
Proposed Residential Development at

Former Rompney Castle Pub

Wentloog Road,

Rumney

Cardiff

CF3 3EB

DESIGN & ACCESS STATEMENT

August 2021



01.0 Introduction

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02.0 Proposals & Scope

Sunder Architects has been commissioned to undertake the design, development and subsequent planning submission for a residential development of 26 residential units on land occupied by former Rompney Public House, Wentloog road, Cardiff

The site has been visited to evaluate the surrounding area, which included the evaluation of the adjacent properties for any overlooking issues and their position in proximity to the existing building. The topography of the land has been evaluated during the site visit and the relationship of all boundaries, against their surrounding areas.

A full measured topographical survey has been carried out, on which the proposed design layout has been based.

This DAS has been prepared by **Sunder Architects** on behalf of Rompney Castle Estates Ltd to accompany the planning application for this site.

Sunder Architects are keen for the development to be of highest quality design, which is fitting for the structure of dwellings in the area and also intends that the project will be well designed to the highest architectural standards, and that it will provide exemplary living conditions and environment for the residents, whilst responding to the site and its surroundings and ecology, and achieving high standards of sustainable design, in a safe and secure environment.

Synopsis

The purpose of a Design & Access Statement (DAS) is to provide a clear and logical document to explain the various facets of design and access in respect of proposed development and demonstrate how they respond to planning policy.

The diagram opposite, extracted from the Welsh Government guidance on preparing a DAS, illustrates the various considerations that need to be taken into account. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

This DAS is subdivided into five sections, commencing with a brief overview of the proposal in this section. Section 2 provides a description of the application site, Section 3 an overview of the site context and Section 4 identifies the relevant national and local planning policies which provide the framework for appraising the application. Section 5 explores the relevant design and access facets associated with the application, addressing the requirements of each of the 5 objectives of good design. Section 6 concludes with an appraisal of the application justifying why it should be granted permission.



02.0 Proposals & Scope

The structure and content of the Statement follows the advice at Appendix 1 of Technical Advice Note 12. Following this introduction, it reviews the policy and physical context for the development before considering issues of environmental sustainability, movement, character and bio-diversity/landscape. Finally, the DAS deals with accessibility and community safety.

The Statement should be read in conjunction with the following application drawings by **Sunder Architects**:

LT2108.00.01	Site Location Plan
LT2108.04.01	Proposed Site Layout
LT2108.04.02	Proposed Boundary details
LT2108.04.03	Proposed Bike + Bin store details
LT2108.04.101	Proposed Ground + First Floors
LT2108.04.102	Proposed Second + Third floors
LT2108.04.103	Proposed Roof Plans
LT2108.04.104	Proposed Elevations
LT2108.04.105	Proposed Elevations



The Site

These drawings are to be read in conjunction with the various discipline drawings such as land drainage, topographical survey and suds drainage designs

03.0 Development

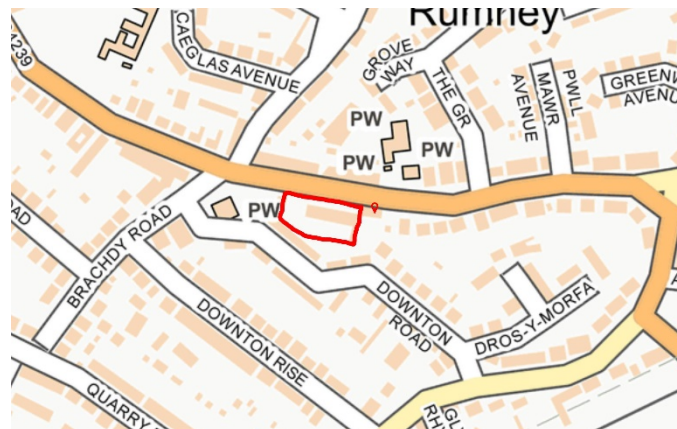
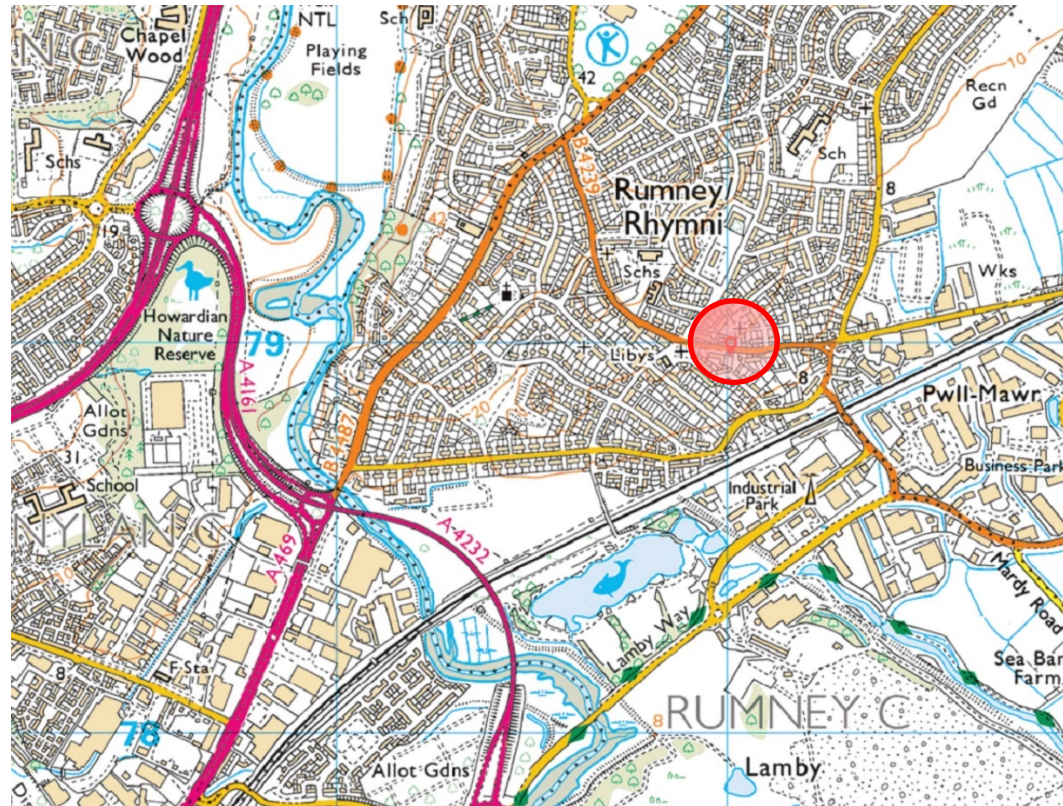
The Development

The 0.56 acre site is situated on Wentloog road, Rhumney. The site is approximately 3 miles to the North East of Cardiff City Centre and is located close to Newport road, which provides excellent travel connections to both Cardiff City centre and Newport City Centre.

The development will see the demolition of the existing buildings – namely the public house which has been vacant for some period of time.

The development will use approx. 70% of the existing land take, with the remaining 30% for off street parking and SuDDS drainage designs.

The scheme will sit within the confines and constraints of the site boundaries, respecting the existing topography and adjacent buildings.



04.0 Planning Policies

National Planning Policy and Guidance

Planning Policy Wales (Edition 11 – February 2021)

PPW sets out the land-use policy context for the consideration and evaluation of all types of development. As a general rule, a presumption in favour of sustainable development is promoted when preparing development plans and in the determination of planning applications.

PPW sets out a number of principles that those involved in the planning system are expected to adhere to. These include, inter alia:

- *taking a long-term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;*
- *respect for environmental limits, so that resources are not irrevocably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of natural resources;*
- *tackling climate change by reducing greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change;*
- *taking account of the full range of costs and benefits over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime.*

PPW describes Design and Access Statements as a communication tool that explain how the objectives of good design have been considered from the outset of the development process. It encourages applicants to take an integrated and inclusive approach to sustainable design, proportionate to the scale and type of development proposed.



04.0 Planning Policies

Technical Advice Notes

TAN 1 informs and advises on Joint Housing Land Availability Studies and was published in January 2015. It provides guidance on the requirement for Local Authorities in Wales to maintain a five year supply of readily developable land suitable for housing.

Whilst paragraph 6.2 of TAN 1 has been disapplied, which removed the requirement to afford 'significant' weight to the lack of a 5 year housing land supply, it is still down to the decision maker to attribute weight as they see fit.

TAN 12 (March 2016) provides guidance on good design and is addressed in detail within this Design and Access Statement, including assessing how the current proposals adhere to the five objectives of good design in terms of:

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

TAN 18 (March 2007), deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling; generally advocating development at sustainable sites.



04.0 Planning Policies

Local Development Plan

Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise. The relevant plan comprises the Rhondda Cynon Taf Local Development Plan adopted in March 2011.

The LDP vision is, amongst other things, to ensure there is an adequate supply of housing which meets the needs of residents.

Key policies that relate to design and access requirements can be identified as follows:

- AW2 – Sustainable Locations
- AW5 – New Development
- AW6 – Design and Placemaking
- SSA11 – Housing Density

Supplementary Planning Guidance

The adopted LDP is supported by a series of Supplementary Planning Guidance documents. The relevant SPGs are:

- Design and Placemaking
- Affordable Housing
- Access Circulation and Parking

Supplementary Planning Guidance

The following adopted Planning Obligations Supplementary Planning Guidance (2011) are also considered relevant, and have informed the Development Proposals:

- Affordable Housing;
- Highways and Transport;
- Community Facilities and Regeneration;
- Ecology and Biodiversity; and
- Recreation and Public Open Space.



05.0 Context

Site and Surroundings

The site is situated on the main B4239 Road – Wentloog Road and located East to the intersection of Brachdy Road and Caeglas road.

The site currently hosts former Public House. It historically hosted a betting shop which has subsequently been demolished. The site can be classed as sloping and has a level difference of some 2.7m from West to East.

An existing foul sewer runs parallel with the rear boundary.

The site is set within a built up Urban spread and is surrounded by mainly residential properties. The East boundary hosts and existing single storey extension to a two storey cottage. The North boundary aligns with Wentloog road, with typical urban development 2 storey early 20th century / late 19th Century houses, along with single storey businesses (coffee shop and a dress hire shop). The West boundary abuts Public open space along with the single storey chapel. The South boundary abuts the rear fence line of the bungalows to Downton Road to the rear of the site.

The site is within close proximity of the Local shops which are located some 200 metres West of the site on the corner of Brachdy Road.

Wentloog road connects with Newport road, North West of the site, which provides excellent pedestrian links to local transport and addition amenities / shops etc.

The impact of the development on the residential amenity of existing/proposed occupiers.

It is generally accepted that development densities of 30-50 dwellings per hectare (dph) are appropriate to make best use of identified development land and to protect the countryside from urban sprawl. It is also recognized and favoured that brown field sites, such as this application are developed in favour of green field sites. The proposed development for the site of 26 units is considered to be an appropriate density which balances the need to make the best use of the site whilst having due consideration to local densities and ensuring the provision of appropriate amenity and privacy standards. The proposed external appearance has been designed to take advantage of the key position of the site, located on a main interstation thus providing 'key' elevations but respecting the topography and other dwellings in its surroundings. The overall palette or material are traditional (manly brickwork) , but the contemporary design is intended to lift the local vernacular into a modern era of design.

Consideration has been given to the height and massing of the proposals in relation to the existing buildings to mitigate any potential impacts that the development may have on the amenities of existing residents. The proposal reflects the urban fabric of the surrounding area in terms of the space around. The proposed buildings will be subject to review under the Secured by



05.0 Context

Assessment and Character



05.0 Context

Design Objectives:

- Sustaining or Enhancing Local character
- Promoting legible development that has a clear and understandable layout
- Promoting a successful relationship between public and private space
- Promoting innovative design

An analysis of the surrounding built context has been undertaken to inform an appropriate scale and form for the proposed development to enable integration of the new scheme into the existing urban fabric, whilst appreciating the innovative and contemporary design proposed.



Area within the photographs taken

Street Scene:

- Wentloog road;
- Strong Street frontages;
- Mixture of material pallets
- Groups of similar materials and massing;
- Very mixed Architectural styles



Built Form:

- Mainly 2 storey housing;
- Large Terrace Housing;
- Small Retail Units
- Dwellings raised up from road due to topography;
- Very mixed Architectural styles



Building Elements:

- Simple window openings;
- Render / brick / stone finishes;
- Pitched roofs . Gables
- Chimneys;
- On street parking



Boundary Treatments:

- Low level walls;
- Hedges / wall;
- Railings
- Brick / render / stone

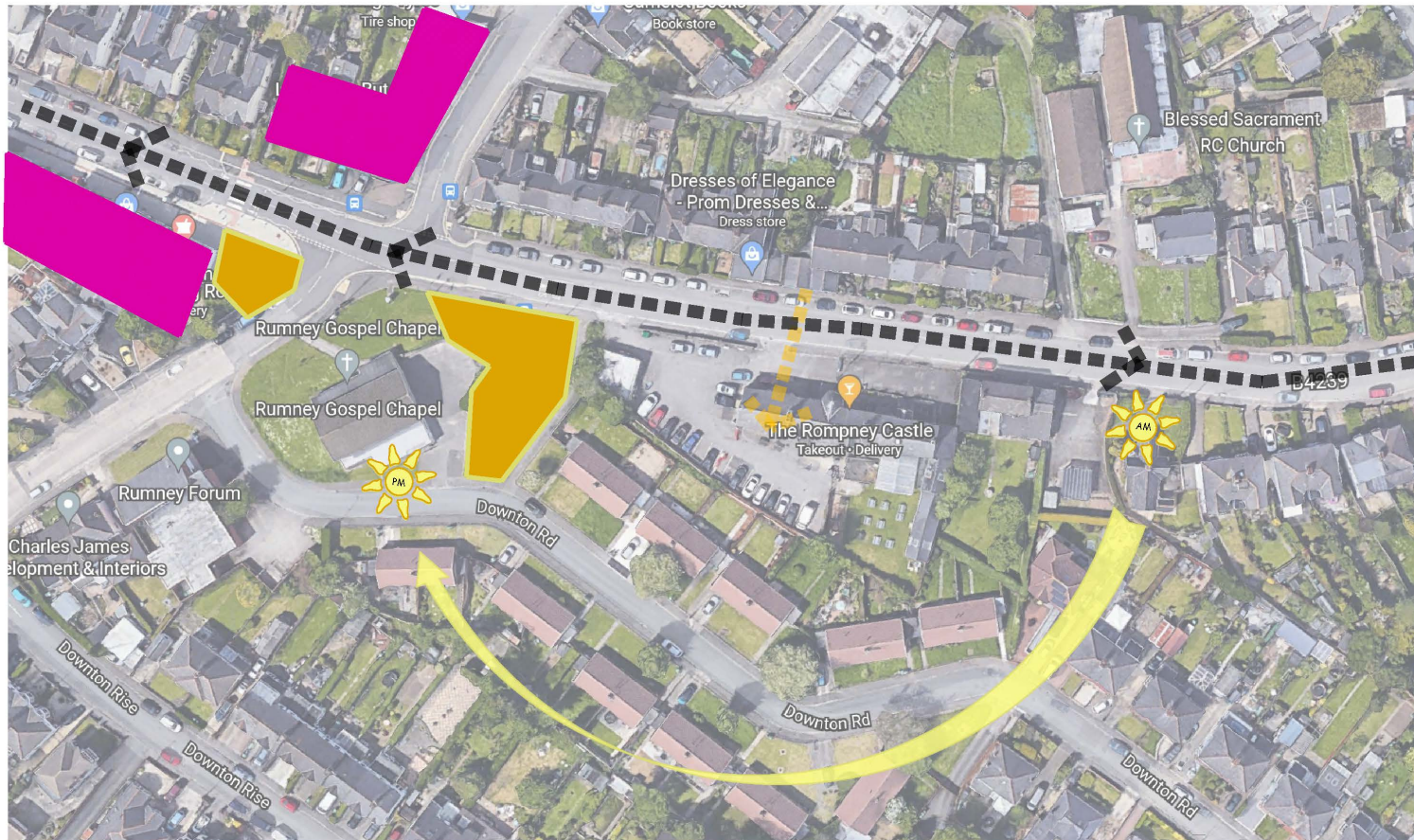


Materials Palette:

- Brick;
- Render;
- Stone
- Slate / tile roofs;
- Timber / UPVC Windows (various fenestration designs)



05.0 Context



MAIN ROAD - THROUGH FARE WITH LINKS TO PUBLIC TRANSPORT, SHOPS	■■■■■■■■	EXISTING PUBLIC OPEN SPACES	■
MAIN ACCESS WEST FROM WENTLOOG ROAD - VIA EXISTING ACCESS SERVING PUBLIC HOUSE	■■■■■■■■	EXISTING AMENITIES SUCH AS SHOPS ETC	■

SITE CONTEXT NTS

06.0 Involvement

Sunder Architects have submitted various interpretations of designs for this site and have submitted a pre-planning application dated 22nd November 2020 submitted by Adept consultants.

Various forms of designs have been presented and submitted and a selection of these designs are illustrated below.

The main criteria derived from the review and pre-planning application were based around the massing and car parking numbers. Various consultants responded to the scheme but generally the scheme was supported.



Images forming part of the pre-planning application



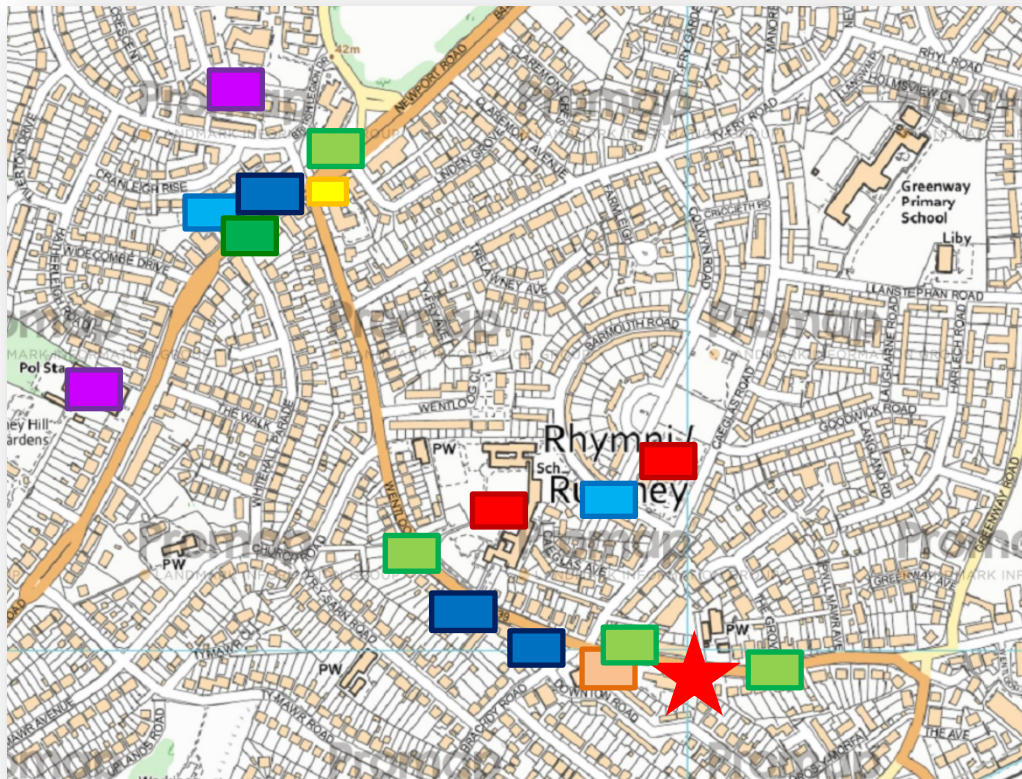
SUNDER_ARCHITECTS

07.0 Access

Movement

As stated the site is located within walking distances to public transport links and public open space. Facilities West of the site offers convenience stores, Post Office, Pharmacy, Café, Public Houses and take-away food outlets all of which are within approximately 500 meters from the site by foot. Primary school (600m) also within walking distance. The site lies on the 45 + 49 bus route which travels to Cardiff City Centre.

As the site lies within a sustainable location in close to a range of local shops, facilities and services the need to travel by private transport is reduced, however, the site is provided with 16 off road parking spaces for the 2 bed residential properties and 4 No retail spaces. Secured cycle parking (one for one) is also provide on site.



The site is sustainable as many amenities fall within its immediate location, such as:

-  Local shops
-  Local Post office
-  Bus Stops
-  Food / restaurants
-  Primary Schools
-  Medical Centre/Pharmacy
-  Public Open Spaces
-  Police Station
-  The Site



07.0 Access

Ease of access for ALL residents and legitimate visitors is fundamental. The proposed scheme is designed to be inclusive and will be compliant with part M of the Building Regulations. Any affordable units (sanctioned under section 106 obligations) will be designed to DQR + LTH requirements, which have stringent access requirements over and above building regulations.

Access to each dwelling is provided via a level threshold access to allow a clear unimpeded route to each dwelling. Furthermore, the surface materials will contrast to differentiate between areas - footpaths within curtilage of each dwelling will be concrete paving slabs with landscaped areas adjacent for contrasting horizontal breaks in the surface. This allows those with visual disability to navigate the site more easily. As the design continues into detail, it is intended that this policy of inclusive design will be progressed, in the provision of adequate space for maneuvering wheelchairs, clear signage, and contrasting textures and colours. Due to the level of disabilities with certain residence, the entire internal surfaces / colour schemes and furnishes will be designed to RNIB Standards.

The retail unit will have full part M access with level access from the parking bays, contrasting color surface finishes and power operated entrance doors with full flush thresholds.

All footpaths leading to the dwellings within this development are to be 900mm or 1200mm wide up to the primary access door and including all perimeter paving.

Flush thresholds will be used in all cases at the main entrances into the dwellings, providing wheelchair accessibility and the internal circulation of each dwelling will provide full wheelchair accessibility. Each floor will be served via a lift for full vertical access.

All areas of boundaries can be accessed for future maintenance.

As shown on the plans the development provides safe and convenient access for all future occupiers regardless of any physical constraints they may have. Furthermore, the scheme has been designed with reference to Part M of the Building Regulations and Secured by Design (SBD) in consultation with the local Constabulary.



08.0 Design Considerations

Design context and proposals

Scale, Massing and Layout

The proposed development of 26No residential dwellings comprises; 16 No 2 person 1 bedroom flats, 10No 3 person 2 bedroom flats together with a 172m sq retail unit.

The site has been developed and designed to front Wentlog Street, adapting to the existing topography and offering a strong build line to match the existing the properties elsewhere along Wentlog road. The proposed parking court is to the rear of the site ensuring off road parking and that the street elevation / build line is not dominated by cars.

Parking access is taken off Wentlog road, to correspond with early engagement comments from Highways during the pre-planning application.

Whilst the built form is predominantly 2 storey, the dwellings opposite the site are raised up from the main road resulting in a higher build form and ridge lines. This height has reflected the 4 storeys used in the Western section of the propose layout and also to add a key block elevation viewed from the cross road junction of Wentlog road and Brachdy road.

The proposed building descends in height from West to East to take account and reflect the site topography and to compliment the surrounding properties, thus reducing to 2 storeys adjacent the existing two storey cottage abutting the Eastern Boundary

Proposed 4 storeys to 'key' elevation viewed from cross road. Aspect elevation with bay windows and change in materials to offer relief and interesting facades.

2 Storey dwellings opposite raised up from main road resulting in higher build form as viewed East along Wentlog road.

Building line staggered to respect adjacent properties to reflect privacy distances

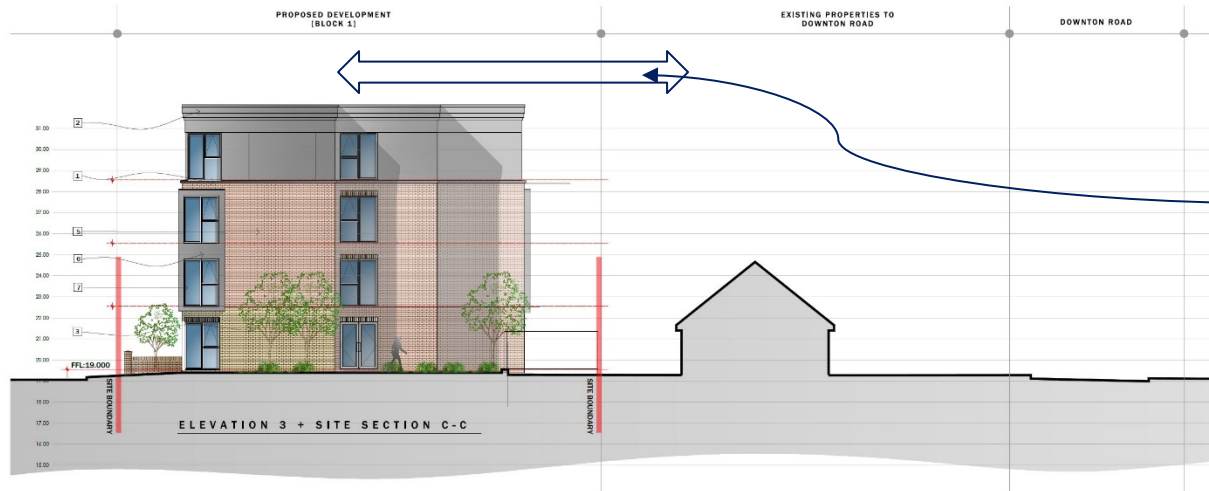
Proposed building Height descends to reflect topography and heights of adjacent dwellings – proposed heights reduced from 4 storeys to 2 storeys



08.0 Design Considerations

Using bold strong materials to each façade, to present a key building with contemporary, innovative design whilst reflecting local materials such as facing brickwork.

Proposed building Height descends to reflect topography and heights of adjacent dwellings – proposed heights reduced from 4 storeys to 2 storeys



Building line staggered to respect adjacent properties to reflect privacy distances

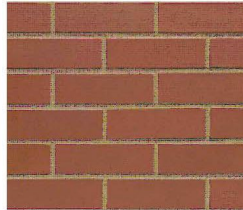


08.0 Design Considerations

Appearance

Fenestration is simple and unobtrusive. The design of the proposed dwellings reflects the existing residential in the surrounding area and the materials palette selected complement the existing finishes of the surrounding development. The units use a simple plan form and elevational treatment in common with the prevailing built form in the area. Relief is provided by:

- The use of materials in a contrasting but pleasing nature of their use, in such as contrasting cladding @ light buff brickwork
Varying roof lines and profiles to offer a relief in ridge height and to the street vernacular.
- Feature protruding window bays in dark grey cladding
- Feature buff brickwork panels to offer vertical relief
- Large deep windows to replicate local vernacular Victorian style dwellings



MULTI RED FACING BRICKWORK



BUFF FEATURE DENTAL BRICK COURSE



BUFF FACING BRICKWORK



08.0 Design Considerations



08.0 Design Considerations

Sustainable Drainage (SuDDS)

Following the compulsory introduction of SABS approval on 7th January 2019, which required all schemes over 100m sq to achieve SABS approval, the scheme has been designed in a manner to include such sustainable drainage solutions. The juxtaposition design of the roof has allowed a sustainable sedum flat roof to be inserted between the two main gable roof lines.

Other sustainable drainage measures are also incorporated within the design. The tight site constraints of the site have ensured that all drainage solutions are kept within the site boundaries or designed within the footprint.

Sustainable drainage solutions installed:

- Permeable Paving systems
- Sw attenuation
- Bio diversity enhancement

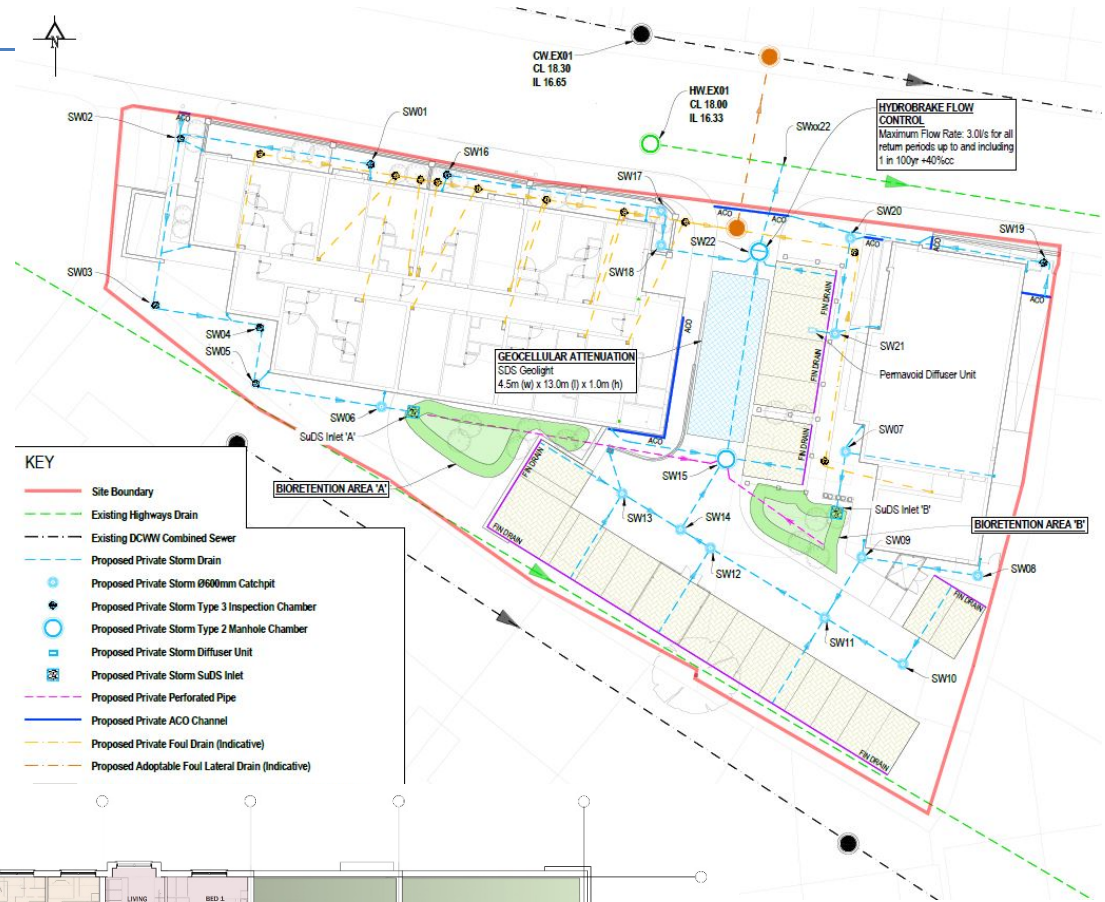
A pre SABBS application has been submitted and comments received as per the layout opposite.

Various areas within the scheme are dedicated to SuDDS including green roofs located over the retail area and the main roof, offering bio-diversity and a natural attenuation area for the surface water.

A full SABBS application will be submitted in tandem with the planning application.

Bio-diversity and Landscape

The undeveloped area of the site is to receive supplementary planting of native tree and shrub species to enhance the bio-diversity in an effort to improve the ecology. The final landscaping scheme will be provided as part of the planning application.



Green roofs are proposed to the third floor of the main building and first floor over the retail units to assist the SuDDS drainage scheme and design.

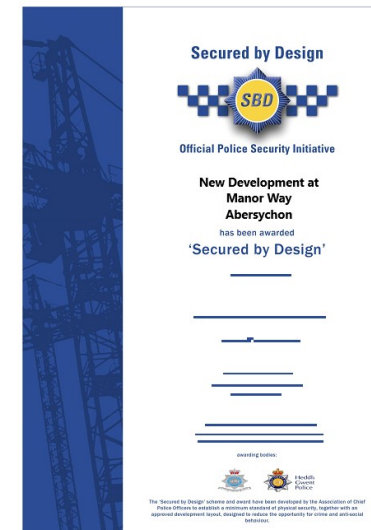


08.0 Design Considerations

Community Safety

Secured by Design (New Homes 2016) identifies seven attributes of sustainable communities. The scheme meets these attributes as follows:

Access and movement: places with well defined and well used routes with spaces and entrances that provide for convenient movement without compromising security	→	The scheme uses a traditional layout with dwellings fronting onto a single access road and pedestrian footpath. There are no side or rear access routes.
Structure: places that are structured so that different uses do not cause conflict	→	The scheme is structured to provide a clear definition between the public street, the semi-public front gardens and the private rear gardens.
Surveillance: places where all publicly accessible spaces are overlooked	→	Windows on the front elevations provide good natural surveillance over the street and front gardens. Low level planting is provided in the front gardens to aid natural surveillance and avoid creating hiding places.
Ownership: places that promote a sense of ownership, respect, territorial responsibility and community	→	The scheme provides a clear definition between the public street, the semi-public front gardens and the private rear gardens.
Physical protection: places that include necessary, well-designed security features	→	The private gardens are secured by gates located at the front building line thereby ensuring that the side access ways are not vulnerable to casual access or abuse.
Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times	→	The publicly accessible areas will be active since they also provide vehicular and pedestrian access to the new houses and the existing garages on the west side of the road. This additional activity and natural surveillance from the front windows of the houses will help to make the existing garages less vulnerable.
Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future	→	Maintenance and management responsibilities for all parts of the site will be clear either individual occupiers or the adopted road and footpath.



09.0 Summary



09.0 Summary



09.0 Summary

Summary

The proposed development has been considered in the context of the surrounding residential character. It is considered that the scale and type of development is entirely appropriate and that it would have no negative impact on the amenity of nearby dwellings.

The site has been inclusively designed to ensure accessibility for persons with differing needs including specifically designed level accesses to each dwelling, different colour ground covering, level thresholds and circulation areas within each dwelling.

Given the above information, it is believed that the proposed scheme is well suited to the locality and neighboring buildings, and that the scale of the proposed construction fits well into the existing street scenes within its location. It is believed that the development respects the privacy and amenity of the neighboring housing and that it would provide a very high standard of accommodation in keeping with the area.

