

Design & Access Statement

Site Address: Land on Harwd Road, Brymbo, Wrexham, LL11 5BP

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Applicants Details

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Description of Development/General:

The proposal is for the erection of a single split level dwelling with associated external works.

Previous Consultation:

The proposed scheme has had outline approval previously under planning application reference P/2014/0600.

1) Appraisal of the context of the proposed development

a) Introduction

This Design and Access Statement should be read in support of the full planning application for a residential development at land on Harwd Road, Brymbo, Wrexham, LL11 5BP. This statement responds to the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (Wales) Order 2009.

The statement should be read giving full regard to the applications' documentation including the attached appendices and proposed drawings.

b) Physical context

The application site consists of a parcel of land located on Harwd Road at the junction with Vron Close, a residential area in Brymbo, Wrexham.

The aerial photograph below identifies the application site in context of its surroundings.



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The site lies to the south of Brymbo within the settlement limit as defined by the 1996 – 2011 (Map 3 inset 5).

The Community

The village of Brymbo lies to the NW of Wrexham town centre in North Wales. It has a long industrial history and the surrounding area is littered with the visual remains of historical workings.

The application site is within a residential development of typically two storey dwellings making the land appropriate for residential development, as previously approved.

An analysis of the area identifies that the existing buildings surrounding the application site are made of traditional materials including facing brick, render or stone to walls, with slate or concrete tile roofs and timber or UPVC to windows and doors.

In terms of topography, the site is steeply sloping towards the east towards Vron Close. The site is currently vacant and has been for many years.

c) Social Context

It is considered that the proposed development will provide a new dwelling within the existing residential area.

The area includes a fantastic range of community facilities and services including a post office, shops, public houses, bus stops nearby on High Street and local primary schools for both Welsh and English speaking children.

Furthermore the site is located within an accessible location as identified in the 'access' section of this statement making the location appropriate for residential development as well

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as complying with the aims of national and local planning policy in terms of ensuring that new development is accessible by sustainable transport methods.

d) Economic Context

Given that the proposal is for residential development it is not considered that the development will lead to any significant economic benefits in the long term. However in the short-term the proposal will provide employment for those contracted to build the new dwelling.

e) Policy Context

The policy guidance which has been taken into account in relation to the design of the proposed development is set out within Planning Policy Wales, MIPPS 01/2008 and Technical Advice Notes 2 and 12.

The development plan consists of the Wrexham Unitary Development Plan (1996 – 2011) which was adopted in 2005.

The application site is identified as an urban village in the Wrexham UDP. The Wrexham UDP Monitoring Report 2005 described Urban Villages as;

The Urban Villages: *the larger settlements to the north, west and south of Wrexham, capable of supporting some additional growth, especially on derelict or underused land.*

As our development site is located on the edge of an existing residential area, we feel that additional growth is suitable and our proposal consists of the development of 1 new split level dwelling.

The proposed development also fully considers the guidance contained with Strategic Policies PS1, PS2, PS3, and PS4 of the plan;

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

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

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

Policy PS4 Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.

The design section of this statement will identify the main elements of the scheme and identify how it reflects the character and appearance of the settlement and surrounding area as well as compliance with the above identified policies.

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2) ACCESSIBILITY

(a) Policy Approach

The following section of the statement aims to identify the national and local planning policy guidance that has been taken into consideration with regards to the means of access to and from the proposed development.

- **National Planning Policy Wales**

CABE defines Inclusive Design as an effort that *'aims to remove the barriers that create undue effort and separation. It enables everyone to participate equally, confidently and independently in everyday activities'*.

Planning Policy Wales (PPW) as amended by MIPPS 01/2008 'Design' is the principal planning document of the Welsh Assembly Government, which sets out the context for the consideration and evaluation of all types of development.

The main thrust of PPW is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land, available and suitable for development to meet society's needs in a way that is consistent with overall sustainability principles.

PPW seeks to promote resource-efficient settlements that minimise land-take and urban sprawl, locates development so as to minimise the demand for travel, ensure that all communities have good quality housing for their needs in safe neighbourhoods, promote access to employment, shopping, education, health, community, leisure and sports facilities and open space.

PPW advises that all Local Authorities should consider the issue of accessibility for all, including the needs of those with visual and hearing impairments and those with limited mobility such as wheelchair users, elderly people and people with young children.

PPW, paragraph 2.3.2 advises to locate development so as to minimise the demand for travel, especially by private car.

TAN 18: Transport has also been taken into consideration. The main aim of TAN 18 is to ensure that new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion.

Paragraph 2.4 of TAN 18 identifies that the inter-relationship between land use planning and transport is complex and varied. The development of land is dependant, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.

TAN 18 also considers people with disabilities. TAN 18 identifies that it is important to consider their needs in terms of parking, in particular ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate locations.

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- **Local Planning Approach**
- **Wrexham UDP – Section 10**

Policy T8 of the plan refers to highway and parking provision and states that;

Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:-

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

b) Locational criteria and detailed design considerations

The application site is accessible by a range of transport methods including private and public transport.

The proposal includes for the provision of a double garage, with ample space on site for car parking spaces. Local Planning Guidance Note 16 asks for 4 bed dwellings to have 3 parking spaces. As described, our site can meet these requirements easily.

In terms of accessing the site by public transport, the nearest bus stop is located approximately a 2 minute walk from the application site, located on High Street.

In terms of inclusive access the internal layout of the dwelling will comply with buildings regulations and will include plenty of circulation space. More specifically the following issues have been addressed:

- Approach:

Due to site constraints level access from the parking area is not possible but the approach from Harwd Road to the new dwelling will offer clear and flat access (1:20) from the gated access to the dwelling and ramped approach (1:15) can be provided into the dwelling. The site levels dictate that a split level house would work best so the living areas and a bedroom with en-suite have been provided at upper ground levels, with the garage and a small store being at lower ground level.

- Horizontal Circulation:

Sufficient clear widths are provided to door openings and corridors with ample clear door opening widths for wheelchair access.

- Toilet Facilities :

An accessible WC and en-suite to bedroom 4 have been provided at entrance level for use of guests and residents of the dwelling.

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It is therefore considered that the proposed development will be accessible by all its users and therefore complies with policy GDP1 of the Wrexham UDP.

c) How access is to be maintained

Once the site is developed the access can be maintained through the imposition of planning conditions requiring the access to be provided in accordance with the approved plans and for the parking and circulation space to be maintained.

3. DESIGN

a) Policy Approach

The following identified planning policy frameworks have influenced the design of the proposed development.

- National Planning Policy

Planning Policy Wales (PPW) as amended by MIPPS 01/2008 'Design' and TAN 12 are the principal planning documents of the Welsh Assembly Government, which sets out the context for the consideration and evaluation of all types of development.

The main thrust of both documents is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land, available and suitable for development to meet society's needs in a way that is consistent with overall sustainability principles.

PPW seeks to promote resource-efficient settlements that minimise land-take and urban sprawl, locates development so as to minimise the demand for travel, ensure that all communities have good quality housing for their needs in safe neighbourhoods, promote access to employment, shopping, education, health, community, leisure and sports facilities and open space.

It is identified in paragraph 2.9.1 of MIPPS 01/2008 that;

'Design is taken to mean the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics, and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings'.

Paragraph 2.9.3 identifies that;

'Good design is also inclusive design. The principles of inclusive design are 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, provides for flexibility in use, and, provides buildings and environments that are convenient and enjoyable to use for everyone'.

In terms of the development relationship with its surroundings, paragraph 2.9.8 identifies that;

'The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. Local Planning Authorities



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should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural.

TAN 12 has offered guidance to the contents of this Design and Access Statement.

- **Local Planning Policy**
- **Wrexham UDP**

Policy GDP1 outlines the general development principles for all new developments:-

- a)** 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.
- b)** Take account of personal and community safety and security in the design and layout of development and public / private spaces.
- c)** Make the best use of design techniques, siting and orientation in order to conserve energy and water resources.
- d)** Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.
- e)** 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.
- f)** 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, odor or vibration arising from development.
- g)** Secure public services (e.g. gas, water, electricity) to development at minimum public cost.
- h)** 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.
- i)** Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides or contamination, either on or off the site.
- j)** 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.
- k)** Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area.

The following design principles and concepts have been applied to the proposed development which ensures that the development conforms to national and local planning policy.

4. ENVIRONMENTAL SUSTAINABILITY

Not only it is proposed to implement energy efficiency measures to fulfil Building Regulation requirements and to reduce energy demand and carbon emissions but the potential to

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implement other measures including sustainable materials and sustainable building standards has been considered as part of the design process:

- *Biodiversity and local environment:*

We do not propose to detrimentally affect the local biodiversity with our development.

- *Energy efficiency/carbon reduction:*

The development will be required to fulfil the current Building Regulation standards and will be detailed to have high insulation levels and good air tightness values. Low energy light fittings will be used throughout the dwelling.

- *Sustainable Materials:*

Locally sourced sustainable materials with a low environmental impact are to be used for the development. All timber used will be sourced from sustainable managed forests and certified by the Forest Stewardship Council.

- *Water:*

Permeable surfaces are proposed to all surfaces of footpaths and car parking areas. We have been advised by the Environment Agency that the site does not lie in a flood zone.

- *Waste Management:*

Appropriate facilities for sorting, storing and recycling of waste are to be included on the site. WCBC Refuse department have confirmed that there is a Local Authority recycle collection scheme already in place in the area.

- *Climate Resilience:*

The dwelling is to fulfil the current Building Regulation standards, which means u-values of the building envelope as well as air tightness measurements have to be in accordance to standards set out in the Building Regulations 2000, Conservation of fuel and power, Part L1.

- *Sustainable Building Standards:*

Nationally recognized and quality assured standards will be used to demonstrate that environmentally sustainability design solutions (as set out above) have been incorporated into the new development. These include but are not limited to the latest Building Regulations.

5. CHARACTER AND SCALE

As already identified the design process included an analysis of the context of the application site. This analysis has informed the design process and as such it is considered that the presented scheme offers development that compliments the character of the surrounding area.

The aim has been to design a development that is in-keeping with the existing features of the area and to ensure the enhancement of the character of the area by preserving the existing spatial arrangements and forming a street scene in reminiscence to the existing.

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- *Layout*

The proposed siting of the building came from the requirement to meet local amenity distances from the adjacent houses, reinforcing the street scene to Harwd Road and the need for vehicle access into the site. The site is situated on the side of an incline so it is necessary to meet appropriate gradients and level changes suitable for both vehicles and pedestrians.

The site access is 4.5m in width with adequate visibility and awareness splays in both directions and has been set 2m away from the existing lamp post at the request of the Highways Department.

- *Appearance*

The aim has been to design a development that is in-keeping with the existing features of the established residential area. The proposed materials and design features for the proposed scheme are to reflect the existing vernacular. Proposed boundary treatments are to include extending the existing stone wall and provision of a soft boundary fronting Vron Close with beech hedging.

- *Landscaping*

Details of soft landscaped areas are shown on the submitted plans.

6. COMMUNITY SAFETY

During the design progress, design measures such as layout, appearance and landscaping have been carefully assessed to help to prevent crime. The following safety measures have been implemented as part of the design process:-

- security through natural surveillance: overlooking of car parking areas from habitable room windows.
- a sense of ownership through clearly defined boundaries between private and public areas

7. MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

Matters relating to accessing the proposed development has been dealt with in detail in section 2 of this statement.

In terms of design, the proposed site layout has been carefully designed to ensure that the site's future users can effectively access the site.

This statement has identified that all Design and Access matters have been fully considered at the design stage and that the scheme presented offers a sustainable form of development that compliments its surroundings and a form of development that will be accessible by all its users.

For the reasons set out above it is therefore concluded that the proposed development can be supported to allow the development of a single split level dwelling at Harwd Road, Brymbo, Wrexham.

