Report of the Chief Officer Economy and Planning

Application Reference
P/2024/1386

Applicant
Mr Daniel Andrews – SG Estates Ltd

Agent

Site Address
LAND AT, WREXHAM ROAD, RHOSTYLLEN, WREXHAM, LL14 4DH

Description of Development
CODI 137 O ANHEDDAU AR DIR A GYMERADWYWYD YN FLAENOROL O DAN GANIATÂD CYNLLUNIO P/2007/0686 / ERECTION OF 137 DWELLINGS ON LAND PREVIOUSLY APPROVED UNDER PLANNING CONSENT P/2007/0686

Ward
Esclusham/Esclusham

Community
Esclusham/Esclusham

Recommendation
Recommendation A
That the Chief Officer Economy & Planning be given delegated authority to GRANT planning permission subject to the completion of a Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (with the Chief Officer Economy and Planning given delegated authority to determine the final form and content of the Obligation) to secure:

i. Financial contributions to primary and secondary education provision; and
ii. The management and maintenance of on-site open space.

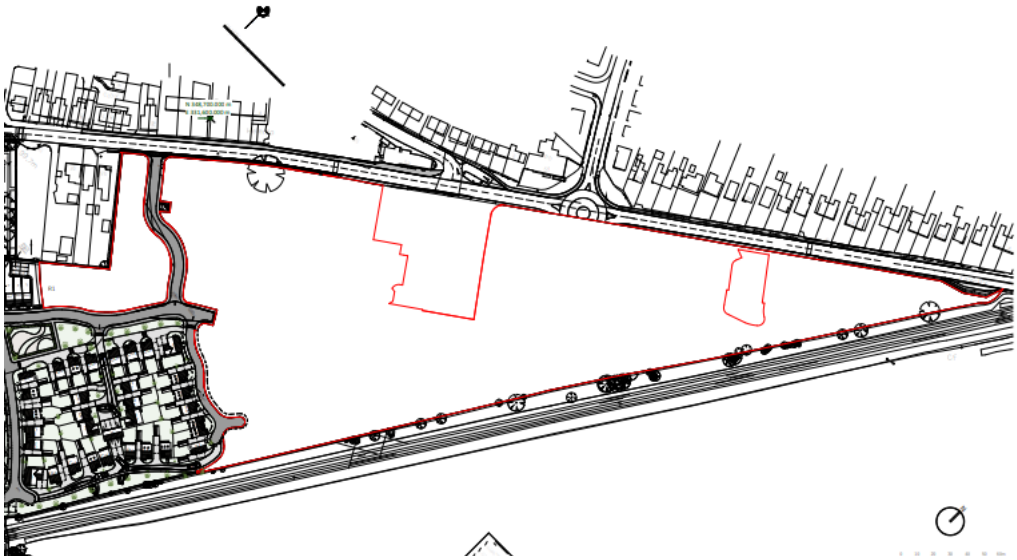
Recommendation B
That if the Planning Obligation pursuant to Section 106 of the Town and Country Planning Act, 1990 is not completed within six months of the date of the Committee resolution, the Chief Officer Economy & Planning be given delegated authority to REFUSE the application on the following grounds:

1. The proposal fails to provide any mechanism to secure a necessary contribution towards the provision of secondary education and therefore conflicts with policy GDP2 the Unitary Development Plan. Plan.
2. The proposal fails to provide any mechanism to secure a necessary contribution to facilitate the long term maintenance of on-site open space and as such does not accord with policy CF2 of the unadopted Local Development Plan.

Report of the Chief Officer Economy and Planning

Officer Report

Site Description
The proposed development site is in Rhostyllen on the south-easy side of Wrexham Road.



Proposal
The application seeks planning permission for the erection of 137 dwellings. The application is the northern part of a wider site that has planning permission for the erection of 223 dwellings (outline planning permission Ref. P/2008/1063 and reserved matters approved P/2007/0686). This permission has already been part implemented, with earlier phases at the southern end of the site having been completed or are under construction.

Reason for Committee Determination
Major Development

Site History
P/2004/0940 - Outline application for residential development and open amenity land, construction of new vehicular and pedestrian access and alteration to existing vehicular and pedestrian access. Granted - 6.12.04.

P/2007/0682 - Variation of condition no 5 imposed under planning permission code no P/2004/0940 to allow the installation of signal controlled junctions instead of two roundabouts on Wrexham Road.

P/2007/0683 - Construction of 2 new footpaths/cycleways and erection of three footbridges. Granted 20.07.07.

P/2007/0684 - Fell 1 no. Ash tree (TPO WCBC No. 23). Refused 10.07.07.

P/2007/0685 - Development of community centre (D1) retail (A1) and cafe (A3). Granted 3/3/2008

P/2007/0686 - Residential development (223 dwellings) and construction of new vehicular and pedestrian accesses (granted in outline under code no P/2004/0940 and subsequently varied under code no. P/2008/1063) Granted – 1/12/2008

P/2008/1063 - Variation of Condition 5 of planning permission code P/2004/0940 to allow the installation of a signal controlled junction and roundabout instead of two new roundabouts at Wrexham Road. Granted - 01/12/2008.

P/2013/0002- Variation of conditions Nos. 1, 2 and 13 of planning permission P/2007/0685 to allow more time to commence development and to amend approved parking layout associated with the development. Granted 4.3.2013

P/2023/0653 - Variation of Condition 2 of planning permission P/2007/0686 (Plot substitution 83-116). Granted - 1/11/24.

P/2025/0145 - Non material amendment to planning permission P/2023/0653 to amend approved plans - substitution of house types. Granted - 13/03/25.

Development Plan

Unitary Development Plan.
Within a settlement limit. Policies PS1, PS2, PS3, PS11, EC4, EC6, H2, H7, CLF5, GDP1, GDP2 and T8 apply.

Unadopted Local Development Plan
Policy H2 - Affordable Housing.
Policy CF2 - Provision of New Open Space.

Unadopted LDP Evidence Base
Background Paper 9 (BP9): Settlement Boundary Review, January 2019.
Open Space Audit and Assessment of Need (OSAAN), March 2016.
Wrexham Viability Study 2019.

Relevant National Policy

Planning Policy Wales, Edition 12.
Technical Advice Note 2: Affordable Housing
Technical Advice Note 5: Nature Conservation and Planning
Technical Advice Note 11: Noise
Technical Advice Note 12: Design
Technical Advice Note 18: Transport

Future Wales: The National Plan 2040
Policies 1, 7 and 20 apply.

Consultation Responses

Community Council:
Raises no objection but expresses concerns regarding the following matters:

- Parking and vehicle access;
- Increased on-street parking;

- Impact on pedestrian safety;
- Local traffic congestion;
- Vehicle traffic and turning areas; and
- Inadequate swept path analysis.

Local Member:
To date, no response received on the application.

Natural Resources Wales:
Raises no objection, but expresses concern regarding foul drainage. Advises that the proposed development could lead to an increase of phosphorous load into the River Dee and Bala Lake SAC.

Dwr Cymru Welsh Water:
Raises no objection subject to compliance with the requirements of the drainage conditions imposed on the previous planning permissions.

Highway Officer:
Raises no objection and comments as follows:

Car Parking Spaces

- Notes that there would be an improvement in parking provision compared to the existing approved plan;
- Notes that the S278 obligations listed in the existing planning permission P/2007/0686 are in progress, with phase 1 Section 278 works practically complete;
- Recommends that a condition be imposed to secure the implementation of a Construction Traffic Management Plan; and
- Advises that provision for cycle parking is required and recommends this be secured by condition.

Highway Layout

- Advises that the proposed turning heard is designed to meet WCBC standards for adoption;
- Confirms that swept path analysis have been provided;
- Notes that a 2m wide footpath has been provided,
- Visibility splays have been added to all private drive/courtyard access points and junctions for design speeds of 20mph within the site, and providing visibility of 2.4m x 25m;
- Pedestrian visibility has been provided to car park spaces; and

Refuse Collection

- Notes that the provision of bin stores adjacent to the proposed adopted highway would be available.

Contaminated Land Officer:
No comments.

Public Protection Officer:

Raises no objection.

Recommends an Air Quality Assessment be undertaken and comments as follows in respect of the Noise Mitigation Scheme;

- The NMS concludes that the closest dwelling to the railway line would fall within Noise Exposure Category (NEC) A of TAN11;
- The NMS shows that the properties adjacent to the A5152 would fall within the upper limit of NEC B, which is the name as the lower limit of Noise Exposure Category C;
- NEC B requires that noise mitigation be incorporated into the design, whereas TAN11 recommends that planning permission should not normally be granted without justification for NEC C without justification;
- The report has recommended a scheme of mitigation to achieve compliance with the noise levels for habitable rooms and external amenity areas set by BS8233;
- Accepts the findings of the NMS and concludes the mitigation scheme will be sufficient to protect the amenity of residents of the proposed development.

Recommends Advisory Notes regarding burning of waste. Recommends assessment of noise and air quality are undertaken before permission is granted.

Arboricultural Officer:
No response received.

Ecology Officer:
Raises no objection. However recommends that improvements are required to the landscaping scheme.

Publicity Undertaken:
Press Notice
Site Notice
Notification Letters

Responses to Publicity:

Two letters of representations raising the following concerns:

- Proximity of a pedestrian crossing in relation to a property;
- Traffic congestion concerns; and
- Visibility Splay and rights of access queries.

Background

The proposed development site already benefits from an extant planning permission for 223 dwellings. Given that this has already been part implemented, it represents a credible fall-back position. In addition, the applicant recently obtained approval (Ref P/2023/0653) for an amendment to the proposed house types on part of the site. To accommodate those amendments, the overall number of units to be built on that part of the site was reduced by 4.

In addition, the applicant has proposed that the extant consent for the remainder of the site be subject to a Modification Order under Section 97 of the Town and Country Planning Act 1990 to remove a further 4 plots. The cumulative effect would be a reduction in the number of dwellings erected at the site by 8 plots to 215. The total number of dwellings built on the site would remain at 215 if the 137 dwellings proposed by this application were built.

The applicant owns two plots of land that adjoin the application site but are excluded from it. The proposed site layout plan indicates the applicant's intention to erect dwellings on both plots. However, the applicant's future intention is not a material consideration in the determination of this application. Granting planning permission for the proposed 137 dwellings would not commit the Council in the determination of any future planning applications for the adjoining plots of land.

Planning permission was granted in 2008 (Ref. P/2007/0685) for a community centre, retail unit and café on part of the site subject to the application now being considered. The planning permission was subsequently renewed in 2013 (Ref. P/2013/0002). However, the development did not commence and the planning permission for the non-residential buildings expired in early 2018. The applicants do not propose to erect any non-residential buildings within the application site.

Principle of Development

Wrexham lies within a National Growth Area as defined in Future Wales: The National Plan 2024 (FW). FW's spatial strategy focuses growth within the main built up areas in the Wrexham and Deeside Growth Area. The proposed development therefore accords with FW and the relevant policies within it.

The site is located within the settlement limit of Rhostyllen of the UDP. The site is also allocated for residential development within the UDP for up to 160 dwelling. However this is not a maximum. Moreover, the application site also forms part of a wider site that benefits from a part implemented planning permission for 223 dwellings. Finally, the site lies within the settlement limit within the unadopted LDP. The UDP settlement limits were reviewed as part of the preparation of the LDP (Background Paper 9: Settlement Boundary Review - January 2018). At the time the Review was undertaken, the planning permission for the 223 dwellings remained extant and as such, the Review proposed that the site remains within the settlement limit. The unadopted LDP has been found sound and therefore continuity between the UDP and LDP in terms of the principle of development is material consideration of significant weight.

Having regard to all of the above, the principle of development is acceptable.

Design

Policy GDP1 of the UDP requires that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.

The submitted plans provide for a varied site layout from that previously approved, comprising of recognisable groupings of dwellings within the site, a variety of house types (22 x 1 bedroom flats, 24 x 2 bedroom houses, 50 x 3 bedroom houses and 41 x 4 bedroom houses), and the use of differing external materials. The proposed site layout would also ensure high levels of natural surveillance of highways, pedestrian footpaths, parking areas and public open space.

Policy CLF5 requires developments of 10 or more dwellings to provide open space within the development. Policy CF5 of the unadopted also LDP sets a requirement for developments of 10 or more dwellings to provide open space. However, the per dwelling provision differs between the two policies. The UDP is now out of dated, being underpinned by and evidence base that is over 20 years old. Policy CLF5 should therefore be afforded limited weight In contrast, unadopted LDP policy CF2 is underpinned by the Open Space Audit and Assessment of Need (OSAAN), March 2016 (the Audit). The amount of open space sought by unadopted LDP policy CF2 is consistent with the Wrexham Local Quality Standard which is derived from the Audit. Given that the unadopted LDP has been subject to Examination in Public and found sound, policy CF2 is considered to be a material consideration of significant weight. It is on the basis of unadopted LDP policy CF2 that the application has been assessed.

Having regard to the above, the on-site open space requirement for the proposed development as whole, including the phases either completed or under construction, is 1.08ha. Including the open space proposed within the application site, the wider development site would be provided with 2.ha of open space, exceeding the minimum requirement.

A children's play area would be provided in one of the areas of open space proposed within the application site. This would be in addition to the one already proposed in an adjoining phase of the development on the wider site. No details of the play equipment have been submitted. However, this could be secured by a suitably worded planning condition.

There is a substantial Ash tree protected by Tree Preservation Order (WCBC No.23) within the site adjacent to the boundary with Wrexham Road. The site layout would retain the tree and also ensures that no development takes place within the Root Protection Area (RPA). Protection measures would need to be put in place for the duration of construction. The submission and implementation of an Arboriculture Method Statement could be secured by a suitably worded condition.

The Council's Public Protection Officer has recommended that air quality and noise assessments be undertaken prior to determination due to the proximity of the site to Wrexham Road and the Shrewsbury to Chester railway line.

With regards to air quality, the proposed dwellings would be set back a similar distance from Wrexham Road than the dwellings approved already approved under the extant permission. Given the established fall-back position, it would

therefore not be reasonable to withhold planning permission pending the assessment of existing air quality.

In terms of noise, the applicants have submitted a Noise Mitigation Scheme (NMS).

Noise from the adjoining railway line was determined to fall within Noise Exposure Category (NEC) A as defined by TAN11. TAN11 advises that noise need not be considered as a determining factor in determining planning applications within areas exposed to NEC A.

Road traffic noise from vehicles passing along Wrexham Read was determined to fall within the upper limit of NEC B, which is the same as the lower limit for NEC C during the nighttime.

TAN11 advises that, where appropriate, planning conditions should be imposed to ensure an adequate level of noise mitigation is provided within areas exposed to noise levels that fall within NEC B. It also advises that planning permission should not normally be granted for residential development within areas exposed to noise levels that fall within Category C. However, where it is considered that that permission should be given, for example, because there are no alternative quieter sites available, TAN11 advises conditions should be imposed to ensure a commensurate level of protection against noise.

In terms of noise, the relationship between proposed dwellings and Wrexham Road is broadly similar to that of the dwellings already approved. Accordingly, they would not be exposed to any greater traffic noise. Given the established fall-back position, it would not therefore not be reasonable to withhold planning permission pending the assessment of existing air quality. However, the NMS identifies the need for noise mitigation measures for properties close to the boundary with Wrexham Road including enhanced specification glazing and acoustic fences. The implementation of these measures could be secured by a suitably worded planning condition. The Council's Public Protection Officer has advised that the proposed measures would provide an appropriate level of mitigation.

Having regard to the above the proposed development accords with policies GDP1 and EC4 of the Wrexham UDP and policy CF2 of the unadopted Local Development Plan.

Impact on Neighbouring Amenity

The separation distances to existing nearby dwellings would accord with LPGN21 guidelines. The proposed development would therefore not cause undue harm to the living conditions afforded to occupiers of properties close to the site by way of loss of light, privacy or visual over dominance.

A concern has been raised regarding the proximity of a proposed pedestrian crossing to an existing dwelling nearby. However, all off-site highway works were required by conditions imposed on the extant planning permission. The application proposes no additional off-site highway works.

Having regard to the above, the proposed development accords with Policy GDP1 of the UDP.

Highway Considerations

Paragraph 4.1.12 of PPW requires the sustainable transport hierarchy to be applied to reduce the need to travel, prevent car dependence developments in unsustainable locations and to prioritise access and movement by active and sustainable transport. The sustainable transport hierarchy promotes walking and cycling above all else, then public transport ahead of private motor vehicles.

The development would support travel by non-car modes. There would be 2m wide footpaths throughout the development. These would connect to existing footways within the wider development. A 2 metre footway would also be provided along the majority of the site frontage. The existing planning permission is subject to a condition to require the implementation of a Travel Plan to promote the use of sustainable modes of transport. This requirement could be extended to the proposed development by a suitably worded condition.

There are a number of bus stops situated along the adjacent Wrexham Road, served by bus numbers 2, 2A, 2C, 3, 4A, 4C, 5 and 5C offering a variety of journeys to a number of destinations not least to Wrexham City Centre, Wrexham Bus Station as well as locations further afar such as Llangollen and Oswestry.

Having regard to the above, the site complies with the sustainable transport hierarchy and is well placed to promote walking, cycling and public transport use.

The extant planning permission is subject to planning conditions requiring the implementation of off-site highway improvements along Wrexham Road. The improvements have been partly completed. However, the approved details also provide for improvements to the section of Wrexham Road adjoining the application site that have yet to be completed, namely the installation of puffin crossings, improvements to the Wrexham Road/Henblas Road junction and the provision of bus stops. A suitably worded condition could require the implementation of the remaining off-site highway improvements in conjunction with the implementation of the proposed development.

Of the 137 dwellings proposed, 82 have parking in accordance with the LPGN16 maximum. There would be 55 x 3 and 4 bedroom dwellings that have 2 parking spaces, 1 space below the LPGN16 maximum. However, data from the 2021 Census shows that although the 85% of households in the Esclusham Ward have access to a car or van, only a small minority (13%) of households have access to more than two vehicles. The vast majority (71%) of householders have access two one or two cars or vans. The proposed parking provision is therefore also consistent with car ownership levels in the wider ward. Moreover, as noted above, the site would benefit from a regular bus services to Wrexham. The site is also within walking distance of a number of other local facilities and employment opportunities. As a result, occupiers of the site would not be wholly

dependant upon private cars for all journeys. It is therefore unlikely the proposed on-site parking provision would give rise to highway safety or parking issues in the locality.

The vehicular accesses to the development would be the same as those permitted under the extant planning permission, which approved two points of access onto Wrexham Road to serve the northern part of the site. These accesses would provide adequate visibility in line with Manual for Streets and TAN 18 requirements.

The proposed dwellings would have garden spaces and therefore sufficient space for occupiers to park/store bicycles. The proposed site layout also provides a dedicated cycle storage area for the 22 proposed flats. Full details of the cycle parking facilities could be secured by a suitably worded condition.

The internal layout has been appropriately designed to safely accommodate the passage of refuse vehicles within the site.

Given that the proposed development would not increase the total number of dwellings built on the wider site, it would not increase number of vehicle trips to/from the site than the already consented development so in turn, it would have no greater impact upon the local highway network.

Having regard to the above, the proposed development would not have an adverse impact upon the capacity or safety of the local highway network. The application therefore accords with policies GDP1 and T8 of the UDP.

Natural Environment

The application is accompanied by a Preliminary Ecological Appraisal (the PEA). This concludes that no designated sites would be directly or indirectly impacted by the proposed development. The PEA also includes a number of recommendations, including landscaping, mitigation and biodiversity enhancement measures. The Council's Ecology Officer has raised no objection but has commented that the landscaping scheme submitted could be improved. A revised landscaping scheme could be secured by a suitably worded condition.

The site boundary with Wrexham Road is enclosed by a hedge. Approximately 75% of the hedge would be removed to enable a 2-metre wide footway to be constructed.

PPW12 paragraph 6.4.42 states that the removal of and hedgerow should only be permitted where there are significant public benefits. The construction of a pedestrian footway would support active travel opportunities and enable the safe movement of pedestrians along the site frontage, both being significant public benefits. Moreover, the removal of the hedgerow to enable the construction of a footway along the site frontage is already permitted under the extant planning permission. The proposed development would not result in any additional loss of hedgerow. The proposed plans indicate that replacement hedgerow would be planted parallel to the footway within adjacent areas of open space. The

implementation of a scheme of hedgerow planting could be secured by a suitably worded planning condition.

Subject to the implementation of the measures recommended by in the PEA and the submission of an updated landscaping scheme, the proposed development would accord with policy EC4. It would also avoid adverse impacts on species and habitats as well delivering a net benefit to biodiversity, in line with the Step Wise Approach outlined in Chapter 6 of PPW12.

Drainage

As already noted above, the proposed development would not result in a net increase in the number of dwellings built on the site. It would therefore not increase foul water discharges from the site over and above the extant development so in turn, would not be likely to increase the volume or concentration of phosphorous entering the SAC catchment.

Having regard to the above, the proposed development is unlikely to have a significant effect on the River Dee and Bala Lake SAC. In therefore accords with policy EC6 of the UDP.

Other Considerations

Policy 13 of Future Wales requires new development to include provision of Gigabit capable broadband from the outset. This could be secured by a suitably worded condition.

There are no planning policies in the UDP or the unadopted LDP that require community centres, retail units or non-residential uses to be provided within residential developments. The omission of the community centre, retail unit and café previously granted planning permission would therefore not, by itself, be a valid reason to refuse planning permission.

Planning Obligations

Affordable Housing

PPW12 paragraphs 4.2.31- 4.2.32 state that development plans should include thresholds for affordable that taking into account their impact on site viability to ensure residential sites remain viable.

UDP policy H7 applies to developments of 25 or more dwellings and states that the Council will negotiate for an element of affordable housing. The policy does not specify the percentage of dwellings that should be affordable. However guidance is provided Local Planning Guidance Note 28, which advises that a requirement of 25% applies to qualifying residential developments across the County Borough. However, the current version of LPGN28 was adopted in 2013 prior to the completion of the viability work used to inform the LDP policies. LPGN28 is not underpinned by any earlier viability evidence.

Unadopted LDP policy H2 applies to developments of 10 or more dwellings and takes a different approach by applying different requirements to sub-market areas of the County Borough, reflecting variations in viability. The site is within the North West Settlements sub-market area as defined in policy H2 where a 0% affordable

housing requirement applies. The policy underpinned by viability evidence that has been scrutinised at Examination in Public and found to be sound. On the topic of affordable housing, the LDP Inspectors commented that: "*the Plan's affordable housing policies and provisions are supported by robust evidence and are consistent with nation policy objectives".*

The extant planning permission for 223 dwellings is subject to a Planning Obligation to secure a total of 55 affordable houses, or 25% of the total number of dwellings permitted. Sixteen of the affordable houses secured by the Planning Obligation have been completed.

The amendments approved in November 2024 (Ref. P/2023/0653) did not include any affordable houses. However, LDP was the adopted development plan for the County Borough when the application was determined. The application was therefore considered in light of unadopted LDP policy H2. As noted above, the site lies within an area where unadopted LDP policy H2 applies a 0% affordable housing requirement.

The submitted plans do not make and provision for affordable housing within the application site. However, having regard to the above, policy H7 of the UDP and the blanket 25% requirement advised by LPGN28 are now outdated and should be afforded limited weight in the determination of the applicant. In contrast, policy H2 of the unadopted LDP is a material consideration of significant weight. The proposed development accords with policy H2 of the unadopted LDP and therefore the absence of any affordable housing would not be a valid reason, by itself, to refuse planning permission.

Education

The Council's Education Team confirmed that there is a need for contributions towards primary and secondary education provision. As such, in the event that planning permission is granted, an obligation will be required to secure the necessary financial contributions towards primary and secondary education provision.

Welsh Office Circular 13/97 and Regulation 122(c) of the Community Infrastructural Regulations 2010, which both states that the requirements of a Planning Obligation must be fairly and reasonably related in scale and kind to the proposed development.

The extant planning permission is subject to a Planning Obligation that requires a financial contribution of £229,320 to be paid towards primary education provision. It does not require any financial contributions towards secondary education provision.

The proposed development would generate an additional 5 primary aged pupils and an additional 7 secondary aged pupils than the extant planning permission when the formula set out in Local Planning Guidance Note 27 is applied. Having regard to Circular 13/97 and the Community Infrastructural Regulations 2010, the financial contributions towards primary and secondary education provision should be calculated on the net additional pupil numbers.

The planning obligation referred to above will secure the necessary education infrastructure to ensure compliance with policy GDP1 of the UDP.

Conclusion

The proposed development would be of an appropriate design and would not give rise to highway safety or residential amenity or ecological concerns. Subject to the Planning Obligation and the outstanding matters regarding a noise assessment, it therefore accords with the relevant UDP policies.

Conditions

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

2. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s):

- Proposed Site Layout Phases 2B-4 (Drawing no. WR2-SAL-A1-ZZ-DR-A-0607 Revision P10) (14/08/25);
- Armitage Plans & Elevations 1138.9 SQ.FT (Drawing no. SGH-SAL-A2-ZZ-DR-A-0101 Revision P1) (14/08/25);
- Alvanley 1 Plans & Elevations 1812 SQ.FT (Drawing no. SGH-SAL-A3-ZZ-DR-A-0101 Revision P1) (14/08/25);
- Bodfari 1 Plans & Elevations 953.7 SQ.FT (Drawing no. SGH-SAL-B1-ZZ-DR-A-0101 Revision P1) (14/08/25);
- Berwyn Plans & Elevations 939.70 SQ.FT (Drawing no. SGH-SAL-B2-ZZ-DR-A-0101 Revision P1) (14/08/25);
- Bodfari 2 Plans & Elevations 953.7 SQ.FT (Drawing no. SGH-SAL-B4-ZZ-DR-A-0101 Revision P1) (14/08/25);
- Conway Planning 1671.6 SQ.FT (Drawing no. SGH-SAL-C2-DR-A-0101 Revision P1) (14/08/25);
- Corwen Plans & Elevations 1047.30 SQ.FT (Drawing no. SGH-SAL-C3-ZZ-DR-A-0101 Revision P1) (14/08/25);
- Derwen Plans & Elevations 1399.3 SQ.FT (Drawing no. VRR-SAL-D1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Deganwy Plans & Elevations 919.70 SQ.FT (Drawing no. SGH-SAL-DR-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Flat Plans & Elevations 1031.0 SQ.FT (Drawing no. SGH-SAL-F1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Gresford Plans & Elevations 1485 SQ.FT (Drawing no. SGH-SAL-G1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Gresford 2 Plans & Elevations 1485 SQ.FT (Drawing no. SGH-SAL-G2-ZZ-DR-A-0101 Revision P1 (14/08/25);

- Henllan Plans & Elevations 711.10 SQ.FT (Drawing no. SGH-SAL-H1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Henllan 2 Plans & Elevations 760.90 SQ.FT (Drawing no. SGH-SAL-H1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Kimmel Plans & Elevations 768.SQ.FT (Drawing no. SGH-SAL-K1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Llanferres Plans & Elevations 1248.6 SQ.FT (Drawing no. SGH-SAL-L1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Richmond 1 Plans & Elevations 1317.7 SQ.FT (Drawing no. SGH-SAL-R1-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Richmond 2 Plans & Elevations 1433 SQ.FT (Drawing no. SGH-SAL-R2-ZZ-DR-A-0101 Revision P1 (14/08/25);
- Tenby Plans & Elevations1049/8 SQ.FT (Drawing no. SGH-SAL-T1-ZZ-DR-A-0101 Revision P2 (14.08.25);
- Estate Car Swept Path Analysis (Drawing no. 24028/113/4 Rev A) (30/05/25);
- Swept Path Analysis DCWW Tanker (Drawing no. 24028/113/3 Rev A) (30/05/25);
- CCBC Refuse Vehicle Swept Path Analysis (Drawing no. 24028/113/5 Rev A (30/05/25);
- 7.5T Panel Van Swept Path Analysis DRG 1 (Drawing no. 24028/113/1 Rev A (30/05/25);
- 7.5T Panel Van Swept Path Analysis DRG 2 (Drawing no. 24028/113/2 Rev A (30/05/25);
- Drainage Strategy (30/08/24);
- Design & Access Statement (30/08/24);
- Phase 2B-4 Location Plan (Drawing no. WR2-SAL-A1-ZZ-DR-A-0617 Revision P1 (30/08/24);
- Proposed Residential Housing Development, Manor Farm, Rhostyllen, Wrexham – Preliminary Ecological Appraisal (received 20/09/24); and
- Proposed Phase Layout Phases 2B-4 (Drawing no. WR2-SAL-A1-ZZ-DR-A-0607 Revision P9) (14/08/25).

3. The development shall be carried out in accordance with the measures set out in paragraph 5.1.2 of Section 5 Summary Conclusions of the Marches Ecology Preliminary Ecological Appraisal dated July 2019

4. No development shall take place until a Dust Management Scheme has been submitted to, and approved in writing by, the Local Planning Authority. The approved Dust Management Scheme shall be implemented for the entire duration of the construction phase.

5. No development shall commence, including any works of demolition, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period.

6. Prior to commencement of development, a scheme of off-site highway improvements shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timescale for implementation and details of the following works:

- Puffin crossings on Wrexham Road;
- Improvements to the Henblas Road junction with Wrexham; Road;
- Bus stop provision along Wrexham Road; and
- A roundabout at the Eldon Grove junction with Wrexham Road.

Off-site highway improvements shall be carried out accordance with the approved scheme and timescale.

7. No development shall take place until an 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 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.

8. Plots 195-216 shall not be occupied until on-site bicycle parking facilities have been provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. The bicycle parking facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of bicycles.

9. Within 3 months of commencement of development a scheme of landscaping to include measures to deliver a net benefit to biodiversity, to include, but not be limited to, a scheme of hedgerow planting along the Wrexham Road site frontage, a timescale for implementation and a Landscape Management Plan, shall be submitted for the written approval of the Local Planning Authority. Landscaping and net benefit to biodiversity measures shall be implemented in accordance with the approved scheme and timescale and thereafter managed in accordance with the approved Landscape Management Plan.

10. Prior to their introduction to the development hereby permitted, samples of the materials to be used in the construction of the external surfaces of the development shall be submitted for the written approval of the Local Planning Authority. Development shall be carried out in accordance with the approved details.

11. Prior to the first occupation of each related dwelling, a bird and/or bat nesting box shall be installed on each dwelling in accordance with a scheme of bird and bat box provision that has first been submitted to and approved in writing by the Local Planning Authority. The bird and bat boxes shall thereafter be permanently retained.

12. Prior to first occupation of the dwellings hereby approved, a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the dwellings hereby permitted shall be implemented in accordance with details that shall have first been submitted to and approved in writing by the Local planning authority.

13. No dwelling shall be occupied until a Final Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to encourage occupiers of the development to walk, cycle and to use local facilities and public transport together with a scheme of annual monitoring reports. The Travel Plan shall be implemented as approved.

14. Prior to the first occupation of plots Nos. 91, 92, 93, 94, 109, 110, 111, 112, 113, 114, 152, 153, 154, 155, 181, 182, 183, 184, 185, 186, 194, 199, 200, 201, 202, 203, 204, 211 and 212, the noise mitigation measures for each plot detailed in Section 5: NOISE MITIGATION SCHEME and on figure 2 of the Hepworth Acoustics Noise Mitigation Scheme Version 1, dated 01.09.2025 shall be implemented in full. The measures shall thereafter be permanently retained.

15. No dwelling shall be first occupied until its associated car parking and turning area has been provided in accordance with the details shown on drawing No. WR2-SAL-A1-ZZ-DR-A-0607 Revision P10. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

16. Within 3 months of commencement of development a scheme for the provision of a children's equipped play area in the area described as Play Area 2 on drawing No. WR2-SAL-A1-ZZ-DR-A-0607 Revision P10 shall be submitted for the written approval of the Local Planning Authority. The scheme shall include, but not be limited to, details of the play equipment, the hard and soft landscaping of the play area and a timetable for the implementation. The children's equipped play area shall thereafter be provided in accordance with the approved scheme and timetable.

Reasons

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

3. In order to protect wildlife interests in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.

4. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

5. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

6. In the interests of highway safety in accordance with Policy GDP1 of the UDP.

7. To preserve the health, safety and amenity value of the tree(s) in accordance with Policies GDP1, PS11, EC4, EC5 and EC6 of the Wrexham Unitary Development Plan.

8. To assist occupiers/users of the development to make sustainable transport choices in accordance with Policy GDP1 of the Wrexham Local Unitary Plan.

9. In the interests of the visual amenity of the development and to GDP1, PS11, EC4, EC5 and EC6 of the Wrexham Unitary Development Plan.

10. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

11. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12.

12. To support the roll-out of digital communications infrastructure across Wales in accordance with Policy 13 of Future Wales.

13. To assist occupiers/users of the development to make sustainable transport choices in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

14. In the interests of the amenities of the occupiers of the development in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

15. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan.

16. In the interests of the amenities of the future occupiers of the development in accordance with policy CLF5 of the Wrexham Unitary Development Plan.

Notes

You must comply with your duties in section 71ZB (notification of initiation of development and display of notice: Wales) of the Town and Country Planning Act 1990. The duties in that section include the following:

* Notice of initiation of development

Before beginning any development to which this planning permission relates, notice must be given to the Local Planning Authority in the form set out in Schedule 5A to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 or in a form substantially to the like effect. The forms set out the details that must be given to the Local Planning Authority to comply with this duty.

* Display of notice

The person carrying out development to which this planning permission relates must display at or near the place where the development is being carried out, at all times when it is being carried out, a notice of this planning permission in the form set out in Schedule 5B of the Town and Country Planning (Development

Management Procedure) (Wales) Order 2012 or in a form substantially to the like effect. The form sets out the details that the person carrying out development must display to comply with this duty.

The person carrying out development must ensure that the notice is:

a)Firmly affixed and displayed in a prominent place at or near the place where the development is being carried out;

b)Legible and easily visible to the public without having to enter the site; and

c)Printed on durable material. The person carrying out development should take reasonable steps to protect the notice (against it being removed, obscured or defaced) and, if need be, replace it.

Notes
Following the commencement of Schedule 3 of the Flood and Water Management Act, the works as proposed are required to obtain approval from the SuDS Approving Body (SAB) prior to commencement of those construction works. Further details of the SAB, the new national standards, the pre-application advice service and the application for approval process can be found on the Wrexham CBC's SAB webpage: https://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm or by contacting the SAB Team directly at SAB@wrexham.gov.uk

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

Notes
Lighting has the potential for classification as a statutory nuisance under the Environment Protection Act 1990. If lighting is found to be causing a nuisance than an Abatement Notice may be served, and the applicant is advised to consider this when designing the installation of any lighting.

Notes
The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Report of the Chief Officer Economy and Planning