

Wrexham University – Crispin Lane, proposed 197 bedroom student accommodation development. Design and Access Statement – 7.6.22.

Introduction:

This Design and Access Statement has been produced to support the reserved matters planning application submitted to discharge a number of requirements detailed within planning condition No.1:

Approval of the following details shall be obtained from the Local Planning Authority before any part of the development is commenced:

- a. the layout of the building(s)*
- b. the scale of the building(s)*
- c. the appearance of the building(s)*
- d. the means of access to the site and building(s)*
- e. the landscaping of the site*

Detailed internal arrangement plans and external elevational treatments were consented with the original outline consent (Ref: P/2018/0672) and these additional reserved matters discharge designs very closely reflect the original 2018 designs in both plan form, external elevational treatment and hard and soft landscaping.

Vehicular Access:

Vehicular access to the site is unchanged from the 2018 consented scheme in that both service vehicle and visitor / disabled and student cars access the site via the existing Wrexham Student Village Phase 1 student accommodation. This Phase 1 accommodation has an established vehicle access entry / exit point onto an internal circulation road which in itself connects to Crispin lane. No new highways works are required to connect the proposed Phase 2 to Crispin Lane.

In respect of the connection between Crispin Lane and Mold Road - a junction improvement detailed highways scheme has been prepared and submitted to the Planning Authority and discussions are ongoing regarding the implementation of these works in relation to wider proposals for the Racecourse Ground.

Parking:

12no. parking spaces are provided in total included 1no. disabled space arranged in a layout to provide a natural extension to the Phase 1 accommodation parking. The disabled space is located closest to the Phase 2 accommodation ground floor entrance door. Internal cycle parking has also been provided adjacent to the ground floor entry point into the accommodation at a quantum meeting Local Authority standards.

Pedestrian and Cycle Access:

Pedestrian and vehicle access to the Phase 2 site follow the vehicle access route detailed above. The existing pedestrian access footpath along the eastern edge of the Phase 1 car park is extended through Phase 2 to connect to the ground floor entry door into the accommodation. These surfaces will all be accessible in terms of level changes and disabled access provision.

A second, alternative pedestrian / cycle access point is also proposed to the southern boundary of the site where a legally required right of access to the rear of the Racecourse Ground Stand provides an opportunity for more direct access by residents in terms of connectivity to the City Centre. This gated access avoids the need for residents to enter the Campus via the more protracted route of the Phase 1 accommodation car park.

External Hard and Soft Landscaping:

Within this Reserved Matters submission are a number of Urban Green hard and soft landscaping proposal drawings which detail treatment for Phase 2 and provide a natural extension to the treatments established by the earlier phase. All materials, surfaces and planting are detailed on these drawings and an external student / staff amenity area with seating is identified for amenity purposes.

These proposals are designed around and accommodate the existing Racecourse Ground Stand supporting earth bund which extends onto the application site. These proposals also detail all perimeter boundary treatments for site and student security.

Refuse Storage and Collection:

The Phase 2 proposals include reconfiguration of the Phase 1 bin store area to align with the proposed car park layout plus an additional provision of 6no. 1100 litre euro bins within a timber clad enclosure adjacent to the accommodation ground floor entry point. Refuse vehicles will access the site for collection via the Phase 1 car park where vehicle turning manoeuvres are easily accommodated without fouling existing car parking and pedestrian / cycle access.

Proposed Building Footprint and Layout:

The proposed external footprint of the building is almost identical to the 2018 consented scheme with a 'T' shaped arrangement aligning with and providing elevational continuity with Phase 1 on the Crispin Lane frontage. The proposed building footprint has also been developed mindful of the legal requirement for a Right of Access to the Racecourse Ground Stand to the south of the site where a hard surfaced service access route has been provided that also serves as a direct pedestrian / cycle route for students accessing the City Centre.

Student apartment arrangements are as the 2018 consent with 14no. accessible bedrooms distributed equally across all levels. In addition to accessible bedrooms, there are 7no. studio apartments also equally distributed across all levels.

At Level 5 and 6 are the roof surface which at Level 5 is utilised for external plant within a screened surround with Level 5 accommodating extensive photo voltaic panels which form part of the renewables strategy for the building. Both of these external roof areas are fully accessible and have appropriate parapet walls for maintenance staff safety.

External elevational Treatment:

Proposed external elevational fenestration and materiality reflect the indicative visuals consented in 2018 and provide a visual continuation of the Phase 1 treatment. All proposed external materials are detailed on the Reserved Matters submission elevations with exact specification and agreement of samples to be resolved via discharge of planning condition.

With regards to signage, this is indicated on the Reserved Matters drawings but will clearly be subject to a separate illuminated signage application moving forward.