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Design and Access Statement



Statement prepared for:

Trailwalk Ltd

Darland House,
Chester Road,
Rossett,
Wrexham
LL12 0DL

Statement required for:

Demolition of former Co-op store, Shone's Lane, Llay and construction of 5 no residential apartments.

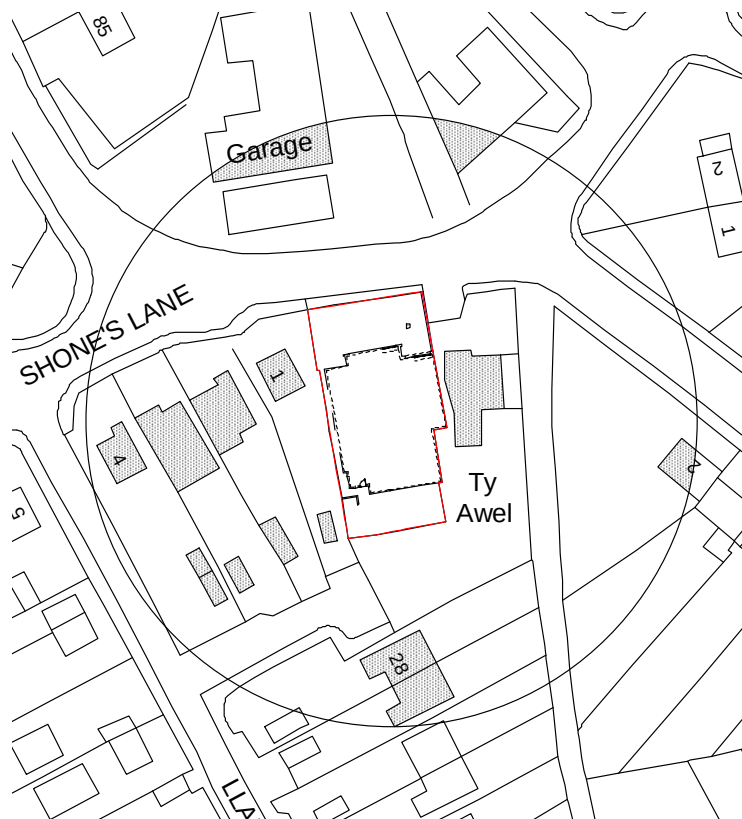
1. Brief:

- 1.1** We have been approached by our client to seek planning permission for a proposed residential development.
- 1.2** The unit which is fire damaged has remained empty since the vacation of the Unit by the Co-op who leased the building from our client.
- 1.3** Having studied the Local Authorities web site, a permission has been granted allowing the construction of a new retail unit off watts dyke way under permission P/2018/0933. Within the documentation supplied to support this application the following paragraph is present within the agents Design and Access Statement for the application:

A 4,000sqft (372sqm) retail unit fronting Llay New Road with 26 parking spaces and service area to replace the former Co-op at Shone's Lane which closed in December 2016 following a devastating fire;

This paragraph and subsequent approval of the application under P/2018/0933 confirms the commercial use of our application site has been allocated elsewhere in the village centre.

- 1.4** A subsequent full application has been made for the site following the outline consent under P/2018/0933 granting permission of a Co-op store with full designs and layouts approved under application no P/2020/0155.



1. Existing Site Plan

- 1.5** The footprint of the existing building takes up a large portion of the plot, a reduction of the footprint will reduce the impact on neighbouring properties and improve amenities of existing residential homes.
- 1.6** During the site survey it was noted the existing building was of poor quality, with felt roof present. The building has remained vacant for approximately 4 years. The best course of action was determined, develop a scheme in which the existing building is demolished, and a new building constructed in its place.
- 2. Access, including movement to and from the site:**
- 2.1** Access to the site is currently off a dropped kerb access, parking is provided to the buildings frontage which is finished with tarmacadam.
- 2.2** Several cars could park at any one time across the site frontage, vehicles reverse onto the highway from the application site. This arrangement of the site has been in place for many years, with no record to my knowledge of any incident involving a pedestrian and vehicle, the proposal put forward would improve on this current situation & enhance pedestrian safety.
- 2.3** Relocation of the parking provision to the rear of the site is a key element to the scheme, not only improving pedestrian safety, but allowing vehicles to manoeuvre on site to access and vacate in a forward motion. This change of use will also see a dramatic reduction in traffic movements to and from the site.
- 2.4** A passing place to the site frontage has been illustrated, ensuring vehicles don't stop on the highway waiting for other vehicles to vacate the site, this addition to the proposal will increase highways safety further in the area.



2. Existing Building

- 2.5** The Village of Llay is easily accessible and is in close proximity to the large town of Wrexham and the major City of Chester. Both are accessible via the A483 which is approached off the Straight Mile/Llay Road. From here you can easily enter either of these locations.
- 2.6** The A483 also serves as a link to the major roads of the country such as the M53/M56/M6 and the M1, providing commuters with excellent road links to the larger cities of Liverpool and Manchester.
- 2.7** Gresford is separated from the village of Llay by the A483. Gresford has many conveniences from a post office to a local butchers, accessed via Gresford Road potential occupants of the dwellings can reach Gresford by car within 10 minutes.
- 2.8** Excellent transport links can be found from Llay the No. 33 bus travels to Llay From Wrexham, passing through Rhosrobin & Bradley. The bus station is within a short distance of the application site located on Council Street.
- 2.9** The layout will provide ample parking, producing 6 parking spaces for the 5 apartments, although not achieving the maximum parking standard as set out by the guidance note, the site is in a sustainable location in terms of distance to the village centre and public transport links, such as regular bus services.

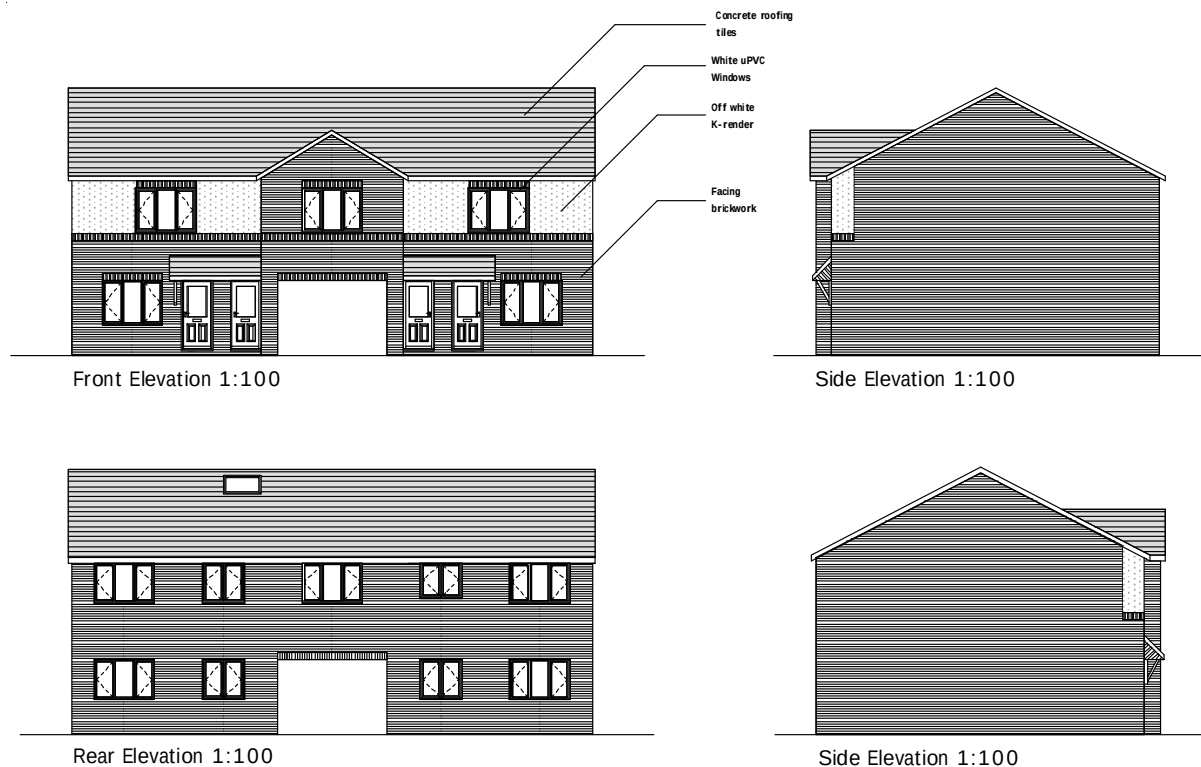
3. Character:

- 3.1** The growth of Llay is connected with the development of coal mines, particularly the Llay Main Colliery. In the 1930s Llay main was employing more than 3,000 men, 450 families being installed in new housing schemes within the village.
- 3.2** Today Llay is referred to as a residential suburb of Wrexham. Dwellings in Llay are a mixture of estate housing and local authority housing. The mixture of housing types has meant a variation of style's and materials used on the construction of dwellings within the village.
- 3.3** Llay is home a large industrial estate which occupies a site of similar size to the whole village. The industrial estate is home to some of the leading manufacturers in the country, Sharp & Magellan Aerospace.



3. Existing Commercial Unit opposite the site.

- 3.4** Opposite the application site a commercial car sales unit is present, there are existing residential properties surrounding this site. Our proposal to remove a commercial retail unit and replace with residential units will have a positive impact reducing numbers of vehicles parking on the highway.
- 3.5** The application site is currently occupied by a single storey commercial unit. The property has remained empty following a fire some 4 years ago. Due to the nature of the locality this once busy unit in the Village has begun to have a negative and detrimental effect on the area.
- 3.6** Walking along Tenth Avenue & Shone's Lane there is a variation of dwellings present. In the immediate locality of the application site dwellings are constructed from facing brick with feature panels between fenestration. This feature is common with properties built in the 1970s.
- 3.7** Typically roofs are of gable construction, finished with concrete roofing tiles and clay tiles, this illustrates the difference between local authority housing and private housing in the area.
- 4. Appearance/Design Principles & Concepts.**
- 4.1** The proposal is to demolish the existing commercial unit and construct 5 no residential apartments. The design has been influenced by other residential properties in the area in terms of the scale mass and design.
- 4.2** The proposed apartments have been designed to provide spacious 1 & 2 bedroomed homes to the village, a recognised need in the village. The roof structure is to be gable, clad in concrete roofing tiles to match the surrounding residential properties.
- 4.3** A major feature of the design put forward is the driveway leading to the parking to the rear of the property. This will allow some greenery to be added to the site's frontage enhancing the street scene removing visible hard standing from the site frontage.
- 4.4** The basis of the design is to enhance the current characteristics of the site, this is made possible by the demolition of the existing unit which almost fills the plot with its expansive footprint. Our proposal will reduce the amount of built form, the replacement structure will comply with local policies and guidelines.
- 4.5** As noted on the Planning drawing no: P134/004 the elevations have been designed to be reflective of the 1970s dwellings the properties adjacent. The majority of walls are to be constructed of facing brickwork with the addition of render above a brickwork band to provide the development with some character.
- 4.6** Storm porches have also been indicated on the designs, these aesthetically assist with reducing the massing of masonry to the front elevation. The open area to the ground floor allowing vehicles to access parking to the rear will provide an open feeling to the site.
- 4.7** Externally the apartments have an allocated bin storage area to ensure a refuse area is kept away from the main site ensuring the site will remain tidy. Existing boundary treatments will be replaced where necessary with timber post and vertical timber board fencing. This measure will ensure the site remains secure.



4. Apartment Elevations

5. Community Safety

- 5.1** According to information available to the public there has been 42 crimes reported in Llay for the month of September 2020. The crimes reported vary from criminal damage and arson to sexual offences. This information has been obtained from the Police website (www.Police.uk)
- 5.2** There is very little reason to suggest why the introduction of a 5 apartments would see an increase in these crime figures.
- 5.3** With the inclusion of this development to the area natural surveillance would be vastly improved.

6. Environmental Sustainability

- 6.1** The apartments 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 units 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 site's location within a residential area services will be in close proximity, ensuring this development opportunity will be sustainable to the local area.

7. Local And National Policies.

- 7.1** The proposed residential development is compliant with policies PS1, PS2, PS3 and PS4 of the Wrexham UDP.

- 7.2** Our Scheme to develop this parcel of land will be compliant to Policy GDP1.

8. Conclusion:

- 8.1** We feel this planning application should be looked favourably upon and granted permission as we feel there are no justifiable reasons for refusal.

- 8.2** By agreeing to 5 apartments on this brownfield site within the settlement boundary the local authority will enhance the area and bring a site back into use.

- 8.3** The proposal complies with local guidance and has a positive impact to existing residential properties in the area.

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