

6.05 LANDSCAPE STRATEGY

Key Elements to the Landscaping Strategy:

- Level access to house frontages.
- Creation of private, individual gardens and amenity spaces to all apartments, Ground floor apartment access directly to the garden spaces and each upper floor apartment has a balcony off the living room and kitchen areas.
- Car parking within or close to plots generally, with some parking to the end of the turning head beyond the adoptable line.
- General cycle storage located at site entrance
- Lockable bin storage provided for each individual block.
- Shared surfaces to parking areas to reduce the visual impact of hard landscaping and road ways.
- Suitable and appropriate boundary treatments to both the front and rear gardens boundaries, and the wider site boundary.
- Creation of a pedestrian link to the footpath along the northern boundary.
- Retention of the existing tree to gardens of apartments 5 to 8.



7.0 ACCESS STATEMENT

7.01 ACCESS STATEMENT

ACCESS AND MOVEMENT THROUGH THE SITE

The site is located close to transport infrastructure with good connections to the town centre of Wrexham. Vehicle and pedestrian access is provided to the site via the existing car park entrance point from Bonc Wen.

The site entrance road way is 5m wide. This will comfortably facilitate the safe passing of two large cars and also for a refuse vehicle serving the units within the site. The internal site road is also designed at 5m wide which should facilitate the safe movement of cars and servicing vehicles, and to allow cars reversing onto and out of parking bays.

1.8m wide pedestrian footways will be provided to each side of the road to connect to those on the existing highway and also within the site, in accordance with the Local Authority's adopted requirements.

Refuse distances are compliant with the Manual for Streets and refuse vehicles can stop within 25m of where residents bins will be left out for collection.

Across the site there are a total of 18 dedicated parking spaces, which equates to just over 158% parking provision. There is sufficient car parking to meet the requirements of 1.5 spaces per 1 bed apartments. The parking area beyond the turning head has a 6m wide road way.

Car parking spaces are directly off the estate road and most of the spaces are outside the front of each plot, with the exception of the southern block (units 1-4 Block A) which are to the sides of the units.

Further pedestrian access routes are also proposed with 2 footpath connections to the existing footpath that run along the northern boundary. Both a stepped access and a 1:21 sloped access have been provided to connect to the existing footpath.

Lighting and strategic planting will provide directional cues to reinforce pedestrian routes into and around the site.

REFUSE AND RECYCLING MANAGEMENT

A centralised cycle storage (for 24 bicycles) area for all 12 units has been identified on the site within close proximity to all units.

4 lockable bin stores have been provided to be shared by each block. They will be shared as follows:

Bin Store A - Units 1 + 2
Bin Store B - Units 3 + 4
Bin Store C - Units 5 - 8
Bin Store D - Units 9 - 12

Each plot has sufficient external amenity and garden space for the secure storage of bicycles and garden / maintenance equipment.

BUILDING DESIGN / ACCOMMODATION

The scheme has been designed to fully comply with the requirements set out in Part M 2 of the Building Regulations. A maximum gradient of 1:20 will be maintained to at the entrances to the ground floor apartments from the pavements and car parking spaces.

The scheme is a high quality, inclusive design that will provide sustainable, good value homes that provide flexibility for present and future use within the wider community.

All unit types have been designed in accordance with the National Design Space Standards.

As previously noted in section 6.0 the scheme has been designed in accordance with the quality requirements established by the Welsh Assembly Government set out in the document titled 'Design Standards and Guidance' (2005).

Mechanical and Electrical consultants will be appointed to design a lighting scheme that is appropriate for the scheme, and which and considerate of the residents, the wider neighbours and the surrounding context.

It is an overriding intention of NWHa for the development to be as inclusive and accessible to all, including those living with mobility and visual impairment.

8.0 CONCLUSION

8.01 CONCLUSION

The design team has taken a sensitive approach to the design of the scheme. This has been achieved through analysis of the existing area and building typologies, the surrounding context and the local setting.

- The layout, arrangement, massing and number of units has been given in-depth consideration, with a focus on creating well designed homes.
- Provision of adequate parking, vehicular access and accessibility for refuse vehicles has also been considered. The close proximity of the site to amenities as well as public transport links promotes sustainable travel as well as walking or cycling.
- The proposed material palette and details have been carefully approached and the existing setting, character, context and the landscaping and existing topography of the site has also been considered in the design.

The architectural treatments employed are well suited to neighbouring and local building styles, with an appealing design that promotes high-quality architecture.

MANCHESTER

Woodville House
2 Woodville Road
Altrincham
WA14 2FH
0161 928 7848

LONDON

London House
115 Golden Lane
London
EC1Y 0TJ
020 7078 0079

pozzoni.co.uk

pozzoni