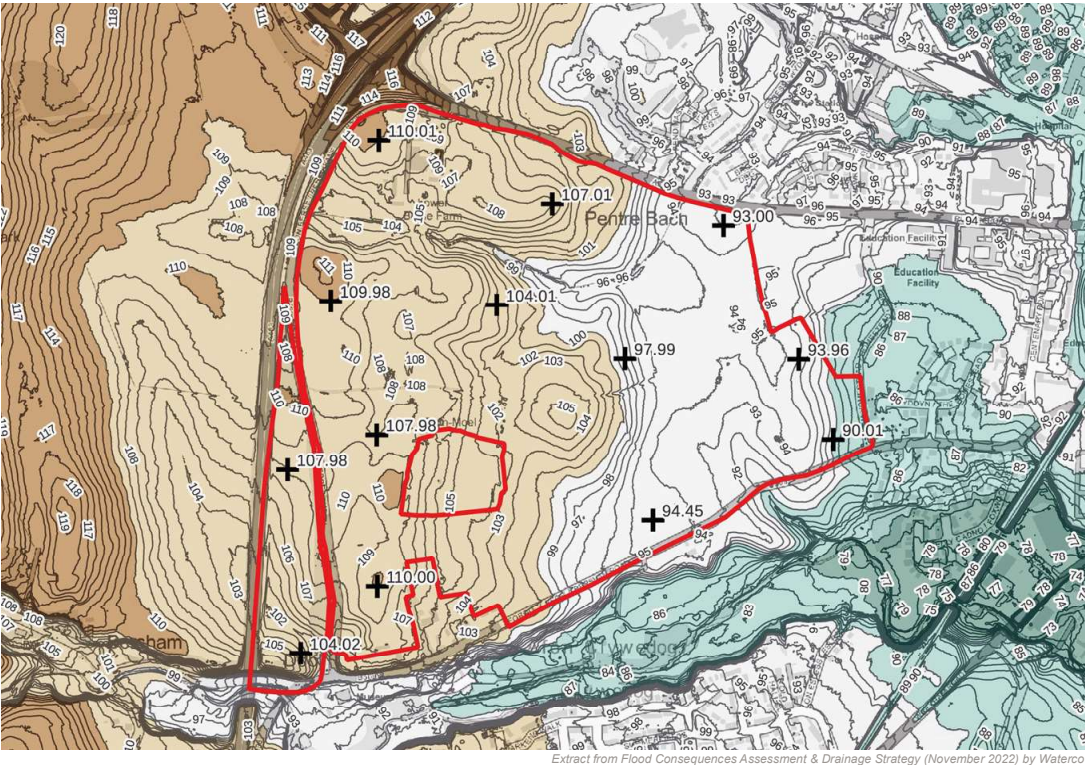


3.0 Appreciating the Site



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.

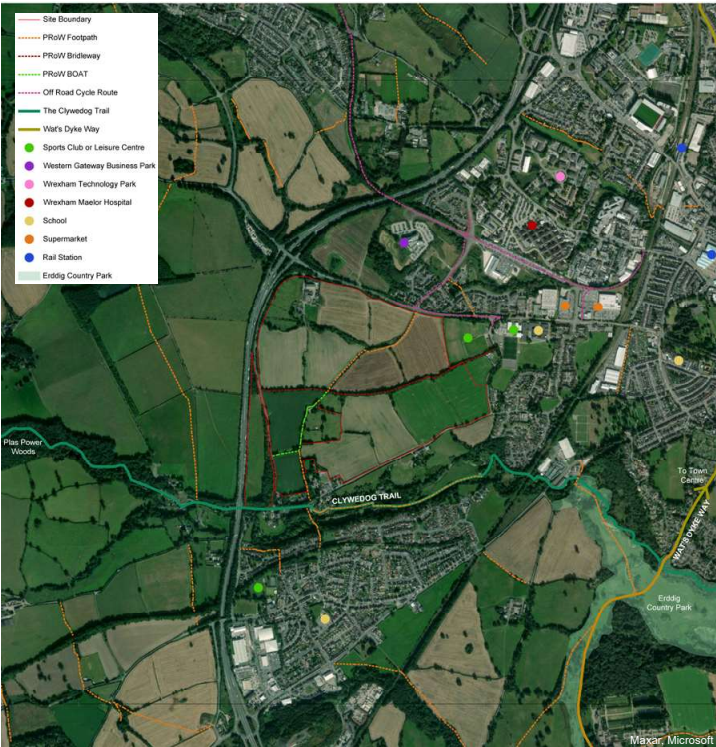
The Chartered Institution of Highways and Transportation suggests a maximum preferred distance of a 2000m walk for commuting trips. A 400m distance is the equivalent of a 5 minute journey on foot.

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.

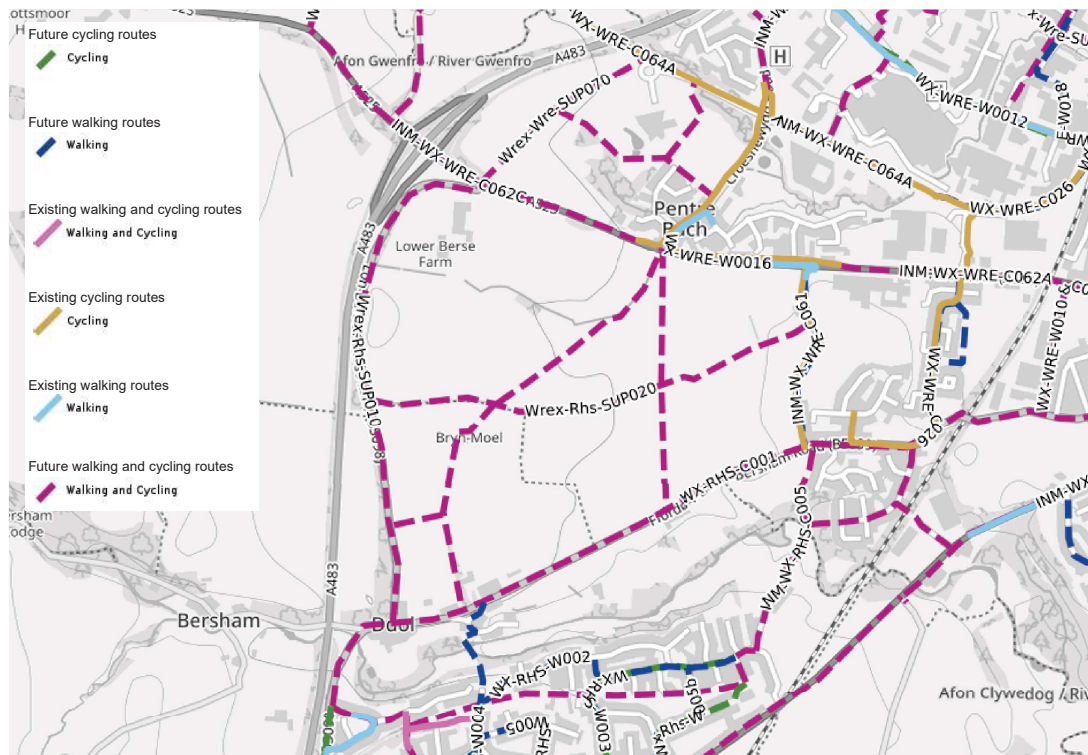
Cycling

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



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.

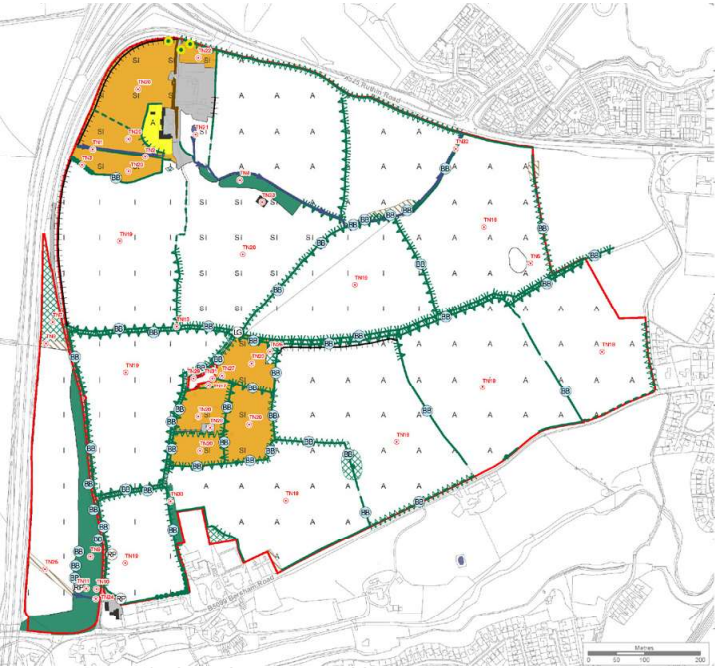
Bersham Road to the south of the site connects Wrexham city centre and Rhosyllen, carrying local traffic. It is subject to a 30mph speed limit with traffic calming features. Homestead Lane which forms the site's eastern boundary connects Ruthin Road to Bersham Road.

Lower Berse Farm, Ruthin Road, Wrexham

4.0 Technical Assessment



4.0 Technical Assessment



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.

KEY			
[Red outline]	Site boundary	[Blue line]	Running water
[Red circle]	Target note	[Green line]	Native species-rich intact hedge
[LG]	Yellow archangel	[Green line]	Species-poor intact hedge
[RP]	Rhododendron ponticum	[Green line]	Native species-rich defunct hedge
[Blue circle]	Bluebell (where associated with a hedgerow location is not exact but only denotes that bluebells are present)	[Green line]	Species-poor defunct hedge
[X]	Scattered scrub	[Green line]	Native species-rich hedge and trees
[Green circle]	Scattered broad-leaved tree	[Green line]	Species-poor hedge and trees
[Yellow circle]	Broad-leaved tree with low bat suitability	[Black line]	Fence
		[Brown line]	Wall
		[Green area]	Semi-natural broad-leaved woodland
		[Green area]	Dense/continuous scrub
		[Orange area]	Semi-improved neutral grassland
		[Light green area]	Improved grassland
		[Light green area]	Poor semi-improved grassland
		[Yellow area]	Tall ruderal
		[Blue area]	Standing water
		[Yellow area]	Arable
		[Yellow area]	Amenity grassland
		[Grey area]	Building
		[Grey area]	Hardstanding

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.



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.

KEY

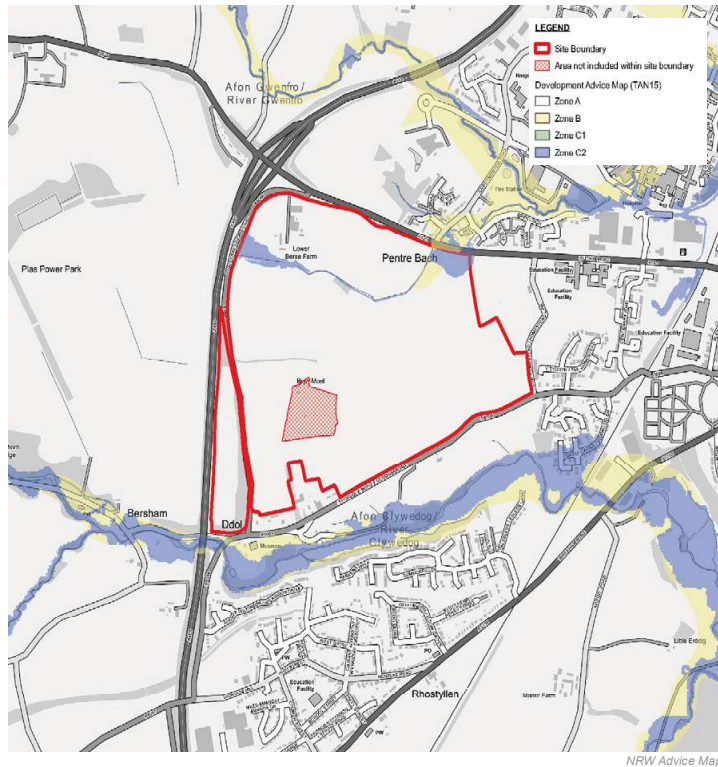
Site boundary

Public Right of Way



Landscape Context

4.0 Technical Assessment



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.

The background of the page is a dark green, textured image of a forest path. The path is narrow and leads into the distance, flanked by dense foliage and trees. The lighting is soft, creating a serene and natural atmosphere. The texture of the leaves and branches is visible, adding depth to the image.

Lower Berse Farm, Ruthin Road, Wrexham

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.*

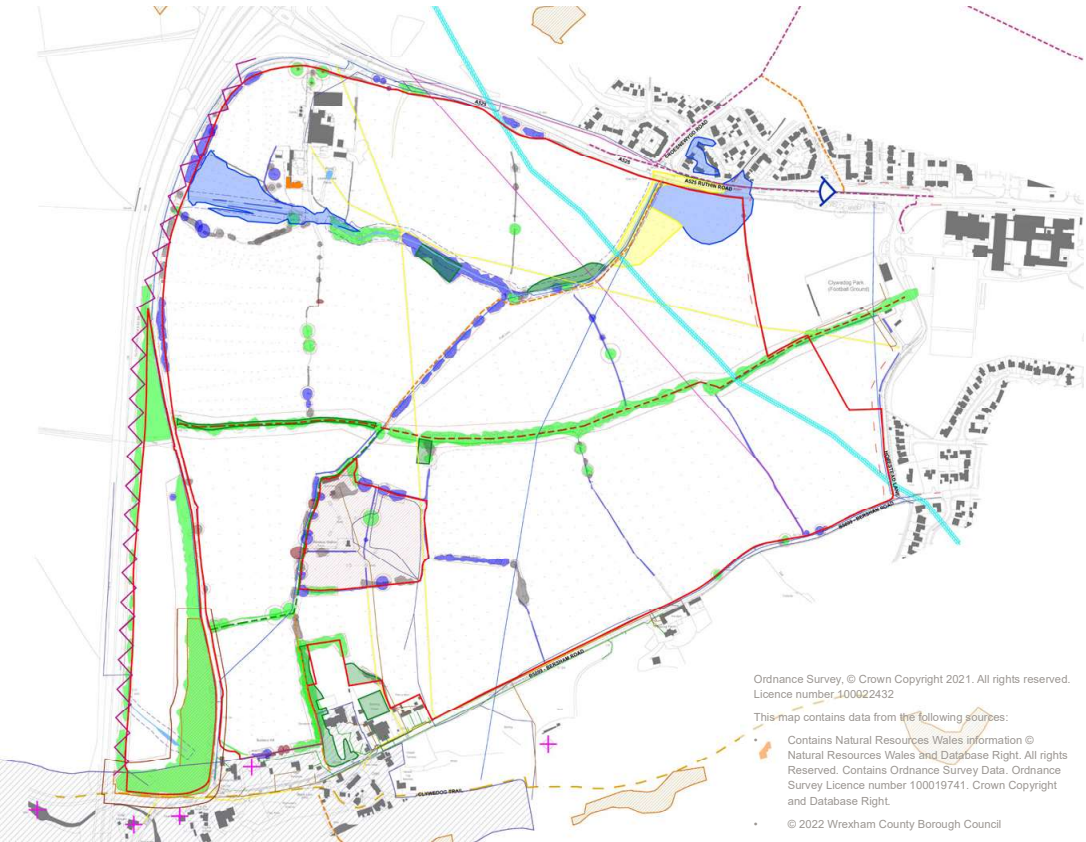
Noise

- *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*
- *Weish 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 Eisteddfod/Ruabon Mountain
 - Day Time Noise Constraint, Good Acoustic Design Required
- Services**
- HV Cables
 - LV Cables
 - OHL
 - BT Openreach
 - Virgin Media
 - Water - Clean Water Aqueduct
 - Welsh Water, Sewer with easment
 - Gas Main

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 its 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 Government's 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.

Lower Berse Farm, Ruthin Road, Wrexham

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.

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(1.48ha)

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)



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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

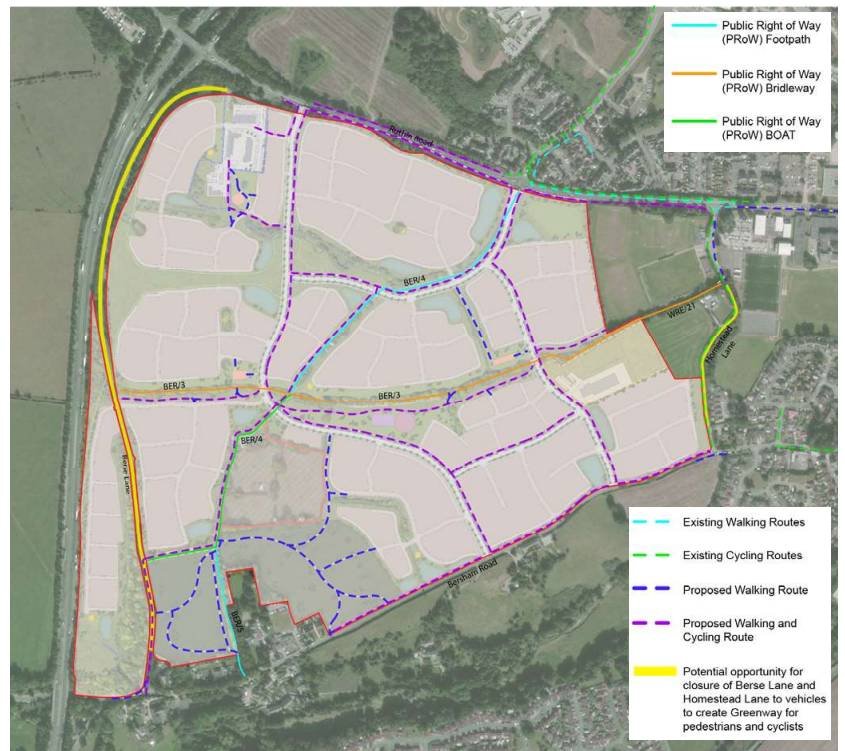
6.6 Active Travel

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



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/interconnectivity 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 Homestead 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.

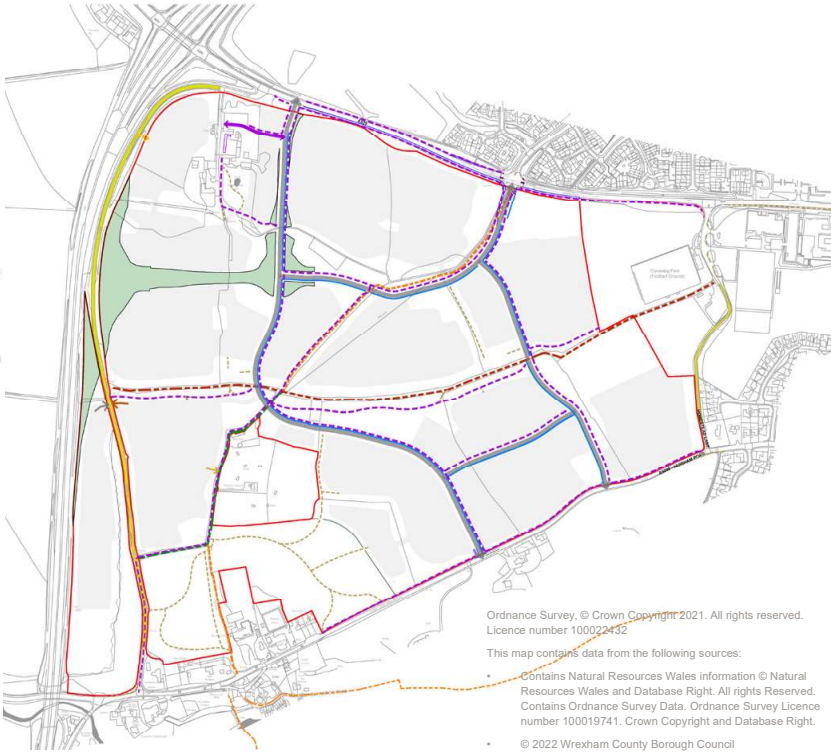
Key

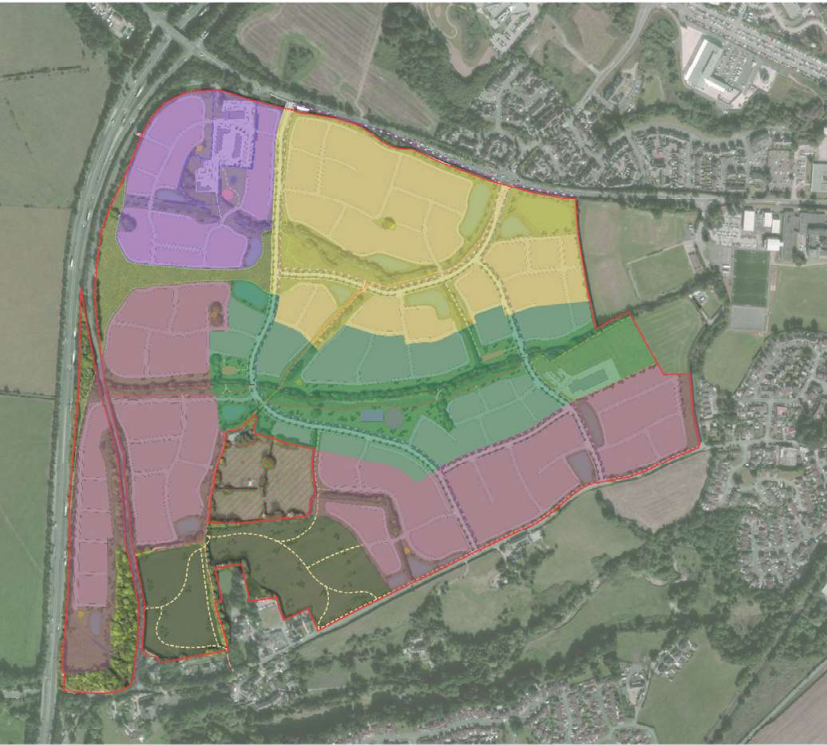
Existing

- Application Boundary (72.65ha)
- Public Right of Way (PRoW) Footpath
- Public Right of Way (PRoW) Bridleway
- Public Right of Way (PRoW) BOAT

Proposed

- Spine Road
- Emergency Access
- Walking Route
- Walking and Cycling Route
- Roadside Swales
- Land Reserved for Potential Future Highways Scheme (2.54ha excluding spine road)
- Access to Western Parcel N
- Potential Access/Interconnectivity between development either side of Berse Lane if Berse Lane closed and becomes a Greenway; or Emergency Access and pedestrian cycle connection to east parcel
- Access to Local Centre
- Potential new access to existing dwelling Bryn-moel and Telecoms Masts
- Potential opportunity for closure of Berse Lane and Homestead Lane to vehicles to create Greenway for pedestrians and cyclists





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.

Key

- Northern Gateway
- Green Core
- Rural Edge
- Lower Berse

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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:

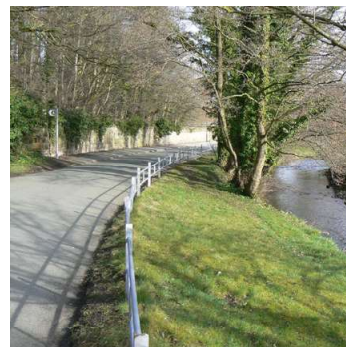
- Building heights to reflect existing built form and be two or three storeys in height.
- Locate higher density development along key routes, open spaces and Ruthin Road in the Northern Gateway and the Green Core Character Areas.
- Locate lower density development in the south and west to respect Bersham 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* 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

* <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

Lower Berse Farm, Ruthin Road, Wrexham



Precedent images of Redrow developments

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