

Pensaeri Siartredig
Huw Griffiths
Chartered Architects

DESIGN AND ACCESS STATEMENT FOR

Ty Menyn, The Kingsway

Swansea

SA1 5JN



Huw Griffiths Dip Arch RIBA MA Historic Building Conservation PG Dip Urban Design

www.huwgriffithsarchitects.co.uk

NORTH HILL, 7 ST. JAMES CRESCENT, SWANSEA SA1 6DP

TEL: (01792) 644038 Email: design@hga.wales

Huw Griffiths Architects Limited, Company Registration No. 4619923

November 2024 / HG.24.21

<u>CONTENTS PAGE</u>	Page No.
1.0 Introduction	2
2.0 Design Context/ Context Analysis	3
3.0 Site Appraisal	5
3.1 External spaces around the scheme	
3.2 People and community	
3.3 Location of site	
3.4 Character and site identity	
4.0 Movement	7
5.0 Design Brief	8
6.0 Public Realm	9
7.0 Cost analysis / carbon footprint	10
8.0 Cycle Storage	12
9.0 Design brief requirements	13
9.1 Shower and bath provision	
9.2 DDA / Wheelchair access	
10.0 Proposal	14
11.0 Conclusion	15
Appendix A – Moodboards	
Appendix B – Site Context Sketches	
Appendix C - Internal Flat Frontage Concept	
Appendix D - SWOT analysis	
Appendix E – 3D Renders	

1.0 Introduction

- 1.1 This Design and Access Statement has been prepared to accompany the public 28-day pre-application consultation (PAC) period and will subsequently be refined to accompany the detailed planning application and a green infrastructure statement. The final scheme has emerged following a pre-application submission and a redesign following this feedback.

2.0 Design Context and Analysis.

Capturing the value of the site / context analysis.

As an Urban City Centre location, the site has no green space within its site boundaries however the recent landscaping scheme of the Kingsway thorough fare affords a new greening of the reclaimed west to east carriageway of both hard and soft landscaping. New trees and green planting areas provide an uplift to the Kingsway together with wider areas for public circulation on the North side of the Kingsway.

The front elevation of the site faces due south and affords good solar penetration into the central Atrium area. The rear elevation facing north affords vehicular access into the basement and is located onto the back edge of pavement fronting Northampton Lane.

In and around the site there are four and five storey buildings of varying profiles and frontages. There are a large variety of architectural styles and materials in the area. The opportunity exists for the redevelopment of the site to create a new identity and context for the southern end of the Kingsway.

The art deco character of the host structure provides a sound base for the two new roof top floor designs of contrasting materiality which will have a contemporary approach to the host structure.

The proposed built form and elevational height of the design compliments the 4 / 5 storey elevational mass of the neighbouring student accommodation building. The detail and rhythm of window openings for the two additional rooftop floors are taken from the host structure – respecting the solid to void ratio of the art deco style.

The YMCA building to the southwest of the site is also 4 /5 floors and was designed by Glendenning Moxham paid for by public subscription in 1910. This building is listed grade 2 by CADW.

Due to the building meeting the back of pavement line at ground level it has no public realm of its own. Consequently, the atrium space allows the residents to use the ground floor of this central area as a meet and greet area for their own enjoyment and recreation. The lack of green infrastructure around the outside of the building are noted but internal biophilic measures hope to mitigate this shortfall.

There is a gap or void between buildings on either flank of the Kingsway. Those fronting the pavement / highway on the south side of the Kingsway are 73 to 44 meters away from the frontage of Ty Menyn. This area of public realm is dominated by the Kingsway roundabout which provides a form of traffic calming for the travelling by car / bus.

Consequently this aspect or key viewing point from the Kingsway roundabout does offer an excellent view of the schemes frontage to the public.

The principle constraint of the site is its junction between the building envelope / external walls of the existing structure to the public realm i.e., the back of pavement line. There are no external spaces to within the domain of the applicant site to either of the 3 exposed flanks. The rear elevation hits the ground at tarmac / highway level with no pavement interface to soften this meeting of vertical elevation and horizontal road.

A pavement does exist on the side elevation facing Newton Street and to the Swansea City Council pay and display car park. This measures 2.4m, with a 6m public highway before the change of level up to the public car park plateau at YMCA level.

The main front elevation facing the Kingsway and part Newton Street incorporates a disabled ramp up to door entry threshold with a further existing narrow green landscaping strip dividing Newton Road and the Kingsway.

The fourth side is a joint or shared boundary with the neighbouring recently completed student letting complex. There are no existing openings / windows facing this joint boundary.

Consequently, all current planning requirements for ecological, biodiversity and SUDS compliance are restricted to the current site plan of the existing footprint.

To accommodate or even to try and meet these onerous requirements the design team only have the existing roofscape and the proposed internal Atrium to meet the required SUDS standards for WG compliance.

3.0 Site Appraisal

3.1 External spaces around the scheme.

As there are no external spaces within the domain of the site the design team is limited to incorporate suitable “green” biophilic measures within the building’s footprint.

Consequently, the use of the atrium area as a green biophilic space is viewed from by all flat entrance doorways together with each of the deck access platforms – such vantage points allow residents to view and enjoy an internal courtyard planted with a suitable mixture of trees and planting. The atrium space will be designed by the landscape consultants to become an internal biophilic feature of the design.

A flat external green roof is required to act as part of the absorption coefficient needed for SUDS compliance. The residents do not have access to this rooftop area.

3.2 People and community.

The potential for this development of approximately 50 flats / homes for Coastal Housing Association as a community of people under a single roof is immense.

Taking an overview of how the architecture – both internal and external affects the behaviour of each prospective tenant has been at the forefront of the design.

The centralised atrium space has been designed to give each home a dual aspect with windows facing out externally and a second frontage overlooking the Atrium. Each flat / home connects itself with the internal Atrium via its front entrance door and overlooking window into this biophilic influenced interior. The ambition was to design an all-inclusive community where all occupiers felt that their home contributed to the whole development and that their comings and goings or activities within the Atrium gave them a strong sense of ownership within a mini neighbourhood of the other 49 flats of like-minded people. This biophilic interior of green walls and suitably selected plants or trees contributes or reinforces the community atmosphere rooted from this communal atrium space.

3.3 Location of site.

The existing building was built in 1927 and expresses itself elevationally as having been designed in the Art Deco style. The height of the ground floor lift to 1st floor together with the pattern of fenestration to the first and second floors is of classical proportions topped by a perforated parapet of balusters and a capping rail – all reminiscent of the late English Renaissance Period c1860. Albeit reconfigured with Art Deco Mouldings, pilasters and openings in the style of period.

The building is sited at the southern end of the Kingsway designed and constructed prior to the 1944 Bombing / Blitz which is why the remainder of the town centre was rebuilt in the 1950/60's – this building escaped the Blitz.

Originally commissioned by Evan Rees for the purposes of admin and distribution of butter. The dairy industry of south and west Wales provided his business together with the Milk Marketing Board good quality and a regular supply of milk. The building is bordered by footpaths fronting public highways is set back from the base of viewing points i.e., the Kingsway itself by 12m. A narrow strip of landscaping divides or separates the front and return elevation up Newton Street from pedestrian and vehicular traffic.

3.4 Character and site Identity.

The building due to its art deco overtones has a strong but reserved presence overlooking the Kingsway. The pattern of fenestration is broken down into an expression of the concrete frame behind the front elevation which provides each structural bay with three tall windows divided into a 750mm high spandrel panel below cill and a window height of 2700mm.

This is a well-presented elevation with a harmonious pattern of solid to void ratio.

The design seeks to maximise its environmental qualities with a roof mounted PV array and a biophilic influenced internal atrium. The Atrium ground floor area measures approximately 18m square.

The attached mood boards of precedent examples of atrium spaces with planting schemes is attached within the list of attached documents / drawings. - See Appendix A Mood Boards.

4.0 Movement.

The location of the site on the Kingsway is within the inner-city centre zone of Swansea City Council and complies with the requirement for No car parking due to the walking distance to both bus and rail stations of less than 15min. Bus stops are within 50m to 80m of the main front entrance of the building hence it is well connected to differing modes of public transport. Available compound space exists on the ground floor for multiple bike storage racks which will have bike charging facilities and secure lockable gates with fencing floor to ceiling. Such a bike store will be illuminated – switched via movement sensors with communal staircases and deck access routes illuminated from a landlords / battery fed, electric supply from the roof top PV array.

Movement within the Atrium space utilises a two stair towers located diametrically opposite with a single lift tower . The lift ensures full accessibility to all internal levels.

The location promotes both walking and cycling (beach 20 to 30 min), nearby parks (20 to 30 min), Marina SA1 area (20 to 30 min).

With good links to transportation networks the site is in a highly sustainable location.

5.0 Design Brief.

The brief provided by Coastal Housing Association provides for a varied mix of flat types within the scheme from 2-person 1 bed flats to 4-person 3 bed flats for families.

The sites' central location is both sustainable in the use of nearby public modes of transport which can offer easy access to the jobs market both locally and further afield. Within an hours travel a person could be in the central Cardiff workforce area.

The 4 upper floors are designed for residential use with the ground floor lettable for commercial use. It is preferable to have a mixed-use scheme to increase footfall around the outside of the ground floor level however the demand for retail or commercial class uses namely office / bank / financial / food and drink is not currently strong or attracting a commercially viable rental income.

6.0 Public Realm.

The public realm outside the scheme is an urban context fronting the main Kingsway carriageway. A resident or pedestrian on the Kingsway footpath is within a fully public area. On walking into Newton Street which goes past the front elevation this is a semi-public zone. On entering the ground floor Atrium this is semi-private / shared with other residents together with each of the deck access levels. On entering each flat a person enters a fully private area. The hierarchy of "defensible space" is clearly defined and is a comfortable progression both physically and emotionally from fully public to fully private spaces.

The Atrium space offers each resident a biophilic context to their semiprivate area which is only accessed by the residents. The trees, plants and green walls of the Atrium offer a quiet calm atmosphere to the interior of the design. Green walls are scheduled for both stairwells and potential netting between 1st and 2nd floor beams will contribute further to the greening of the Atrium.

7.0 Cost analysis / carbon footprint. Measures for the whole life cost analysis.

The original concept was to demolish the existing building to make way for a new build scheme. The previous design had excessively long internal artificially lit corridors with little or no regard to the welfare and well being of the residents.

The retention of the 1927 art deco shell incorporating a centralised Atrium allows residents to make better use of the existing resource and omits the costly requirement of demolition.

The sustainability credentials of the build process incorporate a lightweight steel SFS system using galvanised steel channel sections for the integration of all flats within the existing floor to floor heights. Each flat will be acoustically isolated from its neighbours and have the benefit of current insulation standards plus the existing external envelope of a cavity built external walling. Such forms of construction fully endorse Modern Methods of Construction.

The rooftop mounted PV array will feed all landlord areas i.e., deck access platforms, stairwells, bike storage areas and the basement service areas / car park for the commercial tenants. There is no car parking for the residential tenants / occupiers due to inner city centre location.

The use of lightweight recyclable steel compliments the M.M.C. requirement from Welsh Government.

7.1 Decarbonisation / circular built environment.

The measures adopted within the philosophy of the design concept – contribute to the decarbonisation of the construction process are as follows:-

- a) Excessive and destructive demolition of the host structure has been avoided using the reclaim and reuse of the existing building envelope.
- b) The use of lightweight steel SFS system of walling in between floor to floor heights uses reclaimed steel from the Bessemer Furnace which recycles scrap and second hand steel.
- c) The retention of the concrete frame of columns and beams to retain rigidity within the concrete frame of the existing building prevents the frame from being subject to lozengeing (i.e., twisting).
- d) The cutting away of unwanted floor areas / certain structural bays within the Atrium reduces the imposed loading and the transfer of such dead loads through the concrete frame to ground. The omission of these floor plates aids greater visual permeability of the structure between floor levels i.e., the aim was to foster a sense of inclusiveness between neighbours on differing floors to further a sense of ownership, a sense of place and to reinforce the character of the building.

7.2 Energy and Decarbonisation to achieve EPC A.

The design of roofscape incorporates a PV array which will supply power initially to communal areas i.e., the landlords supply thus reducing or making a contribution to the service charges for each of the residents.

Surplus energy will be fed into a battery bank at basement level to be harvested as required.

The EPC A rating to each flat using a fabric first approach is the applicants goal utilising heavily insulated envelope to each steel framed unit. Each flat is shoe horned in between the existing external walling and the retained floors within each level of the concrete frame.

The embodied energy within the concrete frame and its retention as a major element of the design concept is a net benefit to avoiding its replacement with an alternative new build steel frame.

Each flat will be heated and powered by electricity. Currently the option of each flat having a small electric boiler to heat traditional radiant wet radiators is under consideration.

8.0 Cycle Storage.

Ground floor areas at the base of the Atrium have been allocated for cycle storage. The cycle store is alongside or near to the vehicular ramp down to the underground car park. Cyclists can carry their gear / helmets from each flat and exit the cycle store directly into Northampton Lane a one way street which should provide a safer exit / entry into and out of the building.

The location of the site within the inner-city centre of Swansea eliminates the need for car parking within the design.

The previous use of the building as offices did make use of the basement car park for a number of vehicles. Accessed down a 4.5m to 5m wide ramp vehicles entered and exited the building through the roller shutter door within the rear elevation fronting Northampton Lane.

The site connects to both rail and bus terminals within a 20 min walk with the seashore a similar distance from the site. An active and accessible travel strategy to a number of natural recreational areas is of benefit to each of the residents enhancing their wellbeing and mental health.

9.0 Design Brief Requirements

9.1 Shower and bath provision.

All flats have both showers and a bath in accordance with W / DQ12 standards 2021. Due to dual aspect flats and the requirement for all bathrooms to be mechanically vented the bathroom can be centrally positioned within the internal flat layout of rooms and spaces. The external elevation can accommodate 3 windows per flat, 1 serving a bedroom, with 2 serving lounge / living room. On the internal deck level flank we have designed the front entrance door and windows for a second or third bedroom pending the design of each flat layout.

9.2 DDA Wheelchair Access

The single lift shaft / car is now located at the top left of the Atrium plan and has been designed to be part of the new build steel frame. On closer inspection of the existing former garage building the consultant structural engineer has advised its replacement with a new steel framed structure which affords us as designers to level up floor levels to match the existing – previously the floor levels were not consistent. Levelling up the new floors to match existing levels allows for consistency of window cill and head levels which is a preferred aesthetic to the former.

10.0 Proposal

The deck access system in lieu of circulation corridors may be subject to natural daylight and sunlight warmth but as an “open air” internal volume this approach to arriving at “my front door” is preferable - The Atrium is intended to be at near external ambient temperature but without the added complication of complex and expensive waterproofing details necessary at doorway to deck - to flat interior levels.

The atrium roof is translucent, not transparent to avoid the expensive specification of a glazed roof with its inherent cleaning and maintenance requirement.

The gap between the mono pitch roofing vanes allow and encourage air changes of the Atriums interior yet will keep birds and unwanted insects out of the internal volume – by using a mesh between the overlapping fins or vanes, this allows for constant purge ventilation of the interior.

The mix of differing flat sizes of 1 bed 2 person to 3 bed 4 person flats integrate the differing age groups within the design to form a new city centre neighbourhood at this southern end of the Kingsway.

The use of the Atrium as a sociable space imbues each deck level with a sense of ownership and belonging to the scheme. The visual permeability both across and within the void further reinforces this neighbourhood continuum.

In accordance with W / DQR 2021 each flat includes adequate space for a home office to allow each occupant to operate a computer / laptop and if necessary, an area away from other habitable spaces within each flat e.g. – a desk space divorced from the bedroom.

Adequate Broadband width will be available to all tenants within the complex.

To ensure compliance with WG Secure by design.

It is expected that all apartments will have a voice entry system capable of achieving a secure by design gold standard together with suitably specified flat front doors and the additional flat windows facing the internal atrium / deck access will be designed to comply fully with secure by design standards.

Kitchens / bathroom / W/ DQR.

All bathroom and WC areas will facilitate wheelchair access for lateral transfer onto the WC. Such bathrooms are acceptable for future conversion into wet rooms to facilitate the requirement for a lifetime home.

11.0 Conclusion

The concept of utilising a deck access from the “streets in the sky” was championed initially by Sheffield City Council at Quarry Hill. The recent refurbishment of this late 50's early 60's scheme has recently been awarded many Architectural awards for its inclusivity, strength of neighbourhood belonging and character.

The architectural merit of applying this concept to the Ty Menyn site is immediately apparent from the internal visuals and how the additional floors have been integrated on top of the roofscape of the formal Art Deco offices.

The location of the scheme within the inner city centre margins facilitates ease of walking to a host of local and mixed racial communities. Nearby bus stops and the proximity of public parks / public open spaces, the Marina and Swansea Bay itself offer the tenants a quality of life suitable for all age groups from single young people to families and the elderly. The design has many features to hopefully enhance the WG health and wellbeing Act.

Appendix A - Moodboards

Ty Menyn Ground Floor



IDEAS / TY MENYN 08/24
Inspo style Ideas board



COURTYARD / WALK WAYS



Ty Menyn 1-4/5th Floors

BALCONIES OVERLOOKING
OPEN ATRIUM



IDEAS / TY MENYN 08/24
Inspo style Ideas board



OPEN WALKWAYS



WINDOW BOXES/ROOF
PLANTERS - BIOPHILIC
ELEMENTS

PRECIDENT DESIGNS / TY MENYN 08/24
Inspo style ideas board



BIOPHILIC
GARDEN POCKETS



Ty Menyn Exterior Style

IDEAS / TY MENYN 08/24
Inspo style ideas board



BALCONY AREAS/COLOUR
FEATURE WALLS/TEXTURED
CLADDING DETAILING FOR EXTERIOR
& INTERIOR ATRIUM

Ty Menyn Interior/Exterior Urban Regeneration Design/Style
 Swansea 'City by the Sea' - inspirational artwork panels feature on walls

PRECIDENT DESIGNS / TY MENYN 08/24
 Ingo style ideas board



UNIQUE DECORATIVE DESIGN FEATURE
ART WALL PANELS
 DETAILS FOR EXTERIOR
 & GROUND FLOOR
 INTERIOR ATRIUM/COURTYARD

(ALL IMAGES AND CONCEPT COPYRIGHT OF ARTIST)



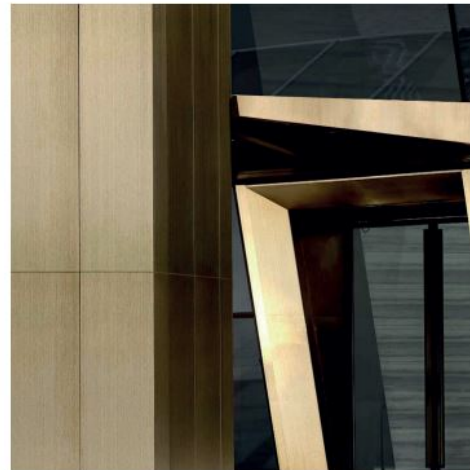
CLAD AROUND
 SOME AREAS OF THE
 ENTRANCES OF
 EXISTING BUILDING



NORDIC BRASS
 VMZINC
 CLADDING TO FEATURE
 ON AREAS OF NEW
 CONTEMPORARY TOP
 FLOOR/STOREY



EXTERIOR COLOUR WAYS/TEXTURE



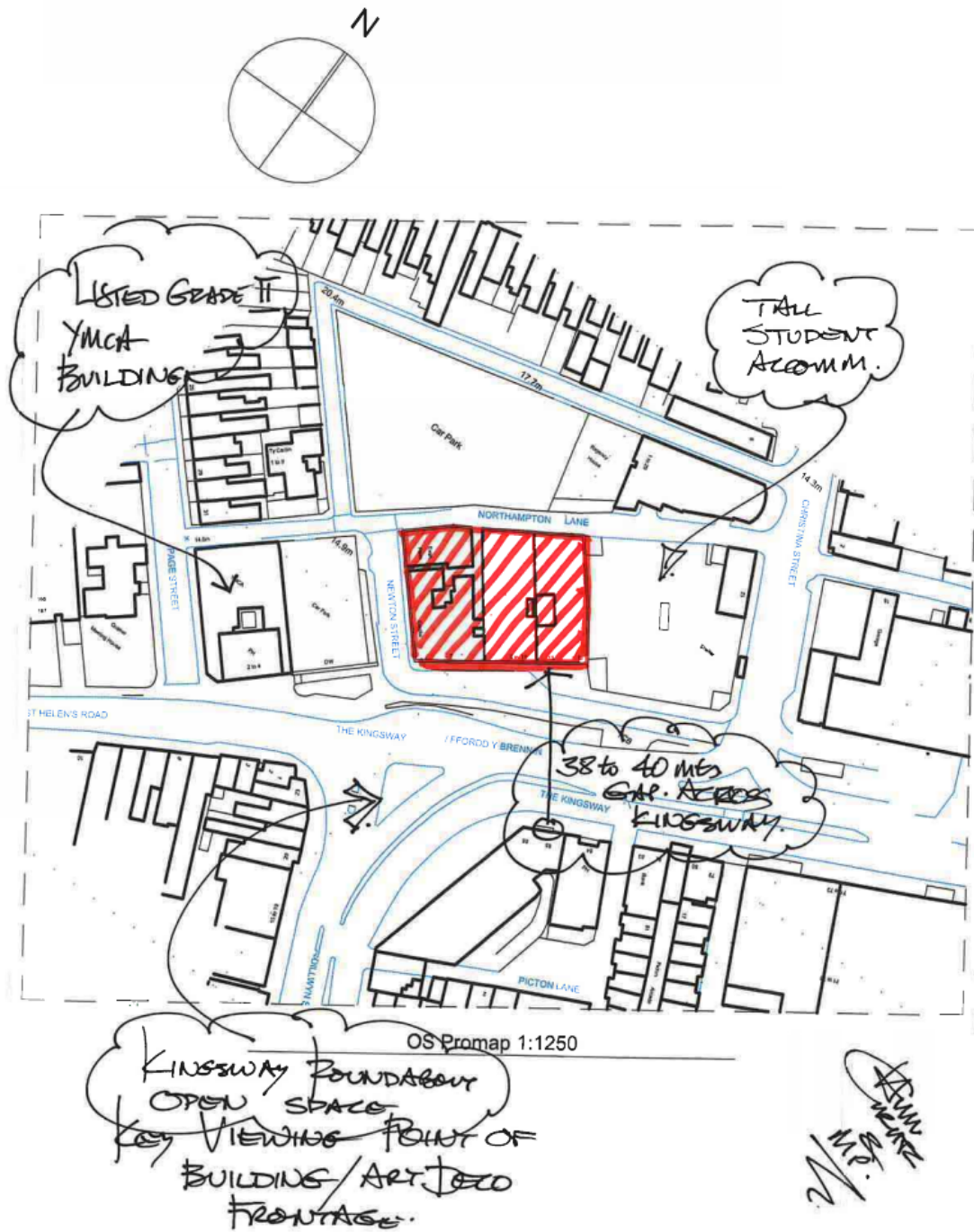
PRECIDENT DESIGNS / TY MENYN 10/24
 Exterior Colour ways

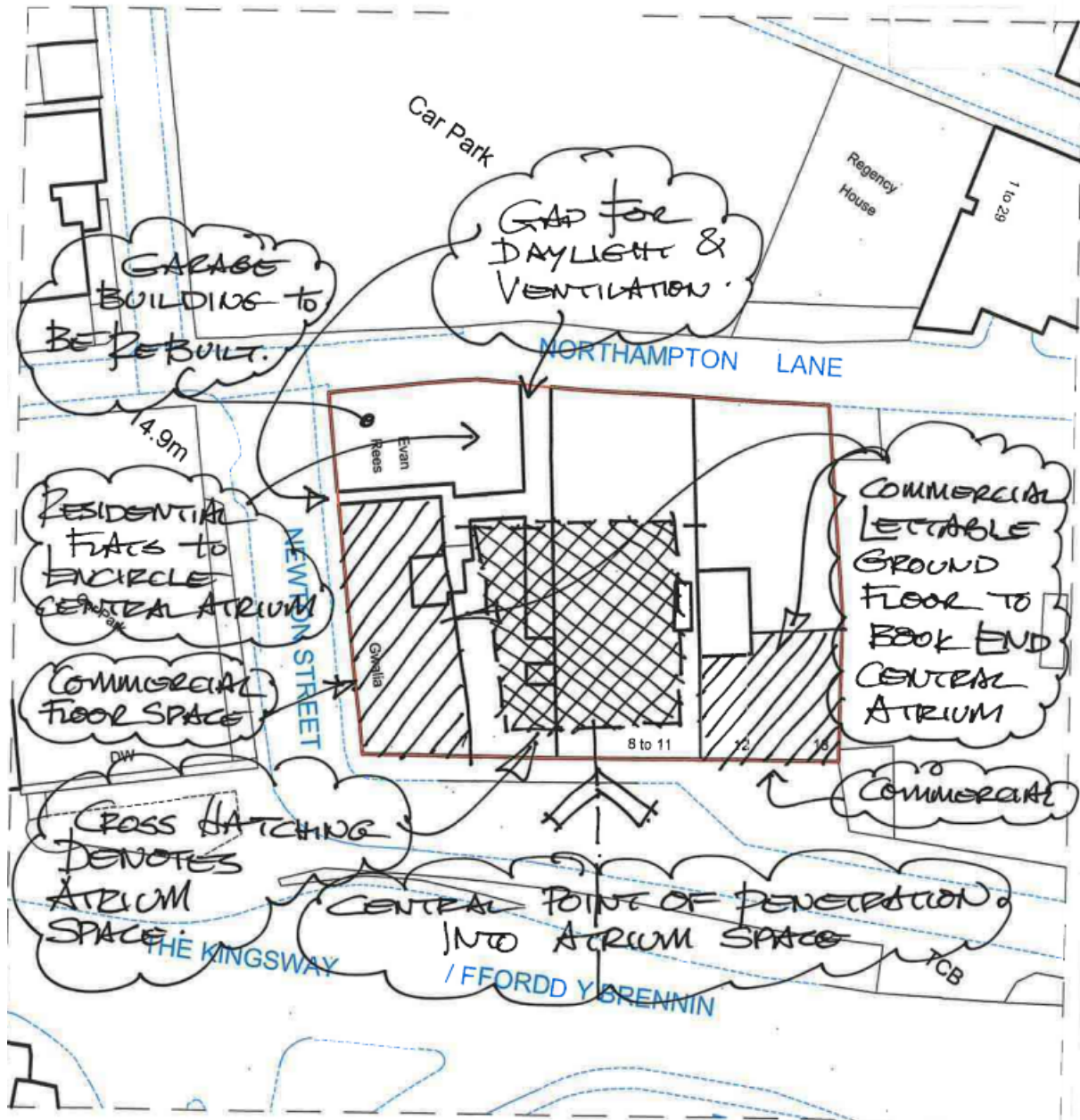


EXTERIOR
 RENDER PAINT
 COLOURS

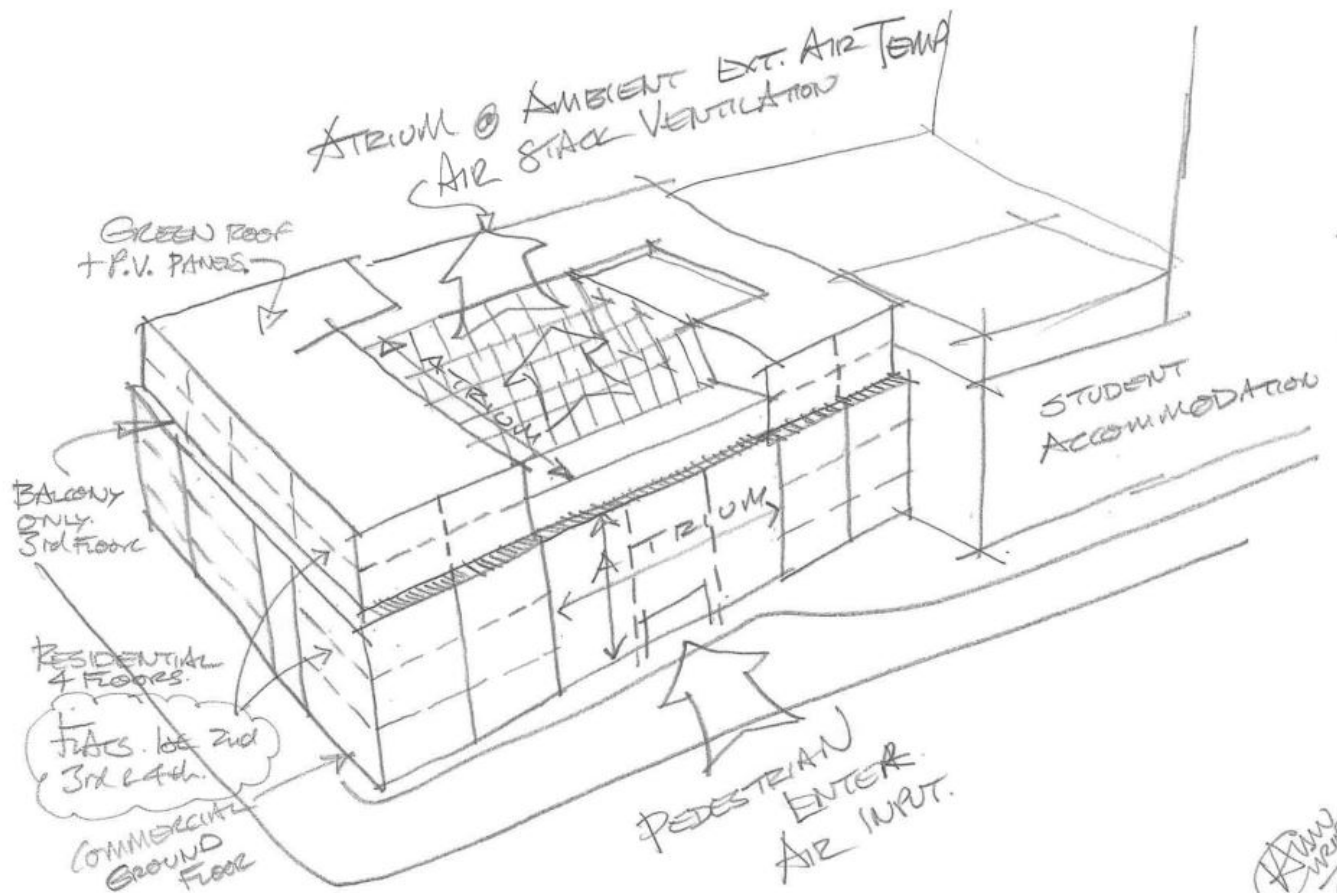


Appendix B – Site Context Sketches

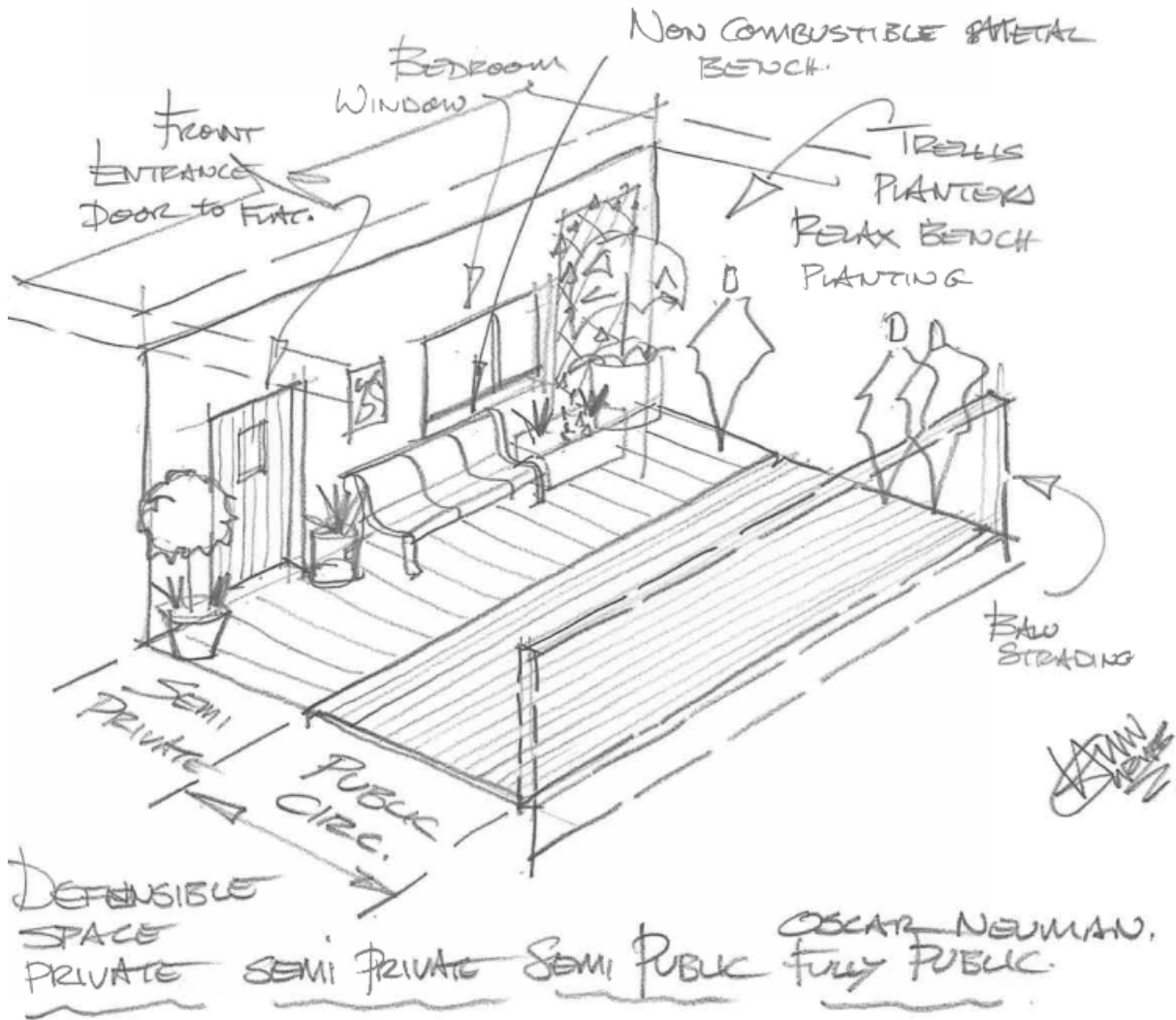




ARM
MENYNE
M.P.

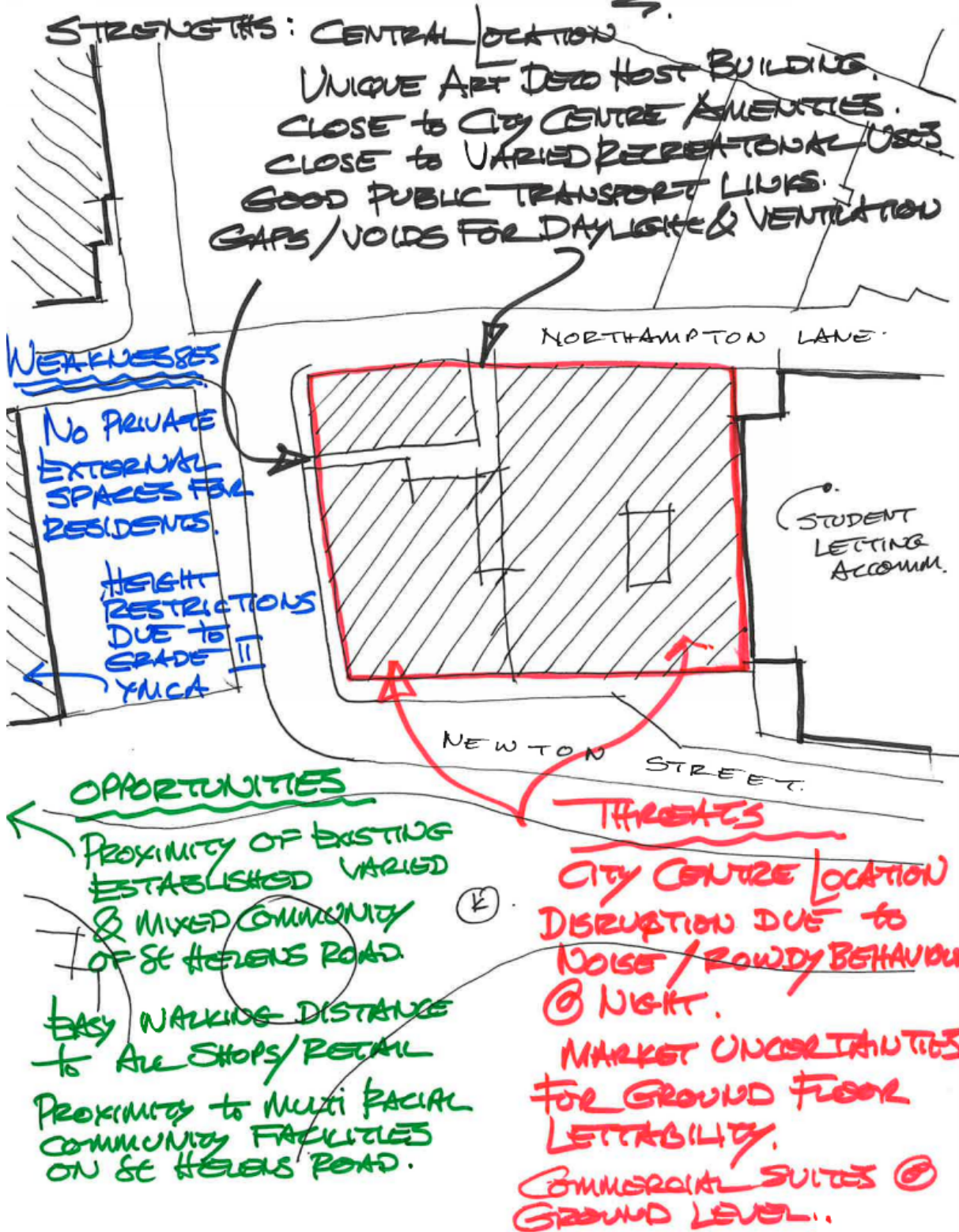


Appendix C – Internal Flat Frontage Concept



SKETCH OF DECK ACCESS
CONCEPT
by MENYN KINGSWAY SW.

SWOT ANALYSIS



Appendix E – 3D Renders

