

DESIGN & ACCESS STATEMENT

Proposed hotel with restaurant/business units
Tudno Castle Hotel, Llandudno



View towards Conwy Road - in progress Oct 2020



Existing view from North Western Gardens



Conwy Road approach



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0.0 PROCESS & PLANNING BACKGROUND

The Tudno Castle Hotel is an existing Grade II listed building bordered by Mostyn Broadway, Conway Road and Parc Llandudno Retail Park. It is on the southern tip of the town centre and forms the closing point of a vista from the town centre opposite the North Western Gardens. The site also frames a 'gateway' to the town centre from the main A470 approach.

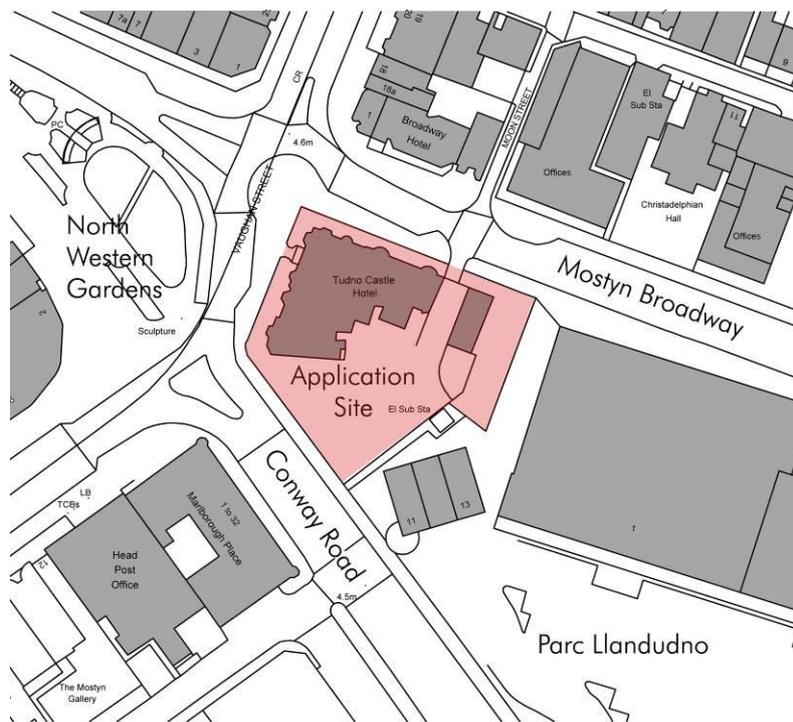


Fig.1 Site Location Plan

A previous planning approval and Listed Building Consent ref 0/44478/44433 is currently valid for the full demolition of the existing structure, with a faithful reconstruction of the existing facades.

Works commenced on site in January 2017. Due to natural deterioration of the structure of the wall to Mostyn Broadway, significant movement was experienced and it was declared unsafe by Local Authority Building Control and resulted in controlled demolition of that section of the façade that was to be otherwise retained. Approval was subsequently granted to an amendment application (ref 0/43948/43949) which proposed a faithful rebuilding of the felled portion of the building.

During the demolition of the Mostyn Broadway façade, it became apparent that the quality of the original construction of the hotel walls was poor, in mixed material and the masonry was not well bonded or 'toothed-in'. A separate structural report on the condition of the remaining wall to Vaughn Street was submitted as part of this application and has been re-submitted here. The report concluded that there was no safe method available to enable the existing Vaughn Street masonry wall to be retained.

The proposed amendments included in the scheme for this application comprises: fitting-out of the the previous two restaurant units at upper ground floor level to provide an additional 24 Premier Inn bedrooms; a small extension to the rear of the building at first floor level and 'conversion' of the space to the rear of the first floor 'business/gym' unit to provide a further 4 PI bedrooms (bringing the total to 90 bedrooms); an integrated reception and restaurant scheme at lower ground floor that replaces the previous proposal for a 'Beefeater' restaurant; a reduced size unit at lower ground floor level.

Designs for the original scheme evolved over a number of meetings with the Conwy County Borough Council Planning and Conservation Officers. Both Conservation Officer and CADW have been satisfied that the details submitted for re-building the façade to Vaughn Street were as accurate and authentic as possible, both in recording and sampling of the existing facades and proposed materials for its reconstruction. This work is largely complete, with the currently approved 63 bedroom scheme due for completion on site in December 2020.

Further detail on the façade reconstruction is contained below and in a separate 'Heritage Statement'.

1.00 THE EXISTING SITE

The Tudno Castle is a Grade II listed building built in the 1870s and is a distinctive element to the Llandudno townscape and roofscape. It serves as a landmark building in the Victorian planning of Llandudno, closing the vista from the town centre through the North Western Gardens. Its principle heritage value, as noted in the listing description, is as a free-standing site with a group value with the adjacent listed buildings.

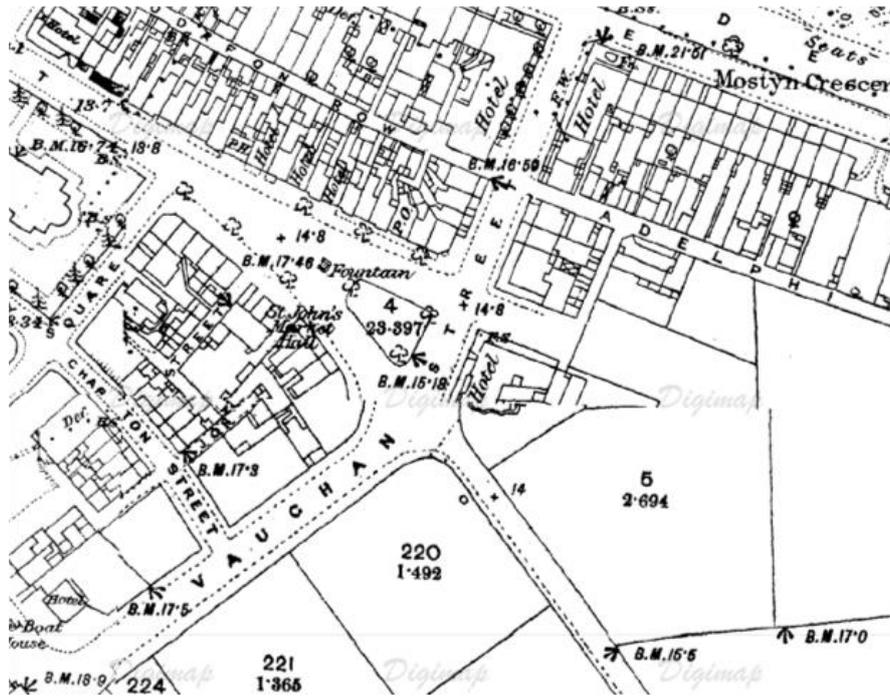


Fig. 2 Noted as 'Hotel', 1880 map



Fig. 3 Tudno Castle c.1938



Fig. 4 Photo from 2014 with Mostyn Broadway to left and Parc Llandudno Retail Park visible to the rear

To the rear of the existing building there had been a number of previous extensions and alterations which had resulted in a cluttered and unsightly appearance.

The building has been unoccupied for a number of years due to the lack of viability of the existing hotel use and the difficulty in providing an alternative viable commercial use for the structure. It is a prominent building within the townscape and has suffered from a deteriorating appearance.



Fig. 5 The view of the site on the main Llandudno approach (Conway Road) - note the existing jumble of rear extensions on view to the Mostyn Broadway wing have now been demolished. The retail park is in the foreground and Llandudno town centre visible to the left of the photograph. This photograph reinforces the site's potential to frame a better approach to Llandudno town centre and act as a 'gateway' site into the town.

2.00 DESIGN PROPOSALS.

The approved design aims for this planning application are set out below:

- To faithfully reconstruct the principle existing façades in both detail and materials
- To replicated and maintain the existing roofline fronting Llandudno town centre
- Reinforce the 'gateway' approach to Llandudno town centre
- To reinforce the existing pedestrian links between the town centre and Parc Llandudno to the rear
- Provide a mixture of uses appropriate and sensitive to the location
- To present an active ground floor frontage to the town and contribute positively to the vitality of the town centre
- Provide clearly defined contemporary additions to the existing building that are sensitive and subservient to the mass of the original



Fig.6: A proposed perspective view from Conway Road and the approach to Llandudno town centre

2.10 USE & SIZE OF DEVELOPMENT.

This is a mixed-use development with a proposed footprint of 4,825sqm over 5 storeys (including a semi-basement lower ground floor), reducing to two storeys over the 'new' element of the scheme.

The proposals will create a 90 bedroom 'Premier Inn' hotel with its own restaurant and reception facilities at lower ground floor level and bedrooms on the upper floors. This is the principle use of the building.

An increased demand for hotel bedrooms from the operator, coupled with a decrease in demand for retail/restaurant units has driven the requirement for this revised planning application. The lower ground floor of the 'existing' reconstructed building now contains one reduced size restaurant/retail unit.

The site is 'completed' with a 2½ storey addition containing two restaurant/retail units with a further business or gym unit on the uppermost floor. These units are adjacent to Parc Llandudno Retail Park and are of a size and scale that mediates between the existing building and smaller retail buildings immediately to the south.

2.11 LAYOUT.

The site layout is driven by the retention of the existing façades (now to be re-built in the same location) and the completion of the three roadside elevations. The plan form naturally creates a central servicing area for all the units and a vehicular service access road has been provided between the proposed group of buildings and the retail park. The service areas and access road are largely screened by the existing retail park buildings. A landscaped parking area has also been defined from Mostyn Broadway providing some ancillary parking for the development and in particular disabled parking close to the proposed hotel entrance.

The entrances to each of the proposed uses are individually defined, with the hotel entrance on Mostyn Broadway, the restaurants fronting the town, and the retail units accessed directly from Conway Road and adjacent to the retail park.

2.12 SCALE.

The scale of the building is dominated and determined by the mass of the retained listed façade. Any proposed additions are set back from the line of this principle façade and are subservient in scale and massing.



Fig.7: A design development sketch, illustrating how the proposals mediate in scale between the mass of the existing listed façade and the retail buildings to the rear

2.13 LANDSCAPING.

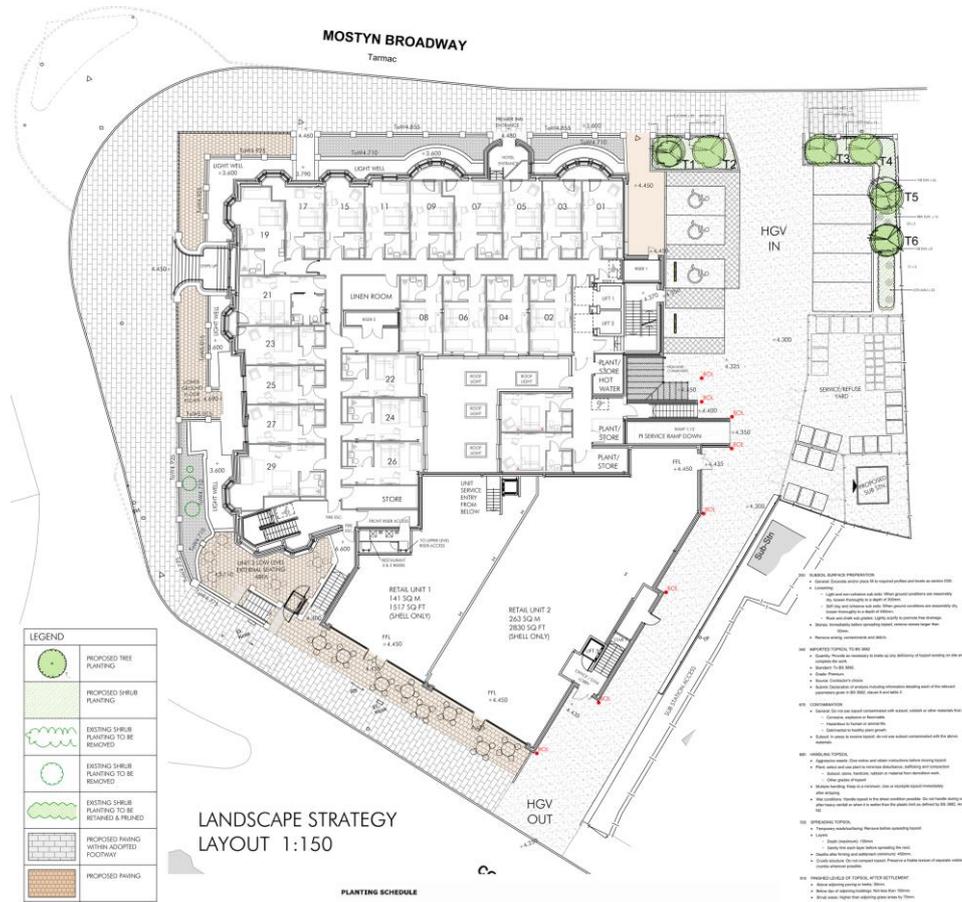
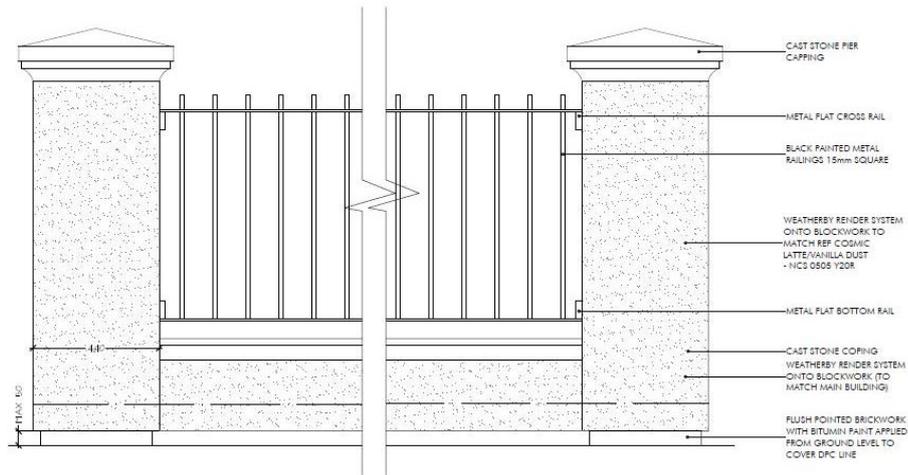


Fig.8: Extract from the proposed landscape strategy plan

The strategy for the site landscaping is to provide high quality surfacing and hard landscaping to all the road elevations, with soft landscape where possible in the margins. The edge of the site is to be demarcated by a band of paving and a change in surfacing and texture. We have proposed to replace the existing low rendered walls that surround the site with a railing and low wall design that is sensitive to the location (and typical of Llandudno). This will allow more daylight to reach the lower storeys of the building as well as providing variety to the existing streetscape.



ELEVATION OF TYPICAL RAILING BAY
SCALE 1:10

Fig.9: Proposed metal railing detail to lightwells

The scheme retains where possible elements of existing boundary landscaping. The proposed parking area is bounded by soft landscaping and new tree planting.

2.14 APPEARANCE.

The proposed scheme is a mixture of sensitive façade reconstruction, roofline/chimney reconstruction and sensitively designed additions.

The existing ironwork porch has been removed and fully restored. The reconstruction works to the façade are also detailed on application drawings, as well as large scale details for replacement windows and the reconstruction of the chimney stacks and dormers. This works are largely complete at the time of this amended application.

Large scale detail drawings have also been approved and detail alterations to the external entrance stairs and for proposed boundary railing treatment.

The palette of materials for the proposed rear extensions to Conway Road contains natural materials to compliment the local vernacular. Two colours of render have been proposed as well as natural stone cladding that frames the upper floor of the retail 'extension'.

New windows and framed glazing in these modern additions is proposed in power coated metal windows, with metal rain water goods used throughout.

3.00 ACCESSSS

3.10 VEHICULAR AND TRANSPORT LINKS

A separate transport statement has been prepared by David Tucker Associates (DTA). The statement demonstrates that the development parking provision and journeys generated from the development sit within local policy.

A Travel Plan has also been submitted as part of this application and is suitable for use by all the proposed and future occupants/tenants.

3.11 INCLUSIVE DESIGN

Measures have been put in place to ensure all public areas of the development are fully accessible. As the existing building has a ground floor level raised half a storey above the surrounding pavement level, various lifting solutions have been adopted, following the guidelines contained within 'Overcoming the Barriers: Providing Physical Access to Historic Buildings' published by CADW. These have been selected to minimise the visual impact on the listed façade whilst providing acceptable solutions that enable a disabled individual to use the principle entrance in all cases:

The hotel has a level entrance from the street with an internal entrance stair lobby containing a platform wheelchair lift in addition to ambulant stairs.

The remaining lowerground floor unit has an external platform lift proposed, sunk into the existing corner 'well' and steps.

The proposed new retail/restaurant units to Conway Road have level access from the pavement and throughout the plan, and the business/gym unit above has been equipped with a passenger lift.

The development and all the internal layouts shall be fully compliant with Part M ('Access for the Disabled') of the Building Regulations approved documents. The hotel operators and tenants shall also put in place any further measures to comply with the requirements of the Equality Act.

'Universal Access' hotel bedrooms shall be provided to a ratio of 5% of all bedrooms. In addition, interconnecting bedrooms shall be provided to allow access for accompanying carers.

Three dedicated disabled car parking spaces have been provided for the use of hotel guests, located as close as possible to the hotel main entrance.

4.00 CRIME, DISORDER AND THE PREVENTION OF CRIME

This development benefits from the principle occupant being a hotel which provides a 24-hour staffed presence and shares the site service area with other occupants. There will be a certain amount of night-time activity due to the hotel use, which lends both an element of natural surveillance as well as a staffed security presence.

There will be external lighting provision around the hotel and to the car parking and service areas to a minimum level of 10Lux and controlled by a time switch and photocell activation. Guest night time access to the hotel shall be by controlled 'key card' entry.

CCTV shall be installed on the site in accordance with individual tenant policies.

The building itself is robust, with fixed lights to all windows (not openable) and minimum 44mm thick external doors with no external door furniture to any fire escape doors.

All building services shall be secured internally, including BT, electric and gas.

The identified shared service yard areas are principally for goods delivery access and waste storage and are not intended for the storage of goods. The service yards/bin stores are individually secured by means of locked gates with internal push-bar mechanisms for fire escape purposes.

The restaurant units shall be subject to separate licensing applications according to the needs of the individual tenants.

In addition to the above measures, as part of the BREEAM requirements for the site, the advice of the local Police Force 'Secure by Design' Liaison officer has been sought and recommendations implemented as appropriate.

5.00 ENVIRONMENTAL DESIGN & SUSTAINABILITY

BREEAM

The hotel element (the majority use of the development) shall achieve BREEAM 'Very Good' as part of the developer's obligation to Whitbread/Premier Inn. The building shall also achieve a minimum standard of carbon emissions reduction by achieving a Carbon Index of at least 40.

In particular, the following measures have been included in the present design:

Heat Recovery VRF

The hotel heating and cooling system will use a renewable air source heat pump and Variable Refrigerant Flow (VRF) system.

Heat pumps are widely considered as a type of renewable technology. They utilise the latent heat found in the local environment (either the atmosphere, a local water source or within the ground) to provide heating and cooling to the conditioned building.

The VRF system is beneficial to such a hotel installation due to the way it operates and 'moves' heat around the building: The VRF system will move heat from one zone and introduce it to another zone where required, instead of 'dumping' excess heat from each room to the external condensers.

Controls

The development shall implement a control strategy designed to minimise energy consumption. Using a key-card holder system, when a bedroom room is unoccupied, the lighting will be automatically switched off with the heating reverting to a pre-set temperature.

Lighting

Lighting has a major and direct impact on carbon emissions, emphasis has been given to:

- Prevention of Over-lighting
- Lighting Efficacy
- Control

Over-lighting

There are well established design criteria for internal lighting. However these are often regarded as minimum lighting levels, which tend to result in areas being over-lit. During the design process each area has been designed to achieve optimum lighting levels and care taken to ensure over-lighting does not occur within lit zones.

Lighting Efficacy

The Building Regulations (Part L2A) detail stringent minimum efficacy levels to be achieved in all areas. To demonstrate compliance with these Regulations the building's lighting efficacy must be greater than 50 lm/W (lamp lumens per circuit watt) in general areas and 15 lm/W within public areas. It is the desired intent to better the target lighting efficacy across all the internal lighting installations for the development.

Lighting Control

There is a strong desire to eliminate unnecessary lighting of unoccupied areas, as this is believed to be an often-overlooked discipline. Good robust technologies such as presence detection (PIR devices, detecting a person's presence within a room and switching lighting accordingly) shall be employed wherever possible.

Consideration shall also be given to the appropriate installation of "last man out" switches (one switch at the exit position that isolates all lighting circuits). This is intended to prevent lighting in unobserved areas being left on accidentally.