Report of the Chief Officer Economy and Planning

Application Reference
P/2024/1049

Applicant
Mr J Berry

Agent
Mr Trevor Mennell

Site Address
Land at, Llyndir Lane, Rossett, Wrexham, LL12 0DH

Description of Development
NEWID DEFNYDD TIR AMAETHYDDOL I SAFLE SIPSIWN/TEITHWYR AR GYFER LLAIN I UN TEULU YN CYNNWYS GOSOD CYFLEUSTER TRIN CARTHION BIO-DISC A GWELL MYNEDIAD I GERBYDAU, LLAWR CALED A

MAN TROI / CHANGE OF USE OF AGRICULTURAL LAND TO GYPSY/TRAVELLER SITE FOR SINGLE FAMILY PITCH INCLUDING BIO-DISC SEWAGE TREATMENT PLANT AND IMPROVED VEHICULAR ACCESS, HARD STANDING AND TURNING AREA

Ward
Rossett/Yr Orsedd

Community
Rossett/Yr Orsedd

Recommendation
Grant

Officer Report

Site Description

The site is located just outside the settlement known as Rossett on a site that is within a reasonable walking distance of the village (approximately 300 metres). It is triangular in shape and generally a flat site surrounded by open countryside. The site itself is surrounded with native hedgerows and was previously used as grassland for livestock grazing. A ditch runs alongside the site's eastern boundary. Alongside the site's entrance from the adjacent public highway is a timber clad fence to which the applicants have recently planted a native hawthorn hedgerow up against the fence alongside the public highway.

Report of the Chief Officer Economy and Planning



Proposal

The proposal is 'retrospective' and relates to the change of use of land to provide for 1 no. traveller pitch to include 1 no. static caravan (mobile home), 1 no. touring caravan, 1 no. dayroom, general hardstanding, bio-disc treatment plant and amendments to vehicular entrance with pony paddock.

Reason for Committee Determination

Community Council objection and in excess of three letters of objections from members of the public.

Development Plan

Wrexham Unitary Development Plan 1996 - 2011
Policy PS1: The Broad Location of Development
Policy EC1: Green Barriers
Policy EC2: Agricultural land
Policy EC4: Hedgerows, Trees and Woodland
Policy EC5: Special Landscape Areas.
Policy EC12 - Development and flood risk
Policy EC13 - Surface water run-off.
Policy H9: Gypsy Caravan Sites
Policy GDP1: Development Objectives
Policy T6 - Parking.

Relevant National Policy

Planning Policy Wales, 12.
Future Wales
TAN 5 - Ecology
TAN 6 - Planning for sustainable rural communities
TAN15 - Flooding
TAN18 - Transport

Welsh Government Circular 05/2018: Planning for Gypsy, Traveller and Showpeople Sites

Consultation Responses

Rossett Community Council:
Objection

- not in line with the LDP
- highways concerns
- loss of agricultural land

Local Members:
No response.

Natural Resources Wales:
Raises no objections.
Foul drainage: Comments that on the basis of the specific nature of the application and proposed private sewage treatment system which meets the screening criteria set out in NRW's guidance, there is unlikely to be a source of additional nutrients and/or a pathway for impacts.

Flood Risk: Notes that the planning application was validated on 20/6/2024. In accordance with Welsh Government's Written Statement dated 31 March 2025, NRW's advice is based on Technical Advice Note 15 (TAN15), July 2004.

Flood Maps for Planning (FMfP) identifies the application site to be at risk of flooding and within Flood Zone 2 (Rivers). As confirmed in the letter from Welsh Government dated 15 December 2021, the FMfP represents better and more up-to-date information on areas at flood risk than the Development Advice Map (DAM).

Advises that the submitted Flood Consequences Assessment (FCA) shows that the risks and consequences of flooding are manageable to an acceptable level. No objection raised on flood risk grounds.

Advises that flood risk could be managed by ensuring floor levels are set 200mm above adjacent ground level and appropriate flood proofing and resilience measures adopted. Also advises that a suitable buffer zone should be maintained alongside all open watercourses that border the site.

Dwr Cymru Welsh Water:
Proposal intends on using an alternative to mains drainage therefore advice from NRW and the Building Regulations Authority should be sought

Highway Officer:
Raises concerns with regards to detail submitted in support of the application in relation to drainage, pedestrian access, entrance gate and entrance surface. The response recommends conditions with regards to visibility splays, access surface, provision of cycle parking, surface water run-off and no gates within 5 metres of the highway.

Report of the Chief Officer Economy and Planning

Contaminated Land Officer:
No comments

Public Protection Officer:
No objection
Note advised re to consult with NRW regarding possible requirement for discharge consent under the provisions of Water Act, 1989.

Planning Policy
The UDP was adopted in 2005 and the plan period expired in 2011 and makes no specific provision to meet the current need for Gypsy and Traveller accommodation. It is now out of date in light of more up to date national guidance.

Circular 005-2018: Planning for Gypsy, Traveller and Show people Sites, which is dated June 2018. Paragraph 38 of the Circular states that sites within or adjacent to settlement limits should first be considered. Where there is a lack of suitable sites, paragraph 39 advises that sites away from existing settlements can be considered.

Circular 005-2018. Paragraph 7.8 of Development Plans Manual (Edition 3) advises that where development plans are outdated, Local Planning Authorities should give the plan decreasing weight in favour of other material considerations, such as national planning policy. Moderate weight is therefore afforded to policy H9 of the UDP.

The latest Gypsy and Traveller Accommodation Assessment (GTAA) covers the period 2022-2027 was formally approved by Welsh Ministers on 19 July 2024. This identifies a need for:

- 20 pitches up to 2027
- A further 2 pitches over the remainder of the now-withdrawn LDP period – i.e. up to 2028.
- An overall need for 22 pitches.

Planning permission was granted on 24 October 2025 following an appeal against an Enforcement Notice for the use of land south of Tyn Y Coed, Moss Road, Gwersyllt for 2 the siting of caravans. However, despite this decision, and in light of the GTAA, there remains a clear need for additional traveller pitches within the County Borough. This is a material consideration of significant weight in favour of the proposed development.

Having regard to the unmet need and the absence of either development plan-led solutions of a sufficient supply of sites with planning permission elsewhere, the development is considered to be in accordance with the site selection criteria set out in the Circular and also policy H9, the principle of development is considered to be acceptable.

Conservation Officer:
No comment.

Arboricultural Officer:
Advises that the proposal presents a negligible and acceptable risk to existing boundary trees and hedgerow features. The proposed removal of a low value, sparse hedgerow to the eastern boundary to improve highway sight lines, is acceptable subject to an approved landscape scheme. No arboricultural objections subject to an approved landscape and tree planting scheme consisting of an improved, diverse tree stock.
The planting scheme should provide quantities
of species (oak, birch, rowan etc), nursery stock type and sizes with a planting plan identifying all planting locations.

Ecology Officer:
Raises no objections recommending the Ecological Constraints and Opportunities Plan and the planting specifications / management regimes submitted in support of the application to be subject to condition in the event of approval. Would also welcome the additional provision of bat and bird boxes for biodiversity enhancement, to be sited in a suitable location on retained trees.

Flood & Water Management Officer:
No objection but advises that further information is required to demonstrate the suitability of the proposed soakaway system. Advises that in accordance with Welsh Government Statutory Standards for Sustainable Drainage Systems (SUDs), infiltration systems should be supported by appropriate site investigation and design information to demonstrate that they are suitable for the ground conditions and can operate effectively for the lifetime of the development.

Publicity Undertaken:
Press Notice:

Site Notice:
Expired 07.08.2024

Notification Letters:21 letters of consultation were sent out to neighbouring properties

Consultation expired: 25.07.2024

Responses to Publicity:
19 objection responses to the consultation process were received and these can be summarised as follows:

Principle of development

- Loss of fertile agricultural land
- The development on site is not in keeping with the prevailing theme of the built character of the nearby settlement.
- Development not in accordance with the local plan.

- Applicants have demonstrated a lack of respect for planning law and procedures.

Highways

- on a bend on a narrow lane and additional traffic is unsafe
- hazardous location
- should the hotel close by reopen the number of cars using the lane would be greatly increased.

Ecology/ environmental impact

- Pulford Brook runs along the field as well as the ancient St Peter's well
- Any waste water from animal waste, cleaning etc could run off into the local stream
- Large hedgerow removed in nesting season to accommodate development
- Installation of a timber fence alongside the roadside is not in keeping with the character of the surrounding area.
- Artificial light pollution.
- Concerns about refuse collection from the site.

Flooding

- Site is within flood zone 2- medium risk of flooding in extreme weather

Other

- Application is for a single family 'plot' which suggests numerous dwellings could eventually be located at the site.

Principle of Development

The site lies outside of a defined settlement limit as defined by the UDP. Policy PS1 directs new housing development to sites within settlement limits. However, Policy H9 indicates that in exceptional circumstances where sites for caravans for individual gypsy families cannot be accommodated within settlement limits, consideration will be given to other proposals, subject to compliance with Policy GDP1.

The UDP was adopted in 2005 and the plan period expired in 2011 and makes no specific provision to meet the current need for Gypsy and Traveller accommodation. It is also now out of date in light of more up to date national guidance.

UDP policy H9 pre-dates, Circular 005-2018: Planning for Gypsy, Traveller and Show people Sites, which is dated June 2018. Paragraph 38 of the Circular states that sites within or adjacent to settlement limits should first be considered. Where there is a lack of suitable sites, paragraph 39 advises that sites away from existing settlements can be considered. Although policy H9 is broadly consistent with the Circular in so far as favouring sites within settlement limits over other locations, policy H9 applies a more restrictive approach by indicating sites in other locations will only be considered in exceptional circumstances.

The requirement to demonstrate exceptional circumstances is considered to be outdated in light of Circular 005-2018. Paragraph 7.8 of Development Plans

Manual (Edition 3) advises that where development plans are outdated, Local Planning Authorities should give the plan decreasing weight in favour of other material considerations, such as national planning policy. Moderate weight is therefore afforded to policy H9.

The latest Gypsy and Traveller Accommodation Assessment (GTAA) covers the period 2022-2027 was formally approved by Welsh Ministers on 19 July 2024. This identifies a need for:

- 20 pitches up to 2027
- A further 2 pitches over the remainder of the now withdrawn LDP period – i.e. up to 2028.
- An overall need for 22 pitches.

Planning permission was granted on 24 October 2025 following an appeal against an Enforcement Notice for the use of land south of Tyn Y Coed, Moss Road, Gwersyllt for the siting of 2 caravans. However, despite this decision, and in light of the GTAA, there remains a clear need for additional traveller pitches within the County Borough. This is a material consideration of significant weight in favour of the proposed development.

As noted above, the UDP makes no specific provision to meet the current need for Gypsy and Traveller accommodation. Moreover, Wrexham has until September 2026 to prepare a Delivery Agreement for its Local Development Plan. As such, there is no imminent prospect of development plan-led solutions to the identified need.

The site does not physically adjoin the settlement limit of Rossett, so paragraph 38 of the Circular is not applicable. However, having regard to the identified need and lack of suitably alternative sites, the proposed development would accord with paragraph 39. Paragraph 39 of the Circular advises that when assessing the suitability of sites away from existing settlements, it is necessary to be realistic about the availability of alternative modes of transport to the private car. The site approximately 300m from the village centre where there is access to regular bus services to/from Wrexham/Chester. There are also a number of local facilities in Rossett itself, including a secondary school, primary school, local shop and a G.P. Therefore, despite being located away from the settlement limit, the site would still broadly constitute a sustainable location.

Having regard to the unmet need and the absence of either development plan-led solutions of a sufficient supply of sites with planning permission elsewhere, the development is considered to be in accordance with the site selection criteria set out in the Circular and also policy H9, the principle of development is considered to be acceptable.

<u>Green Barrier</u>

The site is situated in the Green Barrier as defined by the UDP, which is analogous to Green Wedges described in PPW12.

Paragraph 3.68 of PPW12 advises that Green Wedges should be reviewed as part of the development plan process. The UDP Green Barriers were reviewed

in the Strategic Green Wedge Review (the Review) October 2017 as part of the process of preparing the now withdrawn LDP. The Review concluded that the Green Barrier designation in this location did not comply with the purpose of a Green Wedge as defined in paragraph 3.67 of PPW12 and was therefore unnecessary. By extension it would also not serve the purpose of a Green Barrier, as set out in UDP policy EC1.

The requirements of policy EC1 have now been superseded by successive changes to PPW12 since the UDP in terms of the purpose of a Green Wedge. The outcome of the Review supports this conclusion. The Review has been scrutinised at Examination in Public and found to be sound. The more up to date national policy and the findings of the Review are therefore material considerations that would weigh against any conflict with policy EC1 of the UDP.

Although policy EC1 is afforded limited weight, it is necessary to consider whether there are very exceptional circumstances to justify granting planning permission. As outlined above, there is a significant unmet need for additional Gypsy and Traveller accommodation in the County Borough and no short or medium term prospect of a development plan-led solution. The proposed results in a loss of openness at site level. However, the modest size of the site and the modest height of the structures on the land means that it does not reduce the gaps between Rossett/Lavister and Burton to the south-west and Pulford to the north-east to the extent that there is coalescence of these separate settlements. The impact upon the rural landscape is also modest. As such, the development does not undermine the purpose of a Green Wedge as set out in paragraph 3.67 of PPW12.

The above considerations constitute the very exceptional circumstances necessary to conclude the development accords with PPW12's Green Wedge policy and therefore the development also does not conflict with policy EC1.

Future Wales Green Belt

The site lies in an area for consideration for a Green Belt designation in Future Wales. The boundaries of the Green Belt would be established through the preparation of the Strategic Development Plan (SDP). However, to safeguard these areas ahead of the production of the SDP, Future Wales Policy 22 states that major development should be resisted and should not be permitted except in very exceptional circumstances. Major development is defined in the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as, amongst other things, 10 or more dwellinghouses and development on sites of more than 1ha in area.

The proposed development does not fall within the definition of major development and therefore there is no conflict with Future Wales policy 22.

Best and Most Versatile Land

The Welsh Government's Predictive Agricultural Land Classification map shows Grade 1 within the application site. Grade 1 land is classified as Best and Most Versatile (BMV) agricultural land.

Policy EC2 states that development on agricultural land of Grades 1, 2 and 3a (i.e BMV land) will only be permitted if it does not lead to irreversible loss of that land. However, this is no longer entirely consistent with the latest national policy set out in PPW12 and is therefore afforded limited weight.

Paragraph 3.59 of PPW12 advises that BMV land should only be developed where there is an overriding need for the development and either previously developed land or land in lower grades is unavailable, or subject to other constraints that outweighs the agricultural considerations. Where BMV land needs to be developed and there is a choice of land available, PPW12 advises that development should be directed to land of the lowest grade.

The findings of the Gypsy and Traveller Accommodation Assessment demonstrates a clear additional Gypsy and Traveller accommodation need in the County Borough. As noted above, there is no imminent prospect of development plan led solutions to the site. There are a number of unauthorised sites across the County Borough and all are on greenfield sites outside of settlement limits. It far from certain whether some or all of these will obtain planning permission and as such it is far from clear that sites on non-BMV or lower grade BMV land that will meet the identified need.

Having regard to the above, the requirements of paragraph 3.59 are met and the identified need for additional Gypsy and Traveller accommodation outweighs the conflict with policy EC2.

The principle of development on site is considered acceptable.

Design

The application site is flat and relatively self-contained within the local landscape to which there are no long-distance views into and out of the site which is surrounded by native hedging and open farmland beyond the boundary. The application seeks permission for the siting of one static caravan on the site along with the erection of an amenity block/day room, siting of a touring caravan and to the rear of the site a pony paddock and to the side of the site a small grassland children's play area.

The proposed structures on site are usual in consideration of the layout of gypsy/traveller sites and are considered acceptable in relation to scale and design given the location. The site has a layer of hardcore and generally gives the appearance of being well-maintained. Whilst a native hedge alongside the site's entrance was removed in favour of a boarded timber fence and entrance gates, a native hedge has been recently planted alongside the roadside boundary fence entrance to the site. This is welcomed as it will assist integrating the site into the surrounding natural landscape.

Special Landscape Area

The site is within a Special Landscape Area as defined by the UDP. However, policy EC5 does not clearly set out which landscape features, characteristics or

qualities require extra protection or how the policy or designation will achieve that protection, as required by Planning Policy Wales 12 paragraph 6.3.12.

The boundaries of the UDP Special Landscape Area predate LANDMAP, the nationwide set of spatial datasets covering five topic areas; Cultural Landscape, Geological Landscape, Historic Landscape, Landscape Habitat, Visual and Sensory.

As part of the preparation of the now withdrawn LDP, a Special Landscape Areas Study 2017 (the Study) was undertaken to review the boundaries of the Special Landscape Areas. The methodology of the review followed that recommended by NRW and is consistent with PPW12 para 6.3.12, which recommends that LANDMAP and any associated landscape character assessments (including the register of historic landscapes in Wales) should be used to inform local landscape policies and to help identify or revise Special Landscape Areas.

The Study did not identify the application site as being in an area of high landscape importance that would justify the additional protection a Special Landscape Area designation would provide. The Study has been scrutinised at Examination in Public and found to be sound. In the absence of any evidence to the contrary, the Special Landscape Area designation in this location and by extension policy EC5 are therefore afforded outdated.

Given the location and surrounding land topography the proposed development will have limited harm on the landscape. Whilst the proposed development conflicts with policy EC5, having regard to the fact that the Special Landscape Area is outdated in this location, conflict with policy EC5 would not, by itself, justify refusal of the application.

Having regard to all of the above, subject to suitably worded conditions, the proposed development would accord with policies PS2 and GDP1.

Impact on Neighbouring Amenity

There are no dwellings located immediately adjacent to the site, therefore the development accords with separation distances set out in Local Planning Guidance Note 21. As such, the development does not give rise to adverse impacts on residential amenity. It therefore is in accordance with Policy GDP1 of the UDP on this matter.

Highway Considerations

The Highways Officer raises no objections subject to conditions attached to any approval notice issued with regards to visibility splays, access surface, provision of cycle parking, surface water run-off and no gates within 5 metres of the Highway.

The site is located within close proximity of Rossett, which is approximately 300 metres away along a single-track public highway that lacks streetlighting or with the provision of a footpath. However, the road leading past the site is not considered a heavily trafficked public highway and given the short distance,

provision of a footpath would not be proportionate in relation to a development of one traveller family pitch. The application is retrospective and a gate is already in place on the entrance to the site and this is an 'electronic sliding gate' which is adequately positioned so as not to cause obstruction to the adjoining public highway. Most other issues raised by the Highways Officer could be adequately addressed by suitably worded conditions.

The Highway Officer has requested that the entrance gates be set back 5 metres from the boundary with the carriageway. However, the gate erected on site is approximately 4 metres from the carriageway. Although placing it at 5 metres would enable a typically sized car to stand clear of the carriageway whilst the gate is opened/closed, Llyndir Lane is rural lane that is not heavily trafficked. The length of time a vehicle is likely to be waiting on the highway is likely to be limited and as a result, would not significantly disrupt the free flow of traffic or give rise to significant highway safety issues. The existing siting of the gate would therefore not be a valid reason to refuse planning permission, nor would imposing a planning condition to require it to be relocated be necessary or reasonable, therefore conflicting with guidance set out in Circular 016/2014: The Use of Planning Conditions for Development Management.

The submitted plans don't make any specific provision for bin storage and collection. However, there is sufficient space within the site for this. As with any other residential development, taking bins from a storage area to the site access for collection would be the responsibility of the site occupier. Although Llyndir Lane is only wide enough to permit the passage of one vehicle in this location, a refuse collection vehicle is only likely be stationary on the carriageway momentarily. This is a situation that occurs on other rural lanes in the locality. Whilst it may cause some short-term disruption to the free flow of traffic along the road, it is not a matter that would give rise to serious highway safety concerns, and as such, would not be a valid reason to refuse planning permission. The provision of a storage area within the site for bins could be secured by a suitably worded condition.

Subject to suitably worded conditions, the development would not give rise to highway safety concerns and therefore accords with policy GDP1 of the Wrexham Unitary Development Plan.

Natural Environment

The application site consisted of an open field with surrounding native hedgerows with little in the form of mature trees on site, other than a few native specimens alongside the site's eastern and western boundaries. which appear not to have been affected by development on site as they are located some distance outside the site development area and this includes reference to root spread. The application is accompanied by Preliminary Ecology Report (PEA). Given the retrospective nature of the development., this has considered the potential habitat quality of the site prior to works taking place, as well as in its existing condition.

The PEA notes the potential ecological impacts and mitigation measures to comply with planning policy and legislation. No evidence of protected species

was found on site. The PEA notes that a wildflower area and tree and hedgerow plantings are required in order to ensure compliance with biodiversity net gain. The report concludes that if the recommended mitigation measures are taken there will be a net gain for biodiversity and no loss of roosting and nesting sites or harm to protected species.

It is noted that NRW and the Council's Ecology advisor raise no objections on ecological issues and with suitably worded conditions attached to any approval notice with regards to net benefit on biodiversity enhancement as recommended in the PEA and the installation of bat and bird boxes in suitable locations that the application is acceptable on this matter and in accordance with Policies EC4, EC5 and EC6 of the UDP and the relevant parts of chapter 6 of Planning Policy Wales 12 and TAN 5

Flood Risk

The application proposes highly vulnerable development (Gypsy/Traveller site). National guidance on development and flood risk is provided in Technical Advice Note 15. The latest version of Technical Advice Note 15 was published on 31 March 2025. However, a transition period was also put in place whereby applications submitted prior to 31 March 2025 were to be determined under the earlier version of Technical Advice Note 15 dating from 2004.

The application site is within Zone B of the Development Advice Map (DAM) contained in Technical Advice Note 15 (2004). Technical Advice Note 15 (2004) advises that new development should be directed to Zones A or Zone B. However, Flood Map for Planning identifies the application site to be at risk of flooding and within Flood Zone 2 (Rivers). The Welsh Government confirming by letter dated 15 December 2021 that the FMfP represents a better and more up-to-date information on areas at flood risk than the DAM.

Technical Advice Note 15 (2004) pre-dates Flood Maps for Planning so provides no specific guidance for development within Flood Zone 2. However, although Technical Advice Note 15 (2025) is not relevant, it does not advise against highly vulnerable development entirely within Zone 2, but rather requires careful consideration of the acceptability of the development. In that regard, flood risks within Zone 2 are not as significant as areas falling within Zone C2 on the old Development Advice Maps. The site is therefore not in an area where Technical Advice Note 15 (2004) advises against new highly vulnerable development.

The application is accompanied by a Flood Consequences Assessment (FCA) This demonstrates that the risks and consequences of flooding are manageable to an acceptable level. NRW have raised no objection on flood risk grounds to the application as submitted, subject to the floor levels of the development being 200mm above ground level. They also recommend flood proofing and measures and flood proofing be put in place and a buffer zone be maintained along the watercourses that border the site. These measures could all be secured by suitably worded conditions.

Having regard to the above, the proposed development would not be at unacceptable risk of flooding and would not unacceptably increase the risk of

flooding off site. It therefore accords with policies GDP1 and EC12 of the UDP and Technical Advice Note 15 (2004).

Drainage

The application site is located within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC). In line with NRW advice to Planning Authorities for planning applications affecting nutrient sensitive river special areas of conservation (28 June 2024), under the Habitats Regulations, Planning Authorities must consider the impact of proposed developments on water quality within SAC river catchments.

In this instance the applicants propose a private sewage treatment system which is considered to meet the screening criteria as set out in NRW advice, who have indicated in their response that they are satisfied that there is unlikely to be a source of additional nutrients and/or a pathway for impacts. As such, it is considered that it would be reasonable to screen out this proposal as not likely to have a significant effect on the River Dee and Bala lake SAC in relation to nutrient inputs.

The applicant proposes soakaways for surface water drainage. The Council's Flood & Water Management Officer raises no objections but has advised that further information is required to demonstrate that ground conditions are suitable for soakaways. Given that the hard surfaced area of the site exceeds 100 sq.m, formal approval for the surface water drainage arrangements would need to be obtained separately from the Council as Sustainable Drainage Systems Approval Body (SAB).. This is a statutory requirement. The need to obtain SAB approval means that there are adequate controls in place to ensure surface water is properly managed.

Having regard to the above, the development accords with policies GDP1 and EC6 as well as chapter 6 of PPW12 and TAN 5.

Conclusion

The site lies outside of the settlement limit, within a Green Barrier and within a Special Landscape Area. However, given the age of the UDP, the tested LDP evidence in respect of reviews of Green Barrier and Special Landscape Areas, the significant identified need for additional Gypsy and Traveller accommodation and the absence of any development plan led solution to this in the short to medium term, the overall planning balance is in favour of granting planning permission.

The proposed development does not give rise to concerns in respect of design, residential amenity, highway safety, flood risk, foul drainage or ecology. It therefore accords with the relevant UDP policies in respect of these matters.

Condition(s)

1.

The occupation of the site shall only be by Gypsies and Travellers as defined by paragraph 2 of Circular 005/2018: Planning for Gypsy, Traveller and Showpeople Sites.

2. No more than 2 caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (of which no more than 1 shall be a static caravan) shall be stationed on the site at any time.

3. No commercial activity shall take place on the land including the storage of materials and the stationing of any vehicle in excess of 3.5 tonnes overnight. There shall be no loading or unloading of vans, open backed vehicles or lorries on the site other than for domestic purposes.

4. Within six months of the date of this decision a scheme for biodiversity enhancements shall have been submitted for the written approval of the local planning authority. The scheme shall include a timetable for its implementation. The works shall be implemented and retained in accordance with the approved details.

5. Within three months of the date of this decision a scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. This shall include, but not be limited to:

- details of all trees and hedgerows to be retained as part of the development;
- details of the location and species of all new tree and hedgerow planting
- details of a buffer zone that shall be maintained alongside any open watercourses that borders the site
- a timescale for the implementation of all landscaping works.

Landscaping of the site shall be carried out in accordance with the approved scheme. Any trees or hedgerows which are subsequently removed or become seriously damaged or diseased shall be replaced in the next available planting season with trees or hedgerows of the same species as those originally shown to be retained or planted.

6.

Within 3 months of the date of this decision the vehicular access shall be provided with visibility splays of 2.4 metres x 25 metres to the north and 2.4metres x 25metres to the south measured to the centerline of the adjoining highway. Within these splays there shall be no obstruction greater than 600mm above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

7. Within 3 months of the date of this decision, the access which shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway. The access shall thereafter be maintained with a hardbound surface for a minimum distance of 5 metres behind the adjoining highway for the lifetime of the development.

8. Within 3 months of the date of this decision details of a scheme of on-site bicycle parking and refuse storage facilities shall be submitted for the written approval of the Local Planning Authority. The scheme shall be implemented within 3 months of written approval being received from the Local Planning Authority and shall thereafter be permanently retained and kept free of any obstruction. that would prevent their use for bicycle parking and refuse storage.

9. No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off, along with site soakaway details within 6 months of the date of this decision and thereafter permanently retained.

10. Development on site shall be in accordance with detail as set out in the Flood Consequences Assessment (FCA) submitted in support of the application, with finished flood levels of any mobile home and the amenity block/day room being a minimum of 200mm above ground level.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any Order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected, constructed or placed across the access other than the brick piers

and electric sliding gate shown on drawing no. 71422:1004 Revision A.

Reason(s)

1. To ensure that the site continues to contribute to the local supply of gypsy pitches, in line with policy H9 of the Wrexham Unitary Development Plan.

2. To ensure that the site affords satisfactory amenity standards both for its occupants and for neighbouring land uses, in accordance with Policies GDP1 and H9 of the Wrexham Unitary Development Plan.

3. In order to protect residential amenity, in accordance with Policy GPD1 of the Wrexham Unitary Development Plan.

4. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12 and to comply with Policy EC6 of the Wrexham Unitary Development Plan.

5. Reason: In the interests of the visual amenity of the area in accordance with Policy EC4 of the Wrexham Unitary Development Plan.

6. In the interests of highway safety and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

7. In the interests of highway safety and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

8. In the interests of highway safety and sustainable transport and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

9. In the interests of highway safety and to comply with Policy GDP1 of the Wrexham Unitary Development Plan.

10. In order to safeguard against potential flooding and to comply with Policy EC12 of the Wrexham Unitary Development Plan.

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