

Proposed Design

LAYOUT

The proposed masterplan layout has been designed to create a residential development that sits well within the local context, whilst connecting the settlement of Ruabon to the surrounding countryside through a careful balance of building density and landscaping.

As per the approved scheme, the residential development will be accessed via two main routes through the commercial areas north of the site. Following the contours of the site these roads will create the central artery of the site, with secondary and tertiary routes dividing the development into smaller parcels.

The site has been divided into 9 distinctive plots of varying size and character. The mixture of detached, semi-detached and terraced properties have been spread throughout the site, each with pockets of open space nearby, with a large number of properties orientated towards the green buffer and countryside beyond or facing towards the areas of open space within the site. The small number of apartments have been located in key strategic locations to provide gateways to pockets of the development. All detached properties will either have an integral or detached garage with front driveways. Some courtyard parking is included to further reduce the impact of cars on the green amenity spaces throughout the site.

The proposed scheme will provide a larger amount of POS per dwelling than required by policy, with the retained pond and landscaping to the south boundary to create a natural buffer, as well as green corridors connecting the internal spaces to the neighbouring countryside. The main vehicular routes through the site will be lined with trees, whilst dwellings are to be set back to allow for both front and rear gardens. Pedestrian and cycle routes through the public open spaces allow residents and members of the public to enjoy spaces created.

Later phases will be brought forward in a subsequent reserved matters application.

COMPLEXITY & VARIETY

The proposals include a variety of house types, eaves and roof heights, materials and design, to give visual interest and variation across the site, reinforcing this new residential area of Ruabon.



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PROPOSED PHASING

PHASE 1 - 132 residential units

- Public Open Space
- Plot 1
- Plot 2
- Plot 3
- Plot 4

PHASE 2 (Proposed)- 187 residential units

- Public Open Space
- Plot 5
- Plot 6
- Plot 7
- Plot 8
- Plot 9

PHASE 3 - commercial/industrial uses



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AMOUNT

The Phase 1 proposal is for 132 units split between 10 different housetypes, providing a wide variety of dwellings sizes and appearance on offer. The amounts of each house type are below.

HOUSE TYPES

16no. House Type A	@	1,329sqft
13no. House Type B	@	1,270sqft
42no. House Type C	@	1,022sqft
9no. House Type D	@	999sqft
9no. House Type E	@	1,308sqft
9no. House Type F	@	1,024sqft
4no. House Type G	@	858sqft
2no. House Type L	@	1,530sqft
13no. House Type M	@	1,074sqft
3no. House Type S	@	1,462sqft

APARTMENTS

4no. Apartment R1	@	670sqft
8no. Apartment R2	@	760sqft



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AMOUNT - PUBLIC OPEN SPACE

The site has been designed to accommodate as much green space as possible. Tree lined routes link different areas of open spaces together.

Each area provides a different opportunity, whether that is to enhance the existing ecological and natural assets of the site, or to assist with the sustainable drainage solutions being proposed.

There are smaller areas to form green visual links within the site or create a village green feel with housing fronting onto each area.

Larger swathes cut and weave across the site to create large pedestrian and cycle only routes, whilst providing buffer zones to the nearby Offa's Dyke and surrounding properties.

PHASE 1

Within Phase 1 there is 26,000sqm of public open space equating to 197sqm per dwelling.

PHASE 2

Within Phase 2, 14,942sqm of public open space equating to 80sqm per dwelling is indicated.

*subject to future reserved matters application.



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HOUSE TYPOLOGIES

HOUSE TYPES

There are 10 core house designs around the site to provide a good site wide mix, with a number of variants used.

The houses are primarily three and four bedroom family dwellings, with a limited number of two & five-bedroom dwellings. The house type designs are contemporary in their planning and have been designed with functionality for a modern family at their core.

Each house has a level access entrance. Each ground floor contains an entrance hall, WC, kitchen/dining spaces and at least one family space. The first & second floors house the bedrooms, bathrooms, en-suites and stores.

APARTMENTS

There are a small number of apartments across the site, with two blocks forming part of the entrance into the site. These 3 storey blocks will house 6 no 2 bedroom apartments each. Each apartment has an open plan kitchen, dining and living space. Along with two double bedrooms and a bathroom.

PARKING

Parking provision is in compliance with Wrexham County Borough Council parking standards. A maximum of 2 spaces are provided for 2 bedroom dwellings; 3 external parking spaces are provided for each 3 & 4 bedroom property. 5 bedroom properties have 4 external parking spaces.

Where properties are served via parking courts they will have dedicated assigned spaces which are directly behind rear boundary fences or opposite each house.

Cycle parking provision is provided within integral or detached garages. For dwellings without a garage provision there will be a secure cycle store in the rear gardens. Secure communal cycle store areas are provided for all apartments.

GROUND FLOOR ACTIVE FRONTAGES

Each of the house types has a retreat room and / or a family room facing out onto the street to provide passive surveillance. Each house type has a canopy over the entrance to provide shelter.



Housetype A - Front Elevation



Housetype B - Front Elevation



Housetype C - Front Elevation



Housetype D - Front Elevation



Housetype E - Front Elevation



Housetype F - Entrance (Side) Elevation

Proposed Design

HOUSE TYPOLOGIES



Housetype G - Front Elevation



Housetype M - Front Elevation



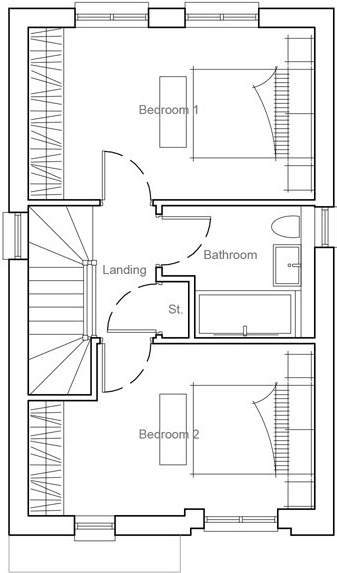
Housetype L - Front and Entrance (Side) Elevation



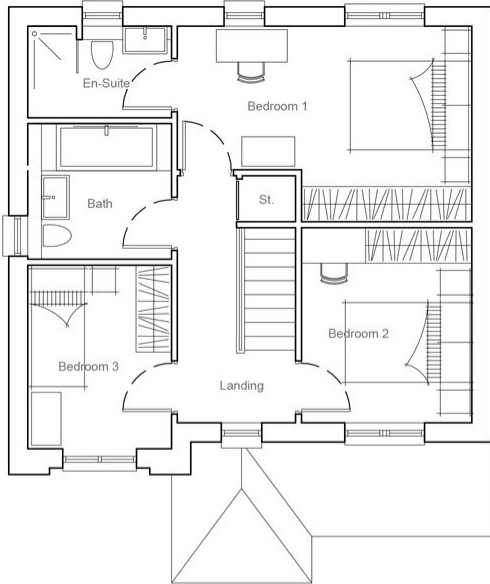
Apartment Block R - Front Elevation

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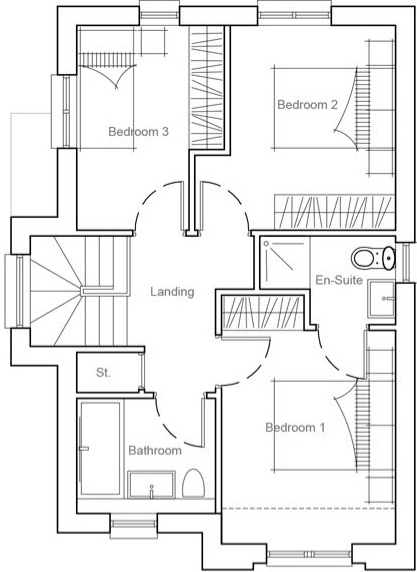
HOUSE TYPOLOGIES



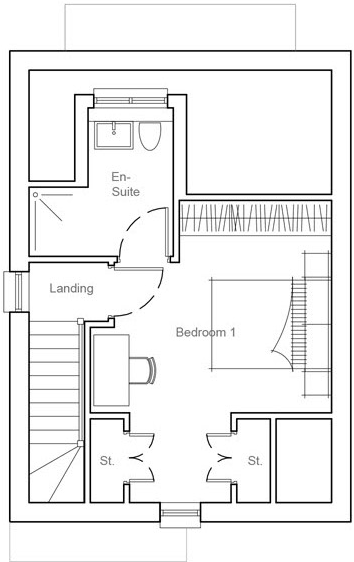
FIRST FLOOR
39.86 sqm



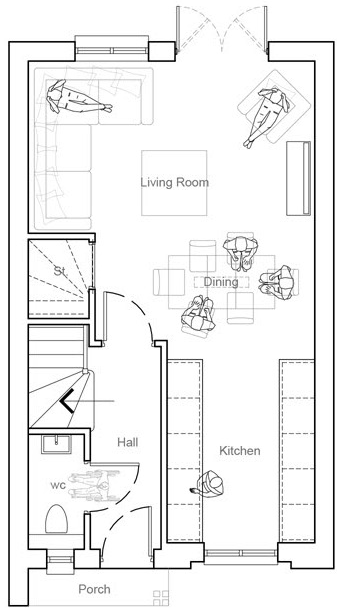
FIRST FLOOR
51.61



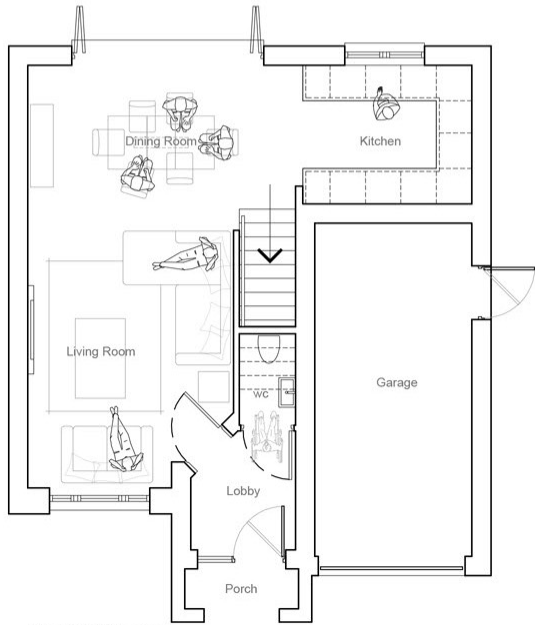
FIRST FLOOR
47.6 sqm



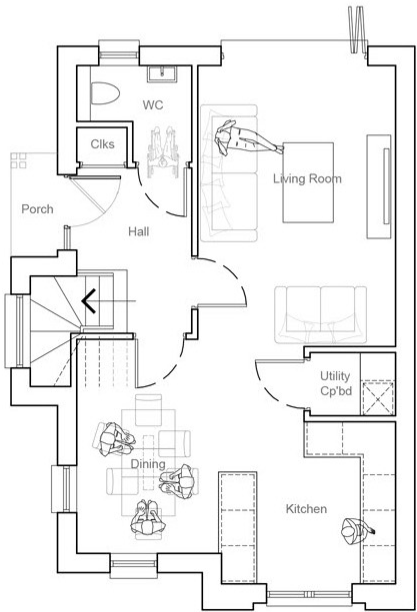
SECOND FLOOR
21.19 sqm



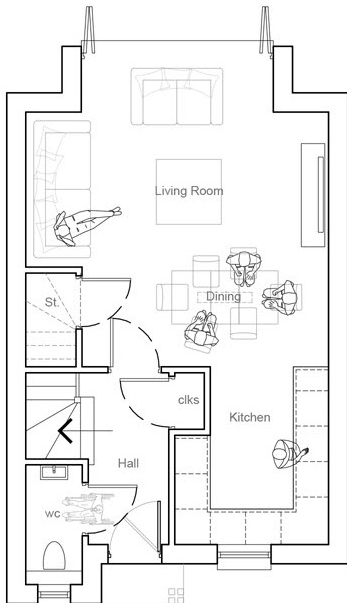
GROUND FLOOR
TYPE G
39.81 sqm



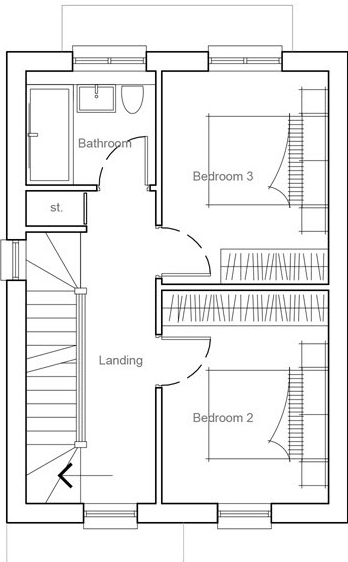
GROUND FLOOR
TYPE D
41.19 sqm



GROUND FLOOR
TYPE F
47.6 sqm



GROUND FLOOR
41.1sqm



FIRST FLOOR
37.5 sqm

House Type G - 2bed/ 4person

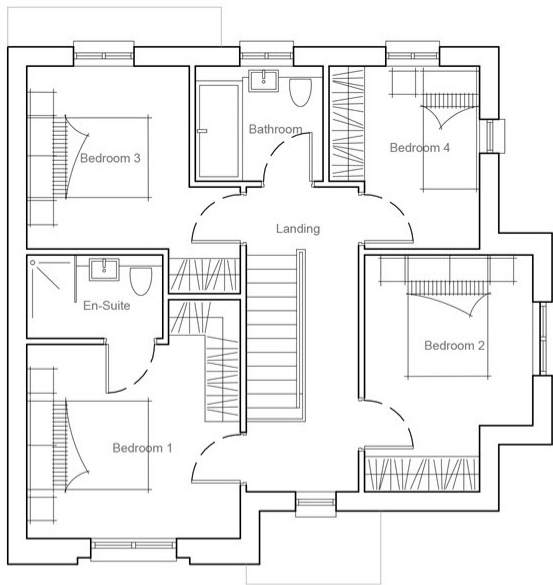
House Type D - 3bed/ 5person

House Type F - 3bed/ 5person

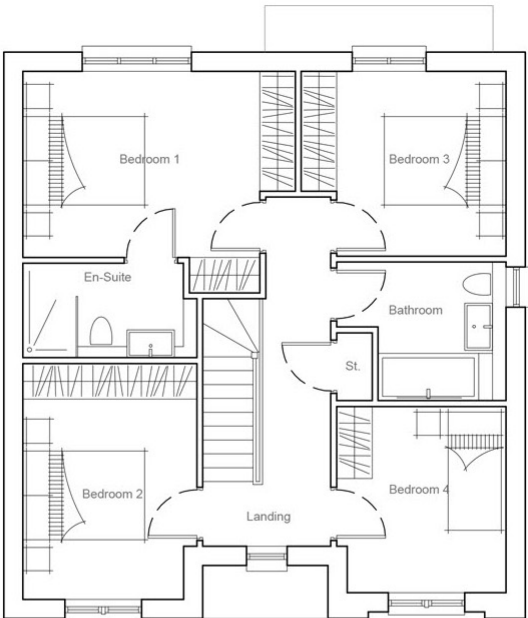
House Type M - 3bed/ 6person

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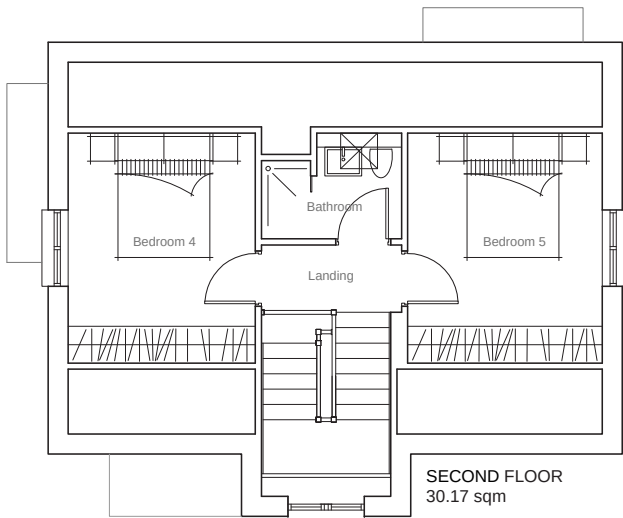
HOUSE TYPOLOGIES



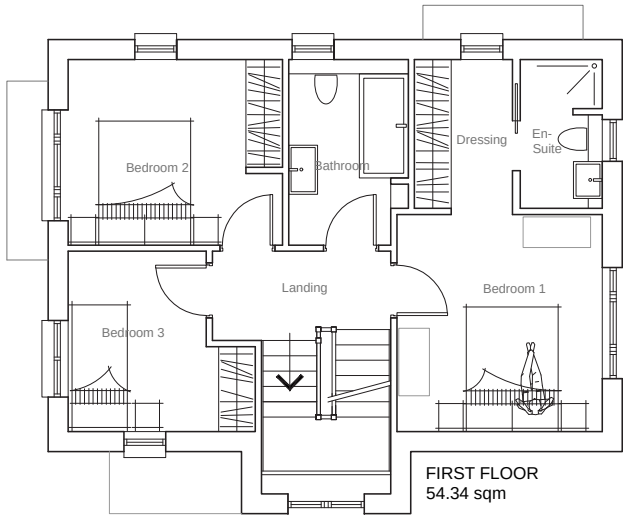
FIRST FLOOR
TYPE A
60.75sqm



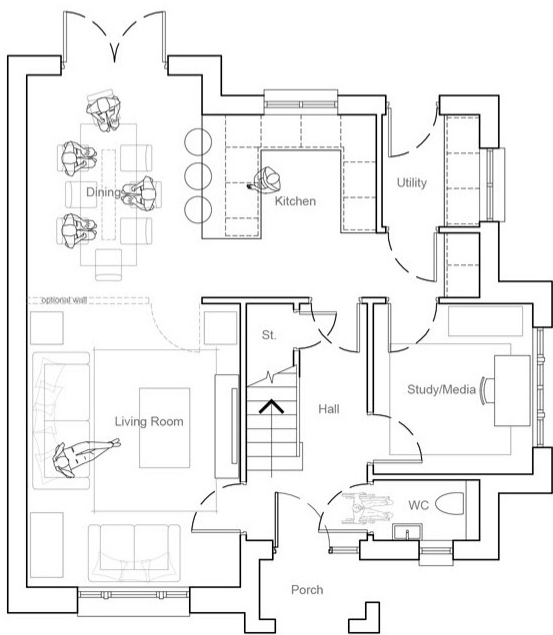
FIRST FLOOR
TYPE E
70.27 sqm



SECOND FLOOR
30.17 sqm

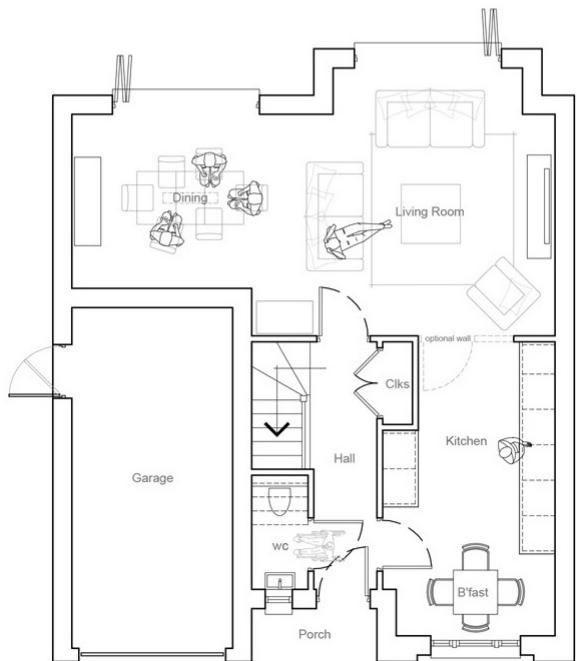


FIRST FLOOR
54.34 sqm



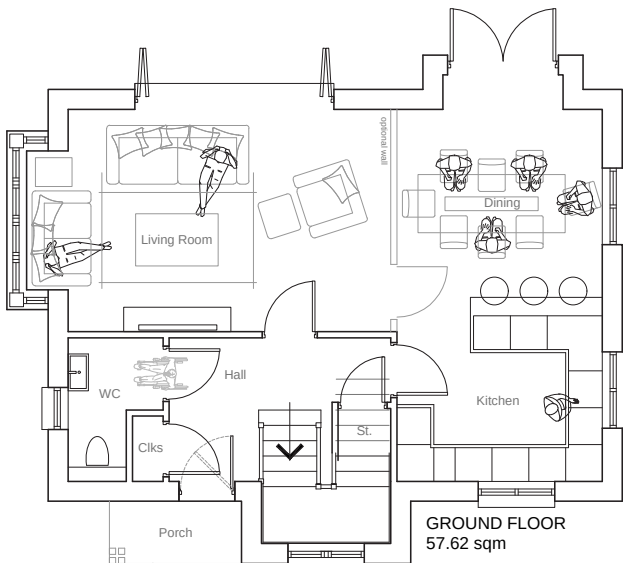
GROUND FLOOR
TYPE A
62.75sqm

House Type A - 4bed/ 7person



GROUND FLOOR
TYPE E
54.85 sqm

House Type E - 4bed/ 7person



GROUND FLOOR
57.62 sqm

House Type L - 5bed/ 9person

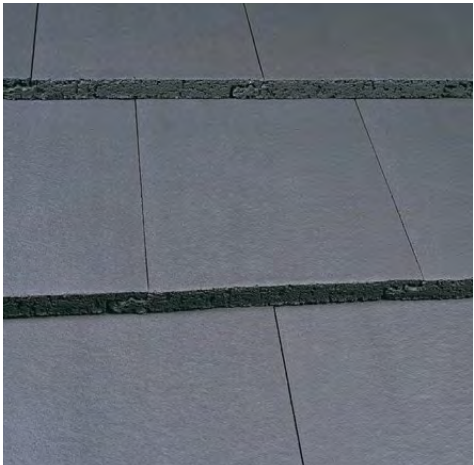
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MATERIALS

Materials suitable to this area have been selected for this residential development. We believe that utilising similar materiality found locally, will help integrate this new development into the fabric of the area, whilst giving the development its own identity.

Due to Ruabon’s long history as a brick manufacturer; brickwork has been chosen as the main material on the residential development. The new dwellings will be clad in Hathaway Brindle red multibrick, with grey concrete tile pitched roofs. Windows will be contemporary UpVC frames, in charcoal grey, with reconstituted stone cills, headers and surrounds. Stone banding will also feature on the front and entrance elevations of the dwellings. Barge boards and fascias will be grey in colour to compliment the windows and roof tiles. Four different complimentary door colours will be used across the site to add in some variance to the streetscene.

These have been chosen to ensure that the development retains a robust and residential feel whilst ensuring it has its own identity within the larger area.



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SCALE & MASSING

The proposed scheme has been designed to consider scale and proportion that is appropriate to the site and its context.

The elevations of the houses have been designed to maintain a residential proportion suitable for a countryside location. The mass and scale of the buildings are broken through the use of changes in materials, plane changes, window reveals and placing of different house types in each streetscene. Across the site there are a mixture of ridge and eave heights which help articulate the street scene.

The houses are all two to three storeys and have a pitched roof aesthetic.



Proposed Design

SCALE & MASSING



Proposed Design

LANDSCAPE DESIGN

The hard and soft landscaping of the proposal will respond to the existing character of the surrounding area and ecological features of the site. It was important that the proposed site layout responds to the change of level across the site, whilst promoting connectivity with existing green spaces.

A key objective of the masterplan has been where possible to enhance the ecology of the site, and soften the impact of the development on the surrounding countryside. Existing mature trees will be retained as natural screening from the main road, whilst the new trees will be planted along the southern boundary as a landscape buffer. Routes through the site will be tree lined whilst connecting the proposed public open spaces.

SUDs will be established as part of the landscaping strategy to allow for natural drainage throughout the site, mitigating any risk of flooding. For full information please refer to Barnes Walker's supporting information which accompanies this application.



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ACCESS & MOVEMENT

The new residential masterplan will provide clear and well designed hierarchy between vehicles and pedestrians and cyclists.

Pedestrian routes throughout the site will promote engagement with green spaces and walkable access to public open spaces on tree lined avenues.

On street parking has been limited, whilst dwellings set back from roads to open up the streetscape. Parking courts are hidden within development parcels for both apartments and houses to further minimise the impact of cars on the proposed landscape of the scheme.

The vehicular entrances will be via the proposed locations on the outline approved application, via the commercial development to the north east of the site and the future north west development.

Access to each property will be via level access to the principle living level.

- Main vehicular routes
- Secondary vehicular routes
- Parking courts
- Cycle & Pedestrian routes
- Secondary Pedestrian Access



Management Strategy & Conclusion

MANAGEMENT OF THE PUBLIC REALM

The high quality public spaces on the site will be maintained by the managing agent on behalf of the management company, with every resident paying a small estate charge. Public spaces have been designed, and will be constructed, using high quality and durable materials to ensure longevity.

SECURITY STRATEGY

All houses have rear gardens with 1.8m-2.1m high boundary fences or walls. All houses have an area of defensible space to the front. The public open space is overlooked on all sides. All residential properties are designed in accordance with Approved Document Part Q – Security.

Street lighting will be employed throughout the external space, this will be detailed post-planning with input from the local authority.

INCLUSIVE ACCESS

Inclusive access is provided by designing all new residences in accordance with Part M1 of the Building Regulations 2015. Each property has a level access on the primary level of each house.

SERVICE DELIVERY

The development is suitable for a wide range of delivery vehicles to enter the site, turn and exit in a forward direction.

CAR PARKING MANAGEMENT

The Phase One site has 382 external parking spaces located across shared surface parking courts & driveways.

Every two bedroom apartment and dwelling has 2 external spaces. Each 3 and 4 bedroom houses have 3 spaces and each 5 bedroom property has 4 external spaces. This is in accordance with the local authority guidelines.

Secure cycle storage to be included within each private garden, garage or communal storage for the apartments.

WASTE MANAGEMENT

The waste management strategy for the development is split dependent on the property type. The properties which have a garage will have an area designated for bin storage in the rear. The units which have integrated garages, will not have the same built in bin store. These houses will have a bin store in each of the rear gardens suitable for all the required bins as per Wrexham Council’s guidance.

The residents will move these to and from the front of the properties on the dedicated collection days.

The apartments will have a communal dedicated bin store.

CONCLUSION

This Design and Access Statement for the reserved matters planning application for Phase One of the Ruabon site has described the detailed design approach for the intended development.

Careful consideration has been taken to address a number of issues to do with location, planning guidance and physical site constraints to produce a development of high quality.

Architecturally this scheme creates a modern response to the site. The results are a scheme that delivers a unique residential project reflective of its setting.

The proposal of the new build development has evolved through careful analysis of the existing site and its surrounding context resulting in a design which is sensitive yet unique and welcoming.

CALDERPEEL ARCHITECTS



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