



2119 HWB YR ORSEDD

DESIGN & ACCESS STATEMENT | JANUARY 2022

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1.0 INTRODUCTION & BACKGROUND

1.1 OUTLINE OF PROPOSAL

This document is made in support of a planning application relating to development of community hub on the site of a disused public toilet block at the heart of the village of Rossett intended to serve the local community in a variety of needs on behalf of the Rossett Community Council. The site is within the Conservation Area designated in 2011 at its eastern-most edge, occupying a position of prominence on the corner of the local park.

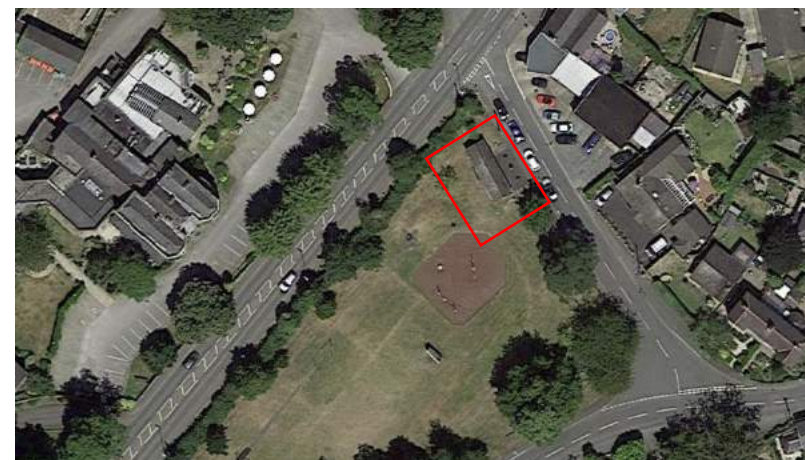
1.2 BRIEF & VISION

The aspiration for the community hub, Hwb Yr Orsedd, is intended to provide necessary service to community and fill several needs that are currently wanting in the community. The board have refined their vision for the hub during the development of the project but is based on the original aspirations of the Community Council and the consultation feedback as follows:.

- A shared community space for groups of different ages and interests to meet, socialise and participate in shared activities. Through a commitment to public consultation, the design process is intended to build a sense of communal ownership of the Hwb and engender a sense of pride of the local built environment.
- Somewhere for families to meet up with friends while the children use the park facilities. The Hwb is intended to enrich and augment the park experience for its most frequent users
- A place that brings people together, reduces isolation and helps them form new relationships and support networks. In the wake of the Covid-19 pandemic, the existing trend of social isolation, particularly amongst the elderly, has been exacerbated
- As well as a community space, the Hwb is to be being a focal point for delivering essential mobile services such as a library and post office which are currently difficult to access for many of those who need them the most, particularly the elderly.
- The Hwb is intended to be an exemplar of sustainable architecture for Rossett with a view to the 2050 Net-Zero pathway, while being sensitively designed for the locality.



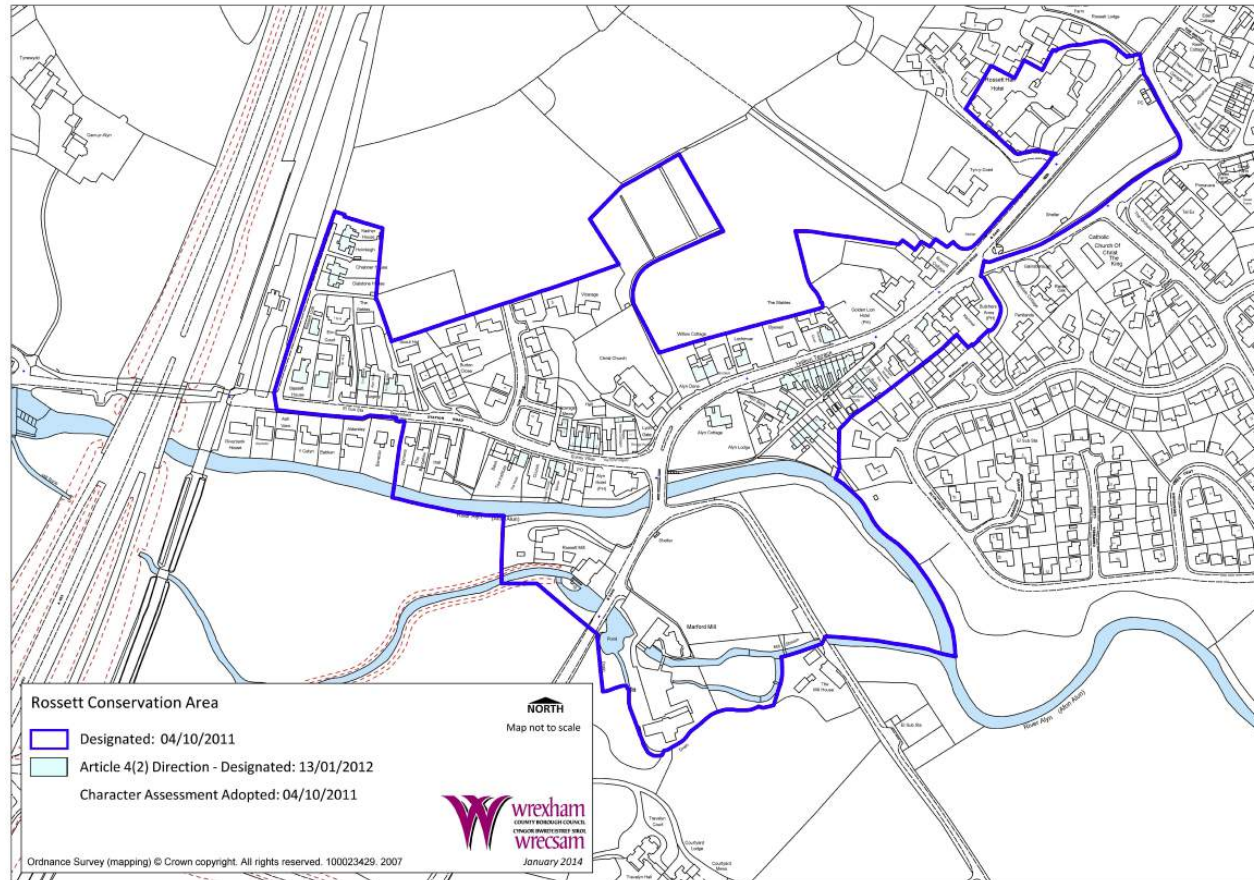
Satellite imagery of the client's land ownership



Satellite imagery of the development area

1.3 PLANNING HISTORY

Conservation Area



Boundary plan of Rossett Conservation Area

Designated in 2011, the Rossett conservation area contains much of the built environment around Chester Road (B5445) and Station Road, which contains several Grade II listed buildings, the closest of which to the site is Rossett Hall Hotel, but also a few notable instances of Grade II* listed buildings such as Rossett Mill.

The site is naturally situated at the eastern-most edge of the conservation area and acts as a form of gateway into the historic portion of the village for those traversing Chester Road. As such, the site forces indicate that the proposal is significant in the greater historical and cultural context for the local area and must be treated accordingly.

Withdrawn Planning Application P/2021/0037

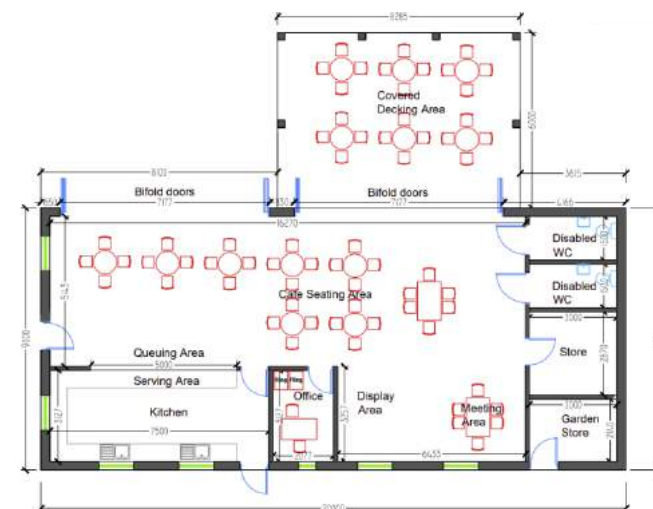
Prior to the application in which this document is in support of, an application made to Wrexham County Borough Council and, following consultation with the local planning authority, was subsequently withdrawn.



Original Design Site Plan

The original design by GBS Design Services, as pictured, occupies a position in the park slightly overlapping with the footprint of the existing toilet block at the northern corner of the site. The proposal demonstrated a T-shaped configuration that is orientated off the axis of its nearest site boundaries intended to provide a roadside seating area but ultimately causing it to weaken its relationship with the primary bounding routes of Chester Road and The Green.

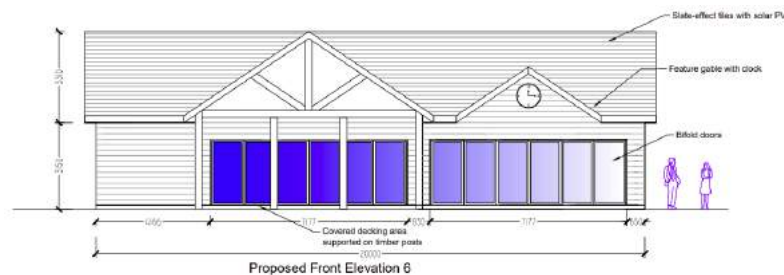
It can also be seen, by the overlay of the plans, the relative scale of the proposal and the proportion of the park land that it is intended to use when compared to the hardstanding about the exiting building that is ultimately ignored in the design.



Original Design Ground Floor Plan

The original proposal was to occupy an area of approximately 230m² to offer the following provisions:

- Café seating area adjoined to a kitchen and servery and outdoor seating
- A manager's office
- Meeting space with a display area
- 2no. Disability WC
- General Storage and storage for the park maintenance equipment.



Original Design Rear Elevation



Original Design Front Elevation

The original design was based on a gabled configuration 3.150m to the eaves and 6.460m to the ridgeline. The materials proposed externally to the walls is a light-coloured fire-proof weatherboard, lapped to give a timber effect with slate-effect tiles with solar photovoltaic panels with fenestrations to be timber or aluminium.

In concept, the original design for the Hwb features an expanse of glazing to the rear, looking out onto the park intending to create a visual connection to the external recreation space. To the frontage of the design, to which a significant proportion of view to the site will be made and foot traffic will pass, does not reflect in its architecture the prominence of the site.

Consultation Summary

Design

While there was general support for the replacement of the disused toilet block which is considered to be "of no architectural or historic interest" on the presumption that the proposal would improve the appearance of the building. There were however several criticisms on several points of the design which ultimately resulted in the withdrawal of the application. A summary of the points related to the design are as follows:

- The modest scale and design of the existing building and its setting within the play park must be considered in relation to the impact on the proposal upon the character of the Conservation Area. The amount of any size increase and siting of the footprint and parking must therefore be limited to avoid any encroachment.
- The proposed building is significantly higher than the existing building with a large roof extension to the park side of the building. When compared to the existing building, the proposal is almost twice the length and thrice the depth. This, along with the associated parking and materials proposed for the building would have a significant impact upon the character and appearance of the Conservation Area, over-intensifying the use of this section of the park.
- The building is further away from the highway and re-orientated. This does not sit as well in within the street scene and allows for another outdoor seating area to the front which adds to the visual clutter and intensity of use. Further, this increases the amount of green space lost to the development. The building should be returned to its original building line so that it runs parallel to and integrates with, the highway and utilises less of the park.
- The facing material should be largely render with an element of timber to add visual interest.

The proposal in which the document is made in support of intends to address the above points made in relation to the design to produce a high-quality outcome for the population of Rossett, limiting as far as possible any negative impact on the character of the Conservation Area.

Highways

Accompanying the comments regarding the design were comments relating to the provision of the parking situation required by the proposed Hwb as follows:

- The size of the car park requires careful consideration to mitigate for the loss of green space and impact upon the character and appearance of the area.
- The parking requirement for a floor area of this size is approximately 30 spaces. Considering the appropriateness for the site, a reduction in public floor area of approx. 50% can be achieved by the reduction in floor area as already requested above. This would take the maximum parking requirement down to 15 spaces.
- A minimum of 10 parking spaces must be proposed or a development of this size, with only 2 spaces need be mobility spaces measuring
- Secure parking for at least 5 bicycles is required to be included in the proposed plan.
- The proposed permeable tarmac is unacceptable, and details of an alternative permeable bound gravel and detailed screening planting scheme are required.
- To provide adequate visibility from the proposed access, a Traffic Regulation Order would be required to install double yellow lines on both sides of the road along the whole length of The Green. Without such an order, parked cars would impede visibility in both directions from the proposed access.

The concerns as expressed in the highway consultancy are to be taken into consideration in the revision to the proposed design to the Hwb and will be addressed within this statement.

2.0 CONTEXT

2.1 AREA, SITE CONTEXT & ACCESSIBILITY



A view to the existing building from The Green

The site is located in Rossett and can be accessed via The Green, which encloses Rossett Park between Chester Road and Holt Road. As has been discussed previously, being placed on the corner of the park at the junction of a main carriageway in the village and, significantly, within the Conservation Area.



A view to the existing building from Chester Road

The building was built to create provision to the public, of the following accommodation:

- 5 Toilets
- 2 Urinals
- 4 Basins

As such, it is considered appropriate that any proposal should consider the inclusion of replacement services of this nature, albeit, not necessarily to the same scale.

2.2 URBAN CONTEXT ANALYSIS



Figure Ground Diagram of Urban Density

The urban density around the site is generally relatively low, particularly within in the boundary of the conservation area. As will be expanded upon in the site analysis to follow in this report, the characteristics of the urban grain can be ascertained in broad terms from the above map.

In terms of density, the opposite side of The Green from the site is amongst the most concentrated portion of the built environment which imposes on the development area itself. Though it informs an edge, it is notable that there is a significant set-back from the road, thereby giving any proposal to the site some amount of relief.

Directly southward, the urban density is generally at its greatest with many dwellings orientated to the circulation routes. This recommends that the selected development site is well-placed as a gateway for the Conservation Area and also in terms of relief granted from the existing built environment providing the opportunity explore the architectural possibilities in the eventual design.

It is evident that north of Chester Road in this particular vicinity is relatively sparsely occupied by comparison to the southern side with the key exception of a the landmark building in Rossett Hotel.

2.2 EXISTING BUILDING



As discussed in the Heritage Impact Statement, the existing building is a toilet block with ancillary storage space that was built in the 1960s and has remained disused for approximately 4 years following its closure due to vandalism and anti-social behaviour related to it.

The toilet block is a gabled configuration of masonry construction finished in rendered brickwork. The fenestrations, fascia and rainwater goods are typically white uPVC with the addition of anti-vandal security screens to the windows and heavy-duty security gates to the points of access. The pitched roof is finished in concrete roofing tiles as pictured.

The existing building offers very little in terms of architectural merit. While it is situated at the edge of the Conservation Area, it is not a heritage asset and neither does it reflect the local vernacular aesthetic. Given that the toilet block is currently disused with no foreseeable future use and as such, the possibility space is to be explored to replace the existing building with a more meritorious design that offers greater benefits to the local community.

3.0 ANALYSIS

3.1 SITE CONSTRAINTS & OPPORTUNITIES

3.1.1 Sun-Path and Orientation



Summer Solstice

Sunrise	04:45
Culmination	13:15
Sunset	21:45
Altitude	60.28°



Equinox

Sunrise	06:23
Culmination	13:04
Sunset	19:10
Altitude	37.03°



Winter Solstice

Sunrise	08:23
Culmination	12:09
Sunset	15:56
Altitude	13.52°

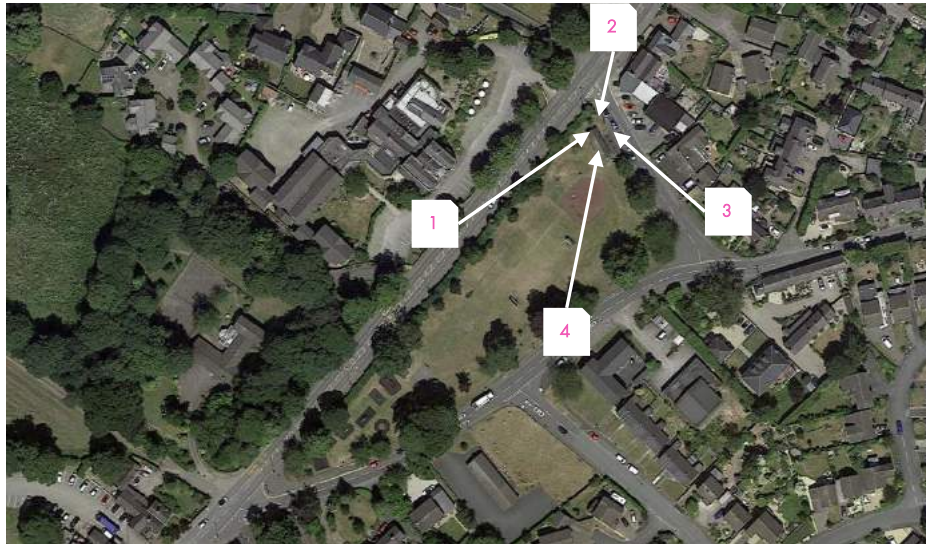
The wider context of the park is orientated on a north-east/south-west axis and the building-line along The Green to which Wrexham Planning Authority have referred to runs on the north-west/south-east direction. Considering the alignment of the proposal to be parallel to The Green and the positioning of the development site within the park, it becomes clear from the sun-path analysis above that the opportunity is presented to gain great solar benefits to the consequent south-facing aspect of the site.

The analysis demonstrates that the overall solar exposure is generally abundant, even in the winter months. Therefore, the design can leverage passive solar techniques to allow an offset to the required climatic control load to the building overall through the considered use of glazing and shading to welcome in the low-angled winter sunlight while excluding the strong summer sun from overheating the internal space.

The fact that the desired visual connection to the south of the site, and into the park, in addition to the passive-solar strategy is very much predicated on the implementation of the south-facing glazing. It is considered that the orientation of the building on the site lends itself to both the requirements of views out to the park and leveraging the sun-path to best effect.

3.1.1 Aspect & Prospect Study

Aspect Study



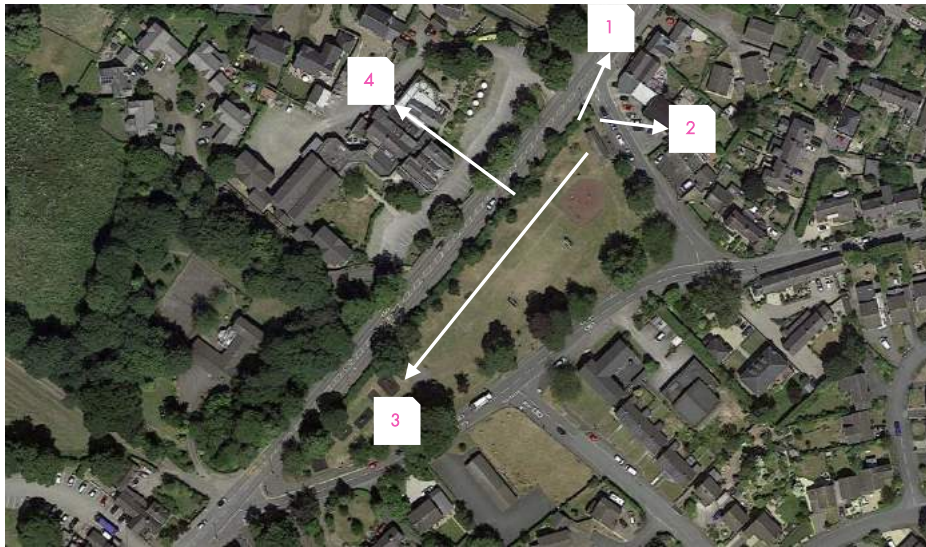
As is apparent from the Aspect Study, the development site is visible from many viewpoints given the prominence of the site.

The site is most obscured from the north-western boundary to Chester Road due to the density of hedgerows along the way (Aspect 1). As such, there are very few opportunities at which the proposed building will be visible on the provision that it is to be scaled similarly to the existing as has been suggested by Wrexham County Borough Council.

Progressing to the junction of Chester Road and The Green, the corner of the site opens out such that the existing building is largely visible, denoting the prominence of any intervention on the site (Aspect 2). A key concern is that the elevation on this boundary is observable from outside of the Conservation Area and therefore must be treated appropriately along this edge in terms of architecture and materiality. This is similarly demonstrated in the view from The Green (Aspect 3) where the need for careful consideration of the eastern elevation to describe the transition into the Conservation Area.

From Holt Road, it is possible to see openness of the site to the wider park area (Aspect 4). It is demonstrated in the photography, taken in at noon in mid-November, the extent of the solar exposure of site. Furthermore, the clear opportunity to connect the proposed Hwb building to the park is evident in the photography.

Prospect Study



The location of the development affords the Hwb several prospect views out to a range of differing conditions in numerous directions.

Looking northwards from the corner of the site (Prospect 1), it is possible to view beyond Chester Road into the open countryside which is a key feature of such villages at Rossett. The views to the verdant areas surrounding are a key concept that will form part of the design considerations for the placement of fenestrations throughout the design.

The Conservation Area within the vicinity of the development has seemingly been made to capture both the park and Rossett Hotel, which is a key Grade II Listed building that dominates the immediate area as can be seen in Prospect 4. With the site, however, being at the very edge of the Conservation Area, the development will be in dialog with some buildings on the opposite side of The Green that are not particularly meritorious in architectural terms. As such, the proposal must be seen as an opportunity to elevate and enrich the architectural profile of this streetscape as far as it practicable.

The view from the site along the park boundary to Chester Road (Prospect 2) indicates beyond Holt Road, the developments outside of the Conservation Area are similarly unmeritorious as those opposite The Green. More notable is the views out into the parkland that must be accentuated through the design to fulfil the state requirements of the brief.



3.1.3 Flood Risk



Extract of NRW Online Flood Risk Map

According to Natural Resources Wales' Flood Risk Map, the site has a low risk of flooding from surface water to the south of the existing building. The existing topography forms a slight basin to the area in question and, in instances of heavy storm rains, it is possible that this area will be a catchment for surface run-off. Dependent on the porousness of the ground in this localised zone, it may be required through the proposed design to attenuate the surface water collection that should occur.

The flood resilience of the site as a whole and, by extension, of the proposed building will be improved through the design strategy. Although the risk of standing surface water is low, it is the intention of design to ameliorate conditions as far as possible to limit the amount of standing water on site such that the access and circulation to the building is not negatively impacted in times of heavy rain.

Amongst the key principles that will be explored in the proposal, the reduction of impermeable surfaces and the increase natural rainwater interception will likely be the most viable and effective. In the first instance, surface water that hits the ground is to be drained in place through permeable surfaces; hard-standing tends to funnel and concentrate surface water locally, thereby increasing the risk of flooding.

Where impermeable surfaces are unavoidable, the rainwater can be intercepted in a manner that lessens both the amount of water to drain away and the speed at which it does so to ensure that the groundwater does not become oversaturated. The prospect of the implementation of technologies such as rain gardens and green-roof systems shall be explored to achieve this facet of the flood resilience strategy.

4.0 SUSTAINABLE DEVELOPMENT & CONSTRUCTION

As part of the context for design, it is deemed appropriate to consider the environmental framework into which the proposed Hwb must aspire to be an exemplar of sustainability given the current unprecedented climate emergency. It has been recognised in global accords that action must be taken to avert potential disaster associated with climate change. The United Kingdom is one of 191 parties to the Paris Agreement which is committed to limit global temperature rise between 2° Celsius from 2020, with the further ambitious target of a further limit of 1.5° Celsius.

Through a series of studies, it has been found that the goal set out in the [Environment \(Wales\) Act](#) is achievable but not without its challenges to all sectors. The Welsh proportion of carbon emission from the housing sector is 21%, which is lower than the rest of the UK by virtue of the high industrial emissions unique to Wales amongst the four nations.

In a 2021 review of the findings and recommendations by the independent Climate Change Committee, the Welsh Government has set out its legal commitment to target net-zero emissions by 2050. This is a far more ambitious pathway that was previously regarded as unachievable and unaffordable. This is now no longer the case as it is thought that intervention with the country's greatest industrial emitters can create a significant offset. The Climate Change Commission's report: [The path to Net Zero and Reducing Emissions in Wales \(2020\)](#) states that while significant inroads can be made to offset the country's carbon emissions through industry, it is incumbent on all sectors to do their part to drive down emissions.

4.1 NET ZERO FUTURE-PROOF DESIGN

4.1.1 Net-Zero Pathway

Presently, there is a legal commitment for the UK to achieve net zero emissions of all greenhouse gases. This standard intends to emit no more carbon into the atmosphere than is being captured. This definition is scaled particularly for national and global initiatives.

As it pertains to a replacement dwelling, the Green Building Council's [Net Zero Carbon Buildings: A Framework Definition](#) defines net zero carbon pathways into three distinct routes; construction, operational energy, and whole life:

- [Net Zero Construction](#)

When the amount of carbon emissions associated with a building's product and construction stages up to practical completion is zero or negative using offsets or the net export of on-site renewable energy.

- [Net Zero Operational Energy](#)

When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance offset.

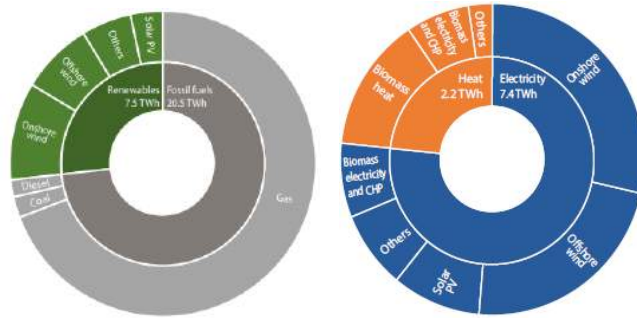
- [Net Zero Whole-Life](#)

When the amount of carbon emissions associated with a building's embodied and operational impacts over the life of the building, including its disposal, are zero or negative.

Net-zero operational energy is the most consumer-friendly of the routes which wholly covers the carbon load through renewable energy ideally generated autonomously. In principle, the embodied carbon through the construction process and material production may be fully offset through the operational energy over the lifetime of the building. In this way, the pathway reduces emissions not only through housing but in the manufacturing and construction sectors additionally. Evidently, net zero whole life is the most ambitious standard of this pathway, but it may be cost-prohibitive by comparison.

This standard can be achieved through initiatives such as Passivhaus and Energiesprong. Access to infrastructure is amongst the greatest barriers to achieving the requisite carbon reductions for many buildings across the country, by focussing on autonomous energy production and excellent energy performance there is a great opportunity future-proof these dwellings into 2050 and beyond.

4.1.2 Achieving Sustainability



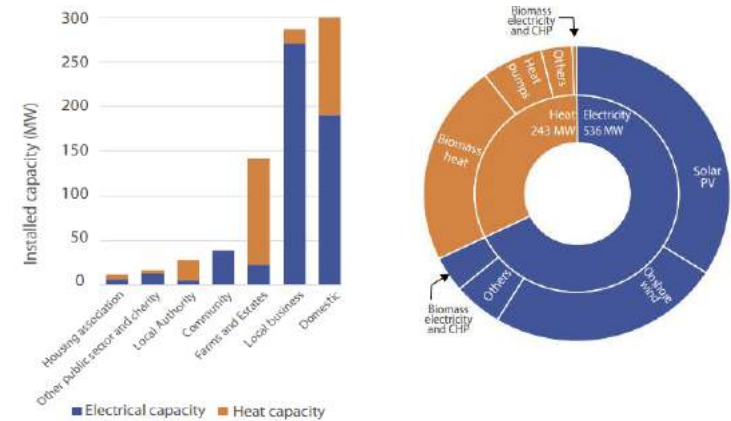
Welsh Electricity Generation by Source (left)

Welsh Renewable Electricity and Heat Generation by Technology (right)

According to the [Energy Generation in Wales Report \(2019\)](#), 25% of all electricity generated in Wales is from renewable sources to amount around 7.4TWh. In 2019, 26% of Wales' total power generation was exported to England to subsidise the latter's demand which exceeds its generation.

The Welsh Government has set the target of at least 1GW of renewable energy capacity should be locally owned by 2030. A breakdown of the distribution of heat and electricity sources are as follows:

It is discussed in the report that solar photovoltaic projects make up 30% of the renewable electric capacity but, due to their lower capacity factor when compared to other renewable source, provide only 12% of generation.



Locally Owned Renewable Electricity and Heat Capacity by Ownership Type (left)

Locally Owned Renewable Electricity and Heat Generation by Technology (right)

In the associated graphics, the prevalence in the locally owned renewable generation of solar photovoltaics is clearly demonstrated. The disproportionality of the adoption of solar photovoltaics between nation infrastructure and consumer-level technology demonstrates the access to and practicality of renewable uptake in the current situation. It can be assumed that the lack of invasiveness of implementing a solar array in both new build and retrofit and the scale of requirement has led this difference in national and local levels.

Wales' current and sizable dependence on fossil fuels, most notably gas, in the production of 228 TWh makes up approximately 73% of the total national capacity. To meet the carbon emissions target of 100% reduction on 1990 levels by 2050, in the built environment, the objectives are clear:

- The energy load of each building must be minimised as far as possible through the design and specification of the building fabric
- Where required, energy demand should be supplemented through microgeneration from entirely renewable sources lessening the demand for fossil fuels
- Daily usage habits must evolve to fit an energy-conscious climate in areas such as transport and appliance usage

4.1.3 Material Sustainability

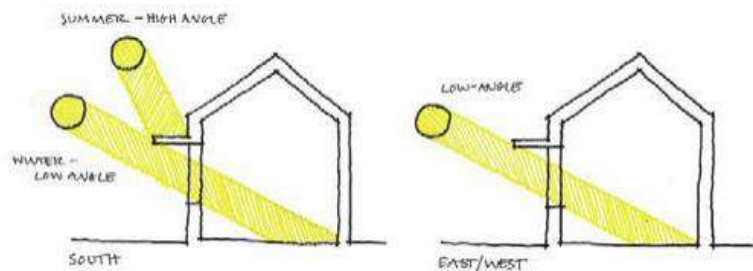
The envelope of a building is, by definition, a barrier between the external and internal climatic conditions. It is required in the implementation of sustainable technologies, that the innate energy performance of the basic dwelling must be optimised as far as possible. The key tenets of the ideal building fabric, as set out by the [Passivhaus Trust](#) are:

- High-Quality Insulation
- High-Specification Windows
- Airtight Building Design
- Absence of Thermal Bridges
- Heat Recovery

It can be summarised through the Passivhaus standard as an exemplar for sustainability, which uniformly exceeds current guidance in Approved Document Part L, design that the highest thermal resistance and airtightness must be achieved. In addition, Passivhaus encourage, through their design, passive solar gains through the positioning, sizing, and specification. This is to ensure that thermal comfort can be achieved at a minimal energy cost and will not be lost easily through conductivity or air leakage.

4.2.4 Passive Solar Heating

The Welsh Government's [Practice Guidance: Planning for Sustainable Buildings \(2014\)](#), designing for passive solar gain is discussed:



Solar access is controlled in the building envelope through fenestration which must be designed to ensure sufficient daylighting and useful solar gain without the risking glare and overheating. In principle, a passive solar strategy sets out to occlude infiltration of the high-angled summer sun while welcoming in the lower winter sun when it is more required. The key fenestrations in are those that face south which will have to manage the midday sunlight which offer the greatest solar gain.

While summer overheating should be prevented through the design the guidance given by the Welsh Government, contrary to the Passivhaus Standard, recommends a natural form of ventilation. This difference in philosophy is due to the Passivhaus Standard being reliant on 0.6 air changes per hour with fresh air being replenished through a mechanical ventilation heat recovery system. To optimise the operation of the MVHR system, natural venting can be deleterious in achieving the appropriate level of airtightness meaning that there is more importance in a Passivhaus to correctly design fenestrations accordingly.

By designing effectively for solar gains, it is possible in practice to reduce the active heating load of the building and thus lower operational costs. Passive solar design can leverage the thermal mass of high-density materials such as concrete which have the ability store heat from the sun throughout the day and radiate it back at cooler points in the day, typically the evening and night.

4.2.5 Sustainable Construction



Typical SIPS Construction Illustration (Courtesy of Clays.com)

The proposed scheme will utilise a Structural Insulated Panel System (SIPS) construction. SIPS construction has several aspects which can allow it to be a more sustainable approach to building than traditional construction methods:

- **Production**
SIPS are manufactured in a controlled offsite environment specific to the proposed building. This maximises the use of resources, minimises onsite wastage bound for landfill and offcuts can be recycled inhouse at the point of manufacture. The timber used in the panels and engineered I-joists typical or metal-web joists to this form of construction tend to be laminated oriented strand board (OSB) which do not require large spans of timber and therefore can be sourced sustainably through fast-growing timber plantations.
 - **Embodied Energy**
Compared to alternatives of masonry, concrete, and steel, which each require carbon-intensive production processes, the manufacture of SIPS requires significantly lower embodied energy by comparison.
- Lightweight Construction**
Many SIPS components are significantly lighter than traditional structural components at approximately 25kg/m² which can allow for the downsizing of foundations. Lowering the required volume of concrete removes a proportion of one of the most carbon-intensive materials in the construction induction from this project.



SIPS Construction On-Site (Courtesy of Great Space Architects)

- **Timescale**
As key components of the envelope can be delivered fully formed, can dramatically reduce the shell construction programme length. The carbon cost associated with the construction period can be reduced proportionately when compared to the traditional equivalent.
- **Material Efficiency**
The panels perform multiple functions in the building fabric providing structure, thermal insularity, and a robust fixing surface. Due to this, the requirement for multiple disciplines in the erection of the shell is lowered and, by effectively reducing the number of tradespeople involved, the embodied carbon of the shell-works is thereby reduced.
- **In-Use**
By design, SIPS construction promotes high thermal insularity and minimal air leakage meaning that, in-use, there it will be possible for the end-user to occupy the building on a much-reduced energy loading than that of a more porous traditional build.

4.2.6 Sustainable Development

Where sustainability is concerned, the proposal seeks to form the development in a holistically sustainable strategy:

- **Lower Carbon Load**
The development aims to be a highly thermally insular building which, through material choices, will have a low energy load where heating is concerned; this is before factoring the passive solar gains that can be produced through considered orientation of the building. By taking the opportunity to redevelop the site, it is considered that for the lifetime of the building, its embodied carbon will be substantially lower than that of running the existing building to a similar level of thermal comfort. The envelope will have a high degree of airtightness when enclosed however a mechanical ventilation heat recovery system might not be wholly appropriate for a development of this type.
- **Flood Resilience**
Though there is only a very low risk of localised flooding nearby the site, it is imperative that the permeability of the surfaces must be maintained as far as possible to not further contribute to it. As will be expanded upon in later sections in this document, steps will be taken to future-proof the site from future changes to weather patterns that may result in increasingly large volumes of surface water in and around the site.
- **Limiting Ecological Impact**
For a variety of reasons enumerated in this document, the development will not be made at the expense of the local ecology. It is for this reason that the preferred approach is to limit the proposed development area only to that of the existing building and unusable corner of the park, rather than utilising the wide area of undeveloped land available to the client. The intention in so doing is to limit the deleterious impact on any local species evidenced to be in the vicinity.
- **Renewable Energy**
The proposal will meet its energy demand, which has been attenuated through the material choices, by leveraging renewable energy where possible. There is also the possibility that localised micro-generation may be a viable method to subsidise the operational load of the Hwb. The guiding principle is that the initial heating costs to provide thermal comfort within the building will be dramatically lower than a traditional construction and that the heat can be recycled through the ventilation system allowing for less wasted energy.

4.2.7 Sustainable Behaviour

As part of the holistic approach to sustainability, Hwb Yr Orsedd hopes that it can be an exemplar in changing reliance of carbon intensive processes as far as possible. The implication of this approach is that walking, and cycling is to be actively encouraged in the design. The general principles of the approach are as follows:

- **Encouraging Pedestrians**
The scheme will encourage pedestrian access through its positioning of points of entry into the buildings to align most harmoniously with the pathways of high frequency circulation. It is expected that the users of the Hwb will be local for the most part and it is considered that for a significant proportion of this demographic will be amenable to walking should no alternative present itself. There are, of course, reasonable measures that must be undertaken to enable users of limited mobility to equally enjoy the facilities of the Hwb.
- **Encouraging Cycling**
Cycling is a convenient mode of transportation that has much to recommend it between the health benefits and the ability to travel at speed greater than on foot. As such, it is deemed highly appropriate that there is a provision in design of the Hwb that cyclists must have a place to safely store their bicycles while enjoying the facilities of the Hwb. This rationale may be extendable to similar modes of transport such as mobility scooters and electric bikes which require a lower physical input from the users and may be more suitable for more aged users or users of limited mobility.
- **Discouraging Private Motor Vehicles**
Overall, the prevalence of private cars is owed primarily to the convenience of this mode of transport. As part of the sustainability strategy for the Hwb, it is considered appropriate that the user of combustion motor vehicles must be discouraged generally. In the context of the design, the notion is that no further parking spaces must be generated as a result, particularly not at the expense of the site ecology. There is the recognition that hybrid and electrical vehicles are available on the market but consider that the market-share is not great enough to adequately justify creating greater opportunities for parking which are likely to be used by owners of more carbon-intensive vehicles.
- **Encourage Public Transport**
In recognition of the current prevalence of carbon-intensive transport, the alternative of promoting the use of public transport is a preferred stop-gap measure. This is predicated on the carbon-load per person on public transport ultimately will be more efficient than that of transport via private combustion-engine vehicles in most cases.

5.2 DETAILED ACCESS ISSUES

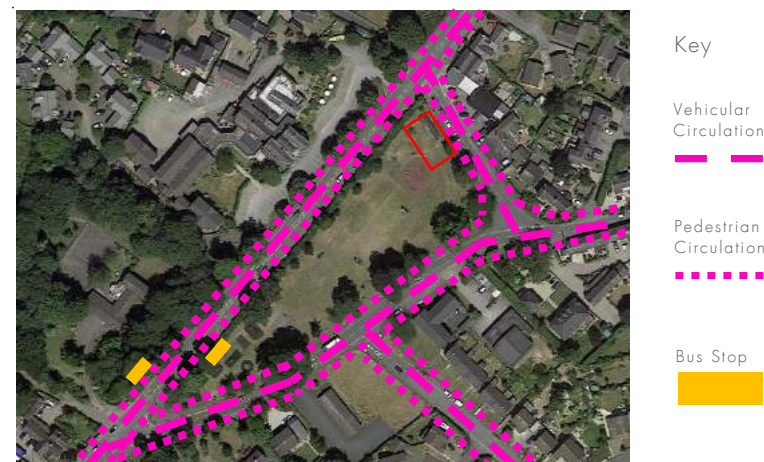
A key factor in the design, highlighted by the planning and highways consultation of the original scheme and subsequent comments is the matter of parking to access the proposed Hwb.

The associated analysis demonstrates that the site and the wider park area is entirely enclosed by three vehicular routes: Chester Road, Holt Road, and the Green, each with pedestrian routes to each side. Purely in terms of access to the site, there is relatively little issue for both vehicular and pedestrian traversal. Notably, Chester Road has a set of bus stops approximately 180m from the site which provides a method for users from further afield to gain site access to within walking distance of the site. As part of the sustainability strategy that is being employed, it is considered appropriate that public transport be encouraged as far as possible to lower the per capita carbon cost of visitors to the site.

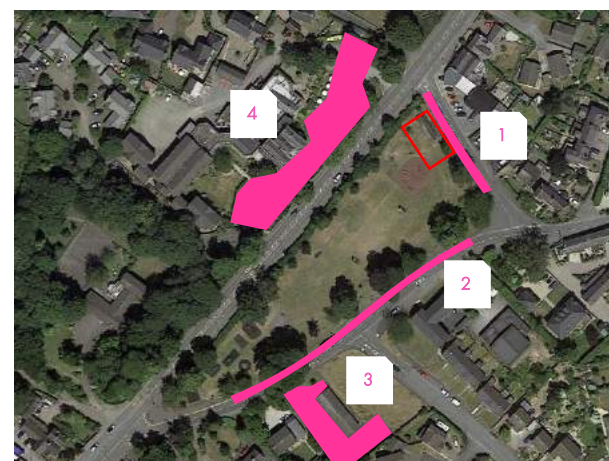
It is evident that, under current planning policy in Wrexham, there is the perceived need for dedicated parking, despite the design ethos being undertaken. The current design has fully omitted the café typology that was previously included in the building due to the onerous parking requirements set out [Wrexham Local Planning Guidance Note No 16](#) which calls for 1 no car parking space per 4m². When considering parking numbers in the order of 25 no spaces, that the site will not be able to sustain this without considerable deleterious impact on the park. It is maintained that the primary means of access to the site will be via foot. The proposed location and topography of the Hub specifically lends itself to primarily pedestrian access. It is suggested that by understanding and accommodating an essentially non-vehicular approach, the proposed Hwb can best serve the community whilst avoiding any deleterious environmental impact.

By virtue of this Wrexham Planning Authority have determined that the Hwb will be considered Class D2 with a A3 element for the selling of refreshment and therefore should have one space per 15m² resulting in the requirement of 11 spaces. It has been recognised that the site cannot easily take this number of spaces and therefore the Highway Department has stated that 5-6 spaces will be an acceptable mitigation in this case.

As stated previously, there is a design ethos which intends to limit the reliance on private carbon-intensive vehicles through its design. The ideal of this ethos is to in no way sacrifice park area in service of a 6-space car park, but rather to leverage existing parking to achieve the requisite numbers. As demonstrated in the Site Parking Map, there are several areas in which cars currently park, notably, the roadside parking to The Green can readily accommodate approximately 8-10 vehicles which could facilitate the Hwb without impacting the park at all. Highlighted on the map are alternative parking areas that the Hwb could leverage by agreement as appropriate. It is anticipated that the potential footfall created by the Hwb will also have a positive impact on the wider village business community with demonstrable reciprocal benefits.



Site Circulation Map



Site Parking Map

- Key
- Vehicular Circulation
— — — — —
- Pedestrian Circulation
- - - - -
- Bus Stop
■
- Key
1. The Green On-Street Parking
 2. Holt Road On-Street Parking
 3. Christ the King Catholic Church Parking
 4. Rossett Hotel Parking

5.3 LAYOUT & AMENITY

As outlined earlier in the Amount & Density section, the Hwb is designed to offer public amenity in as flexible a manner as possible. The layout typically considers the two key directions of approach to the Hwb, principally from the east off The Green and Chester Road, principally from the east off The Green and Chester Road with the secondary entrance from the park. The L-shaped configuration as requested from the Local Planning Authority lends itself to an axial design based on these two points of ingress.

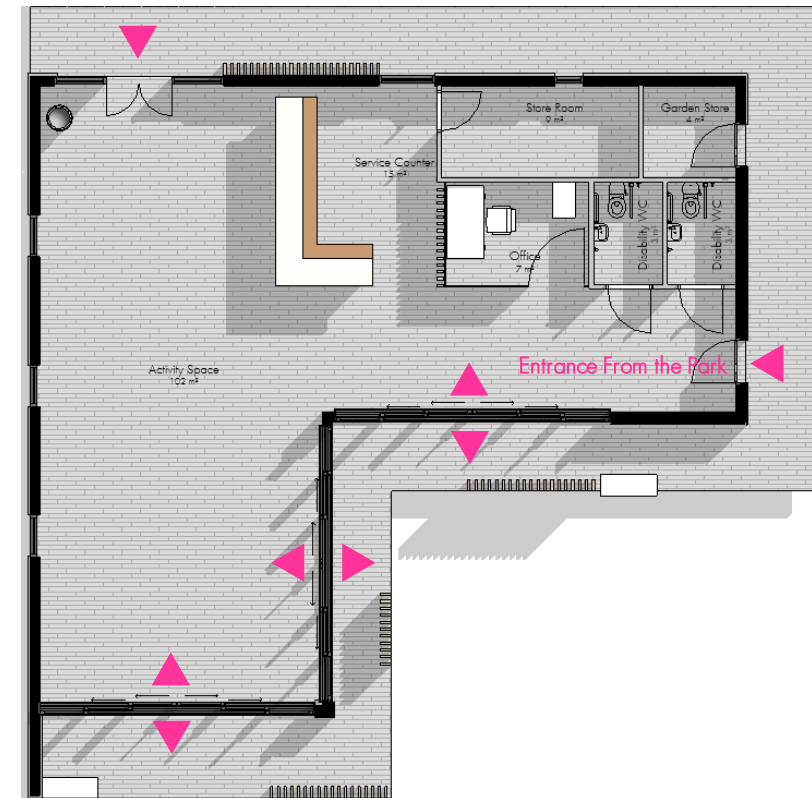
As the door from The Green is considered the primary entrance, the design must celebrate crossing the threshold as an event. As such, once a visitor enters from this direction, they will be met with a view that is drawn through the building and out toward the park. Beside the principal entrances, the three sets of sliding glazed doors which serve to create a visual connection to the park can, in pleasant weather, open the Hwb out entirely to the park allowing free traversal between the two amenities.

Key to having a multifunctional space is the omission of fixtures as far as is practicable. As such, it has been determined that the area that can be considered the activity space must be maximised by concentrating all other accommodation to one corner of the Hwb. It is intended that any furniture be moveable and capable of being secreted away in the Storeroom included for this purpose amongst others. The possibility of the Service Counter to be equally mobile is to be explored such that the 1.5m² dedicated to the point of service can give way to the activity space as required.

Located centrally to the Hwb is the Office space intended for the use of the manager. This room is to be glazed to allow management to see directly into the Service Area and the Activity space while also having views out into the park. The design intention in this instance applies the core concept of visual connectivity to the park to the interior design rationale.

As the existing building currently serves as a Garden Store for those who maintain the park grounds and it is out of consideration for this that there is provision for a similar storage space immediately facing the park. By virtue of being accessible from the outside, the Garden Store can be used independently of the Hwb opening hours.

Entrance From The Green & Chester Road



Group Floor Plan

5.4 HEIGHT, SCALE, MASSING & FORM

5.4.1 Setting of the Ridgeline



Following the comments received for the original planning application, it was suggested that the modest scale and design of the existing building and its setting within the play park must be considered in relation to the impact on the proposal upon the character of the Conservation Area. It was further stipulated that an L-shaped building would be acceptable which would essentially be divided into two principal forms; a block of 15.6m x 7.6m and one of 6.6m x 6.3m.

Given that the resultant roof spans in the above dimensions are approximately twice that found in the existing. As such, it is impossible to reflect the architectural feature of a pitched roof to an angle of approximately 30° while ensuring that the scale of the existing building is referenced in a sensitive manner.

To overcome this issue, it has been proposed that a mono-pitched standing seam roof laid to 6° allowing the span to be overcome while the apex rests approximately 105mm lower than the existing ridgeline while maintaining a similar eaves height.

The secondary mass formed in the architectural hierarchy is intended to be a flat green-roof system to be planted out with sedum to limit the overall visual impact of the projecting rear element when viewed from Chester Road. The green-roof system has the added benefit of allowing the slow drainage of intercepted rainwater, offsetting the impact of the surface water run-off caused by the proposed building, thereby mitigating the over saturation of local groundwater.

5.4.2 Design Options

As part of the design development, two options were produced based on the interplay between the two volumes driven by the axial configuration as discussed previously. The options are as follows:



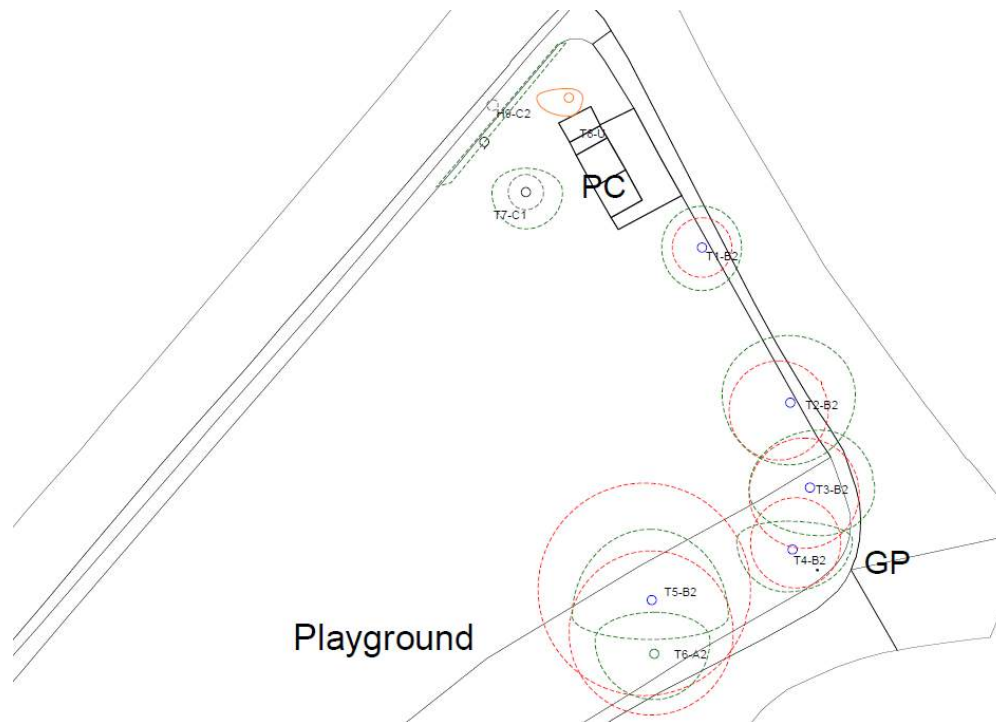
Option 01

The initial option places the major volume parallel to The Green with the more contemporary green-roofed volume to the rear. Based on the streetscape, this design is favourable for presenting the lowest eave to observers from outside of the Conservation Area which is largely finished in vernacular material. The softer and decidedly more contemporary side of the building is largely screened from views outside of the park.



Option 02

By setting the the primary volume to be perpendicular to The Green, the second design option lends itself to the celebration of the entrance event more so than the first option. Upon the approach to the Hwb, the visitor is presented with a strong architectural feature into which the entrance is set. Entering the building thusly, the volume in its form draws the view from front to back into the park beyond. Resultantly, the lower roof is visible from The Green, appearing subservient to the primary volume, presenting the feature of the sedum finish to the public-facing side of the development



The Arboricultural Impact Assessment carried out by Shields Arboricultural Consultancy has scheduled the trees in the immediate proximity of the site. Related to the original scheme, it has been indicated that 3 no trees would be required to be removed with one upon which the root protection area will be encroached as follows:

- **T1 Common Oak (*Quercus Robur*)**. Category B: A young tree that is reasonably prominent in the site, for which the loss must be mitigated by replacement planting
- **T7 Cracked Willow (*Salix Fragilis*)**. Category U: Tree of limited public amenity with a short life expectancy.
- **T8 Cracked Willow (*Salix Fragilis*)**. Category U: unlikely to survive long term removal and is recommended to be replaced
- **T2 Silver Birch (*Betula Pendula*)**. Category B: A prominent tree within the streetscape, the roots of which will be encroached upon by dedicated parking by 45m³

Category	Quantity
Category A: Trees of high quality and value in such a condition as to be able to make a substantial contribution (a minimum of 40 years)	1
Category B: Trees of moderate quality and value in such a condition to make a significant contribution (a minimum of 20 years)	5
Category C: Trees of low quality and value currently in adequate condition to remain until new planting could be established. Trees in this category would not usually be retained if they would pose a significant constraint to development.	2
Category U: Trees in such a condition that their existing value would be lost within 10 years and which should, in the current context be removed for arboricultural reasons.	1

Impact	Category A	Category B	Category C	Category U
Tree Removal		T1		T7 & T8
Facilitative Pruning Required				
RPA		T2		
Encroachment				
Potential Shading				
Proximity Issues				

While the current scheme intended to omit the extensive car parking area, beside the encroachment upon the root protection area of the silver birch, the other three trees will still be required to be removed. As part of the proposed work it is strongly recommended that, where possible, the prospect of transplanting to young common oak tree elsewhere in the park must be explored by virtue of its amenity to the site.

Overall, it is intended that any loss of trees to the site will be replaced in the first instance and accompanied by further planting about the development to offset the arboricultural impact caused by the development. From a point of practicality, the planting to the south and the west must be low level to ensure that views to the park are not adversely impacted.

5.6 VISUAL IMPACT



View to the Existing Building from Chester Road

Following consultation with Wrexham Planning Authority, it was determined that Option 01 was preferable due to the conciliatory manner in which it beds into the street scene harmonious in comparison to Option 02. On this basis, a visual impact analysis has been carried out to assess the visibility of the proposal from key areas.

The principal view with which the local planning authority has expressed concern is that from Chester Road. Throughout the design process, the intention has been to ensure that the roof apex of the proposal is to be no greater than that of the existing.

According to the topographical survey, as carried out by Land Surveyor Wales, from the finished floor level, the existing eaves and ridge heights are 2.170m and 3.730m respectively. As is demonstrated by the above photography, the resultant height of the pitched roof presents to the viewer a tiled face that demonstrates very little merit in terms of aesthetic value.

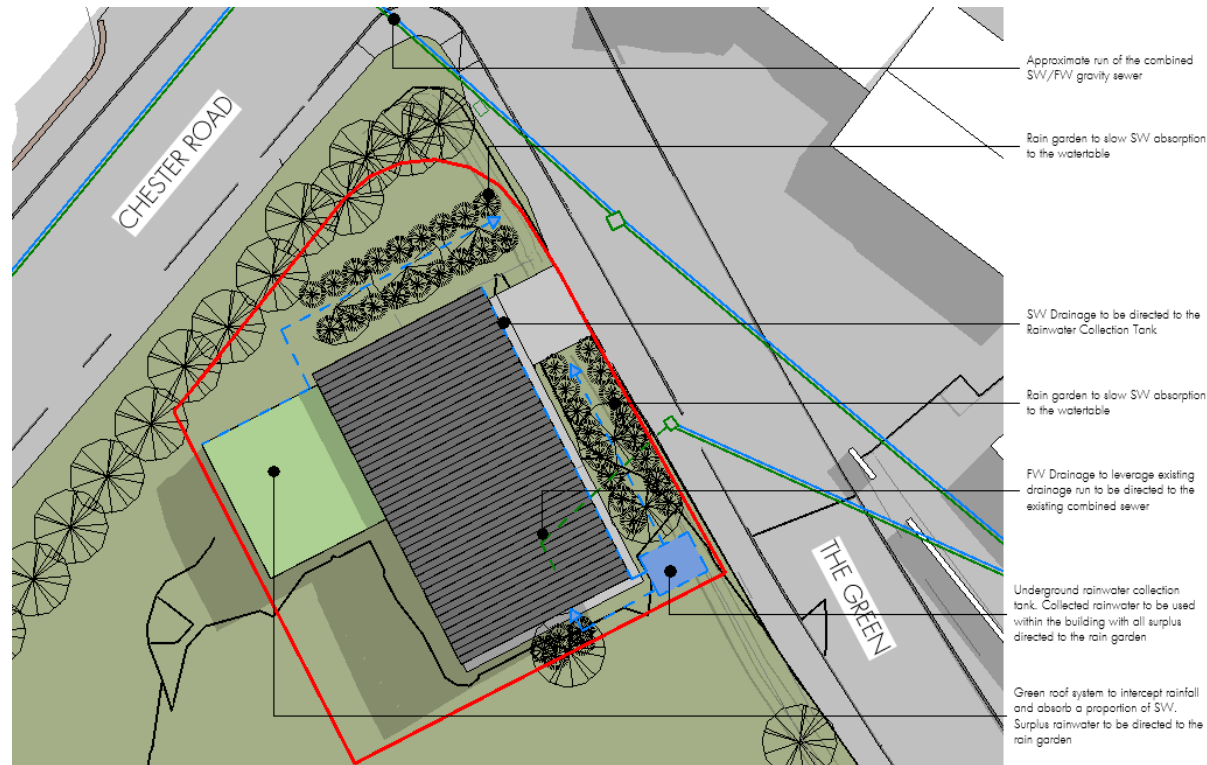


Visual View to the Proposed Building from Chester Road

With the increased spans involved in the proposal, a standard pitched roof as existing is not a viable approach as the resultant ridgeline will rise higher than that of the current building. To address this issue, there is both the opportunity and necessity to utilise contemporary materials, namely a flat roof system.

By employing a steel mono-pitch roof system, it is possible to minimise the visual impact of the proposal. Rather than being faced by the existing roof face of concrete tiles, the Hwb will present only the comparatively slim fascia at a lower level than the existing ridgeline. It is intended that, through the simplicity of form, the visual clutter of the proposed Hwb will be much less relative to the existing toilet block.

5.7 SuDS & DRAINAGE

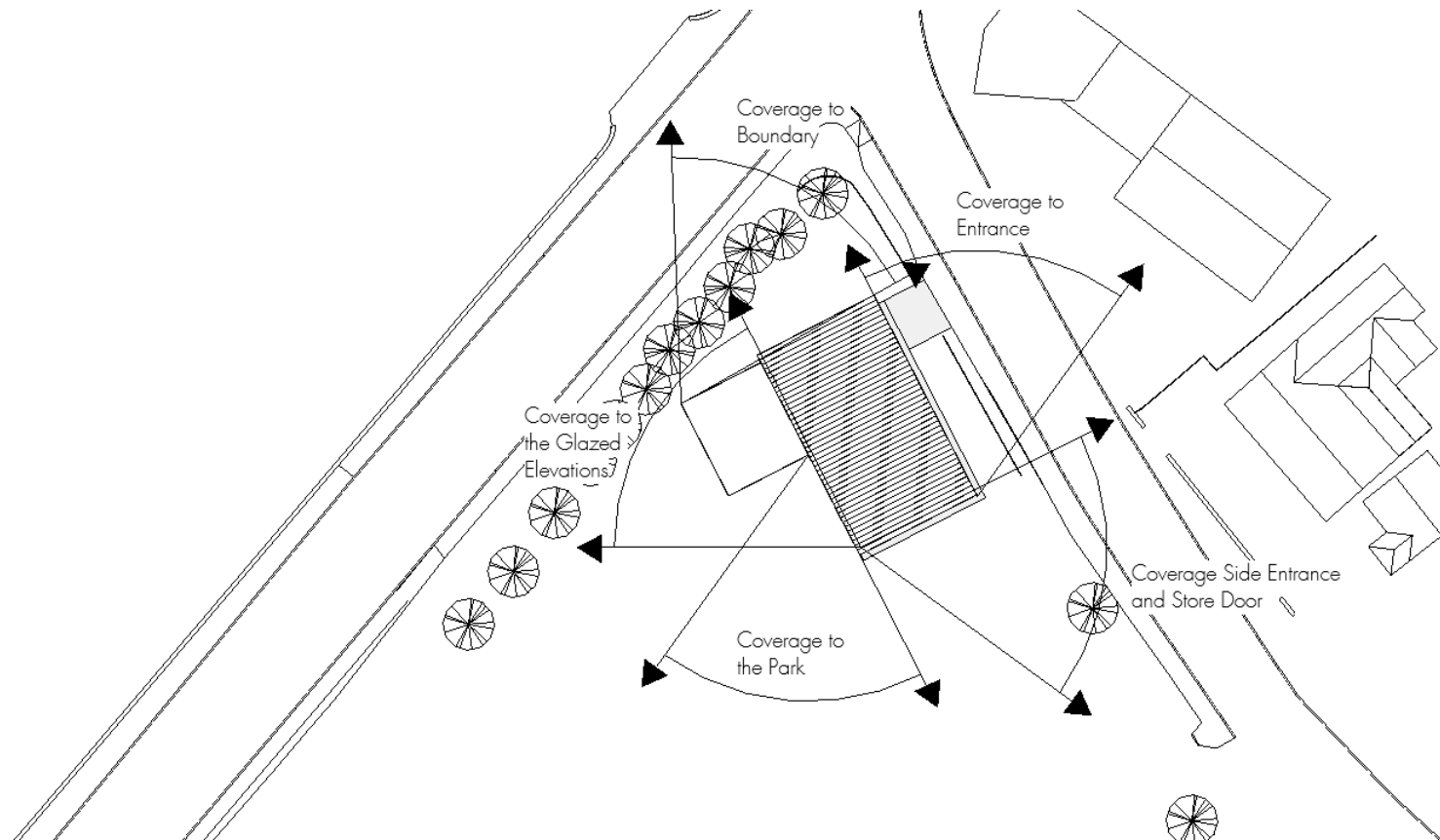


Illustrated in the [Dwr Cymru Sewer Plan PLA0054659](#) (Appendix 02) is the approximate positions of the various sewers in the locality. The main lines, according to this data appear to be combined surface and foul water gravity sewers principally to Chester Road and The Green. It is considered that the Hwb will leverage the existing sewer infrastructure in place to service the toilet block, as far as possible, to drain its foul water to the main line sewers.

It is anticipated that there will be ample capacity for the drainage to be carried out in the above manner due to the lowered number of toilets and basins to be served when compared to the existing accommodation. The provision of 2 toilets and 2 washhand basins is less than half of that of the existing building therefore indicating that the current is unlikely to be overloaded by the proposal.

Regarding surface water drainage, a sustainable strategy is proposed to prevent oversaturation of groundwater through the use of rainwater harvesting, a green roof system and rain gardens.

In principle, rainwater falling on the metal roof will be directed to the harvesting tank for use within the building and for the maintenance of the park. Rainwater falling on the sedum roof will largely be absorbed with the surplus in this case and from the harvesting tank being directed to rain gardens. Similarly to the green roof, the rain gardens will absorb the surplus surface water to slow its transmission into the water table and thereby reducing the risk of groundwater oversaturation and localised flooding.



As has been established previously in the report, the existing toilet block has stood disused due to vandalism and anti-social behaviour. This in conjunction with improving the public amenity of the park and ongoing enjoyment of the Hwb, there is a clear case to ensure that the proposal adequately addresses community safety.

To address the aforementioned anti-social behaviour, it is considered appropriate that a security cameras be installed in key areas to dissuade the perpetration of future such activities and record it where the deterrent is not respected. It is proposed that coverage of the Hwb's corners, including overlooking the entrance doors, the glazed elevations, the area enclosed to the boundary by the proposed buildings and one viewing out to the park itself.

Regarding the adoption of Approved Document Q integration in satisfaction of the Technical Advice Notes 12 for the prevention of crime, external door-sets and windows will be specified to be Secured by Design according to the security ratings given in ADQ.

The external lighting scheme will be set up such that key areas of the building are to be lit with security-lighting and there is to be a general low-level perimeter down-lighting to the perimeter to illuminate the immediate grounds of the Hwb itself. It is anticipated that the considered illumination of the Hwb as a focal point, particularly in winter, will encourage the safer use of the park grounds in low-light conditions.

5.8 DESIGN CHARACTER

5.8.1 Proposed Elevations



East Elevation

Facing onto The Green, the east elevation is to be considered the principal in the architecture of the building. In deference to the streetscape, and as commented on by the Wrexham Planning Authority, the lowest point of the eaves are presented in this direction to allow the Hwb to be non-dominant in the wider built-environment. In this principal elevation, though relatively restrained, demonstrates the majority of the material palette, primarily in a heritage brick, floor to ceiling glazing with a feature timber-clad section which alludes to the architectural language expanded to the rear.



South Elevation

Returning the brickwork around the south elevation, there is a transition to the timber cladding which forms the majority of park-facing architecture. The orientation of the timber is intended to form an articulation to the elevation; the horizontal runs are punctuated at the corner by the vertical timbers which reference the feature timber louvres, a particular sculptural element within the design. In evidence in this elevation are the aforementioned louvres and the deep overhangs implemented as part of the solar strategy to occlude the high summer sun and to welcome the low winter sunlight in while minimising glare to key areas internally.



West Elevation

Conceptually, the park-facing element of the Hwb is intended to be largely glazed and clad in timber. Though the extent of the glazing may be considered exceptional relative to the local aesthetic, it is required to create a strong visual connection to the park with the stated intention that parents using the Hwb can ensure the safety of their children in the recreation areas. Moreover, it is intended that, where appropriate, the Hwb can be opened to the park entirely to strengthen the relationship to the park. As the L-shaped Hwb configuration articulates the corner of the park, it is intended that the materiality must therefore be soft, welcoming and rich in visual interest. The relationship of the louvres and the selected vertical cladding is demonstrated more strongly in this view.



North Elevation

The north elevation faces Chester Road and is in close proximity to the site boundary. It is due to this that the extent of the elevation is to be finished in the heritage brick which will be designed to reflect the mottled clay brick to the boundary of Rossett Hotel opposite. It is intended that these accents reference the vernacular as present to view into the Conservation Area while creating a continuity of architectural language through the inclusion of the three fixed light glazing panels. The flat green roof system demonstrates most clearly in this view its impact on the form which establishes hierarchy between the dominant volume that is presented to reflect the local heritage and that subservient volume is contemporary in its sensibilities.

5.8.2 Proposed 3D Views



Aerial Visual of the Hwb in Context of the Park

A key factor that has been central to the commentary of the previous design by the Wrexham Planning Authority has been the relative scale of the proposal. As is demonstrated in the aerial visual, the Hwb is intended only to occupy the disused corner of the park which is quite expansive in relation. When viewed in context, the Hwb, though larger than the existing toilet block, is capable of being sited comfortably within the park with little deleterious impact on the public amenity. It is intended that in all cases, the Hwb will enrich and enhance the park as such and amenity for the local community.



3D view of the South and West Elevations

The visual of the south and west elevation is a ground-level view of the Hwb from the park itself, considered the most likely vantage point from which it will be observed. Demonstrated in this visual is the suggestion of the brickwork facing the two roads enclosing the soft timber core of the building that spills out into the park. With the realistic light modelling represented in the visual, it is possible to see the over impact of the passive solar strategy implemented in the design with the extensive shading beneath the projecting roofs.

Through the considered design, the proposal shall do so in a manner that is sensitive to the cultural and historical context of the area.

5.8.3 Materials



SIBERIAN LARCH CLADDING

Siberian larch is a hardy timber that is naturally resistance to the elements which weathers from its light brown to a silverygrey over time without treatment. The timber will be used extensively throughout the design in both the horizontal and vertical orientation, particularly to the park-facing elevations. It is intended that the timber presents a soft and welcoming aesthetic toward the park to encourage transition between the Hwb and the outdoor recreation spaces.



HERITAGE CLAY BRICK

Demonstrated in the Rossett built environment, particularly along Chester Road, is the use of a red clay brick. Given the Hwb's position at the edge of the Conservation Area, it is considered appropriate that a brick facing both Chester Road and The Green are to leverage the closest colour and texture match in a heritage clay brick. The bricks in question are a rustic red clay type with a wide tonal variation encompassing sandy orange, earthen reds and dark browns to ensure that views to the Conservation Area demonstrate harmonious and unified material palette.



STEEL STANDING SEAM ROOFING

The material choice for the main roofing is driven principally by the design parameters wherein the ridge height it deliberately kept below that of the existing. Given the spans involved, a low-pitched solution is preferred which ultimately preclude a number of more traditional materials. Ultimately, it has been decided that a standing seam roof in Slate Grey (RAL 7012) is a suitable selection to reflect and emulate slate and leadwork roofing in the Rossett Area.



SEDUM ROOFING

Within the architectural hierarchy, there is a lower flatroof element that is intended to be a sedum-planted green roof system. In design terms, it is intended that at points from which the Hwb is overlooked, that the green roof will allow a part of the mass to visually receded into the park. In practical terms, the sedum will intercept a proportion of rainfall on the site that makes its way to ground, thereby reducing the Hwb's contribution to the surface water saturation about the site.



SLIDING DOORS

Allowing the outside in and providing a seamless transition from the internal and external spaces, sliding doors are to be deployed in key areas. The doors are to feature a Slate Grey aluminium frame to create a unified visual language with the standing seam roof and window elements. It is a key design point that users of the Hwb must be able to see into the park, particularly for parents overseeing children in the play areas for which the glazed sliding doors are an optimal solution.



Fixed Light Glazing

There are several instance around the perimeter of the Hwb where light is required to the sides open to the site boundaries. As these elevations cannot be wholly open as with the park, there is the need for deliberate and selective position of fixed windows, typically full height, to break up the runs of singular materials. To provide a unified aesthetic, all windows are to be framed in the Slate Grey aluminium frame as with the roof and doors.

6.0 PUBLIC CONSULTATION

On December 05 2021, Rossett Community Council held a public consultation based on the design supported in this document based on the following presentation board:



Held in conjunction with a wider community event, the Hwb Yr Orsedd Board took the opportunity to engage with attendants on the perception of the scheme. A survey was taken at the point of contact (Appendix O3), following an open conversation about the vision for the proposed scheme; the findings are summarised as follows.

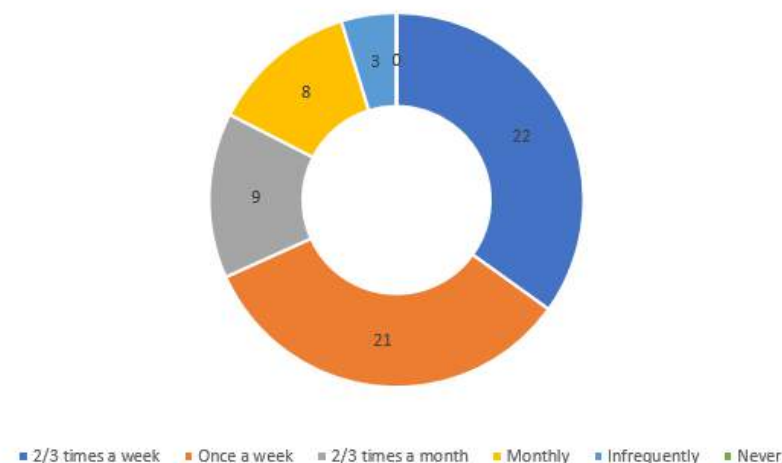
The total number of individuals who engaged in the consultation was in excess of 100 people of whom 63 engaged with the pro-forma consultation. All who did so were of the Rossett area, including residents from The Green, Holt Road and Chester Road which are the three carriageways that enclose the park. To get an impression of the desire for the Hwb, general use cases and general concerns arising as a result, several questions were put to the participants as follows:

- How often do you think you would use the facilities of the Hub?
 - 2-3 times per week
 - Once per week
 - 2-3 per month
 - Once per monthly
 - Infrequently
 - Never
- How would you travel to the Hub?
 - Bicycle
 - Dropped Off
 - Mobility Scooter
 - Vehicle
 - Walk

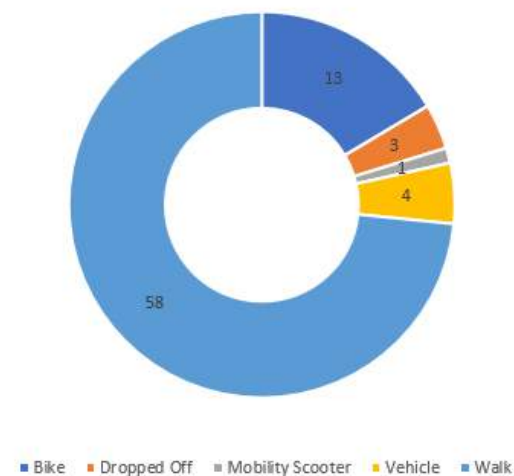
As shown in the associated charts, the vast majority of users (68%) expect to utilise the Hwb at least once per week; 22 participants suggesting that they would anticipate their usage being multiple times per week with 21 considering that their visits would be once weekly. Of the outstanding 20 participants, 8 suggested that their usage of the Hub would likely be 2-3 a month, 8 suggested once monthly usage with the final 3 considering their projected use to be infrequent. Of the participants, none believed that they would never use the facilities provided by the hub.

In terms of the accessibility of the Hwb, which was multiple choice, it was found that the overwhelming majority of 58 of participants anticipated that they would envision themselves walking to the site. Some proportion of these participants would also use an alternative mode of travel, which seems mostly likely to be by bicycle as this has the next highest proportion at 13 people. The remaining 8 participants anticipate the usage of some form of motorised vehicle; 4 participants suggest that they would utilise a private motorised vehicle, 3 would anticipate that they would be dropped off with the remaining individual believing that they would require a mobility scooter.

Anticipated Frequency of Use



Anticipate Mode of Transport



In a second section of the survey, 48 participants elected to share their views in greater detail. Of the 48 participants, 46 approved of the scheme with the remaining two disclosing neither approval or disapproval. There was no disapproval recorded in this body of people. The comments supplied in support of the approval present a diversity of points which are of much interest and pertinence to the proposal overall. They are to be summarised as follows:

- **Local amenity**
The proposed addition of community amenity is the key consideration that seems prevalent throughout. It is specifically indicated that the flexible space will be conducive to a wide range of uses for a diversity of users with a strong connection to the park is much desired. The notion that the Hwb will become a focal point and destination within Rossett is a compelling case in its support.
- **Community Integration**
In terms of the perceived benefit that the Hwb can bring to the participants, the possibility of social intergration, intergenerational mixing and the engendering of community spirit are raised in its support. The recognition of the intended brief is validating to the need of the building and the benefits that can be gained through its procurement.
- **Design**
The commentary has been most receptive to the contemporary design of the proposal for its sensitive scale in both height and footprint. Related to the footprint, there has been the recognition that the proposal limits its impact on the park through its considered design. Generally, it is considered that the Hwb will be an improvement aesthetically over the existing.
- **Regeneration**
A strong sentiment amongst the participants is that the existing disused toilet block is undesirable by comparison. It is generally considered that the site is desperately in need of rejuvenation of what is considered as an unused corner of the park.
- **Parking**
The general sentiment expressed is that the vast majority of circulation to the Hwb will be local pedestrian travel as discussed above. Notably, there is the expression of the opinion that support for the Hwb is conditional on none of the park being given over to cars with the point being made that more sustainable modes of transport must be encouraged first and foremost. Reflected in the

consultation is a very limited perceived need for parking facilities across the body of data; while the individual concerns are not to be dismissed, the view taken is that the Hwb can aspire to be an exemplar regarding sustainability to inform cultural and behavioural change as it pertains to the wellbeing of the local environment and beyond.

When asked to consider what type of activities the Hwb could be host to, there were a range of suggestions, summarised as below:

- A venue for family & community events
- Post office outreach and mobile library services
- Club activities; sports, wellness, hobby groups and special interests
- Workshops led by community businesses
- Community outreach groups to reduce social isolation
- Catering facilities to offer refreshments to visitors
- Co-working facilities particularly for parents working from home
- Robust internet connectivity to facilitate people without home internet
- A place for parents to wait while their children play in the park.

Taken as a whole, the support for the proposed Hwb scheme from this select group of individuals, who chose to engage with the consultation, was generally very positive and in alignment with the aspirations in the brief.

It is evident that the main concern involves the reconciliation of on-street or dedicated parking against the need to preserve as much of the park as possible. As has been demonstrated in this statement, the recommendation in this regard as part of the design rationale is to place enhancement of the park and the encouragement of low-carbon modes of transport must be the priority. This is not to dismiss the concerns regarding the vehicular congestion about the site however it is considered important that the design must uphold its underlying ethos as it pertains to the NetZero 2050 pathway which is fully intended to set a base-line for future developments in the area as far as sustainability is concerned..

7.0 CONCLUSION

The development of the Hwb Yr Orsedd is predicated on providing a community amenity for the Rossett area with the intention enriching both the existing park and providing a place where local residents can meet and connect. The intention throughout this statement is to demonstrate that there is a variety of factors that lend support to the demolition of the existing toilet block in favour of a sensitively designed contemporary replacement.

The design choices made throughout the design process have sought to balance the needs of the client, the local vernacular and vision for the Rossett are in the context of national legislative targets for energy performance. Throughout the process, the client has diligently engaged Wrexham Planning to ensure that the proposal put forth for the Hwb is as amenable as possible to the points raised in the consultation

In summary, the proposed Hwb Yr Orsedd is intended to achieve the following:

- Regenerate a disused and unmeritorious building in favour of a keystone design that will act as a gateway to the Conservation Area. The public consultation has fairly unanimously indicated the need to intervene in this space.
- Provide a community facility that can house a number of activities with a local focus. Use cases include:
 - A flexible venue for intergenerational recreation activities from local groups to support community integrity and reduce social isolation
 - A location to which mobile services that Rossett is in need of such as a post office and library
 - A place which enriches and encourages use of the park by providing a place where parents and guardians can wait while their children use the play facilities.
- A design that sympathetically uses vernacular materials to form its overall aesthetic, being mindful of the scale of the original building. In principle, the overall design is not intended to be a pastiche of the local vernacular architecture, but does make reference to it through the material selection in specific instances. Rather, the architecture of the Hwb is intended to reflect the current conditions with a view to current challenges face in regard to the climate.
- The Hwb is intended to be a highly-insulated SIPS construction which will ensure that, in conjunction with a relatively airtight envelope, that the building will be able to retain heat gained passively from the sun and subsidised where necessary through renewable means. The overall intention is to ensure that the carbon load of the Hwb is limited through a material-first approach to sustainability.

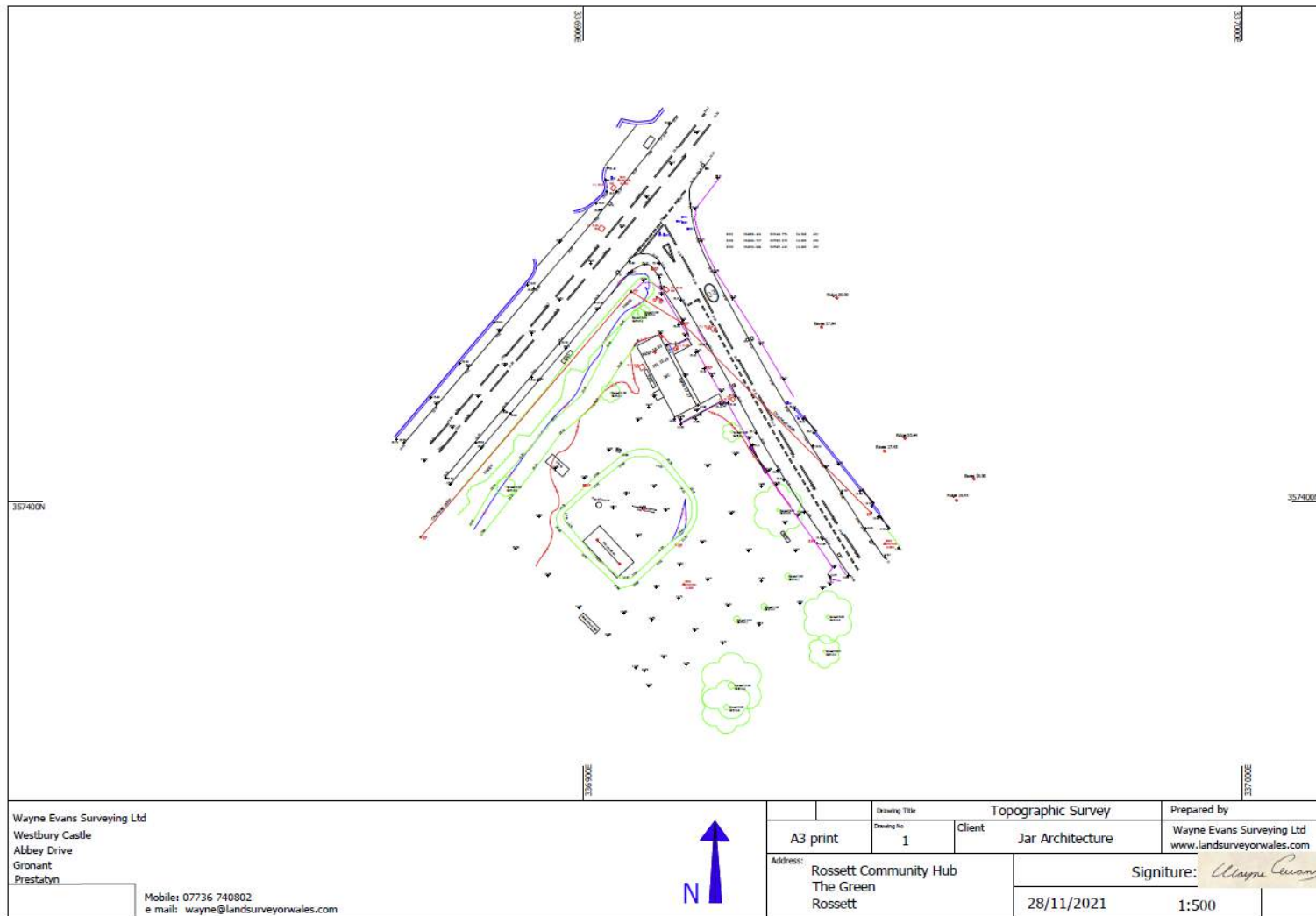
- The construction of the Hwb must be made at a little cost to the park land and its ecology as possible.
 - As such the Hwb is intended to leverage existing parking and public transport infrastructure rather than giving over park land to dedicated parking. Not only is this generally supported through the public consultation but is viewed as a necessary adjustment to individual and collective behaviour to lower carbon cost per capita where the Hwb is concerned
 - Any trees lost are to be replaced in addition to wider planting about the Hwb site. Additional planting will be made considerably to boost the local ecology whilst not negatively impact views out to the park

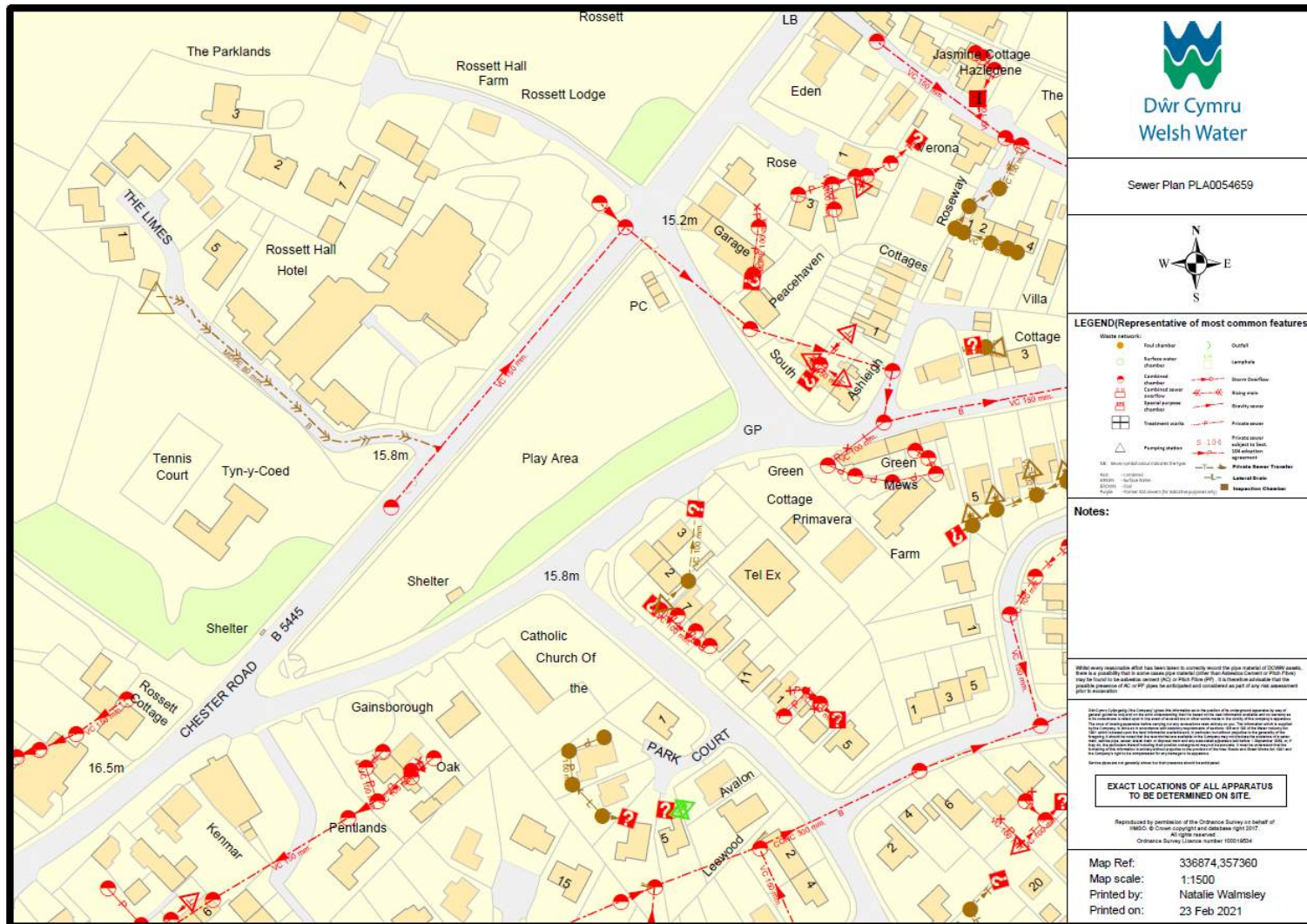
Ultimately, Hwb Yr Orsedd is a proposal that is intended to serve and enrich the Rossett Area. There is a demonstrable stake in the development of the Hwb evidenced by the engagement in the public consultation held by Rossett Community Council and it is viewed that this is an opportunity to engender community pride and ownership over the built environment. It is for this reason and those enumerated throughout this report that Hwb Yr Orsedd is deemed appropriate, if not necessary, for the site and wider context.

7.0 APPENDIX

- Appendix 01 Land Surveyor Wales Topographical Survey
- Appendix 02 Dwr Cymru Sewer Plan PLA0054659
- Appendix 03 Rossett Community Council Hwb Yr Orsedd Location Survey

Appendix 01 Land Surveyor Wales Topographical Survey





ROSSETT COMMUNITY COUNCIL

HWB YR ORSEDD / ROSSETT HUB

Location Survey

Do you live in the Rossett area?

Yes	63
No	0

Location:

Alyn Drive	Higher Lane
Beech Hallows	Holt Road
Broad Lane	Lavister Walks
Burton Green	Pippin Lane
Burton Road	Roseway
Campbell Close	Rossett Park
Chapel Lane	Rossett Road
Chester Road	Shordley Close
Croshawell Lane	Station Road
Cromar Crescent	Stonewalls
Darland Lane	The Green
Gun Street	Trevalyn
Hawoods Lane	West Way

How often do you think you would use the facilities of the Hub?

2/3 times a week	22
Once a week	21
2/3 times a month	9
Monthly	8
Infrequently	3
Never	0

How would you travel to the Hub?

Bike	13
Dropped Off	3
Mobility Scooter	1
Vehicle	4
Walk	58

Your Opinion Matters Survey

Did you find today's event useful?

Yes	47
No	0
N/A	1

How could we improve future events?

No reason to improve.
Continue to communicate to all affected residents and listen to any negative feedback without bias.
Hot beverages.
Very engaging, face to face. Much more proactive than keyboard warriors.
Great event, good visual displays have helped. Well done.

More of the same.
Very well informed and found the information easy to find. Thank you.
It was really good to see the plans.
Maybe have meetings on proposed site.
More of the same. Good to see the plans and chat in person.
The facilities proposed would be useful.
Great to see the plans in person and talk to members of the project. More of the same.
I think this was a great idea for everyone to give their views.
Other social media comms that aren't Facebook.
This was fine.
Maybe hold it in the park to be able to show where things will be.
Have a place where people could meet up under shelter.
The event was really helpful. Clear plans very informed and engaged speaker.
Very informative and well presented.
It is great to be doing this and by the pub, perfect.
Advertise Facebook. Golden Lion is great venue, central.
No improvement required.
More shelter for when its raining.

Do you approve of the proposed Hub design presented today?

Yes	48
No	0
N/A	2

Could you expand on reasons for your answer?

Modest size, attractive finishes - to blend in with surroundings. Functional layout, proximity to play equipment. Excellent design, attractive building. Positive addition to village and community.
Great idea to replace the unused building currently there, would be great for the village.
Regeneration of local facility.
It will expand the community feeling within the village. All ages should be accommodated.
Looks very fitting for the village and will be a brilliant place for people.
Fantastic addition to a thriving village. Improvement (huge!) on the current toilet block.
Much needed local amenity.
Right size for the park. Much needed.
Stylish design and appears not to be on too much land. 'L' shape makes excellent use of the unused corner space. Will be a great asset to the community.
Currently little used end of the park.
Plans changed constantly and a lot of money has been spent already on the toilet block.
It would benefit the community.
Better than toilet block where people do drugs.
It will make great use of a derelict area. Would be great for the village and community.
It's much lower than expected. Looks amazing, modern, Eco friendly. Something from Grand Designs!
A day time meeting place is welcome.
It looks great. Plans are designed to be multi purpose. Doesn't overwhelm the area. Great to have a central space for all ages.
Excellent facility for the village. Full support.
I think it blends into the area really well. There is still plenty of green area remaining.
Meeting place to meet friends.
Have 3 children, would love better facilities in the park.
Bringing disused asset back to life. Multi-functional community space (not commercial).
Welcomed/modern.
This will be an excellent additional facility for young and old alike. It will also sort out that 'eyesore' of the toilet block - a blight on the village.
It would be great to have a modern, family friendly space for community events.
It would benefit all and improve the image of the village.
It would improve the site and it would be beneficial to the village, especially all the community
There are few facilities in the village. Parents will use the park more if able to use
The proposed design is so in keeping with the environment.

Having lived in the village for 20 years, I firmly believe this to be a fantastic addition to the amenities in Rossett.

It looks so much nicer and cleaner. It is a good use of space.

I think it brings great modernisation to the area and improves community facilities.

I support the proposals with the proviso that there is no encroachment onto the park for car parking.

I was really worried that park space was going to be taken away to make disabled parking. I would be very against any park space given up to cars. I want the bulk of the park maintained as a play space for children but the current design looks fantastic, a really good resource for young and old alike. Extra parking will encourage more cars which we don't need. We need to encourage people to walk.

Aesthetically pleasing building. Blends in well with surroundings.

It will enhance the community and allow people to come together to share information and experiences.

But need to consider parking options. Happy that the building isn't taking up too much of the park football area etc

Developing a site into a useful venue.

Nice to see a redundant building replaced with something useful and more attractive.

I think this will be perfect for the local community and develop the area.

Good use of space. Contemporary looking.

Good for the village to increase people meeting, new and 'older' residents - ie, those who lived here many years! Nice new modern facilities.

Looks better than old toilets. Attractive building. Useful for community.

Nice to drop in when using the park or out for a walk around Rossett.

As a parent to a one year old, I would find this an asset to Rossett. Rossett currently lacks such a space and I would use this often.

Very well explained.

Because it looks a lot better.

We are interested in any ideas you may have for activities and services which could be provided at the Hub.

Any kids clubs/events etc would be idea.

Family evens. Community events.

Coffee morning with recognised speakers.

A youth club, post office outreach service.

Parents and baby groups.

A 20ft screen so that so that (persons name) can't see it.

Making places for local parent groups, meeting place and maybe mobile library service.

A place to meet locally.

Social group meetings, elderly etc. Meeting place, agencies. Santa could meet the children at chrl.

Places to go after school for a warm drink.

Ping Pong club.

Craft club, Yoga, singing/poetry, dementia café, book club, shake shack, boardgames club, comm

Workshops from local business, place for older and younger members of community to meet.

Will dogs be allowed in?

Co-working space for home workers.

Meeting place for old people, perhaps local history club, cubs and scout hut?

Toddler group, book Club.

Possible internet café for those who don't have internet at home.

Drop off / book swap etc.

Craft workshops for children.

Internet for homework and research.

Indoor play areas for local children.

Community post office, 2-3 days (or half-days) per week.

Mini market. Café.

Activities for lonely people to come together.

Happy with activities for teenagers and older people.

Perhaps some catering facilities.

Have working facilities on particular days for those working from home locally.

Community meetings. Clubs eg chess/bridge. Table tennis. Events eg Wine tasting etc.

Baby groups, arts and craft sessions, yoga and pilates.

We would like to see the hub go ahead.

Wifi for research.

Do you have any outstanding concerns/questions regarding the Hwb project or the Hub generally?

No (many)

No concerns

No. Think it is a great idea.

Sort the one-way system.

Only the risk of parking on the park.

Just parking/traffic.

Will it be dog friendly.

I do feel it can only work if the one-way system goes ahead. Parking/traffic reasons.

No - long overdue.

Really hope this goes ahead, very grateful for the time and effort put in by members of the project

Parking. Please no parking.

No, can't wait for it to happen.

Nil. It is an excellent idea and cannot think of any issues it may cause.

Not really! I wholly believe it's a great idea.

No. Hurry up and build.

I do not see that the Hwb can be considered as isolation. Yes people living locally can access Hub by walking/cycling but access is presumeable open to all of community - Lavister, Burton Golly etc, probably a great distance than many will walk. People WILL use their cars. Parking is already an issue around the Green compound by the garage visitors and customers. Parents waiting for out of village school buses etc. and overflow from Co-op and Golden Lion. Not being negative, a plain fact. There will need to be dedicated parking.

No. All answered by Wendy.

Finally, and most importantly, we would like to know how you believe the Hub could benefit you, your family and community as a whole?

It will be a nice place to meet new people.

It will benefit our grandchildren.

As mentioned previously but having such a central hub in the village will be amazing for the Social area, good to meet friends, so children can play in park.

Enhance community spirit.

Community meeting point. A point of contact for any help or assistance required by any residents? Great idea!

New place to use as a family with small kids as well as safe space for teens.

Somewhere safe for kids and families to be at.

2 young children would love to meet friends at the park/hub.

Would be a useful focal point for local residents.

Get to know more people because we are new to the area.

Functional toilets and access to food for children/families in the park. Central space for the elderly. Central space for people to meet.

I think the green is an essential hub for the community and it's an opportunity to bring people together.

Would bring people together and would be a great place for people.

Being a new dad, I like the idea of my daughter having access to a purpose built community facility, instead of a run down toilet block.

A community hub makes a village.

Bring sense of community spirit and focus to village.

Bring people especially those living on their own to get the chance to meet others.

Bringing everyone the opportunity to get to meet others.

Family events for young families.

We use the park on a daily basis, would love facilities we could use as a family.

Bring the village together.

I think it will be a great place for people to get together and have somewhere to go to meet.

Somewhere to meet friends. Bring the village together.

I run a local craft business and it would be lovely to run workshops for local people. Know that elderly would appreciate a place to meet. Good place to meet friends with children while enjoying the park.

Yes

Central location, be a point to head to if you're new in the village to find out what's going on. So many young people leave the village for something to do. Now they would be able to go there.

It would be a great place for me, my family and my friends to meet and generally think it will bring us closer as a community. I cannot believe anyone wants to keep the toilets the way they have a place to go in the warm that is suitable for teenagers.

My family could attend at the Hub to meet friends and my 10 year old son could play safely in the large park area.

Meeting place and chance to get together for all sorts of activities.

Having the facilities within the park would benefit many families, a community space to share and have available for young and old.

Good facilities will encourage more people to use the park.

Reduction of isolation. Community cohesion. Intergenerational mixing.

Bringing families together.

A place to take young children in a safe environment.

We have two young children who enjoy playing in the park, so the additional facilities and improvements would benefit us alot.