

APPLICATION NO:
P/2018 /0675

LOCATION:
DIVISIONAL POLICE
HEADQUARTERS BODHYFRYD
WREXHAM
LL12 7BW

DATE RECEIVED:
10/08/2018

COMMUNITY:
Acton

CASE OFFICER:
PF

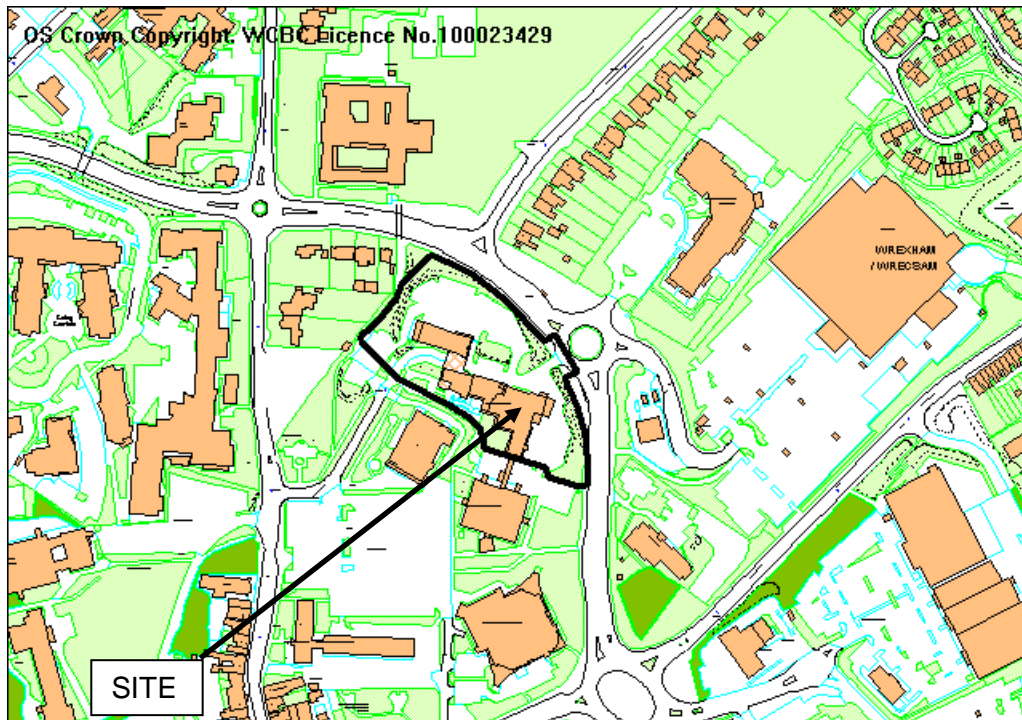
WARD:
Maesydre

DESCRIPTION:
ERECTION OF CLASS A1 RETAIL
STORE AND CLASS A1/A3 DRIVE-
THROUGH COFFEE SHOP WITH
CAR PARKING AND SERVICING
AREAS, ACCESS, LANDSCAPING
AND ASSOCIATED WORKS
INCLUDING RELOCATION OF
ELECTRICITY SUB-STATION,
FOLLOWING DEMOLITION OF
EXISTING BUILDINGS AND
STRUCTURES

AGENT NAME:
PLAN A (NORTH WEST)
LIMITED
MR CHRIS SMITH

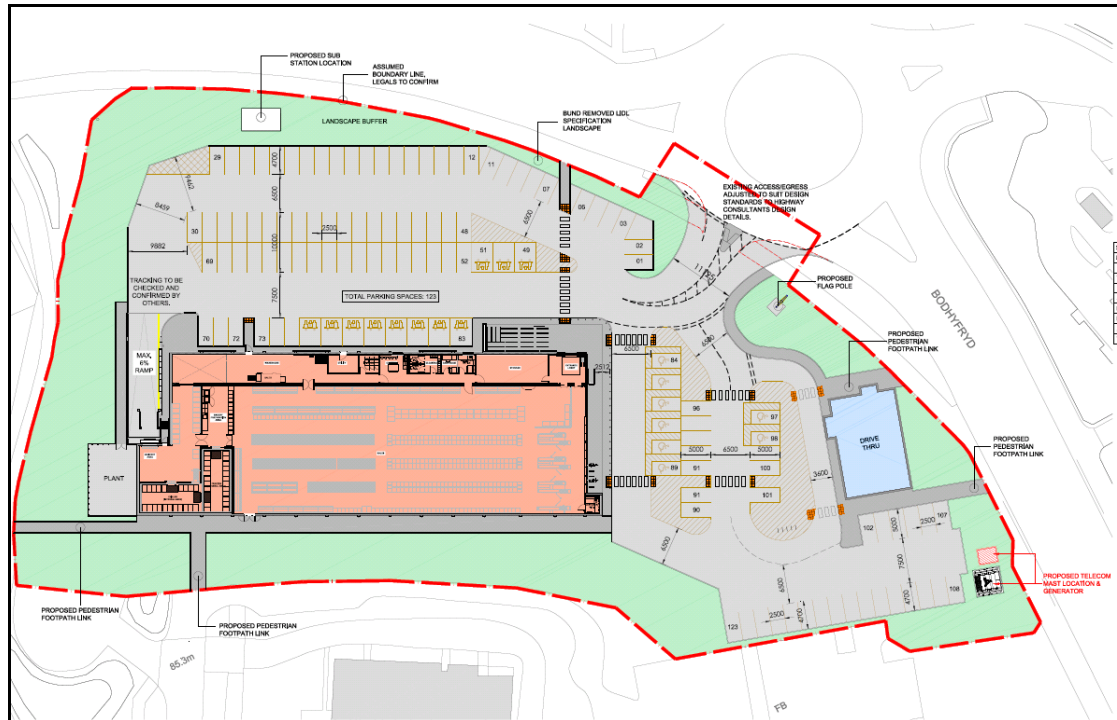
APPLICANT(S) NAME:
MR D BRYAN
LIDL UK GMBH

THE SITE



PROPOSAL

Planning permission is sought for the demolition of the now vacant North Wales Divisional Police Headquarters and for the erection of a class A1 retail food store and a class A1/A3 drive thru style café building. The proposal also includes for the reconfiguration of the existing site access, car parking provision and site landscaping. The proposed site layout plan is shown below.



Proposed site plan

HISTORY

None relevant.

PLANNING POLICY

The site is located within the Wrexham Town settlement limit as defined by the Wrexham Unitary Development Plan. Policies PS1, PS2, PS3, PS4, GDP1, EC4, EC13 and T8 are relevant. Guidance is also contained in Local Planning Guidance Notes – 9 – Hot Food Takeaways, 16 – Parking Standards and 17 – Trees and Development.

National planning guidance is contained in Planning Policy Wales (Edition 10) and Technical Advice Notes (TAN) 4 – Retail and Commercial Development, 5 – Nature Conservation and Planning, 12 – Design and 18 – Transport.

CONSULTATIONS

A period of reconsultation was carried out on 16.08.2019 following receipt of amended plans and additional Transport Assessment information.

Community Council:

The Community Council has no objection to the proposed demolition of the Police HQ buildings and erection of a new Lidl store at this site.

The Community Council objects strongly to the proposed drive through Coffee shop for the following reasons:

- The increase in applications in the town for drive through facilities in Wrexham;
- There is strong scientific evidence that shows an increase in ground level ozone pollution at drive through sites.
- The drive through is within 1/4 mile of two primary schools (Alexander and St. Mary's on the Groves site). The increase in pollution levels and traffic is unacceptable. The open design of the classrooms within the Alexander School encourages the doors to be open during teaching. The impact of increased traffic pollution from the vehicles using the drive through will cause harm to pupils.
- There are houses at the edge of the site and more flats to be built on the former Ebenezer Church site. The resulting noise, vibration, light pollution and air pollution so close to homes is unacceptable.

Local Member:

The following observations/concerns were offered:

- Oversaturation of supermarkets at Wrexham's CBD.
- Access to/from the coffee shop to the highway during peak periods.
- Retention of trees to provide a privacy screen between the super market and residents living at Powell Road.
- Relationship and ownership of the underpass adjacent to the supermarket (anti-social behaviour, rough sleeping, drug taking etc.). Closed at night?
- Section 106 funding amount/applied for?
- Will parents park at the supermarket to drop children off at Alexandra School? This would help to solve an over parking issue at the Mount, but the underpass would need a revamp.

- Where will the sub station be relocated to?
- Has any consideration been given to a mixed use development perhaps to include residential units?

Site notice:

Expired 14.09.2018

Press notice:

Expired 22.09.2018

Public Protection:

No objection.

- Conditions are recommended for a dust management scheme, a ground investigation and remediation scheme, hours of construction and air handling specification.

- Deliveries should be restricted outside the hours of 2300 and 0700 to avoid disturbance to nearby residents.

Highways:

Raises no objection to the proposal but makes specific comments on the following matters:

- The proposed access arrangement is considered feasible but the introduction of a compliant splitter island will require pedestrian refuge. This will be considered through a Highway Act s38/278 agreement;
- Parking provision is considered adequate for both proposed uses;
- Swept path detail for HGV deliveries appear acceptable;
- Internal layout appear acceptable however 3m shared pedestrian/cycle ways should be provided at various points around the site;
- A Service & Delivery Management Plan should be provided;
- Proposed links between the application site and the neighbouring magistrates court should be deleted;
- All internal areas to the site should be appropriately lit;
- A contribution should be requested toward the provision of improved lighting in the Powell Road pedestrian underpass; and
- A Construction Traffic Management Plan should be provided.

Welsh Water:

Whilst no evidence has been provided to discount on site surface water disposal, DCWW raise no objection. Full consideration and justification should be

provided to ensure that the site is drained in accordance with the drainage hierarchy. A condition is required to provide a justifiable detailed drainage proposal.

NRW:

No objections.

Neighbouring occupiers:

12 neighbouring occupiers notified. 8 representations received raising the following concerns and objections:

- There is the potential for dust and noise nuisance to cause disturbance to the neighbouring law courts. Mitigation will be required to ensure the undisturbed continued operation and non-disturbance to existing plant and buildings;
- Mitigation will be required to protect the court user's vehicles from dust and debris;
- There is a potential for conflict between site development traffic and the courts operative vehicles;
- Fencing should be continued around the rear of the site where it bounds the court site and security is of paramount importance;
- The neighbouring land owner welcomes WCBCs Public Protection and Highways request for dust management controls and Construction Traffic management Plan, but suggests a Construction Environment Management Plan be conditioned to control noise, vibration, dust and odour and to ensure contractor parking provision;
- The Headteacher of Alexandra School is concerned that the road layout is to remain the same to access the development;
- The school has dramatically grown in size with 85 staff that access the school via the roundabout as well as taxi transportation for specialised class children. Between 8.20 and 9.00am and 2.40 and 3.10p, traffic movements are substantial;
- There are significant concerns that the roundabout will become much busier when the new outlets are built which will pose a huge threat to pupils, parents and staff. There are no objections to the

principle of the development but the road layout should be modified;

- Baseline Traffic Assessment data has been taken during a 'non-neutral period' i.e. when traffic flows are influenced by school terms dates. The data taken is therefore considered to be non representative of the true situation.;
- There are comparatively low levels of customer visits to the nearby ASDA on the survey day chosen which does not show an accurate representation of usage of the Bodhyfryd roundabout;
- Accident data should be analysed for the period of 5 years in the vicinity of the site, not just the immediate roundabout;
- A fully dimensioned access drawing should be provided along with a Stag 1 safety audit;
- No detail has been provided to demonstrate serving requirements of the drive-thru element;
- Servicing vehicles will conflict with customer vehicles. A service delivery management plan should be provided;
- The use of 'edge of centre' TRICs traffic movement data is considered inappropriate and fast food outlets have been used to derive the drive-thru element. This is also considered inappropriate as they have different characteristics of traffic movements;
- The drive-thru element will inevitably result in increase new trips in the region of 20%;
- Operational assessments of the nearby Chester Road/Bodhyfryd Roundabout and the Tesco roundabout should also be included;
- Cue length modelling has not adequately demonstrated that the development will not have an adverse impact upon the local highway network;

- Concerns regarding the removal of Cherry Trees along the north west border of the site as the trees provide protection from noise, air and light pollution while making it a much needed eco friendly area;
- The proposed removal of the bank and planting of young trees will not provide adequate protection in the short term which is causing great anxiety;
- With the entrance and exit off the ASDA roundabout it is anticipated that there will be congestion along Powell Road creating serious pollution;
- There is plenty of existing vacant space in the town centre and this proposal will result in more store closures;
- The site should be reserved for further civic uses;
- There will be a loss of 18 cat B and C trees – these are of value to the town centre as they create habitat and linkages for species in the urban environment. They also give the area a more aesthetically pleasing feel and have high amenity value;
- Consideration should be given to their retention in the layout. Planting new trees is not like for like.
- Trees provide shade, keep the area cooler and retain moisture;
- Question the need for more supermarkets and drive thrus;
- These types of development have an adverse impact upon property prices; and
- The existing building has an iconic sense as a recognised landmark in Wrexham and holds a valuable place in the history of North Wales, post World War II. The building is characteristic of post war architecture, it is more than a physical landmark but a monument of its place in time and to the people of Wrexham for several generations; and

- Endorsement is given to the listing of the building.

1 representation received in support of the proposal on the following grounds:

- It will be a great advantage to myself as it will be walking distance from my home Rhosnesni area. Please approve the application.

SPECIAL CONSIDERATIONS

Background and policy: This planning application proposes the demolition of the now vacant North Wales Police (NWP) Divisional Headquarters and its replacement with a mixed use scheme consisting of class A1 and A3 uses. NWP decanted the building earlier this year following completion and opening of a new facility in Llay.

The site is previously developed land and within the Wrexham Town settlement. The principle of commercial development is acceptable in this location.

Food store: In relation to the class A1 food retail element of this proposal, it would be located in an edge of centre position outside the defined shopping area. The applicant has provided a detailed planning statement in relation to this element of the proposal.

Need

The applicant has provided an assessment of need as the development would fall outside of a defined primary shopping area or retail designation.

To prove a quantitative need for the development, the applicant has considered the findings of the council's retail assessment carried out in order to support the deposit LDP. This effectively shows that there is an apparent need for additional convenience floor space in the County Borough, taking into account previously committed and approved schemes. It is also accepted that there is a need for additional comparison retail floor space. The applicant has applied Lidl's (the proposed end user) average sales figures in relation to the proposed floor area. It results in figures which can be accommodated within the need identified by the Council's assessment.

The applicant has also noted that their assessment has also noted several stores within the town centre are over trading by approximately £75m in 2014. Even with retail offers that have been consented since 2014, I am satisfied that there are likely to be stores, especially within the town centre that are overtrading.

From a qualitative need perspective, the applicant identifies a number of aspects for consideration. The adopted Town Centre Masterplan has

identified the Bodhyfyrd area as a potential location for mixed use development including convenience retail.

Proposed Uses
Residential (between 260-290 units), hotel (c.2,000m ²), multi-storey car park (c.8,000m ²), hot food (pub/restaurant), offices (4-7,600m ²) community uses and retail (convenience)

Extract from Town Centre Masterplan (page 50)

With the acceptance that existing stores are overtrading, the provision of a food store in this location is likely provide additional choice for potential customers. The provision of a modern store environment within the environs of Wrexham Town Centre providing a range of convenience and comparison goods is also considered to demonstrate a qualitative need.

Location

PPW identifies a 'town centres first' policy in relation to the location of new retail and commercial development followed by edge of centre sites and then well connected out of centre sites. I am satisfied with the applicant's assessment of other appropriate sites. In reality there is one site within the town centre that could accommodate Lidl's floor space requirements (13-16 Hope Street, currently occupied by QD Stores Ltd). However, in identifying the other sites, it has been accepted at appeal that the operator's style can be taken into consideration. The Hope Street site has no dedicated parking provision and a constrained delivery area which could not accommodate Lidl's business offer.

The proposed site is some 320m from the town centre. I am satisfied that this constitutes an out of centre location but the applicant has carried out an assessment of other available sites closer. Eagles Meadow provides no opportunities with sufficient floor space. The Bridge Street redevelopment site has been considered but the offer would not align with the council's aspirations for a high density mixed use development for this location.

In summary, I am satisfied that the applicant has demonstrated that the appropriateness of the location of the food store offer.

Café/Drive-thru: The principle of the speculative detached A1/A3 drive-thru is acceptable. The applicant's intention is for the building to be used solely for a coffee shop with a limited food offer effectively ancillary to the offer of hot and cold drinks. To all intents and purposes, this would be aligned to a typical high street coffee chain store with a drive-thru element.

Amenity: The site's current lawful use is as the police station. It was the divisional HQ for the Wrexham area and would have generated a significant amount of traffic, including throughout the night. As well as an administrative centre, the site also supported police vehicle storage and maintenance areas.

There are residential properties located in close proximity to the site. The nearest being to the northern boundary along Powell Road and to the east along Park Avenue. The main issue in relation to amenity is the impact of noise. The applicant's noise survey has been assessed by Public Protection with no objections raised subject to compliance with the mitigation measures proposed. Conditions are recommended to control noise levels at the nearby noise sensitive properties and to prevent deliveries throughout night time hours. I am satisfied that the applicants intentions to operate the store between 0700 and 2200 and the drive-thru between 0600 and 2300 would not necessarily have a detrimental impact upon nearby residents. The site's previous lawful use had a level of activity which those occupiers would be used to, and its location within the edge of centre adjacent to the inner ring road would assimilate the traffic movements into existing traffic levels which would not cause a detriment change for residents.

The demolition of the existing police station building (inc. tower) forms part of the planning application. The demolition of the building would be governed by health and safety and Building Regulations processes. I am mindful that the demolition and construction process may very well have an impact upon the amenity of neighbouring occupiers, especially the neighbouring law courts building. Conditions can be imposed to ensure matters of dust suppression and operating hours are dealt with appropriately.

Highways: At the request of highways, the applicant's carried out additional assessments of the local highway network in relation to the proposed development. This consisted of additional assessments of the two roundabouts beyond the application site access, accident analysis and a road safety audit of the proposed site access.

Highways are satisfied that the development would not have an adverse impact upon the local highway network based on these assessments. Amended plans were provided which re-orientated the internal car park layout to show that the drive thru could operate without causing congestion beyond the site. The analysis of the highway capacity coupled with the likely traffic generation demonstrates that the two uses could be implemented without causing significant detrimental congestion on the localised highway network and specifically the roundabout to which the site will have its access on. Whilst the proposed development may introduce and increased level of traffic movements to the site, I am not presented with any specific evidence contrary that provided in the applicant's submissions that any additional queuing will be detrimental to highway safety.

Concerns raised by the nearby Alexandra Primary school are noted. This school has its access directly on to the Bodhyfryd roundabout and, typical to any school site, suffers with congestion at school drop off and pick up times. The school does have a car park which is managed at these times primarily because there is no opportunity to park on the carriageway of Powell Road and Bodhyfryd. I am not convinced that the traffic generated by the proposed development would have a detrimental impact upon the existing access to the school.

Pedestrian access to the school would not be impacted or altered. Pupils and parents entering and leaving the site will continue to use existing footways and any individuals who may need to cross the amended site access are likely to be able to do so without a risk to their safety. There are also existing options for pedestrians to cross Powell Road without needing to cross the site access. Highways have suggested the provision of a monetary contribution to upgrade lighting in the Powell Road subway. Whilst I would make it clear to Members that such a contribution would not be necessary to make the development acceptable in planning terms i.e. without it, I would not recommend refusal, the applicant is willing to offer such a contribution to improve pedestrian access in the locality and to improve pedestrian access in the direction of the proposed store. The applicant is currently preparing a Unilateral Undertaking in this respect. Progress will be reported in the addendum.

Pedestrian links are indicated in the proposed site plan from Bodhyfyrd, the Memorial Hall adopted access road and also the pedestrian footway which leads down to the underpass. Highways have asked for provision of 3m shared pedestrian and cycle ways. I am satisfied that there is sufficient permeability around the site with existing pathways. Access into the site by way of normal pathways is considered acceptable as there is no expectation for cyclists to cut through the site.

Other matters:

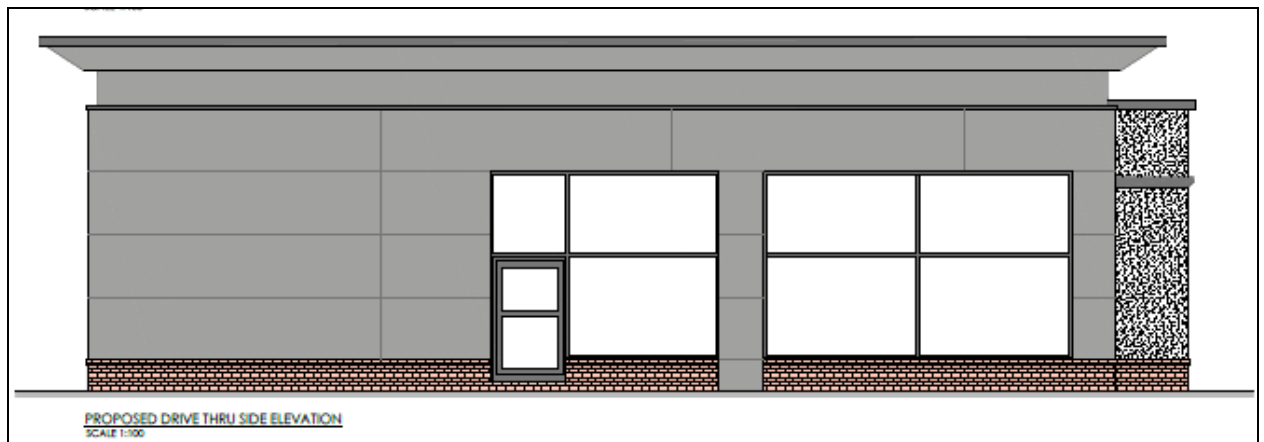
Building designs: Officers have negotiated with the applicants to seek an appropriate design for the food store given its prominent positioning. The original form and palette of materials was not considered to assimilate well into the street scene and had the character of an industrial building with limited active frontage.

An amended scheme now provides some visual interest to the building introducing a softer appearance through use of wooden cladding and local brick colour and texture as well as more interesting form. I am satisfied that there is a significant variance in building form, materiality and use in the area to enable the developments to assimilate into the street scene and without having a detrimental impact upon the setting of the nearby grade II listed Groves School. An artist's impression of the building is shown below.



Artist impression of store

The eastern elevation of the café/drive-thru is shown below:



I am satisfied that the scale and form of the building are appropriate both in the context of the site as well as the wider locality.

Drainage: Concern has been raised by Welsh Water that the applicant has not fully justified the method of surface water disposal, but crucially has not objected to the proposal and has recommended a planning condition seeking further detail. The councils own Lead Local Flood Officer has echoed concerns that the method of drainage has not been fully explored by the applicant.

From a planning perspective, I am satisfied that the applicant needs to demonstrate that the surface water first cannot be dealt with on site or dealt with via highway drainage prior to acceptance into the combined sewer.

Whilst there are known capacity problems in the town centre, it cannot be ignored that the site currently has a significant amount of built coverage and impermeable surfaces. The applicant will be required to provide further justifications prior to commencement of development in this regard.

Trees and Ecology: Amended plans have been provided which seek to retain a significant proportion of the tree coverage around southern and western boundary. These trees, especially to the western boundary are considered to have a significant amenity value in this town centre location not only from a visual amenity perspective but also from an environmental perspective in seeking to retain and increase green canopy cover in the urban areas. The applicant has adequately demonstrated that a site layout can be provided which does not cause harm to their long term health and wellbeing. I am also satisfied that these trees will also provide a element of zoning between the site and the neighbouring residential properties on Powell Road reducing any perception of dominance from the new store building.

NRW have not objected to the proposed development. As with any existing buildings to be demolished there is a possibility of the presence of protected species. I am not provided with any evidence to suggest that there is a specific presence within the building which would need specific mitigation. That said, it is the responsibility of the developer to ensure that any demolition activity would not have an adverse impact upon any species which are protected.

LPG9: Local Planning Guidance Note 9 seeks to prevent A3 hot food takeaways within 400m of a school boundary. I am satisfied that the applicant has sufficiently addressed this matter in relation to the proximity of Alexandra Primary School as the speculative offer is for the purpose of a coffee shop with limited ancillary food. The nearby school is also primary level where pupils are generally accompanied by parents. For this reason, I do not consider the guiding principles of LPG9 are relevant in this instance.

Loss of building: Representations have been made indicating that loss of the police station and its tower should be resisted because of its cultural and architectural importance. Cadw have given consideration to its listing but have concluded that it would not meet the criteria for such a designation. As the building has no statutory protection there is no process or planning policy by which the principle of demolition can be resisted.

Conclusion: I am satisfied that the reuse of this previously developed site represents a sustainable use of land which would accord with national and local planning policy. The retail use has been adequately demonstrated and the additional café drive thru could satisfactorily be achieved. Cumulatively, the proposal would represent a positive reuse of land in the town centre which would result significant economic benefits. For these reason I recommend accordingly.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered AD102, AD110_REV G, AD111_REV D, AD112_REV B, AD113_REV C, AD, 114_REV D, AD115_REV E, AD 116_REV C, AD 117_REV C, AD_120 REV A and as contained within the application documentation.
3. The premises labelled DRIVE THRU on approved plan AD110_REV G shall be used for cafe and coffee house purposes only and shall not be used for any other purposes including any other use within Class A3 of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any statutory instrument revoking and re-enacting that Order with or without amendment).
4. The vehicular parking and turning areas as shown on approved drawing No. AD110_REV G shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of motor vehicles at all times.
5. Other than any demolition operations, no part of the development shall commence, until a scheme for the comprehensive and integrated drainage of the site indicating provision for foul water, surface water and land drainage has been submitted to and approved in writing by the Local Planning Authority. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of Sustainable urban Drainage Systems (SuDS) in accordance with the principles of sustainable drainage systems set out in Technical Advice Note 15: Development and Flood Risk, and the results of the assessment shall be submitted in writing to the Local Planning Authority. Where a SuDS scheme is to be implemented, the submitted details shall:
 - i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of receiving ground water and/or surface waters;
 - ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and,
 - iii) Provide a timescale for implementation, management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
6. Prior to their use on the development a specification of all external facing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.
7. Other than any demolition operations, no part of the development shall commence until a phased site investigation of the nature and extent of contamination has been carried out and submitted to and approved in writing by the Local Planning Authority. If any contamination is found during the site

investigation, no part of the development shall commence until a scheme specifying the measures that will be taken to remediate the site to render it suitable for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be remediated in accordance with the approved scheme. If during the course of development any contamination is found that has not been identified in the site investigation, no further development shall take place on those parts of the site where that contamination has been found until an additional scheme of remediation has been submitted to and approved in writing by the Local Planning Authority for those parts of the site. The relevant parts of the site shall thereafter be remediated in accordance with the additional scheme of remediation.

8. Each part of the site subject to the remediation under the scheme(s) approved as part of condition 7 shall not be occupied/used until a Validation Report has been completed in respect of that part of the site and submitted to and approved in writing by the Local Planning Authority.

9. No deliveries to the site, excluding the delivery of periodicals, shall be made before 0700 or after 2300 on any day.

10. The development hereby approved shall only be open to the public within the following hours:

- A1 food store - 0700 to 2200 Monday to Saturday and 1000 to 1700 on Sundays.

- A1/A3 Drive thru cafe - 0600 to 2300 on any day.

11. No part of the development, including any demolition, shall commence until a detailed scheme for the protection of existing trees during the demolition phase (as identified in accordance with the approved tree retention plan AD117_REV C), to include the location and specification for protective fencing, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the details as may be approved.

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

a) A specification for tree protection fencing and ground protection measures that comply with British Standard 5837:2012 and accords with the approved tree retention plan AD117_REV C;

b) A full specification for any access, driveway, path, underground services or wall foundations within retained tree Root Protection Areas or Construction Exclusion Zone, including any related sections and method for avoiding damage to retained trees;

c) Details of general arboricultural matters including proposed practices with regards to cement mixing, material storage and fires;

d) Details of the frequency of supervisory visits and procedures for notifying the findings of such visits to the Local Planning Authority;

g) Method for protecting retained trees during demolition works;

h) Details of all proposed tree works, including felling and pruning.

13. No part of the development shall commence, to include any demolition, until an Environmental Management Plan relating to the demolition phases has been submitted to an approved in writing by the local planning authority. The plan shall include, but not be limited, measures to control dust during demolition phases, noise mitigation measures, hours of working and designated delivery and contractor parking areas. The development shall be carried out in accordance with the details as approved.
14. Other than demolition, no part of the development shall commence until a Construction Environmental Management Plan relating to the construction phases has been submitted to an approved in writing by the local planning authority. The plan shall include, but not be limited, measures to control dust during construction phases, noise mitigation measures, hours of working and designated delivery and contractor parking areas. The development shall be carried out in accordance with the details as approved.
15. Within the first available planting season landscaping shall be carried out in accordance with the details contained on approved drawing number AD116_REV C. The landscaping shall be maintained in accordance with the detail on the same plan and maintained in this condition thereafter.
16. Prior to the first use of the development hereby approved all boundary treatments shall be installed in accordance with the detail contained on drawing number AD 114_REV D and shall be retained in this condition thereafter.
17. The pedestrian footpath links as shown on drawing number AD110_REV G shall be installed prior to the first use of the development hereby approved.
18. The rating level of any noise generated by any air handling equipment associated with this development shall not exceed the pre-existing background level by more than 5dB(A) at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Method of Rating Industrial Noise Affecting Mixed Residential and Industrial areas.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
3. In order to ensure that the development will not have an adverse impact upon the health and amenity of the neighbouring occupiers in the interests of policy GDP1 of the Wrexham Unitary Development Plan.
4. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan
5. To ensure satisfactory drainage of the site and to avoid flooding in accordance with Policies GDP1 and EC13 of the Wrexham Unitary Development Plan.

6. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
 7. In the interests of the amenities of the future occupants of the buildings in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 8. In the interests of the amenities of the future occupants of the buildings in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 9. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 10. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 11. To ensure the work is carried out to accepted arboricultural practices for the long term wellbeing of the tree(s) in accordance with Policies GDP1, PS2 and EC4 of the Wrexham Unitary Development Plan.
 12. To ensure the work is carried out to accepted arboricultural practices for the long term wellbeing of the tree(s) in accordance with Policies GDP1, PS2 and EC4 of the Wrexham Unitary Development Plan.
 13. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 14. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 15. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
 16. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 17. To ensure that a properly constructed access is available for use when the development is completed thereby enabling safe and convenient access to and egress from the site in the interests of road users and pedestrians in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 18. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
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