



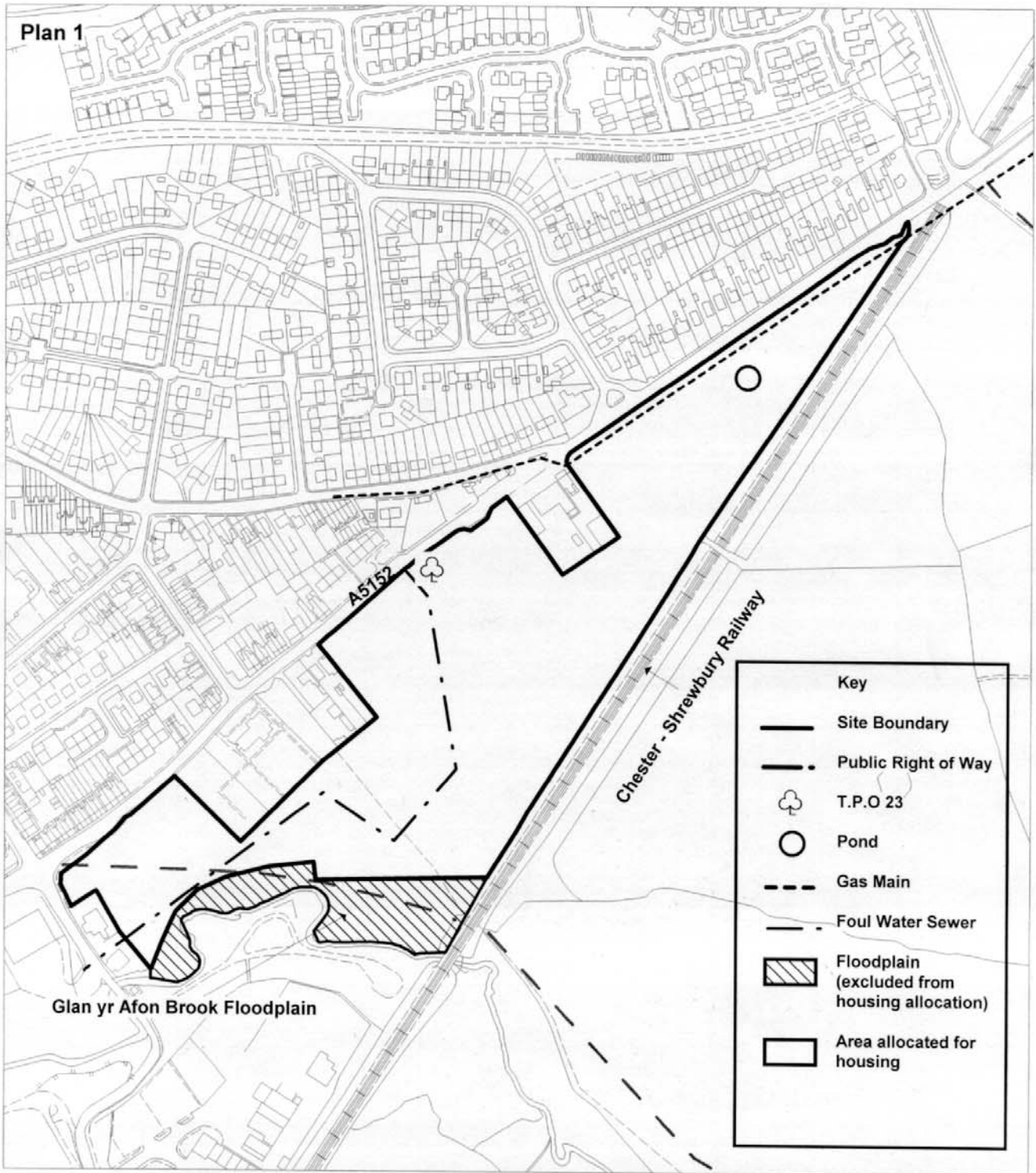
Wrexham Road Rhostyllen



Wrexham Road, Rhostyllen

Planning Development Brief

October 2004



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Development Services Directorate
 Chief Planning Officer

Development Site
Wrexham Road, Rhostyllen

Lambpit Street, P.O.Box 1290, Wrexham LL11 1WL
 Telephone 01978 292500. Fax 01978 292502

Date : 15/04/2004



mapinfo/proposedmods/wxmrdr/plan1

1 Introduction

- 1.1 The purpose of this development brief is to:
- Provide a framework for developers to clarify specific land use issues which require consideration before a planning application is submitted; and
 - Promote better design to improve the sustainability and quality of development through highlighting the need for innovative design.
 - Promote sustainable development particularly with the following aims in mind – achieving a resource-efficient settlement pattern; minimising the demand for travel by the private car; encouraging energy-efficient development; contributing towards the protection and improvement of the environment; providing convenient access to employment, shopping, education, health, community, leisure, and open space facilities; contributing to the protection and where possible the improvement of people’s health and well-being.

2 Location and description of site

- 2.1 The site is located to the south of the former mining village of Rhostyllen, which has a population of some 2,000 people. The land is currently in dual ownership between the National Trust and the owners of Manor Farm. 7.57 hectares of the site have been allocated in the Wrexham Unitary Development Plan for housing.
- 2.2 To the north-west the site abuts the A5152 Wrexham Road, which is part of the core highway network which links Wrexham to the east with the urban villages of Johnstown, Rhos and Ruabon to the west. To the east of the site is the Chester - Shrewsbury railway line and to the south-west is the Bersham Industrial Park. A public right of way crosses the site in the south-west. The site layout is illustrated in Plan 1.
- 2.3 The site is currently in agricultural use and is situated close to the village’s services, which include several public houses, general stores, takeaways, a school, a health centre, a village hall and a football field. Several bus stops stand adjacent to and opposite the site on Wrexham Road. Frequent buses serve Rhostyllen to Wrexham, Ruabon, Rhos, Cefn Mawr, Oswestry and Llangollen.
- 2.4 The site is reasonably level, but just beyond the area allocated for housing the land drops steeply towards the Glan yr Afon Brook in the south-west. This low lying land forms part of the watercourse’s flood plain.
- 2.5 Along the A5152 a mature hedgerow bounds the site, and in the northern section of the site is a small pond.
- 2.6 Two existing developments abut the site along Wrexham Road. In the north-west there is a development which consists of 2 car showrooms and 2 semi-detached residential properties and to the south-west stands the Holy Trinity

Church, together with a small cluster of residential properties. These are shown on the Plan 1.

- 2.7 Several foul water sewers run through the south-west section of the site and there is a gas main running parallel to the site boundary along the A5152 to the north-west of the site. These are illustrated in Plan 1.
- 2.8 A site mining report on the existence of any underground activity stipulates that the site is within the likely zone of influence on the surface from working in 6 seams of coal at 250m-460m depth. The last date of working being 1976 and that ground movement from these past workings should have now ceased.

3 Planning Context

- 3.1 The site is allocated for housing in both the Wrexham Maelor Local Plan: Forward to 2001 (adopted February 1996) and the Wrexham Unitary Development Plan (UDP) which is currently at an advanced stage in it's production and is in operation for Development Control purposes.
- 3.2 The Unitary Development Plan (May 2004 Post Modifications Edition) proposes:
 - To allocate 7.57 hectares of land at Wrexham Road for the development of around 160 dwellings (Policy H1).

Proposals must also comply with other relevant policies including those relating to:

- Settlement and Transport (Policies PS1, PS2, PS4)
- General Development Principles (Policies GDP1, GDP2)
- Conserving Hedgerows, Trees and Woodland (Policy EC4)
- Safeguarding Biodiversity (Policy EC6)
- Protecting Waterways, avoiding flood risks and managing alternations to surface water run-off rates (Policy EC12)
- Affordable Housing (Policy H7)
- Providing Open Space (Policy CLF5)
- Maintaining Rights of Way (Policy CLF6)
- Transportation and Public Transport links (Policies T1, T6, T8, T9)

The above policies are listed in full in Appendix 1.

- 3.3 The proposed development must also be in full accordance with the relevant Council's Local Planning Guidance Notes. These, together with other relevant Council Documents are listed in Appendix 2.

4 Planning History

- 4.1 A Public Local Inquiry to consider objections made to the Deposit Draft Unitary Development Plan took place in 2002. Following an objection made by the Environment Agency the inspector recommended to reduce the extent of the adopted allocation to exclude the 2.13ha within the flood plain of the

Glan yr Afon Brook that may be at risk of flooding. As a result, the area allocated for housing in the UDP was reduced from 9.70ha to 7.57ha.

- 4.2 There has been a planning application made on the Southern area of the site for the creation of an access road to a combined sewer overflow, which is contained within the development boundaries. Temporary planning permission has been granted, which expires on 30 June 2005. This will not affect the development of the site for housing.

5 Planning Guidance

5.1 Transport and Access

- (i) The preferred main vehicular access point to the development is via a roundabout located opposite the end of Eldon Grove. It would be preferable to have a second access, served by a roundabout, towards the western end of the development site. This second access point would be considered essential for a development of over 150 dwellings. Due to the increased demand for movement across the A5152 traffic management and road safety will be a prime consideration. The access point at the end of Eldon Grove is shown on Plan 2. Drainage will need to be considered when designing the roundabout and it shall be designed in accordance with the National Assembly for Wales' Guidance TD 16/93.
- (ii) The housing areas will be linked to a distributor road through the development; connection roads should be curved in design and must incorporate traffic calming to ensure a design speed of 20 mph.
- (iii) All residential roads and footpaths must comply with highway standards.
- (iv) The development should be planned to minimise its reliance upon travel by the car. A Travel Plan and a Traffic Impact Assessment should be submitted and approved as part of any planning application. It must contain provisions for pedestrian and cycle links both across the A5152, to the commercial and social facilities in the village and to the surrounding countryside, the provision of a central refuge would achieve this. Connections to existing cycle routes and public transport links should be facilitated where possible.
- (v) The developer will be required to make contributions towards the improvement of the bus services; e.g. the provision of bus shelters. The developer must ensure safe access to existing bus stands along the A5152.
- (vi) The existing Public Right of Way is an important link from Rhostyllen to the National Trust property at Erddig and must be protected. If it proves to be a significant constraint to the development and it becomes necessary to divert the path, alternative routes must be discussed with the Council's Public Rights of Way Section.

- (vii) The agricultural bridge over the railway is in poor condition. Once development begins this bridge will become redundant and will therefore need to be removed.

5.2 Biodiversity and Landscape

- (i) The site is largely covered with improved grassland. There are no existing records of protected species or any significant biodiversity on site, however a detailed ecological survey of the site, including the Glan yr Afon brook, is required as part of any planning application.
- (ii) Midway along the road frontage is a mature ash tree that is covered by Tree Preservation Order No. 23. This tree may not be lopped, topped or felled without the prior written approval of the Council and a protection area around the ash tree must be provided. Full details regarding Tree Preservation Order No. 23 are found in Appendix 3.
- (iii) Natural features on the site should be conserved subject to the ecological survey. Screening will be required along the railway line, around the garage enterprise and around the business premises on the south-west boundary.
- (iv) The southern area of the housing site has a steep gradient towards the Glan yr Afon Brook floodplain. This area should be progressively planted towards the floodplain and be used as Public Open Space.
- (v) The low-lying area bounding the railway line will need additional landscaping to screen views of the railway.
- (vi) The hedgerow which lines the site along the A5152, should be retained and enhanced where possible to buffer against traffic noise from the road.
- (vii) When carrying out tree planting, native species should be used and developers will be expected to comply with the appropriated British Standards in all tree-planting schemes.

5.3 Public Open Space

- (i) The provision of public open space must be provided in accordance with advice contained in Local Planning Guidance Notes 10: Public Open Spaces in New Housing Developments. In addition, developers must enter into legal agreements in order that funding can be provided for the future maintenance of the open space.
- (ii) The area adjacent to the Glan yr Afon Brook can be used as public open space. It should only be used for informal recreation and it is not to be developed for any other use. However, it will not contribute towards the required public open space as defined in paragraph 5.3 (i) above.

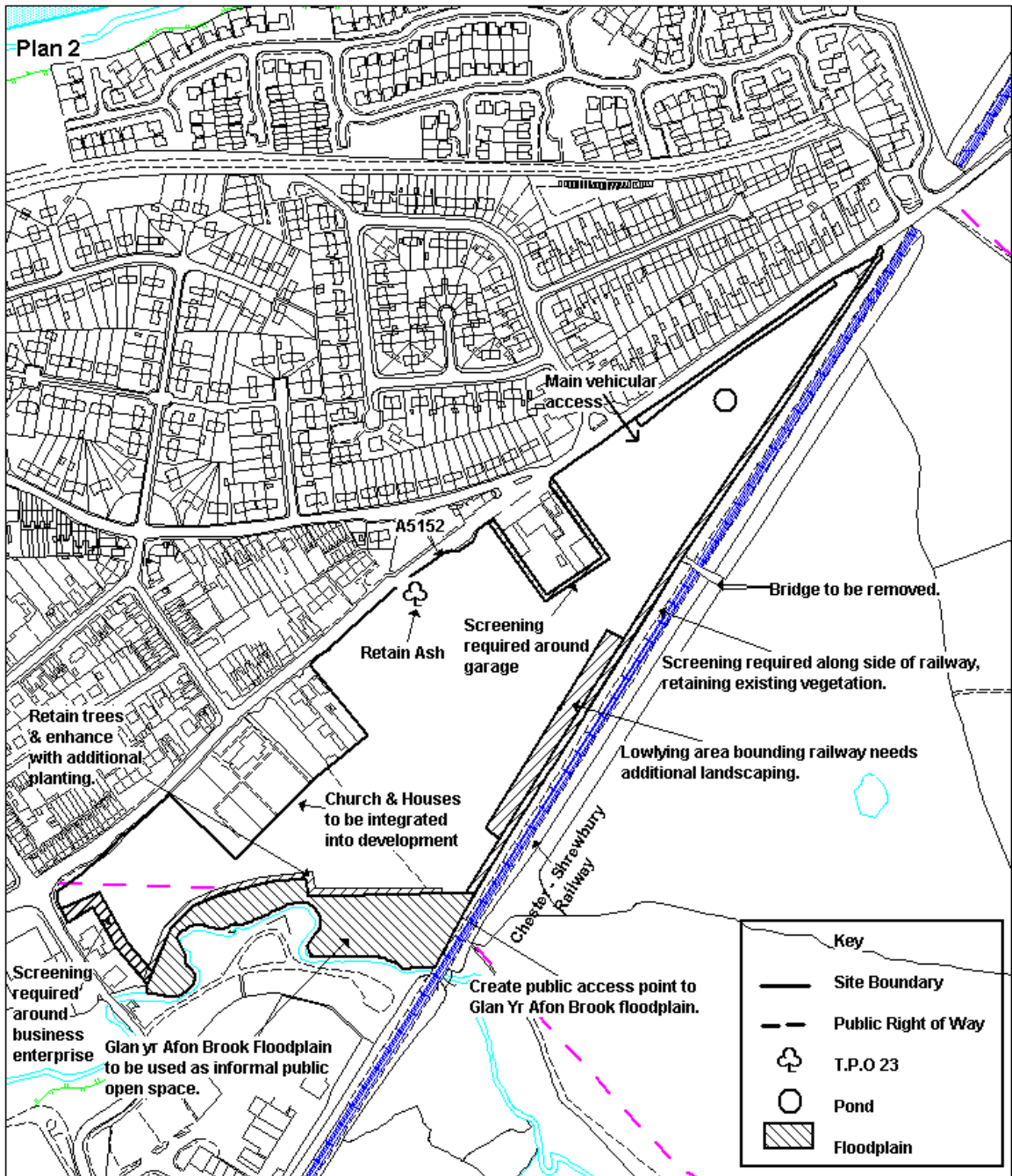
- (iii) Health and safety should be taken into account when designating areas of public open space around waterways. All areas will be inter-linked by public access routes, including an access route to the Glan yr Afon brook.

5.4 Developer Contributions

- (i) Should the development create a deficiency of community facilities in Rhostyllen (for example schools), then the council, in accordance with UDP Policy GDP2, will negotiate a financial agreement with the developer. This will require the developer to either provide the additional capacity on or off – site, or provide funding for the Council to provide the additional capacity itself.

5.5 Design Requirements

- (i) Development proposals will be required to demonstrate how they respond to the need to integrate the new housing area with the established village, provide safe and convenient facilities for cyclists and pedestrians – including those travelling along and across Wrexham Road, create a high quality environment within the development and support local distinctiveness. The treatment of the Wrexham Road frontages and the area around the church require particular attention.
- (ii) Service access to the gas main and the foul water sewers must be retained within the development layout.
- (iii) The development must make prudent use of natural resources. Locally sourced materials such as stone, bricks and wood are preferable where available to mass-produced, energy intensive materials such as steel, concrete and plastic. Housing layout and design may wish to maximise renewable energy sources and technologies for both domestic use and street lighting. House design should also promote biodiversity.
- (iv) The orientation of buildings, house type and layout together with the design of heating systems and the provision of efficient lighting systems must comply with Approved Document L1 of the Building Regulations 2000 – Conservation of Fuel and Power. Proposals should also aim to comply with the Building Research Establishment’s Environmental Assessment Method and EcoHomes minimum standard of ‘Good’.
- (v) Water usage on site should be sensitive to the need to conserve water; this could be achieved by developing Sustainable Drainage Systems (SUDS). Household waste recycling facilities should be accommodated on-site.
- (vi) The development must include a variety of house types, densities and tenures. The provision of affordable housing will be required within the development in accordance with development plan policy.
- (vii) The Site Layout is summarised in Plan 2.



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Design Requirements
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 Telephone 01978 292500. Fax 01978 292502

Date : 15/04/2004



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Prospective developers are advised to contact both the Planning and Transport & Engineering departments for an informal discussion prior to the submission of a formal planning application.

CONTACT DETAILS:

Planning Department:

Wrexham County Borough Council
Planning Department
Lambpit Street Offices
PO Box 1290
Wrexham
LL11 1WL

Building Control Tel: 01978 292050
Planning Control Tel: 01978 292017
Planning Policy Tel: 01978 292013

Transportation & Engineering Department

Wrexham County Borough Council
Transportation & Engineering Department
Crown Buildings
PO Box 1297
Chester Street
Wrexham
LL13 8ZE

Tel: 01978 292000

APPENDIX 1:

Wrexham Unitary Development Plan Relevant Policies (May 2004 Post Modifications Edition)

As of May 2004, the UDP has been approved by the Council and made operational for development control purposes with the exception of further proposed modifications to policies contained within chapter 11 relating to Minerals and Waste. These further proposed modifications are subject to change following public consultation and consideration of any representations which may be received. Therefore, the key policies relating to the Wrexham Road Development Site listed below will not be subject to change.

Policies H1 and T6 have been abbreviated to omit details of land allocations and routes which do not apply to the Wrexham Road site.

HOUSING

Housing Allocations

H1 Sufficient land will be allocated for housing development between 2001 and 2011 including the following:

Urban Villages:

Ref:	Location	Area (ha)	Units
10	Rhostyllen: Wrexham Road	7.57	160

Affordable Housing

H7 Where there is a proven lack of affordable housing to meet local needs, the Council will negotiate with developers to provide an element of affordable housing in new proposals of 25 or more homes. The initial benefit of discounted prices will be retained for subsequent and future occupants through the scheme's management by a suitable local housing body with the aid of legal agreements.

PLANNING STRATEGY

PS1 New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas.

PS2 Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment.

PS4 Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.

GENERAL DEVELOPMENT PRINCIPLES

Development Objectives:

GDP1 All new developments should:

- (i) Ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.
- (ii) Take account of personal and community safety and security in the design and layout of development and public / private spaces.
- (iii) Make the best use of design techniques, siting and orientation in order to conserve energy and water resources.
- (iv) Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.
- (v) Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.
- (vi) Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industrial and quarrying, and associated noise, odour or vibration arising from development.
- (vii) Secure public services (e.g. gas, water, electricity) to development at minimum public cost.
- (viii) Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest.
- (ix) Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination, either on or off the site.
- (x) Have regard to the need to safeguard those areas that possess a strong Welsh and / or linguistic identity from development that could harm this identity.
- (xi) Secure development of sustainable communities, through the promotion of the economics, social and environmental well being of the area.

Capacity of Infrastructure and Community Facilities

GDP 2 Where the capacity of infrastructure, including community facilities, is likely to be deficient as a consequence of new development, a planning agreement/obligation will be negotiated whereby the developer provides the additional capacity either on or off-site and/or provides funding for the Council to provide the additional capacity itself. Requirements will be fairly and reasonably related in scale and kind to the proposed development.

ENVIRONMENT AND CONSERVATION

Hedgerows, Trees and Woodland

EC4 Development proposals should provide for the conservation and management of hedgerows, trees, orchards, woodland, wildlife and other natural landscape and water features, and include new planting in order to enhance the character of the landscape and townscape. Development which results in the loss of significant damage to valuable trees, important hedgerows or ancient woodland sites will not be permitted.

Biodiversity Conservation

EC6 Development either within or close to sites of biodiversity interest will only be permitted where it can be clearly demonstrated that the need for the development outweighs the need to safeguard the intrinsic nature conservation value of the site. Where such development is permitted, damage should be kept to a minimum, and compensatory measures should be provided. Measures to improve the biodiversity value of sites and enhance their natural conservation interest and landscape quality, including the establishment of local nature reserves, will be supported.

Development and Flood Risk

EC12 Development (including the raising of land) within defined flood plains will only be permitted if it:

- (i) would not be subject to an unacceptable risk of flooding on-site; and / or
- (ii) does not result in an unacceptable risk of flooding on or off-site; and / or
- (iii) does not adversely affect flood management or maintenance schemes.

Surface Water Run-off

Development which would result in an unacceptably adverse impact on the water environment due to additional surface water run-off will not be permitted.

Protection of Controlled Waters

Development which would have an unacceptable adverse impact upon the capacity, flow, quality or availability of controlled waters and associated land will not be permitted.

COMMUNITY AND LEISURE FACILITIES, AND TOURISM

Open Space Requirements for new Residential Developments

CLF5 New Developments of ten dwellings or more must provide informal public open space within the site at a minimum level of 0.4 hectare per 50 dwellings, be conveniently located for users, and usable for playing field(s) and / or equipped children's play area(s) and open amenity area(s). In exceptional circumstances, the application of these standards may be varied, in the case of small urban infill housing development, where the developer enters into a legal agreement for financial contributions towards the cost of public open space provision where:

- (a) the site is unsuitable for public open space provision; or
- (b) the development would not place significant additional pressure on public open space facilities in the vicinity of the site.

Informal Recreation

CFL6 The existing pattern of public rights of way will be protected, maintained and improved and any potential new routes will be identified and safeguarded.

TRANSPORT

Public Transport

T1 Proposals for new and improved public transport facilities for bus, taxi and rail services will be supported, to include public transport interchange facilities, park and ride facilities, car and cycle parking, cycle and walkway routes, and access for buses on new developments.

Primary and Core Highway Network

T6 The design of road improvement schemes; of traffic management proposals; and the control of development adjacent to the primary and core highway network will have regard to the need to ensure the free and safe flow of traffic. Routes forming the primary and core network will take precedence over other routes and there will be limitations on access, parking, crossing and turning movements. The primary and core network includes the following:

Core Highway Network

- A525 Wrexham (A5152) to Minera (B5430)
- A534 Llanypwll (A5156) to Wrexham (A5152)

A541 Wrexham (A5152) to County Bridge (Flintshire Boundary)

This policy defines the County Borough's road hierarchy for the purposes of assessing the highway implications of development proposals.

Parking

T8 Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:

- (a) the availability of public transport nearby,
- (b) proximity to public car parking.
- (c) Proximity to local services and facilities,
- (d) Road safety hazards and amenity considerations arising from on street parking in the vicinity of the site.

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.

Walking, Cycling and Horse Riding Routes

T9 Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate.

Copies of the UDP can be obtained from:

Wrexham County Borough Council
Planning Policy Department
Lambpit Street Offices
PO Box 1290
Wrexham
LL11 1WL

Tel: 01978 292016

Or online at the following web-site:

http://www.wrexham.gov.uk/english/planning_portal/plan_policy/wxm_udp.htm

APPENDIX 2:

Relevant Local Planning Guidance Notes.

LPG7:	Landscape and Development
LPG10:	Public Open Space in New Housing Developments
LPG15:	Cycling
LPG16:	Parking Standards
LPG17:	Trees and Development
LPG21:	Space around Dwellings
LPG22:	Sustainable Building
LPG24:	Designing out Crime
LPG27:	Developer Contributions to Schools
LPG28:	Affordable Housing (draft)

Other Relevant Council Documents:

Biodiversity Action Plan

Copies of LPG's can be obtained from:

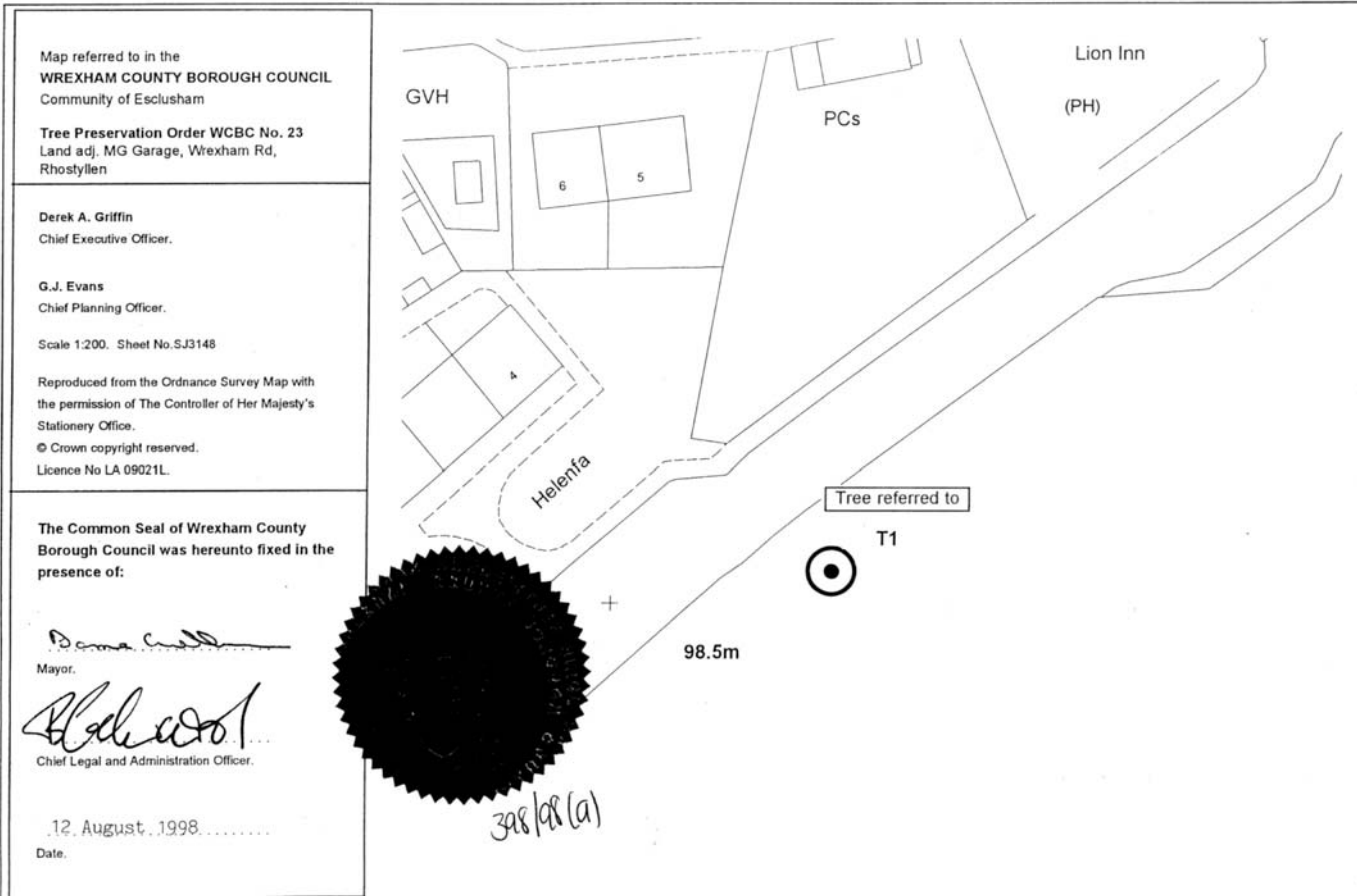
Wrexham County Borough Council
Planning Department
2nd Floor
Lambpit Street Offices
PO Box 1290
Wrexham
LL11 1WL

Tel: 01978 292016

Or online at the following web-site:

http://www.wrexham.gov.uk/english/planning_portal/lpg_notes/lpg_notes.htm

APPENDIX 3:



4

FIRST SCHEDULE

TREES SPECIFIED INDIVIDUALLY*
 (encircled in black on the map)

No. on Map.	Description.	Situation.
T1	Ash (<i>Fraxinus excelsior</i>)	E:331646 N:348702

TREES SPECIFIED BY REFERENCES TO AN AREA*
 (within a dotted black line on the map)

No. on Map.	Description.	Situation.
	None	

GROUPS OF TREES*
 (within a broken black line on the map)

No. on Map.	Description.	Situation.
	None	

* The word "NONE" must be entered where necessary.

