

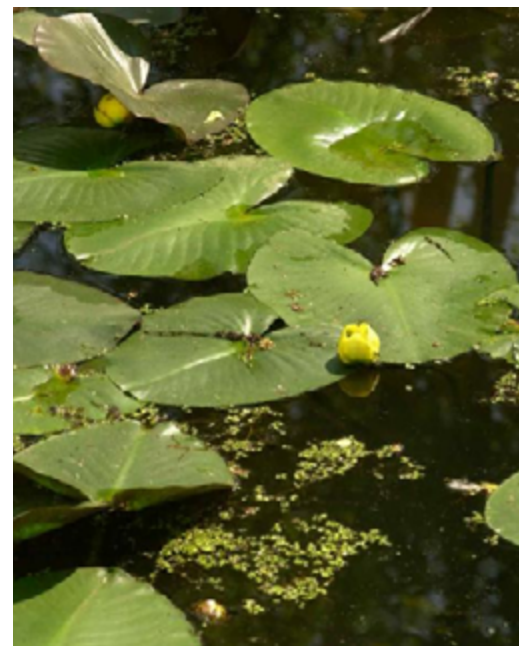
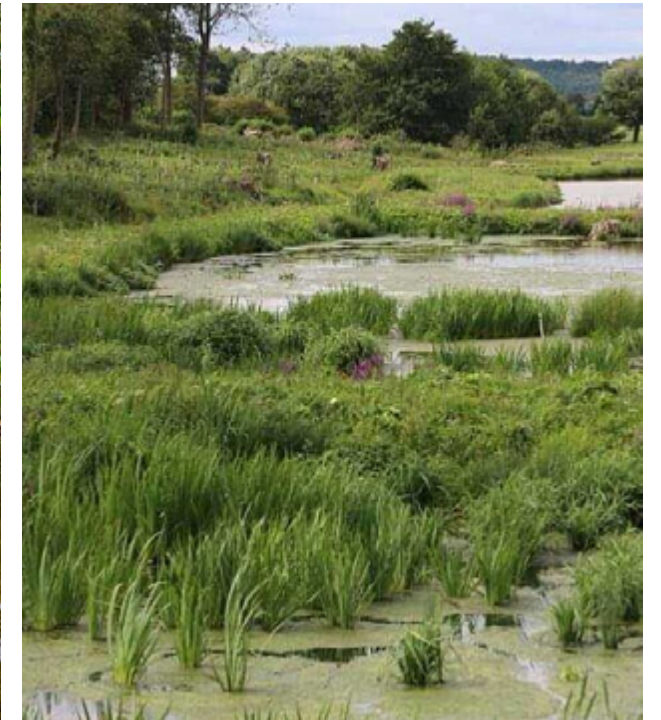
4.13 Green Infrastructure and Landscaping

The development site is positioned in close proximity to two significant conservation areas: the Johnstown Newt Site of Special Area of Conservation (SAC) and the Stryt Las A'r Hafod Site of Special Scientific Interest (SSSI), situated to the north and west of the development. These areas have been designated for their significance in hosting the Great Crested Newt population, indicating the need for careful planning and preservation.

In line with the approved scheme, the development's green infrastructure is designed to encompass the western portion of the site. This green infrastructure features a combination of ecological habitats and an outdoor play area. Existing vegetation, including trees and hedgerows, have been retained and thoughtfully integrated into the site's green infrastructure. Additionally, new trees, hedgerows, as well as wetland areas have been introduced to further support and sustain the local Great Crested Newt population, underlining a commitment to preserving and enhancing the natural environment.

To ensure that the SAC and SSSI are not adversely affected by the proposed development, a series of mitigation measures are implemented. These measures will encompass both the enhancement of retained habitats and the replacement of habitats for Great Crested Newts (GCNs), compensating for any habitat loss resulting from the development. For further information please refer to the supporting wetland and landscape proposals submitted as part of this application.

Moreover, the proposed built development is intentionally positioned at a significant distance from the boundary that borders the Special Area of Conservation (SAC) and Hafod Country Park. This deliberate placement is designed to prevent encroachment on the existing natural setting and the local wildlife, ensuring that the development coexists harmoniously with these important conservation areas and their ecosystems.



4.14 Sustainability

Access

The site location is considerably sustainable and has excellent links to the wider road, cycle and transport network. The access into the site has been made possible for various modes of transport through the provision of appropriate car, cycle and pedestrian infrastructure.

Pedestrian Links

Provisions to include the comfort for all pedestrians using the public realm within the proposed layout are to include:

- Clear visual links between the entrances to the site and entrances to buildings;
- A legible layout for visitors;
- All pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2015);
- Existing PRoW routes are integrated into the layout.

Vehicle Charging Points

In addition to a safe pedestrian and cycle network on site, to further promote the use of sustainable transport options, electric vehicle charging stations are proposed on site which will be within the plot curtilage where possible and at the end of each parking space where parking is provided via a court arrangement. Promoting the use of electric vehicles on site would greatly reduce CO2 exhaust emissions in and around the site, thus supporting the governments Net Zero Strategic Plan (September 2022) to help de-carbonise our economy.

Residential Standards

Access to and within the public external environment is designed to ensure that there are no excessive changes in level between the highway and the private spaces. Houses are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs (as defined in Section 6, Approved Document M, Access to and Use of Buildings, Building Regulations 2010). Where parking is not within curtilage, footpaths and gates are provided to ease access and create direct route.

Designing out Crime

A key objective of this development has been to create a safe and accessible environment which restricts opportunities for disorder and enhance the area for new and existing residents. The layout has been designed to ensure that all areas of the public realm, created as part of the development, can be overlooked by the residential properties. This has been achieved by fronting properties onto the existing and proposed pedestrian networks and providing in-curtilage parking which is secure and well overlooked.

The site layout and design of the dwellings have been carefully considered to integrate the site with its current neighbours. In addition, the layout ensures that a safe environment is created by means of maximising opportunities for natural surveillance. All building entrances are highly visible from the street and private rear gardens will be fenced with access restricted to residents only. Whilst providing a degree of physical security, a 1.8m timber fencing to rear gardens across the development is also most effective as a psychological deterrent to opportunistic crime.



CONCLUSION

SECTION 05

35

The layout of the proposed scheme has been designed to reflect the existing opportunities and constraints of the land at Dennis Ruabon and aims to regenerate the vacant brownfield site in line with the emerging Local Plan and Council's vision for the locality. The existing site features have been retained and used to enhance the amenity of the site creating a development that positively responds to the existing landscape character of the site. The residential development will offer a wide range of much needed top-quality family homes, including 1-2 bedroom apartments and 2-4 bedroom homes designed as detached, semi-detached and mews properties.

The image displays three elevation drawings of a residential development, showing the proposed buildings, landscaping, and a road with a footpath. The drawings are arranged in three rows, each representing a different section of the development.

Top Row (Plots 1 to 16):

- Plot 16: The Winding
- Plot 17: The Tower
- Plot 18: The Tower
- Plot 19: The Tower
- Plot 20: The Tower
- Plot 21: The Tower
- Plot 22: The Tower
- Plot 23: The Tower
- Plot 24: The Tower
- Plot 25: The Tower
- Plot 26: The Tower
- Plot 27: The Tower
- Plot 28: The Tower
- Plot 29: The Tower
- Plot 30: The Tower
- Plot 31: The Tower
- Plot 32: The Tower
- Plot 33: The Tower
- Plot 34: The Tower
- Plot 35: The Tower

Middle Row (Plots 17 to 25):

- Plot 17: The Tower
- Plot 18: The Tower
- Plot 19: The Tower
- Plot 20: The Tower
- Plot 21: The Tower
- Plot 22: The Tower
- Plot 23: The Tower
- Plot 24: The Tower
- Plot 25: The Tower
- Plot 26: The Tower
- Plot 27: The Tower
- Plot 28: The Tower
- Plot 29: The Tower
- Plot 30: The Tower
- Plot 31: The Tower
- Plot 32: The Tower
- Plot 33: The Tower
- Plot 34: The Tower
- Plot 35: The Tower

Bottom Row (Plots 26 to 35):

- Plot 26: The Tower
- Plot 27: The Tower
- Plot 28: The Tower
- Plot 29: The Tower
- Plot 30: The Tower
- Plot 31: The Tower
- Plot 32: The Tower
- Plot 33: The Tower
- Plot 34: The Tower
- Plot 35: The Tower

