



● Design and Access Statement

Land off Watts Dyke, Llay, Wrexham

Created on behalf of Watkin Jones Homes.
April 2021



Baldwin Design Consultancy Ltd

CONTENTS

01:	INTRODUCTION	page: 1
1.1	Foreword	
02:	CONTEXTUAL ANALYSIS	page: 3
2.1	The Site	
2.2	Context Plan	
2.3	Local Context	
03:	SITE ANALYSIS	page: 8
3.1	Photographic Analysis	
3.2	Arboriculture	
3.3	Constraints and Opportunities	
04:	PLANNING CONTEXT	page:12
4.1	Relevant Design Policies	
4.2	Building for Life 12 (Wales)	
05:	DESIGN RESPONSES	page: 16
5.1	Mastersteps Plans	
5.2	Design Principles Summary	
06:	THE SCHEME	page: 20
6.1	Use and Amount of Development	
6.2	Scale	
6.3	Layout and Structure	
6.4	Proposed Housing	
6.5	Appearance	
6.6	Site Sections	
6.7	Indicative Visuals	
6.8	Proposed Materials	
6.9	Hard and Soft Landscaping	
6.10	Boundary Treatment Considerations	
6.11	Servicing	
6.12	Green Infrastructure and Landscape	
6.13	Sustainability	
07:	CONCLUSION	page: 35
7.1	Conclusion	

SECTION
INTRODUCTION 01

1.1 Foreword

This Design and Access Statement (DAS) has been prepared by Baldwin Design Consultancy Limited on behalf of Watkin Jones, in support of their Reserved Matters Planning Application for residential development comprising of up to 43 no. dwellings, located off Watts Dyke Way. (Outline Planning application ref: LLA P/2018/0933)

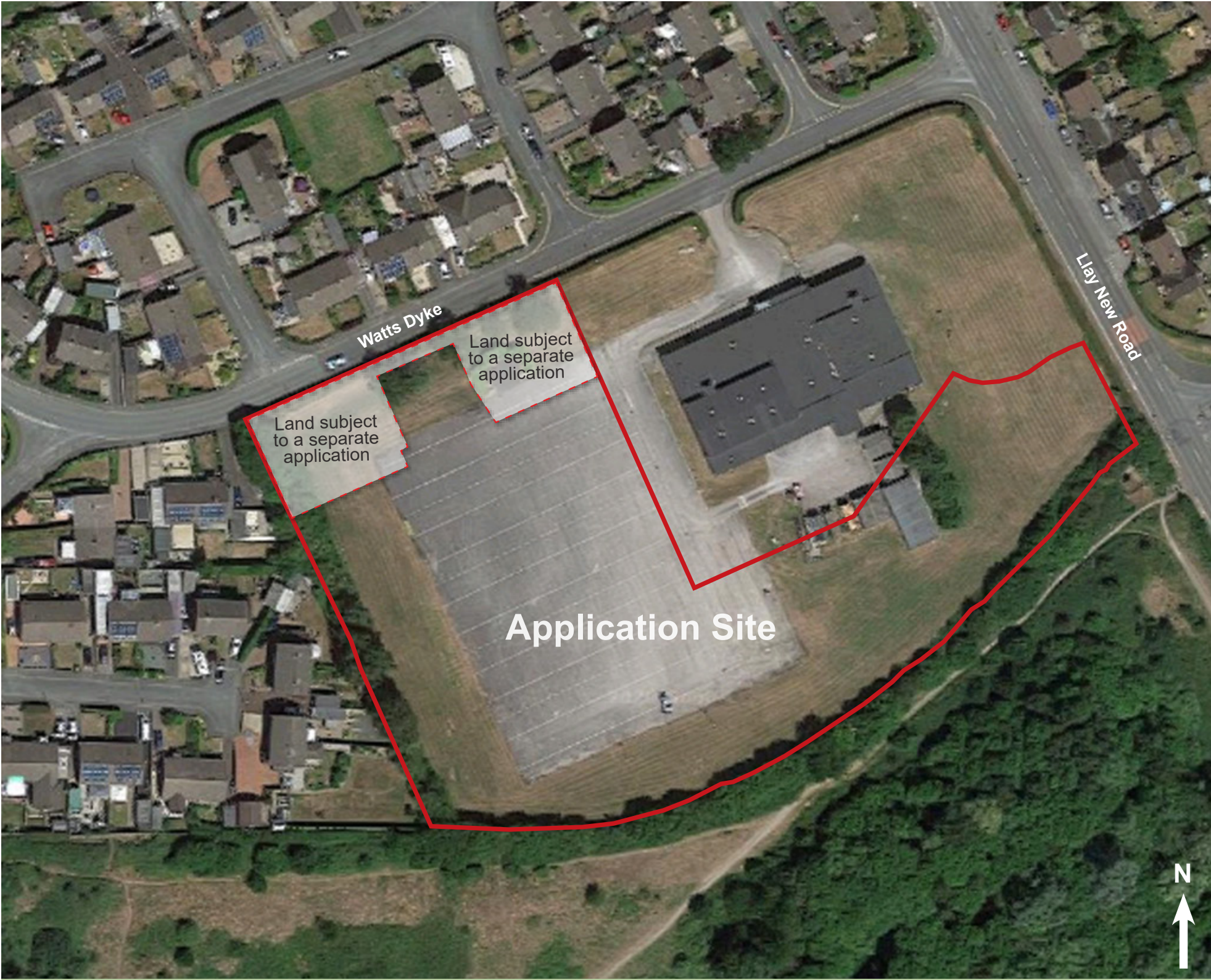
This application seeks Reserved Matters Approval for the development of land off Watts Dyke Way for residential purposes. Open market and affordable residential units will be provided. Area shaded in grey is subject to a separate Full Planning Application for construction of 8no. dwelling units.

The purpose of this report is to describe the site, it's context, relevant design guidance and the design concepts and principles which will inform the final design.

The structure of this document and the detail within follows the guidance from the 'Design and Access Statement in Wales' document (April 2017) and Part 2, Article 7 of the Town and Country Planning (Development Management Plan Procedure) (Wales) Order 2012.

This Statement is set out as follows:

- Section 2: Context Analysis - an assessment of the site's wider context in terms of town structure, historic development, streets and landscape character.
- Section 3: Site Analysis - a more detailed focus of the site and immediate surroundings in terms of townscape and visual structure; movement and connections; environmental assets; and residential amenity, concluding with key opportunities for development of the site.
- Section 4: Planning Context - review of key planning policies that will influence the detailed design process.
- Section 5: Design Responses - key design principles which will inform the indicative layout.
- Section 6: The Scheme - parameters for the site, supported by a final layout that demonstrates how the site can be developed in accordance with the parameters including key design principles which shows how the scheme ties into the surrounding vernacular, incorporating architectural details, materials, and scale of building, with reference to landscaping.
- Section 7: Summary and Conclusions



Aerial view of Land off Watts Dyke with site edged in red

CONTEXTUAL ANALYSIS

SECTION 02

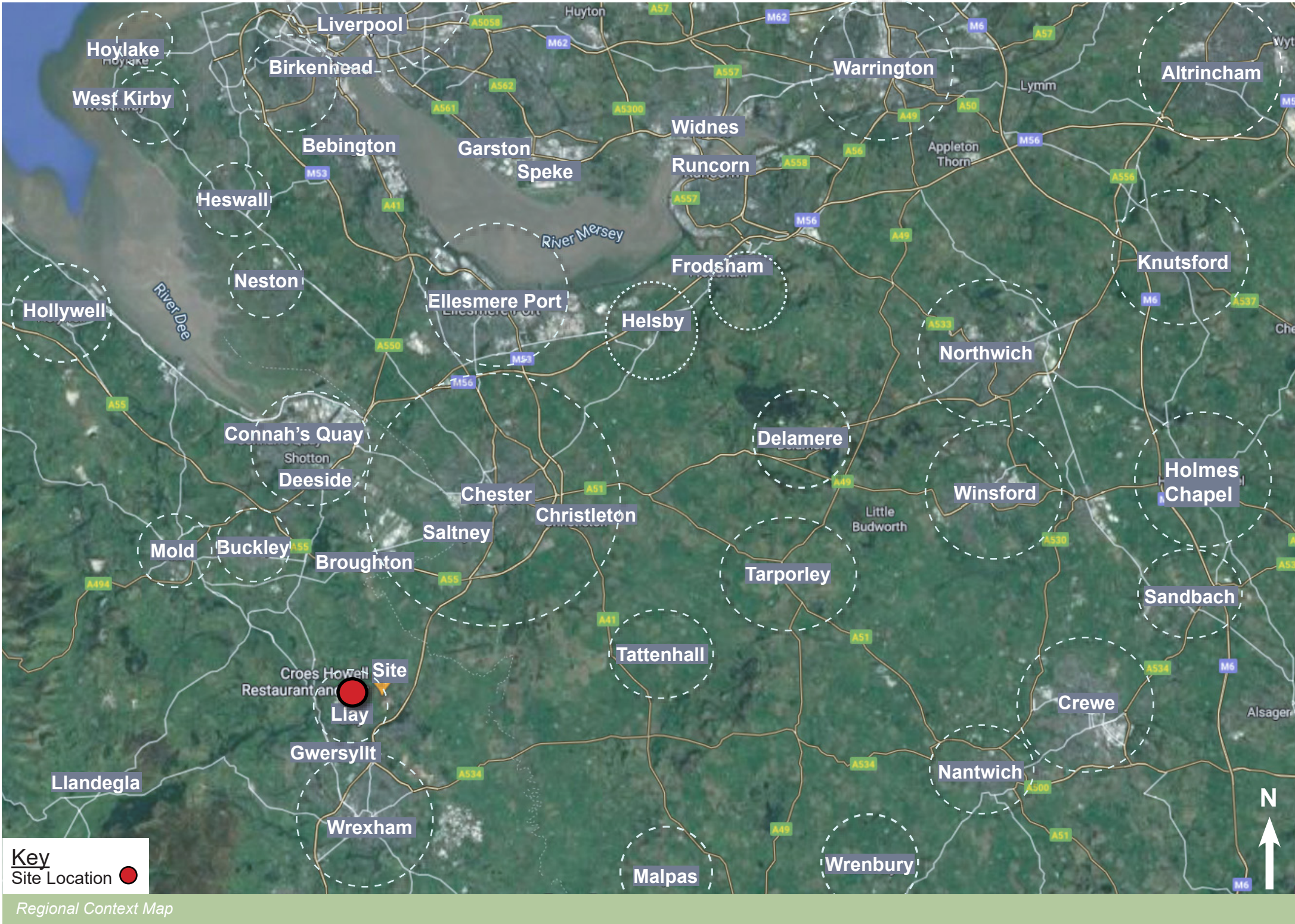
2.1 The Site

The site covers approximately 1.33ha and is boarded predominantly by Llay Royal British Legion Social Club grounds. Alyn Waters Country Park borders the site to the south with existing residential development abutting the site to the west.

The site is located in a primarily residential area on the southern edge of Llay, a small village approximately 4.5 miles (7 KM) north of Wrexham Town Centre, 10 miles (16KM) south west of Chester and 28.5miles (17 KM) East of Crewe.

As a historic mining village which was built in the early 1920's, Llay has several buildings of note, just north of the development curtailage are two Grade II listed buildings, the Llay Miners Institute and Pavilion. Also just east of the development curtailage is Llay Hall farm consisting of two Grade II listed buildings which was built in the late 18th Century.

Llay is not currently directly served by any railway services, however there are frequent bus services from the nearby bus stops at First Avenue running to Wrexham town centre where wider reaching bus and train services are provided running to Crewe, Shrewsbury, Chester, Stoke on Trent Liverpool, seven days a week.



2.2 Context Plan

The Context Analysis Plan to the right shows the distribution of local amenities and services within reasonable walking distance of the development site. The site is situated in Llay, a former coal mining town and community in Wrexham County Borough, Wales. The location of the site has a great access to a wide range of local services, amenities and natural open landscape.

The development will be situated on the south edge of Llay village located approximately 4.5 miles (7 KM) north of Wrexham town centre, 10 miles (16 KM) south west of Chester, both providing key administrative services, retail and leisure facilities.

The Planning Policy Wales document (Edition 10) highlights the importance of pursuing sustainable development, and the need for the planning system to support economic growth.

It is commonly accepted that walking has the greatest potential to replace short car journeys, particularly those under two kilometers. The plan opposite shows the 400m, 800m, 1.2km and 2km catchment ranges for the site. Walking represents an alternative to the car for short range educational ‘school run’ and ‘top up’ shopping trips as well as some local employment and leisure journeys to the nearby town centre.

The site is located in a sustainable location with excellent access to the rest of the north Wales area via Llay New Road. Within 0.6 miles of the site lies the local Park Community Primary School and ‘Alyn Family Doctors’ surgery.

Other community facilities such as eateries, public houses, shops and religious establishments are all located within 800m of the site. Due to the site’s close proximity to services and public transport reliance on the private car will be reduced which can only have a positive impact on the environment.

KEY



Shopping Facilities (i.e. shops, convenience stores and other commercial facilities);



Medical Facilities (i.e. doctors surgeries, pharmacies, dentists and hospitals);



Education (i.e. pre-schools, primary schools, secondary schools, colleges and universities);



Eateries (i.e. restaurants, pubs, cafés and diners);



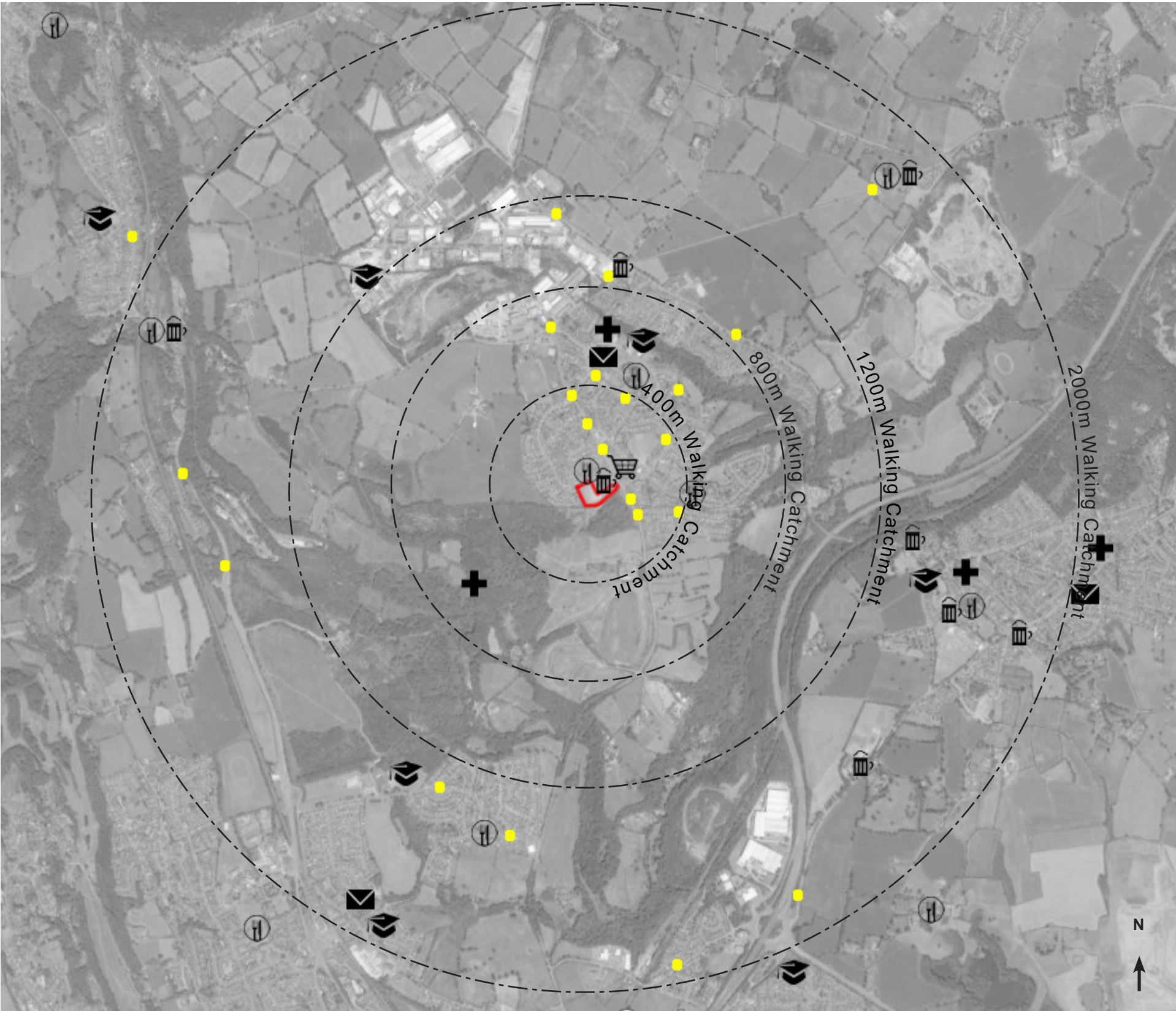
Post Offices (including those within convenience stores);



Entertainment facilities: Public houses, bars and nightclubs



Bus Stops



Contextual Analysis Plan

2.3 Local Context

The proposed site is situated in the village of Llay and lies to the south of the Watts Dyke. An active Royal British Legion Social Club with parking and open landscaping abuts the site. Also on the site is the Llay War Memorial which the proposal seek to re-site on it's northern boundary. A well established residential area is located West of the site and Alyn Waters country park abuts the site to the South. Due to the site being located on the southern edge of Llay, the proposed development will act as a gateway into the village.

The existing buildings within Llay and the surrounding area are varied in styles, age and materials. The dominant building material is red brick with elements of render and hanging tile. Typically, in the area local to the development site as indicated on the context images (Page 6 of this document) reasonably sized front gardens provide adequate space for off road car parking to the side or front of the properties. Smaller front yards are prevalent along terraced and properties with on-street parking.

The surrounding housing stock to the development site are generally 2 storey brick and rendered dwellings in a varied mixture of built forms including detached, semi detached and terraced properties, with pitched grey and pitched red tiled roofs.

Local Setting

The site is served by local transport links. There are bus stops located directly on Llay New Road. The nursery and primary school are less than 1km away, as is the post office. The site is within 250 metres of the nearest pub, and within walking distance of shops and churches.

There is an industrial estate in Llay, similar in size to the whole village itself, which is built on the site of the former Llay Main Colliery. This colliery was at one time the largest colliery in Wales. After 1952, it was the deepest pit in the UK. The colliery was major employer in the area before it closed in 1966.

There are four churches in the village: the Roman Catholic St. Francis of Assisi, Llay Community Church of the Nazarene, St. Martin of Tours of the Church in Wales and the Bethel Baptist Church. There are three drinking establishments, the Royal British Legion Social Club, The Crown public house and Llay Miners Welfare Institute.

The development site lies directly North of the Alyn Waters Country Park. The country park is named after the River Alyn, which runs through the park, with a public right of way running parallel to the river. Alyn Waters country park includes a cafe and a play area.



View 2 - Llay Miners Welfare Institute



View 3 - Alyn Waters Country Park, Llay



View 3 - River Alyn



View 4 - Bethel Baptist Church



Aerial Image site edged in red. Numbers correspond to the images.



View 5 - Local Business - 'Checkpoint Specialist Cars'



Royal British Legion



View 1 - Alyn Waters Play Area

Local Setting

The site is surrounded by various styles of architecture presented in brick and render, examples of these are demonstrated on the following page. This varied palette of architectural styles and materials has been taken into consideration and have helped to influence the proposed house types, materials, landscaping and architecture.



Contextual image- Drill Hall Close



Contextual image- Watts Dyke Close



Contextual image- Shones Lane



Contextual image- Chaucer Grove



Contextual image- Llay New Road



Contextual image- Garden Vale

Public Rights of Way (PRoW)

There are a number of PRoW's within the vicinity of the site. Most notably, existing PRoW (LLA/11) runs along the Southern site boundary. The footpath connects the site with the open green space of Alyn Waters Country Park as well as the wider PRoW network within the countryside to the West.

The proposals will aim to link the development site to the wider existing pedestrian network, thus reducing the reliance on the private car which can only have a positive impact on the environment and positively contribute to the surrounding area.



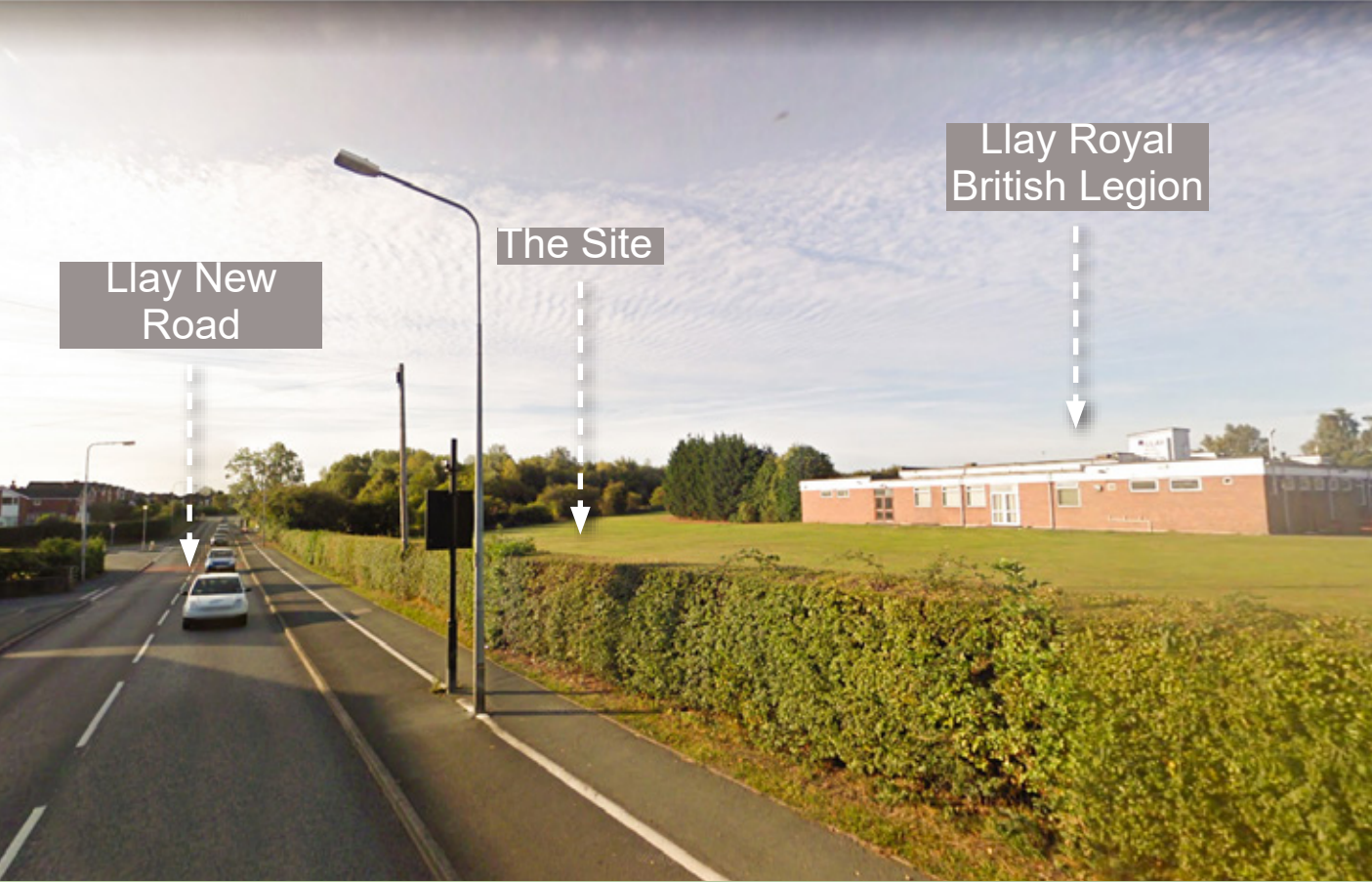
Alyn Waters Country Park - Play Area



Alyn Waters Country Park

SECTION
03
SITE ANALYSIS

3.1 Photographic Analysis



View 1 - Looking south along Llay New Road with Royal British Legion to the right.



View 2 - Looking north along Llay New Road with development site to the left.



View 3 - Looking east along Watts Dyke road with development site to the left.



Aerial Image with the site edged in red. Arrow indicate where views are taken from.



View 4 - Looking south towards the development site.

3.2 Arboriculture

A survey of the existing trees on Land off Watts Dyke site, Llay has been carried out in accordance with British Standard 5837: 2012 Trees in relation to design, demolition and construction recommendations.

The survey area consists of grassland containing hedges, scattered trees and groups of trees that have regenerated within the site boundaries.

Tree Constraints Plan

The development of the site will involve the construction of 43no. residential dwellings, which will require the removal of small number of existing trees and hedges. There are currently 4 trees that have been categorised as retention value 'B' within the boundaries of the site. These will be retained where possible and protected during construction.

All other records on site have been categorised as retention value 'C' and 'U' due to their limited arboricultural merit or impaired condition which are unlikely to pose as a constraint to development. Their loss will be mitigated by replacement native species to encourage wildlife and enhance biodiversity.

The formative pruning of trees along the south-western and southern boundary (G17, G18 and G20) will be required to ensure sufficient clearance between proposed dwellings and adjacent branches. The existing vegetation along the north-western boundary will be removed in order to allow access from Watts Dyke road, however their loss will be mitigated by additional planting in order to assimilate the proposed development into its surrounding context, create a sense of place and contribute to the enhancement of biodiversity on site.

KEY

T - Individual Tree
G - Group of Trees
H - Hedge

-  Retention Value A
-  Retention Value B
-  Retention Value C
-  Retention Value U (trees to be removed)
-  Root Protection Areas (RPA's).

* Please refer to the associated Tree Survey Schedule and appendices in the full arboricultural report in the respect to the information above.



Tree Constraints Plan

3.3 Opportunities & Constraints

The site has a number of constraints and opportunities which have influenced the proposed design. The points are summarised below:

- The west elevation that abuts existing properties must be considered in its massing and scale in order to respect and to be in keeping with the adjacent residential properties. A minimum of 21m must be maintained between the existing and the proposed properties;
- There are a number of existing Category B trees (T11, T12, T13, T14) along the south western boundary of the site. These will be reserved where possible and protected during construction.
- Adequate stand off must be given to the existing sewer easement located to the north east of the site. In addition, appropriate stand off must be given to the drainage easement running along the southern boundary;
- Access off Watts Dyke is to be created.
- There is a potential for an attenuation pond to the East of the site due to this point being the lowest on site.
- There is an opportunity to connect to the existing Public Right of Way (Ref: LLA/11) that runs along the southern site boundary.
- Landscape design to maximise the natural setting combining private and open areas to provide a comfortable living environment for residents;
- The location of the site represents an opportunity to create a well-designed high-quality residential development that responds to the local context, positively addresses the existing landscape as well as helps define the boundary between existing residential developments and the open space of Alyn Waters country park land.
- Interface between the proposed residential development and the abutting Royal British Legion site must be respected.
- Llay War Memorial relocated and set within its own defined area.



Constraints and Opportunities

SECTION **PLANNING CONTEXT** 04

4.1 Relevant Design Policies

The application site is located in the village of Llay, within the administrative boundary of Wrexham County Borough. The site is comprised of 1.33 hectares of land, with a total of 43 dwelling units proposed on site.

The proposed number of dwellings on site is 43, making the development of an acceptable scale that would deliver considerable benefits in the form of increased affordable housing stock in the area.

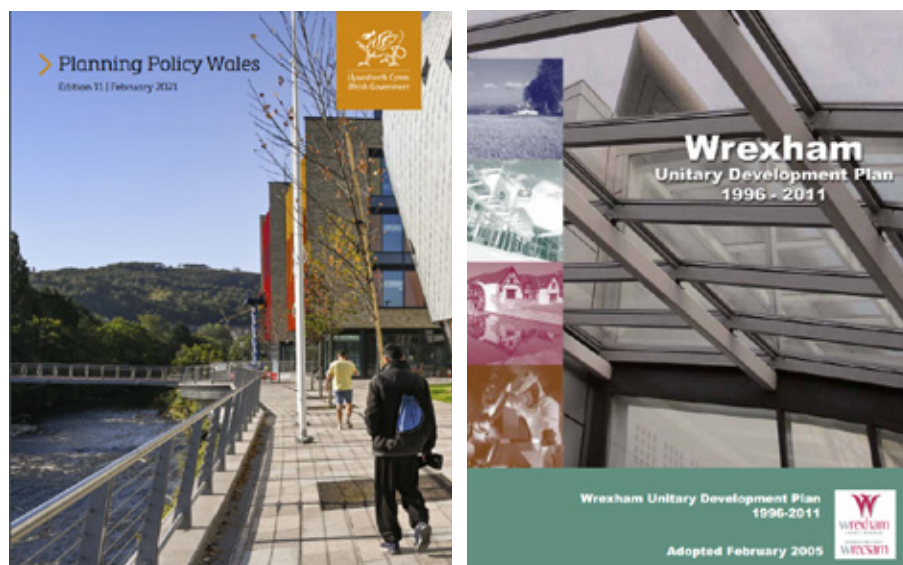
A summary of relevant planning policies is outlined below;

Planning Policy Wales (Edition 11)

The PPW attaches great importance to the design of the built environment as well as recognises that good design is fundamental to creating sustainable places where people want to live, work and socialise. Section 3 of the PPW document sets out the following objectives that are the key aspects of good design, these are summarised below:

- Ensuring ease of access for all;
- Promoting sustainable means of travel;
- Achieving efficient use and protection of natural resources/ enhancing biodiversity/ designing for change;
- Ensuring attractive, safe public spaces/ security through natural surveillance;
- Sustaining or enhancing local character. Promoting: legible development/ a successful relationship between public and private space/ quality, choice and variety/ innovative design.

The Welsh Assembly Government states in Planning Policy Wales (March 2002) that the key role of the planning system is to achieve sustainable development, now and for future generations, between economic development to secure rising living standards and to protect and enhancement of the environment. Full and effective use should be made of derelict, unused, or waste land within urban areas to assist urban regeneration and reduce development pressure on the countryside.



Wrexham Unitary Development Plan 1996-2011

Policy GDP1 All new development should:-

- Ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.
- Take account of personal and community safety and security in the design and layout of development and public / private spaces.
- Make the best use of design techniques, siting and orientation in order to conserve energy and water resources.
- Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.
- Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible.
- Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development.
- Secure public services (e.g. gas, water, electricity) to development at minimum public cost.
- Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest.
- Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination, either on or off the site.
- Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity.
- Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area.

Policy EC4 Hedgerows, Trees and Woodland

Development proposals should provide for the conservation and management of hedgerows, trees, orchards, woodland, wildlife and other natural landscape and water features, and include new planting in order to enhance the character of the landscape and townscape. Development which results in the loss or significant damage to valuable trees, important hedgerows or ancient woodland sites will not be permitted.

Affordable Housing

National Policy Guidance

Planning Policy Wales (PPW) provides the overarching national strategic guidance with regards to land use planning matters in Wales. It states that Local Planning Authorities should, "ensure that all local communities - both urban and rural - have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods."

Policy H7 Affordable Housing (Wrexham Unitary Development Plan 1996-2011)

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 H8

In exceptional circumstances, where a proven need from persons unable to compete in the local housing market cannot be met within rural settlement limits, consideration will be given to other limited affordable housing proposals on the edge of settlements where:-

- no more than 5 dwellings can be accommodated on a site which forms a logical extension to the settlement limit and the development reflects the surrounding townscape and landscape in form, bulk, design and materials; and
- 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.

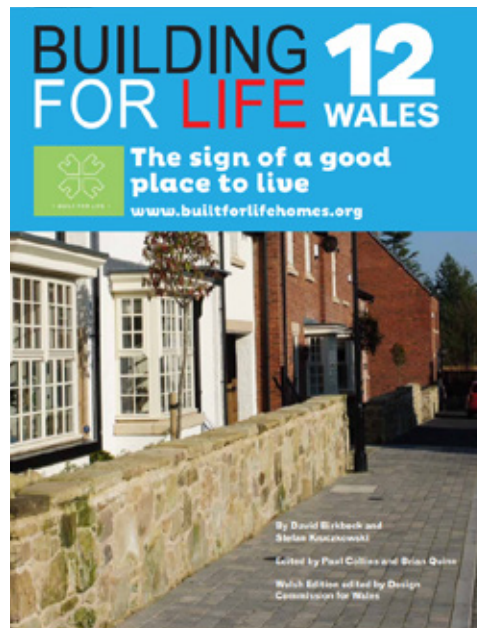
Policy EC12 Development and Flood Risk

Development (including the raising of land) within defined flood plains will only be permitted if it:-

- would not be subject to an unacceptable risk of flooding on-site; and/or
- does not result in an unacceptable risk of flooding on or off-site; and/or
- does not adversely affect flood management or maintenance schemes.

Wherever practicable surface water should be disposed of as close to the source as possible. Where potential risks are identified appropriate flow attenuation facilities or mitigation measures may be a pre-requisite for development. Consideration should be given to the use of softer engineering structures referred to as Sustainable Urban Drainage Systems (SUDS). SUDS is a concept that focuses decisions about drainage design, construction and maintenance on the quality of the receiving environment and people. SUDS are physical structures built to receive surface water runoff. They typically include swales, ponds, infiltration basins and porous surfaces and should be considered as alternatives to conventional drainage where appropriate. The Environment Agency Wales can provide guidance on the design of SUDS and have produced a document entitled "Protecting the Quality of Our Environment, Sustainable Urban Drainage Systems - An Introduction". The Council will require the developer to demonstrate, both financially and practically, how the long term maintenance of any attenuation facilities.

4.2 Building For Life 12 (Wales)



A 'Building for Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for a Healthy Life' headings.

Response Grade.



Green = go ahead



Amber = try & turn to green



Red = stop & rethink

Natural Connections



It is proposed that vehicular access into the site is to be taken off Watts Dyke road. The single access point will allow good permeability and connections. Pedestrian routes have been provided throughout the site aligned with the proposed vehicular routes. The access road hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', the housing layout has also been designed to face inward to enhance natural observation along the pedestrian footways and minimise the creation of 'negative spaces'. A pedestrian and cycle link is proposed to connect to Llay New Road, which will allow for a link to the wider pedestrian network.

Existing trees and green assets have been retained wherever possible and enhanced through additional planting and the provision of attenuation ponds to the north-east of the site.

Public Transport



Cycle and pedestrian routes have been provided throughout the site, with priority being given to pedestrians and cyclists as they move through the site. Shared surfaces and pedestrian footpaths run alongside vehicular routes, providing safe, coherent routes through the site. It is considered the site's permeability and connectivity to neighbouring areas and Llay will be significantly enhanced.

Public transport facilities are available off-site, with bus stops within walking distance of the site on Llay New Road. The wider rail network can be accessed from Cefn-y-Bedd railway station approximately 2.9km away. It is not believed that it is necessary to provide any further public transport facilities.

Facilities and Services



Community facilities such as health centres, retail provision, schools, places of worship and eateries all have adequate provision off-site within walking distance and are within an accepted walking catchment area.

From the development site, the nearest bus stop is a 3 minute walk away (0.1 miles) with routes travelling between Llay and Wrexham Town Centre. The closest train station to the development site is Cefn-Y-Bedd, located 1.8 miles to the west. The station at Cefn-Y-Bedd will provide a service into Wrexham Town Centre and other neighbouring villages for both village centre visitors and for those travelling further afield by rail, both providing excellent and frequent public transport as an alternative to vehicular use.

Meeting Local Housing Requirements



The tenure of the development is comprised of affordable and private ownership homes with a mixture of house typologies and scale provided across the site.

As the housing mix comprises entirely of mews, semi-detached and detached units it is possible to give every dwelling private outdoor space and adequate off-street parking. This mixture of house types allows for changing circumstances and promotes social mobility. The scheme delivers a good supply of family homes, ranging between 2-4 bedrooms and will give local people an opportunity to up size, down size or get on the property ladder. A full breakdown of the tenure can be found in Section 6, page 20).

Working with the Site and its Context



The site maximises the efficiency of sustainable drainage (SuDs) by utilising the site's natural topography. In addition, existing trees along the south western boundary are to be retained and incorporated into the scheme in order to enhance biodiversity on site.

Alyn Waters Country Park is located beyond the southern site boundary, which has a number of facilities including a children's play area and a cafe. These are all made accessible by foot via a proposed footpath linking the development site to an existing footpath running along Llay New Road.

Character



The house types have been designed with a contemporary style in response to the more modern influences of surrounding buildings. A cohesive visual style and material's will run through the development and will be tied back to the surrounding area through sympathetic landscaping and pedestrian, cyclist and vehicular connections.

The differing surface materials and the proposed focal area adjacent to plots 37-40 provides visual character and path finding through the site. In addition, well-established existing vegetation around the boundary edges of the site will contribute to the site's integration into its surroundings along with the additional proposed landscaping around the site.

Creating Well Defined Street and Spaces



The development has been designed to provide active frontages and complete parcels throughout. The development has been designed to face inwards where interface between adjacent land must be respected, with distinct feature plots at intersections and dual aspect units at corners to avoid blank elevations facing onto public spaces.

Access to all plots is simple and direct, each plot is provided with off-street parking and private outdoor spaces.

Street planting has been provided to augment the existing green infrastructure with standoff provided for the provision of in-plot landscaping.

Easy to Find Your Way Around



The development has a legible layout that promotes way finding through variation in surface treatment and the provision of vista plots at key locations to help people find their way around the development. The house typologies and orientations are matched to the road layout to create a positive relationship with their surroundings.

The entrances to the site are obvious and serve distinct areas of the site. There is a pedestrian link to the existing footpath along Llay New Road in order to minimise the number of dead-ends and enhance permeability.

Streets for All



The road layout has been designed to incorporate measures to ensure a healthy, secure environment for residents and visitors, such measures include a decreasing road hierarchy to reduce vehicular speeds through residential areas. The well overlooked public footpaths and spaces located to the east of the site create a positive space that will provide people with an area to gather, chat and play in a secure, observed environment.

Street-side landscaping has been provided to further enhance the public spaces. Layered landscaping has been provided to boundaries of the site to further complement the existing landscaping.

Car Parking



As the development comprises of semi-detached and detached dwellings, off-street car parking has been provided to all plots. The parking has been designed to remove on-street parking from the street scene. The parking spaces will be fully compliant with the local planning guidance on parking (Wrexham Unitary Development Plan (UDP) (1996 - 2011)).

Secure, lockable cycle storage facilities can be provided within the dwellings curtilage.

Green and Blue Infrastructure



As mentioned previously, the existing green infrastructure has been retained at the boundaries of the site and enhanced with additional planting throughout. The additional planting will spread the green infrastructure network throughout the site.

Rainwater attenuation will be provided through the provision of a SuD's pond to the East of the site.

Public & Private Spaces & External Storage and Amenity Space



The housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinctive local characteristics.

The scheme is made up of family homes with substantial gardens. Adequate space has also been allocated for front garden spaces that will create opportunities for social interaction.

The layout has been designed to minimise 'left over' spaces that serve no public or private uses.

A coherent waste management strategy has been implemented to ensure that waste is safely stored and disposal is easy. Waste management strategy has been designed in accordance with BS5906:2005 (British Standard: Waste management in buildings - Code of Practice).

It is proposed that the bin facilities for these properties will be contained within the private garden area of the associated dwelling. In addition, all plots will have a gated access route from the rear garden areas to the highway at the front of the property to enable the bins to be left out on collection day.

SECTION
05
DESIGN RESPONSES

5.1 Mastersteps Plans



The Site

- Application site identified edged red, adjacent landscape assets filled in green and adjacent urban grain marked in white;
- The site boundary defines the outer limit of the application site, edged in red.
- Proposed vehicle access is to be taken off Watts Dyke road.



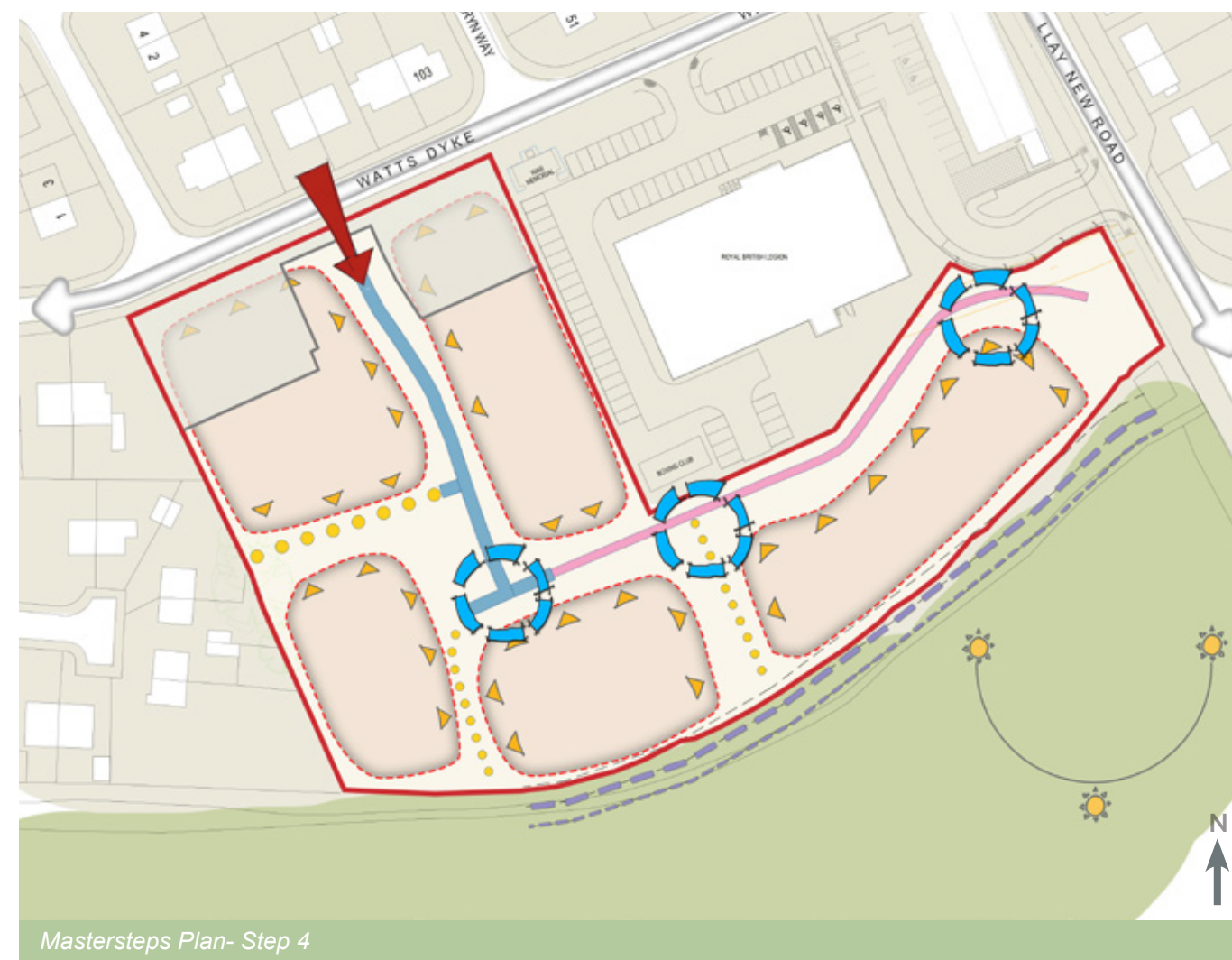
Existing Landscaping

- Existing trees and other landscape features within the site boundaries have been identified; these are to be retained where possible and embellished within site curtilage.
- Existing landscaping located at the proposed site entrance to be removed in order to allow access, their loss will be mitigated through additional planting throughout the site.
- The site topography has been identified. The site gently slopes down from south to the north, with the east of the site being the lowest point on site (as indicated by the blue asterisk).



Connection and Views

- Development frontage has been identified by yellow arrows, with plots fronting Watts Dyke and Llay New Road.
- Existing landscaping to the southern boundary screens and prevents views of the site;
- Multiple sensitive boundaries have been identified as indicated by the blue jagged line;
- Proposed housing layout must mitigate against overlooking onto the existing properties located to the south west of the site.



Masterstep Plans - Vehicular / Pedestrian Routes

- Parcel configuration considered and developed with emphasis of creating an outward facing development where possible whilst respecting adjacent structures;
- Spine road route is identified based on the orientation of development parcels. Road hierarchy established, as indicated by the primary access road in blue, secondary road in pink and private drives dotted yellow;
- Pedestrian route identified, dotted in orange, creating a loop around the development.
- Land allocated (edged in grey) for a separate Full Planning Application. Development parcels are configured in order to create complete parcels and to be in line with the adjacent proposed development edged in grey that is subject to a separate application.



Public Open Space

- Proposed landscaping has been introduced along the spine road in order to conceal car parking and to unify the site with its surrounding visual environment;
- Locations for sustainable drainage ponds have been identified on site according to the topography of the site as well as open public space.
- Potential pedestrian link to Llay New Road has been identified as indicated by the orange arrow, in order to create a permeable development.

5.2 Design Principles Summary

The mastersteps have attempted to demonstrate how the established design principles, derived from a detailed investigation of the surrounding local context, site opportunities and constraints as well as planning context analysis, have been implemented to ensure they can underpin the scheme to create an interesting place which is sympathetic and able to reference local context whilst ensuring the scheme has its own distinctive qualities.

Design Principles

- Site access gained via Watts Dyke road;
- Sensitive treatment towards the existing abutting properties and the existing Royal British Legion grounds;
- Road design around a series of focal areas;
- Development should respect the visual amenities of the wider landscape setting and the importance of minimising the visual impact of the proposals with the retention and enhancements of the existing vegetation structure associated with the site boundaries;
- The need to respect and respond to the topographical and existing landscape features inherent to the site as a whole;
- Exploitation of views in & out of development proposal, particularly to exploit vistas to the north;
- Development parcels are configured in order to create complete parcels and to be in line with the adjacent proposed development edged in grey that is subject to a separate application;
- Permeable and legible street pattern with minimal cul-de-sac configurations;
- Promotion of walking with linkage to existing pedestrian routes.
- Scheme should be visually attractive, respecting the context, form and typology of existing built form and neighbouring vernacular.

SECTION
06
THE SCHEME

6.1 Use & Amount of Development

The development proposals are illustrated indicatively by the opposite which identifies the proposed landscaping, the proposed development areas and site access.

The application site covers a total area of approximately 1.33 hectares. Given the sustainable location of the site as demonstrated within the contextual analysis section, the detailed masterplan comprises of residential use only with 43 units and associated parking. These units range from 2 to 4 bedroom properties designed as detached and semi-detached; the overall amount and locations is a result of layout design which in turn responds to the constraints and opportunities detailed in the proceeding sections.

The scheme would comprise of a number of affordable properties, providing an essential contribution to the affordable housing stock in the Llay area. The schedule of accommodation below outlines the mix of residential properties proposed with an asterisks (*) next to properties to delineate the affordable units:

House Types	Bed No.	Sq. Ft.	Quantity
Type 895	3	895	4
Type 936	3	936	10
Type 959	3	959	1
Type 983	3	983	3
Type 1202	4	1202	3
Type 1328	4	1328	4
Type 735 *	2	735	5
Type 856 *	10	856	10
Type 895 *	3	895	3
		Total	43



Proposed Site Layout



6.2 Scale

The scale of building is of importance if the development is to integrate into the existing context. With this in mind, the massing and rhythm of the surrounding buildings has been repeated within the proposed development, replicating the precedent set in the local area.

The proposed design reflects the character of the surrounding residential areas with a mix of high quality materials and variations in building height adding character and definition to the street scene.

This consists of predominantly 2-4 bedroom dwelling houses. Hard and soft landscaping features have also been chosen to reflect the scale of the surrounding area.

The properties on site, as shown on the right are all 2 storey in height with single storey garages to a number of units, the heights of which is varies from 8 to 10m metres with varying widths of buildings.

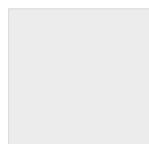
Key



Indicates Single Storey Garage



Indicates 2 Storey Building



Land subject to a separate application.



Proposed Storey Height Plan



6.3 Layout and Structure

General Design Principles

Development will be expected to reflect the relevant planning policy relating to matters of access, layout, scale, appearance and landscaping, as well as reflecting the principles set out in Section 4 of this document and the following additional general guiding design principles. Below are the key design principles that were considered:

- ① The building orientation and layout was carefully considered at the design stage in order to create an outward facing development where possible. Active frontages (indicated by an orange line) are proposed to front Watts Dyke and Llay New Road, therefore appropriate elevational treatments must be considered.
- ② Existing Category B trees along the Western boundary are to be preserved where possible and protected during construction.
- ③ Every house is allocated its own secure and private garden together with parking.
- ④ Clear road hierarchy formulated with different road widths, shared surfaces and materials.
- ⑤ Enhanced connectivity through proposed pedestrian and cycle link to the existing pedestrian network on Watts Dyke road and Llay New Road. The focal area located at the east of the site provides a cycle and pedestrian link to the Llay New Road. The orientation of plots aim to provide active frontages, ensuring appropriate surveillance of the pedestrian routes is maintained.
- ⑥ An attenuation pond is proposed to the east of the site forming part of the sustainable urban drainage system SUD's for the site in line with Policy EC12 Development and Flood Risk. The attenuation pond is strategically positioned at the lowest point on site. In addition, all rear gardens are provided with a soakaway that would enhance the natural water drainage abilities on site.
- ⑦ Appropriate buffer proposed between the existing dwellings beyond the western boundary of the site in order to respect the interface distances.
- ⑦ Existing War Memorial on site has been relocated to an appropriate location in order to be in a close proximity to the Royal British Legion social club.



Vehicular Movement

The road structure has been configured to allow the development to be easily and safely navigated for all users throughout. The design of the roads aims to calm traffic and suppress speeds with the use of direction changes, material changes and pinch points, forcing drivers to slow.

The primary vehicular route is a 5.5m wide estate road with footpath provisions on both sides. The proposed entrance off Watts Dyke road create a spine route that evolved to allow a gateway into the site. The linear route allows for an active frontage with a series of focal spaces, ensuring an organic settlement pattern can be created. The accessway is also of adequate width in order accommodate waste management vehicles accessing the development site.

Secondary vehicular routes link the individual housing areas with the primary spine road and form attractive residential streets with 2m footpath provision to at least one side.

Narrower tertiary streets branch off the access road to create private drives, differing in surface treatment from the access road to aid legibility. Varied turning configurations are accommodated within these areas to ensure the road pattern does not become repetitive, adds distinctiveness whilst maintaining adoptable standards.

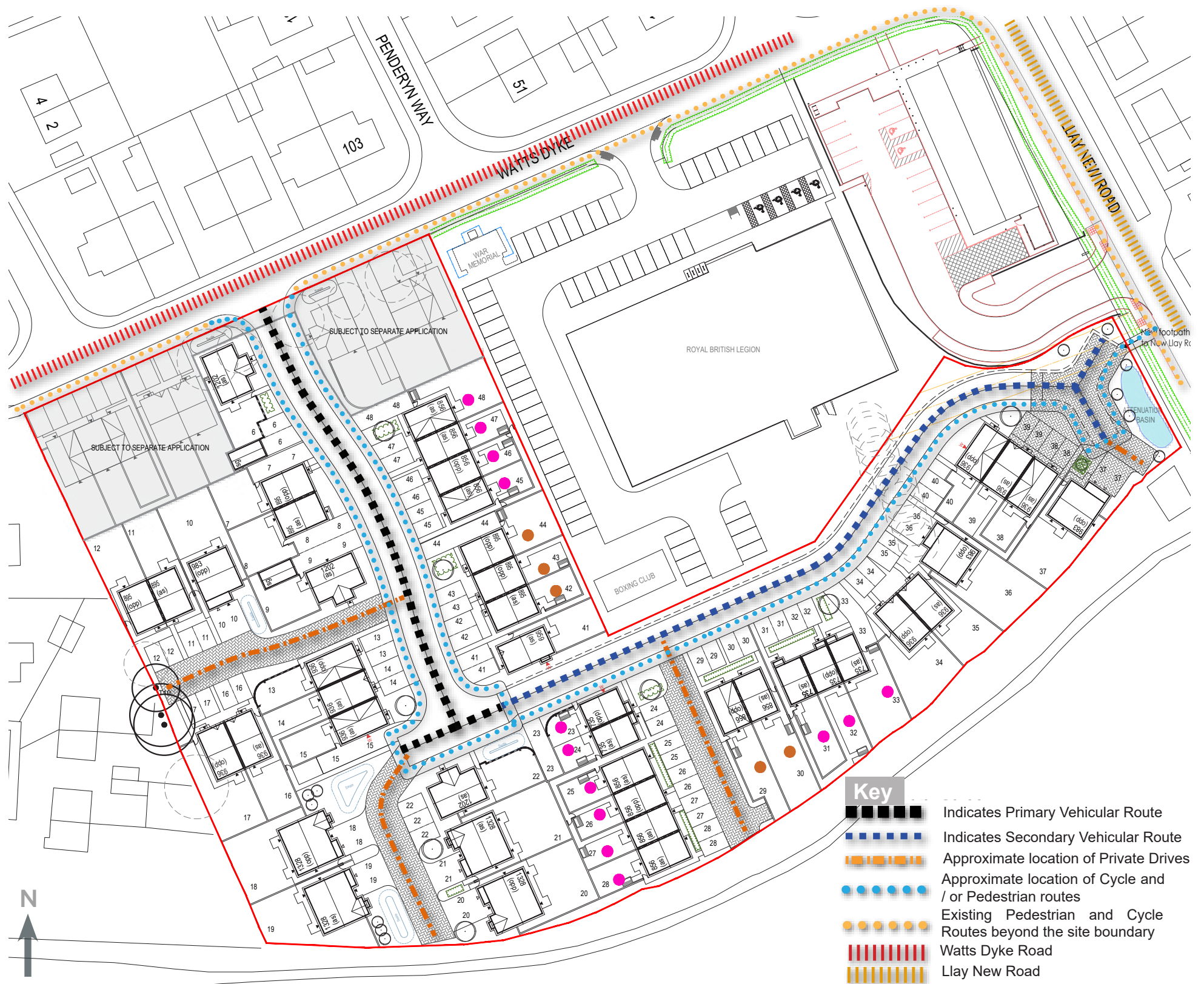
Overall, the road layout and hierarchy has been designed to promote a pleasant, low traffic impact environment, within which the proposed dwellings are designed to face outwards where possible in order to enhance natural observation within design that would subsequently minimise the creation of 'negative spaces'.

Parking

Varied parking solutions aim to reduce the impact of traffic on the street scene, by ensuring each house has off street parking. Furthermore, up front parking has been minimised and side curtilage parking preferred to further aiding street scene by allowing building lines to define spaces.

Pedestrian movement

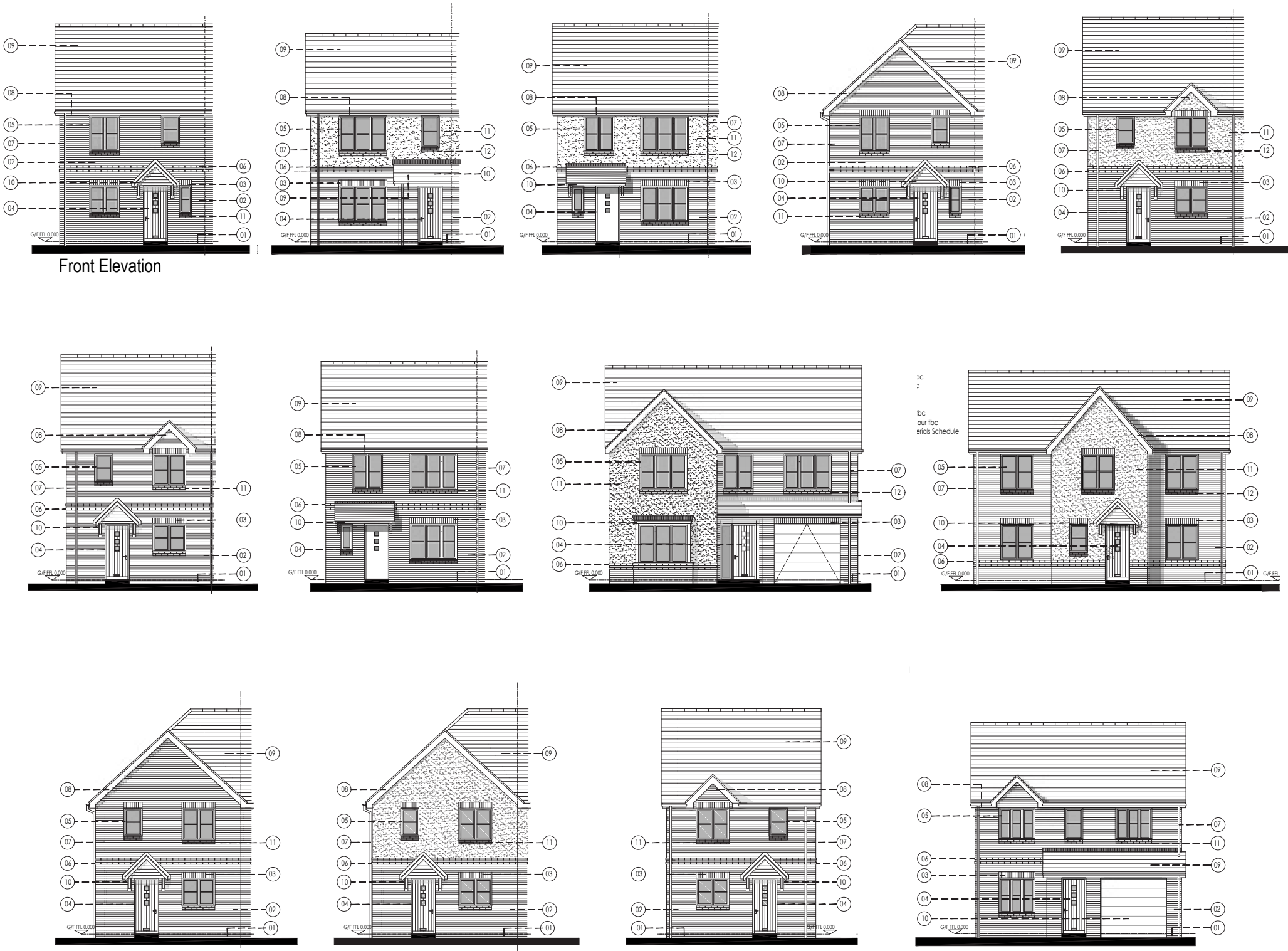
Ease of pedestrian movement has been prioritised throughout the design, with designated footways providing segregation from road traffic along the main pedestrian public realm. New pedestrian link have been added from the proposed accessway to the existing footpath along Watts Dyke and Llay New Road, connecting the development to the wider pedestrian and cycle network. Moreover, the orientation of plots aim to provide active frontage, ensuring appropriate surveillance of the pedestrian routes is maintained.



Proposed Movement and Connections Plan

6.4 Proposed Housing

Elevations of the proposed dwellings are designed so that they possess articulation and interest. Windows will be positioned to provide surveillance and overlook the public realm. Dwellings located on corner plots will be provided with additional windows to side elevations to reduce prominent blank elevations and increase surveillance. Elevational styles and materials of the proposed dwellings reproduce architectural features used on existing housing within the area, therefore complimenting the local surroundings. Vista plots will feature render in order to 'lift' the visual aspect of the development and provide an attractive and interesting street scene. The proposed development will be aesthetically influenced by the existing character of the wider Llay area and by the adjacent development to the west, with the goal of creating an aesthetically unified frontage. Materials have been carefully selected in order to reflect the local character.



Material's Schedule and Example Swatches

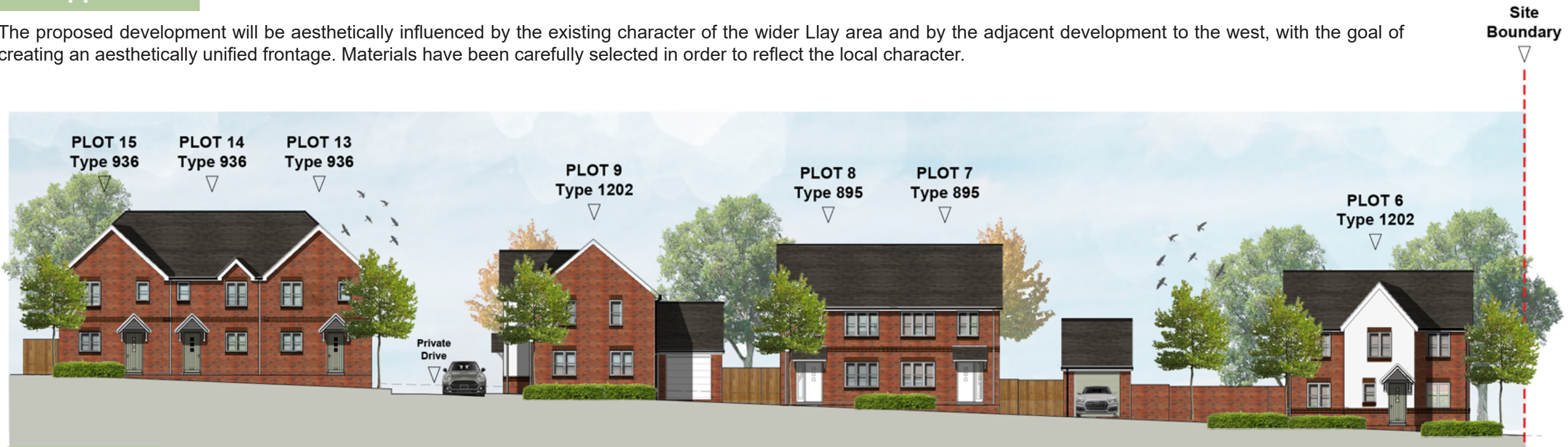
Finishes Schedule

- 01. Red Engineering Brick below DPC
- 02. Red/Brown Facing Brick
- 03. Soldier Brick to Heads & Cills - Colour tbc
- 04. Eurocell door _ Style - Litton _ Colour tbc
- 05. White Upvc Windows & French Doors
- 06. 2No. 20mm Projecting Band course
- 07. Black/White rainwater goods - colour tbc
- 08. Upvc Fascia/Soffit & Barge board - colour tbc
- 09. Slate Grey/Red roof tiles - refer to Materials Sc
- 10. GRP Canopy - manufacturer tbc
- 11. Smooth Off-White Render
- 12. 2 Course Cill Detail - colour tbc



6.5 Appearance

The proposed development will be aesthetically influenced by the existing character of the wider Llay area and by the adjacent development to the west, with the goal of creating an aesthetically unified frontage. Materials have been carefully selected in order to reflect the local character.



Street Scene- A-A

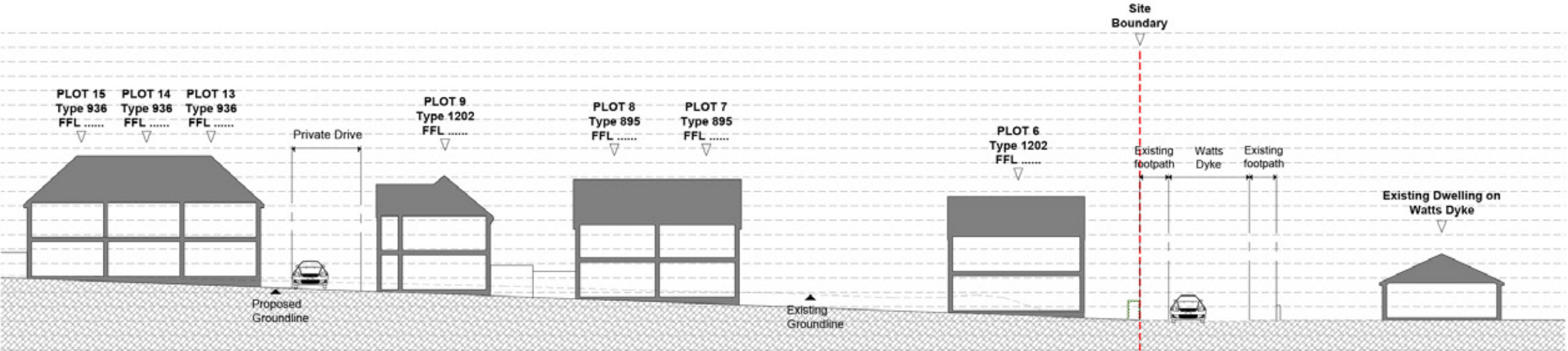


Street Scene- B-B

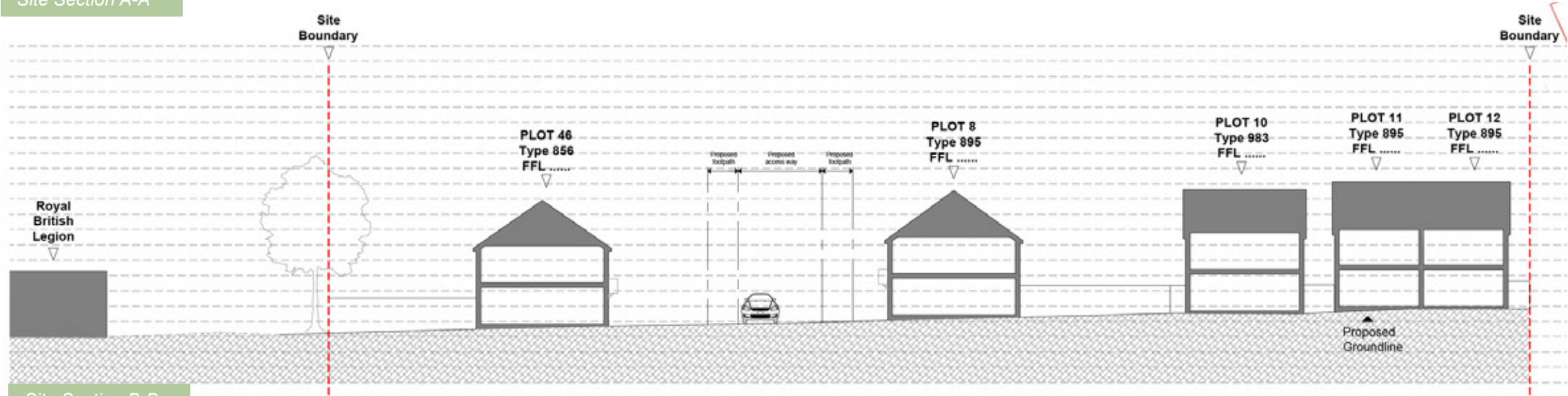


6.6 Site Sections

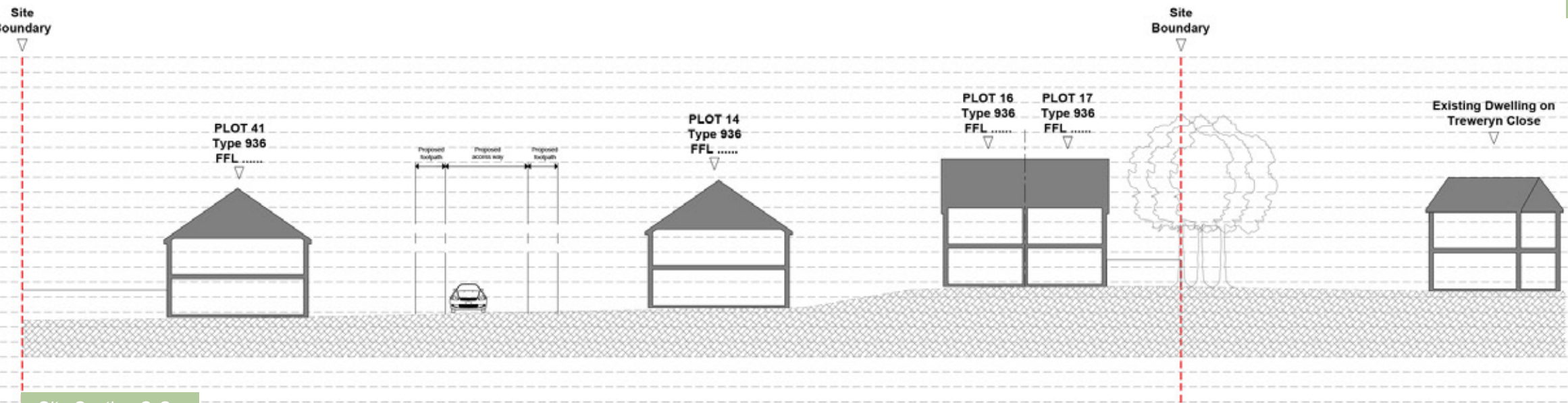
The proposed development will be aesthetically influenced by the existing character of the wider Llay area and by the adjacent development to the west, with the goal of creating an aesthetically unified frontage. Materials have been carefully selected in order to reflect the local character.



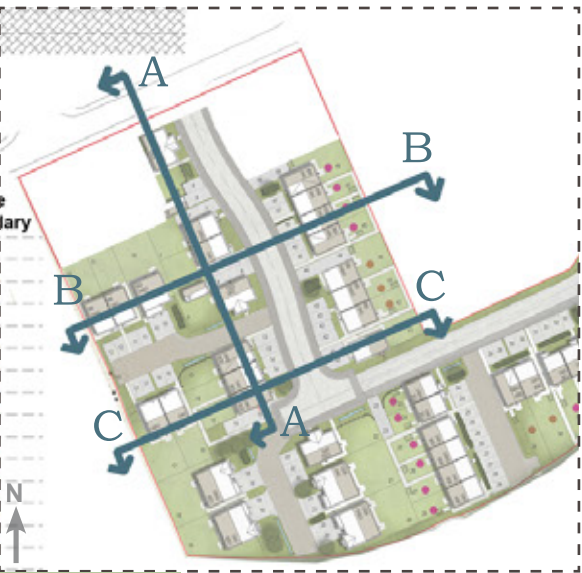
Site Section A-A



Site Section B-B



Site Section C-C



Locator NTS

6.7 Indicative Visuals

The development proposals are shown by indicative 3D visuals below. The visuals indicatively show the scale, layout and design features of proposed dwellings (no materials are shown, for material's schedule please refer to the Material's Plan).

01



Looking West across the focal area and along the proposed attenuation pond.

03



04



06



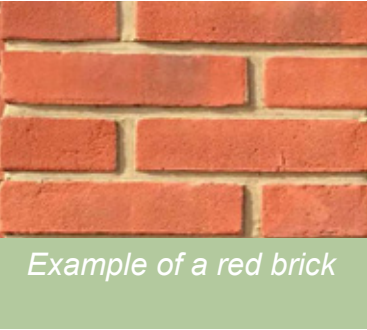
02



Locator NTS

6.8 Proposed Materials

This page aims to demonstrate the mixture of materials employed within the site to vary and enliven the design. Dwellings within the layout will consist of predominantly red and brown brick with render outward facing and vista plots. The roof scape is proposed to be slate grey and red to echo the materials in the area. The intention is to provide a unified mix of high-quality housing, designed to be locally distinctive yet adopt a similar vernacular to that of the surrounding area.



Key

FACING BRICKS

Indicates red brick

RENDER

Indicates render

ROOF TILES

Indicates Grey roof tile

DETAIL BRICKS

All detail bricks to be built using main facing brick or contrasting brick.

GENERAL

All windows to be white UPVC.
All Fascias & soffits to be white UPVC.
All rainwater goods to be Black UPVC.
All door style and colours tbc by external finishes schedule.

Land subject to separate application.

6.9 Hard and Soft Landscaping Plan

The hard and soft landscaping in this scheme is designed to create a high-quality public realm that is sympathetic to the surrounding area whilst maintaining the unique identity and character of this proposed development. The lifespan of the landscaping will be of critical importance when considering surface finishes and planting if longevity is to be achieved. The landscaping will provide texture and make the development feel established. Careful choice of plants will significantly improve the biodiversity of the site and provide a habitat for urban dwelling wildlife.

Occasional tree planting along the main spine road and at focal areas will enhance the public realm and provide cohesion to the street scene. Where applicable, within the front gardens the landscape treatment is proposed to comprise of a predominately lawned area and tree and shrub planting to some properties that will further enhance focal areas and improve visual interest along the spine road.

The proposed hard landscaping to all primary vehicular and pedestrian routes to be black tarmacadam to adoptable standards, with private drives to consist of Tegula block paving. All associated private footpaths that serve front and rear doors from the driveway will be laid in 900mm x 600mm concrete grey flags.

The focal area located East on site will receive special treatment to provide a distinctive aesthetic to the shared surface area. Tegula block paving is proposed to provide a high quality arrival space for pedestrians and cyclists approaching from Llay New Road via a proposed footpath.



-Black Tarmacadam -Tegula block paving -Concrete Flags
-Primary and -Private Drives -Private Paths
Secondary Routes



Illustrative Hard Landscaping Plan

6.10 Boundary Treatment Considerations

The proposed housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinctive local characteristics.

Private Gardens

Private gardens are a psychologically defining characteristic of a home and consequently, all proposed dwellings are to be provided with rear gardens and substantial private space to the frontage. Within the front gardens the landscaping treatment is proposed to be relatively simple and comprises predominately lawned areas with tarmac drives (where included) and tree and shrub planting to some properties to improve visual interest in the street scene. A secure, lockable gate will be provided to all rear gardens.

Boundary Treatment

Brick screen walls to match the materials of the housetypes, partially shielded by planting, will provide a secure but visually appealing barrier at focal boundaries within the development's street scene.



1. Example of a 1800mm secure lockable gate;
2. Example of a 1800mm curved screen wall;
3. Example of plot landscaping;
4. Example of a 1800mm screen brick wall.



Proposed Boundary Treatment Plan

6.11 Servicing

Parking Arrangements

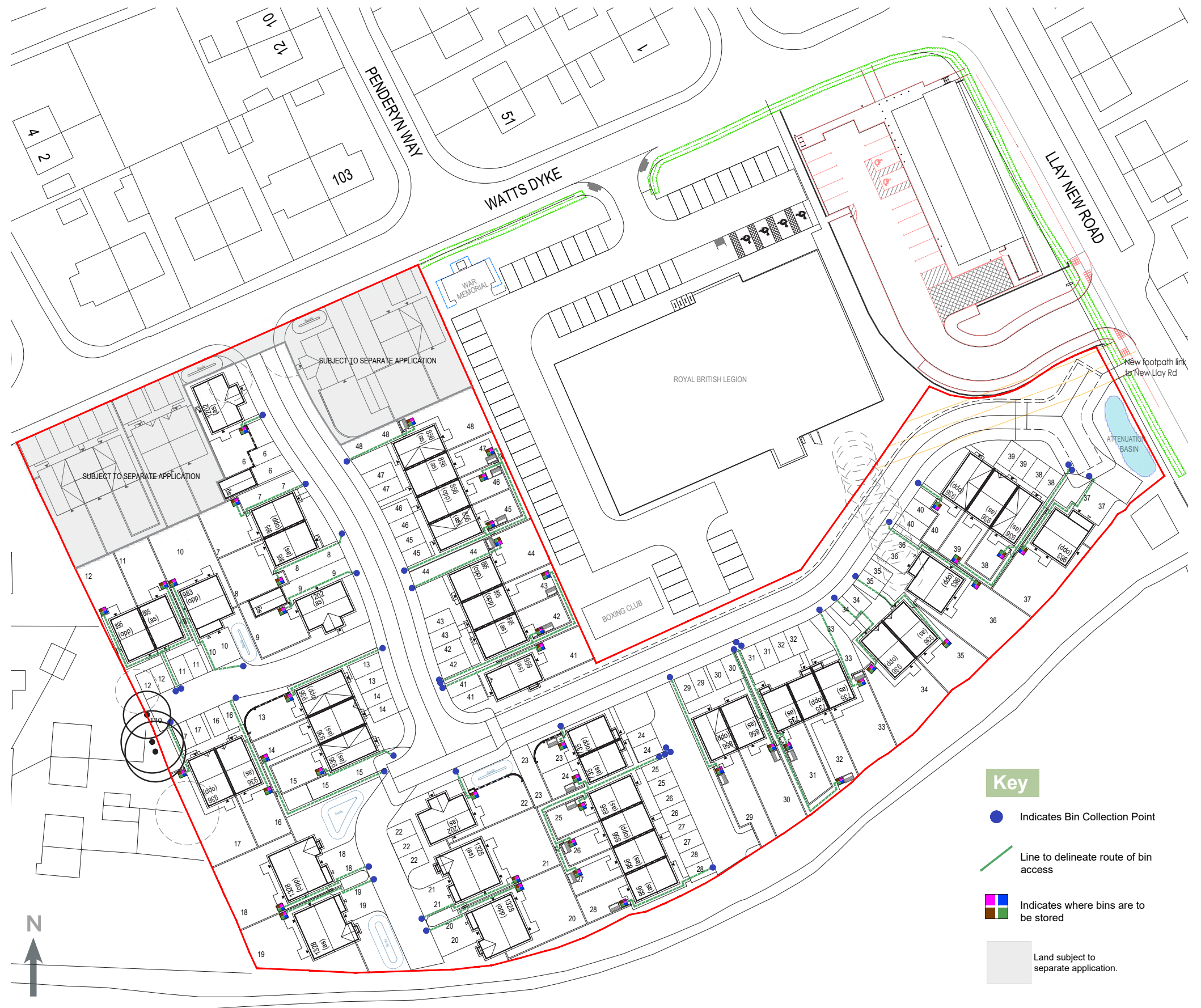
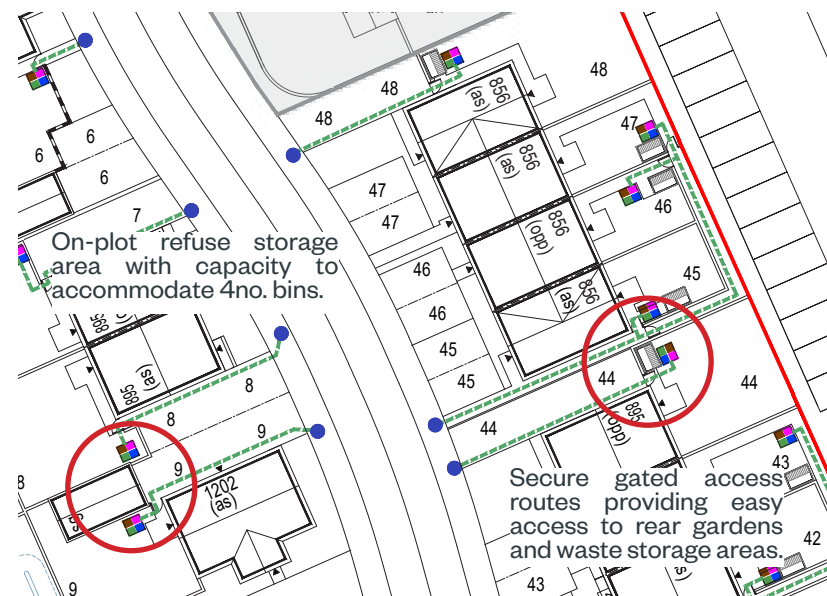
All proposed dwellings would have private parking within their own curtilage. The parking provision on site is considered adequate and would comply with the Policy T8 Parking Standards (The Wrexham Unitary Development Plan 1996 - 2011).

Varied parking solutions are proposed in order to reduce the impact of traffic on the street scene, by ensuring each house has off street parking. Furthermore, up front parking has been minimised and side curtilage parking preferred to further aiding street scene by allowing building lines to define spaces.

Refuse

Refuse and recycling has been a design consideration during the development of the proposed masterplan. As a result, each property will be provided with an adequate area within the rear garden of the property, to site 4no. bins (a 360 litre refuse bin, 240 litre garden waste bin and two 240 litre wheeled recycling bins).

Additionally all plots will have a gated access route from the rear garden area to the highway at the front of the property to enable bins to be left out on collection day. Bins will be presented for collection by residents at the end of the private driveways or designated bin storage locations, no more than 15m away from the highway, in accordance with BS5906:2005 (British Standard: Waste management in buildings — Code of practice). Refer to the waste management plan that has been submitted as part of this application.



Key

- Indicates Bin Collection Point
- Line to delineate route of bin access
- ■ ■ ■ Indicates where bins are to be stored
- Land subject to separate application.

6.12 Green Infrastructure and Landscape

Sustainability

The proposals for the site will provide a sustainable form of development. In our view sustainability is derived from the provision of an inclusive, safe and well managed environment; from a high quality design that respects the built and natural environment, that is well connected to public transport facilities, employment opportunities and local services and that reduces the consumption of water and energy and reduces waste. The proposed development will be designed to reduce the consumption of water and energy by means of water-saving and energy efficient appliances and fittings. As a whole, the development will be designed to meet the current Building Regulation requirements and will therefore achieve national standards of energy efficiency and ventilation.

SUDs

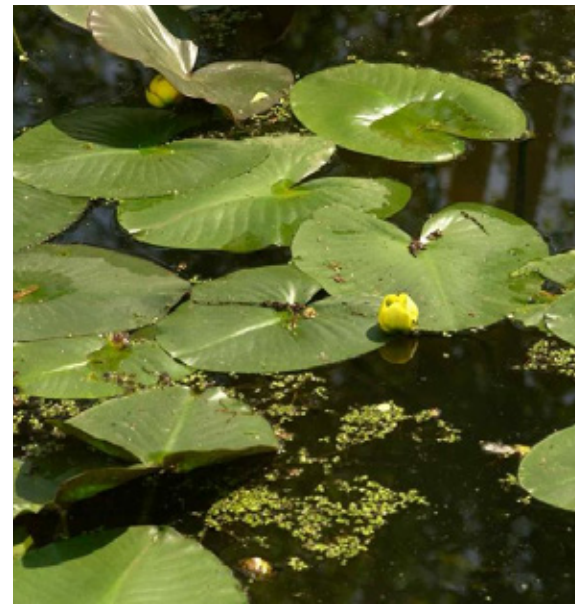
Sustainable urban drainage pond (SuDs) are implemented in the housing layout, located to the east of the site. SuDs ponds would be used to store and treat the surface rainwater runoff from the development and in turn offer unlimited benefits to the wider ecosystem and local population in terms of economics and recreation. In addition, soakaways are provided to each rear garden of the property. Soakaways and SuDs provide sustainable urban drainage systems to limit waste water and water pollution and reduce flood risk in line with national guidance and Policy EC12 – 'Development and Flood Risk' (Wrexham Unitary Development Plan 1996-2011).

Ecology

The development of the site will significantly improve the environment within and around the site. The existing site consists of large areas vacant hardstanding and overgrown vegetation. The proposed development aims to regenerate the site in line with emerging Local Plan and Council's aspirations for the local area. The following measures will be implemented within the site to deliver biodiversity enhancement:

- Creation of an appropriate green infrastructure, in order to create an attractive and appropriate development setting;
- Green space provided by residential gardens as they mature, will provide a range of foraging, nesting and commuting opportunities for a variety of species, including invertebrates, birds and small mammals. The rainwater attenuation pond is proposed to the east of the site and it's quality and value for wildlife will be enhanced through marginal planting.
- As the landscaping around the SuDs ponds matures, these will provide wetland features of value to a range of species. The ponds will be periodically managed to maintain a high quality wetland habitat with a mixture of open water, aquatic and marginal vegetation, and in order to prevent the encroachment of over competitive scrub or invasive species.
- Provision of bat and bird boxes or bricks in elevations where appropriate. TBC

Such measures have been incorporated which will assist in providing a green environment of the site, filter views of the site and break up the appearance of the residential development.



6.13 Sustainability

Access

The site location is considerably sustainable and has excellent links to the wider road, cycle and transport network. The access into the site has been made possible by various modes of transport through the provision of appropriate car, cycle and pedestrian infrastructure.

Pedestrian Links

Provisions to include the comfort for all pedestrians using the public realm within the proposed layout are to include:

- Clear visual links between the entrances to the site and entrances to buildings;
- A legible layout for visitors;
- A safe pedestrian/cycle route through only to provide a physical pedestrian connection on site. All pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013);

Residential Standards

Access to and within the public external environment is designed to ensure that there are no excessive changes in level between the highway and the private spaces. Houses are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013). Where parking is not within curtilage, footpaths and gates are provided to ease access and create direct route.

Designing out Crime

The proposed development has been designed in accordance with Local Planning Guidance Note 24 - Designing Out Crime (Wrexham Unitary Development Plan 1996 - 2011) in order to mitigate any risk of crime. A key objective of this development has been to create a safe and accessible environment which restricts opportunities for disorder and enhance the area for new and existing residents. The layout has been designed to ensure that all areas of the public realm, created as part of the development, can be overlooked by the residential properties. This has been achieved by fronting properties onto the existing and proposed pedestrian networks and providing in-curtilage parking which is secure and well overlooked.

The site layout and design of the dwellings have been carefully considered to integrate the site with its current neighbours. In addition, the layout ensures that a safe environment is created by means of maximising opportunities for natural surveillance. All building entrances are highly visible from the street and private rear gardens will be fenced with access restricted to residents only. Whilst providing a degree of physical security, a 1.8m timber fencing to rear gardens across the development is also most effective as a psychological deterrent to opportunistic crime.

Landscape Strategy

The development area has been carefully considered so as to ensure that the established vegetation structures which bound the site are retained. Careful consideration has also been given to the existing topography of the site. The housing layout has been developed around the existing and adjacent site assets with dwellings along the private and shared drives fronting onto the open spaces ensuring they are overlooked whilst also achieving a positive green aspect as part of the layout. Internally, incidental green spaces and tree planting within proposed street scenes will add a further green element to the proposals, creating a sense of place and an attractive settlement for residents.



Looking West across the focal area and along the proposed attenuation pond.

CONCLUSION

SECTION 07

7.1 Conclusion

Summary and Conclusion

This Design and Access Statement is in support of a Reserved Matters application for 43no. new dwellings, for affordable and private ownership with associated parking and landscaping. Area shaded in grey is subject to a separate Full Planning Application for construction of 8no. dwellings.

The site has been designed to complement and respond to the surrounding area, create local identity and cohesive sense of place. Well-informed design and material choice will give the development longevity, contribute to the townscape and raise the aspirations of the area.

Secure Development

Detailed site analysis and extensive design process has lead to a layout form that is developable and acceptable within the character of the area, whilst maximising natural surveillance throughout.

Quality housing stock

The scheme would comprise of a number of affordable properties, providing an essential contribution to the affordable housing stock in the Wrexham County Borough and Llay area as well as enhancing the local settlement.

Accessibility

All dwellings will comply with the requirements set within Part M of the British Building Regulations.

Enhanced Environment

The built form within the development will sit comfortably within its surrounding, whilst providing an active street scene and sense of place. The proposed street scenes will be designed to knit well with the existing built environment, and improving the appearance whilst working within the grain and pattern of the surrounding area.

Integrated Parking

Each dwelling has designated off street car parking space set to be convenient for the home owner with minimum travel distances from the related dwelling.

Private Space

Each dwelling within the development will accommodate adequate private family gardens. Each property will have appropriate areas for bin storage with simple routes to public highway.

Overall, it has been demonstrated through this statement that the proposed residential development is acceptable in design terms in respect of internal access, appearance, layout, scale and landscaping and constitutes sustainable development.



Proposed Site Layout



Baldwin Design Consultancy Ltd