

Design & Access Statement

Land at Stansty Chain Road, Wrexham - Phase 1

July 2025

Castle Green HOMES



Good design is fundamental to creating sustainable places where people want to live, work and socialise

(Planning Policy Wales, para 3.3)

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INTRODUCTION

This section of the DAS introduces the site characteristics and planning context.

BACKGROUND

This Design & Access Statement (DAS) has been prepared as part of a Reserved Matters Application for a proposed residential development of up to 196 dwellings together with public open space and associated works on land at Stansty Chain Road, Wrexham. This DAS is in relation to Phase 1 of the overall scheme.

The Reserved Matters application site (Phase 1) forms part of a wider site which was granted outline planning permission in May 2024 for up to 455 dwellings (Planning Application ref: GWE P/2019/0923). The wider site area is shown on the adjacent plan.

This document provides a background briefing and explains the design principles of the development, its evolution process to present date; based upon an understanding of what is appropriate for the site.

This statement sets out the design approach to the scheme which has been informed by its surrounding context.

Site Location

The Site comprises 6.32ha hectares in area, located to the north-west of Wrexham within the Wrexham County Borough.

The Opportunity

The following pages outline the guiding principles for a high quality development that could bring forward up to 196 new homes with associated Public Open Space and a play area.

Castle Green Homes are committed to ensuring healthy and sustainable design principles are brought to the fore, with multifunctional blue and green infrastructure at the heart of the scheme, to form a sensitive, green, well-connected settlement edge.



Wider site Illustrative Masterplan with outline planning consent

Reserved Matters Application Site Boundary

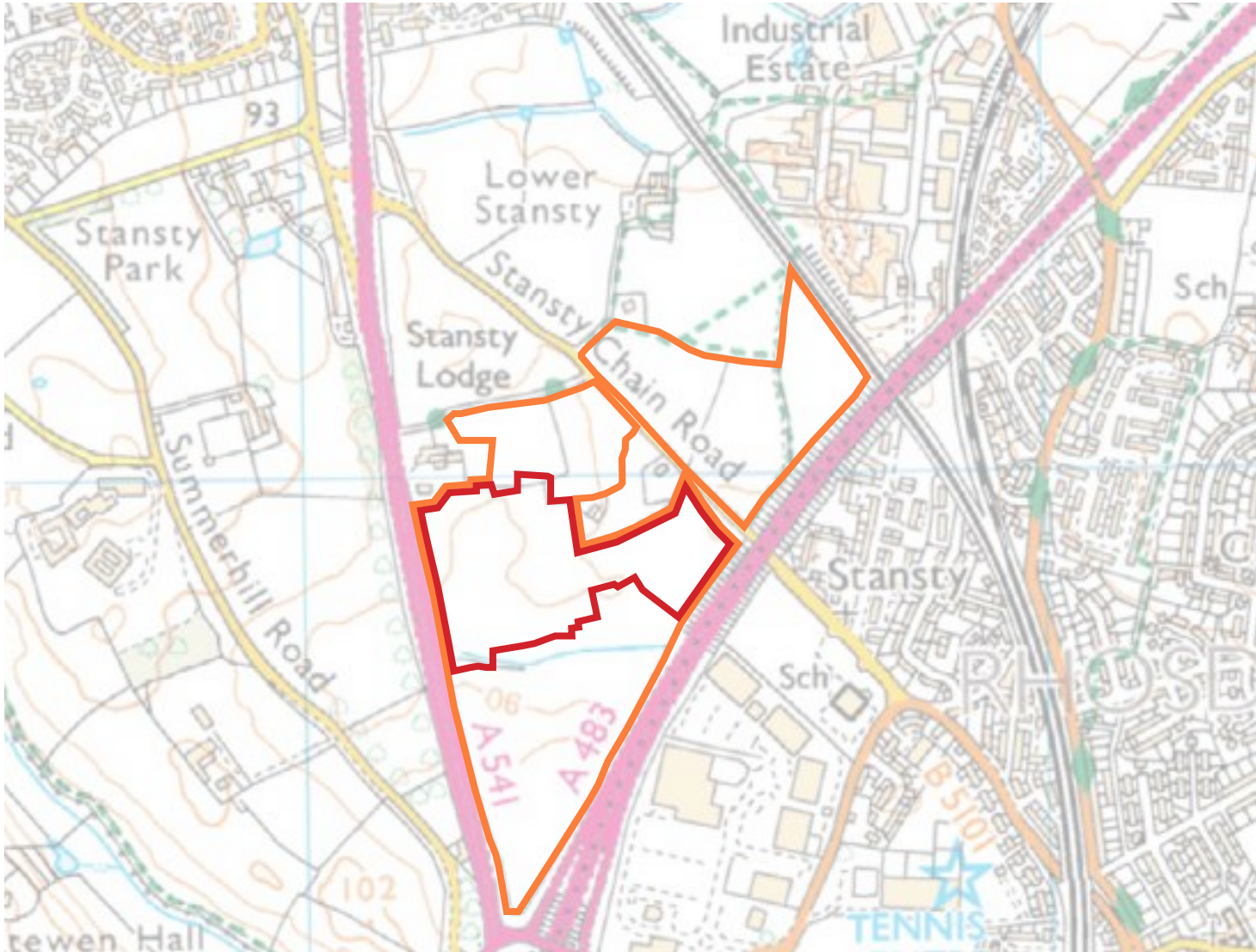
THE SITE

The Site comprises one field parcel of pastureland that is currently in agricultural use. The site slopes gently north to south reaching an apex at the northern boundary.

A group of agricultural buildings and Jones Brothers Farm Shop border the site to the north. The A541 (Mold Road) runs north-south along the western site boundary. Stansty Chain Road borders the site to the east along with two standalone dwellings to the north.

There are two proposed vehicular access points, one via Stansty Chain road to the east and one via A541 (Mold Road) to the west. Both access points will require new access junctions which are proposed as part of application.

Photographs of the Site are shown on the opposite page.



1. Mature tree on the boundary with 'Oakhurst'.
2. View towards farm buildings at Jones Brothers Farm Shop.
3. View facing south from the northern boundary at the site's highest point.
4. Hedgerow and ditch in the Site's south western corner.
5. View from the central portion of the Site towards the A483.
6. View towards the eastern Site boundary and site entrance













Reserved Matters Application Site Boundary
Outline Application Boundary

PURPOSE OF A DESIGN & ACCESS STATEMENT

The purpose of a Design & Access Statement is to outline the design process that has led to the application proposals. The Government's Planning Practice Guidance (2024) states that:

'Design & Access Statements (DAS) set out the narrative for the design approach and design rational for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information'

(Paragraph: 012 Reference ID: 26-012-20191001, Revision date: 02 2024)

GOOD & WELL-DESIGNED PLACES

The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been consulted:

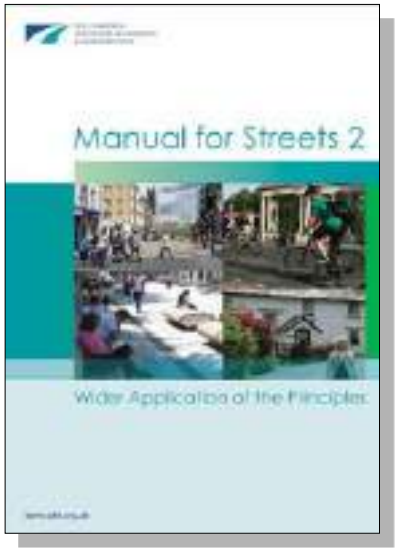
- Planning Policy Wales (PPW), (February 2024), Ministry of Housing Communities and Local Government.
- Planning Practice Guidance (PPG), (February 2024), Ministry of Housing, Communities and Local Government.
- National Design Guide, (January 2021), Ministry of Housing, Communities and Local Government.
- National Model Design Code (June 2021) Ministry of Housing, Communities and Local Government.
- Manual for Streets (MfS) (2007), Manual for Streets 2 (2010) Communities and Local Government
- Building for a Healthy Life - Wales, (BfHL)(2020).

Further to this, a DAS+ approach has been adopted within this document, to provide a further level of detail akin to a Design Code, setting and approving a framework of design parameters that will be taken forward by subsequent Reserved Matters applications.

The underlying purpose for design quality and the quality of new development is to create well-designed places that benefit people and communities. The Planning Policy Wales (PPW) states:

'Good design is fundamental to creating sustainable places where people want to live, work and socialise'

(Paragraph: 3.3)



BUILDING FOR A HEALTHY LIFE

The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with the NHS and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. The structure of this Design and Access Statement has been organised in line with the twelve criteria and contains the information required for the evaluation.

NATIONAL PLANNING POLICY

Planning Policy Wales (PPW) (Edition 12, February 2024) 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**





LOCAL PLANNING CONTEXT

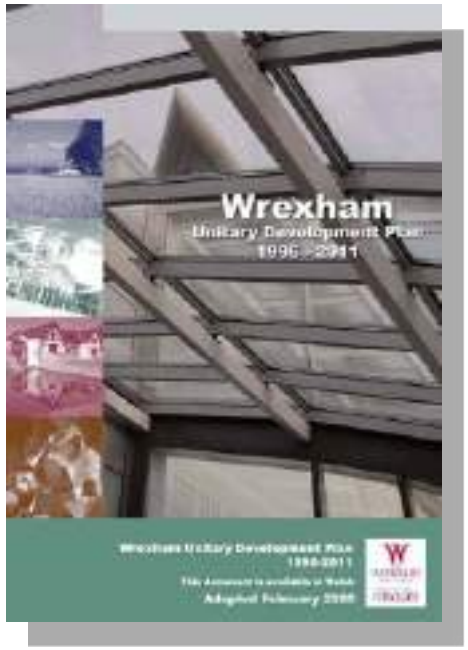
Wrexham Unitary Development Plan (1996-2011)

The UDP is currently the operative development plan for Wrexham, following the quashing of the Local Development Plan (LDP) by the High Court in May 2025.

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.**



OUTLINE APPLICATION REF: GWE P/2019/0923

An outline planning application for the wider site (Ref: GWE P/2019/0923) was granted planning permission in May 2024. The plan adjacent shows the wider outline consented scheme.

The current reserved matters application for phase 1 will deliver up to 196 homes, with the wider site as a whole eventually delivering up to 455 homes.

OUTLINE APPLICATION - DESIGN PRINCIPLES

The consented outline scheme Design & Access Statement set out a series of overall design principles and parameters that the reserved matters application scheme must follow.

These include:

- Creating a rich and attractive green landscape setting. The new community will have attractive visual and physical connections to public open space, adding to the health and well-being and overall quality of life of residents.
- Designing to address and overcome constraints in a way that contributes to character and the quality of the development. Using a landscape and urban design led approach to turn site constraints into practical development solutions.
- Establishing a street pattern that creates a new sense of place. The street structure the will create a layout that responds to its local context, providing permeable links and connections and integrating well with green infrastructure.
- Designing for character and distinctiveness through layout, street design, legibility and street scene composition.
- Respecting the landscape setting and providing green corridors and retention of key assets (e.g. trees and valued habitats).
- Delivering an aspirational and highly attractive new residential development. Creating a community offer that will provide existing residents with an enhanced range of services and facilities.
- The new community will be high quality, attractive, sensitive to existing residential neighbourhood and will offer a mix of housing types and tenures.



Key

N

N.T.S

Reserved Matters Application Site Boundary



SITE CONTEXT

This section of the DAS examines the environmental, landscape and built context of the Site.

LOCAL FACILITIES

The plan opposite shows the range of facilities that are within a short walk from the Site including public transport, employment areas, education, health, community and retail facilities.

There is a small selection of retailers and services within the Plas Coch Retail Park including Marks & Spencer, Currys and Sainsburys located within 10 minute walk from the Site.

The closest primary schools are Plas Coch which is a 5 minute walk away and Rhosddu Primary School which is a 15-20 minute walk away. The nearest secondary schools are Bryn Alyn and Rhosnesi High School which are both a short bus-ride away.

Slightly further afield, the Site is conveniently located within easy reach of Wrexham City centre and all of its facilities. Wrexham city centre offers a multitude of shopping, leisure, sports, and entertainment opportunities.

ACCESS & MOVEMENT

There are two proposed vehicular access points off A541 (Mold Road) to the west and Stansty Chain Road to the east. There are currently no Public Rights of Way (PRoW's) running through the Site however, the proposed east-west pedestrian link will connect to the existing footpath network and create better pedestrian permeability.

There are key infrastructure links with Junction 5 of the A483 and the A541 (Mold Road) has capacity to accommodate future development and provides sustainable transport links within the locality.

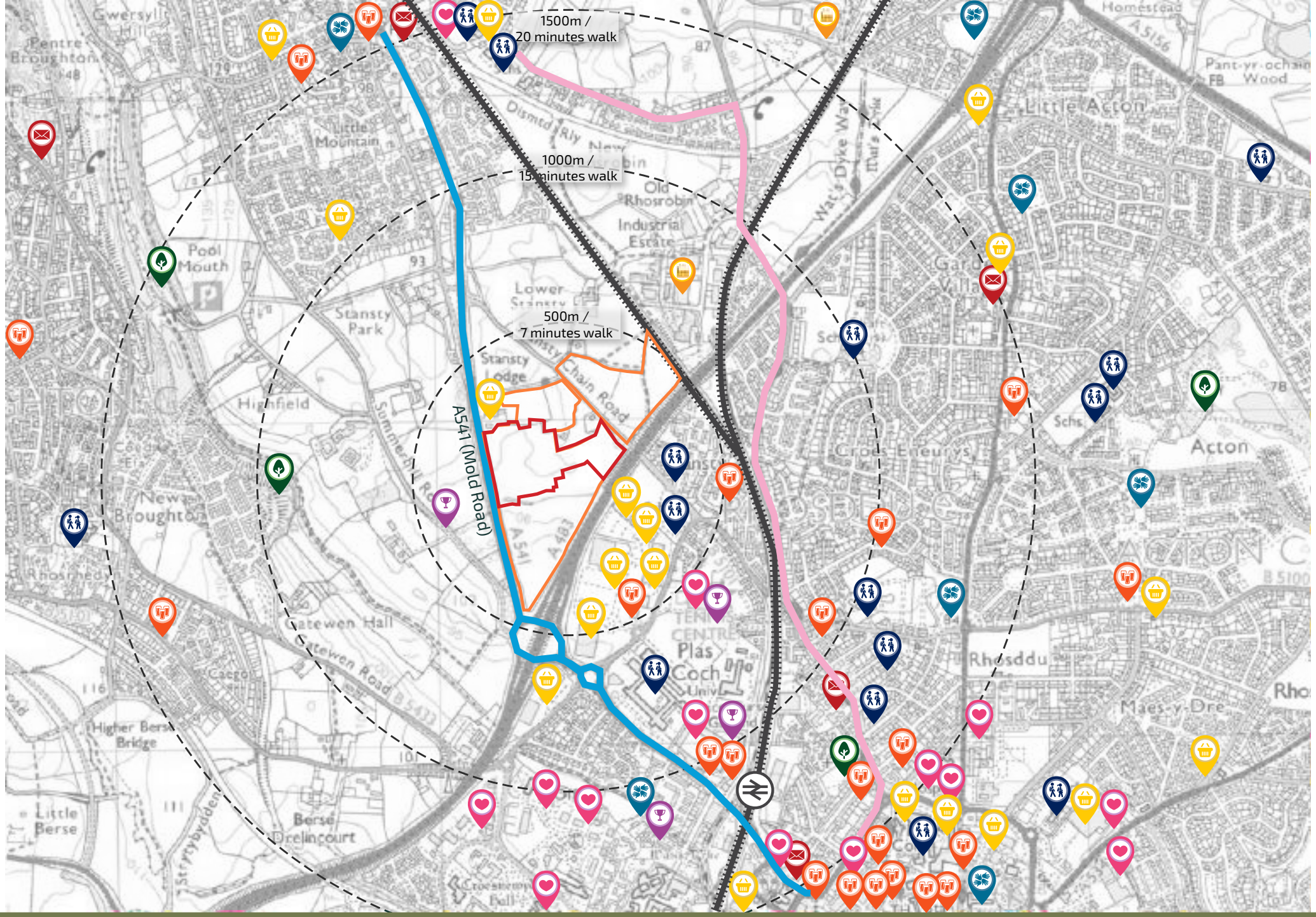
Bus route 27 runs along the A541 (Mold Road) and provides regular services to Wrexham city centre. From here, Wrexham Central and Wrexham General Railway Stations offers regular services to larger economic centres such as Manchester, Birmingham, Chester and Liverpool.

Key

N

N.T.S

- Site Boundary
- Outline Application Boundary
- Public Parks / Recreation Grounds
- Local Shop / Supermarket
- Health Centres, Hospitals & Dentists
- Education Facility
- Community Centre
- Industrial Estate
- Post Office
- Public House / Place to Eat
- Sports and Social Club
- No. 27 Bus Route to Wrexham Railway Station (every 60mins)
- No. 33 Bus Route to Wrexham Centre (every 30mins)


1500m /
20 minutes walk
1000m /
15 minutes walk
500m /
7 minutes walk
A541 (Mold Road)
Pentre Broughton
Gwersyllt
Little Mountain
Pool Mouth
Stansty Park
Lower Stansty
Stansty Lodge
Chain Road
Highfield
Summerhill Road
New Broughton
Rhosrhedyn
Gatewen Hall
Gatewen Road
Caego
Higher Berse
Bridge
Little Berse
Berse Drelincourt
Old Rhosrobin
Industrial Estate
Wat's Dyke Way
Little Acton
Pant-yr-ochain Wood
Homestead
Acton
Rhosddu
Maes-y-Dre
Plas Coch
Univ
CENTRE
Crosestown Hall

LOCAL BUILT FORM & CHARACTER

Urban Form & Character

The following pages provide an analysis of the existing urban grain of the surrounding settlement to inform the form, street pattern and character of the proposals.

Beyond the A483, the urban grain to the east and south of the site consists of clusters of mid-20th century residential developments. Between the Site and settlement of Gwersyllt to the north-west, there are a small number of farmsteads and individual dwellings surrounded by farmland.

Buildings

There is a mixture of built-form and styles evident throughout Stansty and north-west Wrexham, although the predominant building material is a terracotta brick with grey or brown roof tiles. There is also the occasional rendered older property in the area.

Architectural detailing consists of feature timberwork and bay windows on the front elevation which can be found on some older dwellings. Other details such as lintel block detailing and brick banding features can also be found. Chimneys are a fairly common feature within the roofscape. Buildings are generally 2 storeys in height with the occasional 2.5 storey.

Newer developments to the south-east of the site such as Llys y groes consist of larger, detached and semi detached properties in buff or red brick with brown or grey roofs.

Boundary Treatments

Frontage boundaries are generally defined by low walls and occasional hedgerows. Older buildings often have little to no frontage and front directly onto the footway. Others have small, raised front gardens with steps up the front door. Newer properties tend to be set back further from the street with deeper frontages incorporating garages and / or parking.

The photographs on the following pages show the architectural styles found within Stansty and the surrounding areas of Wrexham along with some common building materials and boundary treatments.

The detailed design approach towards the materiality and appearance of the buildings will be addressed in a later section of this document.

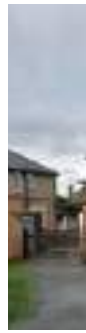






























Local Architectural Character Images

HISTORIC DEVELOPMENT & HERITAGE

Built Heritage Designations

There are a number of Grade II and Grade II* listed buildings located within the surrounding area which are shown on the plan adjacent. The closest of which to the site is Lower Stansty Farmhouse which is located approximately 300m from the site boundary. 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".

There are no designated heritage assets within the Site boundary itself. The Heritage Statement provides conclusions of the impact of the proposed development on heritage assets.

Landscape Designations

The Site itself is not covered by any particular landscape designations.

N

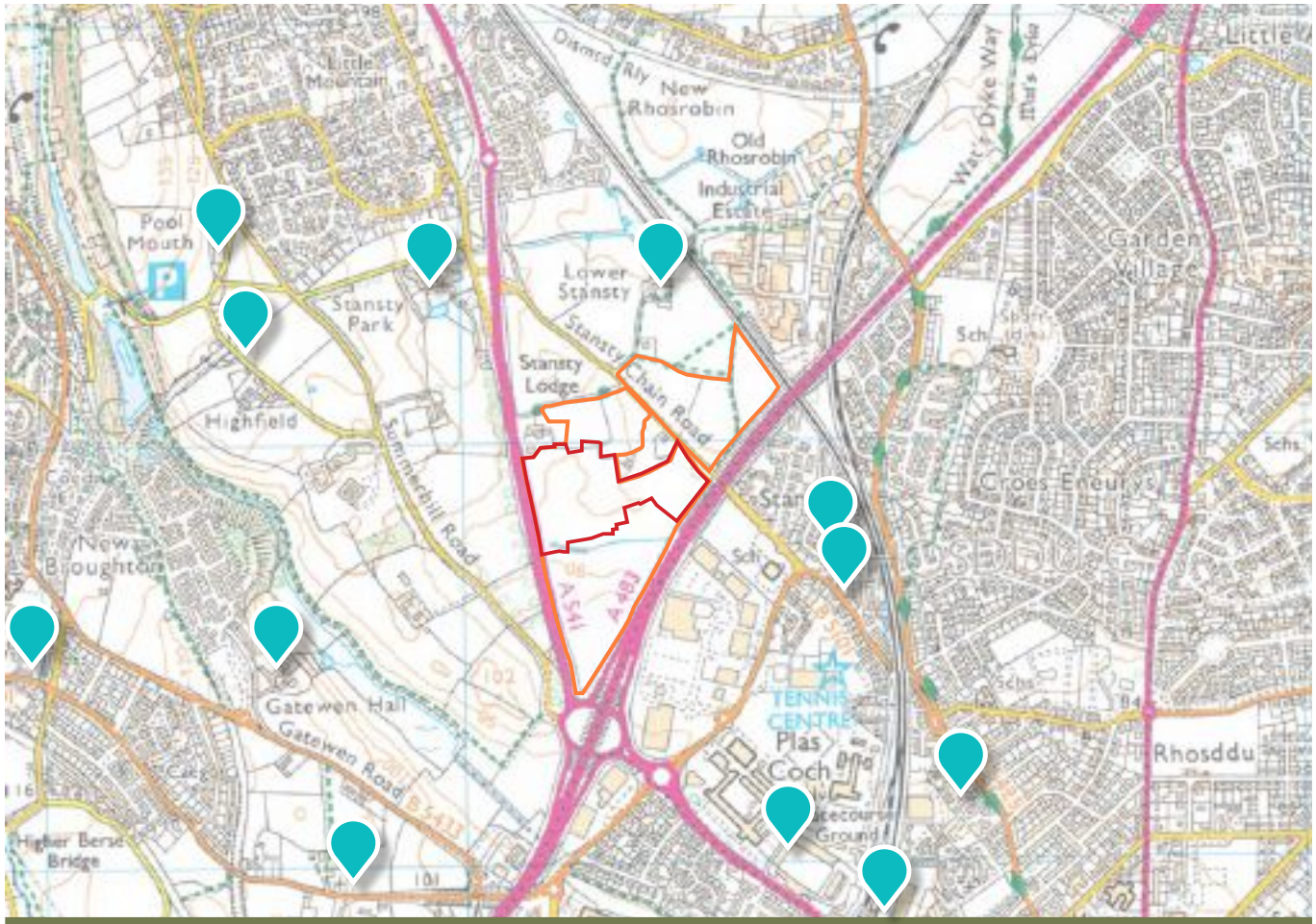
N.T.S

Key

Site Boundary

Outline Application Boundary

Grade II listed building

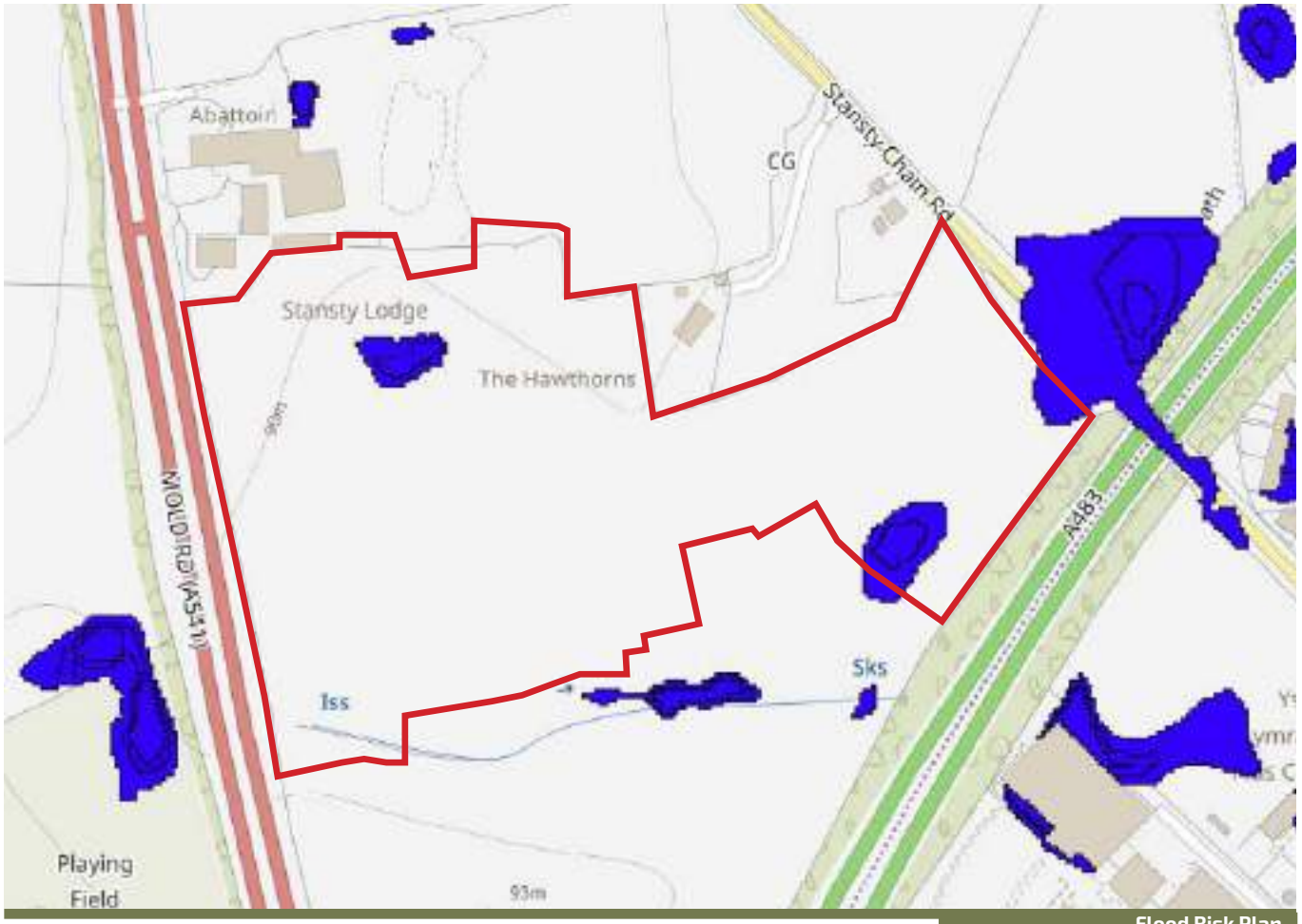


Listed Buildings Plan

FLOOD RISK ASSESSMENT

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.



Flood Risk Plan

Key

N

N.T.S

Site Boundary

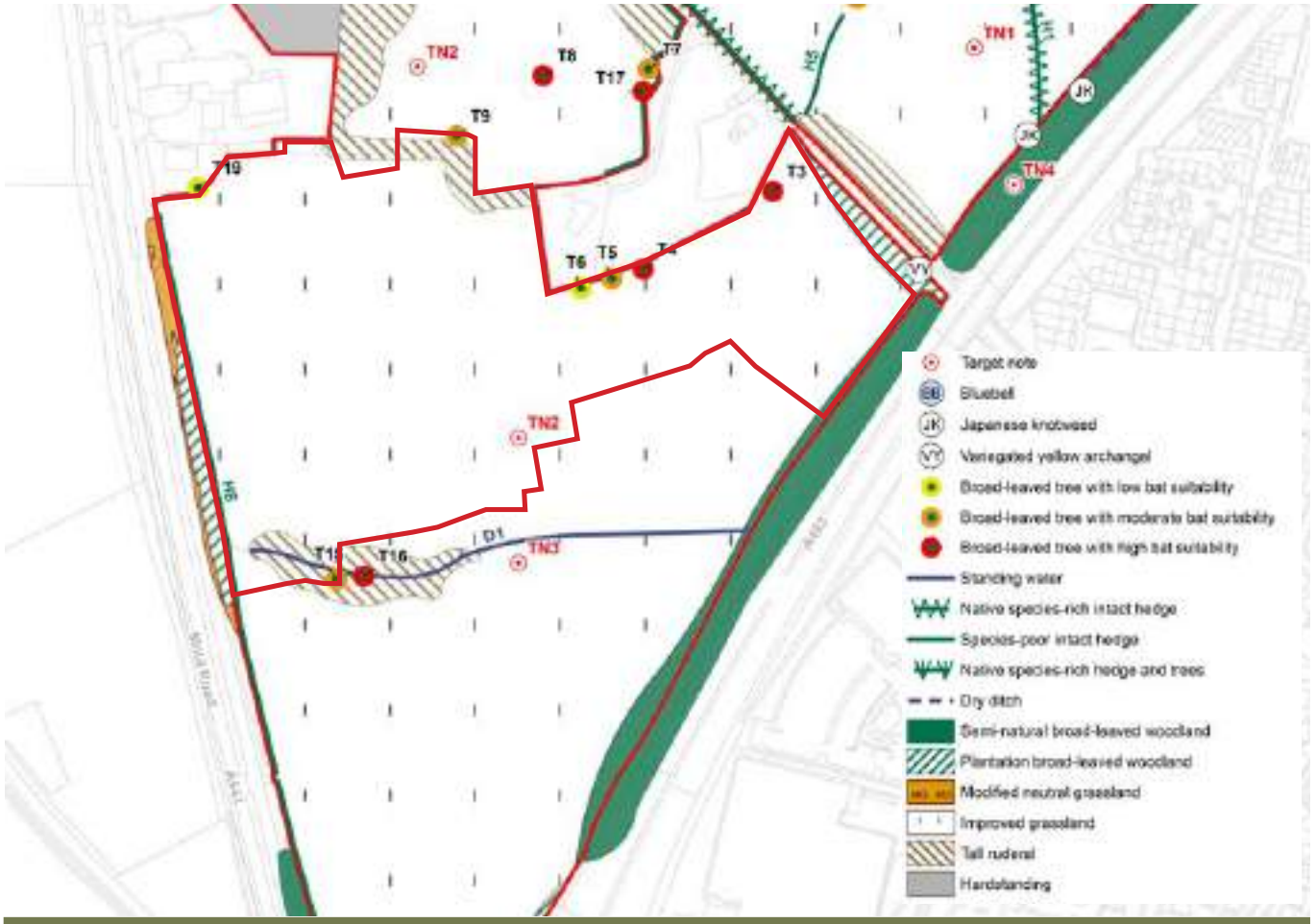
Low risk of flooding

ECOLOGY

TEP have undertaken a Ecological Assessment of the Site. This incorporates survey results from bat activity transects and static monitoring, breeding bird and reptile surveys plus an updated groundbased 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. A541 (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.



Habitat Survey Plan

ARBORICULTURE

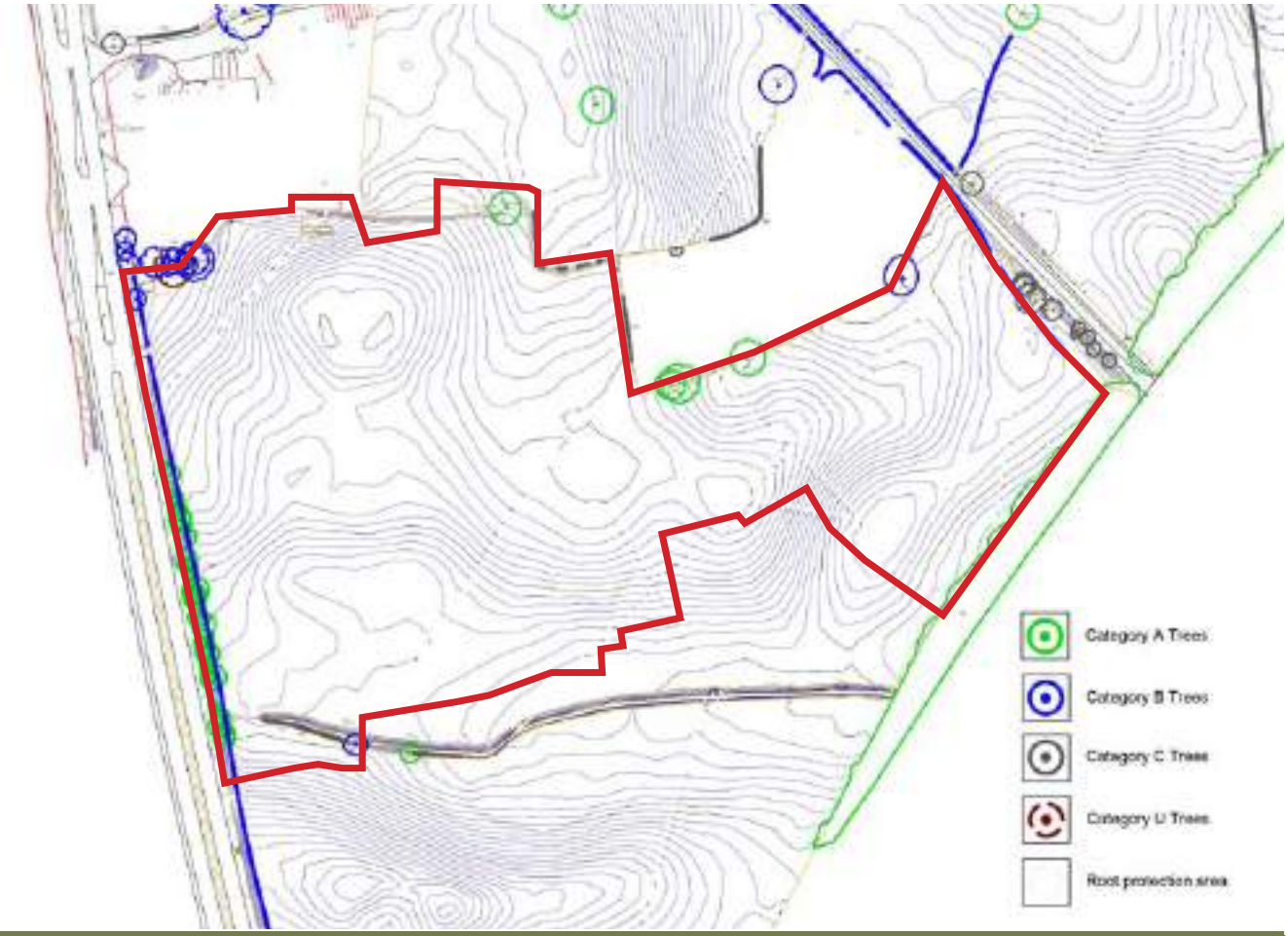
Mulberry Tree Management have undertaken an Arboricultural Assessment on behalf of Castle Hill Homes.

The plan adjacent 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 embankment along the A483 which borders the site to the south east. 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.

Across the site, there are a number of individual oak trees around the boundaries, adjacent to the ditch and along hedgerows.

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.



Arboricultural Survey Plan

OPPORTUNITIES & CONSTRAINTS

The assessment of the site and context has identified a number of constraints and opportunities associated with the proposed development.

Opportunities

- Opportunity to take advantage of natural low points of the Site through placement of SUDs attenuation;
- Opportunity to provide an integrated network of public open spaces incorporating play facilities, extensive landscape, sustainable drainage areas and ecological habitats;
- Opportunity to create a new footpath connections through the open space, providing links with PRoW's in the wider context;
- Opportunity to retain and enhance existing vegetation across the Site. Any losses will be mitigated with new native species in line with the existing character of the Site;
- Proposals will seek to provide a net gain in biodiversity by creating new habitats, such as species-rich grassland, hedgerow and scrub planting, and a potential Green Corridor;
- Opportunity to create high quality public spaces for use by existing and proposed residents for social interaction, play, and amenity.
- Opportunity to create a footpath link to A541 (Mold Road) to the west.

Constraints

- The proposed road network will need to respond to the sloping topography, particularly in the northern portion of the Site;
- Arboriculture; Consideration to the root protection areas (RPA) of the trees and hedgerows located within the Site and along the Site boundaries;
- An overhead power cable runs along the Site's south-east boundary;
- Views from neighbouring properties 'The Hawthorns' and 'Oakhurst' will need to be considered;
- The A483 is a noise and movement constraint.





Opportunities & Constraints Plan



DESIGN EVOLUTION

This section of the DAS explains how the Proposed Development has complied with the consented outline scheme.

PLANNING HISTORY

An outline planning application ref: GWE P/2019/0923 for the wider site area was granted planning permission on 16th May 2024.

The following pages explain how the current reserved matters application scheme complies with the consented outline scheme.

COMPLIANCE WITH OUTLINE SCHEME

General Principles of Development

The adjacent plans and following pages show how the proposed reserved matter scheme complies with the consented outline scheme.

Key design principles include:

- A Development set back from Mold Road
- B Central green pocket within development and mature tree retained.
- C POS to the south including retained trees and hedgerow.
- D Site access to east and west.
- E Homes fronting onto POS.
- F Tree-lined avenue to western site access creates a sense of street hierarchy

Illustrative Masterplan with Outline Consent



Proposed Reserved Matters Application Submission



Key design principles include:

- (A) Development set back from Mold Road.
- (B) Central green pocket within development and mature tree retained.
- (C) POS to the south including retained trees and hedgerow
- (D) Site access junctions consistent with consented outline application
- (E) Homes fronting on POS.
- (F) Tree-lined avenue to western site access creates a sense of street hierarchy

COMPLIANCE WITH OUTLINE SCHEME

Parameters Plan

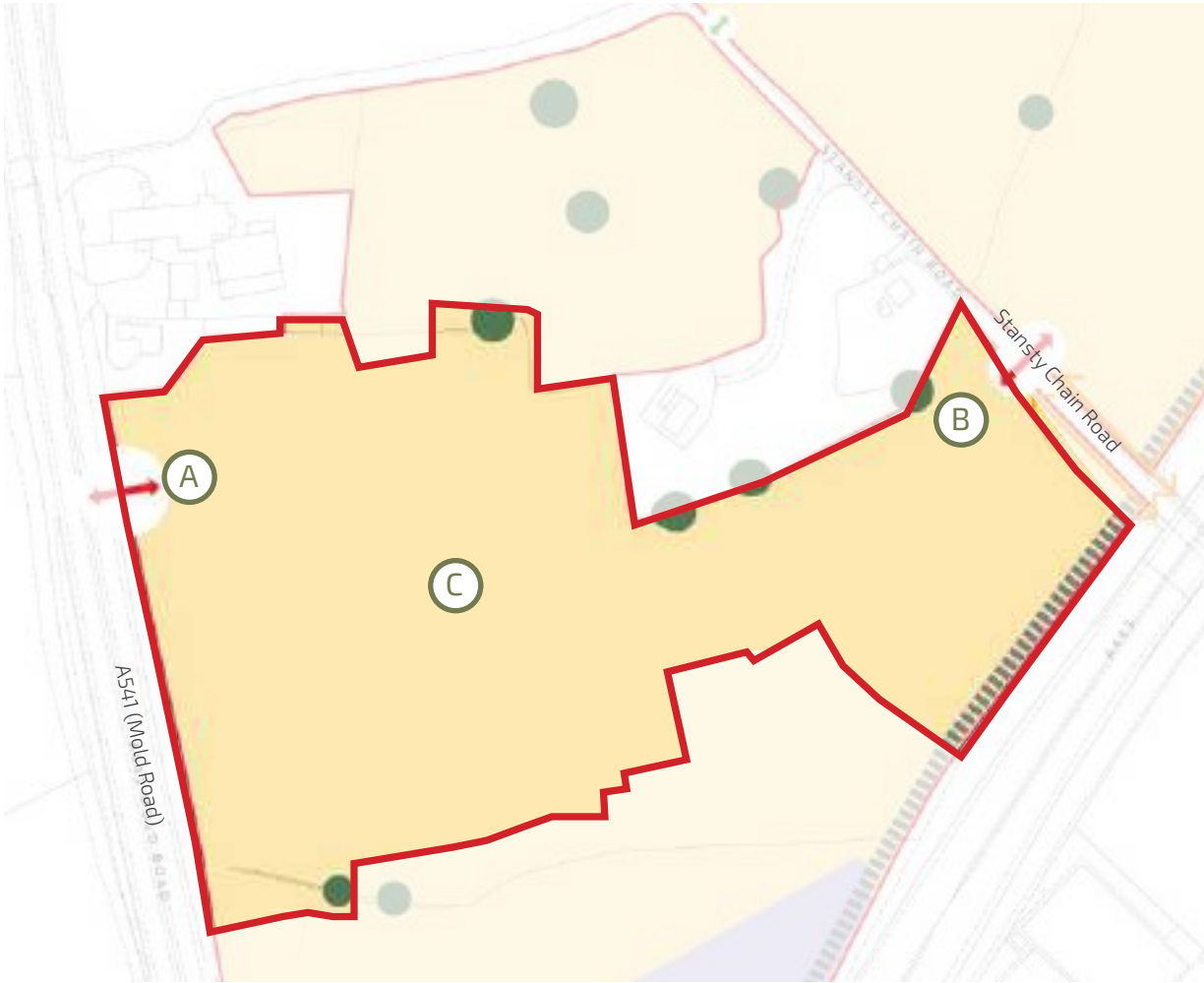
The adjacent plans illustrate how the proposed reserved matter scheme parameters comply with that of the consented outline scheme.

A Access via A541 Mold Road.

B Access via Stansty Chain Road.

C Proposed residential development area.

Parameters Plan with Outline Consent



Proposed Reserved Matters Application Submission



Parameters Plan

- (A) Access via A541 Mold Road.
- (B) Access via Stansty Chain Road.
- (C) Proposed residential development area.

COMPLIANCE WITH OUTLINE SCHEME

Street Hierarchy

The adjacent plans illustrate how the proposed reserved matter scheme street hierarchy complies with that of the consented outline scheme.

A Primary street running east-west

B Private drive fronting onto the A541 (Mold Road)

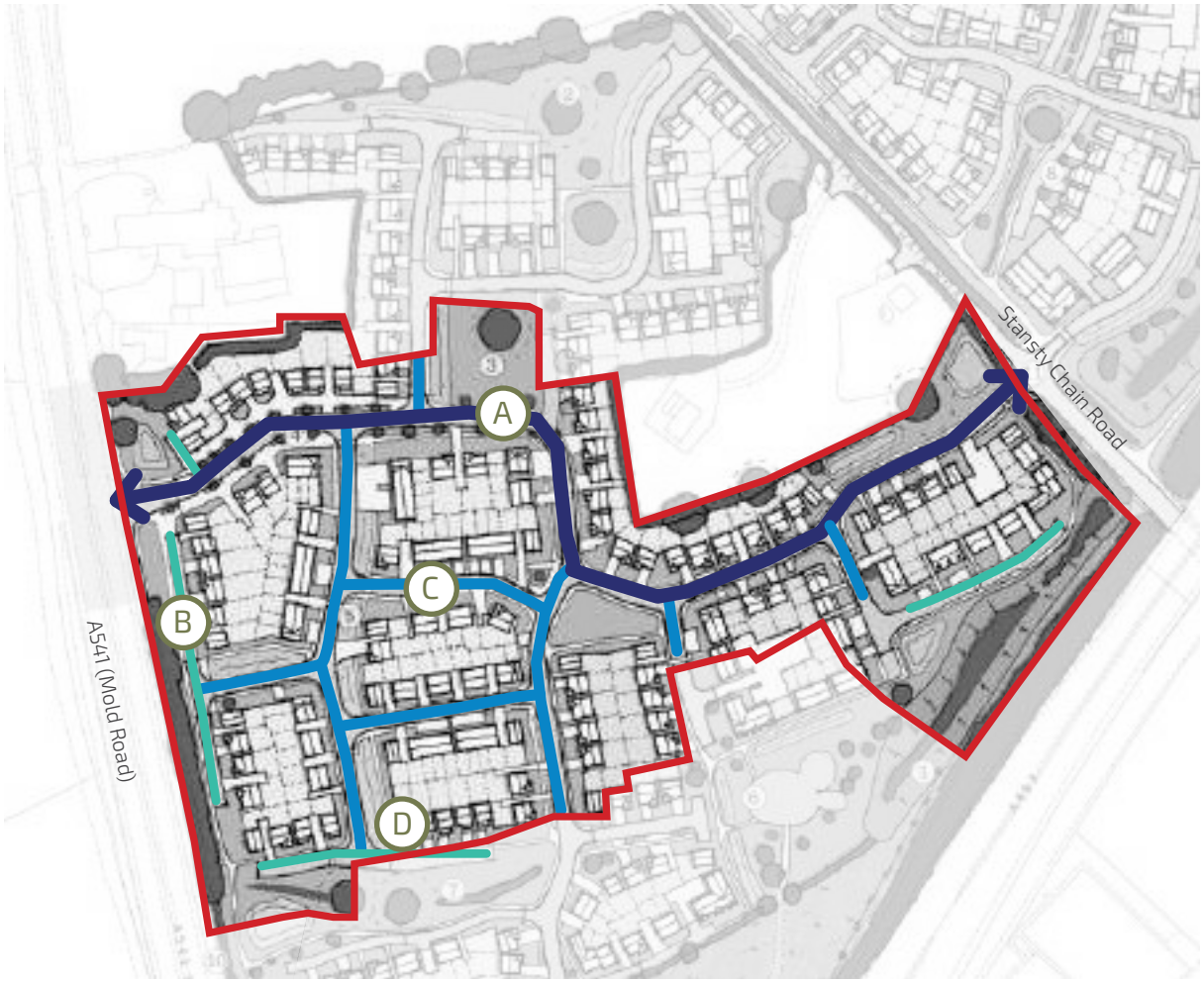
C Secondary streets within the central portion of the site

D Private Drives fronting onto public open space (POS) to the south

Key

Site Boundary	
Primary Street	
Secondary Street	
Private Drive	

Illustrative Masterplan with Outline Consent





Street Hierarchy

A Primary street running east-west

B Private drive fronting onto the A541 (Mold Road)

C Secondary streets within the central portion of the site

D Private Drives fronting onto public open space (POS) to the south

Key

- Site Boundary
- Primary Street
- Secondary Street
- Private Drive

COMPLIANCE WITH OUTLINE SCHEME

Public Open Space

The adjacent plans illustrate how the proposed reserved matter scheme open spaces comply with that of the consented outline scheme.

A Open space encompassing an existing mature tree.

B Open space and structural planting at the site entrance off the A541 (Mold Road)

C Private drive fronting onto open space to the south

D Private Drives fronting onto open space to the south

Illustrative Masterplan with Outline Consent





Public Open Space

- (A) Open space encompassing an existing mature tree.
- (B) Open space and structural planting at the site entrance off the A541 (Mold Road)
- (C) Private drive fronting onto open space to the south
- (D) Private Drives fronting onto open space to the south



DESIGN PROPOSALS

This section of the DAS explains how the Proposed Development has considered and responded to the planning and environmental context of the Site.

SITE LAYOUT

Use, Tenure & Housing Mix

The scheme will deliver 196 homes over 5.11ha of development area. This includes a mix of homes for the private market and affordable homes, with the affordable homes making up 25% of the total. The housing mix has been carefully considered to include house types of different sizes ranging from 1 to 4 bedroom properties, from apartments to large detached properties. The

Schedule of Accommodation is shown below:

SCHEDULE OF ACCOMMODATION

HOUSETYPE	DESCRIPTION	SQFT	NUMBER
2P1B (Affordable)	1 Bed, Walk up flat - Ground Floor	571 SQFT	2
2P1B (Affordable)	1 Bed, Walk up flat - First Floor	661 SQFT	2
Dyfi (Affordable)	3 Bed, 2 Storey, Semi Detached	849 SQFT	2
4P2B (Affordable)	2 Bed, 2 Storey, Mid Terrace	879 SQFT	28
5P3B (Affordable)	3 Bed, 2 Storey, End Terrace	1004 SQFT	13
6P4B (Affordable)	4 Bed, 2 Storey	1197 SQFT	2
Oakley	2 Bed, Mid Terrace	703 SQFT	14
Eaton	2 Bed, Semi Detached	703 SQFT	14
Highfield	3 Bed, 2 Storey, End Terrace	810 SQFT	14
Warwick	3 Bed, 2 Storey, Semi Detached	858 SQFT	14
Hartford	3 Bed, 2 Storey	962 SQFT	11
Henley	3 Bed, 2 Storey	1034 SQFT	14
Kingsley	3 Bed, 2 Storey	1023 SQFT	26
Broadway	4 Bed, 2 Storey	1161 SQFT	16
Beaumont	4 Bed, 2 Storey	1222 SQFT	24
TOTAL		186816 SQFT	196

General Principles

The development proposals have been developed through an iterative design process, informed by site surveys, deskbased research and assessment of local and national planning guidance. This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these have shaped the development. The process considers the location and extent of the built environment and Green Infrastructure.

The layout has been prepared having responded to the constraints and opportunities identified through the assessment of the key characteristics of the site and its surroundings.

The key design features are outlined below:

- **Within the development is a clear and legible hierarchy of routes would be provided, to allow easy access and navigation through the site. The primary street would connect through the development via a series of secondary streets and private drives.**
- **As indicated on the adjacent plan, there are two vehicular access points, one off Stansty Chain Road to the east and one off A541 (Mold Road) to the west.**
- **Pedestrian access is to be provided via the main vehicular access points and via a proposed pedestrian access onto A541 (Mold Road) in the south-west corner of the site.**
- **The development is set within a network of attractive green spaces, which include areas of public open space, an equipped children's play area, habitat creation and structural planting along the site boundaries.**


Stansty Chain Road
A541 (Mold Road)
N
N.T.S
Key
Site Boundary
Vehicular access
Pedestrian Access

Site Layout

STREET HIERARCHY

The illustrative Street Hierarchy follows a simple network of interconnected streets. The Secondary Streets lead off from the Primary Street, which then connect to the lowest order street: Private Drives.

Illustrative Street Pattern

The development's street pattern is based on a regular loose grid pattern of connected streets. This creates streets that are easier to navigate for pedestrians and cyclists. It will also produce streets and perimeter blocks that are practical and efficient in their design. The street pattern will allow the opportunity to introduce avenues and feature spaces. It will also create vistas and views of keynote buildings as streets intersect.

Reducing Vehicle Speeds

A key design principle is to reduce vehicle speeds through established urban design techniques, including:

- **Locating buildings so that they are close to the street edge.**
- **The use of some tight junctions and corner radii.**
- **The introduction of feature spaces.**
- **Changes in carriageway and footway surfaces.**
- **Use of shared surfaces for 'Private Drives'.**
- **Restricting forward visibility by the arrangement of the building line and street pattern.**
- **The use of well placed street trees or street trees or street furniture.**

Key

Site Boundary

Primary Street

Secondary Street

Private Drive



Street Hierarchy Plan

Primary Streets

The Primary Street will function as the higher order street providing access into the development from Stansty Chain Road / Mold Road. It is based on the following key design principles:

- Provides the main vehicle access and gateway street from Stansty Chain Road / Mold Road via a 5.5m wide carriageway (widening to 12.5m at the proposed western access junction);
- 2m footway to both sides of the carriageway with avenue tree planting along the western site access road and occasional street trees throughout other areas;
- Changes of highway surface at key junctions;
- Car parking is expected to be either to the sides or to the front of dwellings.

Built Form Characteristics

- A range of dwelling types, including linked terrace dwellings, detached and semi-detached properties;
- 2 storey buildings;
- Consistent, more formal building line;
- Landmark buildings at key junctions and terminating vistas.





Example images of Primary Streets

Legend

- Main Residential Streets - well-overlooked by frontage development.
- Incidental green spaces with street tree planting
- Verge to both or one side of the street with tree planting at the western access road.
- Predominantly frontage parking with some side parking.
- 2m footway to both sides of the carriageway.
- A percentage of terraced and semi-detached properties but mostly detached properties.
- Varied frontage depth (6-10m) with planting.
- Corner units at junctions.
- Keynote buildings to terminate vistas.
- 2 storey dwellings.



Primary Street Section

Secondary Streets

Secondary streets are based on the following key design principles:

- Connect with the Primary Street, providing legible access and circulation;
- Tree planting positioned within larger front and side gardens to provide interest on the street scene;
- 2m footway to both sides of the carriageway;
- Accommodate safe movement for all (cyclists, pedestrians and vehicles);
- Have narrower carriageway widths than the Primary Street although specific street width varies;
- Have less formal landscaping than the Primary Street;
- Incorporate private frontages that are less deep than those on the Primary Street, with a mix of frontage and side parking.

Built Form Characteristics

- A range of dwelling types, including detached semi-detached and terraced properties;
- Less consistent, more informal building line in places,
- 2 storey buildings;
- Some buildings located with gable ends onto the street;
- Occasional focal buildings;
- Detached dwellings located towards the edge of development parcels.





Example images of Secondary Streets

Legend

- Secondary Street - more informal frontages, more varied design response to built form.
- A higher percentage of semi-detached and terraced properties.
- Less continuous building line in comparison to the Primary Street.
- 5-6m frontage depth with mixed ornamental shrub planting and hedgerows.
- Predominantly on-plot parking solutions with occasional rear courtyard and undercroft parking.
- Occasional street trees.
- Corner units to wrap around junctions.
- 2 storey dwellings.



Secondary Street Section

Private Drives

Private drives are be based on the following key design principles:

- Connect with the secondary streets, providing legible access and circulation;
- Shared surface for all cyclists, pedestrians and vehicles;
- Have narrower carriageway widths than the secondary streets;
- Informal landscaping to property frontages;
- Private frontages are shorter than those on the secondary streets and primary street;
- Parking on plot with driveways;
- Tree planting positioned within larger front and side gardens to provide interest within the street scene.

Built Form Characteristics

- Predominantly detached properties with the occasional semi-detached properties;
- 2 storey buildings;
- Less consistent, more informal building line,

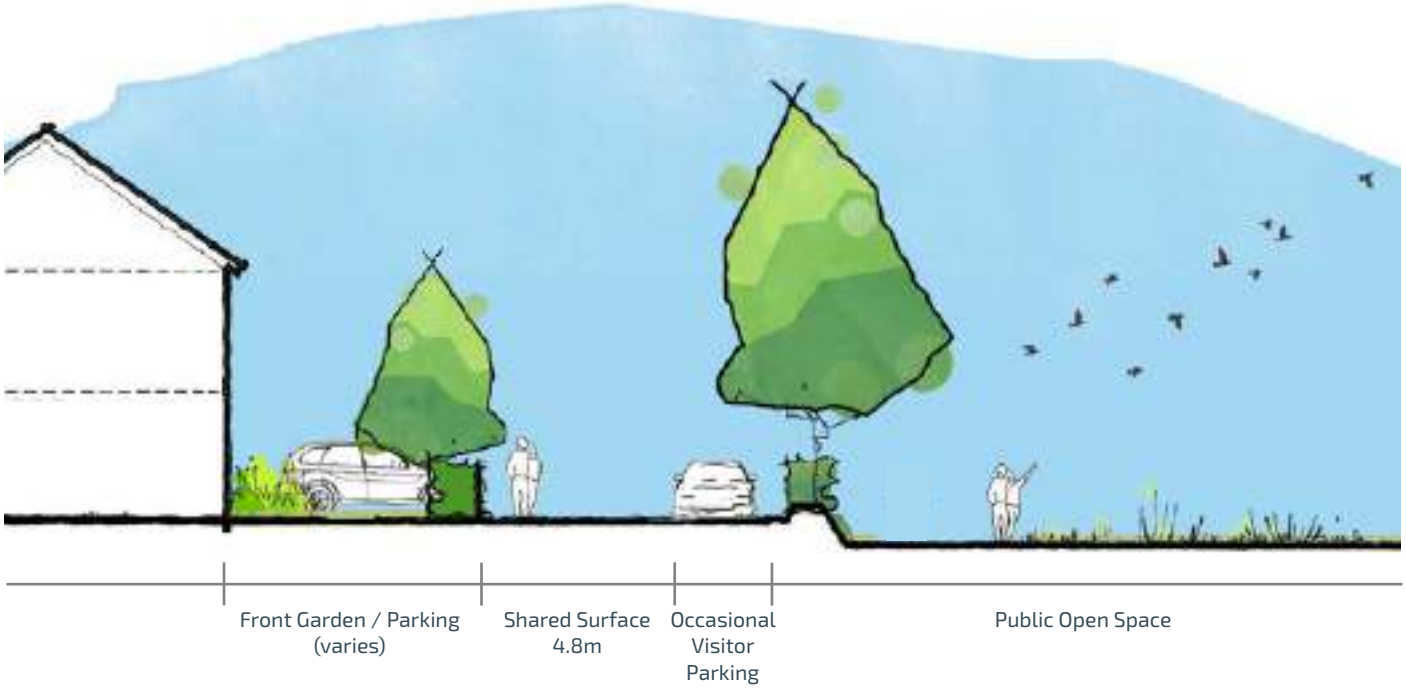




Example images of Private Drives

Legend

- The Private Drives - more informal and intimate street and space.
- Looser building group with more detached dwellings.
- Characterised by frontages onto perimeters landscape areas
- 4.8m Shared surface for vehicles, cyclists and pedestrians.
- Shorter frontages in comparison to other streets.
- A mix of side and frontage parking solutions
- 2 storey dwellings.



Private Drives Section

PEDESTRIAN ACCESS & MOVEMENT

Access

Pedestrian access is provided at the western site boundary onto the A541 (Mold Road) and via the vehicular access onto Stansty Chain Road to the east. This allows pedestrian and cycle permeability into the surrounding streets and PROW network.

Movement

The main objective is to promote filtered permeability across the site, through an offset grid that connects all dwellings. These connections encourage movement toward destinations like the Plas Coch Retail Park and Wrexham city centre. All routes are designed to link to the main arterial route along the A541 (Mold Road) to the west, providing access to local amenities.

Additional mown grass paths are proposed to extend into public open spaces, offering further walking opportunities for leisure, play, and recreation.

Bus Stops

A key part of the development's movement strategy is the public bus route along the A541 (Mold Road). A new bus stop is proposed along here which is to be accessed from the pedestrian access in south-west corner of the Site. This will ensure that residents are within walking distance of a bus connection. The route extends toward Wrexham city centre which provides onward connections further afield.

Cycle Movement

On-street cycling will be encouraged throughout the development through a design that supports low vehicle speeds. The site is conveniently located, allowing easy cycling access to key local amenities, within Wrexham city centre within a 15-minute cycle.

Cycle parking will be provided to ensure all residents have secure storage facilities within their property boundaries.







Pedestrian Movement Plan

VEHICULAR ACCESS & MOVEMENT

Access

Vehicular access is provided from the A541 (Mold Road) to the west and Stansty Chain Road the east. The two proposed access junctions are shown adjacent.

Movement

The Site Layout shows that it will be possible for vehicular routes through the development to serve all dwellings through a mix of street types. The internal layout is designed to safely accommodate movements of refuse vehicles, fire engines, and delivery vehicles.



Proposed Site access junction A - via A541 (Mold Road)



Proposed Site access B - via Stansty Chain Road



Vehicular Movement Plan

FEATURE SPACES & KEYNOTE BUILDINGS

While the layout responds to the site and its context, the design of feature spaces, keynote buildings, and appearance, provide a finer grain response to local identity.

Feature Spaces

With the street hierarchy creating a well-designed movement network with safe and accessible streets, paths and other routes, a number of feature spaces aid legibility, provide interest through the layout, and help reduce car speeds at changes of direction. To add variation, urban focal spaces are formed at points where roads, paths and planting converge to create meeting points. These incidental meeting / seating spaces are designed into the Green Infrastructure strategy along the southern edge of the site, the site entrance green space and the focal green space to the north of the site.

Keynote Buildings

With a regular off-set grid of streets, the development will provide interconnected streets that are direct and easy to move around. The buildings help provide a legible environment with landmark and gateway buildings at street intersects, along with key views, and arrival and focal spaces.

Attractive views can be generated through the variety of the streets and the built form. Variations in building designs and materials, and the use of street trees create visual interest within the layout.





Example images of corner 'keynote' buildings



Feature Spaces & Key Buildings Plan

SCALE, HEIGHTS & DENSITY

Use & Amount

The site is proposed for residential use and associated green and blue infrastructure. The total housing area of 5.11ha provides land for up to 196 homes over a development area of 5.11ha. The housing area includes associated streets, public realm, private gardens, and parking space.

The development provides a choice of new homes (both tenure and price) and will encourage a wide demographic, from starter homes for first time buyers, through to larger detached homes. There is a proportion of affordable homes (25% approx) which are distributed throughout the layout. This figure will be confirmed at a later date.

Scale

The scale of the development in terms of its height and mass responds to the characteristics of the site and the surrounding area. 2 and some 2.5 storey buildings are the common within the locality.

The design principles for scale are as follows:

- **The use of 2 storey buildings across the layout;**
- **Keynote buildings are used at the end of a street vista, or at an important street intersection;**
- **Denser terrace rows are not appropriate on the green edges of the layout and are kept to the Primary and Secondary Streets only;**
- **Wide plan house types are more likely to occur in lower density arrangements (Private Drives), and narrow plan house types in higher density areas (the Primary Streets and Secondary Streets);**
- **Dwelling length, width and ridge height is varied to add character to the streetscene;**
- **The design of the plots consider the position of buildings and their relationship to neighbouring plots and the public realm. Privacy, security, surveillance and shadowing are addressed through this.**

Densities

The average density across the development is 38 dwellings per hectare (dph). 38 dwellings per hectare is considered to be an appropriate density given the Site's semi-urban location. It also reflects the surrounding area which is of medium density.

An average density of 38 dph comprises mix of terrace, semi-detached, detached house types, with private frontages, rear garden space and on-plot parking. There is a range of higher and lower densities across the site - for example, areas fronting onto public open space are less dense than those areas on the primary street.

The image on the page opposite give examples of the scale, height and density of the types of buildings to be expected within the proposed development.



Example image of an existing development by Castle Green Homes

MATERIALITY & APPEARANCE

A core palette of select materials will be used for across the proposed development. Selective use of the building materials at focal points or certain dwellings will create a distinctive sense of place, with varied and attractive streetscenes. The proposed materials are shown on the plan opposite.

The appearance of the proposed housing is illustrated through the Material Plan, Streetscenes and CGI images.

Dwellings will comprise a mixture of facing bricks, roughcast render and roofing materials as shown on the Materials Plan opposite. Combinations of materials and detailing are used to reinforce Character Areas. Each Character Area has been designed with a specific pallette to include predominant materials for majority of dwellings, whilst contrasting materials will be used at key locations, to highlight junctions, focal areas and accentuate subtle variations along the building line.

Examples of existing Castle Green Homes developments











Materials Plan

MATERIALITY & APPEARANCE

The arrangement and the design of streets is the underlying element of placemaking and the creation of attractive places. The key urban design principles that will be adopted in terms of block and plot design are as follows:

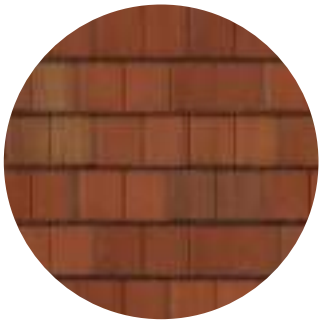
- **To arrange buildings, so that they enclose and overlook the public realm.**
- **To create a range of perimeter block sizes (depth-length) to add character and contrast.**
- **To wherever practicable, maximise solar gain and light penetration through building orientation.**
- **To ensure that plots and buildings are safe and secure, with risk of crime designed out.**
- **To use closed blocks (back to back properties) as the preferred approach, as this will allow for more secure private rear gardens.**
- **Boundary treatments could include a mix of low brick walls, timber fencing, low black railings, shrub and hedgerows.**
- **To provide changes in density based on the 'character streets' so that blocks along the Primary Streets, for example, will be of a higher density than the blocks on the Private Drives.**

Simple details and styles which reflect the traditional local character of Wrexham are used in order to create a place that is distinctive and individual.

These include:

- **Simple form utilising well proportioned buildings drawing reference from local character in terms of building form and scale.**
- **High quality materials are to reflect those found within the local vernacular throughout Wrexham and Stansty such as red / grey roof tiles and red brick.**
- **Details do not distinguish between market and affordable housing.**
- **Feature details include the use of bay windows, porches, lintel block detailing and feature render.**

The images on the page opposite give an indication of the proposed material treatments.



ROOF TILE 1 - RED TONE
Forticrete SL8 - Red
or similar



ROOF TILE 2 - SLATE TONE
Forticrete SL8 - Grey
or similar



BRICK TYPE - RED TONE
Ibstock Welbeck Red
or similar



BRICK TYPE - RED TONE
Ibstock Calderstone Claret
or similar



FEATURE 1:
Render Weber Pral M – Chalk White



Examples of existing Castle Green Homes developments







CAR PARKING & REFUSE

The development will include a range of parking solutions. The aim is to locate vehicles so that they do not dominate the streetscene, but ensure that residents have easy access to their vehicles, and that they are well surveyed. This will help to:

- **Avoid parked vehicles dominating the street scene**
- **Consider highway safety within residential areas**
- **Maximise natural surveillance and security**
- **Allow access to parking spaces and mobility for all users**

Careful detailing in terms of the building line, plot design and landscape treatment, helps to integrate vehicles into the layout.

The aim has been to minimise the impact of the visitor and residents parking by using a variety of parking solutions. Integral garages and parking set back within the plot reduces the views of cars along the street. Trees will be planted between groups of parking spaces to reduce dominance of parking within the street scene.

Frontage parking areas will be overlooked by dwellings to provide increased security. The overall site layout plan indicates how all of the required parking spaces have been integrated within the layout. It shows the allocated parking spaces for each dwelling. The number of parking spaces per unit for semi-detached and detached units is noted on the plan.

Parking spaces are allocated based on guidance set out in Wrexham County Borough Council.



An example of frontage parking within the layout broken up by tree planting



An example of rear courtyard parking



An example of tandem side parking

AFFORDABLE HOMES

The development aims to provide a broad mix of dwellings and house types suitable for a wide range a preferences. As part of this, the development provides 49 Affordable Homes. Affordable Homes make up 25% of the total number of homes . (highlighted on the plan opposite). The development provides:

- 1 bedroom apartments
- 2 bedroom houses.
- 3 bedroom houses.
- 4 bedroom houses.

A breakdown of the Affordable Homes mix is provided in the table below.

SCHEDULE OF ACCOMMODATION			
HOUSETYPE	DESCRIPTION	SQFT	NUMBER
2P1B (Affordable)	1 Bed, Walk up flat - Ground Floor	571 SQFT	2
2P1B (Affordable)	1 Bed, Walk up flat - First Floor	661 SQFT	2
Dyfi (Affordable)	3 Bed, 2 Storey, Semi Detached	849 SQFT	2
4P2B (Affordable)	2 Bed, 2 Storey, Mid Terrace	879 SQFT	28
5P3B (Affordable)	3 Bed, 2 Storey, End Terrace	1004 SQFT	13
6P4B (Affordable)	4 Bed, 2 Storey	1197 SQFT	2



Affordable Homes Plan

GREEN & BLUE INFRASTRUCTURE STRATEGY

Text proposed landscaping strategy has been carefully considered so has to assimilate the development with the existing green infrastructure on the site.

Proposed trees will include a mix of native and non-native species, including large broadleaved deciduous species where space allows. Small ornamental trees selected for varying seasonal interests are proposed within private gardens. Tree planting will enhance the setting of residential areas, creating tree-lined streets where possible.

The proposed development integrates a series of strategic Green Links to enhance connectivity between key green infrastructure elements both within the site and in the surrounding landscape. The Green Links form a continuous ecological and recreational corridor that connects on-site green spaces—such as public open spaces, play areas, and amenity planting zones with adjacent natural habitats, existing woodland, and Public Right of Way routes.

The proposed development will introduce a series of Sustainable Drainage Systems (SuDS) features. These will be highly functional, delivering benefits beyond surface water management. In addition to supporting sustainable drainage, the SuDS elements will serve as distinctive landscape features.

Planting is proposed throughout the site with the objective of creating an attractive, welcoming environment with habitat and biodiversity enhancements, providing screening and softening to site edges.

The following types of planting are proposed within the site:









Prunus lusitanica



Choisya ternata



Hebe 'Autumn Glory'



Pieris Frost Flame



Hydrangea macrophylla



Lavandula



Rudbeckia



Verbena bonariensis



Geranium



Stachys byzantina

Pocket POS at main entrance. Site frontage with retained hedgerows and proposed trees. Infill existing hedge with instant mixed hedgerow. Wildflower meadow and native planting mixes.



N

N.T.S

SUSTAINABILITY

Homes & Buildings

Well-designed homes are safe and secure as well as being functional, accessible and sustainable. They should also provide a good level of internal space that is adaptable for changing needs, as well having quality external environments that promote health and well-being. They should be efficient and cost effective, and should be designed to encouraging sustainable lifestyles.

Homes should;

- **Provide a healthy, comfortable and safe internal and external environment**
- **Be well-related to external amenity and public spaces**
- **Have attention to detail: storage, waste, servicing and utilities.**

Resources

Well-designed places are designed and planned for long term stewardship by landowners and where required local authorities. Places, buildings and spaces should be robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging.

The site will;

- **Be well-managed with public areas maintained through a management company and a clear definition between private and public spaces.**
- **Be adaptable to changing needs by providing amenity spaces that can be used as for different activities.**
- **Provide a sense of ownership through the involvement of the local community.**

Principles of Sustainable Design & Construction

The design of well-designed places seeks to respond to the impacts of climate change. This includes reducing their resource requirement, being durable and adaptable over time, and by conserving natural resources such as land, water, energy and materials. Adopting certain technologies can minimise environmental impacts and make home more affordable for owners to use and manage.





The following is a series of guiding principles of sustainable design and construction. These are explored as part of the application submission.

- **Access, movement and facilities: Residents will benefit from various sustainable transport methods including a dedicated cycleway / footpaths across the scheme. The scheme aims to reduce car dependency both through location and design. Streets will be well lit in order to prioritise cycling, walking and use of public transport instead of driving.**
- **Biodiversity: Within the green/blue infrastructure, the retained and enhanced habitats along with the new habitats being created within the Public Open Space. Green Corridors provides the opportunity, as vegetation within the habitats mature, to increase its capacity to sequester and store carbon.**
- **Electric car charging: properties will have electric car charging points.**
- **Solar Energy: properties will have photovolvaic panels installed as required by Buildings Regulations: Part S.**
- **SuDS: Sustainable Drainage Systems will be implemented across the development to reduce the effects of climate change and alleviate flood risks by mimicking natural surface water drainage while also providing habitats for wildlife.**











BUILDING FOR A HEALTHY LIFE

This section of the DAS explains how the Proposed Development has considered and responded to Building for a Healthy Life Principles.

BUILDING FOR A HEALTHY LIFE

INTEGRATED NEIGHBOURHOODS

Natural Connections: Create places that are well integrated into the Site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Response: New pedestrian routes within the Site will link to the existing footway network providing links into the town centre and local facilities including the play area.

Walking Cycling and Public Transport: Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Response: The development is within range of local facilities and services within Wrexham city centre as well as existing bus routes. Local shops are within easy walking distance with recreation ground, sports centre and a local play area also within a close distance.

Facilities and Services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Response: The development is in close proximity to the centre of Wrexham as well as Plas Coch Retail Park where there are many local shops and businesses.

Homes for everyone: A range of homes that meet local community needs.

Response: The accommodation mix reflects the needs and aspirations of the local community. The design includes a range of dwelling sizes across the site, to provide a mixed community.

DISTINCTIVE PLACES

Making the most of what's there: Understand and respond.

Response: The layout and green infrastructure for the scheme responds to its context and draws upon examples of local character. At a detailed level, features will be included in the design, to develop local distinctiveness.

A memorable character: Create places that are memorable.

Response: The design approach retains the existing vegetation wherever possible which will give immediate character for the development. The architectural details and materials reference local character. The use of native trees and planting to frame spaces and indicate key areas will add to the sense of place.

Well defined streets and spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

STREETS FOR ALL

Response: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Easy to find your way around: Use legible features to help people find their way around a place.

Response: The layout for the scheme follows a simple approach with two means of vehicular access through the site and additional pedestrian accesses to allow residents and visitors to easily navigate their way around.

Cycle and car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Response: Car parking will be integrated into the overall layout and design. Car parking would be within curtilage, primarily to the front and side of dwellings.

Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Response: Boundary features to fronts of properties will be well considered providing definition for public/ private spaces transitions. A variety of boundary conditions would be proposed depending upon location such as low hedges and rear boundary fences.

Front garden depths help define the street character and the building layout will allow for bins and recycling stores to be stored out of sight to minimise their impact on the streetscene.

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