

DESIGN & ACCESS STATEMENT

PINK STORAGE, SLOPER ROAD
CARDIFF

NOVEMBER 2024

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planning consultants



PROPOSAL

SUMMARY OF THE PROPOSAL

This document has been prepared by Amity Planning Ltd on behalf of Pink Storage. This statement supports the submission of a retrospective Full Planning Application for “use as a self-storage facility (Use Class B8 Storage and Distribution) together with the siting of shipping containers and associated infrastructure” at Sloper Road, Cardiff.

The objective of this Design and Access Statement (DAS) is to demonstrate how the principles of good design and placemaking have been applied, and how the proposed planning submission has been developed in a thoughtful, logical, and wide innovative manner, that considers the site, its context and the character of the wider area.

The statement identifies how the scheme responds to the relevant policies and guidance on design and placemaking. The statement also explains how the design evolution has responded positively to the comments and input from a wider range of local authority departments and demonstrates how we have collaborated with the local authority to produce this scheme.

PINK STORAGE

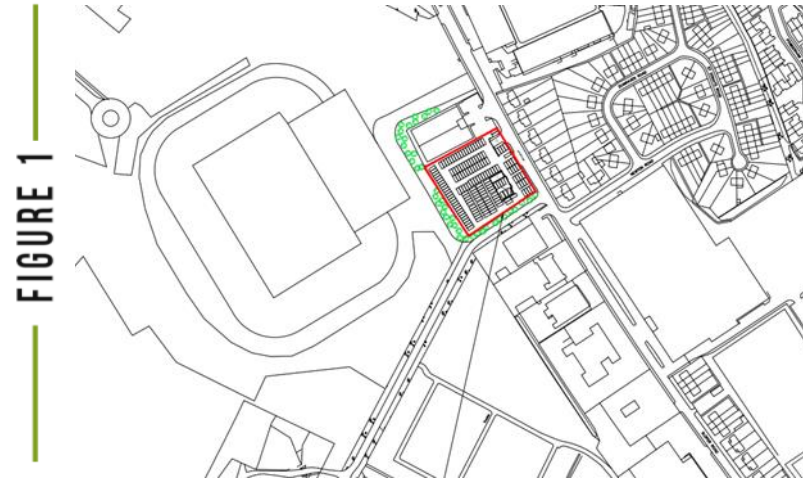


FIGURE 1
1.0 SITE LOCATION PLAN

SITE CONTEXT

The Pink Storage Facility (the ‘Site’) is broadly square in shape and is located in a mixed-use residential and industrial area. The Site was previously used for bus and coach storage associated with Cardiff Bus and Coach Station, which is located on Sloper Road within close proximity of the Site. With this previous use having ceased in December 2021, the Site is now used as a self-storage with individual shipping containers and associated infrastructure located across majority of the Site. The Site is surfaced in hard standing (primarily tarmac), with a pre-existing coach shed located near the front of the site that now houses several storage units. To the northern, southern and western boundaries the Site is enclosed by palisade fencing. To the east the Site is bound by green wooden fencing, with the entrance restricted by a mesh gate that is operated by a key code.

Beyond the immediate site boundaries, existing residential properties lie to the east at the, to the west lies the Cardiff City Stadium and industrial and commercial businesses lie to the north and south.

VISION STATEMENT

DEVELOPMENT BRIEF

The application involves an employment use within a defined Existing Employment Area within the settlement boundary of Cardiff.

The development of this land at Sloper Road brings economic benefits to the Leckwith area, whilst delivering a modernised and uniform design to a Use Class B8 for Storage and Distribution. Enclosed by fencing, the scheme blends into the existing industrial/commercial units adjacent to the development site. The Site is sustainably located close to a wide range of facilities, shops, and leisure space which can be accessed by bike, on foot or via public transport.

Sloper Road, which serves the Site, connects to Ninian Road via Leckwith Road which offers direct access to Cardiff Centre and neighbouring areas. Cardiff Centre is a 30-minute walk from the site or, alternatively, Ninian Terrace train station is a 7-minute walk along Sloper Road and provides direct access to the city centre and surrounding areas.

The immediate area is characterised by existing employment uses including a Major Motor Services and One Stop Autos, which lie either side of the development. Residential properties lie opposite the site, on the other side of Sloper Road. Whilst the site will be accessible 24 hours a day, the nature of the use is such that it is not a generator of any meaningful noise or other air pollution, particularly compared with its former use, as reflected in the lack of nuisance complaints since the use first started operating. Therefore, this will create no greater effect on the residents of the adjacent properties.

The site is sustainably located and is well served by various bus routes into Cardiff city centre and beyond as well as easy accessibility to active travel, such as walking and cycling.

OBJECTIVES



PROTECTION OF EXISTING EMPLOYMENT LAND

The development seeks to encourage the protection of such land for 'B Use Class employment generating use' by providing a self-storage facility with the inclusive use of operational development.



SUSTAINABLY LOCATED

Within a direct access route to Cardiff City Centre, the storage facility holds itself within a prime location for active travel opportunities. Several bus, train and cycle links reside themselves within walking distance to the site and therefore provide the ability for active travel.



ALIGNING WITH THE CHARACTER OF THE LOCAL AREA

The industrial appearance of the shipping units does not widely differ from the character and design of the surrounding industrial sites. The site therefore aligns with policy KP5, by aligning with the minimalistic but modern look of the surrounding area.

PLANNING POLICY

LOCAL DEVELOPMENT PLAN

The planning policies and guidance which are relevant and influential to the design of the proposed development have been identified as follows.

CARDIFF LOCAL DEVELOPMENT PLAN 2006-2016

The site lies falls within the administrative boundaries of Cardiff County Council. It is within existing employment land of Cardiff (EC1).

The Cardiff Local Development Plan (LDP) was adopted in January 2016. It sets out the spatial vision for the future development of Cardiff. The LDP is utilised by the Council to guide and manage development, providing a basis by which planning applications will be determined and will supersede the existing adopted development plan framework for Cardiff. As highlighted within Section 38 of the Planning & Compulsory Purchase Act 2004, development must be carried out in accordance with the Local Development Plan unless mitigating circumstances warrant consideration.

MOST RELEVANT LDP POLICIES

EC1 – EXISTING EMPLOYMENT LAND
EN5 – DESIGNATED SITES
EN14 – FLOOD RISK
C3 – COMMUNITY SAFETY
C4 – PROTECTION OF OPEN SPACES
KP8 – SUSTAINABLE TRANSPORT



SUPPLEMENTARY PLANNING GUIDANCE

Supplementary Planning Guidance (SPG) exists to provide further detail on policies and proposals contained within Cardiff's Development Plan. They help ensure policies and proposals are better understood and applied effectively. Supplementary Planning Guidance does not hold the same weight as the adopted Development Plan policies. However, they need to be taken into account when making material consideration to determine planning applications.

MOST RELEVANT SPG DOCUMENTS

MANAGING TRANSPORTATION IMPACTS

SAFEGUARDING BUSINESSES AND INDUSTRIAL LAND AND PREMISES

POLICY

PLANNING POLICY WALES

Planning Policy Wales (PPW) forms the overarching national planning policy document within Wales, providing guidance to Local Planning Authorities (LPAs) for the preparation of development plans and the determination of planning applications through their development management functions.

Paragraph 2.8 acknowledges that “planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales”.

2.0 NATIONAL PLACEMAKING OUTCOMES



FUTURE WALES NATIONAL PLAN 2040

Future Wales is the national development framework and sets out the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system. Urban growth and regeneration should be based on the following strategic placemaking principles:

1. Creating a rich mix of uses.
2. Providing a variety of housing types and tenures.
3. Building places at a walkable scale, with homes, local facilities, and public transport within walking distance of each other.
4. Increasing population density, with development built at urban densities that can support public transport and local facilities.
5. Establishing a permeable network of streets, with a hierarchy that informs the nature of development.
6. Promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and
7. Integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.

TECHNICAL ADVICE NOTES

Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs) which provide further national advice and guidance on specific areas of the planning system. The following TANs are relevant to this scheme:

- TAN 11: NOISE
- TAN 12: DESIGN
- TAN 15: DEVELOPMENT AND FLOOD RISK
- TAN18: TRANSPORT
- TAN23: ECONOMIC DEVELOPMENT

DESIGN DEVELOPMENT

DESIGN

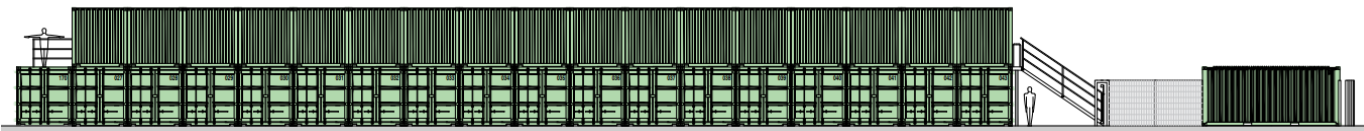
As identified previously, the site is located within an established mixed use, mainly industrial area within close proximity to local facilities along Sloper Road.

As illustrated on the accompanying site plan, the development comprises the placement of 256no. shipping containers, with 6 rows maintaining a permanent fixation at a double stacked height. Containers stacked two-storey high are served by a gang way and stairs that serve the second floor. Containers 195no. to 256no. will make up the first-floor level. Each unit maintains uniformity in design, colour, size and layout with dimensions scaling at 6058 x 2438 of corrugated steel in colour green with a 32.6m³ capacity. Although not aligned in formation, for the majority of the site, the containers are still neatly arranged in rows allowing vehicular access around the site feasible. Access is maintained via the existing entrance from Sloper Road on the sites Eastern boundary.

The multi-level structure is supported by a twist lock stacking pin, used as a reinforcement to add extra stability and structure to the containers.

The exterior design of the containers provide an industrial look with a corrugated metal cladding giving the structure a more polished appearance. This industrial look not only matches the aesthetic and design of the local area but also allows for a modern and minimalistic look to what once was an unused piece of land.

5.3 PROFILE VIEW OF A CONTAINER ROW



5.0 GROUND FLOOR LEVEL SITE LAYOUT



5.1 FIRST FLOOR LEVEL SITE LAYOUT



FIGURE 5

THE PROPOSAL

CHARACTER

The scheme was designed to provide a series of shipping containers sited across the site to be used as self-storage units and the ability to be rented on an individual basis. The number and layout of the units allows for high quality design standards without comprising the character of the surrounding area.

The storage units, due to their industrial appearance do not differ greatly in architectural appearance from the adjacent industrial units and with the high fencing and green colour units, the external street scene is in-keeping with the local area. The uniformity, including colour, size and height, of the containers result in a visual betterment to the area, compared to the sites derelict state before the containers were installed.

As mentioned above the conversion of the site from a bus depot site reduces both noise and pollution to the surrounding residential area, greatly improving the character of the neighbourhood. Unlike the constant movement of buses, the storage facility will generate far less noise, with activity largely limited to loading and unloading, which can be more easily managed to minimise disruption. Additionally, the decrease in traffic will alleviate congestion, improve air quality, and create a safer and quieter environment for residents.

In view of this, this development has adhered to the good design principles and effective placemaking strategies.

FIGURE 6



6.0 24 HOUR SECURITY CODED FRONT GATE

COMMUNITY SAFETY

As a self-storage facility, the premises have been designed with safety and security to ensure a safe environment for valuable items, affording peace of mind to customers. Equipped with 24 hour a day, video surveillance and lighting, it helps minimise the opportunity for crime and therefore mitigates the offset it may bring to the surrounding community.

The containers are designed to be secure. The thick steel walls provide resistance to theft and vandalism, further supported by the high levels of security at the entrance.

THE PROPOSAL

ACCESS & MOVEMENT

The Site is situated in a mixed-use area of Cardiff which comprises of commercial, industrial and residential units. The Site is well positioned in relation to highway access, public transportation, and major road networks, allowing for easy access to the storage site. The site offers a strategic location for both the public and private business, catering both personal and commercial needs.

The storage facility is accessed by a combined pedestrian and vehicular access along Sloper Road, that links to Leckwith Road which allows direct access to Cardiff Central to the east and the A4 to the west.

The site is well located in respect of active travel routes, with walking and cycling made available adjacent to the site. Cardiff central is approximately a 30-minute walk, in conjunction with this, Ninian Park Train Station resides a 7-minute walk along Sloper Road which provides direct access to the Cardiff City Centre. Several bus routes also align themselves within walking distance to the site, with Ninian Park and Sloper Road Bus Stop existing within a 1-minute walk from the storage facility.

With regard to parking the Council's adopted *SPG Managing Transportation Impacts (Incorporating Parking Standards)* identifies a maximum car parking provision of 1 car parking space per 1,000sq.m of floorspace. Due to the nature of the site being of use Class B8 for Storage and Distribution, the development site does not currently provide any designated parking spaces. However, despite the constrained nature of the site, there is opportunity for temporary parking spots, given the site is not highly trafficked at any given time.

The site features a looped access road that allows vehicles to drive around the facility, providing convenient access to all storage units. This layout facilitates easy circulation, enabling vehicles to park temporarily for loading and unloading without obstruction. Given the sites low traffic volume, the looped design ensures efficient use of space while minimizing any parking-related issues.

7.0 PROXIMITY TO KEY SERVICES

Name of service or facility	Walking Travel Time (minutes)
Ninian Park Bus Stop	1
Sloper Road Bus Stop	1
Cardiff Bus Depot	3
Lidl	6
Ninian Park Train Station	7
Leckwith Place Bus Stop	9
Costco Cardiff	11
Capital Shopping Park	11
Jubilee Park Bus Stop	12
Cardiff Central Station	30

FIGURE 7

THE PROPOSAL

ENVIRONMENTAL SUSTAINABILITY

The development is entirely hard standing with no ecological features present.

The northern, western and southern boundaries are lined with hedgerows outside the development area and were retained during the installation of the shipping containers. The trees outside the boundaries of the site were not harmed, and no losses were recorded during the installation of the storage units.

Current operations on the site adhere to all relevant environmental regulations including emissions management and waste reduction. This targeted approach to environmental stewardship has provided more direct benefits than broader green infrastructure measures and has seen to align more not only with the characteristics of the site but also with the character of the surrounding area.

Given the nature of the site there is limited opportunity for planting. With the business requiring no on-site staff, it diminishes the need for any additional green infrastructure. Green infrastructure on employment use land typically serves as outdoor or amenity space for employees. The lack of personnel and in line with the industrial characteristics of the site and surrounding area, further reduces the necessity to incorporate landscaping into this application. Landscape/ecological enhancement will therefore be limited to that set-out in the Green Infrastructure Statement and required by SABs.

FLOOD RISK AND DRAINAGE

The entire site is classified as a floodplain under Zone C1 on the Development Advice Map (DAM) and a flood risk zone (3) for rivers and sea, however the site is served with existing drainage infrastructure as well in a TAN15 defended zone. With the site being of a change of use application, it is supported that the existing drainage has not been affected with the installation of the storage units and still meets the requirements and effectiveness of Cardiff's local policies.

SUMMARY

In summary, the development has provided high quality design with the storage units not significantly altering the character of the area. The uniformity allows for visual betterment to surrounding residency as well as adhering to the industrial character of the units to the left and right to the site.

In view of this, this development has adhered to the good design principles and effective placemaking strategies, aligning with the guidelines set out in Planning Policy Wales (PPW) and Policy KP5 of the Cardiff Local Development Plan.

