

Jeffreys Road, Wrexham. Design & Access Statement Rev C

Site Address: Vacant Plot adj. 82 Jeffreys Road, Wrexham, LL12 7PG.

Date: December 2014 (*revised Mar 2015*)

Applicants Details

Name: Limegrove Homes
Address: Suite 14 Bryn Estyn Business Centre
Wrexham
Wrexham County Borough
Post Code: LL13 9TY

GENERAL

Introduction

This Design and Access Statement should be read in support of a full planning application for construction of 4 no. flats at the above address. Two flats are 2 bed and two 1 bed. 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 proposed and existing drawings.

Description of Development

The existing plot forms part of Acton Park and is between a row of residential houses and a Methodist Church. It is proposed that a new building housing four flats is erected to provide a much needed mix of different levels of accommodation in the area.

Physical Context & Community

The development site is located on Jeffreys Road.

The application site is adjoined by residential properties, a Methodist Church and Acton Park and The Cunliffe Arms Public House is nearby.

The site boundaries are currently a mixture of Pallisade, Chainlink & Hedgerow.

A public footpath runs to the south east of the site connecting Jeffreys Road with Acton park, tennis courts & the Acton Bowling Club. It is proposed that this footpath will remain and will be widened as part of the sale of the land from WCBC.

Jeffreys Road is lined on both sides by houses of varying ages but predominately detached and built in the 1960s & 1970s, mainly of buff brick and render construction with concrete tiled roofs and of two storeys. The new flats aim to emulate this style in character and scale.

In preparation of the application, discussions have been undertaken with the Planning & Highways Department in order to present a scheme that fits well within the application site.

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



Social Context

It is considered that the proposed development will offer suitable residential premises with convenient access to all local amenities.

The proposed layout has two 2-Bed flats and two 1-Bed flats over two storeys. The internal layouts are economic in spatial terms and cost to produce low cost, quality housing.

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Economic Context

The proposal will offer economic benefits in the short-term as the proposal will provide employment for those contracted to undertake the works.

National & Local Policy Context

The policy guidance which has been taken into account in relation to the design of the proposed work is set out within Planning Policy Wales (4th Edition) and the following Technical Advice & Local planning Guidance Notes:

TAN12 – Design (2009) and Planning (2009)

TAN18 – Transport (2007)

LPG Note 6: Access for Disabled People in Buildings.

LPG Note 16: Parking.

WCBC Planning Policy EC4 and the adopted LPG on Trees & Development.

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

Pre-application Consultation:

Pre-application consultations have taken place direct between our Client, Mr Ian Stockdale Architect and Wrexham Planning & Highways Department. Two meetings with Planning Officer Mr Kevin Hughes, to discuss the scheme generally and one meeting with Peter Douthwaite of Highways specifically to agree the access arrangements.

The client has spoken directly with WCBC Waste Collection who have confirmed that the collection vehicle passes the site and stops on the roadside to collect from the properties either side and they would not expect to drive into the site for a scheme of this scale.

DESIGN

The works will maintain the appearance of the existing street scene and continues the current residential frontage.

The elevation to Jeffreys Road has been designed to a traditional scale reflecting the adjoining building and takes the form of a large house. Facing buff brickwork & stonework has been selected as the walling material to the frontage and side and rear walls. The roof will follow the pattern of the street being of similar pitch, the finish being concrete tiles and traditional timber entrance canopies are proposed.

A private rear parking arrangement has been accommodated within the existing site confines with access to it by a private tarmac driveway. Two spaces of 'No-Dig' construction are to be provided to the site frontage as designed by the Tree Specialist and referred to in the AIA. Parking spaces are overlooked from the living rooms of the residences and are finished in permeable pavours as recommended by the Tree Consultant.

A public sewer runs through the site and we provide the required 3 metre easement either side to which the proposed building does not encroach.

We have also taken on board recommendations of an appointed tree specialist in locating the building so as not to affect tree roots to the existing tree to the front of the site and also provide permeable paving to the car parking areas for the same reason. Soft landscaping is proposed in the vicinity of the tree to the front of the site so as not to diminish surface water to the roots.

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ACCESSIBILITY

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*'.

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.

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.

Local Planning Approach - Wrexham UDP

Policy T8 of the UDP 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.*

Site Access and Locational criteria considerations

Public transport is available a few metres away on Jeffreys Road and is shown on the above aerial photograph by the small blue bus icon.

Drop kerbs are to be provided along Jeffreys Road, with full approval from the Highways Department, to the new vehicular access to the car parking.

The existing pedestrian guarding to Jeffries road is in poor condition and is to be replaced as part of the works as shown on drawing A(9)02. The guarding will be to WCBC Highways approval in design standard & location.

Parking Provision

A total of **7 car parking spaces** are provided. The proposed provision on this site is economic housing and it is within easy walking distance of local shops and amenities.

The site is therefore convenient for local services and amenities and has excellent access to public transport.

Approach:

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The approach to the new building will offer clear and flat access (1:20) from the public footpath.

Horizontal Circulation:

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

Vertical Circulation:

A new staircase which is fully compliant with the Building Regulations Parts K & M is to be provided.

ENVIRONMENTAL SUSTAINABILITY

The development is to fulfil the current Building Regulation standards in terms of environmental sustainability.

Energy Efficiency/ Carbon Reduction

The development is to fulfil the current Building Regulation standards. Walls, windows and doors will be detailed to have high insulation levels. Low energy light fittings will be used throughout the development, subject to the full design.

Sustainable Materials

The use of materials which have low environmental impact would be subject to detailed design. Delivery & sourcing of materials would be from local suppliers and by using local labour travelling and mileage would be reduced.

Water

Water Calculations will be submitted to Building Control to satisfy Part G of the approved documents. This would include water saving devices such as taps, baths & toilets etc.

Waste Management

Existing service serving adjoining residential properties is to be maintained including recycling collection.

Sustainable Building Standards

National recognised and quality assured standards have been 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 aforementioned Building Regulations, specifically Part L of the Approved Document.

CHARACTER AND SCALE

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 maintains the character of the existing surrounding buildings.

- Layout

We have retained the existing public access into the site which is to be widened to 3 metres and also provided a new access through the existing stonework wall **which is to be retained**

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and lowered in height to max. 1m to its entirety. Stones removed will be reused to form pillars to the driveway & pedestrian access points.

One tree on the site is to be removed & new trees added and new turfed areas & shrubbery is to be provided as the proposed site plan indicates.

A 1.8m high 'living wall' is to be erected around the car parking area which will form screening to the adjoining property and also reduce noise transmission. The wall will be planted up to the approval of the LA Ecologists and will be maintained as part of the developers maintenance strategy for the properties.

The boundary adjacent the public footpath will have a 1.8m high timber close boarded fence facing with a 500mm strip left on the site for hedge planting as the proposed siteplan L(9)01 indicates.

A new 1.8m high timber close boarded fence will also be erected between the adjoining property (No. 82) in place of the existing mix of 1.8m high steel palisade and 1m high chainlink fencing which currently exists. The overhanging shrubbery to the rear of the site will be cut back to the agreement and approval of the neighbour as the siteplan L(9)01 indicates.

- *Appearance*

The aim has been to design a development that is in-keeping with the existing features of the streetscape as described elsewhere.

- *Landscaping*

See above.

COMMUNITY SAFETY

During the design progress, design measures such as layout have been carefully assessed to help to prevent crime.

Consultations will be undertaken with the local police with a view to attain 'Secure By Design' accreditation. By developing the site possible areas for loitering & anti-social behaviour that exist could be reduced.

MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

Matters relating to accessing the proposed development site, have also been dealt with in detail elsewhere in this statement.

The drawings indicate the required visibility splay of 2.4m x 56m to nearside edge of kerb.

The proposed siteplan also shows the access drive to be tarmacadam and minimum 5m in width for 5m distance from the rear of the footpath.

With regards to the proposed access and it's proximity to the junction with Ffordd Alun, given that adequate visibility will be provided, adequate access width will be provided and that Jeffreys Road itself is not particularly busy then we feel there is no apparent reason why the addition of an extra 10 or 12 traffic movements per day through the access will make it any more onerous.

CONCLUSION

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

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that compliments its surroundings and a form of development that will be accessible by all its users.

It would generate new affordable homes and would fit into the current residential streetscape well.

For the reasons set out above it is therefore concluded that the proposed development can be supported for approval.