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Home Farm, Llay

Design and Access Statement
November 2014 +

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Introduction

Michael Cunningham Architects (MCA) is an award winning architectural practice based the North West. Our clients include Peel Ports, Manchester City Council, Liverpool City Council, Fylde Borough Council, Network Rail, Northern Rail, Mersey Rail, The Ministry of Defence, Kier Construction, Crudens, and National Express. We have designed over £70 million worth of buildings in the UK.

We are able to bring our skills to each stage of a project, from work on development appraisals, through the technical aspects of design and construction, and engaging with funders and end users.

We work in close relationships with local authorities, planners and clients, in order to create appropriate, sustainable developments.

HOME FARM, LLAY

MCA have been commissioned to explore Home Farm's development potential in light of Welsh National and Local Housing policy. Home Farm is situated at the edge of Llay, in the Borough of Wrexham. We believe that Llay is a village with great potential to grow and develop in the future. It is a particularly unique place, with a wide variety of social, commercial and community infrastructure already in place. Its history reflects that of mining in Wales in the Twentieth Century. We are looking to assist in the development of Llay into the future.



‘Our aim is to provide 365 dwellings, carefully considered in the context of national and local planning policy, including public open spaces, landscaping, contributions to schools, affordable housing and traffic.’

SUMMARY

This document represents a considered proposal to develop the land around Home Farm to provide a sustainable extension to Llay Village, strengthening the existing facilities, and providing appropriate homes for North Wales.

Our aim is to provide 365 dwellings, carefully considered in the context of national and local planning policy, including public open spaces, landscaping, contributions to schools, affordable housing and traffic.

We are submitting an outline application to establish the principle and scale of development. In dialogue with Matthew Phillips, planning officer, and Maureen Lee, Housing Officer, we have developed proposals for house sizes and mix. We have consulted widely on a range of issues, and endeavoured create a proposal that will be a positive asset to Llay, Wrexham, and North Wales. It will benefit the local community with areas of recreation and public open space.

Llay is a vibrant and positive village, and has a lively and well organised community. It has a school, health centre, and several local shops and businesses, which will be strengthened by the increase in this community.

Llay borders several other villages, has a country park with a small golfing range, is well served by local transport links, has a nursery and primary school and a post office. The site is within 250

metres of the nearest pub, and within walking distance of shops churches, and the industrial estate.

Local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing judged against the general objectives and the scale and location of development provided for in the development plan.

There is a presumption in favour of proposals in accordance with the key principles and key policy objectives of sustainable development. We believe that Llay Village is a sustainable community, positively poised for growth in the future, and would ask Wrexham Borough Council to support this proposal.

Improvements to local infrastructure, amenities and facilities:

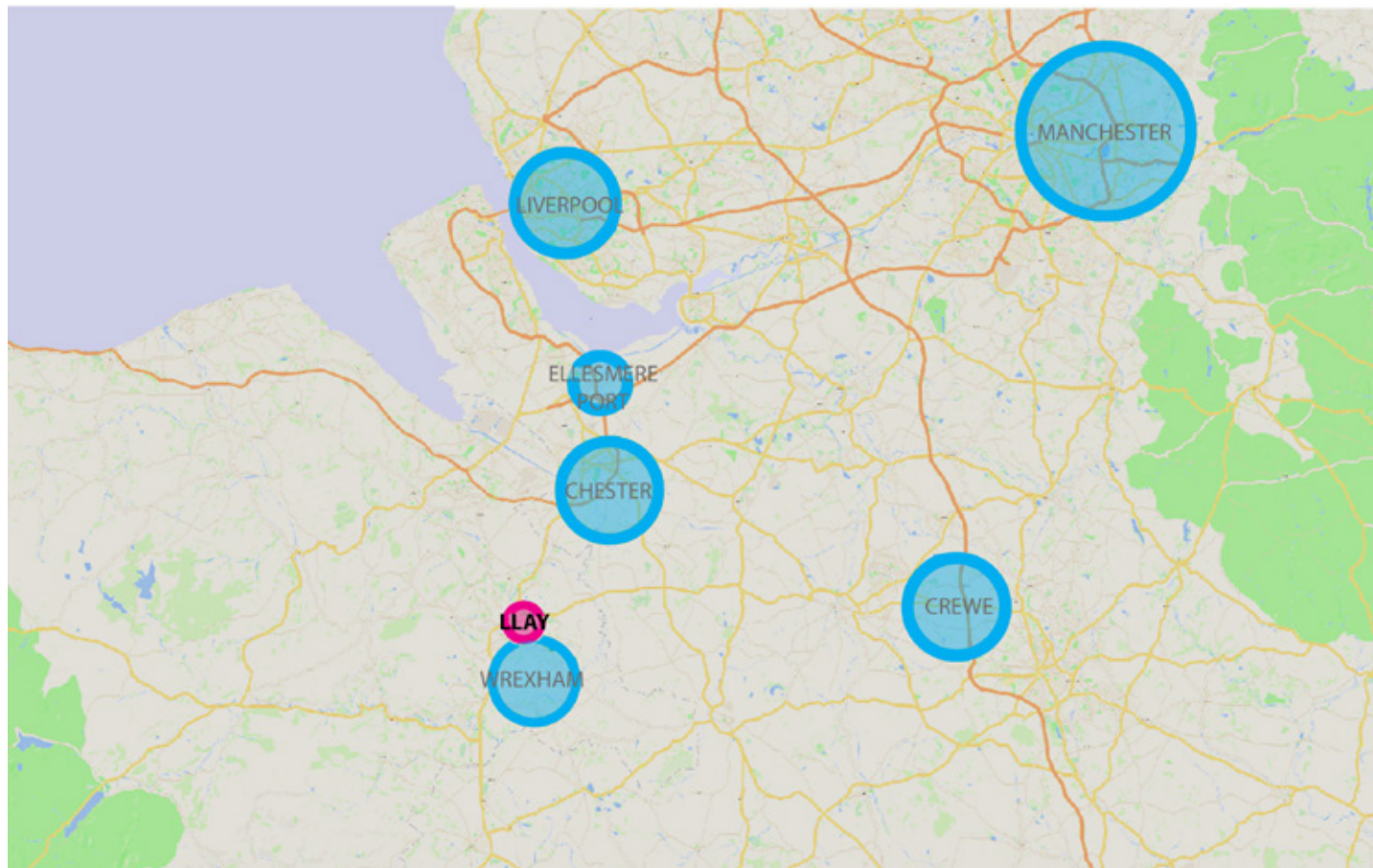
The development will have benefits for the infrastructure and facilities of Llay including;

- Increased spending in existing facilities giving an economic boost to the local area.
- Potential for business owners to expand their existing facilities due to more demand.
- The possibility for fresh investment in Llay and it's economy and services.
- Potential for the creation of jobs in the local construction industry and training and apprenticeship opportunities for local young people.

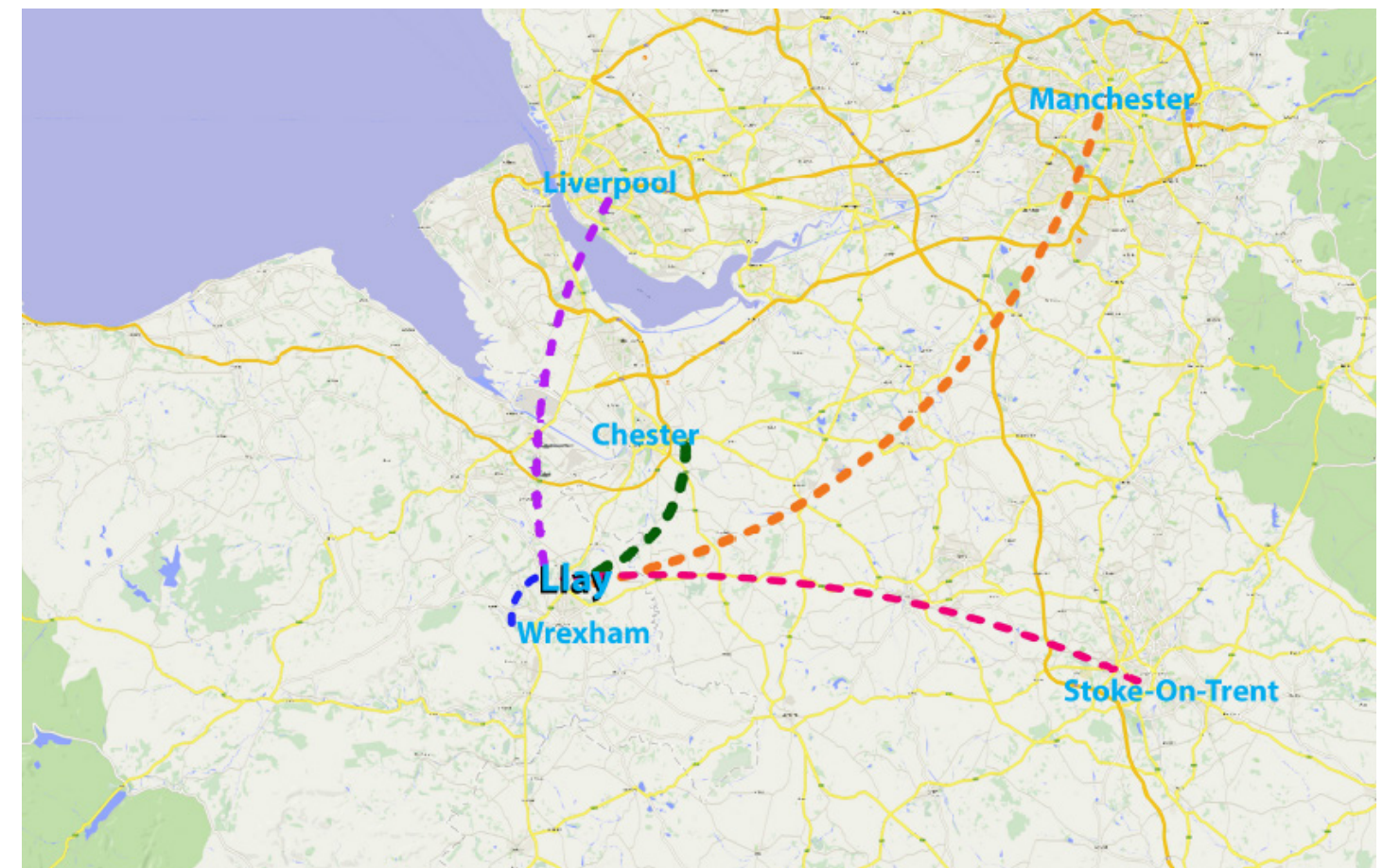
The development will also mean raised revenue for the Council through additional Council Tax receipts from new residents which may be spent making further improvements to Llay.

Context

Llay



The map shows the wider context in which Llay sits, in relation to Wrexham, Chester, Ellesmere Port, Crewe, Liverpool and Manchester.



DISTANCES

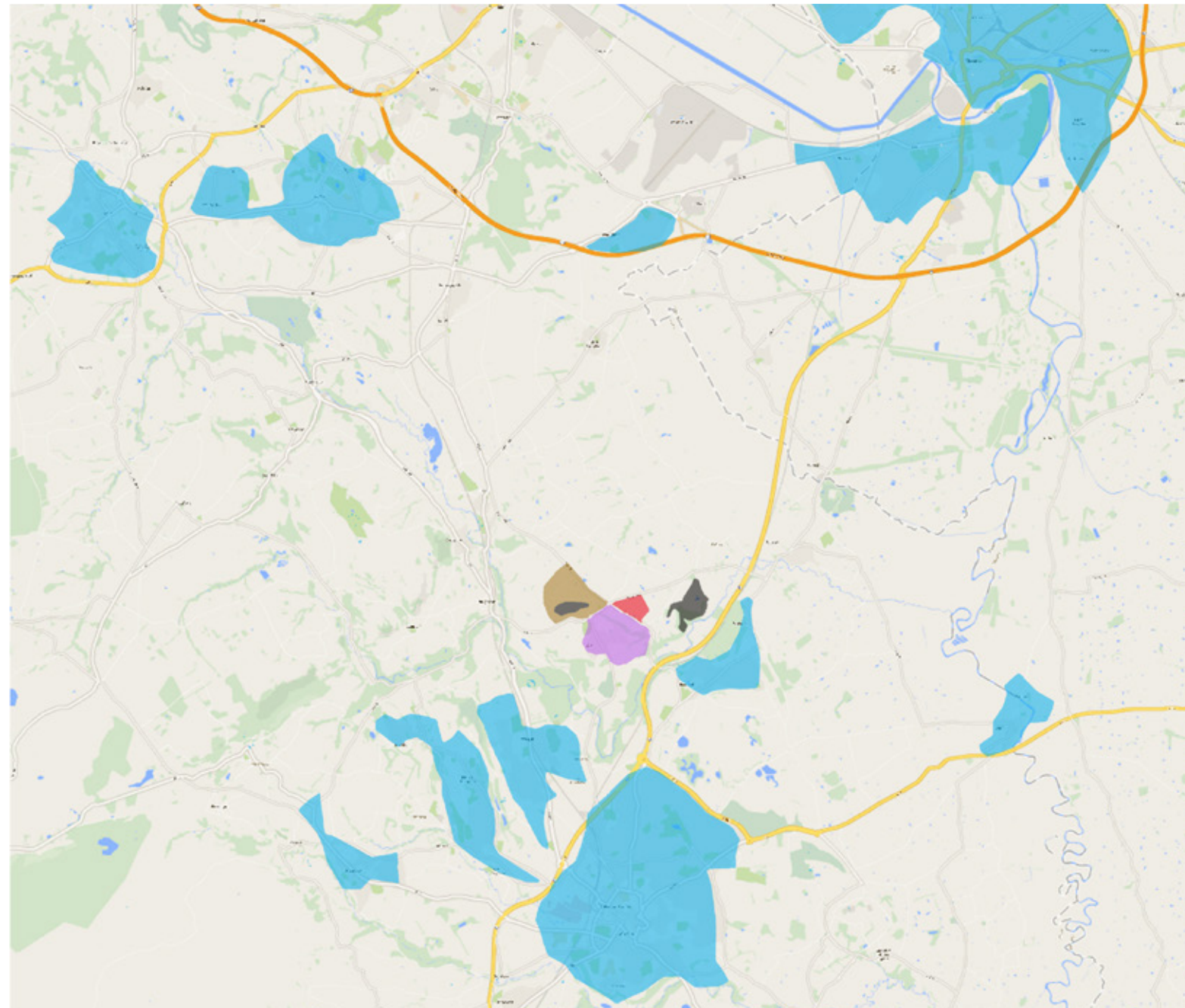


Llay - Wrexham = 4.1 Miles, 11 mins by car, 46 mins by train.
Llay - Chester = 9.9 Miles, 19 mins by car, 1 hour 39 mins by train.
Llay - Stoke-On-Trent = 42.4 Miles, 1 hour 6 mins by car, 2 hours 42 mins by train.
Llay - Manchester = 50 Miles, 1 hour by car, 1 hour 49 mins by train.
Llay - Liverpool = 30.4 Miles, 44 mins by car, 1 hour 49 mins by train.

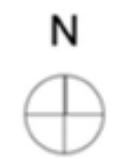
Llay has a well established presence in the Wrexham area, and has many amenities and facilities that would be strengthened by an increase in the local population.

It borders several other villages including Gwersyllt and Gresford. At the 2001 Census, the total population of the community of Llay, including Llay village, was 4,905.

Alyn Waters Country Park borders the village. This has a golf range, and other sporting events including football take place on the large playing fields.(It is the home of Llay United Youth Football Club).



- Surrounding Villages and Quarries**
- The Site
 - Llay Village
 - Neighbouring Villages
 - Surrounding Quarries
 - Llay Industrial Park



The site is served by local transport links. There are bus stops adjacent to the site, and it is bounded on two sides by the B5102, Straight Mile, linking to the A483 and the B5373 Gresford Road.

The nursery and primary school are less than 500 metres away, as is the post office. The site is within 250 metres of the nearest pub, and within walking distance of shops and churches.

There is an industrial estate in Llay, similar in size to the whole village itself, which is built on the site of the former Llay Main Colliery. This colliery was at one time the largest colliery in Wales. After 1952, it was the deepest pit in the UK. The colliery was major employer in the area before it closed in 1966.

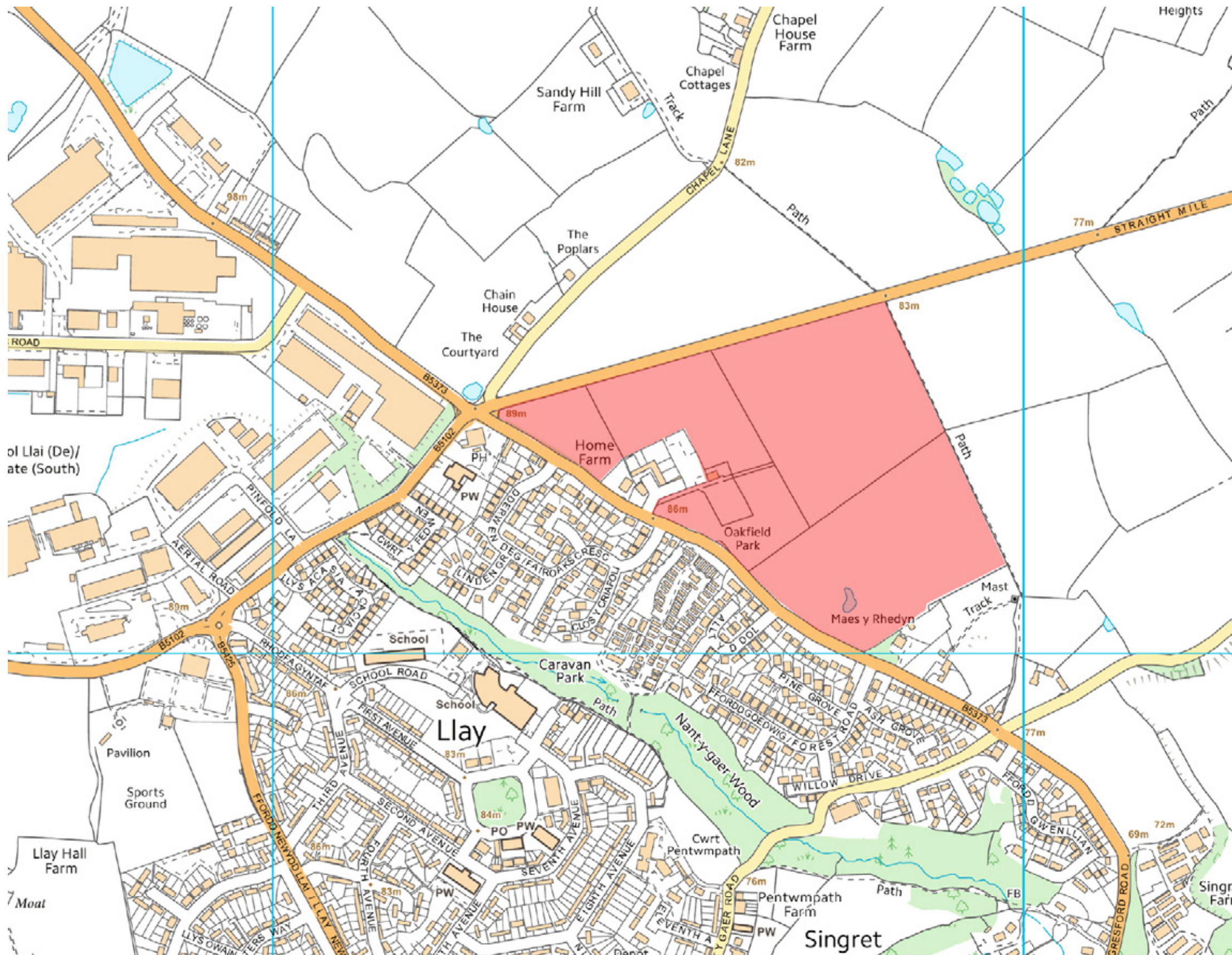
There are four churches in the village: the Roman Catholic St. Francis of Assisi, Llay Community Church of the Nazarene, St. Martin of Tours of the Church in Wales and the Bethel Baptist Church. There are three drinking establishments, the Royal British Legion club, The Crown public house and Llay Miners Welfare Institute.

The Llay Resource Centre was opened in 2005, and has a library, cafe, youth club and runs various courses and groups for the local community. The infant and junior schools were merged in 2008 to form Park CP School Llay which provides education for children from the age of 3 to 11.

Local Site Features

01. Home Farm
02. Nant-y-Gaer Wood
03. Llay (recent development)
04. Gresford Road (B5373)
05. Straight Mile (B5102)
06. Crown Junction
07. Llay New Road (B5425)
08. Chapel Lane
09. Rackery Lane (B5373)
10. Public Footpath (Right of Way No 5)
11. Gegin Lane
12. Group of Dwellings, Rackery Lane
13. Y Bwthyn
14. Maes y Rhedyn
15. Oak Tree Farm
16. Knowle Cottage
17. Old Meadow Court
18. Llay Industrial Estate
19. Black Brook Motors
20. Former landfill near to Bank Farm





The Site

The area highlighted in red on the map is the site.

The Site is 39.9 Acres, or 15.8 Hectares.

It is situated off Gresford Road, opposite the existing housing estate. The immediate area around the site is a mixture of residential and agricultural.

The site itself is currently used for grazing sheep and cattle. An analysis of the site has defined it as Grade 3b Agricultural Land (see Agricultural Land Classification Survey Information in appendix).

The site itself is relatively level, and abuts the existing gardens of Home Farm and the adjacent barn conversion scheme. The site includes an area of land currently used as a car park for farm vehicles, and some cattle sheds.

Historical development of the local area

In the Middle Ages the area was known as Llai, meaning meadow.

Vic Tyler Jones excellent “The Miners of Llay Main” provides valuable insights into the history and development of Llay. From the preface of his book: “The model village of Llay was build during the early years of the twentieth century on agricultural land four miles north of Wrexham. A community of mineworkers and their families was established on what had been farm and park land”.

“In the 1920s, mineworkers and their families came from all over the country to live and work in the new village and colliery. They came from south Wales, Lancashire, Yorkshire and Kent and some from Ireland.” This was in addition to the many local miners from in and around Wrexham.

The historical maps illustrate the development patterns of Llay over the last Century from 1912 to the present day. The areas highlighted in blue represent land that has been developed up to the date specified.

The Llay area was agricultural until 1906. There was a small amount of tourism related to health, as the area is dry and elevated. There had been some mine workings in the area from the 1840s, but nothing on the scale to come.

In 1906 the first deep borehole was made in Llay, at a point near the present junction of Third Avenue and Shone’s Lane. This identified rich mining opportunities for the area.

In 1913 a proposal to set up a colliery and village was agreed with Hickleton Main colliery, and new company Llay Main Collieries Ltd was incorporated on 7th August 1913.

Llay as a village came into existence very quickly. The first houses were built at Llay Chain, near the Present Crown Inn.

In 1920 the village was planned to be 30,000 people to support the Colliery. This was later revised down to about 15,000.

Parker and Unwin, pioneers of the Garden City Movement, were involved in the development of Llay: Barry Parker was the architect and designer of Llay. The village came into being very quickly, as a modern village to support the colliery, while Unwin approved the works.

In 1922 there was “talk of a small town being built at Llay”. 200 houses were built, and 200 were under construction.

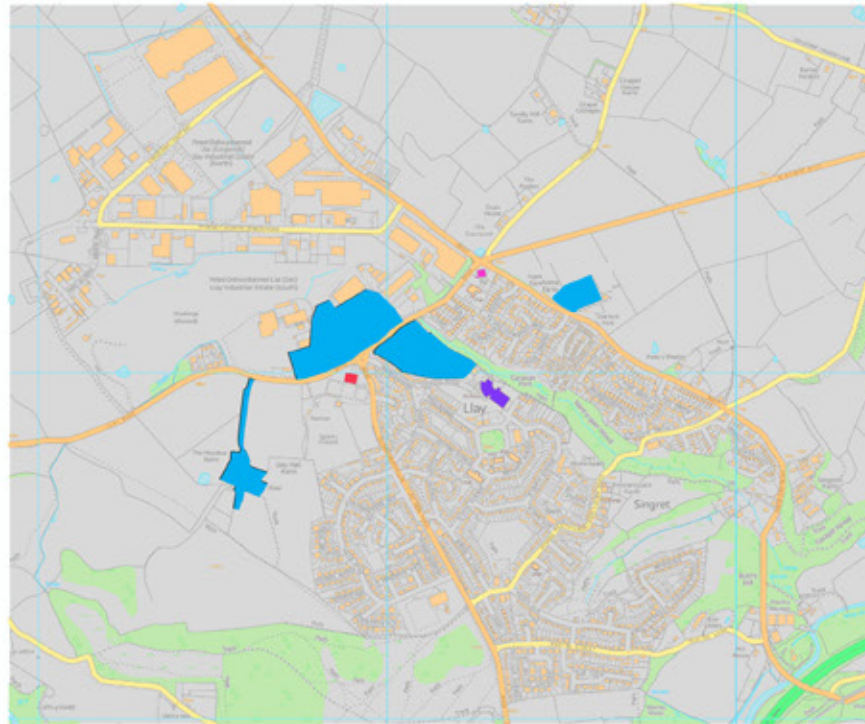
In March 1924 the second lot of 200 houses completed, and 1926 there was a purpose built school.

People of different languages, religions and customs came to the area to work the colliery, and in 1931, the population of Llay was 3,627.

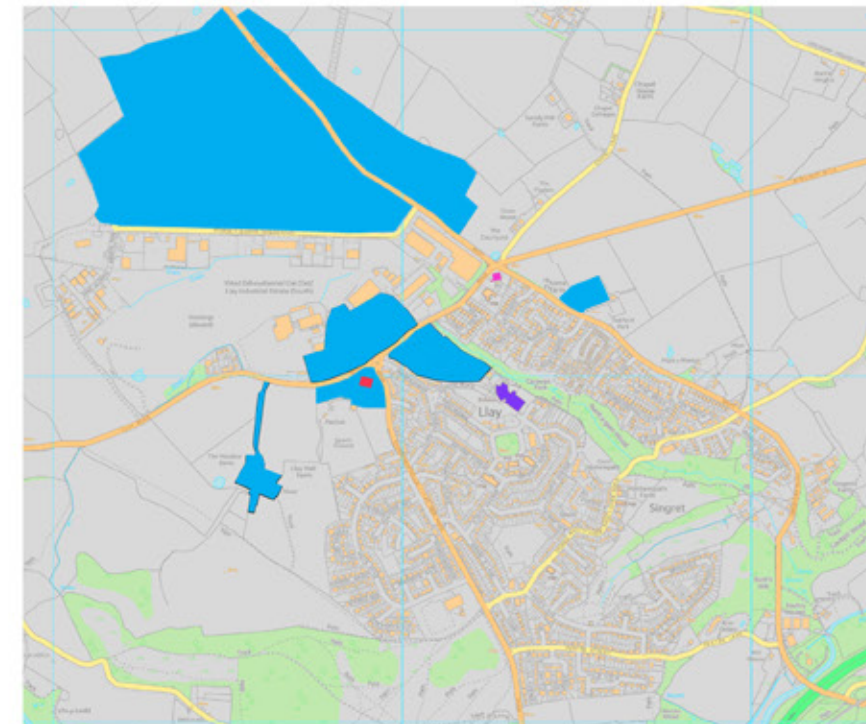
In August 1926, Llay’s first purpose built school was opened.

Although Llay Main was the last major colliery to be built in North Wales, it was the first to close down, in March 1966. The headline in the Wrexham Leader on 11 March read “Final pay-out for men at dead pit”.

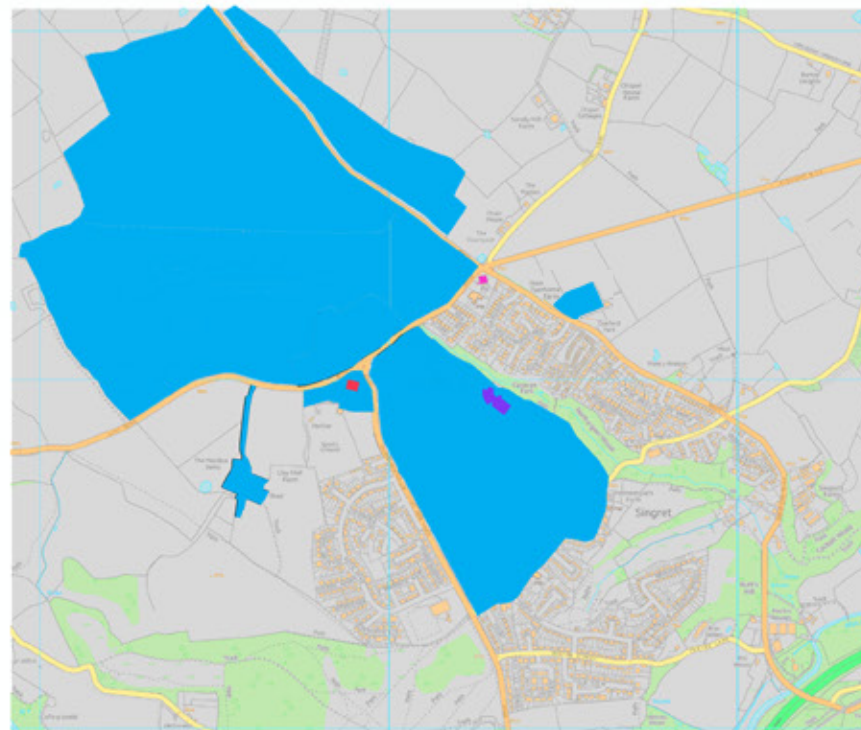
Wrexham Borough Council looked to diversify employment in the area, and light industry became increasingly important. An industrial estate now stands on the colliery site.



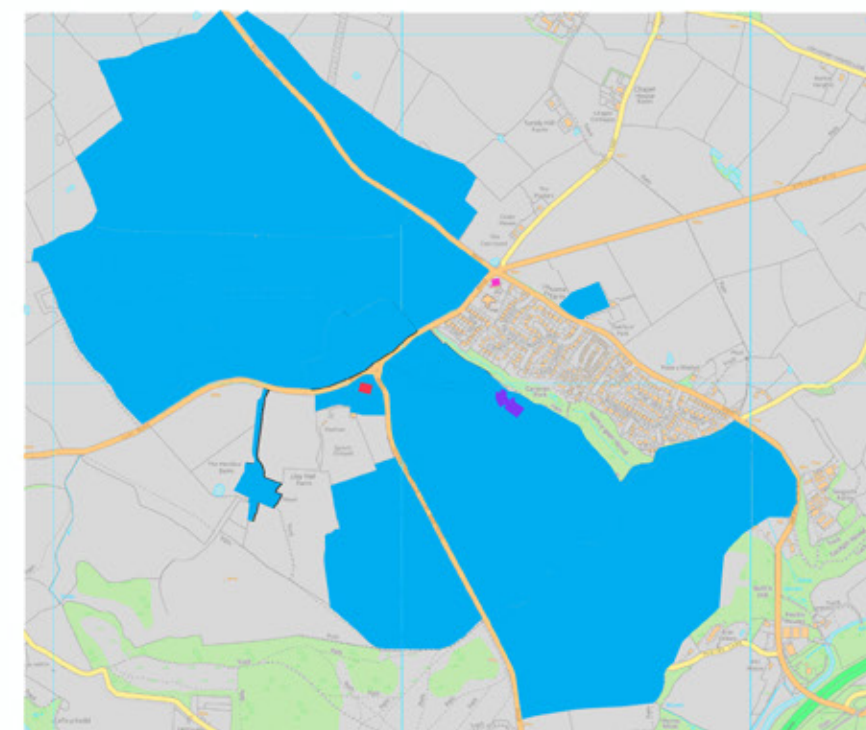
- Llay 1912
- Llay Miners Welfare Institute
- Park Community Primary School
- The Crown Pub



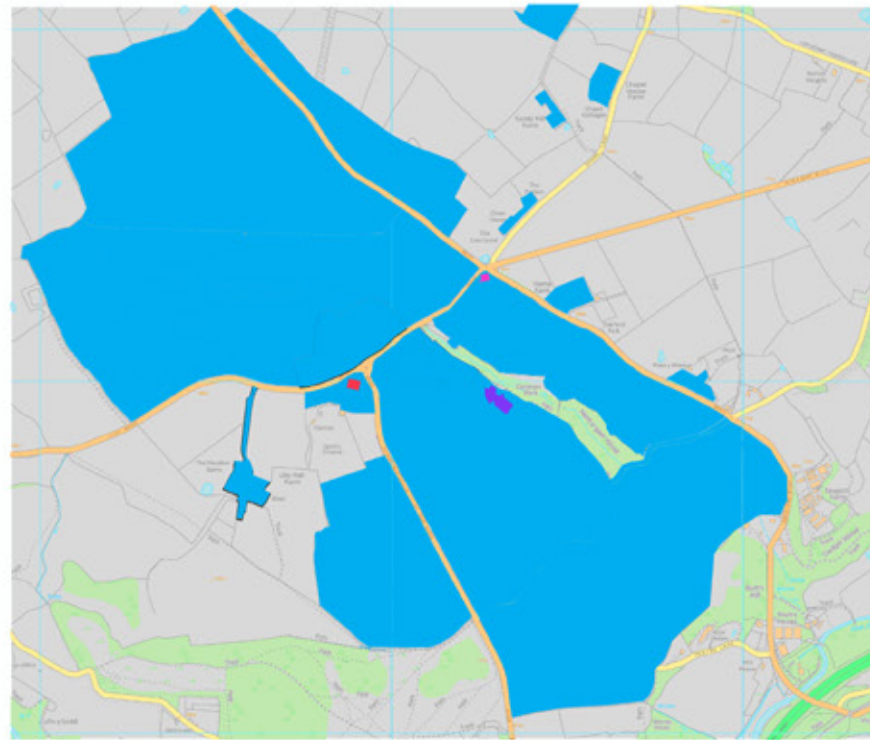
- Llay 1938
- Llay Miners Welfare Institute
- Park Community Primary School
- The Crown Pub



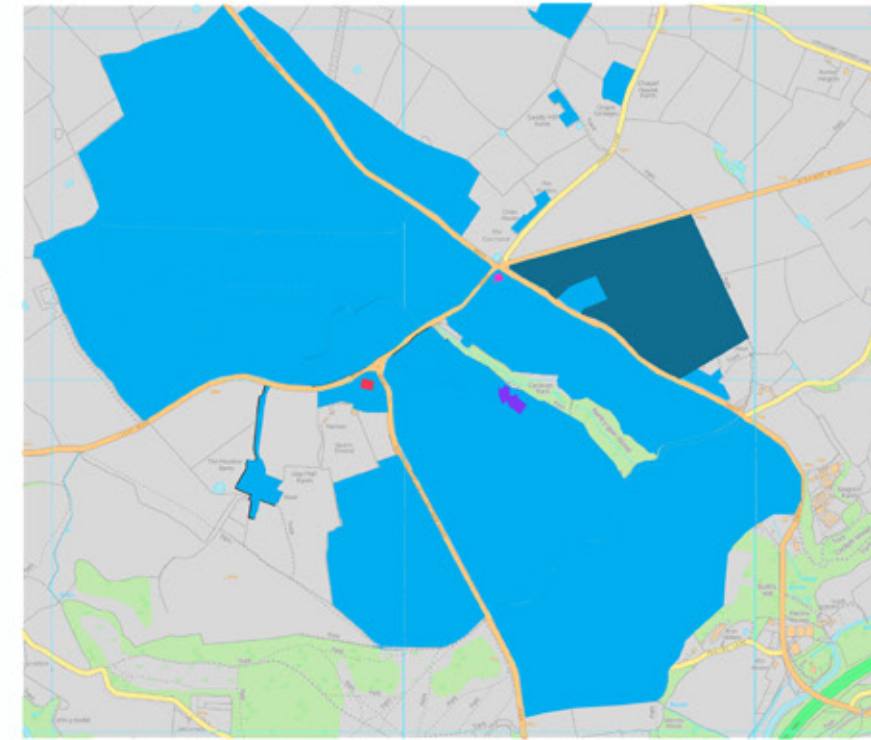
- Llay 1962
- Llay Miners Welfare Institute
- Park Community Primary School
- The Crown Pub



- Llay 1975
- Llay Miners Welfare Institute
- Park Community Primary School
- The Crown Pub



- Llay 1984
- Llay Miners Welfare Institute
- Park Community Primary School
- The Crown Pub



- Present day Llay
- Proposed Development
- Llay Miners Welfare Institute
- Park Community Primary School
- The Crown Pub

The historical maps that follow illustrate the development patterns of Llay over the last Century from 1912 to the present day. The areas highlighted in blue represent land that has been developed up to the date specified.

“The Village has continued to expand with the addition of several private housing schemes, although its workforce is no longer focused on the single industry which created it.” (Vic Tyler-Jones)

The most recent housing in Llay was built between 1975 and 1984 where a development approximately the same size as the proposed Gresford Fields was built on land South of Gresford Road, opposite Home Farm.

Each stage of growth and development has been a natural and sizeable addition to the village. The new proposals represent the next stage in the development and growth of Llay.



Image 01 - View of site in relation to Home Farm



Image 02 - Local Business



Image 03 - Local Pub



Image 04 - Existing Hedges and Trees



Image 05 - St. Francis of Assis Church



Image 06 - Showing the variety of housing surrounding the site



Image 07 - Showing the variety of housing surrounding the site



Image 08 - View across the site



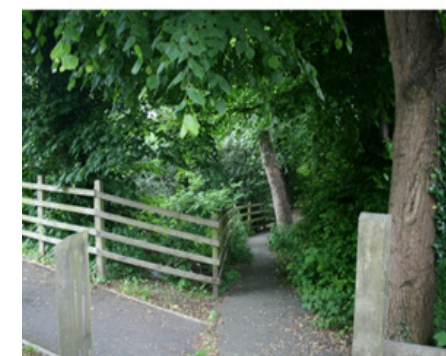
Image 09 - Showing the variety of housing surrounding the site



Image 10 - View of home farm



Image 11 - View of junction and site



Existing Public Right of Way running through the village



Llay Miners Welfare Institute



Llay Royal British Legion

The images above show present day Llay. These show the general local character of the area including various types of residential dwellings, green landscaping structure and local facilities/ social clubs.

Pre-Application

On 30th October 2013 Michael Cunningham Architects submitted a Pre Planning Application to Wrexham County Borough Council to enquire into the issues of developing the site.

The report contained information including;

- Analysis of Need for Housing
- Site Description
- Design Development
- Vision Plan

On 5th December 2013, MCA received a response back from Wrexham Council addressing the information submitted as part of our enquiry.

The following are extracts of the pre-app response from Matthew Phillips of Wrexham Council:

Policy

The site lies outside of the settlement boundary of the UDP and residential development would represent a significant departure from current adopted local policy.

Notwithstanding the above Wrexham does not currently have a 5 year housing land supply as required by paragraph 9.2.3 of Planning Policy Wales (PPW) and the site could potentially make a significant contribution towards increasing

housing land supply. However this is dependant upon it being demonstrated that the site is free, or readily freed, from planning, physical and ownership constraints, and economically feasible for development. Justification for the release of the site in line with paragraph 9.2.9 of PPW would also be required.

Whilst the land supply issue is a material consideration, there are a number of other significant constraints, issues and impacts that will need further detailed consideration:

Minerals

Approximately half of the site is lies within an area safeguarded from development in order to prevent potentially valuable mineral reserves being sterilised (policy MW9).

Although there is no borehole data for the site, borehole data from the wider locality together with the fact that there has been extraction of sand and gravel nearby suggests that there are economically viable mineral resources under the site.

Further investigation is needed to be undertaken to establish the quality of the sand and gravel under the site location. It will then be necessary to consider what the implications of prior extraction would be in relation to the intended development (land levels, timescales for development etc) and what level of prior extraction would be appropriate taking all this into account.

Development of this site will also potentially sterilise mineral resources beyond the site boundary given that current policy advises extraction occurs at least 100m from sensitive development such as housing. This will also need to be taken into account. Boreholes taken from within the site along with existing borehole data could potentially be used to establish the extent of the loss of sand and gravel deposits if undeveloped land adjacent to the proposal site cannot be accessed.

If this site is to be developed it seems probable that there would be some sterilisation of mineral resources both under the site as well as adjacent land. Permission is only likely to be granted if it can be demonstrated that there is a clear need and substantial benefit arising from the development that outweighs the harm resulting from the loss of important mineral resources.

Agricultural Land

The development will result in the irreversible loss of what appears to be Grades 2 and 3 agricultural land. Further site investigation will be required by a suitably qualified person familiar with Agricultural Land Classification guidelines to determine if Grades 1, 2 or 3a land is present on the site.

If any of the above mentioned grades of land are identified it will be necessary to demonstrate that there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental

value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the need to preserve high quality agricultural land in accord with paragraph 4.10.1 of PPW.

Landscape

The following sets out the landscape and visual issues of the site - some of which may preclude development of parts of the site and others, which whilst not necessarily constraints to development, need to be positively addressed:

- *The landscape of the site has a simple field pattern over flat topography without trees. It is an area of moderate landscape character and quality of local value, but very open. The locality has a traditional farmed character;*
- *The line of trees including Scots pines and estate fencing along the site's boundary with the B5373/ Llay are a distinctive feature and important to the rural character of the locality. Retention of trees and proposals for their future management/ replacement to ensure longevity of this feature would be required;*
- *The site is very open with many filtered views over its western edge from existing settlement at Llay. Proposals should aim to retain a sense of the areas rural locality through a combination of development layout, set back, built character and landscaping/public open space;*

· There is an open, long vista from the Straight Mile focused towards the ridgeline of the Peckforton Hills in the Cheshire Plain. This view is very scenic, lacks development, is distinctive and important to sense of place. The future layout of the site should avoid intruding upon this view;

· The boundaries of dwellings onto open countryside need to integrate well with the very open traditional farmed character of the landscape beyond. It is therefore important for such boundaries to take a form which avoids a harsh, linear, uniform suburban appearance. Built character references from the existing traditional farm complex at Home Farm would be appropriate and massing and arrangement of buildings which replicate farm complexes intermixed with tree planting could be appropriate responses;

· Public open space should be of a quality and provision which provides accessible natural green space to both existing and new communities. The location of open space along the edges of the new development could benefit the development's rural integration. Proposals for the future management of the open space will also be required.

Design

I appreciate that the plans submitted are indicative but I am concerned about the suggested density. This appears to be much higher than existing development in the immediate vicinity and does not take account of the edge of settlement location of the site. In order to achieve the suggested density

2.5 or 3 storey development may be required. This would inevitably have a significant and detrimental impact upon the edge of settlement location of the site and its immediate surroundings.

The table on page 20 of the submission refers to Planning Guidelines in respect of density however the Council or Welsh Government has adopted policies or guidance that sets minimum densities. The layout and design of any formal proposals will need to take account of the following requirements:

- onsite open space at a rate of 0.4 hectares per 50 dwellings (or 80 square metres per dwelling) accessibly located and suitable for use as playing fields, equipped play and sports facilities and informal open space;
- LPG10 advises that developments with an open space requirement in excess of 6ha should include playing fields.
- Mitigation in respect of ecology should this be required.

Commercial Development

The indicative plans suggest part of the site could be occupied by a commercial development. If this area were to include retail development, then the need for and impact of that development should be demonstrated. Nevertheless and notwithstanding that the a case needs to be made to justify the acceptability of the principle of development on this site, the sustainability of the site could be enhanced in some form of local needs shopping provision were provided.

Affordable Housing

The Council would expect 25% the total number of units proposed to be affordable units to include a mixture of social rented, intermediate rented and shared equity units.

Highways

A Transport Assessment will be required. The capacity of the junction of Llay Road, Rackery Lane, Chapel Lane, The Straight Mile and Gresford Road to cater for additional traffic will need to be considered in particular.

Noise

The site adjoins the Straight Mile which is one of the main routes to/from the Llay Industrial Estate and is regularly used by heavy goods vehicles. It will therefore be necessary to assess the existing noise levels within the site and if necessary, incorporate mitigation features into the layout and design of the development.

Consultations

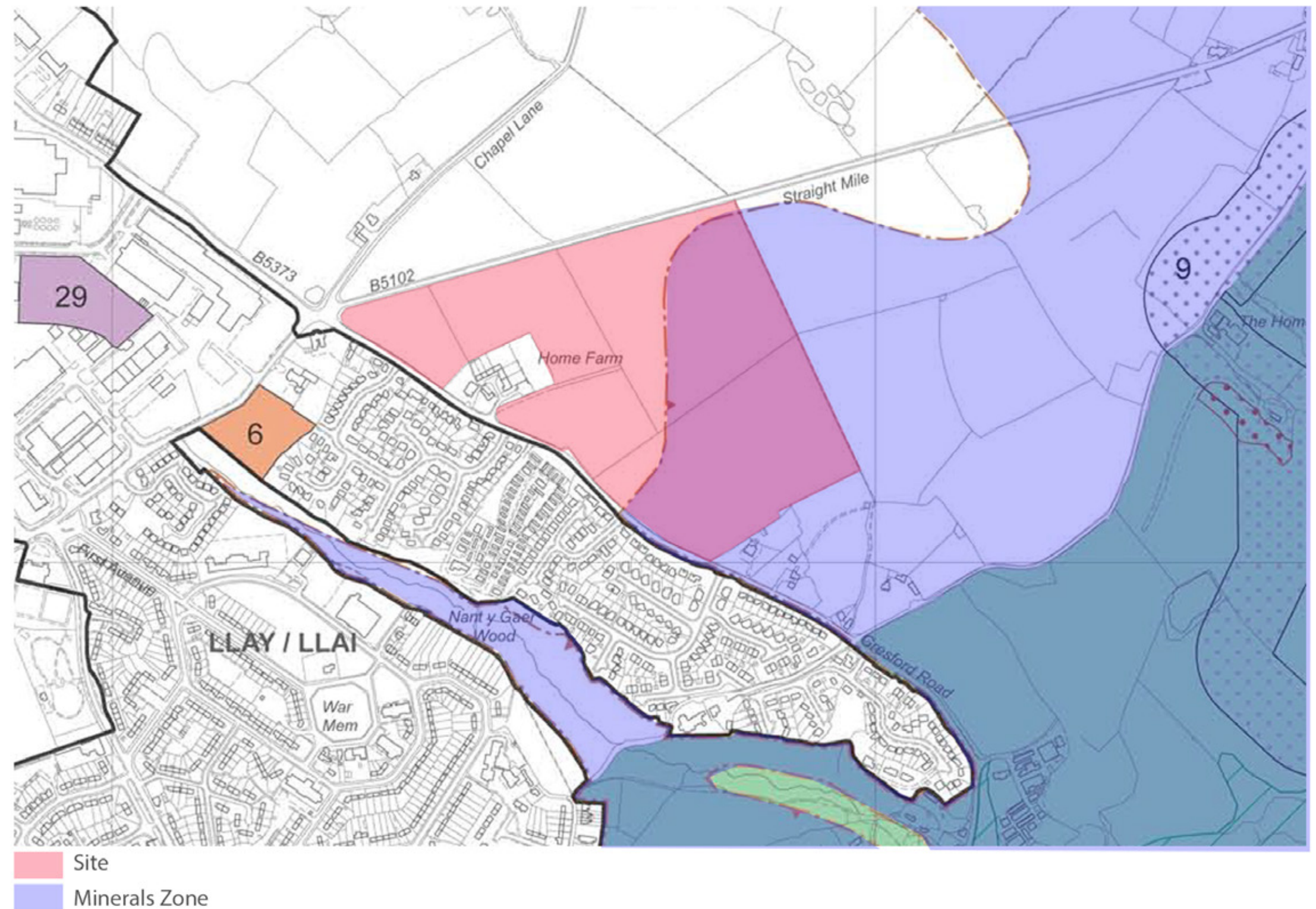
Following the Pre-app response from Wrexham Council, MCA engaged in discussions with planning officers and commissioned a number of surveys to investigate further the potential issues of development on site.

Minerals

Concerns were raised by Wrexham council in response to MCA's pre-app with regards to part of the site being in the mineral protection zone. If the site were to have minerals which could be feasibly extracted this would have to be taken into account when considering if future developments are viable/suitable.

We commissioned three surveys in order to assess the mineral potential of the site.

1. Initial Observations relating to Prior Mineral extraction by Cuesta Consulting Limited
2. Assessment for Mineral Potential by David L Walker Limited.
3. Trial Pit dig to assess topsoil overburden across site.



1. The first report was commissioned in March 2014. A summary of the findings from the report follows;

On the basis of the foregoing analysis of available borehole data and accounts of the Ballswood Quarry operation, it can be concluded that:

- The Upper Sand & Gravel unit is likely to yield good quality mineral and is likely to be present across the whole of the Home Farm site, with an average thickness in the order of 6.6 metres, but with significant variability.

- The proportion of gravel within this unit is also likely to be highly variable.

- The overburden thickness across the site is likely to range from 0.2 to 8.8m, with an average of around 5 to 6m.

- Although additional sand is likely to be present beneath the Upper Sand & Gravel, that material (the Lower Sand unit) is considered unlikely to be an economically worthwhile mineral resource.

- The maximum potential area of extraction, taking account of safeguarding requirements and residential buffer zones, would be 57,563m².

- An average of 6.6 metres of sand & gravel extraction across the whole of that area would amount to 379,916 m³ of mineral (approximately 607,865 tonnes).

- The total volume of overburden needing to be moved in order to release the mineral would be an estimated 316,597 m³ (approximately 601,534 tonnes).

- With an expected mineral to overburden ratio approaching 1.0, even the Upper Sand & Gravel unit could prove to be of borderline economic viability.

They also advised:

In order to confirm or refine the foregoing assessment it would be necessary to undertake further ground investigations within the site itself.

2. The second report to assess mineral potential on the site was commissioned in April 2014. A summary of the findings from the report follows;

7.10 Finally the environmental, practical and financial viability of recovering an “exploitable” mineral resource if considered in Section 6. The section confirms that:

- the environmental impacts associated with processing the mineral and restoring the land to original levels would be unacceptable;

- the size of the site leads to practical limitations which mean that the deposit could not practicably be recovered in a safe and timely manner;

- the nature of the geology, allied to the level of professional and regulatory costs to operate such a site, would be prohibitive; and

- the financial risk inherent with a minerals application would be unlikely to provide a return.

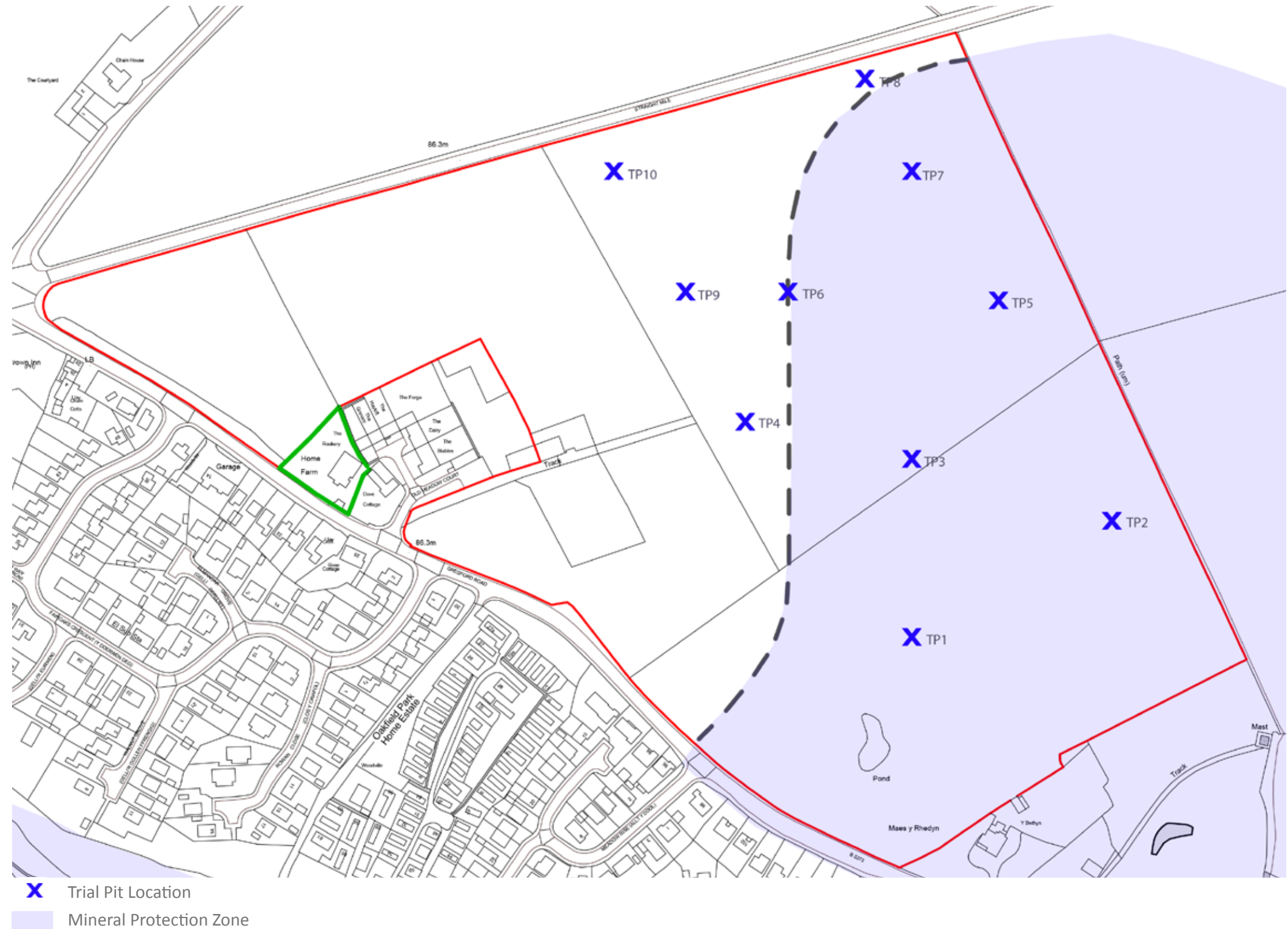
7.11 It is therefore proposed that no exploitable resources exist within the site and that the recovery of any of the minerals pre-development would create unsustainable delays to the development time-scale and be prohibitive to the entire development.

With the findings of these two reports we then engaged in a dialogue with the Minerals Officer for Wrexham Borough Council, Martha Savage. In order to absolutely confirm the mineral potential of the site we proposed to dig several trial pits across the site in locations chosen by David L Walker chartered surveyors that would be deemed to give an accurate reading of the minerals across the site.

The diagram shows the locations of the trial pits selected for mineral assessment by David L Walker Limited. After discussion with Martha Savage it was concluded that it was not necessary to dig all trial pits for assessment. In email correspondence Martha stated;

TP4, TP8, TP9 and TP10 are all outside of the safeguarding area, though it would be useful for your client to ascertain if prior extraction is necessary and what the potential is of the overall site (so there may be merit in doing so many if depths of overburden are less than expected). For my purposes, I would be happy to draw a conclusion using TP7, TP3, TP1.

On these instructions from Martha Savage we instructed David L Walker Ltd, a firm of chartered surveyors to dig the trial pits in the locations advised and assess for mineral potential. Dan Walker of David L Walker Ltd carried out the minerals assessments.



Dan Walker of David L Walker Limited carried out the dig of TP1, TP 3 and TP7 on 5th August 2014.

In correspondence regarding the findings of the dig Dan Walker stated:

From the north of the site, TP7 appears consistent with the description of borehole LLAY 5 (see table 2.1 of the Cuesta report reproduced at appendix 5 of our report) with over 4.5m of soil and till deposits present in situ. It was not possible to prove the full depth of the till in this location as it became increasingly consolidated at depth.

When reviewed in conjunction with BGS Borehole SJ35NW43 it is therefore clear that the till deposits are considerable across the north of the site.

Trial pit TP3 is located centrally within the site and although confirmed a slightly less figure for soils and overburden (3m in total) did confirm the poor quality of the gravel (clay bound with a high fines fraction) in the upper layers of the glacial deposits such that the upper layers would also need to be considered as overburden. Trial pit TP1 confirmed 3.50m of soils and overburden, which although slightly less than anticipated is significant when one considers the depth of till in the north of the site further restricting the extant of any theoretical area of extraction.

In summary, it is still concluded that soil and overburden depths across the site are too thick to allow the mineral to be recovered on a practically

or financially viable basis. It is therefore proposed that no exploitable resources exist in the site and that the recovery of minerals pre development would not be sustainable.

After the findings of this investigation we discussed with Martha Savage as to whether or not prior extraction was necessary. In correspondence minerals officer Martha Savage stated:

On the basis of the trial pits and in light of my previous observations regarding the site I would agree that prior extraction is not feasible in this instance.

(12.08.2014)

This therefore exhausts the issue of minerals on the site with all findings showing that prior extraction is not feasible and all parties agreeing that there is no exploitable resource on the site.

Highways

The extracts that follow are from correspondence with Highways Officer Peter Douthwaite of Wrexham Council when discussing the highways issues in and around the proposed site:

Number of accesses

MCA:

The approximate number of proposed dwellings is 350. Currently we are showing 2 main accesses; with an additional smaller access to the SE from Gresford Rd.

- *Is this a sufficient amount of access points for the number of properties?*

PD:

*25 -150 dwellings – requires an emergency access
150 -300 dwellings requires two points of access*

MCA:

- *Are the proposed positions acceptable?*

PD:

Any new access requires visibility splays concurrent with Welsh government guidelines. In a 30mph zone 2.4 x 43m, de-restricted 2.4 x 215m.

New access from straight Mile.

MCA:

We are currently showing an access from Straight Mile. There is already an access point here for Farm vehicles.

- *Will this be acceptable in principle?*
- *Are you able to give an approximate visibility splay / access arrangement that this will require?*

PD:

You will have to give serious consideration how you propose to access the site on the straight mile as the vertical alignment of the road is unlikely to allow adequate visibility. You may need to consider reducing speed limits and introducing a roundabout.

Movement across the proposed site for existing residents.

MCA:

The proposed access from Straight Mile does not lead directly through the site to Gresford Rd. This avoids the route becoming a ‘rat run’ for people wishing to miss the existing junction.

- *Is this essential / do you believe this is an issue we will need to consider?*

PD:

If there is to be a link it may be preferable to make the road unattractive for people to use as a rat run.

Any other issues

MCA:

- *Do you see any other major issues with the proposals at this stage?*

PD:

*Crown traffic lights are already congested at peak times – traffic generation will be an issue
Traffic generation along Llay Road B5102 into Wrexham may also be an issue.*

Transport Assessment

In September 2014 we commissioned a traffic survey to be undertaken by Curtins Consulting engineers.

The extracts of the report that follow outline the measures that would be undertaken to facilitate improvements to the roads and junctions surrounding the site upon the development of the site.

8.3 Measures

8.3.1 In order to successfully deliver the development whilst meeting the above objective the following measures are proposed:

Infrastructure Improvements

- New access arrangements are proposed at the site as summarised below:

- Compact Roundabout from the Straight Mile;*
- Two Mini-roundabouts from Gresford Road; and*
- Pedestrian access points from PRoW number LLA/5.*

- Potential speed reduction along The Straight Mile to be discussed and co-ordinated further following a current review of all “A” and “B” classified roads throughout the county borough.

- New footways would be installed at the junction bellmouths at Gresford Road in order to provide pedestrian access.*
- Internal features to facilitate the re-routing of service numbers 28A, 34, PC1 and PC2 to divert through the site.*
- Inclusion of bus stops for service numbers 28A, 34, PC1 and PC2 to call at throughout the site.*
- Provision of bus priority measures throughout the development to allow safe, reliable progression through the site.*

- Installation of MOVA, and review of signal timings at Junction 1 (The Crown Crossroads).

*Travel Planning and Demand Management
An Interim Travel Plan (Doc. ref.: TPMA5021/ITP) has been prepared 8.3.2 to accompany the outline application. The key initiatives are summarised below:*

- Welcome packs would be issued to all future residents of the site, which would provide details of:*
- Local walking and cycling routes;*
- Local bus timetable/route information;*
- Information on the health and environmental benefits of walking and cycling; and*
- Information on the benefits of car sharing.*
- Notice boards to be provided at the village green to provide additional information regarding walking, cycling, public transport and car sharing opportunities.*
- Appointment of a residential Travel Plan Coordinator (TPC).*
- Limited time money off-vouchers for public transport services.*

In summary the report states:

9.1 Summary

9.1.1 This Transport Assessment (TA) has been prepared by Curtins to support an outline planning application for a residential development at Home Farm in Llay, Wrexham. The application is for c.365 residential dwellings.

9.1.2 The site is located at the north eastern edge of Llay, bound by the B5102 The Straight Mile to the north and the B5373 Gresford Road to the west. Undeveloped land binds the site to the east and west.

9.1.3 Vehicular access is proposed at three separate points, comprising:

- Site Access 1 – Compact roundabout from The Straight Mile
- Site Access 2 – Mini-roundabout from Gresford Road
- Site Access 3 – Mini-roundabout from Gresford Road

9.1.4 Appropriate vehicle tracking has been demonstrated at each access point.

9.1.5 It is considered that the site is well located to benefit from existing pedestrian and cycle infrastructure. There is a wide range of facilities, employment opportunities and other residential areas within CIHT recommended walking distance of the site, and it is considered that the surrounding

area is relatively conducive to cycling.

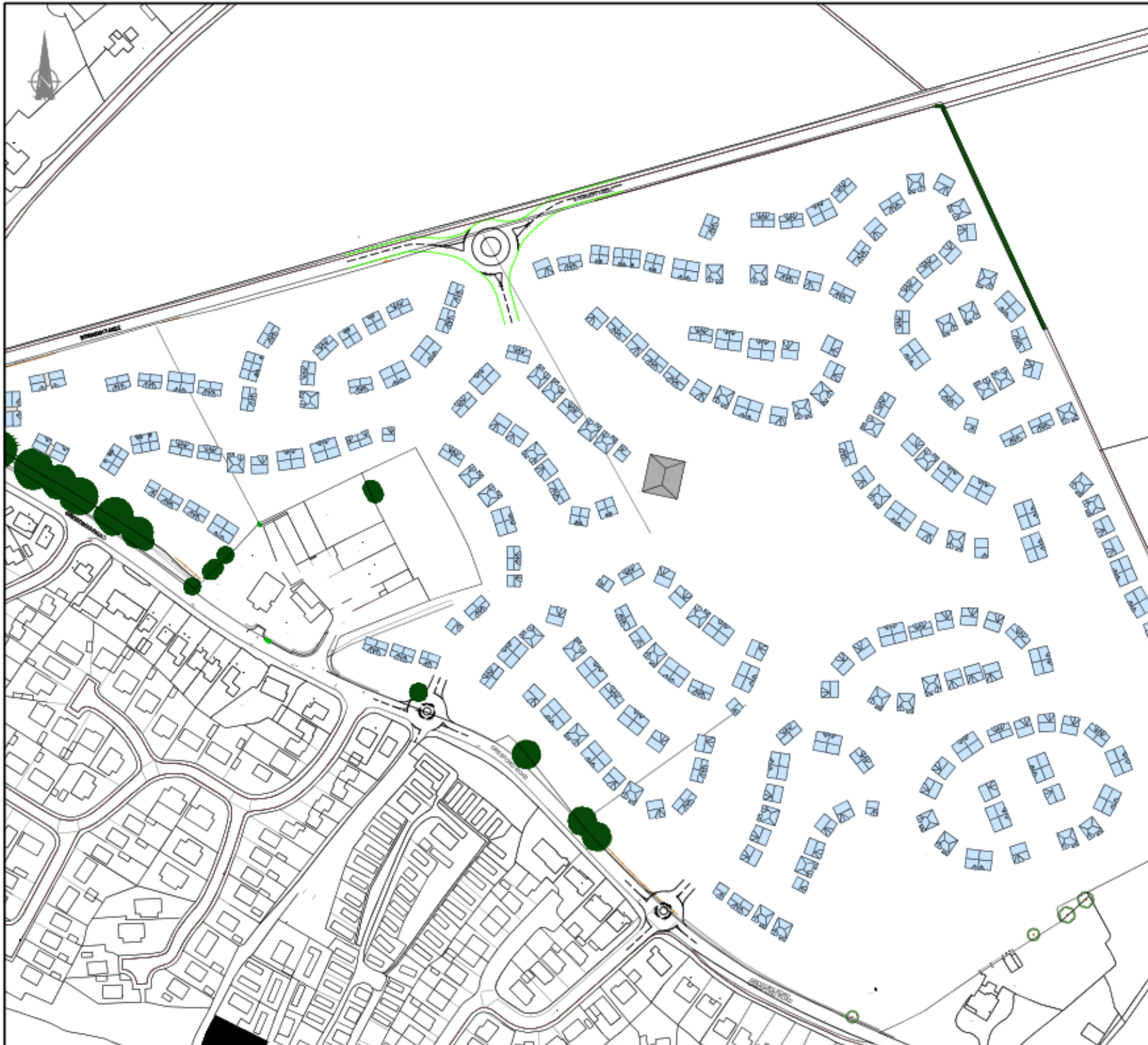
9.1.6 The site is considered accessible by bus services which run along Gresford Road and Llay Road. In order to further enhance bus accessibility, it is proposed that the development will provide internal features to facilitate the re-routing of services. Multi-modal trips involving rail is also a viable option for some future residents. It is envisaged that any bus re-routing would also enhance the appeal of rail as a mode of transport.

9.1.7 Additional measures are also proposed to include:

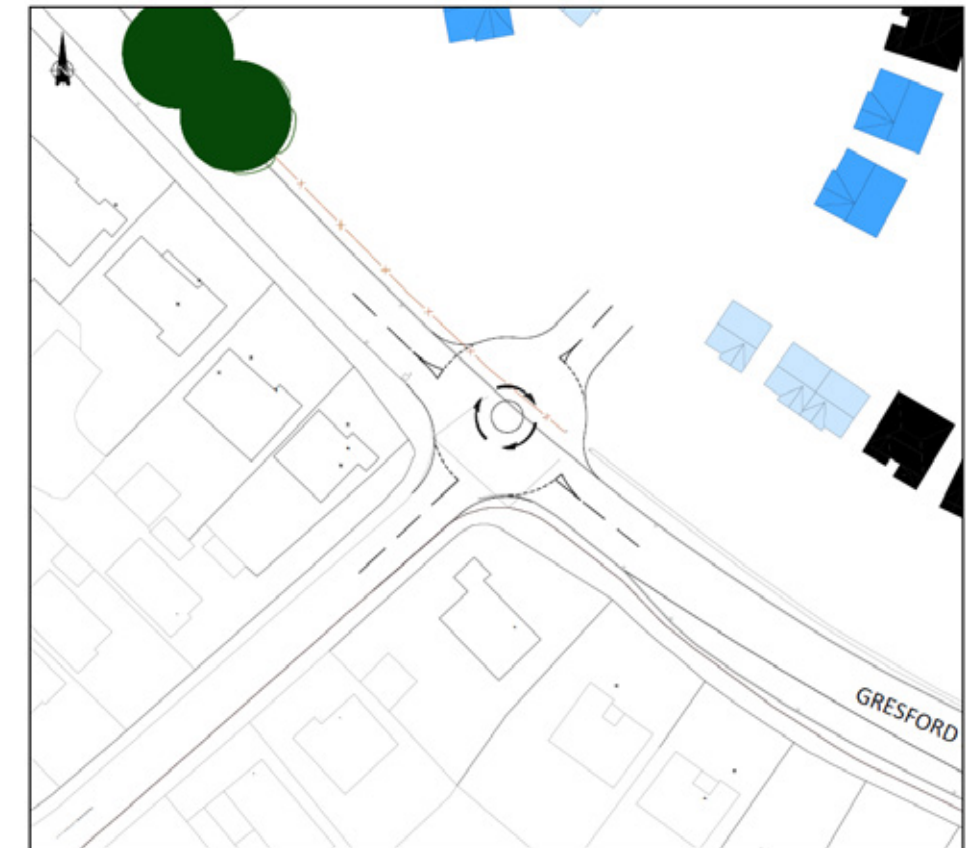
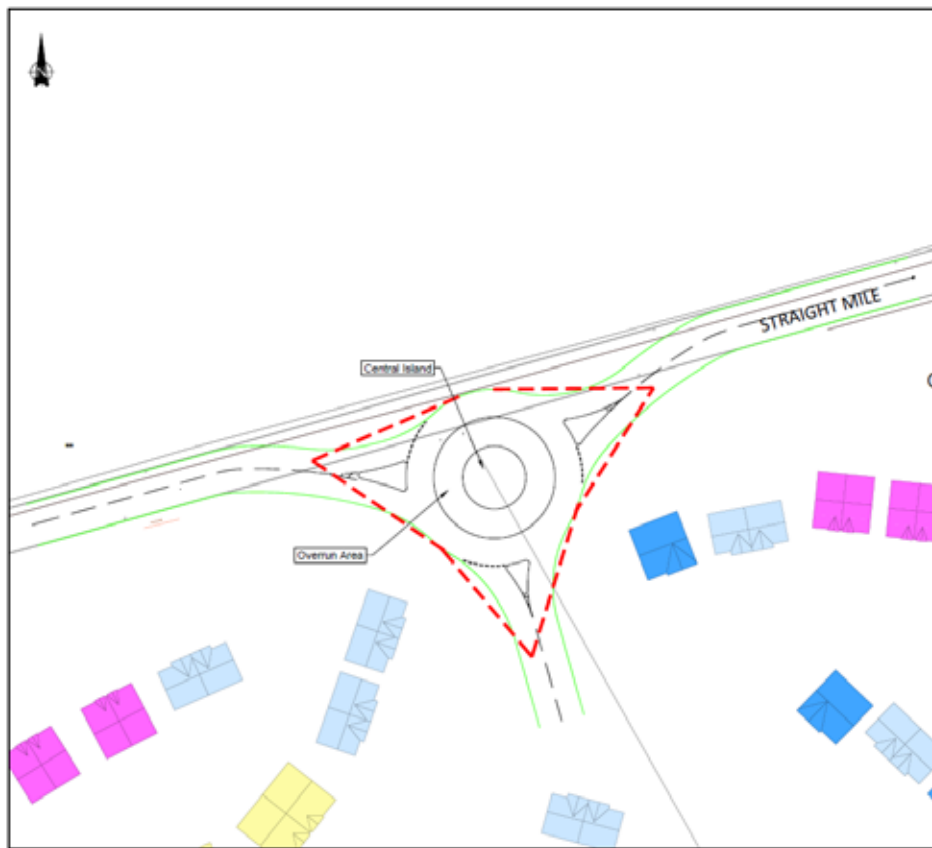
- Potential speed reduction along The Straight Mile
- New footways would be installed at the junction bellmouths at Gresford Road in order to provide pedestrian access; and
- Installation of MOVA, and review of signal timings at Junction 1 (The Crown Crossroads).

9.2 Conclusions

9.2.1. **Following a review of this Transport Assessment, it can be considered that there are no highways and transportation reasons to refuse planning permission for the proposed development, considering the proposed improvements outlined in the TIS.**



The plan shows the recommended access points into the site and location of roundabouts.



The three diagrams above show the proposed size and location for the roundabouts for the new accesses to site.

Affordable housing

We have met and discussed the proposals with Maureen Lee, Wrexham's Housing Officer. Affordable housing would be provided on the site in accordance with Wrexham's policy. The detail of this is not known at this stage, but it is likely to be a mixture of social rented, intermediate rented and shared equity units.

Coal Mining

We commissioned a report from the Coal Authority in November 2014. The Coal Authority report for the site is contained within the appendices. Like many areas in North Wales, the land is in the likely zone of workings from mines. The report determines that there are no foreseen issues with building on this land.

The report states:

Past

The property is in the likely zone of influence from workings in 5 seams of coal at 660m to 1000m depth, and last worked in 1966. Any ground movement from these coal workings should have stopped by now.

Present

The property is not in the likely zone of influence of any present underground coal workings.

Future

The property is not in an area for which the Coal Authority is determining whether to grant a licence to remove coal using underground methods. The property is not in an area for which a licence has been granted to remove or otherwise work coal using underground methods. The property is not in an area that is likely to be affected at the surface from any planned future workings.

The Coal Authority is not aware of any evidence of damage arising due to geological faults or other lines of weakness that have been affected by coal mining.

Education

A commuted sum will be payable to the local council by the Developer in accordance with local policy. Information on Developer Contribution to schools policy can be found in the Planning Policy section of this document.

We met with Dafydd Ifans, Head of Education Infrastructure and Support Services, on the 25 November 2014, in order to review the proposal. We explained that we expect a contribution to be made in accordance with policy, in particular LPG 27. Dafydd would be looking for flexibility in how the developer contribution was to be used. We have no issue with this, and would be guided by the experts.