



Figure 9 - Proposed planning layout

Scale Parameters

The proposed dwellings reflects that of the existing adjacent developments in terms of height and scale.

The properties are a mixture of two storey with focal 2.5 storey dwellings with 3 storey apartment blocks.

The length and width of the proposed buildings are a product of their internal layout, the access proposals and layout decisions referred to in the other sections of this design and access statement.

Due to the mix of detached, semi-detached, mews and apartments in a variety of density it creates a varied street scene of architecture and height even though all the dwellings proposed are two storey.

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 two storey which mirrors the existing residential grain of the immediate area.



Figure 10 - Proposed Scale

Bedroom Range Proposals

The development mix meets the requirements of the local area and includes a range and types of dwellings, size and price to create a balanced development. The development is a mix of 3 to 5 bedroom family market housing and 1 & 2 bedroom apartments.

Affordable Housing

The proposal is for 25% affordable properties in 1-3 bedroom range.

The size and tenure of the dwellings has been chosen to ensure the local needs are met. The proposed development will provide housetypes that are much needed locally and not available in existing area.

Parking Provision

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 parking standards.

- 1 Bed - 1.5 spaces
- 2 Bed - 2 spaces
- 3/4 Bed - 3 spaces
- 5 Bed and above - 4 spaces.

In addition to the above there should be 2 secure cycle parking spaces per unit.

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

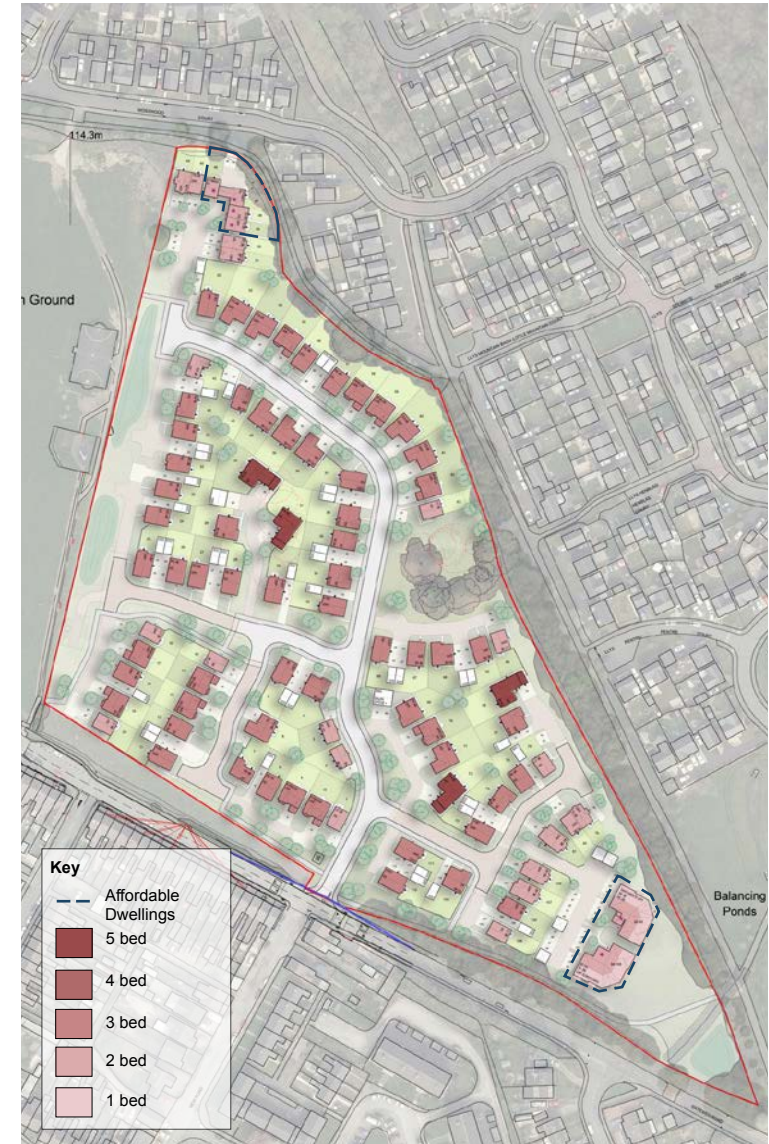


Figure 11 - Bedroom numbers range

Architectural Language

The appearance of the proposed development is the product of local vernacular study undertaken at outline stage.

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 routed. The pattern of the streets and routes proposed in the layout have been informed by an appraisal of the context.

The adjacent images demonstrates how the proposed detailing on the housetypes link to the existing architectural language.



Figure 12 - Street scene comparison to the local vernacular

Access

In accord with Welsh Assembly Government guidance, all new development must ensure ease of access for all, by adopting the following design considerations and solutions:

- By adopting inclusive design principles that deliver adequate provision for all people including those with mobility impairments, sensory impairments and learning difficulties.
- The way in which the development addresses the accessibility needs of all people who may use it.
- How it can adapt to varying contexts and requirements of inclusiveness over time.
- The way in which the layout meets practical requirements such as access for emergency vehicles whilst including clear connections and ease of access for all, particularly pedestrians and cyclists.

This application has been considered along these principles and it is felt we have achieved all the requirements.

Careful consideration of the changes in level across the site by stepping the units along the topography will ensure that the properties will be able to meet the access standards required by both Part M and guidance given in The Welsh Assembly Government design guides.

The overall intention is to create a quality residential development that has a mix of opportunities in terms of scale, accommodation and tenure.

The main access into the development is via the approved access junction from Gatewen Road as per the outline planning approval (DWG-2627-401 Rev C).

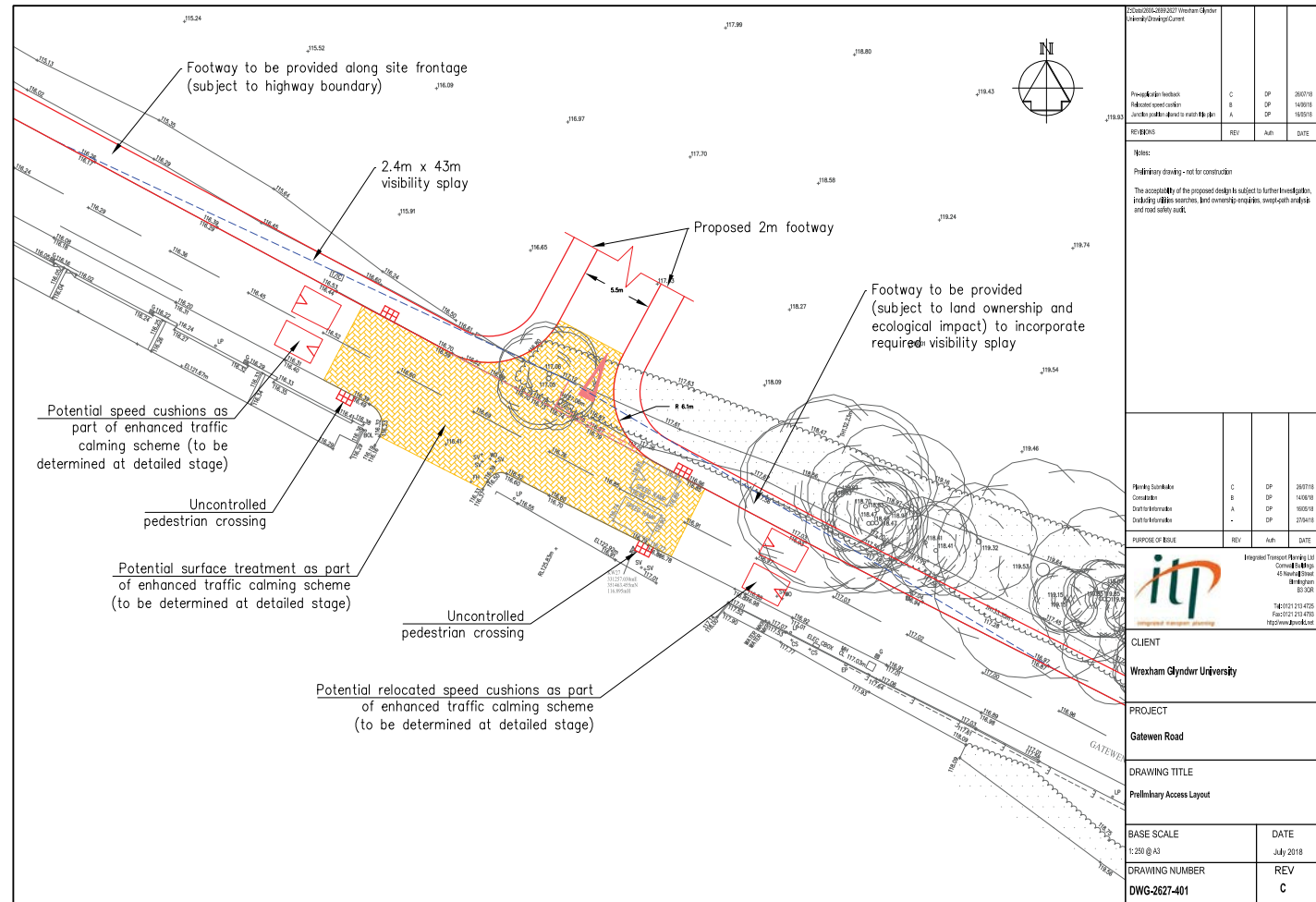
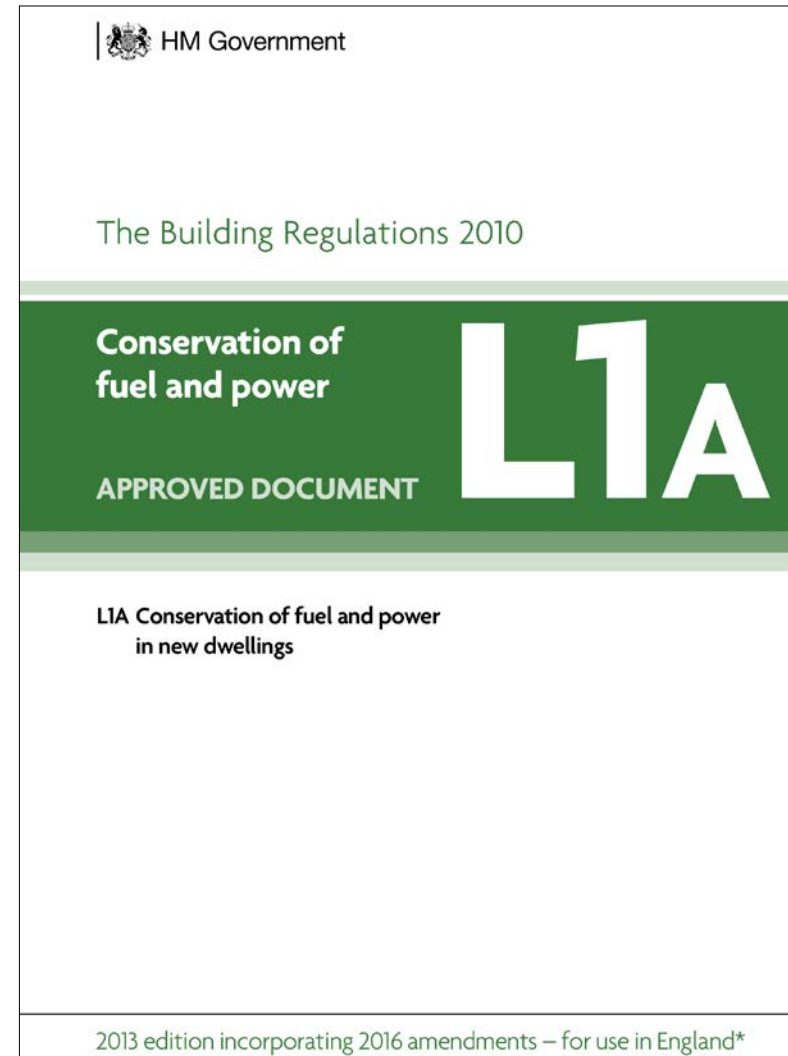


Figure 13 - Approved access drawing

Environmental

A strong emphasis will be placed on providing dwellings with a low energy/carbon footprint which will exceed the performance laid down in Approved Document L1A. The design will incorporate the following features:

- Provide dwellings of different heights to maximise exposure of sunlight and daylight
- Minimise heat losses through the building fabric by the use of highly insulated envelope. All dwellings will have a high SAP rating and aim to exceed current legislation.
- Low permeability below the recommended levels to reduce wasteful heat loss from air infiltration realised by the incorporation of robust construction details.
- Use of high lumen/watt efficacy lighting throughout
- Provision of time and temperature controls with occupant override
- The use of materials from sustainable and renewable sources, together with the use of as many materials as possible from local suppliers to reduce transportation to the site, therefore cutting fuel use and reducing impact on the local environment.
- Sourcing of local trade and labour to reduce fuel use and stimulate local economies



Community Safety

The layout is designed to take account of current guidance ensuring attractive, safe public spaces, whilst providing overall security through natural surveillance.

The development will be constructed to a high quality in the public realm, providing routes which are fit for purpose and will provide opportunities for safe physical activity and recreation to meet the needs of all members of society.

The quality of the design and build will create a sense of ownership and responsibility for every part of the development, leading to a sense of pride and local care.

The layout is designed so as to provide natural surveillance to all dwellings, with each dwelling itself being designed and fitted with adequate security measures, such as strong durable locks, robust unclimbable boundary fencing coupled with protective planting leading to a true sense of security.

Open spaces are well over looked from the new development with footpaths and cycle ways being well lit attractive places within which to move around the overall development.



Planning Policy & Planning Strategy

Please refer to the planning statement submitted as part of this application.

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?

1a Where should vehicles come in and out of the development?

Evaluation

The proposed vehicular access is from Gatewen Road as per the outline approved drawing DWG-2627-401 Rev C.

1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

Evaluation

Surrounding the site is an extensive network of pedestrian footways so it is important that our proposals integrate and connect to these. Pedestrian links are proposed from the turning head to the northern corner, to the western corner which connects the existing footway to the local authority play area and a site length from either side of the new access that connects to the most southern corner.

1c Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

Evaluation

The approved access dictates the location of the new road. The proposed new street links into the existing settlement street and footpath networks for the wider development site as per the outline approval, to enhance

the local and strategic foot and cycle path connections. At outline stage development was assessed to address the land uses along the boundaries of the site incorporating structural planting into the design and where possible retaining existing vegetation to create an extensive green infrastructure around the perimeter of the site.

1d How should the new development relate to existing development? What should happen at the edges of the development site?

Evaluation

The development parcels have been evaluated in terms of the edges of the development and what should happen there. As per the current approval, the boundaries of the site responds to the existing green infrastructure for the placement of outward looking dwellings to public spaces. This has been evaluated in order to create a seamless development well integrated into the existing neighbourhood.

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?

2a Are there enough facilities and services in the local area to support the development? If not, what is needed?

Evaluation

At outline stage the local area was assessed for its available facilities and services. The site sits to the north west of the town centre of Wrexham approximately 1km from Wrexham train station. Wrexham is primarily a residential township with an area of Education/ commercial and health care to the west and a central commercial town centre.

Gatewen Road is the main distributor road connecting the site to Wrexham town centre and therefore the local amenities.

Within the immediate area is New Broughton Primary School to the west, Forge Road Surgery further north east as is Brynteg County Primary School. Within walking distance is also a post office, londis supermarket and library.

Surrounding the site is well connected by existing pedestrian links with a new footway to the east, bisecting our site and the Bloor Homes site and a disused railway line to the west.

Where new facilities are proposed:

2b Are these facilities what the area needs?

Evaluation

No new facilities are proposed on site as per the outline planning approval.

2c Are these new facilities located in the right place? If not, where should they go?

Evaluation

No new facilities are proposed on site as per the outline planning approval.

2d Does the layout encourage walking, cycling or using public transport to reach them?

The outline parameters plan assessed the appropriate locations for pedestrian connections and footways across the entire wider development site in order to encourage walking rather than the use of a car. These plans have therefore informed our proposals.

Public Transport



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

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?

Evaluation

The accessibility to public transport facilities has been assessed as part of the Outline application. Pedestrian and cycle access routes were assessed and have been integrated into the connectivity network of the development. They will provide a high level linkage to the surrounding area and therefore the existing public transport opportunities. They are to be constructed using high quality materials, laid out along legible and desirable routes, and they will provide a safe means of travel around the site.

3b Where should new public transport stops be located?

Evaluation

No new bus stops are proposed as part of this application.

Meeting local housing requirements



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

Evaluation

The development is proposing 112 dwellings of 2 storey & 2.5 storey in the form of detached, semi detached and mews style with 2 apartment blocks with associated car parking & landscaping. The bedroom range has been proposed following an assessment of the local market needs. Therefore we are proposing 1-5 bedroom properties. 25% of the housing proposed will be affordable homes in a mix of affordable tenures.

4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

Evaluation

The tenure proposals are subject to market research in order to provide the types of desired properties for the area. 25% affordable is provided.

4c Are the different types and tenures spatially integrated to create a cohesive community?

Evaluation

All dwellings are designed to be tenure blind by taking cues from the existing architectural language so that they integrate into the existing street scene.

Character



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

5a How can the development be designed to have a local or distinctive identity?

Evaluation

In order to inform the design proposals an assessment of the local vernacular and neighbouring approvals has been undertaken and there is no overriding character in the area. We therefore propose this scheme has its own distinct character, taking cues from the local vernacular.

5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

Evaluation

The area around the site features a wide range of housing styles which are indicative of the evolution of this residential area over time. There is evidence of detached, semi detached, terraces, bungalows and residential apartment blocks.

Building Form

Architectural elements within each building must relate to the requirements of the overall street-scene. In particular, all parts of buildings visible from the public realm must be considered as complete architectural compositions, where they collectively form the streetscene and impact on the public realm. The proposed layout demonstrates this.

Building Detail

The proposal is for a relatively simple palette of materials and details to be used across the site.

Working with the site and its context



Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro-climates?

6a Are there any views into or from the site that need to be carefully considered?

Evaluation

Breaks in the existing landscaping allow for views into the site from Gatewen Road and Wrexham Road and these should be respected and worked with the existing topography. The openness and views to the adjacent playground have also been respected within the proposals. The nature of the sites topography has been accounted for and integrated into the design proposals.

6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

Evaluation

The existing trees and hedgerows that surround the perimeter of the site have been assessed at outline stage and some TPO and CAT B trees are present and have been retained. Overall the existing mature trees have been well considered and retained where practicable.

6c Should the development keep any existing building(s) on the site? If so, how could they be used?

Evaluation

There are no existing buildings on site.

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?

7a Are buildings and landscaping schemes used to create enclosed streets and spaces?

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 pedestrian routes 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.

7b Good buildings 'turn' corners. Do buildings turn corners well?

Evaluation

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

7c Do all fronts of buildings, including front doors and habitable rooms, face the street?

Evaluation

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.

Easy to find your way around



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

8a Will the development be easy to find your way around?

If not, what could be done to make it easier to find your way around?

Evaluation

The Movement and Connections Framework sets in place a well defined and easily understood development framework. The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), The street will be designed as high quality place 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 and helping to navigate the development. The road hierarchy through the site is defined by an estate roads, shared surfaces and private drives. The typical width of the estate roads will be approximately 5.5m wide with two 2m footpaths. This creates a clear movement framework that is easily navigated.

The green buffers around the perimeters will act as enclosed social space and an end-stops to the 'The Street' while being the focal point of community activity and extending connection across the site.

8b Are there any obvious landmarks?

Evaluation

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.

8c Are the routes between places clear and direct?

Evaluation

The proposals create a regular pattern of easily understood development parcels, streets and greenspaces. The proposals create active frontage and a strong sense of enclosure, with building scale and massing to reinforce key arrival points, junctions, streets and connections. The proposals create a clear sequence of squares and greenspaces providing memorable way-markers that define the entrance points into the development and key spaces.

Streets for all



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

9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

Evaluation

The streets has 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.

9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?

Evaluation

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.

Car parking



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

10a Is there enough parking for residents and visitors?

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
- 5 Bed and above - 4 spaces.

Car parking spaces should be 5.5m in length and turning space provided. In addition to the above there should be 2 secure cycle parking spaces per unit.

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

10b Is parking positioned close to people's homes?

Evaluation

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

10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

Evaluation

Parking courts proposed serve the 2 apartment blocks and due to the design nature of the apartment blocks it allows the parking court to be well overlooked to allow for natural surveillance.

10d Are garages well positioned so that they do not dominate the street scene?

Evaluation

Detached garages are plotted behind the build line to ensure they do not dominate the street scene.

Public and private spaces



Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

11a What types of open space should be provided within this development?

Evaluation

The public open space provides informal play opportunities, swales and formal footpath links. Connection is provided to the local authority play area off site.

11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

Evaluation

The public open space provides informal play opportunities, swales and formal footpath links. Connection is provided to the local authority play area off site.

11c How will they be looked after?

Evaluation

The public open space will be looked after and maintained by a management company.

External storage and amenity space



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

12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?

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 checked to ensure it can accommodate a refuse vehicle.

12b Is access to cycle and other vehicle storage convenient and secure?

Evaluation

As per the council standard 2 secure cycle spaces should be provided per dwelling.

Summary

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 and respects its context and surroundings with a diverse range of housing typologies proposed.

The development will provide 112 new homes which will provide a range of house types to create a balanced and mixed community delivering quality and choice of homes.

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 accessible by arrange of means of transport giving residents and visitors a real choice about how they travel.

The development will achieve a sensitive and robust solution to the relationship between existing and proposed dwellings and create a sense of place which includes house types that reference the local architectural language and blends seamlessly with the existing residential grain.



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