

Land East of Tan y Bont main Road, Rhosrobin Wrexham

Design and Access Statement

November 2014



New Road, Rhosrobin, Wrexham - Design and Access Statement

Professional Team

Applicant	Landowners in conjunction with Liberty Properties		
			Co-ordinated Surveys
		Land Survey	The Old Stables
Planning	Cassidy + Ashton		Garage Street
	Cassidy House		
Masterplanning	Station Road		Llandudno
Landscape & Visual	Chester		LL30 1DW
	CH1 3DW		
			Fisher German LLP
		Land Quality	4, Vicar's Lane
Highways and Transportation	Cameron Rose Associates		Chester
	Windsor House		CH1 1QU
	5a King Street		
	Newcastle under Lyme		
	ST5 1EH		Red Acoustics Ltd
		Noise	Suite 3, Cottam Lane Business Centre
			Cottam Lane
	Tier Environmental Ltd		Preston
Drainage and	Chadwick House		PR2 1JR
Flood Risk	BirchwoodPark		
Geo-environmental	Warrington		L-P Archaeology
	WA3 6AE	Archaeology / Heritage	The Pump House
			Coton Hill
	TEP		Shrewsbury
Ecology	Genesis Centre		SY1 2DP
	Birchwood Science Park		
	Warrington, WA3 7BH		

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Introduction

This Document

This Design and Access Statement (DAS) accompanies an outline planning application submitted on behalf of a series of landowners in conjunction with Liberty Properties, seeking approval for residential development (up to 400 dwellings) with all matters reserved except for access, on land east of Tan y Bont Main Road, Rhosrobin, Wrexham.

The site is located approximately 2 km north of Wrexham town centre, adjacent to the A483 that bounds the main conurbation of Wrexham to the north and west. The site lies between the areas of Old Rhosrobin and Pandy and is easily accessible to the surrounding smaller settlements of Gwersyllt and New Rhosrobin.

The site is currently accessed via a vehicle access point/gate located upon the B5425 (New Road). The site is generally rectangular in plan, with orientation from SW to NE. The total site measures 15.79 ha (39.02 acres). The site is located at grid reference 333150, 352630.

The site is bordered to the NW by the main single Railway line between Shrewsbury and Chester, to the SW and SE national road network, the B5425 (New Road) from Wrexham to Rhosrobin / Llay and A483 (dual carriageway) from Wrexham to Chester respectively. The current land use is principally permanent pasture and grassland, with areas of scrub.

The land is bordered by residential development on three sides (North, East and South). There is currently a major planning application for residential development on land to the west of the site, which would effectively result in the site being 'landlocked' by residential development.

Design & Access Statements

A design and access statement (DAS) is not part of the planning application but is required by legislation to accompany all planning applications (outline and full), with a few exceptions.

In relation to design, a DAS must explain the design concepts and principles applied to the development or works. A DAS accompanying an outline or full planning application must explain the concepts and principles in relation to (as a minimum):

- Access
- Character (including amount, layout, scale, appearance and landscaping)
- Community safety
- Environmental sustainability
- Movement to, from and within the development.



The Planning Application

The planning application is in outline with all matters reserved, except for the means of access. It is for:

'Residential development (Use Class C3) for up to 400 dwellings with construction of access from Tan y Bont main Road and Plas Acton Road / Blue Bell Lane, areas of public open space, landscaping, green corridors, public rights of way and associated works.'

This document describes the key issues taken into consideration in the design of the scheme and sets out the key principles that will be applied to the layout and design of the development.

Once the planning principles are established through this application, approval of the details of the following will sought through a subsequent application(s) for approval of Reserved Matters:

- Layout (i.e. detailed layouts for development areas);
- Scale (i.e. precise dimensions for individual buildings);
- Appearance (i.e. finishes for buildings and public open spaces);
- Landscaping (i.e. detailed levels, hard landscape treatments and planting plans)

The Drawings which comprise the planning application are:

- C3429-P01 - Location Plan
- C3429-P03 - Illustrative Masterplan
- 074-01/GA-01 A - Site Access Arrangement (Blue Bell Lane)
- 074-01/GA-02 - Site Access Arrangements (New Road)

The application is also accompanied by a Planning Statement, associated plans, Environmental Statement and relevant surveys / reports.

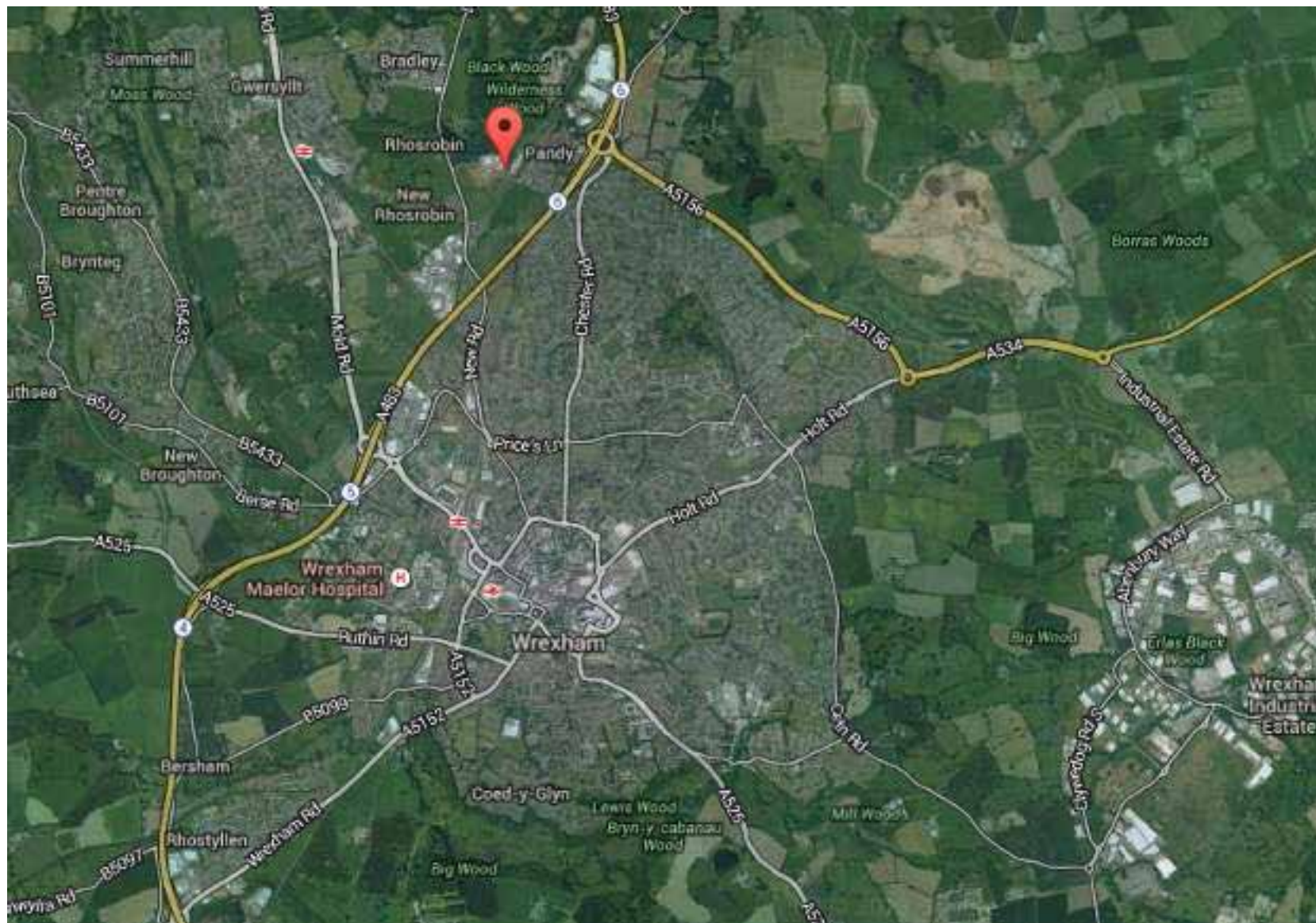
Introduction

The Vision for New Road, Rhosrobin

The proposals for land east of Tan y Bont main road, Rhosrobin, Wrexham will aim to deliver:-

- A well designed place which will complement the existing character of Rhosrobin, Pandy and the wider environment of Wrexham;
- A new place for sustainable family living which is set within a well planned green infrastructure network, well integrated with Wrexham, and which will encourage pedestrian and cycle movement and healthy lifestyles;
- A range of high quality homes, including affordable housing, which will enhance the choice of homes in Wrexham.
- Best practice in urban, landscape and ecological design in order to create a high quality development which will sit comfortably into the surroundings and offer a good standard of amenity for all existing and future occupants.

This Design and Access Statement explains how this vision will be met, through sensitive site layout and other commitments from the applicant which will ensure the delivery of the best possible scheme.



Site Location in relation to Wrexham

Planning Context

A separately submitted Planning Statement describes the site and its surrounds, before setting out the planning policy context under which the application should be considered. The planning merits of the proposal are then examined and the conclusion is reached that there are no material considerations which indicate that planning permission should not be granted.

The design and layout of the site is shaped by a wide range of planning policy and other guidance. The key policies and documents which have influenced the scheme are set out below.

National Planning Policy

National Planning Policy in Wales is contained in Planning Policy Wales (PPW)(5th Edition) and supported by a series of technical Advice Notes, covering a wide variety of topics

The National Policy states that sustainable residential environments should be promoted; making adequate provision for affordable homes and encouraging unique and appropriate design (9.1.2). Mixed tenure communities must be encouraged, as must communities with good access to employment, retail and other services. New dwellings must have a focus on quality design; create safe and attractive neighbourhoods, with an emphasis on landscaped areas with usable open space giving regard to biodiversity and nature conservation. The Policy sets out an emphasis on construction of; “housing with low environmental impact by using nationally prescribed sustainable building standards; reducing the carbon emissions generated by maximising energy efficiency and minimising the use of energy from fossil fuel sources, using local renewable and low carbon energy sources where appropriate” (9.1.2).

The proposals for land east of Tan y Bont main road, Rhosrobin, as presented within this document, consistently follow the principles set out in PPW.

Technical Advice Notes

TAN 12 - Design (July 2014)

The purpose of this TAN is to equip all those involved in the design of development with advice on:

- how ‘Promoting sustainability through good design’ and ‘Planning for sustainable buildings’ may be facilitated through the planning system; and
- the preparation and validation of mandatory design and access statements.

This TAN does not provide exhaustive text on good design, other TANs and guidance such as the Manual for Streets, may also cover design issues relevant to specific topics or types of development.

To achieve greater sustainability in residential developments, land must be used to its maximum level of efficiency and sites must have strong links to services, centres and public transport. For a successful residential area, the design of housing should be to establish a sense of place and community, with the movement network used to enhance these qualities, and to incorporate features of environmental sustainability. New developments in relation to design should aim to; create places for people, respecting local character; encourage community, via layout; focus on pedestrian experiences not vehicles; manage vehicle speeds via road layout; promote energy efficiency etc.; use land to its utmost efficiency.

Developments should reflect local character and context, local landmarks/ mature trees etc. should be retained and old and new should be integrated beyond the architectural finish. In general, References very effort should be made to orientate dwellings so that they front existing roads and spaces, ensuring a balance with the need to promote features of environmental sustainability. The relationship of the perimeter of a development to its setting is important and developments which turn their back on existing roads do not integrate well with their context.

Local Planning Policy

The Wrexham Unitary Development Plan covers the administrative area of the Wrexham County Borough Council. It supersedes previous adopted development plans, namely the Wrexham Maelor Local Plan: Forward to 2001, the Glyndwr District Local Plan, and the Clwyd Structure Plan: First Alteration. It provides a framework for local decision-making and the reconciliation of development and conservation interests in order that land use changes proceed coherently and with maximum community benefit. The Plan’s base date is April 2001.

Planning Context

Supplementary Planning Guidance

Supplementary Planning Documents (SPDs) are intended to expand upon policy or provide further detail to policies in adopted Development Plan Documents (DPDs). The following SPD's are relevant to the proposed design and layout of the site.

National Level

- Manual for streets: DCLG & DoT (2007)
- Manual for Streets 2: DCLG & DoT (2010)

BREEAM Code for sustainable homes - This non mandatory code measures the sustainability of new homes against nine categories of design using a six star rating system. Its standards are to be enforced through planning policy.

Local Level

Wrexham Council has approved a series of Local Planning Guidance Notes which amplify Development Plan policy. These are used where the study area is relatively small or the topic specific, often when flexibility and speed of response is required for Planning Control decisions. Applicable notes are set out as follows, assessment of which is referenced in the accompanying Planning Statement:

- LPG7: Landscape and Development
- LPG10: Public Open Space on New Housing Development
- LPG16: Parking
- LPG17: Trees and Development
- LPG21: Space around Dwellings
- LPG24: Designing Out Crime
- LPG30: Design A Guide for Developers and Architects when Designing Residential Developments
- LPG32: Biodiversity and Development



Achieving the key objectives of good design

Development Objectives

Commitment to Sustainability

The applicant will embrace the need for sustainable development and will actively work to meet the requirements set out within Planning Policy Wales for delivering sustainable development and Wrexham Council's stratgeic objectives for sustainable settlements. The applicant will:

- Ensure that the development is planned as a safe, healthy, accessible and attractive place for residents, including the mobility impaired.
- Ensure that the development is well connected to local transport infrastructure and facilities to reduce the need to travel by car.
- Facilitate and promote sustainable and healthy forms of travel by public transport, walking and cycling.
- Encourage social cohesion and reduction in crime and fear of crime through careful site planning of housing and delivery of high quality public realm.
- Ensure that the development makes appropriate provision for the doorstep recreational needs of all ages through the provision of opportunities for play, walking and cycling.
- Ensure that the development addresses climate change mitigation through its landscape design and with homes that are energy efficient.
- Ensure that the development makes appropriate provision for the protection and enhancement of native biodiversity.
- Ensure that access to the countryside and opportunity for enjoyment of biodiversity are integral elements of the scheme.
- Ensure that the development addresses other key sustainability issues including efficiency in land use; maximisation of recycling; re-use of resources; and reduction in waste and pollution

A Safe and Legible Urban Framework

Housing Layout

An interesting housing layout will be created by developing different character areas within the housing with a sense of place and individuality through careful attention to layout, architectural design, incorporation of open spaces, and landscape treatments.

Legibility and sense of direction within the layout will be created through careful attention to the pattern of roads, design of views, vistas, junctions, and the visual journey through the site.

Crime prevention and community safety will be prime considerations in layout. The principles of security explained in the 'Manual for Streets' will be respected, and natural surveillance over public spaces will be promoted in the detailed layout and orientation of housing.

Walking and Cycling

A comprehensive network of safe, convenient and attractive footpaths will be provided within the site to provide convenient routes to local shops, greenspace, and the wider street network beyond the site, and to accommodate and encourage walking, cycling, and bus travel.

Footpaths will be accommodated within green corridors where appropriate. Safe crossing points will be provided at the interface with principal roads as required within the site.

Inclusive Access

Routes within the site will be fully accessible to all people including the disabled and others with limited or impaired mobility.

Sustainable Travel

Vehicular Access

Safe and visually attractive primary vehicular access into the site will be taken from jack Lane.

Internal Road Network

The internal road network will be designed to accommodate general traffic with speeds of up to 20mph. Within the development the road network will include shared access spaces where the needs of pedestrians and cyclists take priority over motorists and where allowance is made for vulnerable pedestrians.

Traffic speed will be managed as an integral part of the design through measures such as changes in direction, visual pinch points, junction design and shared surfaces where appropriate. Steep road humps will not be used, but well designed raised table junctions may be considered.

Public Transport

There are frequent established bus services within walking distance of the site. Connecting paths and routes to existing bus stops will be facilitated by the development. A Framework Travel Plan is submitted with the application to encourage the use of public transport.

Pedestrians and Cyclists

The scheme will deliver a pro-pedestrian/cyclist environment by providing dedicated pedestrian routes as well as discouraging car use and reducing vehicular speeds through the measures described above.

Development Objectives

Achieving Design Solutions

Access & Movement

Objectives:

- Ensuring ease of access for all
- Promoting sustainable means of travel

Character

Objectives:

- Sustaining or enhancing local character
- Promoting legible development
- Promoting a successful relationship between public and private space
- Promoting quality, choice and variety
- Promoting innovative design

Community Safety

Objectives:

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

Environmental Sustainability

Objectives:

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



i) Site Layout

- Create organic road layout which is well connected with a staggered building line.
- Ensure the development responds to existing natural features and the wider landscape (usually identified by constraints plan).
- Vary the sense of openness, enclosure, privacy, and views at key locations within the development through the spatial arrangement of buildings, boundary walls, railings and planting.
- Site buildings to provide natural surveillance to public areas and communal garage courts. (refer to Guidance Note 24 - Designing Out Crime).
- Make sure development is well connected with seamless links to the wider road, footpath and cycle path network.
- Maximise the number of dwellings which have windows in the sun's path. Fewer and small windows should generally be located on northern elevations.
- A good standard of privacy can be achieved by attention to detailed design, eg staggered building lines, careful grouping and orientation of dwellings, different sizes and positions of windows and doors and the erection of screen walls, fencing and planting.
- Unless it can be demonstrated that privacy can be maintained through design, there should normally be a minimum separation of 22m between directly facing habitable room windows. (Standards set out in Wrexham Local Planning Guidance Note 21).
- Try to design traffic calming through the site layout (avoid the introduction of ramps/cushions later). 'Pinch points' are an opportunity to introduce variety and landscaping into a layout.
- Avoid providing parking spaces to the front of dwellings. Car parking areas are beneficial in removing visual clutter from the streetscene. (Parking Standards set out in Local Planning Guidance Note 16).
- Consider the use of shared surface areas to allow for turning movements of delivery/service vehicles ie not necessarily a formal turning head, eg square with focal point. Suggest spaces for turning as opportunities to create focal points for the development'.
- Ensure pedestrian routes and cycleways have the most direct access to the existing road network and facilities whilst avoiding excessive gradients.
- Design in easy access to public transport eg direct pedestrian access to bus stops. Loop or spine routes should be provided to allow buses to enter large sites.
- Consider issues of movement and connectivity. The intention should be to create more people-oriented streets in line with the principles set out in Manual for Streets.
- Design layouts to minimise the need to travel with provision for cycling, walking and public transport within and beyond the site.
- Consider potential for re-using buildings. Proposals involving demolition will have to demonstrate the recycling of existing on-site materials.
- Avoid overshadowing effects, particularly when the site adjoins nearby buildings, trees and fences.
- Design site layouts for wind protection. Group or stagger buildings, avoid long passages and short gaps between buildings. To avoid channelling wind and creating areas of high wind speeds taller buildings should be carefully positioned, consider the use of trees as windbreaks.
- Consider the need for space for the storage of refuse bins, recycled materials and compost areas. The Council will expect all developments to consider new techniques for separation and storage of waste.



Development Objectives



A Range of Housing

Housing Provision

The development will provide up to 400 new homes. A mix of house types will be provided, and the scheme will aim to deliver a mix of tenure and accommodation which reflects the needs of the local community.

The development will deliver family homes of varied style and tenure and of the following approximate mix:

2 bed mews, semi-detached houses	5%-25%
3 bed mews, semi and detached houses	40%- 60%
4/5 bed semi and detached houses	10%- 40%

It is expected that the proposed development will be at a density in the region of 35+ dwellings per hectare (net of open space). It is considered that the residential use will comprise detached, semi detached, mews, and terraced houses. Layout, and hence ultimately unit numbers, is reserved for approval, subject to outline planning permission.

Affordable Housing Provision

In accordance with adopted policy, it is expected that up to 25% of the units will be ‘affordable’, to meet Council requirements. Affordable housing will be constructed within each of the proposed phases of the development, in a style consistent with other dwelling houses within the development and of a size commensurate with local need.

Energy Efficient, Adaptable Housing

Housing Design

Housing design will respect local amenity and character and be energy efficient.

Homes for Life

The development will consider the adaptability of homes. All buildings will be designed in accordance with current Building Regulations Approved Document M ‘Access to and use of buildings’.

Home Offices

Where the accommodation layout of individual house types allows, the applicants will aspire to provide the necessary services to enable a suitably sized room to be used as a home office.

Energy Efficiency

New homes will be built to meet the sustainability requirements of Shropshire Council and BREEAM Code for sustainable homes.

Relevant Guidance Documents:

- BREEAM Code for sustainable homes (2009).

Development Objectives

Appropriate Community Facilities

Open Space

The development will incorporate a coherent landscape infrastructure framework which will build upon the natural existing attributes of the site such as trees, hedges and ditches, to create a linked network of greenspace. The residential development will be penetrated by greenspace to provide links between accessible open spaces. A network of open space will be laid out to provide opportunities for informal recreation and children’s play close to the home.

Children’s Play

Equipped / Non-equipped children’s play areas will be provided at locations accessible to all parts of the new community. The play space will be to NPFA LEAP / LAP standards (Local Equipped Area for Play / Area of Play).

Community / Stakeholder Engagement

Further details regarding the community engagement undertaken can be found within the ‘Statement of Community Involvement’ set within the separate Planning Statement submitted as part of this planning application.

Following any planning approval a further range of measures will be put in place to enable community development. These will include:

- Further community engagement regarding the development of the detailed scheme, and
- The provision of information about the ongoing development of the area for both existing and new residents before and during the construction process.



Development Objectives

Sustainable Landscapes

Approximately 4.0 ha of open greenspace will be provided, which comprises almost 25% of the site. This includes space which will act as occasional surface water attenuation areas, but which will be laid out for informal amenity use and wildlife.

Landscape Treatments

The development will contribute to carbon capture by providing new tree planting. Tree planting will be of predominantly native species selected from the range of species found in the area.

Wider areas of grassland will include amenity grass and areas of wildflower meadow. An attenuation pond area will also be developed as part of the drainage strategy for the site.

All landscape treatments will have high potential for the development of new ecological habitat as landscapes mature.

Well Placed Service Corridors

Service Corridors will be routed under built roads or paths rather than through open landscape areas. Where services run in close proximity to roadside landscapes or green corridors, services will be routed in a common trench to minimise ground sterilisation and potential damage to vegetation.

Greenspace Management

Landscape treatments within greenspaces and alongside the principal road network will be designed to be visually effective and easily managed. The applicant will make appropriate arrangements for long term management and maintenance of these areas.

The S106 Agreement will ensure that appropriate management arrangements are put in place and will include the option for Shropshire Council to adopt the greenspaces provided within the development.

Relevant Guidance documents:

- Sustainable Communities; building for the future (2003);
- BREEAM Code for Sustainable Homes (2009).

Ecological Protection and Enhancement

Connectivity for Wildlife

The greenspace network will provide natural green corridors for the movement of wildlife across the site and will be laid out to enhance opportunities for wildlife wherever possible.

Protection of Existing Trees and Hedgerow

The ecological value of existing trees and hedgerows will be protected wherever practical. Any removal of existing trees and hedgerows required to facilitate safe public access will be compensated for by new planting or alternative habitat development.

Sustainable Drainage, Water Management

The development will incorporate a sustainable drainage strategy across the site.

The surface water drainage strategy will be complemented by measures to reduce water consumption within the development.

As climate change is occurring, it becomes more difficult to predict rainfall patterns, therefore the development will aim to help future proof the existing water infrastructure by considering carefully water use in the development. Water saving behaviour will be encouraged by incorporating appropriate measures such as low flushing toilets and aerated taps and the provision of rain-water butts which contribute to reducing consumption from the mains for watering gardens.

Foul drainage will feed into the established sewerage infrastructure which will be extended as necessary to accommodate the scheme.

Relevant Guidance Documents:

- Sustainable Communities; building for the future (2003);
- BREEAM Code for sustainable homes (2009).

Development Objectives

Sustainable Construction Management

Construction Materials

Wherever feasible, recycled, re-used, responsibly sourced, and sustainable building materials will be used to reduce the environmental impact of the development. The BRE Green Guide to Specification will be consulted to influence materials choices in favour of those with the lowest environmental impact.

Soil

Soil is an important non renewable natural resource. The applicants will protect the natural soil resource on the site and ensure that soils are carefully handled. Any surplus soils will be re-used within the site where possible for the creation of landscape and ecological features within the open space areas.

Cut and Fill Balance

Minor earthworks are likely to be necessary to form the development landform and water attenuation areas. Ground re-modelling will be engineered to ensure that proposed levels are sympathetic to existing contours whilst maintaining earthworks materials on-site. Overall the design will seek to achieve a balance of cut and fill within the site manner.

Construction Methods

The development will be operated in accordance with the principles laid down in the Considerate Constructors Scheme so that the site is managed in an environmentally sustainable and socially considerate

Relevant Guidance Documents:

- Sustainable Communities; building for the future (2003);
- BREEAM Code for sustainable homes (2009);
- Code of Considerate Practice (Considerate Contractors Scheme);
- Site Waste Management Plan Regulations (2008).

Waste Management

Construction Waste

The applicants will aim to ensure that construction waste is minimised wherever possible, but it is inevitable that some waste will arise. A waste management strategy will be developed based on current best practice.

The management of materials used on site will be carefully considered to ensure minimisation of waste generated in the building process, to sort and recycle materials where applicable.

Operational Waste Management

Reduction and recycling of wastes will be a key objective. The applicants will work with Shropshire Council's Waste Management Services to develop a strategy for waste management at an early stage. This will include provision within and collection from the home for sorted waste streams, or the inclusion of communal collection points for sorted wastes in strategic locations.

Relevant Guidance Documents:

- Code of Considerate Practice (Considerate Contractors Scheme);
- Site Waste Management Plan Regulations (2008).



The Site and its Context

Good Connections

The proposal site is accessible by a number of non-car modes, providing real potential to reduce private car use. One of the key objectives of the Framework Travel Plan is to encourage the use of sustainable travel modes. The position of the site can take advantage of the transport, employment and other key facilities located within close proximity to the site.

Further details in relation transport issues can be found within the Transport Assessment and associated Framework Travel Plan submitted as part of this planning application.

Walking & Cycling

The Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot', identifies suitable walking distances to key facilities. The IHT document reports that approximately 80% of journeys on foot in urban areas are less than 1.6 kilometres (one mile). It provides a table of suggested acceptable walking distances, as follows:

	Town Centre (m)	Commuting/ School/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

A two kilometre walking radius of the site covers Wrexham town centre, which includes a range of key community facilities including employment, food and non-food retail units, restaurant, leisure and health facilities. A number of primary schools including Gwersylit Community Primary School and Wat's Dyke C.P. School and secondary schools including Ysgol Bryn Alyn and Rhosnesni High School are also located within this catchment area.

A five kilometre cycling radius of the site; incorporates the whole of the Wrexham urban area and includes many key facilities including schools, hospitals, employment, retail and health and leisure facilities.

There are a number of Public Rights of Way (footpaths) in the vicinity of the site.

Due to the urban location of the proposed development, the site benefits from a good network of high quality footways, surrounding the site. Street lighting is provided along all roads within the vicinity of the site, aiding pedestrian security and enhancing road safety. Dropped kerbs are also provided at all junctions for the convenience of pedestrians. The existing footways/footpaths surrounding the development site ensure that the proposed development will have excellent connectivity to the local community facilities present in Rhosrobin and beyond.

Public Transport

Access to the site by public transport is excellent. Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

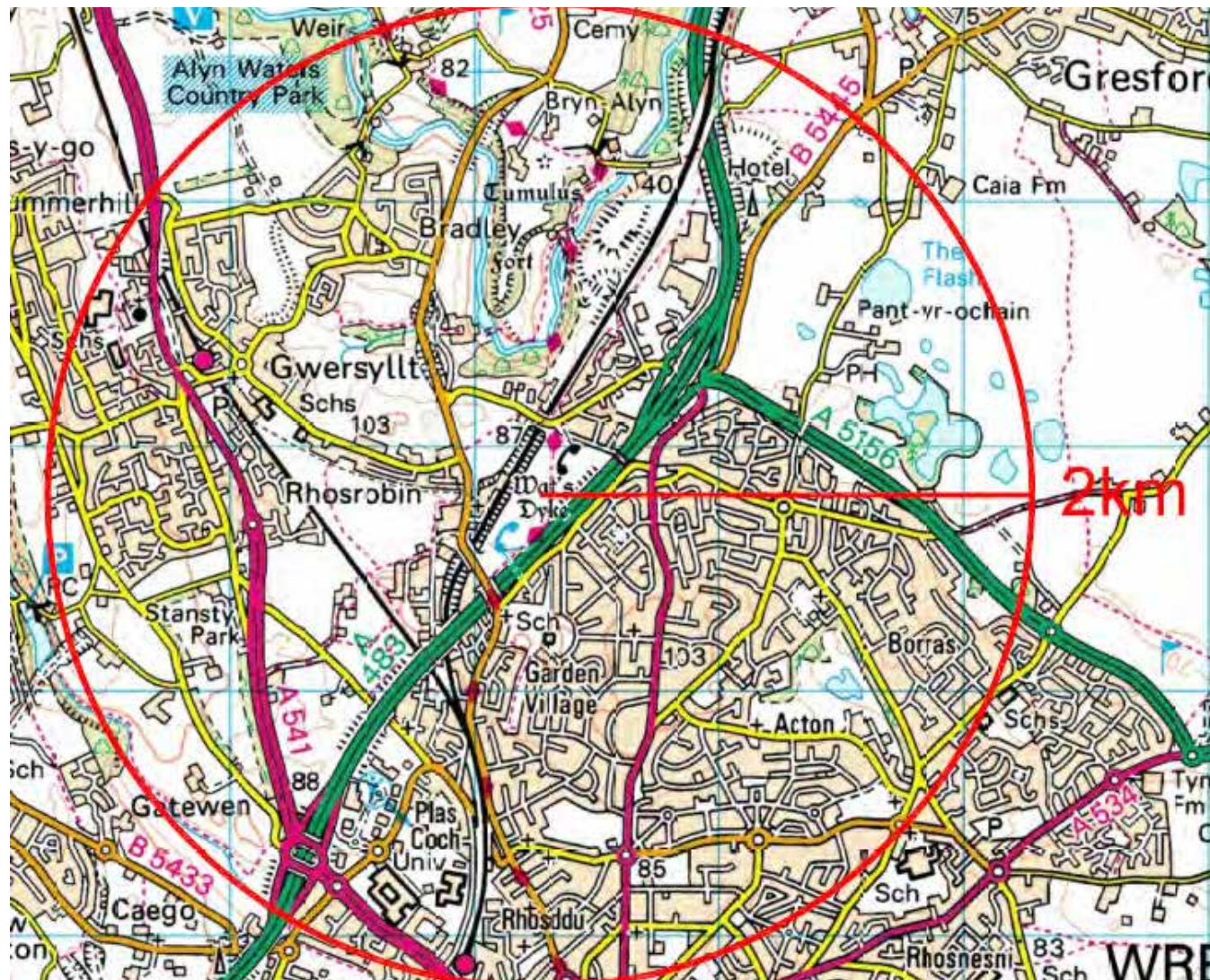
The site is within a 400 metre walking distance of a number of bus services. Bus stops are located on both side of the B5425 carriageway.

The following table demonstrates that there are a number of services operating within a 400 metre walking distance from the site, throughout the week and during weekends. These services provide connections into Wrexham, Mold and Flint. These destinations provide jobs, education, leisure, healthcare and many other community facilities.

Service	Destination	Bus Headway (minutes)		
		Mon – Fri	Saturday	Sunday
28a	Wrexham – Mold – Flint	120	120	-
32	Wrexham – Llay	30	30	120
33	Wrexham – Llay	30	30	120
34	Wrexham – Trevalyn	3 services	3 services	-
PC2	Gatewen – Queenspark – Llay Industrial estate	1 AM peak service	-	-

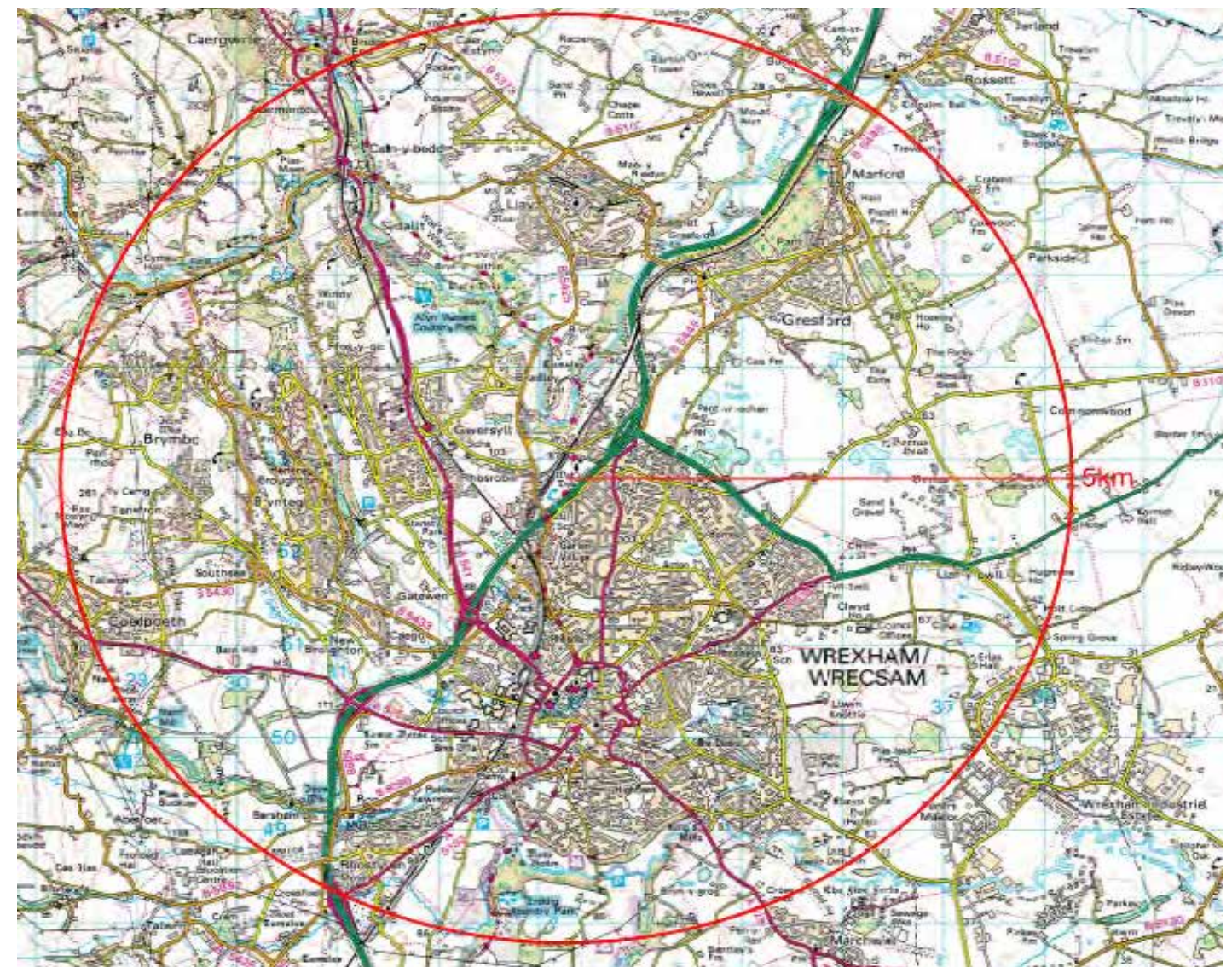
The closest railway station to the site is Gwersylit Railway Station which is located approximately three kilometres from the site. Gwersylit Railway Station is one of five stations located within Wrexham County Borough. During weekdays and Saturdays the station offers an hourly service in each direction (southbound to Wrexham Central and northbound to Bidston). On Sundays the stations offers a service every 2.5 hours in each direction.

The Site and its Context



Cycling catchment

Walking Catchment



Sustainability Plan

The Site and its Context

Landscape & Visual overview

The topography of the area around the site is gently rolling lowland, rising to higher ground 2-3km to the west. The incised valley of the River Alyn is located just to the north of the site. Located north east of the B5425 (New Road) which runs north from Wrexham, through the small settlement of Rhosrobin, towards the village of Llay. The site is enclosed on all sides by strong physical boundaries. The main Chester to Wrexham railway line lies to the northwest, the busy A483 dual carriageway to the southeast and residential development along Plas Acton Road, Pandy to the northeast and Rhosrobin to the south west.

Mature vegetation along the boundaries encloses the site in most places, consisting of tall, overgrown Hawthorn hedges and mature trees, which are generally Oak. The boundary with the railway line is the least vegetated having only a few scattered trees along its length, although the track itself is in cutting and not visible from the site

Access to the site is via field gates at each end, off both New Road, Rhosrobin and Plas Acton Road, Pandy. A Public Right of Way (Footpath 24, Wat's Dyke Way) crosses the middle of the site, following the line of the ancient Wat's Dyke.

The site consists of five irregular fields. The two fields to the south west of the site currently provide rough grazing for horses. Vegetation is scrubby and there is evidence of recent disturbance to the natural ground level, resulting in swathes of nettles and brambles. A mature Hawthorn hedgerow divides this part of the site and encloses a strip of land between the hedge and the elevated A483 to the south east. Mixed native tree planting along the dual carriageway embankment contains this part of the site further and partially screens traffic on the road, although passing vehicles are visible and it is very noisy.

Ground levels fall slightly towards the centre of the site and field ditches converge to create an area of boggy ground adjacent to the bottom of the A483 embankment. A boardwalk over this area and a copse of Willows suggests that it becomes quite wet during the winter months.

Remnants of the ancient Wat's Dyke run from this low point north across the site and can be recognised as a raised hedgerow with a slight ditch, although much of the earthwork has been ploughed up. Mature Oak trees and overgrown hedgerow shrubs line the Dyke and provide a strong field boundary.

At the centre of the site, a small triangle of land has been recently planted with new trees, some of which are ornamental, non-native species. The trees are very small, mostly feathered or light standards and the area is very overgrown with perennial weeds and grasses.

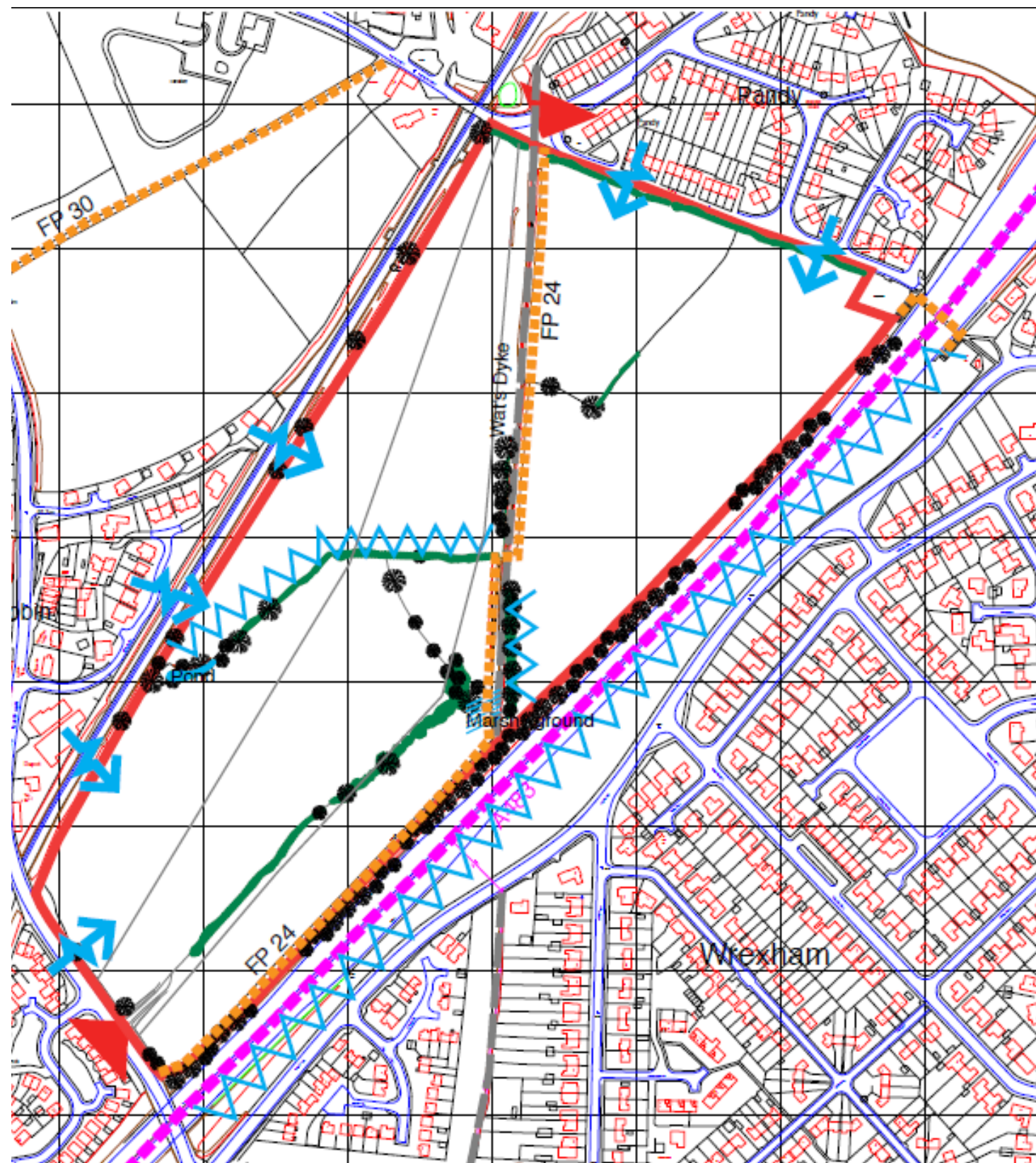
The three fields to the north of the site, either side of Wat's Dyke, are managed for pasture and have a much more uniform sward. Mature, gappy hedgerows divide the fields, reinforced with post and wire fences, and there are several mature Oak trees along the hedge lines.

A dense hedgerow forms the boundary with Plas Acton Road in front of houses on the Blue Bell Estate. Planting along the A483 continues along the embankment, filtering views of traffic and providing a green corridor along the urban edge of Wrexham. A footbridge over the dual carriageway is located at the end of Plas Acton Road beside a small children's play area. Both lie outside the site boundary in the most easterly corner of the site and are enclosed by a post and rail fence. Two lines of telegraph wires run across the site from the northern corner south and east.

There are mature trees and hedgerows within the site which have significant landscape, visual and nature conservation value. None of the trees are protected by Tree Preservation Orders. A small pond exists within the ditch to the west of the site, adjacent to the railway line. The pond appears to be ephemeral and is overgrown by hedgerow trees and scrub.

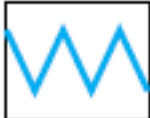
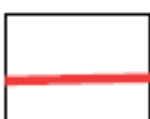
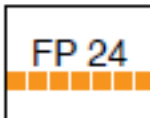
There are no existing buildings on the site.

The Site and its Context



Constraints & Opportunities Plan

KEY

-  Overhead cables
-  Visual barrier
-  Major arterial route
-  Site boundary
-  Interface between existing residential development and proposed site
-  Existing Public Right of Way
-  Wat's Dyke ancient monument
-  Existing trees and mature hedgerows to be retained where possible

The Site and its Context

Constraints & Opportunities

The major constraints to and opportunities for the proposed development have been identified as follows:

- The busy A483 forms a strong physical boundary to the site. Noise and visual impact from the road is significant and detracts from the landscape quality of the site. Opportunities exist to create a substantial landscape buffer alongside the existing road.
- Wat's Dyke is an important archaeological site and crosses the centre of the site. Opportunities exist to protect the remains from further deterioration.
- A public right of way follows the line of Wat's Dyke across the site and the area is a popular local route for dog walkers. Opportunities exist to provide greater access throughout the site for pedestrians and cyclists, with formal and informal recreation provision.
- The site is largely contained in views from mid to long distance locations and is seen in the context of adjacent development. Opportunities exist for a sensitive, design-led approach to deliver dwellings of exceptional standard, which fit into the scale and vernacular of the local area.
- The site lies adjacent to residential development in Pandy and Rhosrobin and is partially overlooked by properties at each of these locations. Opportunities exist to create vistas and interesting views from these settlements.
- Proximity of the urban edge and poor landscape management detracts from the visual quality within the south western part of the site. Opportunities exist to use the land productively to meet the needs of the local area.
- Trees and hedgerows within and around the site have an important landscape, visual and nature conservation value. Opportunities exist for further planting and wetland habitat creation around the existing pond and marshy areas, to improve the biodiversity of the site.

The proposed scheme layout has regard to these local constraints and opportunities.

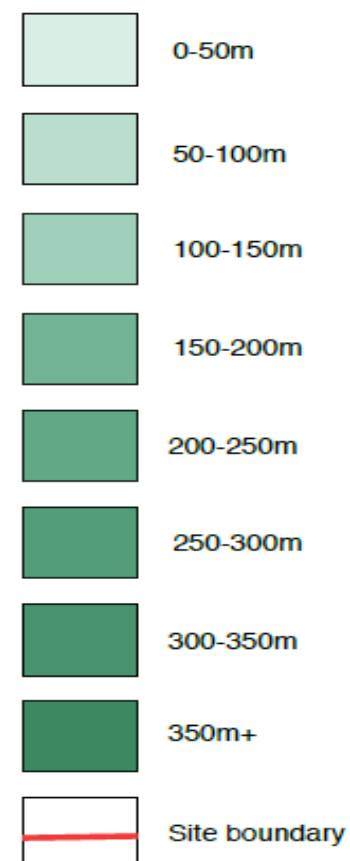
The Site and its Context

Existing Topography

Long distance, panoramic views are available across the Dee valley from several high points on hills west of the site. However, views towards the site from publicly accessible places are very limited by local topography and intervening vegetation. As a consequence, development of the site would be viewed in the context of the existing urban fabric and its significance within such longer views would be very small.

The rolling local topography, existing vegetation and development mean that there are no viewpoints where the entire site is visible from any one place and this limits the level of visual impact which the proposed scheme has upon the surrounding visual receptors. The site's proximity to the urban edge ensures that in most cases, the development is viewed against the backdrop of existing settlement.

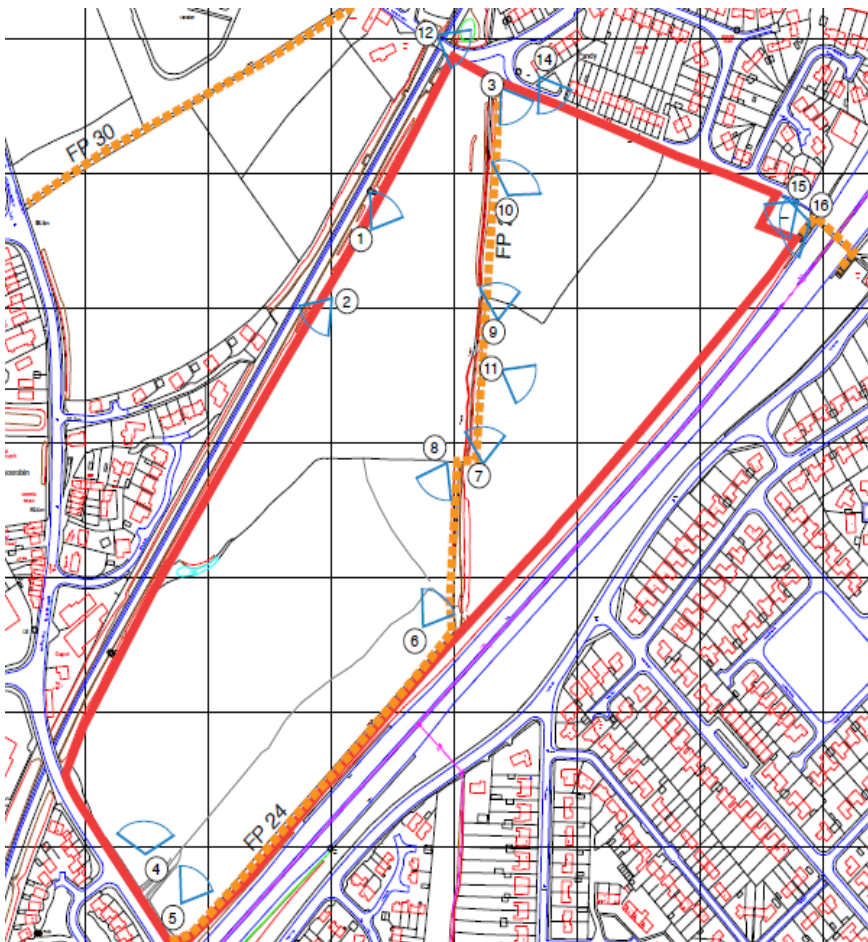
Key:



The Site and its Context

Visual Character of the Site

The following images illustrate the features and visual character of the site. Further information on the potential landscape and visual impacts resulting from development of the site can be found within the Landscape and Visual Impact Assessment (LVIA) submitted as part of this planning application. The report concludes that appropriate development of the site will not result in any significant adverse impacts upon landscape character, landscape features or views.



VIEW 4 ABOVE



VIEW 3 ABOVE AND VIEW 1 BELOW



The Site and its Context



VIEW 6 ABOVE



VIEW 11 ABOVE



VIEW 16 ABOVE

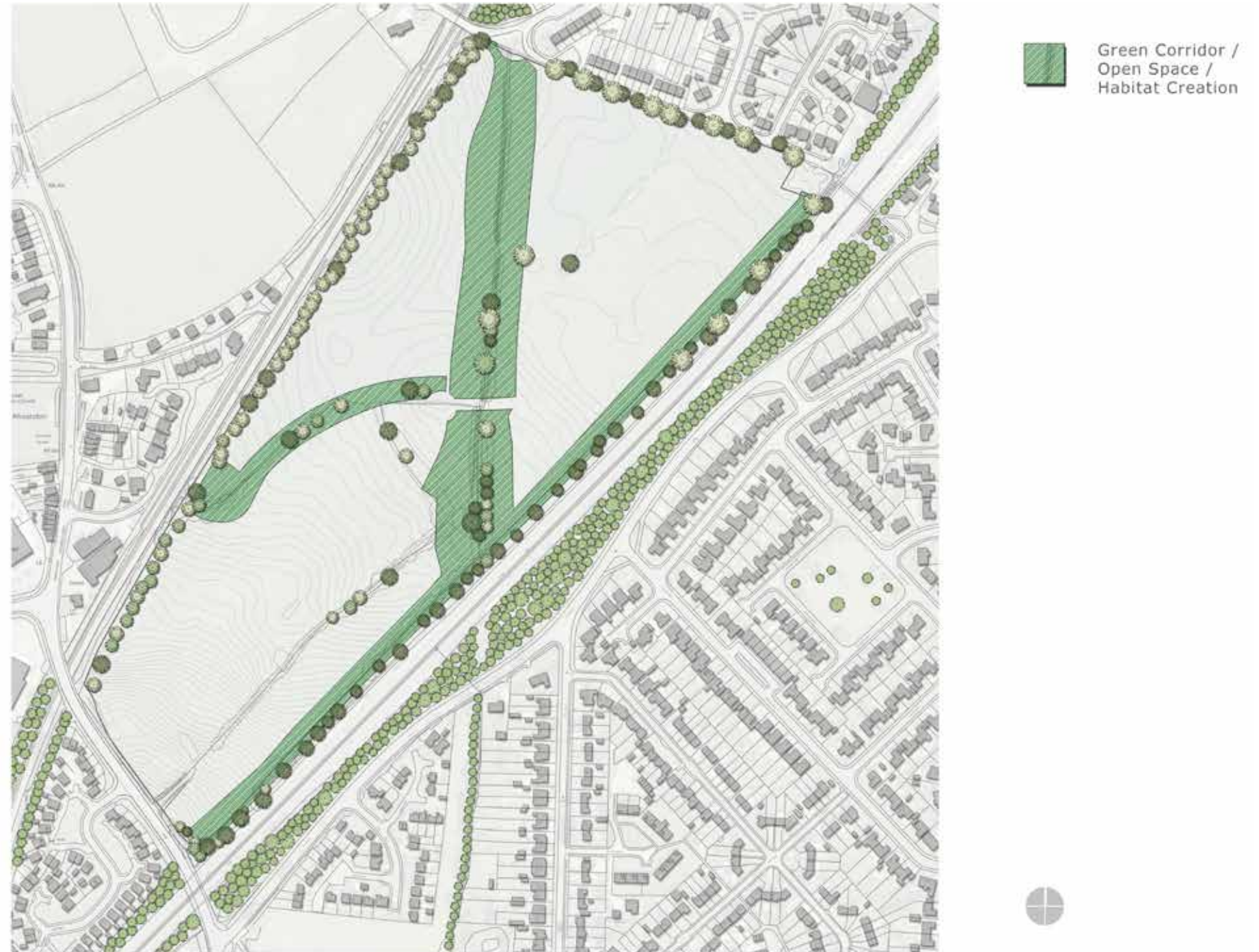
VIEW 15 BELOW



Green Infrastructure

The masterplan will provide a strong green infrastructure network based around existing site features. Vegetation along the site boundaries will be broadly retained and enhanced to provide an attractive landscaped edge to the site, which will create a soft edge. There is opportunity to retain the majority of trees on site.

Greenspace will be provided with a naturalistic character. The space will be designed to prioritise wildlife habitats and ecological benefits.

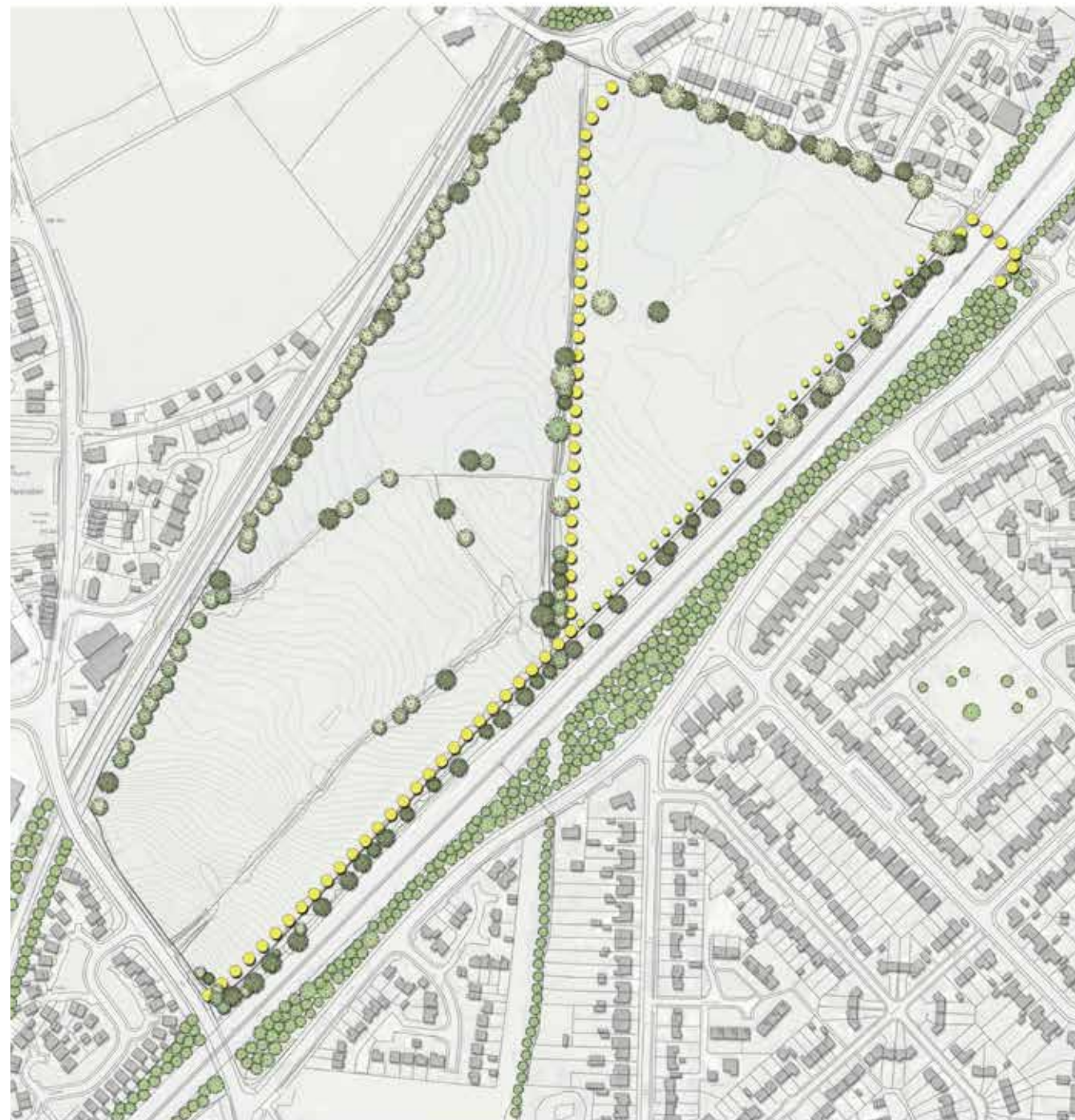


Pedestrian Network

The masterplan will incorporate public rights of way that pass through the site, retaining existing routes and enhancing where appropriate. The routes will be set within green space along the entire length through the site to protect the amenity value of the routes.

A new pedestrian route (diversion of Footpath No. 38) will be provided from the site frontage to the wider countryside, set behind the existing trees and hedgerow along the lane. This will provide a safe and useable pedestrian link along a section of road where there is currently no footpath on the southern side of the lane.

Additional pedestrian routes will be provided through the development to link to a peripheral pedestrian route along the southern edge of the site which will pass through the wildlife/ecological area. This will enable loop routes through the site.



KEY:



Existing pedestrian

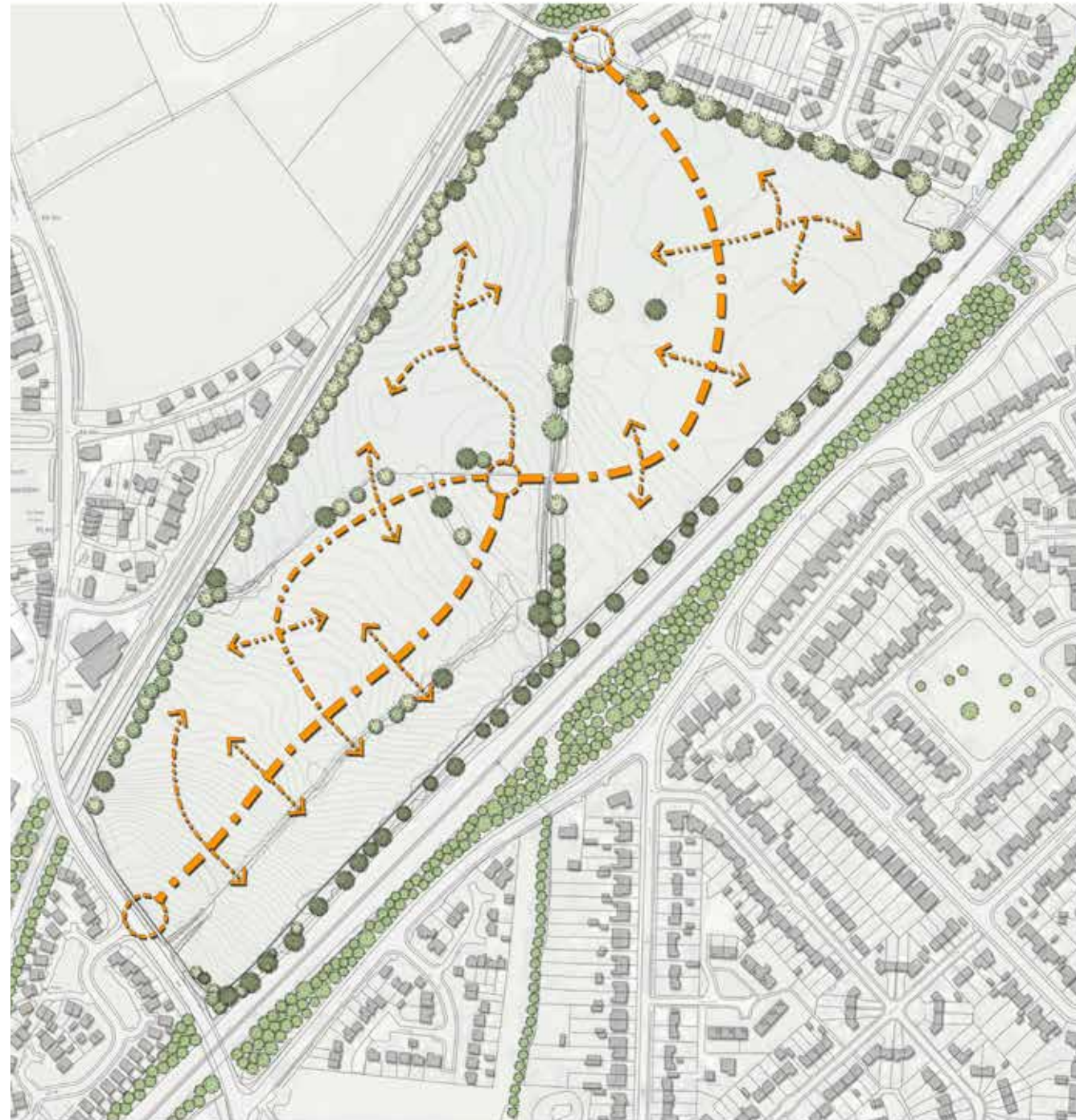
Informal pedestrian

Highway Access and Movement Network

The development will be served from two access points, one in the north off Blue Bell Lane / Plas Acton Road and one in the south of Tan y Bont Main Road. The will link onto a series of development blocks which will enable vehicular access to the properties throughout the development.

A number of properties within the proposed scheme will be accessed from shared surface lanes or private drives. These can be surfaced in materials other than tarmac which will enhance the 'semi-rural' character of the development.

A copy of the detailed proposed highway access plans can be found in Chapter 6 - Access and Safety.



Heritage

Wat's Dyke is a nationally important monument and the significance is considered high. The value of the asset derives from its setting as a large scale landscape feature with views west and its setting makes a high contribution to the overall significance of the asset. There is also high potential for buried archaeological deposits on site which would provide information on the construction, use, re-use and abandonment of the Dyke. This section also has a moderate communal value due to the public footpath.

Development within the site would have a direct impact on approximately 20m of the scheduled monument in the north of the site where the access road enters the site. The asset is of high significance although the impact of development will be in an area of poor preservation where the majority of the Dyke has been flattened. The depth of the road impact will be 450mm, affecting the upper deposits of the ditch but leaving the majority of the ditch deposits intact. The development would also require a road to cross the scheduled area at some point. Although the location of the crossing is not fixed, the road width will be 5.5m and depth will be 450mm which again may affect upper deposits of the ditch but would leave the majority of the ditch deposits intact. It is likely that groundworks and landscaping would directly impact on Old Rhosrobin Pond and the quarry pit recorded during the site walkover, however, it is considered that both of these assets are of low significance. There is low potential for buried archaeological deposits dating from the Iron Age, Roman, Early Medieval and Medieval period which would be impacted by groundworks and landscaping. Any such deposits are likely to be scattered finds or agricultural features of low significance. All direct impacts would be permanent and irreversible.

Although the internal layout of the development is not yet fixed a 10m buffer on the east side and 30m buffer on the west side of the Dyke is suggested. The setting of both the Dyke and hillfort may be affected by noise during the construction period.



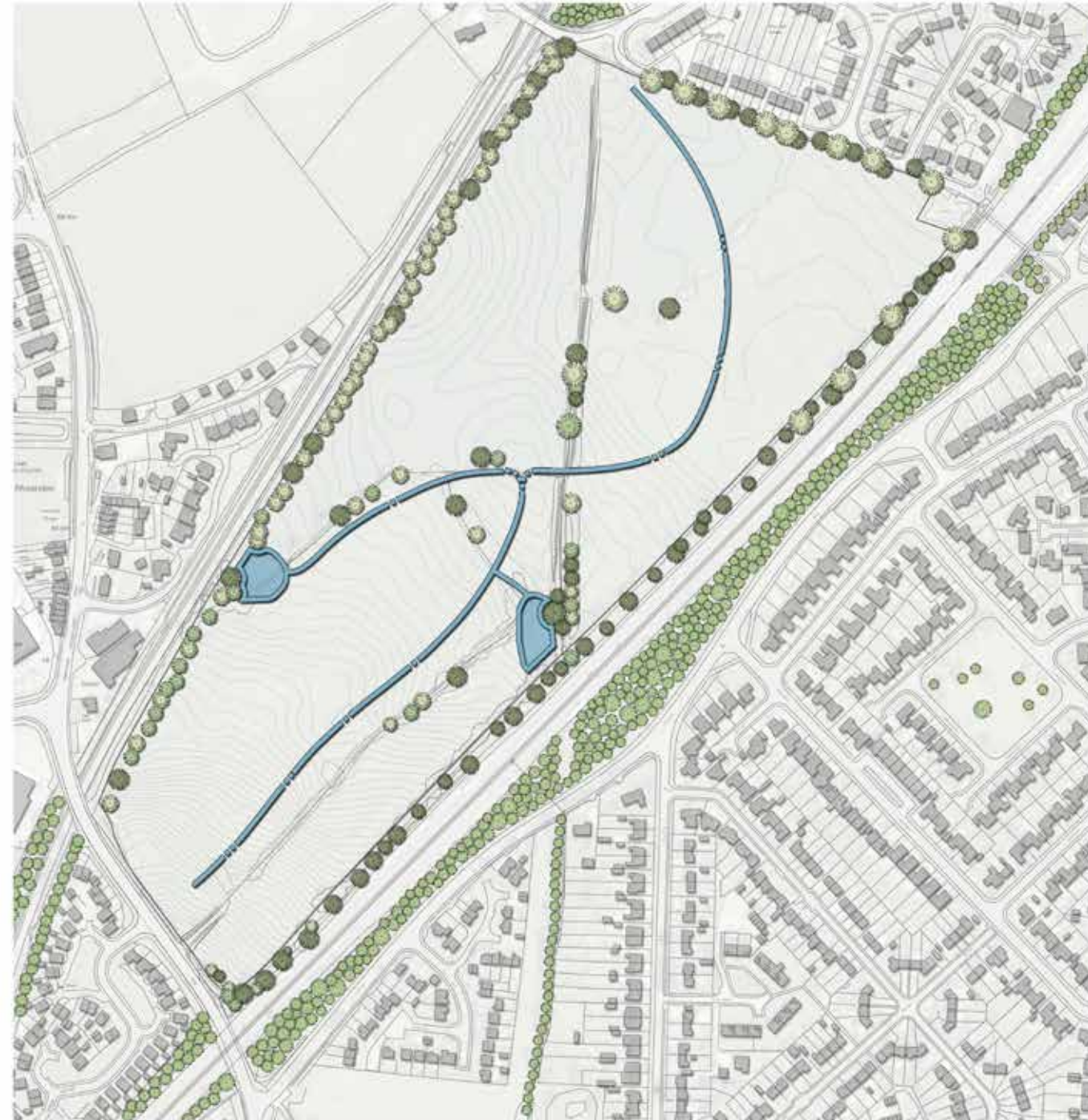
KEY:



Scheduled monument

Surface Water Drainage Strategy

Surface water drainage will be designed to work with the existing landform as much as possible and utilise key infrastructure routes throughout the site, i.e. road network. At specific locations across the site there will be shallow landform areas designed for water attenuation and/or infiltration, subject to a detailed layout.



KEY:



Swale /
Attenuation pond

Masterplan

The masterplan is designed to create and emphasise a series of interconnected nodes that are clearly defined by key junctions in the movement and open space network. The nodes will become important landmark spaces aiding navigability and orientation (legibility).

The site will be laid out with all areas of public open space overlooked by building frontages. This will improve the security of these spaces through natural surveillance, enhance the feelings of safety for users, and thereby increase the use of these spaces.

The creation of views and the position of focal buildings and key buildings will help to create a unique scheme that responds to the site, aids orientation and navigability through the development and helps create identifiable spaces within the development with a strong sense of place for the scheme as a whole.

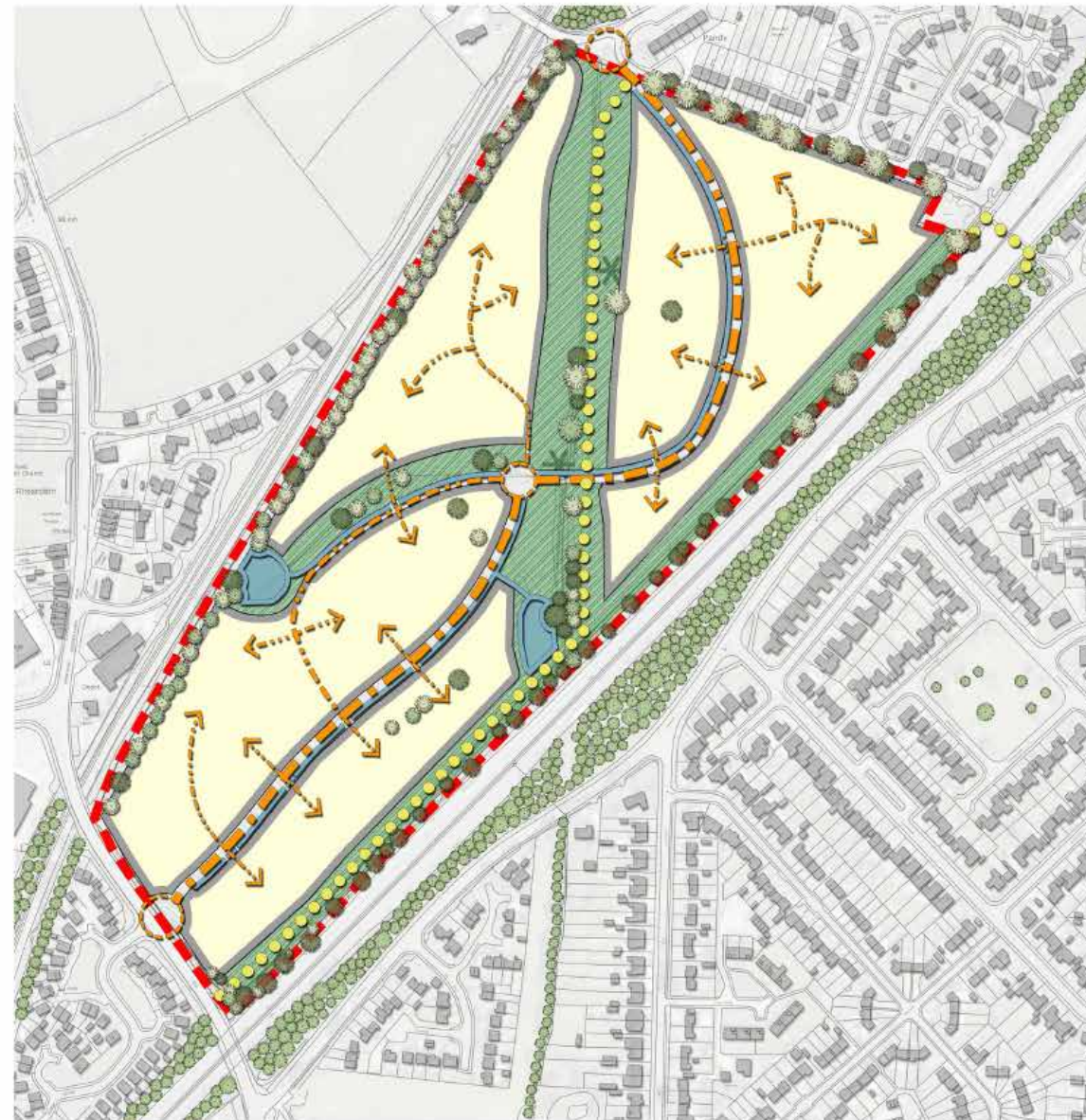
Key frontages must be designed to be distinctive and characterful to reflect the importance on the area which may be a key node or route through the site.

Key focal buildings will terminate key view lines or mark important areas within the scheme. Their design should make them stand out from other buildings to help create a sense of local identity and aid navigability through the site.

Secondary focal buildings respond to other view lines within the secondary movement network by ensuring that these views are terminated with attractive buildings rather than blank walls, garages or other less attractive features of the built environment.

Gateway features may be used to frame views and mark the entry to specific areas of the scheme. They may be formed with or without pinch points, may use symmetry or strong design features, may be houses or smaller built elements or landscape features such as walls or trees.

The masterplan proposes residential development. The primary road network is aligned to provide development blocks which maintain optimum flexibility for the future detailed design of these blocks while retaining and working around key site features. The development blocks are designed to ensure that buildings can front or actively side onto all public spaces in order to create active, lively streetscapes which also have a strong defensible inner core to enhance the security of the scheme as a whole.



KEY:

-  Footpath
-  Linking Roundabout
-  Collector Road
-  Estate Roads
-  Internal Roads
-  Swale/Attenuation Pond
-  Green Corridor / Open Space
-  Development Area (11.21ha)
-  Site Boundary (15.79ha)
-  Existing / Proposed Trees



Access and Safety

Access

The development will be served from two points of access, both requiring engineering operations and road alterations to accommodate new mini-roundabouts. Further details regarding the proposed highway access can be found within the Transport Assessment submitted as part of the planning application.

Details of the two access points are shown on the adjacent plans.

Roads and footpaths

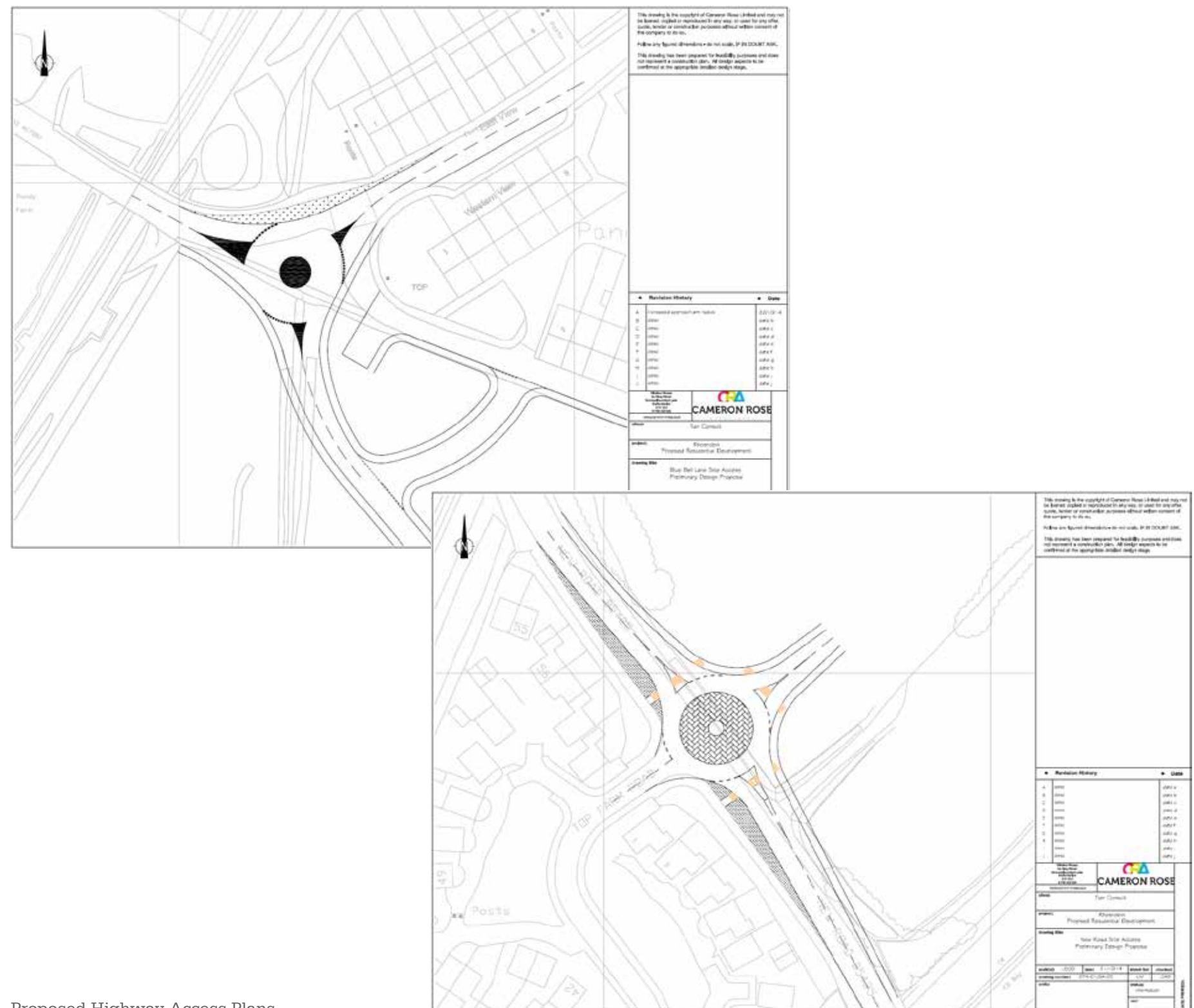
The scheme will provide a comprehensive network of road and pedestrian paths to ensure that all parts of the development are readily accessible to all users. Local re-grading to the existing topography will allow the provision of all paths to gradients which can be negotiated by the mobility impaired.

Construction materials

The selection of materials for path surfaces will take into account the needs of all users and the potential to assist in navigation.

Entry to buildings

Homes will have level entry routes wherever possible, and approaches to all buildings with public access will be designed for ease of access.



Proposed Highway Access Plans

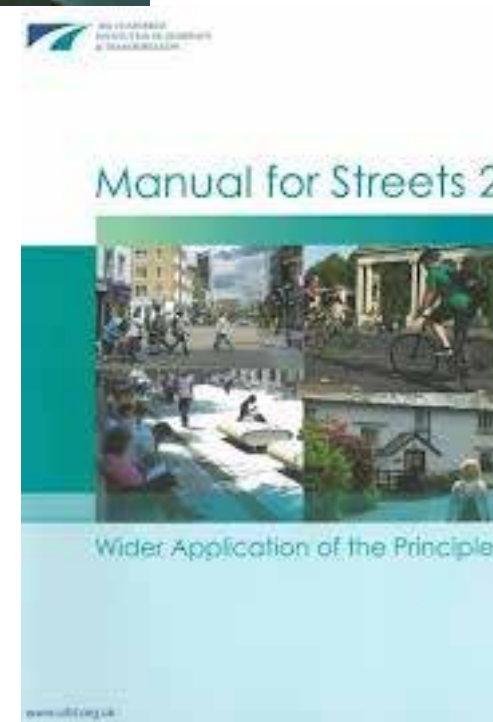
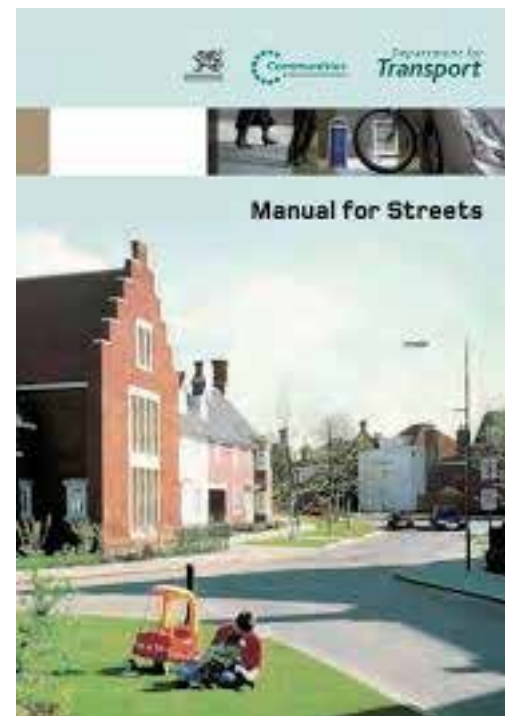
Access and Safety

Safety and Security

The scheme takes on board the key principles of design for safety as set out in 'Safer Places'. including:

- **Access and movement:** well defined routes, spaces and entrances provide for convenient movement without compromising safety
- **Urban structure:** the scheme is planned to ensure that different uses do not conflict
- **Surveillance:** all publicly accessible spaces are all overlooked by properties and I or vehicular routes
- **Ownership:** spaces are designed to promote a sense of ownership, respect, territorial responsibility, and community;
- **Physical protection:** well designed security features, such as lighting in the public realm, and security of buildings will be provided
- **Activity:** Outdoor public spaces encourages family activity to reduce the risk of crime
- **Management and maintenance:** Outdoor public spaces have been designed with management and maintenance in mind.
- **Crime impact assessment:** The creation of public realm spaces capable of delivering a scheme which meets each of the aspects of personal safety and security identified above has been taken in to account during the Masterplan development.

The proposed development will seek to achieve 'Secured By Design' and the details of how this is achieved this will be considered at the Reserved Matters stage.



Building Size, Scale and Amount

Amount of Development

The total site area is 15.79 ha. The breakdown of land uses on the site will be broadly as follows:

Greens pace (inc. landscaping, open space, play areas) - 4.0 ha
Residential development (inc. access and roads) - 11.79 ha

The scheme would have a density in the region of 35+ dwellings per hectare (net of greenspace). This will deliver up to 400 units, subject to a detailed layout being approved at the reserved matters stage.

Mix of Housing

The development will provide family housing with 2 - 5 bedrooms, which is appropriate to the current requirements of the local area. It is envisaged that the scheme will deliver housing in accordance with the following broad mix:

2 bed mews, semi and detached houses	5%-15%
3 bed mews, semi and detached houses	40%- 60%
4/5 bed semi and detached houses	20% - 35%

Affordable Housing

A proportion of affordable housing will be constructed throughout the development, in a style consistent with other dwelling houses within the development and of a size commensurate with local need. The proportion of affordable housing, in accordance with local planning guidance, will be 25%.

Building Size and Scale

The Built Context

Housing in the wider Wrexham conurbation comprises a wide mix of styles and periods. Domestic buildings are generally 2 storey, however there are also some bungalows interspersed throughout.

Proposed Building Size and Scale (Parameters)

In order to sit comfortably within the existing built context, it is envisaged that the development will consist of 2 storey and 2.5 storey buildings.

Some 2.5 storey dwellings will be appropriate within the development to add visual interest, terminate key viewlines or frame spaces. It is envisaged that these will be restricted to a maximum of 25% of the overall development area.

Summary of building parameters:

STOREYS	MIN. HEIGHT	MAX. HEIGHT	MIN. WIDTH	MAX. WIDTH	MIN. LENGTH	MAX. LENGTH
1.0 (GARAGE)	3.5 m	5.5 m	3.5 m	6.5 m	6.5 m	6.5 m
2.0	7.0 m	8.5 m	4.0 m	9.0 m	5.0 m	10.5 m
2.5	8.5 m	10.5 m	4.0 m	9.0 m	5.0 m	10.5 m

Landscaping

The proposed development would provide up to 400 residential units with associated infrastructure, landscape and open space requirements. It would extend the urban edge of Wrexham to existing defined landscaped boundaries and contribute to meeting the housing shortfall of the County Borough.

It is intended that the design will incorporate an integrated scheme of hard and soft landscaping that will compliment the new development yet be manageable and integrate comfortably with the proposed uses.

The provision of green spaces would soften the impact of the proposals and blend the scheme with the open area to the north. A strong landscape framework and defined street hierarchy will provide green arterial routes through the development and create a relatively tranquil suburban setting.

Appearance

Placemaking

Designs should concentrate on creating successful ‘places’ for people. Building layout and style, hard and soft landscape, highway design and use of materials should all work together within the development to create a cohesive overriding character. These elements must also take account of local context to ensure that the design will fit harmoniously into its surroundings.

Architectural Quality and Style

The following broad design principles will be adopted throughout the development to ensure that the character is coherent:

Building Materials and Colour

Red brick buildings should be used to reflect the dominant building materials of the local area. Brick or stone sills and lintels, will be used as a unifying theme and bay windows should be introduced where appropriate. Occasional use of rendered facades and architectural detailing, such as mock Tudor elements, may be used to add variety and definition at key locations within the site. Rainwater goods will be either black or coloured to blend with walls.

Building Layout

Building layout will respond directly to the landscape setting. All pedestrian routes and activity spaces will be overlooked by adjacent properties. Building layout will seek to enhance the sense of place throughout the scheme, creating nodes, vistas and focal buildings.

Building Style and Form

Houses will be a maximum of 2.5 storeys and should aim to be a contemporary interpretation of the traditional red brick character found around the local area. These traditional built forms will be sensitively modified to deliver sustainability objectives. Elevations should be simple, regular, and with limited recesses.

Front Entrances

Front doors and their surrounds will be given careful consideration to ensure that they establish a high quality feel to the streetscape. The design of doors will vary and will be appropriate to the style of the house. Front boundary treatments will include horizontal ‘estate’ railings, red brick walls and hedgerows to replicate the character of the local area. Where rear garden boundaries front onto public realm high quality boundary treatments such as a 1.8m high red brick wall should be used to retain high quality within the adjacent public areas.

Personalisation

The approach to the design of individual units will allow for the possibility of adaptation and personalisation by residents within a well defined framework of consistent building elevations and front boundary treatments.

Character Areas

Whilst not considered in detail at this stage, in light of the application being in outline only with all matters reserved except for access, it is envisaged that character areas will be established within the site to create a logical change in character through the development which will fit comfortably into the surrounding area and which will enhance legibility and a sense of place within the development.

The following pages give a brief flavour of the distinguishing features of the character areas, however the guidance is not intended to be exhaustive or wholly prescriptive. It is intended to set out the character that is envisaged, and which should be taken forward as the scheme is developed through the reserved matters stage.

Defining characteristics for specific character areas will consider the following key headings:

- Public realm and landscape setting
- Urban form
- Streets and movement
- Frontages
- Range of dwellings
- Elevational treatment
- Tree planting
- Hedgerow/shrub planting
- Grass
- Footpaths
- Ecological and landscape features

Summary & Conclusions

The planning application is submitted in outline only with all matters reserved for subsequent approval, except for use and access. The proposed use of the site is residential plus a new medical centre. These uses will represent an urban / community extension to the urban conurbation of Wrexham, whilst maintaining a defensible 'edge' to the built form.

At 35+units per ha the development would deliver up to 400 units. It is submitted this density is appropriate, in consideration of the urban conurbation of Wrexham.

The illustrative masterplan layout defines the main areas of open space. These will accommodate a mix of hard and soft landscaping to create attractive, usable and manageable areas. Final details are to be approved through an appropriate landscaping schedule, focusing on satisfying the resident's needs and the specific locations across the scheme.

The principal aim is to create a fully integrated movement network that responds to the existing site single access point and the opportunity to create a new site access point to serve pedestrian and cycle traffic and provide a convenient connection to nearby public transport facilities and the services / facilities of nearby settlements.

It is submitted that the site offers a sustainable location with a good supply of both bus travel and rail travel in close proximity to the site, the provision of local services and facilities in nearby settlements that are within easy walking / cycling distance and good connections to the main highway network.

The development of this site has been guided by a simple and robust vision, which has evolved through the masterplanning process. This vision is to create a high quality residential neighbourhood, adopting a 'Manual for Streets' approach to the design principles, in a highly sustainable location and making the best use of previously developed land, as supported by national planning guidance.

The illustrative scheme sets out to create an attractive walkable residential neighbourhood using design guidance set out in Manual for Streets and Manual for Streets 2.

The scheme sets out to encourage good design that will create places with distinctive character, pleasant to use and human in scale & to make efficient use of available land.

The scheme sets out to promote character by responding to and reinforcing locally distinctive patterns of development and landscape.

The scheme sets out to promote accessibility and local permeability by creating routes that are attractive, safe and work effectively for all users.

The scheme sets out to create an attractive public realm with a series of linked streets, squares and spaces.

The development will contain a mix of units providing accommodation in a range of size, types and affordability to make the best and most appropriate use of the site. It is envisaged that the proposed housing mix will help promote a sense of community, reflecting local need and desirability for family orientated housing provision.