



Design & Access Statement for land adjacent to Croesnewydd Road, Wrexham.

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Date 27th November 2015

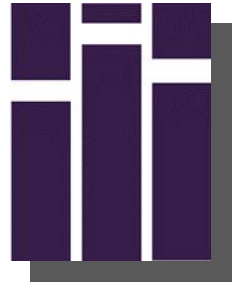


Design Team:

Architects:

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Introduction and Site Location



The Site looking from proposed / existing entrance

Introduction and Site Location

1.0

The purpose of this of this design and access statement is to provide supporting information for this planning application and to explain the architectural proposals for this existing brownfield site. The proposal is to provide 10 No. 2 Bed apartments and , 6 No. 1 bed apartments . The scheme also proposes an integrated external landscaping plan which enhances and improves the local amenity. Incorporated into the proposal is an enhanced vehicular entrance and a separate pedestrian access route to connect the site with Croesnewydd Road. The proposed site is a located to the South West of Wrexham within the settlement limit which is close to the town center . The site itself is surrounded by mix of existing development uses, these being both healthcare and commercial, but primarily the site is located adjacent to an existing residential housing.

This report can be read in conjunction with the following drawings and documentation:

Drawings included in the application:

P00: Location Plan

P01: Apartments (2 beds) Floor Plans

P02: Apartments (2 beds) Elevations

P03: Apartments (1 beds) Floor Plans and Elevations

P04: Croesnewydd SitePerspectives and Street Scene Elevations

095.01.320 Croesnewydd External layout (site plan)

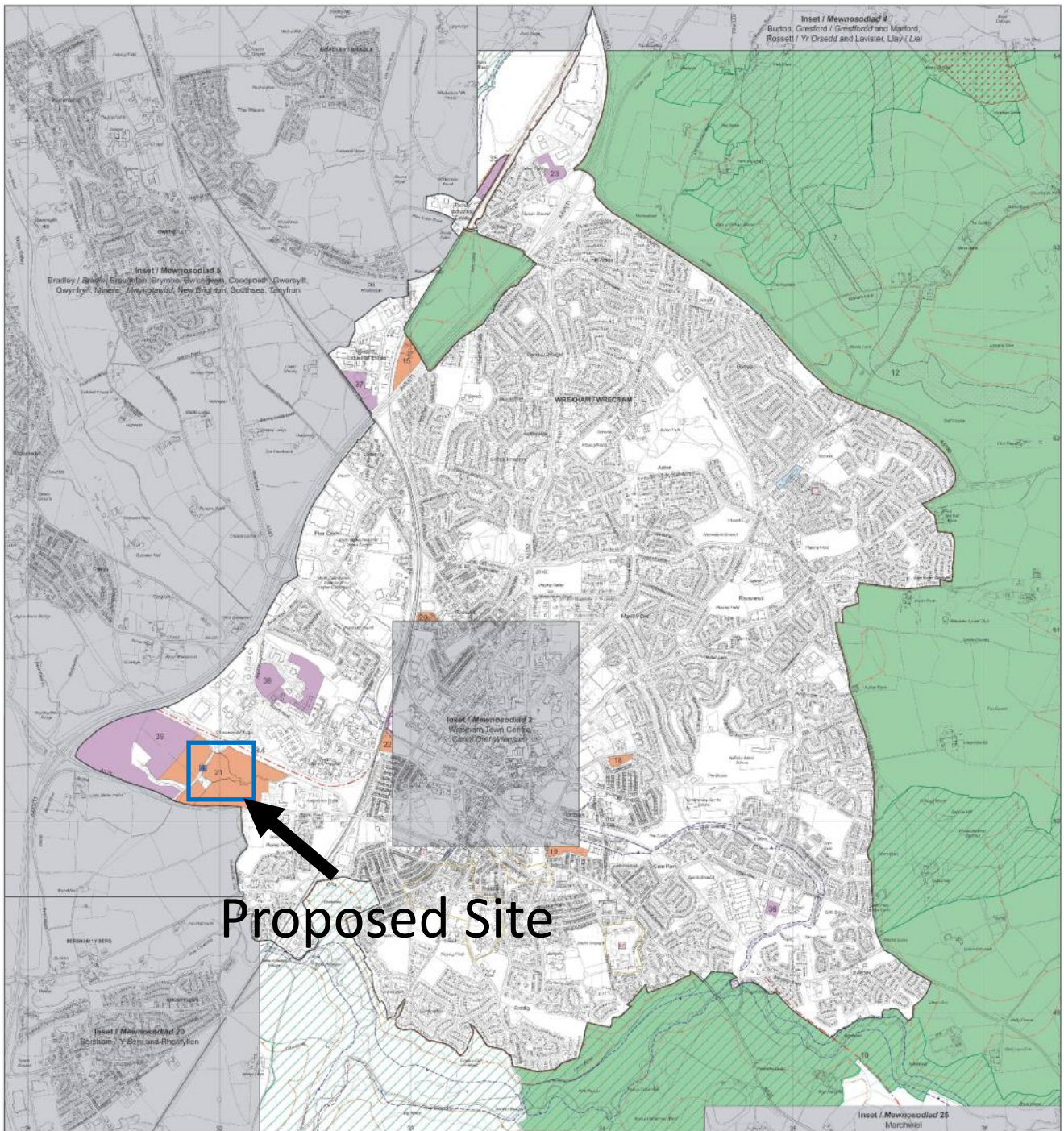
095.01.350 Croesnewydd - Indicative Planting Schedules

095.01.500 Croesnewydd - Illustrative Materials Palette

“First Choice Housing Association Ltd are delivering the proposed self build scheme in partnership with Wrexham CBC and The Community Self Build Agency (CSBA). The CSBA will recruit Ex-Forces personnel to work on the construction, offering the opportunity for work experience, training and qualifications in building or other construction related skills. The self-builders will be entitled to rent one of the properties on completion. Successful similar projects have been undertaken in Bristol, Bath, Weston Super Mare, and Plymouth. “



Proposed site, general area highlighted



1. Wrexham Town / Tref Wrecsam

Inset Plan Notation / Nodiadau Map Mewnoddol

- Settlement Lines / Ffyn Anheddiad - P01
- District Shopping Centre / Canolfan Sopa Cyho - B0
- Employment / Gwasil - E1, E2, E3
- Commercial Offices / Swyddysyd Mawrddol - C1
- Green Barter / Ffyn Gywyl - G01
- Special Landscape Area / Areal Llanwyl - L01
- Biodiversity Conservation / Cadwraeth Bioddyddol - B01
- Conservation Area / Areal Cadwraeth - C01, C02
- Development and Flood Risk / Ddyddysyd a Ffyn Llan - D01, D02
- Community and Leisure Facilities / Ffynsion Gymundol a Llanwyl - C01, C02
- Housing / Tai - H1
- Mixed Use and Regeneration Areas / Areal Ddyddysyd Gyngol a Ffyn Llan - H01
- Walking/Cycling Route / Llanwyl Cadwraeth - T11
- Protection of Mineral Resources / Ddyddysyd Arealwyl - M01
- Minerals Buffer Zone / Cyddysyd Rhagddol Mawr - M01

Other Settlement Policies / Polisydd Anheddiad Swil:
P01, P02, P03, P04, P05, P06, P07, P08, P09, P10, P11, P12, P13, P14, P15, P16, P17, P18, P19, P20, P21, P22, P23, P24, P25, P26, P27, P28, P29, P30, P31, P32, P33, P34, P35, P36, P37, P38, P39, P40, P41, P42, P43, P44, P45, P46, P47, P48, P49, P50, P51, P52, P53, P54, P55, P56, P57, P58, P59, P60, P61, P62, P63, P64, P65, P66, P67, P68, P69, P70, P71, P72, P73, P74, P75, P76, P77, P78, P79, P80, P81, P82, P83, P84, P85, P86, P87, P88, P89, P90, P91, P92, P93, P94, P95, P96, P97, P98, P99, P100, P101, P102, P103, P104, P105, P106, P107, P108, P109, P110, P111, P112, P113, P114, P115, P116, P117, P118, P119, P120, P121, P122, P123, P124, P125, P126, P127, P128, P129, P130, P131, P132, P133, P134, P135, P136, P137, P138, P139, P140, P141, P142, P143, P144, P145, P146, P147, P148, P149, P150, P151, P152, P153, P154, P155, P156, P157, P158, P159, P160, P161, P162, P163, P164, P165, P166, P167, P168, P169, P170, P171, P172, P173, P174, P175, P176, P177, P178, P179, P180, P181, P182, P183, 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Planning History

The current site is vacant, lies within the settlement limits and designated as a H1 area within the UDP.

Local Development Plan, Planning Policy Wales and Technical Advice Notes (TAN).

This report has been collated in accordance with the Technical Advice Notes and Wrexham County Councils UDP 1996-2011 and associated Supplementary Planning Guidance. The report can be read in conjunction with Planning Policy Wales (PPW) 7th Edition July 2014. Relevant policies are as follows:

More specifically we have considered the requirements set out in the following sections:

Policy GDP1— New development

- | | |
|---------------------|--|
| Policy PS1 | New development for housing |
| Policy PS2 | Development must not materially detrimentally affect countryside, landscape/townscape character |
| 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. |
| Policy PS8 | The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking. |
| Policy PS10 | Priority in waste management will be given to minimising the volume of waste generated, followed by maximising the re-use and recycling as much waste as possible. Energy recovery from waste will be favoured where re-use and recycling is not feasible, and waste will be managed at, or as near as practical to the location where it is initially produced. |
| Policy PS11 | Encouragement will be given to proposals which improve the biodiversity value of sites and to the establishment of local nature reserves where the nature conservation and landscape interest of the land will be protected and enhanced. |
| Policy EC12 | Development (including the raising of land) within defined flood plains will only be permitted if it:- a) would not be subject to an unacceptable risk of flooding on-site; and/or b) does not result in an unacceptable risk of flooding on or off-site; and/or c) does not adversely affect flood management or maintenance schemes |
| Policy EC13 (SUDS) | Development which would result in an unacceptable adverse impact on the water environment due to additional surface water run-off will not be permitted. |
| Policy H7 | Where there is a proven lack of affordable housing to meet local needs, the Council will negotiate with developers to provide an element of affordable housing in new proposals of 25 or more homes. The initial benefit of discounted prices will be retained for subsequent and future occupants through the scheme's management by a suitable local housing body with the aid of legal agreements. |

Policy CLF 4 Playing Fields, Children's Play Areas and Open Space

Policy CLF 5 Open Space Requirements from new Residential Developments

Policy CLF6 The existing pattern of public rights of way will be protected, maintained and improved and any potential new routes will be identified and safeguarded.

Policy T9 Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate.

LPG 7 Landscape & Development

LPG 10—Public open space on new housing developments

LPG16—Parking Standards

LPG 21— Space around dwellings

LPG 24-Designing out crime

LPG 28- affordable housing

LPG 32-Biodiversity & Development

Existing Site & Surrounding Area

3.0

The proposed site is presently un-developed and currently designated as a H1 site within settlement boundary of the UDP. The site is bounded by Croesnewydd Road to the North West and local housing to the south and south west . Along the southerly boundary to the site is a designated ecology boundary and ditch. To the North is an existing attenuation pond and natural hedge.



Along the westerly edge of the site in an existing footpath providing pedestrians access from the neighboring housing estate through to Croesnewydd Road. A small pedestrian foot bridge provides access over the ditch and through the environmental buffer area with a post and rail fence separating the footpath from the proposed site. The site presently in overgrown and provides no benefit to the local community.





Existing Site & Surrounding Area

3.0

The nearby housing estate provides a particular tree lined grass verge and foot path, with brick walling and driveways to the front of the properties, as can be seen below.



The predominant features within the nearby housing development comprise of mainly brick facades, steeply pitched roofs with varying heights, some brick detailing, varying roofing tiles and with the number of storeys differing between 2 and 3 floors. Traditional canopy's have been used to front door entrances and where windows are close to back of foot-paths small defendable planted areas have been created enclosed by m/s railings.





The proposed site is located close to Wrexham town centre and is close to the A483 for commuting access. The site is also close to other amenities such as the local University, Hospital and shopping outlets.

In addition to the above sections and with regard to Wrexham's County Council's Supplementary Planning Guidance notes, we provide the following additional information regarding our design approach and principles.

Vision: For the street scene to blend softly into the local vernacular, for the building to compliment its setting and to enhance the visual amenity of the area. The design will meet all future needs of our client and its users/residents whilst conforming to current building regulations and complying with PPW, TAN's and SPG's and the County Councils' Adopted LDP.



The design is modest in nature with varying ridge lines, proportions, canopy's and fenestration styles that are sympathetic to the style and scale of the existing street scene and neighboring properties. The design and subsequent residential units take advantage of the existing visual amenity and is in context with its surroundings. As previously mentioned the site is in a prime location and benefits from its proximity to local shops and schools, existing public transport routes and is within easy access of the A483, thus conforming to the principals of PS8 and LPG 32.

The essence of TAN 12 is to create places with the needs of people in mind, which are distinctive and respect local character and existing built forms. The submitted scheme takes on board these objectives with the use of traditional materials and a form that represents existing surrounding buildings.

Site boundaries:

One of the principal challenges for the site was the close proximity to the existing Croesnewydd Road Bridge. There was a fine balance between allowing the existing street scape to continue along the frontage of the proposed site and not allowing the highway to become to dominate over the site proposal. We believe that the proposals addresses this in a number of ways. Firstly the development is set back into the site on average around 17m from the back of footpath. This allows reasonable space for the Croesnewydd road embankment to fall towards the site where there is a relatively flat grassed strip before the proposed footpaths and gardens (landscape design discussed later). To enhance the character along the existing embankment it proposed that a number of selected trees are planted to extend the existing streetscape with the embankment providing the verge to the site.



To the south of the site are a variety of existing shrubs and scrub which forms an ecological buffer to the existing stream (see below). It is proposed that this remains with one access point to the stream being provided halfway along the site (please refer to site plan). The site boundary runs along the boundary to the existing attenuation pond to the north .



Building Design

As designers, we are mindful of the Welsh Assembly Government Planning Policy for Wales and the Technical Advice notes. TAN 12 has been consulted during the process of the design, as well as the consideration and adapted principles of Life Time Homes criteria and D.Q.R. (Design Quality Requirements)

We believe that good design is also inclusive design. The proposed development uses the principles of inclusive design to ensure that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, allows for flexibility in use and provides buildings and environments that are convenient and enjoyable to use for everyone.

The proposal includes for 16 residential apartments comprising of 10 x 2 bed apartments and 6 x 1 bed apartments. These are divided into 2 blocks, 2 beds and 1 beds with each having an apartment on the ground floor which can accommodate persons with mobility restrictions.

Firstly, when considering the design approach for the massing and street frontage along Croesnewydd Road, the road level itself needed to be taken into account. The proposed floor level to each of the blocks has been set at 92.45m with the level of Croesnewydd Road directly adjacent to the proposed apartments being between 93.85 to 94.38m giving a varying height difference of 1.4m to 1.93m. To help reduce the dominance of the road over the site and to keep the general massing of the site similar to the adjacent housing estate with both the one bed and two bed blocks have 3 storey elements to them. The 3 storey element to the one beds (block B) helps deal with the higher level of the embankment, whilst the 3 storey element to the 2 bed corner unit helps with the overall massing and entrance to the site. The design incorporates various roof heights which is a very familiar approach within the local area. The 2 bed unit (Block A) also reduces in height as the scheme returns into the site, this helps to reduce the mass and impact on the existing Croesnewydd Cottage adjacent to the site. It is proposed that the exterior finish is a selected brick with a vertical wall tile. Also there is over 16m between the proposed block A and the blank side elevation of the existing Croesnewydd cottage.



Neighbouring property -
indicating vertical wall tile

Croesnewydd cottage—Adjacent property to the site



To the east / south east the developable land is constrained by a C2 flood boundary and in relation to Tan 15 the NRW have requested that the extent of flooding from the stream to the south east be modelled and the effects of taken into account. (For further information in relation to Tan 15 please refer to the complete FCA by Datrys). As can be seen by the proposed site plan, the two blocks A and B do not cross over into the C2 designated area, with the proposed landscape including the access road and parking wrapping around the back of the 2 blocks.

To the west of the site is an pedestrian footpath and timber post and rail fence. To help integrate the site and subsequently the division between the existing and proposed. It is proposed that the existing timber boundary fence is removed and pedestrian access is provided onto the site. (please refer to the landscape section). The eastern boundary also comprises of an ecological buffer zone. In accordance with PS11 and EC4 the ecological bufferzone is to remain with no proposed works to the existing larger trees to be carried out. As identified within the ecology report all proposed construction works are located within the open grassland area identified with appendix 2 of the report. The location of the construction of blocks A and B is such that it is the furthest point on the site away from potentially disturbing any wildlife, which includes any possible otters identified within the stream to the east of the site. The landscape plan also looks to develop and enhance the ecological value of the site by increasing the amount of scrub, helping natural habitats and wildlife. As there is no major intention to alter the existing ecological buffer zone and any development is some distance away, no tree survey has been carried out, although the report states:

“Within the buffer zone areas there is a large and mature ash tree within the southern boundary facing the new houses. This is a large tree with dense ivy growth and areas of dead wood. This tree is likely to support features which will be used by species of bat, it will also be important to nesting birds and insects. The dead (or partially dead) ash tree within the eastern boundary supports a high level of dead wood, holes and splits. This tree may be used by bats and nesting birds.”



The Residential block A and B front can be viewed from the front of the site off Croesnewydd Road and from the rear. The rear elevations are viewed when approaching the site via the pedestrian bridge and the occupants themselves from the use of the private and public open space. To accommodate this, each stairwell has an entrances to the front and rear, encouraging occupants to access the apartments from either side eliminating possible 'dead spaces'. The ground floor 1 bed apartment (to the east) includes for a separate access to the easterly elevation. This helps with the building to address the oncoming traffic travelling south west along Croesnewydd Road creating a point of interest and ensuring that all the spaces around the dwellings are utilized .

The proposal also includes for a ground floor community room. This space can be utilized by the proposed occupants to encourage and promote a sense of community and to foster friendships.

In relation to noise pollution and Tan 11, the site lies adjacent to a newly developed ambulance station and Croesnewydd Road. At this point it is assumed that as the site lies within an existing residential area there is significant strategy in place for the operation of the ambulance station to minimize the noise pollution from the on going operations and therefore poses no significant issues.

In accordance with CLF5 the area to the North East of the site has been designated for the sites provision of public open space, please refer to the landscape design for proposals. Due to the relationship between the development and the proposed open space provision the design allows for natural surveillance of the area.

LAYOUT AND EXTERNAL WORKS

The Site

The area of land over which the site is located is an open field, bounded by Croesnewydd Road to the north west, by the river Gwenfro to the north east, by a meandering drainage ditch (connecting to the river) running along the south side, and by a footpath along the west boundary.

Key features of the site (prior to commencement) include

- The site is formed of an open field with a gentle slope to the south toward the river and drainage ditch.
- Croesnewydd Road is set on an embankment that rises to some 4.6m higher than the site as it crosses the river to the north-east. The foot of the embankment (and the site boundary) is defined by a simple post and rail fence.
- There is a substantial near-circular attenuation pond surrounded by a 2.4m high green welded mesh fence situated close to the where the road crosses the river in the north.
- Shrubs and scrub, dominated by Willow, run along the river corridor and alongside the ditch (where the taller willows form a partial visual screen to development beyond). A single large mature ash tree grows close to the ditch mid-way along that boundary.
- The footpath on the west side is divided from the field by a simple post and rail fence. The tarmac footpath connects Croesnewydd Rd, to the Bryn Coch estate to the south, (passing over a small foot-bridge over the ditch). The footpath is lit.
- Croesnewydd Cottage is located immediately to the west of the footpath with its gable end rising directly alongside the edge of the footpath. There are tall Lombardy poplars to south side of the cottage close to the drainage ditch.

Surrounding land-uses include:

- an emergency response (joint Fire and Ambulance Resource Centre) north of the river Gwenfro
- a new housing estate of 2 / 3 storey detached, semi detached and terrace homes (Bryn Coch) extending south of the drainage ditch
- low density housing in large gardens west of the site (Croesnewydd Cottage) with extensive new areas of residential development (2 and 3 storey houses and apartments) further west along Croesnewydd Road.
- new commercial development north of Croesnewydd Road.

Development of the Layout

The layout has been worked up through a series of 11 iterations in a collaborative process between the architects, landscape architects and flood-risk engineers. Throughout there has been dialogue with WCBC planning department, and a strong steer has been given by the planners on the overall form and layout of the development.

Key guidance , constraints and opportunities that have influenced the development of the layout are as follows

Guidance

The layout seeks to meet guidance set out within WCBC Local Planning Guidance Note No, 21 “Space between Dwellings” including key provision relating to separation distance between habitable rooms facing one another, garden areas (desirable minimum 10sq.m private space at ground level), and provisions for storage bins:

The layout also seeks to meet guidance set out within WCBC Local Planning Guidance Note No, 16 “parking Standards” including key provisions relating to maximum parking standards (1.5 spaces per 1 bedroom and 2 spaces per 2 bedroom unit) and minimum cycle parking standards.

The layout also seeks to meet guidance set out within Manual for Streets 1 and 2 (MfS1, MfS2) including guidance relating to advisory access road widths, parking court arrangements, service distances for refuse vehicles .

Constraints

Key constraints that have been considered during the planning stage include the following.

- The flood risk (C2) area relating to the river Gwenfro takes in much of the site (delineated in broken purple line on the layout plan). In addition a secondary flood risk area associated with the ditch (broken red line) has been modelled which takes in an additional area of the site. It is critical to ensure that habitable rooms and key escape routes are not affected by these flood zones, and ground levels need to be considered such that overall there is no loss of flood storage capacity.
- An ecological survey has been undertaken (Clwydian Ecology 13.November 2015) . The only significant fauna of concern on/near the site is the presence otter. The survey recognizes the value of a buffer strip of planting and scrub along the banks of the stream and ditch. For the purposes of developing the layout proposals, this buffer protected to a minimum of 10m width (albeit there will be a single location where access is provided to the drainage ditch)
- The emergency response center sited to the north of the river will, when fully operational, generate a level of noise and disturbance.
- Ongoing access requirements to the attenuation pond (outside the control of the applicant).
- The raised embankment to Croenewydd road is a constraint in that a 'typical' streetscape arrangement is not possible- and there will always be a sloping area of embankment (within highways ownership and control) rising steeply in front of the development.
- The embankment also makes ensuring a direct accessible (1 in 20 or less) pedestrian route a challenge.

Opportunities

Key opportunities which have been explored in developing the layout (and through discussion with the planners) include the following:

- Maximizing the protection and enhancement of the ecological buffer along the stream boundaries;
- Integration of the development with the footpath passing to the south of the site, including making a direct footpath connection to the bridge crossing toward Bryn Coch;
- Maintaining a strong street frontage with clear relationship to Croesnewydd Road, including ensuring that views available from the elevated section to the north (from the bridge over the Gwenfro) present an appropriate and attractive façade;
- Using the generous size of the site to ensure car parking is situated so as not to dominate the streetscape nor to visually along the facades;
- Reflecting some of the design 'language' in the treatment of external spaces used in residential developments in the locality.
- Making good use of the available open space for recreation and amenity;
- Making good use of the available space for SuDS attenuation functions.

Design Response – Layout and External Spaces

Orientation of Layout

The limited space available outside of the flood risk zones and the presence of the embankment together form a critical constraint. The flood risk zones constrain the built development so as to be located along the north west side of the site (Croesnewydd Road), leaving insufficient space for all access and parking requirements in front of the buildings. In any event the embankment constrains direct access off the road to a single point at the west end of the site. Vehicular, service and emergency access, along with parking must therefore either be divided (with some limited access passing in front of the buildings but with parking set in the main to the 'rear') , or alternatively, with vehicles routed entirely to parking at the 'rear' (south east side) of the buildings. Both of these options have the potential to give rise to duality- i.e a lack of clarity as to which

aspects of the buildings are in fact the 'front' and which are the 'back' (in both functional and aesthetic terms). Difficulties would then arise in defining the external spaces in terms of private /semi private/ semi public/ and public domain. Those difficulties were fully exposed in terrace and apartments typified by 'Radburn' layouts in the 1940s and 50's where 'Defensible Space' was poorly defined.

To avoid this layouts were explored incorporating a narrow road passing along the base of the embankment (providing pedestrian access, emergency access, limited vehicular access and some parking) to the frontage. Such an approach presented frontages to the road that would clearly read and function as building 'fronts' (along with a typical hierarchy of semi-private front gardens). Additional parking was then to be provided to the rear (the backs) along with private back gardens. Numerous variants on that approach/orientation were presented to the planners but it was apparent that they were not seen as a successful design response.

The option now proposed effectively presents facades along Croesnewydd Road that similarly read as frontages (architecturally) whilst also functioning as a frontage for pedestrian access (this pedestrian access along the frontage also doubles to provide an emergency corridor).

However, the buildings are also designed so as to present architectural frontages to the south east aspect as well. Resident and visitor vehicles are routed around to parking areas on that south-east and pedestrian access is then designed to function equally well from that side of the development.

Front and rear garden spaces and definition

'Front garden' spaces (along Croesnewydd road and along the access road) are defined and protected by a series of railings 'stop ended'; by masonry piers to give defensible space. At key end points (and as and where required to accommodate level changes) masonry walls would take the place of the railings- (masonry being detailed to complement the buildings). These gardens will in fact primarily act as set-back space giving protection and privacy to downstairs rooms whilst also accommodating maintenance strip and minor level changes between the buildings and adjacent pavements.

On the south/east side unit paved pavements lead residents and visitors to 'gathering spaces' immediately adjacent to the doors in to the apartments.

Semi-private shared communal garden spaces are provided on this sunny south side of the buildings. These are part hard paved, part low planting with specimen shrubs. Seating and other garden features are provided. The communal gardens would be protected and defined by railings at 1.6m/1.8m high, with gated access points, and in addition enclosed by the masonry stores (see below). The combination of masonry, railing and planting, would give a degree of privacy but allow limited views in (and through) so as to ensure the spaces have natural surveillance. Where windows to adjacent ground floor rooms present onto the communal space there would be a protected offset of planting defined by low railing/knee rail

Bins and Cycles

Cycle parking is also accommodated within these communal garden areas (to supplement 10 spaces provided within the dedicated cycle store) giving a minimum of 28 secure spaces for the 16 units.

Bins would be stored in architecturally designed bespoke enclosures incorporated into the boundaries of (and accessed and controlled through) the communal garden spaces. The bin stores are located so as to accord with MfS recommended handling/movement distances for refuse collections. The enclosures would help define and enclose the gardens as noted above and also present an attractive masonry outer face.

Car Parking

Resident and visitor parking is broken up into discrete parking courts interspersed by planting. Parking includes 1 space per flat, plus 7 visitor spaces, plus 3 disabled spaces in accord with standards. 2 sets of bays for overflow/visitors would be entirely porous paved. The parking courts are near-flush paved with high quality trims with ramped approaches and with tree planting integrated into the layout. This would not only give an attractive appearance but would also signal a clear message to

all that the spaces are to be used by vehicles and people/pedestrians alike and with equal priority- all as recommended in MfS. This would act to slow vehicle speeds. Unit paving and trims extending across the carriageway would further signal clear linkages allowing pedestrians to move across to the open space area to the south/east.

The northernmost bay of parking also provides an access route to the attenuation pond for maintenance purposes.

Open Space Area

The open space area in the south of the site would be seeded and maintained as a combination of amenity grass and wildflower rich grass. The area would be made accessible by informal paths extending around the periphery of the site. The paths would connect back to the main development and also connect to footbridge to Bryn Coch.

One branch of the path is envisaged as providing a single controlled point of access to the stream on the south side. Subject to risk assessment this may include a gated fence.

A drainage swale would be set aside to facilitate Sustainable Drainage. The precise detail of the swale would be developed at detail design stage but the intent is to include a small amount of permanent standing water with fringes of marginal vegetation designed to be both ecologically rich and visually attractive. Depending on the variance in the depths of water achievable the swale may be enclosed for safety reasons within a gated timber post and rail fence (with mesh under).

A buffer of native planting would be included around the north, east and south boundaries of the open space for ecological benefit. Additional screen planting would be included in the east of the site alongside the river – to diminish the apparent disturbance emanating from the emergency response centre.

A small informal play area is to be included with low key natural play/incidental play features. This may be enclosed for safety reasons within a gated timber post and rail fence (with mesh under).

Substantial screen planting is also envisaged around the attenuation pond. This would screen the appearance of the existing fence. It would also soften the appearance of the development as a whole and parking to the rear as viewed from the elevated part of Croesnewydd Road.

Landscape Structure Planting

The verge to Croesnewydd road falls within the control of the Highways Authority. There are several options for the landscape treatment of the verge. These range from introducing both shrub and tree planting, or maintaining it entirely open, or introducing tree planting in avenue form (or clumped arrangements). Different treatments could also apply to the level upper roadside verge as opposed to the embankment. The precise treatments (to be agreed) will depend on the presence of services and the responsibility for (and scope of) long term maintenance. The scheme hereby proposed envisages a double/triple avenue of trees set in the verge (implemented by the developer), but with maintenance of those trees and of (mown) grass in the verge by the Highways Authority. This ultimately would continue the planting theme implemented further along west the road, and give an attractive foil to the development frontage, whilst allowing views under and between the trees so as not to limit views or natural surveillance.

Elsewhere throughout the development street trees are proposed protected and set in high quality surrounds within paving and/or set in areas of amenity planting. The verge between the (retained) footpath and the new access road is kept deliberately open, and includes a crossing point to the development. A simple avenue of tree planting is proposed along this verge.

Materials and Planting

Materials for external layouts are as envisaged on the illustrative materials palette and are selected to complement the materials used in the buildings.

Unit paving and trims are proposed to give a high quality feel to pedestrian spaces.

Boundaries are protected and defined by combination of metal knee rails and railings combined with trims and or masonry walls and piers all designed to be robust and of a quality commensurate with the architecture of the apartments.

Screen and buffer planting (with tree, shrub, and understory) would be predominantly native. Amenity planting would include low maintenance ground-covers with specimen shrubs and accent planting (bulbs and herbaceous). Planting in garden areas would be similar but with a higher component of accent planting and specimen shrubs.

Access for All

Accessibility. Changes in Level, and Site Levels

The site generally slopes at around 1 in 80 to 1 in 100 toward the river and ditch. Croesnewydd Road is some 700mm above the site at the access point. The main access would descend down to the level of the site at a gradient of no more than 1 in 20. Finished floor levels are set so as to enable level access to be achieved (again no steeper than 1 in 20) with flush access to all door thresholds.

Subject to agreement with the Highways Authority a secondary access from the pavement off Croesnewydd Road is proposed by means of a set of steps.

Parking

Mobility spaces are included appropriately signed and defined (with contrasting surface materials).

Visually Impaired

At detailed design stage particular consideration will be given to ensuring the external areas are appropriate for use by those with visual impairments, including (but not limited to) the use of tactile paving and tactile guidance on key routes and crossings, siting obstructions (furniture light columns etc) away from primary access routes, an use of contrast /highlight colouring to bollards and other vertical obstructions. Primary routes would be appropriately lit.

Access and Movement

5.0

The current proposal includes for pedestrian access to the front and rear of the building, with the proposed parking for the scheme located to the rear of the property. In regards to LPG 16 there are three disabled spaces identified, three visitor spaces, sixteen resident spaces and four overflow spaces giving a total of 26 parking spaces for the proposal. The

Layout also provides future maintenance access to the attenuation pond to the north of the site. The proposal also includes for a pedestrian route around the public open space, refer to site plan.

As previously mentioned, the design will be compliant with Part M of the Building Regulations and the Equality Act 2010. Care has been taken with the design to ensure that the building will also be accessible by all, regardless of ability and age.

Community Safety

6.0

Ultimately a crime risk assessment will be carried out on the design to ensure and enable the design to be developed to reduce potential crime. Consequently, specific measures recommended to address particular types of crime vary from one site to another. It is important to note that the national SBD guidelines are minimum requirements and in areas of higher risk, greater crime resistance will be required. Therefore it is inevitable that the design of this particular site will vary according to the crime risk but it is essential to maintain a consistent approach.

The submitted design endeavors to ensure compliance with the government backed Secured by Design award scheme criteria. This is a major indication that the scheme proposal has adequately addressed the crime prevention component required for a development of this sort.

The Communities and Local Government (CLG) document 'Guidance on information requirements and validation' states "that a key objective for new developments should be that we create a safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. The proposed and submitted scheme endeavors to address crime prevention measures, and includes attributes of safe and sustainable design. The development is designed to protect property by allowing for natural surveillance; improving the community's and individual's safety by reducing conflicts in uses; and promoting a sense of ownership and responsibility."

The site promotes natural surveillance by the site plan arrangement. Each apartment is dual aspect and so allows for good clear view to both the front, rear and sides of the proposal. The proposed development also looks onto the external parking and open space.

Environmental Sustainability 7.0

In essence the proposed development will be designed and detailed to meet the current Building Regulations. This will include ensuring the building fabric achieves a fabric efficiency that is compliant with Part L of the approved documents. The development is to achieve a water usage maximum of 120L per person per day. These measures will help reduce greenhouse gas emissions and reduce the impact on the environment overall. Tan 22 addresses the issues of sustainable design for buildings. The development also addresses the issues raised in Tan 12.

The design will incorporate thermally efficient walls, windows, and roof as far as is practically possible (by using more insulation or better preforming materials). We will also reduce air permeability to the minimum consistent with health requirements, this is achieved by a carefully designed building fabric and new construction techniques and products.

The dwellings will have to be designed to use less than 120 liters of water per person per day. This could be achieved by fitting a number of items such as 6/4 dual flush toilets flow reducing/aerating taps throughout, limiting flow rates for showers. Where baths are to be included they will be a smaller, shaped bath, 18ltr maximum volume dishwasher, 60ltr maximum volume washing machine. Other minimum standards in relation to sustainability include for surface water management, this may mean the provision of porous paving.

The Apartments will be provided with adequate, safe and secure cycle storage, a room that can be easily set up as a home office and the materials used in construction will be much more environmentally friendly materials. We also propose to include an approach to reducing the carbon emissions from the development by implementing the energy/carbon hierarchy, by incorporating passive design solutions to reduce the demand for energy and to maximize the use of energy in the fabric of a building. In addition the detail design will fully address the design in terms of low energy and energy efficient mechanical and electrical installations.

The above measures will ensure we provide the site with a building that is capable of good thermal performance through an enhanced building fabric, to help reduce thermal bridging and heat loss, thus reducing greenhouse gas emissions and the impact the building will have on the environment overall.



Flood Risk

8.0

The development proposal falls outside of the C2 designated area. Datrys engineers have been working with the NRW to also establish the extent of flooding from the ditch running adjacent to the south easterly edge of the site.

All entrances to the proposed dwellings fall outside of any potential flooding areas and as can be seen from the FCA (to follow) the extent of flooding is minimal.

Conclusion

9.0

From the above and in conclusion It is our opinion that the proposed development as described in the drawings, details and information contained in the application for full planning permission will comply with the policies of Wrexham County Councils Adopted UDP.

The proposal successfully integrates into the existing character of the local area and also helps to provide a usable public open space for the local community. The planning of the landscape design carefully addresses how the public will use the site while also providing areas of private amenity space to the residents of the proposal.

The design and ethos for this development will enable integration into the existing street scene, whilst providing a sustainable building that will support a variety of occupants and future generations of occupants regardless of ability and age. The cohesive design and further detailed design will include a landscaping scheme and engineering works that maximises the site's potential for development.

As previously mentioned " First Choice Housing Association Ltd are delivering the proposed self build scheme in partnership with Wrexham CBC and The Community Self Build Agency (CSBA). The CSBA will recruit Ex-Forces personnel to work on the construction, offering the opportunity for work experience, training and qualifications in building or other construction related skills. "