

PLANNING STATEMENT

(including Design and Access Statement)

Erection of 111 Dwellings including Provision of
Roundabout on Llay New Road, Internal Access Roads,
Public Open Space Areas and Retention
of Existing Footpath Route

Land off Llay New Road,
Rhosrobin, LL11 4RB

Prepared for Castlemead Group Ltd by
Nigel Thorns BSc(Hons) DipTP MRTPI

NigelThornsPlanningConsultancyLtd

CharteredConsultantTown&CountryPlanning

Watton, 22 Kingsland Road,
Shrewsbury, Shropshire, SY3 7LD
Tel 01743 343660
Mobile 07791316173
Email nigel@nigelthorns.co.uk

Contents

Section	Page
1. Introduction	1
2. Description of the Site	2
3. Design & Access Issues	3
4.1 Accessibility	3
4.2 Environmental Sustainability	4
4.3 Character	4
4.4 Community Safety	6
4.5 Movement to, from and within the Development	6
4. Planning Policy	8
5.1 The Development Plan	8
5.1 Local Development Plan (LDP2)	8
5.2 Other Material Considerations	8
5. Planning Policy – 5 Year Supply of Housing	9
6.1 Planning Policy Wales (Feb 2014)	9
6.2 Wrexham County Borough Council (JHLAS)	9
6.3 Technical Advice Note (TAN) 1 – JHLAS	10
6.4 Steps to be taken in line with Technical Advice Note (TAN) 1	11
6.5 5 Year Land Supply - Conclusion	12
6. Other Planning Issues	13
7.1 Sustainability of the Settlement	13
7.2 Deliverability	14
7.3 Boundaries of the site	14
7.4 Visual Impact	14

continued

7.5	Ecology Surveys	16
7.6	Dedication of Wildlife Area	17
7.7	Open Space	18
7.8	Trees	18
7.9	Impact Upon Neighbouring Properties	19
7.10	Foul Water Drainage	20
7.11	Surface Water Drainage and Flood Risk	20
7.12	Affordable Housing	21
7.13	Vehicular Access	21
7.14	Highway Improvements – Land for Future Roundabout	22
7.15	Highway Improvements – Traffic Calming Llay New Road	22
7.16	Parking	22
7.17	Existing Footpath	22
7.18	Agricultural Land Classification	23
7.19	Archaeology	23
7.20	Minerals	23
7	Improvements to Application P2014/0480	24
8.	Reason for Refusal - Application P2014/0480	26

Document 1	Planning Committee Report 3 rd November 2014
Document 2	Photographs of the Site
Document 3	Shrewsbury, Wrexham to Liverpool Line – Train Timetable
Document 4	Local Bus Timetables

1. Introduction

This report considers the planning issues associated with the application on Land off Llay New Road, Rhosrobin, Wrexham LL11 4RB

The application proposes:

Erection of 111 Dwellings including Provision of Roundabout on Llay New Road, Internal Access Roads, Public Open Space Areas and Retention of Existing Footpath Route

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

The application is a resubmission of Planning Application P/2014/0480 which proposed 117 Dwellings and was refused by Wrexham Council on the 3rd November 2014.

An appeal has been submitted against this refusal of planning permission. The appeal will be considered at an 'Appeal Hearing' and costs against Wrexham County Borough Council are being applied for.

2. Description of the Site

The site lies within the settlement of Rhosrobin around 1½ mile to the north west of the centre of Wrexham.

The site is roughly rectangular, tapering to the east.

The land is generally flat and is bisected by a public footpath running from Llay New Road (opposite Rhosrobin Road) and Plas Acton Road (adjacent to The Mews).



The land is split into 4 parcels of land as shown on the photograph above, which are separated by a combination of hedgelines and post and wire fencing.

The site has clear and defensible boundaries and the following uses/features surround the site

- Llay New Road which runs along the western boundary, with Rhosrobin beyond
- Agricultural land to the north west
- Wrexham Cemetery to the north with Plas Acton Road to the beyond this
- On the northern side of Plas Acton Road is the Pandy Business Park and Car Sales Garages
- Pandy Farm and The Mews which are dwellings to the north eastern corner of the site
- the railway line runs along the south eastern boundary with agricultural fields beyond
- to the south is Church Lea a private cul-de-sac of houses

Photographs of the site are attached as Document 2.

3. Design & Access Issues

3.1 Accessibility

A Transport Assessment along with a Travel Plan has been prepared by AXIS of Camellia House, 76 Water Lane, Wilmslow, SK9 5BB and this is submitted as part of the planning application documentation. The following issues are relevant to the issue of accessibility:

1. the site is accessed off Llay New Road. A new roundabout is proposed to provide a safe/convenient vehicular access which would also assist slowing traffic on Llay New Road
2. There are footpaths running from the site to nearby services and facilities within Rhosrobin and the centre of Wrexham (1½ miles to the south east).
3. There is a footpath within the site which links Llay New Rd with Plas Acton Rd which will assist in integrating the development into the local area
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 and the spaces will be provided in a mix of tarmac and pavements for ease of movement/access
6. 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
7. 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. In addition 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)

3.2 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 scheme will meet the requirements of Building Regulation standards in force at the point of determination.

The development of the site will be sustainable and in line with current building standards.

3.3 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 in the local area are predominantly modern bungalows, detached and semi-detached properties, along with a small number of traditional cottages. Typical house styles and materials are shown below.





The photographs above show typical properties in the area to the west of the site along Llay New Road and Rhosrobin Road



The photograph above left shows a typical property on Church Lea to the south. Above right is 'The Mews' cottages on the north eastern boundary of the site.

The surrounding properties are very simple in terms of their design detailing and include simple casement windows, projecting gables and a range of simple porch designs. The predominant building materials are brick with small elements of render with tiled roofs.

The proposed dwellings 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

Typical elevations of the dwellings through the site are shown below.





The proposed buildings have been designed to reflect the scale and character of the properties in the vicinity and comply with thrust of policies GDP1 of the Unitary Development Plan and Technical Advice Note 12 Design (2009)

3.4 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.

Due to the detailed design and layout, 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.

3.5 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 Rhosrobin which includes the following services and facilities:

- **Footpaths**

There are footpaths running from the site to nearby services and facilities within Rhosrobin directly to the west and the centre of Wrexham which is around 1½ miles to the south east.

There is also a footpath within the site which links Llay New Road with Plas Acton Road which will assist in integrating the development into the local area.

- **Public Transport Infrastructure - Rail**

Gwersyllt Train station lies 1,100m (¾ mile) directly to the west of the site only around 15 minute walk from the site

This line lies on the Shrewsbury, Wrexham to Liverpool line and a timetable is attached as Document 3

- **Public Transport Infrastructure - Bus**

There is a regular Bus Services serving the settlement and the bus stop lies immediately adjacent on Llay New Road.

Bus Timetables are attached as Document 4

- **Transport Infrastructure - Road**

There are good local highway linkages close to the site including:

- o B5425 direct to the centre of Wrexham to the south east
- o A483 to the A55 and North Wales coast
- o A483 to Chester, the M56 and the North West
- o A483 and the A5 to Shrewsbury and the West Midlands

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

4. Planning Policy

4.1 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 within an area of open countryside.

However the site lies adjacent to

- The built up edge of Rhosrobin to the west (Inset Map 5)
- development boundary of Wrexham to the south (Inset Map 1 Rhosddu)
- development boundary of Wrexham to the north east (Inset Map 1 Pandy)

The following Local Planning Guidance Notes are also relevant

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

4.2 Local Development Plan (LDP2)

Wrexham County Borough Council is preparing the Local Development Plan (LDP2) which will replace the current adopted Unitary Development Plan.

However the Delivery Agreement has recently been amended with Adoption of the Plan not due until at the very earliest March 2018.

4.3 Other Material Considerations

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

5. Planning Policy – 5 Year Supply of Housing

5.1 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)

5.2 Wrexham County Borough Council (JHLAS)

The latest Wrexham County Borough Council Joint Housing Land Availability Study (JHLAS) for 2013 presents the housing land supply for the area at the base date of 1st April 2013.

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 3.4 years.

This is set out in the table below:

2.5 Overall total 5 year land supply (large + small sites) is 1551 units (1053 + 498).

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

A	Total Previous 10 Year Completions (2003 – 2013)	4474
B	Average Annual Completions = (A / 10)	447
C	Total 5 Year Land Supply	1551
D	Land Supply in Years = (C / B) rounded to one decimal place	3.4 years

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

5.3 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.

Paragraph 5.1 of TAN 1 (situations where supply is below 5 years) explains that:

“Where the current study shows a land supply below the 5 year requirement, 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.

In addition, local planning authorities must take steps to increase the supply of housing land. This may include reviewing the development plan, releasing land in its ownership, expediting planning applications or securing the provision of infrastructure for particular sites, which prospective developers may be prepared to finance in whole or in part.

The local planning authority must include a statement in the JHLA study outlining the measures it is taking to address the shortfall in housing land supply

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.

5.4 Steps to be taken in line with Technical Advice Note (TAN) 1

TAN 1 is very specific in that where the supply of housing land does not meet the 5 year target, it requires Local Planning Authorities to review their land supply and take steps to increase the supply of housing land. The following options are available:

1. Reviewing the Development Plan

Following an Examination in January 2012, the Wrexham Local Development Plan (2006 – 2021) was withdrawn.

The Delivery Agreement of January 2013 suggests that the Wrexham Local Development Plan (2013 to 2028) does not envisage adoption until 2015.

This is not a reasonable or viable option to increase the supply of housing land in the short term.

2. Releasing Land in its Ownership

The issue of the shortage of land supply has been known since at least mid/late 2013.

There appears to be no efforts being made by the Council to sell land in order to increase the supply of housing land in the short term.

In addition it is extremely unlikely that Council owned land would contribute sufficient land in order to suitably increase the supply of housing land in the short term.

3. Expediting Planning Applications

This is a viable option.

In order to increase the supply of housing land in the short term the Council need to grant planning permission for residential development.

Indeed the Wrexham County Borough Council Joint Housing Land Availability (JHLAS) Study for 2013 acknowledges that this is the only

viable alternative to increase housing land supply in the short term. The document states at paragraph 3.5 that:

“The Council will give appropriate consideration to any applications that may be submitted for residential development outside of existing settlements. It must be stressed, however, that the Council cannot guarantee that any such applications will be approved simply because they contribute to the land supply. The need to increase the 5 year supply will not override the need to take account of all other planning constraints and material considerations. Any applications will be carefully considered on their own individual merits together with the potential contribution that such development can make to the overall housing land supply”

4. Securing the Provision of Infrastructure for Particular Sites (which prospective developers may be prepared to finance in whole or in part)

It is unlikely that there are key sites remaining to be developed which would contribute substantially to the increase in the supply of housing land in the short term.

In addition it is unlikely that the Council would be in a position to secure the provision of infrastructure.

Under the requirements of TAN 1 the Local Planning Authority is required to review its land supply and take steps to increase the supply of housing land.

Of the 4 options noted within TAN 1, the only viable option to increase the supply of housing land is to expedite the granting of planning applications which meet the requirements of National Planning Policy.

5.5 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 3.4 years supply of housing land.

TAN 1 specifies the steps required of Local Planning Authorities if they cannot provide a 5-year supply of housing land.

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.

6. Other Planning Issues

6.1 Sustainability of the Settlement

The site lies within the settlement of Rhosrobin, but this lies adjacent to the centre of Gwersyllt and close to Pandy and the centre of Wrexham. Within a short walking distance of the site are the following services and facilities:

Retail Uses

Rhosrobin Stores lies around 150m from the site entrance. This provides general provisions and newsagents.

The wider area includes a wide range retail uses within easy walking distance including a Lidl supermarket, Tesco supermarket, Iceland supermarket, Newsagents, Inspire Hair & Beauty Station, Fish Bar, (along with many other retail uses in the centre)

Services and Facilities

Gwersyllt Dental Practice
Pen Y Maes Health Centre, Gwersyllt
Daleside Veterinary Group, Rhosrobin (opposite the site)

Schools

The following schools lie nearby:

Ysgol Bryn Alyn (Secondary),
Gwersyllt Junior C.P. School (Primary),
Ysgol y Gaer Infants School (Primary),
Ysgol Heulfan CP (Primary),
Ymlaen (Special Education),
Gwersyllt Support Centre (Special Education)

Employment Uses

There are a wide range of employment uses in the vicinity of the application site which include

Rhosddu Industrial Estate, Rhosrobin LL11 4YL (200m south)
Plas Acton Road Car Showrooms, Pandy, LL11 2UA (50m north)
Pandy Business Park, Plas Acton Road, Wrexham, LL11 2UD (20m east)

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

6.2 Deliverability

The site is available for immediate development as Castlemead Group 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.

6.3 Boundaries of the site

The site is contained by the following natural/built features:

- North – mature hedgeline with neighbouring agricultural land and the Cemetery and Plas Acton Road beyond
- North East – mature hedgeline, residential properties of The Mews and Pandy Farm and Plas Acton Road beyond
- East – mature hedgeline, Railway Line
- South – residential development of Church Lea
- West – mature hedgeline, Llay New Road and properties within Rhosrobin beyond

Critically the site does not project into an area of unbounded open countryside and is contained by clear physical/built features which form clear and defensible boundaries.

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

6.4 Visual Impact

The area is currently agricultural land with the current grading ALC Grade 3a and 3b (see Agricultural Land Classification provided by Soil Environment Services Ltd in March 2014).

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 Church Lea and there are no longer distant views into the site from this direction

In addition when entering the settlement on the B5425 from the south, high hedgelines obscure any views into the site.

From the West

The western site boundary is formed by a dense and mature hedgeline which creates a high barrier to views into and through the site.

The hedge would be retained where possible (along the southern part of the western frontage)

The access roundabout will result in the loss of a stretch of hedgerow at the site entrance to facilitate the associated engineering works.

The roundabout and the associated areas of open space around the western site frontage open up the land when approaching the site along Rhosrobin Road.

This opening up of the site frontage along with the proposed open spaces throughout the site will create a feeling of space at the site entrance and through the site.

From the North West

The agricultural land to the north west creates a natural ridgeline which restricts any views into the site from the north west.

In addition the high mature hedgelines in the vicinity prevent views into the site from the north west.

From the North

Like the land to the north west the land of the Wrexham Cemetery contains higher ground which prevents views into the site from Plas Acton Road and the north.

From the East

The existing properties The Mews and Pandy Farm form a physical barrier to views into the site from Plas Acton Road from the east.

In addition the high mature tree and hedgelines on both sides of the railway cutting prevent views into the site from the east.

Critically there are no longer distant views of the site due to the topography, high and mature hedgelines and the existing development surrounding the site.

Views of the site tend to be close ranging in key locations around the site. However even these have limited views into the site due to the high and mature hedgeline around the perimeters of the site.

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	
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.

The opening up and landscaping around the site entrance along with the open space within the site would create a far more open vista into and through the site. This would create a low/slight beneficial impact.

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.

6.5 Ecology Surveys

In order to assess the site and determine the possible impacts upon biodiversity, the following reports have been prepared by Cheshire Ecology Ltd of Milton Green Farm Cottage, Chapel Lane, Handley, Chester, CH3 9EE

- Phase I Habitat Survey Report
- Great Crested Newt Survey
- Reptile Survey

These Reports form 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 (TAN) 5 Nature Conservation and Planning (2009)

6.6 Dedication of Wildlife Area

In addition to the Cheshire Ecology reports noted above a Method Statement for Great Crested Newts has also been prepared and is submitted with the current planning application.

This identifies the proposed Wildlife Area which lies to the north of the proposed development site. This is approximately 1.06ha in area and will be used to create five ponds for great crested newt.

The eastern boundary of the site will be planted with a selection of native deciduous trees, including sessile oak *Quercus petraea*, ash *Fraxinus excelsior* and field maple *Acer campestre*. The deciduous trees will cover approximately 10% of the Wildlife Area and will act as a windbreak for northeasterly winds.

The remaining area will be top sown with an agreed wildflower seed mixture and managed as a hay meadow.

Approximately 20% of the Wildlife Area will be left as rough grassland and another 10% will be planted with native shrubs such as guelder rose *Viburnum opulus*, dog rose *Rosa canina*, hawthorn *Crataegus monogyna*, dogwood *Cornus sanguinea* and sloe *Prunus spinosa*.

The remaining 40% will be managed as a species-rich hay meadow and mown annually in late July or early August. The arisings will be removed the site and disposed of elsewhere. The rough grassland will be cut every five years to prevent scrub from developing.

At least three hibernacula will be constructed near the ponds to provide cover for the great crested newts. Piles of cut timber resulting from the removal of the single hedgerow during development will be deposited near the deciduous trees to provide a habitat for invertebrates.

Importantly there will be no public access to the mitigation site.

The land will be gifted to a suitable management body upon completion of the works. Discussions have taken place with Council Officers and suitable receiving bodies have been identified.

The scheme meets the guidance within Technical Advice Note (TAN) 5 Nature Conservation and Planning (2009)

6.7 Open Space

The requirement for open space is set out within 'Local Planning Guidance Note No 10 - Public Open Space in New Housing Development' which suggests that a development of this size requires 0.8991 hectares of open space on site.

The scheme shows a variety of open space areas throughout the site amounting to 1.185 hectares (2.482 acres). Particularly the scheme provides significant areas of open space and play equipment as follows:

- on the western boundary of the site with Llay New Road to create an open and attractive frontage to the development
- along the key vehicular route through the site in order to create a sense of space within the development
- along and adjacent to the public footpath through the site in order to ensure the route remains an attractive feature within the site
- at the eastern end of the site adjacent to Pandy Farm and The Mews and Plas Acton Road to create a green break in this location
- 2 play equipped areas within POS6 and POS18/19

Overall the scheme exceeds the standards of the LPGN 10 requirement by providing 131% of the necessary open space across the site.

This does not include the 1.06ha for the proposed Wildlife Area referred to in section 7.6 above. If this was included, the scheme would be providing 249% of the necessary open space across the site.

6.8 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.

An Arboricultural Impact Assessment 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.

The submitted scheme reflects the recommendations of the Arboricultural Impact Assessment and the layout demonstrates that 111 dwellings can be accommodated on the land whilst retaining all significant trees and hedges within the site. The retention of the key trees and hedgelines will assist in biodiversity and wildlife promotion and also to help in the assimilation of the scheme into the existing landscape.

6.9 Impact Upon Neighbouring Properties

The application site is bounded by existing dwellings on 3 sides and the impact upon these is considered below:

Pandy Farm and The Mews to the East

Between these properties and the proposed dwellings is a large and mature hedge which is being retained.

The latest scheme for 111 dwellings significantly changes the relationship with these existing houses.

Pandy Farm sits gable on to the site. The nearest proposed dwelling is Plot 98 which is 42m distant with its gable facing towards Pandy Farm.

The Mews also sits gable on to the site. The nearest dwelling is plot 97 and its nearest point is around 55m from The Mews.

Church Lea to the South

The properties along Church Lea face east/west parallel with the access driveway. This means that these houses do not look directly over the land, but look along its southern boundary, parallel with it.

The new properties along this southern boundary have been positioned to avoid any direct overlooking.

Properties along New Llay Road

These properties are on the western side of New Llay Road and face across towards the site.

However given the intervening highway, the closest relationship (existing house to proposed house) is around 28/30m with most being around 35m+.

The dwellings have been positioned and orientated to ensure that there is no material impact upon the existing residential properties around the site

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.

6.10 Foul Water Drainage

An existing foul main drain is available within the site as shown in the extract below.



The foul water from the properties will drain to this foul main connection. The point(s) of connection will be agreed with the relevant statutory undertaker Welsh Water.

A hydraulic modelling assessment has been commissioned from Welsh Water and that will be used to inform the specification of the additional foul drainage infrastructure required to enable the development to proceed.

In the previous application Welsh Water recommended a 'Grampian' style condition be imposed to prevent development commencing until a scheme for the provision of foul drainage infrastructure has been agreed. The condition would also prevent any dwelling being occupied until an approved foul drainage infrastructure scheme has been implemented in full.

6.11 Surface Water Drainage and Flood Risk

A Surface Water Drainage Assessment has been prepared by Kane Design of 15 Winchester Way, Gresford, Wrexham, LL12 8HH and this is submitted with the planning application documentation.

This has been updated following the reduction in numbers to 111 within the current application but the principles remain as previously proposed.

During the previous application NRW were comfortable with the principles of the scheme and suggested a planning condition to cover the issue of surface water disposal.

6.12 Affordable Housing

Policy H7 of the UDP requires an element of affordable housing to be provided on developments of 25 or more dwellings and Local Planning Guidance Note 28 Affordable Housing suggests that the Council will normally expect that 25% of the total site capacity to be provided as affordable housing.

As the scheme proposes 111 dwellings, the UDP policy requires the provision of 27.75 affordable dwellings within the site.

It is proposed to include 28 affordable units on the site and these are indicated on the schedule attached to the Proposed Site Plan as follows:

- 16 x one bed terraced apartment
- 10 x two bed semi and terraced houses
- 2 x three bed semi and terraced houses.

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

6.13 Vehicular Access

A Transport Assessment and Travel Plan have been prepared by AXIS of Camellia House, 76 Water Lane, Wilmslow, SK9 5BB and this is submitted as part of the planning application documentation.

These reports were prepared during the consideration of the previous scheme Application P/2014/0480 which proposed 117 Dwellings. However the documents remain pertinent to the current application for 111 dwellings and are submitted accordingly.

In terms of the access arrangements the report concludes that:

It is concluded that the development of land off the B5425 Llay New Road, Rhosrobin, to deliver up to 117 residential dwellings would not result in a detrimental impact on the local highway network, either in operational or highway safety terms.

The Travel Plan seeks to encourage and maximise travel to the site by alternative travel modes to the private car. The Travel Plan will be adopted on a 'sitewide' basis for the residential scheme with a central Travel Plan Co-ordinator (TPC) role managing travel requirements for all residents.

The Transport Assessment and Travel Plan demonstrate that the access to the site along with the surrounding highway network is capable of accommodating the traffic associated with the proposed 111 dwellings and that the development is sustainable.

6.14 Highway Improvements – Land for Future Roundabout

The Highway Authority indicated that there is a longer term aspiration to provide a future roundabout at the Llay New Road (B5425) and the Plas Acton Road junction.

The current planning application shows this land reserved for this future highway improvement, and this will be kept available for that use in line with the request of the Highway Authority.

6.15 Highway Improvements – Traffic Calming Llay New Road

During consideration of the planning application P/2014/0480 the Highway Authority requested that certain improvements were undertaken to the white lining to the south of the proposed roundabout towards Wrexham centre. This was to be considered within a planning condition (No.21 within the Planning Committee Agenda (see Document 1 attached)

These traffic calming measures are included within the current planning application.

6.16 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 scheme provides parking in accordance with this standard.

In addition there are 33 visitor spaces throughout the development which are in addition to the parking spaces required by policy. This will ensure that the

The Proposed Site Plan shows that each of the houses is allocated the appropriate level of parking in accordance with the Local Planning Guidance Note No.16, and that the scheme exceeds the minimum requirement with the inclusion of the visitor spaces noted above.

6.17 Existing Footpath

The existing footpath within the site which links Llay New Road with Plas Acton Road would be retained within the development.

The route of the footpath would remain as existing and the landscaping would ensure that the route remained an attractive walkway through the site.

6.18 Agricultural Land Classification

Soil Environmental Services Limited have 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 and 3b (with 1 being excellent quality and 5 being poor quality).

Given that a large proportion of the site is not of the 'Best Most Versatile' agricultural land, and the restricted access currently available, it is unlikely that this site would be used in arable production.

6.19 Archaeology

Pre application discussions have taken place with Officers of Wrexham Council regarding the issue of Archaeology. There are no features of interest recorded within the local area and so no archaeological investigation was considered necessary.

6.20 Minerals

The site lies within an area for the 'Protection of Mineral Resources' covered by Policy MW9 of the Wrexham County Borough Unitary Development Plan 1996 – 2011 adopted in February 2005.

A 'Desk Study of Minerals' has been prepared by Wardell Armstrong Sir Henry Doulton House, Forge Lane, Etruria, Stoke-on-Trent, ST1 5BD and this is attached as part of the planning application documentation. This concludes that:

There are no commercially viable minerals that could be won by surface extraction methods from within the site. The deposit of sand and gravel is too small to warrant commercial extraction. Development of the site will not impact on the development of a larger mineral operation. As there are no commercially viable minerals that can be extracted from the site, the proposed development will not cause any sterilisation of minerals and we do not see any reason for a site investigation to be undertaken in relation to minerals. However, the developer may wish to drill shallow boreholes for geotechnical purposes. The site is in a coalmining area and the developer may wish to purchase a mining report from the Coal Authority.

Whilst part of the land is allocated as Policy MW9 land within the Wrexham County Borough Unitary Development Plan the information demonstrates that there are no viable minerals within the site.

7. Improvements to Application P2014/0480

The current application is a resubmission of Planning Application P/2014/0480 which proposed 117 Dwellings and was refused by Wrexham Council on the 3rd November 2014.

The previous scheme had Officer support and a copy of the Committee Report is attached as Document 1.

The Design Team has reflected on the Councillor comments at the Planning Committee on the 3rd November 2014 and has amended the current planning application in order to further improve the scheme.

The key improvements to the current application are as follows

1. Reduction from 117 to 111 dwellings
2. Increase in open space area adjacent to Pandy Farm and The Mews at the north eastern end of the site in order to create a green wedge between the development and Pandy
3. The Local Planning Guidance Note 10 Public Open Space in New Housing Development requires 0.8991 hectares of open space on site. The development provides 1.185 hectares of open space throughout the site, which amounts to a policy overprovision of open space of 131%
4. Provision of a second 'Equipped Play Area' for children both within the development and in the local community
5. Provision of 28 affordable units which is an overprovision of affordable houses in accordance with Policy H7 of the UDP, Local Planning Guidance Note 28 Affordable Housing

This is in addition to the following key Planning and Community Benefits inherent in the overall scheme:

6. Creation of 111 homes 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 (the Council do not currently have a 5 year supply of housing land)
7. Dedication of Wildlife Habitat Land on 1.106 hectares of land at the junction of Llay New Road and Plas Acton Road (if this is included as part of the open space provision the scheme would be providing 249% of the necessary open space provision across the site)

8. Provision of a good quality development which would contribute to the sustainability of the local area
9. Retention of key trees and hedges which will assist in biodiversity
10. Significant green spaces throughout the development
11. Retention and upgrading of the footpath link through the site in line with Officer requirements
12. Creation of a new roundabout at the Llay New Road and Rhosrobin Road junction to provide access to the site, but which will also assist in highway safety and traffic calming
13. Additional traffic calming measures towards Wrexham
14. Provision of land for the future highway improvement works at the junction of Llay New Road and Plas Acton Road

It is clear that there are significant improvements to the previously refused scheme along with significant community benefits within the overall package of proposals.

8. Reason for Refusal - Application P2014/0480

The current application is a resubmission of Planning Application P/2014/0480 which proposed 117 Dwellings and was refused by Wrexham Council on the 3rd November 2014. The application was refused for the following reason:

The site lies outside defined settlement limits and within a designated green barrier. To allow the development would be contrary to Wrexham Unitary Development Plan policies PS1, PS2, PS3, PS4 and EC1.

It is factually correct to state that the site lies outside the defined settlement limits and within a designated green barrier. However there are key factors which weigh in favour of the development as follows:

1. The Council's 5 year land supply

The detailed discussion regarding the 5 year supply issue is considered at Section 5 above

The Wrexham County Borough Council Joint Housing Land Availability Study (JHLAS) for 2013 concludes that there is only 3.4 years supply of housing land.

TAN 1 specifies the steps required of Local Planning Authorities if they cannot provide a 5-year supply of housing land.

This 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 (the local Planning Policies are set aside in these circumstances) where Planning Policy Wales includes a presumption in favour of sustainable development

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.

2. Development within Green Barrier and Open Countryside

The emerging LDP2 requires several thousand new dwellings to be provided within sustainable locations, within the Borough.

These sustainable locations are located around the edge of key settlements which in most cases include around their boundaries, Open Countryside and/or Green Barrier designations.

The requirements of TAN1 along with the housing needs identified within the Borough will mean that Green Barrier and open countryside locations will need to come forward for development in the very near future.

3. Importance of the Green Barrier in this Location

The site includes very strong boundaries as follows:

- North – mature hedgeline with neighbouring agricultural land and the Cemetery and Plas Acton Road beyond
- North East – mature hedgeline, residential properties of The Mews and Pandy Farm and Plas Acton Road beyond
- East – mature hedgeline, Railway Line
- South – residential development of Church Lea
- West – mature hedgeline, Llay New Road and properties within Rhosrobin beyond

The site has clear and strong boundary features around the site. This means that views into the site are strictly limited (see section 6.3 and 6.4 above).

Therefore the importance of the Green Barrier on this specific site is limited

4. Amendments to the Current Scheme

The general improvements to the scheme are noted in section 8 below.

However one key improvement which relates to the Green Barrier issue is the inclusion of an additional band of open space in the eastern end of the site in order to create a green wedge between the development and the properties on the western edge of Pandy

This creates a green break in the development to assist in the separation of Rhosrobin and Pandy

The pressing need for additional housing land is a key reason why this application should be approved, and this issue sets aside the Unitary Development Plan policy considerations.

The scheme provides a sustainable development in line with the requirements of Planning Policy Wales.

On balance there are no material planning considerations which justify a refusal of the current planning permission.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

APPLICATION NO:
P/2014 /0480

LOCATION:
LAND OPPOSITE ST PETERS
CLOSE OFF LAY NEW ROAD
RHOSROBIN WREXHAM
LL11 4RB

DATE RECEIVED:
01/07/2014

COMMUNITY:
Gwersyllt

CASE OFFICER:
MP

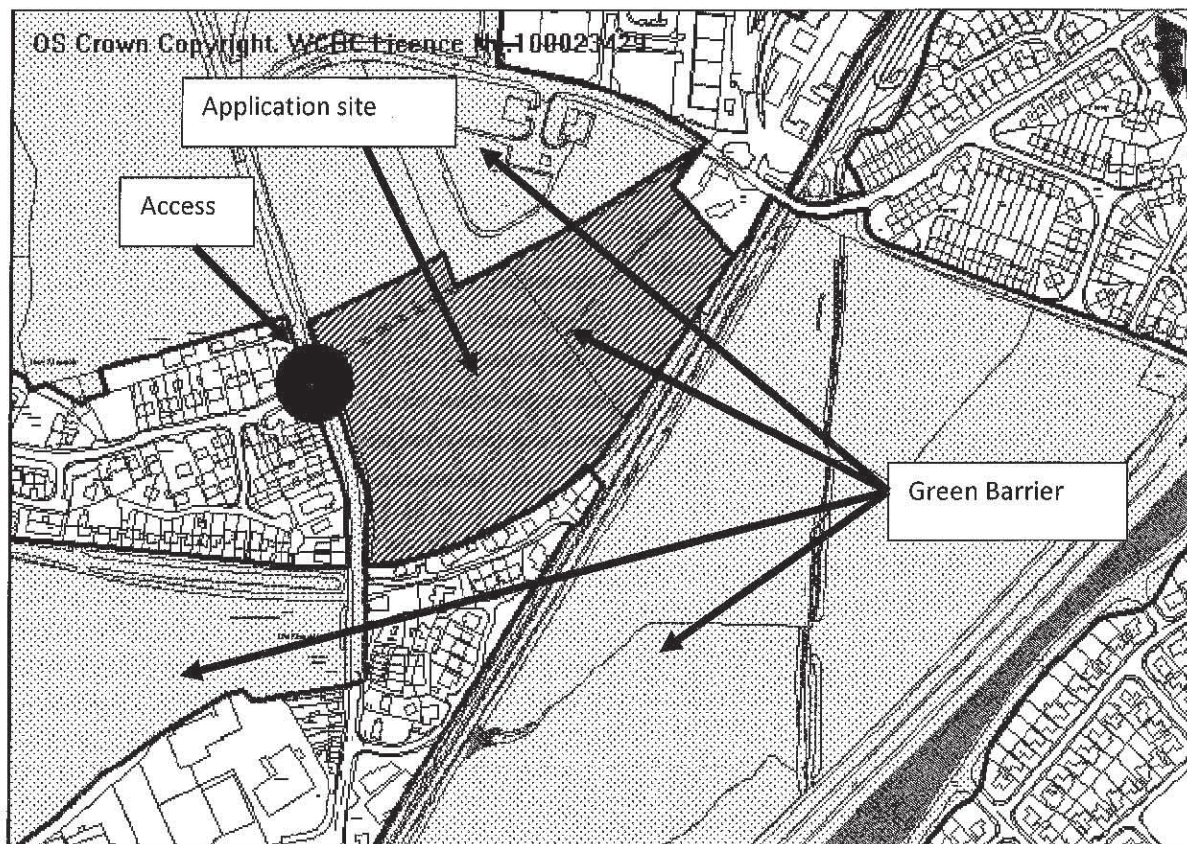
WARD:
Gwersyllt East & South

DESCRIPTION:
ERECTION OF 117 DWELLINGS,
INCLUDING PROVISION OF
ROUNDAABOUT TO PROVIDE
ACCESS, NEW INTERNAL ACCESS
ROADS, PUBLIC OPEN SPACE AND
RETENTION OF EXISTING
FOOTPATH ROUTE.

AGENT NAME:
NIGEL THORNS
PLANNING
CONSULTANCY

APPLICANT(S) NAME:
CASTLEMEAD GROUP LTD

THE SITE



REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

PROPOSAL

As above.

HISTORY

Part of the application site and part of the land now occupied by Plas Acton Cemetery

GWE 18138 Industrial development (2 plots) and construction of estate road.
Refused 30.7.1990

GWE 19113 Industrial development (4 plots) and construction of new
vehicular and pedestrian access. Refused 8.4.1991.

*Application site plus the land now occupied by Plas Acton Cemetery and the
land that will form the habitat mitigation area*

GWE 13491 Residential development (128 three and four bedroom detached
houses with double garages) and construction of new vehicular
and pedestrian access. Refused 12.1.87

DEVELOPMENT PLAN

Outside of settlement limit, within Green Barrier. Policies PS1, PS2, GDP1,
EC1, EC2, EC4, EC6, H5, CLF5, CLF7, T8 and MW9 apply.

CONSULTATIONS

Community Council:

Object on the grounds that the site in
question is outside the settlement
limit.

Local Members:

Notified 8.7.14

Public Protection:

Have made the following questions:

- The development has the
potential to generate a lot of
vehicle movements. There is
therefore a potential that local
residents may be exposed to
poorer air quality through traffic
emissions;
- Recommends a condition
requiring that no development
commences until an air quality
assessment be carried out and
submitted to and approved by the
Local Planning Authority;
- Condition requiring investigation
of an in-filled pond for
contaminated material is required;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- Parks, Countryside, Rights of Way:
- Condition and notes regarding amenity impacts of construction required.
- Has made the following comments:
- Keen to avoid high fences next to Gwersyllt Footpath 30;
 - The addition of open space adjacent to the footpath is appreciated and should provide a more open feel to the route;
 - The footpath should be around 3.5 metres wide;
 - Keen to avoid high fences adjacent;
 - Not trees or hedges should be planted within 3 metres of the footpath as it creates a maintenance responsibility for the landowner that is not always carried out and can lead to problems for Rights of Way enforcing this responsibility;
 - Plas Acton Cemetery adjacent to the site by its nature is a sensitive site. It is important the housing development provides some space between the cemetery and houses;
 - The public open space provided on the plan is inadequate to use as public open space. There is a paucity of play areas in this neighbourhood. A new play area is needed for such a large development and this needs to site within a large area of public open space to allow children freedom to play. This large area of open space needs to be in a central location, be landscaped with trees, with some wildflower meadow sowing in some areas and be flexible enough for a variety of recreational uses;
 - There are no details about the play area. It is also next to the main thoroughfare which has no traffic calming, so will not be a safe traffic zone. The play area

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

needs to be set within the larger zone of recreational space, to make it safe and effective for children to use.

- The area set aside for ecological interest in the plan, could have formed part of an extension to Plas Acton Cemetery, for which we have planning permission. The site could have been used for woodland burials, which could have ecological value as well as of use as a cemetery site. This seems to be an opportunity lost for the Authority and local community.

Highways:

Have made the following comments:

Site Access

- It is proposed to construct a four arm roundabout at the junction of Llay New Road and Rhosrobin Road;
- The roundabout will be constructed in accordance with the recognised national standard. A Stage 1 safety audit has been undertaken which indicates that the basic design principle is acceptable with some minor amendments which will be picked up during the full design submission;
- A condition will be attached requiring the submission of further roundabout design details. A Stage 2 safety audit will also be required;
- There are existing issues at the Llay New Road/Rhosrobin junction; the right turning movement for vehicles exiting Rhosrobin Road is problematic as evidenced by a number of recorded accidents. The proposed roundabout should ensure easier access onto Llay New Road for vehicles leaving Rhosrobin Road;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- The roundabout will also reduce the speed of vehicles on Llay New Road;

Traffic Generation

- It is anticipated that maximum traffic output from the site in the morning peak is around 90 vehicles; this is only 1 to 2 per minute and is not considered to be significant in highway terms;
- The percentage increase in traffic flows is a maximum of 3.3%. TAN18 annexe E para 4 provides advice in respect of likely material increases in traffic. As a broad guide the assembly government regards a 5% increase in traffic using any junction as being a material increase;
- Traffic generation in this instance is therefore considered to be within acceptable tolerances;

Llay New Road

- Whilst the proposed roundabout will inevitably reduce vehicle speed along Llay New Road, it is considered that further speed reducing features are necessary. A white centre line hatching road marking scheme will give a road narrowing perception along Llay New Road and should reduce the speed of vehicles travelling from the roundabout in a southerly direction towards Wrexham. The extant works required will be determined by existing road widths and a condition will be a scheme to be submitted;

Travel Plan

- A travel plan has been formulated with the local travel plan coordinator. A condition will be attached to ensure the travel plan requirements are implemented and monitored to help encourage sustainable travel and identify measures to increase the scope for modal shift;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

	- The site is well linked by footway and cycleway to encourage walking and cycling. There is also a regular bus service which stops along the front of the site on Llay New Road;
	<i>Parking</i>
	- adequate off-road parking has been provided within the site, including a number of visitor spaces.
Education:	No contribution required.
HSE:	Do not advise, on safety grounds, against the granting of planning permission.
Housing:	Consulted 11.7.14
Welsh Water:	Recommend planning conditions.
Natural Resources Wales:	Made initial comments on the need for additional information in respect of surface water drainage and ecological mitigation. They have made the following comments following the submission of this information: - further information will be required before the proposal is subject to implementation. Outstanding issues can be addressed by the imposition of planning conditions and obligations; - Recent research commissioned by DEFRA highlights the high rate of failure rate of great crested newt mitigation/compensation schemes. Material factors associated with this were inadequate consideration of long term site security and management issues; - Consider the size and location of the proposed mitigation area to be acceptable; - We consider that the only use of the compensation site shall be for long term amphibian conservation. This must be identified within the provisions of the s106 Agreement;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- Issues associated with long term security, management and wardening have not been effectively considered or addressed;
- We suggest the provision of the s106 agreement include the freehold transfer of the site to the LPA or other body approved by the local authority before the completion of the 100th dwelling;
- We consider that insufficient information has been provided in respect of resources for long term site management, wardening and surveillance. Options include a commuted sum and/or the establishment of a ground rent service scheme levied on each new dwellings with charges index linked.
- The additional site investigations undertaken show that there are pockets of the site that will be conducive to soakaway drainage and pockets of land which are. The drainage report confirms that Welsh Water have stated that there is insufficient capacity within the public sewer network to receive surface water flows from the site. As there are no watercourses in the locality to direct surface water from the development it is of importance that a comprehensive scheme for the management of surface water is developed as part of the detailed design stages of this project;
- Recommend a condition is imposed to ensure a scheme to dispose of surface water is submitted to and approved in writing by your Authority, to ensure effective management of surface water;
- The applicant must minimise pollution during construction;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- recommend that a Site Waste Management Plan (SWMP) is drawn up prior to scheme's commencement in order to ensure full duty of care is complied with. Waste should be reused on site where possible. The SWMP should incorporate a monitoring system for wastes removed from site for reuse or disposal.

North Wales Police:

Have made the following recommendations:

- All parking areas are overlooked and where possible on plot;
- All pedestrian routes are well overlooked and where routed through public open space parkland are at least 3m wide with a 2 m grass strip each side and where possible routes are straight and avoid sharp turns;
- Buildings are designed with security in mind with secure rear gardens with 1.8m secure walling and fencing and 2.1m where boundaries adjoin public footpaths or public open space;
- Buildings are designed with all doors and ground floor windows meeting PAS 24 2012 or equivalent security standards;
- All buildings are designed to have external service meters;
- A suitable scheme of work is submitted in terms of lighting which provides for adequate lighting of vehicle routes, pedestrian routes and car parking areas;
- All road access in residential areas are designed to ensure that maximum vehicle speeds are no more than 20mph;
- Any new school is built to the same principles as above but also includes secure perimeter fencing, monitored intruder alarms;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- Any new commercial developments also adapt the same principles in terms of design to maximise levels of surveillance and use design features to create attractive and user friendly frontage (avoiding the need for shutters);
- All affordable/social housing and Welsh Government funded projects such as new Schools are required to meet Secured by Design standards; it is recommended that liaison for Secured by Design is undertaken with the police prior to any detailed planning approval. North Wales Police would recommend that the whole of the development;
- It is built to Secured by Design standards reason independent research has confirmed that Secured by Design can reduce the risk of crime by up to 75%;
- In view of the councils statutory obligations under S17 of the Crime and Disorder Act, North Wales Police would ask that consideration be given to make items 1-9 conditions of any approval for the development to ensure that these issues are taken full account of in any detailed proposals

Site Notice:
Press Notice:
Neighbours:

Expired 4.8.14

Expired 8.8.14

The owners/occupiers of 30 nearby properties notified 14.7.14. 9 representations received expressing the following objections/concerns:

- The site is within the Green Barrier;
- The site maintains a green barrier between Rhosrobin and Pandy;
- There have been housing developments in Rhosrobin that have made best use of brownfield sites and have to be applauded;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- Developing the green barrier would erode the countryside;
- Additional traffic and increased risks of road accidents;
- Make parking more difficult to drive-less residents;
- A pedestrian crossing should be provided;
- Has it been considered to have another access to the estate off the Pandy Road. Many residents would be wanting to access the A483/Chester and would not therefore need to add traffic on the Llay Road;
- More traffic calming needed;
- Scale of development is excessive and has significant implications on the local community, transport infrastructure as well as leisure and amenity provision within the area;
- Want to know what actions have been taken since the LDP was rejected, how the planning department intend to meet housing targets whilst protecting areas designated not for development;
- The land is not fit for purpose and rejected by the Welsh Government 18 months ago;
- Traffic speeding along Llay Main Road;
- Traffic from existing traffic illuminating rooms in nearby dwellings;
- Impact upon wildlife;
- The area is notorious for flooding;
- This is an opportunistic proposal submitted to bypass the due process which faces the Council to adopt a new plan. This inclusive process will look at all the potential sites in the County as opposed to developers promoting wholly inappropriate and irrational sites such as this one;
- The submission prevents a wider comparative consideration, and full consultation upon the many other more appropriate sites for development which are much more policy compliant in terms of local and national planning policy. The application is premature and conflicts

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- massively with the statutory development Plan;
- The proposal is a large extension of a small settlement;
- The site is a perfect example where existing settlements come into close proximity and there is a need to maintain a belt of countryside free from development;
- Loss of Grade 3a agricultural land;
- It is the role of the Council not Castlemead to decide whether key settlements should be retained or subsumed into an amorphous wider Wrexham;
- Loss of habitat and trees;
- Loss of privacy and the overlooking;
- The design is bland, lacks distinctiveness and local sensitivity;
- The site is an important green space for locals to use;
- Additional traffic and construction traffic;
- Health risks from dust and dirt and increased noise pollution;
- The extra funds no doubt given to improve roads, pavements and the immediate surrounding area will be taken from local budgets for schools, GPs and the Maelor Hospital for a development not wanted by local people;
- Expect a reduction in Council tax along with compensation if the development gets the sign off;
- What measures will be put in place to ensure alternatives to the car are used;
- Traffic estimates for 2017 are conservative. A more extensive traffic background count is required;
- Traffic back up from the roundabout is inevitable;
- Congestion at new roundabout;
- Cannot find speed reports for the road but cannot find these within the application;
- Increased traffic will make parking difficult for drive-way less residents;
- Is the being submitted because the Council does not have an up-to date UDP;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- The site was 'safe' as it was not included in the last LDP when we bought our house, however it seems that this situation is now changed;
- Huge change to the character and appearance of the area from an open area of agricultural land to a built housing development;
- Lack of cycle paths to Wrexham or Gwersyllt;
- Proposed roundabout could lead to delays at peak times;
- We would like the planning committee to consider whether the land would be better earmarked for an extension of the new cemetery. This will meet an on-going need for all the people of Wrexham not just meeting the needs of a business man and some people for homes.

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 boundary the site lies within a Green Barrier and the development would lead to the irreversible loss of land that has an Agricultural Land Classification of Grade 3a (75% is classified as Grade 3a with the remainder Grade 3b), thus the proposals conflict with both policies EC1 and EC2.

Ordinarily I would recommend planning permission be refused for proposals that represent such a clear and (given the number of dwellings proposed) significant 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***.

Planning permission for residential development on this site has been refused previously on the grounds that it is outside of the settlement limit and within the Green Barrier as defined by previous development plans. Whilst the previous site history is a material consideration it does not automatically mean that permission should be refused for the current proposals. The application must be considered in light of current local and national planning policies and the circumstances that apply today.

There have been significant changes in circumstances since the UDP was adopted in 2005. I will discuss these in more detail below.

Housing Land Supply: Planning 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. This equates to a 'deficit' of 673 dwellings. Dwellings proposed on sites allocated for housing in the UDP and/or already benefitting from planning permission have already been taken into account by the most recent JHLAS.

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***.

Wrexham Local Development Plan: The LDP will identify land required to meet the housing needs of the County Borough over the period of the plan however it is at an early state of preparation and therefore can be given no weight in the consideration of this application.

Whilst noting the concern expressed that the applicants are effectively seeking to bypass the LDP process, anyone is entitled to seek permission to develop land. Furthermore, as noted above, the Council is required by Planning Policy Wales to have and maintain a 5 year housing land supply. This requirement applies irrespective of whether the Council has an up to date development plan or not. In cases like this the Council can only consider whether the need to increase the supply of housing land and the merits of an individual proposal justify departing from the provisions of an adopted development plan. It would therefore not be reasonable to defer or refuse individual planning applications until such time that the LDP has reached a more advanced stage.

Loss of Green Barrier/Agricultural Land: There must be exceptional circumstances to justify the release of Green Barrier land for development. The pressing need for additional housing land is, in my opinion, one valid reason for giving favourable consideration to the release of ***appropriate*** sites for residential development.

As noted above Planning Policy Wales includes a presumption in favour of sustainable development. The site is in a broadly sustainable location in that it is passed by regular bus services between Wrexham and Llay via Gwersyllt. It is also 1km from Gwersyllt district shopping centre and 1.2km from

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

Gwersyllt railway station – both capable of being accessed by the bus services passing the site.

Many of the settlements/areas in the County Borough that can be considered sustainable are either partially or wholly bounded by Green Barriers. It will therefore be extremely difficult to significantly increase the supply of housing unless some exceptions to the current UDP policies are made in appropriate cases.

The site lies within a Green Barrier that separates Old Rhosrobin, New Rhosrobin and Pandy and is bounded by:

- Llay New Road to the west. New Rhosrobin lies on the opposite site of the road;
- by Plas Acton cemetery to the north.
- by the residential properties of 1-4 The Mews and Pandy Farm to the north-east;
- by the Wrexham to Chester railway line to the south-east; and
- by Old Rhosrobin to the south (including the comparatively recent development of Church Lea).

The existing development and transport infrastructure bounding the site mean that the proposed development will not project into the wider rural landscape. Furthermore the does not extend further northwards into the Green Barrier than existing built development in New Rhosrobin directly opposite. As such the site can be considered a logical extension to the existing built up area.

Planning Policy Wales advises that high quality agricultural land (Grades 1, 2 and 3a) should only be developed if there is an overriding need for the development. In this particular case there is an overriding need for additional housing land in the County Borough. The land is also physically divorced from other agricultural land in the locality therefore its development will not prevent or compromise the continued use of any other land for agricultural.

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.

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. Furthermore the development of the site would broadly accord with the presumption in favour of sustainable set out in Planning Policy Wales.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

Physical constraints

The site is relatively level thus making it a comparatively straight forward site to development.

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 is unviable.

Design: The development will provide 1, 2, 3 and 4 bedroom dwellings. There is a sufficient mix of house types to give interest and variation in appearance whilst also providing strong built frontages within the site.

There will be areas of open space either side of the main internal estate road as well as within individual cul-de-sacs that will provide attractive soft landscaped features.

The layout of the development ensures that there will be high levels of natural surveillance of highways, pedestrian footpaths, parking areas and areas of public open space. Where rear garden areas adjoin the highway or areas of public open space the boundaries will be enclosed by walls and/or hedges to deter unwanted access. I am therefore satisfied the development complies with the principles of secure by design.

A number of plots adjoin or are close to the boundary with the Wrexham to Chester railway line and therefore could be exposed to higher levels of noise. The submission of a noise assessment together with details of any mitigation that may be needed will be required by condition.

Whilst noting the comments from North Wales Police, with the exception of cases where noise mitigation is required, the specification of doors and windows is not normally secured through the planning system. Similarly the location of metre boxes is not normally controlled through the planning system. The provision of street lighting will be dealt with by Highways when the main estate roads are adopted.

Amenity: The dwellings in Church Lea to the south as well as Pandy Farm and 1-4 The Mews to the north-east are not overlooked at all from the application site at present and I accept that this will change if the development were to go ahead. However the separation distances between the proposed dwellings and all existing nearby dwellings accords with Local Planning Guidance Note 21. There is also sufficient distance between the proposed dwellings and the site boundaries to ensure the gardens of the above mentioned dwellings are not unduly overlooked. The development will

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

therefore not unacceptably impact upon the standard of amenity afforded to the occupiers of existing dwellings by way of overlooking, loss of light or by being overbearing. The layout of the development will also provide future occupiers of the proposed dwellings with adequate standards of amenity.

I appreciate that properties near to the site currently enjoy the unbroken views over it. However there is no right to a view over private land.

Public Open Space: The amount of open space provided accords with policy CLF5. The open space provision strikes an appropriate balance between areas for recreation whilst also contributing towards the appearance of the development. The development will also deliver a children's play area. The latter is well located to benefit from natural surveillance and is easily accessible from within the development. The open space areas will be managed by a private company.

Whilst noting the comments of the Parks, Countryside and Rights of Way Manager, the proposed play area will be located adjacent to an internal estate road rather than a busy main road. It is no closer to the highway than most of the informal open space areas and the geometry of the internal estate road should discourage drivers from speeding. Appropriate boundary screening can also be installed to ensure the safety of those using the open space. Full details of the play equipment will be required by condition and

Affordable Housing: In accordance with policy H7 and LPG28 the affordable housing requirement for the development is 29.25 dwellings. The submitted plans show 29 affordable dwellings (16 x 1 bedroom apartments, 10 x 2 bedroom dwellings and 3 x 3 bedroom dwellings) thus being marginally short of the full requirement. LPG28 advises that the 0.25 of a dwelling should be provided as a commuted sum. This together with the 29 affordable dwellings will be secured by a Planning Obligation.

The majority of the affordable houses will be grouped together rather than being distributed throughout the development as advised by LPG28. Nevertheless the affordable houses are an integral part of the development rather than being distinctly separate and are of the same standard of design as the market houses. As such the fact that they are not more widely distributed will not result in future occupiers being physically or socially excluded.

Public Right of Way: Footpath Gwersyllt no.30 crosses the site parallel to the northern boundary and provides an important pedestrian route between Pandy and Rhosrobin.

The route of the footpath will not be altered and will be maintained at 3 metres wide throughout. It will be hard surfaced along its entire length across the site and, with the exception of a 30 metre section passing between dwellings, will be bounded by public open space. The footpath will also benefit from far higher levels of natural surveillance as a result of the development.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

Accordingly the development will deliver a significant improvement to the footpath to the benefit of existing users and the future occupiers of the development.

Ecology: Three mature trees that have considerable ecological value, particularly for bats, will be retained within areas of public open space. A hedgerow that bi-sects the site in a north-west to south-east direction will also be retained. The trees and hedges will need to be protected whilst development takes place and a condition to secure an arboricultural method statement will be imposed.

In response to the consultation response from Natural Resources Wales the applicants have submitted an off-site ecological mitigation scheme for great crested newts (GCN) on 1ha of land to the north of the application site that is also owned by the applicants. Five ponds will be created and native tree and wildflower grass species will be planted/sown in the mitigation area.

The land subject to the mitigation proposals currently benefits from planning permission for use as an extension to the Plas Acton Cemetery. However are no policies in the UDP allocating the land for use as a cemetery and I understand there is no formal agreement between the applicants and Council to secure its use for that purpose. There are also no UDP policies that explicitly prevent its use as a habitat mitigation area. It would therefore be unreasonable to prevent the applicants from implementing alternative proposals for the land.

In accordance with the advice received from NRW planning conditions will be imposed to secure the implementation of the ecological mitigation proposals, the submission of a scheme for the long term management and security of the mitigation area and a bio-security risk assessment. The mitigation proposals include proposals for fences to be erected around the development site to ensure GCN are excluded from it. The erection of the fences will also be secured by condition. The long term management of the mitigation area will also need to be secured via a Planning Obligation.

I am satisfied that the subject to the implementation of the mitigation proposals and long term management and security of the mitigation area being secured by conditions and a Planning Obligation the development will not adversely impact upon the favourable conservation status of GCN.

Highways: The site will be accessed from Llay New Road via a new four way roundabout at the existing junction between that road and Rhosrobin Road. Highways have confirmed that they are broadly happy with the proposed new roundabout junction subject to the submission of the final design being required by condition.

Members will no doubt be aware that there are existing issues at the Llay New Road/Rhosrobin Road junction, particularly for vehicles exiting Rhosrobin Road and turning right towards Wrexham. These issues will be addressed by

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

the new roundabout junction. The roundabout junction together with a scheme of revised road markings along Llay New Road to the south of it will also help to reduce traffic speeds. The implementation of the planning permission should therefore help to reduce the risk of road accidents and improve highway safety in the immediate locality. These benefits will be delivered by the developer of the site at no cost to the Council.

The development will increase traffic on the road network in the vicinity of the site by just over 3% - a relatively modest increase. Highways have not expressed any concerns about the capacity of the local road network to accommodate the traffic from the development and as such I have no reason to believe the development presents a significant risk to highway safety or that it will hinder the free flow of traffic in the locality.

The development makes adequate provision for off-street parking, with parking spaces provided within the curtilages of the dwellings or communal parking courtyards as well as lay-bys that provide shared parking spaces for visitors.

Air Quality: Whilst noting that Public Protection have requested an Air Quality Assessment I do not consider it necessary in this particular case. The biggest impact upon local air quality will be existing traffic using the local highway network. Whilst the development will increase the amount of traffic using the road network and therefore also increase vehicle emissions, given that it will only add just over 3% more traffic to local roads, the overall increase in vehicle emissions is also likely to be comparatively low.

Drainage:

Foul Drainage

Welsh Water initially objected to the application on the grounds that the development would overload the existing sewerage system. However the applicants have commissioned a hydraulic modelling assessment that will be used to inform the specification of the additional foul drainage infrastructure required to enable the development to proceed. Accordingly Welsh Water have withdrawn their objection and have recommended that if permission is granted, a 'Grampian' style condition be imposed to prevent development commencing until a scheme for the provision of foul drainage infrastructure has been agreed. The condition will also prevent any dwelling being occupied until an approved foul drainage infrastructure scheme has been implemented in full.

Surface Water

Prior to the submission of the application the site was assessed to determine whether the ground conditions are suitable to enable soak away type drains to be used. In response to the consultation response from Natural Resources Wales the applicants have commissioned and submitted additional site

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

assessments. The additional assessments demonstrate that parts of the site are unsuitable for soakaway drainage whereas others are not. NRW have therefore recommended that a condition be imposed to require a details surface water drainage scheme. In light of the additional site assessments and NRW's comments I am confident that it will be possible to provide the site with a surface water drainage system that does not unacceptably increase the risk of off-site flooding or leave the development itself at unacceptable risk of flooding.

Minerals: The north-eastern quarter of the site is subject to policy MW9. The policy applies to areas where there are potentially exploitable mineral reserves and states that non-mineral development will not be permitted unless it has been demonstrated that no exploitable mineral reserves existing within the site. Alternatively a development must make provision for the removal of the mineral resources.

In this particular case only a relatively small area of the site is covered by policy MW9. Furthermore the land in question is bounded by Plas Acton Cemetery, the Wrexham to Chester Railway line and residential properties The Mews and Pandy Farm. Accordingly it would not be feasible to work those minerals even if the proposed development were not to proceed. As such I do not consider it necessary to require the applicants to comply with the requirements of policy MW9 in this particular case.

Impact of Construction: It is inevitable that there will be some degree of noise and disruption when any proposals for development are implemented. However these can be minimised by limiting the times when construction works can take place and by ensuring the site is well managed. These matters can be addressed through the implementation of a Construction Environmental Management Plan (CEMP). A CEMP can also set out how pollution will be minimised and waste managed during construction. A condition will be imposed to require the submission and implementation of a CEMP.

CONCLUSION

Whilst representing a clear departure from the policies of the adopted UDP, the development of the site is justified in this instance due to the lack of a 5 year land supply in Wrexham, the sustainable location of the site and the fact that an acceptable form of development is proposed.

RECOMMENDATION A

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

- i) The provision of 29 affordable houses;

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- ii) The payment of a commuted sum in order to secure the full 25% affordable housing as required by Local Planning Guidance Note 28;
- iii) The management and maintenance on-site public open space;
- iv) The long term management and maintenance of off-site habitat mitigation.

That the Head of Community Wellbeing and Development be given delegated authority to approve the final form and content of the Obligation.

RECOMMENDATION B

Upon completion of the Planning Obligation that permission be **Granted** subject to the following conditions:

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. No part of the development shall commence until a noise survey in order to determine noise levels for both day and night has been carried out, and a detailed report of the survey findings together with a detailed scheme of noise attenuation and/or noise insulation measures has been submitted to and approved in writing by the Local Planning Authority. The measures as are approved shall be fully implemented prior to the first occupation of any dwelling for which those measures are required.
3. No part of the development shall commence until a scheme for the drainage of surface water from the development has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall:
 - i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of receiving ground water and/or surface waters;
 - ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and,
 - iii) Provide a timescale for implementation, management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Development shall thereafter be carried out in strict accordance with the details as approved.
4. Development shall not commence until a scheme for the provision of foul sewerage infrastructure has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of and be informed by a Hydraulic Modelling Assessment. No dwelling shall be occupied until foul sewerage infrastructure has been provided in full and in strict accordance with the scheme as approved.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

5. No part of the development shall commence until a scheme detailing the following has been submitted to and approved in writing by the Local Planning Authority:

- i) The detailed layout, design, drainage and construction of the new roundabout as shown on approved drawing no. CGL.1/TMJ-05 Revision F;
- ii) The detailed layout, design, drainage and construction of the emergency access as shown on approved drawing no. CGL.1/TMJ-05 Revision F;

No dwelling shall be occupied until the roundabout junction and emergency access have been provided in strict accordance with the scheme as approved.

6. No part of the development shall commence until a scheme to deal with potential contamination at the site has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include a phased investigation approach to identify the extent of contamination and any measures required to remediate the site, including post-development monitoring.

7. No part of the development shall be occupied until a Verification Report which demonstrates that the remedial works approved as part of condition no. 06 above have been satisfactorily carried out, has been submitted to and approved in writing by the Local Planning Authority.

8. No part of the development shall commence until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in strict accordance with the Method Statement as is approved. The Method Statement shall include the following:

- 1) A specification for tree protection fencing and ground protection measures that comply with British Standard 5837:2012;
- 2) A Tree Protection Plan showing the location of the trees to be removed and retained with their crown spreads, Root Protection Areas, Construction Exclusion Zones, and location of protective fencing and ground protection measures accurately plotted;
- 3) A full specification for any access, driveway, path, underground services or wall foundations within retained tree Root Protection Areas or Construction Exclusion Zone, including any related sections and method for avoiding damage to retained trees;
- 4) Details of general arboricultural matters including proposed practices with regards to cement mixing, material storage and fires;
- 5) Details of the frequency of supervisory visits and procedures for notifying the findings of such visits to the Local Planning Authority;
- 6) Method for protecting retained trees during demolition works;
- 7) Details of all proposed tree works, including felling and pruning.

9. No part of the development shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:

- i) A detailed plan of the mitigation proposed for the land show as newt mitigation land on approved drawing CGL.1/TMJ-05 Revision F and referred to in Section 2.5 the Cheshire Ecology Ltd Method Statement for Great Crested Newts
- ii) An Ecological Method Statement in respect of the implementation of the mitigation referred to in Section 2.5 the Cheshire Ecology Ltd Method

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

Statement for Great Crested Newts, including a timetable for the implementation of the habitat mitigation measures; and

iii) A Biosecurity Risk Assessment

Off-site mitigation shall thereafter be provided in strict accordance with the details as approved.

10. Development shall not commence until exclusion fencing has been erected in accordance with Section 2.2 the Cheshire Ecology Ltd Method Statement for Great Crested Newts and drawing on. CE119-3 Version 1: Location of great crested newt exclusion fencing. The exclusion fencing shall thereafter be retained and maintained in strict accordance with sections 2.2 and 2.3: of the Cheshire Ecology Ltd Method Statement for Great Crested Newts.

11. No part of the development shall commence until a long term Ecological Management and Monitoring Plan in respect of mitigation required by condition 09 has been submitted to and approved in writing by the Local Planning Authority. The land shall thereafter be managed and monitored in strict accordance with Ecological Management and Monitoring Plan as approved.

12. Development shall not commence until a Construction Environment and Management Plan has been submitted to and approved in writing by the Local Planning Authority. Construction shall thereafter be carried out in strict accordance with the details as approved.

13. Development shall not commence until a scheme for surfacing of footpath Gwersyllt no.30 together with a timetable for the implementation of the scheme has been submitted to and approved in writing by the Local Planning Authority. The footpath shall thereafter be surfaced in strict accordance with the scheme as approved.

14. Development shall be carried out in strict accordance with section 2.4 of the Cheshire Ecology Ltd Method Statement for Great Crested Newts.

15. Prior to their use on the development samples of all external facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.

16. Within three months of commencement of development, full details of a hard and soft landscaping scheme together with a timescale for implementation of works shall be submitted to and approved in writing by the Local Planning Authority.

17. The landscaping scheme submitted and approved in connection with condition no. 16 shall be fully implemented in all respects within the agreed timescale and in strict accordance with the approved scheme.

18. The landscaping scheme as carried out in connection with condition no. 16 shall be retained for a minimum of 5 years. Within this timescale, any planting becoming severely damaged or seriously diseased, or is in poor physiological condition and/or are removed without the written permission of the Local Planning Authority shall be replaced with trees or shrubs and within a timescale all to be submitted to and approved in writing by the Local Planning Authority.

19. Within three months of commencement of development a timetable for the provision of the areas of public open space as shown on approved

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

drawing no CGL.1/TMJ-05 Revision F shall be submitted to and approved in writing by the Local Planning Authority. The public open space shall thereafter be provided in strict accordance with the timetable as approved.

20. Within three months of commencement of development full details of the siting, size, layout and appearance of a children's equipped play area shall be submitted to and approved in writing by the Local Planning Authority. The play equipment shall thereafter be provided in accordance with the details as approved and in accordance with the timescale submitted and approved in respect of condition 19.

21. No dwelling shall be occupied until a scheme of road markings has been implemented on the B5425 Llay New Road to the south of the roundabout junction shown on approved drawing CGL.1/TMJ-05 Revision F in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority.

22. The estate roads and footways shall be progressively constructed to base coat standard from the junction with Llay New Road in accordance with a timescale that shall first have been submitted to and approved in writing by the Local Planning Authority prior to commencement of development.

23. No dwelling shall be occupied until a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

24. Each dwelling shall be provided with parking areas in accordance with the details shown on the approved drawing no. CGL.1/TMJ-05 Revision F prior to first occupation of that dwelling.

25. The visibility splays shown on approved drawing no. CGL.1/TMJ-04 Revision F shall be provided for each access road and shared surface road prior to the first occupation of any dwelling serviced by that road. Within the splays there shall be no obstruction in excess of 1 metre in height of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. In the interests of the amenity of future occupiers of the development.
3. To ensure satisfactory drainage of the site and to avoid flooding.
4. To protect the integrity of the public sewerage system and prevent hydraulic overloading of the public sewerage system. To protect the health and safety of existing residents and to ensure no detriment to the environment.
5. To ensure that the road and footways are constructed to a standard suitable for adoption.
6. In the interests of the amenities of the future occupants of the buildings
7. In the interests of the amenities of the future occupants of the buildings

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

8. To ensure the work is carried out to accepted arboricultural practices for the long term wellbeing of the tree(s).
9. In order to protect wildlife interests, which are afforded special protection.
10. In order to protect wildlife interests, which are afforded special protection.
11. In order to protect wildlife interests, which are afforded special protection.
12. To protect the amenities of the occupiers of nearby properties.
13. In the interests of securing improvements to the existing public right of way.
14. In order to protect wildlife interests, which are afforded special protection.
15. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
16. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
17. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
18. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
19. In the interests of the visual amenities of the area and the amenity of occupiers of the development.
20. In the interests of the visual amenities of the area and the amenity of occupiers of the development.
21. In the interests of highway safety.
22. To ensure adequate means of access to the development is provided prior to each dwelling being occupied.
23. To support the Council's approved Integrated Transport Strategy and to reduce dependency on the motor vehicle.
24. To provide for the parking of vehicles clear of the highway.
25. To ensure that adequate visibility is provided at the proposed point of access to the highway.

NOTE(S) TO APPLICANT

You should ensure that any difference between the plans approved under the Town and Country Planning Acts and under the Building Regulations is resolved prior to commencement of development, by formal submission of amended plans.

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. These hazards include:

- Collapse of shallow coal mine workings.
- Collapse of, or risk of entry into, mine entries (shafts and adits).
- Gas emissions from coal mines including methane and carbon dioxide.

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

- Spontaneous combustion or ignition of coal which may lead to underground heatings and production of carbon monoxide.
- Transmission of gases into adjacent properties from underground sources through ground fractures.
- Coal mining subsidence.
- Water emissions from coal mine workings.

Applicants must take account of these hazards which could affect stability, health & safety, or cause adverse environmental impacts during the carrying out their proposals and must seek specialist advice where required. Additional hazards or stability issues may arise from development on or adjacent to restored opencast sites or quarries and former colliery spoil tips.

Potential hazards or impacts may not necessarily be confined to the development site, and Applicants must take advice and introduce appropriate measures to address risks both within and beyond the development site. As an example the stabilisation of shallow coal workings by grouting may affect, block or divert underground pathways for water or gas.

In coal mining areas there is the potential for existing property and new development to be affected by mine gases, and this must be considered by each developer. Gas prevention measures must be adopted during construction where there is such a risk. The investigation of sites through drilling alone has the potential to displace underground gases or in certain situations may create carbon monoxide where air flush drilling is adopted.

Any intrusive activities which intersect, disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) require the prior written permission of the Coal Authority. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes.

Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. In the interests of public safety the Coal Authority is concerned that risks specific to the nature of coal and coal mine workings are identified and mitigated.

The above advice applies to the site of your proposal and the surrounding vicinity. You must obtain property specific summary information on any past, current and proposed surface and underground coal mining activity, and other ground stability information in order to make an assessment of the risks. This can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com

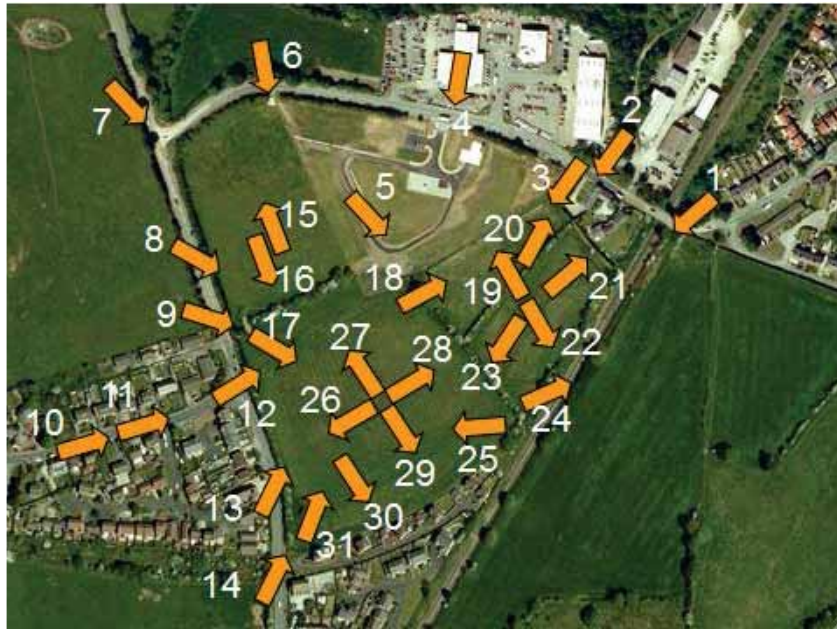
RECOMMENDATION C

That if the Obligation pursuant to Section 106 of the Town and Country Planning Act 1990 is not completed within six months of the date of the

REPORT OF THE HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT –
3 November 2014

Committee resolution the Head of Community Wellbeing and Development be given delegated authority to refuse the application for the following reasons:-

- 1 The development will not make any contribution towards the provision affordable housing and therefore conflicts with policy H7 of the Wrexham Unitary Development Plan.
 - 2 The development makes inadequate provision for the long term maintenance of on-site open space and as such does not accord with policies GDP1 and CLF5 of the Wrexham Unitary Development Plan.
 - 3 The development makes inadequate provision for the long term maintenance of the off-site habitat area and as such does not accord with policy EC6 of the Wrexham Unitary Development Plan.
-



The photographs below relate to the positions shown above



Photo 1

View from the railway bridge on Plas Acton Road – note high and dense tree/hedge screen along cutting/site boundary



Photo 2

View towards the site showing The Mews (left)



Photo 3

View from the north eastern corner across towards the site



Photo 4
View from Plas Acton Road towards the Wrexham Cemetery – note ridgeline in Cemetery preventing views into the site from Plas Acton Road



Photo 5
View the Wrexham Cemetery towards the site



Photo 6
View from Plas Acton Road – note ridgeline in agricultural land to the north of the application site preventing views into the site from Plas Acton Road



Photo 7
View from Llay New Road at the junction with Plas Acton Road – note high and mature hedgeline preventing views into the site Llay New Road



Photo 8

View from Llay New Rd– note high/mature hedge preventing views into the site



Photo 9

View from Llay New Rd– note high/mature hedge preventing views into the site



Photo 10

View from Rhosrobin Road



Photo 11

View from Rhosrobin Road – note high/mature hedgeline preventing views into the site



Photo 12
View from the footpath entering the site from Rhosrobin Road – note high and mature hedgeline preventing views into the site



Photo 13
View from Rhosrobin Road – note high and mature hedgeline preventing views into the site



Photo 14
View from Rhosrobin Road showing the new development Church Lea right – note high and mature hedgeline preventing views into the site



Photo 15
Looking north across the paddock outside the application site – note the ridgeline restricting views into the site



Photo 16
looking back towards the site from the paddock to the north – note strong hedgeline



Photo 17
View across the site from the NE corner



Photo 18
View along the Cemetery boundary on the northern part of the site



Photo 19
View towards the Cemetery boundary on the northern part of the site



Photo 20
View towards the Cemetery boundary on the northern part of the site with the roofline of The Mews just visible above the hedgeline centre



Photo 21
View towards Pandy Farm on the north eastern part of the site



Photo 22
View towards the railway line on the south eastern part of the site



Photo 23
View across the centre of the site



Photo 24
Showing the railway line cutting along the eastern boundary of the site



Photo 25
View from the corner of the largest field towards the west



Photo 26
View to the south west towards Rhosrobin



Photo 27
View to the north west



Photo 28
View to the north east



Photo 29
View to the south east and Church Lea development adjoining the site



Photo 30
View to the south east and Church Lea development adjoining the site



Photo 31
View towards the south east and the Church Lea development adjoining the site

Wrexham - Bidston (Birkenhead)				Mondays to Saturdays						
Wrecsam - Bidston (Penbedw)				Dydd Llun i ddydd Sadwrn						
		AW	AW BHX	AW	AW BHX	AW	AW BHX	AW	AW BHX	AW BHX
Wrexham Central / Wrecsam Canolog	d		0728	0830	0930	1030	1130	1230	1330	1430 1530
Shrewsbury	d	0520	0610	0724	0821	0924	1023	1124	1222	1324 1422
Wrexham General / Wrecsam Cyffredinol	d	0631	0730	0832	0932	1032	1132	1232	1332	1432 1532
Gwersyllt	d	0635	0734	0836	0936	1036	1136	1236	1336	1436 1536
Cefnrybedd	d	0640	0739	0841	0941	1041	1141	1241	1341	1441 1541
Caergwrle	d	0642	0741	0843	0943	1043	1143	1243	1343	1443 1543
Hope / Yr Hob	d	0644	0743	0845	0945	1045	1145	1245	1345	1445 1545
Penyffordd	d	0648	0747	0849	0949	1049	1149	1249	1349	1449 1549
Buckley / Bwcle	d	0651	0750	0852	0952	1052	1152	1252	1352	1452 1552
Hawarden / Penarlâg	d	0655	0754	0856	0956	1056	1156	1256	1356	1456 1556
Shotton	a	0659	0758	0900	1000	1100	1200	1300	1400	1500 1600
Rhyl	a		0829		1129	1229	1329	1429	1529	1629 1729
Rhyl	d		0703	0813	0913	1013	1112	1212	1312	1414 1508
Shotton	d	0659	0759	0900	1000	1100	1200	1300	1400	1500 1600
Hawarden Bridge / Pont Penarlâg	d	0701x	0801x							
Neston	d	0710	0810	0910	1010	1110	1210	1310	1410	1510 1610
Heswall	d	0715	0815	0915	1015	1115	1215	1315	1415	1515 1615
Upton	d	0721	0821	0921	1021	1121	1221	1321	1421	1521 1621
Bidston	a	0730	0830	0931	1030	1130	1230	1330	1430	1530 1630
Liverpool Central	10 a	0755	0855	0955	1055	1155	1255	1355	1455	1555 1655

Wrexham - Bidston (Birkenhead)				Mondays to Saturdays						
Wrecsam - Bidston (Penbedw)				Dydd Llun i ddydd Sadwrn						
		AW	AW BHX	AW	AW					
Wrexham Central / Wrecsam Canolog	d	1630	1743	1944	2155					
Shrewsbury	d	1524	1622		2024					
Wrexham General / Wrecsam Cyffredinol	d	1632	1745	1946	2157					
Gwersyllt	d	1636	1749	1950	2201					
Cefnrybedd	d	1641	1754	1955	2206					
Caergwrle	d	1643	1756	1957	2208					
Hope / Yr Hob	d	1645	1758	1959	2210					
Penyffordd	d	1649	1802	2003	2214					
Buckley / Bwcle	d	1652	1805	2006	2217					
Hawarden / Penarlâg	d	1656	1809	2010	2221					
Shotton	a	1700	1813	2014	2225					
Rhyl	a	1759	1929	2108						
Rhyl	d			1912	2148					
Shotton	d	1700	1813	2014	2225					
Hawarden Bridge / Pont Penarlâg	d	1702x								
Neston	d	1711	1823	2024	2235					
Heswall	d	1716	1828	2029	2240					
Upton	d	1722	1834	2035	2246					
Bidston	a	1731	1845	2044	2255					
Liverpool Central	10 a	1755	1910	2135	2335					

Notes

BHX Does not run on bank holidays

Nodiadau

BHX Nid yw'n gweithredu ar gwyliau banc

Wrexham - Bidston (Birkenhead)							Sundays			
Wrexham - Bidston (Penbedw)							Dydd Sul			
		AW	AW	AW	AW	AW				
Wrexham Central / Wrexham Canolog	d		1111	1341	1611	1841	2110			
Shrewsbury	d		1016	1217	1522	1730	2022			
Wrexham General / Wrexham Cyffredinol	d	0844	1114	1344	1614	1844	2113			
Gwersyllt	d	0848	1118	1348	1618	1848	2117			
Cefn-y-bedd	d	0853	1123	1353	1623	1853	2122			
Caergwrle	d	0855	1125	1355	1625	1855	2124			
Hope / Yr Hob	d	0857	1127	1357	1627	1857	2126			
Penyffordd	d	0901	1131	1401	1631	1901	2130			
Buckley / Bwcle	d	0904	1134	1404	1634	1904	2133			
Hawarden / Penarlag	d	0908	1138	1408	1638	1908	2137			
Shotton	a	0912	1142	1412	1642	1912	2141			
Rhyl	a	1022	1237	1536	1736	2012	2234			
Rhyl	d				1545		2056			
Shotton	d	0912	1142	1412	1642	1912	2141			
Hawarden Bridge / Pont Penarlag	d	0914x	1144x	1414x	1644x	1914x	2143x			
Neston	d	0923	1153	1423	1653	1923	2152			
Heswall	d	0928	1158	1428	1658	1928	2157			
Upton	d	0934	1204	1434	1704	1934	2203			
Bidston	a	0942	1212	1442	1713	1943	2212			
Liverpool Central	10 a	1035	1305	1535	1805	2035	2305			

Bidston (Birkenhead) - Wrexham							Mondays to Saturdays			
Bidston (Penbedw) - Wrexham							Dydd Llun i ddydd Sadwrn			
		AW BHX	AW	AW BHX	AW	AW BHX	AW	AW BHX	AW	AW
Liverpool Central	10 d		0655	0810	0910	1010	1110	1210	1310	1410
Bidston	d		0731	0831	0932	1032	1132	1232	1332	1432
Upton	d		0732	0832	0933	1033	1133	1233	1333	1433
Heswall	d		0739	0839	0940	1040	1140	1240	1340	1440
Neston	d		0744	0844	0945	1045	1145	1245	1345	1445
Hawarden Bridge / Pont Penarlag	d		0753x	0853x						
Shotton	a		0755	0855	0955	1055	1155	1255	1355	1455
Rhyl	a		0829			1129	1229	1329	1429	1529
Rhyl	d		0703	0813	0913	1013	1112	1212	1312	1414
Shotton	d		0755	0855	0955	1055	1155	1255	1355	1455
Hawarden / Penarlag	d		0800	0900	1000	1100	1200	1300	1400	1500
Buckley / Bwcle	d		0805	0905	1005	1105	1205	1305	1405	1505
Penyffordd	d		0808	0908	1008	1108	1208	1308	1408	1508
Hope / Yr Hob	d		0812	0912	1012	1112	1212	1312	1412	1512
Caergwrle	d		0814	0914	1014	1114	1214	1314	1414	1514
Cefn-y-bedd	d		0816	0916	1016	1116	1216	1316	1416	1516
Gwersyllt	d		0820	0920	1020	1120	1220	1320	1420	1520
Wrexham General / Wrexham Cyffredinol	a	0710	0827	0927	1027	1127	1227	1327	1427	1527
Shrewsbury	a		0913		1114	1227	1314	1428	1513	1627
Wrexham Canolog / Wrexham Central	a	0713	0832	0932	1032	1132	1232	1332	1432	1532

Notes

BHX Does not run on bank holidays

Nodiadau

BHX Nid yw'n gweithredu ar gwyliau banc

Rail improvement work often affects Sunday services. Visit www.arrivatrainswales.co.uk/plannedservicealterations or call 08457 48 4950 before travelling.

Bydd gwaith gwelliant rheilffordd yn affeithio'r gwasanaethau ar ddydd Sul. Ymwelwch a www.arrivatrainswales.co.uk/plannedservicealterations neu holwch 08457 48 4950 cyn teithio.

Bidston (Birkenhead) - Wrexham							Mondays to Saturdays				
Bidston (Penbedw) - Wrecsam							Dydd Llun i ddydd Sadwrn				
		AW BHX	AW	AW BHX	AW	AW					
Liverpool Central	10	d 1610	1725	1825	2035	2235					
Bidston		d 1635	1745	1846	2056	2256					
Upton		d 1636	1746	1847	2057	2257					
Heswall		d 1643	1753	1854	2104	2304					
Neston		d 1648	1758	1859	2109	2309					
Hawarden Bridge / Pont Penarlag		d 1657x	1807x								
Shotton		a 1659	1809	1909	2119	2320					
Rhyl		a 1728	1929	2006							
Rhyl		d			2010	2216					
Shotton		d 1659	1809	1909	2119	2320					
Hawarden / Penarlag		d 1704	1814	1914	2124	2325					
Buckley / Bwcle		d 1709	1819	1919	2129	2330					
Penyffordd		d 1712	1822	1922	2132	2333					
Hope / Yr Hob		d 1716	1826	1926	2136	2337					
Caergwrle		d 1718	1828	1928	2138	2339					
Cefn-y-bedd		d 1720	1830	1930	2140	2341					
Gwersyllt		d 1724	1834	1934	2144	2347					
Wrexham General / Wrecsam Cyffredinol		a 1731	1841	1941	2151	2354					
Shrewsbury		a 1827			2323						
Wrecsam Canolog / Wrexham Central		a 1736	1846	1946	2156						

Bidston (Birkenhead) - Wrexham							Sundays				
Bidston (Penbedw) - Wrecsam							Dydd Sul				
		AW	AW	AW	AW	AW	AW				
Liverpool Central	10	d 0935	1205	1435	1705	1935	2205				
Bidston		d 0957	1227	1457	1727	1957	2227				
Upton		d 0958	1228	1458	1728	1958	2228				
Heswall		d 1005	1235	1505	1735	2005	2235				
Neston		d 1010	1240	1510	1740	2010	2240				
Hawarden Bridge / Pont Penarlag		d 1019x	1249x	1519x	1749x	2019x	2249x				
Shotton		a 1021	1251	1521	1751	2021	2251				
Rhyl		a	1336	1636	1836		2334				
Rhyl		d	1141		1644	1943	2156				
Shotton		d 1021	1251	1521	1751	2021	2251				
Hawarden / Penarlag		d 1026	1256	1526	1756	2026	2256				
Buckley / Bwcle		d 1031	1301	1531	1801	2031	2301				
Penyffordd		d 1034	1304	1534	1804	2034	2304				
Hope / Yr Hob		d 1038	1308	1538	1808	2038	2308				
Caergwrle		d 1040	1310	1540	1810	2040	2310				
Cefn-y-bedd		d 1042	1312	1542	1812	2042	2312				
Gwersyllt		d 1046	1316	1546	1816	2046	2316				
Wrexham General / Wrecsam Cyffredinol		a 1051	1323	1553	1823	2053	2326				
Shrewsbury		a 1227	1427		1920	2222					
Wrecsam Canolog / Wrexham Central		a 1059	1329	1559	1829	2059					

Notes
BHX Does not run on bank holidays

Nodiadau
BHX Nid yw'n gweithredu ar gwyliau banc

28A WREXHAM - FLINT

Townlynx



Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Maelor Hospital - Caergwrle - Hope - Penyffordd - Buckley - Mold

Monday to Saturday except Bank Holidays / Llun i Sadwrn heblaw Gwyliau Cyhoeddus

	NS		S		SDO		NSD		S
Wrexham Bus Station [S4]	9:22	10:22	12:22	14:22	14:50	15:02	15:02	16:22	
Rhosddu, Park Street	9:24	10:24	12:24	14:24	14:52	15:04	15:04	16:24	
Llay, Crown	9:34	10:34	12:34	14:34	15:02	15:14	15:14	16:34	
Hope, Hall Drive	9:39	10:39	12:39	14:39	15:07	15:19	15:19	16:39	
Penyffordd	9:44	10:44	12:44	14:44	15:12	15:24	15:24	16:44	
Dobshell	9:48	10:48	12:48	14:48	15:16	15:28	15:28	16:48	
Buckley Cross	9:54	10:54	12:54	14:54	15:22	15:34	15:34	16:54	
Mold Bus Station[S3]	10:05	11:05	13:05	15:05	15:33	15:45	15:45	17:05	
Theatre Clwyd	10:08	11:08	13:08	15:08	....	15:48	15:48	17:08	
Northop, Red Lion	10:14	11:14	13:14	15:14	....	15:53	15:53	17:13	
Flint	10:27	11:27	13:27	15:27	....	16:03	16:03	17:23	

Code/Côd

NS: Not Saturday / Dim Sadwrn

NSD: None School days only /

S: Saturday only / Sadwrn yn unig

SDO: School days only / Dyddiau ysgol yn unig

28A FLINT - WREXHAM

Townlynx



Amserlen Cludiant Cyhoeddus - a ddarparwyd gan Gyngor Bwrdeistref Sirol Wrecsam

via / trwy Mold - Buckley - Penyfford - Hope - Caergwrle - Maelor Hospital

Monday to Saturday except Bank Holidays / Llun i Sadwrn heblaw Gwyliau Cyhoeddus

	NS	S	NS	S	NS	S	NS	S
Flint Station	7:45	8:45	9:45	10:45	11:45	12:45	13:45	....
Northop Red Lion	7:55	8:55	9:55	10:55	11:55	12:55	13:55	....
Theatre Clwyd	8:02	9:02	10:02	11:02	12:02	13:02	14:02	....
Mold, Bus Station[S6]	8:05	9:10	10:10	11:10	12:10	13:10	14:10	15:10
Buckley Cross	8:13	9:18	10:18	11:18	12:18	13:18	14:18	15:18
Dobshill	8:17	9:22	10:22	11:22	12:22	13:22	14:22	15:22
Penyffordd	8:22	9:27	10:27	11:27	12:27	13:27	14:27	15:27
Hope Hall Drive	8:33	9:33	10:33	11:33	12:33	13:33	14:33	15:33
Llay Crown	8:38	9:38	10:38	11:38	12:38	13:38	14:38	15:38
Rhosddu, Park Street	8:47	9:47	10:47	11:47	12:47	13:47	14:47	15:47
Wrexham Bus Station	8:49	9:49	10:49	11:49	12:49	13:49	14:49	15:49

Code/Côd

NS: Not Saturday / Dim Sadwrn

S: Saturday only / Sadwrn yn unig

NSD: None School days only /

SDO: School days only / Dyddiau ysgol yn unig

Service Information / Gwybodaeth am y gwasanaethau

Service 28A operates Monday to Saturday except Bank Holidays between Wrexham Bus Station (Stand 4) & Flint and includes the following stops:

Mae gwasanaeth 28A yn gweithredu bob dydd rhwng Gorsaf Fysiau Wrecsam (Arhosfan 4) a Flint ac yn casglu/gadael teithwyr o'r manau canlynol:

Rhosddu - Llay - Caergwrle - Hope - Penyfford - Buckley - Mold - Theatre Clwyd - Northop

This service commenced on 01/11/2008 and is operated by TownLynx normally using a low floor easy access bus. Dechreuodd y gwasanaeth hwn ar 01/11/2008 a/ac fe'i ddarparu gan TownLynx sy'n cael ei ddarparu fel rheol gan fws llawr isel â mynediad hawdd.



Further information / Gwybodaeth bellach

Wrexham BusLine: 01978 266166 - www.wrexham.gov.uk/bus
Llinell fysiau Wrecsam: 01978 266166- www.wrecsam.gov.uk/bws
Traveline Cymru: 0871 200 22 33 - www.traveline.org.uk
TownLynx : 01352 710489

Disclaimer / Ymwadiad

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

Wrexham County Borough Council will not be held responsible for any loss, damage or inconvenience as a result of any inaccuracy. Gallai'r gwasanaethau a'r amseroedd a restrir ar y wefan hon newid ar fyr rybudd. Ni fydd Cyngor Bwrdeistref Sirol Wrecsam yn gyfrifol am unrhyw golledion, ddifrod neu anghyfleustra o ganlyniad i unrhyw anghywirdeb

32 Wrexham to Llay via Rhosddu, Gwersyllt & Bradley

Monday to Saturday except Bank Holidays : Llyn i Sadwrn heblaw Gwyliau Cyhoeddus NS: Not Saturdays/Dim ar Dydd Sadwrn, S: Saturdays Only/ Dydd Sadwrn yn uni ARRIVA BUSES WALES

Days / Dyddiau:		NS		S		NS															
Wrexham, Bus Station [3]		0720	0745	0750	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620
Rhosddu		0722	0747	0752	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622
Rhosrobin		0726	0751	0756	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	1626
Gwersyllt		0729	0754	0759	0829	0859	0929	0959	1029	1059	1129	1159	1229	1259	1329	1359	1429	1459	1529	1559	1629
Gwersyllt		0731	0756	0801	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631
Bradley Circle		0733	0758	0803	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633
Llay, Pentre Street		0737	0802	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637
Llay, First Avenue		0743	0808	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613	1643
Llay, British Legion		0746	0811	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	1446	1516	1546	1616	1646

Wrexham, Bus Station [3]		1650	1720	1750	1930	2130
Rhosddu		1652	1722	1752	1932	2132
Rhosrobin		1656	1726	1756	1936	2136
Gwersyllt		1659	1729	1759	1939	2139
Gwersyllt		1701	1731	1801	1941	2141
Bradley Circle		1703	1733	1803	1943	2143
Llay, Pentre Street		1707	1737	1807	1947	2147
Llay, First Avenue		1713	1743	1813	1950	2150
Llay, British Legion		1716	1746	1816	1956	2156

32 Llay - Wrexham via Bradley, Gwersyllt & Rhosddu

Monday to Saturday except Bank Holidays : Llyn i Sadwrn heblaw Gwyliau Cyhoeddus

ARRIVA BUSES WALES

Days / Dyddiau:		NS		S		NS														
Llay, Pentre Street	0737	0802	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637
Llay, First Avenue	0743	0808	0813	0843	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1513	1543	1613	1643
Llay, British Legion	0746	0811	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	1446	1516	1546	1616	1646
Bradley, Circle	0750	0815	0820	0850	0920	0950	1020	1050	1120	1150	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650
Gwersyllt	0752	0817	0822	0852	0922	0952	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	1552	1622	1652
Rhosrobin	0757	0822	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657
Rhosddu	0801	0826	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	1631	1701
Wrexham, Bus Station	0803	0828	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703

Llay, Pentre Street		1707	1737	1807	1947	2147
Llay, First Avenue		1713	1743	1813	1950	2150
Llay, British Legion		1716	1746	1816	1953	2153
Bradley, Circle		1720	1750	1820	1957	2157
Gwersyllt		1722	1752	1822	1959	2159
Rhosrobin		1727	1757	1827	2004	2204
Rhosddu		1731	1801	1831	2008	2208
Wrexham, Bus Station		1733	1803	1833	2010	2210

33 Wrexham - Llay via Rhosddu, Gwersyllt & Bradley

Monday to Saturday (not Bank Hol Mondays) : Llyn i Sadwrn heblaw Gwyliau Cyhoeddus NS: Not Saturdays/Dim ar Dydd Sadwrn, S: Saturdays Only/ Dydd Sadwrn yn uni ARRIVA BUSES WALES

Days / Dyddiau:	NS	S	NS	S	NS																
Wrexham, Bus Station [3]	0650	0730	0735	0800	0805	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	
Rhosddu	0652	0732	0737	0802	0807	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	
Rhosrobin	....	0736	0741	0806	0811	0841	0911	0941	1011	1041	1111	1141	1211	1241	1311	1341	1411	1441	1511	1541	
Gwersyllt	....	0739	0744	0809	0814	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344	1414	1444	1514	1544	
Gwersyllt	....	0741	0746	0811	0816	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	1446	1516	1546	
Bradley Circle	....	0743	0748	0813	0818	0848	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	
Llay British Legion	0703	0748	0753	0818	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	
Llay, First Avenue	0706	0751	0756	0821	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	
Llay, Pentre Street	0708	0753	0758	0823	0828	0858	0928	0958	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1558	

Wrexham, Bus Station [3]	1605	1635	1705	1735	1805	1830	2030	2245
Rhosddu	1607	1637	1707	1737	1807	1832	2032	2247
Rhosrobin	1611	1641	1711	1741	1811	1836	2036	2251
Gwersyllt	1614	1644	1714	1744	1814	1839	2039	2254
Gwersyllt	1616	1646	1716	1746	1816	1841	2041	2256
Bradley Circle	1618	1648	1718	1748	1818	1843	2043	2258
Llay British Legion	1623	1653	1723	1753	1823	1848	2048	2303
Llay, First Avenue	1626	1656	1726	1756	1826	1850	2050	2305
Llay, Pentre Street	1628	1658	1728	1758	1828	1852	2052	2307

33 Llay to Wrexham via Bradley, Gwersyllt & Rhosddu

Monday to Saturday (not Bank Hol Mondays) : Llyn i Sadwrn heblaw Gwyliau Cyhoeddus

ARRIVA BUSES WALES

Days / Dyddiau:	NS	S	NS	S	NS																
Llay British Legion	0703	0748	0753	0818	0823	0853	0923	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453	1523	1553	
Llay, First Avenue	0706	0751	0756	0821	0826	0856	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1526	1556	
Llay, Pentre Street	0711	0756	0801	0826	0831	0901	0931	1001	1031	1101	1131	1201	1231	1301	1331	1401	1431	1501	1531	1601	
Bradley, Circle	0715	0800	0805	0830	0835	0905	0935	1005	1035	1105	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	
Gwersyllt	0717	0802	0807	0832	0837	0907	0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1607	
Rhosrobin	0722	0807	0812	0837	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	
Rhosddu	0726	0811	0816	0841	0846	0916	0946	1016	1046	1116	1146	1216	1246	1316	1346	1416	1446	1516	1546	1616	
Wrexham, Bus Station	0728	0813	0818	0843	0853	0918	0948	1018	1048	1118	1148	1218	1248	1318	1348	1418	1448	1518	1548	1618	

Llay British Legion	1623	1653	1723	1753	1823	1848	2048	2303
Llay	1626	1656	1726	1756	1826	1850	2050	2305
Llay, Pentre Street	1631	1701	1731	1801	1831	1852	2052	2307
Bradley, Circle	1635	1705	1735	1805	1835	1856	2056	....
Gwersyllt	1637	1707	1737	1807	1837	1858	2058	....
Rhosrobin	1642	1712	1742	1812	1842	1903	2103	....
Rhosddu	1646	1716	1746	1816	1846	1907	2107	....
Wrexham, Bus Station	1648	1718	1748	1818	1848	1909	2109	....

32 Wrexham - Llay via Rhosddu, Gwersyllt & Bradley

Sundays/ Dydd Sul

Wrexham, Bus Station [3]	1105	1305	1505	1705
Rhosddu	1107	1307	1507	1707
Rhosrobin	1111	1311	1511	1711
Gwersyllt	1114	1314	1514	1714
Gwersyllt	1116	1316	1516	1716
Bradley Circle	1118	1318	1518	1718
Llay, Pentre Street	1122	1322	1522	1722
Llay, First Avenue	1128	1328	1528	1728
Llay, British Legion	1130	1330	1530	1730

32 Llay to Wrexham via Bradley, Gwersyllt & Rhosddu

Llay, Pentre Street	1122	1322	1522	1722
Llay, First Avenue	1128	1328	1528	1728
Llay, British Legion	1130	1330	1530	1730
Bradley, Circle	1135	1335	1535	1735
Gwersyllt	1136	1336	1536	1736
Rhosrobin	1140	1340	1540	1740
Rhosddu	1145	1345	1545	1745
Wrexham, Bus Station	1148	1348	1548	1748

33 Wrexham - Llay via Rhosddu, Gwersyllt & Bradley

Sundays/ Dydd Sul

Wrexham, Bus Station [3]	1005	1205	1405	1605	1805
Rhosddu	1007	1207	1407	1607	1807
Rhosrobin	1011	1211	1411	1611	1811
Gwersyllt	1014	1214	1414	1614	1814
Gwersyllt	1016	1216	1416	1616	1816
Bradley Circle	1018	1218	1418	1618	1818
Llay British Legion	1023	1223	1423	1623	1823
Llay	1026	1226	1426	1626	1826
Llay, Pentre Street	1030	1230	1430	1630	1830

33 Llay to Wrexham via Bradley, Gwersyllt & Rhosddu

Llay British Legion	1023	1223	1423	1623	1823
Llay	1026	1226	1426	1626	1826
Llay, Pentre Street	1030	1230	1430	1630	1830
Bradley, Circle	1035	1235	1435	1635	1835
Gwersyllt	1037	1237	1437	1637	1837
Rhosrobin	1041	1241	1441	1641	1841
Rhosddu	1045	1245	1445	1645	1845
Wrexham, Bus Station	1048	1248	1448	1648	1848

34 Wrexham - Trevalyn via Pandy, Llay & Burton

GHA Coaches

Monday to Saturday (not Bank Hol Mondays)/ Dydd Llun i Ddydd Sadwrn (ac eithrio gwyliau cyhoeddus)

Wrexham, Bus Station [7]	1040	1240	1435
Garden Village Shops	1044	1244	1439
Pandy	1048	1248	1443
Gwersyllt	1052	1252	...
Bradley, Post Office	1054	1254	...
Llay, New Road	1057	1257	1448
Llay, Oldfield Park	1103	1303	1454
Burton	1107	1307	1458
Rossett, The Park	1114	1314	1504
Trevalyn	1116	1316	1507

34 Trevalyn - Wrexham via Burton, Llay & Pandy

GHA Coaches

Monday to Saturday (not Bank Hol Mondays)/ Dydd Llun i Ddydd Sadwrn (ac eithrio gwyliau cyhoeddus)

Trevalyn	0910	1118	1318
Rossett, The Park	0912	1120	1320
Burton, Nurseries	0916	1124	1324
Llay, Gresford Road	0925	1133	1333
Llay, New Road	0927	1135	1335
Bradley, Post Office	0931	1139	1339
Gwersyllt, School	0933	1141	1341
Pandy	0938	1146	1346
Garden Village Shops	0942	1150	1350
Wrexham, Bus Station	0946	1154	1354

From 19 May 2014/O 19 Mai 2014

NigelThornsPlanningConsultancyLtd
CharteredConsultantTown&CountryPlanning

Watton, 22 Kingsland Road,
Shrewsbury, Shropshire, SY3 7LD
Tel 01743 343660
Mobile 07791316173
Email nigel@nigelthorns.co.uk