

LDP-EBD-HN1.6.1

GWERNAFFIELD ROAD, MOLD

VISION DOCUMENT

MAY 2019

ANWYL
thoughtful homes

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This Vision Statement has been produced on behalf of Anwyl by a multi-disciplinary consultancy team which includes the following:

- Planning
- Highways and Transportation
- Flood Risk and Drainage
- Heritage
- Ecology
- Utilities
- Landscape Character

The purpose of this document is to identify the Site and introduce the Developer, its existing and emerging policy context and, sets out the future vision for the Site and design principles to guide development going forward.

The following sections of this document identify the opportunities and constraints relating to the Site and provide an indicative Masterplan that will evolve over time, along with the identification of the Sites deliverability credentials and anticipated socio-economic benefits the development Site can provide.



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The site

Located on the north eastern edge of Mold, this settlement is defined as a Main Service Centre.

The A541 (Denbigh Road) lies to the north of the site and Gwernaffield Road to the south. Both provide arterial routes linking with the key routes into Mold town centre. Buckley railway station is located approximately 6 miles to the east of the site providing connections to Wrexham and Liverpool.

Through the day there are frequent bus services from Mold to Chester and Wrexham as well as other nearby towns (including Denbigh, Holywell and Ruthin) and surrounding villages.



Figure 1 - The Site

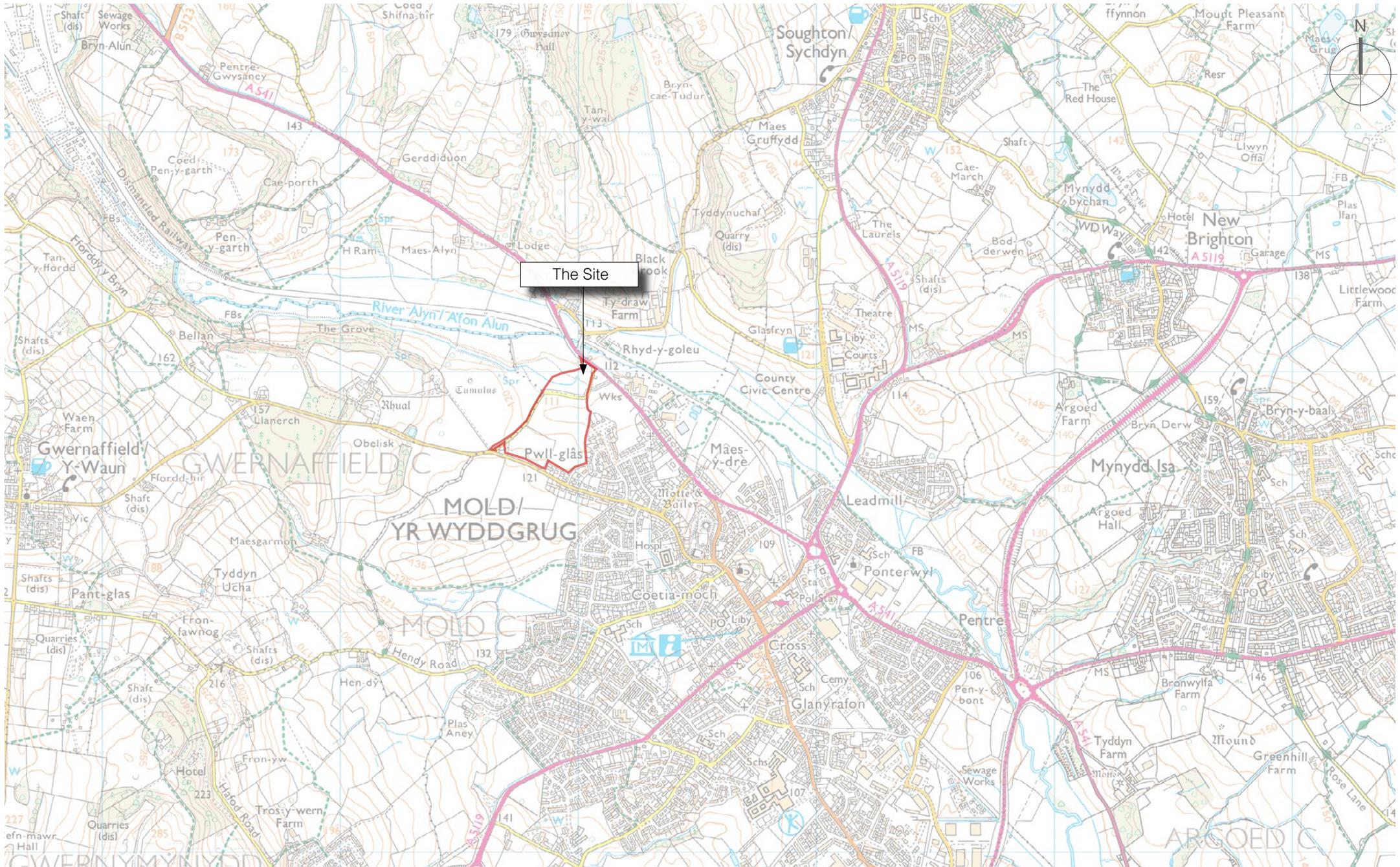


Figure 2 - The site in wider surroundings

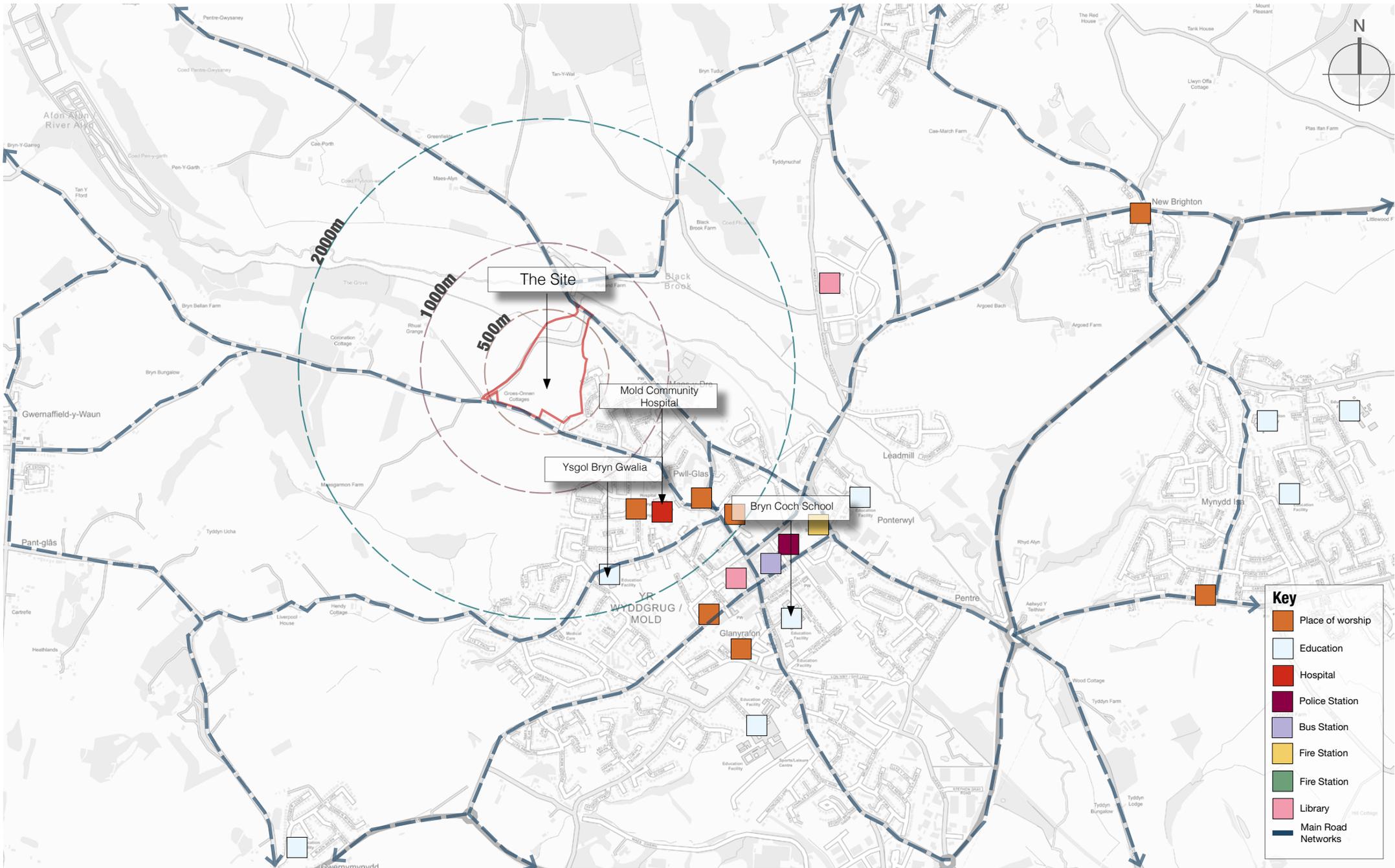


Figure 3 - Local Context

The Developer

Anwyl Homes have been building homes across North Wales and Cheshire for over 85 years. In 2017 the Anwyl Group built and moved into New Head Offices on St David's Park in Flintshire and currently has 4 sites under construction in:

- Croes Atti, Flint
- Springdale Meadows, Hawarden
- Parc St Mary's, Northop Hall
- The Paddocks, Buckley

Being located within the county, and with a good knowledge and understanding of the market area, Flintshire is an important market for the business and sites like these are important to maintain the company's presence and reputation within the region.



Photograph taken of the award winning Anwyl Homes development at Croes Atti, Flint.



Photograph taken from the Anwyl Homes development Parc St Marys, Northop Hall



Photograph taken of the Anwyl Homes development at Abbeyfields, Sandbach

Planning Policy

The planning system should contribute to building a strong economy, boost the supply of housing to meet present and future needs, whilst also protecting and enhancing the natural, built and historic environment.

Anwyl wish to explore the ambitions set out in this Vision Document with the Council and work in partnership with them and local community and statutory stakeholders in delivering a new residential development opportunity within the framework of the emerging development plan.

Existing Policy Position

The Flintshire Unitary Development Plan (FUDP)

The Flintshire Unitary Development Plan (FUDP) is the adopted development plan for Flintshire for the 15-year period 2000 – 2015. Although the adopted UDP became time expired at the end of 2015 it remains the adopted Development Plan for the County at this time.

The Site falls outside of the Mold Settlement boundary within an area of open countryside. The site also falls within a Minerals Safeguarding Area (MSA).

Proposed Policy Position

Local Development Plan (LDP)

The Council is now in the process of preparing a Local Development Plan (LDP) for the County.

The LDP will focus on delivering sustainable development in the County for a 15-year period 2015 to 2030 and will include:

- policies which will guide decisions on planning applications
- proposals for the development of housing, retail, employment and other

- land uses
- policies which seek the protection and enhancement of the natural and built environment

Candidate Sites

There have been a number of consultation stages on the LDP since 2014 including a 'Call for Candidate Sites. The Council subsequently compiled a Register of submitted Candidate Sites.

The site was promoted at this stage and the majority of the site has been classified as an 'Amber Candidate Site' with site references of MOL025 and MOL045. The exercise concluded that the site complies with the Council's Preferred Strategy, however there are site constraints that would need to be overcome to allow the site to be developed.

Preferred Strategy (Pre-Deposit)

The Plan will make provision for 7,645 new homes to meet a housing requirement of 6,950. Anwyl consider that this figure should be a minima not a maxima.

The Plan will need to consider the need or otherwise to review Green Barriers.

The Plan therefore seeks to distribute development spatially across the County and emphasises the need for a settlement strategy to provide the basis for a spatial pattern of housing development.

The Site adjoins an existing residential area to the west of Mold town centre. Mold is identified as a Main Service Centre (A Tier 1 location) where the greatest proportion of housing should be provided.

A broad brush distribution of housing, based on the pre deposit published version of the plan is set out below. The broad apportionment of growth may be further refined as the Plan progresses.

- Tier 1 Main Service Centre 40-45%
- Tier 2 Local Service Centre 35-40%
- Tier 3 Sustainable Villages 15-20%
- Tier 4 Defined Villages 1-2%
- Tier 5 Undefined Villages 0-1%

Future housing development surrounding Mold should be encouraged and supported in the local plan given the growth figures that are set out above.

Anwyl believe that this site offers the viable opportunity to deliver a mixed range of housing type and size across both market and affordable tenures, during the very early stages of the local plan.

Mold Town Plan 2017-2030

The Mold Town Plan has been adopted by Mold Town Council and covers the period 2017-2030.

The Town Plan “describes how people who live and work in Mold would like the community to develop, it identifies key facilities and services and it sets out the issues which need to be tackled if the town is to be improved for all residents according to the priorities chosen”. In terms of housing growth, the Town Plan acknowledges that it will be for the Flintshire County Council Local Development Plan to determine the extent and location of growth across the County, but the Town Plan should be used to influence this. The Town Plan acknowledges there will be a need for housing growth and not all of the growth required will be accommodated on previously developed Sites.

The following extract shows potential Sites for new homes, parcel 3 on this plan includes much of the Site that is promoted within this Vision Document.



A strategy for housing growth

Figure 4 - Housing strategy diagram (from Mold Town Plan 2017-2030)

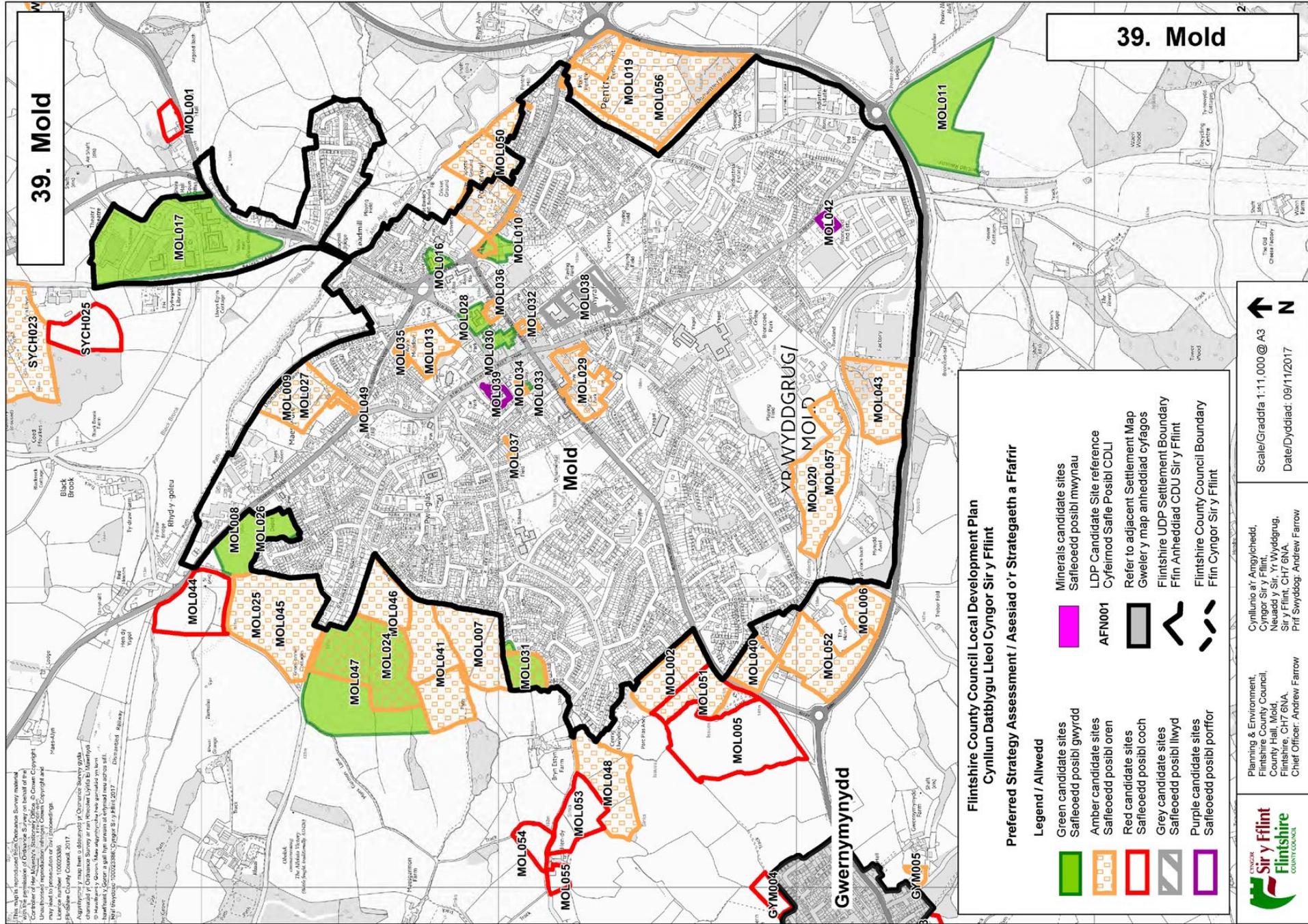


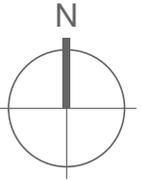
Figure 5 - Local Plan Proposals

VISION

Gwernaffield Road, Mold offers the opportunity to create a Sustainable Urban Extension by working with the sites own features and wider landscape character.

Anwyl's vision is that the development will be guided by a simple and robust set of parameters and comprise:

- Create a high quality, attractive, sustainable urban extension; sensitive to adjacent uses and complementary to the existing residential neighbourhood; offering a mix of housing types and tenures;
 - Respecting the landscape setting of the locality and retaining key assets as well as creating new ecological features as part of any future residential expansion;
 - Managed and enhanced public access providing permeable links and connections through the site for the benefit of existing and future residents, with more than adequate levels of amenity provision on site;
 - To create circa 250 dwellings which will include Affordable Housing.



Key

-  Site boundary
-  Potential vehicular access gateway
-  Change in level sloping up north to south
-  Filtered views out of the site through gaps in hedgerows
-  Consider edges with existing residential development
-  Existing green fringe to open countryside
-  Existing trees
-  Neighbouring residential area
-  Overhead electricity cables
-  Underground water main
-  Potential highway link road improvements

Figure 6 - Opportunities and Constraints

This Section considers various technical matters associated with the Site. Summary Technical Reports have been prepared which underpin this Document. These reports will be progressed over time as the proposals for this Site evolve.

Highways

The site is very well located for new residential development. The site is in close proximity to a good range of 'day to day' facilities and services. The site also benefits from being in close proximity to key regular public transport routes, which encourage trips by means other than the private car. The proposals have the potential to provide some substantial improvements to sustainable travel in the vicinity of the site.

The site can be satisfactorily accessed and will generate a modest number of additional vehicular trips onto the local highway network which are likely to be able to be accommodated on the local highway network. There is also the potential for minor off site mitigation measures to be provided, if justified, given the extent of existing adopted highway in the vicinity of the site. The verge along the site frontage of the Gwernaffield Road is adopted highway and is more than wide enough to accommodate a formal 2-metre-wide footway to connect the site to the existing the pedestrian links throughout Mold. This would provide a direct, safe and continuous pedestrian, and potentially cycle, link between the site and the rest of Mold.

Day to Day Accessibility

A review of the proximity of local facilities has been undertaken. Key local amenities are all accessible within the distance of around 2 kilometres which is consistent with key transport guidance provided within the technical note which accompanies this vision document.

The table clearly shows that the site is within a short walking distance of a range of day-to-day amenities including shops and schools.

There is also scope for a range of improvements to sustainable transport connectivity. These are likely to be in the form of potential new bus stops closer to the site and the potential to provide new footway connections between the site and the existing pedestrian infrastructure within Mold.

For example, there are currently no footways along the site frontage on Gwernaffield Road. There is an existing footway further east, which travels towards the town centre and provides a direct pedestrian link to the various amenities and areas within the town.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Best One Convenience Store	1,020m	1,950m	YES
Ysgol Bryn Gwalia	1,250m	3,200m	YES
The Dolphin Inn	1,240m	1,950m	YES
Bargain Booze	1,320m	1,950m	YES
Boots Pharmacy	1,400m	1,950m	YES
McColl's Convenience Store	1,475m	1,950m	YES
Lidl	1,600m	1,950m	YES
Iceland Foods	1,675m	1,950m	YES
Bryn Coch School	1,800m	3,200m	YES
Tesco	1,860m	1,950m	YES

Figure 7 - Approximate distance from site to day to day amenities

Transportation

The nearest accessible bus stops to the site, with the new pedestrian and cycle connections in place, are located to the south-east of the site on Park Avenue, with the closest stop situated around 800 metres from the site. There are also additional bus stops located on Dreflan and Trem Y Neuadd. All the nearest bus stops to the site are shown on Plan 1.

These bus stops provide access to the hourly 126 bus service which travels to a number of destinations such as Halkyn and Holywell. Mold Bus Station is located within 2 kilometres of the site, within a 25 minute walk, which provides access to more frequent local and regional services.

To provide some context, the bus journey time from the site to Halkyn is 12 minutes and to Holywell town centre is 23 minutes.

As such, the site is accessible by public transport to a range of local and regional destinations.

Vehicular access to the site will be via a new section of Link Road that will initially connect the A541 Denbigh Road to the north with Gwernaffield Road to the south. This is envisaged by the Council to travel further south, to the west of Mold, to connect to the A494 Mold Bypass. The Link Road is proposed by the Council to relieve existing peak period congestion within parts of Mold town centre.

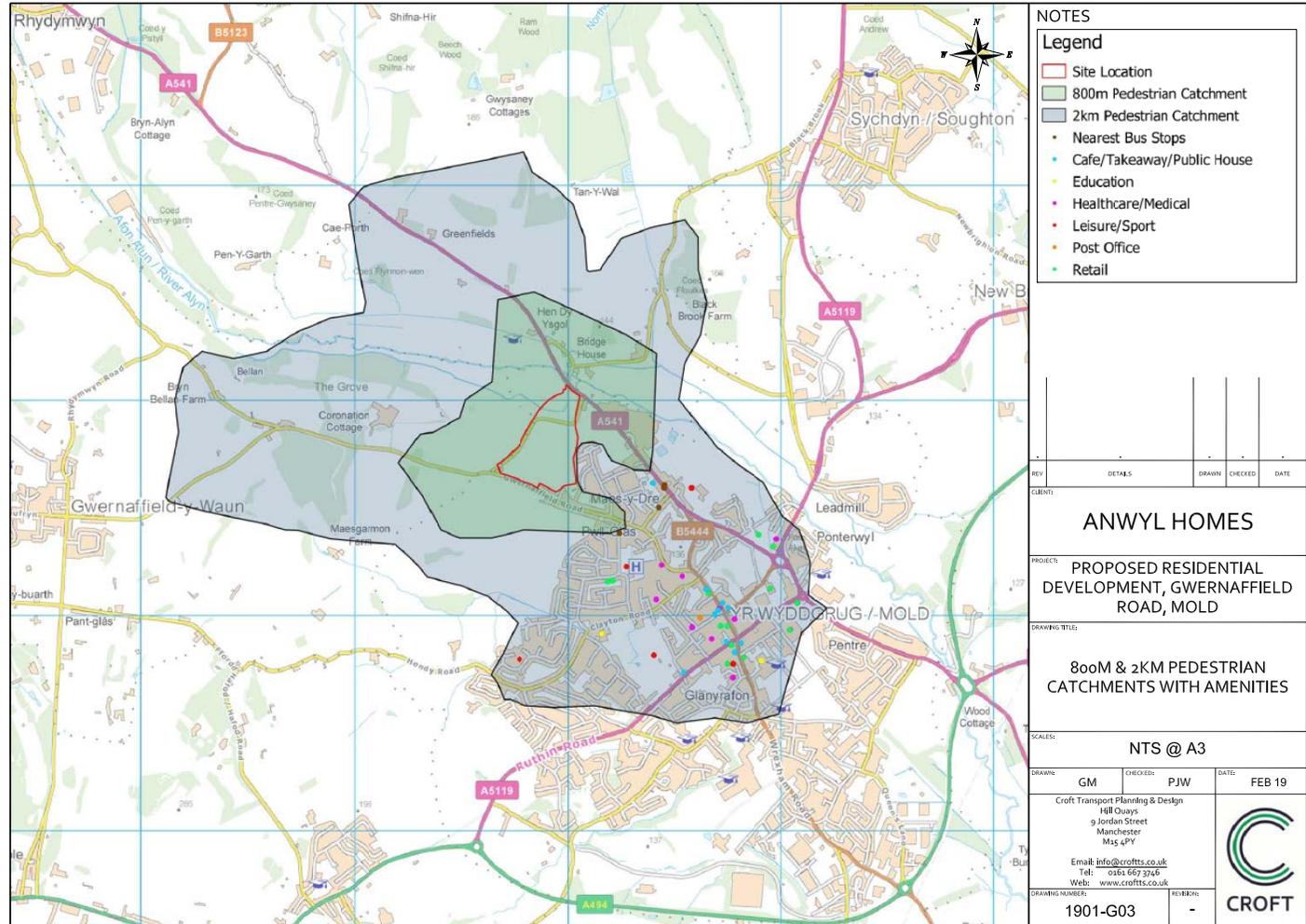


Figure 8 - Catchments to local amenities

Highways Improvements

Anwyl will provide a section of the Link Road as shown opposite which, at this initial stage, is envisaged to consist of a 7.3 metre wide road and footways on both sides of 2 metres in width. The junction with Denbigh Road will incorporate a formal roundabout which has been designed to accommodate all types of traffic and to accommodate the level of traffic likely to be generated by the proposed development and any re-assignment as a result of the Link Road in full.

The junction with Gwernaffield Road is proposed to be priority controlled and will tie into, and will improve, its existing junction of the track that currently runs alongside the western boundary of the site.

The actual vehicular access to the site will be provided in two locations off the Link Road and each of these will be priority controlled.

All of the land required for the vehicular access and the initial section of the Link Road is on land controlled by Anwyl or on currently adopted highway.

In terms of off-site impact, the proposals are likely to generate in the region of 170 vehicular trips in the two busiest hours of the day, which are likely to be between 0800 and 0900 hours and from 1700 to 1800 hours. Given the location in relation to Mold, the traffic generated by the potential residential development is likely to disperse over a number of different routes on the highway network.

This could involve travelling east into the town centre along either Gwernaffield Road or Denbigh Road, or west on Denbigh Road towards Denbigh and south-west towards Ruthin. There are no particular capacity constraints to the local highway network which would provide an issue for this additional traffic generation, in particular with the initial section of the Link Road in place. These issues will be covered in more detail within a full Transport Assessment at the time of a formal planning application at the site.

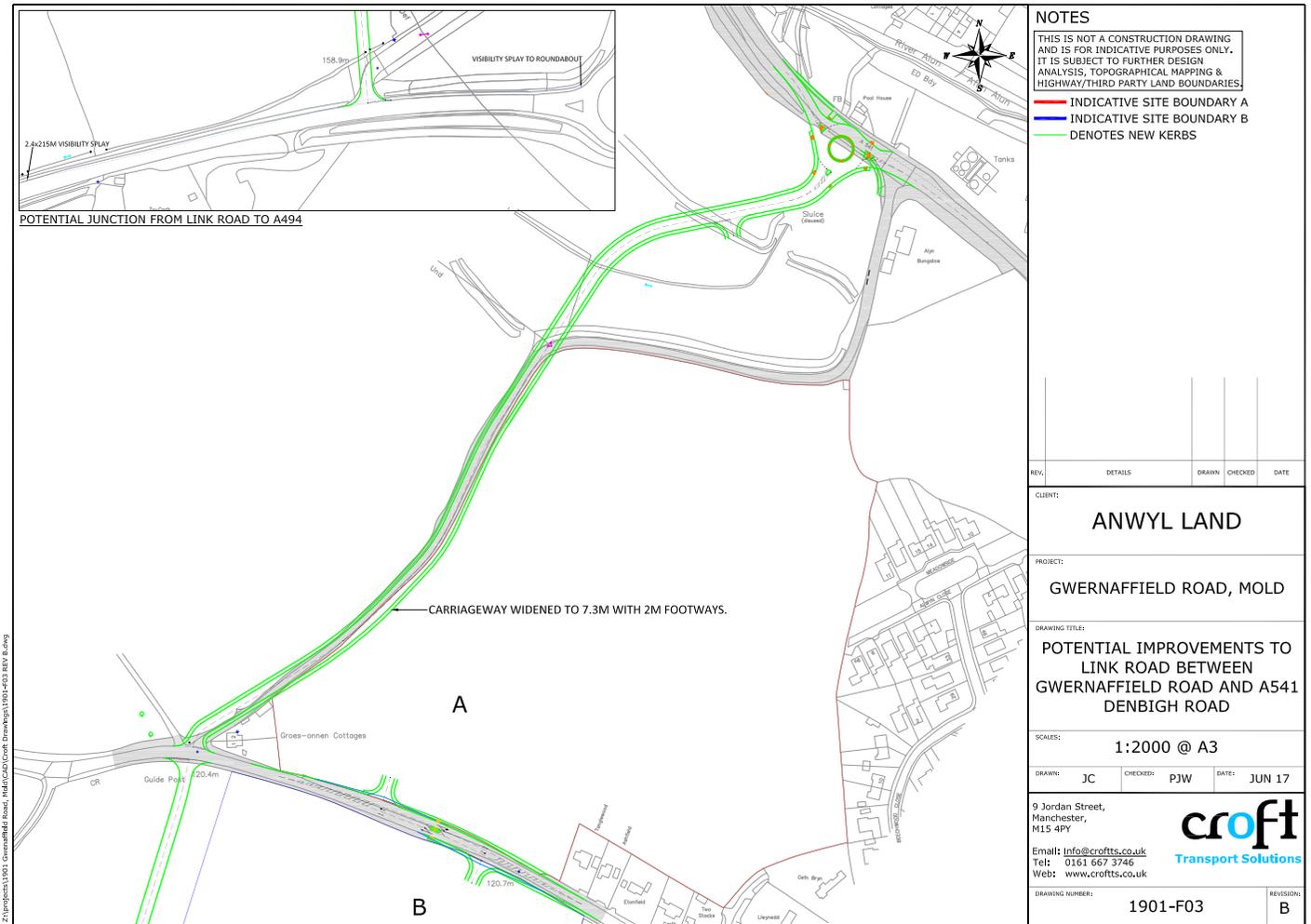


Figure 9 - Highways improvements

Existing Road

'The existing road through the site will remain in situ and will continue to serve as the vehicular access to Alyn Bungalow. This northern section of the existing road will remain as existing and the proposals will incorporate a turning area for any vehicle that travels along the northern section and needs to turn around. The middle section of the existing road (that runs approximately east-west) could be converted to a footway/cycleway connection and could potentially be subject to a prohibition of driving order to stop motorised vehicles driving across it, but it would remain adopted highway. This will be explored further as plans for this site progress.

The southern section of the existing road will be improved to form a section of the new Link Road that will border the site to the west and form the northern section of the wider potential Link Road that ultimately could run from Denbigh Road, to the north, and the A494, to the south. This improved section will then connect to a new section of highway that will connect north to its junction with Denbigh Road via a new roundabout junction to the north of the site. The proposed roundabout junction will not prejudice the continued use of the existing road access point onto Denbigh Road.

The principle of these arrangements have been agreed in principle with the local highway authority, Flintshire County Council.'



Figure 10 - Existing Road

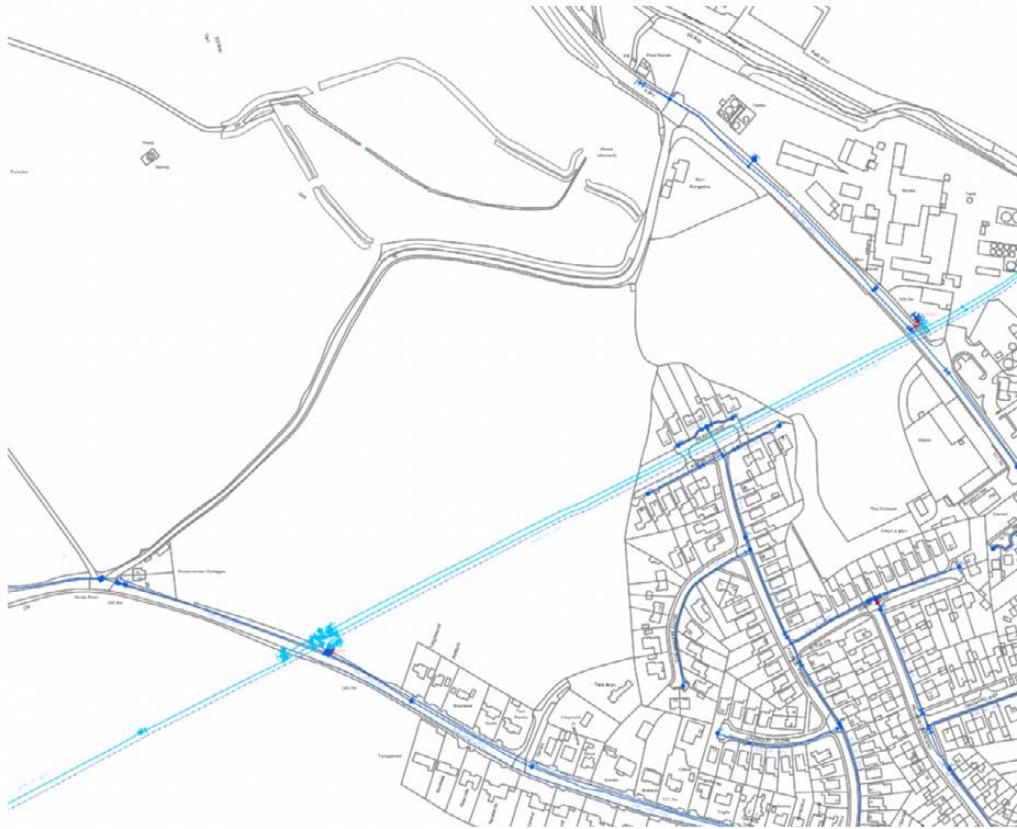


Figure 14 - Welsh Water Record



Figure 15 - Open Reach Record

Flood Risk

The site is within Flood Zone A on the Welsh Government (TAN15) Development Advice Map, meaning it has a less than 0.1% annual probability of flooding from rivers and the sea. In accordance with TAN15, residential development is considered acceptable within Flood Zone A.

The majority of the site is identified at very low risk of surface water flooding on the Natural Resources Wales flood risk maps. A small area along the eastern boundary is identified at surface water flood risk. The extent is minimal and the risk appears to be associated with surface water ponding within a topographical low point. The risk will be managed through layout design and mitigation measures including sustainable drainage systems. There are no apparent flood risks from other sources. The site is considered to be deliverable in Flood Risk terms

Ecology

UES Ecology have carried out a preliminary ecological appraisal for the site. The appraisal noted that the single field is characterised as improved pasture and currently used for silage. The field contains no watercourses, ponds or buildings.

Statutory protected sites

There is one statutorily protected site within 2km of site, namely Clwydian Range and Dee Valley/ Bryniau Clwyd a Dyffryn Dyfrdwy AONB. It consists of a variety of habitats of interest including limestone pavements, wetlands and heather moorland and supports around 250 UK priority species. The Clwydian Range and Dee Valley sites are highly unlikely to be directly affected by the future allocation of this land for residential purposes.

Habitat distinctiveness

Habitats and ecological receptors present on site are consistent with the wider landscape of North Wales with improved pasture accounting for the majority of rural land use locally and in the wider parish.

On-site habitats are of low distinctiveness as the field is dominated by improved pasture with a grassland sward which is species-poor. There are three mature trees within the field itself which offer landscape character and could be of ecological merit. These features are easily retained in the event of a residential allocation which would further offset ecological impact.

The hedgerows which border site are integral and trimmed annually. Access to the field is by an existing field gate off the Gwernaffield Road to the south. The perimeter of the proposed land allocation is demarcated by hedgerows which are easily retained through sensitive construction design.

The Gwernaffield Road site would be a logical location for a proposed development due to the minimal impacts on priority habitats and protected species. This is mainly due to the lack of existing sensitive ecological receptors and the fact that the site only occupies a single field.

The position of this land within the envelope of existing roads and residential land use also means the site is less likely to support terrestrial mammals and amphibians.

The lack of pre-existing habitat structure and ecological receptors means that a proposed development could be accomplished with no net biodiversity loss. The masterplan will incorporate wildlife corridors and natural greenspace within the site as well as appropriate management of perimeter habitats and ecological buffer zones.



Existing road



Gated Access

Heritage

The Appraisal Site

The Appraisal Site consists of a parcel of land to the north west of Mold. It is enclosed by Denbigh Road to the north, Gwernaffield Road to the south and a narrow lane to the west which bisects the northern part of the site. To the south and east of the site are residential areas and to the north is an area of industrial and commercial development. The Appraisal Site is largely flat though rises slightly to the east and is principally in use for grazing. Field boundaries are generally mature hedgerows.

History and Development of the Appraisal Site and Surrounding Area

During the 1870's (Figure 16) the Appraisal Site was largely in agricultural use and divided into a number of large fields. At that time the northern part of the site, beyond the lane was in use as a 'factory pond' likely associated with the factory then to the north east. Some development is visible on the map to Denbigh Road but the area largely remained agricultural and undeveloped.

During the early 20th century the factory to the north of the site expanded (Figure 17) but there was little other change to the area until the mid-20th century when the residential expansion of Mold is visible on Denbigh Road to the north of the site and Gwernaffield Road to the south (Figure 18). By the 1970's (Figure 19) the land to the east of the site had been entirely developed with residential dwellings. The Appraisal Site is approximately 430m to the east of the boundary of the Rhual Registered Park and Garden (PAG) which was designated during the 1990s.

A number of listed buildings are located close to the site and have the potential to be affected by development at the Appraisal Site: Rhual Grange (including walled garden) Grade 2, Baptismal Tank at Rhual Grade 2, Tan Yr Allt Grade 2, 1-5 Red Houses (5 individual listings) Grade 2, Ty Draw Grade 2 and Islwyn Grade 2.

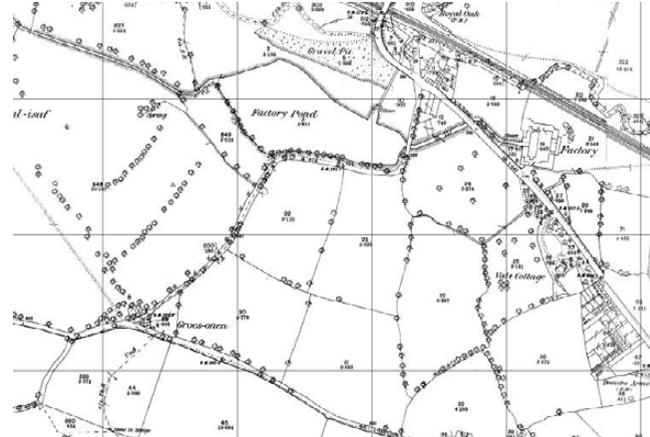


Figure 16 - 1872 Ordnance Survey Map

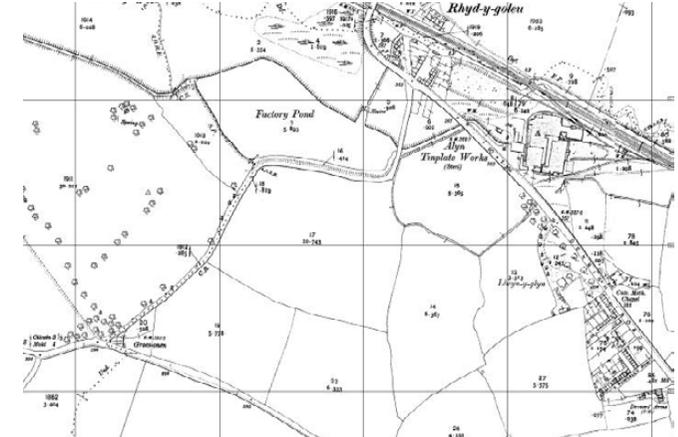


Figure 17 - 1912 Ordnance Survey Map

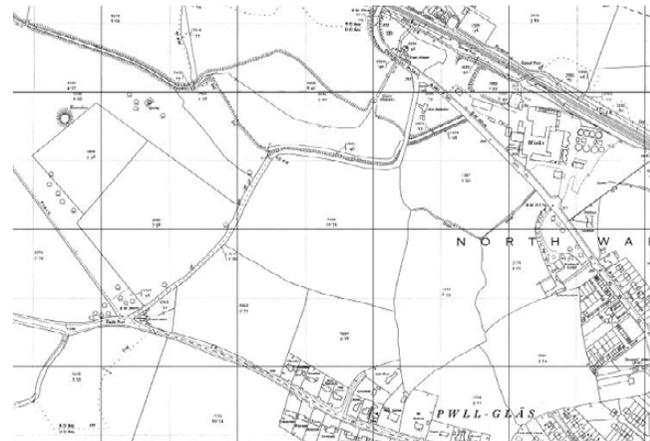


Figure 18 - 1961 Ordnance Survey Map



Figure 19 - 1977 Ordnance Survey Map

Broad Assessments of Significance

(text taken from Turley Heritage Briefing Note 2019)

The Rhual Park and Garden (PAG) is of special interest as a small landscaped park associated with the 16th century Rhual house. Key features of interest include the designed gardens which include a 17th century forecourt layout, wooded areas which include walks and a seventeenth century bowling green and a farm complex which includes listed buildings. The experience of the composition of these buildings and features illustrates the high status nature and historic landscape character of the Rhual PAG. The PAG is principally enclosed by open agricultural landscape, although views to urban development at the edge of Mold are available to the east. The east boundary of the PAG is approximately 430m from the Appraisal Site and the existing topography of the landscape restricts views from the principal area of the designated PAG into the Site. There are no views from the area around the main house, the landscaped garden or from the farmyard complex due to the level change at the east edge of the current designated area. The Appraisal Site forms part of the agricultural landscape which surrounds the Rhual PAG but makes no contribution to its significance.

Listed Buildings

Rhual Grange is of interest as a high status early 19th century house and may be the Dower House to Rhual. It is two storeys and the principal elevation has a central ornate fanlight and polygonal bay window. It has a rectangular garden enclosed by a wall of random stone rubble. It is located close to the boundary of the Rhual PAG in an open agricultural area; however views to the urban area of Mold are available to the east. It has a strong association with Rhual PAG and Rhual House. The Appraisal Site is approximately 400m to the east and forms part of the open agricultural land which encloses the house but makes no contribution to its significance.

The **Baptismal Tank At Rhual** is listed for its special interest as an outdoor baptismal tank with 17th century origins, of which few survive. It is associated with the prominent nonconformist Edwards family of Rhual. It takes the form of a random rubble stone tank set in an oval enclosure. It is located to the east of the Rhual PAG in an open agricultural area; however views to the urban area of Mold are available to the east. The Appraisal Site is approximately 400m to the east and forms part of the open agricultural land which encloses the tank, but makes no contribution to its significance.

Tan Yr Allt and **1-5 Red Houses** are located to the north of the Appraisal Site, beyond Denbigh Road, Blackbrook Road and the River Alyn. Both were constructed as part of the Gwysaney Estate. Tan Yr Allt dates to the 1830's and is of interest as an unusual Tudor-Gothic style dwelling with architectural features including a central projecting porch with bargeboards and finial and mullioned windows with hood moulds. 1-5 Red Houses date to 1911 and are of interest as well detailed early 20th century estate houses which retain an intact appearance. The buildings are set back from Blackbrook Road in defined plots and in a broadly rural position but experienced in the context of Denbigh Road to the south. The Appraisal Site to the south is largely screened by Blackbrook Road, Denbigh Road and mature trees and makes a neutral contribution to their significance.

Ty Draw and **Islwyn** are positioned to the north east of the Appraisal Site and separated from it by the industrial site at Denbigh Road as well as Denbigh Road itself. Both are also part of the Gwysaney Estate and were built during the mid-19th century. They are both of interest as Gothic style two storey houses, set in defined plots. The buildings are to the north side of Blackbrook Road and experienced in a changed context which includes the industrial site and views to the urban development of Mold to the east and south east. The Appraisal Site is screened by the industrial site as well as Denbigh Road and mature trees and makes a neutral contribution to their significance.

Summary

There are no designated or non-designated heritage assets within the Appraisal Site. The site is to the east of the Rhual PAG and a number of listed buildings are located in the surrounding area. The key heritage issues associated with the site are therefore the potential for impact upon the significance of the Registered Park and Garden or the listed buildings through development in their setting.

The Appraisal Site forms part of the agricultural landscape which surrounds the Rhual Registered Park and Garden but is separated from the designated area by approximately 430m and is not readily visible from the majority of the designated area. It is not considered to contribute to the special interest of the PAG. Additionally, the Appraisal Site forms part of the wider setting of a number of listed buildings but also does not contribute to their significance.

Drainage

A pre-planning enquiry response (Ref. PPA0002164) has been received from Welsh Water (WW) and so the preliminary drainage strategy is based on this advice.

Surface Water Drainage:

The surface water flows generated from the proposed development should be disposed of by the use of soakaways or discharging directly to a watercourse in liaison the SuDS Approval Body (SAB), i.e. Flintshire County Council.

A number of soakaways tests have been carried out by a geo-environmental consultant and relatively high ground water levels were encountered, which would preclude the use of an infiltration (soakaway) system of drainage on the site.

It is proposed, therefore to discharge the surface water run-off generated from the proposed development to an existing culvert within the north parcel of the site that passes beneath Denbigh Road (A541) before discharging into the River Alyn.

The surface water runoff will be limited to the estimated pre-development greenfield runoff rate before discharging to the watercourse. The greenfield runoff estimation will be calculated utilising HR Wallingford Methodology IH124 as per normal best practice.

The surface water flows will be attenuated by a hydro brake flow control device upstream of the point of connection to the culvert. The attenuation of the flows to the greenfield runoff rate will necessitate the requirement for temporary storage. It is proposed to provide the required storage for the critical storm events up to and including the 1in100 year + 30% climate change in an on-line attenuation pond or in cellular storage and over-sized pipes as necessary.

The detail design of the surface water sewers with associated storage and point of connection is subject to approval by the SAB.

Foul Water Drainage

The pre-planning advice received from WW advised that no problems are envisaged with the Waste Water Treatment works for the domestic discharges from the site.

It is anticipated that the development will require a foul water pumping station, which is to be located in the north-east of the site. The pumping station will be constructed in accordance with Sewers for Adoption 7th Edition and will require the approval of Welsh Water.

The detailed design of the foul water sewers, pumping station, rising main and mode of connection to the public foul sewer is subject to approval by Welsh Water.

Landscape Character

The site is located on the north-western periphery of Mold, in Flintshire. A landscape & Visual Appraisal has been undertaken to support the promotion of the site and inform the development proposals. This process aims to appraise the feasibility of the site to accommodate development of the nature proposed within the landscape and visual context, and to identify any opportunities for landscape mitigation and/or enhancement which could be incorporated into a future development response for the site.

The site consists of two pastoral fields bisected by an unnamed road, and bound by an unnamed road to the west, A541 Denbigh Road to the north, existing housing to the east and Gwernaffield Road to the south. It is characteristic of the wider LANDMAP aspect areas within which is sited through its composition of pastoral fields, with gappy hedgerows and post and wire fences defining the boundaries, and a close relationship to the urban edge. The more notable scenic, rural and industrial features described within the LANDMAP aspect information are not present within the site.

The management recommendations for the landscape within the vicinity of the site are to replant gappy hedgerows with new hedge species to improve biodiversity, replace post and wire fencing with hedgerow boundaries, link blocks of woodland and retain hedgerow trees. The development of the site presents an opportunity to contribute to these management objectives through an appropriate development response.

The site is visually well-related to the settlement edge of Mold to the immediate south-east where residential properties adjoin the site and is contained from the wider landscape by Gwernaffield Road, the unnamed road, and the A541.

Visual Context

With regard to the visual context of the site, the extent to which the site can be seen from the wider area has been ascertained through preliminary fieldwork. Visually, the surrounding residential development to the east provides enclosure, as well as the A541 to the north, the route of which is well-vegetated and built-up. To the west, the topography of the adjacent pastoral landscape limits views. To the south, views across the rolling pastoral landscape are possible.

Overall, the immediate context of the site is influenced by the urban edge and the surrounding roads. This together with the presence of field boundary vegetation and the undulations in the surrounding topography results in the visual envelope being limited to only the close surroundings. The careful consideration of development densities, offsets and building heights will ensure that the development of the site responds to the landscape and visual context described above.



Existing landscaping on and surrounding the boundaries of the site





Key

-  Site boundary
-  Primary vehicular access gateways
-  Potential street frontages
-  Opportunity for landmark/focal building to aid legibility
-  Primary movement framework
-  Secondary movement framework
-  Shared Drives
-  Public open space
-  Feature squares
-  Existing trees to be retained
-  Neighbouring residential area
-  Open views to countryside
-  Radial view out of site

Figure 20 - Illustrative Spatial Masterplan



Key

- Site boundary
- 1** Primary vehicular access from the new link road
- 2** Public Open Space
- 3** Existing trees to be retained
- 4** Green link
- 5** New link road connecting Gwernaffield Road and Denbigh Road
- 6** Arrival Junctions
- 7** Existing residential development

Figure 21 - Illustrative Masterplan

Socio-economic Benefits

The development will achieve sustainable development in accordance with an emphasis on generating significant and mutually supportive economic, social and environmental benefits which collectively constitute sustainable development; the concept being driven by the placemaking agenda promoted by Planning Policy Wales. The benefits will go beyond simply delivering circa 250 new homes and shall serve to deliver investment through the following roles and ways:

- Capital Investment and Expenditure Benefits: this relates to the value of capital investment and expenditure generated by the industry on new land for housing development;
- Construction Benefits: this relates to the impacts of this capital investment on construction employment and associated income generation and economic output during the construction of housing;
- Direct Employment Benefits: the number of people employed directly by house builders and their contractors, as well as the levels of economic output generated by these jobs;
- Indirect and Induced Employment Benefits: further jobs supported in the wider economy in house building supply chains and by spending amongst direct and supply chain employees on goods and services;
- Resident Expenditure Benefits: level of expenditure generated by residents of new housing development;
- Public Finances: contribution through tax revenues generated by house builders and their supply chain;
- Local Authority Revenue Benefits: the benefits that house building development brings in terms of local authority financial receipts from New Homes Bonus and Council Tax;
- Local Community Benefits: financial contributions made by house building to fund new facilities, services and infrastructure for local communities.
- More specifically, based on the House Builders Federation Housing Calculator, the development of 250 homes is estimated to:
 - Support the employments of 775 people;
 - Provide 8 apprentices, graduates or trainees;
 - Increase open space, community sport, leisure spending by £201,550 which could for example provide 11 x 5 aside football pitches;
 - Deliver affordable homes;
 - Generate £201,550 towards education spending which could provide up to 95 classroom spaces;
 - Generate £3,013,250 in tax revenue, including £282,365 in council tax revenue.

GWERNAFFIELD, MOLD

CIRCA 250 DWELLINGS

LOCAL COMMUNITY BENEFITS

Increased Open Space, Community Sport, Leisure spending



£201,550



EDUCATION SPENDING

£201,550



95 New Classroom Spaces

Spend in the local economy during the construction programme



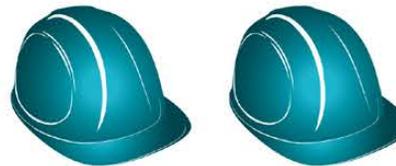
NEW HOMES

“ Promoting growth through improving quality of place ”



Additional Households Expenditure (per annum)

EMPLOYMENT



Direct Employment Benefits

Indirect and Induced Employment Benefits; Supply Chain

Employment of 775 people
8 Trainees/Apprentices

AFFORDABLE HOMES



PUBLIC SECTOR REVENUE IMPACTS



£3,013,250 in Tax Revenue

Additional Council Tax Payments (per annum)

£282,365

Conclusion

The emerging Local Plan clearly identifies the need to review settlement boundaries to meet future housing requirements. The Site has been identified as a Candidate Site for future release.

The site represents a logical development opportunity on the edge of a Main Service Centre which is highly sustainable and close to existing services, employment opportunities and is well served by public transport and the surrounding road network.

This document has set out the opportunity that exists to deliver a high-quality urban extension to the west of Mold. A suite of technical investigations have been completed to determine the Site's suitability for a residential development. There are no Site constraints within or close by to the Site that would prevent this Site from being developed for a residential use. The site is set out in such a way that it creates a sustainable and deliverable residential led development, which works with the grain of the existing landscape, takes account of site features and the surrounding local context.

Through good design, the Site at Gwernaffield Road, Mold is suitable for residential development and will assist in the delivery of much needed market and affordable housing in Flintshire.

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May 2019 Project code AH137 VD01
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