Wrexham Local Development Plan 2013 - 2028

BP 06

housing | open space | employment | community | transport | education



Gypsy and Traveller Site Selection (March 2018)

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Gypsy & Traveller Site Selection

1. INTRODUCTION

1.1 The Council is in the process of preparing the Local Development Plan (LDP) which will guide development in the County Borough between 2013 and 2028. The LDP will set out certain locations where new development, including housing and employment will be permitted, whilst also seeking to protect and enhance other areas from development. Once adopted, the LDP will form the basis of making decisions on individual planning applications in the County Borough.

1.2 This background paper is one of a range of papers prepared to support the LDP and considers the Council's responsibilities for Gypsies and Travellers in relation to national and regional planning policy and explains the site assessment and selection process for the site allocations contained within the Deposit LDP (policy H4).

1.3 Throughout this paper reference will be made to other plans, documents and guidance as appropriate, copies of which can be found on the consultation portal or are referenced directly.

2. BACKGROUND

2.1 The Housing (Wales) Act 2014 (and Welsh Office Circular 30/2007 'Planning for Gypsy & Traveller Caravan Sites') requires all local authorities in Wales to identify the Housing needs of Gypsies and Travellers in its area and make provision for any needs identified. The Housing Act includes provisions to place a duty on local authorities to provide sites where a need has been identified. All local authorities are required to complete a Gypsy Traveller Accommodation Assessment (GTAA) every 5 years, which identifies pitch requirements.

2.2 Welsh Government Planning Guidance[1] requires local planning authorities to allocate sufficient sites in their LDP and to ensure that identified pitch requirements can be met.

3. GYPSY TRAVELLER ACCOMMODATION ASSESSMENT (GTAA)

3.1 The latest GTAA for Wrexham covers the period 2015-2020 and was approved by the Welsh Government in accordance with Section 102 of the Housing (Wales Act 2014) on 28th March 2017[2].

[1] Circular 30/2007 section 17: 'Planning for Gypsy and Traveller Caravan Sites'
http://gov.wales/desh/policy/planning/gypsycircular/gypsycirculare.pdf?lang=en

3.2 The approved GTAA identifies a need for the following:

- 15 residential Gypsy and Traveller pitches over a five year period
- 28 residential Gypsy and Traveller pitches over the 15 year LDP period.

3.3 This residential need for 28 pitches can be met in two ways:- by the determination of individual planning applications for private sites over the plan period, and/or by the allocation of public (social rented) sites which would be managed by the Council. Given the need identified over the plan period, it is not appropriate to rely solely on private pitches coming forward to meet the identified need, therefore the LDP must make sufficient allocations to ensure that the 5 year need and the plan period need are accommodated.

3.4 Since the GTAA was approved a total of 9 residential pitches on private sites have been granted planning permission in the County Borough. When these 9 pitches are deducted from the above requirements (para. 3.2), the need reduces to:

- 6 pitches over the 5 year period;
- 19 pitches over the LDP period to 2028

3.5 However the GTAA also recommends that the number of pitches located at the existing Council owned Ruthin Road residential Gypsy & Traveller site be reduced during the LDP period from 15 to 9 pitches. The 6 pitches lost at Ruthin Road will also need to be replaced elsewhere, which takes the requirement for the plan period figure back up to **25 residential pitches**.

3.6 In addition the GTAA recommends provision of a temporary stopping site sufficient to accommodate 8 pitches. Unlike a formal transit site, which is a permanent site with facilities but designed for temporary use by occupiers, a temporary stopping site is intended to be short term in nature and used to relocate any inappropriately located unauthorised encampments. As a minimum, facilities provided on a temporary stopping site should include a cold water supply, portable toilets, a sewerage disposal point and refuse collection facilities. **The LDP does not allocate land for a temporary stopping place** due to the temporary nature of the land use. This need will however be delivered separately outside of the LDP process and will be subject to compliance with LDP policy H5.

4. PLANNING POLICY CONTEXT

[2] Wrexham Gypsy Traveller Accommodation Assessment 2015-2020 https://www.wrexham.gov.uk/assets/pdfs/housing/documents/wrexham_gypsy_traveller_accommodation_needs_assessment.pdf

a) Planning Policy Wales (Edition 9, 2016)

4.1 National planning policy in relation to Gypsies and Travellers is contained in chapter 9 of Planning Policy Wales (PPW, 2016). Paragraph 9.2.21 of PPW states that '*Local authorities are required to assess the accommodation needs of Gypsy families'* and that *'it is therefore important that local planning authorities have policies for the provision of Gypsy sites in their development plans'*[3].

b) Welsh Government (WG) circular 30/2007: 'Planning for Gypsy and Traveller Caravan Sites' (December 2007).

4.2 In addition, guidance is provided in Welsh Government (WG) circular 30/2007. Although dated, this document remains relevant and provide guidance in relation to involving the community in the preparation of the LDP (see section 5a) below), identifying sites (see section 5b below), criteria based polices (which are included in the deposit LDP), and considerations in relation to rural sites.

4.3. Key points in relation to identifying sites for the community in the LDP are the need to '*allocate sufficient sites in LDP's to* ensure *that identified pitch requirements for residential and transit use can be met*[4]*'. Local planning Authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that specific sites allocated in LDPs will be made available for that purpose*[5]*'.*

4.4 Furthermore, in paragraph 18, the guidance states that Local Planning Authorities (LPA's) should work with the Gypsy and Traveller community when identifying sites (see section 5a below). This should include encouraging the community to put forward candidate sites as part of the candidate site submission stage of LDP preparation).

4.5 Paragraphs 19 – 21 of the guidance relate to site selection and sustainability (whether public or private), with the guidance being clear that sites should be considered in relation to a number of factors which are important to the health and wellbeing of the community. Such considerations include things like opportunities for growth within family units, the promotion of peaceful and integrated co-existence between the site and the local community, wider benefits, such as access to GP's and other health services, schools, access for

[3] Section 9.2.21, Chapter 9, Planning Policy Wales (Edition 9, November 2016) http://gov.wales/docs/desh/publications/161117ppw-chapter-9-en.pdf
[4] The GTAA 2015 – 2020 does NOT identify the need for a transit site to be provided in the County
[5] Paragraph 17, WG circular 30/2007 (December 2007) http://gov.wales/desh/policy/planning/gypsycircular/gypsycirculare.pdf?lang=en

emergency vehicles, utilities including waste recovery and disposal as well as space for play areas.

4.6 The guidance continues to state that when deciding where to provide sites for the Gypsy and Traveller community, that the LPA should first consider locations in or near settlements with access to local services e.g. shops, doctors, school, employment, leisure and recreation facilities and churches. All sites should also be identified having regard to highway considerations but '*proposals should not be rejected if they would give rise to only modest additional daily vehicle movements and/or the impact on minor roads would not be significant*[6]*'.*

4.7 Despite the guidance stating the preference for sites to be located in areas in or near settlements, paragraphs 26 – 29 also state that '*sites on the outskirts of built up areas may be appropriate'* and that *'sites may also be found in rural or semi rural settings'. 'Rural settings*, *where not subject to specific planning or other constraints, are acceptable in principle*[7]*'*

4.8 Paragraph 26 states that *'In assessing the suitability of such sites, local authorities should be realistic about the availability, or likely availability, of alternatives to the car in accessing local services. Over rigid application of national or LDP policies that seek a reduction in car borne travel would not be appropriate as they could be used to effectively block proposals for any Gypsy and Traveller Site in a rural location. Sites should respect the scale of and not be so large as to dominate the nearest settled community serving them. They should also avoid placing an undue burden on the local infrastructure'*.

4.9 As well as providing guidance in relation to the locational aspects of site selection, the guidance provides an overview of the ways in which local authorities can identify specific sites and make land available. This is contained in paragraph 23 (further details of how this has been applied in site selection is contained in section 5b). It states that:

- Local authorities have discretion to dispose of land for less than best consideration where it will help to secure the promotion or improvement of the economic, social or environmental well-being of the area, as set out in National Assembly for Wales Circular 41/03, "Local Government Act 1972: General Disposal Consent (Wales) 2003, Disposal of land in Wales by Authorities for less than Best Consideration".

[6] Paragraph 21, WG Circular 30/2007 (December 2007)
http://gov.wales/desh/policy/planning/gypsycircular/gypsycirculare.pdf?lang=en
[7] Paragraph 26, WG Circular 30/2007 (December 2007)
http://gov.wales/desh/policy/planning/gypsycircular/gypsycirculare.pdf?lang=en

- Authorities should also consider making full use of any registers of unused and under-used land owned by public bodies as an aid to identifying suitable locations. Vacant land or under-used local authority land may be appropriate.

- Authorities should also consider whether it might be appropriate to exercise their compulsory purchase powers to acquire an appropriate site.

- Co-operation between neighbouring authorities can provide more flexibility in identifying sites.

4.10 Circular 30/2007 also states that it is not considered appropriate to set a national maximum size for a Gypsy & Traveller site, but that sites should be considered in context and in relation to the local infrastructure and population size and density to ensure they do not dominate local settled communities.

4:11 Paragraph 25 of the guidance sets out the need for criteria-based policies within the LDP, regardless of whether any current need exists for additional pitches in the area and is required to meet any future or unexpected demand. Policies must be fair, reasonable, realistic and effective in delivering sites.

4.12 It is understood that replacement guidance, in the form of a new Circular from the Welsh Government is imminent and may come into force whilst the LDP is on Deposit. A draft of the new circular was published for consultation in March 2017 and the Council submitted comments on the draft and proposed changes during the consultation period. The Council are therefore mindful of the likely changes and as a consequence any changes to the guidance should not undermine the approach or methodology set out in relation to site selection and allocations.

c) Designing Gypsy and Traveller Sites in Wales (May 2015)

4.13 This document was published by Welsh Government in May 2015 and sets out guidance that is applicable in the development of public gypsy and traveller sites, both permanent residential sites and transit sites[8] (the guidance does not apply to privately owned sites). There is also a supplemental guidance document relating to the management of Gypsy and Traveller Sites in Wales which was published at the same time[9]

[8] http://gov.wales/docs/dsjlg/publications/equality/150528-designing-gypsy-and-traveller-sites-en.pdf
[9] http://gov.wales/docs/dsjlg/publications/equality/150528-managing-gypsy-and-traveller-sites-en.pdf

4.14 The guidance covers such issues as site design and layout, facilities, safety, transit sites and temporary stopping places. It also includes details of community involvement in the site design stage. In addition, the guidance provides a broad overview of sites capital grant funding which is available to develop publically owned sites only[10] (further information on this is provided in section 5 below).

4.15 Paragraph 3.2 of the document suggests that new sites should comprise 20 pitches or less, other than in exceptional circumstances, such as where it may be necessary to keep a large community together. '*However, a high level of unmet need in the area would not necessarily suggest sites in excess of 20 pitches should be developed. Instead, Local Authorities should explore other avenues to develop smaller sites in the first instance*'[11]

4.16 In seeking to identify suitable sites it is necessary to determine the size of the site(s) that will be required to accommodate the identified need. This is ultimately determined by the number and size of the pitches that are to be provided. Having regard to both Welsh Government guidance on site size previously referenced, and also to the findings of the GTAA it is considered that the allocation in the deposit LDP of **either two sites of approx. 12 pitches each or three sites of approx. 8 pitches each would realistically deliver the 25 pitches required over the Plan period.**

4.17 While the guidance does not specify the size of a pitch it does provide guidance on what a single pitch on a permanent residential site should comprise, as follows:

- An amenity Block (min 23sqm) including a wc/sink, bath with shower over, dining area and a kitchen with a store & food prep area,
- Space to accommodate a Mobile home (max 20m x 6.8m),
- Space for a touring caravan,
- Parking for 2 vehicles (each space 2.4x4.8m),
- Electricity hook-up points
- A water supply, and hook up to drains and sewerage systems (this may require a small treatment works in rural areas).
- A suitable container for domestic refuse;
- A lockable shed for tools, bikes, extra storage;
- Space for drying clothes.

[10] Paragraphs 2.11 – 2.14, Designing Gypsy and Traveller Sites in Wales (May 2015), http://gov.wales/docs/dsjlg/publications/equality/150528-designing-gypsy-and-traveller-sites-en.pdf
[11] Paragraph 3.2, Designing Gypsy and Traveller Sites in Wales (May 2015), http://gov.wales/docs/dsjlg/publications/equality/150528-designing-gypsy-and-traveller-sites-en.pdf

5 Site Search & Assessment Methodology

a) Community Consultation

5.1 As part of the LDP preparation process the Local planning Authority undertook a call for candidate sites in 2012 / 2013. Two sites (GC04CS & WR15CS) were submitted for use as gypsy sites and were assessed at that time as part of the LDP candidate site assessment process. Site GC04C was ruled out on highway grounds and WR15CS is a current private authorised gypsy site which may have some potential to meet future needs but is too small (0.26ha) to deliver a significant number of additional pitches(see Appendix 1).

5.2 When considering locations for permanent residential Gypsy & Traveller sites, WG guidance[12] advises that the preferences of the Gypsy and Traveller community should be included in the assessment process. However, Local Authorities are not expected always to provide sites in locations which mirror these aspirations. In this it is recognised that other factors, such as the availability of land, site sustainability and achievability of planning permission, will be more significant matters to consider and, the needs of the community will need to be carefully balanced against the relevant material planning considerations associated with each site.

5.3 In line with the guidance, a consultation exercise, led by the Performance, Improvement and Partnerships Service (PIPS) within the Council and facilitated and supported by Wrexham's Gypsy and Traveller Multi Agency Forum (MAF) was undertaken in 2014 to obtain the views of the local Gypsy and Traveller community on their site preferences. The consultation included the views of 32 members of the local Gypsy and Traveller community, with the participants ranging in age from 13 to over 75 years. The findings of the consultation with the community, as summarised in para 5.4 below and as contained in Appendix 2, have been fed into the site assessment process.

5.4 With regard to permanent residential sites, the findings from the consultation can be summarised as follows:

- Locate the new sites within reasonable distance of medical services. This does not necessarily mean that these services have to be 'on the door step', but that they are close enough that travel time is not prohibitive,
- Locate new sites appropriately to allow easy access to public transport and safe walking routes. This may mean that there is a bus stop at the site entrance, or that there is one a short distance away. Where there will be a

[12] Designing Gypsy & Traveller Sites in Wales (May 2015)
http://gov.wales/docs/dsjlg/publications/equality/150528-designing-gypsy-and-traveller-sites-en.pdf

need to walk to a bus stop, WCBC should ensure that there are safe and appropriate footpaths between a bus stop and the site.

- Consider the research and findings of the Play Development team so that they can ensure the sites offer adequate and safe opportunities for children and young people to spend their free time.
- The new sites are within reasonable distance of appropriate schools, and that there are pedestrian access and appropriate routes to allow children to walk to and from school.
- With regard to a site layout, that it be designed in a 'tree branch' layout.
- Site locations should have appropriately sized roads and access (e.g. wide enough for 2 vehicles to pass each other safely).
- With regard to access, new sites should have 2 separate access points (i.e. entrance and exit).
- Surrounding areas and existing roads allow safe access onto and off the site.

b) Site assessment

5.5 WG Circular 30/2007 suggests a number of ways in which a local authority might identify specific sites and make land available to meet the needs identified. The circular states that in identifying a site, local authorities will need to demonstrate that sites are suitable and that there is a realistic likelihood that the specific sites allocated in an LDP will be made available for that purpose.

5.6 One suggested approach to identifying an appropriate site is through making full use of any register of unused and under-used land owned by public bodies or vacant or under-used land in local authority ownership. While other public bodies, including Welsh Government, were approached regarding the possibility of any surplus land in their ownerships, no sites were forthcoming.

5.7 While 100% Welsh Government capital grant funding is available in principle for residential site development, in order to access this funding sites must either be in local authority ownership or the local authority must have secured a lease of at least 21 years[13]. Funding of up to £1.5 million per site, is available, though the Welsh Government applies a £150k per pitch threshold on a pro rata basis for new developments. LA's may however apply for an amount greater than £1.5 million if it is spread over different years. The funding is however only available to meet site development costs and cannot be used to fund site acquisition. The Council has limited resources to acquire private land to deliver sites and the cost and timescales associated with compulsory purchase, is a

[13]Gypsy & Traveller Sites Capital Grant 2018/19 http://gov.wales/topics/people-and-communities/communities/communitycohesion/gypsytravellers/sites-capital-grant-2018-19/?lang=en

risk to meeting statutory duties in relation to the identified needs of the Gypsy & Traveller Community having regard to the time and cost of site acquisition and in particular with regards to meeting the need over a 5 year period.

5.8 The site search therefore sought to identify and assess sites in Wrexham County Borough within council ownership with the potential to accommodate in total the identified need for 25 residential Gypsy and Traveller pitches, as well as a temporary stopping site for 8 pitches, (though as explained in para. 3.6 above, the LDP will not include an allocation for a temporary stopping site).

5.9 An assessment of land in Council ownership was initially carried out in 2014/15 as part of the work being undertaken to prepare the now approved GTAA 2015 – 2020 . This involved a site selection filtering process. A database was created to record the results of the filtering process and to allow sites to be identified that could be taken forward for further consideration. The process was split into a number of stages.

5.10 The sites assessed included a number of sites which had been assessed previously in 2008 for LDP1. As a result of the filtering process, 41 sites emerged as 'maybe' sites suitable for further, more detailed investigation. In addition, some 37 sites located in the Green Barrier and / or Special Landscape Area (SLA) were also identified as possibly having some potential and worthy of further investigation given that Green Barriers and SLAs were being reviewed as part of the LDP process.

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5.11 Having regard to the time which has elapsed since that filtering & assessment process, and in light of subsequent changes in both Council staff and the Council's land portfolio, together with the amendments to the Green Barrier and SLA proposed in the Deposit LDP, a review was undertaken of the 2014/15 assessment in 2017. The Review process and findings are set out below and in Appendices 3 and 4.

c) 2017 Review

5.12 Initially 419 Council-owned sites, comprising sites previously assessed for LDP 1 together with additional Council owned sites identified from the land portfolio were revisited, and any that were clearly no longer in Council ownership removed from the list. 29 sites were removed from the list for this reason and the remaining (390) sites were filtered in accordance with the methodology set out below (see Appendix 3).

Stage 1 (site size < 0.5 ha)

5.13 Given Welsh Government guidance on site size, as outlined in Section 4, sites with an area of less than 0.5 hectares were discounted at this stage as these would be unlikely to meet the WG's site design requirements. A total of 169 sites were ruled out at this stage as they were under 0.5 hectares.

5.14 In addition any of the remaining (221) sites were discounted as unsuitable if they are currently used for any of the following purposes:

- Part of the highway, highway verge, roads, tracks or public footpath
- Formal car parks/garages
- Cemeteries
- Schools and school playing fields
- Buildings or structures including existing housing
- Where the entire site is an area of water

5.15 A further 19 sites were ruled out for this reason leaving 202 sites to progress to Stage 2.

Stage 2 (absolute planning constraints)

5.16 This stage consisted of constraints that are mostly planning related where the provision of a Gypsy and Traveller site would be unacceptable (i.e. the constraint is an absolute constraint to development). Where a site contained one or more such constraints, it did not pass stage 2. If only part of the site contained the constraint, it progressed to stage 3 and if necessary the remaining site area was adjusted accordingly. Any remaining sites which fell below the threshold of 0.5 ha as a result of this stage did not go forward for further assessment.

5.17 The constraints used for this stage of the filtering process are detailed in Table 1 below. A total of 127 sites did not pass stage 2 (leaving 75 remaining).

***Table 1**: Stage 2 methodology - absolute planning constraints to the development of Gypsy Traveller sites*

Stage 2 constraints
C2 Flood Plain[14]
Green Barrier
SLA (Special Landscape Area)

[14] Sites in C2 (areas of the floodplain without significant flood defence infrastructure) were ruled out at this stage. Sites in C1 flood plain (areas of the floodplain which are developed and served by significant infrastructure including flood defences)were also identified but not excluded at this stage as C1 may be justifiable dependent on further investigation & extent of area affected

(SSSI) Site of Special Scientific Interest
(SAC) Special Area of Conservation
Ramsar Site (international designation for the protection of wetlands and its key habitats)
Local Wildlife Site (LWS)
Conservation Area
Listed Building
Public Open Space
No Vehicular Access (i.e. the site is landlocked)
World Heritage Site (WHS)
Area of Outstanding Natural Beauty (AONB)
Historic Park and Garden
Country Park

Stage 3 (planning constraints which could potentially be mitigated)

5.18 This stage included an assessment of constraints that could potentially be appropriately mitigated to allow for the site to be developed. Where the constraint was such that it would not rule out a site completely a more thorough assessment was undertaken with input from specialist consultees (e.g. highways, ecologist etc).

5.19 Table 2 below identifies the constraints that were considered at this stage of the assessment. For completeness further consultation on the ownership and any lease arrangements was also carried out with the Council's Housing & Economy Department at this stage. A further 49 sites were omitted at this stage leaving 26 sites remaining. Given the limited number of suitable sites remaining following the filtering process at this stage, sites previously omitted on Green Barrier grounds only were revisited to assess if they might have potential. As a result two sites (320 & 324) were added to the list, making a total shortlist of 28 sites, as contained in Appendix 4.

Table 2**:** *Site constraints with the potential to be mitigated which were assessed as part of stage 3 of the site assessment methodology*

Stage 3 constraints
Agricultural Land Grades 1, 2 or 3a
Incompatible adjoining land use
Contamination
Trees, hedgerows, TPO's
Ecology Issues (other than national/international designations)
Vehicular Access

Stage 3 constraints
Minerals Resources (protection or buffer area)
Topography
Adjacent to canal/within Glandwr Cymru consultation area*
Sites in C1 flood plain
Adjoins Conservation Area/Listed Building
Adjoins Historic Park or Garden
HSE consultation zone around a notifiable area
Archaeological Interest, inc. scheduled ancient monument
Adjoins the AONB
Within World Heritage Site buffer

*Glandwr Cymru is the Canal & River Trust charity in Wales

Stage 4 (proximity to facilities taking into account the views of the Gypsy and Traveller community)

5.20 Although the 28 sites passed stage 3, and as such complied with the methodology set out above this did not necessarily mean that they were all suitable for allocation in the deposit LDP. The 28 sites were then assessed on their proximity to facilities, and the findings of the consultation with the Gypsy and Traveller community (undertaken in 2014) were used to provide a commentary on how suitable the site may be from their perspective. This assessment is provided in Appendix 4.

5.21 As indicated in Appendix 4, the sites were assessed and presented in a red, amber, green format for discussion with Members at a series of planning policy panel meetings during winter 2017/18. The list was subsequently reduced, initially to 16 sites as indicated in Appendix 5. As part of Member deliberations at the panel meetings, the site closest to Llay cemetery (site 324) was discounted at this stage. Members felt that there may be issues with regards to the compatibility of the land use and did not wish to see the site brought forward. Given the proximity to site 320 and the fact that they could be considered as one site in reality, site 320 remained as an allocation and has been taken forward in the deposit plan.

5.25 At the policy panel meeting on 15th February members agreed to approve the following three allocations as identified in policy H4 of the deposit LDP to meet the need identified in the GTAA. Plans showing the locations of these sites are attached as Appendix 6 though these show the extent of the Council's land ownerships rather than the actual area required for a site which will be a smaller area and depend on the number of plots, topography, access and site design. It is acknowledged that all sites will require adequate screening to be incorporated as part of the detailed site design process.

- **Land off Llay New Road, Llay (Site 320)**

- **Land off Coed y Felin Road, Brymbo (Site 035)**
- **Land off A525, Hanmer (Site 351)**

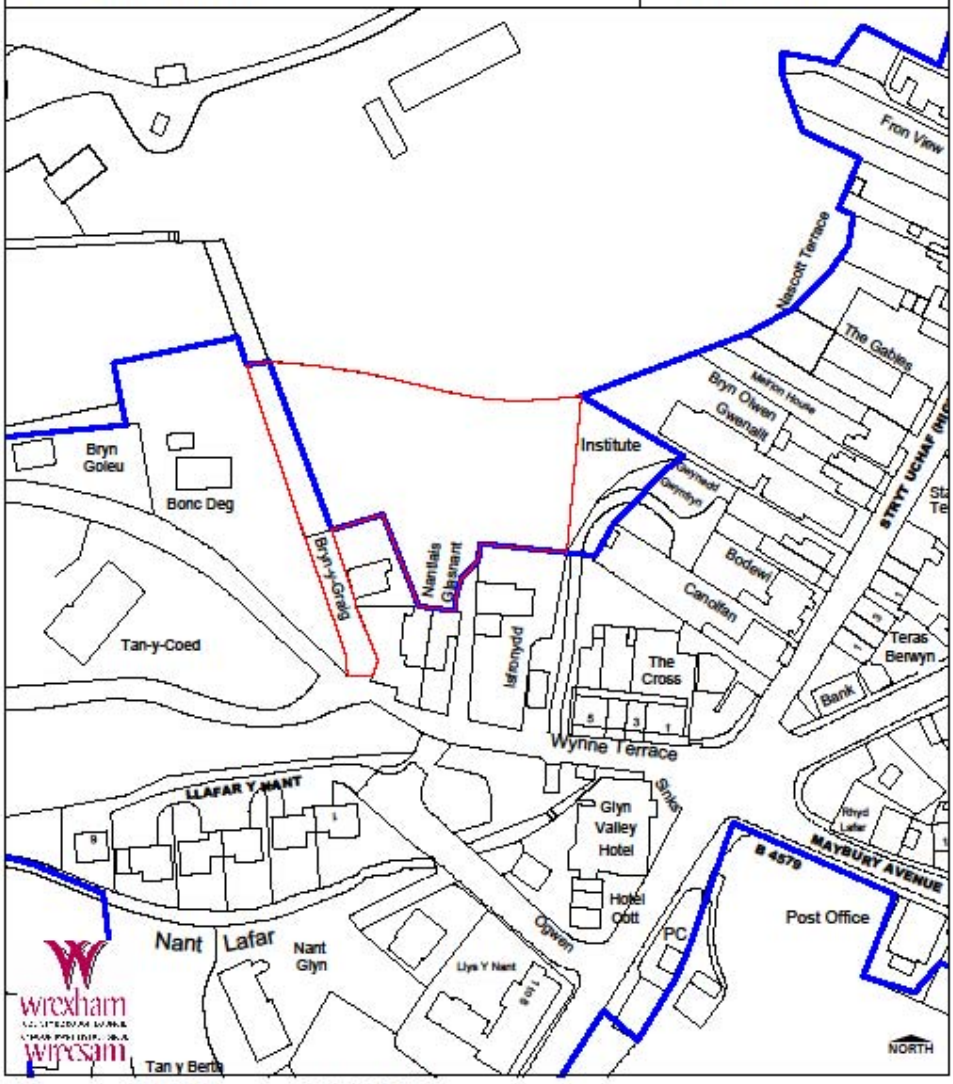
5.26 It should be noted that Council officers are also involved in ongoing discussions with landowners regarding the further delivery of private Gypsy & Traveller sites which, if permitted, could contribute to the need identified in the GTAA and could reduce the number of pitches required to be allocated in the LDP.

5.27 As referenced previously the three sites identified above are in Council ownership and Welsh Government capital grant funding is currently programmed to deliver a site by 2019/20, subject to obtaining planning permission and grant approval from the Welsh Government. The design and management of the sites will need to accord with guidance set out in the Welsh Government documents 'Designing Gypsy and Traveller Sites in Wales' (May 2015) and 'Managing Gypsy and Traveller sites in Wales' (May 2015), previously referenced.

5.28 Given the 5 year need identified in the GTAA, one of these sites would need to come forward in advance of the others and the Council will take all reasonable steps to ensure that it is meeting the statutory duty to accommodate the need for pitches alongside the development plan process. Whilst the LDP does not set a preference for which site should be developed first, there is no reason in principle why the Council cannot progress with an application for planning permission on any of the identified sites in advance of LDP adoption if it is to meet the 5 year pitch need as set out in the GTAA by 2020.

APPENDIX 1 Candidate site submissions

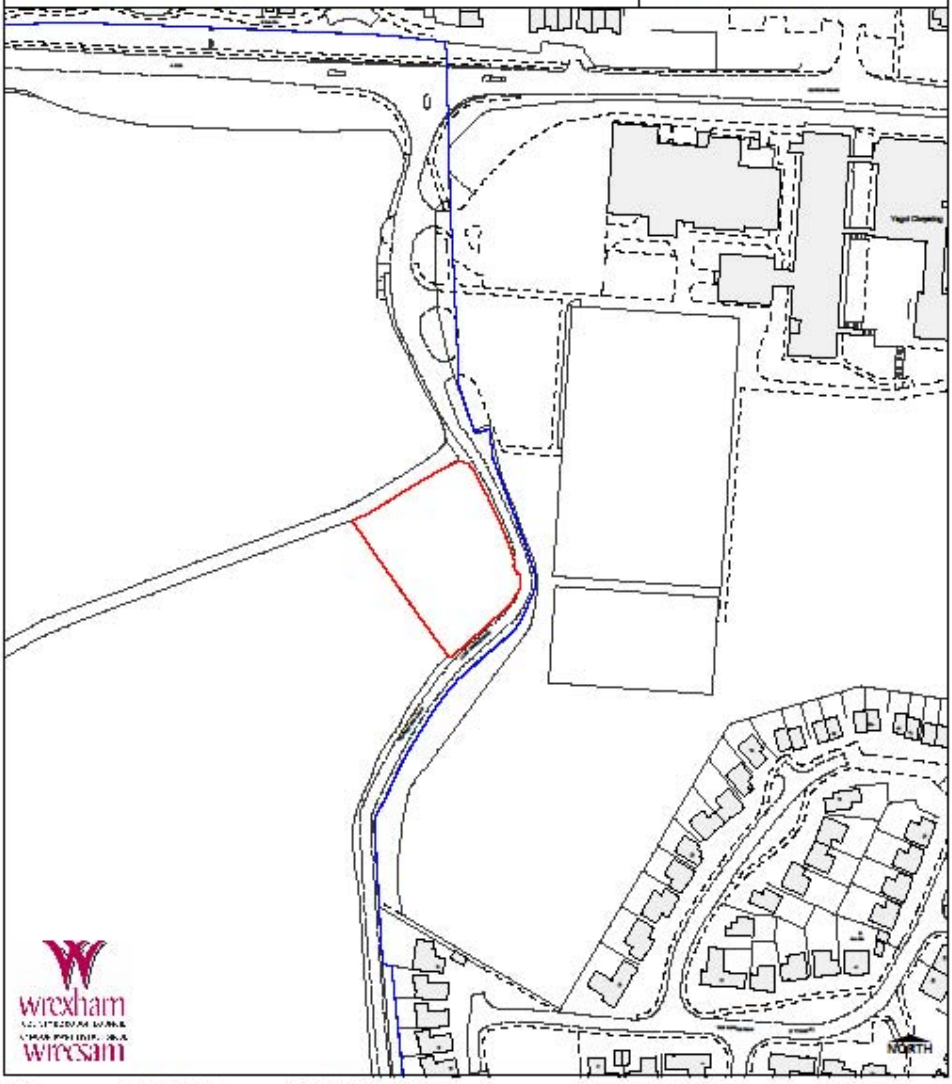
Settlement: Glyn Ceiriog Community: Glyn Ceiriog	**Ref: GC04CS**
Land off Quarry Road to the north of Bryn y Graig, Glyn Ceiriog, Wrexham.	**Consultee ID: 717**
Proposed use: Gypsy & Traveller Accommodation	E320113 : N337845
Proposed Site Settlement Limit	Area 0.30ha Scale 1:1250



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Candidate Sites Wrexham County Borough Council Local Development Plan (LDP) 2013-2028

Settlement: Wrexham Community: Offa	**Ref: WR15CS**
Berrylands, Homestead Lane, Wrexham.	**Consultee ID: 8354**
Proposed use: Residential for Gypsy and Traveller accommodation.	E332108 : N349881
Proposed Site Settlement Limit	Area 0.26ha Scale 1:2000



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Appendix 2 Community Consultation

Gypsy and Traveller Consultation on Site Selection
April – July 2014

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Executive Summary

A ‘Gypsy and Traveller Accommodation Needs Assessment’ (GTNA) for Wrexham County Borough Council (the Council) was completed in late 2013 along with an assessment of the suitability of existing Gypsy and Traveller Council site provision at Ruthin Road in order to inform the Council’s Local Development Plan that is currently in preparation. In addition the Housing (Wales) Bill November 2013 proposes the introduction of a statutory duty on Local Authorities to provide Gypsy and Traveller (G&T) sites where need is identified. This is expected to become law in April 2015.

In order to accommodate the need for additional permanent socially rented pitches identified within the assessment the Council wants to identify suitable land for both new Council owned Gypsy and Traveller sites, and a temporary stopping site (for those people visiting or travelling through the area). Once appropriate land has been identified the Council will then begin the process of seeking planning approval, and identifying available funding including applying for Welsh Government grant support.

As part of the early stages of site identification, and as recommended within the GTNA Council Officers have undertaken a process of consultation with local members of the G & T community to seek their views on selection criteria to inform the site selection process. The consultation was led by the Performance, Improvement and Partnerships Service within the Council and was facilitated and supported by Wrexham’s Gypsy and Traveller Multi Agency Forum (MAF).

The consultation sought the opinions of members of the community currently living on the existing council owned site, those living on private sites, and those currently living in houses (bricks and mortar).

The consultation addressed 4 themes, which were:

- Site Design
- Site Facilities
- Site Management, Maintenance and Safety
- Temporary Stopping Place

The methods used were designed to take account of various age groups, and varying literacy levels. They were also designed for use with either groups or individuals.

In total, the consultation included the views of 32 members of the local Gypsy and Traveller Community. The participants ranged in age from 13 to 75+. Whilst there were significantly more women involved than men, views from both genders are included in the report. 4

It should be noted that the conclusions and recommendations in this report solely represent the opinions of members of the local Gypsy and Traveller Community. This report will be presented to an Officer’s working group (made up of appropriate departmental representatives). It will be the role of this group to consider this report alongside other key considerations such as planning regulations, availability of land etc., The group will take into account the recommendations in this report in the establishment of site selection criteria that will inform the final site option recommendations to Executive Board

Further information about the methods used, and the subsequent findings are detailed in the report. The recommendations made as a result of the consultation findings are detailed below.

Recommendations:

Permanent sites

The Council should:

1. Consider locating the new sites within reasonable distance of medical services. This does not necessarily have to mean that these services are ‘on the door step’, but they are close enough that travel time is not prohibitive,.

2. Ensure that the proposed new sites are located appropriately to allow easy access to public transport and safe walking routes. This may mean that there is a bus stop located at the site entrance, or that there is one a short distance away. Where there will be a need to walk to a bus stop, WCBC should ensure that are safe and appropriate footpaths between a bus stop and the site.

3. Consider the research and findings of the Play Development team so that they can ensure they offer adequate and safe opportunities for children and young people to spend their free time on the new sites.

4. Ensure that the proposed new sites are within reasonable distance of appropriate schools, and that there are is pedestrian access and appropriate routes to allow children to walk to and from school.

5. Identify site locations which will allow for the site to be designed in a ‘tree branch’ layout.

6. site locations which will allow for appropriately sized roads and access (e.g. wide enough for 2 vehicles to pass each other safely).

7. Identify site locations which will enable the new sites to have 2 separate access points (entrance and exit).

8. Identify site locations where the surrounding areas and existing roads allow safe access onto and off the site.

Temporary stopping place

The Council should:

9. Identify a temporary stopping site which is close to and/or has good access to local amenities, but which is not positioned at the side of a road.

10. Attempt to place the temporary stopping site somewhere which is not immediately close to the existing council owned site, or the new proposed permanent sites.

11. Ensure that the temporary stopping site has good access to the main route from Chester to Oswestry.

12. (Through members of the MAF continue to seek the views and involvement of members of the G&T Community throughout this process of site identification and beyond.

13. Continuously update members of the G&T community about the progress of this work to ensure that they remain informed and engaged. This is especially important given the long timeframe which is likely to exist between this consultation and the establishment of the proposed new sites.

14. The Officer Working group should consider the views of the G&T community contained in this report, alongside other legislation, guidance, resource implications and processes in order to develop suitable site selection criteria.

15. The Council should consider assessing the accommodation needs of members of the Travelling Show Persons community separately from the needs of Gypsies and Travellers.

Introduction and Context

The Housing Act 2004 requires Local Authorities to carry out assessments of Gypsy and Traveller (G&T) accommodation needs and address those needs in Local Housing Strategies. Welsh Government (WG) Planning Policy Wales requires Councils to assess the accommodation needs of Gypsies and Travellers, and to have policies for the provision of sites within Local Development Plans (LDP) where need is established.

The WG Housing (Wales) Bill November 2013 proposes the introduction of a statutory duty on Local Authorities to provide G&T sites where need is identified. This is expected to become law in 2015.

An assessment of the accommodation needs of the G&T community in Wrexham was carried out in 2008 by external consultants to inform the Local Development Plan (LDP). The LDP was subsequently withdrawn following examination and the examiner criticised the proposals in respect of G&T accommodation. Work on a new LDP is now underway and as part of this process an updated accommodation needs assessment (GTNA)was completed in late 2013. The remit of the GTNA included an assessment of whether the current pitch provision in Wrexham meets the needs of the G&T community; to quantify any identified shortfall in terms of additional pitches needed over the next 5 years; the production of robust evidence to enable appropriate provision and the importance of engaging with G&T community to produce meaningful conclusions.

The survey was co-ordinated by the Council's Gypsy & Traveller Multi Agency Forum. Wrexham Citizens Advice Bureau was commissioned to undertake the survey which was carried out by the G&T Liaison Officer. The subsequent assessment was undertaken by the Housing Strategy Team and the methodology carried out in accordance with WG guidance.

The assessment makes ten recommendations including:

- The establishment of a basic stopping place.
- Identification of land suitable for 9 socially rented pitches and funding to deliver.

- Between 2014 and 2018 identify land suitable for a further 6 socially rented pitches and funding to deliver.
- Between 2014 and 2018 work with the G&T community to identify land suitable for 6 private pitches.
- The Planning Department should encourage G&Ts, through the provision of advice and support, to develop their own sites.
-

A stopping place would help to prevent future unauthorised encampments by enabling the Council to move the encampment to a more appropriate site where their presence has less impact on the amenity of local residents, businesses or landowners and provides the occupants with a site where welfare needs can be addressed. The process of site identification, followed by a planning application leading to the establishment of a stopping place can be progressed independently from the LDP process.

To supplement the GTNA an appraisal of the Council owned site at Ruthin Road was also undertaken. The appraisal assessed whether the site can meet the requirements in the WG "Good Practice Guide in Designing Gypsy Traveller Sites in Wales" (2009). The appraisal identified that some issues affecting the site cannot be improved to meet WG guidance and considered a number of options for the long term future of the facility. It recommends that the existing site is retained with amenity blocks and pitches being systematically upgraded to meet WG guidelines.

A key recommendation in the GTNA was that both the Housing and Planning departments work with members of the G&T community to identify new sites. The engagement has been lead by the Performance, Improvement and Partnerships Service, and has been progressed through Wrexham's MAF, which brings together various council departments and external organisations involved in working with the G&T community.

Aims and Objectives

The GTNA was reported and approved by Executive Board on 14 January 2014 were it was agreed that officers would seek to identify land in Council ownership suitable for both new permanent socially rented sites to meet the need identified in the GTNA and a temporary stopping site (with room for between 8 and 10 caravans).

The Council were keen to involve members of the local G&T community in the process of identifying site selection criteria from a very early stage.

It was decided that the consultation process should be accessible and engaging for all members of the community, and should be simple to facilitate (to allow a number of people to conduct the face to face consultation work). It was also decided that the consultation should seek to engage with as many members of the identified community as possible, ensuring that opinions are gathered from different ages and genders, and those living in different types of accommodation.

It was decided at the inception of the consultation project that rather than ask people to identify particular geographical areas where any new site should be based, the consultation

exercise would work with members of the community to create key selection criteria and define priorities, which would then be incorporated into selection criteria to identify the most suitable sites.

Following this consultation process the Housing and Planning Departments within the Council will initiate a working group of relevant Council officers to progress the identification of sites. It will be the role of this group to consider this report alongside other key considerations such as planning regulations, availability of land etc. The group will take into account the recommendations in this report in the establishment of site selection criteria that will inform the final site option recommendations to Executive Board .

Fact Finding and Identification of Best Practice

External Research

Whilst members of the community have been engaged in consultation work with the Council before (e.i. the GTNA 2013-2018'); their involvement in site selection specifically has not been explored thoroughly. Other Local Authorities and the Welsh Government were also contacted to enquire about best practice and lessons learned elsewhere. To this end, during the early stages of this process information and advice was sought from the following contacts:

- Welsh Government
- Chester and Cheshire West Council
- Flintshire County Council
- Powys County Council
- Bangor University
- Royal Town Planning Institute (Good Practice Guide)

Due to the narrow timescale for this project, it was not possible to share in depth experiences with each of the above; it was also difficult to find another Local Authority who had been through a similar process or had a similar approach. For example, Chester and West Cheshire Council established a 'steering group' for their site selection process, but this was a group made up of Council officers, rather than members of the community. They also procured some of the engagement work to an outside (Third Sector) organisation who already had a relationship with the local G&T community. Generally the advice and recommendations suggested using creative and engaging methods, bearing literacy and numeracy levels in mind. They also highly recommended utilising existing links with the community, rather than establishing new relationships for the sole purpose of the consultation, or employing external consultants.

Discussions with Welsh Government also revealed that new guidance for the design and management of sites is in development (to be consulted on from August to October 2014). It will be important for Wrexham County Borough Council to consider the results of this consultation exercise in light of this new guidance when it is 10

published, Early discussions have taken place between Council Officers and WG officials and the new guidance will not impact on the need identified within the GTNA or the recommendations for additional permanent pitches and stopping place.

Wrexham Gypsy and Traveller Multi Agency Forum (MAF)

The Wrexham Gypsy and Traveller Multi Agency Forum is a multi-agency group committed to sharing best practice and raising awareness of G&T issues across public, voluntary and community organisations.

Membership of the Wrexham MAF includes:

- North Wales Police
- Wrexham Local Health Board
- Wrexham Citizens Advice Bureau
- WCBC
    - Traveller Education Service
    - Housing Strategy
    - Community Cohesion
    - Estate Management
    - Planning
    - Adult Social Care
- St Mary's Roman Catholic Cathedral
- Tai Clwyd Housing Association
- Job Centre Plus
- AVOW
- Equalities and Human Rights Commission
- Youth Offending Service
- Community Mental Health Team

The MAF had been involved in previous discussions around the Local Development Plan (LDP) and around the GTNA, therefore the involvement and support of this group was sought early on in this project.

Methodology

Due to the short term nature of the consultation and engagement work, it was decided that in order to maximise the effectiveness of the project, it would rely on key existing relationships between professionals and members of the G&T Community. To this end, an initial meeting was held with members of the Multi Agency Forum, during which the aims of the consultation were outlined. Members of the forum were then asked to identify key individuals or groups within the community that would need to be considered; and then to identify any existing links/relationships with these groups which could be utilised for the purposes of engagement.

The groups identified were:

- Those living on the current Site (Ruthin Road)
- Those living on Private Sites
- Those living in houses (referred to as 'bricks and mortar')
- Working Age Males
- Children and Young People
- Older Adults
- Those with disabilities
- Travelling Show People

The group identified a number of council staff (and others) who would be suitably placed to approach members of the community and conduct the consultation activity with them. These links included: estate managers, youth workers, education staff, and play development staff. It was agreed with the MAF that the project lead (PIPS) would develop a number of short, user friendly activities which would be designed to gather opinion about the different elements of site selection. The themes (identified from the Welsh Government 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' 2009) were: Site Design; Site Facilities; Management, Maintenance and Safety; and a Temporary Stopping Place.

Gypsy and Traveller Steering Group

It was suggested by members of the MAF, that the Council should attempt to establish a steering group, made up of members of the local G&T community. It was decided that attempts would be made to bring such a group together, and that this group could give their views on the consultation methods and questions before the consultation period began, and that they could also maintain links with the Council throughout the process of site selection and development.

The first meeting of the group was held on 4th June, with 3 members of the community attending. The breakdown of the group is as follows:

Total Number of Participants	Ages:	Genders:	Current Accommodation:
3	0-15 35-44 45-54	F F F	Private site Bricks & Mortar Current public site

During the meeting, the group reviewed the draft versions of the consultation exercises, and made amendments (e.g. removed electricity, water and gas supply from the discussions, as these were taken to be something which have to be supplied, and therefore did not need to be discussed). They also had a chance to discuss the proposed time line for the development of sites, and what could and couldn't be expected as a result of this exercise. Finally the group discussed whether they would be interested in being involved on a more long term basis, with a few meetings held at key points in the process of site identification.

There was a plan to hold a second meeting of the steering group on 1st July 2014. The purpose of this meeting was to share the initial findings from the report, and to get members of the community to give their feedback on this. However, due to the delay in gathering consultation data this meeting had to be postponed; as the first draft of the report was not ready at this point.

Consultation Exercises

A total of 4 exercises were developed and used for the purposes of consultation. The rationale behind these methods was that they could be used with either small groups or individuals; they could be used with different age groups; and they were accessible for people with a range of literacy skills. The content and themes of the consultation activities were based on the contents of the existing Welsh Government Guidance 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (2009).

Activity	Theme	Method	Brief Description
1	Site Design	Map	Purpose is to find out the sort of location that members of the G&T community would recommend for any new sites in the County Borough. Participants are asked to physically place amenities/facilities on a map in relation to a new site.
2	Site Facilities and Design	Dot Voting	Exercise looks at priorities Site Facilities and Site Design. Then the participants can look through the pictures/headings and vote for what they think are the 3 most important to them.
3	Management, Maintenance and Safety	Value Continuum	These questions can be asked of a group or individuals. People are asked to agree, disagree (or somewhere in between) to a statement, and then to explain their reasons for their response.
4	Temporary Stopping Place	Tick box	This is a tick box exercise to ascertain what people think is important in a new temporary stopping site.

For full methods, please see Appendix 1.

A meeting took place during which the lead officer from PIPS took all facilitation staff through each of these methods, and discussed the processes by which people would attempt to establish involvement from the G&T community. The group also discussed and agreed who they would each approach to take part, so that we could avoid duplication, and ensure we reached as many members of the community as possible in the time available**.**

Results and Analysis

There were 5 professionals involved in gathering data for this consultation, and in total they engaged with 32 members of the local G&T Community. The process involved both males and females, from a range of ages. It also engaged with people living on the current public

site, people living on privately own sites and also those currently living in houses (known as ‘bricks and mortar’).

Gender	7 x Males 25 x Females
Age	Age range 13 – 75+
Current Accommodation	8 x Bricks and Mortar (BM) 4 x Private Site (PS) 19 x Current Council Site (CS)

It is important to note that not every participant took part in every exercise, and some individuals were happy to talk about their opinions but not to take part in the exercises formally. In the analysis and conclusions, these opinions will be input where relevant.

Data Analysis and Results

Permanent sites

1. Site Design

The purpose of this exercise was to determine what features/facilities/amenities were important to be close to and have easy access to. As the exercise was approached slightly differently by different facilitators, it was not easy to draw direct comparisons between the opinions of different groups. Therefore, for the process of analysis, a scoring system was implemented, with 10 points being awarded to the ‘facilities’ which were identified as needing to be closest to the imaginary new site in the exercise (or most important), and 1 point to the item being placed furthest away (or given least importance). Items in between were awarded points 2-8 accordingly. The results were as follows:

Hospitals and other medical services	96 points
Shops	80 points
Places for children to play	78 points
Good Public Transport links	68 points
Schools and Playgroups	62 points
Town/Village	54 points
Churches and places of worship	51 points
Good road links	32 points
Other sites	14 points
Countryside	11 points

2. Site Facilities and Design

The purpose of this exercise was to determine what the participants would deem to be the priorities in terms of site design and site facilities. There were 2 parts to the exercise. Responses were as follows:

Part 1 – Site Facilities

Space for Children to Play	- 17 votes
Postal Arrangements	- 14 votes
Care Taker's Facilities	- 7 votes
Site gates and security	- 7 votes
Pitch gates	- 5 votes
Public Telephone	- 3 votes
Public Lighting	- 3 votes
Signage	- 0 votes
Recycling and Waste facilities	- 0 votes

Part 2 – Site Design

Close to hospitals and doctors	- 22 votes
Good public Transport Links	- 19 votes
Close to shops	- 15 votes
Close to schools and	- 14 votes
Accessible amenity blocks	- 13 votes
Good road links	- 13 votes
Tree branch layout	- 13 votes
Horseshoe design	- 7 votes
Circular layout	- 0 votes

3. Site Management, Maintenance and Safety

People were simply asked to agree/disagree or state 'not sure' for a number of statements. Responses were as follows:

Question 1

It will be important to people living on the new sites to have clear information about who they should contact for any issues around the site.

Agree - 8

Not sure - 0

Disagree - 0

Question 2

Residents of the site should be involved in agreeing the care taking arrangements (e.g. how often they'll be onsite, how they can be contacted etc).

Agree - 20

Not sure - 1

Disagree - 2

Question 3

There needs to be a secure gate at the entrance to the site.

Agree - 15

Not sure - 0

Disagree - 8

Question 4

There should be a key pad and intercom facility at the entrance to the site.

Agree - 6

Not sure - 3

Disagree – 14

Question 5

It is important that suitable boundaries and barriers are in place to ensure that residents of the site feel safe and secure.

Agree – 16

Not sure – 0

Disagree – 0

Question 6

Sites should be designed with the involvement of residents, council officers, police (and other emergency services), and members of the settled community. This will make sure that the site is planned in a way which makes all people feel involved and alleviates future concerns.

Agree – 6

Not sure – 2

Disagree – 9

Question 7

There is a need for clear boundaries to be shown between different pitches, and between private and public areas.

Agree – 16

Not sure – 0

Disagree – 1

Question 8

The safety and security of children is the most important thing and should be a priority when sites are being planned and developed.

Agree – 8

Not sure – 0

Disagree – 0

Additional comments were gathered from some participants when answering the questions. These appear in the section on 'Findings and Recommendations'.

Temporary Stopping Place

In this exercise participants were asked to tick the features of a temporary stopping place which they agree with or felt were important. For the purposes of analysis the number of ticks for each statement were collated, and the list placed in order of most to least ticks. The results were as follows:

Close to a popular travel route .	- 13
Close to services such as shops, health services etc.	- 12
Be positioned somewhere away from the roadside	- 10
Close to town/village	- 9
Close to a popular travel route (e.g. not far from bypass)	- 6
Minimal disruption to surrounding communities	- 6
Countryside location	- 4
Be close to existing permanent sites	- 1
Be positioned at the roadside	- 0

Findings and Recommendations

1. Site Design

In this exercise, participants identified that access to hospitals and medical services was paramount in the consideration of the geographical location of the new sites. People expressed concern especially for those members of the community who **cannot drive.**

Although the current council owned site (at Ruthin Road) is not situated far from the Maelor Hospital (or other medical services), its specific location has made access to these services difficult for some members of the community. For example, one older member of the community reported that she has often missed medical appointments because she cannot drive, there is no bus stop outside the site, and there are no safe footpaths to walk on.

Similarly, participants felt that the new sites should be close to and/or have access to shops and retail services. As with medical services, consideration needs to be given not just to the proximity of such services, but to the ability to access these from the site safely and easily.

Access to good public transport was highlighted as being important to any new site. One participant commented that if there were good public transport links to the new sites, it almost would not matter if other things had to be compromised and be a little bit further away. As shown in the examples above, public transport links would allow members of the community to access the other services they require more easily, and may prove especially significant for those members of the community who are unable to drive (e.g. older people and children).

A large number of participants identified that it was important for there to be a place for children to play within the new sites. There was suggestion from one participant that it would be good to have park facilities on site; on the other hand 2 young members of the community expressed concern that having a separate play park on site may prevent integration with the local community. There was a high emphasis placed on child safety and security, which would require a clearly designated area for children to play, away from roadways. Anecdotal evidence from play workers and youth workers within Wrexham suggests that often it is girls who suffer due to lack of play opportunities within the site; as boys are often allowed off site to socialise, whereas traditionally, girls are not.

It should be noted that WCBC's play development team undertook a 'Play Audit' of the current council owned site on Ruthin Road. This identified opportunities to maximise the available 'natural' play opportunities, and also considered barriers to play, and potential hazards (e.g. proximity to busy roads). This information may inform the provision developed in the new sites. Further information can be sought from the Play Development team.

Finally, being within reasonable distance from schools and playgroups was identified as being a priority for the proposed new sites. One participant highlighted the expense that WCBC currently has in providing transport for children to get from the current council owned site to school/s. She said that if schools were closer, and there were safe footpaths/routes from the new sites to schools, this might mean that people could walk to school, and save the council some money. This should also be considered as being beneficial to people's health and wellbeing.

Recommendations:

- **WCBC should consider locating the new sites within reasonable distance of medical services. This does not necessarily have to mean that these services are 'on the door step', but they are close enough that travel time is not prohibitive, WCBC should ensure that the proposed new sites are located appropriately to allow easy access to public transport and safe walking routes. This may mean that there is a bus stop located at the site entrance, or that**

there is one a short distance away. Where there will be a need to walk to a bus stop, WCBC should ensure that are safe and appropriate footpaths between a bus stop and the site.

- **WCBC should consider the research and findings of the Play Development team so that they can ensure they offer adequate and safe opportunities for children and young people to spend their free time on the new sites.**
- **WCBC should ensure that the proposed new sites are within reasonable distance of appropriate schools, and that there are safe pedestrian access and routes to allow children to walk to and from school.**

2. Site Facilities and Design

And

3. Site management, Maintenance and Design

As with the findings above, having somewhere for **children to play** was seen as a priority by participants. Also echoing the earlier findings, people were keen that the proposed new sites have good access to **medical services, schools, shops and public transport.**

With regard to the design of the site itself, participants largely preferred the **'tree branch lay out'** (although one participant said that 'there shouldn't be too many branches'), with significantly less people voting for a 'horse shoe lay out'. No participants felt that a 'circular layout' would be appropriate. Participants highlighted the need for a site design which allows for there to be separate entrance and exit access. They also highlighted that the roads within the site need to be wide enough to allow vehicles to pass each other safely, and for emergency vehicles to access the site safely and easily.

Road safety and appropriate access to the new sites were highlighted as priorities for participants. The strong feeling on this issue may be as a direct result of the current arrangements on the existing Ruthin Road site (where roads are deemed to be too narrow, access is from a busy main road, and there is only one access point onto/off the site). The fact that these opinions are based on existing experience adds weight to their validity and importance.

Other elements of site design which were identified as being important were **postal arrangements** and **caretaker facilities.** People felt that these facilities were important to the design of the new sites, and had a range of specific suggestions about them. For example, that each plot on the site should have its own individual post box and separate address; and that the caretaker's facility should contain a room which could be used when people come on site and want to meet with members of the community (e.g. this consultation).

Finally, people felt that **security, boundaries and gates** are important to the design of the new sites. In general people felt that it will be important for the people living on the site to feel safe and secure, but that it will also be important for visitors and emergency services to gain access easily if appropriate. Participants felt that whilst they would be in favour of clear marking between separate pitches and between private and public areas on the new sites, they would not be in favour of using high fences, which may feel imposing or threatening.

There was a clear desire expressed by all participants to be involved in the designing of new sites, and the systems put in place within them. This should be considered positively by WCBC as it will allow for the proposed new sites to be developed in a way that meets the needs of the community, and it will foster good relationships between WCBC and the local G and T community.

- **Recommendations:**
- **WCBC should identify site locations which will allow for the site to be designed in a 'tree branch' layout.**
- **WCBC should identify site locations which will allow for appropriately sized roads and access (e.g. wide enough for 2 vehicles to pass each other safely).**
- **WCBC should identify site locations which will enable the new sites to have 2 separate access points (entrance and exit).**
- **WCBC should identify site locations where the surrounding areas and existing roads allow safe access onto and off the site.**
- **WCBC should involve members of the community in designing the systems which will be put in place once the new sites are identified (e.g. postal and care taking arrangements).**
- **WCBC should ensure that any new site is able to be safe and secure, and that members of the gypsy and traveller community are involved in the process of site design once locations have been identified, and planning permission has been sought.**

4. Temporary Stopping Place

With regards to the location of a temporary stopping site**, access to local** services was identified by the most number of people as being important. As with the location of the 2 permanent sites, **safe and suitable access** was also seen as being important (this is in terms of the location of the site, and also the design of it). There were no participants who felt that the site should be positioned at a roadside, and everyone who answered this question ticked that it should be **positioned away from the roadside** - general comments throughout the consultation would seem to suggest that this is primarily because of safety concerns.

Most people felt that the site should have a **town/village location.** However there were a small number of people who said it should be in the **countryside.** Therefore, **if** a more rural location is considered, thought should be given to public transport and footpaths from the site to local amenities.

There seemed to be a strong feeling that the stopping site should **not be placed too close to the existing council site** (and would expect feeling to be the same about new permanent sites and their proximity to stopping site).

In response to the question which looked at travel routes through the county, there were no specific thoughts about where the site should be geographically, other than that it should be close to the main route through the county (from Chester to Oswestry).

Recommendations:

- **WCBC should identify a temporary stopping site which is close to and/or has good access to local amenities, but which is not positioned at the side of a road.**
- **WCBC should attempt to place the temporary stopping site somewhere which is not immediately close to the existing council owned site, or the 2 new proposed permanent sites.**
- **WCBC should ensure that the temporary stopping site has good access to the main route from Chester to Oswestry.**

Evaluation

It was identified early on that the most appropriate way to progress this consultation was to utilise existing links and relationships with the G&TCommunity. This meant that the success of the project relied on a number of people to conduct consultation activity and provide responses to the project lead within the Performance, Improvement and Partnerships Service. On reflection, the reality of this is that some of the workload falls onto those whose background and expertise is not consultation/engagement; and who already have specific roles and remits to fulfil within the G&T Community. For future work of this nature, I would recommend that the responsibility for conducting consultation relies on one central person – who can be introduced to the members of the community through existing links with MAF members. This would require greater resource and commitment from this central role, however it would ensure that there is consistency in message and approach, and that focus can me maintained on the consultation.

During the time allowed for consultation, there was a death within one of the G&T families, and there was also one member of the community who was taken seriously ill. Both of these incidences meant that members of the community were unavailable to take part in the consultation, and/or that it was deemed inappropriate to approach them for involvement at this time. This had an impact on the numbers of people involved in the consultation as a whole.

There was no involvement of 'Travelling Show People' in this consultation project, and no data collected from them. With the previous 'Accommodation Needs Assessment (2013)', members of this community were approached to take part, however they were reluctant to do so, as they felt the content and purpose did not really apply to them. For this consultation exercise, an existing link with education was utilised to approach members of the Travelling Show People community in Wrexham, and ascertain their interest in the content and purpose of the current consultation. As expected, the response was that members of this community did not wish to be involved in the consultation as they felt that it was not relevant to them. It may be appropriate for the Council (and even Welsh Government) to consider the needs of Travelling Show People separately and distinctly from those of the G&T Community.

Feedback suggests that some members of the G&T Traveller community would be more interested in getting involved in this process (and in particular in site design) further down the line once planning permission etc. has been established and 'things **are actually**

happening'. That is reasonable and understandable, as people may not want to invest their time and energy into something which may or may not happen.

Recommendations:

- **The Council should (through members of the Multi Agency Forum) continue to seek the views and involvement of members of the G&T Community throughout this process of site identification and beyond.**
- **The Council should continuously update members of the G&T community about the progress of this work to ensure that they remain informed and engaged. This is especially important given the long timeframe which is likely to exist between this consultation and the establishment of the proposed new sites.**
- **The Officer Working group should consider the views of the G&T community contained in this report, alongside other legislation, guidance, resource implications and processes in order to develop suitable site selection criteria.**
- **The Council should consider assessing the accommodation needs of members of the Travelling Show Persons community separately from the needs and Gypsies and Travellers.**

APPENDIX 3 Sites Ruled Out

Table 1 Sites No Longer Council Owned (29)

Site Ref	Area Ha	Address	Community	Assessment Conclusions
001	4.6	Court Road recreation ground Ruabon Road Wrexham	Offa	No longer Council owned.
009	11.7	New Farm Commonwood Holt	Holt	No longer Council owned.
043	0.96	Land north of Plas Madoc Estate	Cefn	No longer Council owned.
055	3.12	Llay Industrial Estate	Llay	No longer Council owned.
074	0.27	Community Centre Fron Las	Coedpoeth	No longer Council owned.
075	0.15	East of Maesteg Gwynfryn	Minera	No longer Council owned.
132	0.18	Coed Aben	Caia Park	No longer Council owned.
160	0.12	Former Clinic (Cleared site) First Avenue Gwersyllt	Gwersyllt	No longer Council owned.
166	0.52	Open Space Colliery Road Chirk	Chirk	No longer Council owned.
170	0.31	Open Space Whalleys Way Acrefair	Cefn	No longer Council owned.
188	0.46	School Lane	Rhos	No longer Council owned.
228	0.27	Mountain Street	Rhos	No longer Council owned.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
273	0.33	Former Amenity Site, Queensway	Caia Park	No longer Council owned.
274	0.22	Land South of Sylvia Jeffrey	Caia Park	No longer Council owned.
304	4.65	Wrexham Golf Club	Holt	No longer Council owned.
328	0.31	Allington Crescent	Gresford	No longer Council owned.
343	5.96	Stimmy Heath	Bronington	No longer Council owned.
397	2.6	Hoya Expansion Land	Isycoed	No longer Council owned.
399	8.8	Rackery Lane, Llay	Llay	No longer Council owned.
400	0.78	Allington Crescent, Gresford	Gresford	No longer Council owned.
401	27.3	Stimmy Heath	Bronington	No longer Council owned.
403	8.76	WIE	Abenbury/Sesswick	No longer Council owned.
404	19.5	Parkey Farm	Sesswick	No longer Council owned.
405	1.94	WIE	Sesswick	No longer Council owned.
406	8.36	Talwrn Cottages	Sesswick	No longer Council owned.
409	0.23	Woodlands Road, Marford	Gresford	No longer Council owned.
410	0.53	Coed y Felin, Brymbo	Brymbo	No longer Council owned.
390	8.83	Esclusham	Aberoer	No longer Council owned.
391	2.04	Esclusham	Legacy, Pentrebychan	No longer Council owned.

Table 2 Sites Under 0.5 ha (169)

Site Ref	Area Ha	Address	Community	Assessment Conclusions
029	0.28	Land north west of Hill Croft	Minera	Fails stage 1 - less than minimum size.
033	0.35	Land south of Caer Efail	Brymbo	Fails stage 1 - less than minimum size.
042	0.34	Gittins Yard Johnstown	Rhos	Fails stage 1 - less than minimum size.
063	0.23	Maesllwyn Close Bronington	Bronington	Fails stage 1 - less than minimum size.
066	0.14	Gwalia Road Pentre Broughton	Broughton	Fails stage 1 - less than minimum size.
067	0.35	Castle Street Chirk	Chirk	Fails stage 1 - less than minimum size.
069	0.2	Tapley Ave Wrexham	Acton	Fails stage 1 - less than minimum size.
070	0.21	Hall Street Rhos	Rhos	Fails stage 1 - less than minimum size.
076	0.19	Land adjoining parking area/playground Black Lane CP School High Street Pentre Broughton	Broughton	Fails stage 1 - less than minimum size.
079	0.13	Whitehurst Gardens Chirk	Chirk	Fails stage 1 - less than minimum size.
080	0.2	Community Centre Halton Chirk	Chirk	Fails stage 1 - less than minimum size.
081	0.45	Worsley Ave Johnstown	Rhos	Fails stage 1 - less than minimum size.
082	0.24	Car Park Whitegate Industrial Estate	Caia Park	Fails stage 1 - less than minimum size.
083	0.07	Adjacent 1 Garner Road Wrexham	Caia Park	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
084	0.23	Holt Road Community Centre Wrexham	Acton	Fails stage 1 - less than minimum size.
085	0.03	Cae Gwilym Lane Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
086	0.13	Tan y Dre Holt Road Wrexham	Caia Park	Fails stage 1 - less than minimum size.
087	0.3	Heol Abon Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
088	0.37	King Street Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
089	0.15	King Street Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
090	0.16	Open space adjacent Acton Park Community Centre Wrexham	Acton	Fails stage 1 - less than minimum size.
091	0.25	Garden Road Wrexham	Rhosddu	Fails stage 1 - less than minimum size.
092	0.32	Adjacent 44 Gwenfro Wrexham	Caia Park	Fails stage 1 - less than minimum size.
093	0.19	Adjacent Kingsley Community Centre Wrexham	Caia Park	Fails stage 1 - less than minimum size.
095	0.08	Queensway House Queensway Wrexham	Caia Park	Fails stage 1 - less than minimum size.
096	0.35	Bromfield Avenue Llay	Llay	Fails stage 1 - less than minimum size.
097	0.05	Adjacent 26 Erddig Road	Offa	Fails stage 1 - less than minimum size.
100	0.38	Adjacent 40 Moorland Ave	Caia Park	Fails stage 1 - less than minimum size.
101	0.19	Adjacent 86 High Street	Cefn	Fails stage 1 - less than minimum size.
102	0.16	Adjacent 28 King Street Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
103	0.32	Woodland opposite 1 Rock Place Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
104	0.15	Oakdale High Street Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
105	0.12	Adjacent Dee View High Street Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
106	0.02	Adjacent Jubilee Cottage	Cefn	Fails stage 1 - less than minimum size.
107	0.03	Wheatsheaf Workshop Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
108	0.07	Land adjacent 18 Park Road Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
109	0.1	Plas Kynaston Hall Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
110	0.44	Open Space Y Gesail Johnstown	Rhos	Fails stage 1 - less than minimum size.
112	0.49	Land to south of Ansell Road	Acton	Fails stage 1 - less than minimum size.
114	0.18	Brynisa Road Pentre Broughton	Broughton	Fails stage 1 - less than minimum size.
115	0.19	ATC Hut and recycling bank Quarry Road Brynteg	Broughton	Fails stage 1 - less than minimum size.
117	0.14	Open space area Bickerton Drive Gwersyllt	Gwersyllt	Fails stage 1 - less than minimum size.
118	0.13	Garage Court Gwersyllt	Gwersyllt	Fails stage 1 - less than minimum size.
120	0.46	Erw Gaer Pentre Broughton	Broughton	Fails stage 1 - less than minimum size.
121	0.01	Henblas Road Rhostyllen	Esclusham	Fails stage 1 - less than minimum size.
122	0.23	Rear of Henry St Rhostyllen	Esclusham	Fails stage 1 - less than minimum size.
123	0.09	New Road Glyn Ceiriog	Llansantffraid Glyn Ceiriog	Fails stage 1 - less than minimum size.
124	0.07	16 Tabor Hill Coedpoeth	Coedpoeth	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
125	0.14	Glaslyn Acrefair	Cefn	Fails stage 1 - less than minimum size.
126	0.19	King George's Field Wesley Road Bwlchgwyn	Brymbo	Fails stage 1 - less than minimum size.
128	0.35	Scout Hut Penycae	Penycae	Fails stage 1 - less than minimum size.
130	0.14	Land at Hawthorn Way Llay	Llay	Fails stage 1 - less than minimum size.
131	0.22	Pilgrim Way Pentre Maelor	Abenbury	Fails stage 1 - less than minimum size.
133	0.16	Open Space Colliery Road	Rhosddu	Fails stage 1 - less than minimum size.
134	0.2	Open Space Ffordd Meirionydd Wrexham	Rhosddu	Fails stage 1 - less than minimum size.
135	0.2	Open Space Gwynfan Rhos	Rhos	Fails stage 1 - less than minimum size.
136	0.29	Open Space Glanrafon	Rhos	Fails stage 1 - less than minimum size.
137	0.04	Cleared Site Erwlas Rhos	Rhos	Fails stage 1 - less than minimum size.
138	0.44	Land off Heol Cyngor Johnstown	Rhos	Fails stage 1 - less than minimum size.
139	0.13	Land at Mountain Street Rhos	Rhos	Fails stage 1 - less than minimum size.
140	0.02	15-17 Church Street Rhos	Rhos	Fails stage 1 - less than minimum size.
141	0.01	61 High Street Rhos	Rhos	Fails stage 1 - less than minimum size.
142	0.03	46 High Street Rhos	Rhos	Fails stage 1 - less than minimum size.
144	0.16	The Oaks, Stryt Issa Penycae	Penycae	Fails stage 1 - less than minimum size.
145	0.11	Open Space Maes Teg Penycae	Penycae	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
146	0.38	Open Space Next to 237 Ffordd Llanerch Penycae	Penycae	Fails stage 1 - less than minimum size.
147	0.22	Disused land N of 31 Ffordd Llanerch Penycae	Penycae	Fails stage 1 - less than minimum size.
148	0.15	Demolished site Next to 191 Ffordd Llanerch Penycae	Penycae	Fails stage 1 - less than minimum size.
152	0.15	Garage/Parking Sixth Ave Llay	Llay	Fails stage 1 - less than minimum size.
154	0.08	Open Space Eleventh Ave Llay	Llay	Fails stage 1 - less than minimum size.
157	0.12	Open Space Pen y Bont Trevor	Llangollen Rural	Fails stage 1 - less than minimum size.
158	0.13	Open space Heol Penderyst, Trevor Acrefair	Llangollen Rural	Fails stage 1 - less than minimum size.
159	0.32	Garage/Parking Dee park Holt	Holt	Fails stage 1 - less than minimum size.
161	0.22	Community Centre Marford	Gresford	Fails stage 1 - less than minimum size.
163	0.46	Open Space Park End Road Rhostyllen	Esclusham	Fails stage 1 - less than minimum size.
164	0.07	Open Space Summerfields Rhostyllen	Esclusham	Fails stage 1 - less than minimum size.
165	0.09	Cleared Site Ddol Bersham	Esclusham	Fails stage 1 - less than minimum size.
167	0.15	Well Street Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
171	0.11	Derelict Site Mount Pleasant Cefn Mawr	Cefn	Fails stage 1 - less than minimum size.
173	0.2	East of Infants School Rhosymedre	Cefn	Fails stage 1 - less than minimum size.
174	0.07	Open Space Arenig Road Wrexham	Caia Park	Fails stage 1 - less than minimum size.
175	0.07	Open Space Havard Way Wrexham	Caia Park	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
176	0.17	Open Space Ceiriog Road Wrexham	Caia Park	Fails stage 1 - less than minimum size.
177	0.41	Open Space Tanat Way Wrexham	Caia Park	Fails stage 1 - less than minimum size.
178	0.09	Open Space Rubery Way Wrexham	Caia Park	Fails stage 1 - less than minimum size.
179	0.17	Glen Way Tanyfron	Brymbo	Fails stage 1 - less than minimum size.
180	0.16	Open Space Wyndham gardens	Caia Park	Fails stage 1 - less than minimum size.
182	0.49	3-9 Grosvenor Road	Rhosddu	Fails stage 1 - less than minimum size.
184	0.03	Windsor Road	Rhos	Fails stage 1 - less than minimum size.
185	0.03	Church Street	Rhos	Fails stage 1 - less than minimum size.
186	0.27	Acton Hall Walks	Acton	Fails stage 1 - less than minimum size.
187	0.31	Box lane	Acton	Fails stage 1 - less than minimum size.
189	0.17	Lisburne Grove	Acton	Fails stage 1 - less than minimum size.
190	0.06	Parsonage Close	Gresford	Fails stage 1 - less than minimum size.
192	0.34	Gorse Crescent	Gresford	Fails stage 1 - less than minimum size.
193	0.3	Millbrook Road	Caia Park	Fails stage 1 - less than minimum size.
195	0.43	Tanyfron Road	Brymbo	Fails stage 1 - less than minimum size.
196	0.15	Shones Lane	Llay	Fails stage 1 - less than minimum size.
197	0.04	Ninth Avenue	Llay	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
198	0.09	Heol Berwyn	Cefn	Fails stage 1 - less than minimum size.
199	0.18	Open Space Montrose Gardens	Caia Park	Fails stage 1 - less than minimum size.
201	0.02	Sutton Drive	Caia Park	Fails stage 1 - less than minimum size.
206	0.1	Ithens Way	Offa	Fails stage 1 - less than minimum size.
207	0.05	Blantern Way	Acton	Fails stage 1 - less than minimum size.
211	0.28	Open Space Lake View	Acton	Fails stage 1 - less than minimum size.
213	0.12	Frances Avenue	Acton	Fails stage 1 - less than minimum size.
214	0.35	Little Acton	Acton	Fails stage 1 - less than minimum size.
215	0.38	Lon Y Gelli	Acton	Fails stage 1 - less than minimum size.
219	0.42	Lancaster Terrace	Cefn	Fails stage 1 - less than minimum size.
222	0.23	Brynhyfryd	Rhos	Fails stage 1 - less than minimum size.
223	0.04	Chapel Street	Rhos	Fails stage 1 - less than minimum size.
224	0.05	Erwgerrig	Rhos	Fails stage 1 - less than minimum size.
225	0.06	Bank Street	Rhos	Fails stage 1 - less than minimum size.
226	0.1	Hand lane	Rhos	Fails stage 1 - less than minimum size.
229	0.1	Groesfan	Penycae	Fails stage 1 - less than minimum size.
231	0.4	Spinney Walk	Ruabon	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
233	0.39	Pont Adam Crescent	Ruabon	Fails stage 1 - less than minimum size.
234	0.15	High Street	Ruabon	Fails stage 1 - less than minimum size.
235	0.14	Open Space Bedwell Crescent	Sesswick	Fails stage 1 - less than minimum size.
236	0.2	Abbots way	Bangor	Fails stage 1 - less than minimum size.
237	0.13	Pendas Park	Maelor South	Fails stage 1 - less than minimum size.
241	0.41	Parking, Garages & Open Space Fifth Avenue	Llay	Fails stage 1 - less than minimum size.
242	0.06	Watts Dyke	Llay	Fails stage 1 - less than minimum size.
243	0.26	Rowan Close	Llay	Fails stage 1 - less than minimum size.
244	0.07	Greenfields	Rossett	Fails stage 1 - less than minimum size.
245	0.08	Eaton Close	Rossett	Fails stage 1 - less than minimum size.
246	0.03	Williams Way	Rossett	Fails stage 1 - less than minimum size.
247	0.42	Heol Caradoc	Coedpoeth	Fails stage 1 - less than minimum size.
248	0.17	Heol Glyndwr	Coedpoeth	Fails stage 1 - less than minimum size.
252	0.28	Ferndale Rise	Gwersyllt	Fails stage 1 - less than minimum size.
254	0.21	Coed Efa	Broughton	Fails stage 1 - less than minimum size.
255	0.11	Coed Efa	Broughton	Fails stage 1 - less than minimum size.
256	0.29	Coed Goleu	Broughton	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
257	0.47	Wrexham Road	Broughton	Fails stage 1 - less than minimum size.
258	0.15	Atlea	Broughton	Fails stage 1 - less than minimum size.
259	0.13	Dergoed	Broughton	Fails stage 1 - less than minimum size.
260	0.44	Epworth Close	Broughton	Fails stage 1 - less than minimum size.
261	0.08	Hywelfa Darby Road	Broughton	Fails stage 1 - less than minimum size.
262	0.15	Chatsworth Drive	Gwersyllt	Fails stage 1 - less than minimum size.
263	0.09	Brynhyfryd	Rhos	Fails stage 1 - less than minimum size.
265	0.08	Brynhyfryd	Rhos	Fails stage 1 - less than minimum size.
266	0.02	Open Space Brynhyfryd	Rhos	Fails stage 1 - less than minimum size.
267	0.3	Brynhyfryd	Rhos	Fails stage 1 - less than minimum size.
269	0.14	Groesfan	Penycae	Fails stage 1 - less than minimum size.
270	0.24	Open Space Bryn Offa	Offa	Fails stage 1 - less than minimum size.
275	0.29	Land between Tai Capel and Wheatsheaf Pub	Gwersyllt	Fails stage 1 - less than minimum size.
277	0.42	Glanrafon	Rhosllanerchrugog	Fails stage 1 - less than minimum size.
280	0.37	Land adjoining Hanmer Voluntary Primary School	Hanmer	Fails stage 1 - less than minimum size.
286	0.14	George Avenue, Trevor	Llangollen Rural	Fails stage 1 - less than minimum size.
288	0.34	Halton Wood	Chirk	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
290	0.15	Newbridge Road	Cefn	Fails stage 1 - less than minimum size.
298	0.45	B5101	Broughton	Fails stage 1 - less than minimum size.
335	0.35	Quakers Way, Holt	Holt	Fails stage 1 - less than minimum size.
337	0.25	Ruabon Road, Johnstown	Rhosllanerchrugog	Fails stage 1 - less than minimum size.
340	0.44	Worthenbury	Willington Worthenbury	Fails stage 1 - less than minimum size.
352	0.36	Glendower Place	Hanmer	Fails stage 1 - less than minimum size.
354	0.2	Bridge Road NorthWIE	ISYCOED	Fails stage 1 - less than minimum size.
368	0.41	Rhos Farm Wood	Rhosllanerchrugog	Fails stage 1 - less than minimum size.
375	0.08	Moss Valley	Broughton	Fails stage 1 - less than minimum size.
382	0.12	Plas Acton Road, Pandy	Gwersyllt	Fails stage 1 - less than minimum size.
385	0.25	Willowbank Road, Coedpoeth	Coedpoeth	Fails stage 1 - less than minimum size.
396	0.3	Minera Hall Road, Minera	Minera	Fails stage 1 - less than minimum size.
398	0.2	Pendwll Road, Moss	Broughton	Fails stage 1 - less than minimum size.
402	0.21	Almshouses, Ruabon	Ruabon	Fails stage 1 - less than minimum size.
407	0.08	WIE	Abenbury/Sesswick	Fails stage 1 - less than minimum size.
411	0.07	Mayflower Drive, Marford	Gresford	Fails stage 1 - less than minimum size.
412	0.31	Whiteway Drive, Gresford	Gresford	Fails stage 1 - less than minimum size.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
414	0.03	Sycamore Drive, Marford	Gresford	Fails stage 1 - less than minimum size.
418	0.25	Redwither Road, WIE	ABENBURY	Fails stage 1 - less than minimum size.

Table 3 Sites in Other Use (19)

Site Ref	Area Ha	Address	Community	Assessment Conclusions
068	0.64	Playing Field Acton Park Junior School	Acton	Loss of school playing field.
077	0.79	Playing Field Plas Coch Primary School	Rhosddu	loss of school playing field.
111	2.85	Wat's Dyke Playing Field	Rhosddu	Classified as POS in 2016 study.
191	0.9	All Saints Primary	Gresford	School playing field.
194	0.58	Tanyfron Road	Brymbo	Existing school and playing field.
208	3.75	Westminster Drive	Acton	Nine Acre playing field.
251	6.78	Adjacent Pine Close	Gwersyllt	Loss of playing field would be detrimental to the function of the school.
295	0.73	Maes y Llan Lane, Ruabon	Ruabon	Site is currently used as a school - Ysgol Maes y Llan.
300	1.27	Old Mold Road	Gwersyllt	This site mainly comprises the highway and its verge where improvements have recently taken place. Not suitable.
302	3.34	Tref-y-Nant Park	Cefn	No direct means of vehicular access (would be through school access). Also appears to be playing fields, tennis court and playground in connection with Acrefair CP School.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
303	5.17	Millennium Eco Centre	Holt	In other Use - Milenium Eco Centre.
308	0.71	Homestead Lane, Wrexham	Offa	School playing field for Ysgol Clywedog.
326	0.79	Park Community Primary School, Llay	Llay	Site is developed out as a school.
339	1.04	School Road, Llay	Llay	School playing field - loss of such is not considered acceptable.
363	23.41	Moss Valley	Broughton/Gwersyllt	Moss Valley Country Park.
383	2	Plas Acton Road	Gwersyllt	In use as cemetery.
384	1.16	Llay Road, Gresford	Llay	Site mainly highway and verge. No developable area.
386	9.67	Copperas Hill, Ruabon	Ruabon	School playing Field
388	1.2	Wynnstay Lane, Marford	Gresford	Current School and school grounds - not suitable.

Table 4 Sites Omitted Stage 2 (27)

Site Ref	Area Ha	Address	Community	Assessment Conclusions
002	2.18	Land off Maesgwyn Road Wrexham	Offa	Ruled out as fails Stage 2 constraints - POS.
003	2.3	Land south off Ruthin Road	Offa	Ruled out as fails Stage 2 constraints - POS
004	1.3	Rear of Borras Park School	Acton	Ruled out as fails Stage 2 constraints - POS
005	26.99	Bryn Estyn Road North	Holt	Ruled out as fails Stage 2 constraints - Green Wedge.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
006	13.3	Bryn Estyn Road South	Holt/Abenbury	Ruled out as fails Stage 2 constraints - Green Wedge.
007	6.86	Land adjacent Hillside Farm South of Holt Road	Holt	Ruled out as fails Stage 2 constraints - Green Wedge.
010	2.7	Cefn Dre/Tan-y-Coed Queens Park	Caia Park	Ruled out as fails Stage 2 constraints - POS. Part of site also within C2 flood.
011	1.2	South of Percy Road	Offa	Fails Stage 2 - POS.
012	0.9	North of Whitegate Road Caia Park	Caia Park	Fails Stage 2 constraints - is Public open space.
016	4.12	Glan Gors	Caia Park	Fails Stage 2 - whole site is public open space.
017	1.12	Land west of Acton Park	Acton	Fails Stage 2 - whole site is POS.
019	3.8	Oak Drive Recreational GROUND	Acton	Fails Stage 2 - POS.
021	10	Solway Banks	Broughton	Fails stage 2 - all of site is Green Wedge and majority is POS.
023	5.8	Land off Forge Road North West of Brynteg	Broughton	Fails stage 2 - whole of site is Green Wedge. Half of site is POS.
024	0.8	Minera Playground	Minera	Fails Stage 2 - POS and within Conservation Area.
025	4.84	Land south of Minera House	Minera	Fails stage 2. Wholly within AONB. Mostly within SSSI/SAC and partially within local wildlife site.
030	2.79	Land south east of Hill Croft	Minera	Fails Stage 2 - Within Clwydian Range & Dee Valley AONB. Majority of area is also a Wildlife site.
031	3.07	Land south of Ddol Deg Farm	Minera	Fails Stage 2 - Within Clwydian Range & Dee Valley AONB. Around 40% of the area to the south east is designated as a wildlife site.
032	1.23	Castle Road/Talwrn Road	Coedpoeth	Fails Stage 2 - POS.
034	0.53	Playground Railway Road Brymbo	Brymbo	Fails Stage 2 - POS.
038	1.28	Land south of Llwynenion wood	Rhos	Fails Stage 2 - POS.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
039	4.85	Land opposite Crematorium Pentre Bychan	Rhos	Fails Stage 2 - No longer in SLA, but now within Green Wedge. Part of site to south east within C2 flood.
040	37.4	Hafod Land Rec	Esclusham/Ruabon	Fails Stage 2 - All of site is designated as a SAC and SSSI -Street Las Johnstown.
041	6.04	Land west of New Brighton	Minera	Fails Stage 2 - Clwydian and Dee Valley AONB and majority of area is designated as a wildlife site.
045	0.96	Land at Tatham Road Ruabon	Ruabon	Fails stage 2, wholly within Green Wedge and partly within C2 flood.
046	1.88	Informal green space New Hall Road Ruabon	Ruabon	Fails stage 2 - site wholly within Green Wedge and on POS.
047	1.9	Land to west of Gardden Hall Penycae	Rhos	Fails Stage 2 - POS.
048	3.4	Land south of Afoneitha Penycae	Penycae	Fails stage 2 - whole of site is Green Wedge and POS and part of site is within C2 flood.
049	4.42	Land near Dolydd Farm	Cefn	Fails stage 2 - within Green Wedge. Also still C2 flood, Wildlife Site and AONB.
052	2.11	Land adjacent Lewis Wood	Offa	Fails stage 2 - no obvious means of vehicular access.
054	3.67	Public Open Space off Tenth Ave Llay	Llay	Fails stage 2 - Whole of site is Green Wedge and majority is POS. Small part is also a Local Wildlife Site.
057	60.01	Open Space Alyn Waters Country Park	Gwersyllt	Fails stage 2. All of site is Alyn Waters Country Park, with more than half of it a local Wildlife site.
058	1.79	School Playing Field Brymbo	Brymbo	Fails stage 2 - whole of site is POS.
062	1.62	Glan Llyn Road Bradley	Gwersyllt	Fails stage 2 - whole of site within Green Wedge and majority is within a Local Wildlife Site.
078	1.31	Minera Hall Road Minera	Minera	Fails stage 2 - Whole of site lies within Green Wedge and is POS.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
094	0.79	St Giles Crescent Wrexham	Caia Park	Fails Stage 2 - POS.
099	0.73	Glan Gors Wrexham	Caia Park	Fails Stage 2 - POS.
113	0.56	Land east of Ansell Road Wrexham	Acton	Fails Stage 2 - POS.
119	0.5	Playground New Road Gwersyllt	Gwersyllt	Fails Stage 2 - POS.
129	0.61	Land off Heol Glyndwr Coedpoeth	Coedpoeth	Fails Stage 2 - POS. Also part of the site has been developed with housing.
151	3.09	Playing fields Farmland Marchwiel	Marchwiel	Fails Stage 2 - Mostly POS, Local Wildlife Site and part of the site is the only school playing field to Marchwiel School.
155	0.77	Open Space Nantygaer Road (8th Avenue) Llay	Llay	Fails Stage 2 - POS - Informal Playing Space.
162	1.27	Playing Field Wynnstay Lane Marford	Gresford	Fails Stage 2 - POS.
172	2.21	West of Infants School Rhosymedre	Cefn	Fails Stage 2 - POS, wildlife site, part C2 flood and no highway access.
181	0.89	Open space adjacent Watts Dyke Primary	Rhosddu	Fails Stage 2 - POS
183	3.98	Penygelli Ave	Coedpoeth	Fails Stage 2 - POS.
200	1.19	Open Space Prince Charles Rd	Caia Park	Fails Stage 2 - POS and C2 Flood area.
202	2.76	Allotments & car park Erddig Road	Offa	Fails Stage 2 - It is presently used for allotments which are protected by a restrictive covenant. The loss of this important community facility is not therefore considered acceptable. Also identified as POS in 2016 Study.
205	6.8	Public park Bellevue Park	Offa	Fails stage 2 -whole of site is Bellevue Park and contains various areas of POS.
209	3.87	Dean Road	Acton	Fails stage 2 - POS.
210	21.57	Acton Park	Acton	Fails Stage 2 - Country Park - Acton
212	0.53	Open Space Hampshire Square	Rhosddu	Fails Stage 2 - POS.
216	1.01	Playing field Vicarage Hill	Esclusham	Fails Stage 2 - POS.
218	1.06	Eglwysfan	Cefn	Check - Fails Stage 2 - POS.
221	1.42	Walleys Way	Cefn	Fails Stage 2 - POS and part of site to east is within C2 flood.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
227	6.81	Duke Street	Rhos	Fails Stage 2 - POS.
232	0.59	Duke Street	Ruabon	Fails Stage 2 - POS and no highway access.
238	0.74	Pilgrim Way	Abenbury	Fails Stage 2 - POS.
239	2.27	Pilgrim Way	Abenbury	Fails Stage 2 - POS and is Glyndwr protected open space.
240	1.79	Nant Y Gaer Road	Llay	Fails Stage 2 - POS.
249	0.53	Chestnut Road	Gwersyllt	Fails Stage 2 - POS and no direct means of vehicular access.
250	5.75	The Wauns	Gwersyllt	Fails Stage 2 - POS and Green Wedge.
253	1.12	Pine Close	Gwersyllt	Fails Stage 2 - POS.
264	1.1	Brynhyfryd	Rhos	Fails Stage 2 - POS.
271	0.55	Open Space Bryn Offa	Offa	Fails Stage 2 - POS.
272	0.91	Birkdale Road/Milebarn Road	Acton	Fails Stage 2 - POS.
278	3.01	Tan y Cut Wood	Chirk	Fails Stage 2 - AONB.
279	1.17	Madras School, Penley	Maelor South Community	Fails Stage 2 - Special Landscape Area and surrounds Listed Building.
284	0.9	Ffordd Offa	Rhosllanerchrugog	Fails Stage 2 - POS, SSSI and SAC.
285	4.42	Stryt Las	Rhosllanerchrugog	Fails Stage 2 - POS, SSSI and SAC.
287	1.91	Trevor	Llangollen Rural	Fails Stage 2 - whole of site is Green Wedge.
289	2.73	Whitehurst Gardens	Chirk	Fails Stage 2 - Historic Park and Garden - Whitehurst
291	1.2	Trevor Community Centre	Llangollen Rural	Fails Stage 2 - AONB, POS and Green Wedge.
293	1.1	Canal Side	Llangollen Rural	Fails Stage 2 - Green Barrier, AONB.
294	14.9	Ty Mawr	Cefn	Fails Stage 2 - majority of the site is a Country Park, AONB, Wildlife Site and the remainder POS.
296	0.88	Smithy Road, Southsea	Broughton	Fails Stage 2 - Within C2 flood and POS.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
297	0.8	Lodge	Broughton	Fails Stage 2 - Green Wedge.
301	8.89	Bryn Estyn Lane	Holt	Fails Stage 2 - only area free from development or TPO's is the area to the north east which is Green Wedge.
310	16.15	Newgates Farm	Willington Worthenbury	Fails Stage 2 - Special Landscape Area and partly within C2 flood.
311	16.5	Green Lane	Willington Worthenbury	Fails Stage 2 - Special Landscape Area.
313	0.59	Tegid Drive, New Broughton	Broughton	Fails Stage 2 - POS as part of fairly recent housing scheme.
317	1.34	Ysgol Sant Dunawd, Bangor	Bangor is y Coed	Fails Stage 2 - School and school playing fields.
319	0.62	LLay New Road, Llay	Llay	Fails stage 2 - Green Wedge.
320	4.35	Llay New Road	Llay	Fails Stage 2 - Green Wedge.
321	0.51	Llay New Road	Llay	Fails Stage 2 - part C2 flood, wildlife site W306 and Country Park.
322	1.42	Llay New Road, Llay	Llay	Fails Stage 2 - Wildlife site and Country Park.
323	1.2	Llay	Llay	Fails Stage 2 - Green Wedge.
324	2.6	Llay New Road, Llay	Llay	Fails Stage 2 - Green Wedge.
325	13.18	Worms Wood, Llay	Gresford/ Llay	Fails Stage 2 - Wildlife site W309, Green Wedge and C2 flood to east boundary.
329	8.2	Church Road, Tanyfron	Broughton	Fails Stage 2 - All of site within Green Wedge and local wildlife site.
330	0.89	Tanyfron Road	Broughton	Fails Stage 2 - Green Wedge and majority of site within Wildlife site W213.
331	4.6	The Wauns	Gwersyllt	Fails Stage 2 - POS and Green Wedge.
332	1.35	Castle Gardens, Holt	Holt	Fails Stage 2 - POS, C2 Flood, Holt conservation area and Listed Building.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
333	1.31	Holt Community Centre/Holt CP School	Holt	Fails Stage 2 - 30% of site within conservation area. Site access via school grounds.
334	3.56	Oakfield Park, Llay	Llay	Fails Stage 2 - Wholly within wildlife site. Also contains Area TPO on 80% of site.
336	0.79	Rhosrobin Road	Gwersyllt	Fails Stage 2 - Wholly within Green Wedge.
338	2.15	Bersham Road, New Broughton	Broughton	Fails Stage 2 - Open Space and far north section of site is C2. No longer Green Barrier.
341	5	Gamford Lane, Rossett	Rossett	Fails Stage 2 - Green Wedge.
342	1.24	New Gorse Covert	Hanmer	Fails Stage 2 - Special Landscape Area.
344	3.23	Cloy Lane	Overton	Fails Stage 2 - Special Landscape Area, major gas pipeline also runs through site
345	10.3	Cloy Lane	Overton	Fails Stage 2 - Special Landscape Area. Major gas pipeline also runs through site.
346	31.8	The Pools	Willington Worthenbury	Fails Stage 2 - Special Landscape Area.
347	12.65	Burton's Wood	Willington Worthenbury	Fails Stage 2 - Special Landscape Area.
348	1.14	Tanyfron Road	Brymbo	Fails Stage 2 - POS and no direct means of access.
349	1.42	Tanyfron Road	Brymbo	Fails Stage 2 - Identified in 2016 POS Study as Semi / Natural greenspaces.
356	4.93	Nell Peters Lane	Hanmer	Fails Stage 2 - Special Landscape Area.
357	11.43	New Gorse Covert	Hanmer	Fails Stage 2 - Special Landscape Area.
358	4.32	Bryn Wood	Hanmer	Fails Stage 2 - Special Landscape Area and no access.
359	2.52	Bryn Lane	Hanmer	Fails Stage 2 - Special Landscape Area and partly within Wildlife Site.
361	3.39	Big Wood	Esclusham	Fails Stage 2 - No direct means of vehicular access.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
364	8.98	Llay New Road, Llay	Llay	Fails Stage 2 - Wholly within wildlife site and Alyn Waters Country Park.
365	19.91	Llay New Road, Llay	Llay	Fails Stage 2 - Wholly within wildlife site and Alyn Waters Country Park.
366	29.66	Moss Valley	Broughton/Gwersyllt	Fails Stage 2 - Green Wedge and 25% wildlife site.
367	2.23	Wrexham Road	Broughton	Fails Stage 2 - Public open space and Green Wedge.
369	1.74	Moss Road, Summerhill	Gwersyllt	Fails Stage 2 - Completely within Green Wedge and within Local Wildlife Site.
372	12.74	Coed Craig-y-Pandy	Llansantffraid Dyffryn Ceiriog	Fails Stage 2 - Special Landscape Area, SSSI and Wildlife Site.
374	0.53	Pont Yr Afon	Penycae	Fails Stage 2 - small part of site to south still within C2, which leaves 0.43ha remaining, less than the minimum requirement. Furthermore, substantial, mature tree coverage would also be a constraint.
377	2.66	Moreton Football Ground	Rhosllanerchrugog	Fails Stage 2 - POS.
379	1.64	Wilkinson Drive	Esclusham	Fails Stage 2 - POS and no direct access.
380	0.76	Land off Copperas Hill, Penycae	Penycae	Fails Stage 2 - No direct access.
381	1.74	Plas Acton Road, Pandy	Gwersyllt	Fails Stage 2 - lies within a larger Local Wildlife Site and part of the site to the north is within C2 flood.
387	1.7	Tatham Road, Ruabon	Ruabon	Fails Stage 2 -POS and Green Wedge.
389	1.35	Bronington School	Bronington	Fails Stage 2 - no direct access - would be required through school.
395	0.77	Maes y Llan Lane, Ruabon	Ruabon	Fails Stage 2 - POS and no direct access.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
413	0.66	HILLOCK LANE	Gresford	Fails Stage 2 - POS.
415	8.48	Llay New Road, Llay	Llay	Fails Stage 2 - Country Park
416	20.37	Llay New Road, Llay	Llay	Fails Stage 2 - Country park with nearly half of the site a local wildlife site. There is also an area of POS to the north east corner.

Table 5 Sites Omitted at Stages 2 and 3 (49)

Site Ref	Area Ha	Address	Community	Assessment Conclusions
008	9.12	North East of Spring Villa	Holt	Fails Stage 3 - Site lies outside settlement limits and is grade 2 agricultural land. Site was ruled out previously due to the suitability of the surrounding road network to support further development.
014	24.8	Queensway Sports and The Dunks Queenspark	Caia Park	Fails Stages 2 and 3. Majority of site is POS with the remainder a school.
018	5.3	Rhosddu Community Centre & Allotments Prices Lane	Rhosddu	Partly fails stage 2 since the far eastern part of the site Is POS. Partly fails Stage 3 as the remaining site area is for allotments. Allotments are protected by a restrictive covenant and are not available for development. The loss of the allotments and the community centre would be considered harmful to the amenity of local residents.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
020	1.6	Higher Berse west of Caego	Coedpoeth/Broughton	Fails Stage 3 mainly due to potential surface water flooding issues that are unlikely to be mitigated. There are also ecological issues on site. The trees and vegetation cover would restrict the size of the available area to approximately 0.32ha which is below the minimum size.
022	1.4	Pleasant View Broughton	Broughton	Fails Stage 3 - Far eastern part of site is developed out. Remainder of area is a community woodland where the loss of such would be unacceptable.
026	3.77	Land north east of Cae-mynydd	Minera	Fails Stage 3 - previously ruled out on highway access grounds and due to the sensitive context of the surrounding landscape, particularly given its proximity to the AONB.
036	1.86	North of Cheshire View Brymbo	Brymbo	Fails Stages 2 and 3. Half of site to the east is a Playing field (POS) with the remaining area (0.97ha) an open field. However, the site was ruled out previously due to the substandard nature of the adjoining road, Mountain View, which would be unsuitable for any increase in traffic generation.
037	8.61	Land north of Llwynenion tip	Esclusham	Fails Stage 3 - Substantial tree coverage and possible biodiversity value. A pond covers around 30% of the southern area. Also major contamination issues on this site.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
044	7.09	Land south of Woodwards Rock Acrefair/Cefn Mawr	Cefn	Fails stage 2 - majority of site is POS including the relocated Cefn Druid football ground and the topography of remaining areas is steep which would render the site unsuitable and therefore also failing stage 3.
050	0.6	Newbridge Road Newbridge	CEFN	Fails stage 3 - most of site has mature tree coverage. Lies adjacent AONB.
051	9.66	Chirk Green	Chirk	Fails Stage 3 - objection from highways as no suitable means of access. The site is also a community woodland and forms a valuable contribution to the Green Network Strategy.
053	7.9	Llay New Road Llay	Llay	Fails stages 2 and 3. There is a local wildlife site to the far west of the site and there is significant vegetation/tree coverage on 3/4 of the north-eastern section of the site. There is also a playing field in the southern part of the site. There are therefore numerous constraints that would prevent development from occurring on this site. Not therefore considered suitable for development.
064	1.15	Highfields Chirk	Chirk	Fails Stage 3. The site has significant tree coverage, where such a loss would be unacceptable. Highway and ecology objections have been raised along with strong landscape objections.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
065	0.5	Middleton Terrace Chirk	Chirk	Fails stage 3. Although site has had permission in the past for residential development, this has since expired and objections have been raised to the loss of the tree coverage. Site not therefore suitable.
071	1.59	Aberderfyn Works Rhos	Rhos	Fails stage 3 - likely to be allocated for housing in the LDP.
072	0.57	Pen y Graig Rhos	Rhos	Fails Stage 3 - site has benefit of planning permission for housing.
073	0.56	Brook Street/Bonc Wen Rhos	Rhos	Fails stage 3 - Site is intended to be developed for housing.
098	0.54	Crescent Road Car Park Wrexham	Caia Park	Fails Stage 3 - Currently used as a car park. This is a housing allocation site no.18 in the UDP and will count towards the land supply in the LDP. Is intended for residential use if no longer required as car park - has been identified as suitable as part of the UCS assessment to inform housing allocations in the LDP.
116	1.43	Playing Field Pen y Graig Rhos	Rhos	2017 - Fails Stage 3 insufficient highway access.
127	0.57	Play ground Cae Bro Gwilym Cefn Mawr	Cefn	Fails Stage 3 - northern part of site is committed for residential, having had outline permission and currently pending a full application. Southern section is part of existing school playing field.
143	0.69	Garage/Parking Llys yr Efail Southsea	Broughton	Fails Stage 2 - partly POS and Green Wedge, remaining area fails Stage 3 as it forms access road to nearby housing.
149	1.38	Barracks Field Brynycabanau Road	Offa	Fails Stage 3 - likely to be a housing allocation in the LDP. Small part of site to east POS.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
150	3.91	Marshland/farmland rear of Station Road Marchwiel	Marchwiel	Fails Stage 3 -Development on marshland would be unacceptable.
153	0.72	Cleared Site Plas Power Southsea	Broughton	Assets advise that site is being disposed of to Groundwork trust.
156	0.9	Infants School, School Road Llay	Llay	WCBC in discussion with BCUHB for future health/education scheme on site.
168	0.5	Open Space Trem Dolydd Cefn Mawr	Cefn	Topography prevents whole of site being developed, with remaining part of site being too small for consideration.
169	0.7	Play area Maes Derwydd Acrefair	Cefn	Fails Stages 2 & 3 - POS to southern part of site with remaining area a parking area, access road and northern section having substantial tree cover.
203	1.07	Public park Ruthin Road	Offa	Fails Stage 3 - Site is covered in TPO's, is a garden of rest and is used as a recreation area in relation to the adjoining school. The loss of trees and community facility is considered unacceptable.
204	1.18	Victoria Road	Offa	Fails stage 2 - loss of community facility (allotments) considered unacceptable. Also identified as POS in 2016 Study.
217	0.69	Station Road	Esclusham	Fails Stages 2 and 3 - Informal open space, with remaining area having significant tree coverage including some with a TPO.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
220	3.98	Open Space Woodwards Rock	Cefn	Contaminated land officer advises that this is a former landfill site and this Is not considered suitable.
230	0.88	Cae Gabriel	Penycae	Fails Stage 3 - There is substantial tree coverage on the site which has significant amenity and ecological value.
281	0.56	Westminster Road	Broughton	Fails stages 2 and 3. Whole of site is Green Wedge and is a woodland.
282	0.82	Trem y Nant, Pentre Broughton	Broughton	Fails Stage 3 - Whole site appears to be woodland, where such a loss would be unacceptable.
292	0.78	Rock Road, Cefn Mawr	Cefn Mawr	Fails Stage 3 - Site already occupied by block of flats.
307	3.52	Bronington	Bronington	Ecology advise that the site is likely to be suitable for a wide range of species and Highways would not support as there is no direct means of vehicular access.
309	4.16	Homestead Lane, Wrexham	Offa	Highways would not support and site is in education portfolio, which is wished to be retained for future school use.
312	2.55	Pont Yr Afon, Penycae	Penycae	Fails Stages 2 and 3. C2 flood to south, TPOs cover part of the site to the south and around 1ha in the north has significant tree coverage. The remaining area is Ysgol Penycae and Penycae Youth club.
316	5.8	Ffordd Y Park	Rhosllanerchrugog	No part of the site is considered suitable as it is in current use as a school playing field.

Site Ref	Area Ha	Address	Community	Assessment Conclusions
327	2.75	Tanyfron Road	Brymbo	Extensive tree coverage, potential contamination, topography and access constraints.
353	4.9	Bersham Enterprise Centre	Esclusham	Fails Stages 2 and 3. Established employment area with no available land for development. Listed buildings also present within the southern part of the site and C2 flood and woodland to the far north.

370	10.89	Stryt Issa	Penycae/Rhosllanerchrugog	Part of site to south within Green Wedge approx. 6.69ha to north not within. Majority of site POS and is wholly Glyndwr protected. Site therefore ruled out.
371	6.33	Big Wood	Esclusham	Partly wooded and no suitable access.
373	18.34	Croesnewydd Road, Wrexham	Offa	Fails Stage 3 - Protected employment area for high quality business use. Outline permission for employment with full permission pending on part of the site.
376	15.4	Smithy Lane	Esclusham	Fails Stages 2 and 3. Majority of site is a Local Wildlife Site, much of the site to the south and west is within C2 flood and the remaining area is Wrexham Crematorium.
378	21.8	Pont Y Capel Lane, Gresford	Gresford	Partly within wildlife site, possible contamination and no suitable access. Other constraints include access, Ecology (within river Dee SSSI/SAC buffer).
394	2.98	WIE	Isycoed	Fails Stage 3 - Land set aside for ecological mitigation as part of application for Wrexham Recycling Centre.
408	4.33	WIE	Isycoed	Fails Stages 2 and 3 - site is developed in connection with Wrexham Recycling Centre, with part also within a Local Wildlife Site.

417	5.68	Top Bradley, Wrexham	Llay	2017 Update - Part of site C2 flood, north eastern part of site TPO's and no suitable access available.

APPENDIX 4 SITES PASSING STAGE 3 ASSESSMENT

Site Ref	Address	Area Ha	Approx Developable Area	Community	Comments	Assessment against Community views	Proximity to amenities	Conclusions
013	Sports Ground south of Whitegate Road	1.7	0.32	Caia Park	Majority of site is POS, with remainder a car park (0.32ha) - area to east. The development of the POS is unacceptable, but the car park could be considered as a potentia stopping site**.** Site is visible at entrance to Ind. Estate and close to ex. housing.	Site is within reasonable distance of medical facilities & school, with footways, and there is a bus stop near site entrance.	Within settlement and close to a range of facilities. Bus stop approx. 30m from site entrance	**Well located in terms of proximity to facilities, but would not accommodate the ideal 10 -12 pitches for a permanent residential site.**
35	Former sewerage works north of Brymbo	0.88	0.88	Brymbo	Having regard to the previous use as a sewerage works a contamination assessment would be required and any remedial works would need to be completed and verified prior to development. Highways indicate required visibility is achievable but a footway would be required across the site frontage to provide a pedestrian link to Brymbo.Site is not currently tenanted. Main issue is topography, as the land slopes quite sharply to the east from the hard surfaced area around the sub station. Reported to Policy Panel in 2009. and following site visit Policy Panel agreed on 20th July 2009 that the eastern end of the site could accommodate a well screened site of size required. Access is achievable, it is not too remote from services and any impact on Church could be mitigated with screening. However later ruled out when LDP went to Full Council for approval in March 2010.	Site is located on outskirts of Brymbo with reasonable access to medical and school facilities. Nearest bus stop is approx. 1000m , but there is an existing footway.	Reasonable distance from facilities in Brymbo and with existing footway links.	**Site favoured by Policy Panel as allocation in LDP 1. Site is available, access can be achieved & reasonable location in relation to facilities. Topography is an issue and contamination investigation & possible remedial works would be required.**
320	Llay New Road, Llay	4.34	4.34	Llay	Site is within Green Wedge and is not adjoining any residential properties. Site has access onto an adopted road, though some improvements would be required.Assetts advise that part of site is on a tenancy. The tenancy was agreed in Clwyd Council days and there is some issue over the exact terms of the tenancy. However it may be possible to terminate the tenancy but that would take 1 – 2 years.	Relatively close to a range of facilities (school, medical facilities, shops etc) in Llay, with existing footway links. Site is within 100m of a bus stop.	Site is relatively close to a range of existing facilities in Llay, with footway links.	**Relatively close to facilities in Llay, with existing footway provision. On good bus route & close to bus stop. Adequate access can be provided.**
324	Llay New Road, Llay	2.58	2.6	Llay	Site is within Green Wedge and is not adjoining any residential propertie. Site has access onto an adopted road. Site is on a tenancy which was agreed in Clwyd Council days and there is some issue over the exact terms of the tenancy. However it may be possible to terminate the tenancy but that would take 1 – 2 years.	Relatively close to a range of facilities (school, medical facilities in Llay, with footway links.Site is within 50m of a bus stop.	Site is relatively close to a range of existing facilities in Llay, with footway links.	**Relatively close to facilities in Llay, with existing footway provision. On good bus route & close to bus stop. Adequate access can be provided.**

027	Land west of Rhosdir	1.38	1.38	Minera	Site lies outside settlement limits and within a AONB buffer and SSSI/SAC 500m Buffer. There are valuable ecological sites adjacent so would need survey. and a possible gas main crossing the site.There is a shared access into this site and no. 028 (below). A 50mph limit applies across the site frontage. The Minera 30mph limit has been extended to within approx. 100m north of the proposed site. If the 30 limit was further extended across the full site frontage then it would be possible to ensure adequate visibility could be achieved from the site access. The site is fairly remote from facilities with no footways leading towards Minera. It may be considered to be in an unsustainable location from a highways viewpoint. It is also noted that objections have been raised previously on landscape grounds and this would need investigating as would minerals.Other issues that would need to be addressed relate minerals.	Fairly remote from facilities- nearest medical facilities in Coedpoeth. Site is within 90 m of a bus stop but infrequent service to Wrexham via Aberoer (once a week). Nearest bus stop to Coedpoeth is in Minera- over 2000m away with no footways. Nearest School is in Minera -over 2000m away. While there are shorter footpath links via Nant Valley to the school this route would not be safe for Children.	Rural site fairly remote from facilities with no footways leading towards Minera.	**Not well located in terms of access to facilities & bus service. While possible to construct suitable access, location not supported by highways. Also AONB/SSI/SAC & possible ecology & minerals issues.**
028	Land north west of Marion Cottages	2.18	1.45	Minera	Site lies outside settlement limits and within a AONB buffer and SSSI/SAC 500mbBuffesr. There are valuable ecological sites adjacent so would need survey. There is a shared access into this site and no. 027 above. A 50mph limit applies across the site frontage. The Minera 30mph limit has been extended to within approx. 100m north of the proposed site. If the 30 limit was further extended across the full site frontage then it would be possible to ensure adequate visibility could be achieved from the site access. The site is fairly remote from facilities with no footways leading towards Minera. It may be considered to be in an unsustainable location from a highways viewpoint. It is also noted that Objections have been raised previously on landscape grounds and this would need investigating as would minerals.Other issues that would need to be addressed relate to trees and minerals. Taking account of the trees on site, this would reduce the developable area to approximately 1.45ha.	Fairly remote from facilities- nearest medical facilities in Coedpoeth. Site is within 30 m of a bus stop but infrequent service to Wrexham via Aberoer (once a week). Nearest bus stop to Coedpoeth is in Minera- over 2000m away with no footways. Nearest School is in Minera -over 2000m away. While there are shorter footpath links via Nant Valley to the school this route would not be safe for Children.	The site is fairly remote from facilities with no footways leading towards Minera.	**Not well located in terms of access to facilities & bus service. While possible to construct suitable access, location not supported by highways. Also AONB/SSI/SAC & possible ecology & minerals issues.**
059	Land north of Rhos & Grango School Rhos	17.2	17.2	Esclusham/Rhos	The site lies outside existing settlement limits and the land is classed as grade 3 agriculture. Issues that would need to be addressed include loss of agricultural grade 3 land, contamination, minerals, topography, ecology and archaeology. It is possible to provide adequate access on to B5097 Vinegar Hill from fields either side. Any new access should provide a footway link towards the existing footway in Rhos . However site is subject to lifetime tenancy so will not cease until end of tenants life. Also major constraints re GKN- area identified in Johnstown newt SPG as area to be retained & enhanced.	Reasonable close to medical facilities and schools in Rhos but a new footway would be required. Bus stop within 470m.	Close to existing Grango school and reasonable distance from facilities in Rhos but currently with no footway links.	**Reasonable distance to facilities in Rhos though further investigations would be required re ecology, possible contaminatiom, minerals & archaeology. Availability is a principal constraint as site is leased on lifetime tenancy.**

060	Field South of Chirk Hospital	21.3	1.29	Chirk	Site is located outside settlement limit of Chirk and is grade 3 agriculture land. There are some valuable ancient hedgerows and trees around the hospital end of the site which must be protected. Contaminated Land advise that a small area of the site potentially has an infilled pond and there could be contamination concerns in that area. It is recommended that this potential concern is investigated. If a planning application is required then Contaminated Land recommend conditions requiring investigation, assessment and carrying out of remedial works in that area(if found necessary). The north west corner of the site may be suitable for development with an access through the cul de sac Crogen subject to a suitable scheme to address the crossing of the public footpath. There were no previous landscape objections to the development of this area. Similarly, highways raised no previous objections to access off Crogen or through Highfields subject to the provision of adequate visibility and no ecology objections were raised. A site investigation for contamination issues would be required. There is a gas main though the eastern part of the site which would also need to be accounted for.	Very close to medical facilities at Chirk hospital and with pedestrian routes to schools and facilities in Chirk. Nearest bus stop is about 350m away.	There is adequate pedestrian provision and the site is close to employment, schools and public transport.	**Relatively well located in terms of access to services and facilities in Chirk. However access would be through existing residential estate and contamination investigation & possible remedial works would be required.**
061	Chirk Park Chirk	28.33	17.25	Chirk	Site lies outside settlement limit but has good access to the A5 and A483. The development of the whole site would not be acceptable from a visual point of view. A contamination assessment will be required. Part of the site to the north west has permission for a visitor centre, leaving approximately 17.25ha available for development. Site can accessed off the existing hammerhead to the north. Previous concerns over sustainability of the site can be ignored given recent Inspectors appeal decision on the site at Halton (P/2015/0225).	Nearest medical facilities, schools etc are located in Chirk, over a mile away and there are no footways.	Limited access to facilities in Chirk & no footways.	**Considered previously by Policy Panel and on 20th July 2009, following a site visit Panel approved the site for allocation. However site is held on retirement tenancy and it is understood that approximately 15 years are still left. Availability would therefore be dependent on successful negotiation of release of part of the land.**
268	Pilgrim Way	3.6	0.6	Abenbury	Ecology & Biodiversity officer advises that she would object to development outside existing Community Centre & hardstanding area. Site is considered to be more suitable as a temporary stopping place.Howevor site is close to existing housing and Community Centre has covenants re future use & G&T would not comply.	Limited access to, schools medical facilities etc in Wrexham. Nearest bus stop is approx. 150m away	Located on Wrexham Industrial Estate so limited access to facilities eg schools, surgery.	**Site considered to be more suitable as a temporary stopping place if covenant issue could be resolved, though close to housing and issue of impact on existing businesses on WIE.**

276	Glanrafon	2.05	1.07	Rhosllanerchrugog	Site is underlain by coal, may have ecological constraints and part is grade 3 agricultural land. Small part of site is POS. Remaining part of site approx 1.07 ha to the south could be considered. No major ecological constraints but would need to be a level of protection of water course and an assessment of the trees on site. It may be possible to access the site via the existing gateway adjacent to no 67. However the site is directly in the middle of a significant size housing estate where concerns have always been raised about serving so many houses / school off a single access. It may be difficult to support further traffic generation along this already problematic area.	Reasonable access to facilities in Rhos via existing footways, with Primary school adjoining site. Nearest bus stop approx. 600m away.	Adjoining a primary school and reasonably close to a range of facilities in Rhos.	**Reasonable access to facilites in Rhos but highway concerns re levels of traffic through existing estate and site adjoins existing housing & school.**
283	Miners Park, Llay	1.49	1.49	Llay	Site is located on Llay Ind estate and further exploration would be required in terms of impact upon residential amenity of the G&T population and vice versa. Site is considered to be more suitable as a temporary stopping place. However Assetts advise site not available as Highways wish to retain site.	Reasonable access to school & medical facilities in Llay, with footway links. Nearest bus stop approx. 600 m.	The estate has reasonable road and footway links to local facilities.	**Reasonable access to facilities and adequate highway access, but compatibility with adjoining employment uses is an issue. Possibly more suitable as temporary stopping site. However availability is an issue as Assetts advise Highways wish to retain the site.**
314	Holt New Road	0.76	0.76	Holt	2017 - No longer within Green Barrier. Site adjoins a dual carriageway, slopes, is partly wooded and is remote from facilities and very visible adjoining Holt New Road. The existing Tarmac quarry entrance road, though typically 8m wide has only limited footway provision,. Access from this road onto Holt Road is adequate. However the access is in constant use by HGV's and the site could be considered to be in an unsustainable location. Other constraints -Potential contamination, adjoining quarry use, minerals resource, access and ecology.	Site is remote from medical & other facilities in Wrexham, with no footways.No bus stop in vicinity.	Site is remote from facilities with no footways.	**Remote from existing facilities & services and access and topography issues are pariticular issues.**
351	A525, Hanmer	3.47	3	Willington Worthenbury	Outside settlement limit and amall part of site to the south is C2 flood which reduces area available to approximately 3ha. Site is in an area important for great crested newt. A mitigation/ compensation scheme should be agreed. There must also be no adverse impacts or increased disturbance on the water course which is known to support otters. Highways consider that an acceptable access could be constructed but would not support a development on this sloping site which they consider to be in an unsustainable location with no footway or lighting provision and few public services.	**S**ite is remote from medical & other facilities with no footways, though relatively close to bus stop on A525.	Relatively remote from services and facilities, although there is a bus stop within 100 metres.	**Remote from facilities, though close to bus stop on A525. Access could be provided, though highways consider location unsustainable. Ecology issues also.**

360	Vinegar Hill	3.03	3.03	Esclusham	Site lies outside settlement limit and is grade 3 agricultural land. Site is exposed and adjoins existing residential property, with further property overlooking it across Vinegar Hill.	Ysgol Y Grango school within 600m & other facilities in Rhos, but no footways. Nearest bus stop approx. 1/2 a mile away.	Limited proximity to services and facilities in Rhos & with no footway links.	**Limited access to facilities & services & no footways.Assets advise that site is subject to lifetime tenancy therefore not availble, unless agreement could be made with tenant.**
419	Highway Depot, Black Park,Chirk	0.6	0.6	Chirk	Site lies outside settlement limit but has good access to the A5 and A483. However no footway links to facilities in Chirk. Site is located opposite private G&T site granted planning permission earlier this year under ref. P/2015/0225. Purchased from Welsh Ministers, it is understood there are lease issues relating to the use of the land for the storage and distribution of highway salt. Highways have indicated that they wish to continue to use the site.	Nearest medical facilities, schools etc are located in Chirk, over a mile away and there are no footways.	Limited access to facilities in Chirk & no footways.	**Limited access to facilities in Chirk & opposite site granted permission for 7 private G&T pitches.Availability is major constraint as Highways have indicated that they wish to continue to use the site.**
015	Kingsmills	6.9	6.9	Caia Park	Site lies within existing settlement limits close to facilities.Highways consider that it does not appear possible to construct a suitable access off Kingsmill's Road to serve a gypsy/traveller site or residential development. Access via Ashburn Way/ River Close is also unsuitable given the inadequate visibility at the Ashburn Way/ Kingsmill's Road junction'.	Site is within reasonable distance of medical facilities & schools and there is a bus stop approx. 350m from site entrance, with footways.	Within settlement and close to a range of facilities. Bus stop approx. 30m from site entrance	**Well located in terms of access to facilities but adjoining residential properties and Highways advise not possible to provide suitable access.**
056	Yew Tree Farm	2.06	1.74	Rossett	Outside settlement limit but no longer within SLA or GB, though located between existing residential properties and land is classed as grade 3 agricultural land . Trees in the north west corner of the site and adjoining listed building. Highways objections with regard to access visibility.	On outskirts of Rossett with limited access to medical facilities & Schools. Footway link to Rossett. Nearest bus stop approx. 1000m	Limited access to services and facilities in Rossett, and existing footway links.	**Principal constraint is insufficient visibility to provide suitable access, though proximity to residential properties and adjoining listed building are additional issues.**
299	Bronwylfa Road	3.34	3.34	Esclusham	Site is no longer SLA but ecologically is quite a valuable site containing mosaic habitats and is also an important area for great crested newt. Grade 3 agricultural land and there are some TPOs and other valuable trees around the perimeter . Site is subject to a tenancy but this can be terminated by the Council. Existing access at western end of the site inadequate but it may be possible to provide a new access which achieves adequate splays . However this will result in the loss of significant amount of hedgerow / trees. Highways consider the site is in an unsustainable location.	Remote from medical & other facilities in Rhos (over 1600m away) Bus stop approx. 350 m away but infrequent service to Wrexham (once a week).	Rural location remote from facilities with no footways	**Remote from facilities & with poor bus service. Ecology & access issues also.**

305	Long Lane, Bronington	42.11	42.11	Bronington	Lies outside settlement limit and is grade 3 agricultural land. Ecology- within SAC buffer & likely to be valuable for wide range of species. Highways consider unsustainable location. Tenancy ceased & currently under offer. Part being considered as potential solar farm.	Site is remote from medical & other facilities with no footways. Nearest primary school and bus stop in Bronington approx. 2000m away.	Rural location remote from facilities with no footway links to facilities & services, though primary school within 2000m.	**Remote from facilities and ecology issues. Tenancy currently under offer.**
306	Bronington	3.99	3.99	Bronington	Site lies outside settlement limit and is classed as grade 3 agricultural land. Ecology- within SAC buffer & likely to be valuable for wide range of species. The site does lack in terms of proximity to services and Highways consider unsustainable location with no footway links to facilities. Tenancy ceased & currently under offer.	Site is remote from medical & other facilities with no footways. Nearest primary school and bus stop in Bronington approx. 2000m away.	Rural location remote from facilities with no footway links to facilities & services, though primary school within 2 miles.	**Remote from facilities and ecology issues. Tenancy currently under offer.**
315	Hanmer	66.87	45	Bronington/Willington Worthenbury	Grade 3 agricultural land & high ecological interest within this large site boundary. Most if not all of the hedgerows could be considered important and there are also individual trees of importance characteristic of the Maelor landscape. Cranberry bog wildlife site and some of the ponds and wetlands around the site have been formed postglacially concurrent with the Mere's and Mosses SAC sites. There is an extremely high density of great crested newts in the area and mitigation would certainly be required. Located outside settlement limit and amongst heavily farmed rural area. Wildlife site within site and adjacent to south of site W418. Numerous ponds also within the site. Potentially leaves approximately 45ha. Highways would not wish to support any development likely to result in significant vehicle movements on Cranberry Lane.	Site is remote from medical & other facilities with no footways. Over 1200m to nearest bus stop.	Rural location and remote from facilities & services services & no footways.	**Assets advise that the site comprises two seperate farm holdings. One is on a lifetime tenancy and the other has a tenancy until 2029. Neither holding would therefore be available within the LDP period unless agreement could be negotiated with tenant.**
318	Wern Road, Minera	2.52	2.06	Minera	Site lies outside settlement limits and with no footways leading to Minera, and it may be considered to be in an unsustainable location from a highways viewpoint. Residential properties opposite and overlook site.Small section to north east Flood C2, some trees within site, ecology survey would be required, AONB 15m away, gas main runs north south through centre of site.	Fairly remote from facilities- nearest medical facilities in Coedpoeth. Site is within 30 m of a bus stop but infrequent service to Wrexham via Aberoer (once a week). Nearest bus stop to Coedpoeth is in Minera- over 2000m away with no footways. Nearest School is in Minera -over 2300m away.	Rural site remote from facilities with no footways leading towards Minera.	**Not well located in terms of access to facilities & bus service. While possible to construct suitable access, location not supported by highways. Also AONB/SSI/SAC C2 Flood, gas main & possible ecology issues.**
350	Drury Lane, Ty Broughton	0.91	0.91	Bronington	Site lies outside settlement limit and is grade 3 agricultural land. Site is located between 2 residential properties & remote from facilities.Highways would not wish to support any development likely to result in significant vehicle movements on Cranberry Lane and consider site to be in an unsustainable loction.	Site is remote from medical & other facilities with no footways. Approx. 1400m from bus stop on A525.	Limited access to services and facilities, although there is a bus stop within 800m.	**Remote from facilities & services and adjoining existing residential properties. Access is a further issue.**

355	Conery Lane, Bronington	1.16	1.16	Bronington	Site lies outside settlement limit and is grade 3 agricultural land. The site is within the peat body of Fenns and Whixall Moss. It likely supports important species such as water vole and ground nesting birds. Disposal of foul water without impacting on the special site will be difficult. While it would appear possible to provide a suitable access along site frontage Highways would not support any development resulting in significant increase in traffic on Conery lane and consider site to be in an unsustainable location with no footway links to facilities.	Site is remote from medical & other facilities with no footways. Nearest primary school and bus stop in Bronington approx. 1 mile away.	Rural location remote from services and facilities & no footways.	**Remote from facilities & services and ecological constraints. Access is a further issue.**
362	Bronwylfa Road	2.94	2.8ha	Esclusham	The site is adjacent to an ancient woodland wildlife site part of the crematorium. It also bounds Offas Dyke Scheduled Ancient Monument. There are records of great crested newt close by and it falls within the buffer zone of Stryt Las and Hafod SAC so mitigation would be required. It doesn't appear possible to provide a suitable access into the site which could achieve adequate visibility splays and could be considered an unsustainable location from a highways viewpoint. Far north east corner in C2 flood zone. Other constraints include grade 3 agricultural land, coal and major gas pipeleine buffer.	Site is remote from medical & other facilities & no footways. Nearest bus stop at Pentrebychan over half a mile away	Rural location remote from facilities with no footways	**Remote from facilities & services and ecological constraints. Access & gas pipeline are further constraints.**
392	Aberoer	15.85	1.95	Esclusham	Site no longer SLA. Issue of the main gas line. The whole site is owned by the council as a solar park. The grazing is supplementary on a yearly licence which also covers the whole of the solar park. (However there was a presumption that the licence would continue through the remaining life of the solar park (assumed to be 20 years) Highways advise access is inadequate and site is remote from facilities with no footways.	Site is remote from medical facilities & schools , with no footway links and is not on a bus route.	Rural location remote from facilities with no footways	**Remote from facilities & services and access and gas pipeline are further constraints.**
393	Aberoer, Legacy	1.54	1.54	Esclusham	Site no longer SLA and a parcel of land between the solar farm and Beechwood Farm of up to 1.95ha could be considered . However this would be dependent upon the issue of the main gas line& access. The area not covered in solar panels does form part of the solar site but is on a separate licence for grazing. Site is remote from facilities & no footways. Gas pipeline and overhead line cross site	Site is remote from medical facilities and schools with no footway links and is not on a bus route.	Rural location remote from facilities with no footways	**Remote from facilities & services and access, & gas pipeline are further constraints.**

APPENDIX 5 - SHORTLISTED SITES

Appendix 5

Site ref.	Location	Access	Availability	Ecology	Contamination	Other issues	Previous Panel decision	Officer Recommendation
013	Sports Ground south of Whitegate Road	No issue with existing vehicular access & site close to bus stop.	Not raised as an issue	Not raised as an issue	Not raised as issue	Site is highly visible and adjoins existing housing. The car park is also well used currently. Given the size (excluding playing field), number of pitches capable of being accommodated would be limited.	Agreed at meeting on 20th November to remove from 'green' list of sites to take forward as allocations. At meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated ie site adjoins existing housing, is very visible & overlooked from public highway. It is currently well used as a car park & size is limited.
035	Land off Coed y Felin Road, Brymbo (Former sewerage works north of Brymbo)	Highways indicate required visibility is achievable but a footway would be required across the site frontage to provide a pedestrian link to Brymbo.	Site is not currently tenanted	No problems with the use of the hardstanding. The site appears reasonably well vegetated but no obvious ecological constraints. Due to the overgrown nature there would need to be badger surveys.	Possibility of contamination given previous use, but likely that any potential risks can be overcome by appropriate assessment & mitigation works. Investigation would be required at planning application stage and assessment of area and completion & verification of any remedial works identified as necessary.	Odour assessment would be required. Topography could impact on layout.	Agreed at meeting on 20th November to be taken forward as allocation on 'green' list. Included on green & amber list of sites agreed to be taken forward at 5 January meeting.	Site be taken forward as allocation in Deposit Plan as previously agreed.
320/ 324	Llay New Road, Llay	Sites are relatively close to a range of facilities in Llay, with footway links. There would appear to be scope to provide a suitable access in this location that could serve the development.	Land is held under an old Clwyd Farm Business tenancy whereby 12 months notice is required to bring the tenancy to an end. Majority of site 320 is under licence in part for a model aeroplane club and in part grazing. Licences can be terminated.	Sites close to wildlife site & ancient woodland to east which is a County wildlife site. Therefore buffer required and surveys for bats & birds. Hedgerows should remain	Sites are within 250m of a former landfill but possible risks can be overcome by appropriate assessment and mitigation works. Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary.		Agreed at meeting on 20th November to be taken forward as allocation on 'green' list. Included on green & amber list of sites to be taken forward at 5 January meeting.	Site be taken forward as allocation in Deposit Plan as previously agreed
027	Land west of Rhosdir	Poorly located in terms of access to facilities & bus service. While possible to construct suitable access, no footways & location not supported by highways.	Part of the country park – grazing licence which can be terminated	Within an AONB buffer and SSSI/SAC 500m Buffer. There are valuable ecological sites adjacent so survey would be reqd.	While no records of past mining on site land may have been impacted & have potential contamination issues. It is likely that possible risks could be overcome by mitigation. Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary.		On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated, ie part of Country Park, within AONB buffer & SSSI/SAC 500m buffer. Valuable ecological sites adjacent & poorly located in terms of access to facilities with no footways & lack of bus service.

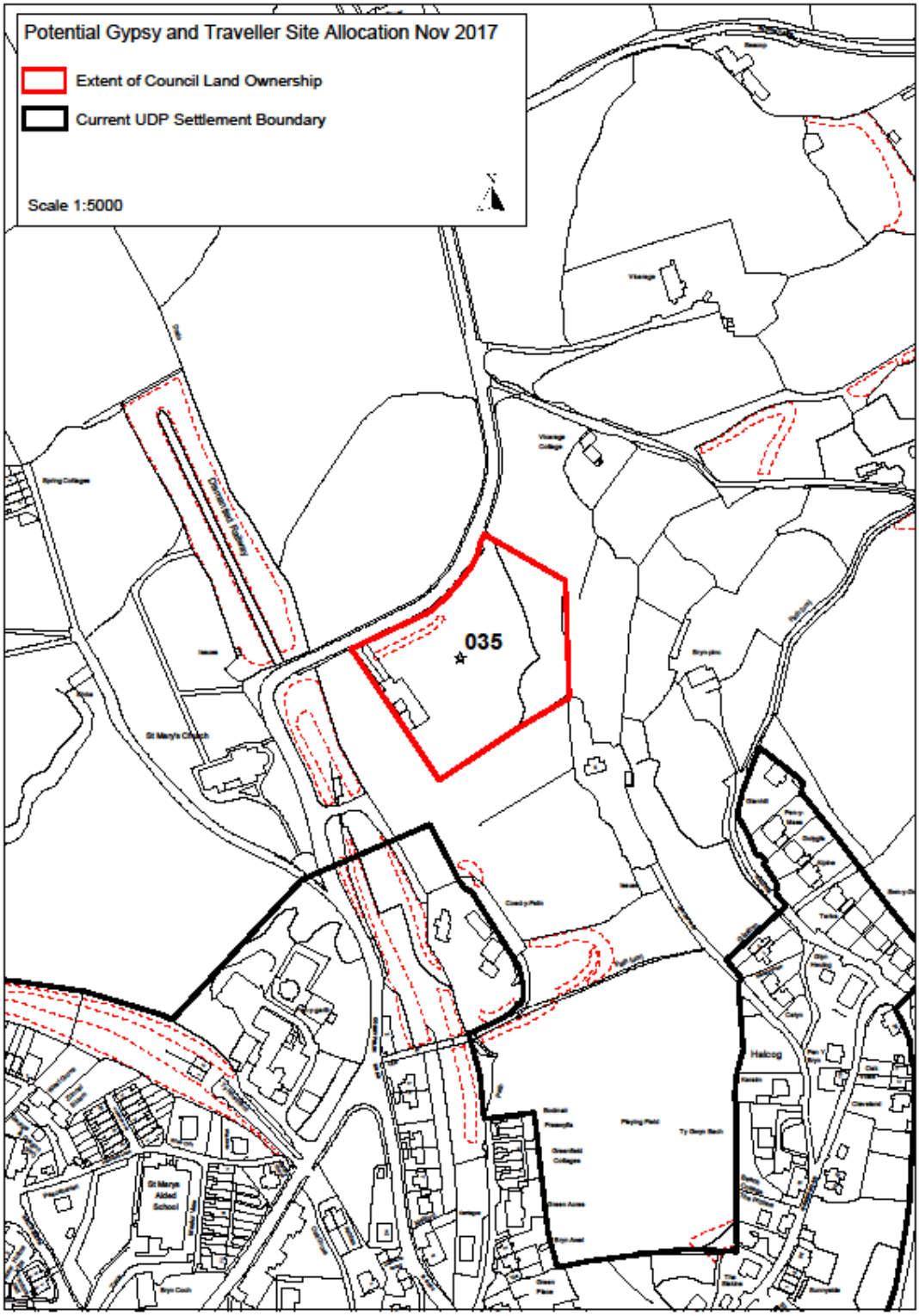
028	Land north west of Marion Cottages	Poorly located in terms of access to facilities & bus service. While possible to construct suitable access, no footways & location not supported by highways	Part of the Country Park	Within an AONB buffer and SSSI/SAC 500m Buffer. There are valuable ecological sites adjacent so survey would be reqd.	Records indicate land has had past mining activities, though some reclamation is thought to have taken place. Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary.		On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated, ie part of Country Park, within AONB buffer & SSSI/SAC 500m buffer. Valuable ecological sites adjacent & poorly located in terms of access to facilities with no footways & lack of bus service.
059	Land north of Rhos & Grango School, Rhos	It is possible to provide adequate access on to B5097 Vinegar Hill from fields either side. Any new access should provide a footway link towards the existing footway in Rhos . Adequate visibility is achievable along the site frontage with Llwyn Einion Road.	Site is subject to lifetime tenancy so will not cease until end of tenants life, therefore availability would be dependent on agreement with tenant.	Major newt constraints. Identified in Johnstown newt SPG as an area to be retained and enhanced**.**	Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary..		On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated ie Major newt constraints.
060	Field South of Chirk Hospital	The north west corner of the site may be suitable for development with an access through Crogen subject to a suitable scheme to address the crossing of the existing public footpath. It may also be possible to provide an access off Highfields subject to the provision of adequate visibility splays.	The adjoining hospital have a lease for a strip of land as car parking but lease runs out in 3-4 years. The remainder of the hatched land is vacant at the moment as there is no grazing tenant.	There are some valuable ancient hedgerows and trees around the hospital end of the site which must be protected.	Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary.	Legal issues with regard to gaining access from Crogen . Ownership split by existing hospital access (which is not of sufficient standard to be used for accessing a site) and locastion could impact on use of adjoining hospital	On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not be taken forward as allocation in Deposit Plan for reasons stated ie
061	Chirk Park, Chirk	Site is close to the A5 & A483 and can be accessed off the existing hammerhead to the north. Access off other roads to the south east of the site would not be supported due to narrow roads and lack of footways.	Site held on retirement tenancy and it is understood that approx. 15 years are still left, therefore availability would be dependent on agreement with tenant.	No significant ecological issues though a survey would be required (as with any other planning application). Only issue seems to gaining access through the trees, but that seems very possible to achieve without the loss of anything significant.	Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary	Close to existing Macdonalds restaurant. Most of the area off the hammerhead has recently had planning permission renewed for a visitor centre and landmark ‘dragon’ tower & statue. Remaining area is only partly in Council ownership	On amber list of sites and agreed at meeting on 20th November not to take site forward. Suggested as possible site to take forward by officers at meeting on 5th January 2018 and included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated, ie Access would only be acceptable off existing hammerhead but most of land off hammerhead has pp for tourist related development. While Council ownership extends southwards highways would be opposed to accessing this off the existing lanes.

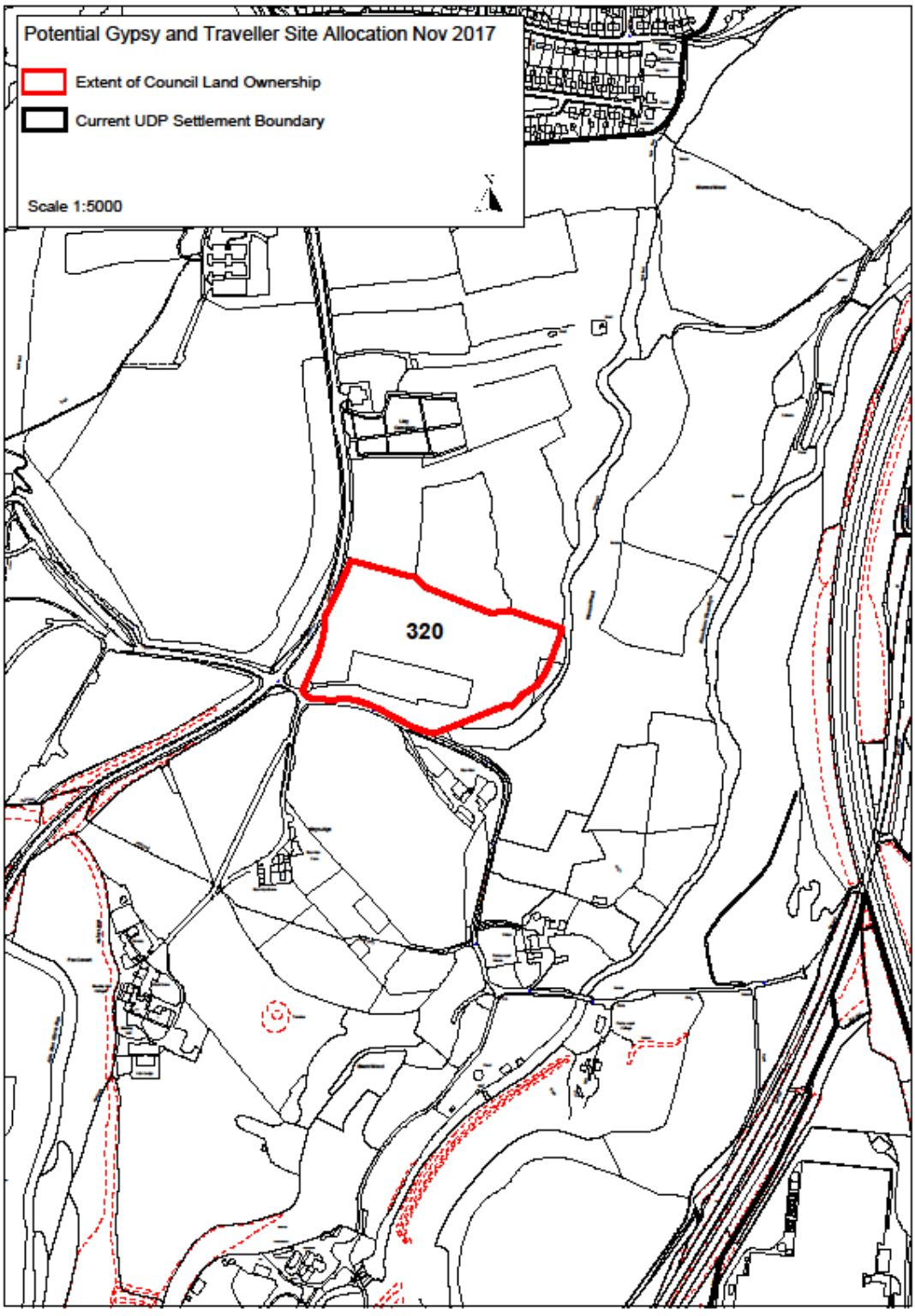
268	Pilgrim Way	Access not an issue	Community Centre has covenants re future use & G&T would not comply.	Ecology & Biodiversity officer advises that she would object to development outside existing Community Centre & hardstanding area.	Not raised as issue		On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated, ie ecology issues and covenant preventing use as a G&T site
276	Glanrafon, Rhos	There doesn't appear to be a suitable means of access in to the southern half of the site which stretches from the school northwards towards the play area near no 65 Glanrafan. It may be possible to access the site via the existing gateway adjacent to no 67. However the site is directly in the middle of a significant size housing estate where concerns have always been raised about serving so many houses / school off a single access. It may be difficult to support further traffic generation along this already problematic area.	Site is not tenanted but the play area is protected under Owain Glyndwr status.	No major ecological constraints but would need to be a level of protection of water course and an assessment of the trees on site.	Site is former mineral railway land and this former use has the potential to cause contamination, but it is likely that risks can be overcome by appropriate assessment and mitigation works. Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary.		On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated ie existing Highway concerns re serving so many houses and a school off a single access & site is also located adjoining existing residential properties.
283	Miners Park, Llay	Reasonable access to school & medical facilities in Llay, with footway links. Nearest bus stop approx. 600 m.	Assetts advise site not available as Highways wish to retain site.	No ecological issues	Former colliery land, cement works & now a depot. While these uses have the potential to cause ground contamination it is likely that all possible risks can be overcome by appropriate assessment and mitigation works. Investigation & assessment of areas would be required at planning application stage and completion & verification of any remedial works identified as necessary.	Given location on existing Industrial Estate, impact upon residential amenity of the G&T population and vice versa	On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated ie site is not available as Highways have indicated that they wish to continue to use the site as a Depot.

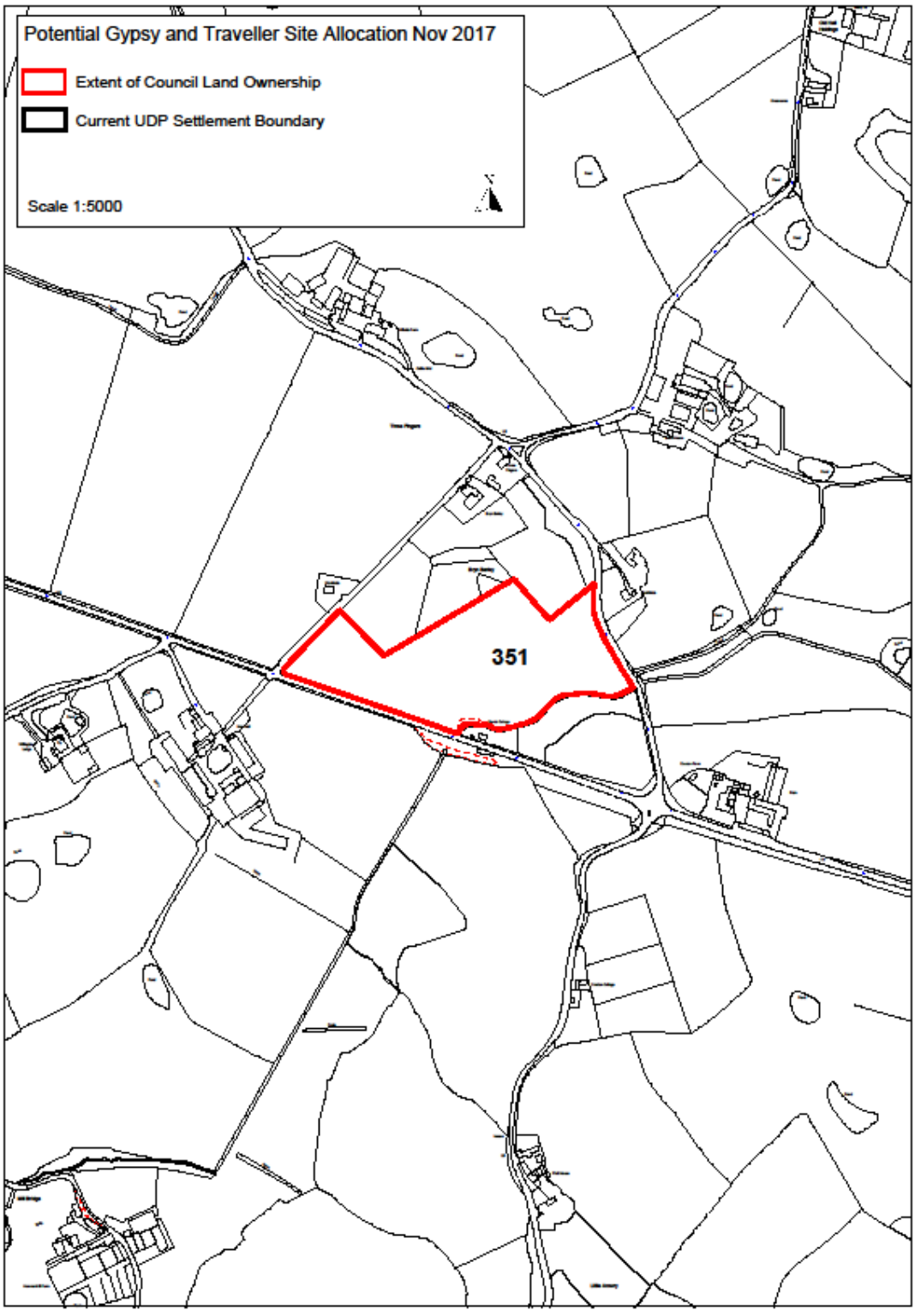
314	Holt New Road	Significant access constraints. Road providing access to the site is in private ownership and not adopted highway. Further, the existing verge and bank through which the site access would need to be constructed is also privately owned and incorporates services for the Tarmac plant running through it.	Site acquired as part of land take when new road constructed and held in highways portfolio.	An artificial badger sett is located within the site, constructed with help and advice from Clwyd Badger Group as mitigation for the loss of a sett when new road constructed. Moving it will require a licence and an an application is unlikely to be looked at favourably by NRW. A licence may be granted if something better could be provided, but issue of where? Area is also included within the provision of landscaping and mitigation for the WIEAR. Newt mitigation would be required as well as badgers and amendments to the planning permission for the road. This would not be easy as it has been difficult finding additional land near this northern route to provide newt mitigation to replace the failed ponds at Erlas.	Site may be within 250m of former landfill site and a condition ensuring gas protection measures are installed in any structure (or a gas assessment to establish if measures required) would be required to be included in any planning permission. Also minerals resource issue		Agreed at meeting on 20th November to move from amber list to green list and take forward as allocation. Included on green & amber list of sites agreed to be taken forward at 5 January meeting.	Site not now be taken forward as allocation for reasons stated, ie significant access and ecology constraints.
351	A525, Hanmer	Highways consider that an acceptable access could be constructed but Consider the site to be in an unsustainable location with few public services and no footways or lighting provision, though relatively close to bus stop on A525.	Site is subject to lifetime tenancy as part of Kilmaris Farm therefore availability would be dependent on agreement with tenant.	A great crested newt mitigation/ compensation scheme should be agreed. There must also be no adverse impacts or increased disturbance on the water course which is known to support otters.	A former landfill site returned to agricultural use. Records indicate that waste was from nearby road improvements & of no significant environmental risk. It is likely that all possible risks can be overcome by appropriate assessment and mitigation works. Investigation would be required at planning application stage and assessment of area and completion & verification of any remedial works identified as necessary		Agreed at meeting on 20th November to move from amber list to green list and take forward as allocation. Included on green & amber list of sites agreed to be taken forward at 5 January meeting.	Site be taken forward as allocation in Deposit Plan as previously agreed

360	Vinegar Hill	Limited proximity to services and facilities in Rhos & with no footway links.	Site is subject to lifetime tenancy therefore availability would be dependent on agreement with tenant.	Site lies within the SAC buffer, but in the 'green area' where mitigation or commuted payments will be required. While site is large enough to incorporate some ponds and planting, there would be an on-going management cost in perpetuity.	While site is 150m from a former landfill site, this site has been fully investigated by the Contaminated Land Team and does not meet the definition of contaminated land. Therefore no site investigation and/or remediation should be required		On amber list of sites and agreed at meeting on 20th November not to take site forward. Suggested as possible site to take forward by officers at meeting on 5th January 2018 and included as amber site when members agreed to take forward all green & amber sites.	Site be taken forward as allocation in Deposit Plan as previously agreed
419	Highway Depot, Black Park,Chirk	Good access to A5 & A483 but nearest medical facilities, schools etc are located in Chirk, over a mile away and there are no footways.	It is understood there are lease issues relating to the use of the land for the storage and distribution of highway salt and Highways have indicated that they wish to continue to use the site.	No ecological issues.	Site is highway depot which has potential to cause contamination, but likely that possible risks can be overcome by appropriate assessment and mitigation works. Any planning permission would therefore include conditions for investigation & assessment of areas and completion & verification of any remedial works identified as necessary		On amber list of sites and agreed at meeting on 20th November not to take site forward. However at meeting on 5th January 2018 included as amber site when members agreed to take forward all green & amber sites.	Site not now be taken forward as allocation for reasons stated ie site is not available as Highways have indicated that they wish to continue to use the site as a Depot.

APPENDIX 6 – SITE ALLOCATION PLANS


Potential Gypsy and Traveller Site Allocation Nov 2017
Extent of Council Land Ownership
Current UDP Settlement Boundary
Scale 1:5000
035


Potential Gypsy and Traveller Site Allocation Nov 2017
Extent of Council Land Ownership
Current UDP Settlement Boundary
Scale 1:5000
N
320


Potential Gypsy and Traveller Site Allocation Nov 2017
Extent of Council Land Ownership
Current UDP Settlement Boundary
Scale 1:5000
N
351