THE ENVIRONMENT PARTNERSHIP







Lower Berse Farm, Ruthin Road, Wrexham

Design and Access Statement

JULY 2024
IN9730.001F

Lower Berse Farm, Ruthin Road, Wrexham



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Prepared for Redrow Homes by:

The Environment Partnership (TEP) Ltd
401 Faraday Street
Birchwood Park
Warrington
WA3 6GA
Tel: 01925 844004
E-mail: tep@tep.uk.com

Prepared by:
Louise Chadwick, Senior Planner
Emma Lavery, Urban Designer
Narada Haralambous, Associate Director

Checked and Approved by:
Narada Haralambous, Associate Director

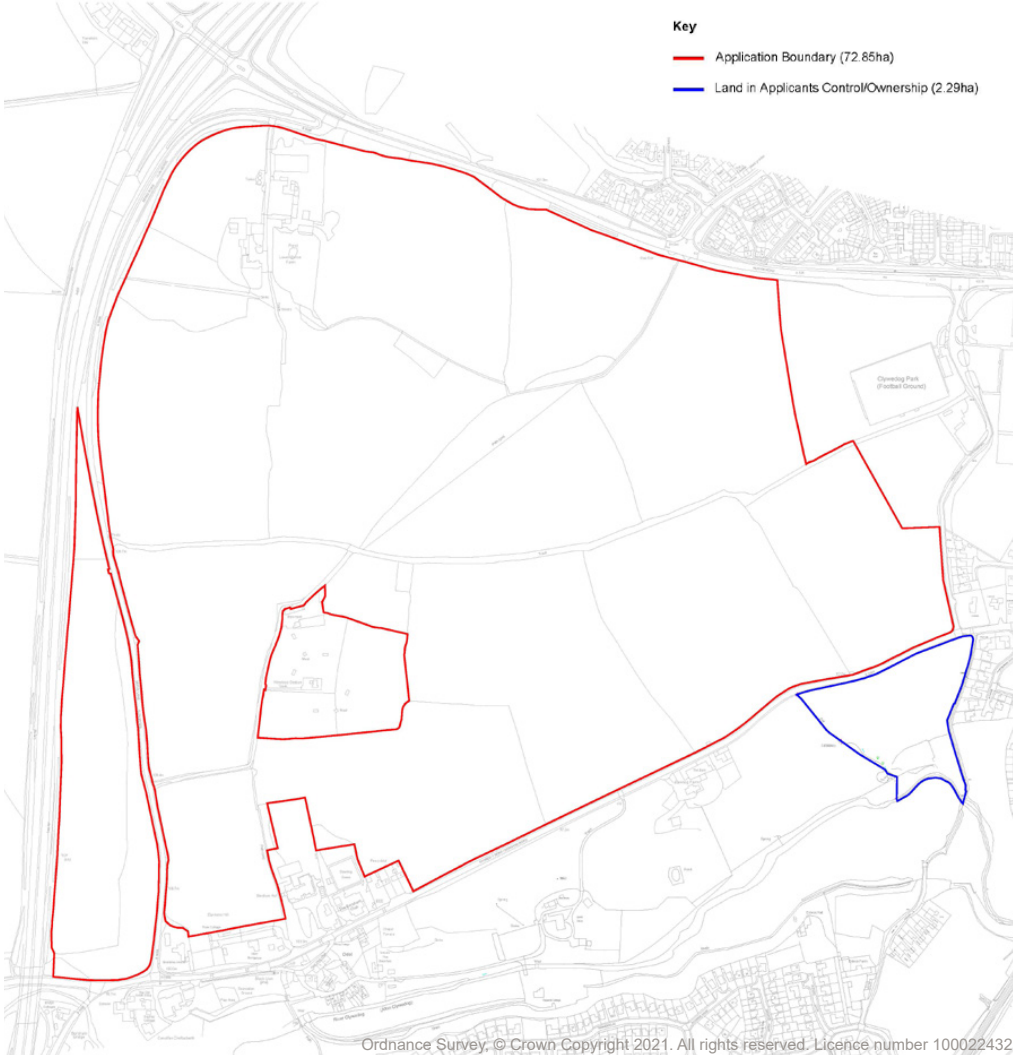
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1.0 Introduction



1.0 Introduction



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Site Location Plan

1.1 Introduction

This Design and Access Statement has been prepared by The Environment Partnership (TEP) Ltd on behalf of Redrow Homes to support an outline planning application with points of access for residential development of up to 1450 dwellings, plus associated roads, open space, community facilities and a site for a primary school on land at Lower Berse Farm, Ruthin Road, Wrexham ('the Proposed Development'). All other matters are reserved and therefore illustrative design principles are provided.

The site is allocated in the Wrexham Local Development Plan 2013 – 2028 under Policy SP3 (KSS1: Land at Lower Berse Farm, Ruthin Road, Wrexham) for a residential led mixed use scheme.

The Design and Access Statement sets out the design and access principles for the Proposed Development within the context of relevant national and local planning policy. The document aims to explain how the Proposed Development has considered the site, its setting and how it can be accessed by a range of prospective users. The document is structured around the four steps identified by CABE guidance 'Design and Access Statements, How to write, read and use them':

- *Assessment;*
- *Involvement;*
- *Evaluation; and*
- *Design.*

Document Structure

Section 2 analyses relevant planning policy.

Section 3 provides an assessment of the application site and the wider site context.

Section 4 summarises the technical assessments of the site.

Section 5 identifies the design evolution.

Section 6 presents the proposed development and details use, amount and access.

Section 7 evaluates the design of the illustrative masterplan supporting the outline application.

Section 8 summarises the proposals.

1.0 Introduction

1.2 The Site

The site comprises approximately 72.85ha of arable land on the western edge of Wrexham.

The site is bound by Ruthin Road to the north, Brickfield Rangers FC and Homestead Lane to the east, Bersham Road to the south and the A483 to the west. Berse Lane divides the site into two distinct parcels of land and forms a link between Bersham Road and Ruthin Road.

Lower Berse Farm lies in the north western corner of the site which is designated as a Grade II* Listed Building.

The majority of the site is at very low risk of flooding. There are small areas at high risk of flooding in the north west corner of the site and adjacent to the northern boundary.

There is a network of Public Rights of Way (PRoW) throughout the site including a PRoW Bridleway, PRoW footpaths and Byway Open to All Traffic.

The site is allocated in the Wrexham Local Development Plan 2013 to 2028 (LDP) Policy SP3: KSS1 to deliver a residential led mixed use scheme with a minimum of 1500 new homes. The site is not subject to any ecological designations. The tree belt in the south western extent of the site adjacent to Berse Lane is designated as Restored Ancient Woodland.



Site Aerial

1.0 Introduction



Masterplan Framework

1.3 Scheme Summary

The application is made in outline, with all matters reserved except for access. In this case access means points of access and not internal road layout.

The Proposed Development will comprise residential development of up to 1450 dwellings, plus associated roads, open space, community facilities and a site for a primary school.

The development will be sensitively integrated with the surroundings with strategic open space provided to the south to act as a buffer to Bersham Conservation Area.

Vehicle access is proposed from the A525 Ruthin Road and Bersham Road with provision of measures to promote Active Travel, such as walking and cycling, as a viable alternative to the private car.

The Masterplan Framework reserves land to protect the potential Welsh Government A483 junction 4 preferred route scheme from development, ensuring the application does not prejudice the road scheme's delivery.

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2.0 Planning Policy Context



2.0 Planning Policy Context

A Planning Statement has been produced in support of this application which includes an assessment of relevant national and local planning policies. The Design and Access Statement summarises policies relevant to the design and access of the Proposed Development and should be read in conjunction with the Planning Statement for further policy analysis.

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 identifies that decisions on planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

The 'Development Plan' for Wrexham County Borough Council in respect of this application comprises the Wrexham County Borough Local Development Plan 2013-2028 (adopted December 2023).

The planning policy guidance of Planning Policy Wales Edition 12 and Future Wales: the national plan 2040 are all material considerations.

2.1 National Planning Policy

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act places a duty on public bodies to carry out sustainable development, requiring an improvement in the delivery of all four aspects of well-being: social, economic, environmental and cultural.

To ensure everyone is working towards the same purpose, the Act puts in place seven well-being goals. The Act is clear that the listed public bodies must work to achieve all of the goals. The seven goals set out in the act are:

- *A Prosperous Wales*
- *A Resilient Wales*
- *A More Equal Wales*
- *A Healthier Wales*
- *A Wales of Cohesive Communities*
- *A Wales of Vibrant Culture & Thriving Welsh Language*
- *A Globally Responsible Wales*

Planning Policy Wales Edition 12

Planning Policy Wales (PPW) Edition 12 was published in February 2024. PPW sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes, Welsh Government Circulars and policy clarification letters.

The main objective of PPW is to ensure that "the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty".

Chapter 2 introduces the key concept of 'Placemaking' which is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well-being in the widest sense. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.

Chapter 3 considers place making in action. Paragraph 3.4 states design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future.

Good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone.

Good design can help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places.

2.0 Planning Policy Context

Future Wales: The National Plan 2040

Future Wales: The National Plan 2040 was published in February 2021 and forms the national development framework, setting the direction for development in Wales to 2040.

The document sets out a strategy for addressing key national priorities through the planning system including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well being of our communities.

Policy 2 Shaping Urban Growth and Regeneration sets out the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities;*
- *establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self builders; and*
- *integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.*

Policy 7 Delivery Affordable Homes states that in response to local and regional needs, planning authorities should explore all opportunities to increase the supply of affordable housing.

Under Policy 9 Resilient Ecological Networks and Green Infrastructure, to ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.

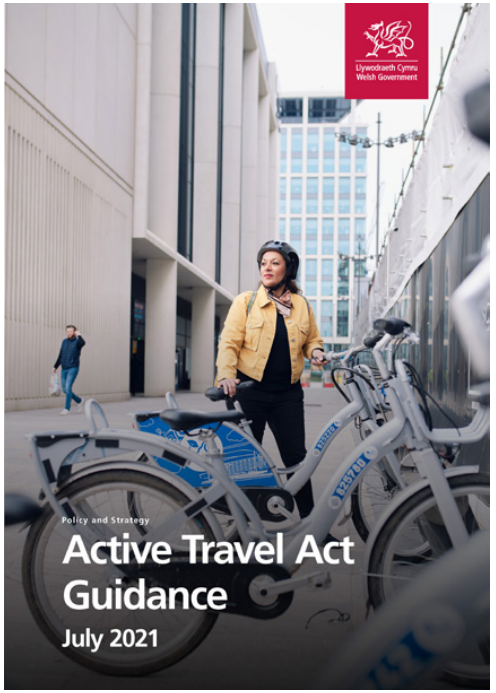
Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 was passed with the purpose of enabling people to undertake active travel for short journeys. It requires local authorities to promote active travel journeys and secure new and improved active travel routes and related facilities. Local authorities should be working towards developing routes that are coherent, direct, safe, attractive and comfortable.

The act requires local authorities in Wales to produce Active Travel Network Maps (ATNM) to show existing and future active travel walking and cycling routes. Wrexham County Borough produced a Wrexham Active Travel Network Map (ATNM) in 2022. This is considered further in Section 3.10.

Active Travel Act Guidance (July 2021)

This revised design guidance published by Welsh Government must be considered when planning, designing and maintaining active travel routes in Wales. It includes guidance, best practice examples and technical advice on the Active Travel Act and the design of active travel routes and related facilities.



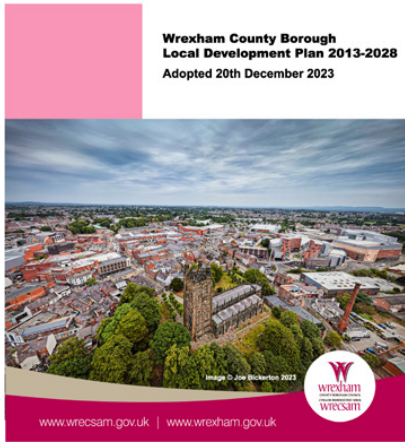
2.0 Planning Policy Context

2.2 Adopted Development Plan

Wrexham Local Development Plan 2013 to 2028

The Wrexham LDP was adopted by the Council on 20/12/23 and covers the period 2013 to 2028. It forms part of the statutory development plan alongside Future Wales: The National Plan 2040. The remaining part of the statutory development plan will be the Strategic Development Plan (SDP) for North Wales, once prepared and adopted.

The Council will use the LDP and Future Wales as the primary basis for making decisions on planning applications and development proposals.



Policy SP1: Housing Provision

Under Policy SP1 provision is made for 8083 new homes in order to deliver a requirement of 7750 over the plan period. New development will be expected to ensure the sustainable use of housing land, including achieving a minimum density of 30 dwellings per hectare whilst having regard to the context of the site.

Policy SP3: KSS1: Land at Lower Berse Farm, Ruthin Road, Wrexham

The site is allocated under Policy SP3 (KSS1:Land at Lower Berse Farm, Ruthin Road Wrexham) to deliver a residential led mixed use scheme with a minimum of 1500 new homes, 400 of which will be delivered during the plan period following completion of works to junction 4. Development will include an element of affordable housing and associated community uses, along with necessary infrastructure which will be delivered in a phased manner with specific details tied into planning consents.

Enabling Infrastructure:

- *Highway improvements to address known infrastructure capacity constraints at junction 4 of the A483(T) Road with the A525.*

Necessary Infrastructure:

- *Education: on site provision of a 420 place primary school and contributions towards secondary provision in the vicinity of the site;*
- *Public open space;*
- *Community Facilities;*
- *Active Travel, and*
- *Public transport.*

Affordable Housing:

- *The starting point for negotiation will be the delivery of 15% affordable housing.*
- *Affordable housing will be expected to be delivered on site in the first instance and only in exceptional circumstances will off site or commuted sum contributions be accepted in lieu of on-site provision.*

Policy SP12: Design Principles & Masterplanning Framework

In accordance with Policy SP12, all development will be required to be of a high quality, sustainable design which makes a positive contribution to the creation of locally distinctive places by ensuring compliance with the masterplanning framework and KSS schematics. Proposals must demonstrate how they have taken account of the local characteristics of surrounding areas and how innovative design solutions will enhance the quality of the built and natural environment.

Policy H2: Affordable Housing

Under Policy H2 affordable housing contributions of 25% in the North Wrexham and Gresford sub-market area will be sought on developments of 10 or more units. However, under Policy SP3: KSS1 Land at Lower Berse Farm the starting point for negotiation will be the delivery of 15% affordable housing.

Policy CF2: Provision of New Open Space

Policy CF2 sets out the quantity standard for public open space for developments of 10 or more dwellings. Open space should be accessible and integral to the proposed development, allowing for both formal and informal play and recreation. A minimum requirement of 0.25ha per 50 dwellings (50sqm per dwelling) is expected. The exact contributions will be determined in accordance with standards set out in the most up to date open space study.

Typology	Local Quantity Standard (Ha per 1,000 population)
Multi-functional amenity greenspace	1.25
Dedicated provision for children and young people	0.09
Parks and gardens	0.30
Semi/natural greenspace	0.57

2.0 Planning Policy Context

Policy T2: Active Travel

The purpose of Policy T2 is to improve the current Active Travel Network and increase opportunities to improve levels of walking and cycling by ensuring new developments contribute to the advancement of the network and include design features and facilities that help to promote Active Travel as a viable alternative to the private car. This policy should be read in conjunction with the masterplanning framework and KSS schematic plans.

The Policy sets out that new development will be supported where walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places.

The Policy states new development will be supported where the development and enhancement of the Active Travel routes identified on the Integrated Network Map connecting communities to essential services including public transport, employment and education opportunities.

Research undertaken as part of the development of the Council's Sustainable Urban Mobility Plan in 2016 (Wrexham Connected) has highlighted that a significant proportion of trips in Wrexham are relatively short (under 5 miles). Many of these trips could be undertaken by foot or cycle, helping to reduce pollution arising from road traffic, benefit human health and well-being and help reduce environmental pollution and climate change.

Policy SP14: Natural Environment

Policy SP14 (Natural Environment) states that development will only be permitted where it seeks to protect, conserve and enhance the natural environment, including protected ecological sites, protected species, protected landscapes and natural services such as water, air and soils.

Policy SP15: Historic and Cultural Environment

In compliance with Policy SP15 (Historic and Cultural Environment), development will only be supported where it conserves, protects, preserves or enhances the cultural and historic assets of the County Borough and their setting, such as listed buildings, conservations areas and scheduled monuments.

Policy SP18: Climate Change

Policy SP18 (Climate Change) requires development proposals to demonstrate that they have taken into account reducing carbon emissions, adapting to climate change at a strategic and detailed design level, promoting energy efficiency, maintaining ecological resilience and managing flood risk.

Policy SP19: Green Infrastructure

Policy SP19 (Green Infrastructure) is concerned with the maintenance of the extent, quality and connectivity of multi-functional green infrastructure. Development should maintain and where appropriate enhance green infrastructure by creating new interconnected areas of green infrastructure between the site and existing network, filling in gaps and protecting the features most valuable for both nature and people.

Policy H1: Housing Allocations

Policy H1 (Housing Allocations) confirms that land is allocated at Lower Berse Farm for residential development, as one of two Key Strategic Sites for housing development over the plan period.

Policy NE3: Trees, Woodland and Hedgerows

Policy NE3 (Trees, Woodlands and Hedgerows) states that development will only be permitted where it does not cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or those providing important ecosystem services.

Policy DM1: Development Management Considerations

Policy DM1 (Development Management Considerations) requires development proposals, where relevant: to accord with or enhance the character, local distinctiveness and appearance of the surrounding area; safeguard the surrounding environment from pollution; prioritise walking, cycling and public transport; contribute to low carbon communities through energy efficiency; and not increase flood risk.

Policy T1: Managing Transport Impacts

Policy T1 (Managing Transport Impacts) requires development proposals to facilitate increased journeys by active travel first, followed by public transport and then by private motor vehicle. Any adverse effects on the transport network should be mitigated. Development should also provide appropriate levels of parking and ensure access arrangements allow for safe manoeuvring. Provision should also be made for those with restricted mobility.

Policy RE1: Development and Renewable Energy/Low Carbon Technology

Policy RE1 (Development and Renewable Energy/ Low Carbon Technology) requires developers of the Key Strategic Sites to incorporate schemes to generate energy from renewable and low carbon technologies, unless this is demonstrably not financially or technically viable. Opportunities should be taken to minimise carbon emissions associated with heating, cooling and power systems.

2.0 Planning Policy Context

2.3 Local Planning Guidance Notes

Local Planning Guidance Note 10 - Public Open Space in New Housing Development

The National Playing Fields Association (NPFA) has proposed a standard of 6 acres (2.43 hectares) of public open space per 1000 population comprising:

- *4 acres (1.62 ha) of playing fields. These should be suitable for youth and adult use; facilities include pitches, bowling greens, tennis courts and athletics tracks.*
- *1.5 acres (0.61 ha) of informal public open space, such as informal play space and landscaped amenity areas.*
- *0.5 acres (0.20 ha) of children's equipped playground facilities.*

The following Council standards will assist in working towards a level of provision of public open space in new housing developments in line with the NPFA standards outlined above.

- *Public open space should be provided in all new housing developments at a minimum level of 0.4 hectares per 50 dwellings, for all schemes of 10 dwellings or more.*
- *Provision should include an equipped children's play area(s), and/or informal open spaces, and, where the necessary open space requirements is 0.6 hectares or more, a playing field(s).*

Local Planning Guidance Note 16 - Parking Standards

The car parking standards set out below are maximum standards. In accordance with national policy the Council has no minimum parking requirements.

- *1 bedroom - 1.5 car space per unit*
- *2 bedrooms - 2 car spaces per unit*
- *3/4 bedrooms - 3 car spaces per unit*
- *5 or more bedrooms - 4 car spaces per unit*

Sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas.

Local Planning Guidance Note 17 – Trees and Development

For residential development of ten properties or more, avenue tree planting will usually be required on principal routes within the site and individual street tree planting will be required on other internal roads.

Local Planning Guidance Note 21 – Space around Dwellings

Where two habitable rooms face each other such that direct overlooking is physically possible, the windows should be 22 metres apart.

Where a window in a habitable room faces a blank wall, the height of which exceeds the top of that window, there should be a distance measuring a minimum of 13 metres between them.

Local Planning Guidance Note 28 – Affordable Housing

Policy H7 requires an element of affordable housing to be provided on developments of 25 or more dwellings. The Council will normally expect that 25% of the total site capacity to be provided as affordable housing. It will not be acceptable to deliberately subdivide or phase the total development in an attempt to avoid this threshold.

Local Planning Guidance Note 30 – Design

The Guidance Note provides guidance for developers and architects when designing residential developments. The Guidance Note set out three stages to the design process including site appraisal, constraints and opportunities and the design solution. The Guidance Note covers a number of opportunities in relation to layout, building form, appearance, and landscaping.

2.0 Planning Policy Context

SPG01 Masterplanning Framework 2018

A Masterplanning Framework Supplementary Planning Guidance (SPG01) was produced for the site as part of the Local Plan evidence base. This sets out a number of masterplanning principles for the site. Whilst the status of this SPG is a little unclear it sets out a clear framework to follow and the relevant principles are summarised below:

Key Strategic Site 1 Lower Berse Farm

Comprehensive, integrated approach

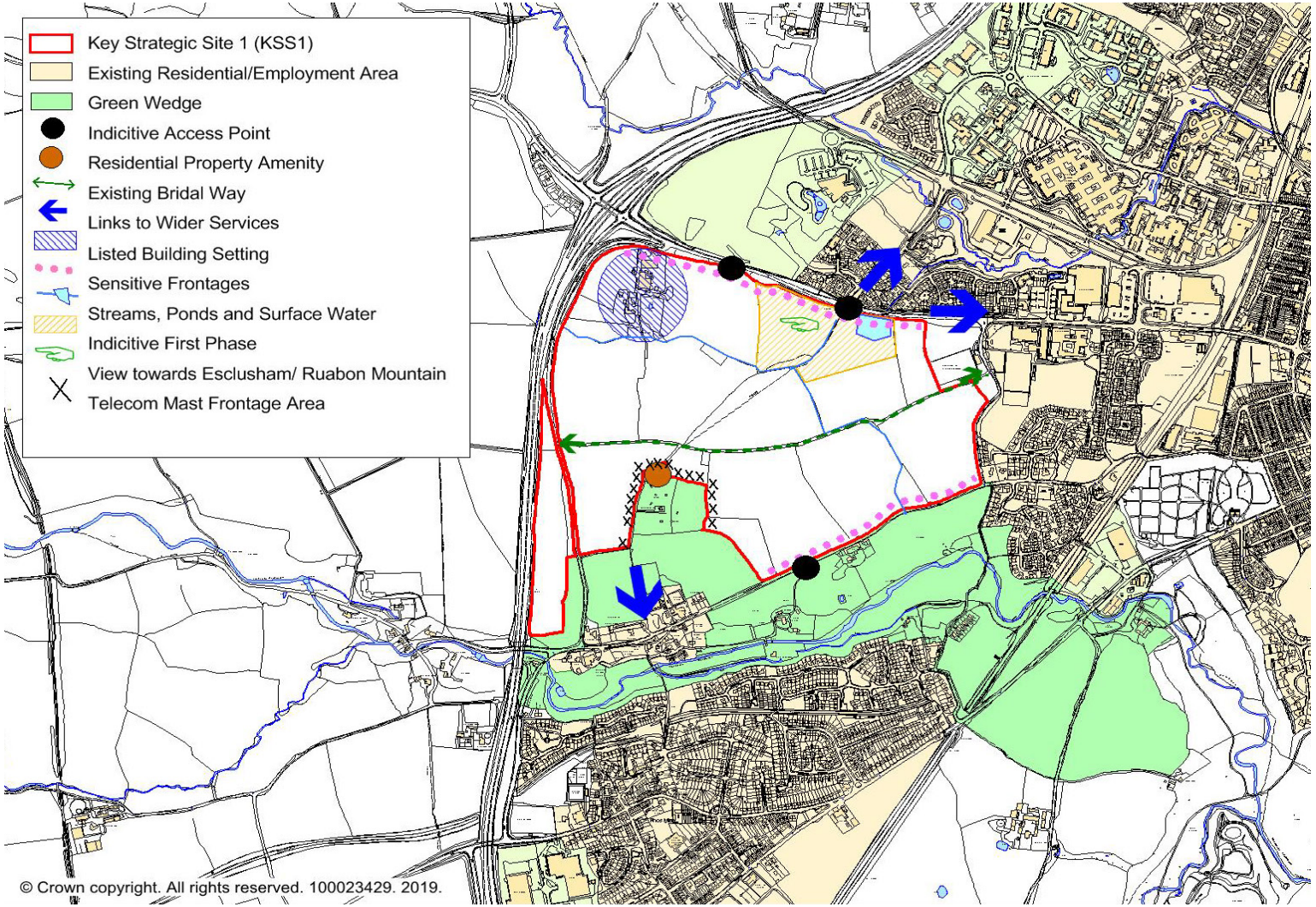
Development proposals for the site will need to demonstrate how the proposal has responded to stakeholders, context and evidence base; key points to be covered are:

- *How the site integrates into the immediate and wider areas with regards to transport, flooding, ecology, landscape, conservation and open space.*

Connectivity and Public Transport

Sustainable Transport Opportunities

- *Transport solutions for the site should follow the transport hierarchy of promoting Active Travel first, then public transport and finally private motor cars;*



KSS1 Masterplan Framework

2.0 Planning Policy Context

- *Consideration of walking, cycling and bus transport will be critical to the site layout, connectivity and movement framework and how sustainability has influenced the site masterplan should be explicit e.g. in the road hierarchy, street character types, street network and design codes;*
- *Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements will be encouraged;*
- *The site is covered by Active Travel Integrated Route Maps, opportunities to enhance the network and integrate with the site should be identified;*

Connections to the surrounding area

- *Main site access/egress points should be onto the A525 Ruthin Road and Bersham Road, significant traffic flows onto Homestead Lane would not be supported;*
- *At least two access points will be required to serve the development;*
- *Key destinations in designing the sites movement and transport solutions include but are not limited to; Western Gateway Business Park, Wrexham Technology Park, Wrexham Maelor Hospital, Clywedog School, Clywedog Trail, Wrexham City Centre, Aldi and Morrison's supermarkets, Wrexham General Rail Station and Wrexham Industrial Estate.*

Connections through the site

- *Navigation and movement through the site should be legible. Pedestrian and cycling routes should follow desire lines to key destinations;*
- *There is a bridlepath and public rights of way running through the site, these need to be integrated within the site layout;*
- *If access is required into the southern half of the site from the north this will impact on the central bridleway, appropriate ecological mitigation and bridlepath diversion would be required.*

Services and Facilities

The site is adjacent to major employment, education, health, retail and service providers but there will be a need for additional services and facilities to serve the needs of site residents;

- *Provision will be made on site for a 420 place primary school and contributions towards secondary provision in the vicinity of the site;*
- *Public Open space;*
- *Community Facilities;*
- *Active Travel;*
- *Green Infrastructure including SuDS;*
- *Affordable Housing*

Housing Mix and Density

- *Illustrate and explain the rational for the housing mix and types, related to evidence in the most up to date housing market assessment, location, height and massing of development, place making architecture, community features and spaces;*
- *Demonstrate the approach to affordable housing house type, design, management, tenure and distribution of units, and*
- *Amenity of existing residential development within the site should be protected.*

Locally Distinctive Character and Context

Landscape

The masterplan should take into account the following landscape considerations:

- *Sensitive frontages; the A525 Ruthin Road and Bersham Road will be important in place-making a locally distinctive development;*
- *Ruthin Road is a key gateway route into the city requiring a high quality approach;*
- *Bersham Road is a gateway into the Bersham Conservation Area and forms part of the urban/rural fringe on the edge of the Green Wedge that divides Wrexham from Bersham and Rhostyllen. The transition from urban to rural character needs careful consideration;*

Other landscape considerations:

- *Views of Ruabon Mountain AONB provide a sense of place along Ruthin Road and within the development;*
- *The Ruthin Road frontage is subject to fluvial and surface water flooding;*
- *As a main route into Wrexham, Ruthin Road is subject to noise and air pollution. As a Local Authority we have a duty to improve health and wellbeing, just achieving technical compliance with air and noise regulations misses the health benefits in cleaner air and quieter neighbourhood's. The Masterplan should consider ways in which health benefits beyond technical compliance can be achieved;*
- *Land between the southern boundary of the site and the settlement of Bersham shall be retained to serve the function of green wedge as shown on the proposals maps;*
- *Major hedgerows and trees (and their development exclusion zones) are important to retain for their landscape integration, visual amenity, wellbeing and biodiversity functions;*
- *The residential amenity of the occupants of the dwelling located at the centre of the site should be protected; and*
- *Green Infrastructure including open space provision, community links, swales and water storage lagoons as part of a SuDs scheme should be utilised as important design features.*

2.0 Planning Policy Context

Setting development back from Ruthin Road with a strong and green open frontage would have multiple benefits in addressing many of the points raised above.

Ecology

- *Important veteran trees, ancient hedgerows and 2 ponds require survey and retention;*
- *Running east-west across the site is an ancient pathway/green lane with several veteran trees and diverse ground flora indicative of ancient woodland. [redacted] it has excellent value as a biodiversity green corridor for bats, birds and invertebrates. This pathway should be protected and buffered as part of any development, and should not be artificially surfaced or lit or bisected more than once.*

Conservation

- *Within the site is Lower Berse Farmhouse, a grade II* Listed Building, development needs to have regard to the sensitivity of the site, its immediate and wider landscape setting.*
- *There is potential to improve the setting and views of the farmhouse through the removal of the more modern ancillary farm building and structures however any original or historic structures should be retained and reused to preserve the setting of the farm;*
- *Development along Bersham Road and Berse Lane should have regard to the setting and character of Bersham Conservation area.*

In particular its strong rural character and the preservation of existing landscape and boundary features such as hedgerows and trees will be key considerations.

Well defined streets and spaces for all

For too long the focus has been on the movement function of residential streets. The result has often been places that are dominated by motor vehicles to the extent that they fail to make a positive contribution to the quality of life. Manual for Streets demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. The principles set out in MfS should be implemented into the layout and design of the sites road network.

2.0 Planning Policy Context

2.5 Design Policy

Technical Advice Note 12: Design

Technical advice notes (TANs) provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans. TAN 12: Design was published in March 2016.

TAN 12 sets out that the design of our villages, towns, cities and the urban and rural landscape is important in articulating our nation and our culture. Design is important to our quality of life, and the quality of Wales' varied landscape and townscapes – helping to sustain a positive image for Wales.

Good design is not inevitable. It requires a collaborative, creative, inclusive, process of problem solving and innovation – embracing sustainability, architecture, place making, public realm, landscape, and infrastructure.

TAN 12 sets out the key objectives of good design:

Access

- *Ensuring ease of access for all*
- *Character*
- *Sustaining or enhancing local character*
- *Promoting legible development*
- *Promoting a successful relationship between public and private space*
- *Promoting quality, choice and variety*
- *Promoting innovative design*

Community Safety

- *Ensuring attractive, safe public spaces*
- *Security through natural surveillance*

Environmental Sustainability

- *Achieving efficient use and protection of natural resources*
- *Enhancing biodiversity*
- *Designing for change*

Movement

- *Promoting sustainable means of travel*



TAN 12 - Objectives of Good Design

NPPF Part 12 Achieving well-designed and beautiful places

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. Whilst it is not Welsh planning policy, key components are relevant when considering achieving well-designed places.

The NPPF Part 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this, as is effective engagement.

NPPF Part 12 states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

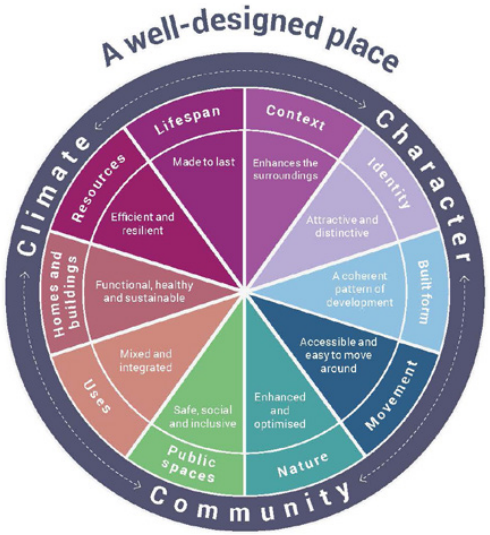
2.0 Planning Policy Context

National Design Guide

The National Design Guide 'Planning practice for beautiful, enduring and successful places' was published by the Ministry of Housing, Communities & Local Government in October 2019. It sets out the characteristics of well-designed places and demonstrates what good design means in practice. The National Design Guide forms part of the collection of planning practice guidance. The guide was prepared in the context of social, economic and environmental change with rapid developments in technology, a change in demographics and new lifestyles, and the increasing issue of climate change.

The guide provides a basic overview of good urban design principles, beginning with Vitrivius's principles for good design: "it should be fit for purpose, durable and bring delight". It emphasises the importance of a development's context in its design; and identifies the requirement for a compelling narrative in the creation of a concept. The guide is underpinned by ten characteristics of good design, and is intended to foster local character, community and be sensitive to climate change. The ten characteristics are:

- *Context – There should be an understanding of the context, history and the cultural characteristics of a site and the surroundings. Well-designed developments respond positively to the surrounding context beyond the boundaries of the site.*
- *Identity – Identity and character stems from the way buildings, streets and spaces, landscape and infrastructure combine together. Well-designed places should appeal to all of our senses. Many places have positive elements of character which can help inform the character of new development. Where scale or density is very different to an existing place, creating a new identity may be appropriate.*
- *Built form – Built form can be defined as the three-dimensional patterns or arrangement of development blocks, streets, buildings and open spaces. Compact forms of development that are walkable, access to services, recognisable streets and memorable features can all contribute to well-designed places.*
- *Movement – Successful developments depend on a network of movement that is accessible to all and functions efficiently. Well-designed movement networks should promote sustainable modes of transport and incorporate green infrastructure.*
- *Nature – Nature provides a number of benefits and can contribute towards the quality of place and to quality of life. Developments should integrate existing and new natural features into a multifunctional network, prioritise nature and provide attractive open spaces in accessible locations.*
- *Public space – The quality of public spaces is as important as the quality of buildings. The creation of well-located, high quality and attractive public spaces that are safe and support social interaction is key in well-designed places.*
- *Uses – Sustainable places should include a mix of uses that can support a variety of everyday activities to live, work and play. Well-designed neighbourhoods should have a mix of local services and facilities and housing tenures and types to support people at all stages of life and be socially inclusive.*
- *Homes and buildings – Well-designed homes and buildings should provide a healthy, comfortable and safe internal and external environment whilst relating to external amenity and public spaces.*
- *Resources – With concerns about the environment and climate change ever increasing, well-designed places and buildings are able to conserve natural resources including land, water, energy and materials. Developments should have a layout, form and mix that reduces resource requirements, be fit for purpose and adopt materials and technologies to minimise environmental impacts.*
- *Lifespan – Well-designed places, spaces and buildings should be made to last by ensuring good management, being able to adapt to changing needs and technologies and providing a sense of ownership to encourage users to really care for them.*



National Design Guide - The Ten Characteristics of Well-designed Places

The proposals for the site have been developed in accordance with the National Design Guide.

2.0 Planning Policy Context

National Model Design Code

The National Model Design Code (NMDC) was published in July 2021.

The NMDC provides detailed guidance on the production of design codes, guides and policies to promote successful design. It builds on the ten characteristics of good design that are set out in the National Design Guide.





Building for a Healthy Life

Building for a Healthy Life (BHL) was published in July 2020 and updates Building for Life 12. BHL is a Design Toolkit for neighbourhoods, streets, homes and public spaces and has been written in partnership with Homes England, NHS England and NHS Improvement. It also integrates the findings from the three-year Healthy New Towns Programme led by NHS England and NHS Improvement. Split into three categories, the twelve considerations all relate directly to the NPPF and the National Design Guide. The twelve considerations capture the areas of design and placemaking that need most attention but are often the most overlooked, these include:

Integrated Neighbourhoods

- *Natural connections*
- *Walking, cycling and public transport*
- *Facilities and services*
- *Homes for everyone*

Distinctive Places

- *Making the most of what's there*
- *A memorable character*
- *Well defined streets and spaces*
- *Easy to find your way around*

Streets for All

- *Healthy streets*
- *Cycle and car parking*
- *Green and blue infrastructure*
- *Back of pavement, front of home*

Manual for Streets

Manual for Streets (MfS) was published by the Department for Transport in 2007 to advise how the design of streets can be enhanced and how street design can help create better places with local distinctiveness and identity. MfS mainly focuses on lightly-trafficked residential streets. The document emphasises the importance of placing a high priority on meeting the needs of pedestrians, cyclists and public transport users. MfS sets out the key principles of inclusive design:

- *Places people at the heart of the design process;*
- *Acknowledges diversity and difference;*
- *Offers choice where a single solution cannot accommodate all users;*
- *Provides for flexibility in use; and*
- *Provides buildings and environments that are convenient and enjoyable to use for everyone.*

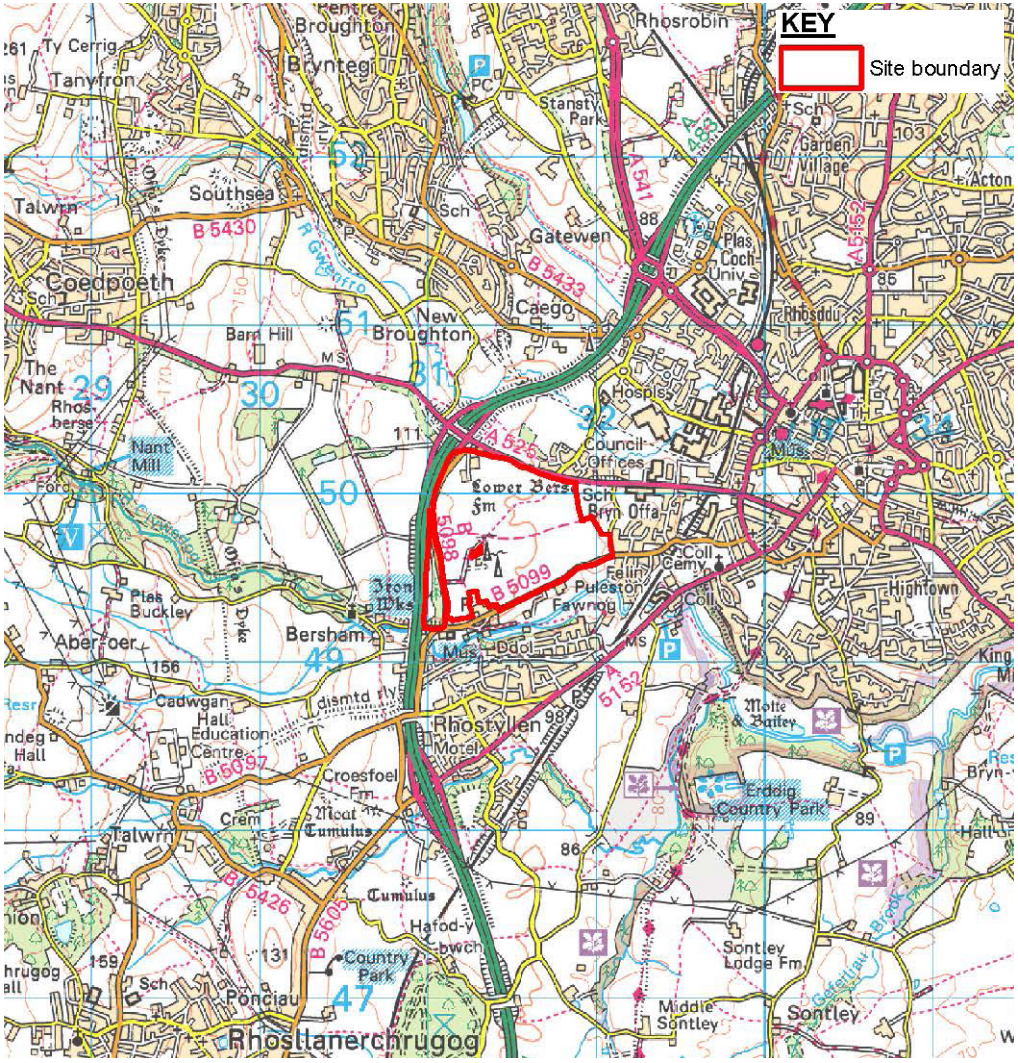
The Chartered Institution of Highways and Transportation published Manual for Streets 2 in September 2010 as an accompanying guide to MfS. It builds upon the initial guidance and explores in greater detail where and how MfS' key principles can be applied to busier streets and non-trunk roads.

The proposals for the site have been developed in accordance with MfS.

3.0 Appreciating the Site



3.0 Appreciating the Site



Strategic Context

3.1 Strategic Context

Wrexham is a city in north East Wales. It lies approximately 16km to the south west of Chester and 21km to the north of Oswestry.

The County Borough has an estimated population of 134,844 people which are concentrated along the A483 road corridor.

In the settlement hierarchy, Wrexham City is the Primary Key Settlement.

Wrexham has good transport links to Wales and England via rail and road with direct links to cities including Cardiff, Chester and Birmingham.

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3.0 Appreciating the Site

3.2 Local Facilities

The site is situated approximately 2km south west of the centre of Wrexham where there is a range of local facilities and services including retail parks and shopping centres, restaurants, banks, a post office and leisure facilities such as museums, art galleries and a cinema.

There are a number of convenience stores and supermarkets in Wrexham.

Other facilities within Wrexham include GP surgeries, dentists, a hospital, schools, places of worship, parks and sports facilities.

The site has good access to public transport with the closest bus stop within 400m and 2 train stations within 1.8km.

The Chartered Institution of Highways and Transportation suggests a maximum preferred distance of a 2000m walk for commuting trips. A 400m distance is the equivalent of a 5 minute journey on foot.

MfS defines a walkable neighbourhood as one which as a range of facilities within 10 minutes walking distance (up to 800m), but it is emphasised that this is not an upper limit. There are a number of local facilities within 800m of the site including a secondary school, leisure centre, supermarket and hospital.



Local Facilities

3.0 Appreciating the Site

3.3 Historic Context



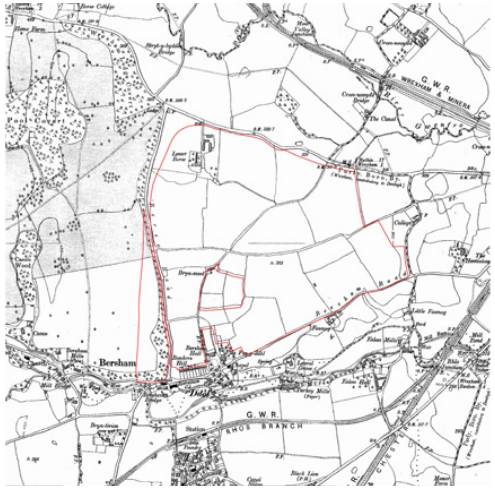
1879

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Wat's Dyke to the east of the site dates to the 8th century or earlier.

Wrexham developed as a trading town in the early 12th century and during the 14th century, prospered as a market town. By 1391, nearly half of the inhabitants of Wrexham were economic immigrants attracted by the woollen and leather industries.

The historic environment baseline assessment indicates that there are the remains of a late 14th or early 15th century timber framed hall at Lower Berse Farm. The Plas Power estate to the west of the site dates to the 15th century with part of the site to the West of Berse Lane sitting within the parkland of the estate.

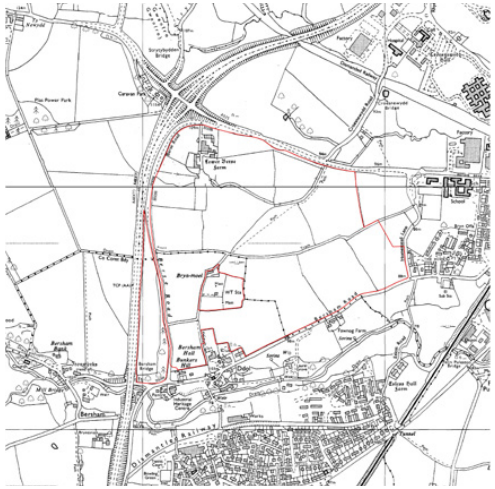


1915

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Wrexham has a strong industrial history dating back to the industrial revolution in the late 18th century when the Bersham Ironworks were established on the Plas Power estate. The ironworks produced cannons for the British army and cylinders for steam engines. Bersham village expanded in the late 18th century and 19th century including Bersham Ironworks workers housing and estate cottages.

In the 19th century, coalfields began to be exploited and steel, leather and brewing industries were established in Wrexham. By 1833 the population had expanded to 5,500 and by 1900 it was an improving commercial centre of over 15,000 people.



1992-1993

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The remodelling of the grade II* listed farmhouse at Lower Berse Farm dates to the 19th century and includes the remains of the original timber framed hall.

After WWII, these industries ceased and the town attracted new industries including engineering and the manufacturing of automotive components, packing and pharmaceuticals.

The historic mapping from 1879 shows the western extent of the site to the west of Berse Lane sitting within the parkland of the Plas Power estate. Orchards are depicted around Lower Berse Farm.



Today

Maxar, Microsoft

By 1915, the parkland of the Plas Power estate has been divided into fields.

In 1992-1993, there have been some modifications to the field boundaries within the site and additional buildings constructed at Lower Berse Farm. The Wrexham Bypass is depicted to the west of the site.

Today, there is additional development to the north of Ruthin Road and to the south of Bersham Road and Wrexham Technology Park is shown to the north.

Wrexham received city status in 2022.

3.0 Appreciating the Site

3.4 Townscape Character

Bersham Conservation Area

Bersham Conservation Area lies to the south and south west of the site. It was first designated in 1975 and the boundary was extended in 2003. The character area of Bunkers Hill and Y Ddôl lies immediately adjacent to the south western corner of the site. The Bersham Conservation Area Assessment describes the overall character of this part of the Conservation Area as 'more urban' due to the higher-density building layout. Properties predominately date back to the Victorian and Edwardian era with red bricks and terracotta ridge tiles. There is an absence of grass verges and front gardens with road surfacing and pavements dominating the streetscape.

Set back from Bersham Road is Bersham Hall which was rebuilt in 1980 from Ruabon red brick and exhibits details from the Victorian era. At the entrance to Bersham Hall, adjacent to Bersham Road, is Bersham Hall Cottage which dates back to 1906. The property is rendered with mock Tudor details. It is likely Bersham Hall Cottage was originally constructed from red brick.

Yew Tree Villages are highly prominent on the road leading down to Y Ddôl. The villas are constructed from red brick and are two-storey to the front and three-storey to the rear. Windows are Edwardian timber casements, with four panes

A number of important stone boundaries are present within the Conservation Area to the south of the site along Bersham Road.

Berse Lane is identified as an important approach to the Conservation Area from the north.

Bersham Hall, Bersham Hall Cottage, Yew Tree Village and properties along Ddôl Terrace are highlighted as buildings of visual interest.

Outside of the Conservation Area, to the south of the site, there are semi-detached properties. These are two-storey in brick, render and cladding. The dwellings are set back from the road with private drives and gardens and bound by metal railings. The properties display modern features with solar panels on the roof.



Bersham Hall



Yew Tree Cottages



Bersham Hall Cottage



Stone Wall



Bersham Lane



Semi-detached properties outside of the Conservation Area

3.0 Appreciating the Site



Areas of open space within residential development



21st Century properties in brick and render



Flats along Ruthin Road



20th Century detached residential properties



Bungalows along High Ridge Drive



Terraced properties along Edward Street

Suburban Residential Development

To the north of the site beyond Ruthin Road is 21st Century residential development. Development is typically arranged in an estate with cul-de-sacs and small areas of amenity greenspace. Properties range from two to three storey and are constructed from brick with some rendered properties, or elements of render. The majority of properties have pitched gable roofs with some hipped roofs. Properties are varied between detached, semi-detached and terraced townhouses. Properties are set back from the pavement edge by private driveways and gardens. Boundary treatments comprise low brick walls, hedges and railings.

To the east of the site off Bersham Road is 20th Century residential development comprising a mix of one and two storey properties. Properties are red brick and render with pitched roofs. Properties are set back by private driveways and front gardens. The majority of properties are detached.

Wrexham City Centre

Wrexham city centre dates back to the Medieval period with St Giles' Church forming the principal structure and focal point around which the area developed. The narrow alleys which link to the High Street retain the medieval character.

The High Street is notable for its mainly three storey properties which date back to the 18th and 19th century. During the Georgian period, many medieval properties were extended or adapted using local sandstone or local brick.

Between the suburban residential developments surrounding the site and the city centre, properties are of a higher density consisting of rows of terraced housing constructed from red brick. Many properties come to the pavement edge whilst others are set back by small private gardens. Boundary treatments typically comprise red brick and the townscape is dominated by on-street parking.

3.0 Appreciating the Site

3.5 Landscape Character

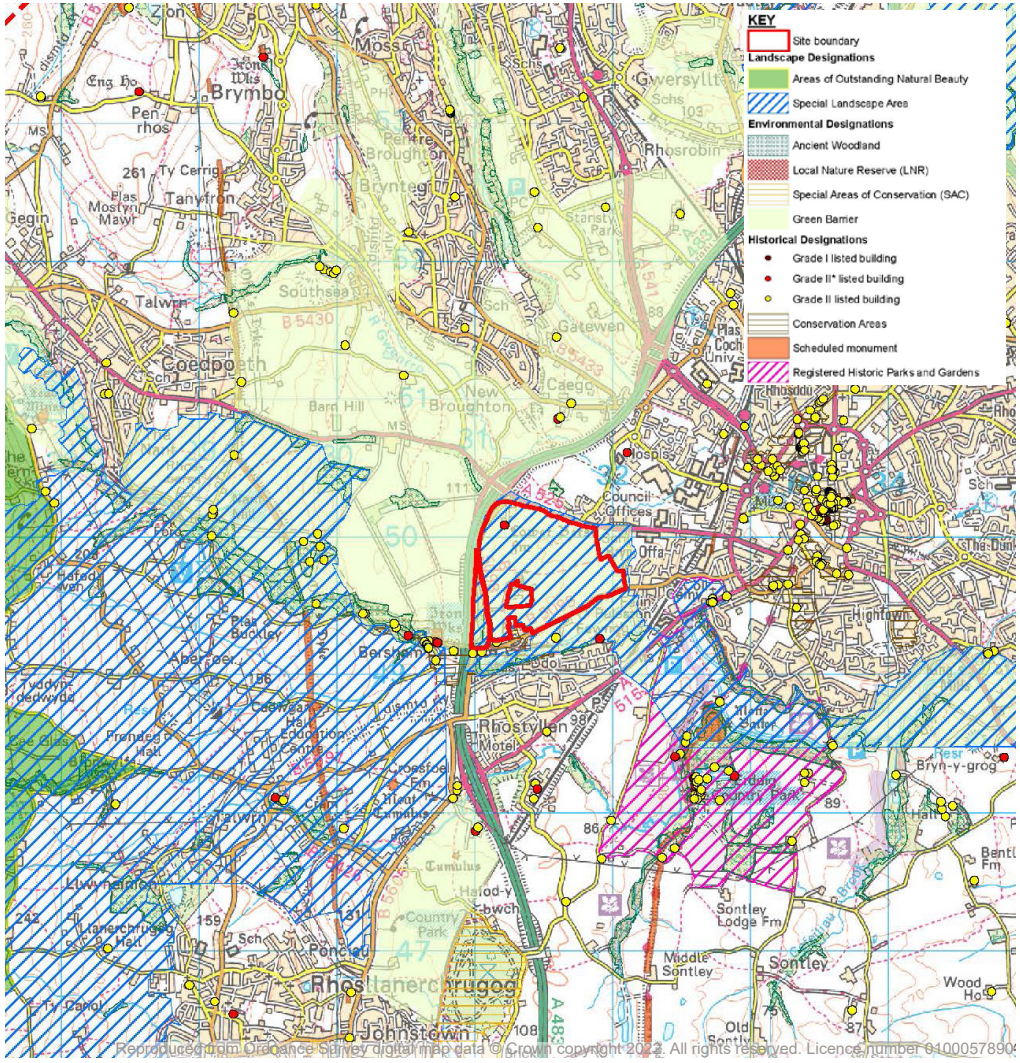
The Site is in National Landscape Character Area 13: Deeside and Wrexham and it is described as a border area, extending from the mouth of the Dee along the coast as far as Point of Ayr, and inland as far south as the Ceiriog Valley.

Key characteristics of NLCA 13 include:

- *Lowland, foothills and levels - sloping down to the lower Dee and Dee Estuary. Carboniferous Coal Measures interspersed with outcrops of Millstone Grit, Holywell shales and Cefn-y-Fedw sandstones. Glacial till, fluvio-glacial and river terrace drift overlay in parts of the valley floor, giving rise to localised gentle land form variation.*
- *A single large river, the Dee, traverses the area. The Dee opens out into a broad estuary with tidal sand and mud flats. A number of minor rivers dissect the landscape, for example, the Alyn and Eitha, and associated streams.*
- *Narrow, incised, wooded tributary valleys – many running down from the west.*
- *Mixed pasture and some arable - and farm woodland cover.*
- *Archaeology - variety of historic sites indicate the former strategic importance of the coastal route and the turbulent history of the Marchlands, including Offa's Dyke and Wat's Dyke. Late Medieval parklands and ecclesiastical and funerary sites.*
- *Urban settlements - a strongly settled character is apparent in the central and southern parts of the character area, with the relatively large, almost linked settlements of Holywell-Connah's Quay-Mold-Wrexham-Ruabon.*
- *Small settlements – outside urban areas, compact villages associated with landed estates and isolated farmsteads, or coalesced ribbon developments and encroachment upon commons, which are the legacy of the former coal and lead mining industries.'*

The Wrexham LANDMAP SPG identifies that the Site is in Landscape Character Area (LCA) 7d: West Wrexham Ridges and Valleys. Key characteristics of LCA 7d include:

- *Visually varied and complex, including lowland, valleys and hill and scarp areas;*
- *Characteristic undulating hill slopes with wooded valleys;*
- *Views towards Wrexham and the lowlands;*
- *Urban villages and Wrexham linked by roads crossing open lowland farmland area;*
- *Scattered groups of buildings in local Cefn sandstone and stone-built village cores, individuality in later additions but much standardised modern housing development.*



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Landscape and Environmental Designations

3.0 Appreciating the Site



View from Penygelly Road in Coedpath



View from Ruthin Road



View from PRoW Footpath ESC/5

3.6 Visual Environment

There are distant but clear views of the site from Penygelly Road in Coedpath to the west due to the site's lower elevation, and the ground plane of the site, hedgerows and woodland are visible. The site is seen in the immediate context of the surrounding urban area of Wrexham to the north and east.

From the eastern extent of Ruthin Road, there are open views across the north easternmost fields in the site due to the low hedgerows and lack of trees along this section of the northern boundary. Views towards the southernmost and westernmost fields, and Lower Berse Farm, are not possible due to field boundary vegetation in the site and its undulating topography. There are views towards the two telecoms masts in the site. The site is backgrounded by the Clywdian Range which rises to the west. From the western end of the road views towards the site are increasingly filtered by the trees that form part of the Site's northern boundary.

PRoW Footpath ESC/5 and BER/2 runs west to east along the River Clywedog to the south of the Bersham Road. From these footpaths, there are oblique northward views towards the Site which are glimpsed and only available through gaps in the layers of intervening vegetation.

3.0 Appreciating the Site

3.7 Site Description

The site comprises approximately 72.85ha of arable land on the western edge of Wrexham.

The site is bound by Ruthin Road to the north, Brickfield Rangers FC and Homestead Lane to the east, Bersham Road to the south and the A483 to the west. Berse Lane divides the site into two distinct parcels of land and forms a link between Bersham Road and Ruthin Road.

A wooded corridor, with hedgerow and trees, occupies the central part of the site. The remainder of the site is predominantly medium sized arable fields. West of Berse Lane there is a wide wooded belt enclosing a linear shaped arable field which is next to the A483.

Lower Berse Farm lies in the north western corner of the site which is designated as a Grade II* Listed Building.

There is a small watercourse in the northern part of the site, south of Lower Berse Farm, between Berse Lane and Ruthin Road/Croesnewydd Road.

The majority of the site is at very low risk of flooding. There are small areas at high risk of flooding in the north west corner of the site and adjacent to the northern boundary.

There is a network of Public Rights of Way (PRoW) throughout the site. A PRoW Bridleway (BER/3) runs east-west through the centre of the site along the wooded corridor. A PRoW footpath (BER/4) extends northwards from the Bridleway to Ruthin Road. Extending south from the Bridleway is a Byway Open to All Traffic (BOAT) (BER/4) which connects to Berse Lane. PRoW Footpath BER/5 connects the BOAT to Bersham Road to the south.

The site is not subject to any ecological designations. The tree belt in the south western extent of the site adjacent to Berse Lane is designated as Restored Ancient Woodland. The site is currently designated as a Special Landscape Area and Green Barrier.



Site Aerial

3.0 Appreciating the Site



1. View to Lower Berse Farm and adjacent field from Berse Lane



2. Lower Berse Farm



3. Lower Berse Farm



4. View along Ruthin Road towards the site and the Clwydian Range in the distance



5. View along the existing watercourse and northern field



6. View across north eastern extent of the site from Ruthin Road



7. PRoW Bridleway entrance from Homestead Lane



8. View south along Homestead Lane



9. View east across the site from Berse Lane

3.0 Appreciating the Site



10. View north west across the site from the PRoW Bridleway towards Lower Berse Farm



11. View north east across the site from the PRoW Bridleway



12. View south west towards Berse Lane and the rear of property Bryn-moel that backs onto the site



13. View north east across the site from PRoW Footpath BER/5



14. View west across the site towards the tree belt adjacent Berse Lane



15. View east across the southern extent of the site

3.0 Appreciating the Site



16. View of the western field adjacent to the A483



17. View north across the site from the PRoW Bridleway towards Ruthin Road with existing residential development visible



18. View south across the site from the PRoW Bridleway towards Bersham Road



19. View east along the PRoW Bridleway



20. View along Bersham Lane and southern boundary of site



Photograph Locations

3.0 Appreciating the Site

3.8 Surrounding Context

To the north of the site beyond Ruthin Road is 21st Century residential development, employment development and Wrexham Maelor Hospital.

To the east is Brickfield Ranges FC with a number of sports pitches. Beyond this is Ysgol Clywedog School and Clywedog Leisure and Activity Centre with associated sports pitch. 20th Century residential development also lies to the east of the site.

South of Bersham Road is an area of agricultural land which is enclosed by a wooded corridor before land drops down to the River Clywedog. Bersham and Rhostyllen villages lie to the south of the river. Bersham is designated as Conservation Area. The northern boundary of the Conservation Area extends to the southern boundary of the site.

Agricultural land lies to the west of the site beyond the A483 which is enclosed by woodland blocks further to the west.



View from Ruthin Road looking towards the site with agricultural land beyond



Residential development to the north of the site



Playing fields to the east of the site



Ysgol Clywedog School to the east of the site

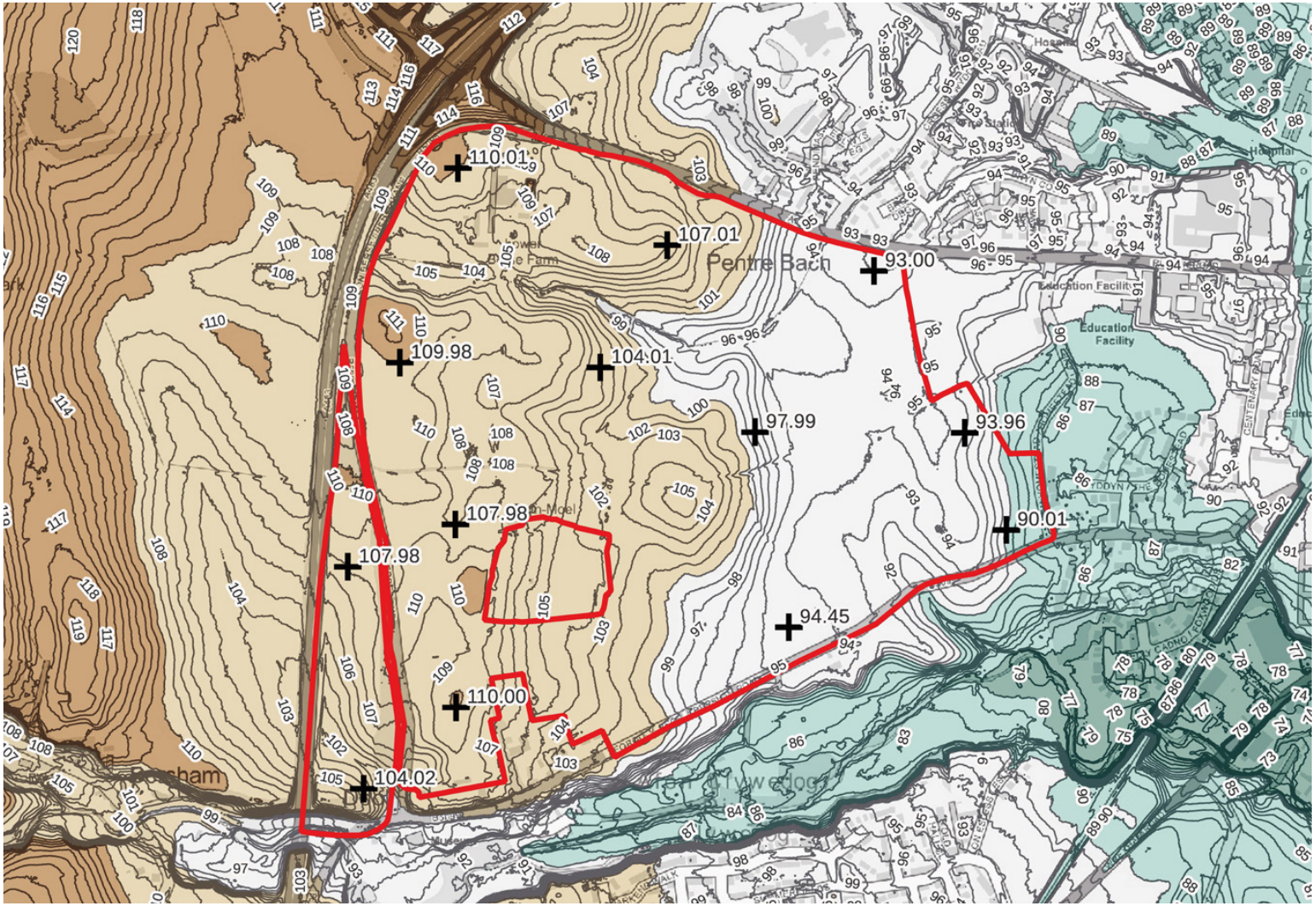


Bersham Road to the south of the site



Black Lion Pub along Bersham Road to the south of the site

3.0 Appreciating the Site



Extract from Flood Consequences Assessment & Drainage Strategy (November 2022) by Waterco

3.9 Topography

The site rises from the eastern boundary (approx. 90m AOD) towards the west where it reaches 110m AOD near the A483. There is some localised variation in the landform due to a meandering watercourse in the north western part of the site, near to Lower Berse Farm.

3.0 Appreciating the Site

3.10 Active Travel

Walking

There is a footway along the northern side of Ruthin Road opposite the site. There is a footway along the southern side of Bersham Road, however, this does not extend along the entire extent of the site's southern boundary. There are no footway along Berse Lane or Homestead Lane.

There is a network of Public Rights of Way (PRoW) throughout the site. A PRoW Bridleway (BER/3) runs east-west through the centre of the site along the wooded corridor. A PRoW footpath (BER/4) extends northwards from the Bridleway to Ruthin Road. Extending south from the Bridleway is a Byway Open to All Traffic (BOAT) (BER/4) which connects to Berse Lane. PRoW Footpath BER/5 connects the BOAT to Bersham Road to the south.

Beyond the site to the west is the Clywedog Trail, a 9-mile recreational route which follows the course of the River Clywedog.

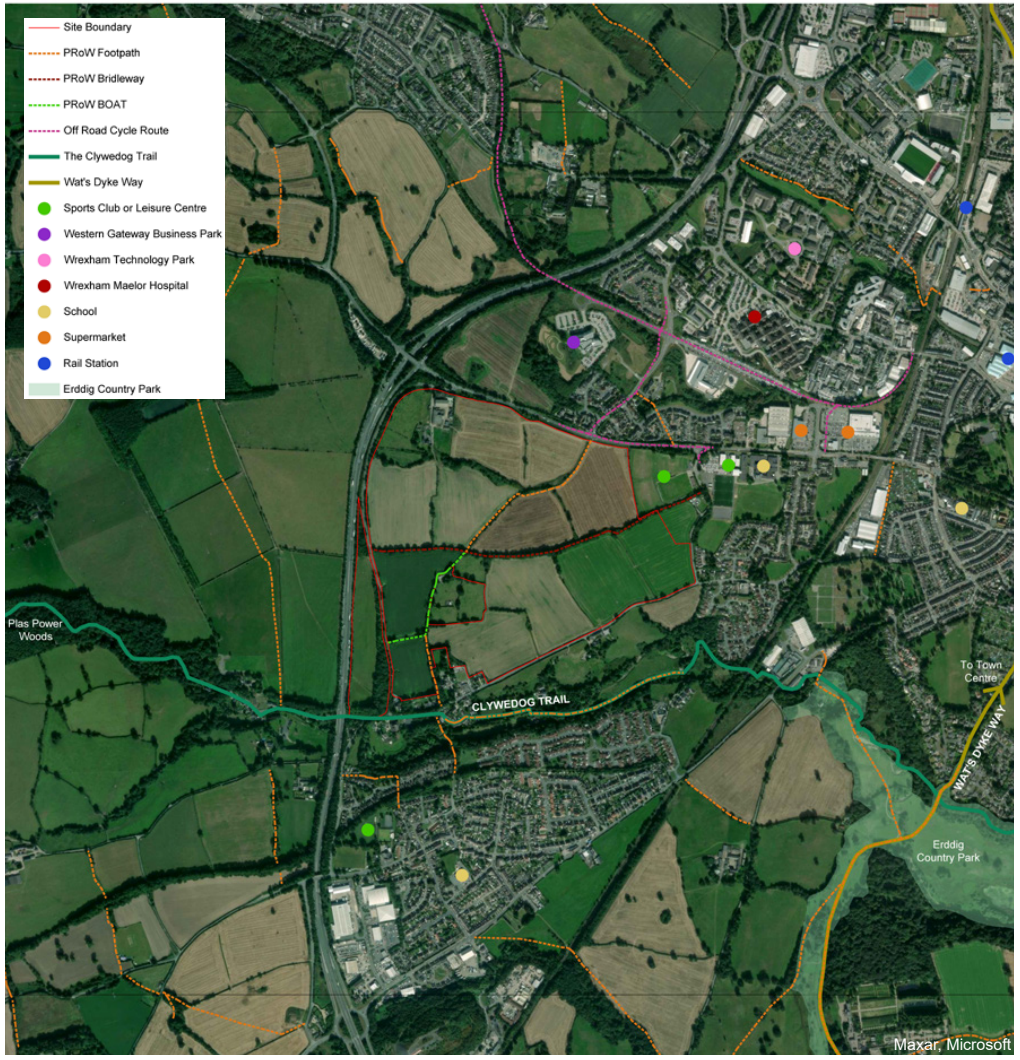
The Chartered Institution of Highways and Transportation suggests a maximum preferred distance of a 2000m walk for commuting trips. A 400m distance is the equivalent of a 5 minute journey on foot.

MfS defines a walkable neighbourhood as one which as a range of facilities within 10 minutes walking distance (up to 800m), but it is emphasised that this is not an upper limit. There are a number of local facilities within 800m of the site including a secondary school, leisure centre, supermarket and hospital.

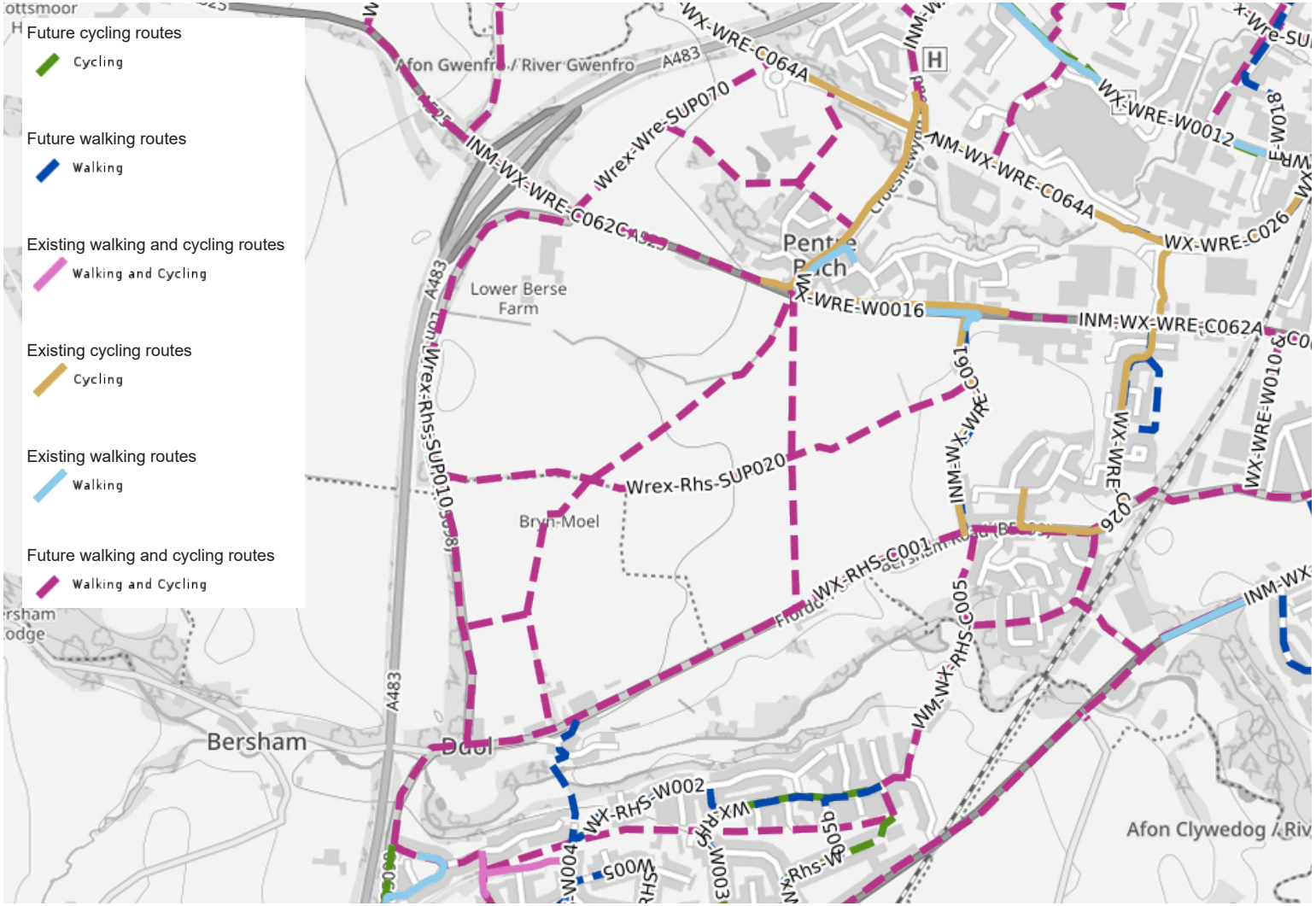
Cycling

A shared cycle lane/footway extends for approximately 85m along the northern side of Ruthin Road. There are no other designated cycle routes or cycle lanes within the vicinity of the site. The closest part of the National Cycle Route is route 85 which lies approximately 7.6km to the south west.

It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of a longer journeys by public transport. Wrexham City Centre is within a 2.5km cycle journey of the Application Site.



3.0 Appreciating the Site



Source:https://datamap.gov.wales/maps/active-travel-network-maps/view?center=-3.164182282524096,52.98598479857865&zoom=5#/

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Active Travel Network Map

The Active Travel (Wales) Act 2013 requires local authorities to enhance active travel journeys and produce Active Travel Network Maps (ATNM) showing existing and future active travel routes for walking and cycling.

In 2022, Wrexham County Borough Council produced the Active Travel Network Map (ATNM) for Wrexham which was submitted to Welsh Government for Approval.

Opposite is an extract of the Wrexham Active Travel Network Map (ATNM) showing the following routes across the site and to the immediate surrounds identifying:

- *future walking and cycling routes that require improvement and where new routes are needed.*
- *Existing walking and cycling routes that already meet the appropriate standard for design of an active travel route*
- *related facilities*

The ATNM identifies a number of Future Walking and Cycling Routes across the Site and adjacent to the Site boundaries comprising:

- *Bridleway (BR/3 and WRE/21) that crosses the site east to west between Berse Lane and Homestead Lane (Wrex-Rhs-SUP020);*
- *PRoW (BR/4 and BR/5) that cross the site north to south between Berse Lane/Bersham Road and Ruthin Road at the junction with Croesnewydd Road;*

3.0 Appreciating the Site

- *a new north south walking and cycling route across the site between Bersham Road and Ruthin Road at the junction with Croesnewydd Road;*
- *A525 Ruthin Road, along the site's northern boundary, between Heritage Way and Croesnewydd Road (INM-WX-WRE-C062C);*
- *Bersham Road B5099, along the site's southern boundary, between Homestead Lane and Berse Lane (WX-RHS-C001); and*
- *Berse Lane along the site's western boundary.*

The ATNM also identifies the following existing and future active travel routes adjacent to the site boundaries:

- *Homestead Lane as a Future Walking Route and Existing Cycling Route adjacent to the site's eastern boundary (INM-WX-WRE-C061);*
- *A525 Ruthin Road as an Existing Cycling Route and Existing Walking Route between Croesnewydd Road and Homestead Lane along the site's northeast boundary (WX-WRE-W0016); and*
- *Croesnewydd Road as an Existing Cycling Route and Existing Walking Route north of the site; and*
- *Homestead Lane*



A525 Ruthin Road adjacent the site's northern boundary has a narrow footway on one side and is proposed as an ATNM Future Walking and Cycling Route



Berse Lane along the site's southern boundary has no footways east of Bersham and is proposed as an ATNM Future Walking and Cycling Route



Homestead Lane along the site's eastern boundary is an ATNM Existing Cycling Route but has no footways and is proposed as an ATNM Future Walking Route



Berse Lane adjacent the site's western boundary has no footways and is proposed as an ATNM Future Walking and Cycling Route



Vehicular Accessibility

Public Transport

Wrexham Central Train Station and Wrexham General Train Station lie approximately 1.75km and 1.8km to the north east of the site in the city centre respectively. Wrexham Central stations provide direct connections to settlements in north Wales and the Wirral including Hope, Shotton, Heswall and Bidston. Wrexham General provides direct connections to destinations including Cardiff, Crewe, Carmarthen, Birmingham and Holyhead.

The closest bus stop lies approximately 400m to the north of the centre of the site on Croesnewydd Road. This bus stop provides access to route TL2 which is a circular route through Wrexham city centre to the western extent of Wrexham.

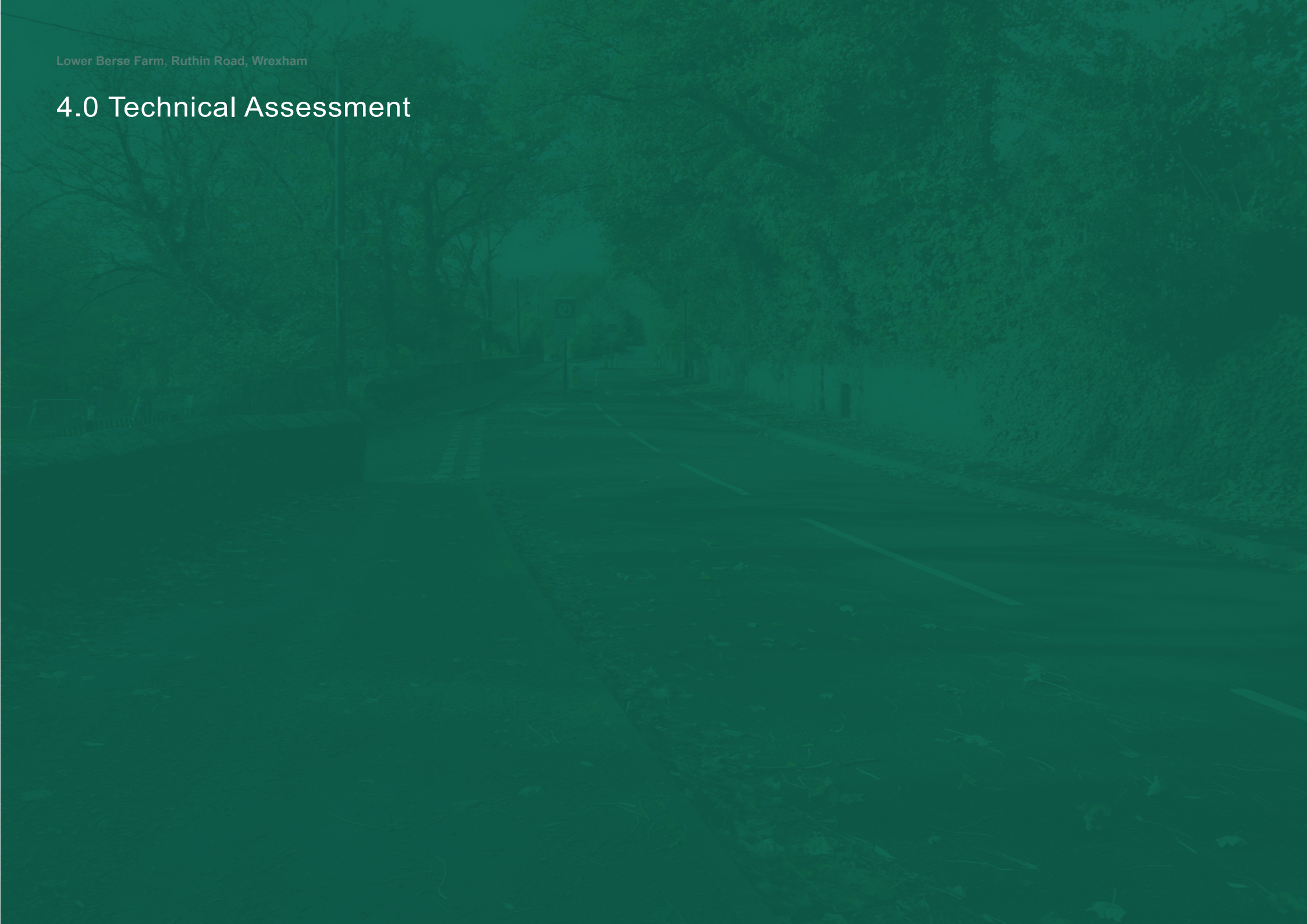
Vehicle

Ruthin Road which lies to the north of the site is a principal road which connects Wrexham city centre to the east to the A483 to the west. Beyond the A483, this road connects to Denbigh.

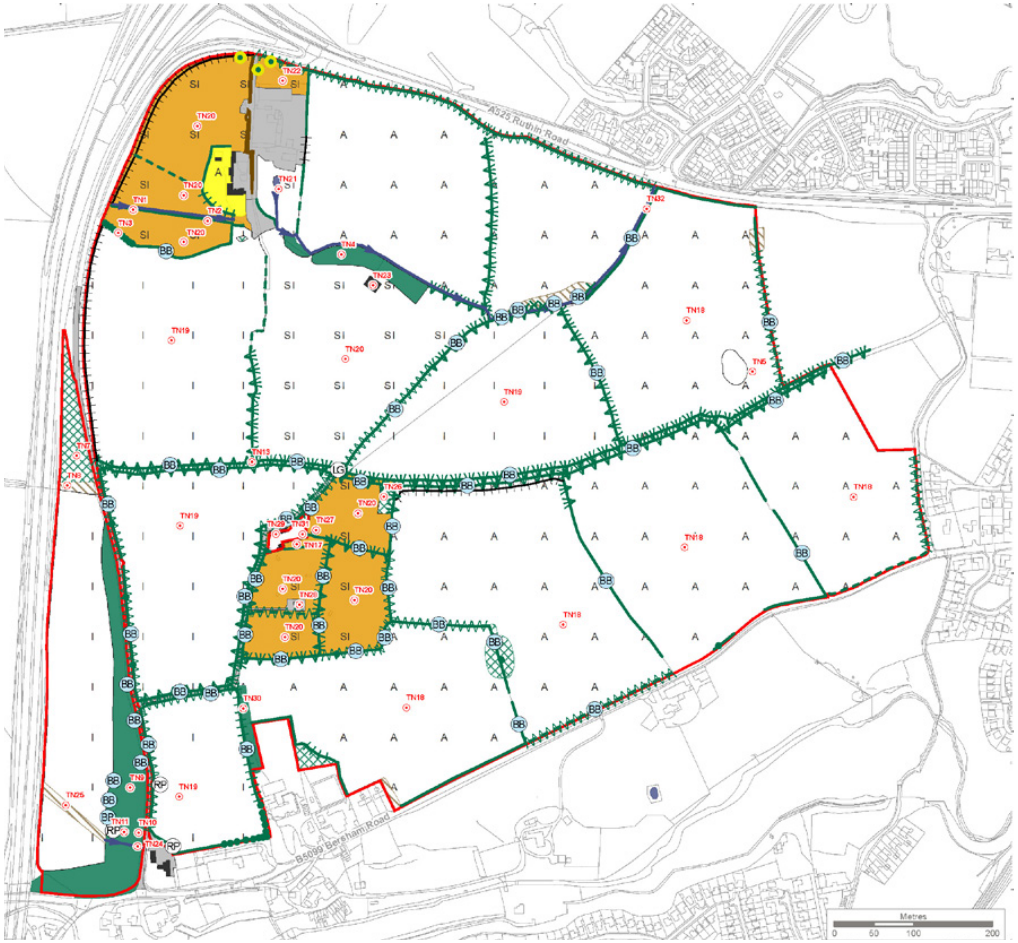
The A483 runs in a north-south direction adjacent to the site. To the north the A483 provides connections to Chester, whilst to the south it provides connections to Oswestry.

Bersham Road to the south of the site connects Wrexham city centre and Rhostyllen, carrying local traffic. It is subject to a 30mph speed limit with traffic calming features. Homestead Lane which forms the site's eastern boundary connects Ruthin Road to Bersham Road.

4.0 Technical Assessment



4.0 Technical Assessment



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Phase 1 Habitat Survey

4.1 Ecology

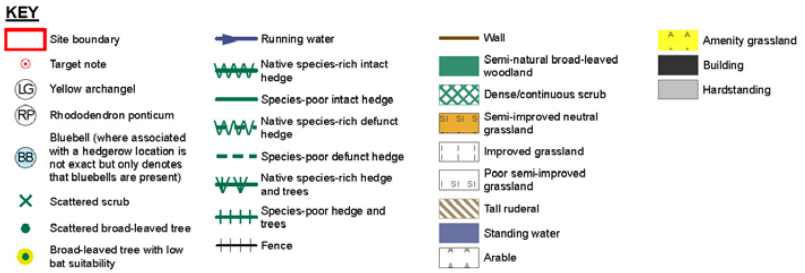
An Ecological Assessment was undertaken by TEP.

There are four internationally statutory designated wildlife sites within 10 km of the site; Johnstown Newt Sites SAC, Clwyd/Berwyn and South Clwyd Mountains SAC, Midland Meres and Mosses Phase 2 Ramsar and River Dee and Bala Lake/Afon Dyfrdwy a Llyn Tegid SAC. There are five nationally statutory designated SSSIs within 5 km of the site. No statutory or non-statutory designated wildlife sites lie within or adjacent to the site.

The site is predominantly comprised of agricultural grazing pasture and cropland, with other habitats including; a narrow belt of woodland identified as ancient woodland within the south-west corner of the site, semi-improved neutral grassland, hedgerows, scrub, semi-natural broad-leaved woodland, scattered broad-leaved trees and standing and flowing water. Native bluebell is present along multiple hedgerows, within woodlands and along the old green lane traversing the site. Invasive non-native plant species recorded within the site include rhododendron and variegated yellow archangel.

Eighty trees within or adjacent to the site were identified as having bat roost habitat suitability. A single day roost of pipistrelle bats was recorded in T25 during nocturnal surveys. A total of 37 bird species were recorded within the site boundary and 100 m survey buffer, representing a moderate species diversity with many of the species recorded being commonplace and widespread. No amphibians were recorded within the site during surveys though great crested newt, common frog, common toad, palmate newt and smooth newt have been recorded within 2km of the site. Other notable species likely to be present based on habitats present and historic records include hedgehog and polecat and common and widespread invertebrate species.

Temporary construction and ongoing operational effects were identified, many of which are avoided through a combination of scheme design, embedded and additional mitigation.



4.0 Technical Assessment

4.2 Arboriculture

An Arboricultural Impact Assessment has been undertaken by Shields Arboricultural Consultancy.

The survey recorded 86 individual trees, 50 groups of trees, 43 hedgerows and 2 areas of woodland which are categorised as 46 Category A, 60 Category B, 68 Category C and 7 Category U.

No checks have been undertaken to establish the status of the trees with regards to Tree Preservation Orders or Conservation Areas and some hedges subject to the Hedgerow regulations.

Tree cover at the site is typical of an agricultural landscape, with both individual and groups of trees situated around the boundaries of the site and along hedgerows and watercourses. The most significant arboricultural features on the Site are area of restored ancient woodland in the south west section adjacent to Bersham Road and Berse Lane, the linear group of trees and shrubs running east west through the site along the line of the bridleway, a second linear group running along the watercourse to the south east of the farm house and a number of individual large mature specimen trees situated in hedgerows. Also of significance are the groups of trees that provide screening of the Site from existing adjacent residential properties particularly those on the south boundary around Bersham Hall and those which provide screening from the highway.

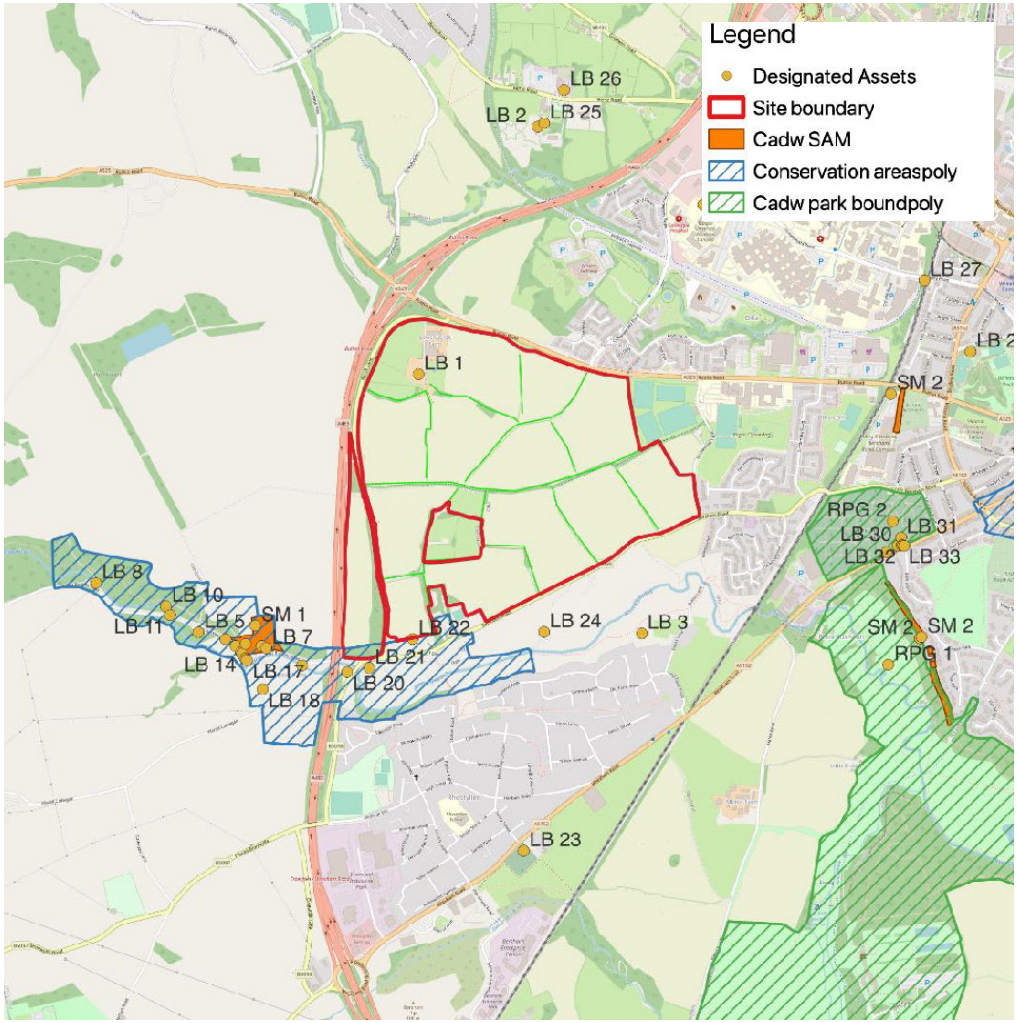
Analysis of canopy cover using National Tree Map indicates around 12% - 14% canopy cover across the site.

A search of the ancient tree inventory indicates that there are no veteran trees recorded on the site, although trees T24, T28 & T172 have veteran characteristics and should be considered as such.



Tree Constraints Plan

4.0 Technical Assessment



Location of Designated Heritage Assets

4.3 Heritage

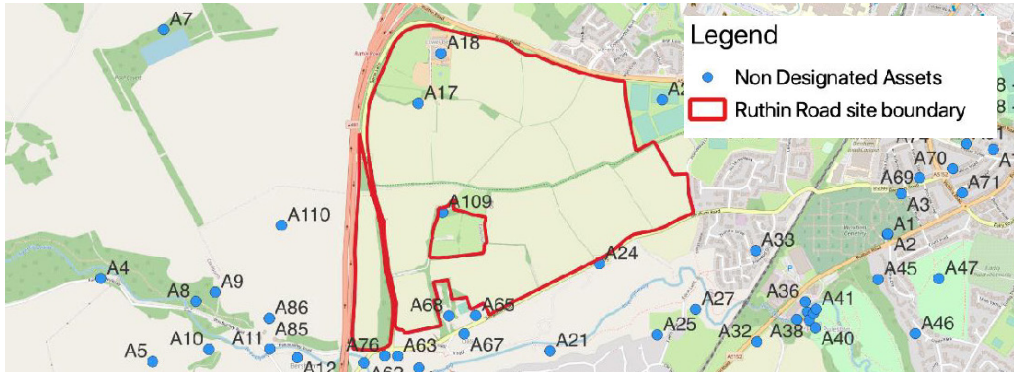
A Desk-based Historic Environment Assessment has been prepared by Heritage Archaeology.

There is one designated historic asset within the site, the Grade II* Lower Berse Farmhouse. The farmhouse includes elements of a 14th -15th century timber framed hall as well as later extensions and alterations. It is an asset of high historic, aesthetic and evidential value given its period and condition.

The site includes four recorded historic assets, comprising the potential medieval moat at Lower Berse Farm, the post medieval farmstead at Lower Berse, the Pritchards Tenements (now Bryn moel) and the former extent of the park and garden at Plas Power.

The parts of the site that can be experienced in association with Bersham Conservation Area, Bersham Ironworks (1 and associated listed buildings, 1-3 Laurel Grove and non-designated Fawnog farmstead and therefore provide context to the rural location of these assets are considered to be within the setting of those historic assets. The site does then in part makes a positive contribution to the heritage values of these assets, within the limited context described above.

The site has a low potential for as yet unrecorded archaeology to be present dating from the prehistoric, Roman, and early medieval periods. There is a moderate to high potential for medieval and post medieval archaeology, although that would most likely be of local significance associated with the documented medieval and post medieval agricultural use of the site, and therefore low heritage value.



Location of Non Designated Heritage Assets

4.0 Technical Assessment

4.4 Landscape and Visual

A Landscape and Visual Impact Assessment has been carried out by TEP.

The site comprises agricultural land. Landscape features within the site boundaries include mature and established hedgerows; and some woodland tree belts. The site lies on the western urban edge of Wrexham and will inevitably see a permanent change in land use.

The site is within a Special Landscape Area as designated in the 2005 UDP. The draft Local Development Plan proposes the removal of this allocation from the Site.

The site is also located within a Green Barrier, the primary purpose and function of which is to maintain settlement separation. The draft Local Development Plan proposes the removal of this allocation from the site.

At the district level the site is in LCA 7d: West Wrexham Valleys and Ridges. This area is characterised by lowland, valleys, hills and scarp with wooded valleys.

The site is visually well contained by existing vegetation along all site boundaries and existing development to the north and east. There are some middle and long-distance views towards the site from the west, where the site is seen in conjunction with the existing edge of Wrexham.

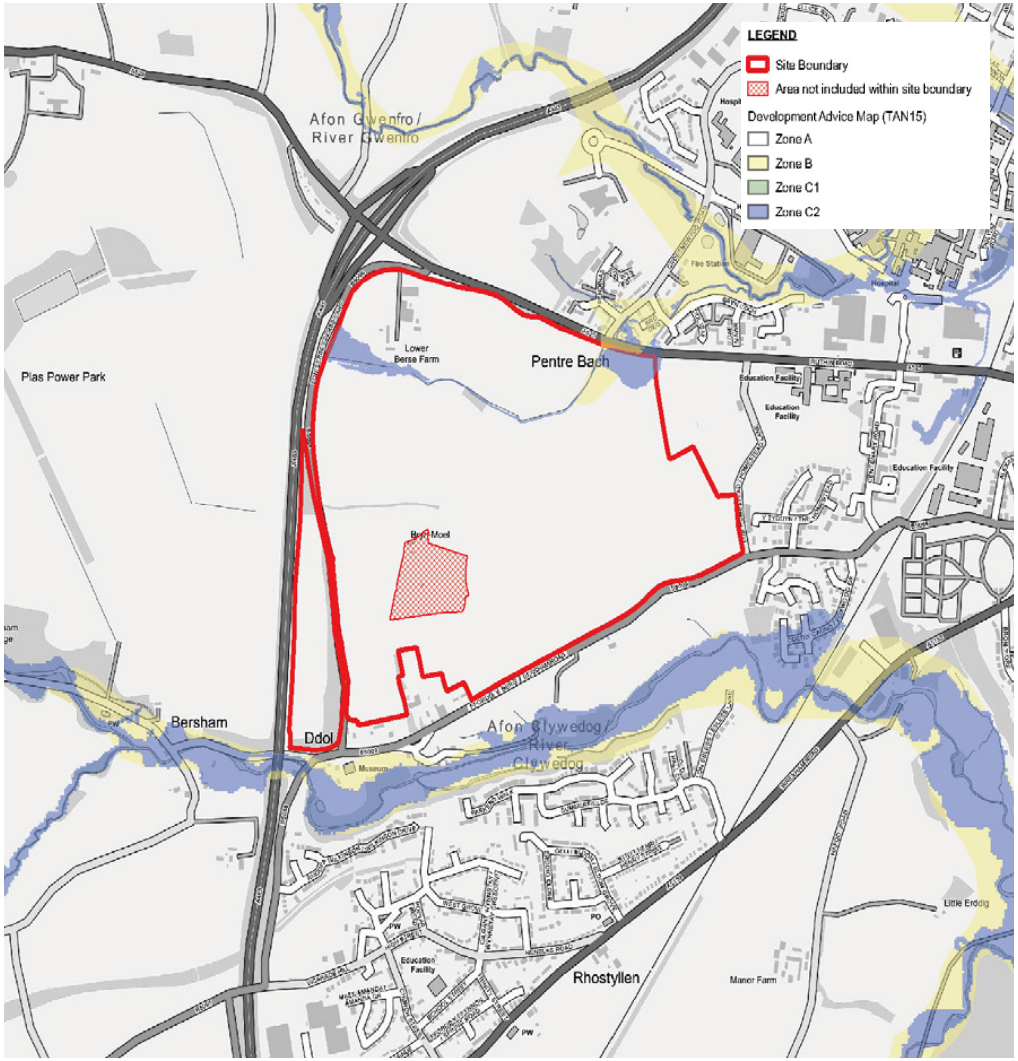
The primary views towards the site are from PRoW which run through the site boundaries and the local road network, including the minor lanes to the east and south of the site, Ruthin Road to the north and the A483 to the west.

The assessment has identified that the Proposed Development would have a restricted landscape and visual impact, with the most significant impacts occurring in close proximity to the site.



Landscape Context

4.0 Technical Assessment



NRW Advice Map

4.5 Flood Risk

A Flood Consequences Assessment & Drainage Strategy has been prepared by Waterco.

The majority of the site is located within Flood Zone A on the Welsh Government Development Advice Map– an area considered to be at little or no risk of fluvial or tidal flooding, with a less than 0.1% (1 in 1000) annual probability of flooding.

Land at the north eastern boundary adjoining Ruthin Road is identified as being located within Flood Zone C2 – an area considered at flood risk, without significant defence infrastructure, with a 0.1% (1 in 1000) or greater annual probability of flooding. The Flood Zone C2 extent in this location is associated with the unnamed watercourse which crosses the northern extent of the site and becomes culverted beneath Ruthin Road.

Land in the north western extent of the site is also shown within Flood Zone C2. The Flood Zone C2 extent in this location is associated with the unnamed watercourse which crosses the northern extent of the site and generates as a result flood flows backing up behind an existing culvert beneath an agricultural land crossing.

The risk of flooding from all sources has been assessed. The main potential source of flooding at this site is fluvial flooding from the unnamed watercourse which flows through the northern extent of the site.

Ground investigations including infiltration testing shows that infiltration techniques appear feasible in a number of locations on site. Where infiltration techniques are feasible, individual property soakaways will be used together with permeable surfacing on private driveways. Where infiltration techniques are not feasible, surface water runoff will be discharged to the unnamed watercourses crossing the site and the River Clywedog.

5.0 Design Evolution

5.0 Design Evolution

5.1 Constraints

An assessment has been carried out to understand the constraints that are likely to affect the developability of the application site. These include planning, urban design, landscape, environmental and engineering constraints.

This has identified that there are no physical constraints which would inhibit the development of the application site. Several constraints have been identified, however, which will need to be addressed in the design of the development.

Planning and Historic Environment

- *Bersham Conservation Area within the southwest corner and immediately to the south of the application site.*
- *Grade II* listed Lower Berse Farmhouse within the application site.*
- *Grade II and Grade II* listed buildings immediately to the south of the site.*
- *An area of ancient woodland in the southwest of the application site. A 15m buffer is shown to the ancient woodland.*
- *Non designated heritage assets, comprising the potential medieval moat at Lower Berse Farm and the post medieval farmstead at Lower Berse.*
- *Non designated heritage asset the Pritchards Tenements (now Bryn moel) and the former extent of the park and garden at Plas Power.*

Landscape and Views

- *Existing features such as high and moderate quality trees and hedgerows.*
- *An existing pond sits to the east of Lower Berse Farm farmhouse.*
- *Views towards the Clwydian Range from the eastern part of Ruthin Road.*
- *Views from PRoW that cross the site and the surrounding local road network.*
- *Views from properties close to the site boundaries on Ruthin Road, Bersham Road, Homestead Lane and Bryn-moel at the centre of the site.*

Flooding

- *A watercourse runs east west through the application site in the north and another sits in the south west corner of the site between the A483 and Berse Lane. An 8m offset is shown to the existing watercourses.*
- *Flood Zone B in the northeast corner of the site.*
- *Flood Zone C1 in the north of the site along the watercourse.*
- *Flood Zone C2 in the northwest and northeast of the site.*

Ecology

- *Several trees have been identified as broad-leaved with low bat suitability.*
- *Several important hedgerows have been identified.*

Active Travel

- *A network of Public Rights of Way (PRoW) run through the application site.*
- *A PRoW Bridleway (BER/3 and WRE/21) runs east-west through the centre of the application site along the wooded corridor.*
- *A PRoW footpath (BER/4) extends northwards from the Bridleway to Ruthin Road.*
- *Extending south from the Bridleway is a Byway Open to All Traffic (BOAT) (BER/4) which connects to Berse Lane.*
- *PRoW Footpath BER/5 connects the BOAT to Bersham Road to the south.*
- *The Clywedog Trail long distance path runs to the south of the application site.*
- *A network of off-road cycling routes lies to the north of the site.*
- *Bersham Road does not have any footpaths between Bersham Village and Homestead Lane.*
- *Berse Lane does not have any footpaths and has a 50mph speed limit.*
- *Homestead Lane does not have any footpaths.*

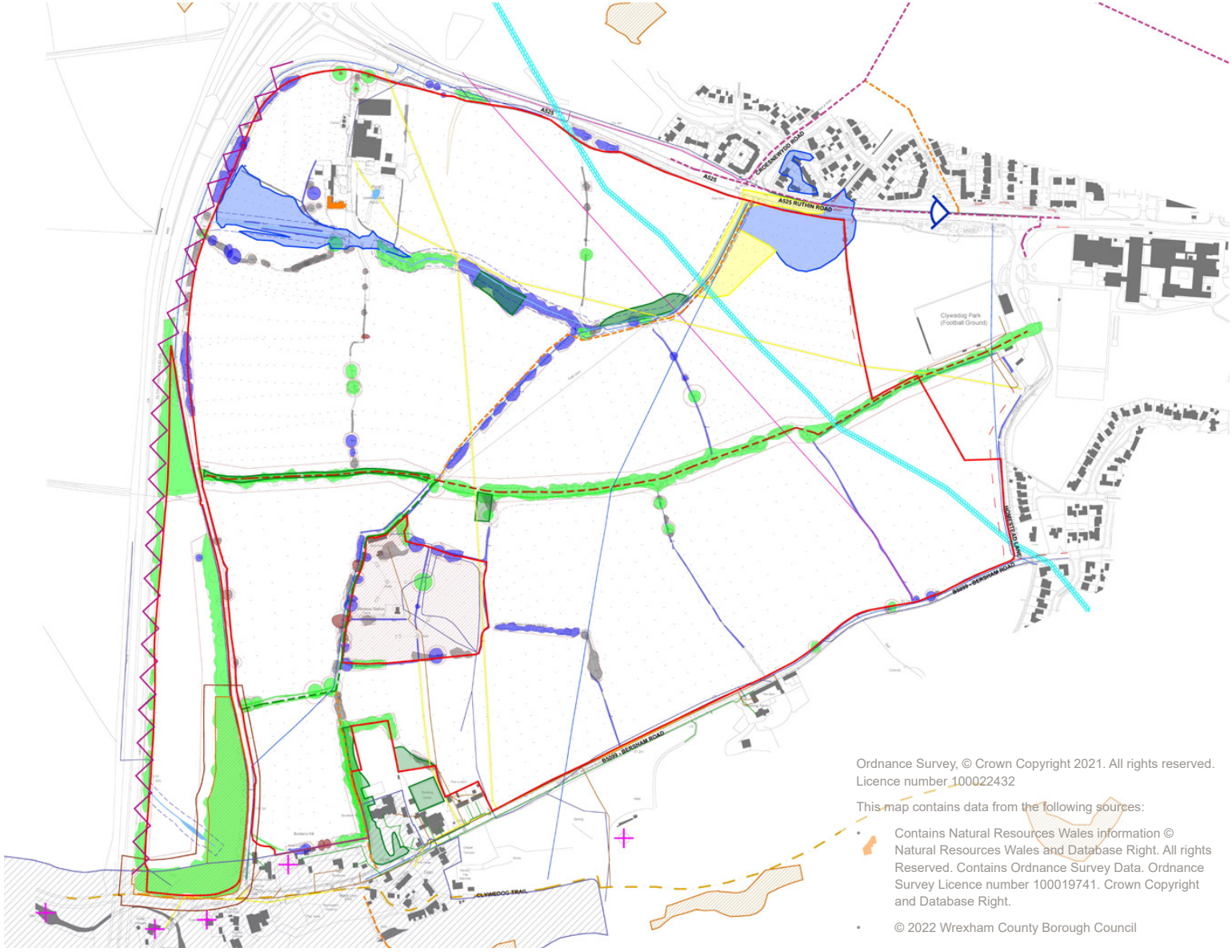
Noise

- *Daytime noise risk from the A483 due to noise levels of up to 68 dB along the western edge requiring good acoustic design with buildings fronting the A483 with minimal gaps between dwellings.*

Utilities

- *High Voltage Electrical Cables*
- *Low Voltage Electrical Cables*
- *Overhead Lines*
- *BT Openreach*
- *Virgin Media*
- *Water - Clean Water Aqueduct*
- *Welsh Water, Sewer with easement*
- *Gas Main*

5.0 Design Evolution



Constraints Plan

Key

Existing

- Application Boundary (72.85ha)
- Tree Root Protection Areas (RPA)
- Category A Trees/Hedgerows/Groups/Woodlands
- Category B Trees/Hedgerows/Groups/Woodlands
- Category C Trees/Hedgerows/Groups/Woodlands
- Category U Trees/Hedgerows/Groups/Woodlands
- Ancient Woodland
- Ancient Woodland 15m Buffer
- Broad-leaved tree with low bat suitability
- Watercourse
- 8m offset from watercourse
- Public Right of Way (PRoW) Footpath
- Public Right of Way (PRoW) Bridleway
- Public Right of Way (PRoW) BOAT
- Public Right of Way (PRoW) Long distance path
- Off-road cycling route
- Flood Zone B - Areas known to have flooded in the past.
- Flood Zone C1 - Areas of floodplain that are developed and served by significant infrastructure.
- Flood Zone C2 - Areas of floodplain without significant flood defense infrastructure
- Telecoms Mast Exclusion Zone
- Listed buildings - Grade II*
- Listed Buildings - Grade II
- Conservation Area
- View towards Clwydian Range Esclusham/Ruabon Mountain
- Day Time Noise Constraint, Good Acoustic Design Required

Services

- HV Cables
- LV Cables
- OHL
- BT Openreach
- Virgin Media
- Water - Clean Water Aquiduct
- Welsh Water, Sewer with easment
- Gas Main

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5.0 Design Evolution

5.2 Opportunities

An assessment of the application site and its setting has identified the following design opportunities:

- *Sensitively integrate the application site within its setting regarding transport, flooding, noise, ecology, landscape, conservation, and open space.*
- *Main site access points on the A525 Ruthin Road and Bersham Road.*
- *Prioritise Active Travel through the site in line with the ATNM, providing walking and cycling routes along PRoW to integrate the site into its surroundings and connect to key destinations in the wider area.*
- *Integrate the existing PRoW, PRoW Bridleway, BOAT and footpaths into the design to provide high quality green active travel routes for pedestrians and cyclists.*
- *Develop an east-west green Active Travel corridor through the application site along the PRoW Bridleway with buffers to development and as a wildlife corridor.*
- *Create a northeast southwest green Active Travel link through the site along PRoW connecting Bersham to key facilities in Wrexham and as a wildlife corridor.*
- *Support delivery of ATNM proposals for Active Travel Future Walking and Cycling Routes along Ruthin Road, Bersham Road, Berse Lane and Homestead Lane.*
- *Consider potential opportunity for closure of Berse Lane and Homestead Lane to create Active Travel 'Greenways' for pedestrians and cyclists.*
- *Create a sensitive, green, high-quality gateway frontage to the A525 Ruthin Road.*
- *Create a sensitive edge to Bersham Road to allow a suitable transition to Bersham Conservation Area.*
- *Retain an area of strategic open space to the south of the application site to act as a Green Wedge between Wrexham and Bersham.*
- *Retain existing landscape features comprising hedgerows, trees and woodland including important hedgerows, veteran trees, and ancient woodland and use to create a strong landscape framework.*
- *Retain the existing unnamed watercourse through the northern part of the site and associated vegetation as a feature to break up development and as a wildlife corridor.*
- *Provide drainage attenuation basins integrated at low parts of the application site and swales along primary roads.*
- *Protect heritage assets and sensitively integrate with Grade II* listed Lower Berse Farmhouse and it's setting.*
- *Sensitively integrate with Bersham Conservation Area and create a rural character along Bersham Road and Berse Lane with existing landscape and boundary features retained.*
- *Consider noise and air pollution for development along the A483 and Ruthin Road.*



5.0 Design Evolution

5.3 Design Development

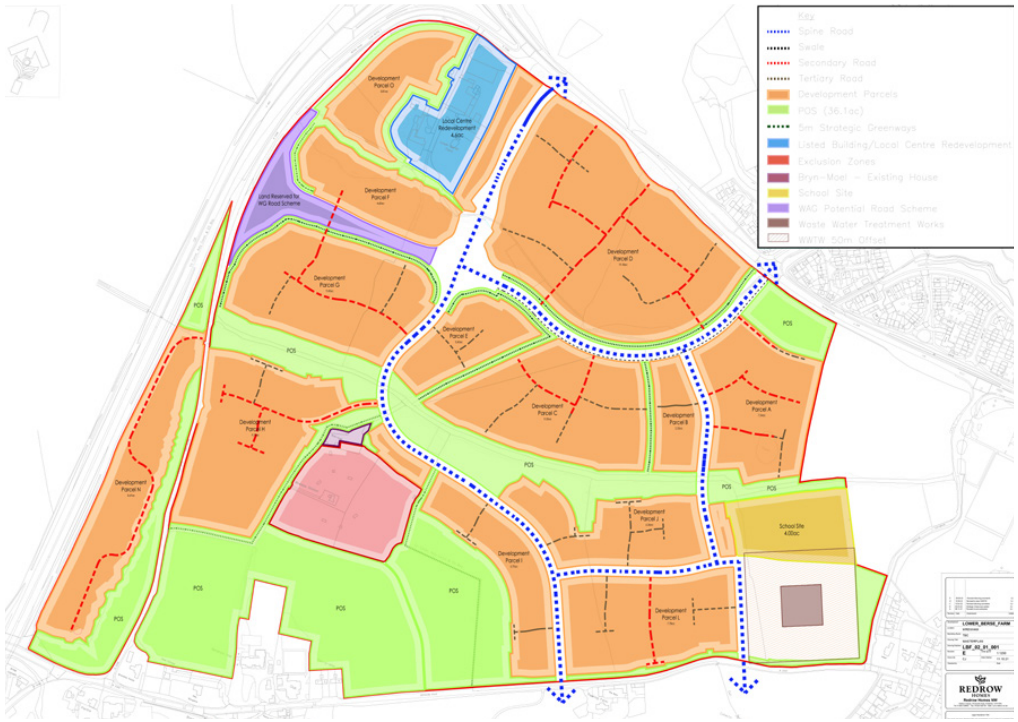
This 2016 plan below comprised circa 1550 dwellings and included land to the north east outside the application boundary.

A country park is denoted to the south of the site and a linear park is shown running east-west through the centre of the site. The location of the school and community facilities is shown outside the site boundary in the north-east corner on the existing football club land.

The following Parameter Plan developed and shown opposite comprises circa 1200 dwellings.

The plan shows the possible location of a waste water treatment works in the south-east corner with a school site to the north, land has been reserved for the potential future Welsh Government road scheme to junction 4 of the A483 and the local centre is shown at Lower Berse Farm.





5.0 Design Evolution



The adjacent Masterplan Framework illustrates a previous option developed excluding the safeguarded land for the Welsh Government road scheme to Junction 4 of the A483, following Welsh Governments decision to freeze most major road scheme projects as part of wider roads review.

The Masterplan shows how the development could deliver up to 1520 dwellings, a local centre at Lower Berse Farm, a primary school and associated open space.

This option was amended following Welsh Government's clarification in May 2024 that their A483 Jct 4 improvement scheme was still under consideration and the TR111 safeguarded route still applied.

6.0 Proposed Development

6.0 Proposed Development

6.1 Design Parameters

This section sets out the design parameters for the application site and demonstrates how the proposals have taken account of the baseline opportunities and constraints, and technical considerations.

It also demonstrates how the design proposals comply with national and local planning and design policy.

The design aims to deliver:

- *Residential development for up to 1450 dwellings on 38.10ha of land.*
- *Vehicle access points onto the A525 Ruthin Road and Bersham Road.*
- *15.39ha high quality public open space and green infrastructure.*
- *Suitable equipped play provision comprising 5 Local Areas For Play (LAPs), 3 Locally Equipped Areas for Play (LEAPs), a Multi Use Games Area (MUGA) and a Neighbourhood Equipped Area for Play (NEAP).*
- *1.46ha local centre with community facilities.*
- *1.62ha site for a primary school up to 2FE.*
- *7.89ha strategic open space to the south of the application site to act as a Green Wedge to Bersham.*
- *Active Travel routes with pedestrian and cycling links throughout the application site.*
- *Drainage attenuation basins (1.96ha) integrated at low parts of the application site and swales along primary roads.*
- *2.54ha of land reserved for Potential Future Highways Scheme (excluding the proposed spine road).*

6.2 Use

This application seeks outline approval for residential development for up to 1450 dwellings, plus associated roads, open space, community facilities and a site for a primary school with all matters reserved except for points of access.

The Masterplan Framework is based on the following land use areas:

	Total (ha)
Site Area	72.85
Residential development	38.10
Primary School Site	1.62
Local Centre	1.46
Land Reserved for Potential Future Highways Scheme (excluding spine road)	2.54
Roads & footpaths outside development parcels	3.89
Recreational public open space and green infrastructure including drainage attenuation	25.24

Primary School Provision

In light of the site's constraints and the potential development yield for up to 1450 dwellings, the application considers that a site capable of delivering up to a 2FE primary school is appropriate. Further conversations with the LPA will be welcomed during the application process to discuss suitable provision and determine child yield, surplus spaces and an appropriately sized school in light of the reduced development capacity.

6.3 Amount

In the region of 1450 dwellings can be accommodated on the application site at an average density of 38 dwellings per hectare.

It is envisaged that the proposed residential development will consist predominantly of market family housing with 15% affordable provision.

Housing mix will be determined by market conditions at the time and include a range of 1-3 bed affordable homes and 3-4 bed private homes.

6.4 Access

The main site access points are on the A525 Ruthin Road and Bersham Road. Full details of proposed site access arrangements and active travel are detailed in the Transport Assessment.

A525 Ruthin Road

Two main points of access to the development area are proposed from Ruthin Road.

The A525 Ruthin Road/A5152 signalised T-junction will be upgraded to provide a 4-arm signalised crossroads with the proposed site access forming the southern arm with a two lane exit. The proposed southern arm will include a 6.75m carriageway in order to accommodate a potential bus route. Walking and cycling routes will be provided either side of the carriageway.

A priority T-junction will be provided along the A525 Ruthin Road to the east of the junction with Berse Lane. The proposed access will include a 6.75m wide carriageway. The junction has specifically been located to align with the safeguarded route for the possible Welsh Government A483 Junction 4 scheme.

Walking and cycling routes will be provided along the site's frontage to the A525 Ruthin Road.

The 30mph traffic speed limit along the A525 Ruthin Road will be relocated approximately 445m to the west of the existing location. As a result, the entirety of Berse Lane will also be reduced from 50mph to 30mph.

Bersham Road

Two priority T-junctions will be provided along Bersham Road. One approximately 450m to the west of the junction with Homestead Lane and a second approximately 190m west with Homestead Lane. The proposed access points will include a 6.75m wide carriageway and walking and cycling routes which will tie onto Bersham Road.

Walking and cycling routes will be provided along the site's frontage on Bersham Road.

6.0 Proposed Development

6.5 Masterplan Framework

The Masterplan Framework provides residential development for up to 1450 dwellings, plus associated roads, open space, community facilities and land reserved for the potential Welsh Government future road scheme to the A483 Junction 4.

The Masterplan Framework identifies the principle of development including use, amount and access. This provides a template for the detailed design stage of reserved matters applications, setting out design principles that the development will adopt.

Layout

The layout retains important landscape features that define the character of the site and builds on these through a landscape led approach comprising a network of green and blue infrastructure corridors. This retains existing woodland, trees, hedgerows and the watercourse through the site, with provision of high quality open space to create a green outlook to development that is embedded within the existing green and blue infrastructure.

The layout provides active travel walking and cycling routes that support the Active Travel Network Map (ATNM). Existing PRoW and the spine road are defined as key active travel walking and cycling routes through the site, connecting the wider surrounds. The layout also includes wider active travel proposals to adjacent roads to support the ATNM and wider connectivity.

The landscape and open space includes multi-functional amenity greenspace, natural and semi-natural greenspace and dedicated play provision.



Masterplan Framework

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6.0 Proposed Development

Access and Spine Roads

Primary access is from the A525 Ruthin Road in two locations with both connecting south to two access points on Bersham Road. The main spine roads through the site comprise tree avenues with landscape verge and roadside swales 3m wide to define the principal routes and create a green character to the streetscene. Active travel routes are located along the spine roads with walking and cycling provision.

The proposed road system has been designed to provide a simple and clear hierarchy of street types formed around primary routes through the centre of the development. The primary routes connect to a number of secondary residential lanes/ shared surface streets and shared drives to the development edge; serving the development and providing a higher degree of pedestrian priority in these locations.

The application is in outline and therefore the internal layout is to be determined at a later stage.





Localised Access

Localised access points are proposed from Berse Lane to serve the residential development parcel to the west between Berse Lane and the A483.

An emergency access point will be provided between Berse Lane and residential development in the northwest of the site near Lower Berse Farm.

There is an opportunity to consider potential access/interconnectivity between development either side of Berse Lane if Berse Lane is closed to vehicles and becomes a Greenway. If this is not possible then an emergency access with pedestrian cycle connection should be provided to development on the eastern side of Berse Lane.

As part of the development proposals, there are opportunities to downgrade Berse Lane and Homestead Lane to remove traffic and create 'Greenways' with improved environments for non-motorised vehicle users. There are also opportunities to improve walking and cycling along or adjacent PRoW Bridleway WRE/21 between the site and Homestead Lane. These opportunities require the support of the Council to materialise and will be investigated in conjunction with the Council and interested parties as part of the development proposals.

Block Structure

New development will maintain continuity of the existing built fabric, to reflect local history and sense of place, and contribute to the visual interest and richness of the development.

The masterplan includes perimeter blocks with development facing outwards onto the streets and spaces around it, with an inner core of interlocking back gardens.

Public and private spaces within the masterplan have been clearly distinguished, with perimeter blocks creating a strong sense of enclosure and space. The masterplan incorporates natural overlooking of the space and encourages informal surveillance of the public realm.

This should be reinforced at block corners with buildings that turn corners well whilst overlooking the street; and focal spaces with feature buildings providing strong enclosure.



6.0 Propsoed Development

Open Space

The masterplan includes an east-west green corridor through the site along the PRoW Bridleway BER/3 with buffers to development and as a wildlife corridor. A northeast southwest green link is also provided through the site along the PRoW BRE/4 connecting Bersham to Wrexham.

Natural open space is retained along the existing watercourse, Bridleway and PRoW, along with the southern and western boundary of the site to provide wildlife corridors to existing features and a sensitive transition to the wider countryside.

The area of strategic open space provides a buffer to Bersham and will be a naturalistic open space with public access, respecting the character of the Conservation Area.

Play provision is located along the main central green corridor with a series of LEAPs to development parcels either side and a 'village green' style area of open space at the centre with a NEAP and MUGA.

A 'village green' style space is located at the northern entrance to the development to provide a green gateway along Ruthin Road and to accommodate the watercourse flood area. Development is set back from Ruthin Road with open space and hedgerows retained as a green gateway frontage to the A525.

Drainage

Drainage attenuation basins are integrated at low parts of the site, serving individual development plots with roadside swales along spine roads.

The attenuation basins will be developed as features within the open space providing opportunities to enhance wildlife and biodiversity, and overlooked by properties.

Opportunities for rain garden planting and trees should be incorporated within roadside swales to ensure they are an attractive biodiversity feature.



Local Centre

A local centre is provided at Lower Berse Farm to provide a re-use of the historic buildings and provide local amenities at a suitable location for existing and proposed residents.

The local centre is accessed from the proposed spine road near the new access off Ruthin Road. The suggested layout reflects the historic farm courtyard shown on historic mapping and provides the opportunity to sensitively integrate the local centre with the historic assets.

The local centre could provide a possible nursery within Lower Berse Farmhouse along with possible shops, café, public house and community facilities subject to viability. Shared parking provision should be explored for proposed uses.

Lower Berse Farmhouse and associated buildings of heritage value are to be retained and enhanced as part of the local centre which should reflect the historic courtyard layout.

Proposed buildings should be single storey and sensitively integrated with ridge heights varied to reflect the historic character, in keeping with the existing historic barns.

The existing pond and former orchard should be retained as a public open space with play provision to provide an attractive feature for users, overlooked by adjacent residential development.



6.0 Proposed Development

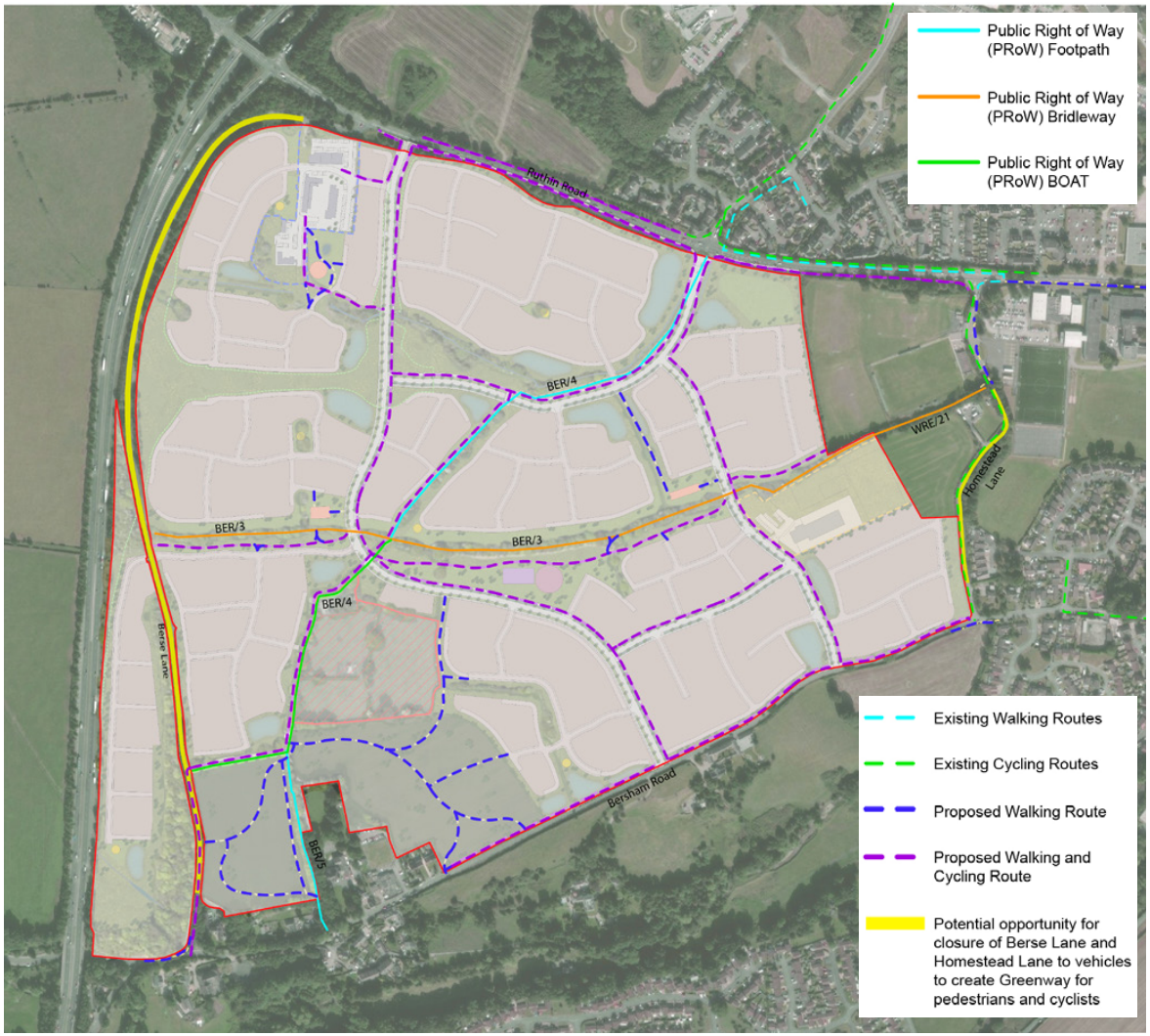
6.6 Active Travel

The internal layout of the development and its immediate surroundings will be developed to give a high priority to safe and convenient movement for pedestrians and cyclists, connecting to existing walking and cycling infrastructure outside the site.

The development will include a primary school and local centre. These facilities offer significant potential for short trips within the development which are more likely to be made using active modes.

The following specific Active Travel enhancements are proposed as part of the development:

- *Provision of walking and cycling routes along the A525 Ruthin Road and B5099 Bersham Road which tie into the proposed internal site network.*
- *Signalised pedestrian crossing facilities at the proposed north-eastern access.*
- *Provision of walking and cycling routes along the main development spine roads connecting Ruthin Road and Bersham Road; and connecting the spine roads with the proposed primary school and local centre.*
- *Provision of a walking and cycling route east west through the site to the north/south of PRoW Bridleway BER/3 and WRE/21 connecting Berse Lane with the proposed primary school and towards Homestead Lane (north/south of the Bridleway to protect trees/hedgerows and wildlife). Land east of the site towards Homestead Lane is owned by Wrexham Council and the routing of any future walking and cycling provision beyond the site would be within their gift, whether routed along PRoW Bridleway WRE/21 or to the north/south of it.*
- *Provision of a footway and uncontrolled crossing facilities along the eastern side of Homestead Lane which links to PRoW Bridleway WRE/21.*
- *Provision of a walking and cycling route along PRoW Footpath/Byway BER/4 and the southern part of Berse Lane connecting Ruthin Road and Bersham Road.*
- *Provision of a walking route to the west of PRoW Footpath BER/5 (to avoid existing trees) in the south of the site connecting to Bersham Road. This route is considered less suitable for cycling due to slope gradient joining Bersham Road and alternative provision within the development. However, if the route must be suitable for cycling to support the ATNM the development could seek to accommodate this.*
- *There is also potential to close Homestead Lane and Berse Lane to motorised traffic which would provide significant benefits for pedestrians, cyclists and horse riders, particularly given Homestead Lane routes alongside Ysgol Clywedog.*
- *Additional uncontrolled crossings where appropriate.*



Active Travel Proposals

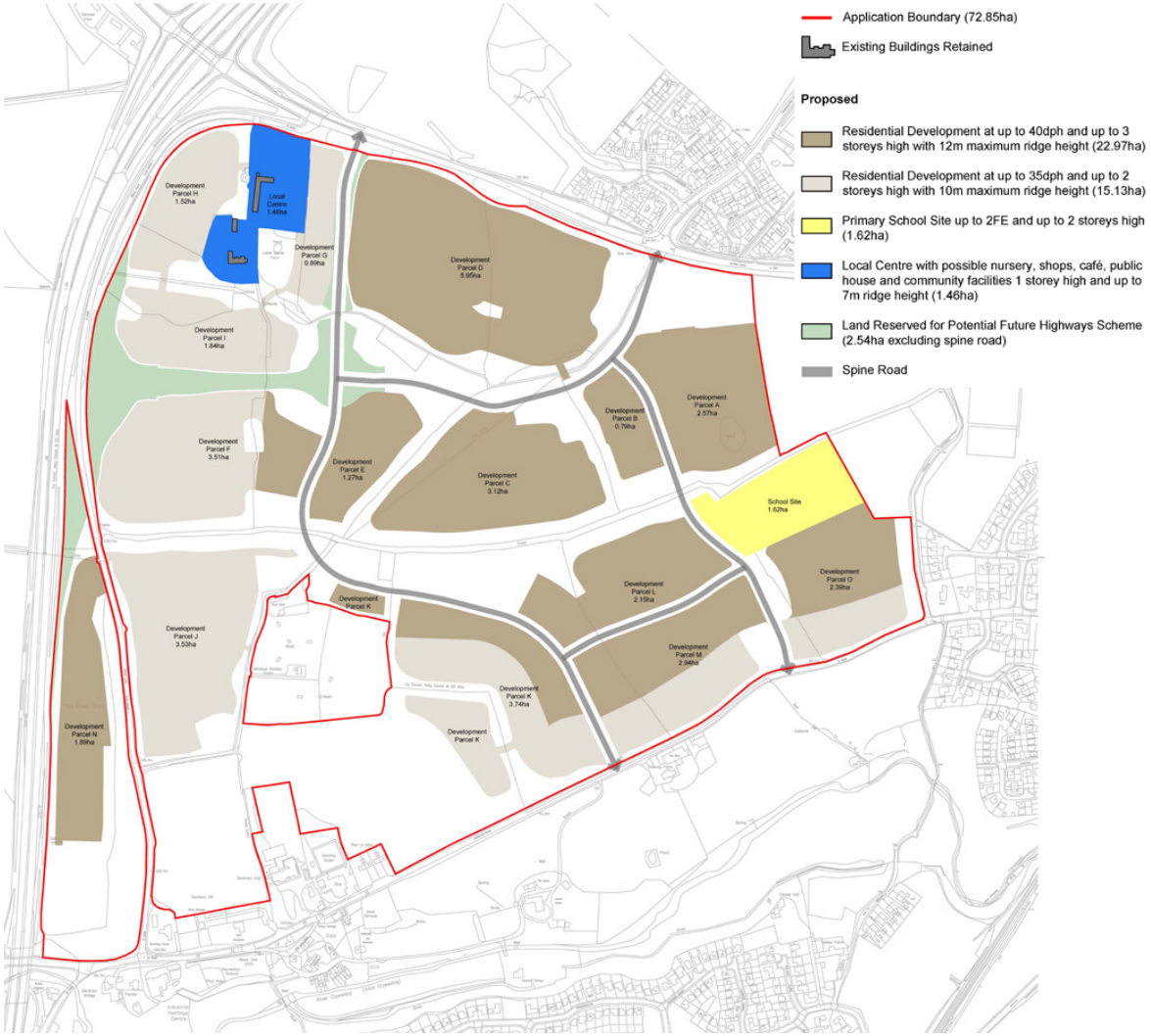
6.0 Proposed Development

6.7 Parameter Plans

The design approach has been developed based on the following parameter plans that outline the key structuring and placemaking principles. The parameter plans set the maximum parameters for land use, building heights, and areas of built development; access and movement; landscape and open space, character and identity; scale and appearance:

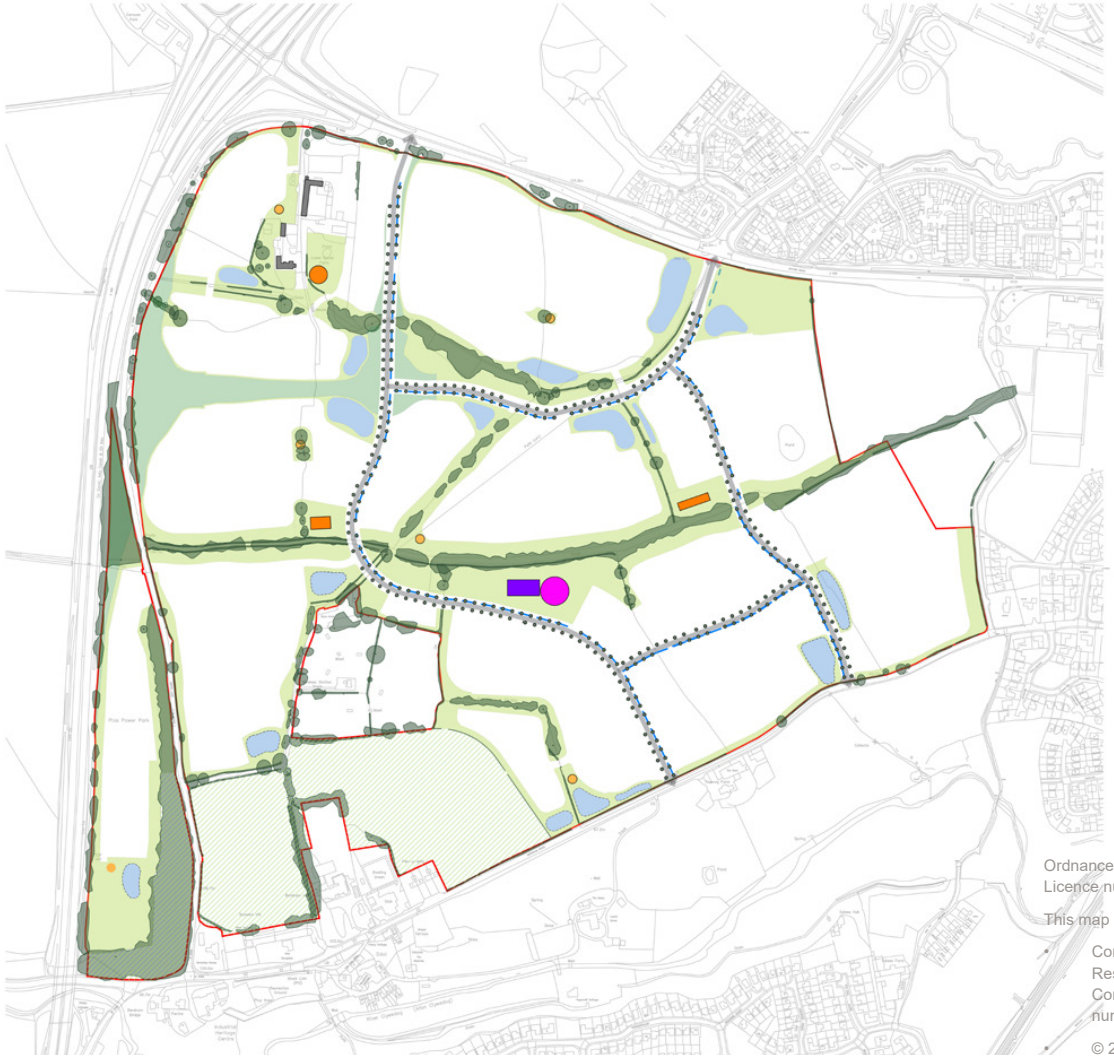
Land Use, Building Heights and Areas of Built Development

- *Residential development up to 1450 dwellings.*
- *Residential development up to 2 storeys high and 10m maximum ridge height in the more sensitive areas of the site to the southern and western edges.*
- *Residential development up to 3 storeys high and 12m maximum ridge height in the remaining areas of the site.*
- *Site for a primary school up to 2FE and up to 2 storeys high, located near the eastern edge of the site and close to the existing high school.*
- *Local centre with possible nursery, shops, café, public house and community facilities 1 storey high and up to 7m ridge height, subject to viability. Lower Berse Farmhouse and associated buildings of heritage value to be retained and enhanced as part of the local centre which should reflect the historic courtyard layout. Building ridge heights to vary to reflect historic character.*
- *Land reserved for a potential future Welsh Government road scheme at the A483 Junction 4.*
- *Development blocks to front onto existing and proposed roads and open space to create active frontages.*
- *Development set back from Ruthin Road to create a green frontage to the road.*
- *Development to sensitively integrate with Bersham Conservation Area and create a rural character along Bersham Road and Berse Lane within existing landscape and boundary features retained.*
- *Variations in density and building heights to be used to create different character areas with lower density development to the south and west to respect the Conservation Area and rural character.*
- *Scale to reflect the surrounding built form.*
- *Development to be set back from the existing dwelling Bryn-moel at the site centre.*



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6.0 Proposed Development



Key

Existing

- Application Boundary (72.85ha)
- Trees/Woodland
- Hedgerow
- Watercourse
- Existing Buildings to be Retained

Proposed

- Public Open Space (15.39ha)
- Strategic Open Space (7.89ha)
- Drainage Attenuation (1.96ha)
- Neighbourhood Equipped Area for Play (NEAP)
- Multi Use Games Area (MUGA)
- Local Equipped Area for Play (LEAP)
- Local Area for Play (LAP)
- Spine Road with Tree Avenue Planting
- Roadside Swale
- Land Reserved for Potential Future Highways Scheme (2.54ha excluding spine road)

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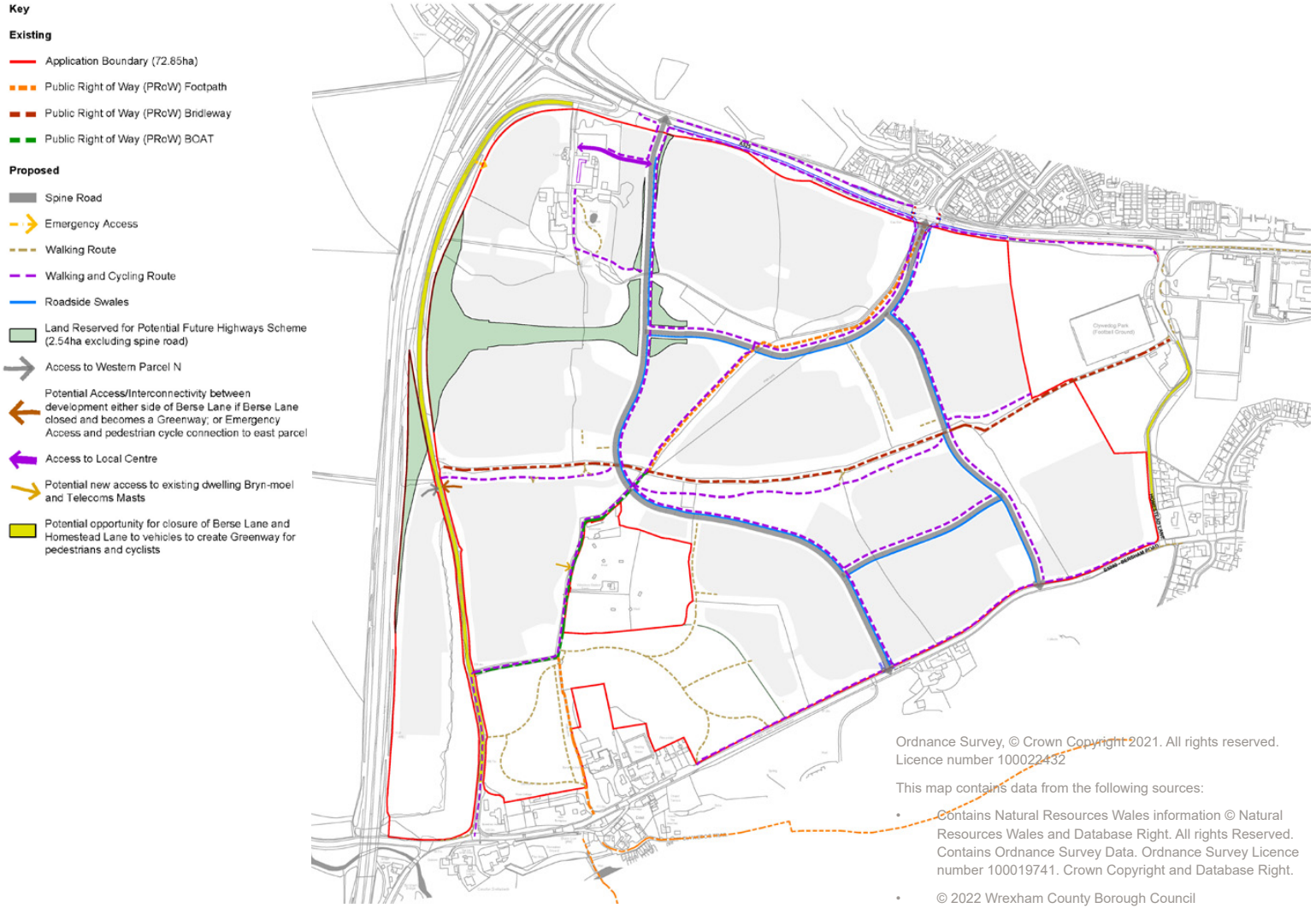
Landscape and Open Space

- *Retain an east-west green corridor through the site along the PRoW Bridleway BER/3 with buffers to development to create a green focus at the centre of the development.*
- *Create a northeast southwest green link through the site along PRoW BER/4 connecting Bersham to Wrexham and providing a wildlife corridor that breaks up built form.*
- *Retention of the existing watercourse as a wildlife corridor and feature providing a green link through the northern part of the site.*
- *Retention of existing landscape features comprising hedgerows, trees and woodland with buffers to development to create a strong landscape framework.*
- *Retention of important hedgerows, veteran trees, and ancient woodland where possible.*
- *Tree avenue planting and landscape verges/ swales along main spine roads.*
- *Drainage attenuation basins integrated at low parts of the application site and along primary roads as swales.*
- *Retention of land to the south of the application site to act as a strategic green space and Green Wedge to Bersham.*
- *Create a sensitive, green, high-quality frontage to the A525 Ruthin Road.*
- *Create a series of distinctive and attractive green spaces through the development to create a sense of place and legibility.*
- *Play provision throughout the site in areas of open space and focused along the PRoW Bridleway through the centre of the site.*
- *Protect Ancient Woodland adjacent Berse Lane in the southwest of the site and sensitively integrate development whilst restricting public access.*

6.0 Proposed Development

Access and Movement

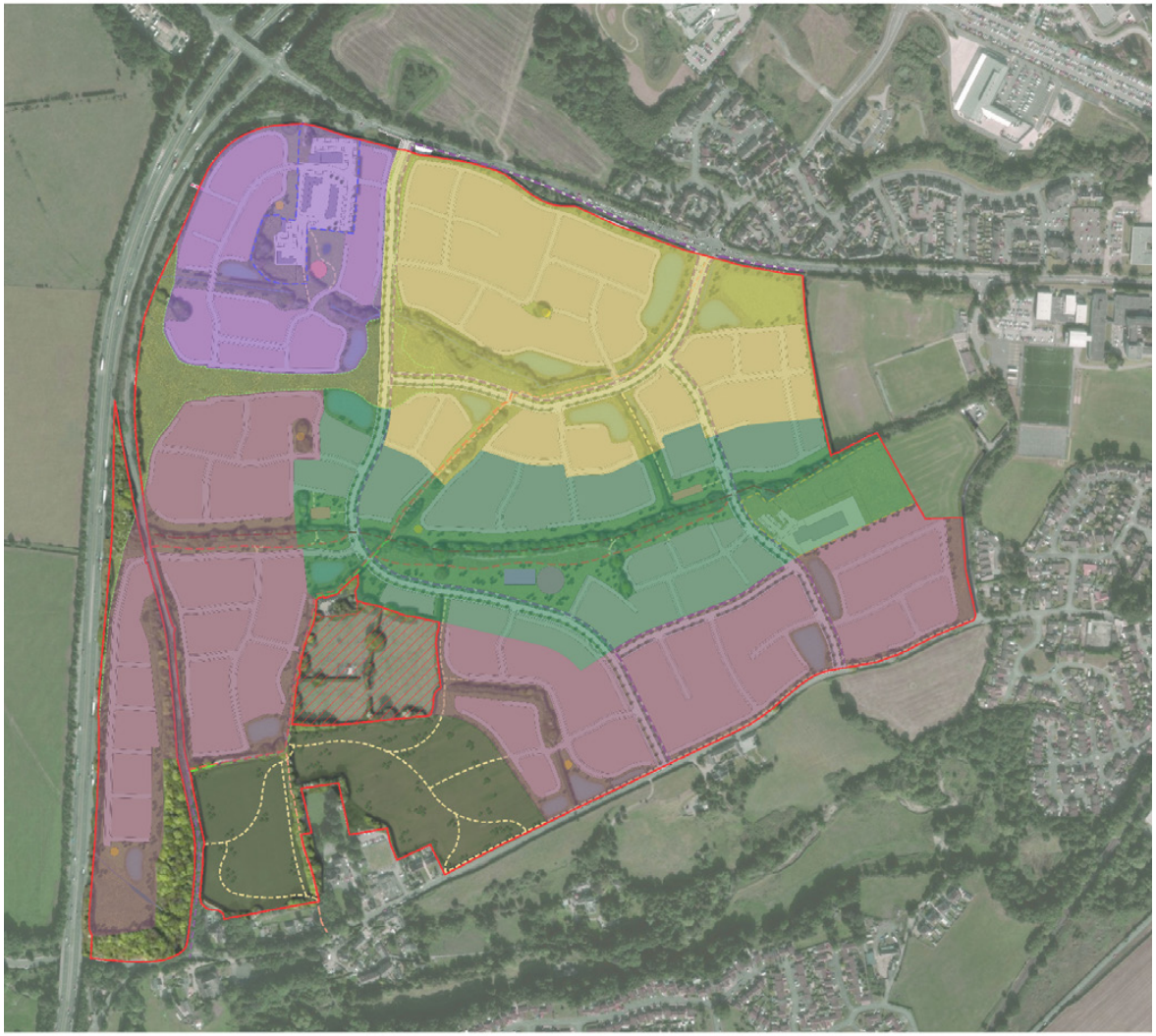
- *Provide two site access points onto the A525 Ruthin Road*
- *Provide two access points onto Bersham Road.*
- *Provide access to the most western parcel from Berse Lane or if feasible from development on the east side of Berse Lane.*
- *Consider potential access/interconncectivity between development either side of Berse Lane if Berse Lane is closed and becomes a Greenway; or provide emergency access and pedestrian cycle connection to development on eastern side of Berse Lane.*
- *Main spine roads through the site to be suitable for buses and include active travel routes for walking and cycling.*
- *Main spine roads to include tree avenue planting, landscape verge and roadside swales for drainage.*
- *Provide emergency access from Berse Lane.*
- *Existing PRoW Bridleway, BOAT and footpaths retained and integrated into the design of the application site as key active travel routes for walking and cycling.*
- *Enhance the Active Travel Network and provide a network of walking and cycling routes throughout the site and to the surrounding area including along Ruthin Road, Bersham Road and Homestead Lane.*
- *Consider potential opportunity to close Berse Lane and Holmestead Lane to vehicles and create Greenways for pedestrians and cyclists.*
- *Potential to provide a new access connection from the development to existing dwelling Bryn-moel and Telecoms Masts area if Berse Lane becomes a Greenway.*



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Character Areas Plan

Character and Identity

The Masterplan Framework has been designed to ensure the development has a positive relationship with existing site features and with its surroundings. The development is to have a distinctive identity that is inspired by its context. A hierarchy of streets is outlined in the Masterplan Framework with several street character types. These are formed around primary routes through the centre of the development. A series of character areas have been defined to create distinctive development parcels and to sensitively integrate the development with its surroundings. These are:

Northern Gateway

The Northern Gateway comprises dwellings overlooking Ruthin Road and the access routes in keeping with existing development to the northeast of the site in Wrexham. This area comprises development up to 3 storeys in height and focuses on creating a high quality gateway into Wrexham and the site.

Green Core

The Green Core comprises development up to 3 stories in height. Development overlooks greenspace, the PRoW Bridleway running east-west through the site and play areas located along its length. The character of built form should reflect the greener aspect.

Rural Edge

The Rural Edge area to the south of the site comprises lower density development mostly two stories in height. This area has a rural character, particularly along Bersham Road and Berse Lane to provide a suitable transition to Bersham and the Conservation Area.

Lower Berse

The Lower Berse area comprises lower density development up to two stories in height. This area has a rural character which has regard for the grade II* listed Lower Berse Farmhouse. Built form should be sensitive to the historic setting and reflect this in its character.

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Scale and Appearance

The development is to be sustainable and beautiful with a distinctive identity that is inspired by the urban design and materials of the surrounding properties in Wrexham and in Bersham Conservation Area.

The local vernacular of Wrexham is defined by a range of architectural and urban design styles including medieval street patterns, examples of 16th century buildings and 17th century development through to modern 21st century residential development. The town is well connected for pedestrians with numerous links such as alleyways and arcades. Within Wrexham conservation area, elevations use traditional proportions and building materials are typically red brick, sandstone and render and two or three stories. There are many examples of ornamentation and decoration which contribute to the character of the area.

The local vernacular of Bersham Conservation Area is defined by its valley landscape setting and the association with the Plas Power Estate and the Ironworks. Building materials and architectural detailing including sandstone walls, brick, painted render, cast iron park railings, slate roofs, heavy cast iron latticed windows and carved decorative barge-boards are typical of the area. Hedges and grass verges to boundaries add to the rural feel of the area. Traditional proportions are used on elevations and chimney stacks are typical. The area immediately to the south of the site has a more urban feel with examples of higher density 19th and 20th century industrial terraced housing in red brick, slate roofs and red terracotta ridge tiles.

Scale is a reserved matter; however the scale of the surrounding context should be respected. To reinforce and enhance the character and appearance of the area, it is proposed that new development on the application site should be in keeping with the appearance and materials of traditional built form in the locality. This includes:

- *Building heights to reflect existing built form and be two or three storeys in height.*
- *Locate higher density development along key routes, open spaces and Ruthin Road in the Northern Gateway and the Green Core Character Areas.*
- *Locate lower density development in the south and west to respect Bersham Conservation Area and Lower Berse Farmhouse and the rural setting.*
- *Building materials and boundary treatments to reflect local vernacular.*
- *In key locations larger and feature properties should be sited, such as the entrances to the development, at focal spaces and along the key routes and open spaces to define vistas or key views.*
- *In places white rendered properties should be used to provide some contrast and to enhance legibility;*
- *Additional materials should be used to strengthen character areas.*
- *A more contemporary design and vernacular could be considered in the Northern Gateway along Ruthin Road to define the entrance to Wrexham.*



21st century properties to the north of the site



Mill Farm House, Bersham. Extract from Bersham Conservation Area Assessment and Management Plan (p7)



Bersham Conservation Area. Extract from Bersham Conservation Area Assessment and Management Plan (p18)



Y Ddôlin, Bersham. Extract from Bersham Conservation Area Assessment and Management Plan (p10)

6.8 Sustainable Development

The Site proposals comprise a sustainable development adjacent to the settlement of Wrexham. It would provide high quality housing alongside a number of on-site services including a primary school and local centre with community facilities. Ample open space and recreational provision will be incorporated.

Wrexham has a number of local services and facilities including primary schools, food stores and leisure facilities. The closest bus stop is approximately 400m to the north of the centre of the Site on Croesnewydd Road. This bus stop provides access to route TL2 which is a circular route through Wrexham city centre to the western extent of Wrexham.

The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies to carry out sustainable development, requiring an improvement in the delivery of all four aspects of well-being: social, economic, environmental and cultural.

The future development of the Site will have positive economic, social and environmental benefit and therefore constitute sustainable development in accordance with the Act.

Economic Role

The Act sets out that the planning system should contribute to building a strong, responsible and competitive economy.

The HBF Housing Calculator[4] estimates that building up to 1450 dwellings could:

- Support the employment of 4,495 people
- Provide 49 apprentices, graduates or trainees
- Increase open space, community sport, leisure spending by £1,168,990 which could for example provide 66 five a side football pitches
- Create 218 affordable homes and generate £1,168,990 towards education spending which could provide up to 551 classroom spaces
- Generate £17,476,850 in tax revenue including £1,637,717 in council tax revenue

[4] *https://www.hbf.co.uk/policy/policy-and-wider-work-program/hbf-housing-calculator/*

Social Role

The proposed development will contribute towards the social role of sustainability by supporting a strong, vibrant and healthy community. The proposed development will provide a range of homes to meet the needs of future and present generations. The future development of the Site will:

- Provide a suitable range of homes in various types, sizes and tenures
- Deliver on-site affordable housing
- Assist the LPA in meeting its housing requirements
- Includes the development of a primary school and local centre with community facilities
- Provide public open space including children's play provision and strategic open space
- Retain the existing PRoW footpaths and bridleways and provide active travel walking and cycling connections through the Site and to the wider surroundings

Environmental Role

It is intended that the proposed development would not harm the natural, built or historic environment. The masterplan has taken a number of environmental constraints into account. The overall environmental objectives of the proposed development are:

- Overall positive ecological impact and potential biodiversity enhancement
- No significant impact on the character or setting of designated and non-designated heritage assets
- Potential new bus route and cycle routes
- Provide energy efficient design principles to help meet CO2 reductions
- Deliver usable and high quality public open space
- Help address the climate emergency by creating sustainable development that respects the character, functions and qualities of the natural and historic environments.

No technical or environmental constraints have been identified that could inhibit the future development of the Site.

6.9 Scheme Summary

The application is made in outline, with all matters reserved except for access. In this case access means points of access and not internal road layout.

The Proposed Development will comprise residential development of up to 1450 dwellings, plus associated roads, open space, community facilities and a site for a primary school.

The development will be sensitively integrated with the surroundings with strategic open space provided to the south to act as a buffer to Bersham Conservation Area.

Vehicle access is proposed from the A525 Ruthin Road and Bersham Road with provision of measures to promote Active Travel, such as walking and cycling, as a viable alternative to the private car.

The Masterplan Framework reserves land to protect the potential Welsh Government A483 junction 4 preferred route scheme from development, ensuring the application does not prejudice the road scheme's delivery.

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Key

Existing

- Application Boundary (72.85ha)
- Trees/Woodland
- Hedgerow
- Watercourse
- Public Right of Way (PRoW) Footpath
- Public Right of Way (PRoW) Bridleway
- Public Right of Way (PRoW) BOAT

Proposed

- Residential Development in the region of 1,450 dwellings (38.10ha)
- 2FE Primary School Site (1.62ha)
- Local Centre with possible nursery, shops, cafe, public house and community facilities subject to viability(1.46ha)
- Land Reserved for Potential Future Highways Scheme (2.54ha excluding spine road)
- Telecom Mast Exclusion Zone
- Spine Road with Tree Avenue, Landscape Verge and Swale
- Secondary Road/Shared Drive
- Emergency Access
- Walking Route
- Walking and Cycling Route
- Public Open Space (15.39ha)
- Strategic Open Space (7.89ha)
- Drainage Attenuation (1.96ha)
- Tree Planting
- Hedgerow Planting
- Neighbourhood Equipped Area for Play (NEAP)
- Multi Use Games Area (MUGA)
- Locally Equipped Area for Play (LEAP)
- Local Area for Play (LAP)



Masterplan Framework









Precedent images of Redrow developments

THE ENVIRONMENT PARTNERSHIP

Head Office

401 Faraday Street
Birchwood Park
Warrington
WA3 6GA

01925 844004
tep@tep.uk.com

Gateshead

Office 26
Gateshead International
Business Centre
Mulgrave Terrace
Gateshead
NE8 1AN

0191 605 3340
gateshead@tep.uk.com

London

8 Trinity Street
London
SE1 1DB

020 3096 6050
london@tep.uk.com

Market Harborough

The Reynard Suite
Bowden Business Village
Market Harborough
Leicestershire
LE16 7SA

01858 383120
mh@tep.uk.com

Cornwall

4 Park Noweth
Churchtown
Cury
Helston
Cornwall
TR12 7BW

01326 240081
cornwall@tep.uk.com