

ERLAS PARK
Wrexham

DESIGN AND ACCESS STATEMENT
APRIL 2025

Harworth

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BACKGROUND

The application site is part of the key strategic site known as KSS2 "Land East of Cefn Road Wrexham" of the Local Development Plan (LDP), that includes land in the ownership of Harworth Group, along with land under the control of Bloor Homes and Barratt Homes, Wrexham Rugby Club and Wrexham County Borough Council. The site is expected to provide a total of approximately 1,680 homes, with up to 900 of these on Harworth Group land.

The purpose of this document is to explain the rationale on which the design proposals are based in the format of a Design and Access Statement (DAS) in compliance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended).

This DAS sets out the vision for the creation of a new high-quality sustainable residential development at Wrexham, referred to in this document as 'Erlas Park'. It explains the technical work which has been carried out by the consultant team to inform the outline development proposals for the site. The design principles and planning parameters for the development establish a clear framework for detailed design in due course through reserved matters applications.

THE PROPOSAL

The design proposals for Erlas Park have been informed by the Local Development Plan which states:

"Land is allocated East of Cefn Road, Wrexham (...) 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 a necessary Infrastructure that comprehends: highway improvements at Greyhound Roundabout, the creating of connecting links between the land north and south of Bryn Estyn Road, a 420-place primary school and the retention of playing fields for Ysgol Morgan Llwyd, public open spaces, community and leisure facilities, including the retention of the Erlas Victorian, active travel and public transport "

(Local Development Plan – Policy SP4, Wrexham County Borough Council, December 2023.)

A strategic masterplan has been produced to inform how approx. up to 900 homes can be delivered through a landscape-led design strategy for the overall application site. The illustrative layout includes:

- up to 900 mixed tenure homes (20% will be affordable homes)
- New and improved public transport links
- An overall net gain in local biodiversity
- Sustainable drainage systems (SuDS) with swales and attenuation basins to help mitigate flood risk and enhance biodiversity
- New and enhanced landscape improvements
- Support for active travel including walking and cycling
- Retention and enhancement of playing fields
- Opportunity to extend bus services through the site

PROJECT TEAM

This DAS has been prepared for Harworth Group by Tetra Tech with a team of professional advisors who have considered matters relating to the delivery of the landscape-led residential scheme at Erlas Park:

- Tetra Tech - Urban design, masterplanning, heritage, geospatial and minerals;
- J10 Planning - Planning;
- SLR - Transport and highways;
- Tyler Grange - Landscape, LVIA, arboriculture and ecology;
- Adept - Drainage and civils;
- UCML - Utilities;
- Miller Goodall - Air quality and acoustics;
- Reading Agricultural - Land quality;
- Element Sustainability - Renewables.

ABOUT HARWORTH GROUP

Harworth Group is one of the UK's leading land and property regeneration companies. They own and manage over 100 sites in the North of England and the Midlands, delivering thousands of new jobs and homes across the regions.

Their vision is to create sustainable places that people want to live and work in.

RELEVANT DOCUMENTS

The Design and Access Statement has been prepared in accordance with the guidance set out in the most recent edition of TAN 12: Design (Technical Advice Note 12: Guidance on Design and Access Statements, Welsh Government, March 2016). Other relevant documents that have contributed to the production of this document are:

- Town and Country Planning (Development Management Procedure) (Wales) Order 2012 Planning Policy Wales;
- Guidance on Design and Access Statements;
- Site and Context Analysis Guide: Capturing the value of a site;
- Design and Access Statements in Wales.

STRATEGIC CONTEXT

The site at Erlas Park is situated in the city of Wrexham, originally an historic market town before becoming a centre of industry. The city sits between Chester and Owestry within the Wrexham County Borough in North Wales.

Wrexham, North Wales, is strategically located close to the Wales / England border 13 miles south of Chester, approximately a 30 minute drive along the A483.

Wrexham also has a direct train link to Chester with hourly services taking just 15 minutes.

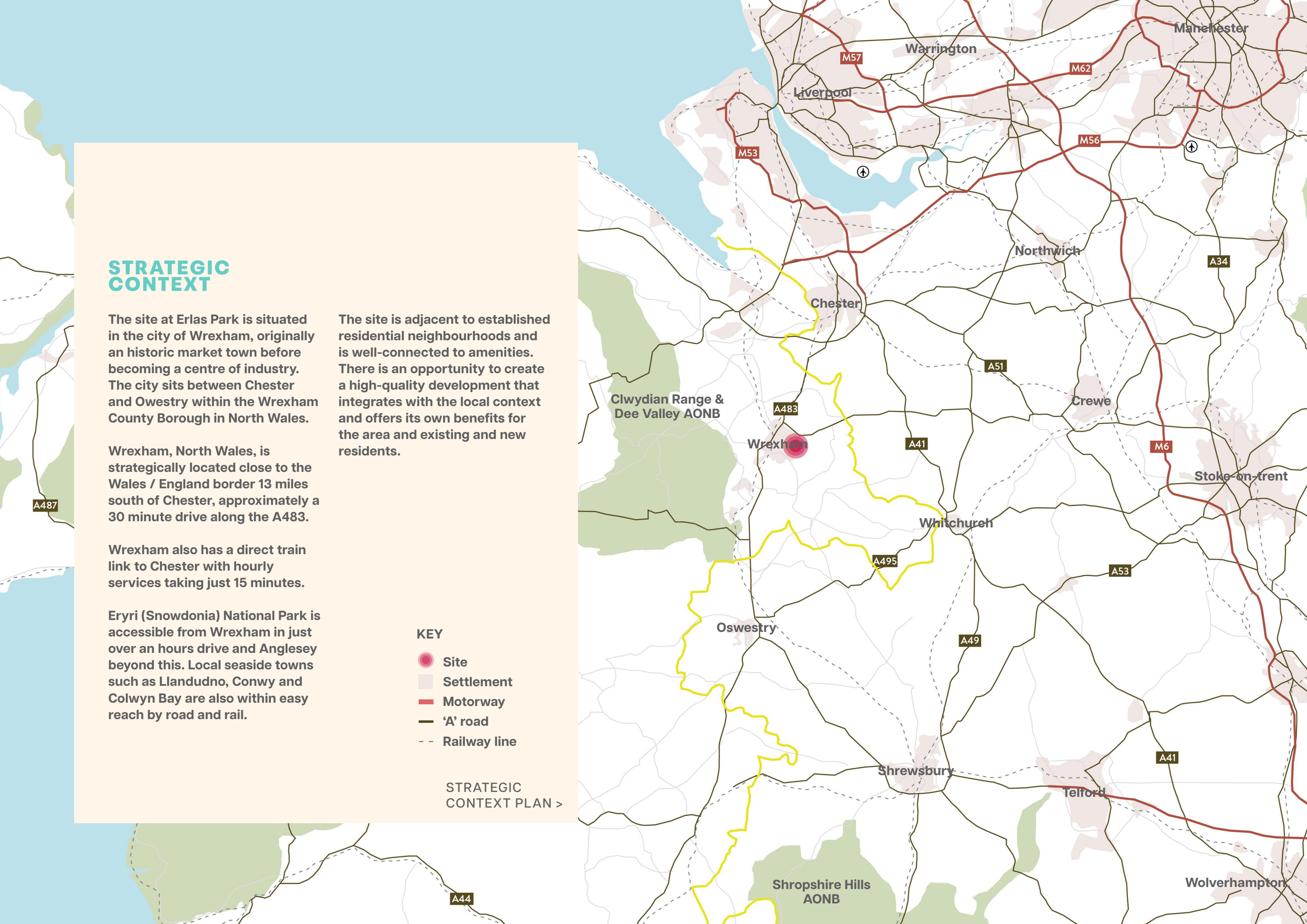
Eryri (Snowdonia) National Park is accessible from Wrexham in just over an hours drive and Anglesey beyond this. Local seaside towns such as Llandudno, Conwy and Colwyn Bay are also within easy reach by road and rail.

The site is adjacent to established residential neighbourhoods and is well-connected to amenities. There is an opportunity to create a high-quality development that integrates with the local context and offers its own benefits for the area and existing and new residents.

KEY

- Site
- Settlement
- Motorway
- ‘A’ road
- Railway line

STRATEGIC CONTEXT PLAN >



LOCAL CONTEXT

Wrexham city centre contains several shopping centres and retail parks with a mixture of independent retailers and high street brands offering a range of social and leisure activities for both residents and visitors.

The east of Wrexham is surrounded by established residential neighbourhoods well-connected to both city and countryside. This presents an opportunity to create a high-quality development scheme that is integrated with its local context.

LOCAL FACILITIES

The nearest local facilities are primarily located to the west of the site. The plan on the following page summarises the facilities available in the local area.

RETAIL

The area adjacent to the east and northeast of the site offers a range of services mainly within a small parade of retail premises including a convenience stores, takeaway restaurants, pharmacy and a pub. Border Retail Park and an Asda Superstore are within a 25 minutes walk from the site. A wider range of retail outlets are available in Wrexham city centre, 2km to the west, and on Wrexham Industrial Estate, 2.5km to the east.

HEALTH CARE

Medical centres and surgeries are located within proximity of the site. The nearest hospital is the Wrexham Maelor Hospital, approximately 3.5km west from the site .

EDUCATION

- Abbeyfield Day Nursery lies adjacent to the north west boundary of the site;
- Hafod Y Wern Community Primary School and St Anne's Catholic Primary School are within close proximity being under 650m from the site;
- Ysgol Morgan Llwyd lies adjacent to the western boundary and Ysgol Rhosnesni High School lies 700m from the site north west boundary of the site.

EMPLOYMENT

The site is located 2.5km from Wrexham Industrial Estate, at which there are a wide range of employment opportunities available. There is a direct cycle route to Wrexham Industrial Estate from the north of the site.

LEISURE AND RECREATION

Leisure centres, parks, sports clubs and centres are all within walking distance of the site.

Play spaces

There are two play spaces within a 5 minutes walking distance from the site, near St Andrew Crescent and Holt Road, about 250m and 400m away respectively.

Sports clubs

Wrexham Rugby Club is located at the northern boundary of the site while Wrexham Golf Club is located 900m east of the site.

Parks and gardens

Erlas Victorian Walled Garden is a community garden located adjacent to the site's north east limit.

Acton Park is the closest large park, 2km north west of the site. It has a lake, Japanese garden and designated equipped play area for children of all ages. The park also houses the Acton Park Community Angling Club.

Activity centres and sports complexes

Queensway Sports Complex, home to the Wrexham Athletics Club and North Wales Crusaders rugby league club, is located 1.5km southwest of the site. Its facilities include: a swimming pool, gymnastics gymnasium, squash courts, 3G turf pitches and athletics track and field.

Close to the site are the Morgan Llwyd and Rhosnesni's Leisure & Activity Centres, both multi-sport leisure centre. Rhosnesni Leisure & Activity Centre has a swimming pool, sports hall, and gymnasium.

The Venture ICC offers a wide range of community-based services and events in play work, education environmental improvements and sports. It is located 1km from the western boundary of the site.

PUBLIC TRANSPORT

Train stations

Wrexham is served by two railway stations: Wrexham General Station and Wrexham Central Railway Station that provide services from Transport for Wales and Avanti West Coast, connecting Wrexham to neighbouring towns such as Shrewsbury and Holyhead, as well as major cities, such as Wolverhampton, Birmingham and London. Wrexham General Station also provides strategic connections to South Wales, inlcuding Newport and Cardiff.

Bus services

Bus services run through Hullah Lane, Conway Drive and Sutton Drive, and to the north through Holt Road and St. Andrew Crescent, including:

- Stagecoach line 5: Wrexham Bus Station (Wrexham) to Chester Railway Station (Chester);
- Arriva Bus lines 7 and 8: Wrexham Bus Station to Caia Park;
- Arriva Bus line 35: Wrexham Bus Station to Plas.

KEY

- Site
- KSS2 boundary
- City Centre
- Industrial estate
- Retail park
- Public right of way
- Existing cycle route
- Bus route
- Bus stop
- Convenience store
- Post office
- Place to eat
- Leisure / recreation
- Play space
- School
- GP / pharmacy
- Supermarket
- Place of worship

FACILITIES PLAN >

Wrexham General

Wrexham Central

Border Retail Park

Whitegate Industrial Estate

SS2 North

Wrexham Industrial Estate

PHASING PLAN >

SITE CONTEXT

The site is bounded by Cefn Road to the west which defines the western edge of Wrexham's suburbs. The northern edge is bounded by Bryn Estyn Road and Oakhurst Road. Dol Ddraenen bounds the northwest edge.

Agricultural land occupies large areas to the south and east of the site, including LLwyn Knottia Farm, a small operational dairy farm. A historic woodland can be found south and southeast.

Land to the west and north west is comprised of well-established residential neighbourhoods, which benefit the site by providing educational facilities, local shops and services.

The east and south of the site are bounded by hedgerows which separate the site from bridleways and Public Right of Ways (PRoWs) that also cross the northern boundary, in an east-west orientation.

The photos opposite identify key features of the area, and the locations of the photos are shown on the plan adjacent.

CURRENT LAND USES

The site is mostly open grassland with existing playing pitches to the west and arable agricultural land to the east and south.

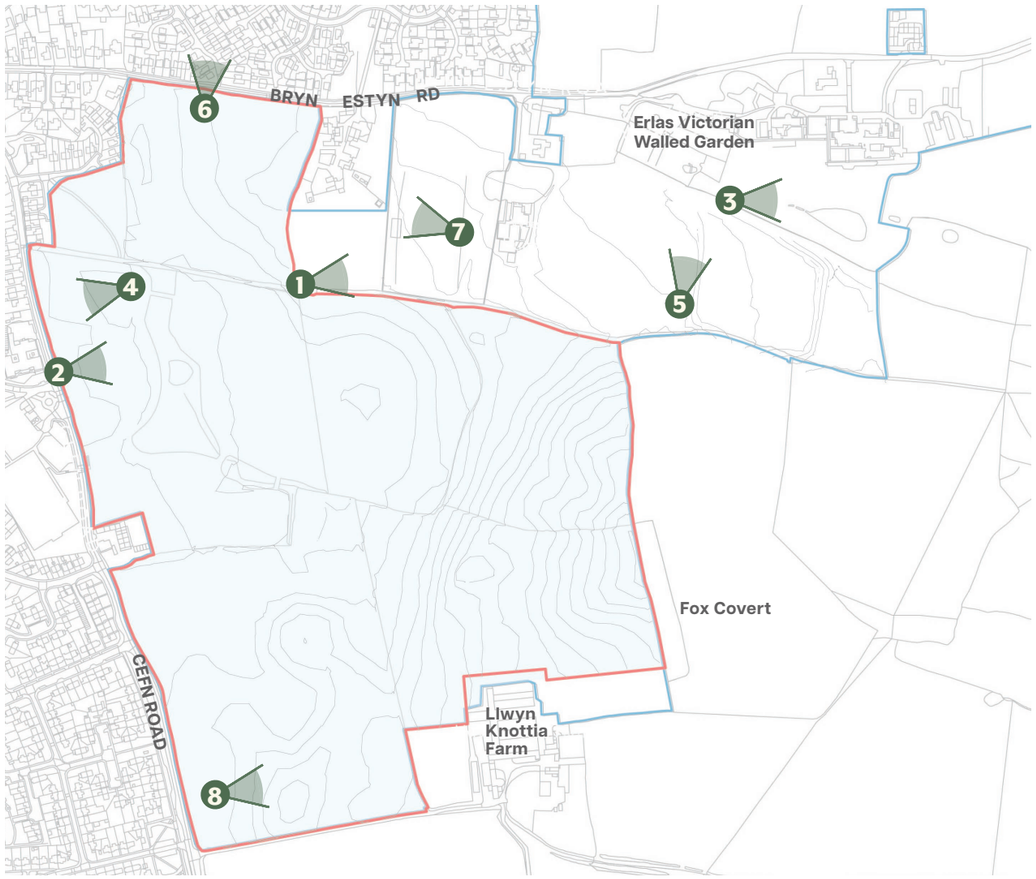
Woodland occupies a small portion of the site, towards the west. The existing playing pitches are linked to Ysgol Morgan LLwyd, a local secondary school located to the immediate west across Cefn Road.

TOPOGRAPHY

The site slopes gently from a high point of around 83m AOD in the west to around 56m AOD towards the eastern boundary of the site. More steeply sloping areas of the site are located to the west and south west.

LAND ONWERSHIP

The application site area is 40.27ha within the wider KSS2 area, which is under control of Harworth Group.



LAND OWNERSHIP AND TOPOGRAPHY PLAN WITH SITE PHOTO LOCATIONS

1. PUBLIC RIGHT OF WAY RUNNING THROUGH THE SITE





2. VIEW FROM CEFN ROAD, LOOKING TOWARDS PITCHES AND WOODLAND

- Planning application boundary
- KSS2 boundary
- KSS2 Land under Harworth Group control
- Site photo location

3. POND WITHIN ERLAS VICTORIAN WALLED GARDEN



4. VIEW LOOKING WEST TOWARDS YSGOL MORGAN LLWYD PITCHES



5. VIEW LOOKING TOWARDS EXISTING WOODLAND NORTH OF THE SITE





6. LINKAGE TO RESIDENTIAL AREA NORTH OF BRYN ESTYN ROAD



7. WREXHAM RUGBY CLUB



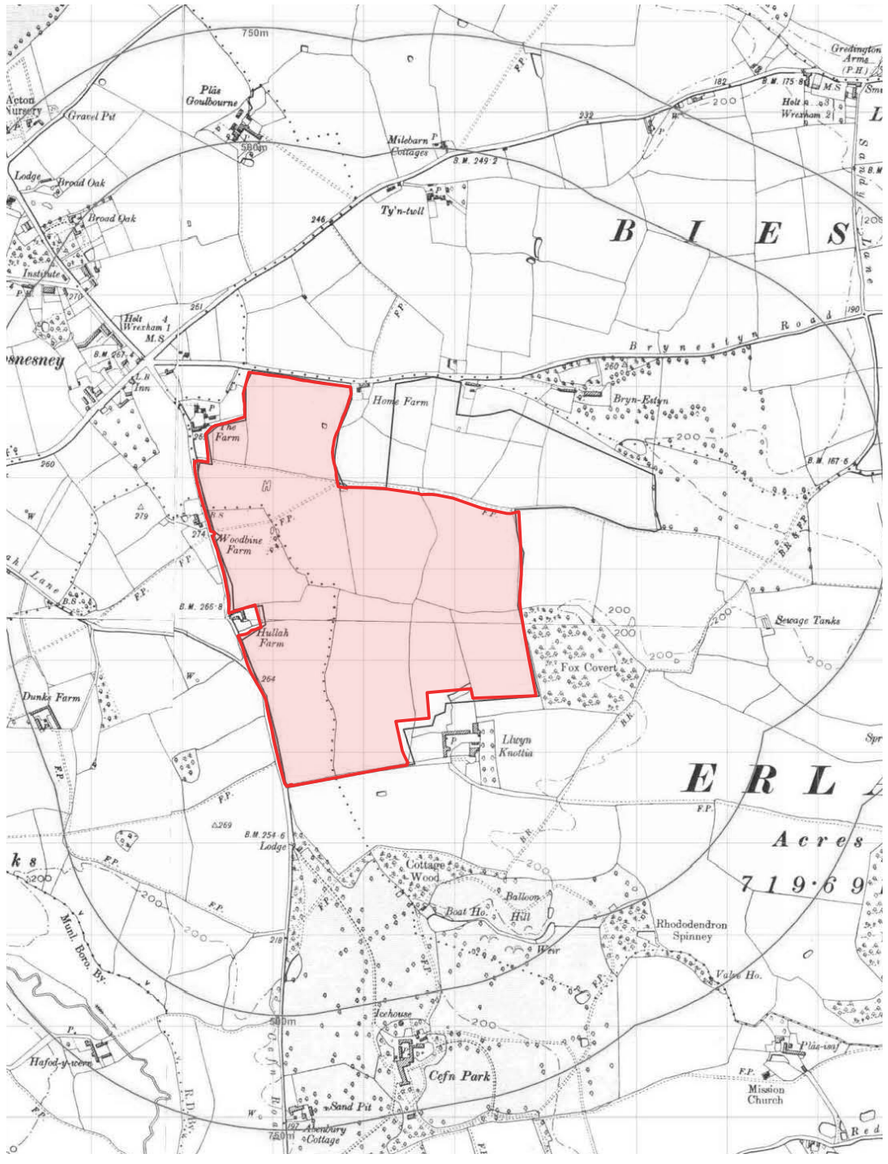
8. VIEW LOOKING EASTWARDS ACROSS THE SITE

HISTORIC CONTEXT

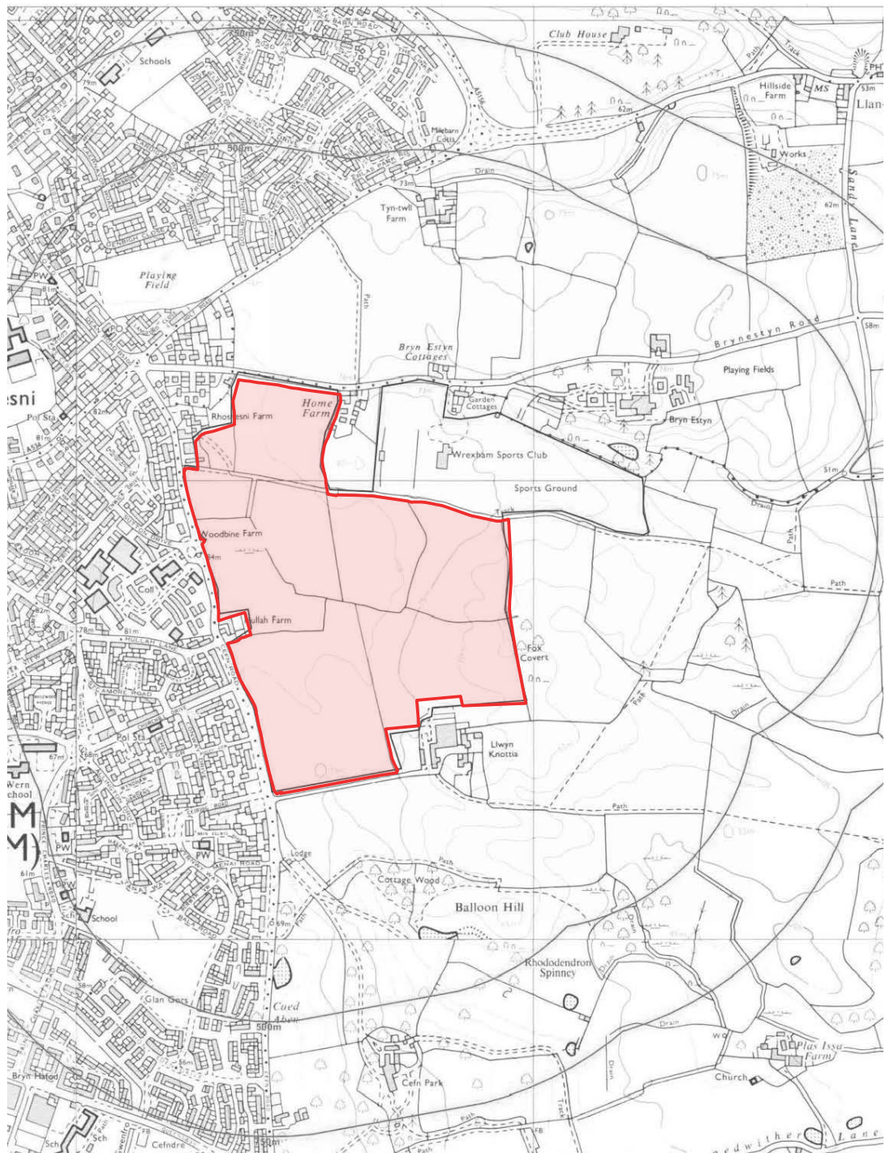
A number of historical maps of the site have been referenced in the Heritage Impact Assessment (HIA), including those shown opposite.

Erlas Park consists of a number of fields, with the Victorian Walled Garden and Wrexham Rugby Club to the north. The maps adjacent depict the site comprising a number of fields of varying sizes. Large trees and /or hedgerows are visible at the majority of the field boundaries, indicating their presence for some time.

The settlements surrounding the site extend up to its western and northern edges. A collection of buildings labelled as Bryn-Estyn are located to the north-east of the application site, with a small building labelled as Perth-y-bi and Warn House to the east, and a collection of buildings labelled as Llwyn Knottia to the south-east of the application site. Cefn Park and associated features are visible to the south of the site.



1898-1900 (© CROWN COPYRIGHT AND DATABASE RIGHTS 2018 ORDNANCE SURVEY 100035207)



1989-1992 (© CROWN COPYRIGHT AND DATABASE RIGHTS 2018 ORDNANCE SURVEY 100035207)

HISTORIC MAPS >

TOWNSCAPE CONTEXT

To the north and west of the site are built up suburban areas, comprised of detached, semi-detached and terraced properties.

The majority of homes are brick with render and grey roof tiles. Dwellings are typically between 2-2.5 storey with some single storey homes.

Detached properties are typically set back from the road with large rear gardens. Parking is provided by large private driveways and garages. Semi-detached properties typically have side parking or front parking with front gardens to accomodate this. Terraced properties typically have front parking or rear parking courtyards.

Period properties in this area tend to have bay windows and arched doorways.

Where boundary treatments are in place, these are varied and include hedges, stone walls, brick walls, timber fences and gates.

EXISTING TOWNSCAPE >


DETACHED HOUSE ON THE NORTHERN BOUNDARY


CONVERTED STABLES, NOW RESIDENTIAL TO THE NORTH OF THE SITE


RENDERED HOUSE WITH SIDE ASPECT TO THE NORTH


RESIDENTIAL AREA TO THE NORTH WEST OF THE SITE


HOMES TO THE NORTH OF BRYN ESYN ROAD


EXISTING HOMES TO THE WEST OF CEFN ROAD


TERRACED HOUSES ON BRYN ESYN ROAD

COMPARISON STUDY

SETTLEMENT SCALE COMPARISON

An important step in the design process was to develop case studies of similar scale masterplans/developments for comparison. This illustrates how urban grain plays an important role in the setting and sense of place of a new development. The key conclusions were as follows:

- **Given the open edge to the eastern and southern boundary, it is best to soften the edge of development and integrate the rich landscape into the proposals. This can be achieved through changes in density, storey heights and proposed planting.**
- **The existing field patterns and site features should be used to break up the proposed residential parcels; retaining these features will not only provide a green setting for the new community and reinforce a sense of place, but also benefit biodiversity.**
- **If appropriate, the density and structure of surrounding settlements can provide a pattern and urban grain which can be reflected in the new development to integrate it into its wider context.**

SETTLEMENT COMPARISON STUDY >

ERLAS PARK, WREXHAM



NEWHALL, HARLOW



UPPER CAMBOURNE, CAMBRIDGESHIRE



UPTON, NORTHAMPTON



TECHNICAL ASSESSMENTS

A number of reports have been produced assessing site context and constraints. A summary of the assessments that have been undertaken can be found on the following pages.

The opportunities and constraints plan adjacent summarises the findings in these reports and highlights the opportunities identified.

KEY

- Site boundary
- KSS2 boundary
- Water main with 12m easement
- Foul sewer with easement (assumed to be diverted)
- Indicative location of potential SuDS basin
- Proposed Substation
- Surface water flood risk - 1:1000 return period
- Surface water flood risk - 1:250 return period
- Surface water flood risk - 1:100 return period
- Surface water flood risk - 1:30 return period
- Proposed vehicular access
- Existing / proposed pedestrian & cycle links
- Public Right of Way
- Public Right of Way to be diverted
- Cycle link to Wrexham Industrial Estate
- Proposed green links
- Properties backing onto road
- Built form adjacent to site boundary
- Future development / application
- Existing bridge linking school to pitches
- Existing trees / hedgerows
- Root protection area (RPA)
- Enhanced recreation area
- Panoramic views
- Long distance intervisibility
- Increased visual prominence
- Archaeological trail trenching
- 10m stand off for level changes and inclusion of planting buffer to Cefn Park (in line with heritage assessment)



OPPORTUNITIES AND CONSTRAINTS PLAN >

AGRICULTURE

Agricultural land in Wales is graded between 1 and 5, depending on the extent to which physical or chemical characteristics impose long-term limitations on agricultural use. The site includes 31.1ha of agricultural land, mostly best and most versatile (BMV) quality agricultural land Grades 2 and 3a, a great part of which would be loss in the proposed development.

The report highlights that paragraph 3.58 of Planning Policy Wales states that BMV land should only be developed if there is an overriding need for the development and poorer quality agricultural land is unavailable or poorer quality land has an environmental value that outweighs the agricultural considerations.

The report concludes that since the site forms part of the strategic housing site KSS2, allocated in the adopted LDP, the harm caused by the loss of BMV land is acknowledged to be outweighed by the need to provide housing, infrastructure and other community facilities in sustainable locations.

UTILITIES

There is a water main and combined sewer running across the site that requires a 12m easement. It is assumed that the foul sewer to the north will be diverted.

There are existing electricity, gas, clean water and telecoms services within the wider vicinity of the development site. An assessment has shown that these services may have sufficient capacity to serve the proposed development.

GEO-ENVIRONMENTAL

Ground conditions

The Ground Condition Desk Study depicted on site and the overall risk from land contamination is considered to be low. There is potential for unforeseen ground conditions and risks, including contamination by radon that will need to be measured within new dwellings since 3-5% of the homes in the surrounding area are affected by it. A non-specialist Unexploded Ordnance (UXO) assessment indicates a low bomb risk.

Ground investigations

The results of the infiltration testing generally indicated favourable conditions for on-site soakaways and /or infiltrations basins. Infiltration systems will require designing by a specialist and permeable strata targeted. Furthermore, the designer should ensure that the potential for uncontrolled down-slope emergence of groundwater to the south-east of the site in the vicinity of Llwyn Knottia Farm be assessed.

Further investigations to confirm the deeper ground profile and seasonal water level variations are recommended.

FLOOD RISK AND DRAINAGE

Flood risk

The desktop study indicates the site is in Flood Zone 1 and has a low probability of flooding. Some areas of the site are naturally vulnerable to surface water flooding and have the possibility to flood due to extreme rainfall events. These areas are at the edge of the site and within the woodland at the centre of the site and therefore will have less impact on the design proposals.

Drainage

The drainage strategy proposes surface water runoff be collected within a gravity network via a combination of rainwater pipes, porous paving, rain gardens, swales and highway gullies and drained to four large, strategically placed infiltration basins located on around the development boundary. These basins have been sized to attenuate and infiltrate the 100yr storm plus an allowance for climate change.

Foul drainage is split into several gravity systems which connect at multiple points into the existing 1050mm diameter Welsh Water combined sewer which runs through the proposed site from north to south. It's estimated that a gravity connection will not be viable for a third of properties. These will drain by gravity to a new adoptable pump station located on the east boundary before being pumped to the public sewer. New 1050mm diameter attenuation pipes are proposed to south of the development to enable the additional connections into the public sewer.

MINERALS

The site is underlain by sand, which WCBC describe in their LDP as nationally important.

WCBC have stated that prior extraction could amount to a minimum depth, for example, the first 3-4m of sand. It is considered the site is quite constrained in terms of the prior extraction of minerals. High groundwater levels have been recorded, which coincides with these higher lying sands. The site is subdivided by hedgerows, which are proposed to be retained. The retention of the hedgerows, which include badger setts, would make it difficult to lower development platforms. There are also utilities and sports pitches within the site that are also proposed to be retained.

All proposed built development areas of the site are located within an allocated Key Strategic Housing Site (KSS2). WCBC are clear in their LDP, and in other responses regarding KSS2, that the need for housing outweighs the need of the minerals. An incidental approach to minerals extraction is proposed. This would comprise the excavation of sand through the preparatory earthworks. Incidental extraction would be over a large area and would include the two large drainage basins. This approach would not unduly delay the construction of the development and would mean the whole resource would be sterilised. There would also be an opportunity to recover sand through cut and fill due to the slope across the site.

AIR QUALITY

The impacts of the proposed development on air quality along with the constraints which existing air quality may have, have been assessed.

Modelling to assess the impact of road traffic associated with the proposed development on local air quality and the suitability of the site for residential use was undertaken.

The modelling and assessment indicates that the proposed development will have a Not Significant effect on local air quality. The air quality assessment concluded that the proposed development is suitable for its intended use. No additional mitigation is required in regard to air quality.

ARCHAEOLOGY AND HERITAGE

An Archaeological and Heritage Desk Based Assessment, Heritage Impact Assessment, Settings Assessment, Geophysical Survey, and ES Chapter have been undertaken to consider the impact of the proposed development on designated and non-designated assets, archaeology within a 1km, alongside known and unknown archaeology within the site boundary.

The reports highlighted that the site has a low potential for previously unrecorded remains relating to the Palaeolithic to Bronze Age and Early Medieval, a low to moderate potential for Iron Age, moderate potential for medieval, and a moderate to high potential for Roman and post-medieval to modern remains to be found on site.

Intervisibility has been identified between the application site and two Grade II assets: Cefn Park Lodge (17273) and its associated Gates and gate-piers (17274) which both lie approximately 0.14km south. Mitigation has been suggested to minimise the intervisibility which consists of the planting of trees and vegetation along the southern boundary of the site to provide additional screening. Additionally, it was suggested that designs sympathetic to this intervisibility and impact should be explored to ensure that mitigation enhances the existing landscape.

A Geophysical Survey was undertaken across the site in two phases and revealed features of late prehistoric interest, as well as several features of an uncertain origin that require further investigation.

A programme of archaeological mitigation in the form of evaluation trenching is advised within the assessments, with any further archaeological work being undertaken in accordance with the standards and guidance from the Chartered Institute for Archaeologists, and a Written Scheme of Investigation to be agreed in advance with the Clwyd-Powys Archaeological Trust.

Preservation of historically important hedgerows is also recommended, with sympathetic design to allow for screening between designated assets and the application site.

ARBORICULTURE

A BS5837 Tree Quality Survey has been undertaken and the findings have informed the proposed masterplan, setting out the arboricultural baseline and the review of the likely tree removals, retention and mitigation opportunities associated with the illustrative layout.

The assessment identified 58 trees, 18 tree groups, 14 hedgerows and a single woodland area. The principle tree cover relates to the stands of semi-natural broadleaved woodland and tree belts, notably the woodland at the western portion of the site. The field layer and margins are dominated by bramble and common nettle. A number of scattered high value mature oak and sycamore trees are also present which are mostly located within the amenity grassland at the west of the site, with additional mature trees present within some of the field boundary hedgerows.

Most of the site's hedgerow network is dominated by hawthorn and blackthorn. As a predominantly arable field arrangement, small areas of scrub and unmanaged tussocky grassland are typical, being distributed throughout the site's field margins, including areas dominated by bramble and pockets of self-set willow.

The masterplan shows how a layout can be designed around the principal tree stock allowing for the retention of all of the site's High and Moderate value tree cover. The potential tree removals are largely limited to sectional losses of low value hedgerows in order to accommodate new vehicular and pedestrian connections. The proposals highlight the opportunity to implement a mix of new native trees, ornamental specimens, stands of woodland understorey planting, shrubs and hedgerow planting alongside areas of new lawn and meadow planting to diversify the site's Green Infrastructure contribution, whilst safeguarding TPO tree stock and increasing overall tree numbers on-site.



EXTRACT OF TREE SURVEY PLAN BY TYLER GRANGE

ECOLOGY

The potential effects of the Proposed Development have been assessed through an Ecological Impact Assessment, the finding of which have been set out in an Ecology chapter for the Environmental Statement. The key findings are:

Statutory and non-statutory Nature Conservation Designations

A total of 4 statutory and 3 non-statutory nature conservation sites were noted within the Zone of Influence around the Proposed Development Site, the closest of which being Cefn Park Local Wildlife Site (LWS) located some 830m south-east of the site. An assessment relating to potential construction phase impacts on this and the other statutory sites and non-statutory sites identified that potential construction phase impacts could be mitigated through the production and implementation of a Construction Environmental Management Plan (CEMP) for the Site.

Mitigation relating to the potential operational impacts on Cefn Park LWS arising from an increase in recreational pressure as a result of an increase in local population arising as a result of the proposed development has been proposed through the production of a homeowner pack identifying access to Suitable Alternative Natural Greenspace (SANG) and appropriate visitor treatment of the LWS which would be provided to the residents.

Potential effects on sensitive peatland habitat occurring at Borras Bog LWS located approximately 1 km to the north of the site, potentially arising if there is an increase the

deposition of airborne sources of nitrogen N0x have not been assessed to date. Impacts to other nature conservation designations containing nitrogen vulnerable habitats have been scoped out of the Air Quality assessment also undertaken for this EIA.

Habitats

None of the habitats within the site were considered to be of greater than local ecological importance. Of these, hedgerows, ponds and broadleaved woodland are considered to be habitats of conservation concern under national or local biodiversity action. The pond, woodland and majority of the hedgerows and scattered trees will be retained through development.

The majority of habitat loss relates to arable land of negligible ecological importance, with some smaller scale losses of hedgerow sections and boundary trees for access. Habitat losses will be mitigated through the creation of new habitats included within the landscape design. Retained habitat features will be protected during the construction phase through the implementation of a Construction Ecological Management Plan (CEMP) which will identify buffer zones for the protection of habitats as well as pollution prevention measures. Both retained and newly created habitats would be the subject of a Landscape and Ecological Management Plan (LEMP) which will ensure habitats are managed and protected from incidental disturbance and habitat degradation due to lack of maintenance during operation.

Protected and Notable Species

Potential effects relating to protected / notable species from development of the site comprise:

- Loss of terrestrial habitat and dispersal opportunities for great crested newts and other amphibians, further details of mitigation for habitat loss and to avoid killing / injury of GCN during the construction phase will need be provided and covered by an application for an EPS licence from Natural Resources Wales (NRW);
- Potential disturbance to commuting/ foraging routes for bats would be mitigated through provision of new hedges which will link to other features such as woodland and hedges beyond the site boundary and provision of bat boxes on retained trees together with a sensitive lighting strategy to maintain dark corridors to maintain habitat resources for bats locally. No loss of roost locations is predicted;
- The provision of green infrastructure will maintain habitat resources for birds consisting of common woodland passerine species. Loss of potential nesting resources for lapwing arising as a result in the loss of arable land is not deemed to be significant;
- A NRW badger licence will be required to close one outlier sett within the Site. All other setts, including two main setts on-site will be retained, protecting the badgers through development;
- During operation of the Proposed Development, implementation of the LEMP will ensure habitats for protected species are maintained; and;
- Measures to prevent damage / disturbance to breeding birds, hedgehog and brown hare would also be set out in the CEMP.

Ongoing survey/ ecological assessment work is being undertaken in the spring of 2024 and the findings of this will be presented in an ES addendum. The updated surveys will be used to refine the mitigation outlined here, but is not expected to alter the overall findings of the Ecological Impact Assessment summarised above.

LANDSCAPE

Landscape and Visual Impact Assessment

The site contains no rare, notable or unique landscape features considered to represent a ‘Valued Landscape’ with reference to paragraph 6.3.3 of Edition 12 of Planning Policy Wales. The site is not the subject of any statutory landscape designation which indicates that it is important at a national or regional scale.

The Site is allocated for residential development (KSS2) within the adopted Wrexham LDP. Upon adoption, this land was removed, and is no longer subjects to, the designated Green Barrier.

The landscape assessment found that the site does contain elements and features of landscape value in their own right and that contribute to the overall character of the wider landscape. These are:

- Sloping topography towards the River Dee floodplain to the east;
- Sense of exposure on the top of the hill with long distance views eastwards towards Cheshire to the east and the Clwydian Hills to the west;
- Sense of settlement from the top of the hill as a result of the adjoining settlement edge and presence of Wrexham Industrial Estate in views across the countryside to the east of the site;
- Hedgerows and Hedgerow Trees providing definition to the irregular landscape pattern; and
- Tree cover comprising Hedgerow Trees and the adjoining small woodland contributing to aa sense of layering within the landscape.

During the Construction Phase, the Proposed Development will introduce features and elements which are discordant with both the surrounding farmland and the adjoining townscape area. Due to the settled and industrial character of the wider landscape, views of construction activities are unlikely to form an unexpected component of views.

In the Operation Phase, the Proposed Development will not create nor result in greater than ‘Moderate Adverse’ effects upon landscape character views and visual effects upon a small number of people.

For landscape character views, the worst-case effects are anticipated for the ‘site-specific character and landscape features’ and the’the Regional Landscape Character will experience Moderate Adverse for both receptors by Year 15 as the mitigation planting matures to enhance the GI components of the site, soften perceptions of the scale and density of the development and improve the perceptual qualities of the retained and created landscape features and qualities.

As for the visual effects upon a small number of people, the level of effect will be experienced by people using the PRoW Footpaths within the site to be retained / diverted and residents to the north and west of the site within the existing settlement. As the mitigation planting matures, these effects will be reduced to 'Minor Adverse' by Year 15 and soften such that the PRoWs within the Site will follow attractive GI corridors and the Proposed Development will appear as an integrated part of the existing settlement with a high level of tree canopy cover.

The Proposed Development is expected to have negligible effect upon the Clwydian Range and Dee Valley AONB and all but one of the existing/proposed revised Special Landscape Areas in the landscape surrounding Wrexham at both Year 1 and Year 15. A minor adverse effect is expected upon the Special Landscape Area (SLA) located c.165m south of the site at Year 1 until the mitigation planting matures.

In terms of compliance with the relevant policies of the LDP2 2013-2028, the site can be developed in a sensitive and appropriate manner through the Landscape Strategy. Where adverse effects arise, mitigation has been used to reduce the degree of harm and to provide a characteristic scheme that assimilates into the landscape and adjoining townscape character area.

TRANSPORT AND HIGHWAYS

Transport Assessment

The Transport Assessment highlighted that the highly sustainable nature of the KSS2 site location has already been established through the LDP site allocation process given that it benefits from proximity to a wide range of local facilities providing the potential to make it a very well-connected development. These local active travel connections to key facilities have been explored in detail within the transport assessment and it has been demonstrated that walking and cycling will be highly attractive modes for access to and from the development.

The assessment also found that the site is well located to present opportunities for travel by rail as part of a public transport journey chain.

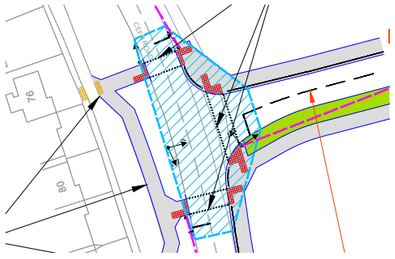
It was concluded that there are no highways or transportation grounds for refusal of the planning application.

Transport Modelling

The modelling demonstrates that 600 dwellings can be delivered on the application site as a first phase of development at Erlas Park, based on the highway mitigation strategy that was agreed as part of the adopted Local Plan. The agreed modelling also demonstrates that the proposed development of up to 900 dwellings on the site can be delivered with the proposed future link road running through the KSS2 site.

Access

The highways assessment has identified access points along Cefn Road which are detailed in the highways report. A preferred primary route through the site has also been provided which will connect the site to KSS2 North at later stages of development.



EXTRACT OF SOUTHERN PARCEL ACCESS DRAWING BY SLR

URBAN DESIGN

To the north and west of the site there are some areas of properties backing on to Bryn Estyn Road and homes of moderate quality along Cefn Road. These offer an opportunity for the Erlas Park proposals to strengthen the frontage and streetscene along these roads.

There are some neighbouring properties adjacent to the site that will need to be considered through the design proposals to create a suitable relationship between old and new.

To conserve biodiversity and character, the layout of development parcels should use the retained hedgerows to create natural green corridors. These will also provide soft edges to the development. The combined sewer easement also creates an opportunity for a green corridor through the site, strengthening linkages for wildlife and active travel.

SUSTAINABILITY

The proposed development should be design with sustainability as a core consideration from the outset, aiming to deliver a scheme that promotes sustainable development in accordance with national, regional and local policy requirements, seeking to promote these principles throughout the design and construction of the scheme.

The energy strategy for the development should be designed in accordance with the Energy Hierarchy and benefit from a material and design specification that is aligned with Building Regulation standards. It should incorporate numerous energy efficiency measures designed to reduce heat losses and will benefit from renewable energy technologies.

Due to the site's proximity to local amenities, the presence of public transport services within easy walking distance, and the proposed levels of cycle storage; this will encourage trips to be made on foot, by bicycle or via public transport, which are more sustainable modes of transport when compared to the private car. Active travel is also a healthier option.

A wide range of natural and ecological features will be incorporated within the landscape proposals to enhance the biodiversity levels on site and the inclusion of SuDS will help to manage surface water. Best practice techniques to prevent and minimise waste during the design and construction phases of the development will be adopted, and adequate facilities and space for collection, composting and recycling of waste materials will be provided to limit the amount of waste being sent to landfill.

The above provides a number of examples of how sustainability should and has been considered for the proposed development. These examples will be developed further as the scheme progresses, with a full Sustainability Statement provided to confirm.

For more information, please refer to the associated technical reports, accompanied with this Design and Access Statement.

VISION AND DESIGN

ERLAS PARK provides the opportunity to create an attractive, well-connected, high-quality mixed tenure residential neighbourhood with community infrastructure, greenspace and educational and recreational opportunities. Erlas Park will serve to maximise and deliver the principles of sustainable placemaking for a new community to the east of Wrexham.

The benefits of locating new housing growth directly adjacent to the main urban core of Wrexham is a logical and highly sustainable ambition.

The proposals create a new neighbourhood with nature, education and recreation as key design drivers.



ARTIST IMPRESSION OF
HOMES AT ERLAS PARK
OVERLOOKING OPEN SPACE



THE OPPORTUNITY

Wrexham needs to provide a choice of good quality housing and jobs in order to retain and sustain its existing and new residential population and deliver economic growth.

To meet these target growth ambitions, Wrexham needs 'deliverable' sites and partners capable of meeting its needs.

The site in this outline planning application is the most appropriate location for the well-planned sustainable growth of Wrexham.

Relative to National Development Plan (NDP), Planning Policy Wales 12 (PPW12) and Local Development Plan (LDP) ambitions, there are a host of key material considerations that reinforce the identification of land for a new residential neighbourhood in this location and there is a clear vision that this site offers, notably:

- The use of the most sustainable land opportunities and locations adjacent to existing settlement boundaries and achieve best practice standards of place-making;
- Sustainable growth with respect to accessibility, connectivity, community infrastructure and environmental mitigation and enhancement;
- Permeable links and connections through the site via provision of managed and enhanced public access to provide benefits to existing and future residents;
- Adequate levels of amenity and leisure provision on site;
- Key infrastructure links with the A534 and beyond to the A483;
- No significant environmental or engineering constraints (drainage, minerals, archaeology, ecology and landscape);
- The need to deliver a diverse range and portfolio of dwelling types, sizes and tenures;
- The scale of the site offers a range of potential investment opportunities that benefit the local area i.e. improvements in public transport and connectivity for walking and cycling, with its relative proximity to Wrexham city centre, rail stations and Wrexham Industrial Estate.

DESIGN PRINCIPLES

The design principles opposite present key design drivers to ensure the site aspirations provide an enjoyable and attractive neighbourhood for the community of Erlas Park and its surroundings.



ARTIST IMPRESSION OF DESIGN PRINCIPLES

WORKING WITH A NATURE AND A RICH LANDSCAPE SETTING

The site's existing green infrastructure creates an opportunity for the proposals to retain and strengthen green corridors and linkages. The existing trees and hedgerows will be retained where practicable to provide an attractive character and placemaking features for the proposals.





CREATING OPPORTUNITIES FROM CONSTRAINTS

The identified technical constraints need to be addressed through the proposals whilst creating opportunities for open space and green corridors that add value to the site for both the community and biodiversity.

HIGH-QUALITY HOMES AND PLACEMAKING

The residential parcels will provide high-quality homes for the area and strengthen Wrexham's housing offer with 20% being affordable homes.

There will be opportunities for placemaking and gateway features throughout the site, creating a distinctive, safer and welcoming neighbourhood.





CONNECTED WITHIN THE CONTEXT

The design proposals will consider the existing built form surrounding the site. The open surroundings to the south and east of the site should be considered through the provision of an appropriate edge condition to the development in terms of landscape proposals, density, massing, storey heights and housetypes, whilst providing views out to the east.

THE PROPOSAL

The development proposed by Harworth Group comprises the following elements:

- up to 900 mixed tenure homes;
- 20% of which will be affordable homes;
- New and improved public transport links;
- An overall net gain in local biodiversity;
- New and enhanced landscape improvements;
- The use of renewable energy sources;
- Retention and enhancement of playing fields
- Sustainable drainage systems (SuDS) with swales and attenuation basins to help mitigate flood risk and enhance biodiversity
- Opportunity to extend bus services through the site.

This will make sure sustainable placemaking principles are at the heart of the proposed development and neighbourhood.

STRATEGIC MASTERPLAN

Erlas Park is a landscape-led masterplan, enhanced by the landscape setting of the site and retained trees and hedgerows, as well as through the surrounding open space and green linkages.

The residential parcels integrate into the existing urban grain of Wrexham to the west of the site. The homes should be of high-quality and overlook the well-connected streets and green spaces. There is a total of up to 900 dwellings with 20% affordable homes.

The existing bridge will be retained and a safe pedestrian / cycle graded crossing will be provided at the nothern access across Cefn Road and to the existing sports pitches.

The new replacement pitch will be designed and constructed as a fully drained sports pitch. This will be completed prior to commencement of development.

The primary route/avenue through the site provides a green verge either side and has potential to connect the site to the KSS2 North site.

There are new pedestrian and cycle routes proposed across the site that will integrate with the existing network of Public Rights of Ways and cycle routes. The new paths create opportunities for a 5km running route and 10km cycle route across the site and wider area, providing an active agenda for the site and surroundings. Erlas Park is within a sustainable location, encouraging Active Travel.

Throughout the site are opportunities for placemaking and gateway features to create a distinctive and attractive neighbourhood. Some of these placemaking features could serve to differentiate the character of the avenue and create focal points / pocket parks within the residential parcels.

KEY

- Site boundary
- KSS2 boundary
- Proposed residential parcel
- Retained sports pitch
- Proposed public open space
- Retained trees/hedgerows
- Proposed planting
- Indicative proposed SuDS
- Widelife corridor / buffer
- Proposed pumping sstation
- Proposed primary access
- Proposed secondary access
- Proposed primary route/avenue with green verges
- Proposed street network
- Streetscape feature / traffic calming
- Placemaking / gateway feature
- Existing / potential play space
- Pedestrian / cycle link
- Retained Public right of way
- Retained / proposed pedestrian / cycle route
- Existing cycle route
- Existing bridge linking Ysgol Morgan Llwyd to sports pitches
- Proposed signalised pedestrian crossing

STRATEGIC MASTERPLAN >


BRYN ESTYN RD
Erlas Victorian Walled Garden
11v11 Youth Football Pitch 80m x 50m
Retained sports pitches
Ysgol Morgan Llwyd
CEFN ROAD
Llwyn Knottia Farm

DESIGN DEVELOPMENT

The strategic masterplan has progressed to address the identified technical constraints and design aspirations. Key design aspects have included the following:

- The initial conceptual strategic masterplan option development involved options to propose a school on site and a relocation of the sport pitch, as shown below. The school location is due to council conversations to have the school on council land. The final masterplan has been proposed as it addressed the site constraints, viability and integrated well with active travel routes and phasing.
- Utilities - A utility assessment identified a water main that runs through the centre of the site from north to south. This water main requires a 6m easement either side as directed by Welsh Water through consultation. This easement restricts development but enables a green corridor to run centrally through the site.
- Drainage - The areas identified for attenuation basins have been developed following drainage assessments and infiltration testing. The basins are proposed to the north, south and east of the site with swales along part of the southern primary route/ avenue.

PRIMARY ROUTE COMPARISON

A settlement study was undertaken to highlight positive key features of a primary route that transforms it from a transport corridor to a positive placemaking feature within a settlement.

Erlas Park will require a primary route to serve the site as the main vehicular access, that also may link it to the KSS2 north site in the future. However, as illustrated it can also act as an orgainising feature and legible townscape element that contributes to a sense of place.

The route should provide diversity in character using landscape and built form to create placemaking and traffic calming features.





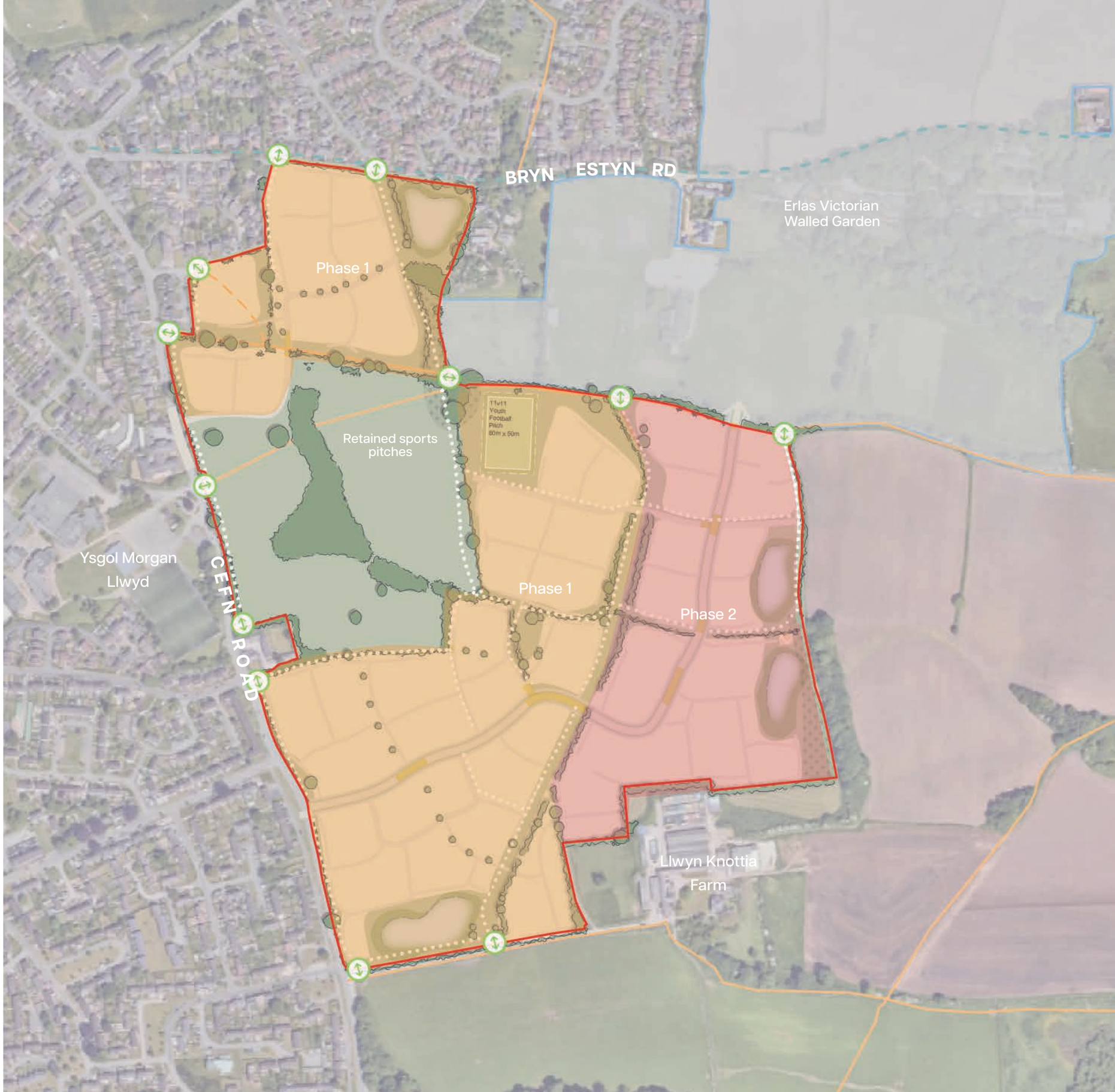


PHASING

The phasing plan adjacent demonstrates how the masterplan could be phased.

The first phase will include the construction of the new sports pitch before the commencement of the central development and the remaining parcels to the north. Phase 1 will incorporate two of the surface water drainage atteniation ponds as well as the improvements to the sports area. The remaining proposed development to the east will form Phase 2 which includes two further attenuation ponds.

PHASING PLAN >



ILLUSTRATIVE LAYOUT

The illustrative layout adjacent is indicative and sets out one permutation of how development at Erlas Park could come forward within the development parameters.

There are two parcels within the proposals, named the northern and southern parcels that are accessed via Cefn Road.

NORTHERN PARCEL

The northern parcel comprehends the area north of the sports pitches. It is set within the retained trees and hedgerows. The entrance to the site presents a pocket park that contains the mature trees with retained sports pitches to the south, adjacent to the woodland. The primary route through this parcel has a green verge with street trees breaking up the route.

The north western area has a pocket of open space to mitigate the alignment of the combined sewer easement. Homes front onto this open space which leads to the existing settlement to the north through proposed pedestrian / cycle routes onto Bryn Estyn Road.

This parcel is well-connected to the Public Right of Way (PRoW) to take advantage of this east to west route, linking to the existing settlement and towards the east.

To the south of the PRoW are the retained sports pitches which will be more formally marked out and white lined to reflect current local need.

The existing bridge crossing at the southern access will be retained and a safe pedestrian / cycle graded crossing over Cefn Road will be provided at the nothern access across Cefn Road and to the existing sports pitches.

SOUTHERN PARCEL

The southern parcel comprehends the remaining site area, south and east of the pitches and retained woodland. The avenue is defined by a green verge on one side and offers a strategic route to the phased character of the development as well as a future connection north, to the rest of the KSS2 site. The avenue accommodates a 3m footway / cycleway either side to improve active travel opportunities.

There are areas of open space that accommodate the sewer easement and create green pockets with the development. Mature trees and hedgerows have been retained along the western edge of the site that provide a strong frontage, with homes overlooking Cefn Road.

ILLUSTRATIVE LAYOUT FRAMEWORK

USE AND AMOUNT

The indicative proposals show how a scheme of up to 900 units can be accommodated within the development parameters.

The indicative masterplan provides a range of 2-4 bedroom family homes and deliver 20% affordable homes of 1-3 bedrooms, as set out in the table below.

The site boundary is 40.27ha. The net development area is approximately 21.07ha, this equates to a density of approximately 39 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.

SCALE AND MASSING

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.

APPEARANCE

Appearance is a Reserved Matter in this application. Further detailed design proposals will be provided at reserved matters stage. The principles set out within this application are based on quality and context. The development and the design of buildings will be specific to the site and context.

POLICY SP4

This proposal involves provision for 20% affordable housing and the remaining 80% will be open market with bedroom mix as per policy requirements.

KEY

- Site boundary
- Proposed dwellings
- Rear garden
- Proposed avenue and main route
- Proposed shared surface
- Proposed private drive
- Proposed parking
- Retained tree / hedgerow
- Proposed tree / hedgerow
- Proposed attenuation basin
- Proposed pumping station

ILLUSTRATIVE LAYOUT >



LANDSCAPE FRAMEWORK

The overriding principle of the landscape strategy 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.

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.

The green spaces bring the following benefits:

- Amenity value for local residents to use for recreation;
- Practical value for moving through the development;
- Visual value for residents who face on to the spaces;
- Creating vistas and a 'sense of place' throughout the development;
- Reducing the visual impact of the development by retaining existing elements of the local landscape and proposing new native planting strategies;
- Enhancing the nature conservation value of the site through the creation of new habitats and linkages;
- Retaining historic field patterns to retain the local character of the site.

CHILDREN'S PLAY SPACES

Children's play spaces are proposed within walking distance of new homes in accordance with local open space policy.

Variety and interest will be provided within play spaces to challenge children. Naturalistic play, using natural materials is proposed.

PLANTING PALETTE

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).

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.

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

The proposed planting types for the site:

Native open space trees

Native open space trees in wider, more open areas of landscape to increase landscape framework and characteristic features.

Native hedgerow trees

Native hedgerow trees along areas of existing hedgerow to provide additional structure and softening of the proposed development. Proposed trees will be native in keeping with the local character of the surrounding landscape.

Native hedgerow (retained, enhanced and proposed)

Species rich native hedgerow will allow for softening of new development and to enhance retained hedgerow planting already on site. Species rich shrubs and hedgerow are proposed to increase ecological benefits and connectivity and landscape structure across the site.

Suggested species


Acer campestre


Betula pendula


Fagus sylvatica


Tilia cordata


Quercus robus


Sorbus aucuparia


Prunus avium

Ornamental street trees

Street trees within the development along road edges and at plot frontages are proposed. Species will be those tolerant of urban conditions with smaller and more compact habit.

Suggested species



Sorbus aucuparia ‘Sheerwater Seeding’



Carpinus betulus ‘Fastigiata’



Pyrus calleryana ‘Chanticleer’

6 - Marginal aquatic planting

Native marginal shrub and aquatic planting is proposed adjacent to SuDS. Species tolerant of periods of wet and dry will be provided to increase species diversity and provide amenity benefit.

Suggested mixes



Emorsgate EM1 - Basic General Purpose Meadow Mixture

Emorsgate EM1F - Basic General Purpose Wild Flowers

Emorsgate EP1 - Pond Edge Mixture

Widlflower meadow mix

Species rich wildflower meadow mix to increase interest, pollinating species and provide soft edges to the development are proposed.

Suggested species



Galantus nivalis



Narcissus pseudonarcissus ‘Lobularis’

Bulbs

Native and ornamental bulbs to provide seasonal interest, particularly under trees and along paths are proposed.

BOUNDARY TREATMENTS

To improve the definition of the land parcels and further screen the proposed development, the boundaries will be strengthened with native planting and existing stock retained and managed.

The boundary design will also permit public access and linkages to the other areas of open space as part of a comprehensive landscape framework.

ACCESS

Access

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.

Two primary points of access are proposed to serve the residential development: one at the north-western parcel of the site and one at the south-western parcel of the site. A secondary southern access is also proposed to provide emergency access and additional permeability.

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.

In summary, the development proposals align well with the overall national and local policy guidance /objectives, 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.

Sustainable travel modes

The development proposals will integrate well with the surrounding active travel networks, providing several new routes for road users to access the site and travel safely through it. The primary route/ avenue running through the southern part of the site will have segregated 3m shared footway / cycleway either side and the internal roads will be designed to 20mph to help foster a comfortable environment for pedestrians and cyclists.

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.

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.

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.

Parking

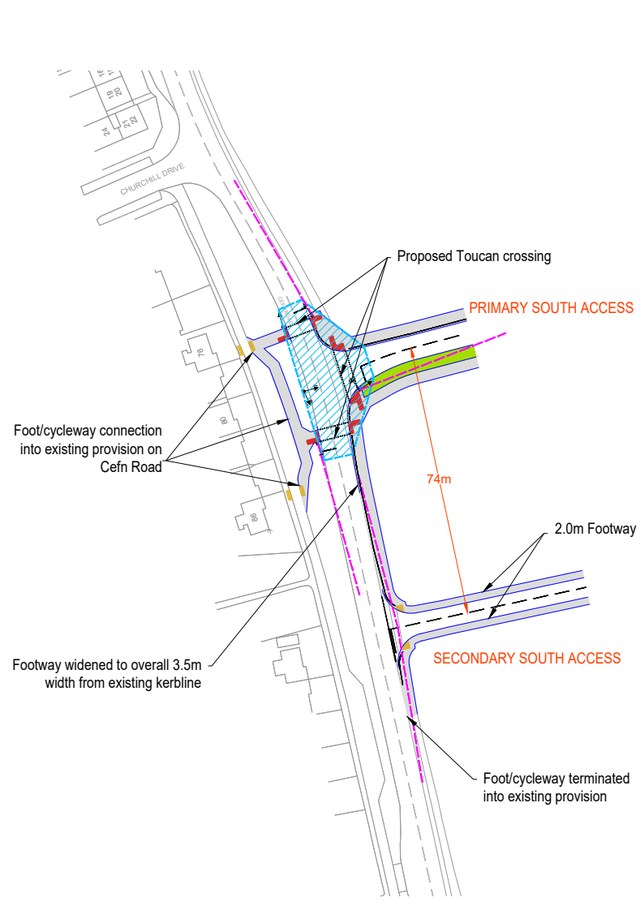
Full parking provision for the proposed development will be determined at the reserved matters stage, however the scheme will be designed based on the requirement for minimising off-site impacts of the development. The parking provision will be prepared in accordance with local guidance. Electric vehicle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

AIR QUALITY

The proposed development is not expected to have a significant impact on local air quality.



NORTHERN PARCEL - PRIMARY ACCESS >



SOUTHERN PARCEL - PRIMARY ACCESS AND SECONDARY / EMERGENCY ACCESS >

The Street Hierarchy shown is for indicative purposes only and is based on the illustrative layout.

At the detailed design stage, the master developer and parcel developers will need to implement a clear street hierarchy through the design of streetscape, roads, boundaries and buildings

KEY

- Site boundary
- KSS2 boundary
- Vehicular access
- Pedestrian / cycle access
- Existing Public Right of Way (PRoW)
- Existing cycle link
- Existing overhead crossing
- Proposed pedestrian crossing
- Proposed pedestrian / cycle links
- Proposed cycle routes
- Primary route / avenue
- Loop road
- Primary street
- Secondary street
- Tertiary street

STREET HIERARCHY PLAN >

SUSTAINABLE MOVEMENT STRATEGY

As an extension to the existing built form, the proposed development will create a fully integrated sustainable new community. People will be able to undertake many day to day activities within the local area, reducing the need to travel. Erlas Park will provide a genuine choice of sustainable modes of transport for everyday journeys and be designed to promote walking, cycling and public transport above single occupancy private car use.

Walking and cycling

- Walking and cycling will be at the top of the transport infrastructure hierarchy serving the development;
- An established pedestrian network links the site to local amenities including primary and secondary education, post offices, convenience stores, doctor's surgeries, pharmacies, recreation, and places of worship;
- Crossing facilities will be provided linking the development to the existing active travel network.
- Several public rights of way permeate the site providing a framework for high-quality active travel corridors;
- Although the existing bridge crossing will be retained, a safer pedestrian / cycle graded crossing will be provided at the nothern access point of the site over Cefn Road. Further promoting accessibility unto site.
- The eastern side of Wrexham town centre is within the 2km walk catchment;
- Most of Wrexham, including the town centre and large parts of the Wrexham Industrial Estate, are within the 5km cycle catchment.

Travel plan and health and well-being

A site-wide Travel Plan will be produced involving a package of measures and actions to encourage safe, healthy and sustainable travel options. The Travel Plan will be organised, promoted and monitored by a dedicated Travel Plan Co-ordinator. Primary elements will consist of information and publicity, promotion of walking, cycling and public transport, car sharing, and smart technology.

Access strategy and highway mitigation

Vehicular access to the development is proposed from Cefn Road and new signal controlled crossing point on Cefn Road is proposed to provide safe access to local bus stops and amenities.

For later phases on the development, a link road is proposed to connect Cefn Road to the A534 Holt Road / A5156 roundabout, via KSS2 North.

A VISSIM microsimulation highways model was developed in partnership between Wrexham Council and the KSS2 developers to assess the access strategy and highway impacts as part of the Local Plan process. Testing using the approved model demonstrates that 600 dwellings can be delivered on the application site as a first phase of development at Erlas Park, based on the pre-link road highway mitigation strategy that was agreed as part of the adopted Local Plan i.e.:

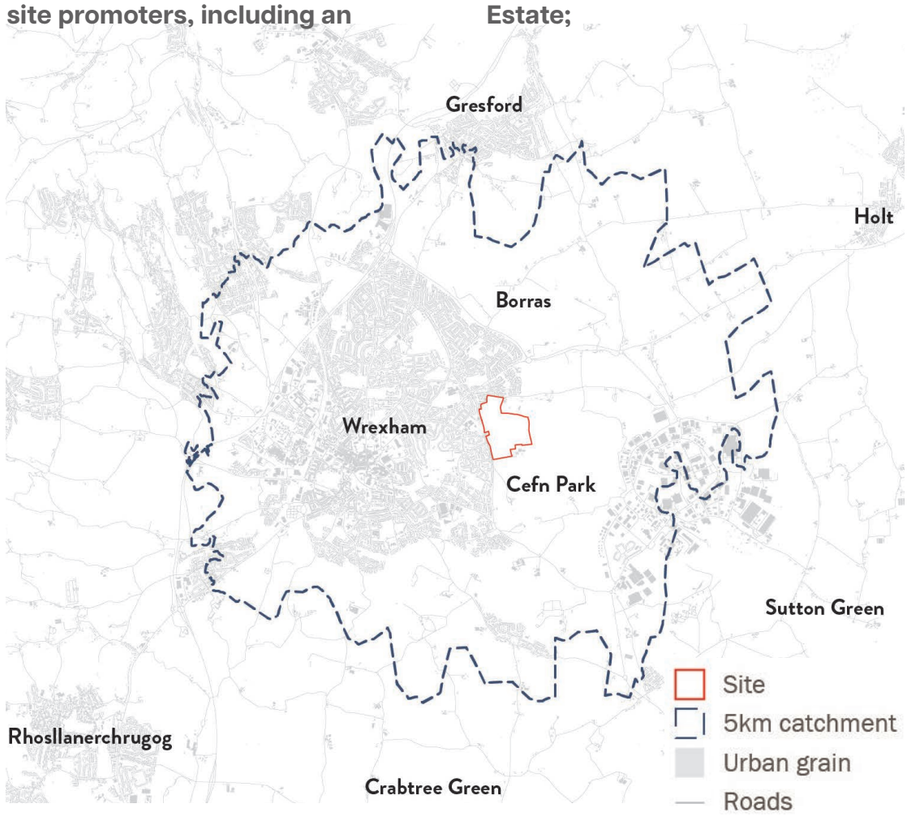
- Part signalisation of the A534 / Industrial Estate Road roundabout;
- Additional lane on the westbound approach to the A534 / A5156 roundabout and widening to three lanes of the southern part of the circulatory carriageway.

The agreed modelling also demonstrates that the proposed development of up to 900 dwellings on the site can be delivered with the proposed future link road running through the KSS2 site. The link road is predicted to result in significant benefits to all road users with additional mitigation proposed.

The highway mitigation strategy to support the Local Plan allocation has been agreed with Wrexham Council and Bloor / Barratt the developers of KSS2 (North). The agreed strategy formed a key element of the Statement of Common Ground entered into in September 2019 between the Council and KSS2 site promoters, including an Infrastructure Contributions model, for the Wrexham LDP Examination in Public.

Public transport

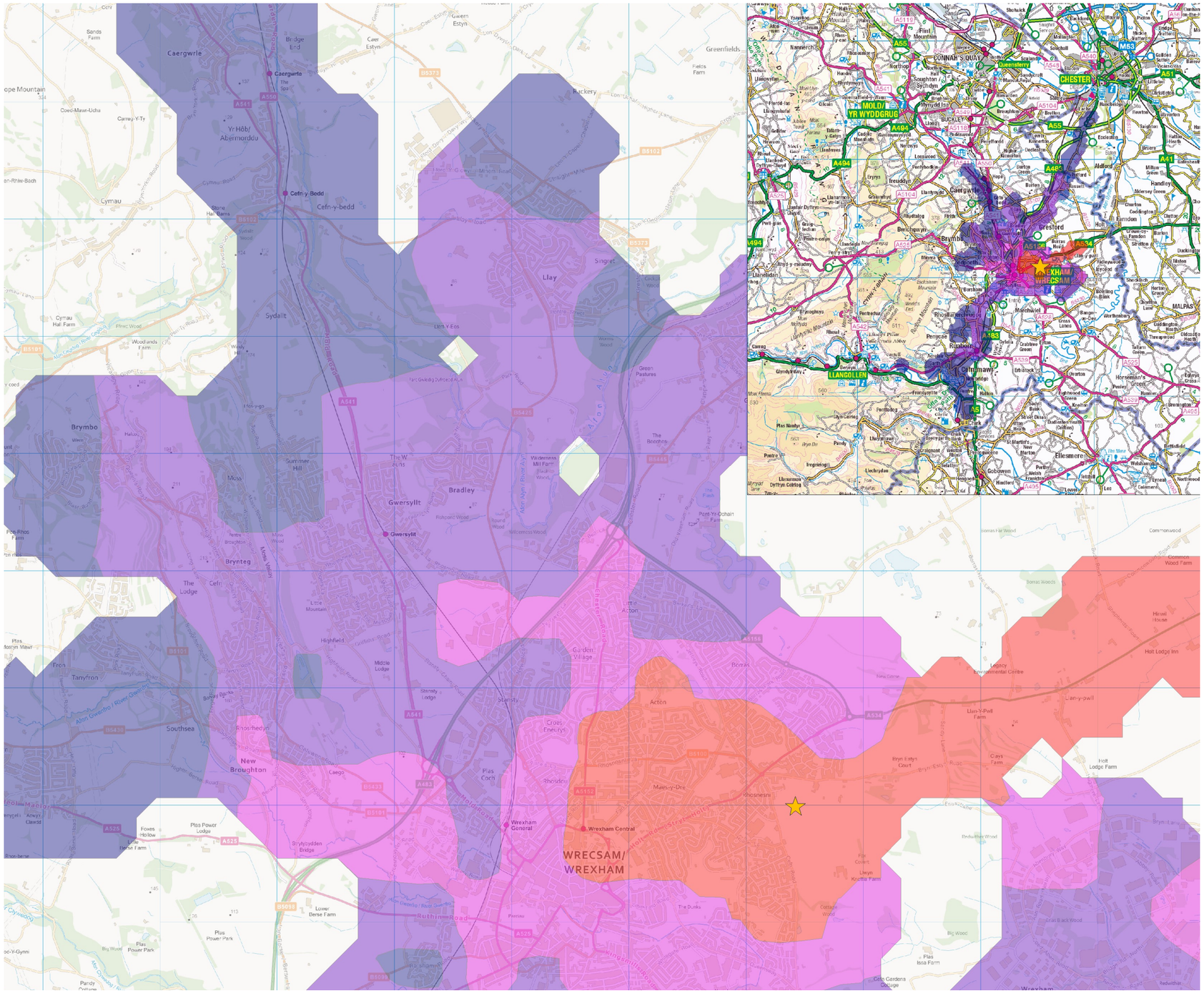
- Bus stops close to the site provide ease of access to a number of frequent bus services;
- Existing bus routes provide extensive coverage of Wrexham, including Wrexham city centre and rail stations, and to Wrexham Industrial Estate;



5KM AREA CYCLE CATCHMENT PLAN

- **The bus catchments demonstrate that the city centre can be accessed within 15 minutes, with the majority of the built up area of Wrexham and Wrexham Industrial Estate within 30 minutes. Most of the outlying areas of Wrexham are accessible within 45 minutes.**

The proposed primary route (spine road) linking the north and south sites of KSS2 will become a future bus route, as anticipated in consultation with the main bus operator.



KEY

- Site location
- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes

PUBLIC TRANSPORT CATCHMENT PLAN >

OPEN SPACES

Play Spaces

Three sites for children's play spaces have been identified in the masterplan in accordance with local open space policy. These have been located within walking distance of new homes across the site.

Sports Strategy

Paragraph 4.5.4 Planning Policy Wales and Policy CF1 of Wrexham LDP seek to protect playing fields. Proposals involving the loss of these facilities must meet a series of stated exception criteria. The proposed development will see the loss of 0.96ha of existing playing fields. The remaining playing field land will be retained.

A mitigation package has been created to offset this loss and to deliver overall benefits for sport. This will reduce the net loss of usable open space to zero by creating 0.96ha new playing field whilst the existing (8.14ha) will be more formally marked out and white lined to reflect current local need. The proposed benefits of this solution include the following;

- **Enhanced Public access and PROW definition**
- **Provides flexibility to meet current local needs**
- **Existing sports pitches to be more formally marked out and white lined**
- **Retained area is still in excess of KSS2 requirement.**
- **Re-orientation of proposed pitch from east west (the replaced pitch) to north south (the new pitch) inline with best practice.**
- **The new replacement pitch will be designed and constructed as a fully drained sports pitch.**
- **Safe public access using overhead crossing and graded controlled crossing over Cefn Road.**

DRAINAGE STRATEGY

The surface water drainage is to be collected via rainwater pipes, porous paving, channels and gullies and drained to attenuation basins. An overflow to an existing public combined sewer has been proposed to allow for additional drainage during the larger storm events, restricted to a QBar (Mean Annual Flood) greenfield run-off rate.

ARTIST IMPRESSION OF BASINS WITH A LANDSCAPE SETTING, OVERLOOKED BY HOMES




High levels of tree, shrub and scrub planting throughout the entire development aim to soften views of the scheme while also creating a sense of identity and safety for users of the Site.
New PRoW routes will be created to link the proposed pedestrian/cycle access points and to connect with existing routes that traverse and adjoin the Site. The new PRoW routes will be associated with GI corridors where practical.
The placement of the access points to the development enable to retention of existing quality tree specimens. Where some removal must occur, new native hedgerow is proposed in place.
The proposed attenuation basins are intended to hold shallow permanent water for ecological interest as well as holding flood water when necessary. Wetland planting will encourage wildlife and the proposed pedestrain routes around the ponds will provide opportunity for recreation.
New streets will be lined with avenue trees where practical. A primary tree lined street is located through the core of the residential development.
Planting of native species of local provenance will be utilised where practical to integrate the Site with the wider landscape through visual unity. They are also suited to local ground conditions and provide proven wildlife benefits. Tree planting will be undertaken to increase the Site's tree cover by expanding existing woodland cover, planting street trees and introducing trees to the Site boundaries, especially along Cefn Road.
Residential Development to be offset from the Site boundaries to enable the retention and enhancement of the existing vegetated boundaries. Additional tree and scrub planting along the boundaries will serve to screen and soften views of development.
A strategically located central Green Infrastructure Route connects to existing public rights of way and green infrastructure assets encouraging active travel through the developmentand breaks up the built form but use of structure planting, provding visual screening.

CHARACTER AREAS

This application is submitted in outline with approval sought for use and access arrangements only. All other matters including layout, scale, appearance and landscape are reserved for subsequent approval. However, the contextual analysis and illustrative masterplan within this document offer guidance as to how the site could be developed in the future. Indicative high level character areas set out spatial areas within the masterplan and have been illustrated on the opposite page, including:

Erlas Park North

This character area provides key frontage onto Cefn Road and Bryn Estyn Road with dwellings set back along the retained hedgerows and trees. Dwellings are served by shared surface and private drives. The primary road in this area will access the development through Cefn road leading to a pocket green space framed by the homes. The primary street has a tree lined green verge either side fronted by the proposed homes.

Cefn Road

The area provides frontage to Cefn road and is the main gateway to the site through its main avenue. The avenue is accessed via Cefn Road and serves the southern parcel of the development. The avenue is defined by a tree lined green verge and 3m shared footway / cycleway either side. The homes overlook the avenue, with parking access via secondary streets. There are opportunities for focal buildings along the avenue to create key vistas and wayfinding points.

Knottia Parc

Knottia Parc character area straddles the avenue. It is bounded by the playing fields to the north and west, green links to its east and open fields to the south. Its main core, along the avenue retains the more urban character of Cefn Road character area while its landscaped egdes converses with Erlas Parks character area, with homes accessed via private drives.

Erlas Park East

Erlas Park character can be defined through the links to the green corridors through the site, open space and the fields beyond the site's to the south and east. The soft landscaped edges and retained trees are overlooked by the proposed homes, served by primary streets, shared surfaces and private drives. A soft landscaped edge surrounding areas of open space is created by lower density, overlooking the landscape setting, accessed via private drives.



ARTIST IMPRESSION OF HOMES AT ERLAS PARK OVERLOOKING OPEN SPACE

KEY

- Site boundary
- KSS2 boundary
- Erlas Park North
- Cefn Road
- Rhosheni Gardens / Knottia Parc
- Erlas Park East

CHARACTER AREA PLAN >

PARAMETER PLAN

The parameter plan represents the core elements of the scheme which this outline planning application seeks approval for. The plan opposite sets out the parameters derived from the previous analysis to which any subsequent reserved matters application must adhere to. The parameters are as follows:

- Delivery of residential development of up to 900 units and up to 3 storeys;
- Indicative primary route/ spine road for potential delivery of future phases and connection to the KSS2 north site;
- Two proposed primary vehicular access points from Cefn Road and a secondary / emergency access point;
- Potential pedestrian / cycle access points along the north, west and southern edges of the site to the wider area;
- Proposed indicative locations of SuDS basins;
- Proposed pedestrian / cycle access links into the existing Public Right of Ways, footpaths and cycle network.

CONSULTATION PROCESS

The shape and form of the masterplan has been informed by the physical context of the site, emerging planning policy framework (local and national), along with a host of technical enviro-engineering influences and primarily a landscape -led approach has driven the design solution.

Informal and formal methods of consultation have now taken place which sought views and comments from the DMO engagement stage. The team has looked to constructively engage and respond to views that were expressed as part of this process.

Given this is an outline planning application, detailed design will be dealt with at Reserved Matters stage.

KEY

- Planning application boundary
- KSS2 boundary
- Proposed residential use (C3), including up to 900 residential dwellings up to 3 storeys with associated infrastructure, open space and SuDS
- Proposed primary route/ spine road - alignment to be confirmed
- Proposed indicative SuDS basins
- Retained trees / hedgerows
- Proposed primary vehicular access
- Proposed secondary / emergency access
- Proposed pedestrian / cycle access
- Retained Public Right of Way (PRoW)
- Proposed sports pitches
- Open space outside development parcels

PARAMETER PLAN >



SUMMARY

SCHEME DELIVERABLES

ECONOMIC DELIVERABLES

- The total project contract value for this project is estimated to be in the region of £200M and this will help to secure existing construction jobs based locally and create new ones;
- In what are still tough economic times; skilled jobs in the locality that will help maintain employment and provide and contribute towards the ongoing economic investment in the locality is a significant bonus;
- It is estimated that the development would need a constant 200 direct operative jobs a day to sustain a construction programme over 5+ years with another 200 supply chain jobs indirectly supported; Significant local spend and economic output during the construction period of the development will represent a big boost to existing businesses.



- Indeed, construction industry bodies have found that for every £1 spent in the construction industry this generates £3 in the local economy so with a £200M project this is an investment worth up to £600M over a 5+ year build period; spend that will lead to new services being offered locally;
- Post-completion, the spending power of additional large scale residential site into the local economy can also be expected to be significant; not only in first occupation expenditure (to make a house "feel like a home") exceeding £8M (based upon £9,000/home) but ongoing local expenditure in sustaining local services and facilities beyond just the construction cycle to the tune of £27M per annum (based upon the average annual household expenditure of £30,000); this will serve to sustain around another 130 local jobs; The completed development will also generate Council Tax revenue for the Authority and with an average £2,667 bill per Band F household in Cefn this will generate over £2.4M per annum in supporting and enhancing existing public services; with a local Community Council precept seeing new income being devoted to local initiatives to address any local expenditure needs at grass roots;
- This proposal seeks to deliver not just new affordable and open market mixed tenure homes, but also jobs, economic growth and prosperity into the local economy.

SOCIAL DELIVERABLES

- This scheme will deliver a positive number and meaningful contribution of at around 180 no. affordable housing units that can be specifically targeted at "families" and meeting the known latent need and demand in this locality through the delivery of 20% affordable housing;



- Provision of new Public Open Space (POS) on site which exceed POS standards with plentiful green space provided across the site, formal and informal leisure and recreation playspaces;
- Where there is a proven need to make a commuted sum payment towards any Educational Supplement this will be made in delivering extra school places;
- Providing an environment where the pedestrian is given precedence over the vehicle; delivering a variety of new linkages and connections into and around the development;
- Maximising health and wellbeing by making the connection between healthy places and live / work and leisure spaces – delivering sustainable placemaking and community cohesion;
- A range of house types and sizes will allow a balanced and mixed community;



PROMOTING HEALTH &WELLBEING

- Accessible by foot / cycling to local amenities and facilities and taking advantage of new community transport interfaces (shuttle buses); thus, promoting sustainable travel choices and reducing the need to travel using private modes of transport;
- The development of the site for a use that meets Highway safety needs and will provide for sufficient off-street parking spaces, turning and access for all refuse, emergency and delivery vehicles.

ENVIRONMENTAL DELIVERABLES

- Resulting in the comprehensive development of the site with a sympathetic and sensitive design taking account of the neighbouring grain and its landscape setting and character and delivering a mix and range of housing types and sizes in a way that promotes Sustainable Placemaking;
- The opportunity to respect the sites' landscape setting, ecological habitat and tree / hedgerow infrastructure and integrating these features to ensure maximum retention,

mitigation and enhancement is enabled through new reinforced planting, buffer zones, dark corridor and managed biodiversity net gain opportunities;

- Minimisng carbon emissions by ensuring all dwellings have access to renewable sources;



- Introducing new connective, permeable and safe pedestrian links / routes into and through the development site; thus, enabling new and enhanced public access throughout the site to the advantage of all residents;
- The proposed layout offers the very highest quality design solution that could be expected for this site and the applicant has invested heavily in this to get it right;
- The proposed development will present a high-quality design solution.

DELIVERABILITY

Harworth Group confirm that it is their intention to bring this site forward for a residential led development in a timely and expedient manner. The delivery of the site within the Local Development Plan (LDP) plan period will be governed by three factors:

1- Delivering upon the adopted development plan framework plan.

The LDP plan period timeframe is 2013 to 2028; this gives the Council just over 4-years in which to deliver a range of housing needs and meet its delivery trajectory. As a key partner to meeting Wrexham's housing and community infrastructure needs, Harworth is confident in rising to the delivery challenge expectations and this scheme seeks to address Those specific aims and ambitions of Policy SP4 through working closely with the Council. Harworth considers that the due decision-making process, managed by the Council, can work positively to enable delivery through the democratic planning process.

2 - The speed to which a planning permission can be secured.

As this document indicates, Harworth has already undertaken a series of detailed technical assessments and appraisals to "proof" the deliverability credentials of this site. Programme delivery is largely predicated by the pursuant application process administered by the Local Planning Authority be this in convening consultees and their responses, reporting the proposal to Members or supporting the determination process through effective s106 legal agreement management.

3 - The speed to which the site can be built out.

This will be determined by several factors. However, it is important to recognise that Harworth are motivated to deliver this site so that a comprehensive residential led development scheme can come online over a defined investment period. The local residential market is presently strong. Not only is there an acute pent-up demand for new residential dwellings, but Wrexham is considered to be an attractive destination for all types of tenure occupiers. Accordingly, there is an aspiration to bring forward development here at the very earliest opportunity with a strong expectation for take-up.

Harworth envisage that having assembled a collective and comprehensive set of site solutions that this Outline application can be quickly followed by subsequent Reserved Matters applications to ensure the full LDP housing allocation is brought Online.



VISION FOR POCKET PARK WITH HOMES OVERLOOKING GREENSPACE

CONCLUSION

On behalf of Harworth Group, this Design and Access Statement is submitted in support of an outline planning application for Erlas Park, Wrexham 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.

This statement demonstrates that the design proposals have been formulated through a comprehensive understanding of the site and surroundings and adherence to good design principles.

The landscape-led masterplanning proposals have taken into consideration the context of the site, addressing the site's existing features and requirement to provide open space and retain important green corridors within the development.

Overall, the proposals for residential development present a comprehensive and thoughtful approach, which responds to the site context, and integrates with the existing community of Wrexham.