

APPLICATION DESCRIPTION:

DEMOLITION OF EXISTING TWO STOREY GUESTHOUSE AND HALF BUILT EXTENSIONS,
ALONG WITH DEMOLITION OF TWO DETACHED OUTBUILDINGS,
CONSTRUCTION OF PART SINGLE, PART TWO STOREY DWELLING WITH DETACHED GARAGE

DESIGN AND ACCESS

STATEMENT

SITE ADDRESS:

WELFORD COURT GUESTHOUSE,
PORT ROAD,
BARRY,
CF62 3BT

PREPARED BY:

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A ASSESSMENTS AND APPRAISALS

A.1 PHYSICAL ASSESSMENT

Overview

The site lies immediately alongside and level with the north side of Port Road on the outskirts of Barry. The site currently accommodates the single and two storey Welford Court Guesthouse, along with two sizeable single storey outbuildings. Lying around the main building and the above outhouses are areas of hardcore and untended overrun weed areas.

The Guesthouse received planning permission in 2005 for conversion and extension into Guesthouse and Restaurant use (Planning Permission 05/01528/FUL); the approved extensions appear to have been commenced but remain unfinished. Forming part of this permission was the creation of a tarmac carpark for 31 cars fronting onto Port Road.

The main building, including the approved extensions has a footprint of 271 m². The two outhouses have a combined footprint of a further 149 m².

The level contour site has a forlorn and unkempt appearance, with a large open part grassed, part hardcored area fronting onto Port Road, forming its southern boundary. The remaining boundaries are formed by the side wall of the Guesthouse itself, intermittent concrete block walls, post and wire fencing, the sides of the two outhouses, and a small amount of hedgerow, the last being confined to the northern boundary.



VIEW OF THE UNKEMPT SITE

Alongside the eastern boundary is an access lane, beyond which are several residential barn buildings; the latter received planning permission for residential use in 2003 AND 2007 (Permissions 03/00205/FUL and 07/00361/FUL); their construction works remain unfinished.



THE EASTERN BOUNDARY ACCESS LANE AND THE ADJOINING UNFINISHED RESIDENTIAL BARNS

The site lies immediately next to a bus stop, providing public transport to Cardiff, Barry, and the Vale.

Site Features, Constraints and Opportunities:

Current Site Features:

Its level contours, it's lack of landscaping and unkempt appearance, the unattractive buildings it accommodates. A detailed land survey of the application site and its immediate surrounds has been undertaken. The survey forms part of this application.

Site Constraints:

Noise intrusion from the passing Port Road, retaining the covenanted vehicle access to the lane on the eastern boundary, maintaining the privacy and amenity of the adjacent residential barn building

Site Opportunities:

Views to the south, west, and north.

For the site to accommodate a sustainable, high quality building which responds to its surrounds, rather than the eyesore that users of Port Road are subjected to at the moment.

To declare to visitors and tourists using Cardiff-Wales Airport, that the area is willing to promote modern sustainable architecture.

A.2 SOCIAL AND ECONOMIC ASSESSMENT

The application site lies alongside the main arterial route of Port Road, which connects Cardiff with Barry, Cardiff-Wales Airport, and the Vale. The continued busy use of this thoroughfare is supported by policy TRAN8 of the current Vale UDP plan, which calls for .. ‘The continued use and development of Cardiff...Airport’.

The airport has a huge environmental and visual impact on its surrounding area, through traffic generation, airplane noise, and built development. The last includes terminal buildings, massive carparks, and the BAMC building, all of which can be clearly seen from the application site.



The site's former occupants attempted to run a business which ostensibly had a synergy with the airport, but the Guesthouse failed; an attempt to revive its fortunes was made through its approved changed use to a Guesthouse and Restaurant, and again it failed. The airport does not appear to be able to sustain the site's existing use.

A.3 POLICY APPRAISAL:

Please refer to the Planning Statement attached to the planning application

B EVALUATION

The main building may well have been at one time an attractive traditional rural building. However, the large two storey, shallow pitch roof lean to structure across its rear (approved in 1987) drastically altered the rural nature of the building, as did the increased use of Port Road, connecting Cardiff and Barry, to the huge built development of Cardiff-Wales Airport, and the developed areas of the Vale.

Since its use as a Guesthouse, its original rural appearance has been further altered (for the worse) , by its stone walls being brown pebbledash rendered, the installation of fake lead light upvc framed windows and white upvc doors, large wall mounted signage, satellite dishes, etc.

THE EXISTING GUEST HOUSE BUILDING



To the rear of the main building are the two run down outhouses, both clearly visible from Port Road. The one closest to the main building is a 9 x 6m store, with blockwork walls, and a profiled metal sheet roof. The second outhouse lies on the northern boundary, and is a 16.5 x 6.7 metre dilapidated structure with bare concrete block walls with large window and door openings, and a rusting corrugated metal roof.

THE OUTHOUSES



Because the site has proved to be an unviable proposition in its present use, could it not be used as an exemplar of a redundant brownfield eyesore turned into something which embraces current aspirations for sustainable, contemporary built development, and accord with Strategic Policy 2 of the UDP which states support for '...Proposals which contribute to energy conservation (and)...proposals which improve the quality of the environment through the utilization of high standards of design'.

C DESIGN

C1 Use:

The proposal is for the demolition of the three buildings currently occupying the site, and the construction of a part single storey, part two storey four bedroom contemporary house and detached 3 car garage. The use of the brownfield site accords with PPW Para 4.8.



VIEWS OF THE BROWNFIELD SITE

The house is to achieve a Code for Sustainable Home Level 5 rating. This exceeds the current required standard as set out in PPW Para 4.11.4, and falls within the type of development that PPW Para 4.11.4 states' should be encouraged'.

The proposed use will complement the residential use of the adjacent barns, unlike the large 31 space carpark occupying the whole front area of the site that was approved under Planning Permission 2005/01528/FUL.

C2 Amount of Development:

Please refer to the Planning Statement attached to the planning application.

C3 Layout:

The layout of the site, and the detail design emerged out of the following factors

- i. To maintain the spacious open nature of the site onto Port Road, by pushing the building back to the approximate position of the existing Guest House. This would also would respect the amenity of the adjoining barns, and more specifically mean the proposed house would not overshadow them, thereby complying with the ENV 27 requirement of minimising ‘...any detrimental impact on adjacent areas’.
- ii. For the Garage to be closest to the road, but sunk below the level of the house, minimizing and built bulk in front of the house. The soft landscaped embankment concealing its sunken position and lowered roof would also provide protection from the predominantly westerly winds
- iii. To use the elements of the building itself as a barrier to the noise and visual intrusion of Port Road. The Garage and the Lounge wing, along with their built up soft landscaped embankments provide for this.
- iv. For the main fenestration to have a westerly aspect, thereby respecting the privacy and amenity of the residential barn to the east, to maximize views away from Port Road, and to exploit any advantages of solar gain.



OPEN FRONTAGE AREA AS SEEN FROM THE ADJOINING RESIDENTIAL BARN TO BE MAINTAINED

C4 Scale:

Please refer to the Planning Statement attached to the planning application.

C5 Appearance:

UDP Strategic Policy 2 of the UDP calls for proposals that improve the quality of the environment through the utilization of high standards of design’.

The SPG Model Design Guide for Wales states that ‘Often there is a perception that innovative ‘contemporary’ design conflicts with established patterns of settlement and traditional styles of architecture. There is no reason why design which uses modern materials and responds to contemporary aesthetics should not fit in with context as well as more traditional forms of development’.

TAN 12 purports that one of the elements of good design is ‘Character; promoting innovative design’

On this particular site, alongside the busy road leading to the close-by developments of Barry and Cardiff-Wales Airport, it is argued that building a copy of an old building would not be a meaningful and appropriate response to the above policy aspirations and guidance? Instead, the proposal seeks to use the simple material palette of painted render, stained timber, and glass, in a contemporary composition.

Overall the design complies with the HOUS 7 requirement, in that its scale, siting, design, materials, landscaping...is compatible with ...related structures and the surrounding landscape...’.

C6 Landscaping:

It is argued that the insightly Guest House and outhouse buildings sitting on their untended site with a complete lack of any form of landscaping, actually detracts from the visual amenities of the Special Landscape Area of Nant Llancarfan that it borders. Policy ENV 4 seeks demonstration that new development does not adversely affect the landscape character, landscape features or visual amenities of a special landscape area.

The proposal, with its lower layered profile, sunken position, and raised soft landscaped embankments combined with a carefully considered and extensive landscaping scheme will enhance rather than detract from the existing position.

D MOVEMENT

D1. Movement to and from the Site:

The site benefits from 'safe and clear connections' to multiple forms of transport, including bus routes, and the rail network, and thereby complies with what TAN12 promotes as being one of the objectives of good design 'promoting sustainable means of travel'.



THE BUS STOP ADJACENT TO THE SITE

The application site lies a short distance from Barry town. A bus stop lies immediately alongside the application site, providing public transport to Cardiff, Barry, and the Vale. The site is within easy reach of several train stations in Barry. Many cyclists can be seen using the passing Port Road. The proposal therefore also accords with requirements of TAN 18 (2007): TRANSPORT which include:

- 'Ensuring new development is located where there is...good access by public transport, walking, and cycling...'
- Location of Development – 'Location that are highly accessible by a variety of travel modes offer significant opportunities to make travel patterns more sustainable.'

D2. Movement within the Site:

The application site has an existing dual vehicle access as indicated on the Existing Site Survey drawing. The proposed vehicle access will be limited to only the existing western access point. It is proposed that this western access be improved in accordance with an engineered design scheme in consultation with the Highways Department of the Vale Council.



THE EXISTING WESTERN ACCESS

The proposal provides for on site parking in line with current Council requirements. Vehicle access in and out of the site will be vastly reduced from that approved under the 2005 permission for 31 cars over and above the existing on site parking that existed prior to that approval.

D3. Inclusive Access:

The proposal includes both an ambulant stepped access to the level threshold main entrance door, and a ramped main access from the Garage up to the same door. Level thresholds will be provided on remaining ground floor external doors. The Ground Floor of the property accommodates a large accessible wc compartment, far exceeding the minimum size requirements of Approved Document M Section 10. Wide internal door openings are provided throughout the house. Full height glazing is provided in most areas, affording views out from the dwelling, irrespective of whether occupants are standing or sitting.

E ENVIRONMENTAL SUSTAINABILITY

The Code for Sustainable Home Pre-Assessment Report which accompanies the application confirms that the proposed development is to achieve Code for Sustainable Home Level 5 rating.

Paragraph 4.11.6 of PPW states that 'Applications that ...exceed the (Level 3) standards ...should be encouraged', and UDP Strategic Policy 2 states that 'Proposals which encourage sustainable practices will be favoured including...Proposals which contribute to energy conservation '

In general, the performance of the proposed new build will improve hugely on the poor energy performance of the existing building structure. Foliage and trees to be added to the site will extend the habitats of animals and insects. Ample waste areas to be provided for recycling sorting and storage, with clear routes for efficient removal. The orientation of the tall south and west facing windows will permit some passive solar gain.

The proposal accords with the Vale Council's SPG 'Sustainable Development' 2006, and the Sustainability Guidelines therein. Namely:

Site layout:

The design maximizes the natural resources of daylight and sunlight through the orientation and size of fenestration

Transport and Movement:

The development provides for easy and safe movement for all modes of transport. Ample cycle storage area will be provided in the Garage.

Sustainable Energy Use in Buildings:

The provisions referred to under 'Energy Demand' Passive Solar Design', Natural Daylighting, and 'Natural Ventilation' have been incorporated into the building's design, and will be in its construction and heat / energy appliances.

Renewable Energy Sources.

The Pre-Assessment indicates that there will be a significant commitment to the provision of on site renewables, including solar PV, solar thermal, and biomass. The house is to utilize low or zero carbon technologies greater than or equal to 15%.

Energy Efficiency and Material Choice:

The Pre-Assessment indicates that the building fabric will achieve a 100% improvement in DER over TER. The proposal will be constructed with materials possessing low embodied energy. The construction materials to be used are all available locally. All building labour will be provided by local tradesmen. Appliances will be A+ and A rated.

Water Conservation:

The proposal will incorporate low water use appliances, water efficient fixtures, water butts where possible, and an indigenous planting scheme. The Pre-Assessment indicates that rainwater and grey water harvesting will be used.

Sustainable Drainage:

Permeable external surfacing, eg. Permeable block paving, will be used where possible. The Pre-Assessment indicates that there will be no surface water connection to local drainage systems.

Waste Management:

The proposal includes adequate internal storage for recyclables within wheeled containers. The Pre-Assessment indicates that procedures and commitments will be utilized for the minimizing and diverting 80% waste from landfill.

Landscape, Trees, and Ecology:

Trees – New trees and shrubs will be planted to enhance the external areas around the site.

F COMMUNITY SAFETY

The building has remained unused for several years. After nightfall it has an ominous look about it, and the whole site remains in total darkness. The proposed new use will immediately provide a 'presence' on site. In accordance with the TAN12 criteria for good design, the proposal will provide 'security through natural surveillance' via the large glazed areas; these will afford a good amount of observation from the building to its surrounds.

The sunken front parking area will be lit with energy efficient low level lighting bollards. The main entrance door will have a video entry system, and a CCTV system will maintain observation of all external areas not served by the natural surveillance of the large glazed areas.