

**3—9 GROSVENOR ROAD
WREXHAM
LL11 1DB**



**DESIGN AND ACCESS
STATEMENT
REV B**

In support of a Full Planning Application
Submitted in May 2014

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INTRODUCTION

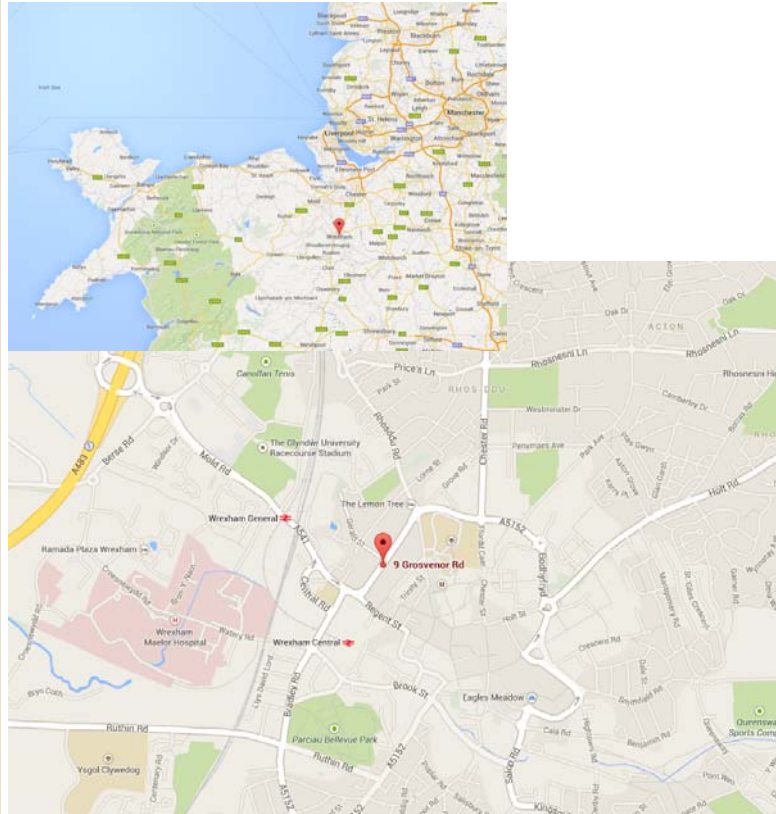


Fig 1. Location Map

This design statement has been prepared and submitted on behalf of Clwyd Alyn Housing Group to support a Full Planning Application submitted to Wrexham County Borough Council for the development of an extra care facility which will include **60** self-contained 1 and 2 bed units with a majority of the units for affordable rent, located with Wrexham Town Centre.

This Design and Access Statement sets out the approach to developing a sustainable scheme in accordance with Planning Policy Wales, through good design and which also takes account of Environmental, Social and Economic issues.

In preparing this Design & Access Statement, reference has been made to:-

Technical Guidance Note 12-Design (Welsh Assembly Government)

PLANNING POLICY AND GUIDANCE

Town and Country Planning

The Design and Access statement also takes account of Local Planning Policy and refers to the Wrexham Unitary Development Plan 2005 – 2011 and complies with Strategic Policies

PS1-4—Development Location

PS5 — Housing

PS6 — Employment

PS8 – Transport

PS12 – Renewable Energy

Following a review of the Unitary development plan accessed through the Wrexham Planning website, the list of relevant policies to this application are as follows:-

GDP1– Development Objectives

EC7 + 8—Conservation Areas

EC12—Development and Flood Risk

EC15—Small Scale neglected sites

H1—Housing

H7– Affordable Housing

H11—Residential Homes

T8—Parking

In developing the proposals for this site, reference has been made to each of the above policies to ensure that the final proposals present a well designed and sustainable development that will not only benefits the building users, but also retains and enhances the setting of the 2 retained existing buildings to the front of the site on Grosvenor Road.

Further reference to these policies / proposed scheme is included later in this document. As part of the pre planning



CONSULTATION

process, both the clients and Architects have engaged in initial discussions with the stakeholders of the project and the various council departments. During the planning process, it is hoped to have further consultations with local councillors as well as with neighbours who live in the vicinity of the project.

Where ever possible, any comments or suggestions made by interested parties have been incorporated and taken on board to ensure that the proposed project not only respects the existing conservation area, but will also preserve, re use and enhance not only the existing site, but also those neighbourhoods immediately around.

Pre planning discussions with both Planning have directly influenced both the mass and layout of the building along with parking and servicing provision within the site.

As the site is also located within a Conservation area in Wrexham, the scheme has also been forwarded onto the local conservation officer for comment and the respective planning policies reviewed.



Fig 2. Existing Aerial Site Plan

This site has been subject to one recent planning application in 2007 when the former Councils offices in Block 1 where changed to Hostel accommodation.

SITE AND CONTEXT APPRAISAL



Fig 3. View of existing site from Grosvenor Road



Fig 4. View of existing site from Smithfield Road



Fig 5. Rear of Block 1 along with previous Hostel Extension.



Fig 6. Rear of Block 2—previously used as Council Offices



Fig 7. Existing Site Plan

SITE & CONTEXT

The existing site at Grosvenor Road is located within a couple of minutes walk of Wrexham Town Centre on the A5152 and is designated as being within a Conservation zone. The overall site is approximately 0.49 hectares in size and is owned by Wrexham Council.

The site itself comprises two existing red brick buildings to the Grosvenor Road frontage which have previously been used as council offices and also a hostel. Both of these buildings have now been empty for a number of years and have been subject to frequent use by squatters, who have left both building vandalised to varying degrees. The remainder of the site is currently been used as a carpark for council staff and can be accessed via Grosvenor Road to the front of the site and

SITE AND CONTEXT APPRAISAL



Fig 8. View of carpark to rear and adjoining residential scheme and Commercial unit

Caxton Place to the rear of the site.

The buildings surrounding the site are split fairly evenly between a mix of Residential and Non Residential units and these vary in height from 2 to 5 storey.

Immediately to the North west of the site is a 4 storey office building, to the north east is a similar 5 storey multi residential independent living development and to the east is more domestic Residential housing on Gerald Street.

The site itself is close to Wrexham Town Centre which is the largest town in North Wales and is a major centre of the region's administrative, commercial, retail and educational infrastructure.

To the rear of the site, whilst brick remains the predominant type of material used on the surrounding building, it is a bit more varied in colour.

To the rear of the site the majority of the 3 surrounding side walls are comprised of existing 2m high approx. brick walls and there is little or no vegetation or trees of note.

To the front of the buildings various features such as ramps / rails / Entrance screens etc have all be added a various times. The general proposal will be to remove these as part of the refurbishment of these two existing buildings so that they return to something closer like their original appearance.

To the front boundary of the site are original low brick walls capped with stone, which are in need of a fair amount of repair work. The view of the two blocks from Grosvenor Road has been significantly impacted on by the growth of trees along the frontage. TPO's exist in and around the site and whilst most these trees will remain as part of this application, some trees may need to be removed for both structural and visual requirements.



Fig 9. View of the rear of Residential Houses on Gerald Street



Fig 10. View of the rear of adjoining offices on Regent Street

SITE AND CONTEXT APPRAISAL

The attached plans shows the recommendations from the Arboriculturalist including several trees to be removed.



Those trees to be removed include no's 8, 9, 11, 12 + 13. Tree number 11 is unfortunately in the way of constructions whilst the others are self seed plants which are obscuring the street scene. Tree No 10 is a prime located tree and efforts will be made to protect and retain this tree, however should the recommendation be to remove this, anew feature replacement tree would be chose to replace this.

As part of the application, we have also included the following site investigations :-

- Contamination Survey
- Asbestos Survey
- Bat survey
- Tree Survey
- Topographical Survey

All appropriate recommendations made in these reports have been taken on board in the design of the new scheme.

CONSERVATION

Conservation Area



Fig 11. No 1 Portakabin accommodation to the rear of Block 1—To be demolished / removed



Fig 12. No 2 Former coach house is to be Demolished—To be demolished / removed



Fig 13. No 3 View of the existing dividing wall on site—To be demolished / removed



Fig 14. Existing plan showing structures in red which are to be demolished / removed.

Since the site ceased to be used by the council, these buildings themselves have generally been unused and as such have been the target internally and externally of vandalism and graffiti. Block 1 has recently been subject to Arson and has suffered extensive internal damage, which fortunately does not appear to have affected the external facades.

One of the existing blocks was converted to a hostel in 2007 and a lightweight portakabin extension was attached to the rear of the building across a portion of the carpark. This hostel is no longer in use and along with the office space in Block 2 have

CONSERVATION

been boarded up for several years.

Both of these buildings have been significantly altered internally as a result of these retrospective uses as Office and Hostel and little or no original internal feature items such as fireplaces / cornices etc remain.

Along with the other properties along Grosvenor Street, these buildings have been difficult to let and as such, have no real prospective economic viability in their present form and the boarded up buildings have become detrimental on the character and aesthetics of the area.

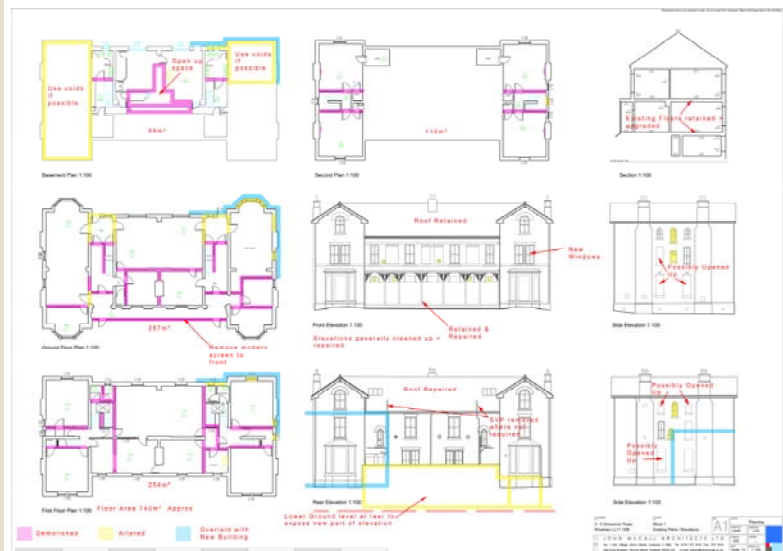


Fig 15. Block 1 alterations

The buildings to be demolished / removed, are shown on the existing site plan above 02A and are located away from the Grosvenor Road elevation. As mentioned the larger of the two is a prefab unit (1) added in the last decade or so and has no historical value what so ever and clearly damages and impacts on the conservation area – Its more surprising that it was allowed in the first place.

The smaller coach house (2) whilst of some historical importance is not listed and is away from the primary street scene of Grosvenor Road and has little impact on this. The buildings small size and location on site makes this unviable for

CONSERVATION



Fig 16. Existing front boundary wall

use with the new proposed scheme and as such, whilst its loss may be regrettable its removal will allow for the development of the greater scheme.



Fig 17. Block 2 alterations

Along with these two building, a 1.3m stone central dividing wall to the front of the site will also need be removed from the site to allow for the new central reception area which will be set back behind the front facades of the two retained buildings so as to retain their individual character and appearance.

The overall development of this site will help preserve the two large existing buildings to the front of the site which in themselves are of far greater importance to the conservation area and street scene. These two building have been redundant for a number of years and are suffering a great deal of vandalism. Should these be left a great deal longer, the bigger danger would be that these buildings will be lost in their entirety.

As shown on the drawings these two buildings will require significant internal alteration and improvement, however externally, bar the odd amendment to openings at the sides and rear these facades will generally be retained in their entirety. New conservation style high performance windows will be installed to these buildings and facades and roofs will be repaired where

FLOOD PROTECTION

required. Modern adaptations such as ramps previously added will be removed where no longer required.

To the site frontage, existing boundary walls/ piers will be adapted as required to suit highways access requirements and rebuilt in a style to match.

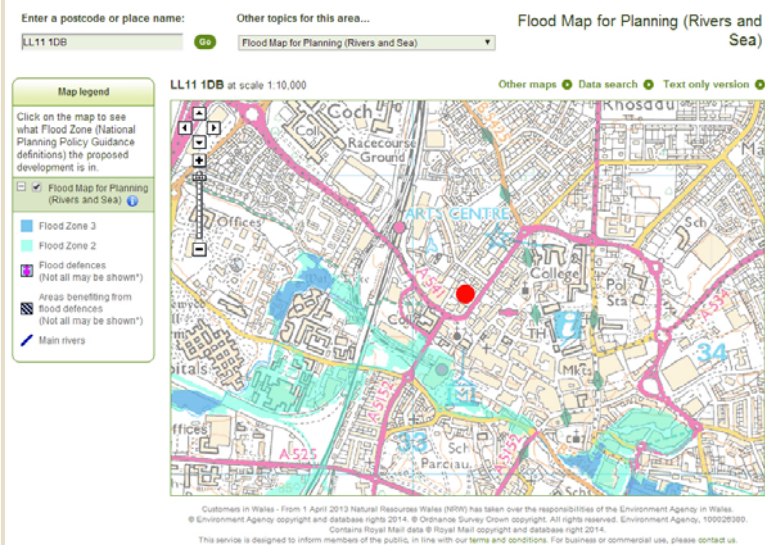


Fig 18. Environment Agency Flood Risk Map

Risk assessment

As shown above, information from the Environment Agency website illustrates that the proposed site is located within a potential flood zone and as such a Flood risk Assessment has been prepared and submitted to support this planning application.

DESIGN CONCEPT



Fig 19. Proposed Site Plan

DESIGN CONCEPT

These proposals have been put together for Clwyd Alyn Housing Association who have identified the need in Wrexham, for the development of an Independent Living 'Extra Care' type scheme comprising 60 units along with associated Communal Support facilities for over 55's. All units will be for affordable Rent.

The development aim is to create a high quality scheme which will expand housing choice available to the community and will be close to Wrexham Town Centre along with all its facilities.

The scheme will take the form of 60 self contained Apartments comprising a mix of 1 and 2 bed Units providing accommodation for Older People, offering independence and a

DESIGN CONCEPT

choice with a range of Communal facilities and activities to enjoy with family and friends.

The design concept desired by the client is for a centre that delivers the following qualities:-

- Openness, Visibility and Accessibility from the street
- Ownership by the residents
- A flexible building that is capable of adaption to respond to different users needs
- A flexible building that is capable of establishing and extending links to the local community
- Easy access for Residents to the local Town Centre

In analysing the site and its desired building aspirations, the following design principals have been adopted :-

- Retain the independent and separate nature of the two existing buildings to the front of the site and avoid them being swallowed up in the new build element of the scheme.
- Orientate the massing of the New Building so as to respect the adjoin neighbours in terms of block massing and materials etc
- The new massing to largely follow that of the existing surroundings to the site as well as retain key vistas on and around site / conservation area.
- Supports the improvement of the urban neighbourhood/ character and town centre thereby creating a safe and attractive place to live.
- The overall design should have a positive and also distinct identity, which will add to the area and take advantage of the orientation and views from the site.
- The whole scheme is to be fully accessible and inclusive for use by a range of users.
- The new building layout must be flexible and adaptable to suit various possible layouts and user groups within the scheme.
- Parking provision is to be location so as to be largely



Fig 20. Local Tenure Mix



Fig 21. Local Building Heights



Fig 22 Strategic Site Views

ACCESS

hidden and not excessively affect the frontage onto Grosvenor Road which happens at present.

- Create drop off and deliveries areas without affecting traffic on Grosvenor Road.
- Scheme to be BREEAM rated (Very Good) and embrace sustainability were possible as a core theme of the proposals.

In reference to Wrexham's planning guidance the scheme can be reviewed against the 5 criteria set down in their reference to Design and Access Statements

ACCESSIBILITY

An important element of the Client's brief was to enable all end users to access this facility via the same access points and routes even though there are various changes in level across the site. Both externally and internally, all areas of the building have been designed to be accessible to all and take account of and minimise level changes between the new and existing buildings etc. Access to the building from Grosvenor Road will be to the Upper Ground Floor Level, whilst access from Caxton Place and the main carpark to the rear will be via the Lower Ground Floor Level. Internally all floors are connected by both stairs and lifts.

The main **building** entrance to the scheme is located centrally to the front of the site with easy pedestrian access from Grosvenor Road. Vehicular drop off space and short term parking spaces **along the Grosvenor Road frontage** will also allow those with physical restrictions to be dropped off close to and within easy reach of the main entrance of the building. Access for electric buggies will also be provided via the lower level of Block 2 at the rear of the building.

Whilst the buildings themselves are not listed they are in a conservation area and as such preserving the existing buildings is important. The new access arrangements for the scheme as a whole, should mean that previously added 'crude but

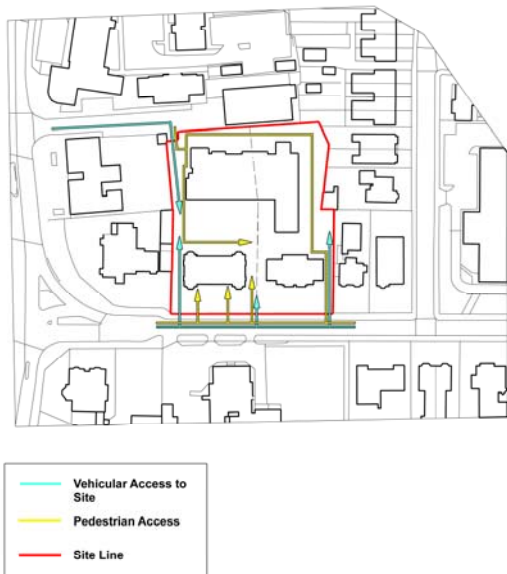


Fig 23. Access

ACCESS

functional' access ramps to the frontages of the original buildings should be able to be removed and the frontages restored, enhancing the visual appearance of the existing buildings to be somewhat closer to their original appearance.

Vehicular and transport links

Following discussion with both Highways and Planning, the scheme has developed so as to maximise parking and allow for ease of access.

Figure 17 shows the pedestrian and vehicular circulation routes around and into the site.

Pedestrian access to the site will be as the diagram shown above and will allow front access and egress into and from the town centre and also access to the rear of the site in the direction of Wrexham Station etc.

A number of existing Pedestrian crossing points are present on both Grosvenor and Regents Roads and provide links through to the Town Centre.

With regards to vehicular access it is propose to break this down as follows — Waste, Trade and Residential access to the main carpark, will be available via Caxton Place to the rear of the site. Waste access in the form of an 11m vehicle will be able to access the site in a forward manner and turn within the car park and egress also in a forward manner.

Discussions have been held with waste services to confirm the requirements of access and waste storage provision have been correctly shown on the plans. Two waste storage areas for domestic and kitchen / trade use have been shown on the Lower Ground Floor Plan.

To the front of the site, staff, resident and some visitor parking will be accessible via two gates on Grosvenor Road arranged in a one way in / out formation. This arrangement will allow for



Fig 25. Bus Routes

ACCESS

parking access as well as resident / taxi and ambulance drop off near to the main building entrance. The main highway and therefore building frontage is well lit and clear sight lines of the main entrance from both directions on Grosvenor Road are present.

The frontage to the scheme will be opened up through the selective removal of Trees, so as to open up and identify the main pedestrian and vehicular entrances to the scheme. This will also be enhanced by the proposed hard and soft landscaping schemes including the repair and refurbishment of the low boundary wall which provides a defensible space directly in front of the scheme.

Public transport links are shown on Figure 18, including the nearest bus stops which are about 200m away from the main entrance. From here and the centre of Wrexham it is possible to travel further afield to neighbouring towns. There are also train connections from Wrexham General to the whole of north Wales and beyond.

See submitted Lower and Upper Ground Floor plans with the locations marked up for the General Car parking / Disabled Car parking/ Garaging/ Cycle stands and Entrance points etc

All areas of accessibility have been considered at the planning stage with various reference material being used, in particular Part M of the Building Regulations, Designing for Accessibility, Planning and Access for Disabled People – A Good Practice Guide.

The following notes have been prepared on the basis of supporting the proposed parking provision included with the proposed scheme submitted for planning at No 3 -9 Grosvenor Road.

The existing site is located with the centre of Wrexham and within easy walking distance of the Town main shops and Community Facilities. Based on this location, the site is

PARKING PROVISION

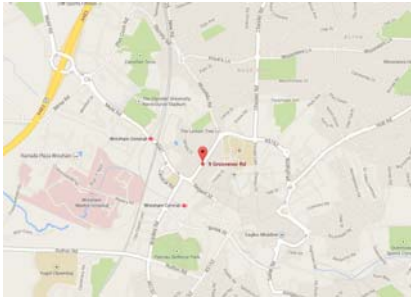


Fig 26. Location plan

considered to be a highly sustainable Brownfield site which is close to local facilities and also reasonably close to public transport facilities such as bus and train routes, should residents wish to travel further afield.

The site currently accommodates a large number parking spaces to the rear on a secure and privately operated basis and is used purely for local Council staff working in the area. As part of the agreement to sell this site for redeveloped, it is assumed that the council have reviewed issues such as this and made or have discussed alternative arrangements with the staff that currently use this parking on a day to day basis

The new proposals for the site, envisage a 60 unit extra Care scheme run by Clwyd Alyn Housing Group and will comprise a mix of 1 + 2 bed self-contained units, with onsite communal and care facilities for use by the residents.

As confirmed by planning, there are no strict minimum planning parking standards applicable in this situation however it is desirable to have a practical number of parking spaces associated with the scheme so as to provide for Residents, staff and visitors. Whatever space is provided on site however, will also be backed up by the public parking spaces available within close proximity in and around the centre of Wrexham.

Crescent Road - LL13 8HF	146 spaces / 0 disabled
Waterworld - LL13 8BG	417 spaces / 16 disabled
People's Market - LL13 8BB	326 spaces / 9 disabled
St. George's LL13 8HF	66 spaces / 4 disabled
St Giles - LL13 8NA	65 spaces / 4 disabled
Library - LL11 1WS	84 spaces / 15 disabled
Wrexham Station - LL11 1AA	67 spaces / 2 disabled

In defining the resident tenure of this scheme, the client has confirmed the proposed scheme is to be based on an almost exclusively affordable basis and also to over 55's only. If some units were to be sold, it would be on a max 75% basis with the client retaining 25% ownership and would offered back to Clwyd



Fig 27. Wrexham public car parks

PARKING PROVISION

Alyn through any future sale.

Based on these assumptions, a study of other schemes currently being run by the client has yielded the following information in respect of size of the scheme, number of residents owning a car, number of spaces overall and the location of these units. Parking does vary on schemes and this can be put down to whether the schemes area rural , sub urban or Town Centre and also as to whether the schemes share the site with other facilities such as Health care or Community facilities.

Scheme	Unit Nos	Parking spaces	Residents with cars	Location
Grosvenor Road	60 units	29-31	N/A	Town Centre
Gorwel Newydd –	59 apt	24	14	Town Centre
Llys Eleanor –	50 apt	40	4	Town Centre
Hafan Gwydir –+ shared with offices	40 apt	63	4	
Plas Telford –	54 apt	32	18	Suburban
Tan Y Fron – + offices	46 apt	38	12	Suburban

As shown above, the actual resident numbers owning cars across all the Client schemes, is very low percentage wise, even in rural areas and any extra parking provision is normally taken up in the form of more visitor space.

The proposed overall parking numbers for Grosvenor Road are comparative to other current existing and working schemes such as Gorwel Newydd + Plas Telford etc.

Whilst the clients do not monitor the number of residents with cars as they move in etc, the figures in each scheme don't vary



PARKING PROVISION

hugely and given the prime town centre location of this scheme, the main conclusion of the above is that resident car ownership will be naturally quite low.

Both planning and highways have raised concerns of the effect of excess parking affect local streets, but the client now believes that the increases in parking space made during the planning process (15 spaces up to 30 spaces) will now provide a sufficient amount of parking (50%) to address these concerns and is of a similar parking ratio to the another extra care scheme further down Grosvenor Road (APP 2014/0373), that was recently approved in July By Committee.

ENVIRONMENTAL SUSTAINABILITY

The proposed new scheme has taken on tough challenges in reusing a brown field site with existing buildings (not listed buildings) in order to develop a scheme which is located in a highly sustainable location, whereby all residents will be in close proximity to Wrexham town centre's resource of shops and amenities. Existing buildings which previously would have been demolished once they were no longer of use, will be internally adapted and refurbished so as to be given a new lease of life and significantly reduce the potential waste that would have had to have been removed from site had they been demolished. Whilst some limited demolition and alteration to their rear / side elevations will be required as part of the scheme, the retained character and improved fabric will enable the buildings to adapt to new uses and significantly extend their useful life.

What is currently an ecologically 'barren' site for the most part, save some existing trees, will be redeveloped so as to include both perimeter and central landscaped gardens which whilst limited in size, will still be a significant enhancement on the current site stock. Further enhancement through the form of both green roofs and vertical green walls will also significantly improve both the ecological and visual amenity of the site from both within and from outside the site. Selection of native plant



DESIGN

and tree species along with specific wildlife habitat improvements will all help in enabling

The refurbished existing buildings themselves, as well the proposed new build residential and communal areas will be developed primarily around the principle of a fabric first policy in which the thermal properties of both the existing and new build construction will be specified so as to achieve high levels of both Thermal efficiency and reduced carbon emissions.

Further sustainable technological opportunities such as Rainwater Harvesting / Grey water recycling/ Green walls and roof systems/ solar PV and CHP heating systems are also all being currently investigated and reviewed with a resolve by the client, to their incorporation into the scheme for the purposes of both sustainable and environmental enhancement as well as to take account of potential future climatic changes.



Fig 28. Proposed Courtyard

Use of Natural daylight generally to light both communal spaces / corridors and residential units is also being incorporated into the scheme with a view to enhancing lighting levels and reducing reliance on artificial light solutions.

All the proposed materials are to be both robust thereby reducing future maintenance requirements and also recyclable thereby minimising overall 'whole life costs'.

DESIGN

CHARACTER

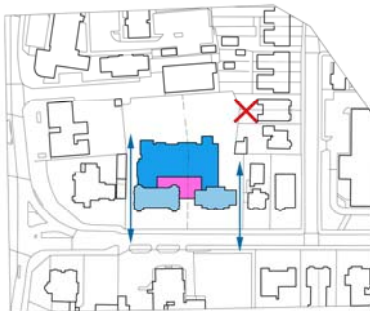
The most problematic key issue of the scheme as a whole, was how to develop a large new build Residential town centre scheme without adversely and detrimentally affecting the character and setting of the two existing townhouse buildings facing onto Grosvenor Road itself. As stated previously, whilst these buildings are not listed in themselves, they do form part of an impressive street frontage along Grosvenor Road which has been designated as a Conservation area. Previous functional additions such as ramps / screens etc to the buildings as well as overgrown and self seeded landscaping shrubs and trees have caused both damage to the street frontage as well as severely affected views etc. of the building and their setting from along the street. Recent use of the site for offices and latterly carparking has had significant impact of any greenery to the rear of the site and has left the frontage hidden behind a hap hazard arrangement of parked cars on most days. The new the scheme along with its landscaped setting aims to correct a lot of these lost original features along the Grosvenor Road frontage.

Key to these proposals, are the arrangement of the various elements of this large building around the site so as to respect the form and mass of its neighbours and not be overbearing. The surrounding area itself is made up of a mix of both residential and office uses and of buildings heights which significantly vary in scale from single storey to 4 - 5 storey. Added to these, the complexity of the setting and frontage of the existing buildings facing Grosvenor Road and this scheme needs to address and successfully overcome a number of issues if it is to successfully fit into its surroundings.

Starting with the main entrance, the existing buildings are strong, solid and independent yet offer permeability through views and glimpses of views to the rear of the site. Perhaps the most pragmatic approach therefore, when developing a new large scheme would be to bulk up the mass and bolt a block directly right the way across the rear of these two buildings.



Permeability around existing Town Houses on Grosvenor Road



Avoid existing building being swallowed up as part of New Build



Avoid existing building being swallowed up as part of New Build

Fig 29. Proposed Concept Diagrams

DESIGN



Fig 30 Aerial View



Fig 24. Main Entrance

The new proposed scheme therefore seeks to retain the frontage individuality / site permeability, by adopting a contrasting small scale modern glazed reception / communal area to the centre of the two existing blocks. Using existing site level changes this modest 2 storey frontage develop quickly into a 3 storey largely glazed and transparent zone which open up onto an enclosed central landscaped courtyard. From the

Grosvenor road frontage, the permeability of the new build will allow glimpses through the building and into light filled central courtyard space.

Internally to the ground floor and above, the existing buildings will be converted so as to provide bespoke living accommodation utilising retained existing building features where still present.

So as to retain the identity of the existing frontage buildings, the New build residential units are built away from the existing in the form of an 'L' shaped block of varying height which completes a 3 sided south facing courtyard to the heart of the

DESIGN



Fig 32 Typical 1 bed Flat Layout



Fig 33 Typical 2 bed Flat Layout

Fig 34 Proposed upper Ground Floor

scheme. This area will also accommodate the main parking area for the scheme and be accessed from Grosvenor Road and exiting via Caxton Place. This access/ egress will also be used by both deliveries and waste collection to maximise efficiency and minimise the requirements for turning etc within the site.

Around the outside of the scheme a perimeter border of landscaped areas to 3 sides of the site will create a buffer between our proposed building and neighbours / street frontage. Existing boundary walls will where possible be greened up to increase the apparent depth of this space from within the site.

As the site is set down to the rear of the existing buildings, the new units on the right of the site which face towards the houses on Gerald street, whilst 3 storey in height, are designed to reflect both the mass / style and the materiality of their large two storey Victorian neighbours. Eaves and Ridge heights along

DESIGN

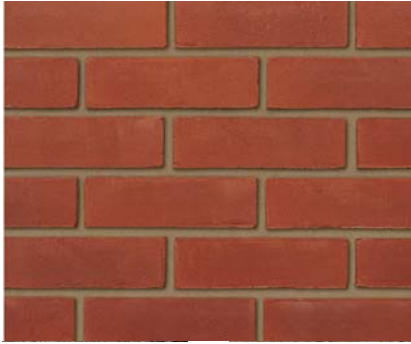


Fig 35 Red Brick



Fig 36 Feature Masonry Block

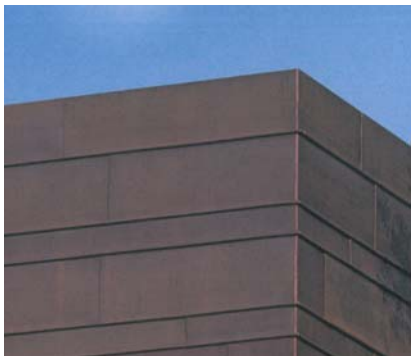


Fig 37 Copper Cladding



Fig 38 Green Wall



Fig 31 Proposed side elevation facing Gerald street

this elevations have been manipulated and adjusted so as to address Local planning guidance 21 in respect to heights and distance.

Once around the back of the site and in proximity of a similar residential 4 / 5 storey building, the main block of our scheme rises to 4 stories in height, so as to accommodate the majority of the units but without being overbearing on neighbouring properties.

The use of these varying heights and masses around the site ensures that the proposals respect their surrounding neighbours and yet despite their heights will not be visible from Grosvenor Road nor will they be overbearing in scale to the existing frontage buildings retained within the scheme.

Materials on the surrounding buildings around the site consist typically of varying shades of Red Brick with feature stone trimmings etc around windows etc. The new scheme will use a similar red brick as the main base material to compliment the surrounding context, but will introduce subtle variations around the perimeter of the scheme so as to visually define storey heights as well as internal features such as stair cases etc.

As the main courtyard elevations face internally into the

DESIGN

scheme, the client proposes to adopt a planted green vegetation system both as an environmental inclusion and as an aid to reinforce the Central courtyard as a feature focal point of the scheme.

All materials proposed are natural / recyclable as part of our Breeam measures.

COMMUNITY SAFETY

The redevelopment of this site should address a number of on going issues that have now plagued this site for a number of years with persistent issues of vandalism and intruders damaging the existing buildings. The lack of security on the site has also increased the issues to surrounding houses which have been left with unprotected boundaries onto unsupervised areas.

It is hoped that through this development surrounding neighbours are that these potential issues will be designed out as a result of the new scheme and that their properties will be more secure as a result.

The scheme as a whole will be designed with the principles of secured By Design in mind and this scheme is currently being assessed and any proposed recommendations will be incorporated.

Externally all communal areas are overlooked by residential units so that they are supervised . CCTV is also proposed to cover main entrances to the site as well as covering all the buildings main entrances.

Secure side gates to the existing buildings will prevent unauthorised access from front to back of the site and mean that the courtyard and surrounding green spaces are secure. To the rear on Caxton Place Gates will also be in place to create a perimeter around the building which in itself will aid the security of neighbouring buildings

CONCLUSION

Internally all residential units are separated from the communal areas by secure doors and all residential entrance doors and windows will be designed to the relevant security standards.

MOVEMENT TO, FROM AND WITHIN THE DEVELOPMENT

As mentioned previously the scheme is located in a highly sustainable location within the Town Centre and therefore close to all shops and local facilities. Whilst there are no bus stops on Grosvenor Road itself, there are stops and route relatively close and Wrexham Train station is within walking distance of the site.

Whilst there are local community centres within reach of the scheme, the proposals have been designed to incorporate a number of flexible communal spaces which will incorporate space for workshops , IT Space, Cinema, Quiet Lounge, Main Lounge, Dining Area etc. These facilities will mean that many of the residents needs can be provided directly on site.

Should residents wish to go out there are on site facilities for both parking and electric buggy storage. Whilst there are no minimum parking requirements for a town centre scheme such as this, the proposals do provide for a total of 30 car parking spaces including several disabled parking spaces. These spaces will be allocated as a mix of residential , visitor and staff spaces and signed accordingly. The general consensus based on the clients other similar schemes are that given its location requirements will be low.

All deliveries and waste collection serving both the residential and communal kitchen areas will be via an access off Caxton place to the rear and discussion have been held with Wrexham waste services.

CONCLUSION

Following the objectives laid out in the Design principles, the proposals for this site have been developed to take on board the issues of good sustainable and inclusive design, namely those of:

- Access, Character, Community Safety, Movement and Environmental Sustainability.

With the issues of the existing Buildings and the conservation zone issue in mind, we believe that the new building successfully addresses the planning officers views at pre planning and retains their individuality and character as well as successfully incorporating these buildings into the new scheme and giving them a new lease of life.

Whilst the new build element is a sizeable scheme, the breakdown of its massing addresses all the respective adjoining neighbours and existing building on site and delivers an overall scheme which is not overbearing.

Through the planning process a number of items have been revised so as to take account of the issues raised by both planning and local neighbours.

