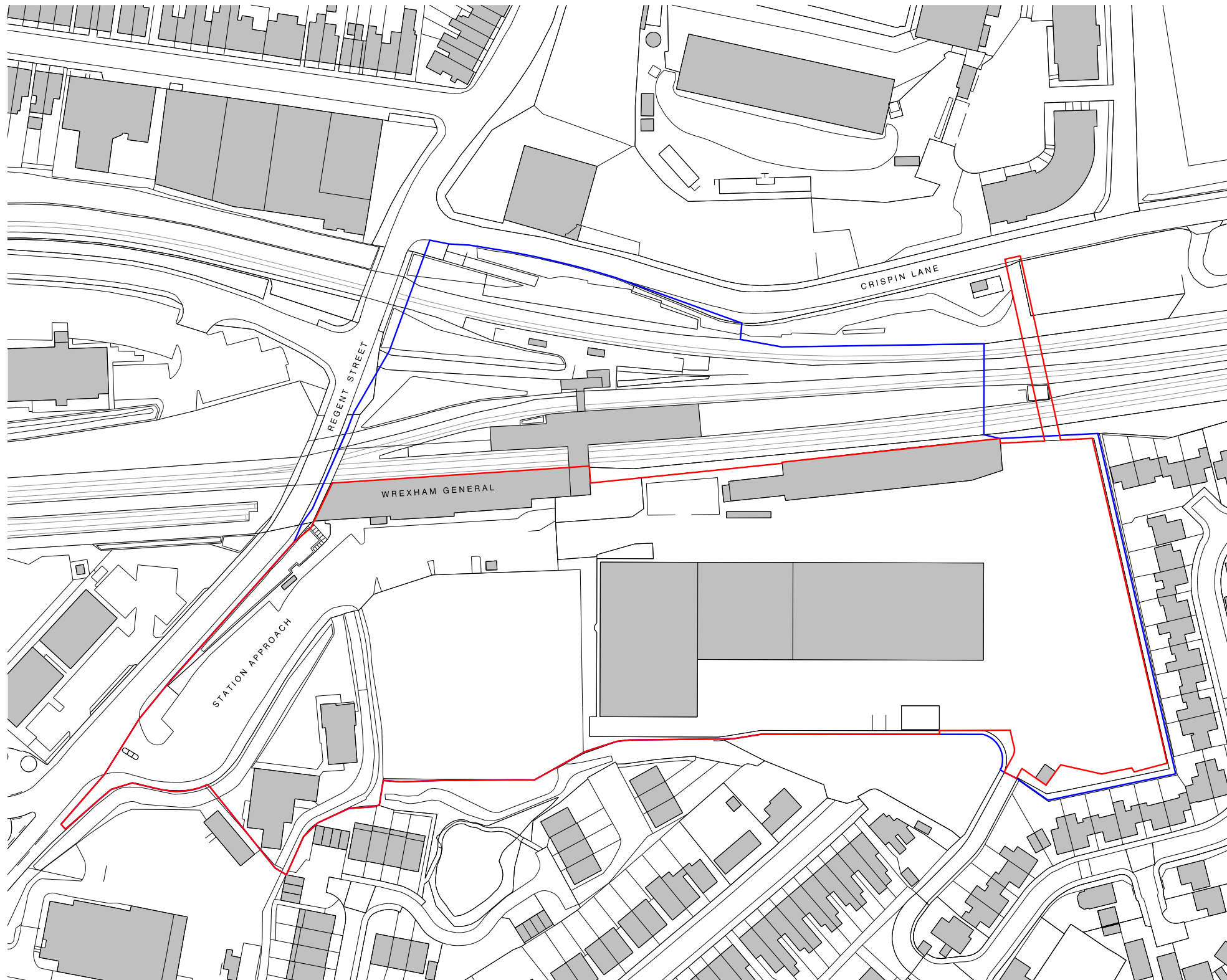


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## 1.0 introduction

### 1.1 purpose of the document

This Design and Access Statement has been prepared by stephenson hamilton risley STUDIO on behalf of Wrexham County Borough Council and Transport for Wales in support of an outline planning application for the redevelopment of site edged red on the drawing shown adjacent.

This document explains the thinking and design rational behind the proposed development within the context of the site, including the wider aspirations for Wrexham. This document also analyses the local constraints / opportunities and how these have informed the design proposals including layout, scale, massing and façade design. In order, the remainder of this Design and Access Statement is structured as follows:

Section 2: sets out the background to the project including site location and brief  
 Section 3: sets out the site context  
 Section 4: explains the landscape development and design principles  
 Section 5: explains the building development and design principles  
 Section 6: explains the access and maintenance principles  
 Section 7: provides a conclusion.

This document should be read in conjunction with all other drawings and documents provided as part of the application.

### 1.2 application description

The description of the development is as follows:

***“Outline planning application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access.”***

While the following document presents a developed level and design and consideration, this application will be seeking outline planning permission only, with matters relating to appearance, layout, scale and landscaping reserved from consideration at this stage. As such, details on these aspects of the scheme will be subject to future reserved matters applications, where additional information and confirmation of design will be provided.

### 1.3 application boundary

The application boundary is presented in the adjacent drawing with the following colours:

— application boundary  
— site ownership boundary

The design evolution has considered the whole area and future delivery of the wider Wrexham Gateway proposals, meaning several plans and graphics throughout the document may show differing boundary lines. The application represents one element of Wrexham Gateway development, therefore always refer specifically back to the adjacent boundary and corresponding site location plan drawing.





# 1.0 introduction

## 1.4 application design team

There has been a wide range of professionals involved during the evolution of the scheme. The companies and their role in the development are described below:

Client:	Wrexham County Borough Council
Architect:	Transport for Wales
Landscape Architect:	stephenson hamilton risley STUDIO
Planning Consultant:	Exterior Architecture
Project Managers:	Spawforths
Cost Consultant:	Cushman & Wakefield
Civil & Structural Engineer:	Cushman & Wakefield
MEP Consultant:	Civic Engineers
Sustainability Consultant:	Hoare Lea
Principal Designer:	Cushman & Wakefield
Heritage Consultants:	RJD Associates
Arboriculture:	Civic
	Antea Group

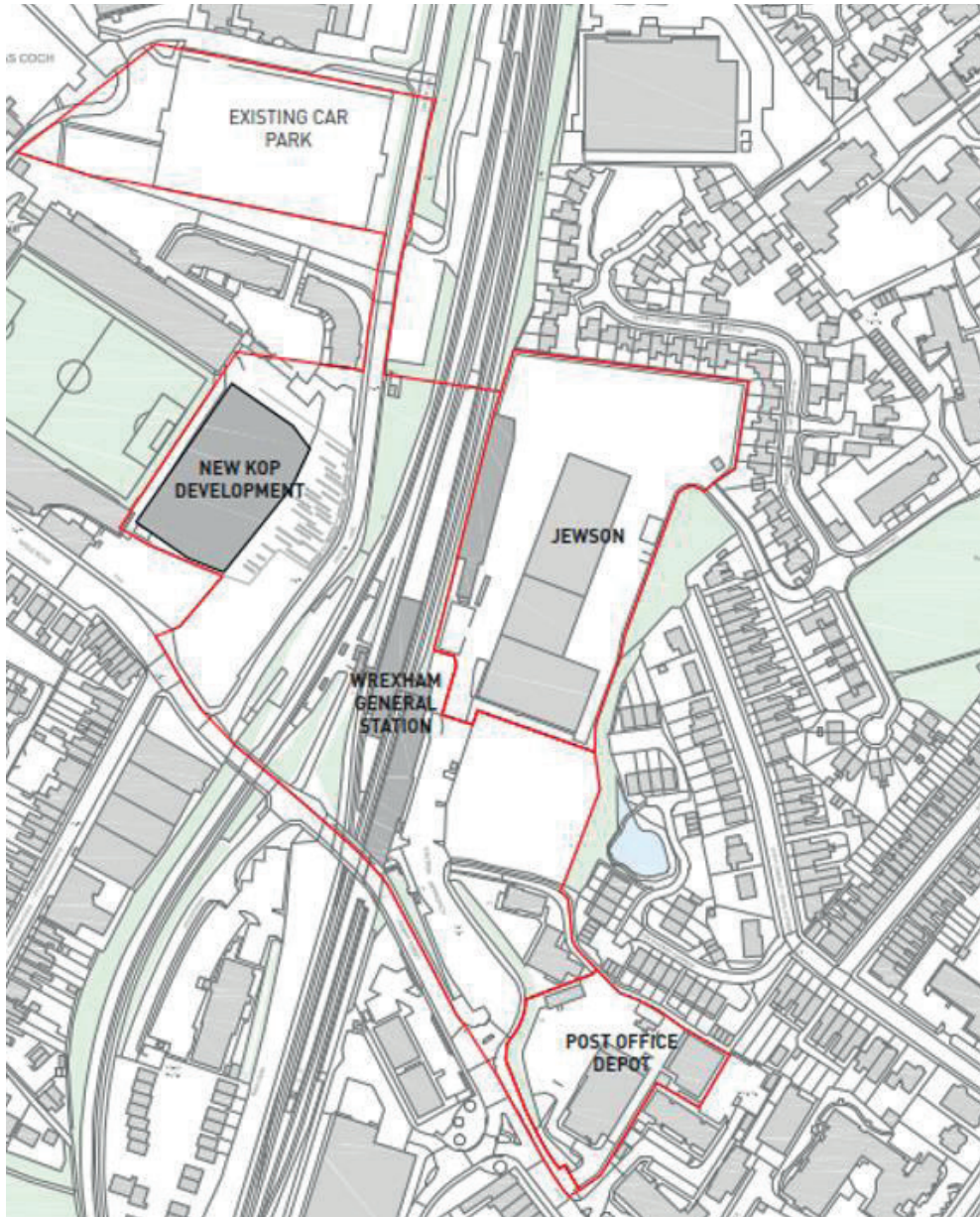
The proposal has been developed through a process of collaboration and review to ensure that the scheme presented for consideration is appropriate for the site and deliverable. The design team has a proven expertise in the construction of high quality masterplan and commercial developments.

## 1.5 consultation

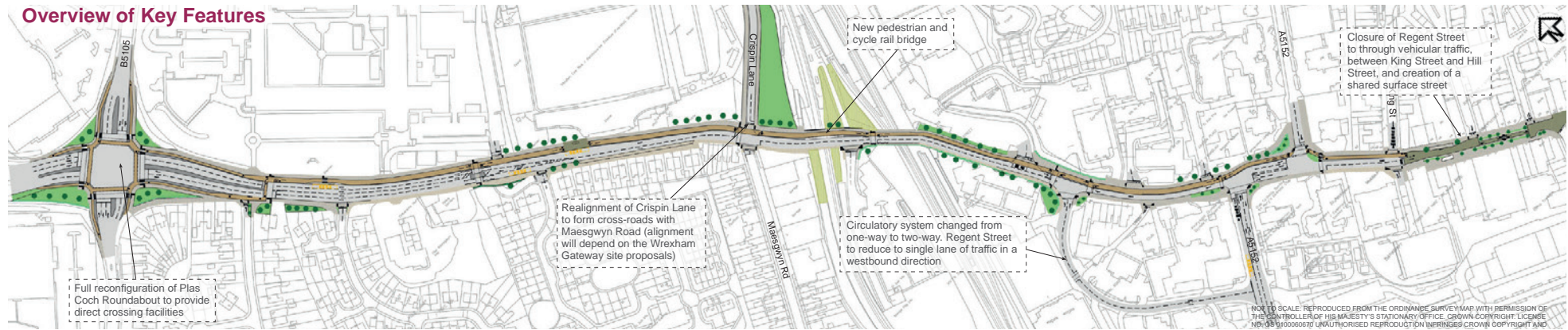
The proposals have been shaped through numerous pre-application meetings with varied stakeholders. Key consultant dates are as follows:

21st March 2025	Leaflet drop to residents and businesses
25th March 2025	Full Council briefing
26th March 2025	Design Commission for Wales Review Panel
31st March 2025	Website Launch
1st April 2025	Public Consultation Event
7th April 2025	Key Stakeholder Workshop
9th April 2025	Public Consultation Event.





surrounding context



mold road corridor active travel enhancements by wrexham county borough

### 5.3 The Masterplan

1. Car park - existing car park re-configured.
2. Bus, taxi and short stay parking incorporated adjacent to the pedestrian plaza.
3. Residential buildings to Post Office site - mix of apartments, and with townhouses to the rear.
4. New widened steps from bridge over railway.
5. Office 1 - facing station.
6. Office 2 - located to north of Office 1, within the existing Jewson site.
7. Bridge link across railway to stadium plaza and new hotel.
8. New Kop development to the Racecourse Stadium.
9. New landmark hotel building facing Mold Road.
10. Student accommodation.
11. Housing to rear of the site, linking into existing residential areas. Mix of town houses and apartments.
12. Improved disabled ramp access to central station platforms.
13. Active travel recommendations incorporated with improved junction and pedestrian access.
14. Station plaza.



wrexham gateway masterplan 2022

### 5.4 Implementation

The Gateway site has the potential to be implemented in separate, independent phases.

Potential separate phase are illustrated on the plan opposite:

(Numbers indicate potential phases and parcels of land, but do not necessarily denote order of implementation.)

- 1 New Kop Stand - Racecourse Stadium  
The proposed new southern stand to the Racecourse Stadium received planning permission in November 2022, and construction is planned to commence in 2023.
- 2 Wrexham General Station  
As the key element of the new masterplan, the new station approach, station plaza, parking, bus and taxi drop off, and commercial offices can be developed in one phase. The commercial offices would provide a major proportion of the floor space for national tenants that have been identified for re-location in Wrexham (approximately 7000sqm GIA). The Jewson site can be retained during the development of this phase. The new main access roadway along the east boundary linking up the Jewson site entrance would form part of the initial enabling works.
- 3 Car park  
The car park could be developed as part of the Phase 2 work, providing parking for the station and the new offices.
- 4 Hotel  
The hotel could be developed as part of the Phase 2 work, providing parking for the station and the new offices.
- 5 Jewson site  
There is potential for the new dwelling on this part of the site to have independent access from the existing goods in driveway off Spring Gardens (subject to a capacity check on the adjacent roads).
- 6 Post Office Depot  
Stand-alone residential site, utilising existing access from Regent Street.
- 7 Student Housing  
Linked to existing university residential buildings.



wrexham gateway masterplan 2022 proposed implementation plan

## 2.0 brief

### 2.1 site description

The Wrexham Gateway site is a strategic regeneration site that incorporates Wrexham General Station and surrounding areas. The site extends from the Post Office in the south-eastern corner through to the Wrexham University car park in the north, incorporating Wrexham General Station, and the consented Racecourse Ground Kop development.

### 2.2 masterplan context

Previous iterations of the Wrexham Gateway Masterplan were developed in 2019 and 2020. However, the Masterplan has been subsequently updated considering significant new requirements, including:

- Transforming Wrexham General Station into a Transport Hub, serving as the focal point of the regeneration scheme.
- Expanding commercial floor space to accommodate potential major national tenants.
- Integrating input from the City Centre Masterplan team, ensuring a clear and direct route from the city centre to the station entrance.
- Incorporating proposals for the Mold Road Active Travel corridor, requiring coordination with WCBC.

### 2.3 placemaking wales charter

Additional documents have informed the planning, design and concept for the scheme such as the principles listed within the Placemaking Wales Charter. The below bullet points provide a summary of relevant points incorporated into the design approach.

#### People & Community

- local community involvement
- proposals shaped to help peoples needs
- create, integrate, protect, enhance a sense of community

#### Movement

- walking, cycling and public transport prioritised
- less dependence on vehicles
- well designed, safe active travel routes
- public transport stations positively integrated

#### Public Realm

- public spaces are well defined
- welcoming, safe and distinctive identity
- connecting to existing places
- creating opportunity for social interaction

#### Location

- well connected
- location of employment are planned to reduce need to travel

#### Mix of Uses

- opportunity for community development, local business growth
- access jobs via walking, cycling or public transport
- well designed, safe active travel routes

#### Identity

- positive, distinctive qualities of existing places are respected
- heritage, culture, language, built and natural attributes are identified and responded to.











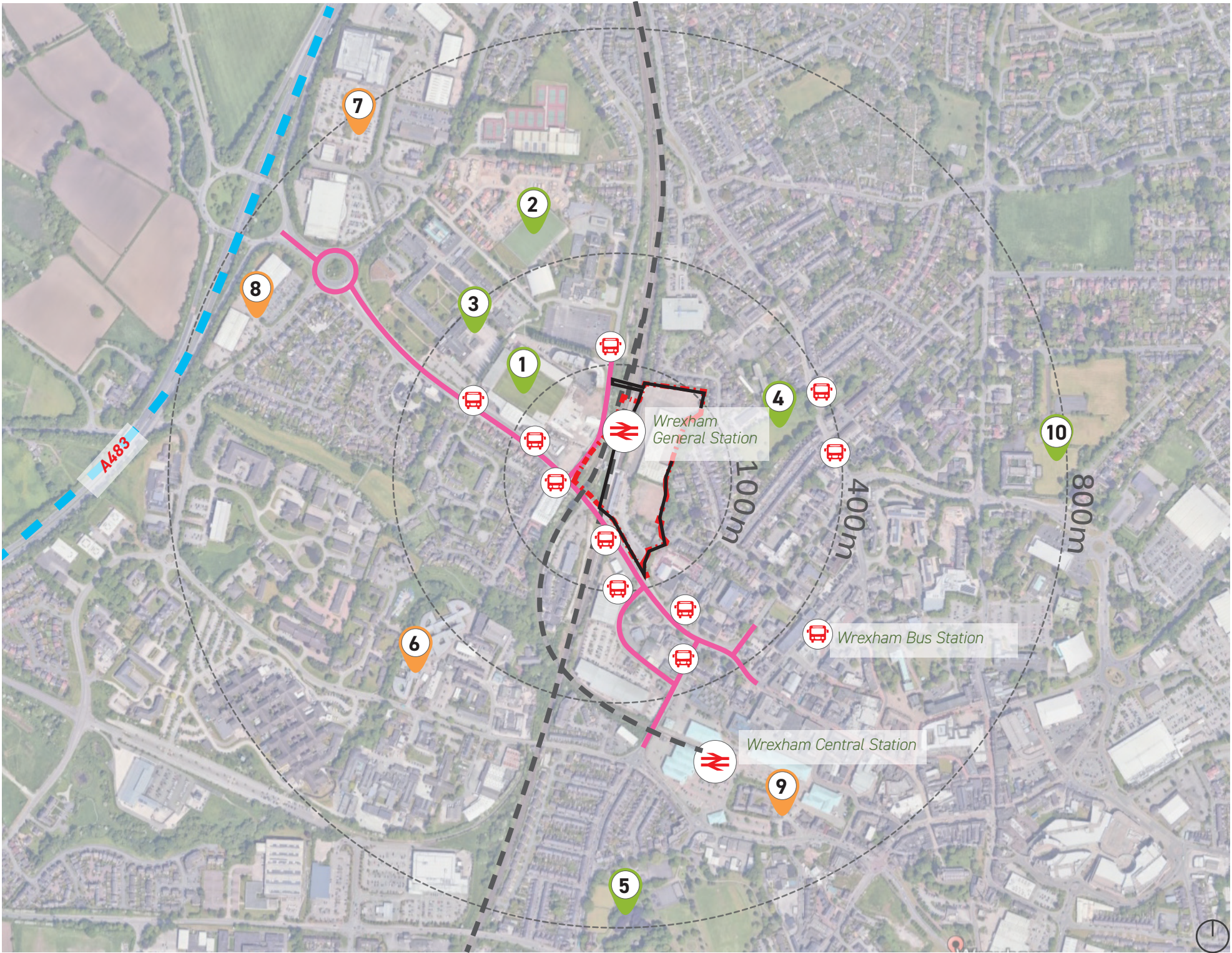
### 3.0 site context

#### 3.1 site context & connections

The adjacent map shows the site within the context of Wrexham and its surrounding buildings, uses and infrastructure.

- 1 Wrexham AFC
- 2 North Wales Regional Hockey Stadium
- 3 Wrexham University
- 4 Rhosddu Park
- 5 Bellevue Park
- 6 Wrexham Maelor Hospital
- 7 Retail Park
- 8 Berse Road Retail Park Car Park
- 9 Island Green Retail Park
- 10 Wrexham Netball Club

-  Train Station
-  Bus Stop
-  Mold Road Active Travel Corridor
-  Proposed Regional Coastal Bus Network
-  Railway
-  application boundary







### 3.0 site context

#### 3.2 nearby developments

The adjacent map shows new developments in close proximity of the site.  
 □ application boundary

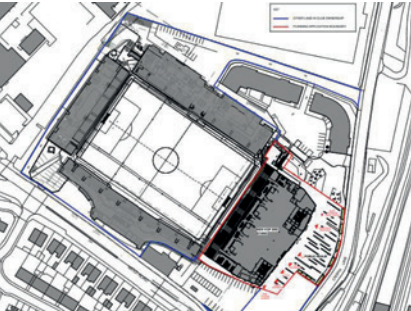
##### 1 A541 Mold Road Residential Development



##### 2 Plas Coch Campus Redevelopment



##### 3 Racecourse Ground Kop Redevelopment





### 3.0 site context

#### 3.3 site strategy

Following the contextual analysis of the site and wider area the adjacent site strategy was formulated. The adjacent and below key principles shaped and formed the initial layout of the site.

##### 1. Vehicular Access and Transport Infrastructure

Ambition for improved vehicular accessibility including parking, bus stops, coach stops and taxi ranks meant highways is a key factor to the site. With consideration for new generous public realm and office provision the most appropriate position for vehiculars is deemed to be on the general perimeter of the site boundary. This ensures maximum space can be utilised to form the new building, public realm and solely pedestrian activity areas.

##### 2. Pedestrian Access and Site Permeability

Pedestrian footfall to, from and through the site is the next key principle to address. The aim for the proposals are to maintain improve and introduce routes into the site with key elements as follows:

- retaining and improving the Station Approach route (without vehicles)
- retaining and improving pedestrian route adjacent to the post office building into the site
- improvement to the stair access from Regent Street
- introduction of a new footbridge to Crispin Lane with consideration for all activity areas to the North-East of the site.

##### 3. New Office Building & Public Realm

Positioning the new office building parallel to the new transport infrastructure creates a buffer for new fully pedestrian areas ensuring there is a safe and clear divide between the two. Further to that, the area then bound between the station frontage and new office building naturally forms the new public realm.

