

PLANNING STATEMENT

(including Design and Access Statement)

Erection of 36 Dwellings (Outline)
including Access

Land at Pont Adam Crescent,
Ruabon, LL14 6EG

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Document 1	Officer Committee Report – Application P/2014/0241
Document 2	Photographs of the Site
Document 3	Copy of email dated 31 st March 2014 from Mark Walters CPAT

1. Introduction

This report considers the planning issues associated with the application on Land at Pont Adam Crescent, Ruabon, LL14 6EG.

The application proposes:

Erection of 36 Dwellings (Outline) including Access

The application is submitted on behalf of the Castlemead Group Ltd.

2. Previous Planning Application P/2014/0241

A previous application P/2014/0241 was submitted to the Council on the 9th April 2014 and was considered by the Planning Committee on the 1st September 2014.

A copy of the Officer Report to Committee is attached as Document 1.

The Highway Officer recommended that permission be refused due to increase in traffic likely to be generated. The application was refused in line with Officer advice for a single reason as follows:

1. The B5097 road (Church Street/Pont Adam) that gives access to the site is, by reason its width, horizontal alignment and substandard pedestrian provision, unable to safely accommodate the material increase in traffic likely to be generated by the development. Accordingly the development goes not accord with policy GDP1 (d) of the Wrexham Unitary Development Plan.

The current planning application seeks revise the proposal and overcome the previous refusal reason by:

- reducing the number of dwellings on the site from 49 to 36
- reducing the traffic associated with the development to less than a 5% increase in traffic movements

The reduction in the numbers of dwellings has then a knock on effect for other issues including density, open space provision and affordable housing which are discussed throughout this report.

Critically the refusal relates only to the highway network.

There are no reasons for refusal relating to the principle of the development, open countryside, green barrier or any other planning matters.

3. The Site and Background

The site lies within the settlement of Ruabon around 4½ miles to the south west of Wrexham.

The site lies to the west of the centre Ruabon and is accessed directly off Pont Adam Crescent.

The site is contained by the Pont Adam Crescent housing development along its northern site boundary.

The main railway line lies to the eastern boundary and the A539 Llangollen Road lies to the southern edge of the site.

Tir-y-Fron a detached house within large grounds lies on the western boundary of the site.



The site has clear and defensible boundaries and is shown shaded red above.

The site is predominantly overgrown and includes a number of individual mature trees along with areas of scrub trees.

The land falls gently towards the A539 Llangollen Road.

Photographs of the site are attached as Document 2.

4. Design & Access Issues

4.1 Accessibility

The following issues are relevant to the issue of accessibility:

1. the site is accessed off Pont Adam Crescent and the entrance to the site is safe and convenient
2. the site includes clearly defined footpaths to ensure ease of pedestrian movement into and through the site
3. the scheme includes the provision of a new footpath route to link through to the A539 Llangollen Road to the south of the site (see 7.19 below)
4. The site is generally flat and so circulation routes within and through the site will be level, firm and safe
5. each property will have its parking area immediately adjacent to ensure ease of movement into the properties
6. Parking spaces will be provided in a mix of tarmacadam and pavements
7. The site is carefully designed to offer the maximum possible accessibility for users and visitors. This will include the provision for a disabled person to approach and gain access into the buildings from the point of alighting from a vehicle. A level approach will be provided (gradient less than 1:20) and its surface would be firm and even
8. An accessible threshold will be provided into the building, and the entrance door will include an appropriate opening width (min clear opening width of 775mm) to enable a wheelchair user to manoeuvre into the buildings
9. The internal space in the entrance storey will allow convenient circulation by a wheelchair user and WCs will also be provided at ground floor

In accordance with current best practice in relation to pedestrian access the scheme shall comply with:

- BS 8300:2009+A1:2010 Design of buildings and their approaches to meet the needs of disabled people – Code of Practice; and
- Building Regulations Approved Document Part M (2013 edition)

4.2 Environmental Sustainability

Resource efficiency means minimising the use of energy for heating, lighting and other energy uses. It also means using materials and construction methods that do not require a lot of energy to either produce or build. The minimum requirements to achieve resource efficiency in new construction are set out in the Building Regulations.

The following sustainability issues have also been considered:

- wherever possible materials will be sourced and produced locally and will come from a source that can be renewed without harm to the environment
- the scheme will avoid the use of tropical hardwood and look for timber which is certified as coming from sustainable sources,
- the site is serviced by mains water, electricity, gas and drainage,
- foul water drainage will be to the existing public sewer system,
- rainwater butts will be included within each of the gardens in order to reduce water consumption,
- domestic composting facilities will be installed within each of the individual garden areas to reduce domestic waste from the future occupants,
- Sheds will be provided in each garden to promote safe and secure storage facilities for cycles, thereby promoting cycle use as an alternative to the car

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

4.3 Character

There are no Listed Buildings in the vicinity of the site, nor is the site within or adjacent to a Conservation Area.

The properties along Pont Adam Crescent and within the wider area are predominantly post 1970s detached and semi-detached, houses and bungalows. Typical house styles and materials are shown below.



The predominant building materials are brick (with small elements of render) with tiled roofs.

The surrounding properties are very simple in terms of their design detailing and include simple casement windows and a range of simple porch designs

The proposed houses will need to respond to the setting of the site and will include

- Brick and Render walling materials
- Plain tiled roofs
- Ridge tiles to match roof tiles
- Simple white casement windows
- A mix of porch designs
- UPVC maintenance free barge, fascia and soffit boarding
- Black guttering and downpipes

The dwellings within any future Reserved Matters application would be designed to reflect the scale and character of the properties in the vicinity and will comply with thrust of policies GDP1 of the Unitary Development Plan and Technical Advice Note 12 Design (2009)

4.4 Community Safety

The existing properties, along with the proposed dwellings would provide natural surveillance and security for the access routes, gardens and parking areas within the site.

The site has clear and defensible boundaries and the adjoining roads and footpaths are clearly marked to ensure that the public are aware of there routes through the site.

The site will be suitably secured during the construction phase and the development will comply with all relevant public safety legislation.

4.5 Movement to, from and within the Development

Policy PS4 of the Unitary Development Plan states that “Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car”.

The proposed development assists in sustainable development because it is located within the settlement boundary of Ruabon which includes the following services and facilities:

- **Footpaths**

There are footpaths running from the site to nearby services and facilities including the centre of Ruabon, the train station, Schools and other services and facilities (see also section 7.19 below)

- **Public Transport Infrastructure - Rail**

Ruabon Train station lies directly to the east of the site only a few minutes walk away, and this enjoys an hourly train service from 05.30am until midnight Monday-Saturday (reduced service Sunday). Chester and Holyhead bound trains depart from Platform 2 and Shrewsbury, Birmingham and Cardiff trains depart from platform 1.

There are rail services through to:

- Chester
- Holyhead and the North Wales Coast
- Shrewsbury

Connections at Chester to:

- Crewe

- London (Euston)
- Manchester
- Liverpool

Connections at Shrewsbury to:

- Cardiff
- Aberystwyth and the Cambrian Coast
- Heart of Wales Line to Swansea
- Birmingham

- **Public Transport Infrastructure - Bus**

There is a regular Bus Services serving the settlement.

Bus stops lie within the Pont Adam Crescent estate and at the Railway Station.

The routes and frequency are shown below.

Route Number	Route Description	Pk hour frequency	Day Time Frequency
6	Wrexham – Ruabon, Pont Adam	Hourly	Hourly
2c	Wrexham – Ruabon – Cefn Mawr	30 mins	30 mins
5	Wrexham – Ruabon - Llangollen	15 mins	15 mins
5a	Wrexham – Ruabon – Llangollen – Chirk	Hourly	Hourly
65	Wrexham – Ruabon – Glyn Ceiriog	2 Hourly	2 Hourly
X94	Wrexham - Barmouth	2 Hourly	2 Hourly

- **Transport Infrastructure - Road**

There are good local highway linkages close to the site including the A483 to Wrexham and the North West and the A5 linking Shropshire and the West Midlands.

The movement to, from and within the site is convenient and safe.

5. Planning Policy

5.1 The Development Plan

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

The UDP shows the whole of the application site situated adjacent to the settlement boundary of Ruabon and within an area of open countryside and Green Barrier.

The following Local Planning Guidance Notes are also relevant

LPGN 10	-	Public Open Space in New Housing Development
LPGN 16	-	Parking Standards
LPGN 17	-	Trees and Development
LPGN 21	-	Space Around Dwellings
LPGN 24	-	Designing out Crime
LPGN 28	-	Affordable Housing
LPGN 30	-	Design
LPGN 32	-	Biodiversity and Development

5.2 Other Material Considerations

Other material considerations will include Planning Policy Wales (2014) and the associated Technical Advice Notes.

6. Planning Policy – 5 Year Supply of Housing

6.1 Planning Policy Wales (Feb 2014)

Planning Policy Wales sets out the land use planning policies of the Welsh Government and translates the Government's commitment to sustainable development in the planning.

Planning Policy Wales indicates at paragraph 9.2.3 that:

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.

This means that sites must be free, or readily freed, from planning, physical and ownership constraints, and economically feasible for development, so as to create and support sustainable communities where people want to live.

There must be sufficient sites suitable for the full range of housing types. For land to be regarded as genuinely available it must be a site included in a Joint Housing Land Availability Study.

The Welsh Government will monitor development plans and their implementation to ensure that sufficient housing land is brought forward for development in each local planning authority and that economic development and related job opportunities are not unreasonably constrained.

There is a clear requirement to provide a 5 year supply of housing land within Planning Policy Wales (2014)

6.2 Wrexham County Borough Council (JHLAS)

The latest Wrexham County Borough Council Joint Housing Land Availability Study (JHLAS) for 2014 presents the housing land supply for the area at the base date of 1st April 2014.

The JHLAS was prepared in accordance with the requirements of the relevant policy documents including Planning Policy Wales (Edition 5, November 2012), Technical Advice Note 1 (TAN 1) and the Guidance Note on the JHLAS process (Version 2 September 2012).

The JHLAS sets out details of the housing land supply and how it has been calculated. It shows that based on the past completions method set out in TAN 1, Wrexham County Borough Council has a housing land supply of 3.1 years.

This is set out in the table below:

Table 3 – 5 Year Land Supply Calculation (Past Completions Method)

A	Total Previous 10 Year Completions (2004 – 2014)	4258
B	Average Annual Completions = (A / 10)	426
C	Total 5 Year Land Supply	1304
D	Land Supply in Years = (C / B) rounded to one decimal place	3.1 years

The Wrexham JHLAS indicates that there is not a 5 year supply of housing within the Wrexham area.

The historic assessment of the figures within the JHLAS (extract below) shows that the available housing land supply has been continually dropping since the first study in 2007.

Appendix 3 – Previous Land Supply Data

Year	5 year supply - Number of Homes			Number of years supply	3i	3ii
	1	2	2*			
2007	546	1966	0	14.99	614	13
2008	411	1728	0	7.52	783	14
2009	154	1470	0	6.08	783	398
2010	175	1241	0	5.35	838	165
2011	381	968	0	3.9	1028	63
2012	191	786	0	3.5	824	52
2013	198	644	22	3.4	405	328
2014	89	690	0	3.1	546	54

Wrexham County Borough Council do not have a 5 year supply of housing land and need to take steps to respond to this issue.

6.3 Technical Advice Note (TAN) 1 – Joint Housing Land Availability Studies

This note provides guidance on the preparation of Joint Housing Land Availability Studies (JHLAS). The purpose of these studies is to monitor the provision of market and affordable housing, provide an agreed statement of residential land availability for development planning and control purposes; and set out the need for action in situations where an insufficient supply is identified.

As noted above the Wrexham JHLAS indicates that there is not a 5 year supply of housing within the Wrexham area.

Part 6 of TAN 1 (Housing Supply Figure) explains that:

- 6.1 The housing land supply figure, taken from the current JHLAS, must be included in an AMR. As outlined in paragraph 3.4 above, where a shortfall in the housing land supply is identified the local planning authority should consider the reasons for the shortfall and whether the LDP should be reviewed either in whole or in part.
- 6.2 The housing land supply figure should also be treated as a material consideration in determining planning applications for housing. Where the current study shows a land supply below the 5-year requirement or where the local planning authority has been unable to undertake a study (see 8.2 below), the need to increase supply should be given considerable weight when dealing with planning applications provided that the development would otherwise comply with development plan and national planning policies.

This means that despite being outside the current development boundary the planning application should be considered in the context of the presumption in favour of sustainable development in line with Planning Policy Wales.

On this basis the scheme will assist in delivering houses within the framework of TAN 1 and national planning policies.

6.4 5 Year Land Supply - Conclusion

Planning Policy Wales and TAN 1 requires each Local Planning Authority to ensure that sufficient land is available to provide a 5-year supply of housing land within their areas.

The Wrexham County Borough Council Joint Housing Land Availability Study (JHLAS) for 2013 concludes that there is only 3.1 years supply of housing land (and has been continually falling since 2007).

The current application seeks to assist in the increase in the supply of housing land within the Wrexham County Borough area in line with the requirements of Planning Policy Wales and TAN 1.

7. Other Planning Issues

7.1 Sustainability of the Settlement

The settlement of Ruabon is within a short walking distance and includes the following services and facilities:

Retail Uses

The settlement includes a wide range retail uses within easy walking distance. In addition the Co Operative Food Store lies within 1 mile, and the Tesco Superstore lies within 1.7 miles in Cefn Mawr.

Schools

Ysgol Rhiwabon Secondary School, Pont Adam Crescent, Ruabon, Wrexham, Clwyd LL14 6BT – 200m to the north

St Mary's Church In Wales Voluntary Aided Primary School, Park St Wrexham LL14 6LE – 800m to the east

Ysgol Maes Y Llan County Primary School, Maes Y Llan La Wrexham LL14 6AE – 900m to the north east

Services

Ruabon The Medical Centre,
High Street, Ruabon, Wrexham, LL14 6NH

Kandy Lodge Dental Clinic,
High Street, Ruabon, Wrexham, LL14 6NH

Rowlands Pharmacy,
The Medical Centre, Off High Street, Ruabon, LL14 6NH

Employment Uses

There are a wide range of employment uses in the vicinity of the application site adjacent to Ruabon and Cefn Mawr. These include

Gardden Industrial Estate, Tatham Road, Ruabon, LL14 6RG
Vauxhall Industrial Estate Ruabon, LL14 6HA

The nearby services and facilities ensure that the site results in a sustainable form of development.

7.2 Deliverability

The site is available for immediate development as Castlemead Homes Ltd has a current option to develop the land for housing.

There are no known constraints to the development of the site, with all main services being available.

Subject to planning permission being granted, the development of the site will occur at the earliest available opportunity.

The site is clearly available for development and is deliverable.

7.3 Rounding off the Settlement

The site forms a roughly triangular area of land which is bounded by:

- South – The A539 lies to the southern edge of the site
- West – Tir-y-Fron a detached house lies to the western boundary
- North – The site is contained by residential development to the north
- East – the railway line lies to the east along with the existing play ground



Critically the site does not project into an area of unbounded open countryside.

The site has clear and defensible boundaries, does not project into open countryside, and would form a natural rounding off of the settlement in this location.

7.4 Visual Impact

The area is current open overgrown land which sits between Pont Adam Crescent and the A539 Llangollen Road.

Photographs of the surrounding vantage points are shown within Document 1 and the key vantage points are discussed below.

From the South

Directly to the south is the A539 Llangollen Road. Views of the site are possible from this road and its associated footpath which sits on the northern (site) side of the road.

However given the level differences, and the tree/hedge screening along the highway boundary, there are limited opportunities for views into the site at this point.

The inclusion of Public Open Space 3 along this boundary also set the houses back from the A539 Llangollen Road thereby further reducing their impact.

The land to the south of the A539 Llangollen Road includes large areas of dense tree planting which prohibits longer distant views of the site.

From the West

There is a public footpath running along Offa's Dyke to the west of the site.

However the site is separated from this footpath by

- existing residential properties within Pont Adam Crescent Estate
- the existing dwelling Tir-y-Fron which has large grounds and mature trees and hedgelines around its boundary

There are no public vantage points or views of the site from the west.

From the North

From the north the land is viewed from the existing Pont Adam Crescent residential housing estate.

There are no long distant views of the site from the north due to the extent of the existing housing estate. The views are therefore close ranging from the highway itself.

From the East

The railway line adjoins the eastern boundary, and this lies within a cutting as it passes the site.

Beyond the railway line lies a play area and a significant area of heavy planting (presumably planted at the time of the construction of the A539 Llangollen Road. This planting restricts any longer distant views of the site.

Approaching the site from the east, the site becomes visible travelling past this dense planting and approaching the railway bridge.

However the development is set behind a tree and fence screen which runs along the boundary of the site.

The photographs at Document 1 show the extent of the screening in the March (early spring) where the tree cover is sparse.

Below is a photograph showing the trees with foliage, which demonstrates the level of screening afforded to the site in the spring/summer/autumn months. The photograph shows the view of the site from the Llangollen Road from the east.



The Landscape Institute's publication 'Guidelines for Landscape and Visual Impact Assessment' 2013 explains that the scale or magnitude of landscape effects are based on the degree of change to the landscape and the nature of the effect and its duration. The effect can be measured as follows:

Box 7.2 Example of Levels or Grades used in the Evaluation of Effect

Box 7.2 Example of Levels or Grades used in the Evaluation of Effect	
Adverse	Beneficial
High/Substantial	High/Substantial
Medium/Moderate	Medium/Moderate
Low/Slight	Low/Slight
No Change	No Change

There is obvious change as part of the development of the site and so the category 'No Change' is not relevant in this scheme.

However for the reasons noted above it is considered that the scale of change is limited and that the adverse effect of the development to the landscape is low/slight.

On this basis the proposed development will not have a detrimental impact upon the landscape setting of the site and the scheme meets to relevant policies of the Development Plan and Planning Policy Wales.

7.5 Green Barrier

As noted in 7.3 above above the site is bounded by the A539 Llangollen Road to the south, to the south east by the Shrewsbury – Chester railway line, to the north and west by existing residential development and to the east by a play area.

The visual impact of the scheme is also low/slight as described in 7.4 above.

As noted by the Officer Report associated with application P/2014/0241 the:

"... development of the site will therefore not result in an intrusion of urban development into a rural setting and represents a logical addition to an established built up area"

7.6 Ecology

In order to assess the site and determine the possible impacts upon biodiversity, a Protected Species Survey was undertaken by Enzygo Environmental Consultants of Enzygo Ltd , Unit 24, Singleton Court Business Park, Wonastow Road Industrial Estate (West), Monmouth, NP25 5JA

The Protected Species Survey forms part of the planning application submission and the conclusions and recommendations of the report will guide the construction process and timings on site.

The scheme meets the guidance within Technical Advice Note 5 Nature Conservation and Planning (2009) and LPGN 32 Biodiversity and Development.

7.7 Trees

Local Planning Guidance Notes No 17 - Trees and Development relates to the protection of trees and highlights the benefits of trees as an integral part of development design.

A tree assessment and report has been provided by Tree Solutions (Arboricultural Consultants) of 5 Orchard Close, Chester, Cheshire, CH2 2JD and this is submitted as part of the planning application documentation.

This Report relates to the previous scheme P/2014/0241 but the principles remain the same.

The submitted application is in outline only and so the layout of the individual plots is not fixed. The indicative layout demonstrates that 36 dwellings can be accommodated on the land whilst retaining the all significant trees and hedges within the site. This will assist in biodiversity and wildlife promotion and also to help in the assimilation of the scheme into the existing landscape.

The issue of shade cast has been raised by the Councils Tree Officer in pre application discussions. This issue can be dealt with within the detail of the 'Reserved Matters' application. As noted above the layout is not fixed, and so the detailed issue of shade cast may require slight amendments to the siting of certain plots across the site within the Reserved Matters application.

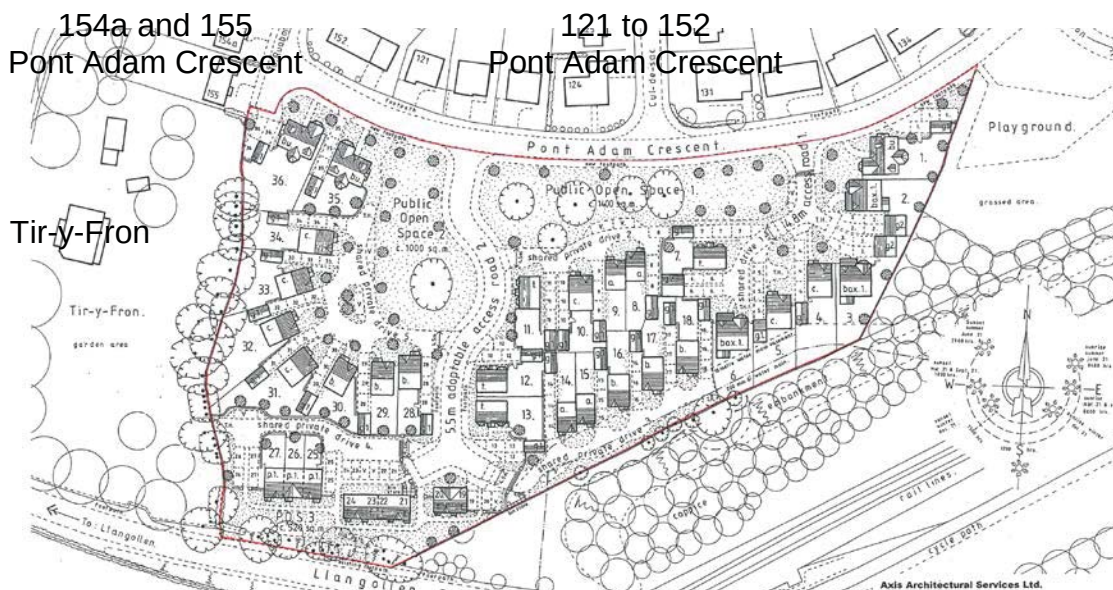
7.8 Impact Upon Neighbouring Properties

The application is in outline only with all matters other than access reserved for later consideration.

The submitted indicative layout (Drawing CGL.3/TMJ-05revC) shows a possible layout of the site in order to demonstrate that the site is capable of accommodating the number of proposed dwellings.

For the purposes of considering the impact of the scheme upon neighbouring properties, the submitted indicative layout is used for assessment. However if specific concerns are raised in relation to the impact upon neighbouring properties, then the layout can be amended at the 'Reserved Matters' stage.

An extract from the submitted indicative layout (Drawing CGL.3/TMJ-05revC) is shown below



The impact of the proposed scheme can be assessed as follows:

Tir-y-Fron to the west

The property is set behind a dense tree screen located along the western boundary and is around 40m from the nearest dwellings plots 32 to 36.

121 to 124 and 131 to 134 and 152 Pont Adam Crescent

There are 9 bungalows along the Crescent which look across Pont Adam Crescent towards the site. These frontages are not 'private' frontages as they front onto the main road and the footpath which runs in front of the houses.

The dwellings within the proposed site are shown to front onto Pont Adam Crescent with plots 35 and 36 being 22m from the front elevations of the existing properties opposite. Plot 1 fronts east/west with a blank gable facing towards the properties opposite.

In addition a large area of open space sits alongside the Pont Adam Crescent frontage.

154a and 155 Pont Adam Crescent

These are 2 storey houses on the north western corner of the site.

Plot 36 which is shown as a dormer bungalow sits behind the forward facing 'outlook' of No155 and at right angles to ensure that the amenity of the property is protected.

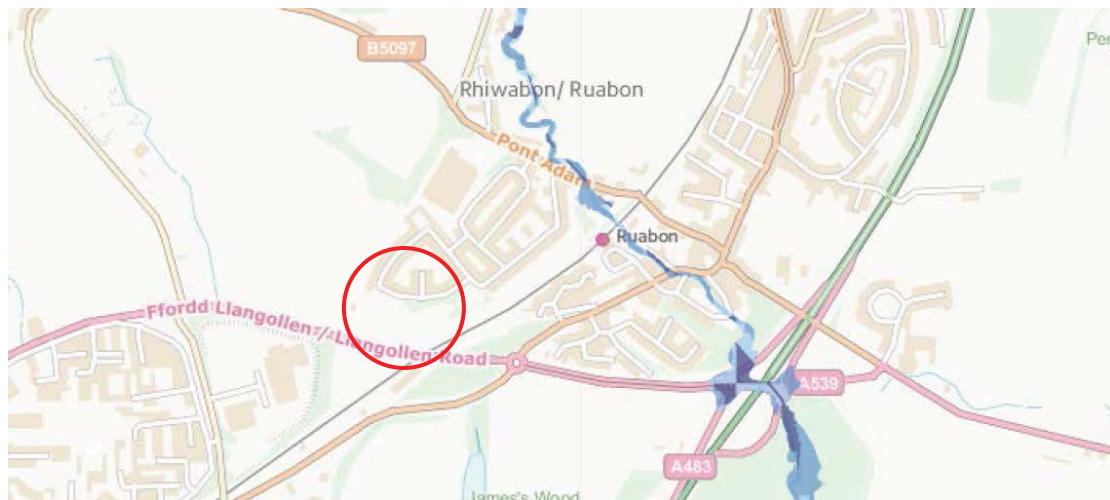
The dwellings shown on the indicative layout (Drawing CGL.3/TMJ-05) have been positioned and orientated to ensure that there is no material impact upon the existing residential properties.

The scheme has followed guidance within LPGN 21 - Space around Dwellings, provides a good solution to the site constraints and will not materially impact upon any neighbouring property.

7.9 Flood Risk

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

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



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

The development fulfils the criteria within Technical Advice Note 15 Development and Flood Risk.

7.10 Drainage

An existing foul main drain is available within Pont Adam Crescent.

The foul water from the properties will drain to the foul main connection in Pont Adam Crescent.

Due to levels across the site a small number of properties may need to be drained to the southern side of the site to a sump. The foul water would then be pumped back to the main connection in Pont Adam Crescent.

The surface water from the site will be taken to soakaways.

7.11 Affordable Housing

Policy H7 of the UDP requires an element of affordable housing to be provided on developments of 25 or more dwellings.

The Council will normally expect that 25% of the total site capacity to be provided as affordable housing and the Local Planning Guidance Note 28 Affordable Housing amplifies the UDP policy.

As the scheme proposes 36 dwellings, the UDP policy requires the provision of 9 affordable dwellings within the site.

The indicative layout is for information purposes only, but for the sake of completeness the affordable plots are shown on the site layout plan CGL.3/TMJ-05 and these are:

6 x 1 bedroom terraced apartments

3 x 2 bedroom semi-detached houses

The scheme meets the requirements of Policy H7 of the UDP, Local Planning Guidance Note 28 Affordable Housing and TAN 2 – Planning and Affordable Housing.

7.12 Vehicular Access

The access to the development would be directly off Pont Adam Crescent and this is to be considered as part of the Outline planning application.

Drawing CGL.3/TMJ-06revC shows the proposed access arrangements which provide:

- visibility splays of 2.4m x 43m in line with Manual for Streets 2012

- 6m kerbed radius into the site
- 5.5m wide entrance access
- 2.0m wide footways along the frontage of the site and into the development
- Access road to be constructed to adoptable standard

The proposed Site Plan CGL.3/TMJ-05revC shows the possible layout of the site and shows 2 access points into the site with Road 1 serving 6 dwellings and Road 2 serving 27 dwellings. 3 of the properties (plots 1, 35 and 36) would access directly onto Pont Adam Crescent.

7.13 Vehicular Traffic

The application P/2014/0241 was submitted to the Council on the 9th April 2014 and was considered by the Planning Committee on the 1st September 2014.

The Highway Officer recommend that permission be refused due to increase in traffic likely to be generated. The application was refused in line with Officer advice for a single reason as follows:

1. The B5097 road (Church Street/Pont Adam) that gives access to the site is, by reason its width, horizontal alignment and substandard pedestrian provision, unable to safely accommodate the material increase in traffic likely to be generated by the development. Accordingly the development goes not accord with policy GDP1 (d) of the Wrexham Unitary Development Plan.

The refusal of planning permission related solely to the level of traffic generated from the proposed development of 49 dwellings.

The current planning application responds to this issue by reducing the amount of development and therefore the associated traffic movements.

A Transport Statement has been provided by AXIS, Camellia House, 76 Water Lane, Wilmslow, SK9 5BB.

This demonstrates that the access to the site along with the surrounding highway network is capable of accommodating the traffic associated with the proposed 36 dwellings.

7.14 Parking

The scheme proposes a mix of 1, 2, 3 and 4 bedroom houses and LPGN 16 sets out the necessary parking standards as follows:

1 bedroom	1½ car spaces per unit
2 bedrooms	2 car spaces per unit
3 & 4 bedrooms	3 car spaces per unit

The indicative layout Drawing CGL.3/TMJ-05revC shows that each of the houses is allocated the appropriate level of parking in accordance with the Local Planning Guidance Note No.16.

It is noted that if required, the internal road is capable of accommodating a significant level of on street parking without detriment to highway safety. In addition the site lies within a sustainable location with access to good footpath links and public transport facilities (including bus and train).

7.15 Open Space

The requirement for open space is set out within 'Local Planning Guidance Note No 10 - Public Open Space in New Housing Development'.

The indicative site layout (Drawing CGL.3/TMJ-05revC) demonstrates that an appropriate level of open space can be provided in line with the guidance within LPGN 10 - Public Open Space in New Housing Developments.

The scheme shows 3 areas of open space across the site measuring

POS 1	1,400sqm
POS 2	1,000sqm
POS 3	520sqm

The key open space areas 1 and 2 are also adjacent to Pont Adam Crescent which provides for a feeling of space when approaching the development.

In addition open space 3 lies adjacent to the Llangollen Road in order to provide some green separation space between the existing highway and the development.

The site also lies immediately adjacent to the existing play area off Pont Adam Crescent.

Overall the scheme provides 100% of the Policy requirement for open space across the site.

7.16 Noise Impact

The site sits to the north of the A539 Llangollen Road and a noise assessment has been provided by Enzygo of STEP Business Centre, Wortley Road, Deepcar, Sheffield, South Yorkshire, S36 2UH.

This Report relates to the previous scheme P/2014/0241 but the principles remain the same.

The assessment indicates that in principle, the existing noise climate of the area is conducive for the proposed residential development of the site.

However acoustic consideration would be required within the detailed design stage at the Reserved Matters application, with the report containing certain recommendations in order to ensure that the amenity of future residents is protected.

The assessment demonstrates that the subject to the recommendations made, the scheme would meet the requirements of Technical Advice Note 11 Noise (1997)

7.17 Agricultural Land Classification

Soil Environmental Services Limited has provided an 'Agricultural Land Classification' and the document is submitted as part of the planning application documentation.

The report explains that the land has an Agricultural Land Classification of 3a (with 1 being excellent quality and 5 being poor quality).

Given the access to the land via the Pont Adam residential estate and the limited size of the site it is inappropriate for productive agricultural use.

7.18 Archaeology

Pre application discussions have taken place with Clwyd-Powys Archaeological Trust (CPAT), 41 Broad Street, Welshpool, SY21 7RR.

CPAT have explained that there are no identified archaeological sites within the site boundary of the development.

CPAT have also commented that:

"The boundary of the scheduled monument SAM De 141 - Offa's Dyke lies 40m to the west. Provided no access or services are heading west into this area there should be no direct impact. Visual impacts should be

minimised by the 40 metre buffer and by the tree screen on the western boundary, which should be retained.

We would therefore have no requirement for archaeological intervention here, but would wish to be consulted if the development boundary changes”

A copy of the email dated 31st March 2014 from Mark Walters Development Control Archaeologist at CPAT is attached as Document 3.

7.19 Link Footpath

As part of the planning application proposal the scheme includes the provision of a new footpath route to link Pont Adam Crescent, through the site, to the A539 Llangollen Road to the south.

The footpath would run through the ‘5.5m adoptable access road 2’ and then between plots 20 and 21 to the A539 Llangollen Road to the south.

This will assist in creating a permeable form of development in line with the Councils sustainability objectives.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT -
1 September 2014

APPLICATION NO:
P/2014 /0241

LOCATION:
LAND AT PONT ADAM CRESCENT
RUABON WREXHAM
LL14 6EG

DATE RECEIVED:
09/04/2014

COMMUNITY:
Ruabon

DESCRIPTION:
OUTLINE APPLICATION FOR THE
ERECTION OF 49 DWELLINGS
INCLUDING VEHICULAR AND
PEDESTRIAN ACCESS

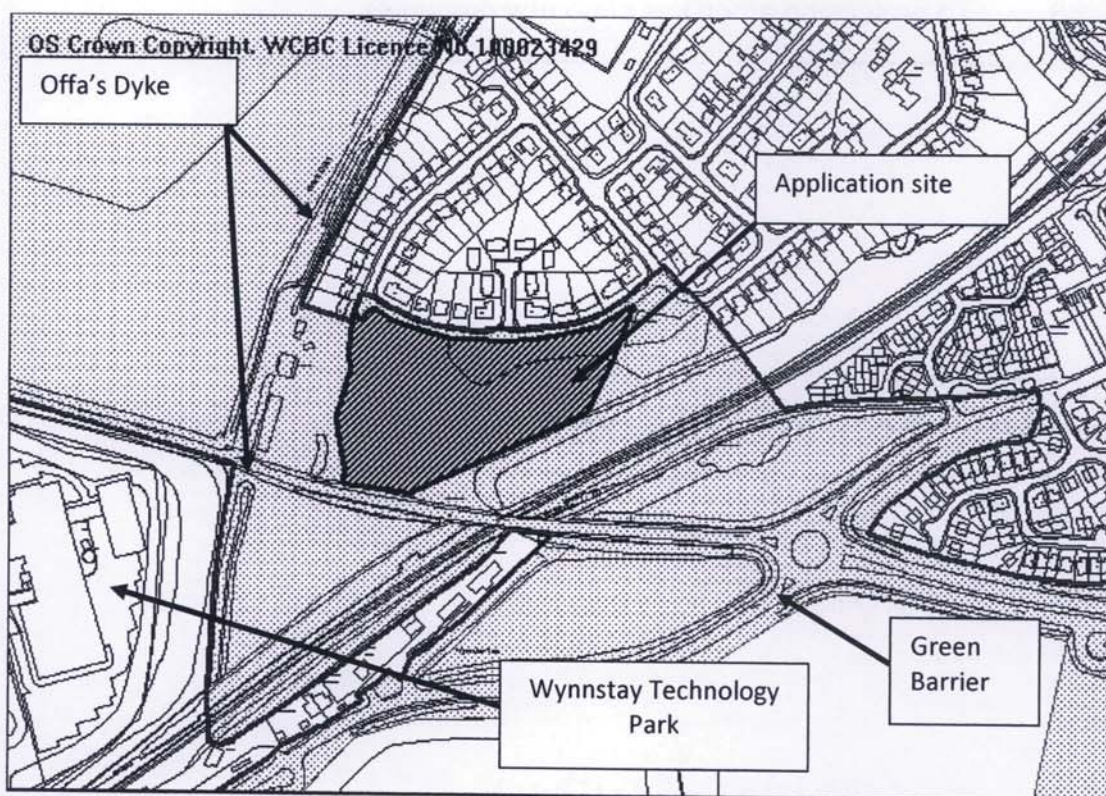
CASE OFFICER:
MP

WARD:
Penycae & Ruabon
South

APPLICANT(S) NAME:
CASTLEMEAD GROUP LTD

AGENT NAME:
NIGEL THORNS
PLANNING
CONSULTANCY

THE SITE



PROPOSAL

As above. Approval for the position of the site accesses is sought at outline planning permission stage. Appearance, landscaping, layout and scale are reserved for subsequent approval.

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HISTORY

WRDC/7940 Erection of 24 houses and 7 bungalows and construction of new estate road. Refused 3.4.73. Appeal dismissed 11.9.74
P/2002/0039 Outline application for residential development (9 single storey dwellings) & construction of new vehicular & pedestrian access. Refused 8.3.2002.

DEVELOPMENT PLAN

Outside of settlement limit, within Green Barrier. Policies PS1, PS2, GDP1, EC1, EC2, EC4, H5, CLF5 and T8 apply.

CONSULTATIONS

Community Council:

Objects in the strongest terms for the following reasons:

Planning Policy: the site is outside of the settlement limit for Ruabon (despite the assertion by the agent that it is within the settlement). Surprisingly the agent fails to mention that the site is within a narrow section of Green Barrier which separates Ruabon from the Acrefair/Cefn Community. This omission seems to be inexplicable since it was very clear that this is probably the most significant policy objection. A recent application in Penrycae for residential development in Green Barrier was rejected on appeal by the inspector who made it clear that in his view the development was contrary to both national and location policies for Green Barriers and (perhaps most significantly) that Green Barriers should only be reviewed as part of the development plan process. He also indicated that despite the lack of a five year supply, Green Barriers should not be released. Accordingly this development is unacceptable in principle and should be refused;

Traffic: The supporting statement makes significant comments about the suitability of the existing Pont Adam Crescent to serve the development. Notwithstanding any highway technical assessment, the Council believes that a 30% increase in traffic utilising the roads is unacceptable and that there will be severe pressure on the road network. The Council also raised concerns regarding the impact the increased traffic flow and in particular heavy

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vehicles during the construction stage would have on the two bridges in Church Street and in particular the bridge which carries a weight restriction. Whilst it has two access points onto the B5097, the existing site layout makes it most likely that a very high proportion of traffic will use the more southerly access and thus in effect the site is served by only one access;

The application omits to seriously discuss the suitability of Church Street as an access. This is a narrow road passing through the heart of a Conservation Area with an exceptionally sub-standard access onto the main High Street B5605. It also forms the main pedestrian access for pupils from the vast majority of the Ruabon community walking to the High School. The potential for dangerous conflicts, especially at rush hours cannot be underestimated. It is noted that the best comment that the Highway consultant's report can make is that although "the level of visibility is not in accordance with guidance, it should prove satisfactory";

The offer by the developer to provide a footway connection to the Llangollen Road is unlikely to have any attraction to residents since this would head in a generally southern direction whereas the centre of Ruabon is in a northerly direction from the site (approximately half as long again as the direct route);

Schools: The existing primary schools are understood to be under pressure and no reference has been found to suggest that the applicants have investigated whether the schools practically could be expanded nor that they are willing to offer the resources to enable it to take place;

Public Open Space: The layout shows the provision of open space within the site but in both cases the areas are almost entirely surrounded by roads/drives which would make them far from ideal for use by children. The layout creates a very large area to the south western side of the existing play area that is totally screened from public surveillance which would render it a potential hazard rather than an asset;

General: It is disturbing to note the supporting statement describes the site as generally flat whereas the contour plans show a fall of some 18 metres. The Council believes this suggests the author of the report has failed to properly visit and

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	appraise the site. He notes that the site is 'not adjacent to a Conservation Area' whereas the majority of traffic will have to pass through the heart of Ruabon Conservation Area which is characterised by a very narrow street with buildings close to the edge of the roadway and which will undoubtedly be adversely impacted by the development; There is concern about the proposed density of development and whilst this is an outline application, any commitment to numbers specified is unacceptable unless a satisfactory density and layout can be proved; We trust the application will be refused.
Local Member:	Notified 14.4.14
Public Protection:	Recommend conditions and advisory notes in respect of:
	Construction impacts and the noise attenuation measures recommended in the submitted noise report.
Housing:	Support this scheme as it would provide affordable housing for local applicants currently on our Affordable Housing Register. The development is in a fairly sustainable area of Wrexham near to a good public transport system, jobs and amenities.
Highways:	Recommend permission be refused because the roads (B5097 Church Street and Pont Adam) giving access to the site are, by reason of their inadequate width, their horizontal alignment and their substandard pedestrian provision, unsuitable to accommodate the material increase in traffic likely to be generated.
Welsh Water:	Recommend drainage conditions.
Education:	Following alterations at Maes y Llan School capacity has increased and this development can be accommodated. Contributions towards secondary school provision are required.
NRW:	Object for the following reasons: - Further survey work is required in relation to how the trees being retained will be connected to other bat habitats during and following construction; - How the proposed lighting scheme will be adapted to provide dark corridors for bat movement to and from these trees and throughout the development as a whole; Provided the following comments/advice in respect of other matters:

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- NRW are satisfied that it is highly unlikely that this site would support Great Crested Newts;
- Some concerns that the proposed scale of the development may present risks of flooding on-site and/or off-site if surface water is not effectively managed;
- Recommend further ground investigation is carried out to map the suitability of the entire site for soakaway drainage.

Site Notice:

Expired 8.5.14

Press Notice:

Expired 16.5.14

Other Representations:

The owners/occupiers of 23 properties notified 22.4.14. 103 objections received expressing the following concerns:

Church Street, Tatham Road and Penycae Road are not capable of safely taking additional traffic;

Increase in traffic;

Capacity of the sewerage and drainage systems;

Loss of Green Land that has been protected for 46 years;

Lack of places at local schools, doctor's surgery and dentist;

The site is not large enough for 49 dwellings;

Additional traffic on Pont Adam Crescent;

Not enough parking spaces/potential for parking problems;

Existing problems of speeding traffic;

Danger to pedestrians, especially children from additional traffic;

Speed ramps should be provided;

Construction traffic will be detrimental to local roads;

Loss of identity of Ruabon;

Noise;

Closure of Plas Madoc means a drastic reduction in local leisure services;

Risk of subsidence due to old mine workings;

Additional traffic congestion;

Pressure on existing infrastructure;

Design will not blend in with existing dwellings;

The site has already been designated as amenity land and is enjoyed by humans and wildlife;

Roads are not gritted during wintery weather and become impassable. The development will result in more cars being abandoned;

Impact upon wildlife;

The land provides a barrier between Ruabon and Plas Madoc that would be lost and the two areas could lose their separate identities;

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Deeds of existing properties state no to take place on this site;
Loss of residential amenity;
Construction work could impact upon the bus service;
Cumulative impact of the proposals and development proposed by P/2014/0021;
The land has been left to become overgrown in the hope this will increase the chances of permission being granted;
Loss of habitat for wildlife;
Proximity to children's playground – heavy traffic would be a great risk to children's safety;
Loss of views over Wynnstay Estate and Shropshire Plains;
Land has been used for recreational purposes for 45 years and should be considered a Greenfield site;
Number of houses out of keeping with the general layout of the estate;
Tree on Offa's Dyke which are classed as ancient monuments and must not be felled;
Bottom of the field gets boggy;
The site is the only green area in the estate where children were always able to use for recreational activities. This has not been allowed since the change of ownership. The land should be returned to its original state;
Colony of bats inhabiting the area;
Removal of trees;
Disruption to gas, electric and water;
Disruption during construction;
Noise and dust pollution from construction;
The development will ruin Pont Adam estate;
Loss of privacy;
Pedestrian safety;
Light pollution;
Does not respect local context, street patterns or the scale and proportion of local buildings;
The site is outside of the village development boundary and was not accepted for the original proposed Wrexham Local Development Plan;
Would adversely alter the demographic of the estate;
Previous builder was not allowed to build – what has changed?
Proposed mediocre areas of so called public open space will promote disagreement among residents;

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What kind of houses are you planning to build?
What kind of market are you looking to attract?
Impact upon property values;
The site is located in the Green Barrier;
Existing weight restrictions on bridges along Church Street;
Danger to pupils of Ysgol Ruabon;
Was the traffic survey covered the recent school holiday;
Do not object to housing on the area just the amount of properties and additional traffic;
Passing this application will mean my child's freedom to walk to school and play on the estate without supervision will be put at risk.

SPECIAL CONSIDERATIONS

Policy: The proposals do not accord with any of the circumstances set out in policy H5 that permit small scale residential development on sites outside of settlement limits.

In addition to lying outside of the settlement limit for Ruabon, the site lies within a Green Barrier and the development would lead to the irreversible loss of land which has an Agricultural Land Classification of 3a, thus the proposals conflict with policies EC1 and EC2.

Ordinarily I would recommend planning permission be refused on the grounds that proposals represent a very clear departure from UDP policies. However the Council is only required to determine planning applications in accordance with an adopted development plan ***unless material considerations indicate otherwise.***

Permission to develop this site has been refused on two previous occasions due to it being outside of the settlement boundary. The 2002 refusal was also refused on the grounds that the site lay within the Green Barrier. Whilst these decisions are a material consideration this does not automatically mean that the current application should be refused for the same reasons. The previous decisions were made in light of the circumstances that applied at the time whereas this application must be considered in light of the circumstances that apply today.

The Community Council has referred to the refusal of permission to develop a site within the Green Barrier on Afoneitha Road in Penycae (P/2013/0003), a decision subsequently upheld on appeal. Whilst there are similarities between the sites in so far as they both lie outside of the settlement boundary and within the Green Barrier, each application must be considered on its own merits. It is clear that the Inspector made his decision in respect of the Penycae site having assessed the site and its immediate surroundings in addition to considering UDP policies.

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Since the UDP was adopted in 2005 there have been some significant changes in circumstances which I will discuss in more detail later in this report.

Housing Land Supply: Policy Wales (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 the most recently published Joint Housing Land Availability Study (JHLAS) (2013) found that Wrexham has a housing land supply of 3.4 years.

Technical Advice Note (TAN) 1: Joint Housing Land Availability Studies advises that the results of the JHLAS should be treated as a material consideration in determining planning applications for housing. Where the JHLAS shows a land supply below the 5 year requirement TAN1 (paragraph 5.1) 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. Planning Policy Wales includes a ***presumption in favour of sustainable development***.

Local Planning Authorities are required to include a statement in the JHLAS study outlining measures it is taking to address a shortfall in housing land supply. In Paragraph 3.5 of the 2013 JHLAS for Wrexham the Council has acknowledged that appropriate consideration will need to be given to any applications submitted for residential development outside of existing settlements.

Loss of Green Barrier/Agricultural Land: The site is bounded to the south by the A539 Llangollen Road, to the south east by the Shrewsbury – Chester railway line, to the north and west by existing residential development and to the east by a play area. The development of the site will therefore not result in an intrusion of urban development into a rural setting and represents a logical addition to an established built up area

The development will narrow the amount of undeveloped land currently separating Ruabon from the Wynnstay Technology Park to the south-west. However an open parcel of land on the opposite side of the A539 Llangollen Road, Offa's Dyke and the substantial landscaped grounds of the property Tir Y Fron will ensure that a clear visual break will remain. The indicative site plan also demonstrates it will be possible to retain the trees adjacent to the site boundary with the A539 Llangollen Road to reinforce this visual break.

Grade 3a agricultural land is considered to be amongst the best and most versatile land and should only be developed where there is an overriding need for development. The lack of a 5 year housing land supply does, in this

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instance, mean that there is a need for the development. However this must also be weighed against the impact of the loss of agricultural land.

The land is currently not in agricultural production and does not appear to have been so for a considerable period time. The site is not adjoined by or easily accessed from other agricultural land. Indeed it is effectively landlocked by existing development and transport infrastructure. Therefore notwithstanding it's classification in practical terms the land is unlikely to prove to be particularly attractive to a rural business. Accordingly the benefits of the development in terms of delivering additional housing land and affordable housing outweigh the loss of Grade 3a agricultural land in this instance.

Highways: The roads within the existing Pont Adam housing estate are suitable in terms of width and layout to accommodate the traffic generated by the development. Subject to the replacement of an existing pedestrian guardrail visibility at the junction of Pont Adam Crescent and the B5097 (Pont Adam) will also be adequate.

The B5097 Pont Adam/Church Street is narrow with sections some sections being a little as 3.5 metres wide. There are also lengthy sections of the road without any dedicated pedestrian provision.

The development includes proposals for a dedicated pedestrian link onto Llangollen Road. Whilst this will provide a safer pedestrian route into the centre of Ruabon from both the application site and the existing Pont Adam estate, the majority of the existing residents will be faced with a longer walk. It is therefore doubtful whether the proposals will result in a material reduction in pedestrian traffic along the B5097 Pont Adam/Church Street

The development has the potential to increase the volume of traffic on the B5097 by 17%. Given that the road is already a substandard route for both vehicular and pedestrian traffic, the additional traffic generated by the development is likely to have a detrimental impact upon highway safety.

Loss of open space/recreation area: Whilst objectors have expressed concern about the loss of a site they regard as open space the application site is not listed as public open space in the Council's 2009 Public Open Space survey and as such is not afforded any specific protection under policy CLF4. The site is also privately owned and therefore any access to or use of it by local residents has been at the discretion of the current or previous landowners. The owners of the site could choose to prevent access to it irrespective of the whether it is developed.

Deliverability: For sites to contribute towards the 5 year housing land supply, sites must be free, or readily freed, from planning, physical and ownership constraints, and economically feasible for development.

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Planning constraints

The proposals conflict with a number of UDP policies however as already discussed above the lack of a 5 year land supply is a significant material consideration in favour of the site being developed. The key planning constraint in this particular case is fact that the B5097 is unable to safely accommodate the traffic generated by the development.

Physical constraints

The site slopes downwards from both west to east and from north to south with gradients that are on average around 1 in 10. This will not present a significant constraint to development of the site.

Ownership constraints

I am unaware of any ownership issues that would prevent the site from being developed.

Economic viability

I have no reason to believe that the development, including the provision of education contributions, affordable housing and public open space, is unviable.

Design: The indicative layout plan demonstrates that the site can accommodate 49 dwellings with private gardens and off-street parking as well as generous areas of public open space.

At 30 dwellings per hectare the development has a higher density than the adjacent Pont Adam estate, which has a density of around 19 dwellings per hectare, however the density of development varies considerably in the wider village and accordingly I do not consider the proposals to be excessive.

The indicative plan demonstrates that an acceptable form of development is achievable with regards to layout, private garden provision, off-street parking provision and the retention of the majority of the mature trees within the site. It also demonstrates that it will be possible to develop the site without adversely impacting upon the occupiers of existing properties in Pont Adam Crescent by way of loss of light, privacy and without proving visually overbearing.

Noise: Due to the proximity of the site to the A539 Llangollen Road and the Shrewsbury to Chester railway line the dwellings built near to the south and south eastern boundaries of the site will need to incorporate acoustic mitigation including a higher specification of glazing than would normally be installed. An acoustic mitigation scheme could be required by condition were the development to proceed.

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Affordable Housing: In accordance with policy H7 and LPG28 the affordable housing requirement for the development is 12.25 dwellings. The indicative plans shows 12 affordable dwellings which is marginally short of the full requirement. LPG28 advises that where the affordable housing requirement is a fraction of a dwelling it should be provided as a commuted sum. These would be secured by a Planning Obligation.

Were the development to proceed it would make a valuable contribution to the provision of affordable housing in this part of the County Borough.

Ecology: The site has been subject to an ecological appraisal that concludes the site as a whole is of limited ecological value. However the retention of four mature trees is recommended due to the probability that they accommodate bat roosts. The indicative layout has taken account of this recommendation.

NRW have objected to the application on the grounds that further survey work in respect of bats is necessary in order to:

- 1) Ascertain the extent to which bats use of these trees as well as the species of bats present;
- 2) How these trees will be connected to other bat habitats during and following construction;
- 3) How the proposed lighting scheme will be adapted to provide dark corridors for bat movement to and from these trees, and throughout the development as a whole.

All but one of the trees recommended for retention by the ecological appraisal are located adjacent to the southern boundary of the site. These trees form part of a larger belt of mature trees that extend along the southern boundary of the site and along (but outside of) the western boundary of the site. I therefore consider it unlikely that the proposals will significantly impact upon the connectivity between bat habitat on site and bat habitat in the wider locality.

Because this is an outline planning application and the detailed layout and design of the scheme has yet to be finalised it would be unreasonable to require a detailed lighting scheme to be submitted at this stage. A condition requiring a lighting scheme designed to minimise the impact on bats could however be required by condition.

There is a high potential for the site to be used by breeding birds but provided scrub, hedge and tree removal take place outside of the breeding season, or the site thoroughly assessed before removal works take place, the development will not adversely impact upon them.

Notwithstanding NRW's objection, I am satisfied that the concerns they have can be addressed and that appropriate conditions could be imposed to ensure

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that the development does not result in significant and detrimental impacts upon the favourable conservation status of statutorily protected species.

Drainage: Welsh Water have not expressed any concerns about the capacity of the local sewerage system.

Whilst NRW have requested further assessments, the preliminary drainage strategy that has been submitted demonstrates that soak way/infiltration drainage systems can be used on this site. There are recommendations for further assessments to be carried out within the strategy itself however I am of the opinion these are primarily necessary to inform the final layout and design of the development. I am satisfied that there is sufficient scope for the site to be designed to incorporate adequate means of surface water drainage and that conditions could be imposed to require the additional assessments and a detailed surface water strategy to be submitted at reserved matters stage.

Community Infrastructure: The potential impact upon community infrastructure is a concern that has been raised by the Community Council and local residents.

Education has advised me that there is adequate local primary school capacity to accommodate children from the development. Contributions towards secondary school provision are however required which can be secured via a planning obligation.

The indicative plans demonstrate that on-site public open space can be provided and it's long term management can be secured by planning obligation.

There is no UDP policy or Local Planning Guidance Notes that impose a requirement for the developments to provide or make contribution towards other infrastructure such as health care facilities.

Other Matters: There is no right of a view over private land therefore it would be unreasonable to refuse permission for the development on the grounds that it will impede views currently enjoyed by local residents.

Conclusion: Because Wrexham does not have a 5 year housing land supply (as required by Planning Policy Wales) and the site represents a logical extension to the existing built up area of Ruabon the fact that the proposals represent a departure from adopted UDP policies would not be a valid reason to refuse permission in this instance.

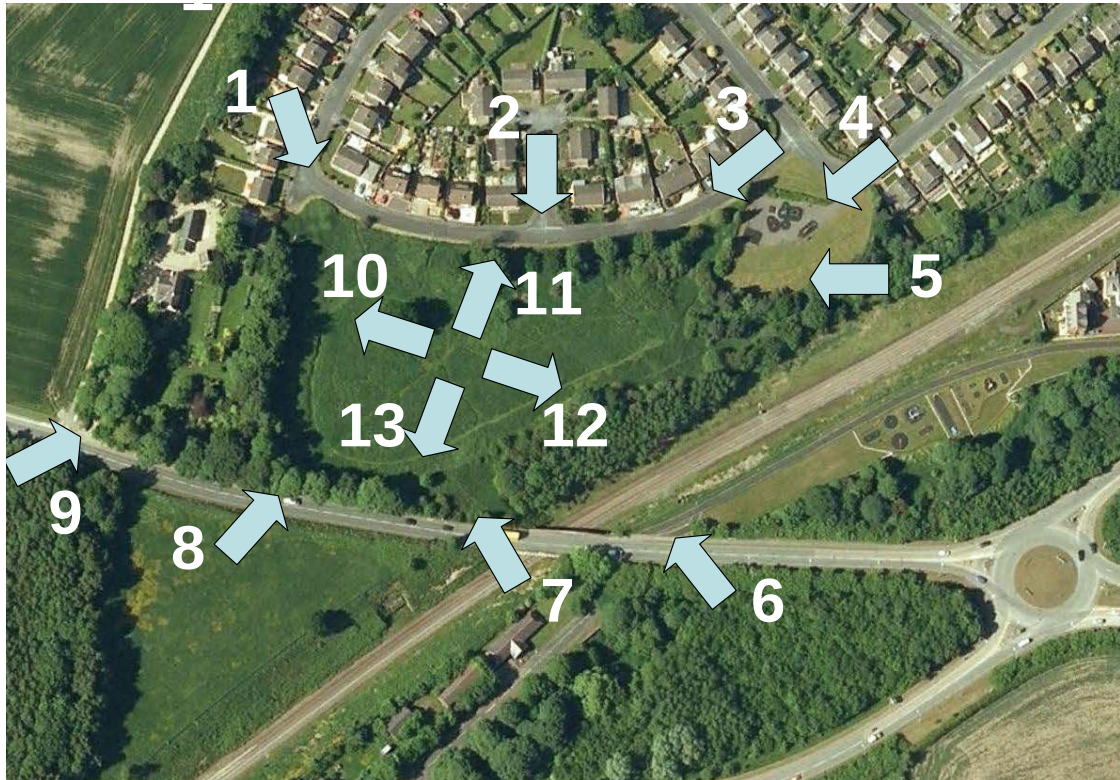
Notwithstanding the above, the B5097 Church Street/Pont Adam cannot safely accommodate the additional traffic that is likely to be generated by the development. Accordingly the development does not accord with policy GDP1(d).

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RECOMMENDATION: That permission be REFUSED

REASON(S)

1. The B5097 road (Church Street/Pont Adam) that gives access to the site is, by reason its width, horizontal alignment and substandard pedestrian provision, unable to safely accommodate the material increase in traffic likely to be generated by the development. Accordingly the development goes not accord with policy GDP1 (d) of the Wrexham Unitary Development Plan.
-



Photograph 1
View from Pont Adam Crescent into the site



Photograph 2
View from Pont Adam Crescent into the site



Photograph 3
View from Pont Adam Crescent into the site



Photograph 4
View from the entrance to the playground across towards the site



Photograph 5
View from the playground across towards the site



Photograph 6
View from the A539 Llangollen Road towards the site



Photograph 7
View from the A539 Llangollen Road towards the site



Photograph 8
View from the A539 Llangollen Road towards the site



Photograph 9
View from the A539 Llangollen Road towards the site



Photograph 10
View from inside the site looking west



Photograph 11
View from inside the site looking north



Photograph 12
View from inside the site looking east



Photograph 13
View from inside the site looking south

From: Mark Walters [mailto:Mark@cpat.org.uk]
Sent: 31 March 2014 12:44
To: Jonothan Croft
Subject: Ruabon - Archaeology - Site Comments

Dear Jonothan

Thank you for the consultation on this development site which was forwarded to me by Chris Martin.

There are no identified archaeological sites within the development area red boundary.

The boundary of the scheduled monument SAM De 141 - Offa's Dyke lies 40m to the west. Provided no access or services are heading west into this area there should be no direct impact. Visual impacts should be minimised by the 40 metre buffer and by the tree screen on the western boundary, which should be retained.

We would therefore have no requirement for archaeological intervention here, but would wish to be consulted if the development boundary changes.

Regards

Mark

Mark Walters
Development Control Archaeologist / Swyddog Rheoli Datblygiad

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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.

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