Cassidy+Ashton

Architecture + Building Surveying + Town Planning

22 Bryn Estyn Road, Wrexham

Planning, Design and Access Statement

On behalf of **Hart Hill Homes**

June 2024

CASSIDY + ASHTON

10 Hunters Walk, Canal Street,
Chester CH1 4EB

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1.0 INTRODUCTION

Introduction to Proposed Development

1.1 Cassidy + Ashton have been instructed by Hart Hill Homes to prepare a Planning, Design and Access Statement to support a full planning application for development at the existing property 22 Bryn Estyn Road, Wrexham, LL13 9NB.

1.2 The proposed scheme seeks approval for the following description of development:

> *New-build residential development (8no. apartments), with associated access and parking (demolition of existing property)*

1.3 The principle of redevelopment of the application site, particularly with respect to residential development, is supported within national and local planning policy.

1.4 The purpose of this statement is to describe the context of the proposed scheme and assess the development against the relevant Development Plan considerations and key planning considerations.

The Process

1.5 The proposed development has been the subject of ongoing detailed discussions between the Applicant and their Design Team, comprised of Cassidy + Ashton Group Ltd. (Town Planning Consultants and Architects), as well as a number of specialist technical consultants, who have prepared supplementary reports to support the submission of this application.

1.6 As the planning application is not classed as a major development (more than 10 dwellinghouses), in accordance with recognised legislation, there is no requirement for a pre-application consultation exercise, in advance of a full planning application being made.

Document Structure

1.7 This Statement describes the site and its surroundings before setting out the national and local planning policy context under which the application should be considered. The final scheme is assessed against the relevant planning policies and other material planning considerations.

1.8 The conclusion is reached that, following in-depth examination, the development is consistent with planning policy and any other material considerations and therefore, full planning permission should be granted. It is considered that the proposed development has considerable merit in planning terms resulting in significant benefits to both the immediate area and wider context, such as, the provision of a choice of housing and promoting the regeneration of currently underutilised land in a sustainable location.

1.9 The remainder of this Statement is structured as follows:

- Chapter 2 – Site and Context
- Chapter 3 – Development Proposals
- Chapter 4 – Planning Policy Context
- Chapter 5 – Planning Appraisal
- Chapter 6 – Design and Access
- Chapter 7 - Conclusion

Supporting Documentation

1.10 In order to fully satisfy the requirements of national planning policy and Wrexham's own specific local validation requirements for application submissions, a full complement of supporting documentation has been prepared to accompany the planning application.

1.11 This Statement is to be read in conjunction with the drawings and form submitted to support this application.

2.0 SITE AND CONTEXT

Site Description

2.1 The site is currently a detached dwelling with private garden. Access to the site is off Bryn Estyn Road, which runs adjacent to the north boundary. The site also has boundaries with adjacent residential dwellings to the west and south. Agricultural land sits to the east, which is allocated for development in the Local Development Plan.

2.2 The site is generally level, is at an elevation of 90m AOD and is reasonably sheltered.

2.3 The land comprises of a broadly rectangular-shaped parcel of land, typical, but larger than average, of the residential plots in the locality. The plot is occupied by a detached house and garage, centrally positioned in the site.

2.4 The site has clearly defined boundaries and road frontage, typical of the locality.



Figure 1. Site Location [Source: Google Maps]

Site Location

2.5 The surrounding area is characterised principally by detached residential properties, with some semi-detached. The properties are of varying ages, size and heights.

2.6 The neighbouring land to the east is currently open fields, however this land is allocated for residential development in the adopted LDP and expected soon to be the subject of a planning application.

2.7 The site is less than 500m from Ysgol Rhosnesni High School and local sports and leisure facilities. The site is less than 1.5 km from the core services and facilities of Wrexham town centre.

2.8 The site therefore lies within a highly sustainable location, in close proximity to a range of amenities and services. The nearest bus stop is located less than 250m to the west of the site, along Bryn Estyn Road.

2.9 The building within the site is not listed, nor does the site lie within a Conservation Area.

Planning Policy Context

2.10 The Development Plan comprises of the Wrexham County Borough Council Local Development Plan (LDP). Within the LDP, the site lies within the defined settlement boundary of Wrexham. This identifies appropriate for development in principle.

2.11 According to the Natural Resources Wales Development Advice Map, the site lies in Flood Zone A – little or no risk of fluvial or coastal/tidal flooding.

Planning History

2.12 The site has been the subject of planning applications historically.

2.13 It is evidenced through local planning policy, together with the site's planning history and recent application, that Wrexham County Borough Council support the redevelopment of this site, subject to development management criteria.

2.14 Site Specific applications:

P/2012/0576

OUTLINE APPLICATION FOR ERECTION OF 1 NO. DETACHED DWELLING WITH ASSOCIATED GARAGE AND ALTERATIONS TO EXISTING ACCESS.

Refused 16.11.2012

Allowed at appeal 16.07.2013

The issue of the appeal was access and visibility. The case was considered acceptable by the Inspector based on the improvement on the existing access position. The application before you reinforce this.

P/2016/0461

DEMOLITION OF EXISTING DWELLING, OUTLINE PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT (UP TO 4 NO. DWELLINGS) AND CONSTRUCTION OF NEW ACCESS

Refused 22.08.2016

P/2017/0145

ERECTION OF 3 NO DETACHED DWELLINGS WITH ASSOCIATED GARAGES, PARKING AND ACCESS.

Withdrawn.

2.15 Adjoining Land applications:

P/2017/0415

ERECTION OF 3 NO. DWELLINGS - 1 NO PAIR OF SEMI-DETACHED AND 1 NO. DETACHED WITH ASSOCIATED GARAGES PARKING AND ACCESS ARRANGEMENT.

Granted 11.08.2017

P/2017/0895

APPLICATION FOR APPROVAL OF DETAILS RESERVED BY CONDITIONS IMPOSED UNDER PLANNING PERMISSION P/2017/0415:

CONDITION 3 - SUBMISSION OF PHASE SITE INVESTIGATION OF THE NATURE AND EXTENT OF CONTAMINATION

CONDITION 5 - SUBMISSION OF CONSTRUCTION METHOD STATEMENT

CONDITION 6 - SUBMISSION OF SCHEME FOR THE COMPREHENSIVE AND INTEGRATED DRAINAGE OF THE SITE

CONDITION 7 - SUBMISSION OF A DETAILED ARBORICULTURAL METHOD STATEMENT

CONDITION 8 - SUBMISSION OF SAMPLES OF ALL EXTERNAL FACING AND ROOFING MATERIALS.

Approved 09.02.2018

2.16 **The Applicant and their Design Team have taken the previous schemes into consideration within the design development process, which has culminated in the submission of the following development.**

3.0 DEVELOPMENT OVERVIEW

3.1 This application seeks full planning permission for the erection of an apartment building with associated parking on an existing residential plot on Bryn Estyn Road in Wrexham.

3.2 The new build apartment block has been designed to make the most efficient use of the space available, to optimise the provision of housing on site, whilst providing the necessary ancillary features to meet local planning requirements. This apartment building incorporates 8 no. apartments, across 2.5 no. storeys.



Figure 2 Proposed Site Plan

3.3 Vehicular and pedestrian access, and egress, will be provided via a replacement access off Bryn Estyn Road. The development will be served by 9 no. car parking spaces and 16no spaces for secure cycle parking.

3.4 The proposed building siting has been defined by the site context and notably the existing trees which have been respected as far as possible.

3.5 The red dashed outline indicates the footprint of the approved scheme for the site, allowed at appeal. The proposal before you extends this footprint to the north.

3.6 Internally, the building will comprise 8 no. 2-bed apartments. The apartment units will comprise two bedrooms, an open plan kitchen, dining and lounge area, and a separate bathroom, alongside a small storage area.

3.7 The overall appearance of the development is to be of a contemporary classic design, constructed of high-quality materials and via methods chosen to be sympathetic to the character of the surrounding area.

3.8 The design and external appearance of the building is considered wholly appropriate when viewed in the context of the varying architectural styles in the surrounding area.

3.9 The proposed development is detailed further in the design and access chapter of this statement.

4.0 PLANNING POLICY CONTEXT

4.1 The current adopted Development Plan for Wrexham is comprised of the Wrexham Local Development Plan (LDP), which was adopted in December 2023.

4.2 Planning Policy Wales Edition 12 (PPW) was published in February 2024. PPW sets out the Welsh Assembly Government's planning policies for Wales and how these should be applied. This provides local government with the guidance to prepare their own local development frameworks and guidance in decision making.

4.3 Alongside PPW sits 24 Technical Advice Notes (TAN), which form planning guidance at a national level on various topics.

Planning Policy Wales

4.4 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015.

4.5 A plan-led approach is the most effective way to secure sustainable development through the planning system and it is essential that plans are adopted and kept under review. Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise, to ensure that social, economic, cultural and environmental issues are balanced and integrated.

4.6 **Section 3.3** places emphasis on good design being fundamental to creating sustainable places, where people want to live, work and socialise. Design is not just about the architecture of a building, but the relationship between all elements of the natural and built environment, and between people and places.

4.7 To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including

how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.

4.8 **Section 3.55** encourages previously developed land to, wherever possible, be used in preference to Greenfield sites where it is suitable for development.

4.9 **Paragraph 4.1.51** states that a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking - contextually informed - is integrated in a way which does not dominate the development.

4.10 **Section 4.2** relates to Housing Supply. Planning authorities, land owners and house builders must work together constructively to identify deliverable housing land in sustainable locations for development.

4.11 Planning authorities should seek to maximise the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.

4.12 Planning authorities will need to ensure that through the development management process, they make the most efficient use of land and buildings in their areas. Higher densities must be encouraged on sites in town centres and other sites which have good walking, cycling and public transport links.

4.13 **Section 6.6** relates to Water and Flood Risk. Development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself.

Wrexham Local Development Plan 2013 - 2028

4.14 The Wrexham Local Development Plan 2013 – 2028 was adopted on 20th Dec. 2023.

4.15 The key policies of relevance are as follows:

- SP1: Housing Provision
- SP2: Location of Development
- SP11: Transport and Accessibility
- SP12: Design Principles and Masterplanning Framework
- SP13: Health and Wellbeing
- SP14: Natural Environment
- SP15: Historic and Cultural Environment
- SP18: Climate Change
- H2: Affordable Housing: Non-strategic Housing Allocations and Windfall Sites
- NE3: Trees, Woodlands and Hedgerows
- NE6: Waste Water Treatment and River Water Quality
- DM1: Development Management Considerations
- T1: Managing Transport Impacts
- T2: Active Travel

4.16 The site is located within the settlement limit of Wrexham and adjoining the key strategic site 2, which sits to the East. KSS2 Land East of Cefn Road is allocated to deliver a residential led mixed use scheme with a minimum of 1680 new homes. Development will include an element of affordable housing and associated community uses, along with necessary infrastructure which will be delivered in a phased manner with specific details tied into planning consents.

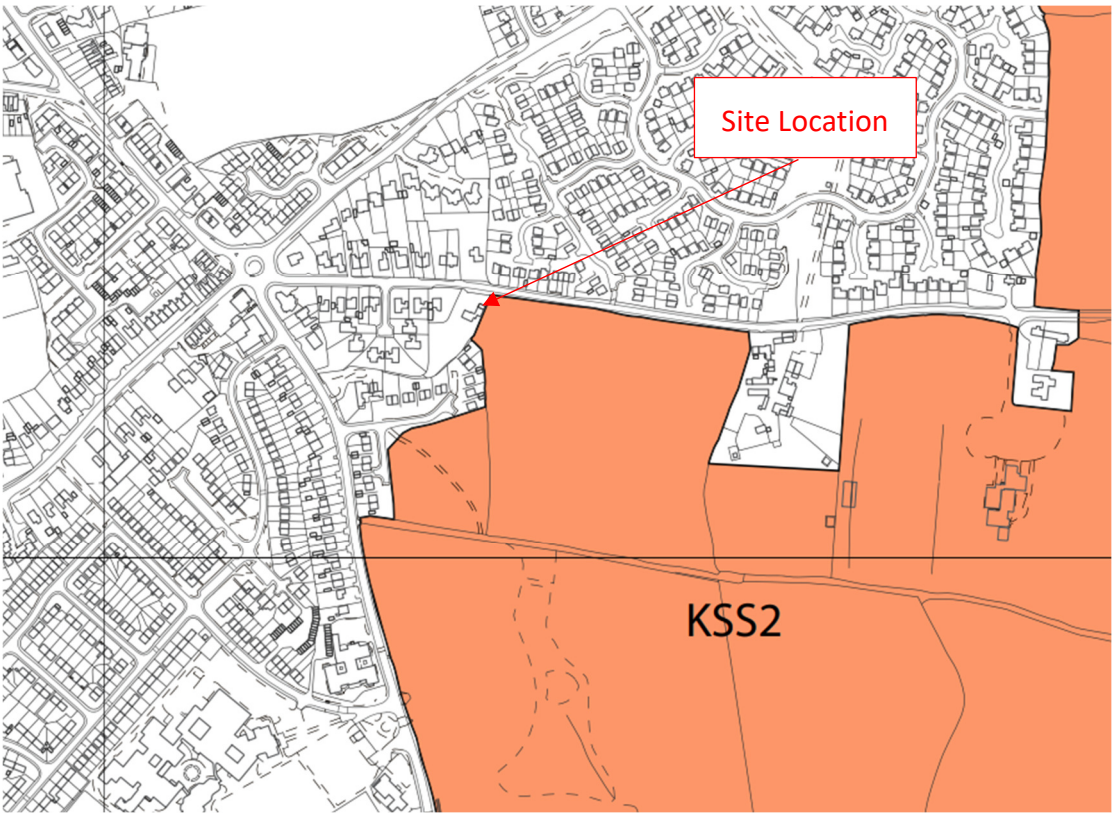


Figure 3 Proposals Map [Source: Wrexham Council LDP]

4.17 **Policy SP2: Location of Development** identifies the site within the settlement limit of Wrexham. Wrexham is the Tier 1 Primary Key Settlement. The policy states that:

The settlement hierarchy identifies Wrexham City as a Primary Key Settlement (PKS) with a range of facilities and services. New development in the City will be delivered over the plan period through the redevelopment of brownfield site allocations, the release of Key Strategic Site (KSS) allocations (see policies SP3 and SP4) on the edge of the settlement and also via an element of windfall development opportunities.

4.18 **Policy H2: Affordable Housing: Non-strategic Housing Allocations and Windfall Sites** states that Affordable housing contributions will be sought on developments of 10 or more units.

4.19 **Policy NE3: Trees, Woodlands and Hedgerows** states that development will only be permitted where it does not cause unacceptable harm to trees, woodlands and

hedgerows of significant public amenity, natural or cultural heritage value or those that provide important ecosystem services.

4.20 **Policy DM1: Development Management Considerations** states the following:

Development proposals, where relevant, must:

i. ***Accord with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/ townscape in terms of their siting, layout, scale, height, design, density, use of materials and landscaping;***

ii. ***Not have an unacceptable effect on the amenity of the occupiers of nearby properties/land; and provide a satisfactory standard of amenity for the occupiers/users of the development itself;***

iii. *Safeguard the environment from the adverse effects of pollution of water, land, noise, light or air, or land instability, arising from development;*

iv. ***Take account of personal and community safety and security in their design and layout;***

v. ***Prioritise walking, cycling and public transport use ahead of travel by car;***

vi. ***Not give rise to highway safety, pedestrian safety or parking problems on site or in the locality;***

vii. *Contribute to low carbon communities through energy efficiency, be designed to minimise the use of non-renewable energy, water and the production of waste both during construction and when in use;*

viii. ***Not increase the risk of flooding but make adequate provision for sustainably dealing with foul and surface water drainage and not result in an unacceptable impact upon the water environment;***

ix. *On sites which have previously been developed, new development proposals should make use of existing suitable building materials wherever possible for*

appropriate uses in order to re-use recyclable materials and reduce the amount of imported materials; and

*x. Ensure that any risks arising from past coal mining, as indicated on the constraints map, can be adequately managed.**

4.21 **Policy T1: Managing Transport Impacts** states the following:

Proposals for new development will be supported where they:

i. Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle;

ii. Mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required;

iii. Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation;

iv. Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring;

v. Make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010.

Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan.

Planning Policy Summary

4.22 National and local planning policy support new residential development, notably on brownfield sites and in sustainable locations, which meet the needs of the local population and achieve high quality design.

4.23 Both national and local planning policies require new development to; place high-quality, sustainable design at the forefront of the design process, be of a good design which enhances the quality of the local area and, make the most efficient use of the space available. The specific requirements and criteria of the relevant policies have been considered in the preparation of this full planning application.

5.0 PLANNING APPRAISAL

Principle of Development

5.1 The proposed development seeks the redevelopment of an existing residential site for the erection of a new apartment building. The site is classified as a windfall site and has an existing planning permission which was allowed at appeal in July 2013 (application ref. P/2012/0576).

5.2 The application site lies within the settlement limit of Wrexham, the Tier 1 Primary Key Settlement for the Borough. Windfall housing sites and sites with planning permission as of 1st April 2019 are supported in principle in the primary key settlement, in line with Policy SP2 of the LDP.

5.3 Consideration of the site's planning history and local planning policy, provided in Chapter 2.0, evidences the support for residential development in this location.

5.4 The scheme represents a brownfield development, which is considered favourably in both national and local planning policy, in line with 3.55 of PPW.

5.5 The provision of new residential development, to meet an identified need, is overwhelmingly supported under national and local planning policy, when proposed in sustainable locations. Notably, section 4.2 of PPW.

5.6 As such, the principle of residential development at this location is considered wholly appropriate.

Design

5.7 The creation of high-quality buildings and places is fundamental to the planning and development process, with good design being highlighted as a key aspect of sustainable development, within both national and local planning policy guidance.

5.8 In designing the proposed development, care has been taken to fully consider and represent the relationship of the site to adjacent properties both in terms of scale, massing and appearance. The site has considered that of the adjacent properties, to ensure that the development sits comfortably within its setting and is appropriate in terms of amenity, in line with 3.3 of PPW and DM1 of the LDP.

5.9 The design and layout of the proposed building has been set out to make the most efficient use of the land available, whilst meeting design / policy requirements and satisfying end users requirements. As shown in the proposed site layout, the proposed building sits in place of the existing built form / consented built form, however extends to the north. The scheme has sought to maximise the residential units to contribute to the local housing supply, whilst providing the necessary ancillary features, including car parking, to meet the needs of the future occupiers.

5.10 The proposed building would represent a significant enhancement to the currently run down site and provide a contemporary and modern aesthetic within the local area. The building will make a positive contribution to the locality, through the use of good quality materials, promoting sustainable development and efficient use of land, responding to the spatial character of the area.

5.11 Impact on residential amenity has been considered in developing the proposal. The proposed building is 2.5 storey in scale which is consistent with the new build dwellings adjacent to the South-west. This is suitable on this basis and given the varying scales of dwellings and buildings in the surrounding area. Tree cover to be retained on site will soften the scale of the building as perceived on site. Appropriate separation distances are applied to neighbouring properties and there will not be negative impact on nearby residential amenity. On the above basis the development proposed is consistent with Policy DM1: Development Management Considerations.

5.12 It is considered that the development will be designed and built to the principles of energy saving, efficiency and sustainability. The efficient use of resources will be maximised through the adoption of appropriate design and specification practices.

5.13 As such, the development accords with the requirements of the relevant local and national planning policies, including Policies DM1 and R2 of the LDP, and represents sustainable growth.

Highways and Access

5.14 The proposed development is easily accessible by sustainable transport methods.

5.15 The nearest bus stop is located 0.2 miles away at the Greyhound Inn, with frequent services to Wrexham and Chester. Wrexham Central Railway Station is located 1.7 miles to the South-west. Wrexham Bus Station is located 1.5 miles to the South-west. In addition, there are existing pedestrian facilities to access a range of services and amenities, including convenience stores, larger retail/supermarkets, leisure and employment opportunities.

5.16 The development will be served by a revised vehicular access arrangement off Bryn Estyn Road. This will improve visibility from the current position which is restricted.

5.17 The site comprises sufficient bicycle provision in line with Wrexham Council's parking standards.

5.18 Occupiers of the apartments will be encouraged to use sustainable means of transportation wherever possible. This is supported by Policy T1 of the LDP.

5.19 9no parking spaces are proposed on the site, this accounts for 1 per unit and 1 additional visitor space. This is considered acceptable based on the sustainable location of the site.

5.20 A transport note has been prepared by SLR which details the following:

> *The proposed development will provide a total of 9 parking spaces; one allocated to each apartment and one visitor space.*

Analysis of 2011 Census data is summarised in Table 1. This suggests that in the MSOA of Wrexham 010, within which the site is located, 69.9% of apartments presently do not own a car.

As a consequence, the car parking provision is regarded as appropriate for the proposed development.

The additional vehicular trip movements associated with the proposed development are unlikely to significantly, adversely change the characteristics of the local highway network in the vicinity of the site.

5.21 It is anticipated that there will be an increase in new vehicular trips as a result of the proposed development, however given that the site is an existing residential site in a sustainable location with access to a range of sustainable modes of transportation, it is not expected to be a more than negligible increase. It is therefore considered that the traffic impacts resulting from the proposed development can be accommodated by the local highway network.

5.22 In light of the above, it is therefore concluded that the proposed development should not have a material impact in terms of highway operation and safety.

Sustainable Development

5.23 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015. There are three strands to sustainability; economic, social and environmental, of which each is to now be considered. These strands are interdependent and required to be pursued in mutually supportive ways.

5.24 Economically, the construction of the development will bring employment and require the purchasing of local goods, materials and services. In the long-term occupiers of the

apartments will support local facilities and services, many of which are within walking distance of the application site.

5.25 Socially, the proposals would contribute to the creation of a sustainable neighbourhood, by providing a mix of tenures, sizes and housing types within the local area. Occupiers of the apartments would improve the sense of community, through the integration of existing and new residents.

5.26 Environmentally, the site represents brownfield development, which is considered favourably in national and local planning policy. The application site is located within a sustainable location with good transportation links by both private vehicle and public transport.

5.27 It is therefore accepted that the principle of development is not disputed and that the redevelopment of the site to meet an identified need, is acceptable.

Other Material Considerations

Flood Risk and Drainage

5.28 According to the Natural Resources Wales Development Advice Map, the site lies in Flood Zone A – little or no risk of fluvial or coastal/tidal flooding.

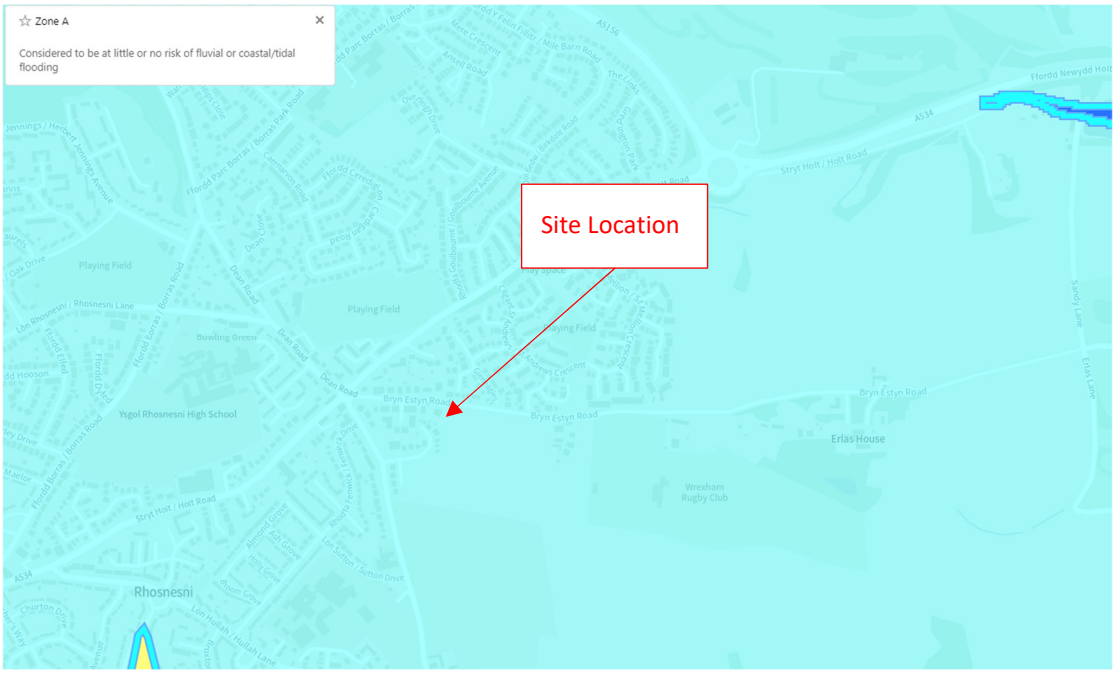


Figure 3 Proposals Map [Source: Wrexham Council LDP]

5.29 The site is an existing developed site and forms part of a wider site which has planning permission for a 5 plot development. 3no plots have been developed to the south. The remaining 2no plot site is subject to this application for an alternative apartment scheme. The revised layout has an increase in impermeable areas of 130sq.m

5.30 Based on the low risk of flooding and sustainable drainage strategy included in the application, the proposals are not expected to impact flood risk elsewhere. The drainage strategy includes the following:

> *We are proposing to discharge into the existing 300mm Dia combined sewer in Bryn Estyn Road as per proposals for the approved 5 plot development. Surface water flows are restricted to 5 l/s with 30-year storage provided within on-line*

pipes and manholes, and 100-year storage within a off-line buried cellular attenuation tank.

5.31 Foul flows will be connected to the foul public sewer constructed for the existing development to the south.

Noise

5.32 The site is an existing residential site and is located within a widely residential area. With this in mind the proposed use is wholly appropriate to its context.

Ecology

5.33 An ecological assessment has been undertaken by specialists, Sambrook Associates. The aim of the appraisal is to provide sufficient ecological information to inform the planning application.

5.34 The reporting concludes that the Site offers opportunities for nesting birds and bats, but other protected and notable species are unlikely to rely on this site to survive. The report states the following with regard to bat potential:

Bat surveys conducted in 2017/18 found a pipistrelle roost to be present in the house and it is highly likely this is still present since conditions of the property appear to be unchanged. A derogation licence from Natural Resources Wales will be required in order for the development to proceed and the mitigation proposed in the survey report will need to be implemented. Foraging and commuting opportunities will remain post development.

The proposed scheme includes the installation of bat and bird boxes which will provide a net gain in roosting and nesting opportunities. The following boxes are proposed:

- *3no. wooden bird nest boxes (suitable for passerines) are to be installed on suitable trees to the boundaries, at least two metres off the ground to reduce risk of predators and human interference.*
- *3no. Beaumaris Woodstone bat box or similar to be installed on suitable trees to the boundaries, at least 3 metres off the ground and out of direct sunlight.*

5.35 Taking into consideration recommendations made in the report, net benefit is to be achieved as a result of the development.

Summary of Planning Appraisal

5.36 Further to the assessment above, it is concluded that the development proposals do conform to the relevant policies within the Local Development Plan.

5.37 It is considered that the principle of residential development is considered wholly acceptable.

5.38 The proposed scheme seeks the redevelopment of previously developed land, which is highly favourable within national and local planning policy. The high-quality design of the building will ensure that the development is in keeping with the character and appearance of the wider area, when viewed against the surrounding buildings, and contributes positively to it, setting a precedent for future development.

5.39 The submission documents illustrate that the principle of the development is acceptable. As such, there are no material considerations which indicate that approval should not be granted.

6.0 DESIGN AND ACCESS

6.1 It is a statutory requirement that applications for planning permission and listed building consent (with exceptions) are accompanied by a design and access statement (DAS). Further guidance relating to the requirement for a design and access statement is included in appendix 1 of TAN 12.

6.2 The DAS is a communication tool explaining how the objectives of good design (which include the principles of inclusive design) have been considered from the outset of the development process.

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

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

DESIGN & CHARACTER

6.4 The proposals have been designed with careful consideration towards the context of the site and its residential setting.

6.5 The proposed building will seek to reinterpret the existing local vernacular, whilst adopting a contemporary form to establish a sense of identity for the development. The design should be informed by a creative response to the local context.

6.6 The material palette will comprise of a mix of red brick work, horizontal aluminium spandrel panel to the principal elevation and aluminium windows and doors. This will complement the common materials that aesthetically characterise the local area, which are comprised of varying red brick, render, upvc windows/doors.

6.7 Therefore, the proposed external elevational treatment of the building does not detract from the character of the surrounding properties and presents itself as a modern yet sensitive response to such.



Fig. 3. Proposed 3D View

LAYOUT

6.8 The development has been set out to make the most efficient use of the space available on site, to meet end user requirements, to provide a legible scheme and to take account of local character and amenity.

6.9 The building is to be located centrally within the application site boundary, principally in place of existing built form on site.

6.10 The site access point is to be taken from the northeastern corner of the site, which will lead to car parking to the west and south.



Fig.4 Proposed Site Layout

6.11 Internally, the building will comprise 8 no. 2-bed apartments. The units will comprise two bedrooms, an open plan kitchen, dining and lounge area, and a separate bathroom, alongside a storage area.

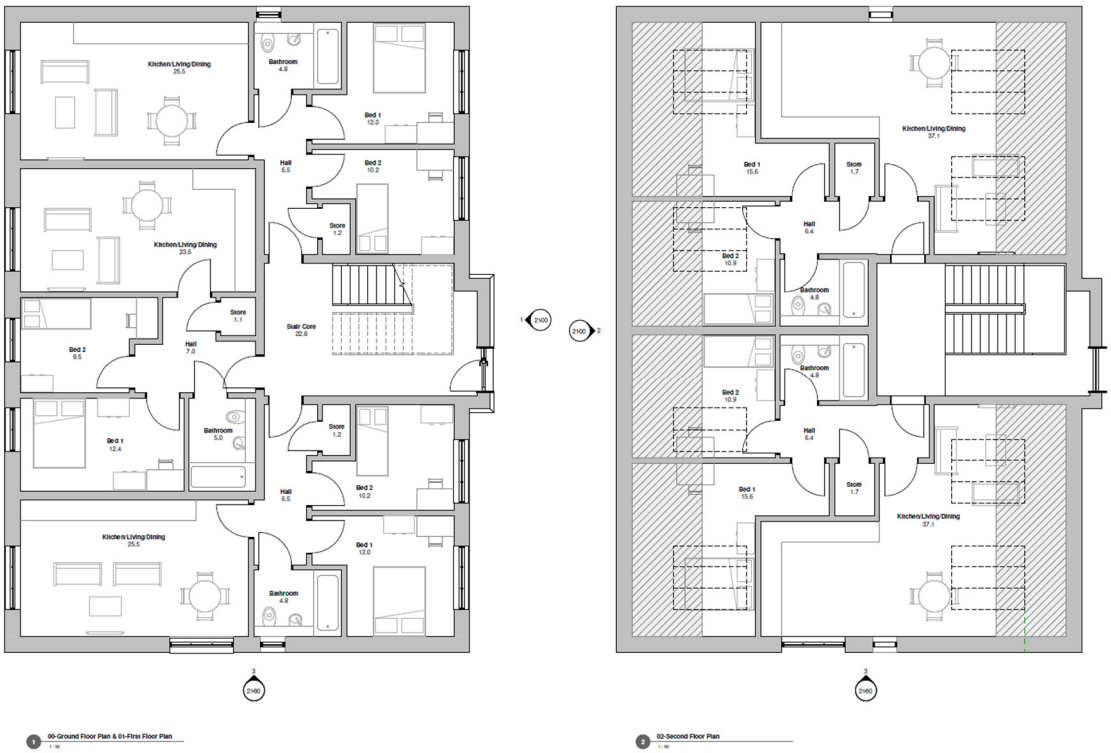


Fig.4 Proposed Floor Plans

6.12 As shown above the ground and first floors have the same layout, accommodating 3no units per floor, accessed off a central stair core. The second floor comprised 2no units.

6.13 The pedestrian entrance to the building will be located at the eastern elevation of the building. The habitable rooms have been positioned along the external walls and would benefit from large windows, which bring in natural light. The windows to all elevations would also generate an additional form of surveillance and deter anti-social behaviour.

AMOUNT

6.14 The aim of the development proposal is to erect a high-quality, 2.5 no. storey residential apartment building, comprising 8 no. self-contained apartments, across 627sqm of new floorspace. The proposed scheme incorporates the following works:

- 3no. accessible 2b3p apartments on the ground floor
- 5no. 2b3p apartments across the first and second floors

- 9 no. car parking spaces
- Refuse and cycle storage
- Revised vehicular access arrangement off Bryn Estyn Road

6.15 The amount of development proposed makes the optimum use of the building, whilst providing appropriately sized accommodation with a high-quality living environment.

6.16 All proposed works are shown in detail within the accompanying submission drawings.

SCALE

6.17 The scale of the proposed development is considered wholly suitable in the context of its setting, concerning a quantum and scale of development which will not be out of context.

6.18 Overall, the aim has been to create a development which makes effective and efficient use of the site, whilst respecting its broader context.

6.19 The proposed development would sit comfortably within the wider surrounding area. The adjacent buildings are 1, 2 and 2.5 no. storeys, but given the topography of the land, the differentiation in heights is not significant when viewed from afar. It is considered that the scale of the proposed building will complement the surrounding buildings within the locality, without being overbearing for neighbouring uses, and makes best use of the land available for development.

6.20 The developable site area has been selected seeking to minimise the impact on the surrounding area, limiting the extent of land area adopted.

ACCESS AND PARKING

6.21 The site benefits from its location within the settlement boundary of Wrexham and in close proximity to a good level of public transport services, with local connections to bus and rail services, which provide excellent links within the region and beyond.

6.22 The scheme also incorporates a cycle storage facility, with provision for 16 no. bicycles in total.

6.23 The vehicular access and egress point as existing from Bryn Estyn Road will be altered to provide a more Eastern access point better suited to the layout of the site.

6.24 The development includes 9no parking spaces which allows for 1 per unit with an additional visitor space. Although this falls below the parking standards, the standards are a maximum and based on the sustainable location, this is considered acceptable. It is also widely understood that vehicle ownership for flats is often lower.

6.25 The developer will ensure that all future residents are provided with a Residential Welcome Pack which highlights the local services and sustainable transport options available. As such, future occupants will be committing to a lifestyle choice where car ownership is not necessary or encouraged.

6.26 The development includes 3no accessible apartments at the ground floor.

USE

6.27 The application site covers 989m^2 of land previously developed for the existing dwelling and its garden.

6.28 The site is in existing residential use and has an extant planning permission to redevelop for 2no units.

6.29 The proposed development will retain the site in residential use.

LANDSCAPING

6.30 The landscaping seeks to safeguard the organic nature of the site and its layout.

6.31 The landscaping therefore limits hardstanding, implementing hard landscaping only where necessary, for the site access and parking layout.

COMMUNITY SAFETY

6.32 The scheme has been designed in consideration of LPGN 24 – Designing out Crime.

6.33 The presence of an apartment block in this location provides natural surveillance, so enhancing the safety of the local community.

ENVIRONMENTAL SUSTAINABILITY

6.34 The proposal supports the principles of sustainable development fundamentally through the use of a brownfield site.

7.0 CONCLUSION

7.1 This Statement supports a full planning application for the erection of an apartment building, with internal refuse and external cycle storage provision, alongside associated vehicular access works and parking, at 22 Bryn Estyn Road, Wrexham.

7.2 This Statement has sought to describe the proposed scheme and assess the development against relevant planning considerations. Consideration has been given within this Statement to a range of matters concerning; the principle of development, design and residential amenity, highways and access, flood risk, sustainability and other material considerations.

7.3 The application is considered to comply with national and local planning policy in terms of the principle of the use within this location. The application site is located within the settlement of Wrexham, whereby development proposals for residential, business or retail uses are supported in principle.

7.4 With consideration to the above, it is considered that the principle of the development for a residential use is therefore acceptable.

7.5 One of the key considerations within the design development process was in relation to the design and scale of the proposed development. Good design is a core component of any proposals design process, creating visually distinctive places, which complement the local and wider context. The proposals represent an appropriate and high-quality form of development, providing new residential floorspace, for which there is an identified need, thereby making a significant contribution to the continuing regeneration taking place within the town.

7.6 The design of the building has been informed by a creative response to the local context, in terms of scale, massing and appearance. In respect of materials, these will be appropriate and complementary to the siting of the development as well as being appropriate for its respective uses. The design gives due attention to the existing character of the site and its setting, to provide an aesthetically appealing development, which is functional and appropriate for the proposed use.

7.7 The proposed scheme would result in the redevelopment of a brownfield site, which is highly favourable within national and local planning policy. The land is currently underutilised and therefore readily available for development and would benefit from a high-quality scheme.

7.8 It is submitted that the site offers a sustainable location, with good opportunities to access varied modes of transport and local facilities and services proximate to the town centre, which will encourage use of sustainable travel modes. The proposed extent of car parking is considered to be acceptable, and it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.

7.9 It is therefore considered that the proposed development would constitute sustainable development and not impact upon other matters of material significance. It is concluded that the development complies with the relevant national and local planning policies, and for that reason, full planning permission should be granted.

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