

Home Farm, Gresford Road Llay.

Addendum to Design Progression Statement
Reserved Matters
May 2018



1.0 Existing Proposals

1.1 Existing Layout

This Addendum to the Design Progression Statement has been prepared by Astle Planning and Design, in response to the amendments that have been discussed and agreed with Wrexham Council.

The plan on this page was submitted to support the application made in December 2017 and was developed following numerous meeting that progressed the initial proposals that were submitted with the Outline Application.



Figure 1 - Application Layout

2.0 Revised Layout

2.0 Revised Layout

Following submission of the Application and the layout illustrated on the previous page further meeting and discussions were held with the Local Authority. The amended Layout on this page was seen as a positive progression of the layout and reflected discussions that had taken place with officers.

Although positive meetings had taken place with the Local Authority and the Design Progressed and amended accordingly significant further amendments to the proposals were considered necessary by Officers at Wrexham in order for the scheme to be supported .

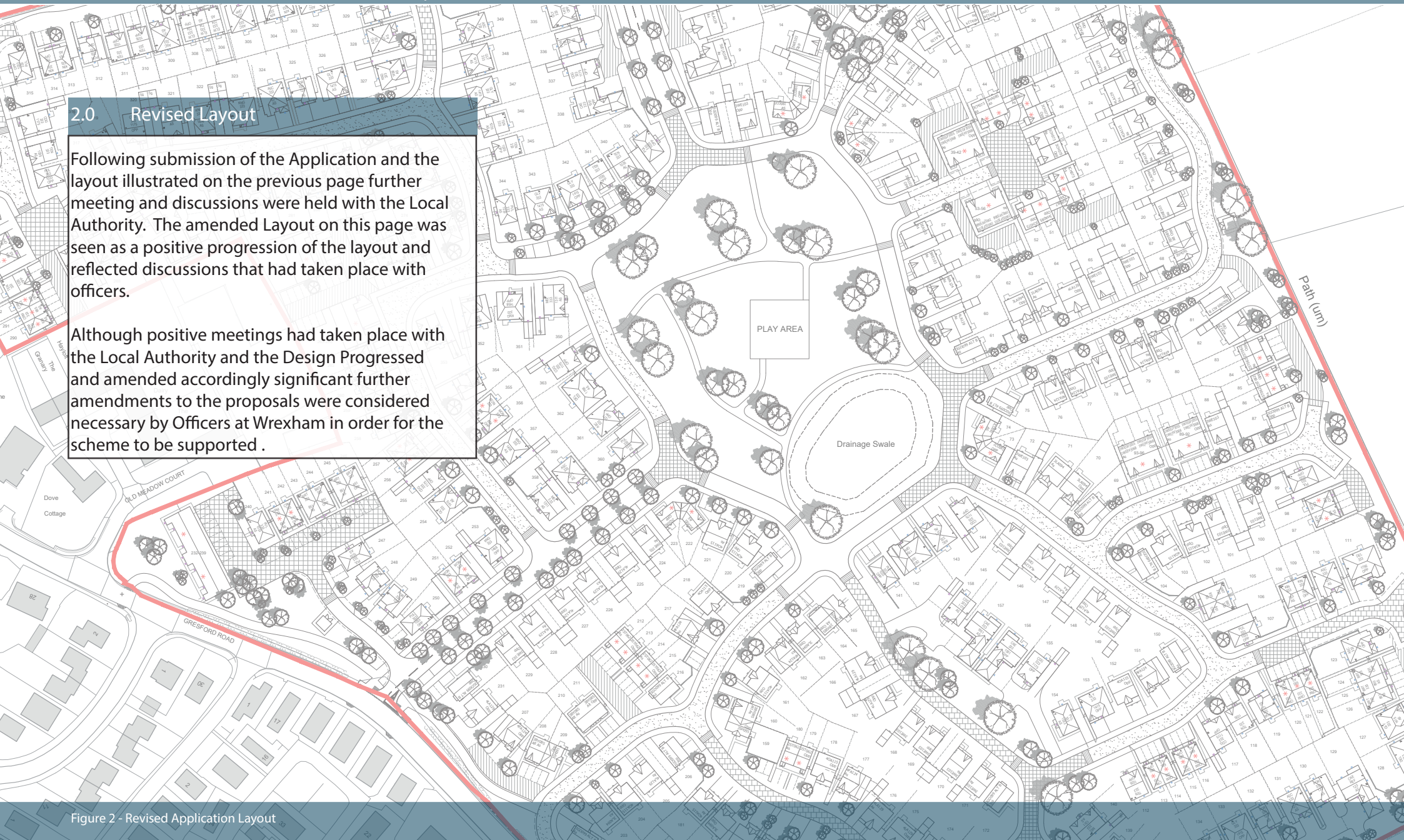


Figure 2 - Revised Application Layout

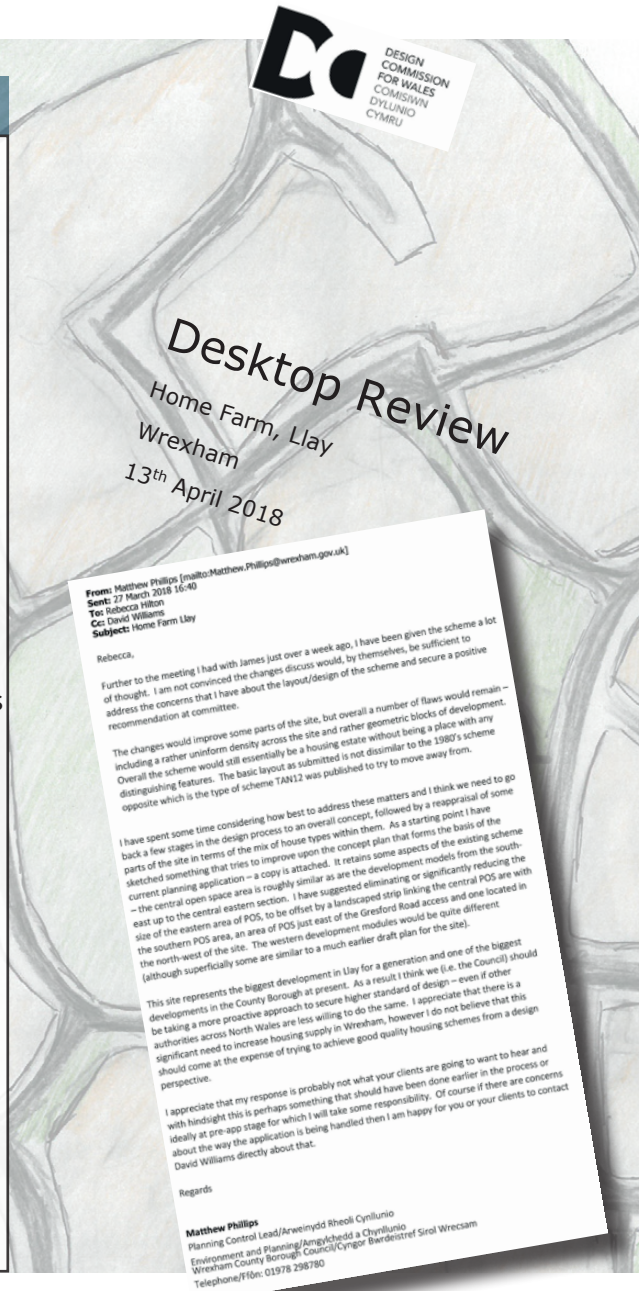
2.0 Revised Layout

However following these discussions and the submission of the amended plan a further e-mail was received from the Local Authority expressing further concerns with the revised layout requesting that further work was required to the layout in order for the scheme to meet the aspiration of the Local Authority envisaged for the site. The Local Authority provided a revised Master Plan to illustrate their views

At this stage a letter from the Developers was Written to the Interim Chief Executive with the intention of reaching an acceptable design solution. In response The Local Authority took independent Design advise from the Design Commission for Wales in the form of a desk top review.

The key points from the comments from the Local Authority and the Design Commission for Wales can be summarised as;

- Density is too uniform across the site
- Sense of Place not achieved
- Reduction in the eastern area of open space required
- Stronger green link between the central and southern parcels of open space required



- Introduction of an element of open space just east of the Gresford Road Access
- High design standard needs to be achieved
- Positive progression of the scheme from the indicative master plan that accompanied the Outline Application
- Dwellings overlook public spaces which is positive as is the fact that dwellings face out on the eastern boundary
- Corner dwellings need to address the street
- Alternative access arrangements to Straight Mile need to be explored
- Central open space and avenue approach from Gresford Road are strong design features of the scheme
- Character areas not distinct
- Design of streets, density and parking arrangements to be reviewed to avoid a monotonous development
- A more organic form of development to be considered
- Street Hierarchy to be further defined
- Dominance of road around central open space to be reviewed
- Potential to locate taller building around the central open space

3.0 Meeting to Progress

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Following on from the Local Authority e-mails and Design Commission for Wales Desk Top Review of the site further engagement with the Local Authority was required to achieve the required design standard and discuss the amendments to the layout required that the Local Authority wished to obtain on the site.

Therefore a meeting was arranged between the Local Authority (David Williams & Matthew Phillips) and the Managing Directors of the Developers & Design Team on 25th April 2018 to agree a way forward in order for the scheme to be supported by The Local Authority.

The key points from that meeting discussed were;

- David Williams (DW) confirmed that the Design Commission for Wales review was useful but largely irrelevant as in the Local Authorities view the changes required to the layout are not fundamental
- Alternative arrangements to the access proposed from the Straight Mile would be supported and it was felt that the current proposed roundabout was not 'human in scale'
- Adoption issues in relation to the road hierarchy were discussed and DW & Matthew Phillips (MP) agreed they would support any revisions to ensure successful delivery of the scheme
- The road connecting the Straight Mile & Gresford Road should demonstrate 'boulevard' characteristics and form the main route through the site - the remainder of the roads within the scheme should be shared surface in character
- Open space areas to be better linked
- A footpath around the perimeter of the site was suggested and welcomed
- DW & MP supportive of direct access arrangement from Gresford Road
- Parking strategy and type to be reviewed
- Scheme would be improved without the roundabout access to Straight Mile
- Green finger to be introduced in vicinity of Gresford Road access to take advantage of views towards the central open space
- Reduction in the amount of road around the central open space needs to be reviewed and reduced
- Proposed house types are considered to be satisfactory
- Building heights to vary at focal points this was viewed as a bonus to the proposed scheme if possible but was not considered to be fundamental, the arrangement of building at focal points was considered more important

4.0 Revised Sketch

Access to potential retail development
to be taken from Straight Mile

3.0 Meeting to Progress

Further to the meeting to discuss a way forward a revised sketch was produced for the site this incorporated the following key points and reflected the discussions at the meeting held on 25th April 2018. The main changes were;

- The road connecting the Straight Mile & Gresford Road shown with boulevard characteristics and is shown as the main route through the scheme
- The remainder of the road hierarchy is shared surface in character with varying widths
- Footpath shown to the perimeter of the site
- Improved green space network
- Strengthened and improved green links between the northern and southern parcels of open space
- Roundabout access from Straight Mile removed and a right turn facility introduced
- Parking strategy amended to reduce the dominance of the car within the street scene

- Gresford Road entrance boulevard now terminates in a square with pedestrian links to the central open space area
- Reduction of road around the central open space area
- Building heights now vary with the incorporation of 2.5 & 3 storey building

This revised sketch was discussed at a further meeting with David Williams and Matthew Phillips on 09th May 2018.

The revised sketch was received positively by The Local Authority and it was agreed that this plan and the design principles applied to this layout were as discussed and would be supported.

There were some minor amendments discussed including an increase to the green finger in the north west corner of the site that have now been incorporated into the proposed layout illustrated on the following page.

Figure 3 - Revised Sketch

5.0 Revised Submitted Plan



Figure 4 - Revised Proposed Application Layout



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