DESIGN & ACCESS STATEMENT

Plots 79 – 226 Manor Gardens Development,
Rhostyllen

Land off Wrexham Road, Rhostyllen, LL14 4DH

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Introduction

This report considers the Design and Access issues associated with the planning application on Land off Wrexham Road, Rhostyllen, LL14 4DH.

The application proposes:

> Erection of Plots 79 – 226 at the previously approved development Manor Gardens, Rhostyllen

The application is submitted on behalf of the SG Estates Ltd.

Design and Access Statements (DAS) were introduced to help ensure that both design quality and inclusive access are given sufficient consideration in the planning process. The DAS itself does not 'create' good design, rather it should demonstrate and clearly communicate the logical design process. The requirements of a DAS reflect the objectives of good design as set out in Planning Policy Wales (PPW) and Technical Advice Note 12: Design (TAN 12).

The suggested structure broadly follows the stages of the design process so, as each stage of the process is undertaken as follows:

1) Summary of the proposal
2) The Brief and Vision
3) Site and Context Analysis
4) The Proposal
    i. Character
    ii. Access
    iii. Movement
    iv. Environmental Sustainability
    v. Community Safety
    vi. Response to planning policy

1. Summary of the Proposal

The scheme includes the following elements

Erection of 148 new dwellings.
Provision of Roundabout on Wrexham Road
Internal Access Roads
Public Open Space
Play Area within the open space.

The proposed site plan is shown below.



2. The Brief and Vision

To provide a residential development across the site which will enhance the choice and variation of dwellings in the local area.

Provide dwelling types which will sit comfortably with the built form in the local area in terms of scale, design layout and materials.

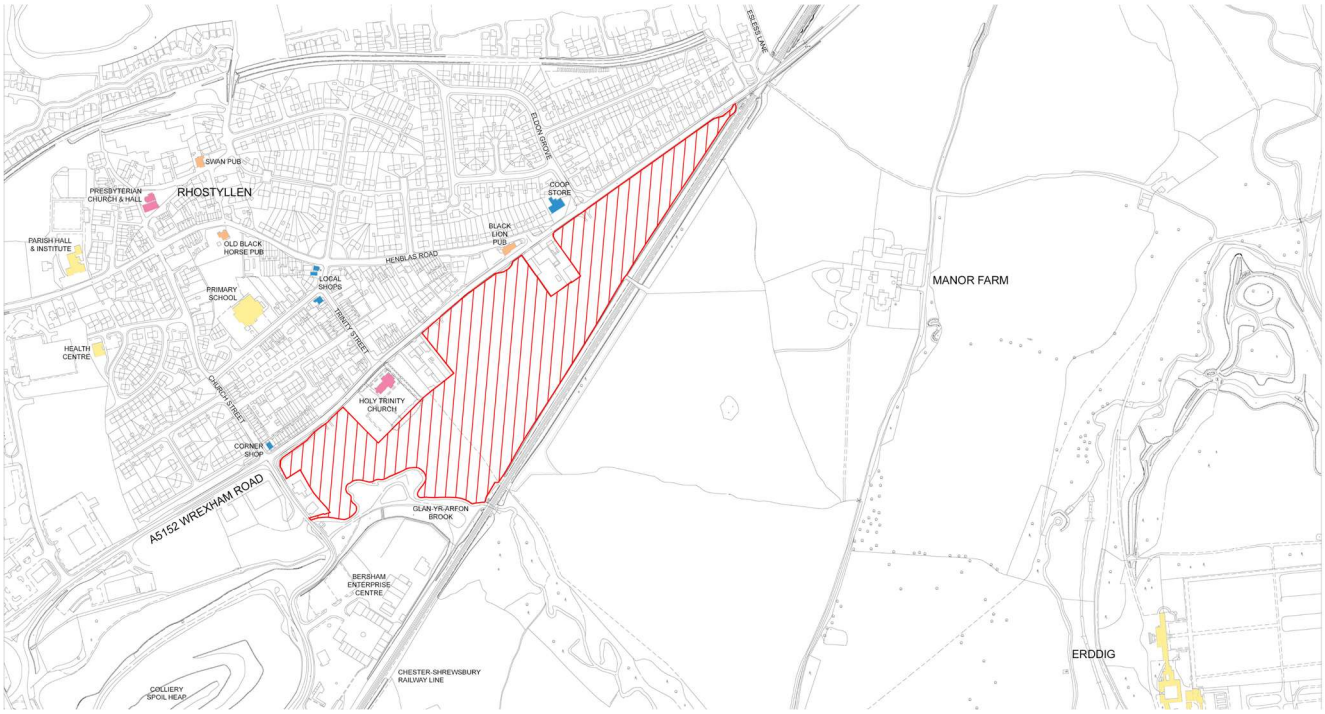
Provide a safe and improved road junction onto Wrexham Road

Maintain and enhance the ecological value of the site in line with Council advice and recommendations.

Create a play space for children of the site and the wider area.

3. Site and Context Analysis

The site lies within the settlement of Rhostyllen around 1½ mile to the southwest of the center of Wrexham.



The A5152, Wrexham Road, forms most of the northwest boundary of the site. The eastern boundary is formed by the Chester-Wrexham-Shrewsbury rail line and the southern by the Glan-yr-afon Brook and two businesses fronting the road to Bersham Enterprise Park.

Holy Trinity Church and its churchyard, together with an adjoining car park and numbers 93-97 Wrexham Road form a group fronting onto Wrexham Road and backing onto the site. Two commercial garages and a house opposite the junction to Henblas Road form another group further northeast.

From end to end, the site measures nearly 800m (half a mile) along Wrexham Road and no point is more than 220m from Wrexham Road. The site's frontages to Wrexham Road are southwest of the church (120m); between 93 Wrexham Road and the garages (175m); and northeast of the garages (300m).

There are hedges around much of the site and a large Ash tree near Wrexham Road halfway between 93 Wrexham Road and the garages. Part of the Wrexham Road hedgerow near the garages includes a length of iron railings. There are field gate accesses near 93 Wrexham Road, opposite the Eldon Grove junction and on the road leading to Bersham Enterprise Park.

There is one large tree on the site, a mature Ash which is the subject of a Tree Preservation Order. An arboricultural survey has been carried out. Works are being carried out to the tree to ensure it is maintained and the site layout has been designed around this tree and it is used as a key feature.

4. The Proposal

i. Character

The properties in the local area are an eclectic mix of house designs with modern detached and semi-detached properties, along with a small number of traditional cottages.

There is very simple design detailing include the following key features:

- predominantly brick walls with elements of painted render
- pitched concrete tile roofs with small number of traditional properties using natural slate roofs and clay tiles.
- predominantly white painted windows

The photographs below show typical properties in the area.













The proposed dwellings respond to the setting of the site and will include.

- predominantly 2 story in scale with occasional 2½ story (similar to Phases 1 & 2)
- Brick and Render walling materials
- Plain tiled roofs
- Ridge tiles to match roof tiles.
- Reconstituted stone heads and cills
- Half gables at eaves level and fully projecting gables
- Simple white casement windows
- A mix of porch designs
- UPVC maintenance free barge, fascia and soffit boarding
- Black guttering and downpipes

Typical elevations of the dwellings through the site are shown below.





The layout of the site has been carefully considered following on-going discussions with Officers of the Council's Highways team.

1. provide a new roundabout junction onto Wrexham Road
2. Provide POS areas throughout the development.
3. a positive built frontage onto Wrexham Road behind an open space area
4. positive frontages on to roadways within the site
5. enhancement of the public footpath and cycleway through the site

The proposed buildings have been designed to reflect the scale and character of the properties in the vicinity and comply with policy GDP1 of the Unitary Development Plan and Technical Advice Note 12 Design (2009).

ii. Access

A Transport Assessment along with a Travel Plan has been prepared by Cameron Rose Associates of 10 King Street, Newcastle Under Lyme ST5 1EL which deal with the issues of access and accessibility, and these are submitted as part of the planning application documentation.

The site is accessed off Wrexham Road. A new roundabout is proposed to provide a safe/convenient vehicular access which would also assist slowing traffic on Wrexham Road. There is also Additional Junctions along Wrexham Road

The proposed development assists in sustainable development because it is located within the settlement boundary of Rhostyllen which is accessible by car and a number of non-car modes, providing real potential to reduce private car use with non-car trips as follows:

- Footpaths and Cycleways

  There are footpaths running from the site to nearby services and facilities within Rhostyllen directly to the East and the center of Wrexham which is around 1½ miles to the northeast.

  There is also a footpath within the site which links Wrexham Road with Hafod Road which will assist in integrating the development into the local area. This is being upgraded to provide a joint footpath and cycleway to encourage cycle use in the local area.

- Public Transport Infrastructure - Rail

  Wrexham Train station lies 1,100m (1.6 mile) directly to the Northeast and a 30-minute walk from the site.

  This line lies on the Shrewsbury, Wrexham to Liverpool line.

- Public Transport Infrastructure - Bus

  There is a regular Bus Services serving the settlement and the bus stop lies immediately adjacent on Wrexham Road.

- Transport Infrastructure - Road

  There are good local highway linkages close to the site including:
  - Wrexham Road direct to the center of Wrexham to the Northeast
  - A483 to the A55 and North Wales coast
  - A483 to Chester, the M56 and the Northwest
  - A483 and the A5 to Shrewsbury and the West Midlands

iii. Movement

The site is generally flat and so circulation routes within and through the site will be level, firm and safe.

There is a footpath within the site which links Wrexham Rd with Hafod Rd which will assist in integrating the development into the local area. Beyond the site there are footpaths running to nearby services and facilities within Rhostyllen and the center of Wrexham (1½ miles to the northeast).

Each property will have its parking area immediately adjacent to ensure ease of movement into the properties.

The site is carefully designed to offer the maximum possible accessibility for users and visitors. This will include the provision for a disabled person to approach and gain access into the buildings from the point of alighting from a vehicle. A level approach will be provided, and its surface would be firm and even.

An accessible threshold will be provided into the building, and the entrance door will include an appropriate opening width to enable a wheelchair user to maneuver into the buildings. In addition, the internal space in the entrance story will allow convenient circulation by a wheelchair user and WCs will also be provided at ground floor.

In accordance with current best practice in relation to pedestrian access the scheme shall comply with:

- BS 8300-2: 2018 Design of an accessible and inclusive built environment. Buildings – Code of Practice and

- Building Regulations Approved Document Part M – Access to and use of buildings – 2016 edition.

iv. Environmental Sustainability

Resource efficiency means minimizing the use of energy for heating, lighting and other energy uses. It also means using materials and construction methods that do not require a lot of energy to either produce or build.

The minimum requirements to achieve resource efficiency in new construction are set out in the Building Regulations and the scheme will meet these requirements to ensure resource efficiency in new construction.

The following sustainability issues have also been considered:

- wherever possible materials will be sourced and produced locally and will come from a source that can be renewed without harm to the environment.

- the scheme will avoid the use of tropical hardwood and look for timber, which is certified as coming from sustainable sources,

- the site is serviced by mains water, electricity, gas and drainage,

- foul water drainage will be to the existing public sewer system,

- to promote safe and secure storage facilities for cycles, thereby promoting cycle use as an alternative to the car the following will be provided:

    - all garages to include wall mounted cycle racks and/or locks.

    - properties without garages will be provided with an external wall mounted cycle lock point for safe cycle storage.

The above points will ensure that the properties are 'sustainable' in terms of its building design and the supply and use of energy and water.

The development of the site will be sustainable and in line with current building standards.

v. Community Safety

The proposed dwellings would provide natural surveillance and security for the roadways, footpaths, open spaces, gardens and parking areas within the site.

Due to the detailed design and layout, the site has clear and defensible boundaries, and the adjoining roads and footpaths are clearly marked to ensure that the public are aware of these routes through the site.

The site will be suitably secured during the construction phase and the development will comply with all relevant public safety legislation.