

Design and Access Statement

Land off Bangor Road, Johnstown

Created on behalf of Gladman.

November 2023

Rev D



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SECTION
INTRODUCTION 01

1.1 Foreword

This Design and Access Statement (DAS) has been prepared by Baldwin Design Consultancy Limited on behalf of Gladman to accompany a reserved matters application for a mixed use development including 278no. dwellings, a local store and employment areas with associated parking, landscaping and amenity space. The development follows the approved outline for a mixed-use development. This development is situated on land at Dennis Ruabon, Hafod Tileries, Johnstown.

This document should be read in conjunction with the Supporting Planning Statement, supporting technical reports.

This Statement will demonstrate the development's alignment with the design ethos, materials, and character of the surrounding area, especially the existing dwellings in nearby Johnstown, while also ensuring compliance with the approved scheme.

The structure of this document and the detail within follows the guidance from the Welsh Government's 'Design and Access Statements in Wales' (2017), Article 7 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended) and Technical Advice Note 12: Design (2016 Welsh Government). This Statement is set out as follows:

- Section 2: Site Context - an assessment of the site's wider context in terms of urban structure, historic development, street and landscape character.
- Section 3: Summary of Outline Application - a summary of design principles set out in the approved outline scheme.

- Section 4: The Proposed Scheme - a detailed focus on the proposed layout, including design choices such as materials and distinctive character areas within the development. This section demonstrates how the proposed scheme aligns with the principles set out in the approved outline application for the site as well as how it seamlessly integrates into the surrounding vernacular.
- Section 5: Conclusion



Aerial view of the site, with application site boundary edged in red.



Approved Outline Masterplan. Not to Scale.



Proposed Reserved Matters Site Layout. Not to Scale.

SECTION
SITE CONTEXT **02**

2.1 Local Context

The site is located 3km southwest of Wrexham, to the east of Johnstown's existing residential settlement. It has convenient access to the A483, connecting to Wrexham, Chester, and the M56 to the north, as well as the Shrewsbury to Chester Railway Line to the west.

To the north is Bonc-yr-Hafod Country Park, which used to be a landfill site, and to the south is the disused Hafod Landfill Site. The site is bordered by Hafod Road to the east and Bangor Road (B5426) to the south. It encompasses brownfield land where the former Hafod Tilevries were situated and is surrounded by woodland and hedgerows.

A public right of way follows the outer western site boundary and connects to two further footpaths, one of which crosses the northern part of the site linking to Hafod Road, the other passes northwards through the adjacent fields towards the country park and railway line. Two further footpaths cross the south-eastern corner of the site. The footpath provides connectivity to the surrounding right of way network which is extensive in all directions. Wat's Dyke Long Distance Heritage Trail traverses the landscape in a north to south direction to the east.

The development site is situated in a highly sustainable location, offering an opportunity to enjoy expansive long distance views while also respecting the local vernacular. High-quality housing stock, along with associated car parking and landscaping, is in close proximity to an extensive range of amenities and transport infrastructure in nearby Johnstown. This combination makes the area appealing to a broad spectrum of people due to the variety of house types and sizes available.



Aerial view of the proposed development site with site edged in red

2.2 Site Photographs

The images below display the current site, capturing its existing landscaping, hard landscaping, and on-site structures.



Opportunities:

- Utilise existing vegetation for a Green Infrastructure framework.
- Retain and integrate existing pedestrian access and rights of way.
- Establish new footpaths and cycleways connecting to existing routes.
- Enhance vehicular access via Bangor Road along the site's southern boundary.
- Protect and improve existing landscape features, including woodland, mature trees, hedgerows, and the brook.
- Introduce additional ecological habitats to promote wildlife corridors.
- Implement swales and attenuation ponds for biodiversity and recreation.
- Create an attractive development within significant green space, improving the site's appearance and local context.
- Promote the site's industrial heritage through interpretation methods.

- Avoid adverse impacts on the Special Area of Conservation.
- Consider existing Great Crested Newt habitat.
- Protect existing trees and areas of broad leaved woodland.
- Address the presence of high voltage electricity pylons.



Aerial view of the proposed development site with site edged in red

2.4 Local Vernacular

The site is located immediately east of the existing built development of Johnstown and approximately 3km south-west of Wrexham. Surrounding settlements also include Rhostyllen located approximately 2.3km to the north and Ruabon located approximately 1.2km south of the site. The site's immediate locality features a mix of architectural styles ranging from Victorian terraces, semi-detached and detached properties, to late 20th and early 21st red brick semi-detached and detached properties.

Johnstown and Rhostyllen are characterised by a combination of older stone cottages, particularly in the Johnstown village centre, along with more modern housing developments that feature a mix of architectural styles, including traditional and Welsh designs. In the neighboring village of Ruabon, a distinct architectural style characterised by the predominant use of red brick, and new developments adhere to these principles to preserve the town's historic red-brick character. The buildings in Ruabon often feature Victorian and Edwardian architectural elements, reflecting the areas industrial heritage.

The selection of images below provides a thoughtful representation of the local vernacular, with a particular focus on the architectural detailing and materials used in the surrounding area. As well as following the principles of the previously approved scheme, the proposed dwellings will draw inspiration from the surrounding architecture, with elevational styles and materials carefully selected to complement the existing housing in the neighbouring area. This approach ensures that the proposed development seamlessly integrates into the local surroundings.



1. Linley Drive



2. Chapel Street



5. School Street



3. New High Street

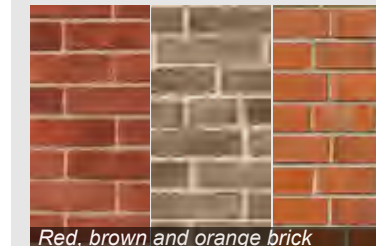


4. High Street



6. Wrexham Road

Local Architectural Detailing



Red, brown and orange brick



Grey Slate Roof Tiles



Terraced Properties



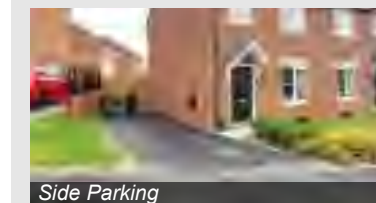
Brick Detailing



Boundary Landscaping



Blue Engineering Brick Detailing



Side Parking



Brick Quoins



Up front parking



Timber Boarding to Gables



Stone heads and cills



Soldier Course Band

SUMMARY OF OUTLINE APPLICATION

SECTION 03

3.1 Outline Approved Structure Plan

The adjacent illustrative masterplan was submitted alongside the outline application. The purpose of this indicative layout was to provide a template for the detailed design that meets the key urban design principles that are illustrated in this masterplan.

A summary of the design principles illustrated within the illustrative masterplan are summarised below:

Site Layout

- The layout has been designed to have a legible street hierarchy, with the street network characterised by an irregular pattern of development blocks, promoting a more organic character;
- All dwellings are oriented to actively front the streets and public areas to promote natural surveillance and enhance safety of residents;
- Corner plots are used to create a continuous built frontages at intersections. In addition, vista plots have been proposed in landmark locations such as at the street termination points and towards the Special Area of Conservation (SAC), the vista plots are characterised by variation in building height and the use of materials and colour, all the above contributes to creating a sense of place.

Use and Amount

- The residential area provides up to 300 new homes with a variety of dwelling types, ranging from 1 to 4 bedrooms;
- The employment area features a mix of Class B2 and B8 light industrial, storage, and distribution uses, totaling approximately 465 square meters of floor space, along with associated vehicular parking;
- In addition to the above, a local convenience store is proposed to serve the new development, comprising approximately 235 square meters of floor space and associated car parking;

- Extensive green spaces and public open areas, including linear parkland, green corridors, informal open spaces for recreation, footpaths, and cycleways, are integrated into the development, exceeding local standards;
- The plan includes 0.63 hectares of outdoor play space in line with minimum standards.

Access and Movement

- The outline masterplan features a singular vehicular access point taken off Bangor Road (B5426), providing entry to the residential development, the employment area, and a local shop;
- The access strategy aims to provide well-connected and permeable access for pedestrians, cyclists, and vehicles. A comprehensive network of footpaths, cycleways, and well-designed streets will promote safe and convenient movement;
- Streets within the outline masterplan incorporate features like narrowing of carriageways, frequent intersections, and changes in road surfaces to calm traffic and prioritise pedestrian safety;
- Existing pedestrian access points and public rights of way are retained and integrated into the development. New attractive footpaths and cycleways would be provided through the site, connecting to existing rights of way both within and beyond the site boundaries.

Scale

- The outline masterplan thoughtfully integrates 2 to 2.5-storey properties into the design, in keeping with the established residential character of the locality.
- In addition to the range of property heights, the masterplan offers an array of housing types, from terraced, semi-detached and detached properties. This diverse housing mix is aimed at accommodating a broad spectrum of residents and fostering a sense of inclusivity within the neighborhood.



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Approved Indicative Layout (Illustrative Masterplan)

Appearance

The material usage and character areas have been outlined within the Approved Design and Access Statement. The outline application includes four main character areas: Main Street, Streets, Lanes, and Parkland. Each character area has its own specific layout principles, these are briefly outlined below:

Main Street

Dwellings, primarily semi detached and mews properties, will front onto the Main Street, with a higher density mix averaging 2-2.5 storeys in height. Taller buildings serve as landmarks, strategically placed at key nodes and junctions, while the Main Street will connect residential roads and provide access to open spaces.

Streets

The 'Street' character area is characterised by properties set back from the road, with a focus on facing greenery in the green infrastructure framework. It includes a variety of housing types up to 2 storeys in height, complemented by 2.5 storey landmark buildings at key locations.

Lanes

Within the 'Lanes' character area, dwellings including larger houses up to 2 storeys high, will be strategically placed along the development's edges to transition smoothly with the surrounding areas, particularly the adjacent Special Area of Conservation to the west. These properties adjacent to the central parkland will offer scenic views and surveillance, with careful attention to landscaping and road connectivity while respecting the character of the Special Area of Conservation.

Parkland

The open space plan includes a large parkland with equipped and informal play areas, natural green spaces managed for biodiversity, a GCN reserve, and wetland areas. All green spaces will be designed in accordance with the adjacent Special Area of Conservation (SAC), featuring footpaths, cycleways, and enhancements to connect with neighboring areas while prioritizing habitat creation and ecological value interpretation.

In addition to the above character areas, the approve application outlined the design themes that the reserved matters application should adhere to. These include:

- utilising a core palette of brick types as the primary building material;
- incorporation of occasional detailing;
- inclusion of rendered elements at strategic points within the layout;
- selection of roof tiles in subtle, appropriate colours;
- emphasis on well-proportioned elevations and fenestrations;
- placement of windows in gable ends;
- integration of features such as chimneys, porches and frontage planting.

At this design stage, the examples provided offer insight into the references and design cues that will shape the development's design concept, with a primary focus on responding to and harmonizing with the local context in terms of building character, materials, and decorative elements.



Approved Access and Layout Plan (Part of the Outline Application) Plan by other.

3.2 Approved Masterplan Design Principles Summary

The key principles of the development have been established by the Approved Outline Application. These principles govern the relationship the development has with it's immediate surroundings as well as the internal interfaces between individual plots. Although not illustrated, the key principles and aspirations for the development site have been extracted from the Approved Outline Design Statement Document. The proposed residential development has been designed in line with these principles.

These key principles of the approved outline scheme are summarised below:

- ① Approved scheme aims to deliver appropriate housing growth for Johnstown
- ② Provide up to 300 new dwellings with a mix of 1-4 bedroom properties, offering a range of living opportunities from linked townhouses to detached properties;
- ③ Provide a local shop and employment areas;
- ④ Generate a high quality place by creating an attractive new community set within a landscape of open space, street trees, play areas and structure planting;
- ⑤ Four character areas are outlined with the approved scheme which contributes to achieving a high quality environment;
- ⑥ Adopt the theme of inclusive design by making the place compliant with Disability Discrimination Act (DDA) standards and therefore accessible to all;
- ⑦ Retain and incorporate existing boundary trees and hedgerow planting and improve biodiversity where possible;
- ⑧ Create a 'place' which is designed for people and is easy to understand and move through, with good quality 'communal streets providing good pedestrian and cycle linkages both within the site and beyond;
- ⑨ Aim to ensure the development is as safe and secure by design as reasonably possible;
- ⑩ Promote sustainability through the design and construction process, reducing energy consumption and minimising waste;
- ⑪ Embrace best practice solutions and contemporary design and construction methods. These will be ingrained from good examples of local distinctiveness found within and around Johnstown and Rhosllanerchrugog.



SECTION **04** **THE PROPOSED SCHEME**

4.1 Use & Amount of Development

The proposed layout, illustrated on the right, shows the proposed development areas, landscaping, and site access. Covering a total area of approximately 17.02 hectares, the application site adheres to the approved outline scheme, featuring a mixed-use development plan encompassing 278 homes, a local store, employment area and green infrastructure.

Residential Use

The site accommodates a total of 278 proposed new dwellings, ranging from 1 to 4-bedroom properties. The proposed development incorporates 4no. 3-storey apartment blocks, 4no. cottage apartments each offering 1-2 bedroom properties, as well as 214 mews, semi-detached, and detached properties comprised of 2 to 4 bedrooms homes.

Furthermore, the proposal outlines a commitment to providing 20% affordable dwellings across the site, contributing significantly to the area’s affordable housing stock. These affordable units consist of 1-2 bedroom apartments and 2-3 bedroom semi-detached or mews houses, pepper potted throughout the site. For a detailed breakdown of the mix of residential properties proposed, please refer to the accommodation schedule below.

House Type	Bed No.	Type	No.	Sqft	Total Sqft	Split
Affordable						
1 Bed Apt	1	Apartment	24	458	10992	9%
2 Bed Apt (Type 1)	2	Apartment	6	633	3798	2%
2 Bed Apt (Type 2)	2	Apartment	18	716	12888	6%
The Borrás	2	Semi Detached	6	702	4211	2%
The Pentre	3	Semi Detached	2	909	1817	1%
Total			56		33706	20%
Open Market						
1 Bed Cott Apt - GF	1	Apartment	8	586	4688	3%
1 Bed Cott Apt - FF	1	Apartment	8	647	5176	3%
The Borrás	2	Semi Detached	100	702	70180	36%
The Royton	2	Semi Detached	4	719	2876	1%
The Pentre	3	Semi Detached	30	909	27255	11%
The Eyton	3	Semi Detached	1	904	904	0%
The Trevor	3	Semi Detached	20	983	19654	7%
The Ruabon	3	Semi Detached	18	1033	18594	6%
The Johnstown	3	Detached	11	1063	11693	4%
The Penycæ	4	Detached	15	1156	17340	5%
The Talwrn	4	Detached	7	1089	7623	3%
Total			222		176119	80%
Grand Total			278		209825	

Proposed Accomodation Schedule



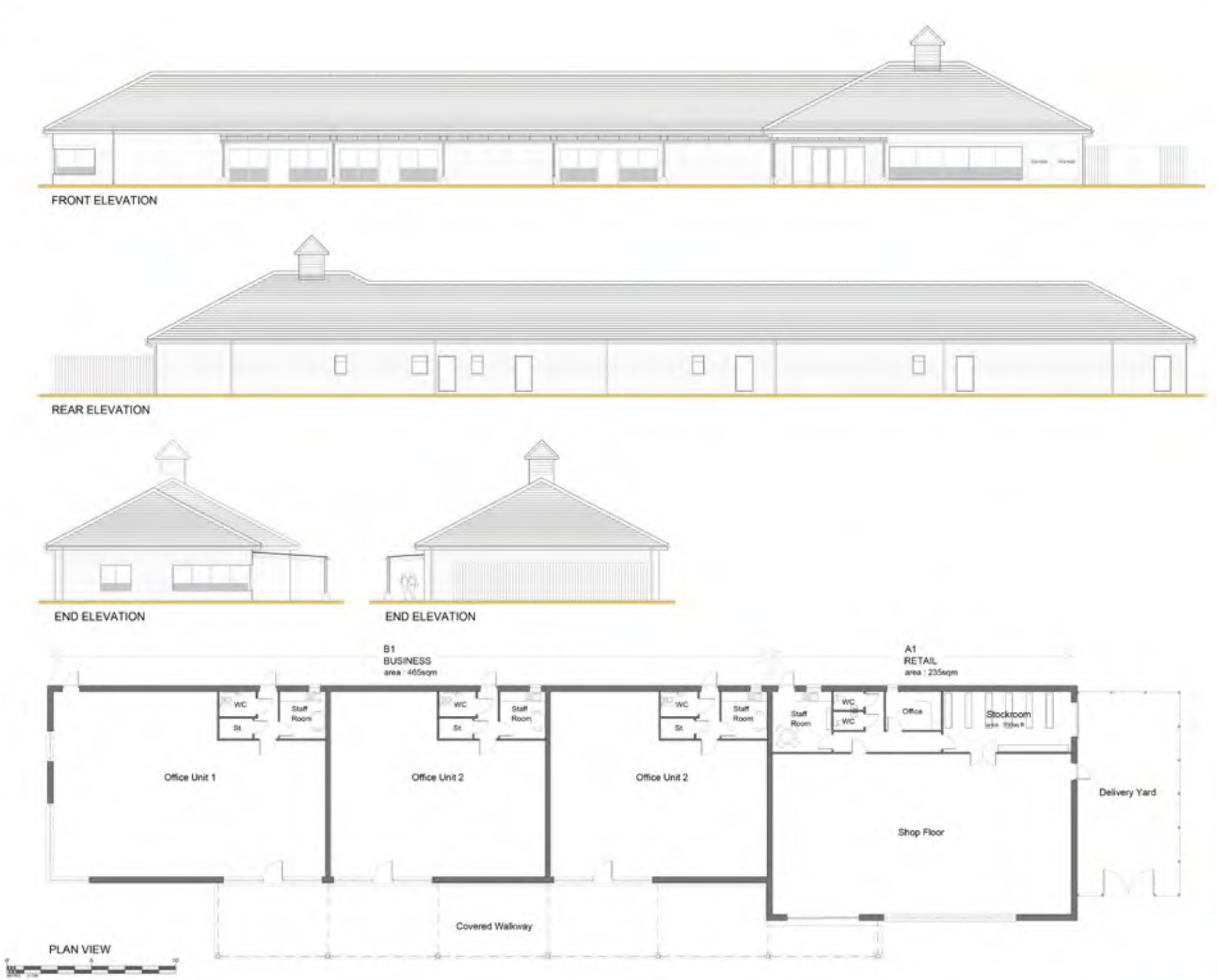
Proposed Site Layout

Employment and Retail Unit

Aligned with the approved scheme, the proposed employment and retail areas are located in proximity to the site entrance and maintain the same amount of floor space.

The employment area comprises three office units (Use Class B1), designed to accommodate businesses of various sizes and their diverse requirements. Each office unit is equipped with its own WC facilities and a staff room, with dedicated parking provided. A total of 465sq. ft of office space is proposed.

Additionally, a local convenience store (Use Class A1) is proposed, featuring 235 sq. ft of retail space including a storage room, staff areas, and a designated delivery yard.



4.2 Layout and Structure

The development is expected to adhere to a number of guidelines and requirements, including the approved structure plan and associated documents. Additionally, the development must align with relevant planning policies regarding access, layout, scale, appearance, and landscaping.

The following are the fundamental design principles that form the proposed site layout:

Connectivity and Accessibility: The development's main vehicular, cycle and primary pedestrian access point will be from Bangor Road, in line with the approved scheme. Additionally, new pedestrian and cycle access points are proposed along Bangor Road to the east of the main entrance. These access points are designed to seamlessly integrate with and improve existing Public Right of Way (PRoW) routes, that have been integrated into the proposed site layout. There will be a vehicular loop through the development to enhance connectivity.

To further promote sustainability and connectivity, a 3-meter-wide cycle route is proposed along the southwestern and eastern edge of the development along Hafod Road, linking commercial and residential areas. Additional routes also run alongside the access road to the south from the entrance into the site. These interconnected routes encourage eco-friendly travel and enhance community inclusivity and sustainability.

Affordable and Accessible Housing: A mix of open market and affordable are proposed on site which promotes diversity and ensures that the area is accessible to a range of future residents;

Character Areas: The proposed material selection aligns with the character area principles outlined in the previously approved scheme, as specified in the approved Design and Access Statement. This proposed layout encompasses four distinct character areas:

Main Street: This area comprises properties situated along the primary spine route running through the development.

Parkland: Extending from the north-west to the south-west, the Parkland character area borders expansive green open spaces.

Streets: This character area encompasses properties situated along secondary routes, including 3-story apartments.

Lanes: Located in the northeastern and part of the northern boundary of the residential development.

This classification of character areas helps guide the selection of materials, ensuring that they harmonise with the specific character and setting of each area ensuring an attractive development that is sympathetic to the surrounding area is achieved.

Commercial and Retail Area: The mixed-use development on this site has been strategically situated at the entrance, accompanied by dedicated parking and servicing facilities, in accordance with the approved masterplan.

Scale and Aesthetics: Building orientation, scale, and layout are carefully considered to harmonise with the surrounding landscape and urban context, adhering to the approved scheme's principles. The proposed dwellings are primarily two storeys in height, with strategically placed 2.5 storey structures at key locations to create vistas and dynamic street scenes. Furthermore, to diversify the accommodation types on the site, three-storey apartments are also proposed.



Proposed Site Layout

Landscaping and Biodiversity: In line with the approved scheme, the development's green infrastructure is designed to encompass the western portion of the site. This green infrastructure features a combination of ecological habitats and an outdoor play area. Existing vegetation, including trees and hedgerows, have been retained and thoughtfully integrated into the site's green infrastructure. Additionally, new trees, hedgerows, as well as wetland areas have been introduced to further support and sustain the local Great Crested Newt population, underlining a commitment to preserving and enhancing the natural environment.

Views Out: The proposed development prioritises the preservation and improvement of long range views, with special attention to the larger properties facing south-west towards the expansive green open space.

Parking: The proposed development allocates each house with its own off-road parking space and secure private rear garden. Parking for apartments is provided via a secure overlooked parking courts. The parking provision on site meets the car parking standards set by the Wrexham Council in terms of quantity and size;

Safe Community Spaces: The proposed children's play area is located within the proposed green open space on site and is adjacent to the residential development, ensuring it's security and passive surveillance. It's location and close proximity to the existing PRoW routes ensures it's convenience for new and existing residents of neighbouring areas, offering recreational amenity that can be easily enjoyed by all.

Safety and Security: The design of the development meets the highest standards of safety and security, and is fully compliant with the Secure by Design principles. In line with the principles set out in the outline scheme, the orientation of the dwellings has been designed to provide frontage towards all public areas. Additionally, corner-turning units have been strategically incorporated around the site to increase security and prevent crime. These units not only enhance safety, but also offer a positive outlook onto the street, improving the overall aesthetic of the development;

Parking for the apartments has been thoughtfully designed to ensure both safety and convenience for residents. The parking court arrangement provides a secure and well overlooked space for residents to park their vehicle, strategically located to minimise the need for residents to walk long distances to reach their apartments. Additionally, the parking courts are designed to prevent through-traffic, enhancing the safety of the area.

Attenuation: In accordance with the approved scheme, a comprehensive drainage strategy is proposed, designed to manage surface water runoff from the development through a Sustainable Drainage System (SuDS). The proposals include the incorporation of swales and attenuation basins within the site's green infrastructure to the south-west. For further information please refer to Drainage Strategy drawings submitted as part of this application.



Proposed Site Layout

4.3 Scale

The scale of the building is of great importance to ensure the seamless integration of the development into the existing context. With this in mind, the massing and rhythm of the surrounding buildings have been replicated within the proposed development, following the precedent set in the local area.

The development comprises 1 to 2 bedroom apartments and 2 to 4 bedroom dwelling houses. Hard and soft landscaping features have also been chosen to reflect the scale of the surrounding area.

The properties on the site, as shown on the right, are predominantly 2 and 2.5 storeys, in line with the outline masterplan. Additionally, there are three 3-storey apartment blocks situated along the eastern boundary and one 3-storey apartment block placed towards the north of the site. They have been strategically placed at prominent locations within the site.

The retail and commercial unit is designed as a single-story structure with a pitched roof.

Key

-  2.5 Storey Buildings
-  2.5 Storey Buildings
-  3 Storey Buildings



20

5.5 Access and Movement

Vehicular Movement

A key objective is to promote the efficient and safe movement of residents, visitors and goods throughout the site and promote connectivity with the existing residential settlement and the wider area. The design of the roads aims to calm traffic and suppress speeds with the use of direction changes, material changes and pinch points, forcing drivers to slow.

The singular vehicular and pedestrian access point is taken off Bangor Road, as per the approved masterplan. The access points served the retail/commercial area as well as all residential areas.

All primary vehicular routes are 5.5m wide with pedestrian footpath provisions to both sides. Secondary vehicular routes link the individual housing areas with the primary spine road and form attractive residential streets with a footpath provision to at least one side. Narrower tertiary streets branch off the secondary vehicular routes to create private drives, differing in surface treatment from the access road to aid legibility. Private drives are shorter, pedestrian friendly driveways that allow for access to a small number of properties.

In line with the approved scheme, varied turning configurations are accommodated within the proposed layout to ensure the road pattern does not become repetitive, adds distinctiveness whilst maintaining adoptable standards. A number of private drives have been widened to 6 metres to increase maneuvering space and facilitate vehicular turns.

Overall, the road layout and hierarchy has been designed to promote a pleasant, low traffic impact environment, within which the proposed dwellings are designed to face outwards where possible in order to enhance natural observation within the layout that would subsequently minimise the creation of 'negative spaces'.

Key



Indicates Primary Vehicular Route



Indicates Vehicular Loop-Through Routes through the Development



Indicates Secondary Vehicular Routes



Approximate Location of Private Drives



Hafod Road



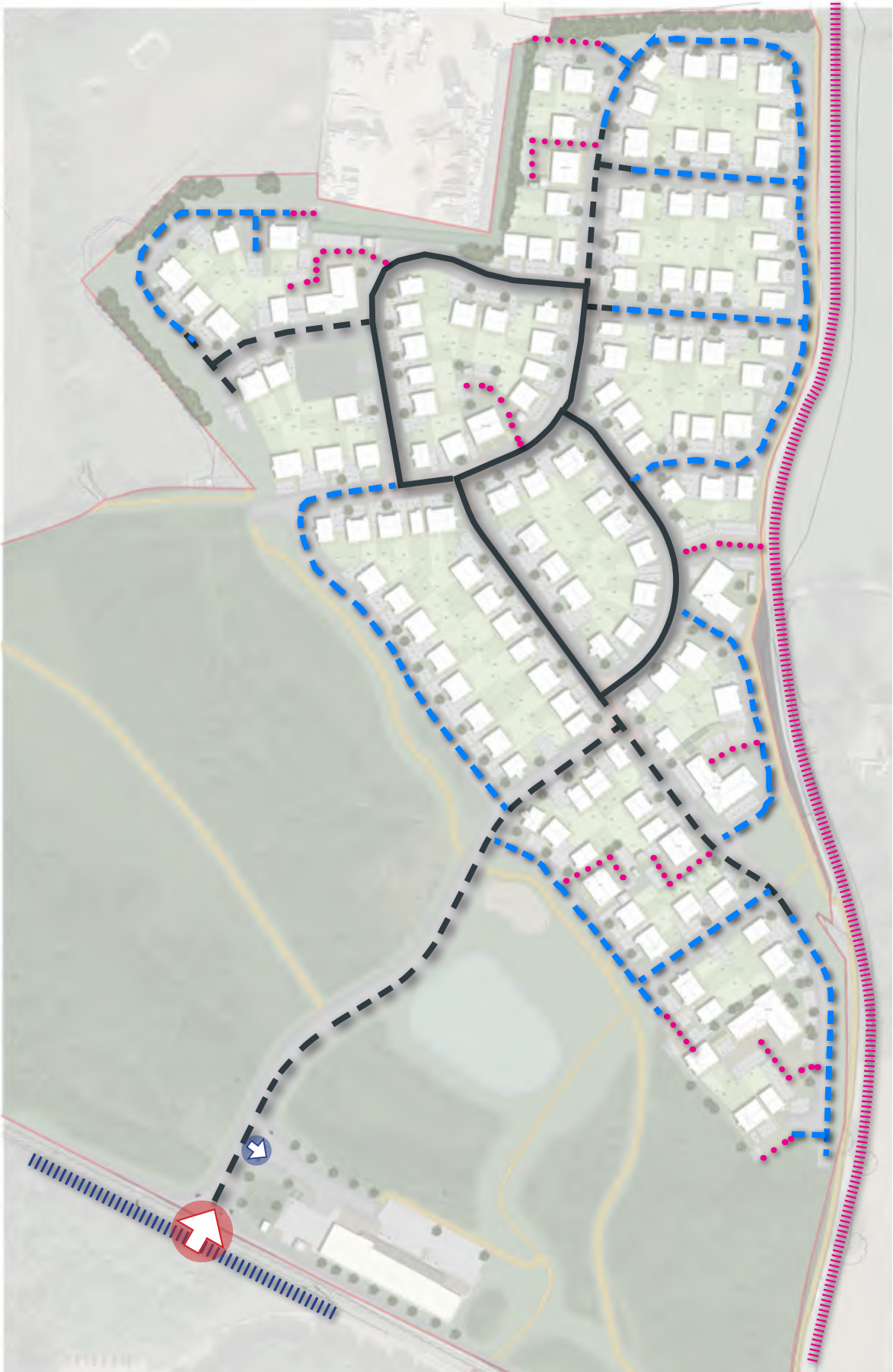
Bangor Road



Approved Site Access Point



Commercial/Retail Access



Vehicular Movement Plan

Pedestrian Movement

Accessibility and connectivity have been prioritised in the design of the site, with dedicated footways separating pedestrian from road traffic in the main public realm with clear visual links between the entrances to the site and entrances to buildings.

The orientation of plots has been carefully planned to promote an active frontage over all pedestrian routes in line with the principles set out in the approved application. This approach ensures that pedestrian routes are appropriately surveilled, further enhancing safety throughout the site. In addition, all pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013).

To further improve accessibility, the development proposes multiple pedestrian entry points that connect to existing footpath routes beyond the site's boundaries. These additional access points serve to provide residents and visitors with convenient and secure routes, enhancing connectivity to the surrounding community. By embracing these access points, the site becomes an integrated part of the neighbourhood, fostering a sense of community and ease of movement.

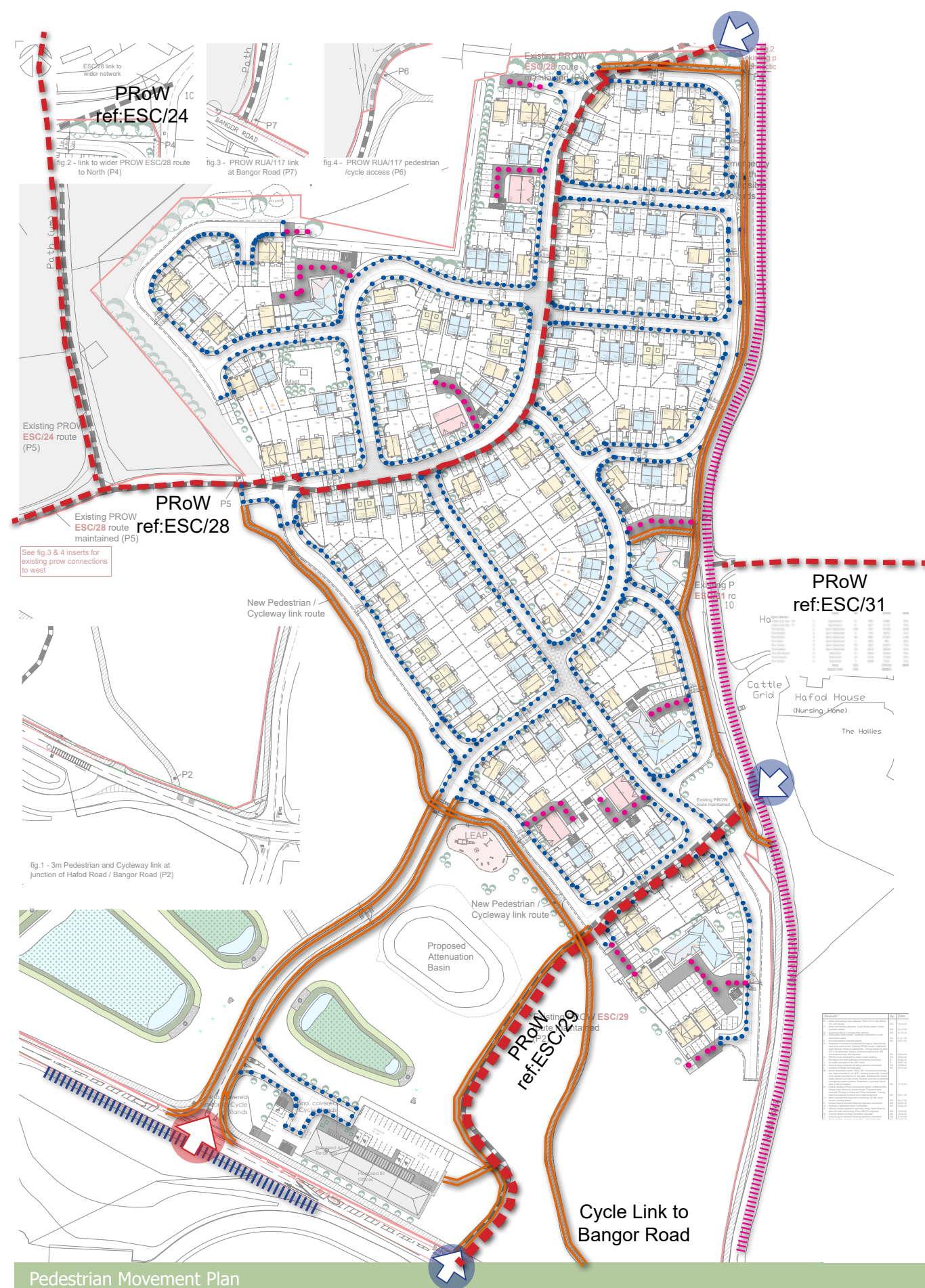
The site's design strategy embodies a commitment to preserving and enhancing the existing landscape. This approach includes the incorporation of two Public Right of Way footpaths that traverse the site - to the northern part (PRoW ref: ESC/28) and the southern part (PRoW ref: ESC/29). These pathways, deeply ingrained in the local community, will be carefully integrated into the overall layout, ensuring continued public access and enjoyment of these natural amenities.

Furthermore, to promote sustainable and active transportation options, a 3-meter-wide cycle route is planned to run through the green open spaces, establishing a link between the retail/commercial area and the residential area. This initiative not only fosters a sense of connectivity but also encourages environmentally friendly modes of travel, fostering a more inclusive and eco-conscious environment for the community.

Overall, the layout prioritises sustainable modes of transportation, creating an ideal location for modern urban living. With enhanced accessibility and connectivity at its core, this development fosters a thriving, inclusive community that prioritises the well-being and convenience of its residents and visitors alike.

Key

- ■ ■ ■ ■ Existing Public Right of Way Routes
- ● ● ● ● Private Drives - these are shared routes, that can be used by cars, pedestrians and cyclists alike.
- ● ● ● ● Footpaths
- ▬ ▬ ▬ ▬ ▬ 3 metre Cycleway
- ▬ ▬ ▬ ▬ ▬ Hafod Road
- ▬ ▬ ▬ ▬ ▬ Bangor Road
- ➔ Approved Site Access Point
- ➔ Pedestrian Access Points



Pedestrian Movement Plan

4.5 Proposed Materials

The proposed dwellings in the layout will be predominantly constructed with red and orange brick, creating a cohesive and visually appealing aesthetic. The roofscape is intended to be grey, complementing the surrounding residential area's material pattern. To maintain consistency and unity within the development, all boundary brick screen walls will be built using the same material as the main property they abut.

Our objective is to create a blend of locally distinct, high-quality housing that adheres to the principles set out in the approved Design and Access Statement. The use of premium materials in construction will ensure the development's longevity, contributing to its attractive appearance for years to come.

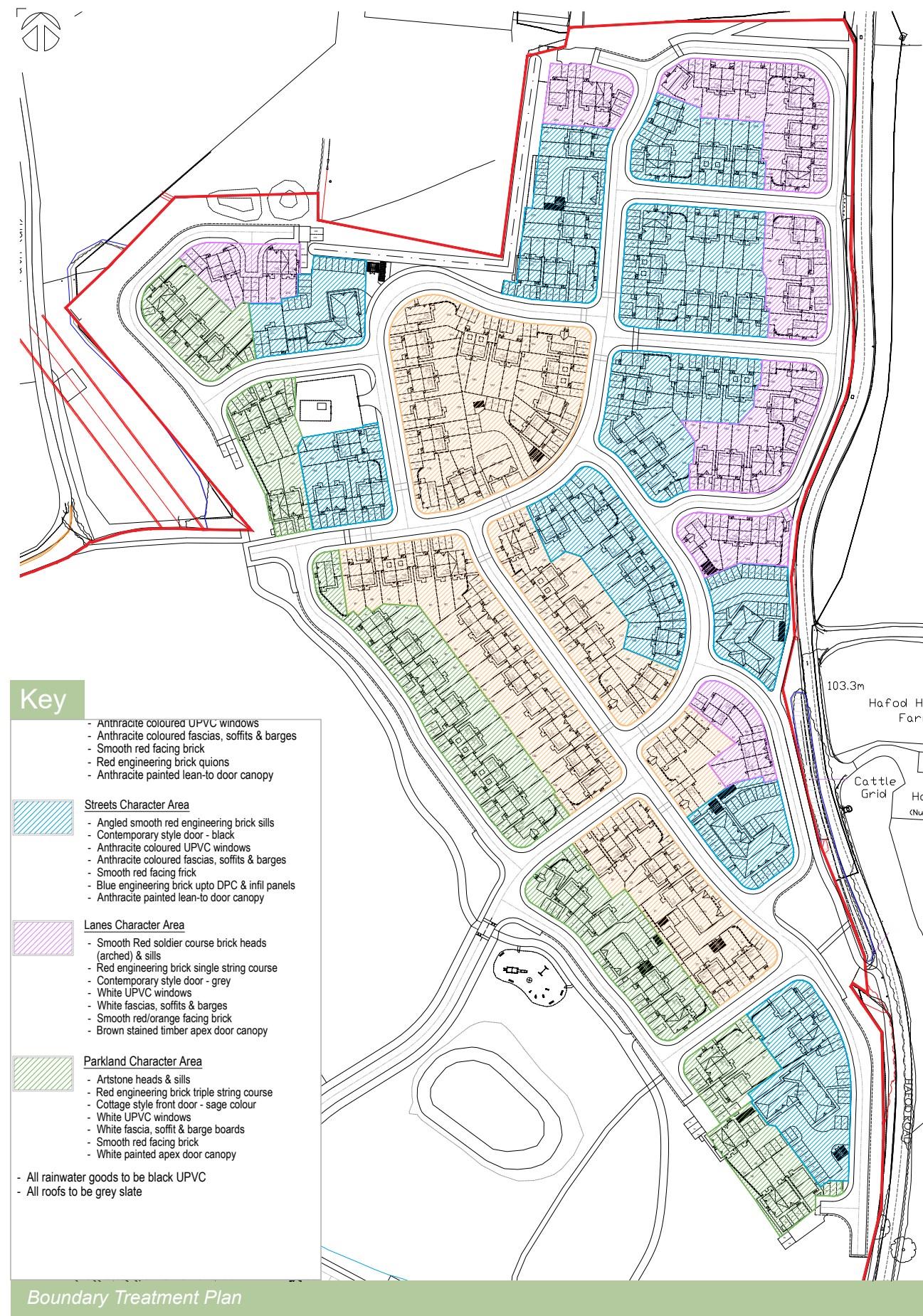
Character Areas

The proposed material selection will adhere to the character area principles laid out in the previously approved scheme, as clearly defined in the approved Design and Access Statement. The plan on the right illustrates the proposed boundaries of each character area. Each of these character areas will be crafted with its own unique selection of materials, architectural detailing, and window fenestrations aligning with the specific location of the respective plot. Grey slate roof is proposed to all properties on site to act as a unifying material.

Outlined below are the four character areas that define the proposed development site in line with the approved scheme:

- Main Street Character Area
- The Streets Character Area
- The Lanes Character Area
- Parkland Character Area

These character areas will play a pivotal role in shaping the distinct identity and charm of the development, honoring the local character while maintaining a consistently high standard of quality.



Precedent Images

The following images serve as a visual representation of the array of features and materials found within the local vernacular that have influenced the design and material selection of the proposed housetypes.



Character Areas

Main Street Character Area

This character area represents a significant portion of the development and is strategically positioned along the primary spine route through the site, which is in line with the approved scheme. The eaves and ridge lines consistently parallel the road, with taller 2.5-storey units strategically placed at junctions to create appealing vistas at road termination points. All dwellings have been designed to offer a strong presence and frontage along the streets and within the public realm. At corners, dual-aspect properties have been utilised to ensure continuous surveillance over all public spaces.

The proposed dwellings within the Main Street character area primarily feature red brick exteriors, complemented by artstone window heads and band courses, anthracite window frames, and lean-to door canopies, resulting in a more contemporary character that enhances the overall ambiance.



Main Street Character Area Street Scene

The Streets Character Area

The Streets character area is situated along the secondary routes within the development, offering a much quieter ambiance. Buildings in this area are designed to face the street, and corner-turner units are strategically placed at all intersections to ensure continuous surveillance over the public realm. The Streets character area comprises 2 to 2.5-storey houses and 3-storey apartments.

This character area is distinct from the others, with the architectural palette here being less formal and leaning towards a more contemporary style. This distinction is achieved through the combination of blue engineering brick alongside the red brick used in the other character areas. Front elevations feature a blue engineering brick infill panel, arched brick window heads, angled red brick sills, and anthracite windows. This use of differing materials clearly distinguishes The Streets character area, making it easily recognisable and aiding in wayfinding.



Streets Character Area Street Scene

Proposed 'Main Street' Character Area Palette



Proposed 'The Streets' Character Area Palette



The Lanes Character Area

The Lanes character area forms the northeastern and part of the northern boundary of the residential development. Properties within this area will feature a strong frontage along Hafod Road and will be notably set back. The use of larger 2 storey properties adds diversity to the area, resulting in a more informal character with a variety of roof and ridge lines.

In alignment with the approved scheme, the Lanes character area plays a key role in integrating the proposed development with the existing residential area, incorporating architectural elements inspired by the local context. These architectural features are consistently employed and include orange brick, brown timber boarding on gable projections facing Hafod Road, pitched canopies, brick splay-arched window heads, and chimneys for the larger properties.

The deliberate choice of architectural features helps blend the Lanes character area seamlessly into its surroundings, bridging the proposed development with the existing residential landscape.



The Lanes Character Area Street Scene

Parkland Character Area

Entrance into the site has evolved to provide an expansive outlook towards the Parkland Character Area which forms an attractive gateway into the site. Housing here seamlessly integrates with the surrounding environment and serves as the primary boundary of the residential area of the proposed development. Extending linearly from the north-west to the south-west, all properties are oriented to maximise their views to the expansive green open space promoting community engagement and strong connection with the outdoors.

The Parkland's linear character is reinforced by slower-moving roads and properties that are set back from the road to allow for avenue tree planting, which breaks up the building form when viewed from a wider landscape. The architectural palette here draws inspiration from the Victorian and Georgian styles found in the local context, featuring red brick houses with ornate brick detailing, pitched canopies, artstone window heads, and cills. The windows are symmetrical and feature small sections of glass separated by glazing bars. The Parkland character area features 2 to 2.5-storey properties, creating a greater variety of roof and ridge lines, resulting in a more informal character.



Parkland Character Area Street Scene

Proposed 'Main Street' Character Area Palette



Proposed 'The Streets' Character Area Palette



4.7 Proposed Commercial and Retail Unit

The material palette chosen for the commercial and retail unit is simple, robust and harmonises with the materials found in the local area and aligns seamlessly with the palette designated for the proposed housetypes. The unit will be constructed using red facing bricks for the exterior and complimented by the grey slate roof. The building design embraces simplicity, drawing inspiration from the local context. It comprises a single-story structure with a pitched roof, while the local store is distinguished by a turret tower, differing in scale from adjoining units to create a visual hierarchy and facilitate wayfinding.

Full-height anthracite windows are proposed for the north elevation, strategically positioned to offer natural surveillance of the adjacent car parking area. This not only enhances security but also contributes to an open, welcoming atmosphere. Additionally, a continuous canopy is proposed to the north elevation which is intended to enhance the outdoor circulation area, providing both protection from adverse weather conditions and creating a secure and inviting space for visitors.



4.8 Proposed House Types

The housetypes have been designed to complement their setting and the surrounding context. They are designed with red and orange brick exteriors and feature a grey pitched roofscape. Chimneys are proposed for larger properties, and mock Tudor boarding has been used at key vista plots as well as in the middle of the street scene to add interest. Windows have been placed on all principal elevations to ensure natural surveillance.

Please refer to the materials and character area plans for specific materials and details, as each housetype has a unique set of materials based on which character area it's situated in. These plans provide a comprehensive overview of the individual features and materials used for each housetype, ensuring that the design harmonises with the specific character of its location. The floor plans have been created to cater to the diverse needs of potential residents, accommodating a wide range of users with thoughtful layout and functionalities.



Ruabon House Type



Talwryn House Type



Royton House Type



Borrass House Type



Pentre House Type



Penrhos House Type



Trevor House Type



Johnstown House Type



Eyton House Type



Acrefair House Type

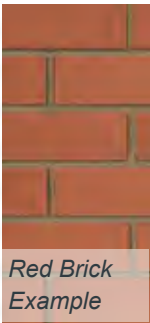


Brynteg House Type

Proposed Apartments

All proposed apartment blocks are located within the Streets Characer Area, embodying the carefully chosen material palette for this location. This entails the incorporation of red brick, engineering brick infills, anthracite windows, and black timber boarding on the gables, ensuring a harmonious integration with the surrounding aesthetic.

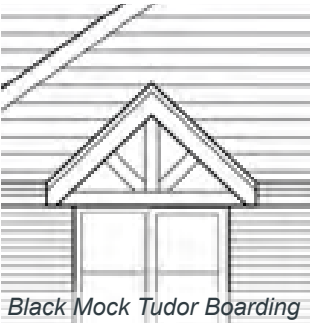
Streets Character Area Proposed Palette



Red Brick Example



Blue Engineering Brick



Black Mock Tudor Boarding



Grey Slate Roof Example



Angled Red Brick Sills



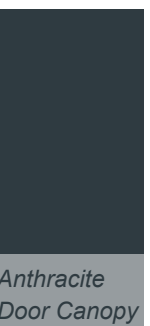
Black RWP and Fascias



Lean-to Canopy



Anthracite Window Example



Anthracite Door Canopy



Black Front Door



Front Elevation



Side Elevation



Side Elevation



Rear Elevation



Ground Floor Plan



Second Floor Plan



First Floor Plan

Apartment Block 1



Front Elevation



Side Elevation



Rear Elevation



Side Elevation



Second Floor Plan



First Floor Plan



First Floor Plan

Apartment Block 3



Front Elevation



Rear Elevation



Side Elevation



Side Elevation



Ground Floor Plan



First Floor Plan



Second Floor Plan

Apartment Block 2

4.9 Appearance

The housetypes have been designed to complement their setting and the surrounding context, designed as red and orange brick with a grey pitched roofscape. Chimneys are proposed to larger properties and mock tudor boarding has been used at key vista plots as well as mid street scenes to add interest. Windows have been placed to all principal elevations to ensure natural surveillance. The floor plans were created to the diverse needs of potential residents, accommodation a wide range of users with thoughtful layouts and functionalities.



*Street Scene 1-1
Parkland Character Area*



*Street Scene 2-2
Main Street Character Area*



*Street Scene 3-3
Lanes and Streets Character Areas*



*Street Scene 4-4
Lanes Character Area*



4.10 Soft and Hard Landscaping

The soft landscaping in this scheme is designed to create high-quality public realm that is sympathetic to the surrounding area whilst maintaining the unique identity and character of this proposed development. The landscaping will provide texture and make the development feel established.

Habitat creating is woven through the landscaping proposals and further reinforces the naturalistic feel of the space, whilst drawing in bird and animal species for added animation in winter months.

Proposed tree and hedge planting will be a key feature of the development, along with occasional tree planting along the main spine road and the edges of the site. Within the front gardens the landscape treatment is proposed to comprise of a predominately lawned area and tree and shrub planting to some properties to enhance focal areas and improve visual interest in the street scene.

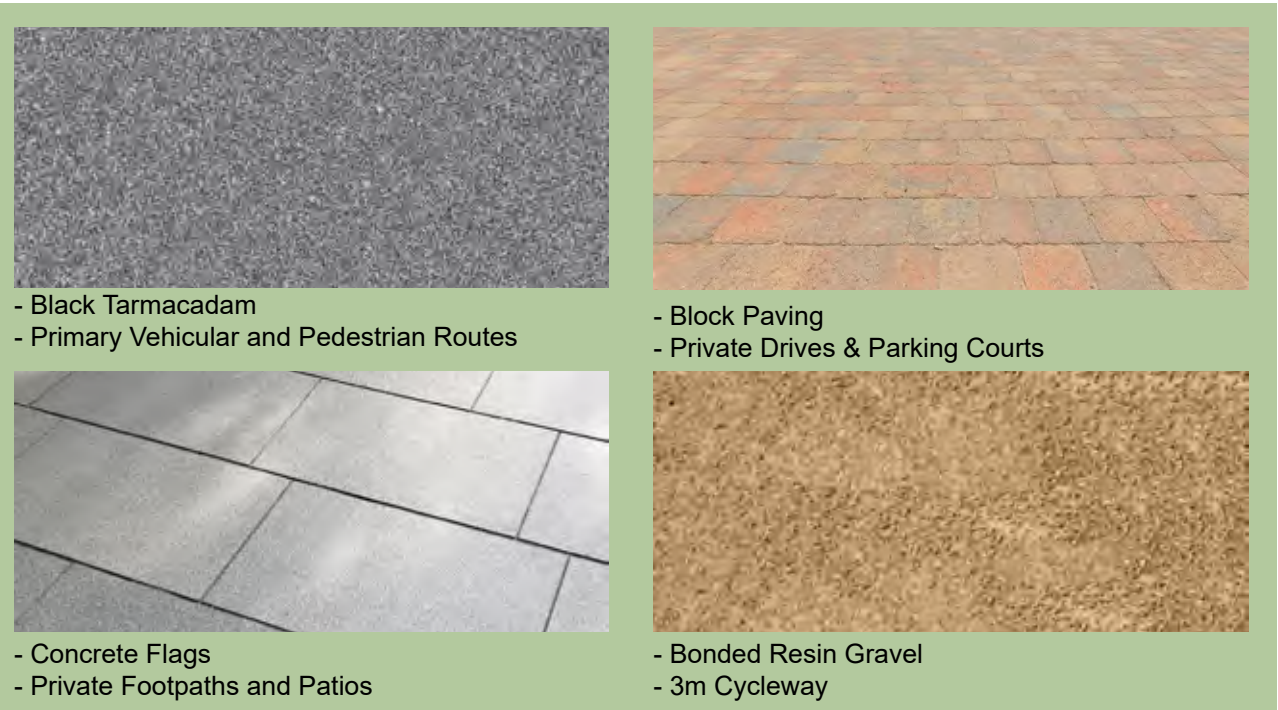
A dense tree buffer is proposed along the northern boundaries in order to screen the development from the adjacent industrial land uses. The new proposed trees will also help mitigate any noise coming from the adjacent land.

Avenue tree and hedge planting will be key principal entrance feature of the development serving as a welcoming gateway into the site. The trees here will aid in screening the 1 storey commercial and retail block and help assimilate it the sites green infrastructure and the surrounding environment.

Hard Landscaping

The palette of hard materials focuses on simple, robust and enduring that reinforce the landscape character. The lifespan of the hard landscaping will be critical importance when considering surface finishes and planting longevity is to be achieved.

The proposed hard landscaping to all primary vehicular and pedestrian routes including to be in black tarmac. All associated private footpaths that serve front and rear doors from the driveway will be laid in 900mm x 600mm concrete grey flags. Public realm 3m cycleway will be finished in resin bonded gravel.



Boundary Treatment Plan



Avenue Tree Planting



Rear Landscaping Private Gardens



Turf to Front Lawned Areas

*Above images are indicative and for illustration purposes only. Please refer to the Planting Schedule for further information.

4.11 Boundary Treatment Considerations

The proposed housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinct local characteristics.

Private Gardens

Each dwelling will have rear and front gardens, with simple landscaping featuring lawned areas and tarmac drives. Some properties will have tree and shrub planting for added visual interest. To ensure that the privacy and security of each dwelling is maintained, all intermediate plot boundaries will be enclosed with a 1.8m high timber close boarded fencing and a lockable gate.

Boundary Treatment

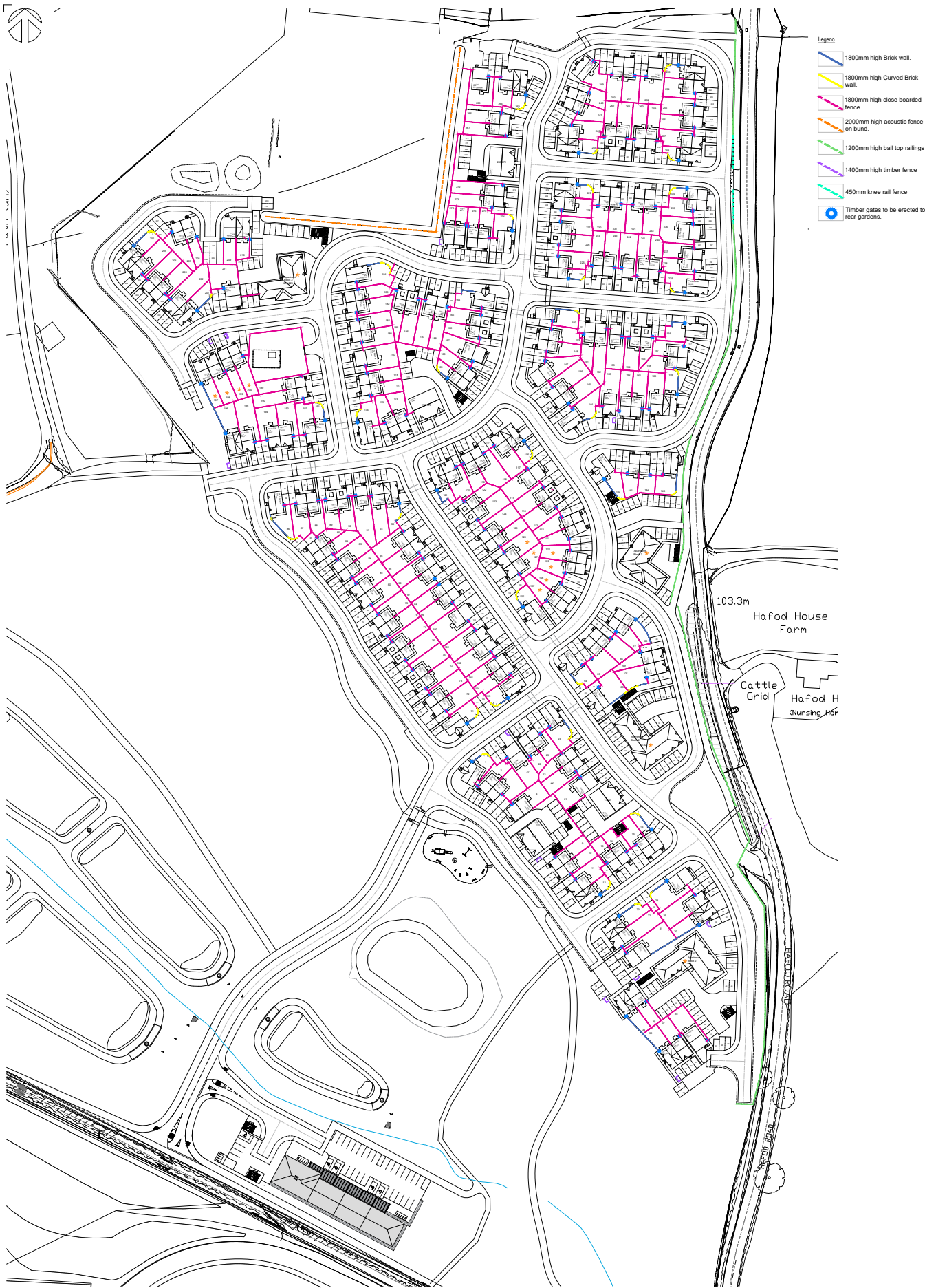
Brick screen walls are proposed at focal boundaries in order to ensure security within the development as well as provide a visually appealing barrier along the street scene. The screen walls will match the materials of the proposed dwellings and be partially shielded by carefully selected planting.

Acoustic Mitigation

As part of the comprehensive noise reduction strategy on site, a 2 metre high acoustic timber fence that is situated on top of an acoustic bund is proposed along part of the northern perimeter of the site that is adjacent to the existing industrial land. The proposed acoustic fence aims to effectively mitigate the impact of noise associated with the adjacent industrial land use, ensuring a pleasant living environment within the development.



1. Example of a 1800mm close boarded fence.
2. Example of a 2000mm acoustic timber fence.
3. Example of plot landscaping.
4. Example of a 1800mm solid brick screen wall.



Boundary Treatment Plan

4.12 Servicing

Parking Arrangements

Varied parking solutions are proposed on site in order to reduce the impact of car on the street scene by ensuring each house has off street parking. Parking is provided to the side, to the front of the property or via a parking court where it is well overlooked. Where up-front parking is unavoidable, it has been restricted to short runs so as not to overwhelm the street scene with cars. Green space pockets, tree planting, low level hedging and incidental landscaping is to be implemented to help break up, screen and soften the impact of parking.

All proposed parking spaces are proposed off-road and within each plots private curtilage, causing no barriers to pedestrian movement on site. All proposed parking spaces proposed are adequate in size and compliant with the LPA parking standards.



Side Parking



Up Front



Rear



Court

Retail and Commercial Unit

A secure parking area is planned to accommodate the retail and commercial unit. The site will have a total of 33 parking spaces, including 4 designated for disabled use. Additionally, there will be covered bicycle parking with a total capacity of 10 spaces.

Electric Vehicle (EV) Charging Points

Electric vehicle charging points are provided to all proposed dwellings as well as to the retail and commercial units, in line with the vision set out in the "Electric Vehicle Charging Strategy for Wales" document (Welsh Government). Proposed EV charging points are provided at a ratio of 1:1 to all dwellings and are wall mounted or located at each individual parking space where parking is provided to the rear. 6no. EV charging points are proposed to serve the retail and commercial unit.

Refuse

Refuse and recycling has been a design consideration during the development of the proposed layout. As a result, each property will be provided with a hard standing area within the rear garden of the property, to site 1no. stack of recycling bin containers, 1no. general waste and 1no. garden waste bin. External, secure and lockable bin stores are provided to serve apartment blocks as well as the retail and commercial areas.

Additionally all plots will have a gated access route from the rear garden area to the highway at the front of the property to enable bins to be left out on collection day. Bins will be presented for collection by residents at the end of the private driveways or designated bin storage locations, no more than 15m away from the highway, in accordance with BS5906:2005 (British Standard: Waste management in buildings — Code of practice). Refer to the waste management plan - depicted on the right.

Cycle Storage

Each of the properties will have rear landscaped gardens that would provide adequate space for a lockable shed as a means of secure cycle storage. External, secure and lockable cycle stores are provided to serve apartment blocks.



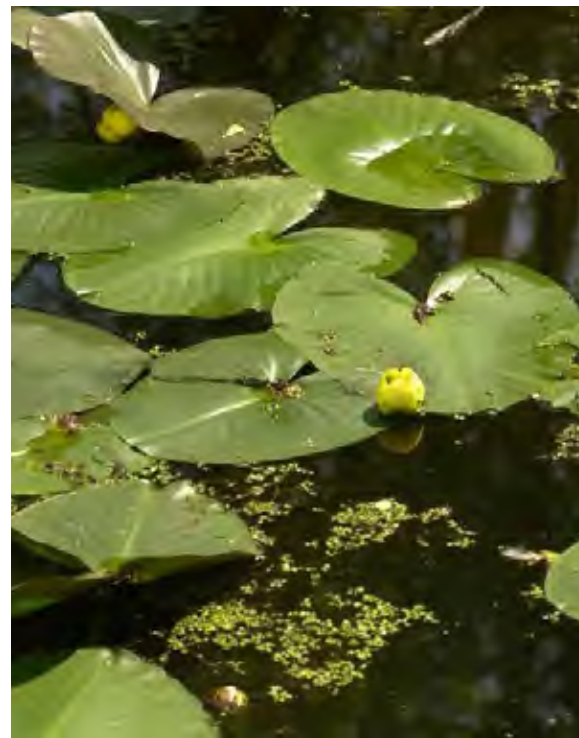
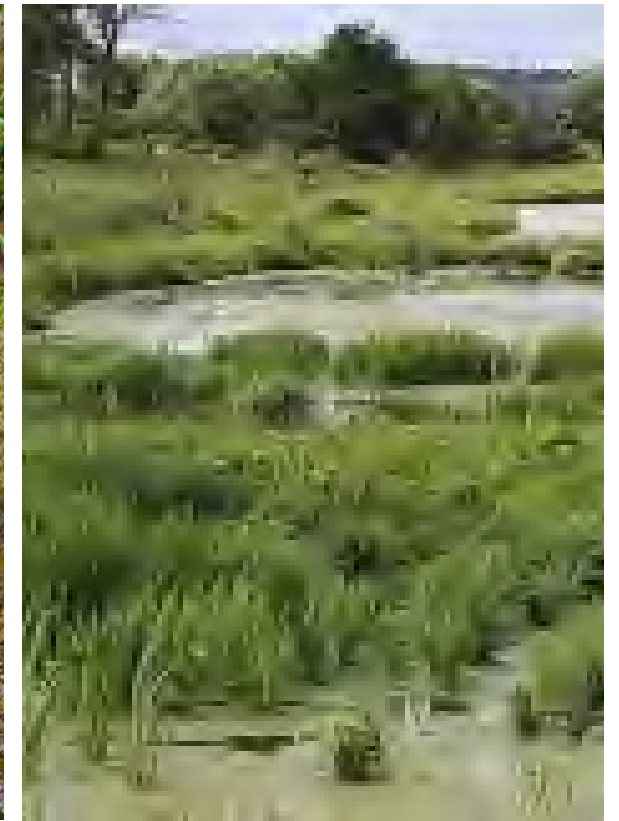
4.13 Green Infrastructure and Landscaping

The development site is positioned in close proximity to two significant conservation areas: the Johnstown Newt Site of Special Area of Conservation (SAC) and the Stryt Las A'r Hafod Site of Special Scientific Interest (SSSI), situated to the north and west of the development. These areas have been designated for their significance in hosting the Great Crested Newt population, indicating the need for careful planning and preservation.

In line with the approved scheme, the development's green infrastructure is designed to encompass the western portion of the site. This green infrastructure features a combination of ecological habitats and an outdoor play area. Existing vegetation, including trees and hedgerows, have been retained and thoughtfully integrated into the site's green infrastructure. Additionally, new trees, hedgerows, as well as wetland areas have been introduced to further support and sustain the local Great Crested Newt population, underlining a commitment to preserving and enhancing the natural environment.

To ensure that the SAC and SSSI are not adversely affected by the proposed development, a series of mitigation measures are implemented. These measures will encompass both the enhancement of retained habitats and the replacement of habitats for Great Crested Newts (GCNs), compensating for any habitat loss resulting from the development. For further information please refer to the supporting wetland and landscape proposals submitted as part of this application.

Moreover, the proposed built development is intentionally positioned at a significant distance from the boundary that borders the Special Area of Conservation (SAC) and Hafod Country Park. This deliberate placement is designed to prevent encroachment on the existing natural setting and the local wildlife, ensuring that the development coexists harmoniously with these important conservation areas and their ecosystems.



4.14 Sustainability

Access

The site location is considerably sustainable and has excellent links to the wider road, cycle and transport network. The access into the site has been made possible for various modes of transport through the provision of appropriate car, cycle and pedestrian infrastructure.

Pedestrian Links

Provisions to include the comfort for all pedestrians using the public realm within the proposed layout are to include:

- Clear visual links between the entrances to the site and entrances to buildings;
- A legible layout for visitors;
- All pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2015);
- Existing PROW routes are integrated into the layout.

Vehicle Charging Points

In addition to a safe pedestrian and cycle network on site, to further promote the use of sustainable transport options, electric vehicle charging stations are proposed on site which will be within the plot curtilage where possible and at the end of each parking space where parking is provided via a court arrangement. Promoting the use of electric vehicles on site would greatly reduce CO2 exhaust emissions in and around the site, thus supporting the governments Net Zero Strategic Plan (September 2022) to help de-carbonise our economy.

Residential Standards

Access to and within the public external environment is designed to ensure that there are no excessive changes in level between the highway and the private spaces. Houses are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2015). Where parking is not within curtilage, footpaths and gates are provided to ease access and create direct route.

Designing out Crime

The proposed development has been designed in accordance with relevant policies outlined in the Flintshire Local Development Plan in order to mitigate any risk of crime. A key objective of this development has been to create a safe and accessible environment which restricts opportunities for disorder and enhance the area for new and existing residents. The layout has been designed to ensure that all areas of the public realm, created as part of the development, can be overlooked by the residential properties. This has been achieved by fronting properties onto the existing and proposed pedestrian networks and providing in-curtilage parking which is secure and well overlooked.

The site layout and design of the dwellings have been carefully considered to integrate the site with its current neighbours. In addition, the layout ensures that a safe environment is created by means of maximising opportunities for natural surveillance. All building entrances are highly visible from the street and private rear gardens will be fenced with access restricted to residents only. Whilst providing a degree of physical security, a 1.8m timber fencing to rear gardens across the development is also most effective as a psychological deterrent to opportunistic crime.



CONCLUSION

SECTION 05

5.1 Conclusion

This Design Statement accompanies a reserved matters planning application for residential and mixed use development comprising of 278no. residential units, a local store and employment area with associated parking and landscaping. This document confirms how the proposed scheme has developed since the outline planning application and illustrates how it adheres to the principles agreed within the outline application.

The layout of the proposed scheme has been designed to reflect the existing opportunities and constraints of the land at Dennis Ruabon and aims to regenerate the vacant brownfield site in line with the emerging Local Plan and Council's vision for the locality. The existing site features have been retained and used to enhance the amenity of the site creating a development that positively responds to the existing landscape character of the site. The residential development will offer a wide range of much needed top-quality family homes, including 1-2 bedroom apartments and 2-4 bedroom homes designed as detached, semi-detached and mews properties.

The evidence, analysis, and supporting images presented in this document reinforce our belief that a sensitive, aesthetically pleasing solution has been attained that embodies the characteristics of Johnstown and the surrounding vicinity. The proposed development will not only regenerate the vacant land but also create an attractive living environment for the new residents. In conclusion, this Design Statement affirms that the proposed development will be an asset to the area, both in terms of meeting the housing needs of the community and enhancing the locality's character.



