



Broad Oak Farm, Rossett

Design and Access Statement

Change of use and conversion of redundant barns for 10no. residential units

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1.0 INTRODUCTION

- 1.1 This design and access statement has been produced in support of the planning application for “*Change of use and conversion of barns to 10no. residential units including demolition, new-build parking barns, access and parking arrangements*” at the site of Broad Oak Farm, Rossett. The purpose of this statement is to explain the design concept behind the proposals and outline the access arrangements to the site.
- 1.2 This statement is to be read in conjunction with the accompanying application documents, inclusive of:
- Application form
 - Planning Statement
 - Location plan
 - Existing site plan
 - Demolition plan
 - Proposed site plan
 - Existing floor plans / elevations
 - Proposed floor plans / elevations
 - Parking barns plans
 - Phase 1 Ecology Survey
 - Bat Survey and Mitigation Report
 - Structural Inspection Reports
 - Pre Application Consultation Report
 - Highways technical note and associated plans
 - Flood Consequence Assessment
 - Drainage Assessment
 - Arboricultural Impact Assessment

2.0 SITE AND CONTEXT

- 2.1 Broad Oak Farm is a former pig rearing farm which ceased production in 2001. The application site comprises 0.66 ha of land including several traditional brick built barns and several portal concrete framed barns with brick infill walls. In addition there are two silo storage tanks. The main farmhouse stands within the south east section of the site with garage, workshop buildings and garden area. There are further vacant barn buildings in the northern section of the site, which are excluded from the application.
- 2.2 Broad Oak Farm is located on Llyndir Lane, Rossett, close to the Chester Wrexham Railway Line and bound by agricultural land on all sides. Rossett lies 5 miles north east of Wrexham and 6 miles south west of Chester. Junction 7 of the A483, 1.5 miles from the site provides excellent access to the regional road network. Chester Road passes through Rossett 500m east of the site. Route 1 operated by Arriva runs between Wrexham Bus Station and Chester Railway Station via Gresford, Marford, Rossett, Pulford and Chester Business Park. This route provides a 10 minute frequent service in both directions from Mondays to Saturdays and a 30 minute service on Sundays.
- 2.3 Rossett contains a variety of services and facilities, including a primary school, secondary school, pubs, church, village hall, takeaway, convenience stores etc.



3.0 DESIGN

USE

- 3.1 The existing buildings are vacant, formerly used for agricultural purposes. The proposed use is residential dwellings (Class C3).

AMOUNT

- 3.2 10no. dwellings, comprising of 60% 2 bed, 10% 3 bed, 30% 4 bed. The size of the units has been determined by working within the existing buildings and the most appropriate subdivision whilst maintaining their overall character and integrity. The bedroom number split is also in accordance with expected market requirements.

Unit	Bedrooms	Floor Area (m ²) (ALL FLOORS)
Unit 1	4	138
Unit 2	4	147
Unit 3	4	147
Unit 4	3	120
Unit 5	2	105
Unit 6	2	102
Unit 7	2	92
Unit 8	2	92
Unit 9	2	98
Unit 10	2	107
TOTAL		1,148

- 3.3 An element of demolition of the buildings is required to best serve the proposed scheme as a whole and generate an appropriate site layout,

including gardens, access roads, turning areas etc.. Please refer to the submitted demolition plan.

SCALE

- 3.4 With reference to the submitted existing site layout plan, it is evident that the proposed dwellings are within the parameters of the existing barns from a floorplate and building height perspective.
- 3.5 The existing buildings range from 1.5 storey to 3 storey across the site. Buildings A & B lend themselves to conversion with minimal alteration in terms of scale and form. Minor alterations are proposed to building M but essentially scale and form remain unchanged.

LAYOUT

- 3.6 The layout of the site is largely dictated by existing buildings and will remain broadly similar, with the exception of buildings C, D, E, F G, H, J, K, and L which are to be demolished.
- 3.7 Demolition will enhance the appearance of the retained buildings and compliment the newly established curtilages of the plots; providing garden areas, dedicated parking spaces and shared residents amenity space across the site.
- 3.8 Structures A, B & C which comprise two silo storage tanks, a small single storey brick building and a large lean-to in the central courtyard, are to be demolished. These structures are not appropriate for conversion.
- 3.9 Parking will comprise an element of surface designated spaces and a series of new parking barns, which will be of an appropriate design and construction, i.e. timber oak frames and slate roofs.
- 3.10 The site lends itself well to two groupings of residential units each flanking the central access and drive and positioned to the frontage of the site.
- 3.11 Internal accommodation for each dwelling has been designed in accordance with modern family living standards.
- 3.12 Principal elevations for each dwelling face onto the residential courtyards.

LANDSCAPING

- 3.13 Garden areas will principally be to the rear of the units. High quality landscaping will be incorporated across the site, including patio, paving, soft landscaping, trees, hedges, fences and permeable parking areas.
- 3.14 Additional hard landscaping for parking areas and access drives will be of appropriate materials to the rural setting, principally gravel / cobbles.
- 3.15 Final landscaping details can be conditioned as part of an appropriately worded planning condition.
- 3.16 A new post and rail fence will be used to establish a new curtilage and defined separation between the proposed development and the wider surrounding agricultural landholding. An element of the land will be reassigned to the wider landholding.

APPEARANCE

- 3.17 The proposal seeks to utilise all existing openings where possible. Some new openings are formed in accordance with the internal layouts. Reference should be made to the proposed plans for a schedule of materials and annotated detailing of windows, doors, retained features etc.

BUILDING A

- 3.18 Building A is to be split into four 2 bed units and one 3 bed unit (units 4 to 8). Patched sections of infill stone wall, which appear to be a repair feature throughout the building, will be retained wherever possible as traditional features. A new roof will be constructed to allow an open first floor level where cross beams and trusses currently restrict space and headroom. New floors will be provided throughout and a new internal wall structure constructed to provide insulation and appropriate support for new floors. It is proposed to insert roof lights into the building to increase the amount of natural light in the building thus reducing the dependency for artificial lighting. All roof lights will be of flush conservation style.

BUILDING B

- 3.19 Building B, alongside building A, is the main traditional brick barn surrounding the farmyard. The section of building B forming the main brick barn is to be split into 3 units (1 to 3). The existing double height first floor is to be split in two to create a new second storey, with new floors throughout. The large hay barn (building C) currently attached to the rear

eastern elevation of building A is to be demolished. This will allow for greater appreciation of the main original brick barn from the east and create room for new garden areas to be created.

BUILDING M

- 3.20 The proposal seeks to utilise existing openings in the majority, some of which will be remodelled to accommodate larger openings where required, i.e. double doors to amenity areas. There is a surplus number of existing openings, when assessed against the requirement for usable habitable floorspace, accordingly a number of openings will be infilled.
- 3.21 Reference should be made to the proposed plans for a schedule of materials and annotated detailing of windows, doors, retained features etc.
- 3.22 A more contemporary approach will be taken to the external treatment of the buildings, whilst maintaining the traditional appearance, albeit it must be acknowledged that the buildings are principally of a utilitarian design.
- 3.23 All buildings will be re-roofed and have a slate covering.

BUILDINGS C, D, E, F G, H, J, K, AND L

- 3.24 To be demolished.

4.0 ACCESS

PARKING

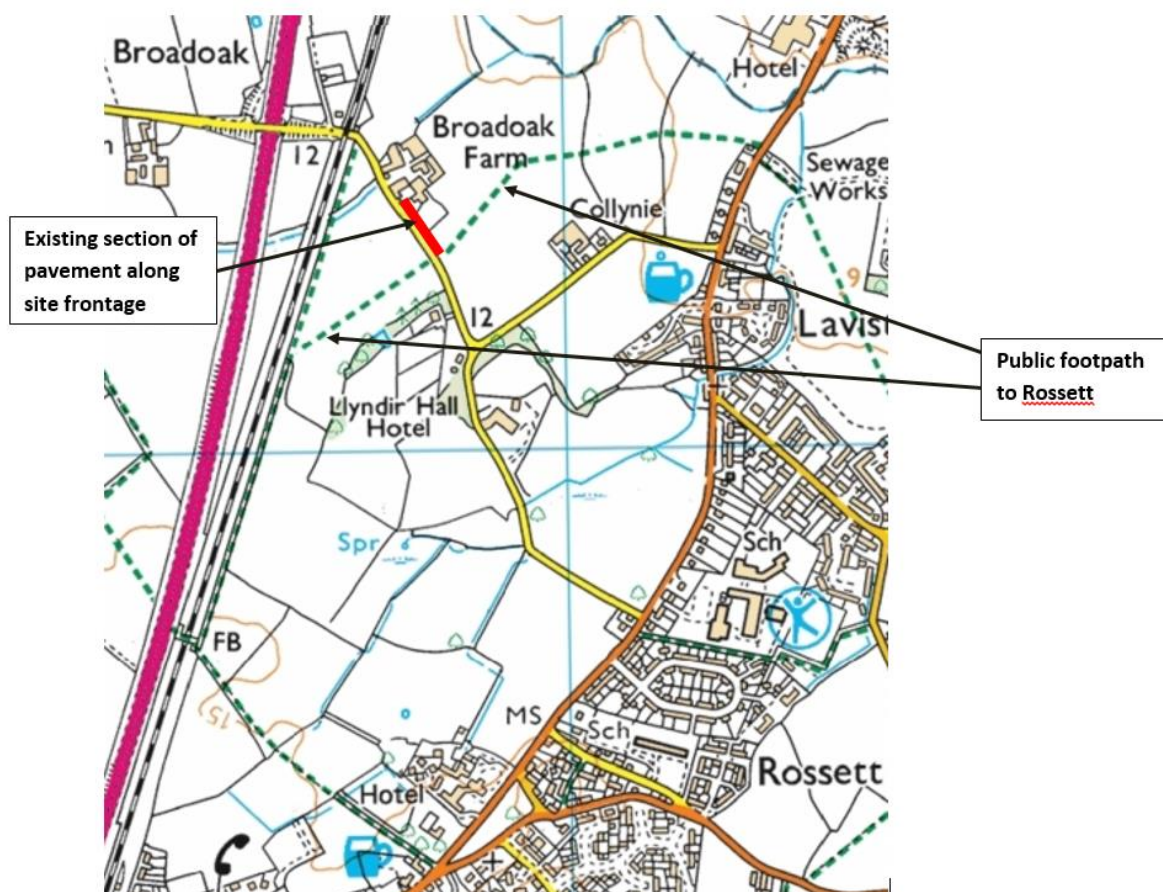
- 4.1 Vehicle parking is to be provided across several parking barns and spaces in accordance with the Council's adopted standards
- 2 bedrooms units – 2 spaces
 - 3 / 4 bedroom units – 3 spaces
- 4.2 Parking for at least 2 bicycles is to be provided for each dwelling through cycle stores in the rear gardens for all units.

VEHICULAR ACCESS

- 4.3 The site currently has 3 separate access points onto Lyndir Lane. All access points currently provide substandard visibility splays onto Lyndir Lane due to the proximity of the brick built barns to the road (with the southern entrance into the main farmyard featuring the worst line of visibility). To mitigate this issue, it is proposed to widen a section of Llyndir lane along the site frontage to allow for space for cars to pass and create adequate visibility splays for exiting the site and utilise one point of access only. The two remaining points of access will be closed-off.
- 4.4 The central access point will facilitate two-way traffic, serving all units but also facilitating access for refuse vehicles to service the site as a whole.
- 4.5 The transport statement carried out in support of the 2010 application at the site found the 85th percentile wet weather speed in the vicinity of Broad Oak Farm along Llyndir Lane was 31mph in both directions. This is presumably due to the relatively narrow width of the road and presence of multiple access points onto the road, raising driver awareness and reducing speed. As such the exit point for the proposed development should feature visibility splays of 2.4m x 45m in both directions, in accordance with highways guidance contained within Manual for Streets. However as a precautionary measure, this is to be extended to 56m in both directions.
- 4.6 A traffic survey was also undertaken over a 7 day period, revealing that existing traffic flows on Llyndir Lane within the vicinity of the site are very light, averaging 254 daily traffic movements (122 to Chester Road, 132 from Chester Road).

PEDESTRIAN ACCESS

- 4.7 There is an existing pavement on Llyndir Lane along the site frontage which extends past the main farmhouse, leading to a public footpath. This path takes two routes to Rossett. One route runs north east through a field past Rosset Business Village, before turning south east to join Wrexham Road adjacent to the Gatehouse Veterinary Centre. Alternatively the footpath runs south west, following the route of the railway line, before emerging in the centre of Rossett adjacent to the Golden Lion Pub. This footpath provides pedestrian access to Rossett, reducing the requirement for residents to walk along Llyndir Lane.
- 4.8 It is proposed to extend the existing pavement north along the site frontage past building A to provide pedestrian access to the central access point.



5.0 ENVIRONMENTAL SUSTAINABILITY

LANDSCAPE / TOWNSCAPE SETTING

- 5.1 The site once formed part of an agricultural landholding, the buildings now being surplus to requirements and are currently vacant. The grouping of buildings, which is commonplace to such a rural setting, will be largely maintained. However demolition will take place where necessary to increase openness. A site walkover reveals that barns F and E in particular are situated very close to barn D, providing an overly strong sense of enclosure and lack of space. Overall the scheme has been designed sympathetically to ensure minimal impact upon the scale and character of the surrounding environment. The net impact associated with the establishing of boundary treatment and surfaced areas and the loss of some more modern additions to the traditional buildings will be a positive improvement.
- 5.2 Overall the scheme has been designed sympathetically to ensure minimal impact upon the scale and character of the surrounding environment. The development will be an improvement upon the current condition of the buildings.

BIODIVERSITY AND LOCAL ENVIRONMENT

- 5.3 Potential impact upon protected species is to be addressed through a bat mitigation scheme and associated design elements incorporated into the proposed scheme. It is expected one of the parking barns would form a new bat loft.

SUSTAINABLE MATERIALS

- 5.4 Natural Welsh slate will be used for the roofs and the use of locally sourced reclaimed materials will be encouraged.
- 5.5 Eco – friendly materials of the highest quality will be used during the construction process.
- 5.6 Crucially, existing materials will be retained and re-used wherever possible in order to minimise environmental impact.
- 5.7 The conversion will be to a high standard to reduce the demand for energy and reduce carbon emissions. This is best achieved by providing a high level of insulation, high efficiency windows & doors and the use of condensing

boilers. The requirements of the Code for Sustainable Homes will be applied. The conversion of existing buildings inherently uses less resources and energy than the construction of new structures.

WATER

- 5.8 The site is in an area considered to be at very low risk of flooding. The use of grey water systems will be encouraged for the recycling of rainwater within the dwellings.

WASTE MANAGEMENT

- 5.9 Each property will have individual waste and recycling bins, in appropriate locations within residential curtilages.
- 5.10 An adequately sized communal bin store is positioned in a central location within the site, ensuring efficient collection by the waste services.

COMMUNITY SAFETY

- 5.11 In its current condition the site is relatively unmanaged and has experienced problems from vandalism, trespass and theft. Introducing a use for the buildings will bring natural surveillance and help stop these problems from reoccurring.
- 5.12 Security is of paramount importance within the proposed development and methods to prevent crime have been considered from the outset of the design. Secure by Design features will be incorporated in the scheme, including window locks, door locks, alarm installation etc..
- 5.13 Boundary treatment will be appropriate to the site's setting and providing clear delineation of residential curtilages whilst ensuring sufficient natural surveillance across the site.
- 5.14 There is natural surveillance over the two courtyard parking areas from all buildings.

6.0 CONCLUSIONS

- 6.1 The development is for a high quality conversion of the existing farm buildings, accompanied by the demolition of all remaining structures on site. This statement has explained the design concept of the proposals, explaining how the conversion makes optimum use of the space available within the site an existing buildings.
- 6.2 The proposed site layout provides for adequately sized and positioned garden amenity spaces and suitable access arrangements to each dwelling.
- 6.3 The dwellings are to feature a high quality contemporary finish, whilst retaining and exposing traditional features of the barns where possible to enhance the appearance.
- 6.4 The proposal provides an appropriate re-use for a set of vacant agricultural buildings whilst maintaining the rural character of the site and respecting the wider context.

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