Former Sgt Peppers Nightclub Site, Wrexham.
Design & Access Statement

Site Address: 32 - 36 Pen Y Bryn, Wrexham, LL13 7HP.

Date: June 2025

Applicants Details

Name: Dr Tariq Mahmood - FCIArb

Address: 107-111 Fleet Street
London

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GENERAL

Introduction
This Design and Access Statement should be read in support of a full planning application for construction of 12 no. apartments at the above address. 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 property on the site was previously a nightclub and has since been demolished under a previous approval. A new building is erected to provide a much needed affordable residential properties close to the city centre and to nearby amenities and commerce and invigorate that particular area of the city centre which has seen little development and much neglect in previous years.

Physical Context & Community
The development site is located on A5152, 32 - 36 Bridge Street into Wrexham Town Centre.

The application site is adjoined by residential properties to the upper three storeys above a commercial premises to the ground floors in the building known as Burton Buildings, which is of local and historical interest and Grade II listed.
The site boundaries adjoin the public footpath directly to the front and has a private access road to the south east side of the site affording access to an industrial unit to the rear and also rear access to the applicants site via existing concrete steps.

Bridge Street is lined on both sides by terraced houses of varying ages, mainly of brick and render construction with slate roofs and of single, two and three storeys. Some are derelict and others are a mix of residential and commercial use. The residential units are compact and in the lower end of the housing market. There are also two plots of undeveloped land nearby which have been vacant for some years.

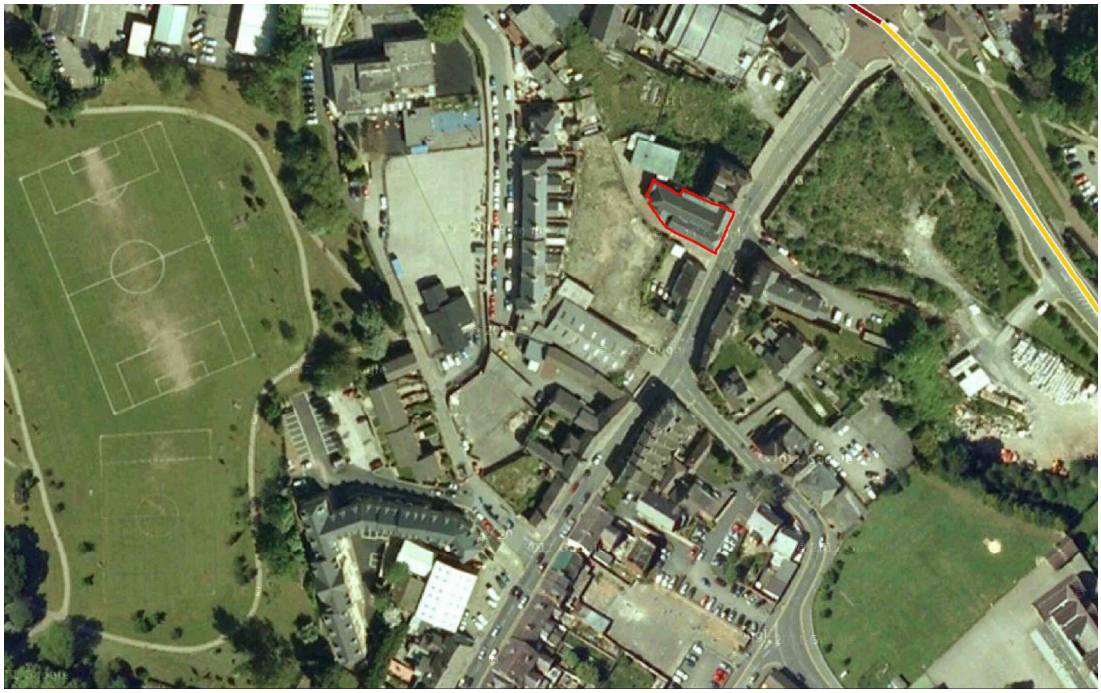
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In preparation of the application, discussions have been undertaken with the Planning Department in order to present a scheme that fits well within the application site.

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



Site Constraints

The key constraints that have been identified to developing our site are namely the close proximity to the adjoining highway and it is for this reason that specialist acoustic window units are to be installed to the buildings frontage and also the fact that the building/site is 'land-locked' with limited access around the existing building.

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 flats over four storeys, the uppermost storey being set back from the site frontage. A total of 12 flats made up of one bedroom economic, starter or affordable homes.

The internal layouts are economic in spatial terms and cost to produce low cost, affordable, housing.

They are designed round a single (protected) staircase and no lifts are provided.

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 and will promote commercial benefits with the ground floor restaurant/take away and the flats will encourage town centre workers to inhabit the apartments and reduce commuting from out of town via cars.

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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.

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

Pre-application Consultation:
Pre-application consultations have formerly taken place direct between our Client, Mr Ian Stockdale and Wrexham Planning Department.

DESIGN

The works will significantly improve the appearance of the existing building and street scene. The elevation to Bridge Street has been designed to a traditional scale reflecting the adjoining Burton Buildings. Facing brickwork has been selected as the walling material to the frontage so as not to overpower or diminish the attractive brickwork detailing of Burton Buildings. Facing brickwork is the facing material to the side and rear walls. The roof will follow the pattern of the street being of similar pitch, the finish being slate.

A private rear parking arrangement has been accommodated within the existing site confines with access between Burton Buildings and the proposed building from the main highway being maintained. Parking spaces are overlooked from the living rooms of the rear residences.

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.

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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.*

We believe that the location of the site and potential tenants it will attract reduces the requirement for car parking.

Site Access and Locational criteria considerations
Public transport is available on Pen Y Bryn/Bridge Street.
Tactile paving and drop kerbs are to be provided, with full approval from the Highways Department, to the new vehicular access to the basement car parking.

Parking Provision
A total of 5 car parking spaces are provided one of which is disabled. The proposed provision on this site is economic housing and it is within easy walking distance of local shops and Wrexham city centre shops and amenities.

This level of parking provision is considered justified on the following basis:

The housing units are designed to be economical and without generous space standards. They are not large family homes which might attract multi car owning occupants.

Secure cycle storage with cycle racks is to be provided on site between the new building and Burton Buildings to support and encourage tenants to use this alternative form of transport.

There are a good range of local shops in the immediate vicinity – most notably a Co-operative store on Poplar Road and Pharmacy on Chapel Street, both within 100 metres.

The main shopping areas of Wrexham centre are within easy walking distance with signposted pedestrian and cycle routes passing virtually adjacent to the site.

Bus services run along Pen-y Bryn and also along Brook Street which is within short walking distance.

Wrexham Central Railway Station is within easy walking distance

The site is therefore convenient for local and town centre shopping, services and amenities and has excellent access to public transport. With the nature of the housing being provided

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and the provision for bicycles storage we therefore consider that the parking provision is justified.

Approach:
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.
The site would be deemed a 'brown-field' site so its development would not mean the loss of any 'green-field' land.

Energy Efficiency/ Carbon Reduction
The development are to fulfill the current Building Regulations. Walls, windows and doors will be detailed to have high insulation & acoustic 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 but would be chosen to achieve the necessary credits for Code Level 3. Delivery & sourcing of materials would be from local suppliers and by using local labour travelling and mileage would be reduced.

Water/Waste
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.
The new proposal will produce less waste than the previously approved application as the restaurant is no longer proposed as part of this application.

Waste Management
Existing service 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.

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The aim has been to design a development that maintains the character of the existing surrounding buildings and as such works to the frontage are minimal with carefully selected traditional detailing echoing Burton Buildings.

- *Layout*

We have retained the existing access into the site/building and also provided a new access which affords a 'buffer zone' between the Grade II listed Burton Buildings and the proposed new building.
Due to the 'land-locked' nature of the site no soft landscaping can be provided but it is neither made worse by the proposal.

- *Appearance*

The aim has been to design a development that is in-keeping with the existing features of the streetscape whilst not overpowering the adjoining Burton Buildings, 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.

By its very nature being an urban development it would be subject to potential 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 vandalism that exist could be reduced.

MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

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

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

The new development would bring a vacant site back into use and the area would be improved generally. It would generate new affordable homes as well as commercial benefits and would fit into the current Bridge Street Planning Brief.

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

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