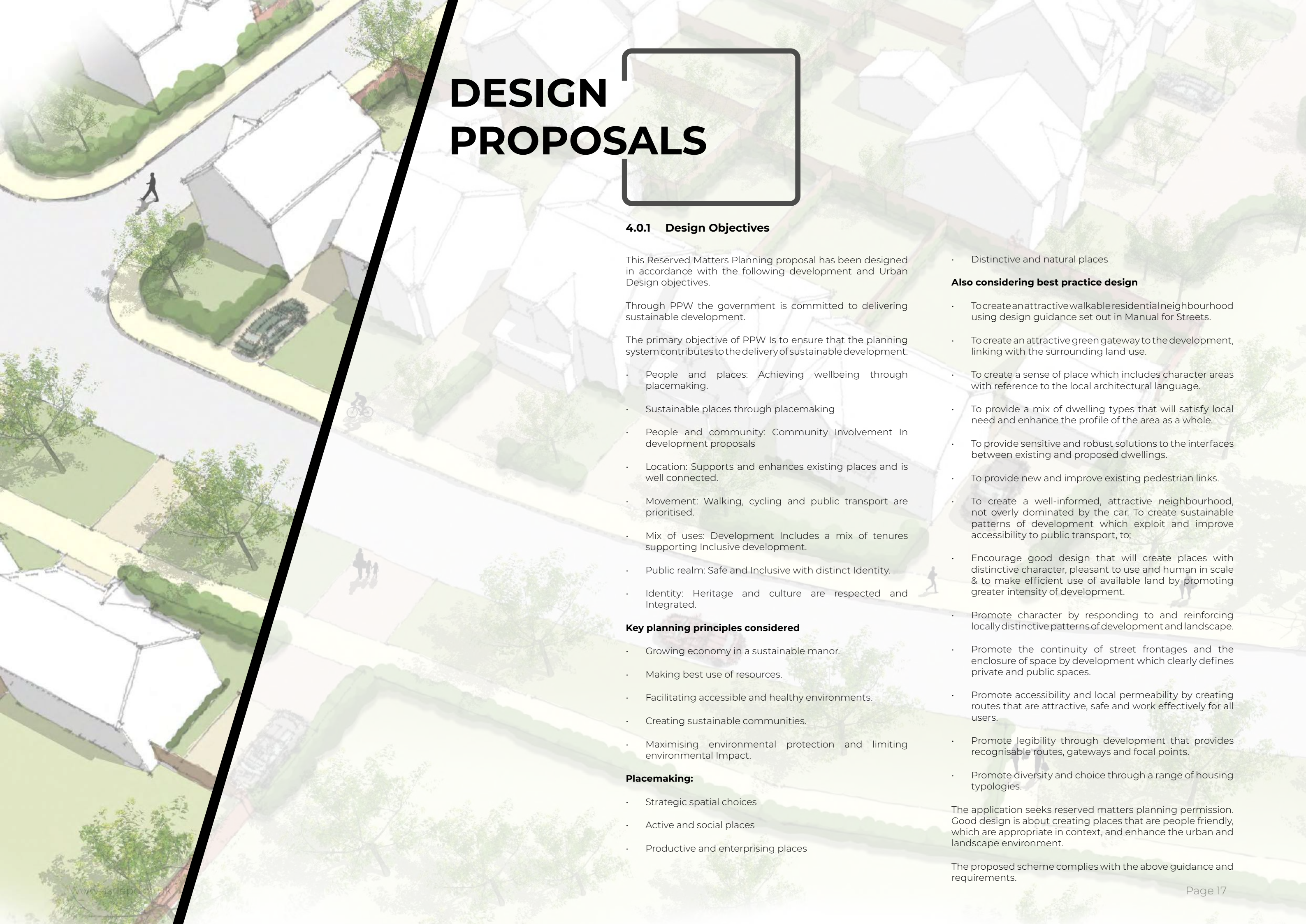




DESIGN PROPOSALS

4.0.1 Design Objectives

This Reserved Matters Planning proposal has been designed in accordance with the following development and Urban Design objectives.

Through PPW the government is committed to delivering sustainable development.

The primary objective of PPW is to ensure that the planning system contributes to the delivery of sustainable development.

- People and places: Achieving wellbeing through placemaking.
- Sustainable places through placemaking
- People and community: Community Involvement In development proposals
- Location: Supports and enhances existing places and is well connected.
- Movement: Walking, cycling and public transport are prioritised.
- Mix of uses: Development Includes a mix of tenures supporting Inclusive development.
- Public realm: Safe and Inclusive with distinct Identity.
- Identity: Heritage and culture are respected and Integrated.

Key planning principles considered

- Growing economy in a sustainable manner.
- Making best use of resources.
- Facilitating accessible and healthy environments.
- Creating sustainable communities.
- Maximising environmental protection and limiting environmental impact.

Placemaking:

- Strategic spatial choices
- Active and social places
- Productive and enterprising places

- Distinctive and natural places

Also considering best practice design

- To create an attractive walkable residential neighbourhood using design guidance set out in Manual for Streets.
- To create an attractive green gateway to the development, linking with the surrounding land use.
- To create a sense of place which includes character areas with reference to the local architectural language.
- To provide a mix of dwelling types that will satisfy local need and enhance the profile of the area as a whole.
- To provide sensitive and robust solutions to the interfaces between existing and proposed dwellings.
- To provide new and improve existing pedestrian links.
- To create a well-informed, attractive neighbourhood, not overly dominated by the car. To create sustainable patterns of development which exploit and improve accessibility to public transport, to;
- Encourage good design that will create places with distinctive character, pleasant to use and human in scale & to make efficient use of available land by promoting greater intensity of development.
- Promote character by responding to and reinforcing locally distinctive patterns of development and landscape.
- Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public spaces.
- Promote accessibility and local permeability by creating routes that are attractive, safe and work effectively for all users.
- Promote legibility through development that provides recognisable routes, gateways and focal points.
- Promote diversity and choice through a range of housing typologies.

The application seeks reserved matters planning permission. Good design is about creating places that are people friendly, which are appropriate in context, and enhance the urban and landscape environment.

The proposed scheme complies with the above guidance and requirements.

DESIGN PROPOSALS



4.0.2 Movement Framework

The Movement and Connections Framework sets in place a well-defined and easily understood pattern of development parcels, streets and greenspaces. It also provides an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes are proposed. The proposals will make good connections with existing streets and footpaths across Holt Road and the surrounding residential area.

The starting point is making good connections with the existing streets and footpaths. In accordance with Welsh Government policy, Manual for Streets and Companion Guide Manual for Streets 2, streets will be designed as high-quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character. Creating a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections has been an integral part of the planning process. The vehicle movement is established through a hierarchy of a spine road which is 5.5m wide with 3m future footpath link and 2m formal footpath either side, 5.5m wide lanes with a 2m service verge and a series of shared driveways.

Vehicular Access will be taken from Holt Road on the eastern side of the southern boundary, along with pedestrian access.

A hierarchy of streets is proposed for the development, which will assist in leading drivers and pedestrians around the site in a logical manner. The streetscape hierarchy underpins the sense of place and different street characters which will be created through the landscape strategy, the spatial arrangement of buildings and building heights and materials. Broad entrances are proposed to the residential area, narrowing down to less heavily trafficked, shared surface lanes, mews streets and spaces.



Figure 15 - Movement framework

DESIGN PROPOSALS



Figure 16 - Townscape



Figure 17 - Active Frontages

4.0.3 Townscape

The arrangement of the built form creates a network of attractive streets and spaces including:

- Emphasis of the primary vehicular route through the site by proposing distinctive landscaping
- A legible network of streets with a clear and distinct movement hierarchy.
- The design of the residential proposal is based on the principles of the indicative parameters and Master Plan but also ensures that perimeter blocks provide a strong frontage to the public realm and ensuring active frontages are always overlooking streets and public spaces.
- Green and blue infrastructure is a focal point of the proposed layout, connecting the existing footpath with proposed new routes, enhancing the existing footpath as a green route through the development. Existing trees and hedgerows will be retained where possible together with landscaped attenuation area.
- Focal point buildings used to terminate views in key locations, enhanced by height or a change in architectural detailing.

It is important that the residential parcels and community use areas respond to each other in a positive manner.

4.0.4 Active Frontages

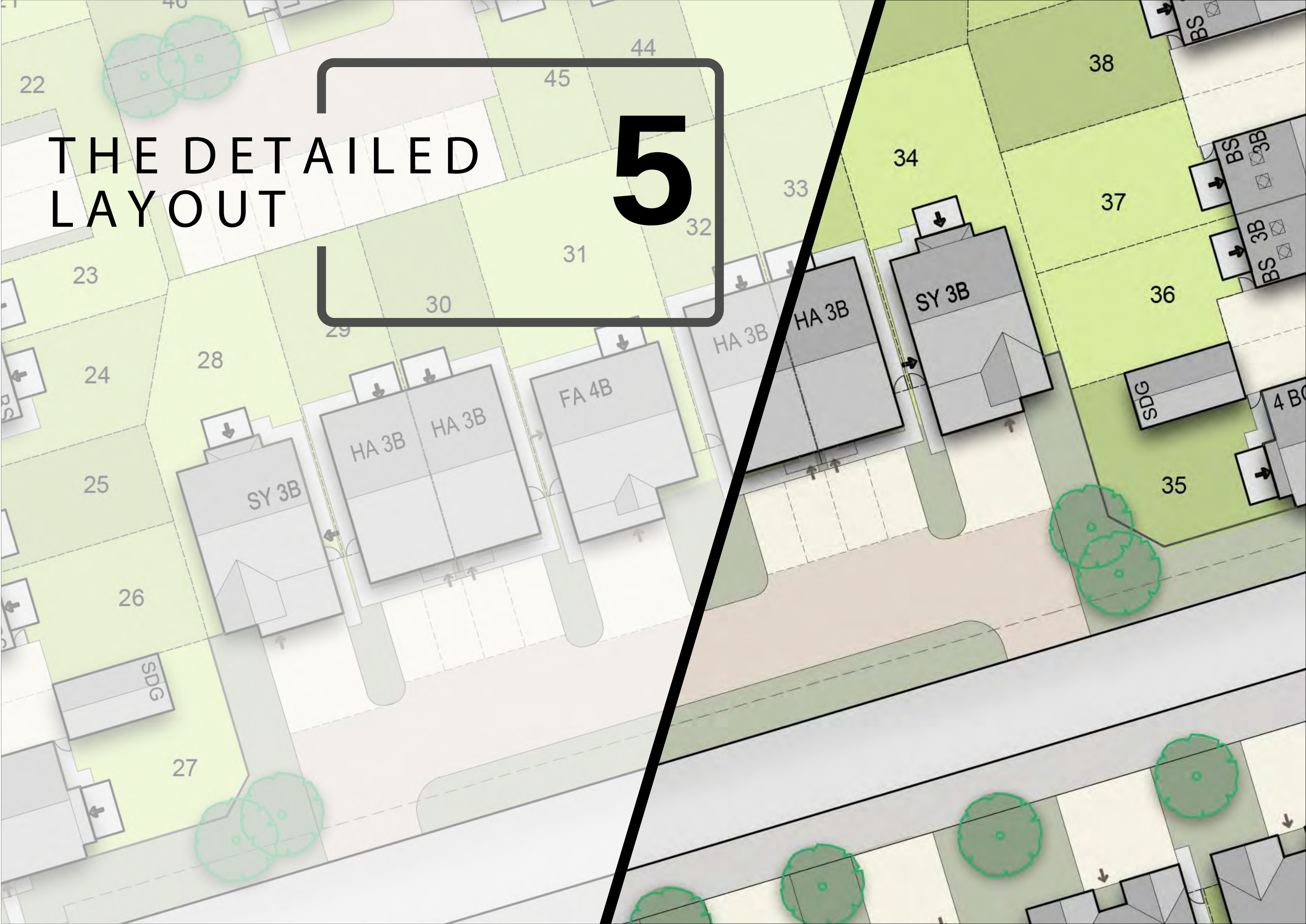
The development blocks are designed to ensure that buildings front each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme.

The layout has developed on from the indicative parameters plan and masterplan to ensure that all areas of public open space are overlooked by building frontages and that dwellings respond and consider to the space that they adjoin or influence.

Dual Aspect dwellings are positioned on corners to address the two aspects facing the street. This avoids blank façades and creates natural surveillance to the street.

THE DETAILED LAYOUT

5



5.0.1 Proposed Detailed Layout



Key

- 1 VEHICULAR ACCESS
- 2 PEDESTRIAN ACCESS
- 3 PRIMARY ROAD
- 4 LANE
- 5 SHARED DRIVE
- 6 PROPOSED ATTENUATION BASIN
- 7 FOUL SEWER AND 6M EASEMENT DIVERTED
- 8 LAND TO BE TRANSFERRED TO LPA
- 9 FUTURE CYCLE / PEDESTRIAN ROUTE



Figure 18 - Proposed detailed layout

THE DETAILED LAYOUT

5.0.2 Sustainability measures

The proposed building specification for the development follows the Welsh Government's Approved Document 'L' Conservation of Fuel and Power 2022 edition - for use in Wales. This considers the policy for Low Carbon development.

The designs will maximise the efficiency of each dwelling. The fabric measures are built in for the life of the dwelling, add value and limit the emissions of carbon dioxide to the atmosphere arising from the operation of the dwellings and their services.

Sustainable design is achieved by the following:

Placemaking: considering Location, movement, mix, public realm, Identity as mentioned earlier together with the following: -

- Character and local distinctiveness.
- Townscape and building layout.
- Movement and Connections.
- Landscape and Greenspace.
- Ecology and Sustainable Drainage Systems (SDS)

The site is near public transport connections and existing community services and employment opportunities. This will then be increased once the other uses infrastructure is delivered on site.

In addition the site promotes a development with the following;

- High quality and functioning streets and pedestrian/cycleways.
- A range of housing typologies to allow for a diverse residential development of varying ages needs and profiles.
- Strong public realm that promotes natural surveillance to reduce the opportunity for crime.
- A strong green infrastructure network combining both existing and new planting allowing for active and passive recreation while creating a scheme that promotes local distinctiveness.

THE DETAILED LAYOUT

5.0.3 Access

The aim is to create an inclusive environment that can be easily used by as many people as possible. The development proposals for the site are founded on the creation of a high-quality residential environment.

All streets will interconnect and promote walking and cycling permeability throughout the site giving free access to pedestrians and cyclists. A sustainable focus on mobility, promoting walking and cycling, creates an accessible and walkable neighbourhood with connections to the town centre, footpath and bus networks.

Footpath connection locations have been assessed and proposed in locations that enhance the movement network across the site and to the wider established footpath networks surrounding the site.

Vehicular and pedestrian access will be taken from Holt Road as per the outline planning permission.

Consideration has been given to the following documents in preparation of the scheme:

- Welsh Government Approved Documents M access to and use of buildings.

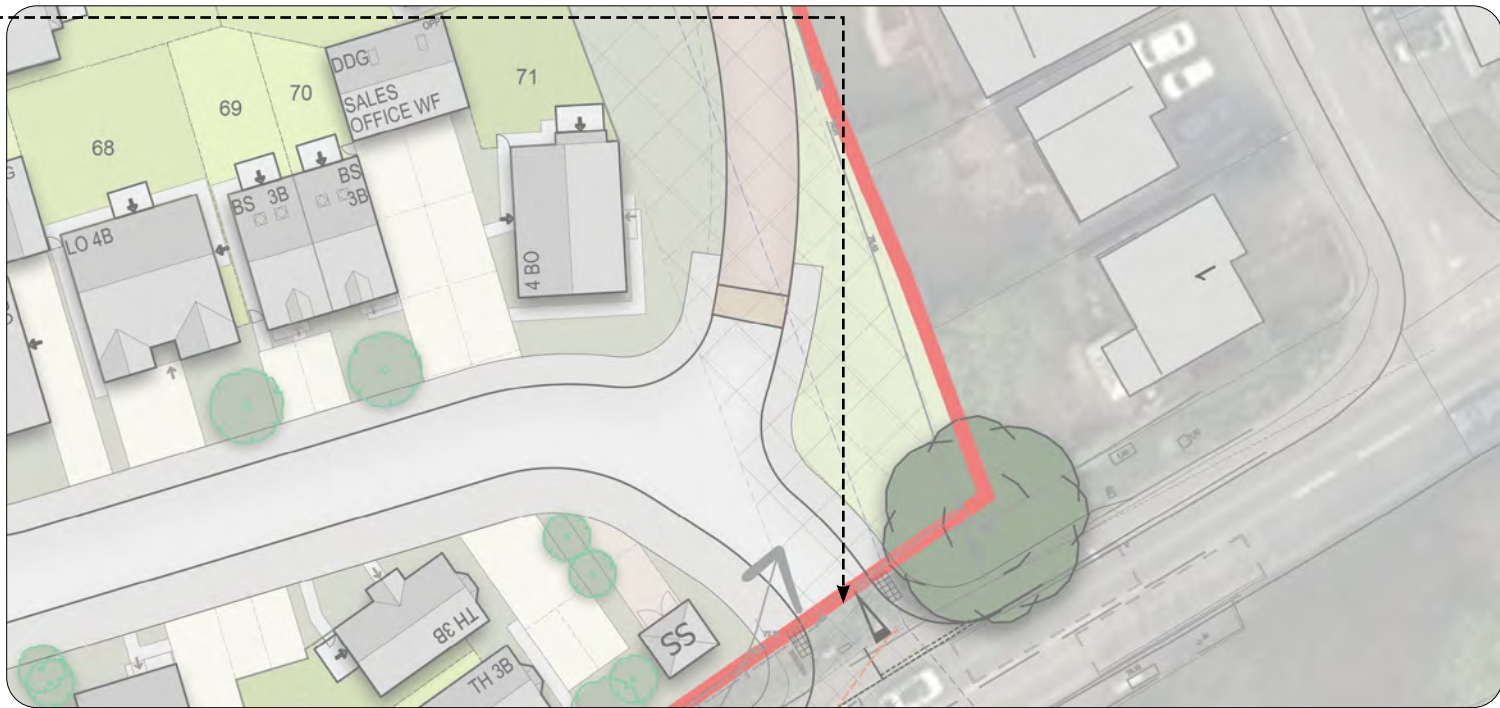


Figure 19 - Proposed Vehicular Access Location
www.astlepd.co.uk

Figure 20 - View from Vehicular Access along Holt Road

Figure 21 - Vehicular Access

THE DETAILED LAYOUT

5.0.4 Landscaping



The landscape design aims to contribute to the character of the area, street scene, planting, public open space, play and leisure by providing well considered spaces which frame views, provide seasonal colour and interest, act as gateway markers and focal points and create useable and simple spaces which are low maintenance.

The vision for the site is to create an appropriate frontage and Integrated scheme through the creation, retention and management of the existing planting, new planting and boundary treatments to improve the setting and entrance point gateways.

The entrance will be tree lined leading through to open areas of green space at the western edge of the proposed development maintaining framed viewpoints.

Open space areas also contain some strategic attenuation and associated landscaping which will create a vibrant and distinctive gateway. The main gateway will be a high-quality landscape which is attractive and inviting and creates clear navigation across the site.

The residential site is then accessed down main tree lined roads.

Landscape Principles

The arrangement of the proposed open space network and landscaping has been informed by the following criteria:
Illustrative Masterplan/ Site Layout/ Parameters plan produced for Outline stage. Specifically: -

- Working with the natural topography, landform, drainage
- Understanding the site constraints and opportunities
- Appropriate vista lines and views.
- Making key connections to adjacent Communities, and local service destinations including the wider area.
- Observing the local authority objectives for provision of space for recreation and play which is both functional and accessible.

The strategy aims to ensure sufficient space is dedicated within the housing layouts to allow for the incorporation of suitably sized specimen trees in a consistent run to garden frontages. Important crossings will be designed with a shared surface approach giving equal importance to pedestrians and vehicles. The Landscaping design will;

- Create an attractive environment with year-round colour and interest for the residents through tree lined streets and green necklaces.
- Help to define boundaries and public areas.
- Act as an appropriate buffer to boundaries and road frontages.
- Help to alleviate flooding through SUDs planting and attenuation.

Figure 22 - Proposing landscaping masterplan
www.astlepd.co.uk

THE DETAILED LAYOUT



Figure 23 - Building scale

5.0.5 Proposed building scale

This application proposes a total of 74 residential dwellings of which 18 are affordable. All dwellings are 2 or 2.5 storeys with some single storey garages.

The height of the buildings and their relationship to the surroundings will provide a variable skyline with a variation of scale and massing, in keeping with the immediate and the surrounding residential area. The proposed heights are 2 and 2.5 storey which mirrors the existing residential grain.



Figure 24 - Development mix

5.0.6 Proposed development mix

The development mix meets the requirements and needs of the local area and includes a range and types of affordable and for sale dwellings, which is an inclusive mix of low-rise residential dwellings. The development proposes dwellings consisting of 1, 2, 3 and 4 bed detached, semi-detached houses and 1 and 2 bed walk up apartments, providing a streetscene of modern and sympathetic architectural styles.

The mix of detached, semi-detached, mews and walk-up apartments creates a variety of density and a varied street scene of architecture and height.

Proposed Dwelling Tenure

The development proposes 18 dwellings (25%) affordable properties across the site in a range of 1 to 3 bedrooms.

These properties will be indistinguishable from the open market properties creating a tenure blind street scene.

THE DETAILED LAYOUT

5.0.7 Appearance

The architectural character for the site has been developed through a robust context appraisal at both outline planning stage and as part of this reserved matters planning application. The character responds to its unique physical setting and reflects key attributes of the surrounding area to create a distinct and memorable place.

The aim is to create a built form that provides a scale, massing and appearance that will complement the context, creating a distinct and legible townscape.

The scheme is proposing an external built form of high-quality design that will complement and respond to the setting whilst creating a sense of place. The choice of materials and associated detailing of texture, colour and decoration seeks to reinforce the architectural expression and identity of the buildings while maintaining an overall coherence and link to the local areas design features.

A critical function of the proposed built form is the way it will provide spatial definition to the public spaces and routes. The pattern of the streets, routes and squares proposed in the layout have been informed by an appraisal of the context and historical pattern of trees and hedgerows while making the appropriate and logical connections to the immediate and wider area.



THE DETAILED LAYOUT

5.0.7 Appearance



Figure 25 - Illustrative street scene, plots 28 - 34



BLUE DOORS
TRIDENT WAY



DARK WINDOWS
AINSDALE GROVE



OVERLOOKING OPEN SPACE
ANSELL CLOSE



INTEGRAL GARAGE
THE LINKS

BUILDING
FOR LIFE

6



BUILDING FOR LIFE 12

1. CONNECTIONS

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

EVALUATION

This new development will promote the safe and efficient flow of traffic on the surrounding highway network. The direct access point for the site will be from Holt Road for vehicles, pedestrians and cyclists. The footpath connection through the development is provided in the form of a 3m wide carriageway footpath from Holt Road located to the east of the proposal and connecting to the west of the development this will provide access for pedestrians and cyclists.

The development proposals and vehicle movements will provide a suitable level of access, proportional to the scale and nature of existing and proposed transport movement. Sustainable transport measures will include appropriate provision of charging points for electric vehicles and enable good levels of accessibility by walking and cycling between homes, jobs and services providing safe and convenient pedestrian, cycle, and vehicular access from and within the development integrating the proposal into the wider area.

The development structure has connected spaces and routes for pedestrians, cyclists, and vehicles. The new access will connect to existing routes and movement pattern. Minimising walking distances to public transport stops and local services reducing reliance on the car and providing safe and convenient pedestrian, cycle and vehicular access and movement to, from and within the development. Existing integrated pedestrian and cycle links join with the proposed development ensuring the proposal fits within an active travel scheme for the area.

The development has been laid out to encourage low traffic speeds. Traffic speeds will be managed by the layout of buildings and reinforced using physical traffic calming measures.

Accommodating cycles and car parking is crucial to the quality of housing and to the choices people make in how they travel. The level of Cycle Storage and parking provision is influenced by the location

of the site and its proximity to public transport and essential services. Over provision has been avoided.

2. FACILITIES AND SERVICES

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

EVALUATION

Wrexham provides facilities and amenities including retail parks, medical facilities, education, shopping centres and entertainment facilities. These facilities are all easily accessible sustainable forms of transport including cycling and walking.

Wrexham is home to Wrexham AFC, the oldest football club in Wales and Wrexham RFC, a rugby union team. Wrexham is also home to Wrexham Amateur Athletics, North Wales Crusaders, a rugby league team, Wrexham Gyndwr Hockey Club, North Wales Regional Tennis Centre and Wrexham Lawn Tennis Association. Wrexham has 4 golf courses, Moss Valley Golf Club, Plassey Golf Club, Wrexham Golf Club and Clays Farm Golf Club, as well as 7 leisure centres; Chirk, Clywedog, Darland, Gwyn Evans (Gwersyllt), Plas Madoc, Queensway and Waterworld, which offer activities including swimming, aerobics, climbing walls and yoga.

Wrexham has three parks, Bellevue Park, Acton Park and the parkland at Erddig, as well as a green area within the city centre called Llywn Isaf. Wrexham County Borough Council is home to 37 parks and green spaces. Erddig Park is approximately 3 miles south of the site and is home to Erddig Hall, a National Trust venue.

The layout encourages both new and existing residents to use public transport through the new and enhanced connections to the existing footways surrounding the site and therefore the existing bus stops.

3. PUBLIC TRANSPORT

Does the scheme have good access to public transport to help reduce car dependency?

EVALUATION

Wrexham boasts North Wales' largest bus station, serving local, regional and long-distance bus services.

The bus station is served by various bus companies, including Arriva Buses Wales and Stagecoach. Routes are available to Edinburgh via Manchester, Bradford and Leeds, and London via Telford and Birmingham.

Immediate bus stops to the site provide connections to Wrexham Bus Station, Llangollen and multiple stops along these routes.

Wrexham has three railway stations, Wrexham General, Wrexham Central and Gwersyllt. Wrexham General is on both the Shrewsbury-Chester Line, which runs from Shrewsbury to Chester with stops at Gobowen, Chirk and Ruabon and the Borderlands Line, which has 15 stations, including Shotton, Bidston, Hawarden and Caergwrle, both served by Transport for Wales. Gwersyllt is an unstaffed station to the north of Wrexham central on the Borderlands Line.

Wrexham City Centre is located approximately 1.5 miles from the site, and can be easily accessed by foot, bike, bus and car.

4. MEETING LOCAL HOUSING REQUIREMENTS

Does the development have a mix of housing types and tenures that suit local requirements?

EVALUATION

This application proposes a total of 74 residential dwellings of which 18 are affordable. All dwellings are 2 or 2.5 storeys, in the form of detached, semi-detached, mews, walk up apartment fly over style with associated car parking and landscaping, providing a streetscene of modern and sympathetic architectural styles.

The bedroom range has been proposed following an assessment of the local market needs. Therefore we are proposing 1-4 bedroom properties.

The development proposes 18 dwellings (25%) affordable properties across the site in a range of 1 to 3 bedrooms. These properties will be indistinguishable from the open market properties, by taking cues from the existing architectural language, creating a tenure blind street scene.

BUILDING FOR LIFE 12

5. CHARACTER

Does the scheme create a place with a locally inspired or otherwise distinctive character?

EVALUATION

To inform the Reserved Matters Planning Application proposals and establish the key design principles, a detailed study of the local context has been undertaken. The local area presents properties of a mixture of sizes, property types and character that contribute to the local context of the surrounding site area.

This application proposes an inclusive residential development, which will be sympathetic to the traditional vernacular of the surrounding area which is predominately residential.

The existing urban grain is characterised by a range of residential houses with local facilities such as schools that serve the residential properties integrated within these areas. The grain of existing and proposed development is and will be characterised by a mix of low-rise residential dwellings consisting of 1 & 2 bedroomed apartments up to 2 storey and 3,4-bedroom 2 & 2.5 storey houses, the mix consists of detached and semi-detached and mews style properties providing a street scene of modern and sympathetic architectural styles.

The existing residential development areas show a range of architectural detailing including red brick and grey rooves, render and some stone and Tudor boarding, with chimneys and integral garages. Windows and fascia's are a combination of white and dark. Steep roof pitches and brick detailing feature, as well as upfront parking.

6. WORKING WITH THE SITE AND ITS CONTEXT

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

EVALUATION

The vision for the site is to create an appropriate frontage and Integrated scheme through the creation, retention and management of the existing planting, new planting and

boundary treatments to improve the setting and entrance points gateways.

Existing trees, hedges and vegetation are in situ along the boundaries of the site, however consideration has been made in locations where there is a break. There are no existing buildings on the development and the topography is relatively flat. We are advised there are no trees/plants or wildlife habitats within the development to be considered.

The entrance will be tree lined leading through to open areas of green space at the western edge of the proposed development maintaining framed viewpoints. Open space areas also contain some strategic attenuation and associated landscaping which will create a vibrant and distinctive gateway with green necklaces into and through the site. The main gateway's will be a high-quality landscape which is attractive and inviting and creates clear navigation across the site.

7. CREATING WELL DEFINED STREETS AND SPACES

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

EVALUATION

The public open space will be attractive, safe and function as part of a network of pedestrian routes. Streets and spaces are designed to be part of a network of connections and are designed to be overlooked to allow natural surveillance. The site layout aims to provide continuity of street frontages and the enclosure of space by development that clearly defines private and public areas.

Clear perimeter blocks are proposed to create a continuous active frontage with legible defensible space. The geometry of the urban blocks, together with the need or pedestrian and vehicular linkages generate some key corner turning buildings which take on importance in setting focal points within the development.

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages

and social interaction between neighbours.

8. EASY TO FIND YOUR WAY AROUND

Is the development designed to make it easy to find your way around?

EVALUATION

The Movement and Connections Framework sets in place a well-defined and easily understood pattern of development parcels, streets and greenspaces. It also provides an easily understood framework which provides a clear hierarchy of pedestrian, cycle, and vehicular movement routes. The proposals will make good connections with existing streets and footpaths across Holt Road and the surrounding residential area.

The starting point is making good connections with the existing streets and footpaths. In accordance with Welsh Government policy, Manual for Streets and Companion Guide Manual for Streets 2, streets will be designed as high-quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character. Create a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections. The vehicle movement is established through a hierarchy of a spine road which is 5.5m wide with 3m future footpath link and 2m formal footpath either side, 5.5m wide lanes with a 2m service verge, a series of squares and shared driveways.

A hierarchy of streets is proposed for the development, which will assist in leading drivers and pedestrians around the site in a logical manner. The streetscape hierarchy underpins the sense of place and different street characters which will be created through the landscape strategy, the spatial arrangement of buildings and building heights and materials. Broad entrances are proposed to the residential area, narrowing down to less heavily trafficked, shared surface lanes, mews streets and spaces.

The arrangement of development blocks and open space creates key views and a feature space within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Arrival nodes have been created throughout the development. These are spaces which have their own sense of character and which can aid orientation and navigation through the development.

BUILDING FOR LIFE 12

9. STREETS FOR ALL

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

EVALUATION

The streets have been designed as more intimate space by creating arrival junctions and bends in the road to slow cars down to a minimum while avoiding a long stretch of straight road.

The development has been laid out to encourage low traffic speeds. Traffic speeds will be managed by the layout of buildings and reinforced using physical traffic calming measures.

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages and social interaction between neighbours.

10. CAR PARKING

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

EVALUATION

Accommodating car parking is crucial to the quality of housing and to the choices people make in how they travel. The level of parking provision is influenced by the location of the site and its proximity to public transport and essential services. Car parking has been provided in accordance with the Council Parking Standards.

1 Bed - 1.5 spaces
2 Bed - 2 spaces
3/4 Bed - 3 spaces

Car parking spaces should be 5.0m in length and turning space provided.

Parking is clearly associated with the relevant plots in a convenient and prominent position which allows for natural surveillance.

One parking court, with 8 spaces as per recommended design standards, is proposed to serve plots 44-47 and is well overlooked to allow for natural surveillance. Detached garages are plotted behind the build line to ensure they do not dominate the street scene.

11. PUBLIC AND PRIVATE SPACES

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

EVALUATION

The site is surrounded by existing residential properties close to informal and formal playing pitches and public open space. Bellway are proposing a development of 74 residential units including 18 affordable and 56 Open Market dwellings together with an area of land to the west for use by the community.

The density of residential development on site has been dictated by the Outline and Appeal decision at 74 dwellings. Green infrastructure takes advantage of existing landscaping and new planting within the proposed residential layout.

The site is currently open land and has been used as a sports pitch. There is an adjacent family centre and Borrass Park Albion football club who have pitch facilities. The site area has existing trees, hedgerows and vegetation along the boundaries of the proposed development, creating a buffer between the proposed development and existing properties.

There is a further provision of public open space area (attenuation basin) on site close to the access onto Holt Road.

The layout and landscape design aims to contribute to the character of an area, street scene, planting, public open space, play and leisure by providing well considered spaces which frame views, provide seasonal colour and interest, act as gateway markers and focal points and create useable and simple spaces which are low maintenance.

The arrangement of the proposed open space network and landscaping has been informed by the following criteria:

- TAN 16: Recreation and Open Space

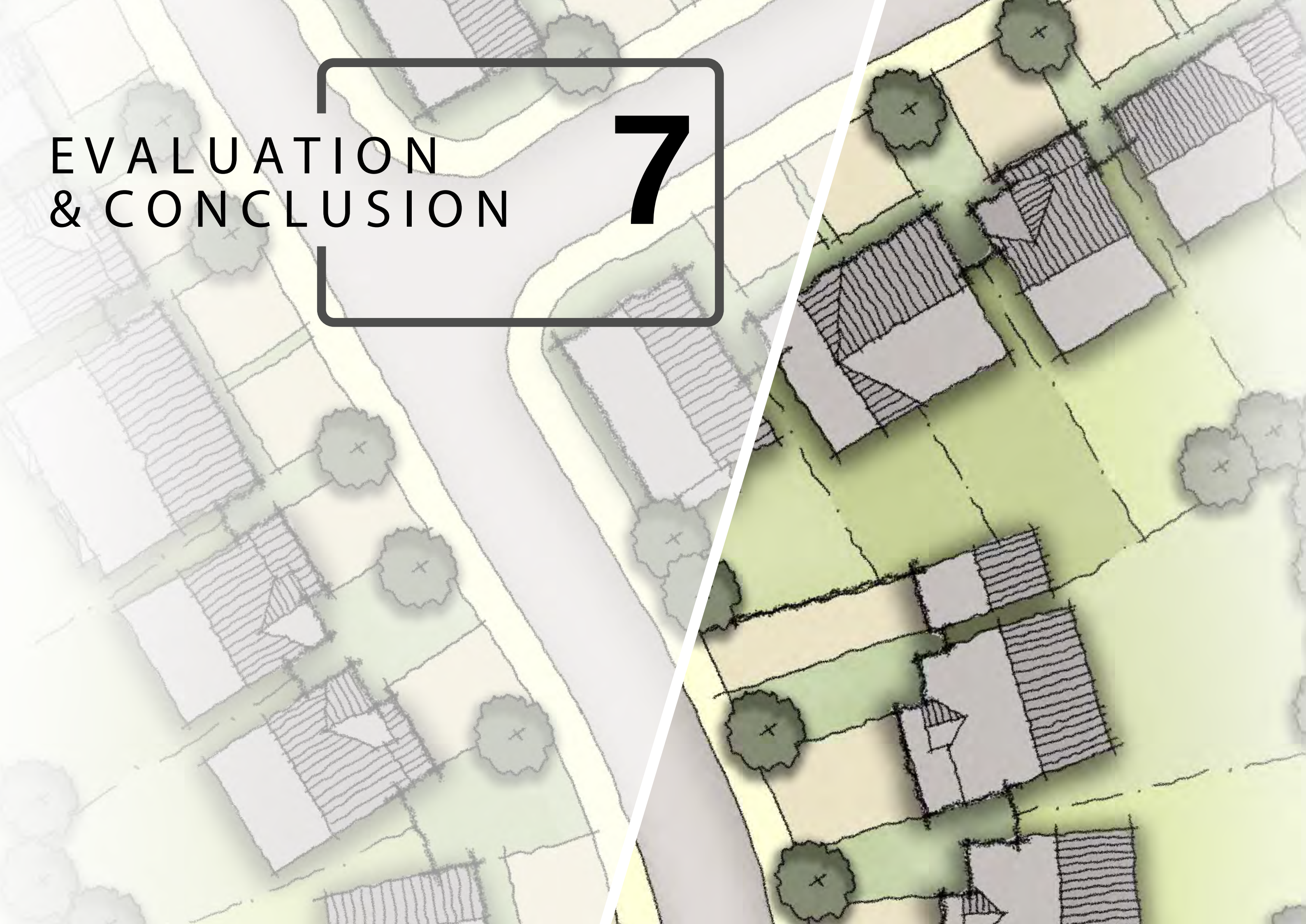
12. EXTERNAL STORAGE AND AMENITY SPACE

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

EVALUATION

The need to make provision for the storage and collection of household waste is an important design consideration.

All containers will be stored at the rear of the proposed properties. The scheme has been designed to allow refuse containers to be collected from the street. The proposed layout has been tracked and checked to ensure it can accommodate a refuse vehicle.

The background features a hand-drawn illustration of a village scene. A river flows from the top left towards the bottom center. On either side of the river are several houses with hatched roofs and green trees. A prominent white diagonal line splits the entire image from the bottom left to the top right. In the upper left, a dark grey rounded rectangle contains the text 'EVALUATION & CONCLUSION' and a large number '7'.

EVALUATION & CONCLUSION

7

EVALUATION & CONCLUSION

7.0.1 Evaluation & Conclusion

Bellway Homes North West Division have a proven track record of providing good quality aspirational housing.

The scheme provides a suitable and sustainable residential development that exhibits best practice, considering key planning principles, and respects its context and surroundings with a diverse range of housing typologies proposed.

The development will provide 74 new homes which will provide a range of house types to create a balanced and mixed community delivering quality and choice of affordable (18) and private (54) dwellings.

The development will create a high quality sustainable residential neighbourhood which maintains and enhances the key existing landscape features, integrating the site into the wider area.

The development will maintain a well-informed, safe and attractive neighbourhood, which promotes the well-being of its residents and visitors.

The properties will be accessible for all and the site is connected by a range of transport types giving residents and visitors a real choice about how they travel.

The development achieves a sensitive and robust solution to the relationship between existing and proposed dwellings and creates a sense of place which includes house types that reference the local architectural language

Bellway



**URBAN
DESIGN
GROUP** REGISTERED
PRACTICE

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REVISION	DATE	REVISION NOTES	CHECKED BY:
First Draft	27.03.2023	Rev A	JNL