Fishpond Wood SLA.
- 2.26 It is characteristic of the wider A483 Fields character area being largely flat with some hedgerow interest. Settlement or transport infrastructure is evident in every direction around the Site apart from the eastern side that addresses Wat's Dyke.
- 2.27 It holds an urban fringe character with roads on two side, a railway on a third and built form evident in every direction around it.
- 2.28 It contributes less in landscape character terms to the wider Green Barrier than other areas due to the highly detracting nature of the A483 corridor, reduced agricultural character, lack of a sense of openness, short distances between settlements and lack of connections with open countryside.

3.0 Visual Description of the Green Barrier and the Site

- 3.1 This section begins by describing the Visual and Sensory aspect layer of the Landmap dataset. It then adds to these comments with site observations.

Landmap Visual and Sensory aspect layer

- 3.2 The visual and sensory layer for this part of the borough is titled the A483 – Mold Road Corridor.
- 3.3 The Special Landscape Area (SLA) of Fishpond Woods is set with the neighbouring River Alyn Wooded Valleys.
- 3.4 The overall value of the A483 – Mold Road Corridor is given as Moderate. The management principles description summaries the experience of approaching Wrexham Town Centre as, *‘Generally visually an unsatisfactory area, under pressure, and the first impression of the area around Wrexham for many visitors’*.
- 3.5 The visual and sensory layer goes on to state it has a Low rarity grade stating *‘the aspect engenders many of the visual and sensory responses of road corridors throughout the area and displays no or few features that are either rare, representative or of particular value to adjacent areas.’*, ‘
- 3.6 The description sheet also describes the remaining character between villages is rural but subject to further fragmentation by development. It also recommends the improvement of hedgerows and planting small woodlands in the area to add more aesthetic appeal.

Site observation – Existing housing areas

- 3.7 The principle observation from the wider Green Barrier was the presence of residential properties in the overwhelming majority of views. It is rare to escape the visual presence of houses whilst travelling in or adjacent to the Green Barrier.
- 3.8 Housing is easier to see in the flatter character areas such as The Wauns and the A483 fields and less so in the Central Undulating Fields where ground form helps to shorten views to built edges.
- 3.9 The character of the settlements’ built form is largely mid to late 20th century with occasional older municipal buildings such as churches and schools appearing older.

Industrial and retail areas

- 3.10 The Old Rhosrobin Industrial Estate introduces a mix of larger industrial buildings available in the view from the area of the proposed Site.

- 3.11 There is no obvious retail centre other than in Gwersyllt but there are several large floor plan none food retailers such as car show rooms on Plas Acton Road in Pandy and Main Road in Rhosrobin.
- 3.12 The combined effect of industrial and retail neighbours to the Green Barrier is to remind people of the closeness of urban areas.

The effects of the A483

- 3.13 Where the A483 dual carriageway runs to the south of the study area the view is dominated by the busy trunk road cutting off views further south towards Wrexham.
- 3.14 The A483 corridor is also noisy and it could be clearly heard on New Llay Road above other background noise.
- 3.15 During the hours of darkness the A483 is not lit but traffic headlamps are very evident.

Trees and hedgerows in the scene

- 3.16 There are few mature trees in the Green Barrier but some tree belts of good scale and density. Where they do occur around The Waun and New Rhosrobin Fields they visually enclose the areas as well as providing visual interest and seasonal change.
- 3.17 Where layers of hedgerows build up they can start to act as visual screens to longer views. However as noted above in landscape character the quality and density of hedgerows is declining.

Perceptual qualities

- 3.18 The area cannot be described as tranquil or a restful place. There are pockets of quieter landscapes such as around Fishpond Wood but even here local road noise can be heard. Overall the landscape can be described as active.

Longer views

- 3.19 Longer views can be taken to the east of the Green Barrier area over the Alyn Valley as indicated on Figure 15. They basically coincide with the ability to experience wider, more extensive countryside. There are no such views from the proposed Site.

Adverse views

- 3.20 A series of less attractive views were noted during the site survey stage with seven marked on Figure 15. The following are located on or near to the proposed Site:
- View to the A483 dual carriageway;

- View to Clos Alun in Pandy to the north of the Appeal Site; and
- View to Top Farm Road residential edge from the Site.

Public Rights of Way

- 3.21 As summarised above there are four public footpaths through the Green Barrier area. The footpath GWE/20 through Fishpond Wood displays the most attractive views but even here there are lower quality views across the Special Landscape Area towards development in Gwersyllt.
- 3.22 The Wat's Dyke Way path that is made up of GWE/24 which is the path across the proposed Site experiences the least attractive set of views with settlement clearly evident along its whole route and the dominating presence of the A483 to the south.

Urbanised sections of the Green Barrier

- 3.23 Urban influences are never far away from the Green Barrier but there are two notable parts that appear urban given their land-use and context of adjacent development. These are the Waun playing fields and the Plas Acton Cemetery.

Visual and sensory character at the proposed Site

- 3.24 The Site appears as a discrete piece of land bounded by the A483 to the south-east, New Road set on its embankment to the south-west, the Chester-Shrewsbury railway line to the north-west and Plas Acton Road to the north-east.
- 3.25 The highest volume of people experience it from the A483 corridor. It is more visible from the north bound carriageway (Chester direction) as that is the side that is nearer to Site. However the level of visibility to the Site is small due to an earth embankment and developing highway corridor trees. Short duration, moving views of the Site and nearby fields are gained through gaps in the tree cover. The views will be more evident in winter months when leaf cover is reduced.
- 3.26 The site is judged against the built development that is visible before and after its location on the A483. To the south it is the Old Rhosrobin Industrial Estate to the north the houses of Pandy.
- 3.27 An elevated view across the Site is gained from New Road as it runs up an embankment to cross the A483 and run on into Wrexham. The view looks over the Site which sits at a lower level and takes in properties in Old Rhosrobin, straight across the Green Barrier in Pandy and across the bridge in Wrexham.

- 3.28 The views from Footpath GWE/24 that crosses the Site parallel to the A483 before turning to run along Wat's Dykes Way are either towards the settlement edge of Old Rhosrobin, Pandy or the adjacent A483 dual carriageway. The one better quality view is towards the middle of the Site where the mature tree vegetation exists on and around Wat's Dyke. The dyke's mound is not that dramatic or visually appealing but the group of mature trees is.
- 3.29 Once past Wat's Dyke mound and trees to the north-east the views across the adjacent field towards Pandy reduce in quality with a poor urban to rural interface with the taller buildings of Clos Alun being prominent in the view.
- 3.30 No views are gained to the Site from the adjacent Chester – Shrewsbury railway line that runs in a cutting at this point.
- 3.31 The Site cannot be described as tranquil in any way given the nearby presence of the A483.

Contribution of the proposed Site to the wider Green Barrier

- 3.32 The Site is located in one of the less attractive parts of the Green Barrier adjacent to the intrusive A483 dual carriageway.
- 3.33 The hedgerows on Site contribute some visual interest but are in a state of decline. They do not combine with a wider hedgerow system to provide additional visual interest.
- 3.34 The Site holds the Wat's Dyke system. It provides access for the Wat's Dyke Way and an appreciation of the Scheduled Monument can be gained from Site.
- 3.35 It displays typical characteristics of the wider Green Barrier with declining agricultural use, transport corridors around its edges and a flat topography allowing for sight out to nearby housing areas. Like the majority of the Green Barrier it is an active landscape area and not tranquil.
- 3.36 Its pasture appears similar to many other in the Green Barrier with less rigorous agricultural management for silage or intensive stock grazing rather than horse pasture as it is used currently.
- 3.37 It is overlooked from an elevated position on New Road/Main Road. This elevated position allows views out across the Green Barrier at this point towards Pandy in the north-east. Developing tree planting on the New Road embankment limit some of the views across Site

4.0 Description of the Proposed Development

- 4.1 Indicative masterplan C3429 – P01C has been prepared to show the location of the proposals and the development framework in which they fit. It indicates a total of up to 189 dwellings.
- 4.2 As this is an Outline Application all matters are reserved apart from detailed site access arrangements which is a single point of access off New Road, more central to the site frontage than the current site access point.
- 4.3 The actual built element of the proposals are set to the west of Wat's Dyke with the larger remainder of the Site put to Permanent Green Barrier.
- 4.4 Footpath GEW/24 – the Wat's Dyke Way would be retained on its current alignment through the proposed Site to link back to Wat's Dyke itself.
- 4.5 The dyke as a Scheduled Monument would be retained and its setting improved through the judicious use of planting and provision of interpretation to celebrate this significant piece of history.
- 4.6 During construction there would be a no build buffer zone adjacent to Wat's Dyke and any trees and hedgerows that exist already are to be retained.
- 4.7 Its position would be respected by forming a 30m buffer on its west side and a 10m wide buffer to the east.
- 4.8 The adverse noise effects of the A483 would be addressed with noise attenuation barriers up the side of the A483. These are becoming a more frequent addition to trunk road corridors such as Boughton on the A55 and do not appear out of keeping if sensitively designed and located.
- 4.9 As well as seeking to improve the character and understanding of Wat's Dyke there are two other major areas of landscape improvement proposed within the proposals. These take up the remainder of the available green space not proposed for development and form the larger part of the Site.
- 4.10 They are shown on the Indicative Masterplan as Landscaping area (Permanent Green Barrier) incorporating Public Open Space approximately 2 Ha in area. This is shaded as the lighter green tone and is positioned to the west of Wat's Dyke where it will have better relationship with the proposed dwellings. They will help to assimilate the new homes into the local scene and provide

an attractive and improved edge to built form in Rhosrobin when viewed from the Wat's Dyke Way.

- 4.11 The other part of the Permanent Green Barrier, measuring approximately 4.8 Ha in area is indicated as a darker green tone to the east of Wat's Dyke. It would be kept more rural in character to retain its quality as an open field but with an improved boundary to Wat's Dyke and the adjacent edge to Pandy.
- 4.12 The Permanent Green Barriers also allow the Site's quality mature trees that lie on and around Wat's Dyke to be retained within a substantial green and open space fitting of their scale.
- 4.13 Both the Permanent Green Barriers amount to 6.8 Ha in size and will help to retain the physical and perceptual gap between Old Rhosrobin and Pandy. This figure does not take into account the actual width of Wat's Dyke itself. They amount to form a significant sized green space bordering the settlements and will be perceived as one, open green area taking in Wat's Dyke at its core.
- 4.14 Ongoing discussion with Wrexham's Conservation Officer and Cadw would be maintained to address any heritage concerns at Wat's Dyke and to secure the maximisation of its long term sustainability at this Site.
- 4.15 A further point of enhancement is a proposed cycle route from Pandy along the north west boundary of the landscape area to turn onto the residential roads of the proposed development. This would provide a safer, traffic free link to the employment areas of Old Rhosrobin. Its route and junction in Pandy have been selected to avoid any conflict with Wat's Dyke.

5.0 Landscape and visual effects of the proposed development on the Green Barrier

Wrexham County Borough Council's Landscape Comments on the application

- 5.1 The WCBC decision notice gave a single reason for refusal (RfR) as reproduced in full below as a digital extract below;

Reason(s)

1. The site lies outside of a settlement limit and within a Green Barrier. The development will result in the coalescence of Wrexham and Old Rhosrobin and significant harm to the openness of the Green Barrier separating Old Rhosrobin and Pandy. The development is therefore contrary to policies PS1 and EC1 of the Wrexham Unitary Development Plan.

- 5.2 It cites the fact that the development would lead to the coalescence of Wrexham and Old Rhosrobin when in landscape character and visual terms they have already done so. At New Street/Main Road road corridor, which is the primary route from Old Rhosrobin into Wrexham, the development of Top Farm Road led to the visual connectivity of urban residential form between both sides of the A483.
- 5.3 No specific landscape policies were listed in the Policies considered or in the RfR.
- 5.4 In reading the Planning Officer's report to the Planning Committee there is little discussion of landscape and visual matters but the following three comments are notable.
- 5.5 Parks, Countryside, Rights of Way and Flood Management Officer commented on the lack of SuDS details. They did not object to the scheme but rather recommended a condition for SuDS be placed on any consent should it be granted.
- 5.6 That the Planning Officer makes reference to the Strategic Green Wedge Review documents conclusions for Area 4.
- 5.7 At page 35 of the Committee Report the Planning Officer accepts it is not a high quality landscape, their comments are presented as a digital extract below. In the last sentence of the report the Officer concludes there are no valid grounds to refuse planning consent on design or visual impact grounds.

The development would have a significant impact upon the appearance of the site however this is inevitable when green field sites are developed. Whilst the site has considerable value in terms of its Green Barrier function, as well as preserving the setting of Wat's Dyke (discussed separately below), it is not high quality landscape. I accept that there are features of value within the site, notably mature trees and hedges, however it would be possible to consider how best to preserve these and to require new/replacement planting at reserved matters stage. The implementation of an arboricultural method statement would help ensure the trees are protected during construction and this could be secured by condition. I therefore do not consider there to be valid reasons to refuse planning permission on design/visual impact grounds.

Application Landscape and Visual Impact Assessment

- 5.8 A separate Landscape and Visual Impact Assessment (LVIA) to consider the effects of the proposals has been produced by Lythgoe Landscape Consultancy in January 2016.
- 5.9 I have reviewed this document and consider it to be sound. There are slight technical differences in the approach adopted between that practice and our own LVIA methodology but I feel the conclusions are correct.
- 5.10 I have also considered the landscape and visual baseline as described by Lythgoe Landscape Consultancy in January 2016 and found that they are still applicable and representative of the Site in its current condition.

Landscape effects at the Site

- 5.11 The landscape effects at the portion of the Site to be built upon would be to change it from two small pasture fields to one of residential character. This is an inevitable effect of loss of openness by building on previously undeveloped land as noted by WCBC Planning Officer above.
- 5.12 However this loss of openness would be counter-balanced by the quality of the proposals as presented with a major landscape area to the north-east, Wat's Dyke set within an improved open green area and open rural land between the new settlement edge and Pandy. This is before any smaller scale improvements associated with features such as the retained footpath, tree planting, improvement to the New Street/Main Road corridor and new cycleway are considered.
- 5.13 There would be a loss of existing hedgerows in the developed portion of the Site but across the wider Site there would be a net increase in hedgerow planting when declining, or missing field boundaries are replanted with native hedgerows. Hedgerow planting could also be used to accentuate the route of Wat's Dyke.

- 5.14 The Site is more than just its building portion with two significant areas positioned either side of Wat's Dyke being identified as Permanent Green Barrier.
- 5.15 The Permanent Green Barrier is organised in the most appropriate way by having the landscaped public open space on the west side of Wat's Dyke to create a new setting to the Scheduled Monument between it and the proposed new home. By keeping the grazing field to the east side of Wat's Dyke it continues to be in keeping with the wider rural area of the Green Barrier, is more visible from the A483 and continues to separate Pandy and Old Rhosrobin.
- 5.16 The layout and planting of the public open space would be subject to detail design through Reserved Matters but this area, planted appropriately could increase visual separation between Pandy and Rhosrobin and contribute to the Landmap landscape management aims for improving hedgerows and planting small woodlands.

Wat's Dyke

- 5.17 Wat's Dyke has significant heritage value but lacks obvious landscape character as its original ditch and bank structure has been largely lost. It does not appear as striking within the fields of the wider Site. In landscape character terms it is the mature trees that grow on and around it that make the greater positive contribution to the appearance of the Site. All these trees are proposed for retention.
- 5.18 The built proposals stand-off from the dyke and by doing so protect the remaining earthworks of the Scheduled Monument and the trees that grow upon it. They also allow space to appreciate larger, embanked end of the earthworks.
- 5.19 There is great opportunity to represent Wat's Dyke in the landscape so that it appears more than the field boundary line and small section of bank in its current condition. Interpretation panels, hedgerow planting along its former extents and possible part re-formation of its ditch could all take place after careful design and consent from Cadw.

Landscape effects across the whole Green Barrier

- 5.20 The openness of the Green Barrier at its southern extents where it bounds onto the A483 will change. However the portion of the Site proposed for built form has been selected so that it does not reduce the width of undeveloped land connecting down to the A483.
- 5.21 The sense of openness at the moment is 'throttled' in visual and landscape terms by the recent developments in Olivet Gardens and Church Lea. The proposals do not extend beyond this line

and the width of openness is maintained down to the A483 where the greatest number of people appreciate the Green Barrier from.

- 5.22 In terms of intervisibility between Old Rhosrobin and Pandy there would be an improvement when the trees in the landscape portion of the Site and along the eastern buffer to Wat's Dyke establish. They will enhance the screening between settlements and like the positive tree belts at The Wauns and around New Rhosrobin Fields aid the perception of visual separation.
- 5.23 There is also the fact that permanency of the Green Barrier either side of Wat's Dyke is being offered by these proposals to be recognised as a major benefit. By retaining the openness of these areas the two settlements will never meet at this location and there will be considerable and permanent enhancement to the setting of Wat's Dyke. The importance of the Scheduled Monument has been recognised throughout the development of these proposals and they can deliver a positive and sustainable setting for this nationally valued heritage feature.
- 5.24 The loss of the small parcel of pasture land to built development would not adversely affect the landscape character or function of the wider Green Barrier.
- 5.25 The Site contributes less in landscape character terms to the wider Green Barrier than other areas due to the highly detracting nature of the A483 corridor, its reduced agricultural character, lack of a sense of openness, short distances between settlements and lack of connections with open countryside. Its removal from the Green Barrier would only lead to Minor, adverse effects.
- 5.26 The Minor adverse effects are mitigated in part by the landscape quality improvement that the proposals can deliver to the two areas of Permanent Green Barrier. The permanency of these areas will ensure physical separation between Pandy and Rhosrobin is retained and visual screening increased.

Visual effects at the Site

- 5.27 There would be limited visual effects for users of the A483 given the existing banking, developing road corridor planting and the proposal to build a noise attenuation barrier. Further planting behind the attenuation barrier would reduce sight to roofscape when established.
- 5.28 The developing planting on the embankment leading up to New Street/Main Street to the Site's south-west boundary could be readily reinforced and assist in softening the appearance of the proposals when viewed from the elevated road position. The fact that the Site is set down below adjacent road level also reduces its visual prominence from New Street. Planting in this location

would improve the overall quality of the New Road corridor as the recent Top Farm Road development appears quite hard when facing out onto the road corridor.

- 5.29 Sight down the entrance road would remain but with suitable urban and landscape design this could be an attractive entrance to the development.
- 5.30 There would be no views from the Chester – Shrewsbury Railway line as it runs in a cutting.
- 5.31 There would be views to the development from Footpath GWE/24 – Wat's Dyke Way but these would be taken through the proposed planted section of Permanent Green Barrier. The broad landscape area would act as an attractive setting and edge to development which is largely lacking for other settlement edges throughout the Green Barrier.
- 5.32 The section of the Wat's Dyke Way that currently runs parallel to the A483 would benefit from the proposed noise attenuation barriers.
- 5.33 The landscape planted portion of Permanent Green Barrier would also serve to set the new homes in an attractive landscape when viewed from GWE/30 that runs adjacent to the Plas Acton Cemetery.

Visual quality in the Green Barrier

- 5.34 There is a frequent and close presence of 20th century residential settlement in the majority of views around the Green Barrier and the proposed Site is no different with views to Top Farm Road in Rhosrobin and to Plas Acton Road in Pandy.
- 5.35 The large scale visual and perceptual effect that the A483 has on the character of the overall Green Barrier and in particular the Site is adverse.
- 5.36 There are few long-distance views out to adjoining open countryside across the whole Green Barrier with most truncated by existing development or undulating landform. These proposals would not improve or reduce these links to wider countryside.
- 5.37 The Site is located in one of the less attractive parts of the Green Barrier adjacent to the intrusive A483 dual carriageway. The proposals would improve views to the A483 by the provision of increased screening.
- 5.38 The proposals do not affect the areas of higher visual quality in the wider Green Barrier nor the Fishpond Woods Special Landscape Area.

Review of the Reason for Refusal

- 5.39 In returning to the RfR as stated at 5.2 Wrexham has effectively coalesced with Old Rhosrobin in landscape and visual terms with the development of Top Farm Road and there is already the ability to see between the two on the New Road corridor. Both areas have the character of urban form only separated by the dual carriageway of the A483 which is in part another urbanising feature.
- 5.40 The second strand to the RfR addresses the separation of Old Rhosrobin and Pandy. There will be a loss of openness when measured as a simple quantum of development but when considered in visual and landscape grounds there will be only minor adverse effects on the landscape character of the Green Barrier.
- 5.41 Nor will there be any significant adverse visual effects on the Green Barrier or the space between Old Rhosrobin and Pandy. When the tree planting in the landscape area to the west of Wat's Dyke and along the dyke itself establishes it will increase visual separation between the two settlements therefore enhancing the sense of separation between them.
- 5.42 There are also a series of secondary benefits such as improving the appreciation and setting to Wat's Dyke, improving Wat's Dyke Way as a Public Footpath and the benefits of the proposed new cycleway to be considered as positive landscape and visual improvements to the Green Barrier between the two settlements.
- 5.43 In addition the landscape area could, subject to sensitive design to respect Wat's Dyke as a Scheduled Monument, act as a valuable piece of public open space not only serving the new homes of the proposed development but existing ones in both communities of Old Rhosrobin and Pandy.
- 5.44 For all the above reasons I believe the Planning Officer was correct when they concluded that there were no valid reasons to refuse the planning consent on design or visual impact grounds.

6.0 Conclusions

- 6.1 It is my professional opinion that the proposals in landscape terms are well sited with regard to the Green Barrier and the wider landscape. There will be change to the landscape character of the built portion of the Site itself but this is small in scale, local in effect and does not amount to significant harm to the wider Green Barrier.
- 6.2 The proposal's ability to ensure the long term protection of the majority of the Green Barrier across the application site, through a planning approval in addition to the Development Plan designation, along with improvements to the setting and understanding of Wat's Dyke should be considered as significant positive landscape effects of development.
- 6.3 The ability to form an attractive setting to the proposals with a large area of landscaped public open space between it and Wat's Dyke will also ensure physical separation between Pandy and Rhosrobin remains and visual separation increases with the establishment of further planting.
- 6.4 The removal of part of this ordinary landscape which is significantly affected by the A483 dual carriageway does not adversely affect the landscape character, function or visual integrity of the remaining Green Barrier.

Any figures referenced in this Proof of Evidence are bound in a separate A3 file of illustrations.



REPORT OF THE HEAD OF ENVIRONMENT AND PLANNING

3rd MAY 2016

APPLICATION NO:

P/2015 /0790

LOCATION:

BOOZEY FIELD, OFF GRIFFITHS
ROAD, OLD MOLD ROAD,
GWERSYLLT, WREXHAM,
LL11 4YF

DATE RECEIVED:

19/10/2015

COMMUNITY:

Gwersyllt

CASE OFFICER:

SEH

WARD:

Gwersyllt West

DESCRIPTION:

OUTLINE APPLICATION FOR
RESIDENTIAL DEVELOPMENT (UP
TO 56 NO. DWELLINGS) WITH
ASSOCIATED WORKS

AGENT NAME:

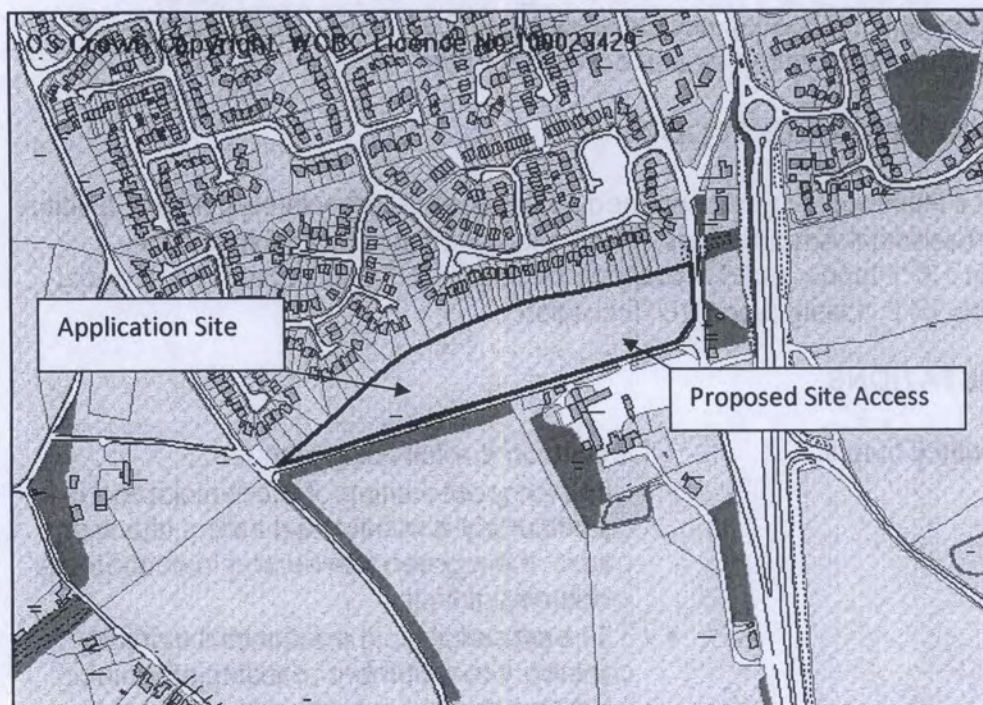
J10 PLANNING LTD
MR JUSTIN PAUL

APPLICANT(S) NAME:

MR MICHAEL FORGRAVE
GOWER HOMES LTD

THE SITE

The application site is known as Boozey Field which is greenfield land located outside of, but immediately adjoining, the settlement limit and within Green Barrier. It is bounded to the north by a row of mature trees with residential properties beyond. Public vehicular highways bound the site to the south, east and west, with open countryside beyond. There are a number of TPO protected trees on the southern boundary of the site.



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PROPOSAL

As above. The application is accompanied by an indicative site layout plan, Planning Statement, Design and Access Statement, Transport Statement and Travel Plan, Ecological Appraisal, Landscape and Visual Impact Assessment, Arboricultural Impact Assessment, Drainage Strategy and Flood Risk Assessment and Geo-Environmental Report.

RELEVANT PLANNING HISTORY

6/23538	Residential Development. Refused and Appeal dismissed on 21/02/1997
6/17233	Residential Development. Refused and Appeal dismissed on 05/10/1995
6/12400	Agricultural Workers Dwelling. Refused on 15/02/1986
6/07320	Change of use for burial purposes. Approved 25/03/1981
6/00089	Residential Development. Refused 25/04/1974

DEVELOPMENT PLAN

The application site is on Greenfield land and located outside of the settlement limit and within Green Barrier. Policies PS1, PS2, PS3, PS4, GDP1, GDP2, EC1, EC2, EC4, EC6, EC13, H5, H7, CLF5, T8 and T9 of the Wrexham Unitary Development Plan (UDP) are applicable. These policies are amplified in Local Planning Guidance Notes (LPGN) Nos. 10 'Public Open Space in New Developments', 16 'Parking Standards', 17 'Trees and Development', 27 'Developer Contributions to Schools', 28 'Affordable Housing' and 32 'Biodiversity and Development'.

NATIONAL PLANNING POLICY

National Planning Policy is contained in Planning Policy Wales (PPW) Edition 8 and Technical Advice Notes (TAN) 1 'Joint Housing Land Availability Studies', 2 'Planning and Affordable Housing', 5 'Nature Conservation and Planning', 12 'Design' and 18 'Transport'.

CONSULTATIONS

Community Council:

Objects on the following grounds:

- The proposed siting of the development is particularly ill considered as the site forms part of the green barrier and is outside the settlement limit;
- The proposal is, in the Council's opinion, contrary to a number of existing planning policies that have been put in place to protect green barrier land from inappropriate development and to safeguard the character of villages;

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- The proposed development is likely to generate a significant increase in the amount of local traffic and the Council has concerns about the impact on road safety particularly having regard to the unsuitability of the existing local highway network;
- The Council is concerned, too, that judging from recently expressed concerns about threats to the large population of bats in this area the potential ecological constraints associated with the development of the site for residential purposes have not been properly considered;
- The development of extra residential units at this location will put further pressure on local facilities such as schools and doctors' surgeries which are already under pressure;
- The Council considers that little regard (if any) has been paid to the Wales Spatial Plan in bringing the application forward for discussion by the Planning Committee. It is particularly concerned that the community of Gwersyllt is becoming a regular target for new development at a time when the preparation process for the Wrexham Local Development Plan 2 for 2013-2028 has yet to be completed. This is putting the community under great pressure and is, in the Community Council's opinion contrary to the spirit of the Wales Spatial Plan which promotes the building of sustainable communities whilst retaining their character and distinctiveness.

Local Member:

Councillor Arfon Jones held a public meeting attended by 36 local residents. The following objections represent the views of Councillor Jones which were supported by those who attended that meeting:

- Boozey Field is in the green barrier and boundaries of green barriers should not be altered only in exceptional circumstances. I do not believe that the lack of a 5 year housing land supply is exceptional in this case and outweighs the purpose of the green barrier which is to safeguard the countryside from encroachment and to encourage the recycling of derelict and other urban land. There is also a presumption against development which is

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inappropriate and this development is by definition inappropriate;

- Boozey Field is outside of the Gwersyllt settlement - This is a true green wedge on the edge of settlement. The settlement boundary between Gwersyllt and Wrexham is the old railway line which runs between the Meadows and Boozey Field. This is a strong development boundary now lined by mature trees. It should also be noted that there is no Griffiths Road in Gwersyllt and Summerhill only in Wrexham;
- Previous planning applications - There have been a number of planning applications over the years all of which have been refused and two were appealed and the Planning Inspectorate rejected the appeals because this site was in the green barrier;
- Sustainability - Planning Act 2015 - This development is not sustainable as is required in this legislation:
 1. 500 extra vehicle movements per day along what is a single track road.
 2. Road connectivity is poor and congested.
 3. Unsafe for pedestrians.
 4. Local schools are full.
 5. The local GP surgery is oversubscribed.
 6. Secondary health services are under severe pressure.
 7. No public transport to local amenities.
- Loss of Privacy - There will be overlooking, overshadowing and loss of outlook to existing properties;
- Highway Safety Issues:
 1. Griffiths Road is barely wide enough for 2 cars to pass.
 2. Minimum of 500 additional vehicle movements per day.
 3. Poor visibility when exiting Griffiths Road onto Summerhill Road (Accident black spot).
 4. Congestion on Summerhill Road, Mold Road Roundabout.
 5. Lots of pedestrian movements on Summerhill Road where there is no footpath.

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6. Dangerous exit Griffiths Road to Old Mold Road, A541 slip road,
 7. Heavy congestion accessing A541 from Old Mold Road;
- Ecology - Lots of bats in the trees between Boozey Field and the Meadows and Glascoed. Concerns of the loss of natural habitat at this location;
 - Brownfield Sites - The lack of a 5 year land supply under TAN1 is minimised by the fact that there is brownfield sites for **2084** units identified in the latest reports to the Welsh Government;
 - Welsh Water's comments that the application should not be granted without conditions as the public sewerage system is overloaded are supported. There are similar concerns expressed by Natural Resources Wales as regards drainage and surface water.

Re-consulted 11/04/2016

Highways:

There are no objections to the proposed development subject to highway improvements to be secured by planning conditions (please see special considerations section below).

Re-consulted 11/04/2016

Wales & West Utilities:

No objection. There is no apparatus within the site.

National Grid:

Consulted 18/11/2015

Education:

A financial contribution is required towards primary and secondary education facilities to be obtained by S106 Agreement.

WW:

No objection subject to conditions relating to the comprehensive drainage of the site and the securing of a buffer zone either side of the public sewer which crosses the site.

Re-consulted 11/04/2016

NRW:

No objection. The Council's Flood Officer must be consulted in relation to detailed surface water management including how runoff might be restricted and volumes attenuated on site where necessary. The submitted ecology report has been completed to a satisfactory standard and the proposal is not likely to be detrimental to the maintenance of the favourable status of any populations of European protected species.

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PP:	No objection to the scheme subject to conditions relating to possible land contamination investigation and remediation work, and restrictions on hours of construction works. Re-consulted 11/04/2016
Flood Risk Management Officer:	No objections to the scheme subject to a Grampian condition ensuring that the downstream watercourse is improved to adequately manage surface water. Re-consulted 11/04/2016
Affordable Housing Officer:	The applicant has proposed 14 affordable units within the development which is in accordance with the Council's policy to secure 25% of the housing as affordable. The scheme will contribute much needed affordable housing in a sustainable location which is close to the town centre providing both work and leisure facilities.
Local Medical Centre:	The surgery is at capacity and is already taking patients from others practices. The practice cannot support the additional residents from this development.
Site Notices:	Expired 16.11.2015
Press Notice:	Expired 20.11.2015
Neighbours:	81 neighbouring occupiers notified, 30 responses received sharing the following concerns: • The site is close to an abattoir; • The surrounding road network is already dangerously busy and this danger would increase with the additional traffic movements associate with the new houses; • Inadequate footway/pedestrian provision; • Negative impact upon the ecology of the site; • Nuisance (noise, vibration and dust) during the construction works; • Light pollution; • Loss of privacy; • Impact upon the health and stability of the trees on site; • Local schools do not have the capacity for additional children; • Drainage problems;

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- There is plenty of available housing locally and these new houses are unnecessary;
- The local Doctors Surgery is at capacity and cannot support additional residents;
- The proposed development is unsustainable;
- Previous applications to develop the site have been unsuccessful and planning permission should again be refused;
- The land is Green Barrier and should be protected from built development;
- Boozey Field is outside of the Gwersyllt settlement - This is a true green wedge on the edge of settlement. The settlement boundary between Gwersyllt and Wrexham is the old railway line which runs between the Meadows and Boozey Field. This is a strong development boundary now lined by mature trees;
- The lack of a 5 year housing land supply is not an exceptional circumstance which outweighs the purposes of including the land within the green barrier.

Re-consulted 11/04/2016

SPECIAL CONSIDERATIONS

Background: The proposal is for the residential development of the land for housing (56 No. units). The application is made in outline with all matters reserved for further consideration, apart from access. An indicative site plan is provided showing the potential layout of the development. As the land is outside of the settlement limit and within green barrier, the residential development of the site represents a departure from the development plan. The main issues to consider relate to the sustainability of the location, the loss of green barrier, the impact upon the character and appearance of the area, the impact upon the amenities of the occupiers of the adjacent properties, and the impact upon highway safety.

Policy: The proposed development of the land for housing is contrary to some of the local planning policies set out earlier in this report. The site lies outside of the development boundary to which the current UDP directs all new development for housing and as such the development would be contrary to UDP Policy PS1. As the site is Greenfield land it would not strictly accord with

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Policy PS3 which, as a preference, directs development to previously developed (Brownfield) land.

As the site is outside of the settlement limit and the proposals do not accord with any of the circumstances that permit small scale residential development on sites outside of settlement limits, the proposed development would be contrary to UDP Policy EC5. Ordinarily I would recommend that a planning application be refused for proposals that do not accord with these UDP Policies (PS1, PS3 and H5). However the Council is only required to determine planning applications in accordance with the adopted development plan ***unless material considerations indicate otherwise***. I will address these other material considerations below.

Housing Land Supply

Planning Policy Wales (PPW) at paragraph 9.2.3 requires local planning authorities to ensure that sufficient land is genuinely available or will become available to provide a 5 year supply of land for housing. Members will be aware that under the provisions of TAN1: Joint Housing Land Availability Studies (JHLAS) the Council has a statutory duty to monitor housing land supply on an annual basis in the form of the JHLAS. In accordance with paragraph 8.1 of TAN1 (Jan 2015) Wrexham is now unable to demonstrate whether it has a 5 year housing land supply because the UDP plan period expired in 2011.

The Wrexham Local Development Plan Preferred Strategy, which has recently been the subject of public consultation, proposes the development of approximately 11,715 new homes over the period 2013-2028. Taking into account existing housing land supply this equates to a requirement for sufficient land to be brought forward for approximately 6,738 houses to be built. It is therefore clear that there is a significant need for additional land to be brought forward for housing. TAN1 (paragraph 6.2) advises that ***the need to increase supply should be given considerable weight*** when dealing with planning applications, provided that the development would otherwise comply with national planning policies.

Openness within the green barrier

The site lies within green barrier where UDP Policy EC1 is applicable. This policy refers to development in green barriers only being granted planning permission if the proposal is for agriculture, forestry, outdoor sport/recreation, cemeteries and ***other uses which maintain its openness and do not conflict with the purpose of including the land within it***. In relation to this site there is a strong, logical and defensible boundary (Griffiths Road and Mold road) to the south and east of the site which is well landscaped with mature trees and hedgerows forming a logical rounding off of the Settlement. The development of the site would not result in the coalescence of settlements and the function of the green barrier would remain even if this site is developed given the distance between the two settlements (Gwersyllt and Wrexham Town).

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In addition, development of the site would not undermine the openness of the green barrier as it is so well self-contained with mature, established boundary on all sides. Allowing the site to come forward would result in the controlled expansion of an urban area and assist in safeguarding further areas of the countryside from encroachment. I do not therefore consider the proposed development to be contrary to Policy EC1 as it represents ***a use which maintains the openness of the green barrier which does not conflict with the purpose of including the land within it.***

Whether the proposal is inappropriate development in a green barrier
Paragraph 4.8 of PPW deals with the managing of urban form by means of green belts and wedges (which are essentially the same as green barriers) and states that there is a presumption against ***inappropriate development*** with substantial weight to be attached to any harmful impact which a development would have on a green wedge/barrier. It confirms that ***inappropriate development should not be granted planning permission except in very exceptional circumstances where other considerations would clearly outweigh the harm.*** In accordance with paragraph 4.8.16 the proposed housing does not represent inappropriate development because, as already mentioned above, it does not conflict with the purpose of including the land within the green barrier.

Even if the proposed development were considered to be inappropriate development, the lack of a 5 year land supply is a very exceptional circumstance and the proposed housing would make a significant contribution to meeting this need that clearly outweighs any harm that the development would do to the green barrier. Paragraph 4.8.15 of PPW states that these very exceptional cases can therefore be treated as departures from the plan.

Sustainable Development

PPW includes a ***presumption in favour of sustainable development.*** In terms of being located within a sustainable location with accessibility to jobs, shops, services and facilities etc., the site is as accessible as those within the adjacent settlement. Landscaped Public Open Space (POS) is provided on site and full details will be considered at the reserved matters stage. However, should this fall below the amount required by LPGN No. 10 'Public Open Space in New Housing Development', the applicant also proposes to pay a commuted sum for improvements to the pedestrian links to the existing local equipped area of play (LEAP) at Moss Valley which is to be secured by S106 agreement. There is reasonable access to shops, LEAP, schools, churches, public houses, etc. within the village centre being approximately 10 minutes' walk from the site. The nearest bus stop is a couple of minutes' walk away which provides a frequent direct service to Wrexham in order to gain further access to jobs, dentist, doctors, hospitals, larger entertainment and retail facilities etc.

Para 4.7.8 of PPW states that development in the countryside should be located adjoining settlements where it can best be accommodated in terms of infrastructure, access, and habitat and landscape conservation. Although the proposal does not essentially comply with UDP Policies (PS1, PS3 and H5),

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given the sustainable location of the development immediately adjoining the settlement, and the fact that the development is not considered to be inappropriate, in accordance with para. 4.8.16, I accept that the development for residential use in principle would not cause any detrimental harm to the countryside location or conflict with Policies PS2, PS4, GDP1 or EC1 of the UDP.

Highways: The development site is located with a proposed access on to the classified highway known as Griffiths Road which is subject to the national speed limit. Due to the geometry of the road, actual vehicles speed is considered to be no more than 30 mph.

Visibility

Welsh government guidelines recommend a visibility splay of 2.4 x 43 metres in both directions. It is possible to achieve this from the proposed point of access. Visibility at the junction with Old Mold Road is also considered to meet Welsh Government Standards.

However, visibility at the junction with Summerhill is below standard for the prevailing speed of traffic. To overcome this it is proposed by the applicant to extend the 30mph speed limit beyond the junction by introducing additional street lighting for approximately 400m. This will be beneficial to highway safety in the vicinity of the site.

Traffic Generation

A development of 56 dwellings will generate less than 1 vehicle per minute at peak hours. It is considered that this will have little detrimental impact on the existing highway network and the capacity assessment undertaken by the applicant confirms this.

Highway layout

Griffiths Road is generally between 3.5 and 5 metres in width and there is limited opportunity for 2 vehicles to pass. Three formalised passing places will be created on Griffiths Road to aid in the free flow of traffic and cater for the small increase in traffic movements associated with the proposed development.

Pedestrian Movement

Pedestrian provision in the vicinity of the site is restricted to a footway on the east of Old Mold Road and the east of Summerhill Road. The proposed pedestrian crossing point on the Old Mold Road will ensure that the site has adequate link to the east/north towards Gwersyllt. To the west of the site, a continuous link to the existing footway is proposed on Summerhill Road by the introduction of a priority traffic system on Griffiths Road. This will provide a safe off road pedestrian route connecting Summerhill Road with Old Mold Road through the site where there is currently no footway provision. This will be in the interests of the increased safety of all road users in the locality.

The submitted traffic impact assessment demonstrates that the development will not detrimentally impact upon highway capacity in the vicinity of the site.

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Highway improvements are proposed which will enhance the safety of pedestrians and the development complies with UDP Policies PS4, GDP1, T8 and T9.

Scale, Design and Site Layout: The application is accompanied by a detailed Design and Access Statement which fully outlines the rationale behind the site layout, responding to the site constraints. Whilst it is important to note that this proposal is made in outline, with matters relating to layout, scale and appearance reserved for approval at a later stage, the Council can broadly rely upon the contents of the illustrative plan and supporting documentation (see figures 1, 2 and 3 below) in determining the anticipated impact of the development. The proposed site layout demonstrates that it is possible to achieve a functional development that sits comfortably in its landscape setting which can be satisfactorily mitigated in landscape terms and make a positive contribution to the character and appearance of the area. The properties are located a sufficient distance from the existing dwellings on the northern boundary, the closest dwelling being in excess of 22 metres away (the minimum separation standard required by LPGN 21). As such there would be no significant loss of privacy or daylight to these properties and the proposal accords with UDP Policies GDP1 and PS2.

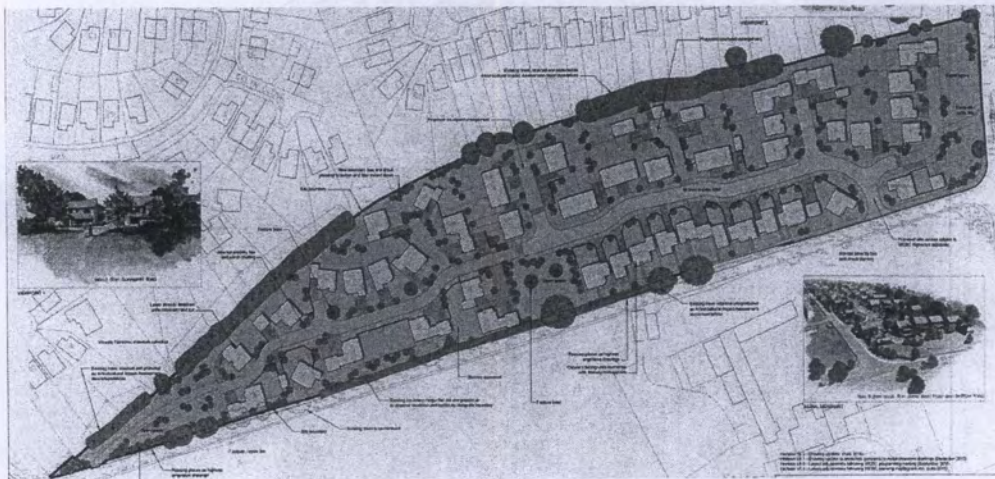


Fig 1. Indicative Site Layout Plan

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Fig 2. Indicative Streetscene from Summerhill Road



Fig 3. Indicative Streetscene from Old Mold Road

Trees: There are a number of significant mature trees along the northern / north western boundary of the site and it is important that the long-term impact of the proposed plots is properly considered. There is potential here for the development to impact upon the health and stability of these trees, and for the trees to cause issues of shading of the garden areas within the plots. The site plan as was originally submitted has been amended to increase the separation distance between the dwellings and the trees in order to avoid any significant encroachment into the Root Protection Areas (RPAs) and the properties have been re-orientated such that instances of shading of garden areas is reduced.

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I consider plot numbers 38, 39 and 40 to remain affected by shading due to the west / north west aspect, as well as crown encroachment over sections of the garden areas which is up to 5 metres at some parts of the site. Each plot though does have in excess of the minimum garden space as required by LPGN 21 'Space around Dwellings' which is not affected by any encroachment from the boundary trees. As the site plan is indicative only at this stage, the final positioning of these plots will be properly considered at reserved matters stage, should outline permission be granted, to ensure that these plots do not suffer from significant shading.

There are concerns also in relation to the provision of adequate space within the development for useful tree planting to contribute to the proposed street scene. Again, as the site layout is only indicative at this stage and landscaping is reserved for further approval, tree planting will be properly considered as part of the reserved matters application to ensure that feature tree planting in strategically selected individual locations is secured for maximum amenity impact. I am content therefore that the proposed development complies with UDP Policies EC4 and GDP1 a).

Ecology: The dwellings have been located sufficient distance from the trees on the northern boundary to demonstrate that true dark corridors can be provided which will not be encroached upon by the development. I have no concerns therefore in relation to the impact of development upon the local bat population associated with the trees.

The site lies within an area previously identified by the Council and NRW as being of particular importance for great crested newts and one where the constraints of the existing housing has created a vulnerable population. Given the lack of opportunity for onsite improvements, the payment of a commuted sum to use for offsite habitat improvements is considered to be reasonable. Using the mitigation cost calculator (based on agreed costs at Hafod Land Tribunal 2006 and actual costs recently incurred by Flintshire Countryside Service) I have calculated the commuted sum to be £2550 to be secured as part of a S106 agreement. The payment would be received by an organisation such as Building Wildlife Trust or Amphibian and Reptile Conservation to be spent on projects within the area.

In addition to the above, landscaping to include bolstering of the existing boundary vegetation on site, a lighting strategy, a plan as outlined in the ecological submission and a great crested newt method statement will all be required as part of the reserved matter application. This will be secured by way of planning condition should permission be granted. The development therefore complies with UDP Policy EC6.

Drainage: Natural Resources Wales have raised no objection to the scheme advising that the Council's flood officer provide advice in relation to the management of surface water to prevent surface water flooding. The Council's flood officer has confirmed that the landowner has a legal right to drain the land into the downstream drainage system at a rate equivalent to the "greenfield" run-off which in this case is approximately 7l/s. Whilst the

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development of the site may slightly alter the time of concentration of this flow it will not increase the discharge rate.

The ditch downstream of the A541 is poorly maintained with the consequence that the agricultural land on either side is waterlogged by flooding from the channel. Whilst the outlet from the culvert under the highway is "drowned" by the water in the ditch there is evidence of flows which suggests that the upstream drainage system is operating, albeit at reduced efficiency. The ditch continues downstream to a series of ponds (adjacent to the railway) which forms the wildlife area created as part of the St Giles Park development. There is sufficient fall (between the outlet from the highway culvert and the water level of the downstream ponds) to allow the proper operation of the land drainage system provided that the connecting ditch is maintained. A Grampian condition will be attached to any permission to secure the clearing and improvement of the downstream ditch prior to commencement of development.

With regards to the public sewer which crosses the site, the proposal is to keep to this route and then divert the drain as soon as it hits the proposed estate road and then send it along the estate road in an easterly direction. This will ensure that a 3 metre buffer zone either side of the pipe can be kept free of operational development. The development therefore complies with UDP Policies GDP1 and EC13 which safeguards against adverse impacts of development caused by additional surface water run-off.

Other Matters: The local medical practice has raised capacity concerns. There is no planning policy directly relevant to this and no mechanism by which the Council can secure any financial contribution to offset the impact of the development. As mentioned above, Wrexham Town is easily accessible and the residents of the development can access medical facilities outside of the Gwersyllt area.

Although matters relating to the construction works are not strictly planning considerations, a condition will be attached to restrict hours of construction works and advisory notes will also be attached which advise the developers of their responsibilities in limiting any noise and dust pollution etc. throughout the construction phase of the development.

CONCLUSION

In accordance with planning legislation and paragraph 3.1.2 of PPW, the Council is required to determine the application in accordance with the adopted UDP unless there are material considerations which indicate otherwise. I have given careful consideration to the information submitted in support of the application and the significance of all material considerations including the lack of a 5 year housing land supply.

Whilst it is acknowledged that the development of the site does not accord with all of the strategic policies relating to the site location, the proposal presents the opportunity to deliver without significant known difficulty, a high

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quality development which would make a significant contribution towards much needed housing. Whilst representing a departure from some of the policies of the adopted UDP, the development of the site is justified in this instance as contributing to the 5 year land supply whilst at the same time being in a sustainable location and providing an acceptable form of development. The proposal would not constitute inappropriate development because it would maintain the openness of the green barrier and does not conflict with the purpose of including the land within the green barrier. The development would make a positive contribution to the character and appearance of the area and I recommend accordingly.

RECOMMENDATION A

Should Members be minded to grant planning permission, due to the nature and scale of the development it must be referred to the Welsh Ministers under the terms of the Town and Country Planning (Notification) (Wales) Direction 2012. If the application is referred back to the Authority for determination, the Head of Environment and Planning requests delegated authority to determine the application in accordance with Recommendations B, C and D below.

RECOMMENDATION B

That the Council enters into an Obligation under Section 106 of the Town and Country Planning Act 1990 to secure:

- a) A financial contribution towards primary and secondary education facilities in accordance with Local Planning Guidance Note No. 27;
- c) The provision of affordable housing in accordance with Local Planning Guidance Note No. 28 at a rate of 25% of the dwellings proposed;
- d) The formation of a management company for the management and maintenance of on-site public open space and communal spaces;
- e) The payment of a commuted sum for offsite habitat improvements in the amount of £2550;
- e) The payment of a commuted sum for the upgrading of offsite POS together with pedestrian access links to this area.

The Head of Environment and Planning be given delegated authority to approve the final form and content of the obligation.

RECOMMENDATION C

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

1. The development would not make provision for the required infrastructure/community facilities to offset the impact of the development. The proposal as such would be contrary to UDP policies GDP2, CLF5 and H7.

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2. The development would not make adequate provision for the potential impacts of the development upon biodiversity through the implementation and maintenance of long term habitat improvements.

That delegated authority be given to the Head of Environment and Planning to determine the final form and content of the reasons for refusal.

RECOMMENDATION D

Upon completion of the S106 Obligation that permission be GRANTED subject to the following conditions:

CONDITION(S)

1. Approval of the following details shall be obtained from the Local Planning Authority before any part of the development is commenced:
 - a. the layout of the building(s)
 - b. the scale of the building(s)
 - c. the appearance of the building(s)
 - d. the landscaping of the site
2. Plans and particulars of the reserved matters referred to in condition 1 (above) shall be submitted in writing to the Local Planning Authority before the expiry of three years from the date of this permission. The development shall only be carried out in strict conformity with such details as are approved.
3. The development hereby approved shall be commenced before the expiry of three years from the date of this permission or before the expiry of two years from the date of approval of the last of the reserved matters required to be approved, whichever is the later.
4. This permission shall provide for a maximum of 56 dwellings.
5. 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 the 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 method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of receiving ground water and/or surface waters;
 - ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and,
 - iii) Provide a timescale for implementation, management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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6. No part of the development shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with condition no. 5. The sustainable drainage scheme shall be managed and maintained thereafter in strict accordance with the agreed management and maintenance plan.
7. No part of the development shall commencement until a scheme of improvement works to the local watercourse to receive surface water from the development hereby approved has been submitted to, and approved in writing by, the Local Planning Authority. The improvement works as are approved shall be competed in all respects prior to first use / occupation of the development.
8. No land drainage run-off or surface water shall be permitted to discharge or connect to the public sewerage system, either directly or indirectly, and foul and surface water shall be drained separately from the site.
9. The application site is crossed by a public foul sewer. No part of any operational development shall take place within 3 metres either side of the centreline of this public foul sewer.
10. No part of the development shall commence until a scheme to deal with potential contamination at the site has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include a phased investigation approach to identify the extent of contamination and any measures required to remediate the site, including post-development monitoring.
11. No part of the development shall be occupied until a Verification Report which demonstrates that the remedial works approved as part of condition no. 10 above have been satisfactorily carried out, has been submitted to and approved in writing by the Local Planning Authority.
12. All works in relation to the implementation of this permission, including deliveries to and / or leaving the site, shall be undertaken only between the hours of 7.30 and 18.00 Monday to Friday, and 08.00 to 14.00 on a Saturday, and at no time on a Sunday or a Bank Holiday.
13. No part of the development shall commence until an appropriate Dust Management Scheme has been submitted to and approved in writing by the Local Planning Authority. The dust mitigation measures as are approved shall be fully implemented for the entire duration of the construction phase.
14. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
15. No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:
 - 1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway,
 - 2) Passing bays,
 - 3) Street lighting along Summerhill Road,
 - 4) Extension to 30mph speed limit,
 - 5) Pedestrian Refuge on Old Mold Road, and

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6) Priority traffic scheme / continuous link.

The scheme as is approved shall be fully implemented prior to first use of the development.

16. No part of the development shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.

17. No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

18. No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

19. An external bat friendly lighting scheme shall be submitted to and approved in writing by the Local Planning Authority as part of the reserved matters application. The scheme shall be fully implemented in accordance with the approved details prior to first use / occupation of the development.

20. A great crested newt method statement shall be submitted to and approved in writing by the Local Planning Authority as part of the reserved matters application. The development shall be carried out in strict accordance with the method statement as is approved.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting that Order with or without modification), no further development shall take place under Classes A, B, C, D, E, F or G of Schedule 2 Part 1, other than the development hereby granted permission.

22. As part of the reserved matters application, an Arboricultural Implication Assessment dealing comprehensively with all tree issues (including shading of the residential plots) shall be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in strict accordance with the Assessment as is approved. This Assessment shall include all trees with a stem diameter of 75 mm or above (including crown spreads and stems) and the trees shall be colour coded and shown accurately on a topographical land survey.

REASON(S)

1. To comply with the provisions of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012
2. To comply with Section 92 of the Town and Country Planning Act, 1990.
3. To comply with Section 92 of the Town and Country Planning Act, 1990.
4. In the interests of highway safety and to ensure that a high standard of design is achieved for the site.
5. To ensure satisfactory drainage of the site and to avoid flooding.
6. To ensure satisfactory drainage of the site and to avoid flooding.

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7. To protect the integrity of the public sewerage system and prevent hydraulic overloading of the public sewerage system. To protect the health and safety of existing residents and to ensure no detriment to the environment.
8. To protect the integrity of the public sewerage system and prevent hydraulic overloading of the public sewerage system. To protect the health and safety of existing residents and to ensure no detriment to the environment.
9. To protect the integrity of the public sewer and avoid damage thereto.
10. In the interests of the amenities of the future occupants of the buildings
11. In the interests of the amenities of the future occupants of the buildings
12. To protect the amenities of the occupiers of nearby properties.
13. To protect the amenities of the occupiers of nearby properties.
14. To ensure that adequate visibility is provided at the proposed point of access to the highway.
15. In the interests of highway safety.
16. In the interests of highway safety.
17. In the interests of highway safety.
18. In the interests of highway safety.
19. To protect named species/habitats/biodiversity which would otherwise be damaged/lost by the development hereby permitted.
20. To protect named species/habitats/biodiversity which would otherwise be damaged/lost by the development hereby permitted.
21. Due to the restricted application site and its relationship with adjoining properties and neighbouring trees, it is considered important to ensure that no additional development as described in the condition is carried out without the permission of the Local Planning Authority.
22. To protect trees which are of significant amenity value to the area.

NOTE(S) TO APPLICANT

Further advice on compliance with condition no. 10 may be obtained by contacting the Council's Environmental Protection Team on 01978 315733. Should the investigation identify contamination issues that may affect receptors other than the site users e.g. groundwater, then it is recommended that these works are also addressed in consultation with the Housing and Public Protection Department prior to commencement of works on site.

The applicant is advised that compliance with condition no. 12 does not provide an exemption from the statutory noise nuisance provisions of the Environmental Protection Act 1990. Any complaints received relating to noise from the development during the permitted hours may still be investigated using the Council's Standardised Procedure for Dealing with Noise Nuisance Complaints and legal action may be taken where appropriate.

The applicant is advised that the Council has the option to control construction noise by serving a Control of Pollution Act 1974, Section 60, Notice where deemed necessary, and failure to comply with such a Notice can result in prosecution. For further information and advice regarding construction noise please contact the Council's Housing and Public Protection Department on

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01978 315300.

Burning of waste generated from construction activities is not considered to be an appropriate method of disposal and action may be taken as follows:

- Under the Environmental Protection Act 1990 anyone found disposing of construction site waste by burning is likely to be in breach of their duty of care with regard to waste disposal;
- Under the same Act an abatement notice may be served where smoke is judged to be causing a nuisance to neighbouring properties. Failure to comply with the requirements of the notice can result in prosecution;
- Under the Clean Air Act 1993 it is an offence for a commercial activity to burn anything that gives rise to dark smoke.

To prevent offences under the above named Acts there should be no bonfires on the site, to include the prohibition of the burning of cleared vegetation. The applicant should contact the Council's Housing and Public Protection Department on 01978 315300 for further advice and information.

Applicants are advised that compliance with condition no. 13 does not provide an exemption from the statutory nuisance provisions of the Environmental Protection Act 1990. Under the Act dust from any type of activity can be judged to be causing a statutory nuisance to neighbouring properties. A legal notice can be served requiring that the dust nuisance is abated and failure to comply with the requirements of the notice can result in prosecution. The applicant should contact the Council's Housing and Public Protection Department on 01978 315300 for further advice and information.

You are advised that this grant of planning permission was made following the completion of an Agreement under Section 106 of the Town and Country Planning Act. Before undertaking any work under this permission you are advised to obtain full details of the Agreement and ensure that you are able to comply with its terms.

This permission is granted subject to the above conditions. Some conditions may require your attention prior to you carrying out any work on the proposal. These conditions are known as ""conditions precedent"". You should be aware that it is important that you comply with any ""conditions precedent"". If you do not, then any work you undertake on the development subject of this permission would not have planning permission.

The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures

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required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Regulations approval (if relevant). Your attention is drawn to The Coal Authority Policy in relation to new development and mine entries available at: <https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. Further information is available on The Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority. If a connection is required to the public sewerage system, the developer is advised to contact Dwr Cymru Welsh Water's Developer Services on 0800 917 2652.

Some public sewers and lateral drains may not be recorded on Welsh Water maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. The applicant should contact the Operations Contact Centre on 0800 085 3968 to establish the location and status of the sewer. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

The Welsh Government have introduced new legislation that will make it mandatory for all developers who wish to communicate with the public sewerage system to obtain an adoption agreement for their sewerage with Dwr Cymru Welsh Water (DCWW). The Welsh Ministers Standards for the construction of sewerage apparatus and an agreement under Section 104 of the Water Industry Act (WIA) 1991 will need to be completed in advance of any authorisation to communicate with the public sewerage system under Section 106 WIA 1991 being granted by DCWW.

Further information on the Welsh Ministers Standards can be found on the Welsh Government website - www.wales.gov.uk

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
28 July 2014

APPLICATION NO:
P/2014 /0262

LOCATION:
LAND SOUTH OF CHESTNUT
COURT SUMMERHILL ROAD
SUMMERHILL WREXHAM LL11 4SP

DATE RECEIVED:
14/04/2014

COMMUNITY:
Gwersyllt

DESCRIPTION:
OUTLINE APPLICATION FOR THE
ERECTION OF 20 DWELLINGS AND
FORMATION OF NEW VEHICULAR
AND PEDESTRIAN ACCESS FROM
CHESTNUT COURT

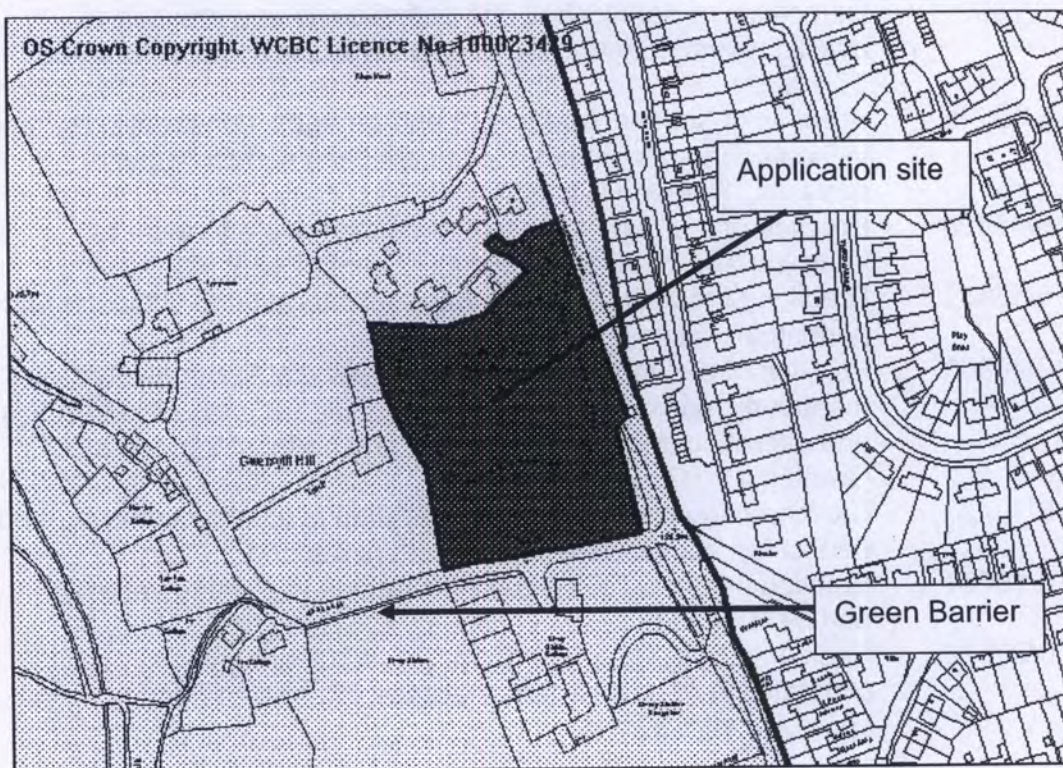
CASE OFFICER:
MP

WARD:
Gwersyllt West

AGENT NAME:
NIGEL THORNS
PLANNING
CONSULTANCY

APPLICANT(S) NAME:
CASTLEMEAD GROUP LTD

THE SITE



PROPOSAL

Outline planning permission is sought for 20 dwellings comprising 18 market dwellings and 2 intermediate (affordable) houses together with approval for the vehicular access to the site. Appearance, landscaping, layout and scale are reserved for subsequent approval.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
28 July 2014

HISTORY

Current application site and land occupied by the existing Chestnut Court development

- 6/12555 Residential development, construction of new vehicular and pedestrian access and alteration to existing vehicular and pedestrian access. Refused 15.1.86. Appeal dismissed 16.7.86
- 6/13295 Residential development, construction of new vehicular and pedestrian access and alteration to existing vehicular and pedestrian access. Refused 8.9.86
- 6/13999 Erection of four blocks of two-storey flats (each containing 8 x 2 bedroom units) and construction of new vehicular and pedestrian access. Refused 6.7.87

Application area broadly similar to footprint of existing Chestnut Court development

- 6/4523 Demolition of existing building and erection of dwellings and construction of new vehicular access. Refused 27.6.79
- 6/7090 Demolition of derelict hall and outbuildings and erection of dwellings and construction of new vehicular access. Granted 17.10.80
- 6/12245 Erection of houses, bungalows and garages, construction of new vehicular and pedestrian access, foul and surface water systems. Refused 9.10.85
- 6/15426 Erection of four executive type dwellings and alteration to vehicular and pedestrian access. Granted 12.9.98
- 6/15431 Erection of residential care home and alteration to vehicular and pedestrian access. Granted 12.9.88
- 6/16800 Erection of residential care home, 8 associated bungalows for the elderly, construction of new vehicular and pedestrian access and alteration to existing vehicular and pedestrian access. Granted 1.6.92
- 6/19723 Erection of four dwellings and alteration to existing vehicular and pedestrian access. Reserved matters refused 2.12.91
- 6/19724 Erection of four dwellings and alterations to existing vehicular and pedestrian access. Outline permission granted 2.12.91
- 6/20512 Residential Development (2 houses and 2 bungalows) and construction of new vehicular access. Reserved matters approved 10.9.92

Existing Chestnut Court development

- 6/23318 Erection of 5 houses and construction of new vehicular and pedestrian access. Granted 4 July 1995