



STANSTY, WREXHAM
Design & Access Statement

December 2019

Contents

01	Introduction	01
02	Understanding the Site & Context	02
03	Planning Policy	06
04	Technical Workstreams	08
05	The Vision	19
06	The Masterplan	21
07	Implementation and Phasing	34
08	The Summary	35

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Introduction

This Design and Access Statement (D&AS) sets out the vision for the creation of a new high-quality sustainable residential development at Stansty, Wrexham. It explains the technical work which has been carried out by Russell Homes and their consultant team, to inform outline development proposals for the site. The D&AS explains the design principles and planning parameters for the development and establishes a clear framework for detailed design in due course through reserved matters applications.

The D&AS is drafted in the context of Welsh Government Guidance 'Design and Access Statements' (April 2017). The requirement for a D&AS reflects objectives for good design as set out in Planning Policy Wales (2018) and Technical Advice Note 12: Design TAN 12 (2016). The D&AS helps all involved in the development process to understand the design ambition of the scheme and to communicate the key principles and objectives of the development proposal.

RUSSELL HOMES

Russell Homes is an award-winning developer, land promoter and house builder. It has an in-house team of town planners, engineers, quantity surveyors, technical and construction managers and project managers.

This comprehensive team is currently bringing forward development opportunities and approved sites across the North West of England and Wales, equating to approximately 4000 units.

Russell Homes has signed an option with the landowners to bring this site forward for development within the Council's Local Development Plan (LDP) period; indeed, there are obligations to do so and not land bank the site. This outline planning application is an important next step to delivery of high quality new homes for Wrexham on this site.

Russell Homes has appointed a professional team who have addressed all aspects of technical enviro-engineering matters specific to this site; allowing the masterplanning and design team to create a development framework and illustrative masterplan.

THE TEAM:

- Planning Consultant- J10 Planning
- Urban Design - WYG
- Utilities- TDS
- Acoustics and Vibration- E3P
- Heritage- Turley
- Archaeology- LP Archaeology
- Landscape- Randall Thorp
- Arboriculture - Mulberry TMC
- Highways & Transport - Focus Transport Planning
- Drainage - RSK
- Ecology - TEP
- Air Quality - E3P



Understanding the Site & Context

SITE CONTEXT

The site extends a total area of 21.53 ha (53.2 acres) of green field land that is in semi-active agricultural use, located within the currently designated Green Barrier that surrounds the whole of Wrexham, and other nearby towns.

The site is directly adjacent to the Wrexham settlement boundary, at a key node. It is a very sustainable site with a range of services and community facilities at its doorstep, accessible on foot and bicycle via Stansty Chain Road.

The site is bound by three hard boundaries and does not encroach further north than existing built areas, including Rhosddu Industrial Estate. As such the site is well-contained.

It is well placed to promote sustainable modes of travel, being 1.5 miles north west of Wrexham Town Centre. It benefits from being within 2km to bus and railway services, Wrexham's main train station is within 2km of the site, with direct services to Cardiff, Chester, Birmingham and London Euston, among many others and has a number of complimentary uses within walking/cycling distance, including:

- Plas Coch Retail Park;
- Rhosddu Industrial Estate;
- Wrexham Technology Park;
- Glyndwr University;
- Wrexham Maelor Hospital;
- Wrexham Town Centre; and
- Several schools and medical centres.

Importantly, this sustainable location promotes active travel, which in turn improves health and well-being, social cohesion, and limits traffic congestion. The design of the scheme both internally and in how it connects with the nearby facilities including Wrexham Town Centre, promotes walking, cycling and running.

Presently, the site is formed of six agricultural fields, defined by existing trees and hedgerows.

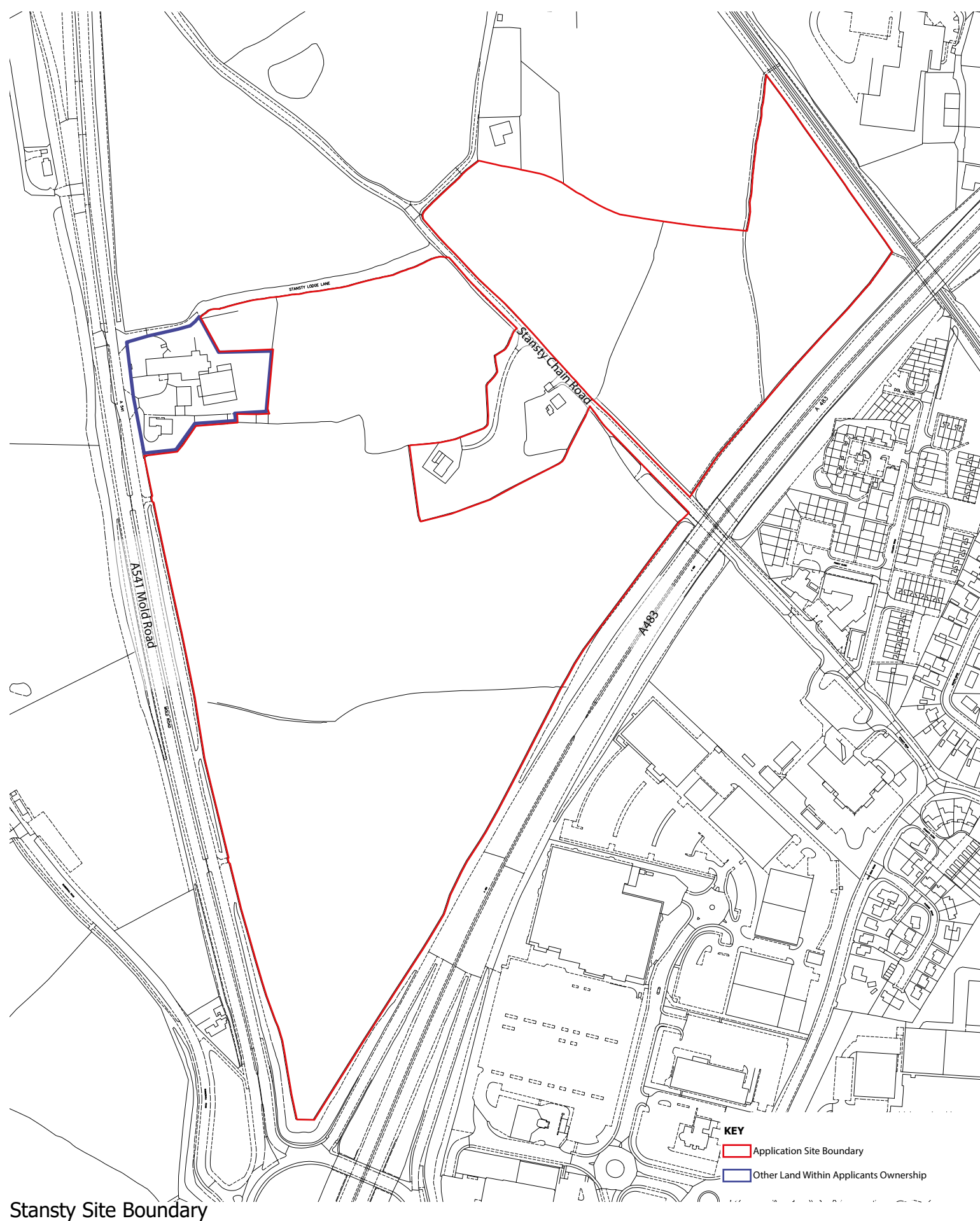
The site is bounded on three edges with existing built development and a mix of land uses. To the north east lies the Rhosddu Industrial Estate, with the Plas Coch Retail Park to the South east. The developed area of Wrexham runs up to the A483 adjacent to the Site. There are open agricultural fields directly to the north of the Site with the village of Gwersyllt directly beyond. To the west of the Site lies open fields with a sparse scattering of buildings, with New Broughton just beyond. An existing cluster of agricultural buildings abuts the site to the north-west, close to Mold Road, including a farm shop.

The only direct residential neighbours to the site are located off Stansty Chain Road. Northcott is a modern-style bungalow located close to the northern boundary of the site and accessed via a farm track. The Hawthorns is a modern-style bungalow set behind Stansty Chain Road in open gardens, edging the site with hedgerows, timber fencing and mature trees. Oakhurst is a two storey red-brick cottage addressing Stansty Chain Road behind a mature hedge. A close walk from the site along Stansty Chain Road lie existing residential neighbourhoods and local facilities including a primary school and other significant regional attractions. The development of this site is a natural expansion of the settlement. New development will be well connected to these existing areas via Stansty Chain Road and Mold Road.

The gently undulating topography of the site is an important design consideration and will form part of the character of the development. Though never severe the flow of landform creates a unique interplay with the existing vegetation, routes and views. The existing trees on site are a further important consideration and these will have a site defining impact on character. The proposal retains mature trees. There are also a number of hedgerows across the northern part of the site which add to the character of the site and will be retained. There is an aspiration to retain a low-lying ditch running east-west through the main site, to be used for sustainable surface water drainage.

A number of technical considerations are also relevant, including services running through the site, which can be easily accommodated through layout design. In addition, noise considerations from the adjacent A483 and Mold Road also have a design consequence for the site. A thorough technical analysis of the site is presented later in this document. The design has evolved over many years with numerous options considered. The aim has always been to seek a design solution which addressed constraints so that the place created is not inhibited by those matters and so that the quality of the site can be unlocked.

The presence of the A483 is a distinct feature on the eastern edge to the site. The maturity of the planting along this edge in places is distinct and there is an opportunity to add to this with further structural planting. The straight geometry of the site in this location can also be softened through a careful landscape treatment.



Stansty Chain Road



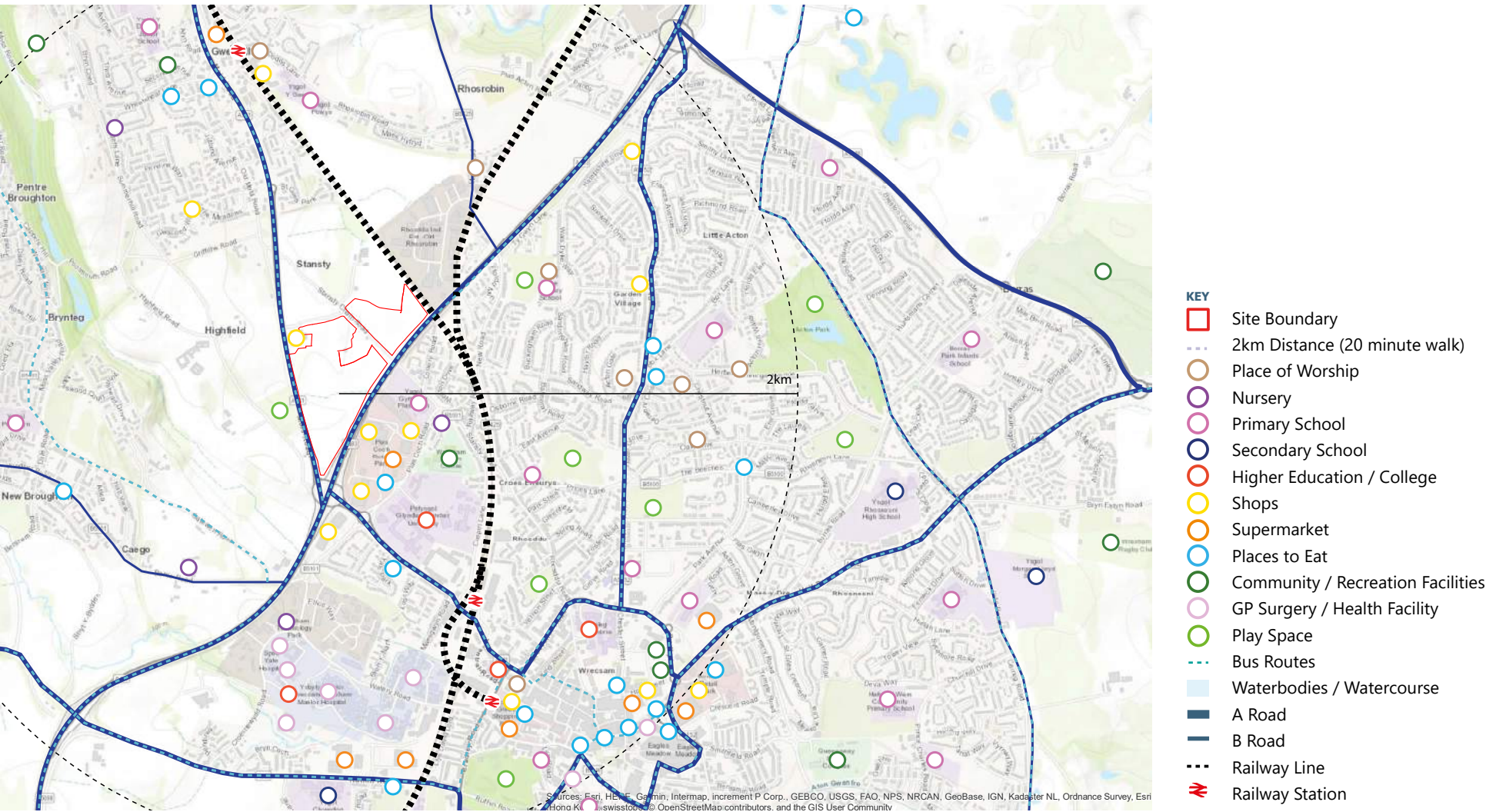
Undulating Topography



Looking Towards Mold Road

LOCAL FACILITIES

- This site is located in a logical location which offers the opportunity for well-planned, sustainable growth with respect to accessibility, connectivity, community infrastructure and environmental mitigation and enhancement.
- There are key infrastructure links with Junction 5 A483 and the A541 which has capacity to accommodate development and provide sustainable transport links with established local routes such as Stansty Chain Road.
- There is a need to deliver a diverse range and portfolio of site types and sizes. The site offers the ability for new housing growth to be integrated into the existing community network, in delivering accessible quality housing at the door step to a range of community facilities. The scale of the site offers a range of potential investment opportunities that benefit the local area including improvements to public transport and connectivity for walking and cycling.
- The drawing illustrates the varied amount of everyday and more specialist uses close to the site. These uses and facilities underline the sustainability of the site and provide direct benefit to prospective new residents for retail, education, health, leisure and other activities.
- Positive net gains and benefits for environmental habitat management and enhancement can accrue from development and investment on Stansty, Wrexham. There are no significant environmental or engineering constraints (drainage, ecology, services, highways, acoustic and landscape) that exist that cannot be positively addressed through development on the Stansty site and development provides opportunities for drainage betterment that stops localised flooding to the rear of Plas Coch Retail Park.



Local Facilities Map

OPPORTUNITY AND CONSTRAINTS ANALYSIS



Opportunities and Constraints Plan

- Site Boundary
- Existing Hedgerow / Trees
- PRoW / Public Footpath
- Existing Dwellings
- Potential Vehicle Site Access
- Potential Pedestrian Link
- A483 (Barrier to Movement and Noise Source)
- Wrexham Town Centre Boundary
- Topographic Contours
- Rhosddu Industrial Estate
- Plas Coch Retail Park
- Rail line
- Water Pipe
- Overhead Power Cables
- Clean Water Pipes
- Existing Cycle Route and Footpath
- Ysgol Plas Coch Primary School
- Existing Ditch- Opportunity for SUDS
- Potential Bus Stop
- Listed Building
- Green buffer and planting to be provided (response to the Listed Building to the north as per Heritage advice)
- Existing Links

The site constraints and opportunities have been discussed and these present a unique combination of characteristics and circumstances, which the design of the scheme responds to positively. Some of these are visible site features including trees, hedgerows and topography. Others are less apparent including services below ground and noise considerations. The technical assessment picks these topics up and these have also been discussed already in the introduction to the site. The important masterplanning challenge is to respond to these opportunities and constraints positively. Detailed design development has been undertaken including various revisions to the 'working' masterplan to ensure an appropriate and high quality design response.

Planning Policy

The design of the proposed development reflects best practice in terms of urban design and masterplanning. The design team have worked within the context of local and national urban design (and planning) policies which promote high quality place making. The commitment of Russell Homes to design quality is evidenced by the comprehensive design process and the quality of the scheme which has come forward. Wrexham County Borough Council can be assured that the outline planning application responds positively to the design agenda.

The proposals have been prepared with regard to the following design guidance within national and local planning policies.

National Planning Policy

Planning Policy Wales (PPW) (Edition 10, December 2018) sets out the planning policies of the Welsh Government. It advocates good design as fundamental to the creation of sustainable places.

The document is supplemented by a series of technical advice notes. The following have been taken account of in the design of the scheme:

- TAN 2: Planning and Affordable Housing
- TAN 5: Nature Conservation and Planning
- TAN 6: Planning for Sustainable Rural Communities
- TAN 12: Design
- TAN 16: Sport, Recreation and Open Space
- TAN 18: Transport

TAN 12: Design is of particular relevance to Stansty Green. TAN 12 indicates achieving delivery of quality design offers environmental sustainability, economic development and social inclusion, capable of improving and creating Quality of life and Quality of Wales' varied landscape and sustaining a positive image for Wales. Good design must be fit for purpose and deliver.

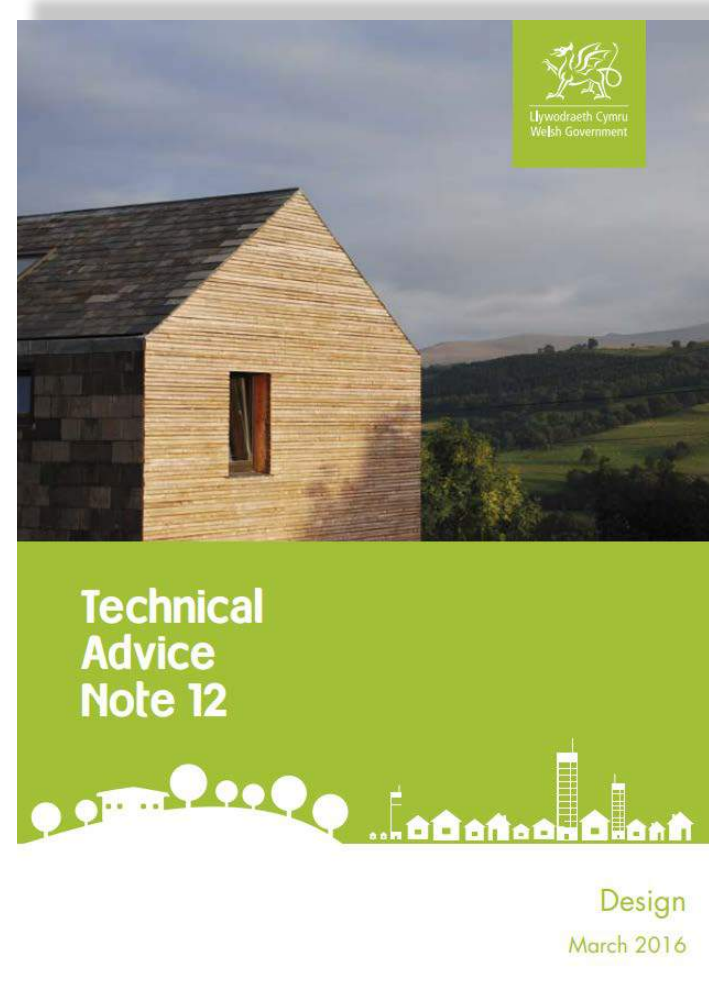
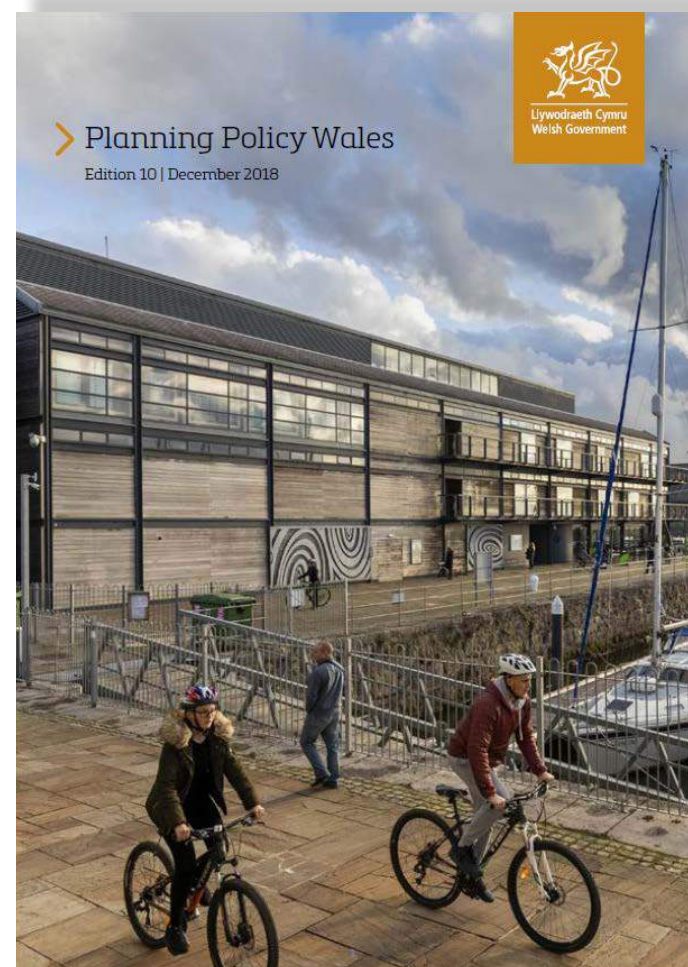
Local Planning Policy

Adopted Wrexham Unitary Development Plan (WUDP) (1996-2011)
The currently adopted Development Plan for the area is the WUDP which was adopted in 2005. The application site lies within an area currently designated as Green Barrier (Policy EC1) and as an area for the Protection of Mineral Resources (Policy MW9).

Emerging Wrexham Local Development Plan (LDP) (Composite Version Deposit Plan, April 2019). The Wrexham LDP is currently being prepared, and once adopted will replace the WUDP. Hearing Sessions for the Examination in Public into the LDP have been held in September/October 2019. The Emerging Plan is therefore at an advanced stage and can be afforded due weight in the determination of the application.

Policy H1 of the emerging LDP identifies housing allocations to help deliver the identified housing requirement over the plan period. The application site is identified as a non-strategic housing allocation for around 375 dwellings – 'Site 1: Land adjoining Mold Road/A483, Wrexham'. As the Policy sets out, the site is located within the 'Tier 1: Primary Key Settlement' of Wrexham where the LDP directs the majority of new development. The supporting text of Policy H1 describes how the proposed allocation sites should come forward with regard to the Masterplanning Framework Document (2018).

The other emerging policies of relevance to the application are considered in detail in the supporting Planning Statement.



Adopted Supplementary Planning Documents

The following adopted Local Planning Guidance Notes (LPGN) provide further guidance which is also of relevance to the design of the scheme. The proposals have been designed with regard to these:

- LPGN 07: Landscaping and Development
- LPGN 10: Public Open Spaces on New Housing Developments
- LPGN 16: Parking Standards
- LPGN 17: Trees and Development
- LPGN 24: Designing Out Crime
- LPGN 28: Affordable Housing
- LPGN 30: Design - A Guide for Developers Designing Residential Developments (2009)
- Wrexham Landmap Supplementary Planning Guidance (SPG) (adopted March 2007)

Draft Supplementary Planning Documents

Masterplanning Framework Document (2018)

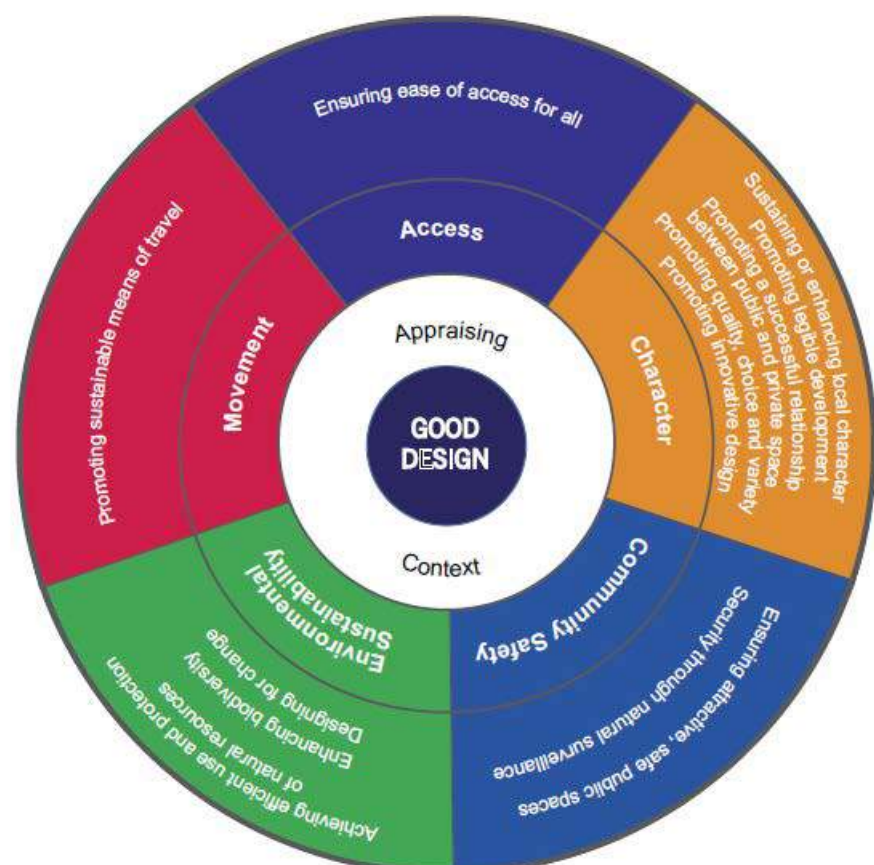
In order to ensure high quality, sustainable places, this document produces a number of high level masterplanning principles which will apply to all site allocations. The following principles are considered to be essential in the design of sustainable new places:

1. Comprehensive, integrated approach
2. Connectivity and public transport to support active travel and sustainable transport
3. Services and Facilities
4. Housing mix and density
5. Locally distinct character and context
6. Well defined, safe streets for all
7. Environmentally sustainable.

Best Practice in Urban Design:

- A Model Design Guide for Wales Residential Development (March 2005)
- Planning Practice Guidance: The Importance of Good Design (DCLG) 2014
- Best Practice on Urban Extensions and New Settlements (TCPA, CABA) 2007
- Building for life 12 (Design Council, CABA) 2016
- Car parking: What Works Where (HCA) 2006
- Climate Change: Adaptation by Design (TCPA) 2007
- Design for Play (Play England) 2008
- Managing Risk in Play Provision (Play England) 2008
- Manual for Streets 1 (DfT) 2007
- Manual for Streets 2 (DfT) 2010
- Planning and Design for Outdoor Sport and Play 2016
- (Fields in Trust (NPFA))
- Secured by Design: Homes (UK Police) 2016
- Urban Design Compendium: UDC1 and UDC2 (HCA) 2013
- Urban Design Lessons (HCA) 2014

In the context of this policy agenda it has been our ambition as a committed design team working for a supportive and ambitious client, to create a distinctive high-quality residential development through a collaborative, creative and, inclusive approach, embracing place making, public realm and landscape quality as unique selling points for the scheme.

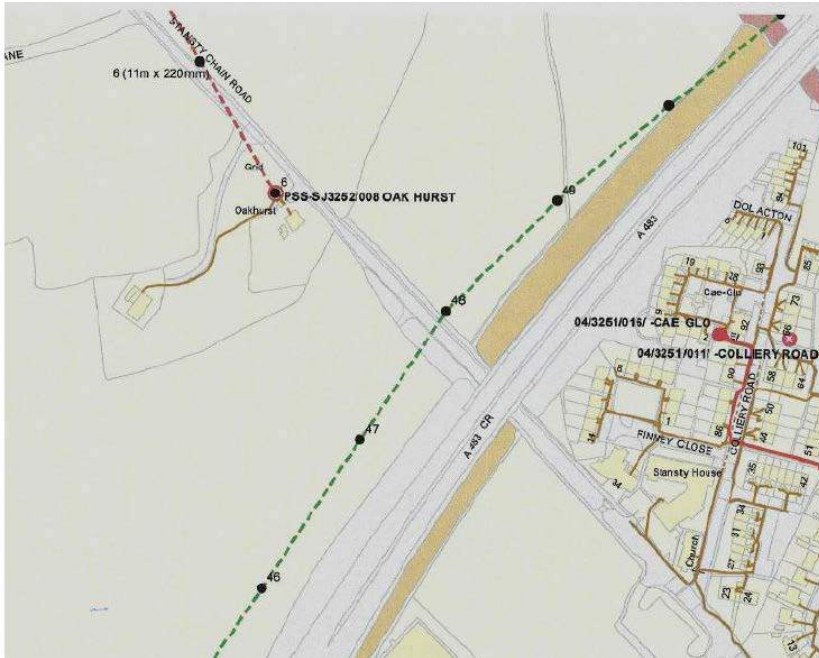


Objectives of good design TAN 12:Design.

Technical Workstreams

UTILITIES

- It can be concluded from the formal responses received from the host asset owners of the electric and water infrastructure that these utilities are all available within Mold Road and/or Stansty Chain Road to serve the proposed development.
- It is anticipated that existing services on the site can be accommodated within the detailed layout of the scheme, with the potential for some diversionary works.
- As such, the development of the site is not hindered by existing or new utilities.



Existing 33kv overhead line



View from Stansty Chain Road to north east



Sewer Water Location Plan

ACOUSTICS AND VIBRATIONS

- A series of Noise Surveys have been completed in order to quantify the levels of noise associated with the surrounding roads, railway line and bordering commercial premises;
- 3D noise modelling has been utilised to assess the impact of transportation sound across the site accounting for the proposed bunding along the eastern boundary. Good acoustic design is also incorporated and assumed in the design with dwellings fronting the roads;
- No commercial sound impact was associated with the premises to the north east nor the bordering farm; and
- The assessment has shown that with bunding in place and good acoustic design followed, acceptable levels of noise can be achieved in private amenity gardens. Furthermore, with suitable façade design, acceptable internal noise levels can be achieved across the development.
- The full noise assessment has been prepared by E3P on behalf of the applicant and submitted as part of this application.



View of the A483 from the site.



View of the A541 from the site.



View of the A483 from the site.

ARBORICULTURE

- A Tree Survey has been prepared by Mulberry Tree Consultants. This shows that existing vegetation is mainly confined to the site boundaries and field boundaries that sub-divide the site. There are linear mixed species tree belts located on the embankments along the A483 which border the site to the south east. Species include maple, hawthorn, ash and elm. The tree belts are around 20m wide and 13m tall, providing a good visual screen.
- Similar linear mixed species tree belts are located alongside the A541 which borders the site to the west. The tree belts are narrower but provide some separation. There are some sections where there are gaps in the tree planting such as where the overhead lines cross into the site and in some sections the road is bordered by a native hedgerow.
- The north western parts of Stansty Chain Road are bordered by hedgerows. Hedgerows also border the northern boundary of the site and form the border between the site and the railway lines to the north east. Within the southern part of the site there are sections of hawthorn hedgerow around the boundaries and a short section of hawthorn hedgerow running alongside the ditch. Across the site, there are a number of individual oak trees around the boundaries, adjacent to the ditch and along hedgerows.
- A Preliminary Arboricultural Implications Assessment has been undertaken to show how the majority of the trees and hedgerows across the site will be retained under the development proposals. Some minor loss will be necessary, for example to create road access points and footpaths. Existing hedgerows on site will be enhanced and native species-rich hedgerows and trees planted where suitable to mitigate for these losses.

AIR QUALITY

- An Air Quality Assessment has been undertaken by REC Consultants. The dispersion modelling results indicated that pollutant levels at sensitive locations across the site were below the relevant AQOs. The location is therefore considered suitable for residential use without the inclusion of mitigation methods to protect future users.
- Predicted impacts on annual mean NO₂ and PM₁₀ concentrations as a result of operational phase exhaust emissions were predicted to be negligible at all 20 sensitive receptor locations during the 2024 and 2030 assessment scenarios. The overall significance of potential impacts was determined to be not significant in accordance with the EPUK and IAQM guidance.
- Based on the assessment results, air quality is not considered a constraint to planning consent for the proposed development.
- For the full Air Quality Report see REC Air Quality Assessment Stansty Chain Road, Wrexham.



Panorama Across Site

HERITAGE

Heritage Assets

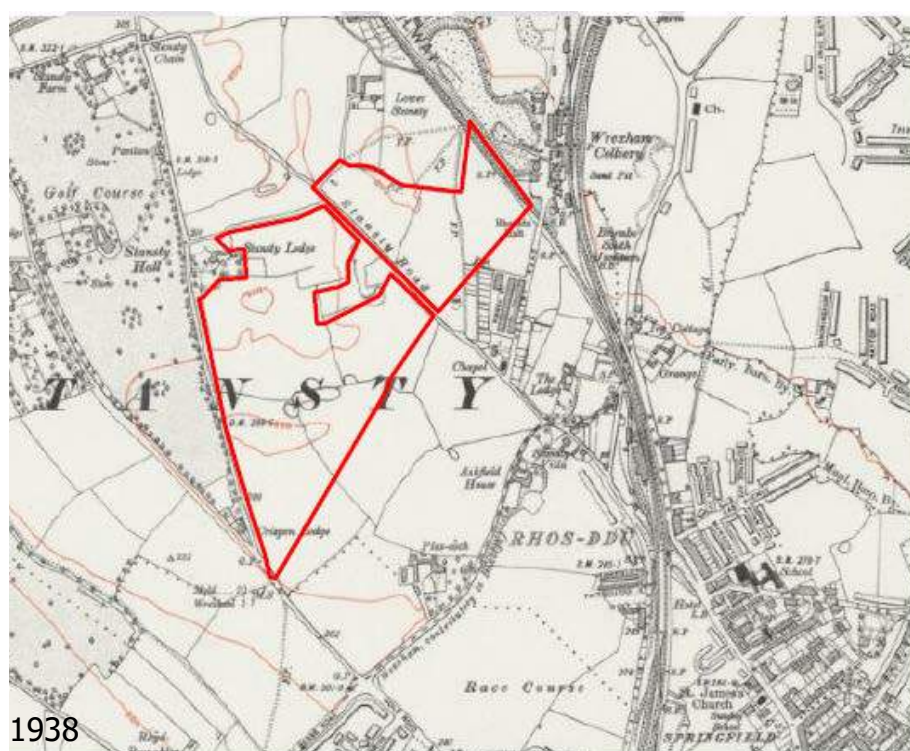
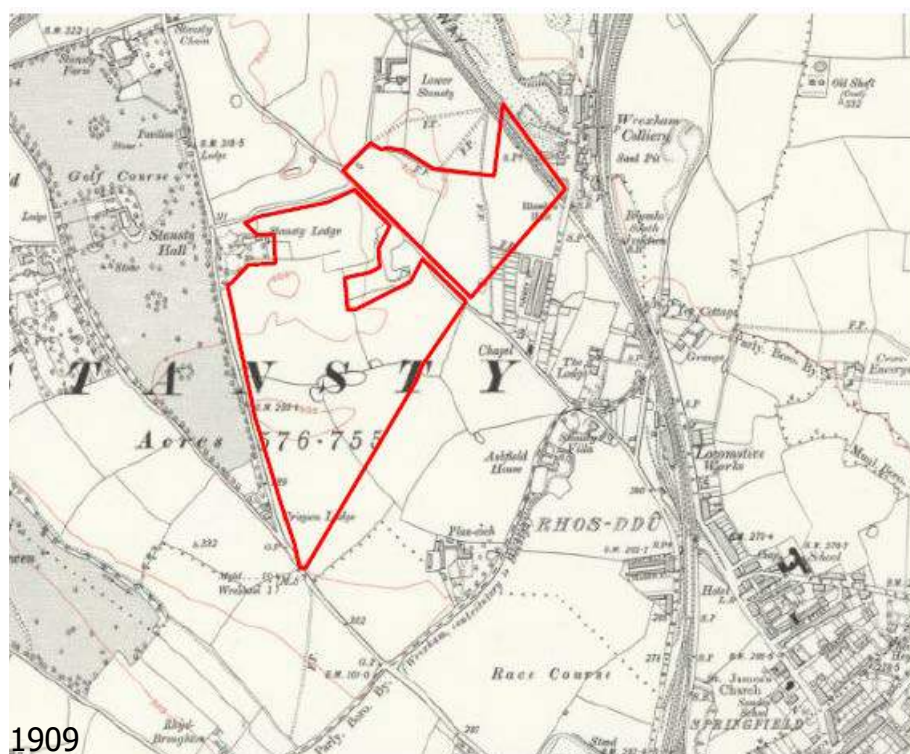
- There are no designated heritage assets within the Application Site but a listed building, Lower Stansty Farmhouse is located approximately 150m to the north.
- Lower Stansty Farmhouse is of architectural and historic interest as a vernacular farm building with 16th century origins; an original house was recorded at the site in 1581 but the building was later remodelled during the late 17th century and restored and remodelled in 1925-6. The list description confirms that the house is "a notable vernacular survival in the area, retaining much of its early character and with additional interest attributed to the early [C20th] restoration".

Historic Development

- During the mid-19th century the Application Site and surrounding area was divided into agricultural fields. The Application Site remained in agricultural use during the 20th century and the 1909 and 1938 maps shows the site and surrounding area largely in this use. By 1908 the Great Central railway line had been constructed to the east side of the Application Site and the maps show the gradual growth of Wrexham during the 20th century with urban development expanding to the south east of the site. To the north east of the site was the Wrexham Colliery, and to the west, Stansty Hall and its landscaped park.
- The key change within the area since 1938 has been the construction of the A438 to the east side of the Application Site. To the north east the Rhosddu Industrial Estate has been constructed on the site of the former Wrexham Colliery. The Plas Coch Retail Park has been constructed to the immediate east of the Application Site beyond the A438. Stansty Lodge, to the east side of the site has been expanded with modern buildings.

Heritage Statement

- A heritage statement has been prepared by Turley Heritage and is submitted with the application for outline planning permission. This statement provides a description of the significance of the Lower Stansty Farmhouse, and an assessment of the impact of the proposed development on that significance.
- Overall, the Application Site makes a low contribution to the significance of the listed building through emphasising the appreciation of the former use of the building as a farmhouse and its former relationship with the surrounding land.
- Given the low contribution the Application Site makes to significance, and bearing in mind the existing urbanised context, retention of a green buffer and proposed landscaping it is concluded overall that the Proposed Development will preserve the significance of the grade II listed Lower Stansty Farmhouse.



**The slight discrepancy with the red line and site boundaries on the historic maps are due to these older maps being different sizes/scales.*

LANDSCAPE

- Randall Thorpe LLP have undertaken a Landscape and Visual Impact Assessment (LVIA) to identify and assess the anticipated effects resulting from the development on the character and features of the landscape and on views and visual amenity. Mitigation measures have formed an integral part of the design process to avoid, reduce and offset any adverse effects on the landscape, townscape and on visual amenity.
- The LVIA identifies that there would be negligible effects on the wider Landscape Character Area, as the proposed residential development largely reflects the existing landscape and building pattern and maturity of the proposed boundary planting would help assimilate the proposed development into its setting. The Assessment concludes that potential landscape effects would be confined to the site itself and the immediate local area.
- The strong pattern of woodland and hedgerows along the surrounding roads, as well as the settlement edge to the south and east enclose the site. The visual envelope of the site is generally limited, and there are a small number of visual receptors.
- Views of the proposed development would be experienced from the Public Right of Way (PRoW) located within the northern parts of the site. It is possible to retain the Public Right of Way within green corridors within the site and whilst more enclosed would retain some openness and would be pleasant. The proposed planting within the corridors will filter views of the fronts of houses set back being a landscape buffer.
- The existing and proposed boundary planting would screen views from the PRoW located outside and to the north of the site, and from the A483 and A541.
- Overall, the LVIA concludes that the Illustrative Masterplan and Parameters Plan demonstrate an acceptable design solution for the site and that the proposed development would not result in any significant adverse landscape or visual effects.
- For further information see the Land at Stansty Green, Wrexham Landscape Visual Impact Assessment.





Photo A: View from the northern boundary of the site looking south



Photo B : View from the northern part of the site looking east



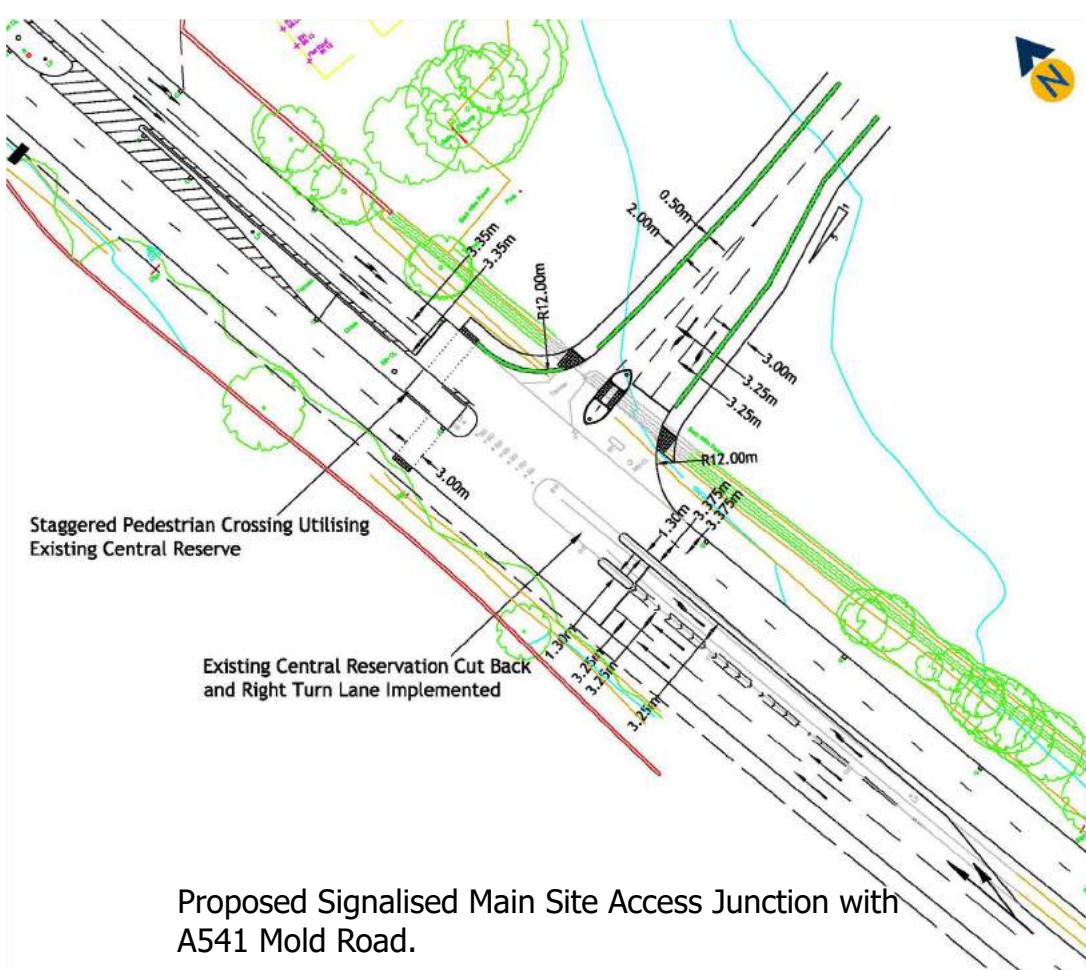
Photo C: View from the central part of the site looking north



Photo D: View from the boundary of the site with Stansty Chain Road south west

HIGHWAYS

- Focus Transport Planning have undertaken a Transport Assessment which considers the highways and transport matters related to the development proposals.
- This demonstrates that the Site is in a sustainable location within walking distance of several schools, communities facilities, shops, the University, the hospital, bus stops and both Wrexham General and Gwersyllt train stations.
- Vehicular access to the site will be taken via a new signalised site access junction with the A541 Mold Road, and via priority-controlled give-way crossroads from Stansty Chain Road. The proposals include for improvements to the pedestrian infrastructure in the immediate vicinity of the site. The proposed new signalised site access junction with Mold Road includes for a signalised pedestrian crossing facility, to link the site with the existing footway which lies to the west of Mold Road. This crossing enhances connectivity between the site and the facilities in Gwersyllt and Summerhill to the north, as well to Wrexham in the south. At the proposed Stansty Chain Road access, a new footway facility on the western side of the road will connect the site to existing pedestrian networks to the south.
- The Transport Assessment describes how the site is served by public transport, with both Gwersyllt and Wrexham General train stations within a 2km walking distance. The closest bus stops to the site are located at Old Mold Road approximately 700m to the northwest of the centre of the Site, or on Colliery Road approximately 600m to the southeast of the site off Stansty Chain Road. These provide regular connections to Wrexham. The proposals also include for the implementation of a bus layby on the southbound, site-side of Mold Road, approximately 200m to the south of the main site access from Mold Road. Pedestrian access to this will be made from the site. This bus stop could accommodate the Wrexham-bound route of the existing hourly No. 27 service.
- The Transport Assessment demonstrates the proposals can be accommodated on the local highway network without any material impact in terms of congestion or highways safety. The proposals include for a scheme of highway improvements in the form of new road markings and signals at the A483 Junction 5 and the B&Q Roundabout. The Transport Assessment demonstrates how these improvements would have significant positive impacts upon the operation and capacity of the local network, helping to relieve congestion when compared with both current and future predicted conditions without the development. Accordingly the proposed scheme will deliver a net betterment to the operation of the highway network.



DRAINAGE

- A Flood Consequences Assessment and Drainage Strategy has been prepared by RSK. The Site is classed as a Flood Zone A, an area of lowest risk of flooding, and as such is an entirely appropriate location for new homes.
- The development can be appropriately drained through Sustainable Urban Drainage Systems (SuDS), ensuring the development will not increase the risk of flooding elsewhere. The indicative drainage strategy for the site demonstrates that a combination of swales, permeable paving, house soakaways, tree pits and infiltration basins could be utilised to provide sufficient surface water attenuation and drainage across the site.
- Overall, the FCA and Drainage Strategy demonstrate that any potential for on-site or off-site flooding risk can be safely and properly mitigated in line with current guidance and regulations.



ECOLOGY

TEP have undertaken a Phase 1 Ecological Assessment of the Site. This incorporates survey results from bat activity transects and static monitoring, breeding bird and reptile surveys plus an updated ground-based tree inspection and hedgerow assessment. This Assessment of the ecological constraints of the site has informed the masterplanning process.

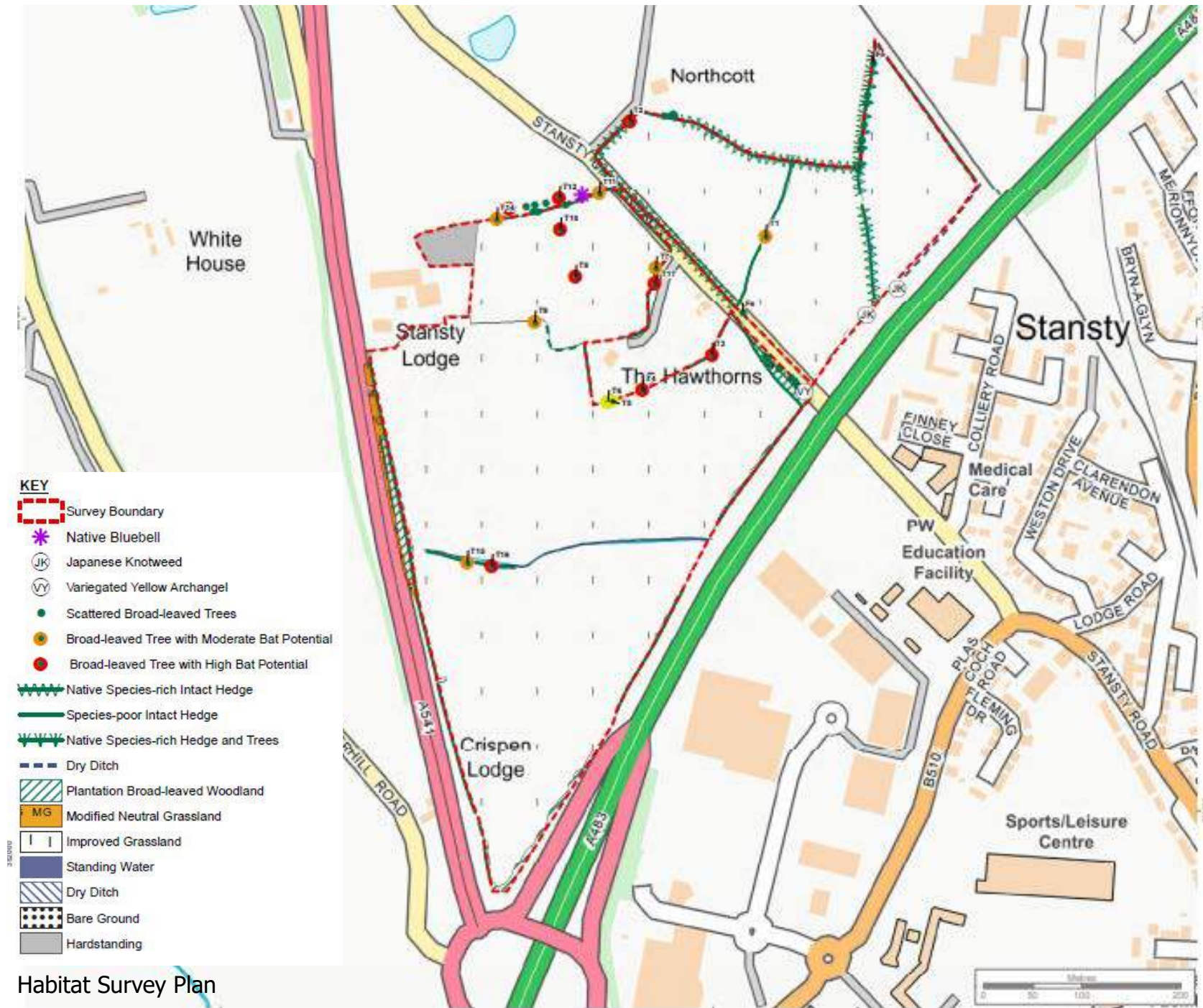
There are no designated sites of nature conservation on site and the development is concluded as not affecting any further afield. No habitats within the site are designated as a Section 7 Environment (Wales) Act 2016 habitat of principal importance. Gatewen Marsh Site of Special Scientific Interest (SSSI) is located approximately 320m southwest of the site. There is no connectivity between the site and Gatewen Marsh SSSI. Mold Road acts as a barrier between the two areas and therefore, no direct or indirect impacts are predicted.

The site predominantly comprises improved grassland. The grassland habitats within the site are poor quality and common and widespread in the area, so are of low intrinsic value. The loss of this habitat is not considered to be a significant impact. The hedgerows and mature trees are considered to offer the greatest biodiversity value within the site.

The majority of trees across the site are being retained under the development proposals. The design of the development should take into account the long term setting of these trees and how they will relate to use of the area in the future. The site contains a mix of species-rich and species-poor hedgerows, all the hedgerow habitats form part of a network linking with the wider environment surrounding the site. The majority of quality hedgerows across the site will be retained, however, these will need to be severed in places to create road access points and footpaths. Existing hedgerows on site will be enhanced and native species-rich hedgerows planted where suitable to mitigate for these losses. The development will be designed to retain as much hedgerow habitat as feasible in order to maintain connectivity across the site.

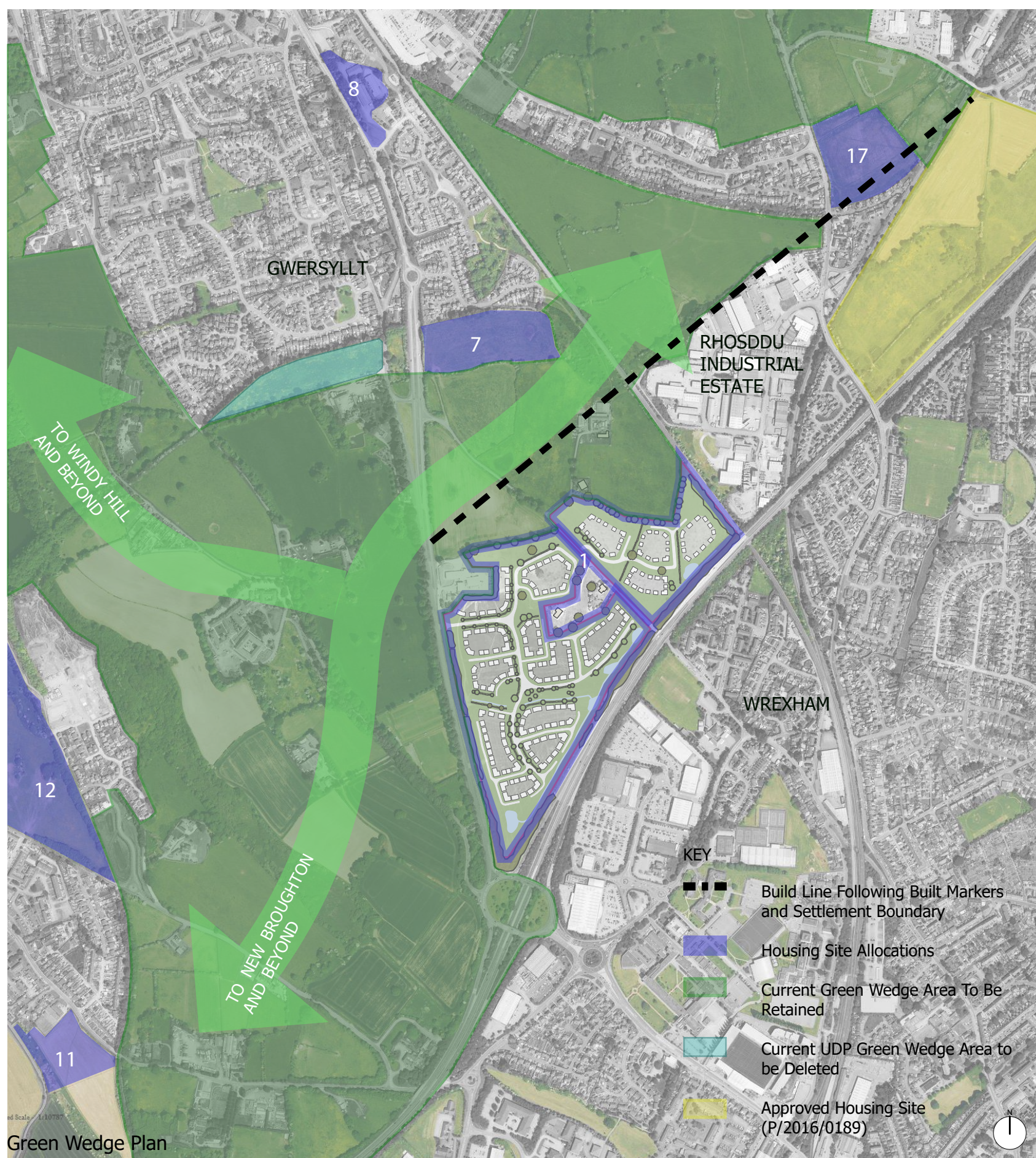
The development will incorporate several opportunities for ecological enhancement. This includes the provision of native and wildflower planting, the incorporation of terrestrial habitat suitable for amphibians and the provision of bat and bird boxes.

For the full Ecological Report see Stansty Chain Road, Wrexham, North Wales Ecological Assessment.



RETENTION OF THE GREEN BARRIER CORRIDOR

- As shown the development can be brought forward, whilst maintaining a healthy green barrier gap to the north of the site. The development proposal has been informed by the context of the local built form. No development will encroach further north of the Rhosddu Industrial Estate, which establishes the built edge. The development is thus well contained, with three strong physical boundaries to the west, south and east.





The Vision

The vision for Stansty, Wrexham is a high quality attractive new residential neighbourhood, which will raise the profile of its surroundings. It will create new residential opportunities through a mix of housing types and tenures whilst retaining key landscape features and habitats.

The vision also incorporates the creation of new green infrastructure and habitats to support an attractive landscape setting. Open spaces will be generously provided and managed to support healthy lifestyles for future residents, with strong connections to the town centre for pedestrians and cyclists. The vision is for Stansty's development to also respond appropriately and sensitively to the adjacent A483 and Mold Road.

Following ongoing positive discussions with Wrexham County Council, Russell Homes seeks full permission for up to 455 homes at Stansty with associated outline access and landscaping.

From the outset the ideas for this scheme have focused on creating an attractive new place which provides a comfortable and natural

edge to Wrexham Town. We are clear in our ambition to deliver a place which can endure, mature and improve over time and become a distinctive and well-loved part of the town that opens-up access to the wider countryside and support opportunities for healthy lifestyle and active travel.

The Masterplanning and design work has been based around the concept of creating an attractive neighbourhood, within a green setting, linked by green features. This is something that shines through the design work culminating in the outline planning application and we feel that this is the right approach for the scheme.

Allied to the high level of ambition for the development, Stansty can be a very special place for new and existing residents who wish to enjoy a high quality housing scheme that compliments a green setting, right on the doorstep to the town, within walking distance of jobs, community facilities, retail and excellent public transport.



Artist impression of possible green pockets or play areas

DESIGN PRINCIPLES

This section describes how the principles and parameters set the framework for placemaking. Five defining principles set the basis for our approach and these are summarised below.

1. Creating a rich and attractive green landscape setting which adds value to every property. The new community will have attractive visual and physical connections to an generous amount of public open space flowing through the site, adding to the health and well-being and overall quality of life of residents.

2. Designing creatively to address and overcome constraints in a way which contributes to character and the quality of the development. Using a landscape and urban design led approach and placemaking to turn site constraints into functional and practical development solutions.

3. Establishing a new pattern for the place, which creates a new identity, and which is not defined by the roads at the edges of the site. The street and block pattern will create a new identity and a new sense of place. The internal street structure and the faceted and deliverable development parcels will help to create an organic layout that responds to its local context and enhances public access, providing permeable links and connections and integrating well with green infrastructure. All of this is an efficient pattern of development which is market facing.

4. Designing for character and distinctiveness through layout, street design, legibility and street scene composition. At this stage in the design process the detail in architecture of buildings has not been designed. But that does not mean bold moves can not be made in relation to place design. All while respecting the landscape setting and providing green corridors and retention of key assets (e.g. trees and valued habitats) to be integrated into the layout.

5. Delivering an aspirational and highly attractive new residential destination. This will flow through all aspects of work from now until detailed design and construction. Creating a community dividend and offer that will provide existing residents with a more balanced and enhanced range of services and facilities; thus, making the community high quality, attractive, sensitive to adjacent uses and complementary to existing residential neighbourhood; offering a mix of housing types and tenures.



The Masterplan



Development Framework

10 Proposed New Bus Stop

11 Site Access

SCHEME DESIGN

Significant detailed work has gone into shaping the illustrative masterplan. This has involved creative responses to the site's context and constraints carrying forward the ambition of earlier design work through site promotion. The detail of house design will emerge as the scheme moves forward, but this layout in its indicative form should give confidence in terms of the design intent, founded on creative and best practice urban design and place making principles to deliver an attractive, well considered and sustainable development. Some of the key features are as follows:

- A strong gateway from Mold Road, composed of landscape and buildings, leading into a tree-lined avenue with glimpsed and revealed views of the development as this main avenue leads people through the development and past mature trees. This gateway provides the principal highway access to the site.
- A series of nodal points will link into the street network and create points of interest through the development. These support legibility and can be developed as focal points through detailed landscape and building design. In many locations these will involve highway junctions where traffic will need to be slowed.
- A clear street hierarchy which supports pedestrian priority and people friendly streets. The street hierarchy remains connected through the heart of the scheme and reduces road infrastructure along the edges of green spaces. Access to the northerly residential parcel across Stansty Chain Road is via the main development parcel and with local access onto Stansty Chain Road.
- A strong public face for the development is proposed, comprising a combination structural landscape (soft and hard) and high-quality built development to maintain a series of attractive edges to the site and development. The northerly edge to the scheme will be well planted and include existing vegetation and trees and include green buffer spaces with meadow planting.
- Noise mitigation is provided via attractive landscaped bunds, creating interlocking landscape features along the eastern edge of the site. These bunds are of differing widths and depths and step-in-and-out alongside a series of strong built frontages. Together these create a scale, variety and interest which is comfortable for the site and which works positively with the landscape setting and townscape grain. Gardens that are close to noise sources are screened by development.
- Mature trees and hedgerows are retained and enhanced through the development to support landscape quality. New planting and substantial open spaces are also proposed. Landscape character and plentiful open spaces spread through and around the edges of the scheme are a key organising feature for the development.
- Along Mold Road, the existing landscape would be supplemented with new planting. Development is set back from Mold Road to allow for a landscape buffer strip and a dedicated pedestrian routeway. Building frontages will address Mold Road to create a strong built frontage and to shield garden from noise from the road.
- Excellent pedestrian / cycle connectivity into Stansty Chain Road from both development parcels and good onward linkages into the town centre and nearby community facilities a short distance away.
- The layout respects the integrity, amenity and privacy of the small number of existing neighbouring residential properties.
- The layout for the development will provide a sensitive response to the landscape and terrain of the site allowing the scheme to retain a strong green feel with streets accentuating topography and allowing sustainable drainage to be integrated throughout.
- A distinct and legible layout will be provided so as to create a sense of place. The layout will be anchored around focal point open spaces, key vistas and landmark buildings. Streets, spaces and the linkages through the scheme will be shaped and provide a deliberately picturesque and striking place reflective of the garden suburb design principles.
- The setting of the nearby listed building will be protected allowing the building to be set within a rural landscape with new development standing away from the farmstead. This will provide a sympathetic design response.
- The site's critical mass and sustainable location allows a place to be created that enhances the gateway into Wrexham and the transition with the wider countryside.

DESIGN PROCESS

This application is the culmination of several years of detailed work by a multi-disciplinary design and development team led by Russell Homes. Through site promotion the designs for the site emerged and were refined to lead into this final proposal.

Design Review meetings with the Council have steered the design process. The first design review meeting was particularly helpful in improving the design. In particular the 'pulling-together' of the open spaces and green routes.

The second review meeting reflected on the improvements made and other structural changes needed in terms of the plan, most importantly the changes to street hierarchy required as a result of moving the main access junction along Mold Road northwards (to its final location).

The scheme as submitted provides a strong response to all development constraints and creates a bespoke and high-quality development framework, which is visibly landscape led and responds to the unique circumstances of the site.

The design quality of the scheme will be further examined through the DMO consultation process and we welcome feedback from local people.



Artist impression of possible tree lined avenue.

CREATING CHARACTER

The ambition is to enhance rather than reduce the quality of the landscape setting through development. Landscape Architects Randall Thorpe have prepared a landscape strategy to convey the character of the scheme. Character is also created through street design and built fabric, and the following illustrates possible character areas across the site to provide arrival space, areas of visual interest, help improve legibility, and define different densities.

The Gateway and Stansty Vale

Gateway from Mold Road and the heart of the development



This is the heart of the development with residential streets stepping across the central parts of the site. The design will need to establish a strong sense of character and create continuity.

Key Characteristics may include:

- More formal development pattern with regular shaped development plots.
- Clear legibility between streets and linking to spaces and pocket spaces
- Tree lined street with verges adding a sense of processional quality to the main avenue leading into the site.
- Visual connection with the green edges to the north and Greenways to the south.
- Threaded landscaped swales alongside streets adding green character in a formal landscape design.
- Regularity of street frontages with continuity and enclosure.
- Narrow connecting lanes add variety to the networks of streets within the street hierarchy.
- Corner locations priorities for strong built features which create local focal points in this more gridded layout.
- Detailed design may be guided by the above ideas generated through the outline planning stage or present new ideas for character and placemaking.

The Greenways

Structural landscape features threaded east-west / north south



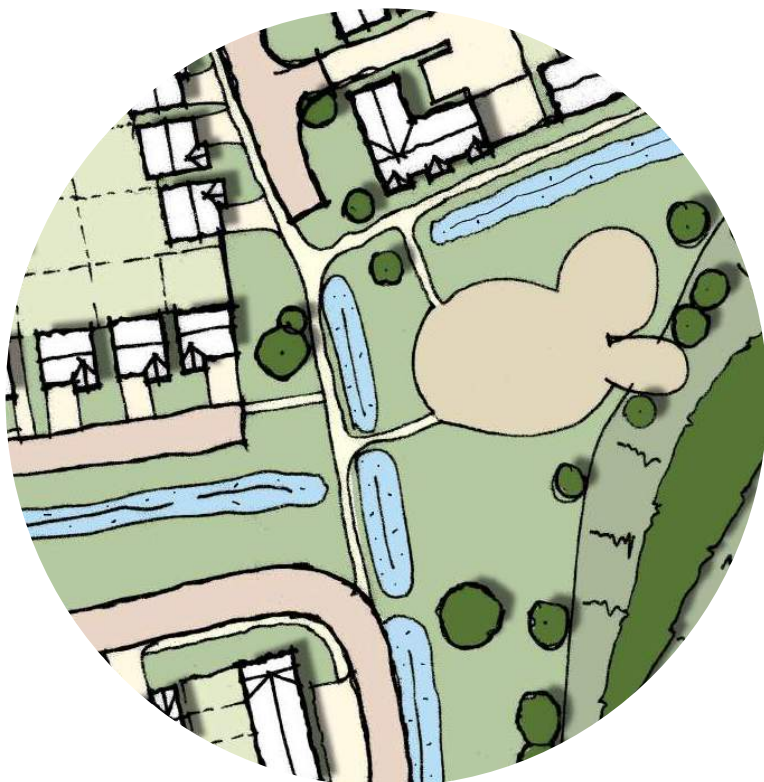
These include the suggested wide east-west landscape corridors through the development. The first a low-lying area close to the existing trees and field drain / ditch. The second is the north-south corridor alongside the A483.

Key Characteristics may include:

- These represent substantial green spaces throughout the development.
- These areas meet a number of functions including formal and informal play, habitat creation and visual amenity.
- Their width creates meaning and helps to structure the landscape character.
- These corridors will be defined by development frontages.
- Pedestrian connectivity along, around and through should be provided along the corridor.
- Street hierarchy should step down along the edges of the corridors to reduce the impact of highway infrastructure.
- Building character can vary along the corridors.
- Where streets / roads cross the greenway changes in surfaces and materials (not raised tables or similar) can denote the visual significance of those crossing points. Pedestrian crossing points of the road from footpaths and other routes within the greenway (which may be perpendicular to the road shall be emphasised to allow safe crossing points. The detail of this will need to follow and one priority therein will be pedestrian safety.
- Detailed design may be guided by the above ideas generated through the outline planning stage or present new ideas for character and placemaking.

The Pocket Spaces

Focal point spaces located through the development



There are several well-defined areas of informal green space located across the development. These are referred to as Pocket Spaces and spread through the scheme, they provide a critical mass of varied and attractive areas for relaxation, exercise and play. One centrally located Local Equipped Area for Play is provided. The overall amount of green 'useable' space incorporated within the development as per policy requirements.

Key Characteristics may include:

- Well defined by built frontages for overlooking purposes.
- In the case of the LEAP a potential 25m set back from adjacent dwellings to preserve residential amenity.
- Clear primary function – ecological, play, visual amenity.
- Traffic calming around edges.
- Integration of Swales.
- Tree planting.
- Retention of trees.
- Detailed design may be guided by the above ideas generated through the outline planning stage or present new ideas for character and placemaking.

Northern Pastures

Field Enclosures still visible in an a more organic layout



The site to the north of Stansty Chain road has a different and more enclosed landscape character. The development is set within three existing field enclosures, with retained hedgerows defining development parcels. These hedgerows are incorporated into wide green lanes. The green perimeter of the northern pastures creates a landscaped edge. The retained Public Right of Way also runs through this area within a wide landscaped corridor.

Key Characteristics may include:

- Organic and informal streets and development parcels based on the retained field enclosures and the retained hedgerows and trees.
- Strong and stepped continuous frontage to the landscape edge to the east (A483) to support noise mitigation, but within a broad landscape setting.
- Green buffers to the northern edges of the pastures.
- Green setting to PROW between bunds.
- Generally lower densities to the northerly edge, with higher density towards A483.
- New pedestrian routes within the site alongside Stansty Chain Road behind the existing hedgerow.
- Detailed design may be guided by the above ideas generated through the outline planning stage or present new ideas for character and placemaking.

Rural Feathered Edge

The landscaped northern edge to the development



Development on land to the north of the site close to and abutting the northern site boundary will be designed to create (what is described as) a feathered edge to the countryside. The term feathering here describes how buildings will be more loosely arranged and at slightly lower density, with green space and trees softening the overall interface with the fields beyond. This includes open space as buffering and existing retained trees.

Key Characteristics may include:

- Open space will be introduced along the northern edge in places and at different depths so as to create a varied building frontage facing northwards. This will also create an apron of green open space leading from the countryside into the development.
- Existing trees and hedgerows add to character in this northern part of the site and these will be retained wherever possible, and supplementary planting incorporated. The informal nature of the planting here will be important. New feature trees could be planted now to mature over time to grow and become the succession trees complementing the mature trees on site.
- The layout should create views out to open countryside and the land and sky beyond the site. The levels in this northerly part of the site will also create interesting views which can support legibility.
- Building frontages should be orientated outwards to overlook the fields beyond the site. The borrowed views from the wider landscape will add value to the development character rather than limiting this aspect to back gardens. Dwellings should not back onto this northerly edge.
- Detailed design may be guided by the above ideas generated through the outline planning stage or present new ideas for character and placemaking.

South Paddock

The southerly tip of the site



This part of the site extends southwards from the east-west greenway and the field ditch and hedgerow. There is a transition from the vale character area to the north into an area which is shaped more by the edges of the built envelope and the pattern of blocks thereby created. This area looks towards the town and so densities may gently increase here and a more formal developed edge will define the scheme towards the eastern landscape edge. South Paddock aims to create coherent series of streets, development parcels and housing types, which read together as a distinct element. It will be defined by formal landscape boundaries and naturalistic landscaped edges and planted buffers – some already well established – to the A483.

Key Characteristics may include:

- Connections and views towards the green corridors should be developed through the layout design as illustrated in the indicative layout. This can be via revealed and glimpsed views.
- An attenuation pond has been suggested in this location within the green space that edges the site. Ponds are not extensive across the site, based on the attenuation methods employed and so this could be a feature in this area. The attenuation function should be designed around a new permanently wet pond which adds to landscape character.
- Supplementary structural planting will be established alongside the A483 in this area, where the road and site are at a similar level and where at present vegetation thins and is absent. This will be at an appropriate depth (indicatively 5m) to help screen the road from the development. Subject to detailed design this planting may in fact screen noise attenuation fencing in this location rather than the road itself in that scenario. Nevertheless, planting will be important. This will include new trees. To the south of the site mature planting along the escapement to the slip-road of the A448 is already well established.
- Detailed design may be guided by the above ideas generated through the outline planning stage or present new ideas for character and placemaking.

CREATING CHARACTER



Character Areas Location Plan

LANDSCAPE STRATEGY

Landscape Framework

This framework plan provides an overview of the potential landscape character areas across the site. This is indicative only but helps to inform future Reserved Matters submissions.

Gateway / Stansty Vale

The entrance from the A541 could include a SuDS attenuation area that doubles as an attractive feature at the primary arrival space. This could incorporate trees, to create an avenue approach into the site, providing a more formal landscape character. Such trees would help frame views along the main street, providing opportunities to create vistas into adjacent open spaces and roads.

Amenity grassed spaces would provide a simplistic setting for retained trees allowing them to become the focus of the public realm.

A mix of tree species would be appropriate, including for example Lime, Liquidambar, Callery Pear.

Rural Feathered Edge

The landscape treatment along this boundary will be informal and naturalistic in character in response to the retained existing vegetation and interface with open countryside.

The open space will be planted with native tree species found on site including Oak, Field Maple, Hawthorn, Rowan and Birch, and should be allowed to naturalise over time along this edge.

Areas of wildflowering meadow and longer grasses will provide a natural character.

Eastern Buffer

The eastern edge of the site will include a 5m high bund/fence combination to mitigate for noise from the A483.

Native trees will be planted along the bunds to reinforce screening already provided along the A483. The tree planting will form an organic edge to help the landform appear more naturalistic in views from the road.

A mixture of tree planting and mixed native hedgerow will be planted along the western edge of the bund to soften views from the within housing development.

Where they are not planted, the bunds will be sown with a wildflowering meadow grass mix to add colour and interest in the spring / summer months.

Suggested tree and hedge species include Poplar, Oak, Pine, Birch, Rowan, Beech, Hawthorn, Field Maple, Holly, Blackthorn, Hazel, Dogwood and Dog rose.

Green Corridors

The green corridors provide opportunities as multifunctional low maintenance linear spaces that facilitate off-road movement. They are defined by the alignment of existing field boundary hedgerows and ditches.

The landscape treatment of the greenways will be relatively simplistic in order that the amenity and recreational value of the open space is maximised.

Retained trees and hedgerows will be the main focus within the spaces, set within areas of amenity grass with occasional individual tree planting.

Ditches and ponds will be sown with wetland grass species.

Suggested tree species could include Hornbeam, Rowan and Oak.

Green Pockets

Throughout the scheme there may be opportunities to provide small Green Pockets to help break up the built form, add to legibility and way finding, and may serve multi uses including drainage, ecology and landscape and amenity.

Like Green Corridors, the landscape treatment of the open spaces should be simple.

The formal play area will have individual tree planting at the edges to frame the space.

Suggested tree species could include ornamental varieties such as Cherry, Callery Pear, Birch and Hornbeam.

Southern open space

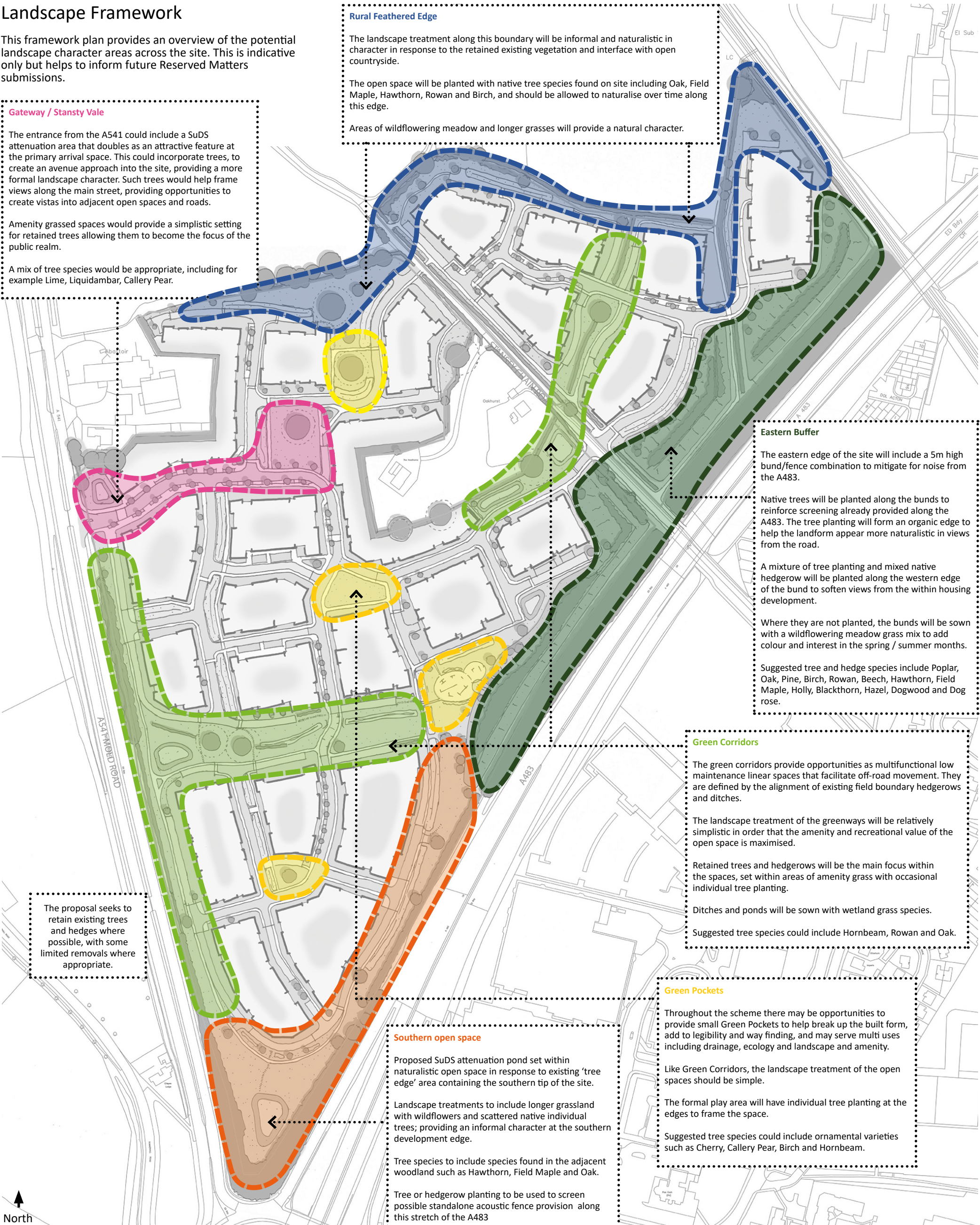
Proposed SuDS attenuation pond set within naturalistic open space in response to existing 'tree edge' area containing the southern tip of the site.

Landscape treatments to include longer grassland with wildflowers and scattered native individual trees; providing an informal character at the southern development edge.

Tree species to include species found in the adjacent woodland such as Hawthorn, Field Maple and Oak.

Tree or hedgerow planting to be used to screen possible standalone acoustic fence provision along this stretch of the A483

The proposal seeks to retain existing trees and hedges where possible, with some limited removals where appropriate.



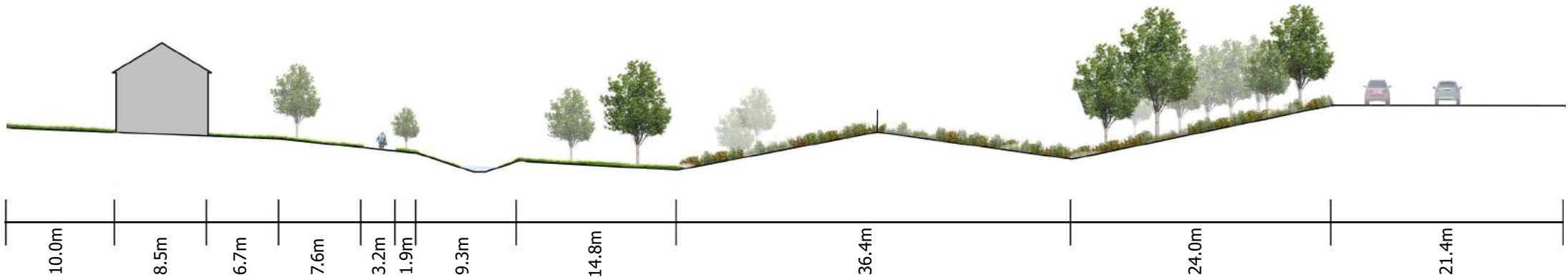
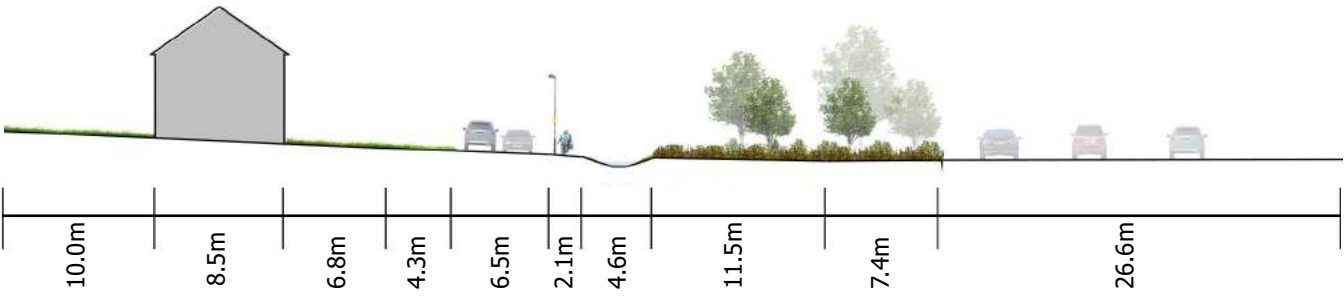


INDICATIVE CROSS SECTIONS

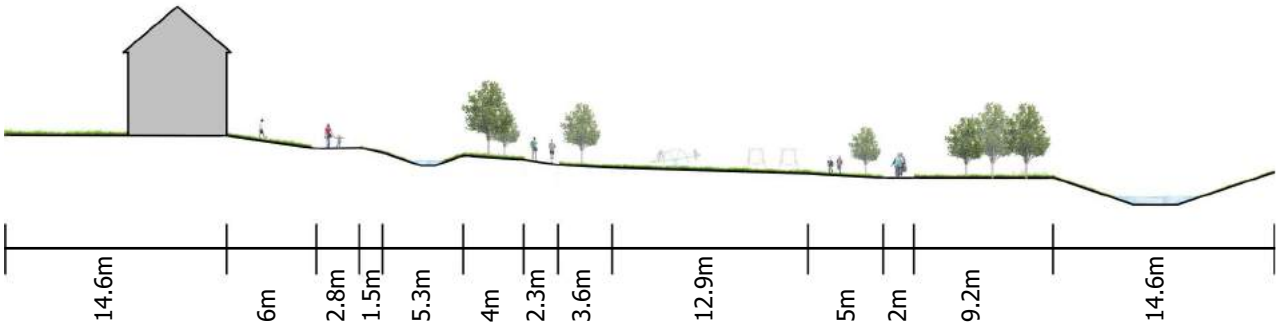


Acoustic treatment along the site alongside parts of the A483 to provide mitigation and screening for dwellings / residents. These will take the form of attractively landscaped bunds with appropriate planting to add seasonal colour.

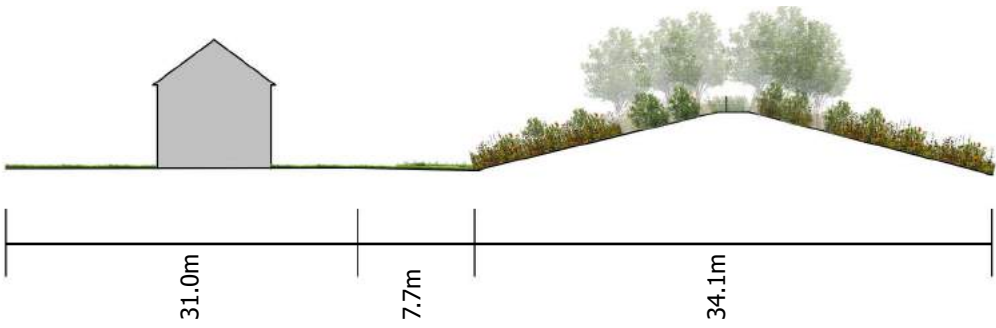
A.



C.



D.



Indicative Cross Sections

Urban Grain / Development Parcels

- The residential parcels are scaled to create a permeable and legible grid, which creates a robust and flexible structure.
- The legible grid and constituent parcels create flow through the site and set up important views, serial vision and vista.
- The grain created by this structure in combination with the street hierarchy and street design will provide a framework for a distinctive scheme.
- The detailed animation of these parcels by attractive building frontages will be a key next step in the design process.

Green / Blue Infrastructure

- The green infrastructure has been described elsewhere and includes:
 - Areas of informal play and grassed open spaces of different sizes and types.
 - Ecological areas of new habitat for nature which offer visual amenity to residents.
 - Planted areas which offer visual amenity and structural landscape.
 - Formal play space via a single LEAP.
 - Planted bunds.
- The site benefits from good levels of free-draining land and so soak aways are possible. Infiltration rates have been tested to validate this approach. The SUDS approaches are as follows:
 - Swales next to roads, which form part of the adopted highway with footways detached from the carriageway adjacent to plots/ dwellings.
 - Street trees and their tree pits allowing for soakaways through street tree construction.
 - Some small ponds located across the site to capture water and allow soakaways.
 - Permeable paving for driveways and other hard standing areas.
 - Garden soakaways for individual plots to deal with rainwater falling on roofs.
- Overall a mixture of sustainable surface water and underground attenuation measures are possible.



Connectivity, Permeability & Integration

- Principal access / egress to the site for vehicular and pedestrian traffic is via a new junction on Mold Road.
- Access / egress to the northern residential parcel (beyond Stansty Chain Road) is via the main site spine road and from Stansty Chain Road.
- There is a clear street hierarchy which supports legibility across the development and defines different types of streets depending on their function.
- The Public Right of Way to the northern of the site is integrated into the scheme in its present locations and this route retains its green character.
- Good walking links into Wrexham Town Centre 1 mile to Lord Street - 15-20 minutes walk.
- New bus stop to be located close to the main site access on Mold Road to provide good public transport links into the town centre.

Balance of Land Uses

The total site area is 21.53 hectares (ha) with a net developable residential area of 13.65 hectares (Ha) (33.73 Acres). That is a gross to net ratio of 64% developed to 36% open landscape. This ratio reflects good practice on green field sites such as Stansty where a substantial amount of green infrastructure can be built into the design. This also represents good value in terms of the commerciality of the scheme and creates a market-facing development.

The 455 dwellings are delivered on the developable area at 33 dwellings to the hectare (13.5 dwellings / acre). This represents a sustainable density levels which is also appropriate for the site.

Based on the illustrative layout it is possible to accommodate open space that totals some 7.88ha and is made up as follows:

- Usable POS - 5.39ha including landscape and amenity space
- Suds- 0.85ha in the form of roadside swales a small number of attenuation ponds
- Bunds- 1.64ha which extend along the eastern edge of the site

Planning policy establishes minimum POS standards as follows for 455 dwellings:

- Existing policy framework = 0.4 ha per 50 dwellings = 0.4 x 9.1 = 3.64 ha requirement
- Emerging policy framework = 0.25 ha per 50 dwellings = 0.25 x 9.1 = 2.275 ha requirement

The present illustrative design includes a total of 5.39 Ha overall.

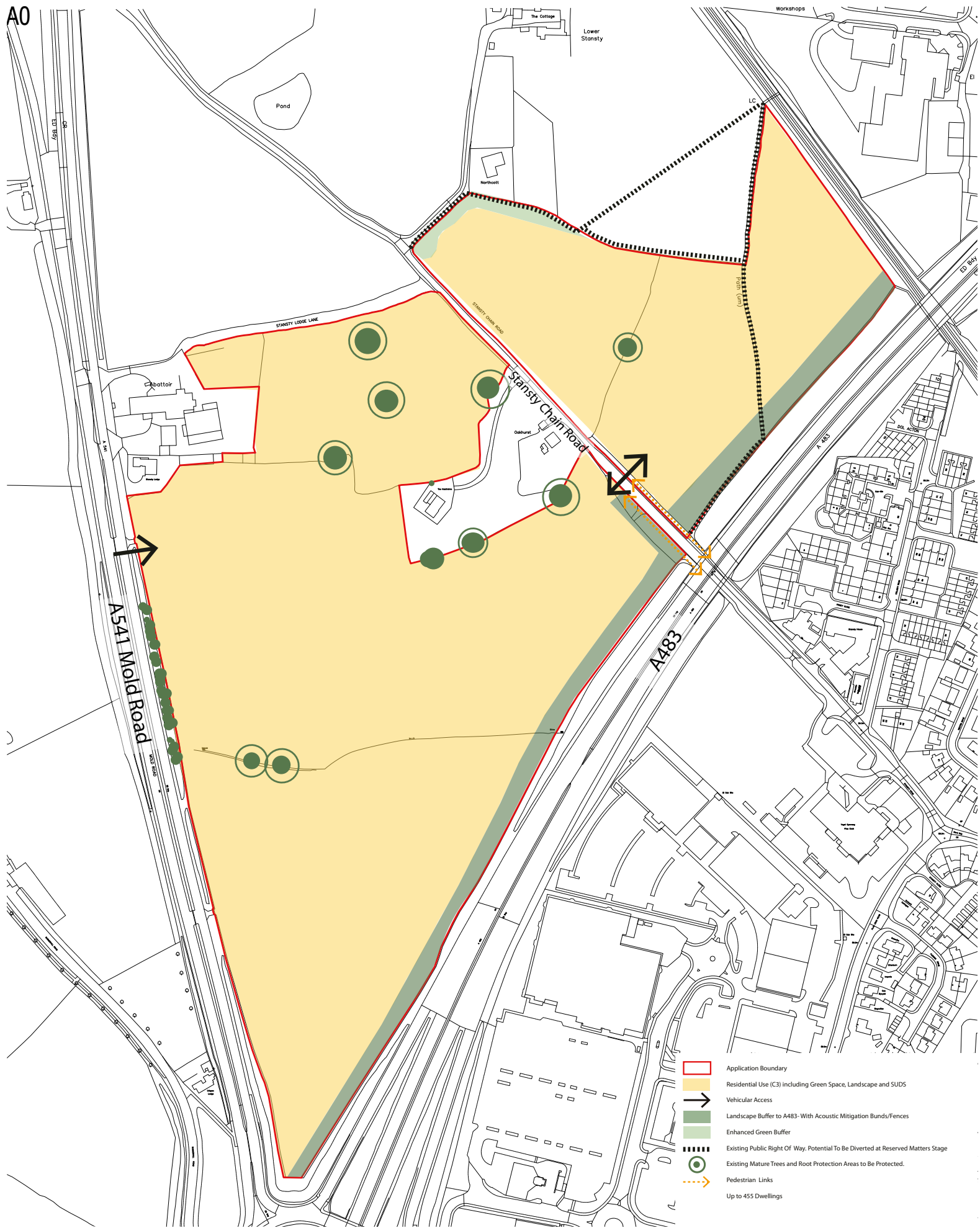


IMPLEMENTING AND PHASING

The parameters plan represents those core elements of the scheme which this outline planning application seeks approval for.

Russell Homes can confirm that it is their intention to bring the site forward for development in a timely and expedient manner once planning approval is granted. Delivery is a key consideration in relation to this site which allows for the creation of a high-quality residential development to meet local housing needs. The delivery of the 455 new homes would be phased over a number of years following outline, then detailed planning approval and technical approvals and enabling works. A start on site may be possible as soon as 2021 and then an indicative build-out period of 6-7 years with the scheme anticipated to be completed by 2028.

This D&AS does not seek to fix the detail of development phasing as this will be progressed in due course and in consideration with a range of technical and site-based considerations including different potential 'starts on site' and more than one potential residential outlet across the two principal parcels. This would allow for speedier delivery of housing units. This level of detailed consideration would also confirm items such as construction compounds for example. The commitment of Russell Homes to bring forward development as soon as practically possible illustrates their commitment to the site and their belief in the quality and attractiveness of the scheme.



Parameters Plan

SUMMARY

This Design and Access Statement has explained the design rationale behind the proposals and communicated the depth of thought that has gone into the development proposal. The illustrative layout is testament to several years and technical and creative work. The team are proud of the scheme and recommend it to Wrexham County Council and local people. The scheme will deliver high quality new homes on a sustainable site.



Artists impression of what the attenuation pond setting could look like





**Urban &
Landscape
Design**

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