



DESIGN AND ACCESS STATEMENT

19 UNIT HOMELESS SHELTER

HOLT ROAD, WREXHAM

V2 MARCH. 2021

PROJECT DIRECTORY

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1.00 BACKGROUND TO THE PROPOSAL

1.01 INTRODUCTION

This Design and Access Statement will accompany the application for full planning permission in conjunction with the drawings and reports prepared by Ainsley Gommon Architects and the other consultants employed by Clwyd Alyn.

Wrexham is an important regional town in North East Wales providing a large range of civic buildings, premises and infrastructure for transport, business, education and recreation. As such individuals and families depend upon the town and support the local economy. However there is an urgent identifiable need for affordable homes for people who are designated as being homeless in Wrexham, some already residing in Ty Nos but this arrangement is far from ideal.

The application site was identified by the Council who have entered into an arrangement with Clwyd Alyn Housing Association and discussions have taken place with the Local Authority to explore and expand the potential of the current Ty Nos facility due to its central and sustainable location.

The development is planned to replace the existing outmoded building and temporary cabin shelters. The new scheme is being supported by Welsh Government and the new facility will be built to Lifetime Homes Standards, Welsh Government Development Quality Requirements and Secure By Design Gold principles.

1.02 VISION STATEMENT

The expected residents of this development will be people who are relatively active and independent but have found difficulty finding suitable living accommodation in Wrexham and need shelter and support to rebuild their lives and to live in safe and secure accommodation.

The proposals seek to make best use of the site in the context of the setting while creating the most flexible, accessible and inclusive living environment for the residents. A varied arrangement of one bedroom self-contained apartments will be provided, as follows:

- 19 x one bedroom 2 person apartments
- 1 x staff office providing accommodation for support staff
- 20 parking spaces

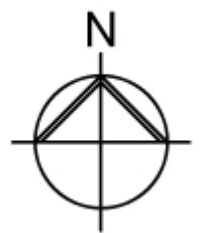


Image 01 - Aerial view from Google Earth

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1.00 - BACKGROUND TO THE PROPOSAL

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2.00 - CONTEXT

2.01 LOCATION

The scheme is located to the East of Wrexham Town Centre with good links to all of the towns facilities just over 300 metres away. Local bus routes are close by and Wrexham train stations within cycling/walking distance, providing links to the rest of North Wales and further afield.

Located on Holt road next to Asda Supermarket. Other local facilities such as Wrexham Library and Coleg Cambria, grocery stores, supermarkets, cafes, churches, fast food and retail outlets of every kind are all within easy reach and walking distances.

2.02 PLANNING POLICY WALES

This Design and Access Statement explains the approach to creating a sustainable development through good design in accordance with Planning Policy Wales. This goes beyond aesthetics to include the social, environmental, economic and other aspects of the development.

This Statement also aims to explain how the principles of Inclusive Design referred to in Planning Policy Wales have been incorporated to create a development that will be accessible, provide flexibility in use, and an environment that is convenient and enjoyable to use for the residents.

2.03 TAN 12 - DESIGN

The development has been designed in accordance with the principles of Technical Advice Note (TAN) 12 - Design. The revised version of TAN 12 - Design was originally published in June 2009 and this Design and Access Statement has been formatted to reflect the revised content of TAN 12 (2016).

The scheme reflects the planning policy of Wrexham County Borough Council, including LDP Policy and Planning Policy Wales.

Further information can be found in the Planning Statement prepared by planning consultant Peter Lloyd which forms part of this Planning Application.

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Image 01 Location Plan

2.00 - CONTEXT

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2.03 LOCAL CONTEXT

The site is currently developed and fronts onto Holt Road and shares an access with the Wrexham Quaker Meeting House. Wrexham Shopping Centre is short walk away to the West.

The existing Ty Nos building currently offers temporary shelter for homeless people and there are a number of temporary buildings/containers currently on the site to the rear. The site, with its existing parking and service areas, is served from Holt Road and largely laid to tarmac around the existing buildings.

There is pedestrian crossing adjacent to the site entrance but the footpath is wide and highway visibility is generally good in both directions.

Asda Supermarket's service yard access is adjacent but the site is separated by a landscaped public footpath which links Holt Road to neighbouring housing and amenity space to the North and East. Just beyond the site fringing the boundary there are a number of semi mature trees and these are described in the Tree Report. They help to provide shade and partly screen the site to the West and the North. Similarly there are small trees and hedging along the boundary with the Quaker Meeting House to the East. Houses in Aston Grove to the East have a large garage court behind them which is adjacent site boundary. However the long linear garage buildings and the Meeting house and associated planting help to screen the Ty Nos site from the East, while the parking court serving the existing flats in Parkleigh Court is served from Aston Grove. Mature housing to the North is elevated on a hill with sloping amenity space falling down to our site boundary. This forms a useful landscape buffer and because the housing and rear gardens in Aran Road are elevated it is not envisaged that any new development below on the Ty Nos below will create any overlooking problems.

The surrounding building context can be summarized as follows:

1. Typical building typology in the area is largely 2 storey flats and houses.
2. Build up in scale heading West towards town centre is retail and civic buildings increase in size.
3. Mature roads with tree planting—stone boundary walls and railings characterise the site and adjacent properties to the East.



Image 01 - 05 - Selection of images showing buildings around the site .

01 - 05

2.00 - CONTEXT

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3.00 - FACTORS AFFECTING DEVELOPMENT

3.01 SITE CONSTRAINTS & OPPORTUNITIES

The main site constraints and opportunities are as follows:

1. Stone wall boundaries to the rear - east & north enhanced with wire mesh fencing provides added security.
2. Site is largely flat making it possible to gain level access to all new units while entering from the principal access points on Holt Road without need to create new openings for vehicles and pedestrians.
3. Opportunity presented to improve a site which has developed sporadically over time while improving the footway and crossing point to the site entrance off Holt Road.
4. Existing residential developments directly to the North, and east are of similar scale to what is being contemplated.
5. Courtyard parking areas can be created between the new dwellings to help contain and minimize visual impact while providing valuable affordable housing.
6. Close links locally to all local amenities, and recreational areas for residents. Pockets of open green amenity spaces within a short walk.
7. Many Local amenities located close by with town centre only 5/10 minutes walk to the West.

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Image 01 Existing Site Plan

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Image 02 - Existing Site - South East Aerial View—Asda to West, garage court + Meeting House to East

3.00 - FACTORS AFFECTING DEVELOPMENT

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4.00 - DESIGN OBJECTIVES

4.01 DESIGN CONCEPT AND PRINCIPLES

The development consists of a small reception office for housing support workers near the site entrance and 19 affordable apartments built to Welsh Assembly Design Quality Requirements and Lifetime Homes Standards for future adaptability. All one bedroom apartments are easily accessible from parking areas provided and ground floor flats would be fitted with low threshold showers to aid mobility and wheelchair adaptability.

The design has been developed to respond to the site levels and physical constraints while reflecting the scale and massing of the adjoining buildings. Whilst contemporary in appearance, the building takes design cues from the local building language, replicating the rhythm of the existing street scene and using a mix of traditional and modern materials.

All ground floor apartments and garden access to convenient clothes drying facilities and bins stores, small patio areas and secure/private amenity space.

All flats would have their own front door to minimise unwanted circulation and to maximise ownership in use.

Windows to habitable rooms are positioned to maximise natural light and aid site security and surveillance of shared spaces, parking and amenity/garden areas.

Distances optimised between building and site boundaries to allow areas of planting to offer relief to the street scene and provide additional privacy.

4.02 AMOUNT

The development offers the following:

19 x one bedroom 2 person apartments @ 51m² per unit.

1 x staff office providing accommodation for support staff @ 51m²

20 parking spaces including disabled parking.



Image 01 - Proposed First Floor

Image 02 - Proposed Ground Floor

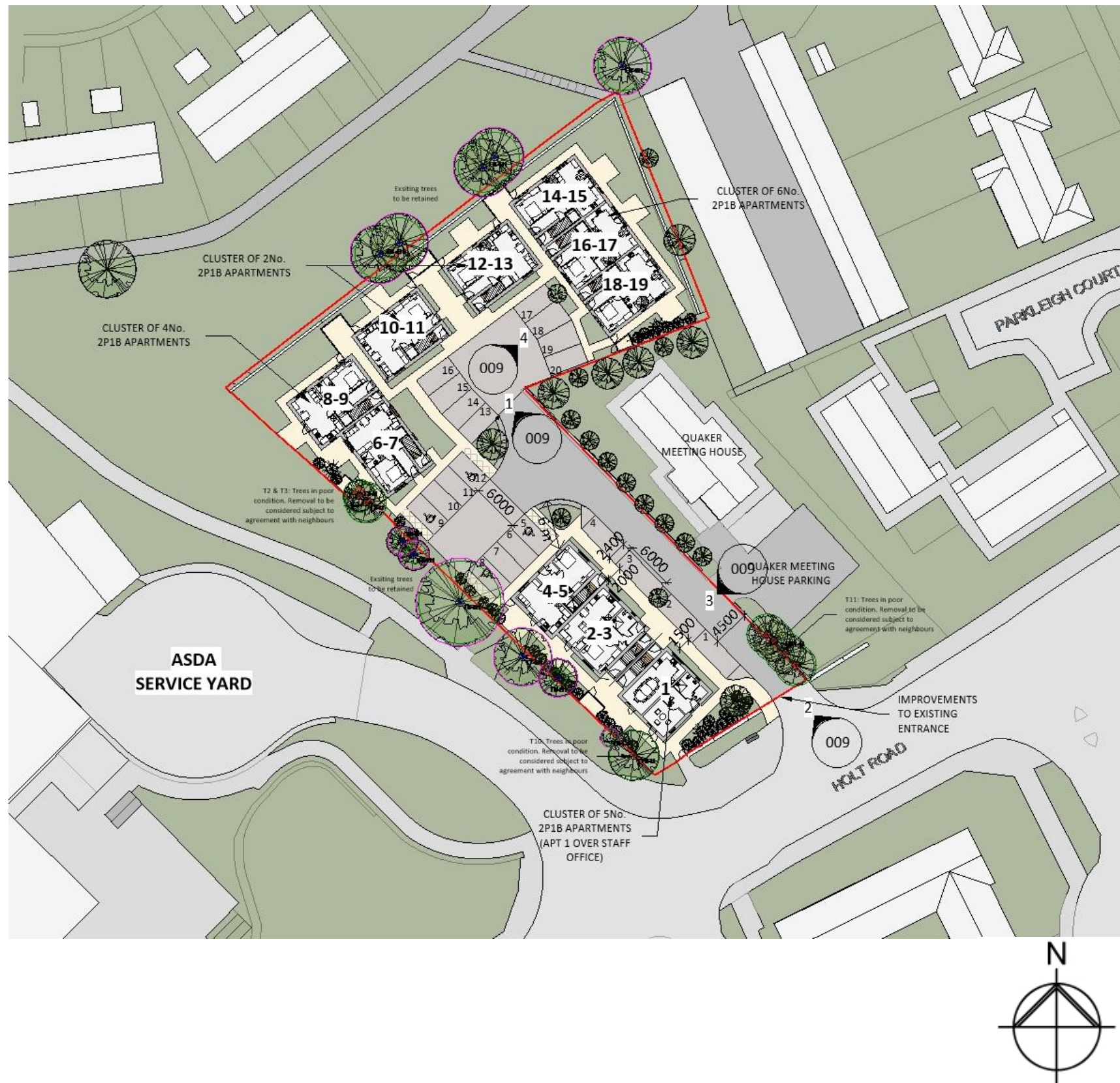
4.00 - DESIGN OBJECTIVES

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5.00 CHARACTER

5.01 LAYOUT AND LANDSCAPE DESIGN

The layout of the proposed apartment block is designed to make best use of the site whilst complementing the existing street scenes surrounding the site. The apartments provide a positive outlook in all directions of the building and have been carefully designed to minimise overlooking and overshadowing to adjacent properties.

The main car parking areas are set back to minimise impact from Holt Road and new landscaping and boundary treatments will enhance the visual amenity of the immediate area.

The new apartment block aims to replicate the rhythm and proportions of the traditional housing adjacent with brickwork and contemporary finishes. Domestic scale pitched roofs further helps the building respond to its surroundings.

5.02 SCALE

The proposed separation of the three new blocks of apartments aims to create a contained courtyard feel, with the apartment blocks wrapping around the parking courts with new external garden space and completing the formation of the courtyard development.

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Image 01 - Proposed Site Plan

5.00 - CHARACTER

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5.04 EXTERNAL SPACES

Communal courtyard parking with private rear gardens is provided to the West, North and East. The shared courtyard spaces will be planted and seating areas will be provided. Additional areas of planting have been provided to the perimeter of the site, which will help to soften the impact of the development and further increase the biodiversity on site. Access for wheelchair users provided.

5.05 SITE ACCESS

The site access is provided from Holt Road, which leads into a private parking court.

5.05 APPEARANCE

This area of Wrexham has a distinct local character and appearance with properties having pitched slate/tile roofs mainly in red brick or render. It is proposed that the new residential development will be contemporary in appearance whilst being sympathetic to the existing local character. The external built form of the new dwellings have been designed with traditional pitched domestic scale roofs, gables and dormers, and bay windows reflecting the rhythm and style of the locality. Brick is the primary elevational treatment, but with the introduction of more contemporary metal cladding to the bays and upper storeys helping to break up the massing and further reduce the scale.

In summary, the proposed external materials are:

- Facing brick
- Contrasting brick window surrounds
- Metal window surrounds
- Standing seam metal cladding
- Curtain walling
- Energy efficient coloured double glazed windows

Samples of these will be provided for LA approval at a later date.



Image 01 - Holt Road Elevation

Image 02 - East Elevation

Image 03 - West Elevation

Image 04 - Parking Court Elevation Looking North

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5.00 - CHARACTER

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6.00 - ENVIRONMENTAL SUSTAINABILITY

6.01 LANDSCAPE/TOWNSCAPE SETTING

The site is located close to local amenities, has good public transport links and has been designed to reflect the urban nature of the site. Materials have been chosen to complement the grain of the surrounding area.

From the outset the proposed development has been designed to work with the site and its urban context, with scale and density cues taken from the surrounding buildings.

6.02 BIODIVERSITY & LOCAL ENVIRONMENT

An Ecological Walkover and Survey has been undertaken by RML in Ruthin and will be included within the Planning Application. Further work will be undertaken prior to works commencing to ensure that existing roots are not disturbed during demolition or landscape remediation. Bird and bat boxes will be provided within the development proposals in order to provide a biodiversity benefit.

6.03 ENERGY EFFICIENCY/CARBON REDUCTION

The building will be designed to minimise the energy demand and carbon emissions associated with the proposed development, limiting the effect on the environment and reducing fuel poverty.

Orientation, micro-climate and built form have all been considered to promote passive solar gain, natural light and wind protection, which will all contribute towards reducing the energy demand.

The mechanical and electrical proposals will be developed in due course using low carbon strategies with an aim to minimise energy usage as far as possible.



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Image 01 - Aerial View from Holt Road

6.00 - ENVIRONMENTAL SUSTAINABILITY

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6.04 SUSTAINABLE MATERIALS

Environmentally responsible methods of construction and a palette of sustainable, locally sourced materials will be chosen wherever possible, in pursuing a design that is both energy efficient and environmentally conscious.

Materials will be selected from local sources wherever possible to minimise transport energy use and help sustain the local economy. The materials have been chosen for their sustainability in reference to the 'BRE' Green Guide to Specification.

6.05 WATER

In order for the houses to utilise as little water as possible, water efficiency within the building will be maintained through the installation of dual flush toilets and the use of flow restrictors on taps.

The drainage design will be developed in accordance with Welsh Sustainable Drainage Regulations and a SAB's application will be submitted in due course.

6.07 CLIMATE RESILIENCE

Over the next 50 years the climate is expected to change. Although we can not be certain what these changes will be, general trends have been predicted. The global mean temperature is expected to rise by between 1 and 3.5°C. In Britain this is expected to mean warmer summers and colder winters. We are also expected to have more extremes of weather, with greater risks of floods and droughts. The buildings have been designed to be as energy efficient as possible so as not to contribute further to climate change.

The aim is to meet the needs of the present without compromising people's ability to do so in the future.



Image 01 - Aerial View from the South West

6.00 - ENVIRONMENTAL SUSTAINABILITY

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7.00 - ACCESS

7.01 SITE LOCATION

The proposed site is located centrally within Wrexham with excellent pedestrian and local transport links. The level topography of the site has been accommodated within the building design to maximise accessibility.

7.02 INCLUSIVE DESIGN

The primary aim of the scheme is to create a place that is easily accessible to everyone, both living or visiting the homes.

All external surfaces on the site will have minimum undulation, be non-slip and well laid. Any joints between paving or changes of material will be no more than 10mm wide and any utility access covers, featuring within the hard landscaping, will protrude no more than 5mm above the paving level. Where there are any changes in height or direction surfaces will be clearly marked by a change of texture and a contrasting colour and where appropriate, up stand kerb or low rail.

All paths to the homes will be 1200mm wide and will be continuous with no obstructions. It is anticipated that paths around the buildings will be a minimum of 900mm for wheelchair access. Building entrances will be highly visible and ramped approaches to entrances will have a maximum gradient of 1:12. All doors will have a minimum effective clear width of 800mm.

The proposed road has been designed to adoptable standards, complying with Highway Authority guidelines and is able to accommodate emergency vehicle access. Most properties have within curtilage parking or spaces adjacent to the properties, within close proximity to entrances to allow good accessibility. The road layout has been designed to comply with Highway Authority guidelines and is able to accommodate emergency vehicle access.



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Image 01 – Aerial view from rear of the site

7.00 - ACCESS

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8.00 MOVEMENT

8.01 TRANSPORT MODES / INTEGRATION / CONNECTIONS

The site is well located within the town of Wrexham and is highly accessible via walking, cycling and public transport. Wrexham General Train Station to the West is within a 15 minute walk of the site and the local road networks are easily accessible.

There is a bus stop directly adjacent to the site adjacent to the South West. Holt Road A534 is a major through route linking with the town centre.

The site is well situated for cycle routes, providing opportunities for safe travel within the town and further afield. Pedestrian routes and footways are provided to many local amenities, shops, supermarkets and shopping centres (Eagles and Asda), educational facilities and local amenity areas.

8.03 SERVICING

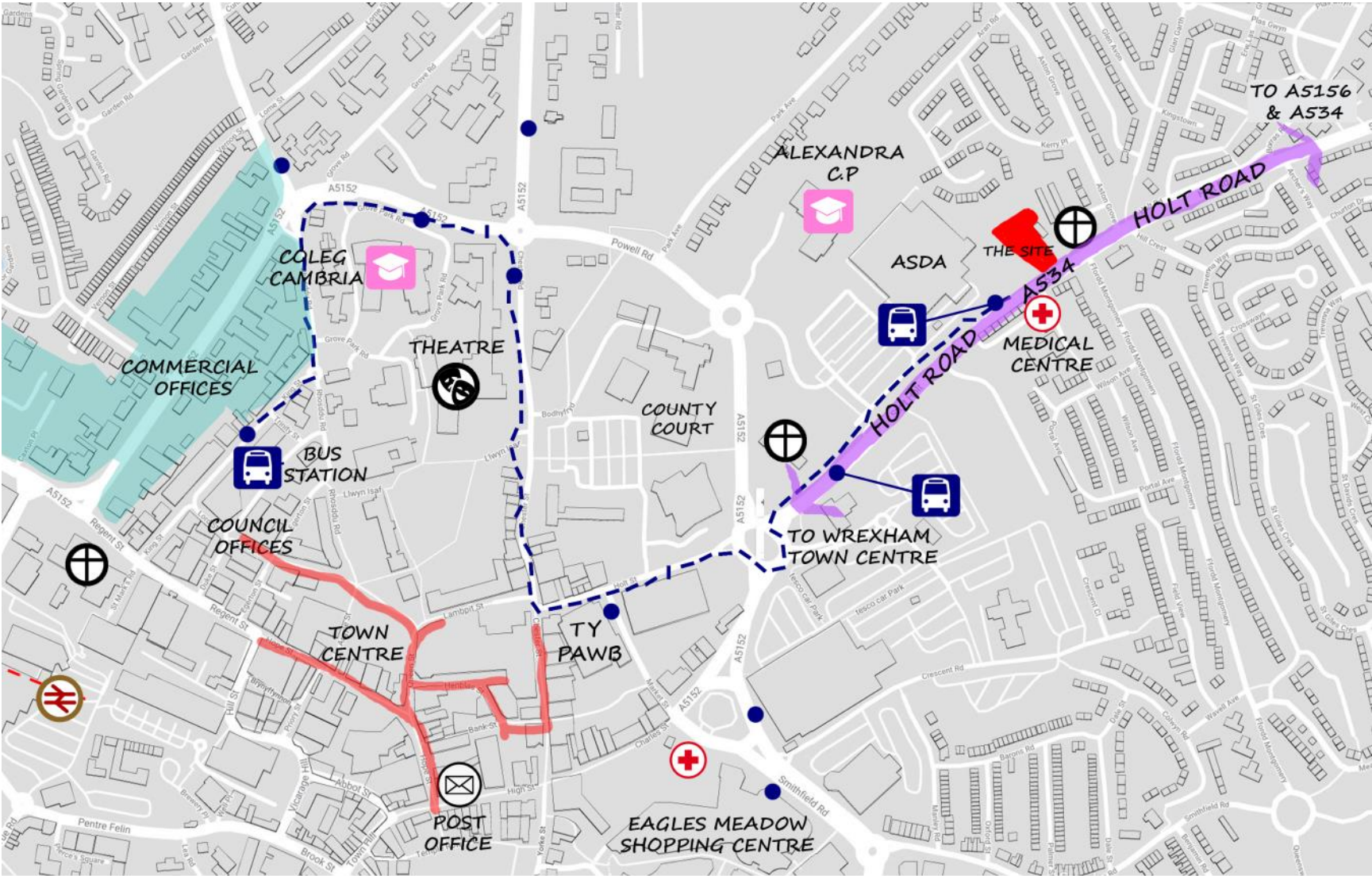
Small scale designated and secure refuse/bin stores will be dispersed across the development but easily accessible for collection.

A post-construction domestic waste management and recycling scheme will be implemented. All kitchens will have internal recycling bins to encourage residents to recycle and minimise their own waste.

8.04 PARKING

The scheme provides parking spaces which reflecting the maximum envisaged parking needs of the residents:

20no. spaces including 4no. disabled spaces



8.00 - MOVEMENT

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Image 01 - Local area map showing proximity to local bus stops and walking routes.

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9.00 COMMUNITY SAFETY

9.01 SECURED BY DESIGN & SURVEILLANCE

Security is of paramount importance for the proposed development and methods to prevent crime have been considered from the design's outset. A Secured by Design will be submitted for the site targeting the Gold Standard. The development has been designed to allow for sustainable management by ensuring that spaces are overlooked and naturally supervised.

9.02 BOUNDARY TREATMENTS

A range of proposed boundary treatments ensure the scheme is suitably enclosed and protected, all to Secure by Design standards.

10.0 CONSULTATION

10.01 CONSULTATION

As a Major Planning Application, consultation with statutory consultees and local residents will occur through the mandatory 28 day Pre-Application Consultation Period. A PAC report will then be prepared prior to the Planning Submission to summarise the consultation responses.



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Image 01 – Visual of Parking Courtyard

9.00 COMMUNITY SAFETY & 10.0 CONSULTATION

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