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Design and Access Statement



Statement prepared for:

TRE Developments Ltd

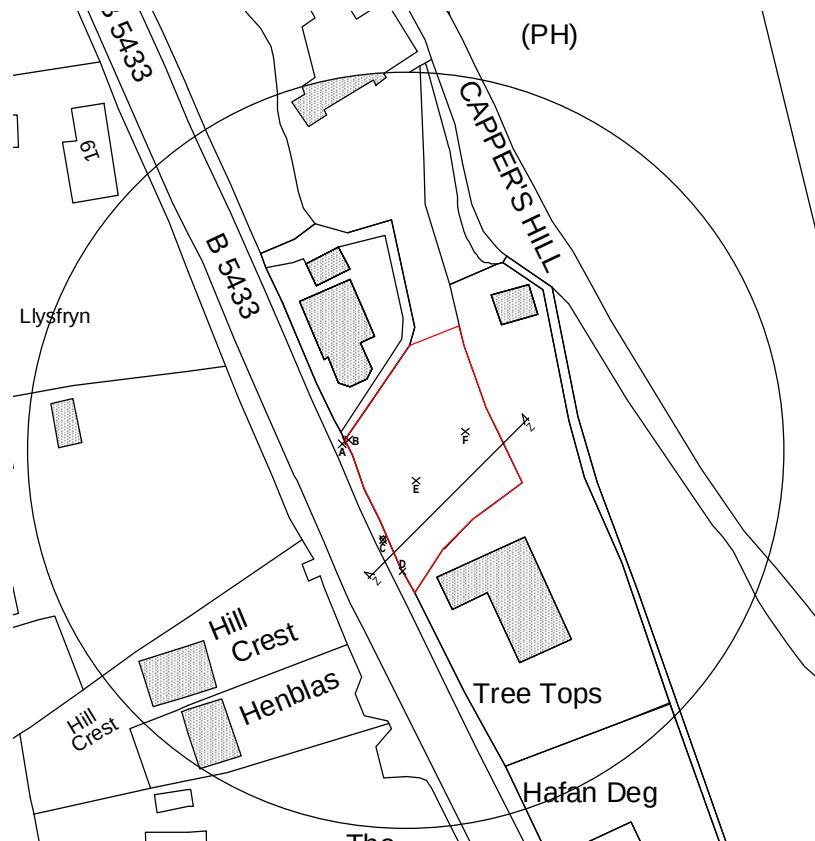
Ty Derw,
Oak Alyn Court,
Cefn Y Bedd,
Wrexham,
LL12 9YT

Statement required for:

Proposed residential dwelling on land adjacent to Treetops, Wrexham Road, Brynteg, Wrexham, LL11 6HT.

1. Brief:

- 1.1 We have been approached by our client to obtain planning permission for a residential development on land adjacent to Treetops.
- 1.2 We have been made aware the application site previously benefited from outline planning permission for a residential development under application no P/2002/0343.
- 1.3 As with adjacent neighbouring residential cartilages, the plots are not level with dwellings constructed on the hillside, levels have been adjusted to suit the design of property constructed on each individual plot.
- 1.4 Recognising the constraints the site presented we have been careful in our consideration for positioning the property on the site, maximizing the development potential.
- 1.5 The application site is currently an undeveloped plot situated between 2 existing residential properties categorising the plot as infill within the settlement boundary limits of Brynteg.

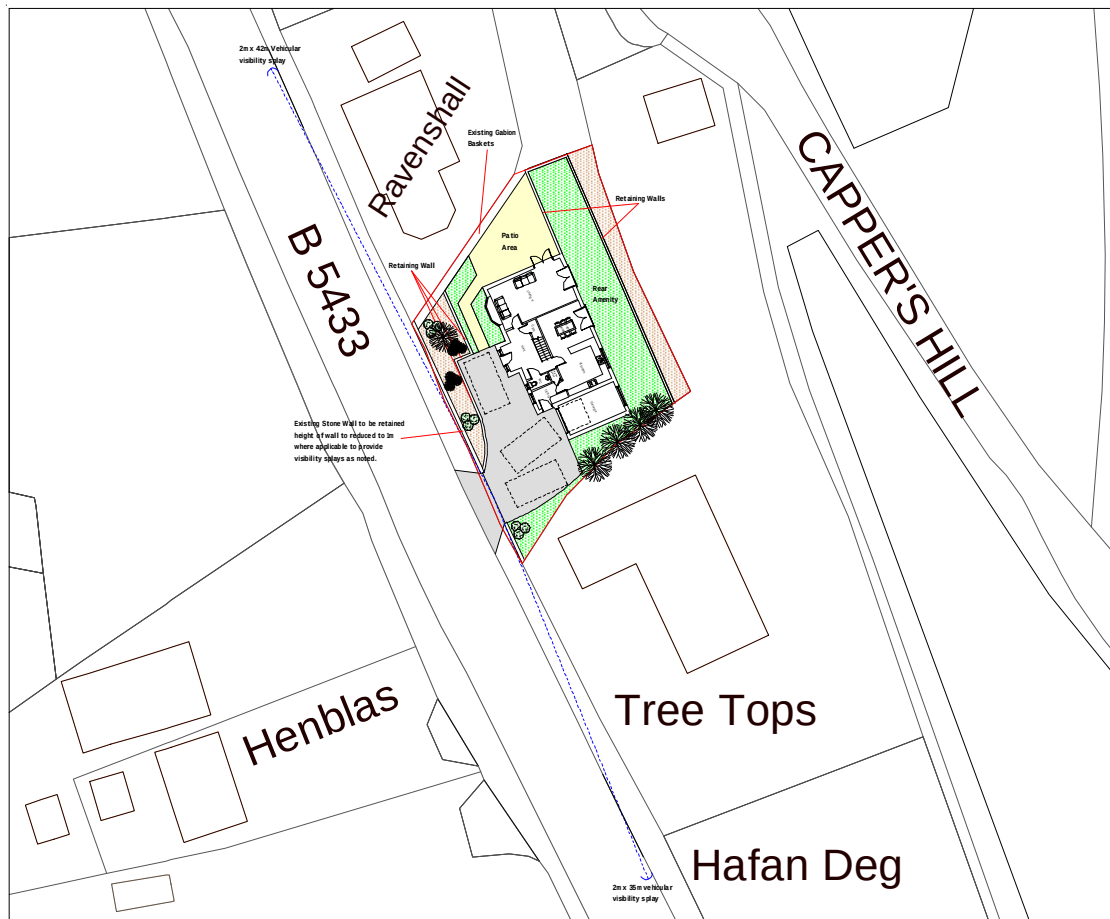


1.
Existing site plan.

2. Access, including movement to and from the site:

- 2.1 The site is currently accessed off Wrexham Road, via double gate. It is proposed a vehicular access point is created further into the site to allow cars to access the site from Wrexham Road, providing ample visibility splays.

- 2.2** It is noted that in the original decision notice dating back to 2002 a condition was imposed stating parking and turning facilities where to be provided on site.
- 2.3** Having discussed the turning provision with the highways officer it is noted that nearly every dwelling on Wrexham Road in proximity to the site does not benefit from an off road turning facility.
- 2.4** The Highways officer also checked on local accident records and confirmed there is no recorded personal injury accident anywhere near the site in the last 5 years. Numerous neighbouring properties in the vicinity of the site that have existing vehicular accesses with similar shortcomings, objection on highways grounds would be unjustifiable in this instance.
- 2.5** Brynteg is a small village on the outskirts of the large employment area of Wrexham. Formally an industrial village the residence of the village either worked in the Coal Mines or Steelworks in Brymbo, a village in close proximity to Brynteg.



2. Proposed Site

- 2.6** Travelling from the village of Brynteg along the Wrexham Road a number of villages are accessible along this route. Moss & Pentre Broughton are short distances away from the village centre. Other nearby villages such as Brymbo and Southsea are accessible via the B5433 & B5101.

- 2.7** Regular bus services are provided through Brynteg. The 12 & 12A bus service provide public transport links to the villages of, Brymbo & New Broughton. These routes terminate in the town of Wrexham where many other transport links are available.
- 2.8** Wrexham has railway links, allowing users to access various destinations as a direct route such as Cardiff, Shrewsbury and Holyhead. Other destinations are available with changes in cities/towns such as Chester, Bidston & Crewe.
- 2.8** Parking spaces have been illustrated ensuring adequate on-site parking facilities are provided for the proposed property, avoiding road congestion following completion of the proposed development.

3. Character:

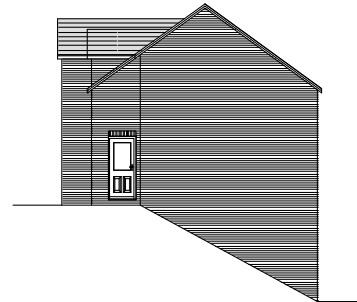
- 3.1** A characteristic of the vicinity is individually designed properties along the street scene. Immediate neighbouring properties are of different design and appearance, constructed at different periods.
- 3.2** Ravenshall to the North West of the site is traditional in character, constructed from Ruabon Red bricks and slated roofs, the property is Victorian in appearance and has been maintained to a high standard. Additions to the property include a conservatory to the side which adds to the characteristics of the area.
- 3.3** Treetops to the South East appears to be a more modern addition to the street scene, with concrete roofing and pebbledash finish to the walls. The lower storey of the house looks to have been constructed from sandstone which is another characteristic of the area.
- 3.4** The majority of properties in the area have front boundary walls constructed from sandstone, a traditional feature of the area. Our site also benefits from this boundary treatment which we are intending on retaining, but altering where necessary to provide the visibility splays required from the new access point.

4. Appearance

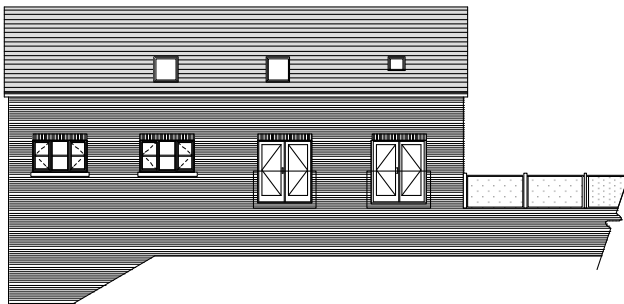
- 4.1** The appearance of the site will be vastly improved by the construction of the residential dwelling, ensuring the site is maintained.
- 4.2** Due to the topography of the site the dwelling will be sited at an appropriate height determined by the access and gradient of the proposed driveway. To the rear of the site the dwelling will be elevated due to the site levels.
- 4.3** It is intended as noted on drawing no: E070/005 an elevated patio area is created with glazed balustrade installed, this should be a simple task with the continuation of a wall from the dwelling to allow for a patio area to be formed as illustrated.
- 4.4** Within the design we have illustrated an integral garage, providing occupiers with an ample area to store bicycles and gardening equipment or potentially a vehicle. The property will also benefit from 4 bedrooms 1 en-suite, family bathroom, Kitchen/Diner, Lounge, Utility and WC.



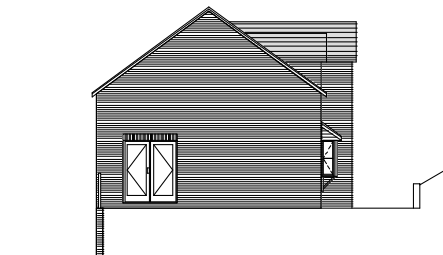
Front Elevation 1:100



Side Elevation 1:100



Rear Elevation 1:100



Side Elevation 1:100

3.

Proposed Elevations

- 4.5** It is proposed the dwelling will be constructed from facing brick with concrete roofing tiles as a roof finish. Gable roof structures appear to be the chosen method of construction in the area with the design taking this into account to ensure its inclusion in the street scene is sympathetic.
- 4.6** As can be seen by the proposed elevations, a low eaves has been applied to the design. This will ensure a progressive change in heights between the properties ensuring its construction is diplomatic to the neighbouring properties.

5. Community Safety

- 5.1** According to information available to the general public there has been 22 crimes reported in the vicinity for the month of January 2020. This information has been obtained from the Police website (www.Police.uk)
- 5.2** There is very little reason to suggest why the proposed dwelling would see an increase in these crime figures.
- 5.3** As the site is currently disused the construction of a dwelling will improve natural surveillance of the area, increasing natural viewing parameters.

6. Environmental Sustainability

- 6.1** The dwelling will be fully insulated to meet the requirements of the current building regulations, thus ensuring the dwellings will be thermally and acoustically efficient.

- 6.2** Double glazed units will be used throughout and energy-efficient heating system will be installed to heat the dwellings.
- 6.3** The dwelling will be fitted with lighting outlets which take lamps of luminous efficacy of at least 40 lumens/circuit watt to ensure that the dwelling has efficient light fittings. 100% of light fittings installed are to be energy efficient light fittings.
- 6.4** Due to the sites location, services are in close proximity to the site. Mains Water, gas, foul water, electricity are all in close proximity to the site, likely to be located within the highway.

7. Conclusion:

- 7.1** As stated within section **1.2** of this document the site previously benefited from outline planning consent for a residential development.
- 7.2** The site layout has been determined by current characteristics of the area and neighbouring properties. The proposed dwelling will compliment the area maximizing the development potential the site presents.
- 7.3** As confirmed by the highways officer the omission of the turning area is not of concern due to other neighbouring properties having the same situation in terms of off road parking, objection on highways grounds would be seen as unjustified.
- 7.4** We feel this planning application should be looked favourably upon as we feel there are no justifiable reasons for refusal.

*Document Prepared by:
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Senior Architectural Technician
on behalf of Blueprint Architectural Services Ltd*