

Pen y Bont Landfill, Pen y Bont House, Pentre, Wrexham

Design & Access Statement



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1. Introduction

Purpose of the Statement

This statement has been prepared as supporting documentation to FCC's submission for outline planning approval for up to 60 dwellings and garages on land at the former Pen y Bont landfill site, Pen y Bont House, Pentre, Wrexham

These proposals form a small proportion of an overall redevelopment of the site for residential, recreational and open space which are the subject of separate application submissions

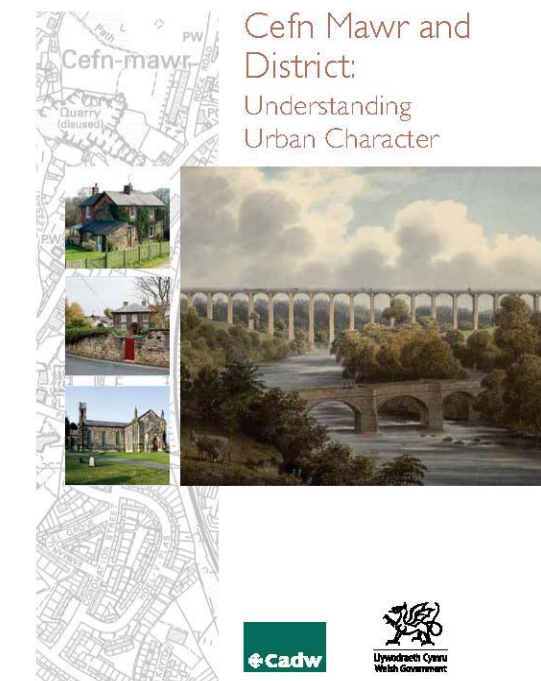
The purpose of this statement is to explain;

“The design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with” (Paragraph 80, DCLG Circular 01/2006)

The statement sets out the principles of the design which has taken on board criteria contained in Central Government and other respected design authority publications to produce a high quality development.

This Design and Access Statement has been prepared using CABE's guidelines in 'Design & Access Statements – How to write, read and use them.' In addition reference has been made to 'Cefn Mawr and District: Understanding Urban Character' published by the Welsh Government

A suite of plans and documents are also submitted in support of the application covering such matters as Highways, Flood Risk, Heritage, Acoustic, Landscape Visual Impact Assessment, Open Space Assessment, Ecology and Landfill Gas and Ground Investigation.



2. Location

Site Overview

2.1 The Site is located on the western approach to the Welsh settlements of Newbridge and Cefn-mawr midway between Wrexham to the north and Oswestry to the south.

2.2 The site is fairly regular in shape with the River Dee running around three sides and the B5605 running past the western side. The site is currently in the process of being reclaimed following its previous landfill use whilst there are structures present on the site housing a Tachograph Company.

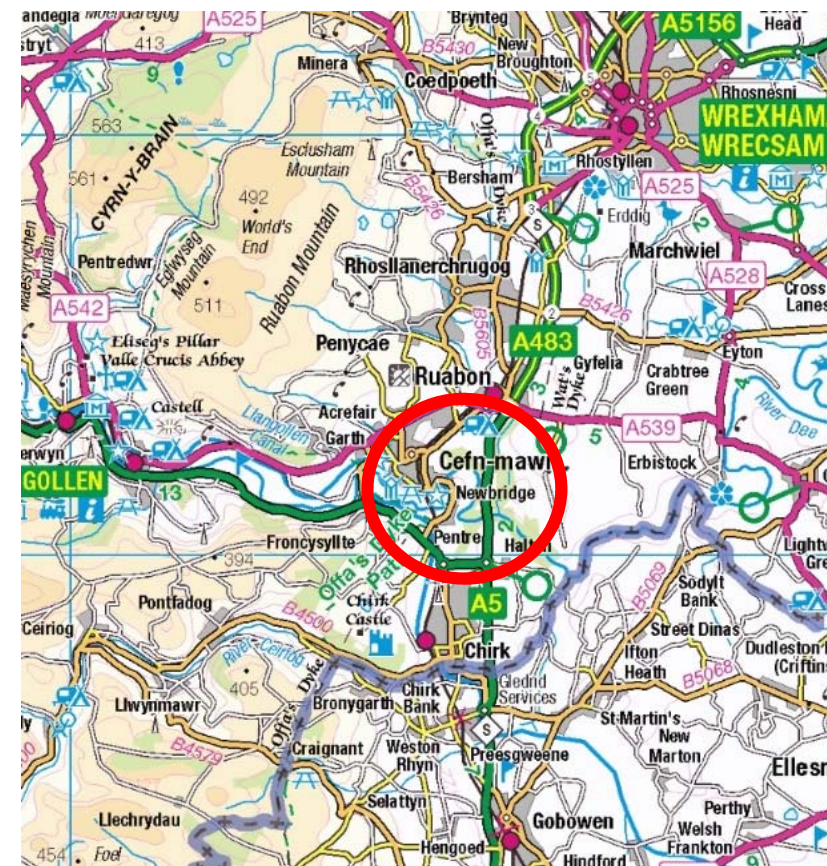
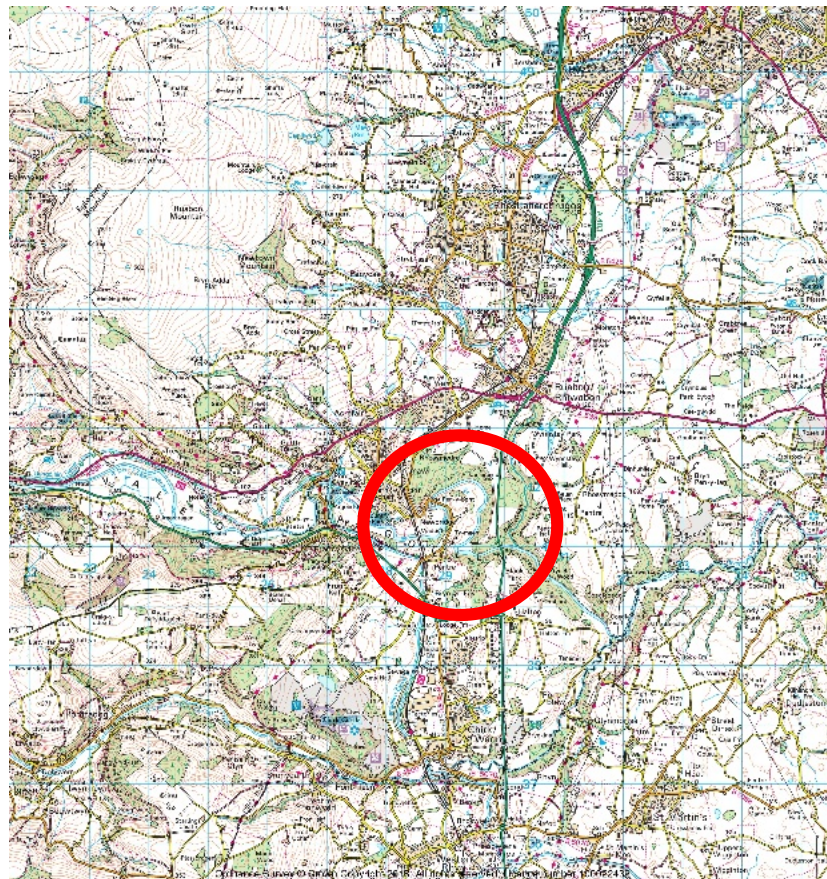
Site Context

2.3 The overall site covers an area of 25 hectares with the residential element being circa 2.5 hectares. The overall site is defined by the route of the River Dee meandering along its eastern and northern boundaries with the B5605 running past its western boundary from where the site gains its current access.

The residential element of the site is a level plateau within the central portion of the site which slopes down to the River Dee to the east whilst the restored landfill area to the north of the residential area rises up and levels out before sloping back down again towards the river in a northerly direction.

To the north of the residential area is an existing power station which will be retained as part of the redevelopment. Beyond this are three settlement ponds which again are to be improved as part of the reclamation of the site

The B5605 serves the Newbridge and Cefn-mawr settlements with access from the main A5 North Wales trunk road. This road then links back to the A483 at Ruabon some 3 miles north of the site.



3. The Site

A full photographic survey of the site and its setting has been undertaken. The photographs on the following pages are referenced on the plan opposite.



3. The Site



Photograph 1.



Photograph 2.



Photograph 3.



Photograph 4.



Photograph 5.



Photograph 6.



Photograph 7.



Photograph 8.

3. The Site



Photograph 9.



Photograph 10.



Photograph 11.



Photograph 12.



Photograph 13.



Photograph 14.



Photograph 15.



Photograph 16.

3. The Site

3.1 Local Heritage

The Pen-y-bont works was established in 1865 and employed 450 men by 1895. It contained some 40 kilns producing brick, terracotta, ridges and mouldings, roof and quarry tiles. There was also a substantial clay pit on the site.

Pen-y-Bont works was sold in 1956 and closed in 1960. It was then used as a landfill site, with waste being deposited in the deep former clay pit. The former Pen-y-bont offices are now used by the landfill company. They were built from J C Edwards products, and show good examples of decorative terracotta tiles.

Pen-y-bont was one of two clayworks that J C Edwards purchased near Acrefair in the 1860s. Tref-y-nant Fireclay Works was contemporary with Pen-y-bont, producing glazed sanitary pipes, roof tiles and some decorative terracotta products.

The former office building which is located at the entrance to the site was given a Grade II Listed Status in July of 1988, and there are a number of other Listed Buildings within close proximity of the site.

- II* Railway Viaduct over River Dee
Carries the railway over the River Dee between Newbridge and Cefn-Bychan
- II* Cefn (Newbridge) Viaduct (partly in Cefn Community)
The viaduct carries the railway across the wide valley of the River Dee between Newbridge and Cefn-bychan
- II Cefn Bychan Baptist Chapel
On the corner of Newbridge Road and Cae Gwilym Road, immediately below the railway embankment in a small grassed yard.
- II Pen-y-clawdd Farmhouse
The farmhouse as at the S end of the village of Pentre, close to the railway cutting and bridge, overlooking the B5605 at the rear.
- II Waterloo Tower including outwork walls
The tower is on a rocky eminence at the SW corner of Wynnstay Park, and approached via a track which leaves Park Road opposite Short Lane
- II Irishman's Bridge on the Llangollen Canal
The bridge carries the Chirk to Newbridge road over the Llangollen Canal

In addition, the nearby Pontcysyllte Aqueduct has been classified as a World Heritage Centre



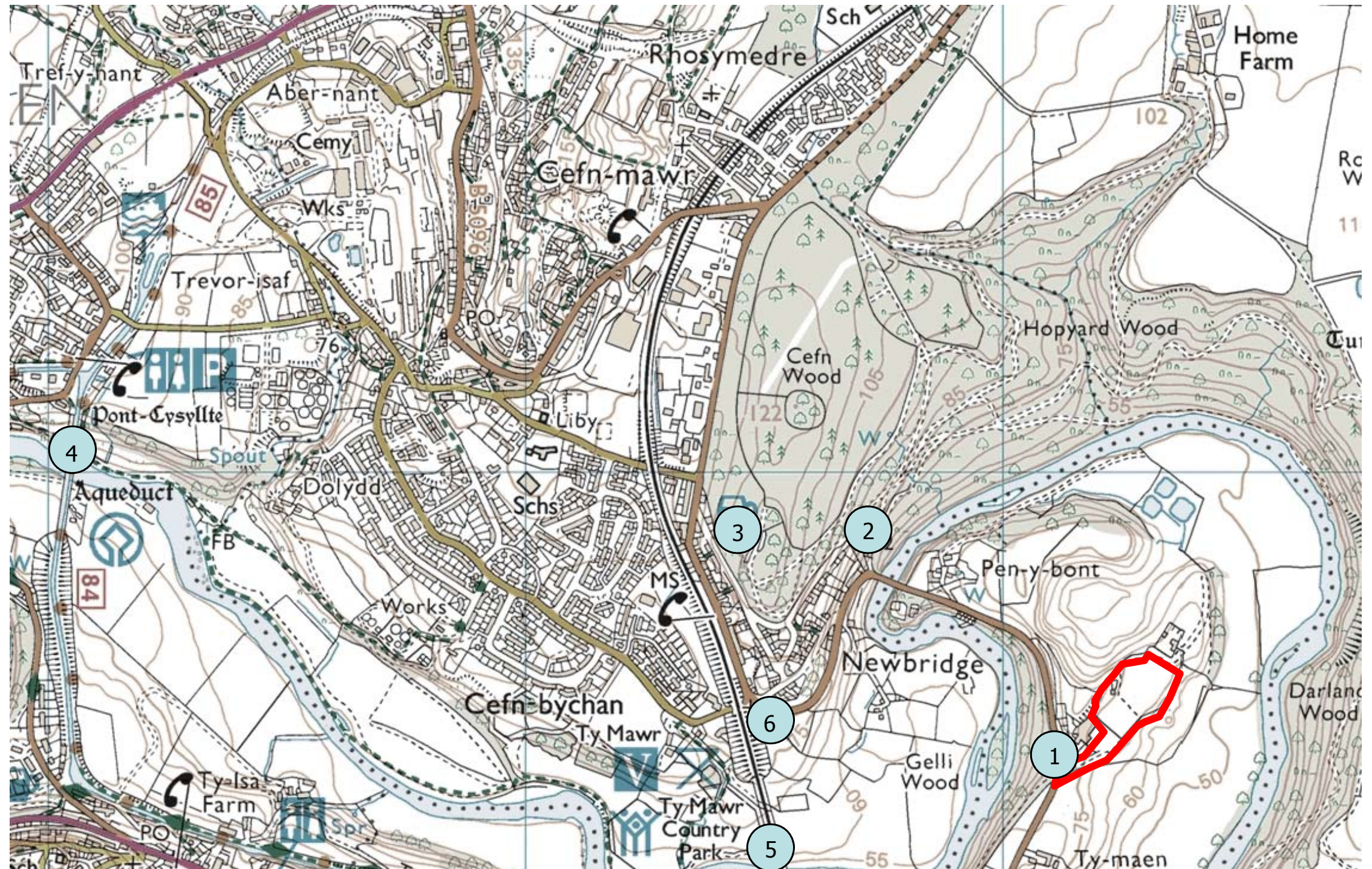
Railway Viaduct over River Dee



Waterloo Tower

3. The Site

- 1 – Pen-y-Bont Brick and Tile House
- 2 – Newbridge Lodge and Gates
- 3 – Waterloo Tower
- 4 – Pontcysyllte Aqueduct
- 5 – Railway Viaduct
- 6 – Pen-y-Clawdd Farmhouse



3. The Site

20213 – Pen-y-Bont Brick and Tile Co Office.
History

The exploitation of brick clays for pottery in this area can be traced back to at least 1671 when Stephen Samuel supplied coarse domestic kitchen-wares to the Castle. A brickworks was established by a William Davies in c1830 after the arrival of the canal. It was bought out by Thomas Ward of Plas Kinaston in the 1850s, the business expanding from 2 kilns to 40 from 1865 under J Coster Edwards, who linked it by tramway to Irish Bridge. The huge clay pit was worked by cable haulage powered from a large stationery steam engine. As the Pen-y-bont Brick and Tile Company, under J C Edwards, a pioneer of large scale terracotta production, it produced 'Ruabon Red' ridge tiles, encaustic tiles, chimney pots and clayware in a variety of decorative forms. In later years, it concentrated on making quarry tiles and fittings, and was gradually eclipsed by the better located Ruabon and Buckley works. Production ceased in 1961, whereafter the huge clay pit became a landfill site administered by Shanks & McEwan, whose offices the building now is. The office building was probably erected c1880, employing some of the firm's products.

Exterior

Built of locally produced hard red brick, with red roof tiling and crestings. Single storey range ending in a round corner tower, which is crowned by a conical roof and clayware finial. The paired windows have orange terracotta ogee-heads within a moulded arch, and terracotta sills and a frieze of moulded terracotta rinceau scroll encircles the tower beneath the eaves. The end window has a protruding sill.

Interior

Arched entrance to the hallway, with a green glazed tile dado and reception window on the right with ogee head similarly detailed to the external windows. Coloured mosaic floor.

Reasons for Listing

Included as the only surviving building from the renown J C Edwards brickworks, and one specifically designed to display the firm's products to the best advantage. A significant survival from what was formerly an important industry of the area



3. The Site

16872 and 16873 – Newbridge Lodge and Entrance Gates and Railings at Newbridge Lodge
History

The lodge was built 1827-8 by C.R.Cockerell, for Sir Watkin Williams-Wynn, the fifth Baronet of Wynnstay. Sir Watkin commissioned a programme of work on the house itself (to which Cockerell also contributed), as well as improvements to the park, but it has been suggested that this lodge was designed as early as 1821 for a royal visit which then never took place.

Exterior

The lodge is set on the inside of the gates, built against the steeply sloping bank. With the gates and their associated railings it forms a powerful, integrated composition. The lodge has a rusticated lower storey comprising 3 arcaded bays with heavy cornice and blocking course, terminated by massive rusticated pilasters with half-round caps, which are aligned with corresponding piers punctuating the railings opposite which run back from the gates above the river bank. Rear angles of the lodge are also marked by pilasters, but without caps. The outer arches contain windows, with panelled doorway in deeply recessed segmentally vaulted central arch. Recessed hipped roofs flank the stepped-back upper storey, which is built over the central section only. It is of channelled ashlar with scrolled volutes at the outer angles, 3 circular windows, cornice and blocking course, and hipped slate roof. Chimney concealed against its rear wall. The S gable of the lodge forms part of the flanking wall for the gates, and the SE pilaster of the lodge forms one of the terminal piers for the gates. The gates are paired with flanking side gate and screen, cast-iron spear-head railings with scrolled and gilded decoration. A length of simpler railing lines the river-side of the approach to the gates; those the far side of the gates, parallel to the lodge, are more ornamental and run between stone pilasters.

Reasons for Listing

An outstanding example of Neo-Classical design owing a strong debt to Ledoux and French neo-classical architecture: forcefully composed and dramatically detailed, the lodge with its associated gates and railings form a highly imaginative and expressive entrance to the park. One of the finest lodge designs of its period in Britain.



3. The Site



Pontcysyllte Aqueduct

3. The Site

Pontcysyllte Aqueduct and canal consists of a continuous group of civil engineering features from the heroic phase of transport improvements during the British Industrial Revolution. The canal brought water borne transport from the English lowlands into the rugged terrain of the Welsh uplands, using innovative techniques to cross two major river valleys and the ridge between them. It was built between 1795 and 1808 by two outstanding figures in the development of civil engineering: Thomas Telford and William Jessop. Through their dynamic relationship the canal became a testing ground for new ideas that were carried forward into subsequent engineering practice internationally.

It was inscribed as a World Heritage Site in 2009 and to be included on the World Heritage List, sites must be of outstanding universal value and meet at least one out of ten selection criteria. Pontcysyllte Aqueduct and canal meet the following three criteria:

- Criterion (i): The Pontcysyllte Aqueduct is a highly innovative monumental civil engineering structure, made using metal arches supported by high, slender masonry piers. It is the first great masterpiece of the civil engineer Thomas Telford and formed the basis of his outstanding international reputation. It bears witness to the production capacities of the British ironmaking industry, which were unique at that time.
- Criterion (ii): The intensive construction of canals in Great Britain, from the second half of the 18th century onwards, and that of the Pontcysyllte Canal in particular in a difficult region, bear witness to considerable technical interchanges and decisive progress in the design and construction of artificial waterways.
- Criterion (iv): The Pontcysyllte Canal and its civil engineering structures bear witness to a crucial stage in the development of heavy cargo transport in order to further the Industrial Revolution. They are outstanding representatives of its new technical and monumental possibilities.

Pontcysyllte Aqueduct crosses the Dee Valley on nineteen cast iron spans at a height of 126 feet/38.4 meters: a structure recognised internationally as a masterpiece of waterways engineering and a pioneering example of iron construction. The canal exemplifies the new approaches to engineering developed by Britain during the Industrial Revolution and taken up in subsequent waterway, railway and road construction throughout the world. The engineers intervened in the landscape with a new scale and intensity, challenged by the need to cut the waterways across the grain of the Welsh upland topography. At the time of its completion this length of canal was described as 'composed of works of more difficult of execution than can perhaps be found anywhere within an equal distance of canal navigation'. It combined vigour of engineering with a particular sensitivity to its impact on a valued landscape. All of the features were to become characteristic of highly engineered transport routes can be seen in the site, including tunnels, cuttings, aqueducts and embankments, many of them technically innovative or of a monumental scale, together with bridges, culverts, weirs and associated features. The whole site has remained in continuous use for two hundred years – for some one hundred and thirty years by traffic in coal, iron, slate, limestone and general goods, and in more recent times to carry pleasure boats and convey drinking water. It is widely valued for its historical importance, beautiful environment and breath-taking structures and attracting hundreds of thousand visitors a year.

Pontcysyllte Aqueduct and Canal are outstanding monuments of the canal age in the United Kingdom, which flourished from 1760s until the establishment of a network of locomotive railways from the 1830s. Canal building reached its zenith after 1790, during the so called 'Canal Mania' that saw 1,180 miles/1,900 kilometres of new waterways completed in just 20 years. The construction of a network of canals in Britain to provide transport for raw materials and goods represented a new phase in the history of inland navigation and was a fundamental factor in the Industrial Revolution, enabling and promoting rapid economic growth, regional specialisation and urbanisation.

3. The Site

The Character of Settlement

Cefn Mawr and district is by no means a conventional industrial town. It is made up of several distinct settlements — Cefn Mawr, Rhosymedre, Cefn Bychan/Newbridge, Froncysyllte, Trevor, Acrefair and Plas Madoc — each of which has its own history and character.

Just as there were characteristically many branches of industry operating at widely differing scales and levels of capitalization, so there were many agents involved in building. Just as industries tended to colonize and reoccupy the same areas of ground, so too did buildings very often replace earlier structures on the same site, so that relatively little survives from the very earliest phases of industrialization (and almost nothing from the pre-industrial period). The cottages identified on the tithe surveys are unlikely to survive in any abundance now, their sites largely occupied by buildings of late nineteenth-century date. Chapels too are recorded as having been built on the site of old dwellings, and in 1965

it was recorded that stone-built dwellings at Newbridge were being pulled down to make way for bungalows. Early houses were often built on, or very near, mines and slag-banks, and were presumably closely associated with individual works. Old industrial sites were also exploited for building in more recent times: Bethel chapel at Acrefair, built in 1895, was constructed on a slag-heap. Lancaster Terrace (probably a 1950's development) in Acrefair was built on the site of the British Ironworks coking ovens and the siding constructed to serve them.

If industrial developments exhibited a trend from small-scale workings scattered across the area to larger, more concentrated works, a similar trend can be traced in the development of settlement.

The earliest surviving buildings (from the early decades of the nineteenth century) are dotted about the hillside of Cefn Mawr or dispersed along the axis of High Street; others are similarly loosely gathered in small plots of land or aligned with early roads and laneways at Froncysyllte and Cefn Bychan.

Typically, these are all developments of single cottages or very short rows and the irregular plots they occupy often have strongly-defined boundaries, which have sometimes determined the shapes of the buildings themselves.

By the mid-nineteenth century, larger industrial concerns were being established (most notably the highly capitalized production of bricks and tiles), as well as expansion of the British Ironworks continuing, and larger collieries being created. This process was matched by more formal, larger-scale building patterns for housing. Though there are still many single dwellings from the second half of the nineteenth century, longer terraces are more typical, often firmly aligned with roads. In this period, too, there emerged a greater differentiation within the housing stock, marked by the size and elaboration of terraced housing, as well as by the presence of houses of higher status.

In the twentieth century, still larger industrial enterprises (such as the Monsanto works and the Lancaster works) encouraged a continued expansion of settlement. There was a radical change in the scale of development, since the main agent in this period was now no longer the private individual, but local government; the area has an impressive range of planned housing developments spanning from the 1920s to the 1970s, besides which speculative developments look small indeed.

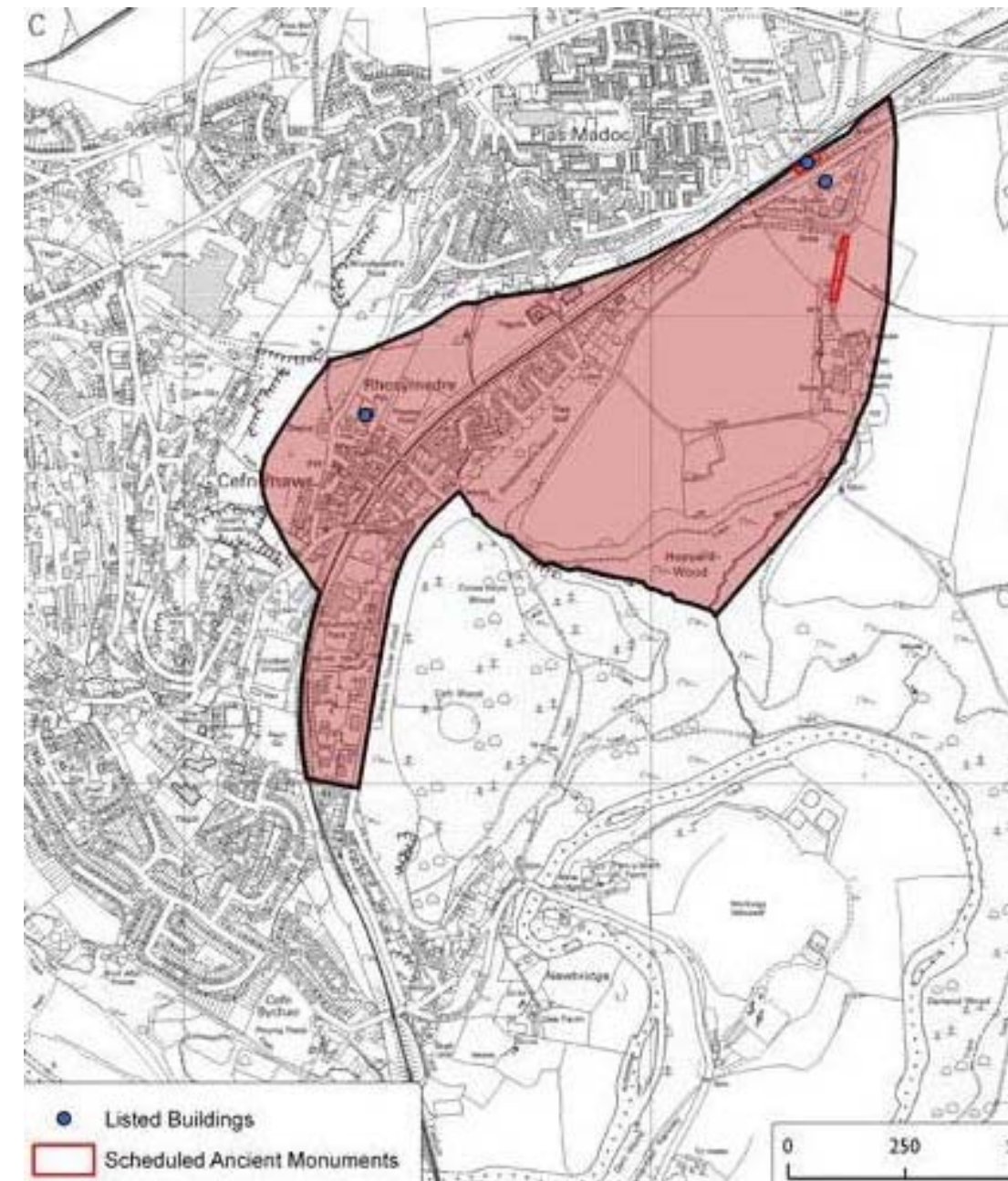
3. The Site

Rhosymedre

The core of settlement at Rhosymedre is quite densely built up and linear, in contrast to the other settlements of the district.

Its terraced rows have a greater formality than elsewhere, characterized by well-coursed stonework and sash windows (some of which survive). There are elements of an informal vernacular, perhaps preceding these developments, and several late considerably in the mid-twentieth century in a series of planned public housing developments off the Ruabon Road.

At Rhosymedre, some significant industrial/ commercial developments of the early twentieth century have survived.



3. The Site

Cefn Bychan, Newbridge and Dolydd

These are the nearest settlement areas to the application site lying immediately to the west of the site.

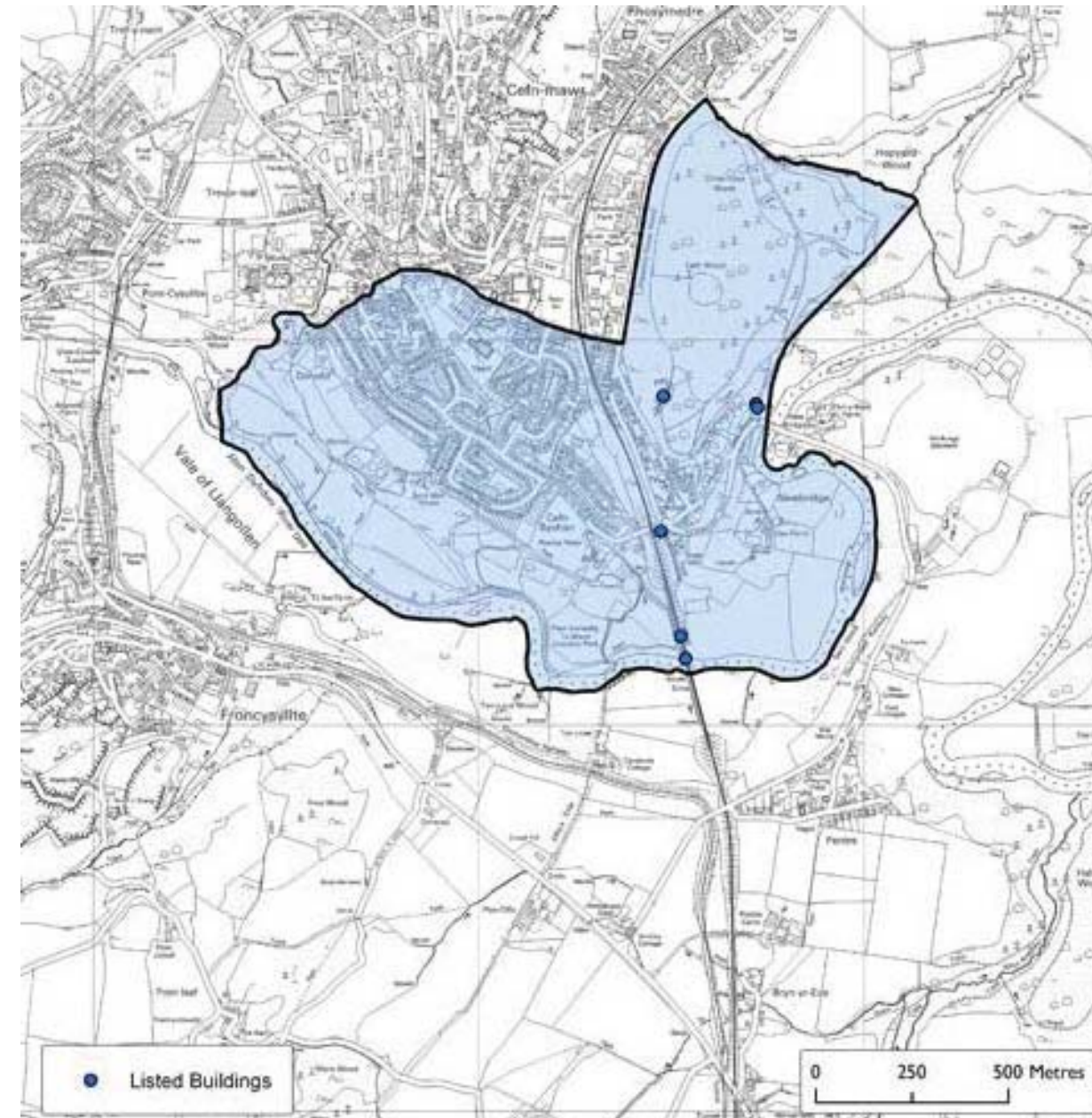
Settlement was strongly influenced by the road pattern, and in 1845 there was already some linear settlement along the road to Ruabon, as well as following the line of Park Road, which may have been an earlier line of this road (whose original course was lost when the park was extended in the early nineteenth century).

The early date of Newbridge Chapel (1825) is an indication that settlement here was well established by this time, and although later nineteenth-century houses are interspersed both along the main road and on the back lanes, the focus for development had shifted away from here by the mid-nineteenth century, leaving a characteristically haphazard pattern.

In the early twentieth century, the area between Ty Mawr and Dolydd Farms was acquired for housing development by the local council, and was laid out in a series of planned estates from the 1920s through to the 1950s.

The earliest settlement is informally grouped across the hillside immediately outside the park wall. Here, single buildings or piecemeal terraces are typical, in a mix of materials reflecting different dates of building or alteration. The influence of the Wynnstay estate is occasionally apparent, for example in Waterloo Tower, built on an eminence in the park in 1815, and also in the agent's house just outside the walls.

In contrast to the haphazard development pattern of the earlier periods, the twentieth-century housing developments of Dolydd are formally and spaciouly laid out. The various phases of development are distinguished by different styles: hipped-roofed brick pairs characteristic of the 1920s (others with picturesque advanced gables); and from the 1950s, a mix of semi-detached houses in painted render with prefabricated panel, and picturesque groupings of white rendered terraces, such as on Coronation Street.



3. The Site

4.1 Local Facilities.

The sites location, close to the centre of Cefn-mawr means that a wide variety of facilities are located in the near vicinity.

There are a number of small shops, takeaways, post office located in the village centre as well as larger supermarkets including Tesco's situated on the former Cefn Druids football ground who relocated to new facilities in Rhosymedre as part of the deal. A small number of pubs can be found in the village centre as well as along the B5605

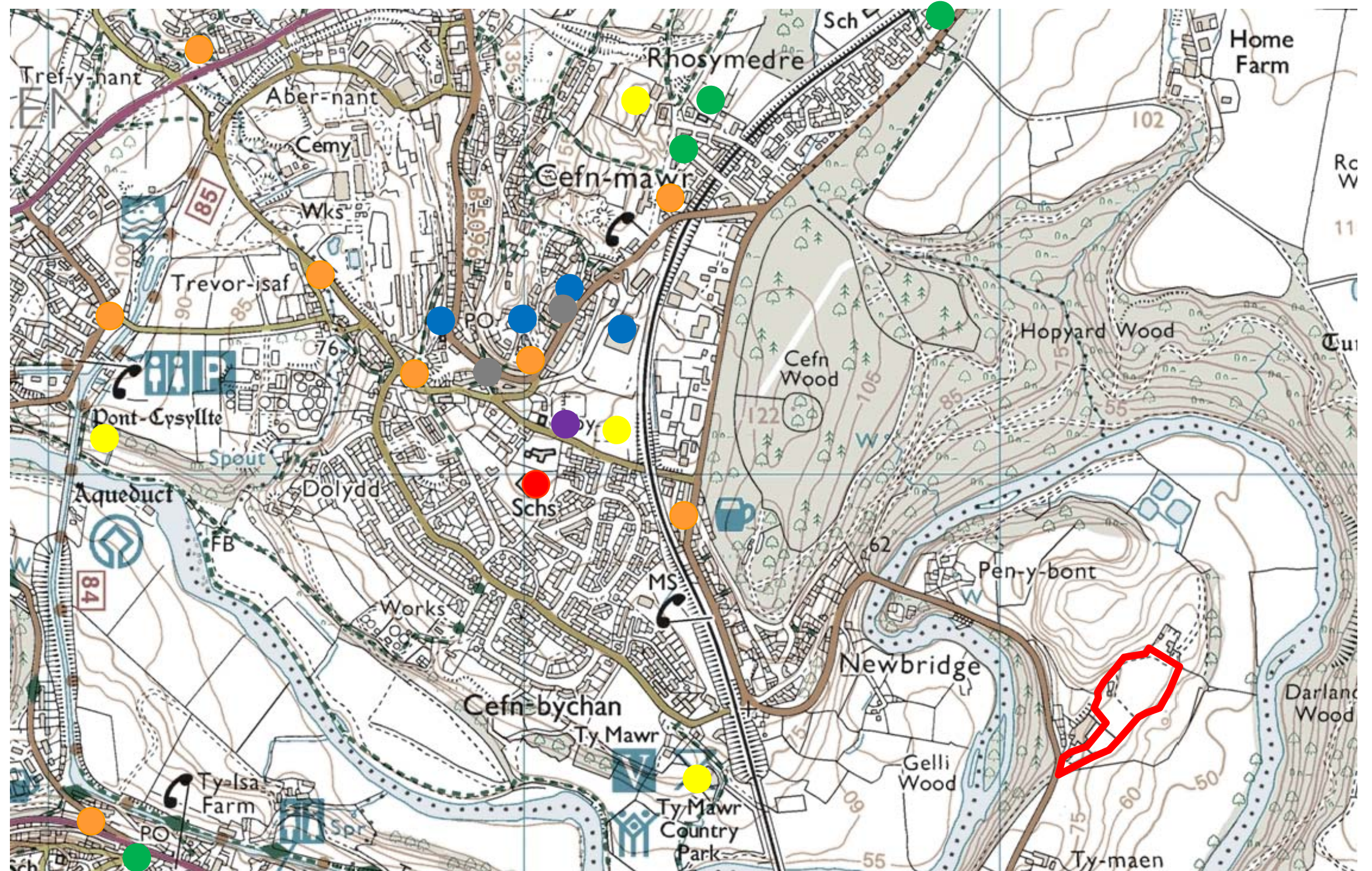
The village has two primary schools: an English, Cefn Mawr County Primary School, and a Welsh, Ysgol Min Y Ddol. There is also a public library located on Plas Kynaston Lane whilst the village also benefits from both a Medical Centre and a Doctors Surgery

Tŷ Mawr Country Park is located in the area, and features the Cefn Viaduct, built by Thomas Brassey in 1848 to carry the Shrewsbury and Chester Railway across the valley of the River Dee.



3. The Site

- Places of Worship
- Public Houses
- Schools
- Leisure and recreation
- Retail
- Library
- Health Centres
- The Site



3. The Site

4.1 Local Movement Network

4.2 The site is accessible by vehicle form the B5605 on its western boundary.

4.1.2 The site is located in a convenient and accessible location in the strategic highway network close to the A5 providing connections to North Wales and Birmingham together with the wider motorway network at Shrewsbury via the M54.

Public Transport Network

The site is located on a bus route linking Oswestry, Chirk, Ruabon and Wrexham with regular hourly services being available

Service 2

Wrexham- Cefn-Mawr (Tesco's)- Newbridge- Chirk –Oswestry

Service 2A

Wrexham- Cefn-Mawr (Tesco's)- Newbridge- Chirk –Oswestry

Buses to Ruabon provides rail connections to Wrexham, Chester (and on to Liverpool and Manchester), Shrewsbury (on to Birmingham New Street) and Cardiff

2 / 2A / 2B / 2C

Oswestry - Wrexham via Gobowen; Chirk & Ruabon

Service 100

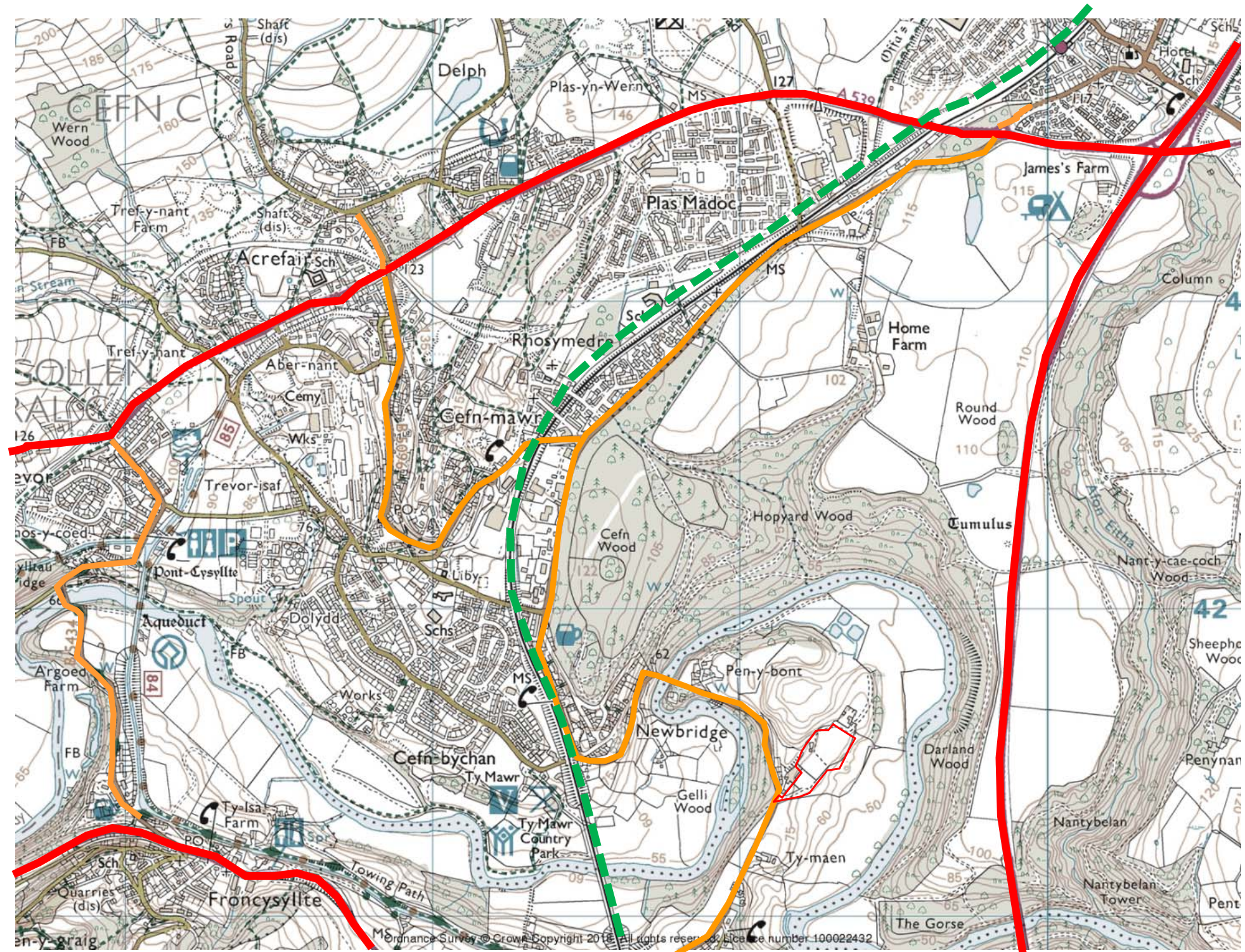
Direction of stops: where shown (eg W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	W	Th	F	Sa	Su	2	2C	2	2A	2B	2C	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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3. The Site

-  A Roads
-  B Roads
-  Railway Line



4. Social and Economic Context

4.1 Social and Economic Context.

4.1.1 New housing development can assist in encouraging social inclusion by ensuring that there is provision within the development to meet the varied needs of the community. The opportunity to achieve balanced communities can be maximized through the provision of a choice of house types, sizes and affordability.

4.1.2 This proposed scheme on vacant land will provide much needed housing within reach of local amenities, facilities and with good transport links.

4.1.3 This in turn will encourage greater activity in the area to support the local economy. In addition, the development of this site will improve and enhance the appearance of the area and allow existing services to benefit from a larger neighbourhood population.

5. Objectives and Opportunities

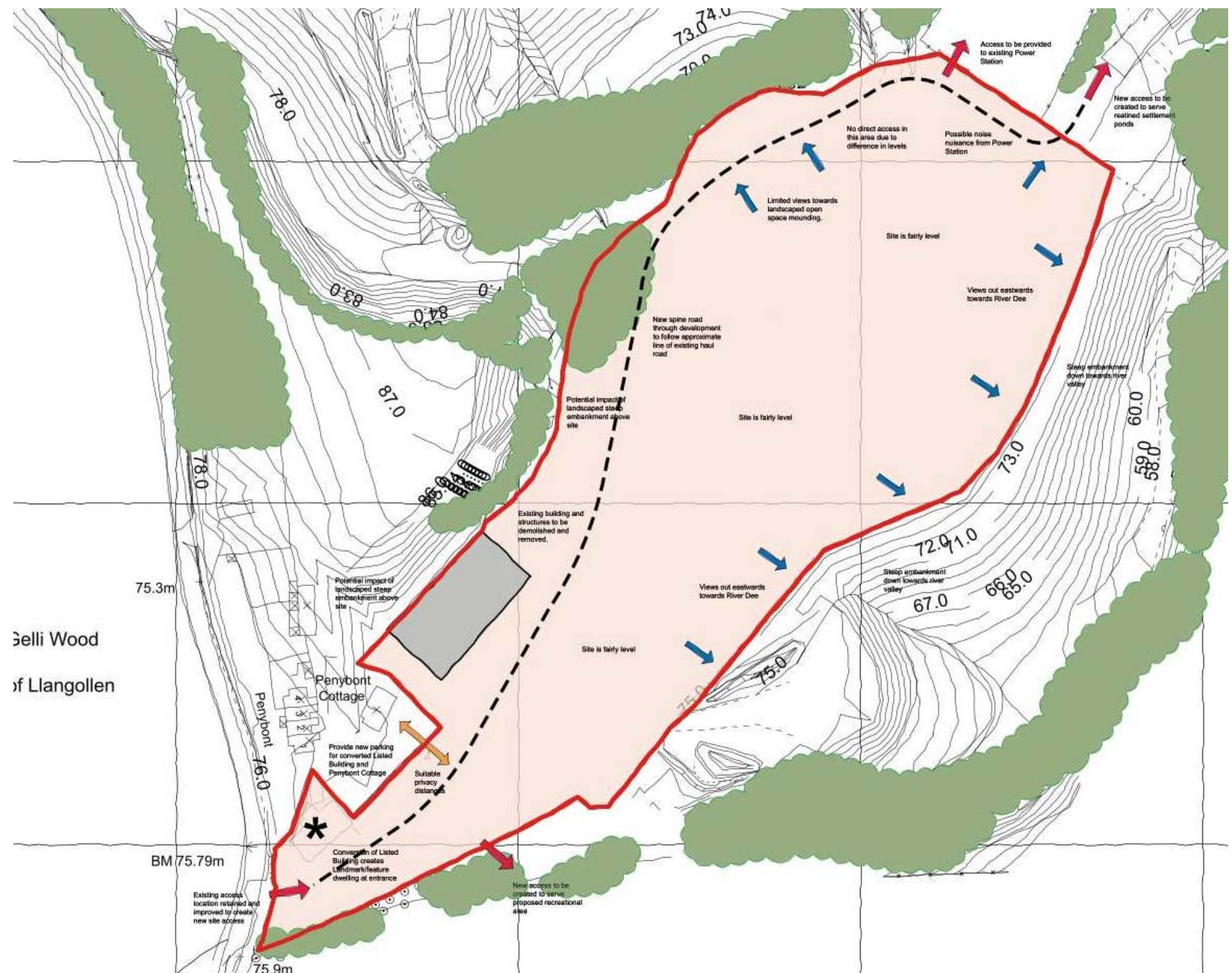
Constraints Plan

The assessment of the site and its context, along with the relevant planning policies and guidance and various pre-application consultations, has provided guidance that has informed the illustrative layout and the future development of the site.

A summary of the site opportunities and constraints are set out below

1. Features of landscape and ecological value such as ponds, watercourses, tree groups and hedgerows
2. Potential Underground utilities and way leaves
3. Challenging site topography to north-west and south-east of the site
4. Noise from the existing power station
5. Sensitivity to the setting and conversion of the listed Brick and Tile Co. Office building
6. Vehicular and pedestrian connectivity through to the site
7. Relationship to existing residential context to north
8. Provide much needed on-site parking for the converted office building and Penybont Cottage
9. Maximise views eastwards across the valley to River Dee
10. To enhance the reclamation of the previous landfill site by additional green spaces and landscaping.

These opportunities and constraints have given rise to the design framework and subsequent design principles which the final illustrative layout has been designed to meet



5. Objectives and Opportunities

5.0 Involvement

Pre-application discussions are critically important and benefit both developers and local planning authorities in ensuring a better mutual understanding of objectives and the constraints that exist... local planning authorities and applicants should take a positive attitude towards early engagement in pre-application discussions so that formal applications can be dealt with in a more certain and speedy manner and the quality of decisions can be better assured.

5.1 Pre-application Consultation

As part of developing our proposals for the site we recognized the importance of undertaking pre-application discussions with the LPA and formally submitted an application for pre-app advice logged under application reference ENQ/2016/0183. Following an initial meeting with officers we received a formal written response to our request for advice outlining the local policy context, validation requirements and pertinent issues for consideration.

A series of meetings and correspondence over a sustained period of time has been exchanged with Wrexham County Borough Council officers, DBA Estates, FCC Environment and the consultant team. The purpose of this correspondence has been to ensure that as many issues have been dealt with as early as possible to ensure that the planning submission reflects the best possible scheme for the site and provides benefits to the local and wider community.

5.2 Public Consultation Event

We understand the importance of engaging with the local community, particularly the residents of Pentre and the surrounding areas.

A public consultation event was organized on Wednesday the 25th April 2018 held at Pentre Controlled Primary School, Pentre, Chirk, LL14 5AW between the hours of 5.30pm and 8.30pm.

Further more detailed information relating to both the pre application discussions with the LPA and the Public Consultation event can be found within the Statement of Community Involvement Document which is also submitted as part of this planning application.

6. Design Principles

Overview

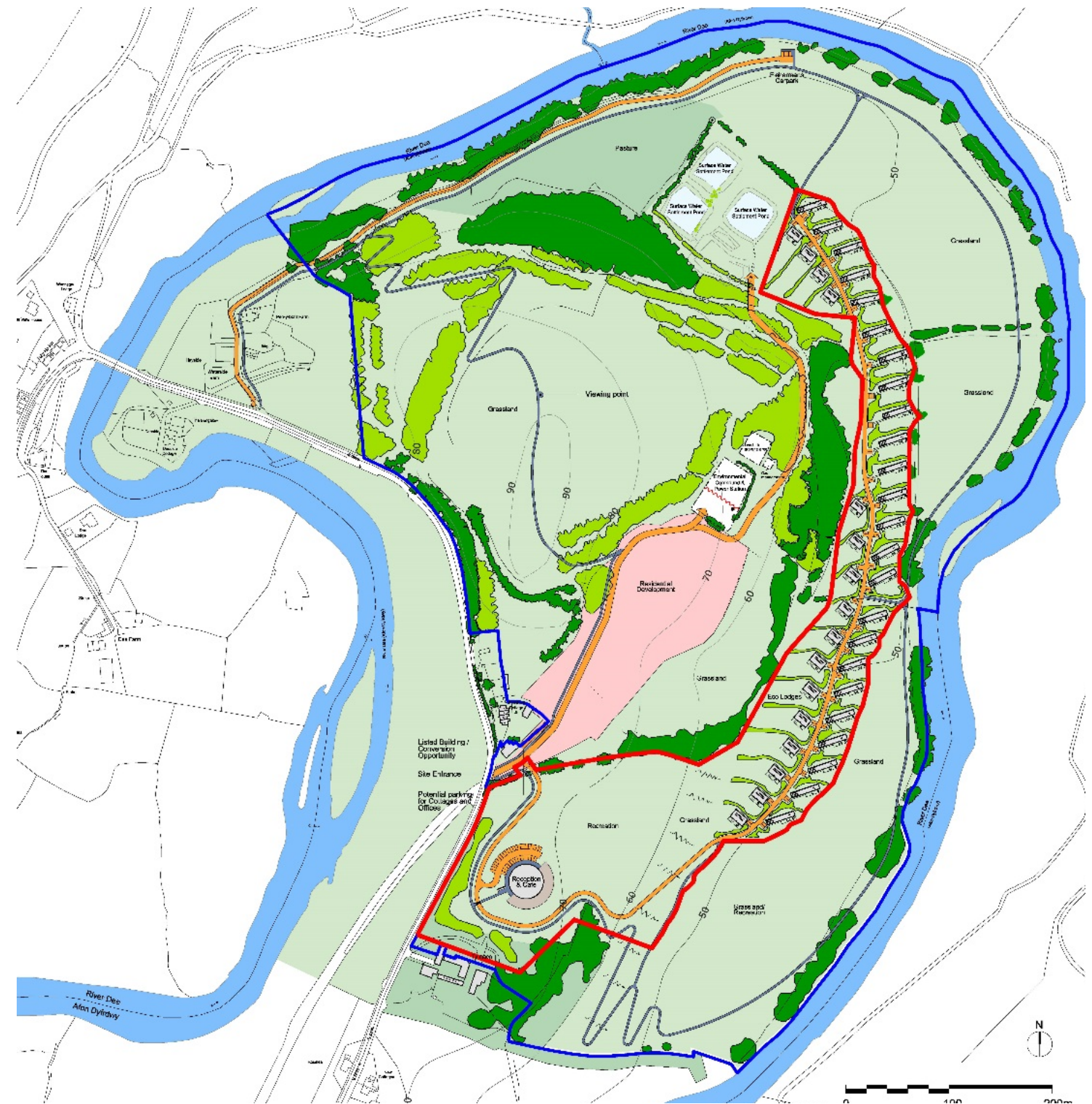
This residential phase is a small element within an eventual comprehensive redevelopment proposals for the former landfill development which will include areas for caravan and camping along with holiday lodge sites along the route of the River Dee together with associated recreational and ancillary facilities (all the subject of separate planning applications)

Use and amount

The application proposes

- Outline planning application (with all matters reserved) for residential development comprising up to 60 dwellings (Use Class C3);
- vehicular access connection from B5605
- green infrastructure of public open space, structural landscaping,
- access to associated drainage, sports and recreation facilities and a network of walking and cycling routes;
- associated infrastructure works and services.

The application is submitted in outline with all matters of detail reserved. However in order to comply with 'The Town and Country Planning (Development Management Procedure) (Wales) Order 2012' and also to enable the development to be properly assessed in terms of its impact, the application provides significant illustrative detail on the amount of development, the general layout and the likely orientation and height of future development, as contained within the following pages.



6. Design Principles

To establish the initial design concept a framework layout was produced.

Key:



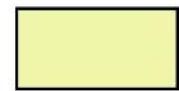
Residential site Area - 2.8 hectares



Listed Building Curtilage - 0.05 hectares



Terraced Cottage - 0.3 hectares



Traditional Street Dwellings - 0.63 hectares



Inverted Accommodation Units 0.33 hectares



Single Storey Units - 0.56 hectares



Incidental Open Space - 0.48 hectares

Total Residential area - 1.82 hectares

Site Infrastructure (highways) 0.52 hectares

= 32.97 dwellings per hectare Nett



6. Design Principles



Illustrative Layout

6. Design Principles



3D looking North-East

6. Design Principles



3D looking South-West

6. Design Principles

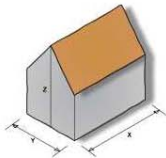
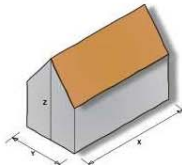
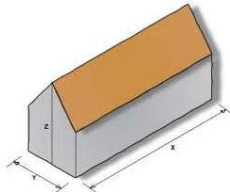
Scale

The table opposite shows the proposed building heights across the site and illustrates a range of potential building footprints. The scale and massing of buildings within the masterplan plays an integral part in the creation of a quality development. Buildings are formative elements of the public realm, and their height must reinforce the street and character hierarchy established for the site.

Proposed residential uses will range between single and two and a half storeys in height, with the majority being 2 storey. Lower single storey units will be located along the eastern part of the site taking advantage of the views across the recreational areas towards the River Dee.

Units within the centre of the site whilst predominantly two storey may well have living accommodation on the upper floor(s) again to take advantage of the views eastwards.

Some Two and a half storey units may be incorporated at key node points to act as feature buildings and focal points. This allows the scale of buildings to define and enclose these key routes, frontages, gateways and spaces effectively and will help enhance site legibility and wayfinding.

 DETACHED	LENGTH (X)		WIDTH (Y)		HEIGHT (Z)	
	min	max	min	max	min	max
	6	16	6	11	5	11
 SEMI-DETACHED	LENGTH (X)		WIDTH (Y)		HEIGHT (Z)	
	min	max	min	max	min	max
	7	15	6	12	8	11
 TERRACED	LENGTH (X)		WIDTH (Y)		HEIGHT (Z)	
	min	max	min	max	min	max
	12	35	6	10	8	11

6. Design Principles



3D looking east from behind the 'Terraced Cottages'

6. Design Principles

Appearance

6.1 Whilst these aspects are the subject of detailed design at reserved matters stage, it is envisaged that the development, will be formed by a range of house types, with varying sizes and designs to help facilitate a balanced social demographic across the site and meet the housing needs of the locality.

It is intended that the range of homes that could be accommodated by the illustrative layout will allow for user choice, encourage longevity of occupation and will help foster a sense of local community amongst residents

Local character will be integral to the dwelling design to ensure the development is compatible with its context although this may be a traditional or contemporary approach or a combination of both taking inspiration from the traditional principles. Dwelling sizes will respond to local trends in household sizes at the time of any detailed planning application to ensure they meet the needs of the local community.

The detailed design of all buildings and spaces will be dealt with at reserved matters stage but it is envisaged that the application(s) will use the Character Areas Information and the 'Cefn Mawr and District: Understanding Urban Character' Supplementary Guidance Document as illustrative guidance that will inform the final appearance of the scheme proposals.



Traditional appearance using local materials to reflect local vernacular

6. Design Principles



Or alternatively a modern twist on traditional appearance taking inspiration from and incorporating traditional materials

6. Design Principles

Affordable Housing

Although this will be the subject to the Local Authority Housing Section's requirements based on and their respective Housing Needs Study, it is envisaged that the proposals would provide a 25% provision of mixed tenure housing. In keeping with Local Authority requirements this is likely to be dispersed through the development. The illustrative layout indicates how this 25% allocation could be provided



7. Character Areas

Character areas

The illustrative masterplan has been broken down into five character areas. These character areas will help to define a 'sense of place' to the proposed development. For each character area key design principles will be identified that are in accordance with the development principles.

1 Site gateway

The vision for this area is to provide a key gateway to the development from the B5605. The retention of the existing Listed gatehouse forms the feature at the entrance. The building is intended to be converted into a detached dwelling.

2 Terraced Cottage

A linear form of higher density terraced and linked units reflecting the traditional urban grain of the local settlements

3 Terraced Street

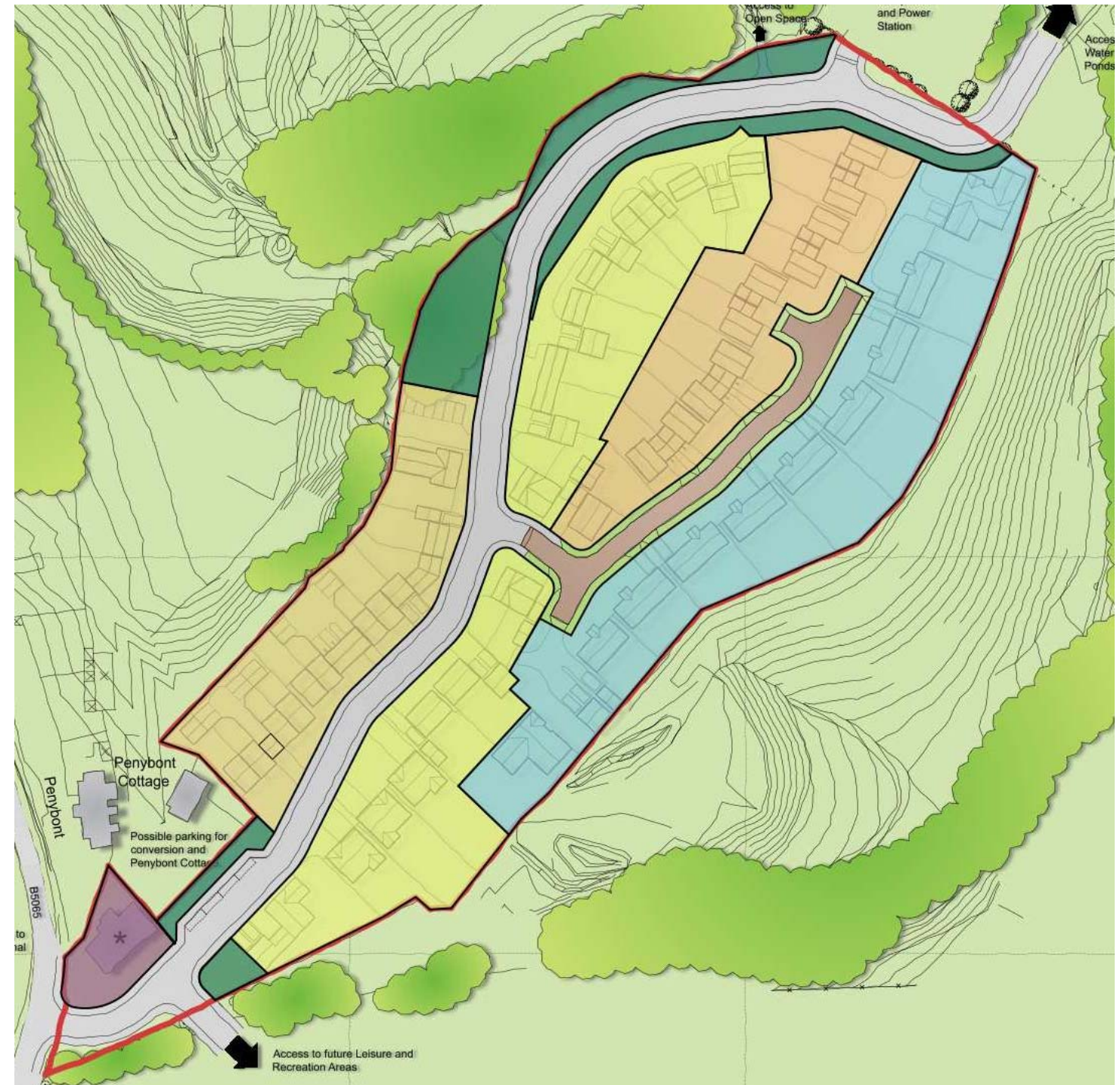
Another linear form of medium density detached and semi-detached dwellings reflecting the urban grain found on the edges of the settlements

4 Inverted Living Accommodation

Detached and linked detached units with living accommodation at first floor level to take advantage of the views eastwards towards the River Dee quality

5 Single Storey Units

The rural eastern edge of the development kept at low level units in larger plots to help the tradition of the open countryside into the built environment.

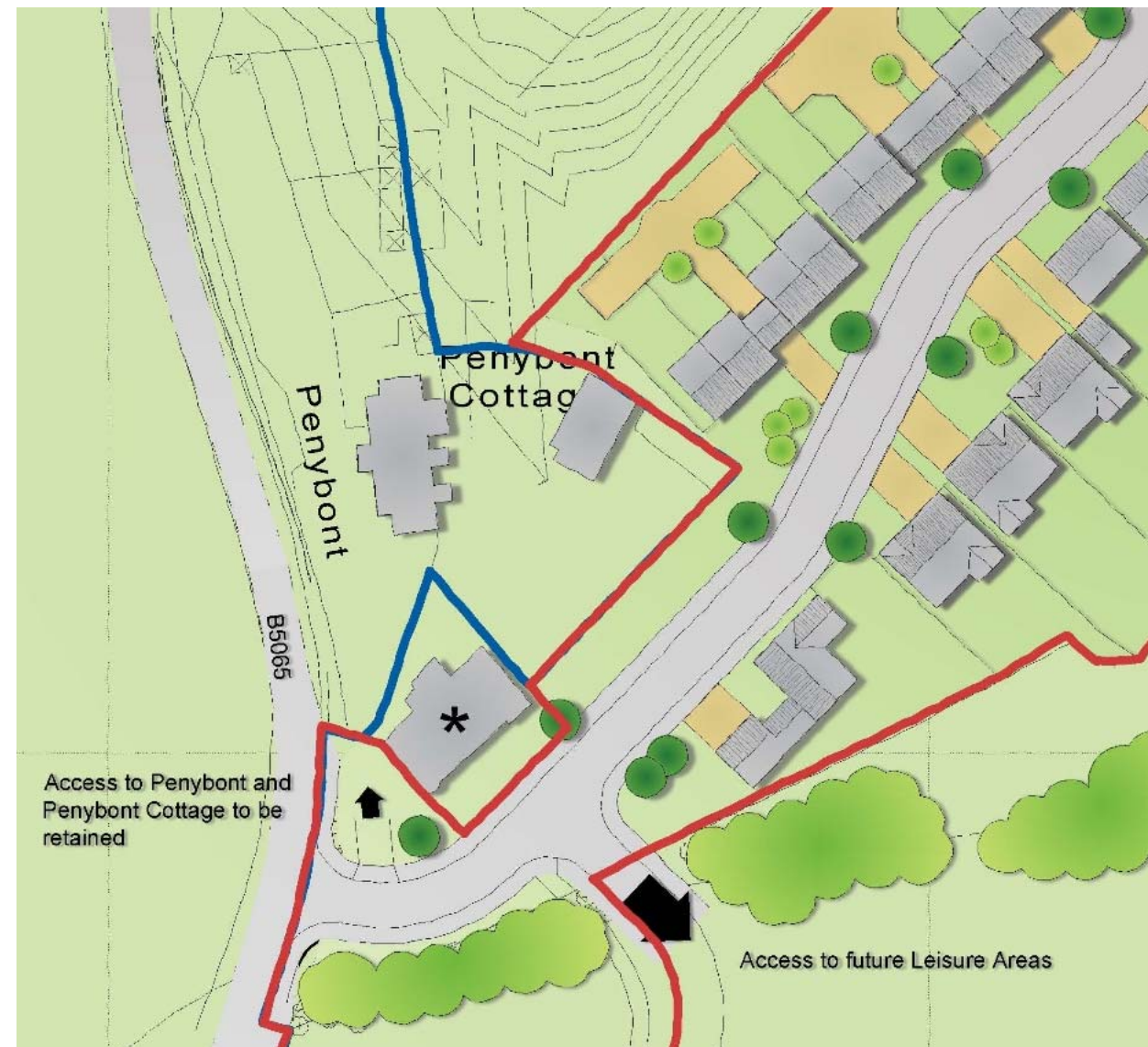


7. Character Areas

1 Site gateway

The vision for this area is to provide a key gateway to the development from the B5605. The retention of the existing Listed gatehouse forms the feature at the entrance. The building is intended to be converted into a detached dwelling.

The existing Grade II Listed Building currently used as site offices, and has potential to be retained and converted into a single dwelling house. This along with the proposed dwelling to the south of the entrance will create a gateway into the site. It is envisaged that the new dwelling will take inspiration from the Gatehouse in terms of traditional architectural detailing.



7. Character Areas

2 Terraced Cottage

A linear form of higher density terraced and linked units reflecting the traditional urban grain of the local settlements

Smaller size cottages arranged in small terraces and linked with garages to reflect the traditional village streets



The appearance could be traditional to reflect the existing vernacular or a modern twist on the traditional design and materials.



6. Design Principles



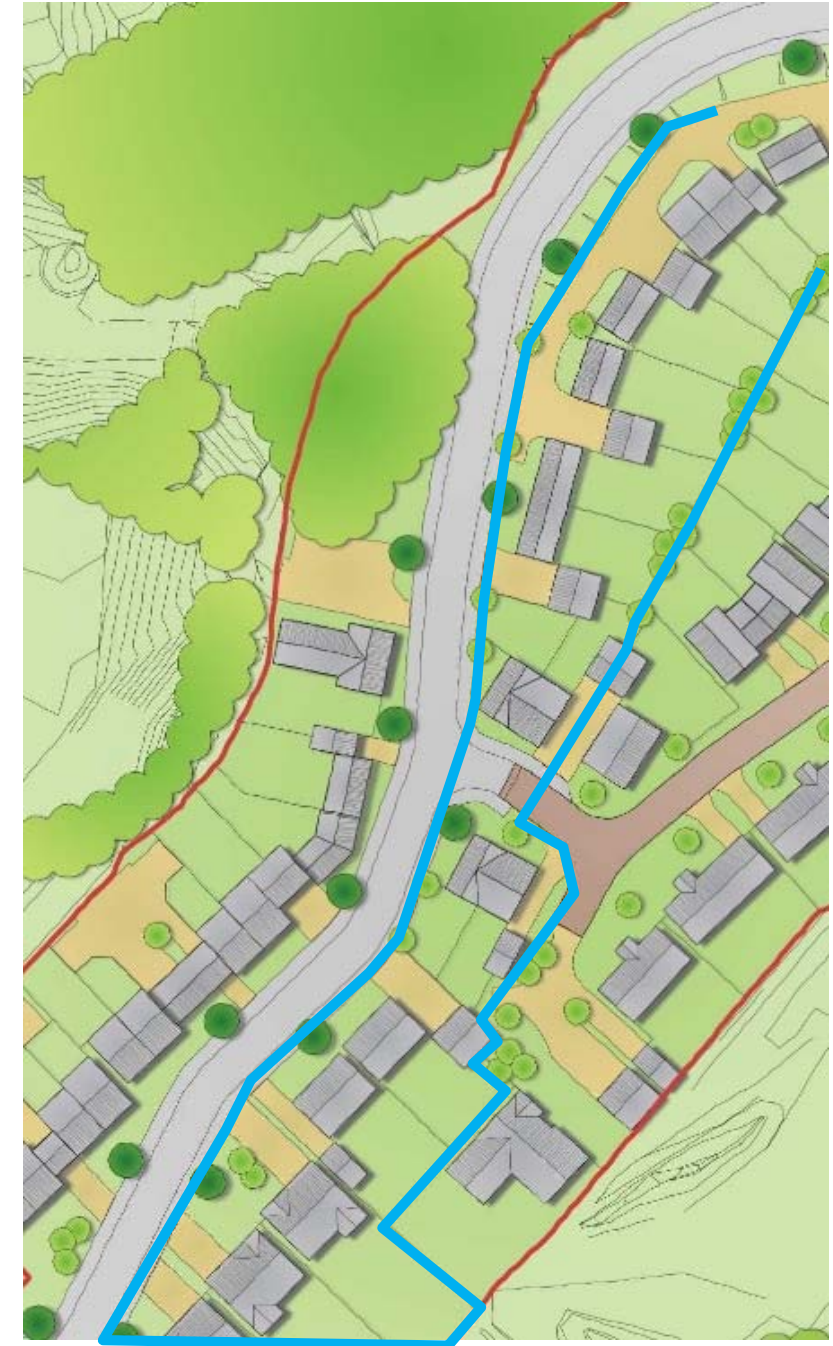
3D looking towards Terraced Cottages character area

7. Character Areas

3 Village Street

Another liner form of medium density detached and semi-detached dwellings reflecting the urban grain found on the edges of the settlements

Medium size family accommodation with some smaller cottages interspersed arranged in detached and semi-detached format to reflect the eclectic nature of the urban fringes of the settlements due to its organic growth



6. Design Principles



3D looking along Village Street character area

7. Character Areas

4. Inverted Living Accommodation

Detached and linked detached units with living accommodation at first floor level to take advantage of the views eastwards towards the River Dee quality

Detached and linked detached units with main living accommodation at first floor level to provide views across to the River Dee. It is envisaged that these units would be designed with a modern twist on local designs and materials



6. Design Principles



3D looking towards Inverted Accommodation character area

7. Character Areas

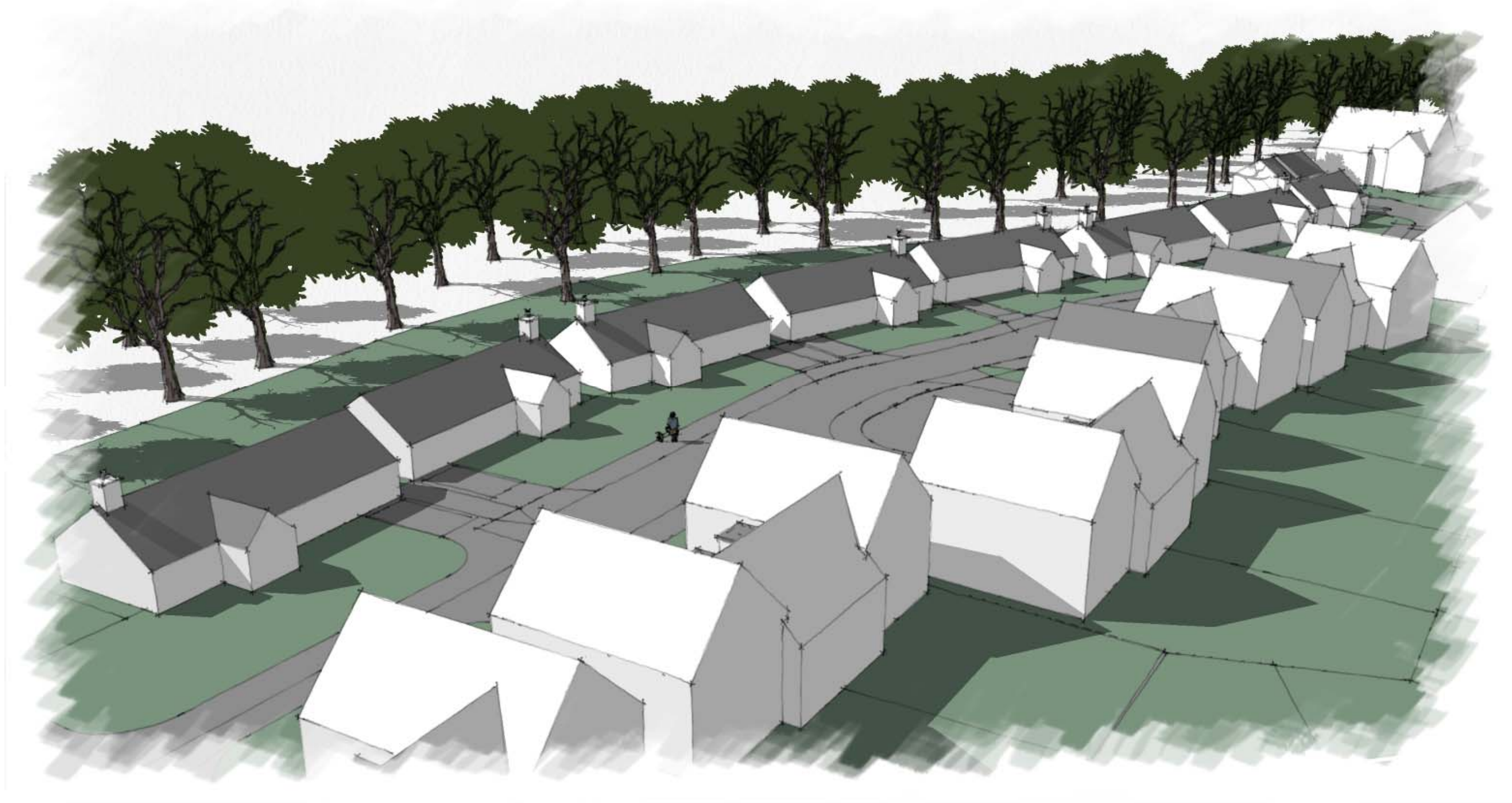
5 Single Storey Units

The rural eastern edge of the development kept at low level units in larger plots to help the tradition of the open countryside into the built environment.

Detached single storey units in larger plots – main living accommodation to the rear allowing views over the recreational areas towards the River Dee. The single storey height allowing the inverted units on the opposite side of the road to enjoy similar views.



6. Design Principles



3D looking towards Single Storey character area

8. Access

- 8.1 The location of the site within an established community and close to the village centre and public transport links will encourage the use of sustainable modes of transport such as walking, cycling and the use of public transport reducing the dependency on the use of cars.
- 8.3 The internal road network is designed to ensure low traffic speeds. This design promotes safe walking and permeability through the site and the use of these areas as 'social spaces'.
- 8.4 Separate pedestrian links will be created through the development to provide connections to the proposed recreational areas, the open space and the River Dee
- 8.5 Parking for the development is provided in accordance with the relevant local design standards of the Local Authority. The parking is provided by a variety of different arrangements. The majority of allocated parking is provided on plot and is located behind the building line of the dwellings to avoid the street scene being dominated by parked vehicles. An element of casual parking can also be provided on street for use by visitors to the development.

Social inclusion

It is envisaged that the scheme proposal will be designed to meet the criteria as set out in Part M of the Building Regulations and the Disability Discrimination Act (1995), especially in relation to the design of new homes.

- The scheme is located on routes of existing bus services which allows access for all to local destinations.
- Each dwelling will have a level threshold to enable easy access for all persons.
- External gradients of pavements will be graded to ensure access by mobility impaired persons will not be impeded by slopes. The public realm will be designed to ensure that they are compliant with highway guidance, including provision of dropped kerbs and tactile paving, if required.
- The open spaces within the scheme will be designed to be accessible to all members of the community.



Site access location looking south



Site access location looking north

8. Access

Street Hierarchy

8.1 Vehicular Access is created via the existing access from the B5605. The access route

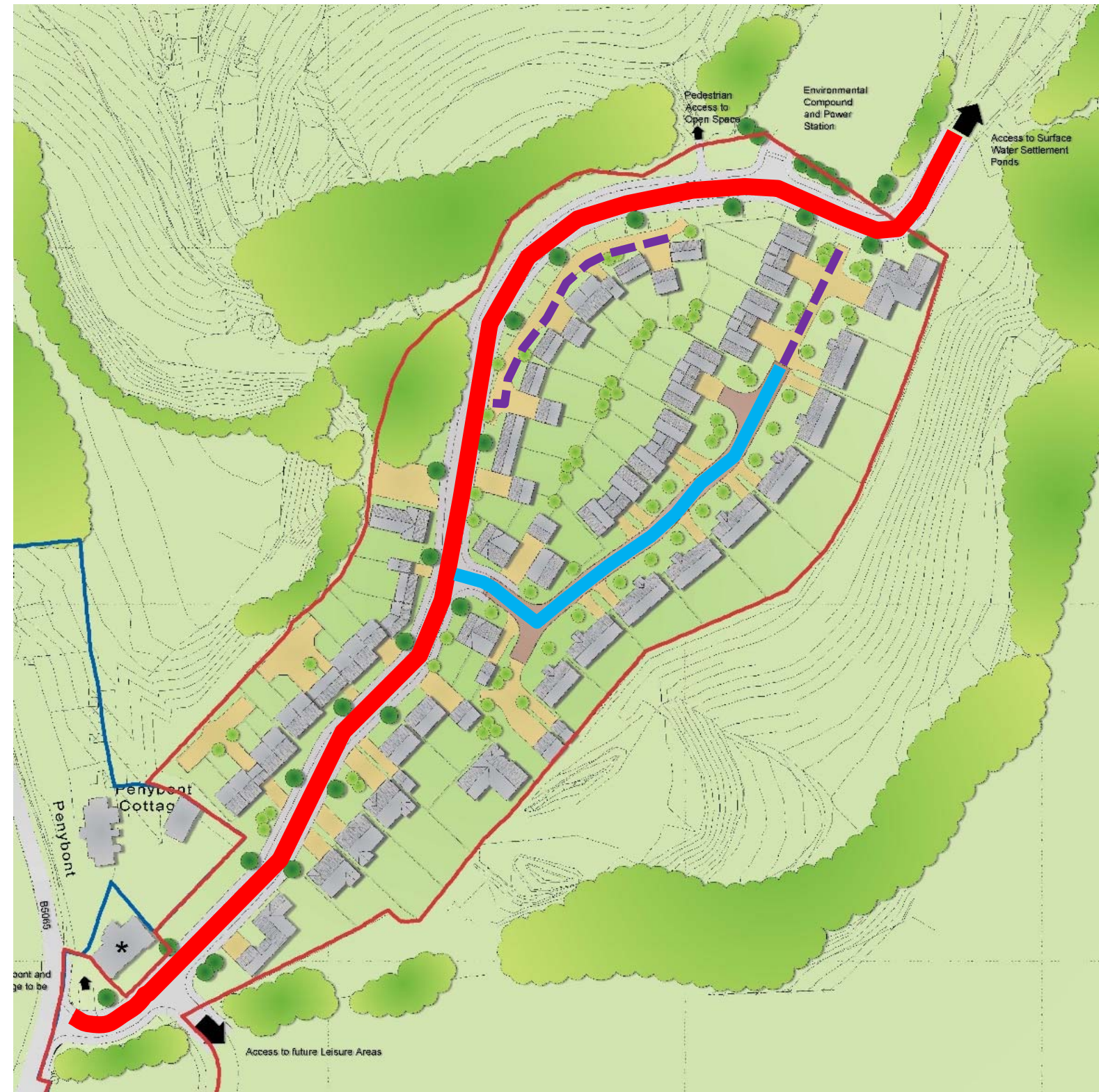
is designed as a tree lined avenue with formal tree planting. This road will serve the development as well as the retained power station site and provides access to the settlement ponds in the north of the site.

This route acts as the main spine road through the development with shared surface access ways

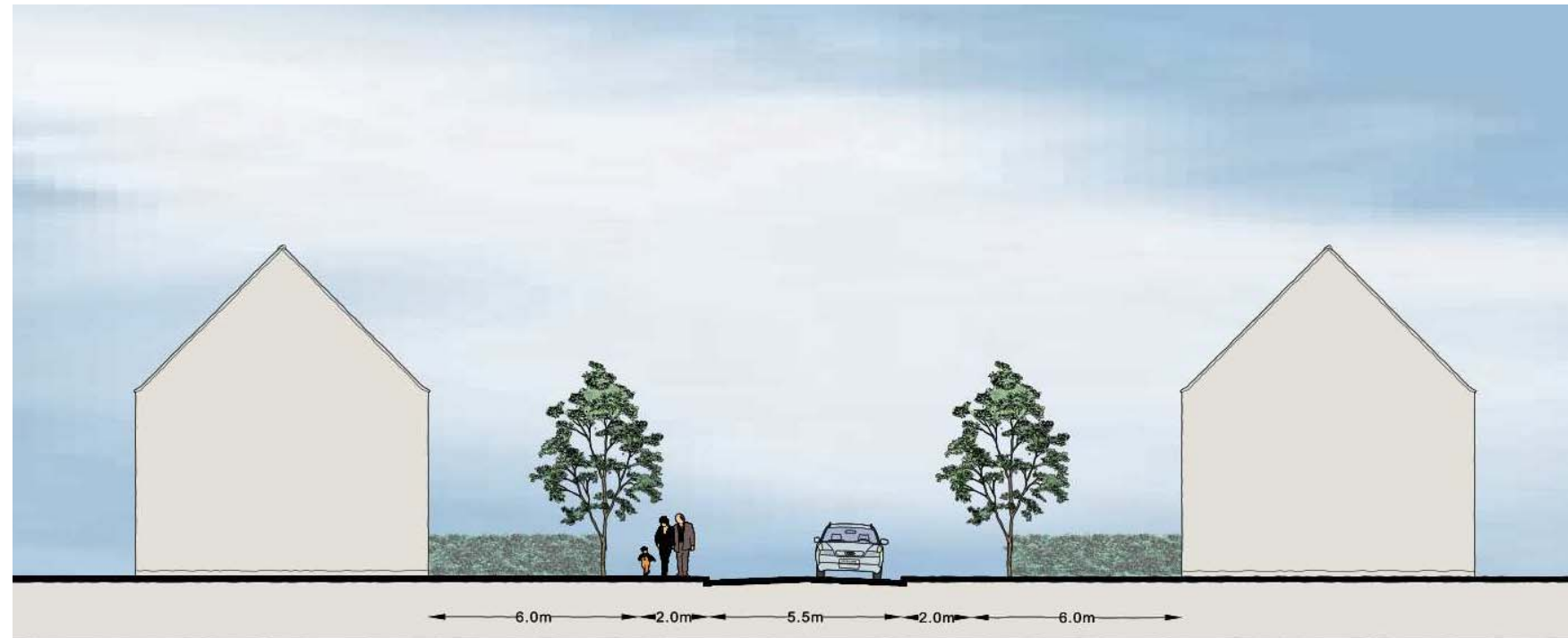
permeating from it to provide access to the remainder of the development. These lower category routes also include widened areas to accommodate casual on-street parking for visitors.

Private drive arrangements

are incorporated at the peripheral of the development overlooking open space areas and green corridors



8. Access



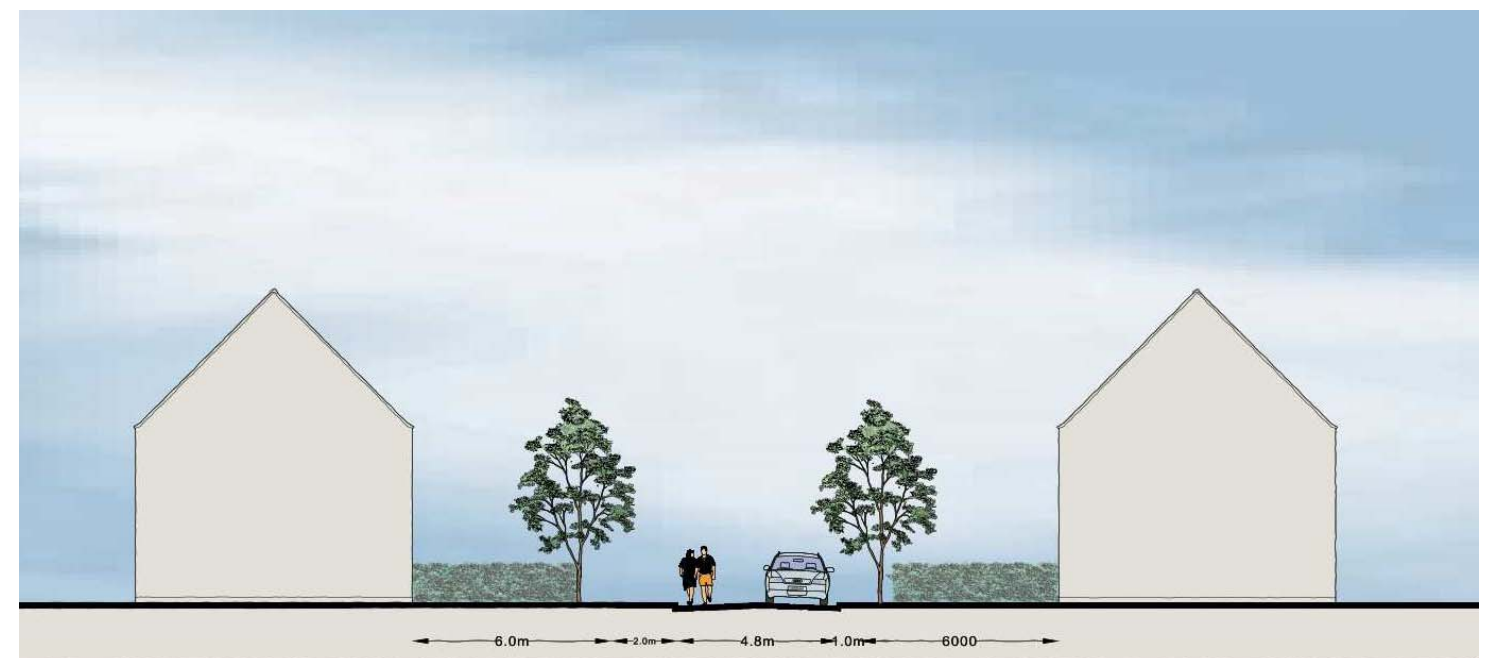
Residential Spine Road

Parking Provision – Suggested minimum provision proposed:

House Type	Amount
1 bed	150%
2-3 bed	200%
4* bed	300%

Street sections

The street sections illustrated opposite graphically demonstrate how each of the two main grades of street hierarchy shown in the previous diagram will work practically, including dimensions of carriageway, pedestrian footways and the degree of enclosure provided by buildings at specific points along these routes



Shared Surface Access Way

9. Sustainability

Community Safety

It has been important to ensure that the proposal is designed such that it does not encourage antisocial or criminal activity. Whilst many specific ways in which this can be addressed have been referred to within the preceding pages, there is also Government guidance which sets out best practice recommendations. 'Safer Places: The Planning System and Crime Prevention' is an ODPM document which gives guidance for new developments. 'Safer Places' establishes:

' . . . seven attributes that are particularly relevant to crime prevention. The attributes have emerged from in-depth research into crime prevention and urban design practice and theory.'

These are general guides to promoting thought about crime prevention and community safety and creating quality for the locality. The seven attributes of a sustainable community that are relevant to crime prevention are:

1 Access and Movement

'well defined routes, spaces and entrances that provide for convenient movement without compromising security.'

The proposal uses a highway route which is designed to lead to a destination and has a well defined and continuous pavement. Pavements are overlooked and observed by dwellings, with generous widths and carefully designed planting to ensure that they are safe and attractive.

2 Structure

'structured so different uses do not cause conflict.'

The proposal is designed such that conflicts between public and private areas of the site will be minimised by clear definition of the spaces. Boundaries and access points will be marked clearly. Parking areas will be distinct and spaces will be sized adequately to avoid conflict.

3 Surveillance

'all publicly accessible spaces are overlooked.'

The scheme has been designed to ensure that all routes and spaces are able to be overlooked by active and principal rooms of dwellings. Doors and windows will open onto the main routes to create an active facade and an obvious and evident frontage to each street. The street has been designed to avoid creation of places where activities might be unobserved.

4 Ownership

'ownership, respect, territorial responsibility and community.'

The proposal demarcates public, private and semi-private areas of the site to ensure that residents and visitors can determine ownership. Communal areas will be clearly marked as such. Public spaces will be designed with distinctive character. Encouraging a sense of responsibility and relationship will encourage greater interaction, use and overlooking.

5 Physical Protection

'include necessary, well designed security features.'

The proposal is designed to ensure that property boundaries are positioned to discourage criminal actions.

6 Activity

'where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.'

The public open space is positioned such that it is well overlooked promoting safety and security.

7 Management and Maintenance

'designed with management and maintenance in mind, to discourage crime in the present and the future.'

The careful and detailed design of the public and private realm of the scheme will ensure that its future usage will be appropriate and discourage instances of crime.

9. Sustainability

Sustainable Location

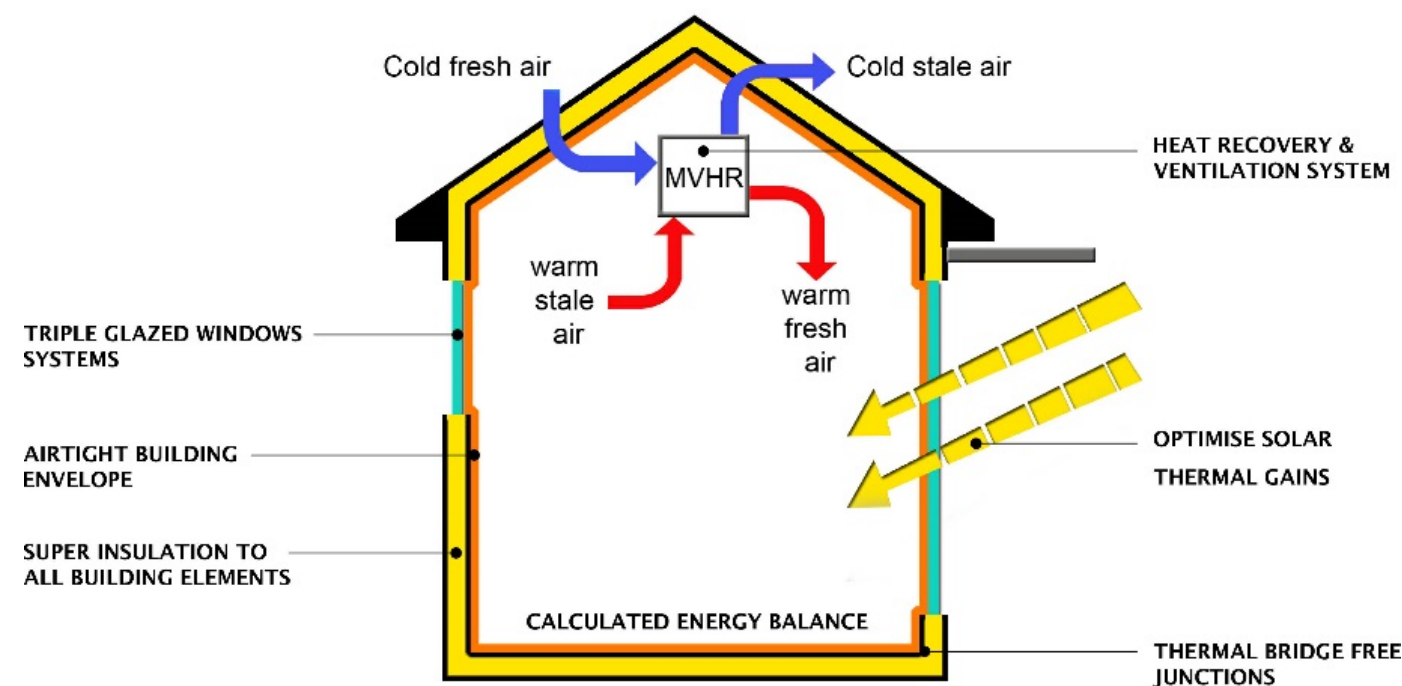
The location of the site ensures that it is comfortably within reasonable walking distance to shops, schools and bus stops. This all assists in reducing vehicle movements and encourage the use of more sustainable modes of transport, whilst the increase in residents will improve the sustainability of the streets.

Sustainable Construction

Whilst the final methods of construction will be dependant on the sites developer, the new development has the opportunity to be constructed to achieve Passivhaus certification. Passivhaus has a simple aim – to achieve, by good design, optimum internal comfort for the lowest energy consumption. Passivhaus buildings stay at a comfortable temperature year round with minimal energy inputs. To achieve these criteria there are several basic principles that need to be adhered to:

- Optimise orientation to maximise and control solar gain and improve daylighting.
- Simple forms for efficiency and ease of construction
- Fabric First Principle – improve the building envelope, eliminate thermal bridges, increase insulation, attention to air-tightness and good window specification
- Use Mechanical Ventilation Heat Recovery to ensure constant supply of fresh, thermally controlled air, ensuring CO2 levels are controlled and kept to required levels
- Use Passivhaus Planning Package to model and test the building throughout design and construction

All of the above focus on improving the building design thus achieving a more effective strategy to reduce national carbon emissions and reduce energy consumption regardless of heat source, and separately generating low carbon energy on the more effective and efficient scale.



The 7 Principles of the Passive House Standard

9. Sustainability

Passivhaus' reflect a genuine benefit to both the user and the environment including:

- Minimised energy consumption
- Avoidance of building defects that can lead to mould growth
- Excellent standards of thermal comfort (satisfying ASHRAE55 and complying with EN770)
- Minimised energy bills
- High standards of indoor air quality
- Optimised life cycle costs, and carbon reduction. Carbon emissions will be reduced by 70% by achieving Passivhaus. Further carbon savings will be possible by the addition of solar thermal or PV panels on south and south-western facing roofs. With the low-energy demand of Passivhaus. it is likely that the most efficient solution is a small gas boiler in each house, providing hot water and top up heating in addition to the heat recovery ventilation. The main communal areas could be heated by a Biomass boiler.

Careful analysis and specification will ensure that carbon is locked up within the building, for example within the timber structure.

Pollution

All materials will accord with COSHH guidelines to ensure the provision of non-hazardous materials or waste in the dwellings or during their construction.

Materials will be selected for construction with due consideration to the 'Green Guide for Housing', publication which advises on the effect that various materials have on the environment taking into account their full life cycle. Insulating materials specified throughout the buildings will be carefully selected to reduce the potential for long-term damage to the earth's ozone layer, and the possible increase in Global Warming as a result of substances used in the manufacturing process.

Sustainable Drainage

As the site is being developed for housing, a large proportion of the surface area will become or remain undeveloped as open space and garden areas. The scheme will look to incorporate Sustainable Drainage solutions.

Waste and Recycling

The design of all dwellings will need to accommodate space for separate external bins for the recycling of materials to accord with the Council's policy on refuse disposal and recycling. This will include hard standings and access routes for the bins.

10 Summary and Conclusion

Summary

Cadsquare Midlands have been commissioned by FCC to prepare a series of parameter plans and an illustrative masterplan relating to the residential element forming part of a redevelopment of a former landfill site to the east of the B5605 at Penn-y-Bont near Chirk. The proposal is an 'Outline planning application, with all matters reserved except access comprising:

- demolition of all existing buildings and structures on site, with the exception of the Grade II Listed Building currently used as site offices;
- up to 60 dwellings (Use Class C3);
- vehicular access connection to the B5605.

Conclusion

The proposal would provide much needed additional residential accommodation for the local area. The development will therefore make a positive contribution to the local economy and allow for the growth of the population, jobs and ultimately the prosperity of the local area.

The scheme has been developed in close consultation with the public and other local stakeholders.

The site has been designed with sustainability at its heart, with good connections to the surrounding areas and walking distances within the site carefully considered in the design development. The overall scheme provides significant areas of open space, including leisure space, informal amenity areas and associated features, providing an attractive setting for the rest of the development. The proposed development is in-keeping with its setting and provide a safe, attractive environment which accords entirely with the urban design objectives laid out in 'By Design'. The design will ensure a high quality development that reflects the local identity of the surrounding area.

The proposed mixed-use development at Pen-y-Bont represents a viable and deliverable prospect which will be wholly in keeping with its setting and which will contribute significantly to the growth of the local area.