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**PROPOSED ALTERATION WORKS TO CONVERT
EXISTING GARAGE INTO STUDIO APARTMENT**

3 ALBERTA PLACE PENARTH

DESIGN & ACCESS STATEMENT

James Carter : Alan Barker Partnership
Chartered Architects : Planning Consultants
Bank Chambers 92 Newport Road
Cardiff CF24 1DG
September 2009

Ref : 09/889

3 ALBERTA PLACE PENARTH : CONVERSION OF EXISTING GARAGE INTO
VALE OF GLAMORGAN : STUDIO APARTMENT

1.0 ACCESSIBILITY

- 1.1 The site is situated at the junction of Alberta Place with Sully Terrace, approximately 700 metres due south of the town centre of Penarth.
- 1.2 The existing garage, which it is sought to convert, is sited at the rear of the property fronting onto Sully Terrace and the public amenity space created from the former railway line on the western side.
- 1.3 The proximity of the site to the town centre makes it easily accessible to the local shops and town amenities. And similarly, the 4 regular bus routes (routes 91 92 93 & 94) linking Penarth with the neighbouring town of Barry, the villages of Dinas Powys and Sully and the capital city of Cardiff and thereby, easily accessible to the wider range of facilities associated with a major city. It is also accessible to the local rail network via Penarth Town Station at the top of Plymouth Road, and the national rail network through the link to Cardiff.
- 1.4 The existing garage, which it is sought to convert, is sited at the rear of the property fronting onto Sully Terrace.
- 1.5 The ground level of the site corresponds with the elevation of the existing public highway (Sully Terrace). The ground floor level of existing garage is fixed to suit and as such, would provide upon conversion, easy access for pedestrian from the roadway and any vehicle parked thereon. A level threshold would be created at the entrance as required by current Building Regulations to facilitate wheelchair access, with a ground floor wc suitable for wheelchair users, as a further requirement of

Building Regulations and one of the most significant requirements for visitability identified by the Access Council for England.

- 1.6 As will be noted from Section 11 of the application form referring to vehicle parking, the proposed works would entail the loss of the on-site car space created by the comparatively recent building of the garage and pavement crossover, albeit that it is not currently in use as such. The proposed use would therefore rely on on-street parking but observation indicates there is not a heavy demand for on-street parking in the vicinity of the site. Moreover, owing to its location at the junction of Alberta Place and Sully Terrace, the property has an extended road frontage onto both streets, with capacity for parking six vehicles and a further six on the opposite side of Sully Terrace bounding the public open space, as shown on Drwg No 889/04.

2.0 PHYSICAL CONTEXT & CHARACTER

- 2.1 The site is set within a designated conservation area comprising predominantly 2-storey, Edwardian dwelling houses built circa 1907 and the former railway line on the western side now provides a pleasant, landscaped amenity area and pedestrian/cycle route from the town centre.
- 2.2 The existing garage was constructed nearly six years ago and designed with due regard to its contextual relationship with the existing, surrounding development whose design and scale contribute to the character of the area.
- 2.3 Because the garage is an existing structure that would be essentially unchanged in appearance, the street scene would be unaffected by its conversion and its impact on the street scene and neighbouring properties would be negligible.

3.0 SOCIO/ECONOMIC CONTEXT

3.1 The socio/economic factors inspiring the proposal are particular to the applicants who presently spend most of their time (10 – 10½ months of the year) living aboard their yacht, travelling the world and visiting as many countries as possible; 4 years in the Mediterranean before crossing the Atlantic last in 2008, this year visiting the countries on the eastern seaboard of South America and presently berthed in Curacao (Dutch Antilles). They expect to be doing this for the foreseeable future (7 – 10 years), planning to spend the next year in the Caribbean and thereafter via the Panama canal, crossing the Pacific and visiting the islands en-route to New Zealand before commencing the return to this country.

3.3 The applicants own the property comprising 3 Alberta Place. The house itself is currently let but the garage, which is excluded from the tenancy, is being used for storage of their personal effects.

3.4 The applicants are seeking to make the best use of their assets by converting the Garage to provide a pied a terre for use on their occasional returns to Penarth to visit family and friends and attend to their affairs. In the fullness of time, they will be returning permanently when, the building would probably revert to garage use.

4.0 DESIGN

4.1 The works proposed to adapt and convert the existing garage to residential use are designed to be reversible, that is to say, easily removed to return the building to its present use as and when desired. For this reason and as a security measure, it is proposed to retain the existing powered roller shutter door and install a screen wall behind which would be exposed whilst occupied and concealed by the existing door for the duration of the applicants absence. Thus, the appearance of the building, viewed from the road (Sully Terrace) would be as existing with the roller shutter in

place for 44 – 46 weeks of the year and the screen behind visible for 6 – 8 weeks when occupied.

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1.00 ACCESSIBILITY

- 1.01 The site is situated at the junction of Alberta Place with Sully Terrace, approximately 700 metres due south of the town centre of Penarth.
- 1.02 The existing garage, which it is sought to convert, is sited at the rear of the property fronting onto Sully Terrace and the public amenity space created from the former railway line on the western side.
- 1.03 The proximity of the site to the town centre makes it easily accessible to the local shops and town amenities. And similarly, the 4 regular bus routes (routes 91 92 93 & 94) linking Penarth with the neighbouring town of Barry, the villages of Dinas Powys and Sully and the capital city of Cardiff and thereby, easily accessible to the wider range of facilities associated with a major city. It is also accessible to the local rail network via Penarth Town Station at the top of Plymouth Road, and the national rail network through the link to Cardiff.
- 1.04 As will be noted from Section 11 of the application form referring to vehicle parking, the proposed works would entail the loss of the on-site car space created by the comparatively recently built garage and pavement crossover, albeit that it is not currently in use as such. The proposed use would therefore rely on on-street parking but observation indicates there is not a heavy demand for this in the vicinity of the site. Moreover, owing to its location at the junction of Alberta Place and Sully Terrace, the property has an extended road frontage onto both streets, with capacity for parking six vehicles and a further six on the opposite side of Sully Terrace bounding the public open space, as shown on Drwg No 889/04.

2.1.0 CONTEXT & CHARACTER

2.1.1 The site is set within a designated conservation area comprising predominantly 2-storey, Edwardian dwelling houses built circa 1907 and the former railway line on the western side now provides a pleasant, landscaped amenity area and pedestrian/cycle route from the town centre.

2.1.2 The existing garage was constructed nearly six years ago and designed with due regard to its contextual relationship with the existing, surrounding development whose design and scale contribute to the character of the area.

2.1.3 Because the garage is an existing structure that would be essentially unchanged in appearance, the street scene would be unaffected by its conversion and its impact on the street scene and neighbouring properties would be negligible.

2.1.4 The works proposed to adapt and convert the existing garage to residential use are designed to be reversible, that is to say, easily removed to return the building to its present use as and when desired. For this reason and as a security measure, it is proposed to retain the existing powered roller shutter door and install a screen wall behind that would be exposed whilst occupied and concealed by the roller shutter for the duration of the applicants' absence. Thus, the appearance of the building, viewed from the road (Sully Terrace) would be as existing with the roller shutter in place for 44 – 46 weeks of the year and the screen behind visible for 6 – 8 weeks when occupied.

2.2.0 SOCIO/ECONOMIC CONTEXT

2.2.1 The socio/economic factors inspiring the proposal are particular to the applicants who presently spend most of their time (10 – 10½ months of the year) living aboard their yacht, travelling the world and visiting as many countries as possible; 4 years in the Mediterranean before crossing the Atlantic last in 2008, this year visiting the countries on the eastern seaboard of South America and presently berthed in Curacao (Dutch Antilles). They expect to be doing this for the foreseeable future (7 –

10 years), planning to spend the next year in the Caribbean and thereafter via the Panama canal, crossing the Pacific and visiting the islands en-route to New Zealand before commencing the return to this country.

2.2.2 The applicants own the property comprising 3 Alberta Place. The house itself is currently let but the garage, which is excluded from the tenancy, is being used for storage of their personal effects.

2.2.3 The applicants are seeking to make the best use of their assets by converting the Garage to provide a pied a terre for use on their occasional returns to Penarth to visit family and friends and attend to their affairs. In the fullness of time, they will be returning permanently when, the building would probably revert to garage use.

3.0.0 COMMUNITY SAFETY

3.0.1 The site is situated within an established, urban part of the town surrounded by and readily visible from other, existing residential development that would contribute to a safe environment. Moreover, the area is routinely policed and the street lighting on the pavement in immediate proximity to the site provides a further measure of security. As explained elsewhere, it is also intended to retain the existing automatic roller shutter as a security measure during the applicants' periods of absence.

3.0.2 Reciprocally, on account of its scale and intended use, it is considered that the proposed development would not pose a risk or threat to the safety of the community in which it is situated.

4.0.0 ENVIRONMENTAL SUSTAINABILITY

4.0.1 Unfortunately, the use of the building that is now contemplated was unforeseen at the time of its construction and the structure will therefore require upgrading to habitable standards including compliance with Part L1 by Building Regulations, which is achievable.

4.0.2 In addition, it is proposed that materials and modes of construction will be selected with reference to the BRE Green Guide to Specification which is itself referenced in the Government's Code for Sustainable Homes (CSH). The Ratings expected to be achieved are noted hereunder :-

Walls	(upgraded)	: A – A+ Rated
Roof	(::)	: A – A+
Gr Floor	(::)	: C

5.0.0 MOVEMENT TO FROM & WITHIN THE DEVELOPMENT

5.0.1 The ground level of the site corresponds with the elevation of the existing public highway (Sully Terrace). The ground floor level of existing garage is fixed to suit and as such, would provide upon conversion, easy pedestrian access from the roadway and any vehicle parked thereon. A level threshold would be created at the entrance as required by current Building Regulations to facilitate wheelchair access, with a ground floor wc suitable for wheelchair users, as a further requirement of Building Regulations and one of the most significant requirements for visitability identified by the Access Council for England.