

Land off Trem Echni,  
Rhoose

DESIGN & ACCESS  
STATEMENT  
\*ADDENDUM\*

March 2013

# Foreword

This addendum to the design and access statement is submitted on behalf of Taylor Wimpey in support of the Full Planning Application on land off Trem Echni in Rhoose.

The purpose of this document is to:

- Provide a description of the revised scheme and what informed the design that has led to the scheme as newly proposed.
- Set out the urban design strategy for the development that has led the evolution of the revised scheme proposals.

The text and illustrations within this document are intended to inform and advise on the approach and urban design principles behind the revised scheme as now being considered. Section 7 of the original DAS is rewritten on the following pages to provide a thorough descriptive of the newly proposed scheme.

It highlights the key areas of change and how the new design principles are delivered.

The revised concept was formed through discussions with the local authority in developing an idea which would deliver a quality scheme with one of the driving forces behind it the delivery of a single central green space.

Following the initial concept plan, further meetings and discussions were held with the local authority in developing and evolving a scheme which delivers the aspirations of both the developer and the authority.

# Design Approach

## The Importance of Urban Design

The DETR publication “By Design” highlights the importance of urban design in the development process. It states that:

“Urban design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes of ensuring successful villages, towns and cities.”

## Key Development Objectives

Urban design covers a broad range of issues, and it is therefore necessary to define the core objectives. These key development objectives are intended to underpin the successful implementation of the development. They are applicable to the site in its entirety, and represent an holistic approach to the design of the overall scheme.

The objectives are drawn from tried and tested urban design methods that derive from the observation and analysis of existing, well-loved places.

The key urban design objectives outlined in TAN 12 are:

- \* Character (including layout, scale, appearance, amount and landscaping)
- \* Community Safety
- \* Movement to, from and within the development
- \* Environmental Sustainability

This section sets out how these urban design objectives are addressed following the recent negotiations with the Council which has seen the scheme develop and evolve into an exciting and vibrant development proposal.

# Character

## Layout

A new illustrative concept plan was produced following discussions with the local authority who expressed strong aspirations for a large central green space which could form the focal space for the development and an area of interest for the wider area.

A legible and well connected scheme were also areas raised by officers which they felt was lacking in the originally submitted scheme.

A desire to split the loop road as originally submitted into two cul-de-sacs was encouraged by the Council reinforcing the opportunity to create a central space in the form of a park or village green.

The scheme takes the form of an inward facing scheme on three sides with the southern edge

onto Trem Echni facing out so as to benefit from coastal views and to provide an active frontage to the road. Distances to existing neighbouring dwellings was carefully considered so as not to impact on their amenity space.

The buildings shape and form the streets and spaces in a legible manner providing active frontage throughout and good surveillance over the public and private areas. This in turn provides a safe, coherent and well connected street pattern.

The introduction of informal areas to be adopted as highway are proposed adjacent the central space and to the west and eastern corners of development. These spaces help to slow traffic and offer additional legible spaces within the scheme.



Vista terminations through buildings sited at the head of views into the site and within the site offer additional points of legibility and reference.

The scheme is proposed as being broken down into character areas: Sea Views; Park; and Mews/Street. The form these areas would take would each be slightly different.

The Sea View area is characterised by private driveways serving large detached 2.5 storey dwellings; the Park area by a shared surface and strong built form with few breaks in the frontage; and the Mews/Street, predominantly higher density with a mix of detached, semi and terraced dwellings.

A 'pocket' green space in the northeast corner of the site has been proposed to create a 'green link' for the existing public right of way which leads the path into the development.

A variety of parking arrangements have been used based on the principles of on-plot parking such as in curtilage or to the front of the dwelling. Parking provision is generous with the largest houses provided with 3 spaces and all dwellings with at least 2 parking spaces. The highway has been designed to a width which enables on-street parking.

## Scale

The scale and built form of the development will be principally two storeys to reflect the predominant height of buildings in the local area. There are however some 2.5 storey located to the southern boundary edge in order that they benefit from the southerly views toward the sea.

Those dwellings at 2.5 storeys have all been located away from existing dwellings so as not to impact on their private amenity space.

Massing will be fairly uniform across the site where detached dwellings reflect a similar massing to that of the semi detached dwellings proposed.

Rooflines will appear varied in response to the gently sloping topography of the site.

## Appearance

In terms of detailing and materials, the development will use locally recognisable materials including grey or brown rooftiles on a predominantly red brick facade.

Detailing to the openings have been kept simple which is a reflection of the more historic buildings



Illustrative Streetscene

rather than some of the more ornate or overly complicated elevations found close by.

Render has been proposed in small amounts across the development. Although there are a few dwellings to the east and southern edge with render in part, this is mainly introduced to break up the expanse of brick facades.

However, the render used to the dwellings which front onto the formal park is proposed so as to reinforce the character of this space. This will aid in creating a strong and legible area within the development but one which still sits comfortably in the wider area.

The use of a brick or stone to openings or a simple bell cast lintel is further a reflection of the historic context.

The proposal seeks to replicate the historic and more recent casement styles in a white uPVC window type. Some horizontal and vertical glazing bars will be used aswell to further reflect the character areas formed.

Boundary treatments to individual dwellings will comprise low ground cover planting, formal hedgerows and black metal railings, enclosing various sized front gardens to most properties.

Railings have also been proposed to enclose the formal park which helps toward creating a formalised zone and central focal space within the development.

Rainwater goods will be black in colour to give good contrast from white fascias and light coloured rendered walls and red brick.

## **Amount**

The proposal is for a residential development of 87 dwellings. This is a reduction of 3 dwellings from the original submission and is as a result of

the changes and improvements made to the layout.

A brief description of each of the development components accompanied by a Land Areas table is provided in the following paragraphs.

### **Open Space**

The development itself comprises one main green space and one incidental space.

The main green space takes the design of a formal park, a rectangular shape enclosed by hedgerow and railings. A variety of play 'zones' have then been created through the middle of the area. The small incidental area of open space is located to the northeast corner whereby an existing public right of way enters the site. This green space helps steer pedestrians into the development whereby they would then be afforded an immediate view onto Trem Echni to the south and the formal park to the west.

### **Residential**

The development will use densities that comply with Welsh Government and Regional Policy and that are appropriate to the locality whilst ensuring that the land is used efficiently.

A density of 37dph is proposed across the application site. The proposed density takes into consideration factors such as the existing character of the surrounding area, the site characteristics such as the topography, the density patterns of surrounding areas, the sewer easement and also to make efficient use of land where appropriate. A range of dwelling types will be provided within the site - ranging from two to 5 bedroom houses.

The scheme will have a mix of tenures including open market housing and both DQR and LCHO affordable homes. The final number of affordable units will be 26 which is 30% of the total numbers for the site. This meets with Council policy which we trust will be welcomed.

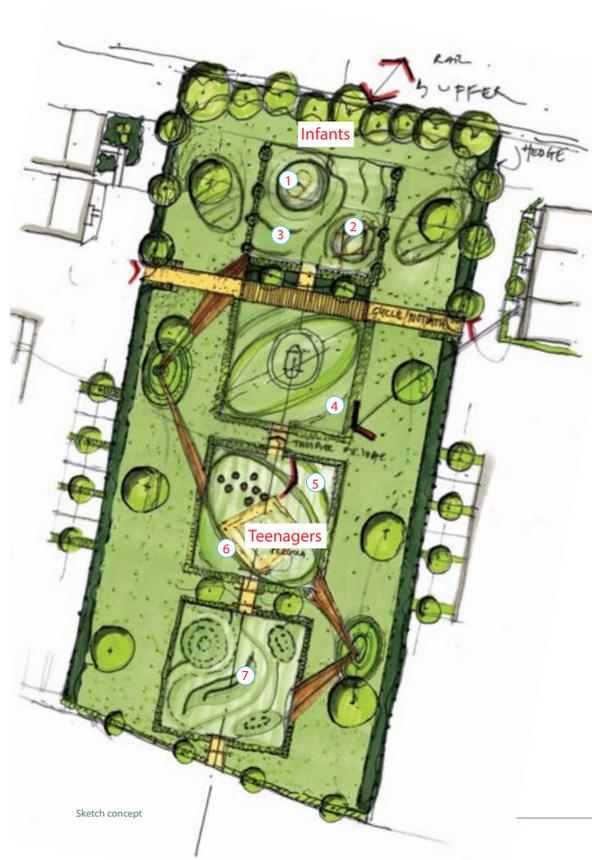
The exact split of DQR and LCHO housing will be determined through a Section 106 Agreement for the site to be agreed with the Council.

#### Land Ownership

There are two areas within the application boundary which fall outside of the area that Taylor Wimpey own as they are adopted highway. These are in the area of the newly proposed bus layby and also to the eastern site access.

Both areas extend into the application boundary thus reducing the developable area.

Land Areas Table	
	Area (Hectares)
Residential Development	2.330 ha
Public Open Space	0.344 ha
Bus Layby and area at eastern site entrance	0.165 ha
<b>Application Area</b>	<b>2.839 ha</b>



#### Infants



1 Approx. height 200mm - 500mm



2 Approx. height 900mm



3 Approx. height 1200mm

#### Teenagers



4 Approx. height 2500mm (max)



5 Approx. height 3000mm (max)



6 Approx. height 3000mm (max)



7 Approx. height 1200mm - 1500mm

## Landscaping

The approach to landscape and open space will provide local open space to support a landscaped and equipped formal green, almost centrally within the residential development. This open space has been sited to sit adjacent the newly proposed bus layby and shelter, creating a central focus for play and pedestrian/cycle movements combined with public transport. This provides an excellent point of interest for the development.

An area of incidental open space is located at the northeast corner of the site where an existing public right of way enters the site. This green space will create a 'softer' entrance point or 'green link' into the development.

The site will be visually linked to the coast through the creation of far reaching sea views southwards across the site from within the formal park.

Street trees will form a key linear and informal feature through the site, lining the principal routes and focussing the view, from both east and west towards the centrally-located formal park.

Shared surface streets will be additionally incorporated to provide a pedestrian focused development with footpaths connecting the site from west to east into the existing footpath to the northeast corner of the site and also across Trem Echni to the south which leads towards the coast.

Trees and planting will be used occasionally in private areas to soften the impact of the car parking and soften the harder landscaped areas.

# Community Safety

'Designing out crime and designing in community safety should be central to the planning and delivery of new development' (Safer Places: The Planning System and Crime Prevention, ODPM)

## National Guidance

The proposal responds fully to the approach taken within the ODPM document. The ODPM identify seven attributes of sustainable communities which are of particular relevance to crime prevention. These seven attributes and how the proposed development of the site responds are set out below:

### Access and Movement

'Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security'. (Safer Places: The Planning System and Crime Prevention, ODPM).

The development will achieve safer access and movement by ensuring that primary routes for pedestrians, cyclists and vehicles are direct and lead to where people want to go, with as little segregation as possible. Where footpaths are required, they are as straight and wide as possible and overlooked by surrounding buildings.

The developments movement strategy is based upon an existing primary route (Trem Echni) with two secondary roads running into the site with shared surface roads/spaces accessed from them. This strategy is laid out in a legible manner, removing the need for under used alleyways, short-cuts, footpaths and a large number of minor access points that can become vulnerable to, or, facilitate crime.

There is also an existing footpath link to the north east corner which is to be diverted but its

entrance point into the site cannot be moved.

The development will incorporate points of interest, such as a formal green toward the middle of the site that will encourage people to use identified routes and spaces, and thus create surveillance from usage.

## Structure

Places that are structured so that different uses do not cause conflict (Safer Places: The Planning System and Crime Prevention, ODPM)

The types of building and how they are laid out have major impacts on safety and sustainability. A safe urban structure has many sides of the buildings exposed to the public realm, providing active frontages onto streets and creating a regular movement framework that focuses people and vehicles on a small number of principal routes and this is reflected within the proposals.

Defensible space will be provided by private gardens that can only be accessed from the building it serves. These spaces will largely be enclosed within blocks. Blank facades, such as gable ends which are opportunities for graffiti will be kept to a minimum.

## Surveillance

'Places where all public accessible spaces are overlooked' (Safer Places: The Planning System and Crime Prevention, ODPM).

Well designed layouts of buildings and places create surveillance. Spaces within the development will be overlooked by buildings with windows and doors facing onto the street to create an active frontage. These spaces will be aligned to reduce the number of places to hide

and footpaths run along the vehicular routes and within a well-overlooked area of open space. Surveillance over the open space and existing footpath link to the north east corner is provided to encourage pedestrian movements.

The cycle and footpath along Trem Echni is overlooked by properties along its full length.

## **Ownership**

'Places that promote a sense of ownership, respect, territorial responsibility and community'. (Safer Places: The Planning System and Crime Prevention, ODPM).

Spaces will have a clear distinction between public, semi-private/communal and private spaces. This will be achieved by fences, walling, hedges and sometimes a change in surface treatment.

High fences and walls that actively impede access will be provided in places that are vulnerable to crime, such as the back of dwellings. Lower barriers including railings will signify the public/private divide.

## **Physical Protection**

'Places that include necessary, well-designed security features' (Safer Places: The Planning System and Crime Prevention, ODPM).

One of the most effective ways to prevent property crime is to make the property itself as secure as possible.

However, these security measures will be carefully selected to avoid compromising the quality of the local environment. Lockable gates to rear garden areas and their associated cycle stores are an example of how this will be achieved.

## **Activity**

'Places where the level of human activity is appropriate to location and creates a reduced risk of crime and a sense of safety at all times'. (Safer Places: The Planning System and Crime Prevention, ODPM)

The public realm will be designed to be enjoyed by different cultural or age groups at the same time and care will be taken to ensure that the formal green space within the residential development is compatible. This green location should promote activity, surveillance and ownership.

All movement routes are overlooked inducing a sense of safety.

## **Management and Maintenance**

Maintaining the design quality and attractiveness of the street and spaces will increase its safety and use and promote greater respect towards the environment.

The areas of public open space will be offered to the Council for their adoption through providing a commuted sum which ensures the future maintenance of the area.

# Movement to, from & within the development

The access and circulation strategy is based upon sustainable patterns of movement, the principles of walkable neighbourhoods. These principles have been applied after taking into account the constraints posed by the site and its context – with the objective of achieving a layout that is permeable and legible.

The key constraints and opportunities for this are:

- Opportunities for vehicular, pedestrian and cyclist access into site from Trem Echni
- Opportunity for incorporating an existing footpath into the design, providing pedestrian access from northeast.
- Creating a permeable, well connected scheme that encourages walking and cycling and the use of public transport.

The proposed road network and its associated road hierarchy is based upon the principles in 'Manual for Streets', which provides the appropriate form of access for the uses across the layout.

The junctions have been designed in discussions with the Councils Highways Officer and a new bus layby and bus shelter will be delivered as a result of the development.

There are two vehicular access points into the site from Trem Echni which continue as the main street through the development.

From this street, shared surface streets/spaces are provided as shared access for vehicles, pedestrians and cyclists, creating areas of informality whereby the pedestrian takes priority over the vehicle. This helps keep vehicle speeds slow.

Separate pedestrian access is provided along one side of the main street as well as through the areas of open space to the northeast and the

formal park connecting the existing right of way into the development and beyond.

There is also a footpath linking the formal park with the bus shelter and a newly proposed crossing point for pedestrians to safely cross Trem Echni to the south.

Trem Echni itself will be provided with a continuation of the combined 2m footpath and 2m cyclepath running parallel to the carriageway that is in existence further along the road to the east and west. This will narrow at one point in front of the proposed bus shelter.

A variety of parking arrangements have been provided. Visitor parking will be provided on street where required. Almost all of the plots will be served by on plot parking with the majority with curtilage parking.

Most of the open market units will own a garage and parking has been provided based on at least 2 spaces per dwelling though most 4 and 5 bed properties have been afforded three spaces each. This puts less pressure on the highway as an area to park on/within.

The detailed layouts have been tested by vehicle tracking to ensure that parking does not obstruct visibility or through movement and that refuse vehicles can safely manoeuvre within the site.

By creating a street which is fully overlooked, the public realm has good surveillance over it making it a safe and convenient access route.

All buildings will comply with Part M of the Building Regulations ensuring suitable and easy access for people of various abilities.

