5. Proposed Development

Introduction

5.1 Schedule 4, Part 1 of the 2017 EIA Regulations outlines the information that should be provided within an ES. This chapter includes a 'Description of the Development', including in particular:

(a) "A description of the location of the development;
(b) A description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land use requirements during the construction and operational phases;
(c) A description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
(d) An estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases)."

5.2 This chapter and the accompanying plans define the study area, the maximum quantum of development proposed, the means of access and describes the proposed development in line with Schedule 4 of the EIA Regulations.

5.3 The information presented in this chapter alongside the plans submitted for approval form the basis of the EIA and provides the level of detail required to enable the assessment of environmental effects for an application of this nature in line with the 2017 EIA Regulations.

Description of Development

5.4 The application is submitted in outline for residential development and associated infrastructure. The development seeks outline permission for:

- Up to 900 residential dwellings and upto 2.5 storeys;
- Vehicular access points from Cefn Road;
- Playing fields;
- New hard and soft landscaping including tree planting; and
- Other associated works and infrastructure.

5.5 The proposed development is defined on the planning application forms as:

> *"Outline Planning Application for Residential development for the construction of up to 900 residential dwellings with associated infrastructure (playing fields, open space and SUDs attenuation) with all matters reserved except for detailed means of primary highway access"*

Assessment Plans

5.6 As detailed in Chapter 2: Approach, the Parameter Plan along with the written description of the Proposed Development, allow the likely significant effects of the proposals to be fully assessed and appropriate mitigation measures secured. **Table 5.1** includes the list of plans that have been prepared and are submitted for approval with the planning application and have been used as a basis for the assessment of environmental effects. The full suite of plans can be viewed at **ES Volume 2a Main Text Figures**.

Table 5.1 Assessment Plans

EIA Plans	Purpose	Drawing Reference
Site Location Plan	Defines the extent of the site and the proposed development boundary.	784-B024030-TTE-00-XX-DR-UD-03-P05
Site Location Plan with Access	Defines the extent of the site and the proposed development boundary including access	784-B024030-TTE-00-XX-DR-UD-3D-P03
Parameter Plan	Defines the type of development permissible within the identified areas and the maximum height of development.	784-B024030-TTE-00-XX-DR-UD-23-P05
Phasing Plan	Defines the phasing of the development	784-B024030-TTE-00-XX-DR-UD-41-P04
Illustrative Masterplan	Demonstrates an indicative layout of the proposed development	784-B024030-TTE-00-XX-DR-UD-47-P03
Strategic Masterplan	Demonstrates indicative layout of the proposed development	784-B024030-TTE-00-XX-DR-UD-40-P05
	Proposed Arrangement along Cefn Road (overview)	VN232881-D100 Rev B

Access	Proposed Northern Access Arrangement	VN201792-D103 Rev B
	Proposed Access Arrangement Southern Parcel Primary Junction (Signals) & Secondary Junction (Priority)	VN232881-D101 Rev E
	A534 / B5100 (Greyhound Roundabout) Proposed Junction Improvement	VN232881-D201

5.7 Details of the proposed development are described in the following sections. Further supporting information is provided in the accompanying Design and Access Statement (DAS) prepared by Tetratech and submitted with the planning application.

Use and Quantum of Development

5.8 The key elements of the Proposed Development sought for approval as part of the planning application are described below.

5.9 The housing mix, layout and scale are matters for determination at reserved matters. The planning application applies for upto 900 units and this is what has been assessed in this Environmental Statement.

5.10 The site boundary is 40.27ha. The nett development area is approximately 21ha, this equates to a density of approximately 40 dwellings per hectare (dph). Development at this density provides an appropriate intensity and grain of housing to reflect the local character of the area, whilst also providing usable open space and addressing the site constraints.

Layout, Scale and Appearance

5.11 The maximum heights and the developable area on site are the only parameters described which are submitted for approval at this time. All other information relating to scale, appearance and layout is illustrative only and is reserved for the detailed design stage.

5.12 Whilst the detail of any design is yet to be confirmed, architecturally, the illustrative masterplan shows a range of different housetypes, which will represent a range of building heights from 2-2.5 storeys. The domestic scale of this development should be reflected in its grain and scale.

5.13 In terms of appearance, the development and the design of the buildings will be specific to the site and context.

5.14 The Parameter Plan (**Drawing 784-B024030-TTE-00-XX-DR-UD-23-P05**) fixes the maximum developable extent for buildings within which the proposed land uses may be accommodated. The extent of the developable area for buildings consists of the land parcels shown in beige on the Parameter Plan.

5.15 The Illustrative Masterplan submitted with the planning application is not intended for approval but is a useful tool to agree key design principles for the site for later reserved matters planning application(s) which will follow. The Illustrative Masterplan is based on the identification of land use areas as shown on the Parameter Plans and accommodates the level of development described above. As the exact location of each use cannot be specified at this outline stage, the Parameter Plan has identified land use zones to demonstrate their acceptability in land use terms.

Landscaping and Public Realm

5.16 Landscaping is also a matter which is reserved for detail consideration at a later date. However, the overarching principle is to incorporate the existing landscape features into the proposed layout. Utilising and strengthening such features will bring character, structure and coherence to the proposed development.

5.17 The existing hedgerow features can be used to support movement within the site for wildlife and people. Areas of formal and informal open space provision can be positioned to target more sensitive areas and to take advantage of views out from the site to the rural scene beyond.

5.18 Children's play areas will be incorporated within the masterplan, in accordance with local open space policy. Variety and interest will be provided within play areas, and naturalistic play, using natural materials is proposed.

5.19 Existing vegetation will be retained and enhanced, creating green corridors through the new development. Additional soft landscaping would be undertaken using a range of plant stock sizes in order to create a variety of age structures and typology according to location (i.e. residential core, rural fringe or designed open space).

5.20 Tree and shrub planting will soften the effect of new development and create a quality setting. The successional planting and seasonal change achieved through careful design will help to provide a framework for future generations to enjoy and raise pride in the local surroundings.

5.21 Informal green corridors will be balanced with more formal streetscapes to offer different levels of amenity and points of interest.

Access

5.22 Vehicular access to the site will be via Cefn Road, making use of the site frontage along the eastern side of this road. Whilst the northern part of the site also has frontage with Bryn Estyn Road, it is not appropriate to form a vehicle access onto this road due to its more rural nature, however an emergency access point can be provided here.

5.23 Two primary points of access are proposed to serve the residential development– one at the northwestern end of the site and one at the south-western end of the site. A secondary southern access is also proposed to provide additional permeability and emergency access. There is also a new access proposed off Cefn Road to serve the proposed carpark for the playing pitches.

5.24 The proposals allow for the provision of a link road connecting the site to the wider KSS2 site allocation to the north to provide connectivity as per the requirements of the Local Plan policy relating to KSS2.

5.25 In summary, the development proposals align well with the overall national and local policy guidance, being located close to a range of amenities, employment opportunities and public transport links that will encourage and support trips by foot, cycle and public transport.

5.26 The development proposals will integrate well with the surrounding active travel networks, providing several new routes for these road users to access the site and travel safely through the site. The spine road running through the southern part of the site will have segregated shared footway / cycleway provision along at least one side of the road and the internal roads will be designed as 20mph roads to help foster a comfortable environment for pedestrians and cyclists.

5.27 New cycle routes within the site will ultimately provide for north south connections linking Bryn Estyn Road with Cefn Road, as well as providing the active travel link to KSS2 North via the link road.

5.28 Connections will be provided from the site to Bryn Estyn Road for pedestrians and cyclists. This will enable convenient connection to the cycle route along Bryn Estyn Road which links to Wrexham Industrial Estate to the east.

5.29 Another improved route into the site for pedestrians from Cefn Road will also be provided to the south of the proposed northern site access junction, approximately opposite the Plas Rhosnesni Care Home linking to Footpath Abenbury 2.

5.30 Full parking provision for the proposed development will be determined at the reserved matters stage, however the scheme will be designed based on the requirement for minimising off-site impacts of the development. The parking provision will be prepared in accordance with local guidance. Electric vehicle charging points will also be provided which will encourage the use of more environmentally friendly vehicles

5.31 An indication of the vehicle and pedestrian access is shown on the access plans and submitted illustrative site layout. A Transport Assessment and Travel Plan are included within the planning application documents and these set out in more detail how residents and users will be able to access the site.

Construction

5.32 Precise construction methodologies will only be finalised once a contractor is appointed. It is expected that the appointed contractor and its sub-contractors will at all times apply the principle of Best Practicable Means. A Construction Environment Management Plan (CEMP) is recommended to be implemented prior to works commencing. This document will outline the methods which will be employed by contractors to manage and where practical minimise the impact of the development's construction activities upon the site and surrounding area. The CEMP demonstrates a commitment to achieving high environmental standards and compliance with considerate contractor scheme procedures. The CEMP will outline

best practice measures and those mitigation measures identified through the EIA process, including, but not limited to:

- Program and Working Hours
- Logistics Overview
- Deliveries
- Site Plant
- Personnel Site Access
- Site Accommodation
- Construction and Demolition Methodology
- Control of Noise, Dust and Vibration
- Site Hoarding
- Traffic Management
- Logistics Manager
- Road Marshalls and Banksmen
- Vehicle Types
- Vehicle Management, Timescales and Vehicle Types
- Lorry Holding Areas and Vehicle Routes
- Parking
- Waste Management Plan
- Management, Training and Awareness
- Waste Management Considerations
- Site Waste Management Operations
- Waste Stream Management Methodologies
- Neighbourly Issues

Construction Programme and Phasing

5.33 The anticipated construction programme is as follows:

- Anticipated Commencement Date - Q2 2026
- Construction Duration - Up to 9 Years
- Completion – 2035

5.34 The application will implement a phasing strategy which will be divided into 2 phases.

- Phase 1 – up to 600 units (pre link road)
- Phase 2 – full development up to 900 units with link road (this includes everything in Phase 1 & 1b also)

5.35 The Phasing Plan (**Drawing 784-B024030-TTE-00-XX-DR-UD-41-P04**) demonstrates how the masterplan could be phased. The first phase will include the parcels to the north and the western area. The remaining area will form Phase 2, the eastern part proposed development.

5.36 Normal site working hours for all construction work, and ancillary operations, including deliveries to and dispatch from the site shall be confined to the following periods:

- Between 07:30 and 18:00 Monday to Friday;
- Between 08:30 and 14:00 on Saturdays; and
- No planned works on Sundays and Public Holidays.

5.37 The operation of plant/machinery/power tools and any noisy operations will be limited to the core hours stated above. It is recognised that there may be exceptional circumstances where the restriction on hours of work cannot be adhered to, in which case all reasonably practicable mitigation management procedures will be implemented, such as the Principal Contractor will provide advance notification and justification for any extension to the working hours to the Planning Authority and notify any affected neighbours before works start outside normal hours.

Summary

5.38 In summary, this chapter has presented a description of the Proposed Development for the site. This is supported by a parameter plan drawing, which alongside the description of development, sets out the basis for the assessments described in this ES.

5.39 The potential environmental impacts of the construction phase of the proposed development have been considered and all controls or measures to mitigate these effects are in line with current environmental standards and legislative requirements. Further detail of construction impacts has been presented in each technical chapter, where applicable.

5.40 A CEMP is proposed for the Site which will be agreed with WCBC prior to construction, thereby ensuring that any potential environmental effects are within suitable standards or mitigated in accordance with measures identified through the EIA process, where no standards exist.