

Design Statement

for

Phase 2

at

Manor Gardens
Rhostyllen

Issue: Planning Issue Rev A

Date: 5th February 2024



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Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

Introduction

This statement has been written to give a brief description of the changes made to the Phase 2 area of the approved development at Manor Gardens, Rhostyllen.

The area we are looking to revise is Area 5 of the approved layout (See Appendix 1).

We are currently constructing Phase 1 of this development with an estimated completion of all foundations coming late November 2023. We are hoping to continue on with the second phase immediately so that we can continue with the continuity of works and so we can allow for the subcontractors to follow on from Phase 1

Key areas of Change

Affordable Housing

We are proposing to move the affordable units from this area and include them in future areas of the site. Given that Phase 1 of the development is a total of 44 units and 16 of these being affordable we feel that it is fair and reasonable that our proposed phase 2 area does not need to contribute to the affordable numbers.

Phase 1 – 44 Units, 16 Affordable

Phase 2 – 32 Units, 0 Affordable – 16 of a total 76 units still equates to 21% of dwellings being affordable.

An application to vary the Section 106 will follow approval of the Section 73 application.

Highways / Adoptable Roads

During recent conversations we have had with WCBC Highways department regarding the Section 38 agreement for phase 1 it has been made clear that the design which is approved is not a standard design and it does not comply with all requirements set by Highway Policy. The main area of concern is that of the private drive that serves the parking areas of plots 1 – 18 and serves plots 19 – 21. The approved area 5 Layout also has a private drive which serves the parking for Plots 86 – 88, 90, 91, 93, 96 – 99, 102 – 110 & 113 – 116 and serves plots 100, 101 & 112 (Which is the Majority of the plots on this phase).

This was a key factor in amending the scheme and our Design has removed this private drive and instead we have designed a Mews Courtyard which would be adopted under a section agreement. We feel that this provides a

Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

more standard feel to the development and would alleviate some other concerns raised regarding the road which runs parallel to the railway which is not a standard width carriageway. This would now be a shared drive.

POS Area

The total area of POS on the approved layout is far greater than the planning policy requirements.

Total Area on approved plan = 23,471 sq.m (2.347 ha./5.799 acres).

The calculation for this is

- POS 1 (Adjoining phase 1) = 11,282 sq.m.
- POS 2 (adjoining and including play area 1) = 1203 sq.m.
- POS 3 (adjoining the railway site boundary) = 8,489 sq.m.
- POS 4 (Two POS areas adjoining the Ash tree) = 1,116 sq.m.
- POS 5 (Two POS areas adjoining the new roundabout) = 1381 sq.m.

In order to comply with council's LPG note 10, this states that 0.4 ha. (1 acre or 4,050 sq.m) minimum of POS is required for every 50 dwellings created. Therefore 4,050 sq.m. divided by 50 dwellings = 81 sq.m. minimum of POS required per dwelling. If we multiply 223 potential dwellings by 81 sq.m. per dwelling this equates to 18,063 sq.m (1.806 ha. / 4.463 acres) minimum area of POS required for the entire site area. By referring to my calculations it would appear that the approved scheme has been overprovided by too much POS in the order of some 5,408 sq.m. (0.540 ha. / 1.336 acres).

So that we can allow for the alterations to the highways we have used more of the POS area which runs along the boundary of the railway. This area equates to approximately 1390 sq.m (0.139 ha. / 0.343 acres). We have also reduced the POS 2 area by 187.43 sq.m (0.019 ha. / 0.046 acres) This still results in an over allowance in POS Area for the full development. The loss of area is insignificant in terms of the overall site layout.

Green Infrastructure Statement

Welsh Government recently made changes to Planning Policy Wales Edition 11 to address the nature emergency by publishing a revised Chapter 6 'Distinctive and Natural Placemaking and Well-Being'.

The policy changes came into immediate affect and impacts on all planning applications.

There is a great deal to consider in the revised Chapter 6, however the main policy changes relate to:

- Green Infrastructure
- Net Benefit for Biodiversity and the Step Wise Approach
- Protection for Sites of Special Scientific Interest

Phase 2 – Manor Gardens, Rhostyllen

- Trees and Woodlands

One key change is the requirement for all planning applications to be submitted with a 'Green Infrastructure Statement' (para 6.2.5). A 'Green Infrastructure Statement' is now required with all new applications and should describe how green infrastructure has been incorporated into the proposal.

The statement should be proportionate to the scale and nature of the proposed development, for example on householder and minor developments this would normally be a short description.

The Green Infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the 'Step-wise Approach' (Paragraph 6.4.21) has been applied.

This statement relates to a Section 73 application to vary a condition to alter the approved site layout and relates to a single phase of development within a wider scheme which was approved prior to the revision of PPW Chapter 6. It is acknowledged that Planning Authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species (not including non-native invasive species), locally or nationally and it must provide a net benefit for biodiversity and improve, or enable the improvement of the resilience of ecosystems.

In this instance there are no statutory and non-statutory designated sites and habitats within the vicinity of the site. Similarly, there are no trees or woodlands effected by the proposed development.

The site is currently part of an existing construction site and was previous an open field of poor semi-improved grassland, which was of low ecological value and not a habitat of any ecological significance. The legislation acknowledges that the green infrastructure is heavily influenced by the opportunities it presents. In this case the Section 73 application allows us to take a more sympathetic approach to the delivery and maintenance of green space on site, which would not have presented itself had the layout remained unchanged. Whilst the amount of public open space on this phase only constitutes a small percentage of the total area, it nevertheless opens up the opportunity to adopt a new approach encompassing the principles of biodiversity net gain across the entire site.

Both the previous semi-improved grassland and the proposed treatment of the previous approved public open space had low ecological value. A net benefit for biodiversity is the concept that development should leave biodiversity and the resilience of ecosystems in a significantly better state than before, through securing immediate and long-term, measurable and demonstrable benefit, primarily on or immediately adjacent to the site.

The introduction of native species rich planting including wildflower grassland will provide a good source of direct and indirect forage for a variety of invertebrate, birds and small mammal species; improved habitat connectivity for the same, (particularly bats), and nesting opportunities for birds. Whilst there is a slight reduction in the width of the public open space within this phase, its linear form is maintained and its connectivity with the rest of the site remains. A more sympathetic approach to the treatment and future management of the area will encourage improved habitat and opportunities for more native plants, animals and micro-organisms to populate this area. The approach will also ensure improved connectivity between the public open space on site and adjoining woodland areas to the south and on land opposite the railway line, providing an overall net benefit for biodiversity and ecosystem resilience.

Similarly, the area on the periphery of the site near the railway will form a new wildlife corridor which will be sensitively planted with wildflower planting. This will improve the resilience of habitat within this area,

Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

which will appear more naturalistic in its appearance. It will also ensure that an important ecological connection along the boundary of the site adjacent to the railway line is maintained north south through the development. This will be continued via the landscape strategy for the entire site as development progresses. External artificial lighting within these areas will also be minimised to reduce the impact upon bats and encourage improved connectivity with adjoining woodland areas.

In terms of the Step-Wise Approach, because of the existing and previous condition of the site there are no harmful environmental effects which need to be mitigated. The measures put forward therefore are not, strictly speaking compensatory, but represent an overall benefit. For example, we are not compensating for any detrimental impact or loss of habitat.

It should be recognised that this forms part of an allocated site which already has the benefit of an extant permission. The S73 application actually allows us to re-examine our approach based upon these new requirements. This will effectively change the format and profile of the public open space to ensure biodiversity gains that were not previously required. This in itself represents an overall improvement and will ensure better opportunities for the introduction of native trees, species rich grassland etc, which were not previously proposed for the site as a whole.

Building in more resilient ecological networks and the delivery of net biodiversity gains will also require a change in maintenance and future management of the public open space. A management company responsible for future maintenance will adopt these principles which will allow for new habitats to flourish. This is a significant improvement upon the more traditional approach of high maintenance areas with more manicured green spaces and frequent mowing/grass cutting regimes.

In summary this change in approach will help develop and maintain a network of green corridors and infrastructure to support biodiversity and ensure they link in, where practical, with the wider ecosystem. The intention is to provide green space of greater value, by creating the conditions for helping wildlife to flourish as well as delivering a wide range of health and community benefits.

Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

Accommodation schedule of approved layout

Plot No.	Type	Bed-rooms	Bed-spaces	Size		Storeys	Area		Tenure
				w	d		m ²	ft ²	
AREA 5									
83	ground floor flat	2	3	8.70	7.00	2	60.9	655.5	sale
84	first floor flat	2	3	8.70	7.00	2	60.9	655.5	sale
85	ground floor flat	1	2	7.45	7.00	2	46.6	501.6	sale
86	first floor flat	1	2	7.45	7.00	2	46.6	501.6	sale
87	first floor flat	2	3	8.70	7.00	2	60.9	655.5	sale
88	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
89	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
90	semi-detached house	4	6	9.50	6.50	2	123.5	1329.4	sale
91	semi-detached house	4	6	9.50	6.50	2	123.5	1329.4	sale
92	detached house	4	7	6.20	8.00	3	148.8	1601.7	sale
93	terraced house	3	5	8.00	6.50	2	104.0	1119.5	sale
94	terraced house with arch	4	6	11.60	6.50	2	139.9	1505.6	sale
95	terraced house	3	5	8.00	6.50	2	104.0	1119.5	sale
96	terraced house	3	5	5.30	8.35	2	88.5	952.6	shared equity
97	terraced house	3	5	5.30	8.35	2	88.5	952.6	shared equity
98	terraced house	3	5	5.30	8.35	2	88.5	952.6	shared equity
99	terraced house	3	5	5.30	8.35	2	88.5	952.6	shared equity
100	courtyard house	2	3	6.50	5.00	2	65.0	699.7	sale
101	courtyard house	2	3	6.50	5.00	2	65.0	699.7	sale
102	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
103	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
104	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
105	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
106	terraced house	3	6	4.90	8.00	2½	108.0	1163.0	sale
107	terraced house	3	5	8.00	6.50	2	104.0	1119.5	sale
108	terraced house	3	5	8.00	6.50	2	104.0	1119.5	sale
109	terraced house	3	5	8.00	6.50	2	104.0	1119.5	warden
110	semi-detached house	4	7	9.50	6.50	2½	149.2	1606.0	sale
111	semi-detached house	4	7	9.50	6.50	2½	149.2	1606.0	sale
112	detached house	2	3	5.00	6.50	2	65.0	699.7	sale
113	terraced house	2	4	5.30	7.30	2	77.4	833.1	shared equity
114	terraced house	2	4	5.30	7.30	2	77.4	833.1	shared equity
115	terraced house	2	4	7.30	5.30	2	77.4	833.1	shared equity
116	terraced house	2	4	7.30	5.30	2	77.4	833.1	shared equity
34		94	164				3244.885	34927.94	

Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

Proposed Design

Notwithstanding the above we have designed this phase to suit our more tried and tested house type portfolio rather than constructing designs which were approved back in 2008.

The new design whilst incorporating more detached properties the principle of maintaining the outward looking design with active street frontages has been maintained. Another key factor in the amendment to the scheme was to allow for detached properties which now provides a more effective way of reducing frontage parking and the associated visual clutter along the street frontages. 21 of the approved 34 dwellings only had space for one car which we believe would have caused a lot of on street parking issues.

The external works & Features of the development would be consistent to the NMA approval P / 2022 / 0968.

We have also ensured that the new design does not affect any of the future phases and all active frontages do not extend past the point of where the approved layout had shown properties (apart from the area facing the railway). See below extract with the approved layout overlaid on to our proposed layout.

Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen



Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

The proposed Accommodation Schedule is.

Plot No.	Type	Bed-rooms	Bed-spaces	Size		Storeys	Area		Tenure
				w	d		m ²	ft ²	
1	Bodfari	3	5	8.77	6.04	2	88.6	953.7	sale
2	Llanferris	4	7	6.07	8.77	2.5	116.0	1248.6	sale
3	Derwen	4	7	6.40	9.10	2.5	130.0	1399.3	sale
4	Derwen	4	7	6.40	9.10	2.5	130.0	1399.3	sale
5	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
6	Gresford	4	8	9.89	10.34	2	137.96	1485	sale
7	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
8	Derwen	4	7	6.40	9.10	2.5	130.0	1399.3	sale
9	Llanferris	4	7	6.07	8.77	2.5	116.0	1248.6	sale
10	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
11	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
12	Llanferris	4	7	6.07	8.77	2.5	116.0	1248.6	sale
13	Derwen	4	7	6.40	9.10	2.5	130.0	1399.3	sale
14	Bodfari	3	5	8.77	6.04	2	88.6	953.7	sale
15	3bs (Tenby)	3	6	5.39	8.09	2.5	97.5	1049.8	sale
16	3bs (Tenby)	3	6	5.39	8.09	2.5	97.5	1049.8	sale
17	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
18	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
19	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
20	Gresford	4	8	9.89	10.34	2	137.96	1485	sale
21	Derwen	4	7	6.40	9.10	2.5	130.0	1399.3	sale
22	Derwen	4	7	6.40	9.10	2.5	130.0	1399.3	sale
23	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
24	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
25	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
26	Richmond 2	4	7	8.65	10.34	2	133.1	1433.0	sale
27	Richmond 2	4	7	8.65	10.34	2	133.1	1433.0	sale
28	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
29	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
30	Corwen	4	6	6.40	9.10	2	97.3	1047.3	sale
31	Llanferris	4	7	6.07	8.77	2.5	116.0	1248.6	sale
32	Berwyn	3	5	6.07	8.77	2	87.3	939.7	sale
32		117	199					37152.2	

Date: 11th Sept 2023

Design Statement

Revision Planning ISSUE

Phase 2 – Manor Gardens, Rhostyllen

Appendices

Appendix 1

Area 5 of Approved Layout

