

# DESIGN & ACCESS STATEMENT

Erection of 92 Dwellings including provision of  
Roundabout on Llay New Road, Internal Access Roads,  
Public Open Space, Wildlife Area, Play Area and  
Retention of Existing Footpath Route

Land off Llay New Road, Rhosrobin, Wrexham LL11 4RB

Prepared by  
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## Introduction

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This report considers the Design and Access issues associated with the planning application on Land off Llay New Road, Rhosrobin, Wrexham LL11 4RB.

The application proposes:

Erection of 92 Dwellings including provision of Roundabout on Llay New Road, Internal Access Roads, Public Open Space, Wildlife Area, Play Area and Retention of Existing Footpath Route

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 92 Dwellings
- Provision of Roundabout on Llay New Road
- Internal Access Roads
- Public Open Space including a Wildlife Area to the East
- Play Area within the open space
- Retention of Existing Footpath Route through the site

The proposed site plan is shown below



## 2. The Brief and Vision

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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 Llay New Road at its junction with Rhosrobin Road

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

Retain the public footpath route through the site with the properties providing security and surveillance

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

### 3. Site and Context Analysis

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The site lies within the settlement of Rhosrobin around 1½ mile to the north west of the centre of Wrexham.



The site is irregular in shape with a wide frontage onto Llay New Road and tapering to the east. The land is split into 4 parcels of land as shown on the aerial photograph above, and is predominantly semi improved grassland which are separated by a combination of hedgelines and post and wire fencing.

The land is generally flat and is bisected by a public footpath running from Llay New Road (opposite Rhosrobin Road) to Plas Acton Road (adjacent to The Mews) shown with the orange dashed line.

The site has clear and defensible boundaries and the following uses/features surround the site

- Llay New Road runs along the western boundary, with Rhosrobin beyond
- A rectangular paddock to the north west
- Wrexham Cemetery to the north with Plas Acton Road beyond this
- Pandy Business Park and Car Sales Garages to north of Plas Acton Road
- Pandy Farm and The Mews in the north eastern corner of the site
- Railway line along the south eastern boundary with fields beyond
- Church Lea to the south a private cul-de-sac of 6 houses

## 4. The Proposal

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### i. Character

The properties in the local area are an eclectic mix of house designs with modern bungalows, 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 to the west of the site along Llay New Road and Rhosrobin Road



The photograph below left shows a typical property on Church Lea to the south. Below right is 'The Mews' cottages on the north eastern boundary of the site.



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

- predominantly 2 storey in scale with occasional 2½ story (similar to Church Lea to the south of the site)
- 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 Planning Team. The key elements of the layout are:

1. provide a new roundabout junction onto Llay New Road
2. block of open space to provide a natural break between Rhosrobin and Pandy with further areas of open space integrated throughout the site
3. a positive built frontage onto Llay New 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 Llay New Road. A new roundabout is proposed to provide a safe/convenient vehicular access which would also assist slowing traffic on Llay New Road

The proposed development assists in sustainable development because it is located within the settlement boundary of Rhosrobin 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 Rhosrobin directly to the west and the centre of Wrexham which is around 1½ miles to the south east.

There is also a footpath within the site which links Llay New Road with Plas Acton 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**

Gwersyllt Train station lies 1,100m (¾ mile) directly to the west and a 15 minute walk from the site

This line lies on the Shrewsbury, Wrexham to Liverpool line and a timetable is attached as Document 1

- **Public Transport Infrastructure - Bus**

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

Bus Timetables are attached as Document 2.

- **Transport Infrastructure - Road**

There are good local highway linkages close to the site including:

- B5425 direct to the centre of Wrexham to the south east
- A483 to the A55 and North Wales coast
- A483 to Chester, the M56 and the North West
- 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 Llay New Rd with Plas Acton 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 Rhosrobin and the centre of Wrexham (1½ miles to the south east).

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 manoeuvre into the buildings. In addition the internal space in the entrance storey 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 minimising 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.

#### vi. Response to Planning Policy

The planning policy situation is complex given the Wrexham Unitary Development Plan (UDP) 1996 to 2006 has expired and the Wrexham Local Development Plan 2 (LDP) 2013 to 2028 has yet to be adopted.

A full breakdown of the policy issues is considered within the Planning Statement.

However whilst a departure from the adopted UDP, the scheme meets the requirements of the relevant planning policies of the LDP.

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