

DESIGN AND ACCESS STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT ON LAND TO THE EAST SIDE OF BOTTOM ROAD, SUMMERHILL, GWERSYLLT, WREXHAM

CO-ORDINATES OF PROPOSED DEVELOPMENT:

X 331006, Y 354261

Introduction

This Design and Access Statement (DAS) has been prepared on behalf of Site Plan UK by AAH Planning Consultants in support of a planning application for residential development including access, on Land to the north of Summerhill, along Bottom Road. The application is made by Site Plan UK.

AAH Planning Consultants are members of the Royal Town Planning Institute (RTPI) and the Institute of Environmental Management and Assessment (IEMA).

A Design and Access Statement (DAS) is a report accompanying and supporting a planning application to illustrate the process that has led to the formulation of the development proposal and to explain and justify the design and access arrangements in a structured way.

The DAS should be read in conjunction with the accompanying Planning Statement and Landscape Visual Impact Assessment (LVIA).

A DAS must be submitted with all planning applications (outline and full) with the exception of the following:

- Material changes in use of land or buildings (but where the change is use of land or buildings will necessitate access by an employee, or the provision of services to the public then a statement dealing with access issues only will be required).
- Engineering or mining operations.
- Householder development (i.e. development of an existing dwelling house, or development within the curtilage for any purpose incidental to its enjoyment as a dwelling house) N.B. all new dwellings/residential units will require a statement.

The main roles of a DAS are to:

- Ensure that the developer can provide evidence to justify proposals in terms of planning policy (national and local) and in terms of the following objectives:
- Explain how the objectives of good design have been applied, or where they have not been applied, the reason for that.

- Clearly set out the established vision and principles for the scheme.
- Demonstrate that the principles of sustainability have been addressed and used to inform the design of the development.
- Illustrate how the developer has considered conflicting demands and the extent to which these considerations have influenced the proposed development.
- Ensure that the developer has satisfactorily considered design issues (such as those considered in section 5 of TAN 12) early in the design process and that potential problems are highlighted before detailed design work commences.
- Demonstrate how design decisions have been influenced through the reappraisal of the design.

Design Principles

Site & Surroundings

The site is located to the north of Summerhill along Bottom Road. The site is located on the east side of Bottom Road. A field also sits on the west side with Top Road running parallel to this field. These roads connect with Windy Hill to the north and the A541 to the north-east. The application site is located with farm steads and houses sporadically positioned along this and Bottom Road, extending beyond the housing at Caer Haf and Summer Hill Park which back on in the direction of the site. The site is generally pasture land bordered by hedgerow and individual maturing trees. The land to the west extends towards a golf course (Moss Valley Golf Club) and to the east to the A541. The site is illustrated by the Ordnance Survey (OS) map opposite (image 1).

The hinterland comprises the low lying land around Wrexham town and its outlying urban villages (such as Gwersyllt), and is typically rural in nature but often with significant noise from the A483, adjacent roads and the railway. The A641 lies to the east of the application site running in a general north/south alignment. The area is generally low lying, open farmland with well-defined hedgerow boundaries.

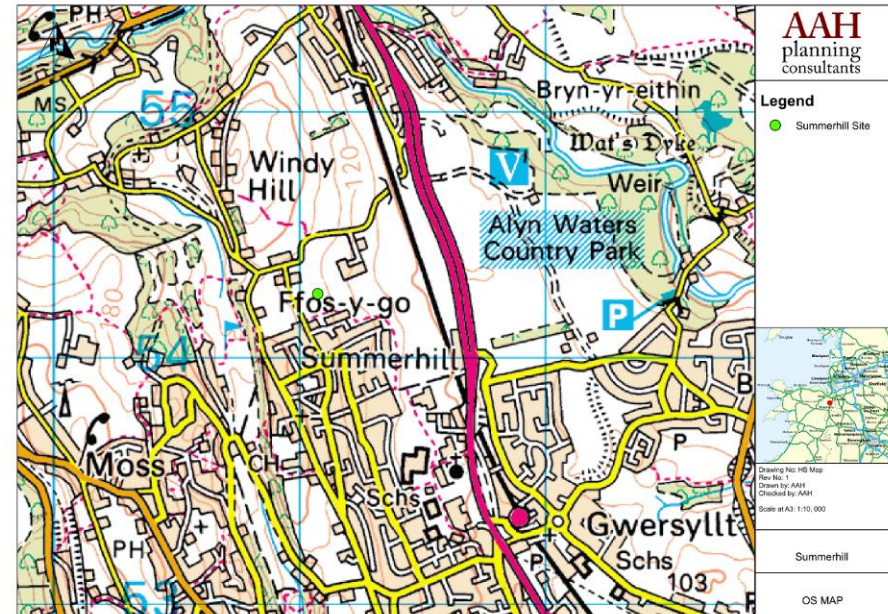


Image 1: Site Location Map

The original rural character has been significantly weakened by urban influences with some pockets of interest. This area is classified by LANDMAP (a GIS based resource where information about the landscape is recorded, organised and evaluated into a nationally consistent spatial data set) as rolling lowland farmland but heavily influenced by the A483 and more locally to the application site, Mold Road; other roads and rail

corridors subdivide the wider area, with pylons, views of housing and industry, and mining and quarrying a frequent occurrence.

Planning Policy Context

Key Legislation

Planning Policy Wales (2014)

National Planning Policy (NPP) promotes sustainable development in terms of the location of development, re-use of previously developed land and by setting minimum sustainable building standards. The objective of minimising the need to travel and increase accessibility by travel modes other than private cars is stressed. Higher density development is encouraged near locations or corridors which are well served by public transport.

There is a strong emphasis on the importance of good design and the creation of places to live that are safe and attractive. This is highlighted as being the responsibility of all those involved in the development process, at all scales. In terms of residential development, the emphasis is on sustainable residential environments, which include:

- mixed tenure communities;

- development that is easily accessible by public transport, cycling and walking;
- mixed use development so communities have good access to employment and services;
- attractive landscapes around dwellings, with usable open spaces and regard for biodiversity and flood risk;
- greater emphasis on quality, good design and the creation of places to live that are safe and attractive;
- the most efficient use of land;
- well-designed living environments, and where appropriate at increased densities;
- construction of housing with low environmental impacts, which meet nationally set standards;
- 'barrier free' housing developments, for example; built to lifetime homes standards;
- direct connections to existing communities; and

- interest and varied design rather than areas of monotonous character.

All residential development should seek to promote a hierarchy of sustainable transport (walking, cycling, public transport and then cars). Public transport is a highly important means to meeting several objectives of sustainability. Developers and the LPA should therefore seek early dialogue with public transport providers and operators in the case of large scale residential developments and urban extensions. Where appropriate, contributions towards public transport improvements may be requested on smaller schemes.

Planning Policy Wales also sets mandatory Sustainable Building Standards as follows:

- applications for all new dwellings to meet Code for Sustainable Homes Level 3 and obtain 1 credit under issue Ene1 - Dwelling Emission Rate.
- applications for non-residential development (including multi-residential and care homes) which will either have a floor space of 1,000m² or more, or will be carried out on a site having an area of one hectare or more, to meet the BREEAM 'Very Good'

standard and achieve the mandatory credits for 'Excellent' under issue Ene1 - Reduction of CO2 Emissions¹

Other national policy extracts of relevance include:

"The design of our towns, villages, cities and the urban and rural landscape is important in articulating our nation and our culture. Design is important to our quality of life, and the quality of Wales' varied landscapes and townscapes—helping to sustain a positive image for Wales" (Technical Advice Note (TAN) 12: Design, 2009, paragraph 2.1)

"Design is taken to mean the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings." (Planning Policy Wales (Edition 6) paragraph 4.11.1)

TAN 12: Design (2009)

This document contains specific guidance regarding housing design and layout. It spells out the principles of good design based on an

understanding of what makes existing places attractive, successful and sustainable places in which to live.

TAN 12 identifies that the overriding principles in the design of residential environments should be to establish a sense of place and community. More specifically (Paragraph 5.11.2) housing design should aim to:

- *create places with the needs of people in mind, which are distinctive and respect local character;*
- *promote layouts and design features which encourage community safety and accessibility;*
- *focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;*
- *avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the roads and building;*
- *promote environmental sustainability features such as energy efficiency in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards;*

- *secure the most efficient use of land including appropriate densities; and*
- *consider and balance potential conflicts between these criteria.*

TAN 18: Transport (2007)

This requires transport and movement to be considered at the strategic and detailed level. In strategic terms this includes:

- *focusing housing development at locations with good access by walking and cycling to schools and public transport stops, employment opportunities, shopping and leisure;*
- *ensuring that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;*
- *policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;*
- *designing residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph*

zones and where appropriate, layouts that allow public transport to pass through easily; and

- *layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.*

Transport infrastructure should contribute to a sense of place and community and the five principle functions of streets should generally be considered in the following order of importance:

1. *place;*
2. *movement;*
3. *access;*
4. *parking; and*
5. *utilities (including drainage and street lighting).*

The TAN stresses that streets should not be:

- *primarily designed to meet the needs of motor traffic;*

- *bland and unattractive;*
- *unsafe and unwelcoming to pedestrians and cyclists;*
- *difficult to serve by public transport; and*
- *poorly designed and constructed.*

The TAN emphasizes that streets should form part of a well-connected network and encourages new developments to help deliver walkable neighbourhoods where walking is promoted as the main means of travel for shorter trips.

The TAN links to the detailed guidance which is contained in the Manual for Streets which is discussed in the Planning Supporting Statement.

Local Planning Policy

The proposal site falls within the area of the Wrexham Unitary Development Plan (UDP) 1996 – 2011 which was adopted on the 14th February 2005. The Council's proposals map is shown in image 2 on the following page.



Image 2: UDP Proposals Map Insert

As can be seen, the application site lies immediately to the north of allocation reference: 5, which has now been built out. This land also includes a small part of the Special Landscape Area (Policy EC5), this states:

“Within Special Landscape Areas, priority will be given to the conservation and enhancement of the landscape. Development, other than for agriculture, small-scale farm-based and other rural enterprises, and essential operational development by utility service providers, will be strictly controlled. Development will be required to conform to a high

standard of design and landscaping, and special attention will be paid to minimising its visual impact both from nearby and distant viewpoints.”

The following Strategic policies relate to the broad location of development:

Policy PS1 *New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas.*

Policy PS2 *Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment.*

Policy PS3 *Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value, or comprises agricultural land of grades 1, 2 or 3a quality.*

Policy PS4 *Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to*

help reduce the overall need to travel and encourage the use of alternatives to the car.

Policy PS5 *Provision will be made for the development of 5775 dwellings between 1996 and 2011.*

The site lies outside the defined development limits of the village and is therefore located within the open countryside, which in normal circumstances in accordance with policies of the Plan, the development of the site for residential purposes would be contrary to the policies of the Development Plan. The case in support of the proposal is set out within the accompanying Planning Supporting Statement submitted with the planning application.

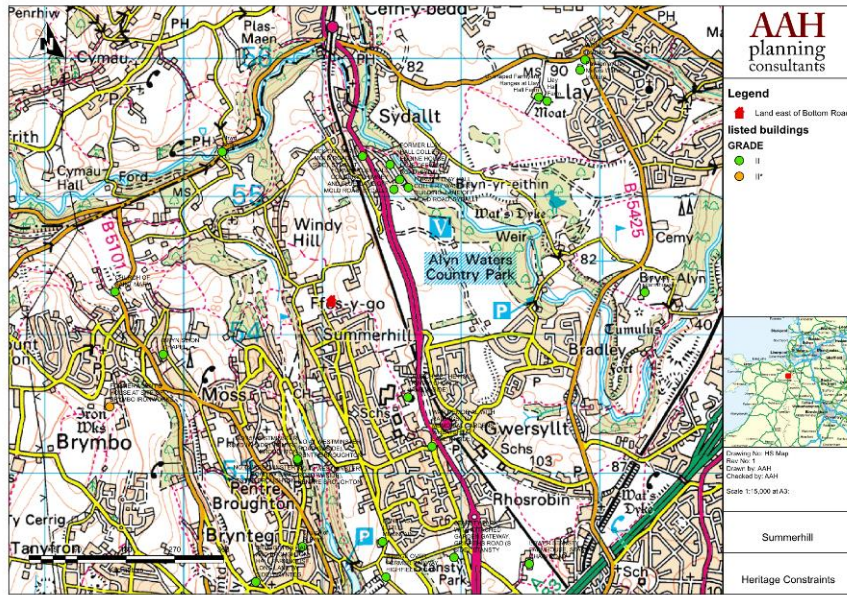


Image 4: Nearest Heritage Assets

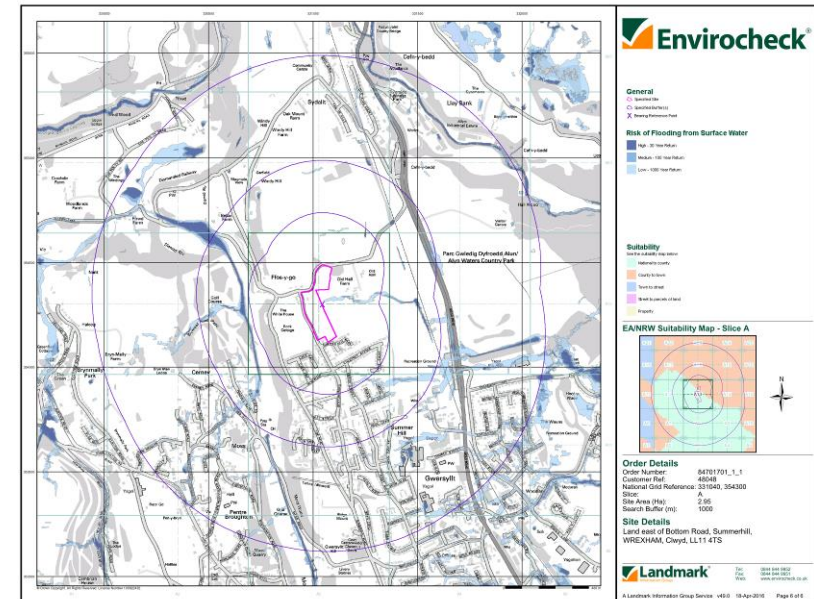


Image 5: Risk of Flooding from Surface Water

The evaluation of the site and its context has identified key on site features which have informed the decision making process and the development proposals. In summary, the site has very few physical constraints which would preclude the development of the site for residential development. Those that do exert influence are as follows:

- Development is outside the development limits;
- Designing with sensitivity to the site's landscape context;
- Ensuring the protection of existing residential amenity, in particular, ensuring distance standards between the proposed development and the existing properties to the south and north-west;
- Maintaining the positive features of the surrounding site and overall rural area to the north within the SLA;
- Provision of a development with an appropriate scale and massing to respect the form and layout of the Summerhill settlement;
- Protection of important trees and hedgerows as much as feasible;

- Provision of adequate parking for the scheme, as well as safe access and egress; and
- Provision of an appropriate level of amenity space for the new residential properties

Opportunities

The site provides an excellent opportunity to provide good quality housing which integrates well within this existing residential area. There are no physical or environmental constraints at the site providing an opportunity to provide sustainable development. The following are considered to be opportunities arising from the development of the site:

- Contribution to the expansion of this existing settlement through the introduction of much-needed residential properties in a sustainable location;
- Contribution towards the Provision of Affordable Housing within the village;
- Provision of Public Open Space for the whole community;

- Enable more people to support existing local shops and services within the village;
- Enhancing the mix of residential dwelling units that the settlement of Summerhill has to offer;
- The proposed development would generate employment opportunities in construction and in other sectors linked to the construction market. There would also be ongoing maintenance costs and services required by the occupants, which would supplement the local economy;
- The proposal would support social infrastructure, providing a contribution towards education facilities;
- The location of the site ensures it has no impacts upon heritage assets;

Design Objectives

After taking into account national guidance and, where relevant, the local planning policy framework, the proposals will seek to achieve a high standard of design for residential development. The overall approach will be to apply design proposals which can be sensitively assimilated into the

area, taking into account, where necessary, adjacent land uses and developments. The key aim is to provide a high quality development which will deliver a mixture of housing which is sustainable, safe, attractive and accessible by all users.

The key design objectives which have been taken account of within the illustrative master plan outlined in the following paragraphs.

Overall Design Approach – Inclusive Design

On the above basis, the design objectives relevant to the site and which underpin the development proposals are as follows:

Character and Context

- Respond to the existing character of local land uses and developments whilst creating architectural and urban design that will, in its own right, have a sense of identity.

Ease of Movement

- Ensure easy access by foot and cycle to both public transport links and surrounding areas.

- To achieve access for all age groups and abilities as an integral part of the design.

Legibility and Diversity

- Establish a site arrangement where design character defines the space.

Variety and Richness

- Promote quality detailed design with durable materials that enliven the locality.
- Ensure variety of detail and materials whilst maintaining a coherent overall sense of place within the community.

Compactness

- Ensure the development uses land efficiently.
- Provide appropriate flexibility in parking provision without overly encouraging greater vehicle numbers.

Having identified the design objectives and, importantly, considered the constraints and opportunities of the site, plans were produced which explored the most appropriate form of development that respected the scale and form of the surrounding built environment, and the neighbouring residential buildings. The proposed indicative layout is contained within the accompanying submission documents.

The justification for these design proposals are highlighted in the following sections with regard to Access, Character, Community Safety, Environmental Sustainability and Movement to, from and within the Development.

Access: Including Movement to, from and within the Development

Accessibility – ease of access for all into the development and to all elements within the site.

Objectives	• Promoting sustainable means of travel; • Ensuring ease of access for all.
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The application is submitted in outline only, but with the access submitted for approval as well. The internal layout of the site, the number of dwellings and associated design would all be submitted as a reserved matters scheme; therefore the extent of the design solutions in relation to access is at a high level at this stage.

The application is submitted with an accompanying Highways Impact Assessment which sets down in detail the necessary improvements required to facilitate the proposed development. It is not the purpose of this report to repeat the findings. On-site car parking would be provided and in accordance with the Council's guidance note, parked vehicles should not project into, and interfere with the use of the road or

pavement, to ensure that the scheme does not prejudice highway safety. To achieve this, all new driveways would measure at least 5.5m in length. Garages would be set far enough back from the road to enable the garage door to be opened and closed whilst a car is parked within the driveway.

The report considers the existing highway network in relation to the proposed residential development at Summerhill. Both Local and National Transport Policy have been reviewed in respect of the development. A review of road safety has been undertaken within the report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered. The sections following this are as follows:

- Section 2 sets out the relevant transport policy and the proposed developments compliance;
- Section 3 details the existing highway conditions, walking and cycling, adjacent public transport facilities and a review of road safety;
- Section 4 provides details of the proposed development, which includes the site access and internal layout;

- Section 5 details the traffic generation and impact; and
- Section 6 provides a summary of the main points of the report and conclusions.

The submitted Highways Impact Assessment considers the impact of the proposed residential development on the highway network in terms of traffic and road safety. As can be seen in this accompanying report the proposals are considered to be sustainable and well suited to the surrounding area and existing highway infrastructure.

In relation to walking distances, 400m is generally taken to equate to a 5 minute walk time. However, there is no national standard or even universal agreement on what might be an acceptable walking distance to a bus stop or other public transport facility. The Manual for Streets 2007 refers to ‘walkable neighbourhoods’, which are typically characterised by ‘having a range of facilities within 10 minutes – up to about 800m’. Whilst 400m may be a useful proxy for assessing the accessibility of a site, it should not be applied in an overly prescriptive manner. Regard should also be had to the character of the area and in addition to the distance to bus stops, if public transport is to be seen as an attractive alternative to use of the car, account needs to be taken of the quality of the service in

terms of its reliability and frequency and whether it serves the places people want to go. The following table highlights the services within the walkable neighbourhood (800m) from the site centre:

Service	Approx. Distance from site
Pen y maes Health Centre	430m
Gwyn Evans Leisure Centre	528m
Ysgol Bryn Alyn Secondary School	709m
Petrol Station and Local shop	623m
Golf Course	502m

Table 1: Services within 800m

Within a further 200m there are additional services including both the local primary and secondary schools and the local community resource centre. Within a 2km upper walking distance, there is a significant

amount of services and good access onto the public transport network for further travel. Services include the local health centre, leisure centre and convenience shops which are all within easy walking distance. The town services at Wrexham are located approximately 4km away, and are readily accessible through the use of the public transport services from Summerhill.

The nearest bus stop is approximately 190m to the south of the site at Hafod House. This stop is served by the number 21, 21A and 32 bus services which provide access on a circular route to Wrexham Bus Station. The service runs four times an hour and has a journey time of between 20 to 30 minutes.

In addition to the excellent bus service Gwersyllt Train Station is approximately 1km from the site, and Cefn-y-Bedd Station is 2km to the north. These train stations provide access to long distance travel with links to Wrexham Train Station to the south and Bidston to the North. Wrexham Train station provides for onward travel to Holyhead, Birmingham International, Cardiff Central and Liverpool Central. Bidston Train Station allows for onward travel to Liverpool Central Station.

These identified services ensure the site has direct access to larger nearby towns and cities for employment opportunities. The site is therefore

served well during the main part of the day allowing for work, shopping and daytime leisure trips, therefore negating the need to rely on the private car.

The application proposes to increase the opportunities for pedestrians as they pass through the site, linking the footpath to the south with the bridleway leading to Windy Hill, and even to the west to the footpath in this direction. The site has potential to improve the accessibility along the Public Right of Way to the southern edge of the site. Through making this route an attractive option for pedestrian access to the leisure centre and schools it is considered that the option of walking to these services would become the more attractive option, and would be likely to be preferred as the main choice. This route would also provide a walking route separated out from traffic to access into the centre of Summerhill with access to the school and community resource centre being a safe and secure route. The absence of motorised transport should serve to ensure that the route is more attractive for parents as a route to school with increased safety, due to no motorised movement in the vicinity of the footpaths.

Cycling can substitute for car trips, particularly for journeys of less than 5km. Within a 5km cycle area there are further services and employment

opportunities, including those at Hope, Llay Industrial Estate, Gresford, Pandry, Wrexham, Rhosrobin industrial Estate, New Broughton, and Coedpoeth.

As outlined previously, the layout plan submitted with the application is only indicative at this stage to show how a scheme 'could' be developed, and a detailed plan would be provided as part of an application for approval of reserved matters, this subsequent plan and updated Access Statement would show:

- The way in which the development addresses the accessibility needs of all people who may use;
- How it can adapt to varying contexts and requirements of inclusiveness over time; and
- The way in which the layout meets practical requirements such as access for emergency vehicles including clear connections and ease of access for all, particularly pedestrians and cyclists.

Parking will be provided close to each dwelling with a mixture of garages, parking bays and parking courts. The intention will be to avoid parked cars dominating the street scene and where parking is visible this will be

softened with landscaping. Parking will be provided for each dwelling via individual spaces and garaging, and will be provided in accordance with the most up-to-date standard at the time of the reserved matters application.

An area for the provision of onsite parking and construction traffic during development can be achieved and should be secured via condition.

Character

(Including amount, layout, scale, appearance and landscaping)

Objectives	▪ Sustaining or enhancing local character ▪ Promoting legible development that has a clear and understandable layout ▪ Promoting a successful relationship between public and private space ▪ Promoting quality, choice and variety ▪ Promoting innovative design
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Landscape design

This is a complex area of former mining villages, industry, farmland and woodland in a landscape of distinct ridges and valleys which are aligned towards Wrexham town. The landscape is visually varied and complex, including lowland, and valleys and hill and scarp areas. Its topography is characterised by undulating hill slopes with wooded valleys and include

views towards Wrexham and the lowlands. Urban villages and Wrexham are linked by roads crossing an open lowland farmland area. The built form encompasses scattered groups of buildings in local Cefn sandstone and stone-built village cores, with individuality in later additions but much standardised modern housing development.

The application is submitted in outline only but with the access submitted for approval as well. The internal layout of the site, the number of dwellings, and the associated design, would all be submitted as a reserved matters scheme. Therefore, the extent of design solutions in relation to landscaping is at a high level at this stage.

However, the indicative master plan provides for landscaping features and it is proposed that trees will be positioned on the periphery of the site in order to enhance the visual amenity of the site and to provide identity. The existing trees in the north-west corner of the site would be maintained in order to ensure that the current relationship to the neighbouring properties in this direction is enhanced. The hedgerow along the periphery will be maintained as much as possible, though there would inevitably be some loss to facilitate the access. Nevertheless, the supplementary planting along the site boundaries will help to soften and

assimilate the development when viewed from the wider area, and will provide ecological benefits.

It is understood that the Council's requirements for public open space are that this should be provided in all new housing developments at a minimum level of 0.4 hectares per 50 dwellings (or 80m² per dwelling), for all schemes of 10 dwellings or more. Provision should include an equipped children's play area(s) and/or informal open spaces, and, where the necessary open space requirements is 0.6 hectares or more, a playing field(s). Public and private spaces will be clearly defined and the areas designed to be attractive, well managed and safe. An area of open space is indicated in the southern portion of the site adjacent to the existing footpath to promote a successful relationship between the public and private spaces of the properties in Summerhill Park and those in the new development.

The gardens of the proposed dwellings will be provided with soft landscaping with the extent of hard surfacing minimised.

Scale

The scale of the proposed dwellings will be considered at the reserved matters stage however, it is envisaged that the proposed dwellings will all

comprise two storey dwellings. It is expected that the proposed development will provide for a mixture of housing to reflect the housing needs within the locality, with a good proportion of two bedroom properties as per the local housing needs assessment referred to in the Planning Supporting Statement.

Amount

The proposal aims to strike a balance between the provision of housing with sufficient parking, amenity space, landscaping and the preservation of the existing key features of the site. Subsequently the scheme takes account of key constraints, including; the road width along Bottom Road whilst ensuring the most efficient use of land in accordance with national planning policy.

The site has a total area of approximately 2.8 hectares with the indicative layout being for 59 dwellings, to be developed at approximately 30 dwellings per hectare once site constraints and infrastructure have been taken into account. This level of development would allow for a sufficiently spacious layout to accommodate suitable areas of recreation open space and allow for the necessary separation between properties to ensure that there would be no significant impact upon residential amenity.

Layout of the development

The application is submitted in outline only but with the access submitted for approval as well. The internal layout of the site, the number of dwellings and associated design would all be submitted as a reserved matters scheme, therefore the extent of design solutions in relation to layout only for the purposes of an indicative master plan to show how the scheme 'could' be developed.

The indicative master plan has been designed in such a way so as to ensure a satisfactory standard of residential amenity is achieved for both the proposed and the neighbouring properties. The nearest properties predominantly consist of bungalows and two storey dwellings. The proposed residential development would be positioned in close proximity to existing residential properties, as ultimately it would be seen as an extension of the settlement limits. The nearest residential properties include those at Summerhill Park, along Bottom Road, Mayfield Farm, Old Hall Farm and Old Hall.

The access point has been selected to reduce the impact on the neighbouring properties, ensuring that the location would not cause any appreciable increase in vehicular traffic to the front or rear of neighbouring properties. Road widening would be required at this point

and some loss of hedgerow would be necessary. The indicative design shows that residential properties can be positioned 22 metres from the existing neighbouring properties. The separation distances proposed in combination with the orientation of the properties ensures no detrimental effects would occur.

Local Planning Guidance Notes No 21 - Space around Dwellings, amplifies policies in development plans regarding residential amenity. The guidance note suggests minimum separation distances should be maintained between houses, and in particular, between windows lighting habitable rooms. Habitable rooms include living rooms, bedrooms, studies and kitchens. They do not include halls, stair landings, passageways and utility rooms. The following standards have subsequently been considered and complied with in the indicative layout.

- Where two habitable rooms face each other such that direct overlooking is physically possible, the windows should be 22 metres apart.
- Where a window in a habitable room faces a blank wall, the height of which exceeds the top of that window, there should be a distance measuring a minimum of 13 metres between them.

The proposed application would ensure compliance with these distance standards. Furthermore, all new houses should benefit from private garden space; for drying clothes, accommodating pets, children's play, and quiet enjoyment, etc. Front gardens do not constitute private garden space. The following standards would be adhered to in an application for reserved matters, to ensure that the garden space reflects the size and function of the proposed house. Appropriate screening with hedges, walls or fencing may be necessary to ensure that the garden space is not overlooked from surrounding houses or gardens. Private spaces would be designed so that residents have a reasonable amount of sun/daylight. They should not be closely bounded by high walls or buildings and this has been taken into account including the following garden spaces.

- For dwellings designed to accommodate 3 or more people, the minimum private garden area is 50 sq.m.
- For dwellings accommodating up to 2 people, the minimum private garden area is 30 sq.m.
- For flats/maisonettes, a balcony or private space at ground level is desirable, adequately screened and measuring a minimum of 10 sq.m in area.

The aforementioned, are minimum standards. Larger garden plots will be encouraged and proposed where appropriate in an application for reserved matters, as they can support sustainable development by enabling residents to grow some of their own food and to compost domestic waste. The design allows for maximising solar gain with a predominantly north-south orientation of properties and gardens, which would also improve the ability for gardens to be maximised.

Appearance

The application is submitted in outline only but with the access submitted for approval as well. The internal layout of the site, the number of dwellings and associated design would all be submitted as a reserved matters scheme so the extent of design solutions in relation to appearance have not been finalised.

Notwithstanding this, the proposed development would be taking place on a site adjacent to the Summerhill Park housing estate and development limits of Summerhill, hence the introduction of residential dwelling units would likely draw from the character of this housing estate.

As noted above, the buildings would likely be two storeys with a mixture of brick and render. Appropriate colour roof tiles will be sourced and particular attention made to ensure the materials and styles of windows are in keeping with the character of the area.

Community Safety

Objectives	▪ Ensuring attractive, safe public spaces ▪ Security through natural surveillance
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Crime Prevention

The application is submitted in outline only but with the access submitted for approval as well. The internal layout of the site, the number of dwellings, and associated design would all be submitted as a reserved matters scheme, therefore the extent of design solutions in relation to crime prevention have not been finalised, however, the indicative master plan shows how a scheme could be achieved.

The design promotes routes that are fit for purpose and will provide opportunities for safe physical activity and recreation to meet the needs of all members of society. The open space is positioned adjacent to the existing footpath rather than housing in this location, so as to avoid the footpath being an alleyway between fences of rear gardens. This ensures

it would be well used and avoids a layout where dwellings back onto public open space or footpaths.

The proposed layout would seek to promote a sense of ownership and responsibility for every part of the development with no left over spaces. In this context, defensible spaces would be promoted which distinguishes between public and private spaces to discourage unwanted access

The indicative layout seeks to maximise natural surveillance between properties without resulting in a loss of privacy. The new dwellings have been arranged, where possible, such that their primary elevations face the proposed estate roads and the PRow. This relationship maximises active frontages adjacent to the road and provides a continuity of street frontages throughout the site, ensuring that the user routes are overlooked by active windows. This encourages movement throughout the site providing natural surveillance, which in turn encourages activity and helps to reduce the risk of crime. Where possible the rear gardens of the properties would be enclosed with interlocking 1.8metre high fences, thereby helping to lower the risk of crime by reducing the ability to access private gardens from outside the plot. Plots along Bottom Road would make use of the existing hedgerow providing a more natural deterrent in the design. The proposed scheme would have one main access point and

through road, but would be served by individual small cul-de-sacs in order to minimise through routes and numbers of entry and exit points to estates. Furthermore, the scheme would limit pedestrian links between the proposed cul-de-sacs and avoid rear access to dwellings.

Although two bedroom properties are encouraged due to the housing need there will be a mix of house types and sizes, as shown in the indicative master plan, to make it more likely that some of the homes will be occupied throughout the day. Furthermore the layout provides for individual car parking and garages within the residential curtilage of each property to ensure that they can be overlooked by habitable rooms. Communal car parking areas and garage courts have subsequently been avoided.

The main through road in the estate would incorporate traffic calming measures to reduce traffic speed, whilst the cul-de-sacs length and nature would ensure a slower speed of traffic.

Environmental Sustainability

Objectives	▪ Achieving efficient use and protection of natural resources ▪ Enhancing biodiversity ▪ Designing for change
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The design of the proposed development has sought to consider the Government's commitment to addressing climate change by incorporating sustainable measures into the scheme. The following matters will be considered in construction:

- The layout and design of the development has ensured that each dwelling will be afforded dedicated bin and recycle-bin storage. This ensures that, once occupied, the future owners/occupiers would be encouraged to manage their waste in a sustainable manner. The introduction of these measures is thought to encourage a highly sustainable design aligning with the Government's commitment to address climate change in new developments.

- The location of the application site will also contribute to this as well, due to the excellent public transport connections discussed in the access section of this statement.
- Environmentally responsible methods of construction and a palette of sustainable, locally sourced materials will be chosen wherever possible, in pursuing a design that is energy efficient and environmentally conscious. Materials will be selected from local sources wherever possible to minimise transport energy use and help sustain the local economy.
- Low carbon lighting, triple glazing and improved insulation will be incorporated into the scheme. Where possible, the design will seek the optimum plot orientation for solar gain as can be seen in the indicative master plan, with a north-south orientation for the principle elevations.
- Conservation, where possible, of onsite natural resources, will also be considered, such as retaining the existing trees in the north-western corner and hedgerows along the existing field boundary as shown in the indicative master plan. New planting will be provided to compensate for any loss of onsite ecological features.

Conclusion

The DAS has identified the opportunities and constraints of the site and shown how these can be translated into the overall design of the scheme, taking into account urban design principles. The DAS illustrates how the application site could be developed for a new residential development of approximately 59 dwellings with areas of landscaping and public open space, a new access point, and associated infrastructure works. The indicative masterplan illustrates a scheme that can deliver much needed housing in a sustainable location.

Overall, it can be seen that this proposal will offer a quality development, contributing to a mix of housing stock within the vicinity, in a manner that would complement and enhance the character and setting of the local area including the SLA, whilst remaining compatible with the surrounding land uses.