

Arden Kitt associates Ltd.

Design & Access Statement

Site at Mariner's Way, Rhoose, Vale of Glamorgan

Proposed residential development

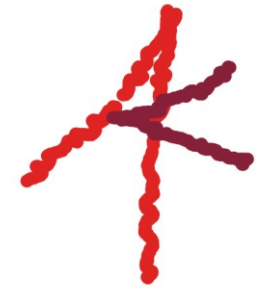
For Hafod Housing Association

August 2014



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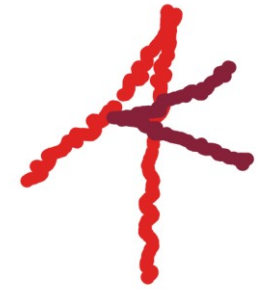


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PROJECT BRIEF

Arden Kitt associates have been appointed to determine the feasibility of developing the application site for residential use, and specifically designs for 2x 2 bedroom homes, 2x 1 bedroom flats, and 4x 2 bedroom flats.

The brief for the project is to provide simple, considered and well designed homes that are suitable for current and future rented housing need. Properties will need to meet Welsh Assembly Design Quality Requirements for new homes, and achieve Code for Sustainable Homes level 3 as a minimum.



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SITE ANALYSIS/ TOPOGRAPHY

The application site is located at Mariner's Way, Rhoose, in The Vale of Glamorgan. The site is an infill plot amongst existing, relatively new housing on Mariner's Way, which occupies a strip of land off the Fontygary Road (see below). The plot is originally a parcel of land connected to the (north of) former Mayflower Inn (now a Tesco store), and as such it sits approximately 1metre below the street level of Mariner's Way. Presently the plot is vacant and looks to have been in use as a storage yard, making it an attractive proposition for development of a "brownfield" site.

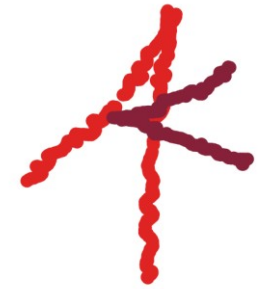
Local and immediate amenities include a supermarket, doctor's surgeries, school, a library and smaller shops (hairdressers, convenience stores etc.); well serviced bus-stops and frequent trains to and from Bridgend & Cardiff also benefit the location.

Rhoose is historically a coastal village and has seen several periods of expansion resulting in the town as it is today. The emerging local plan identifies Rhoose as a primary settlement in the hierarchy of conurbations with Vale of Glamorgan, with the town's heritage value further reinforced by the designated conservation area and older listed properties.

Immediately to the North of the town is Cardiff International Airport, which has been a civilian airport since 1952; the airfield was originally RAF Rhoose from 1942 until the end of WW2. The influence of the airport on the development of the town is significant only insofar as it has limited expansion of the village in a southerly and westerly direction.

Differing aged houses throughout the town suggest a continuous and steady expansion of the area throughout the twentieth century with the resulting variation in styles, house types and street layouts. A small number of terraced houses and interwar properties between the historic (conservation) area and railway line appear to have been followed by linear expansion along Fontygary Road, with additional housing added at both ends of the village during the 1970's and 1980's. A substantial increase in housing during the 1990's and 2000's has resulted in the development of land between the airport to the north and the original town, and south of the railway line at Rhoose Point.

Development of the town along the Fontygary Road has typically followed historic field boundaries, and many sites extend in length away from the main road. The resulting townscape is recognisably British, as thin strips of land adjacent to the main road have been released for development in an almost piecemeal fashion. Land beyond the main road and its cul-de-sacs has been developed in a less traditional manner, typical of mass market housing and its associated link roads and roundabouts, cul-de-sacs and random street layouts.



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CONSTRAINTS & OPPORTUNITIES

The site presents a clear opportunity to make good a presently developed vacant plot in an established residential area and within the confines of the settlement boundary.

Excellent transport links and a range of local facilities and services will help to ensure that the development supports a sustainable future for Rhoose, and that it complements the local authority's adopted and emerging local plans for housing, commerce and employment in the area.

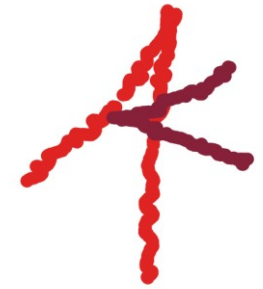
The proposed development presents an opportunity to continue an established pattern of development and improve the residential amenity of the area by replacing an unsightly storage yard. The addition of more dwellings will further reinforce the character of the area and provide for increased natural surveillance of the street at a section which is presently vulnerable.

Constraints to development might include the Tesco store to the south (particularly noise from air-conditioning plant and deliveries), the proximity of a dwelling on Millburn Close to the West, and the difference in levels between the site and street. The existing street has a clearly identifiable character, with an obvious building line to the northernmost properties, and properties fronting parking courts to the east. Existing buildings are typically buff brick with contrasting horizontal red bands, red

tilled roofs, and white uPVC rainwater goods, windows, fascias and soffits.

The density of the surrounding area provides both an opportunity and a constraint to development, with there being a precedent for a higher than average density design solution, and a need to consider very carefully the privacy of adjoining owners. Ready access to public open spaces and a nearby park may also present an opportunity for a modest increase in density. Window orientation and placement of habitable rooms will need careful consideration to avoid any potential concerns about overlooking.

In summary this particular site is very well suited to the proposed use, and has the potential for a residential development that fills a vacant site, and which can positively contribute to a sustainable and complementary mix of land uses and in the town.



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CHARACTER APPRAISAL

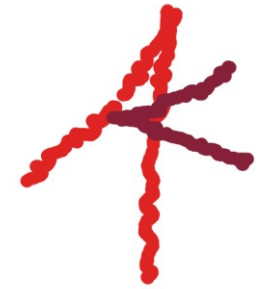
The town of Rhoose exhibits a mix of styles, with a predominance of properties built during the twentieth century. Conservation area status marks the historic core of the village, with the majority of buildings representing clearly defined periods of development.

Mariner's Way is a typical example of 1990's – 2000's affordable housing, an infill site between Millburn Close and Channel Close, which look to be 1970's developments. The street has a definite character of buff brick properties, with contrasting horizontal bands, red roof tiles, and white uPVC windows, fascias, soffits and rainwater goods. Houses to the north of the site are arranged facing east with rear gardens facing west, and with a clear building line; those to the east are arranged facing north and south about private parking courts.

A Tesco convenience store is located to the south of the application site. The store is a former public house which looks to have been built in the 1970's and is of hipped roof construction with dormer windows; low projecting gables have subsequently been removed as part of the refurbishment of the building. The roof is blue-black slate with red ridges and hips, and rendered walls.



FIGURE 1 – MARINER'S WAY, LOOKING NORTH



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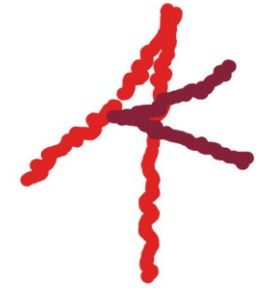
FIGURE 2 – TYPICAL MATERIALS IN STREET



FIGURE 3 – TESCO STORE ON FONTYGARY RD.

Hit and miss boundary fencing atop dwarf red brick walls is a particularly apparent feature in the street scene, broken up at regular intervals with supporting brick piers. The fencing forms a strong unbroken line to the western edge of the street. Raised planting beds and street trees are also evident throughout the existing street, and were probably included to soften the development.

Parking courts are finished in brick pavers and demarcated with low boundary walls and fencing; some of which form the raised planting beds. Parking spaces look to be arranged such that each property has its own dedicated space.



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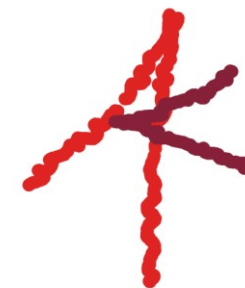
FIGURE 4 – TYPICAL BOUNDARY TREATMENT



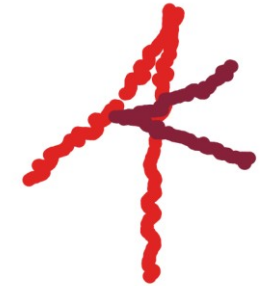
FIGURE 5 – PROPERTIES OPPOSITE APPLICATION SITE



FIGURE 6 – MARINER'S WAY LOOKING SOUTH



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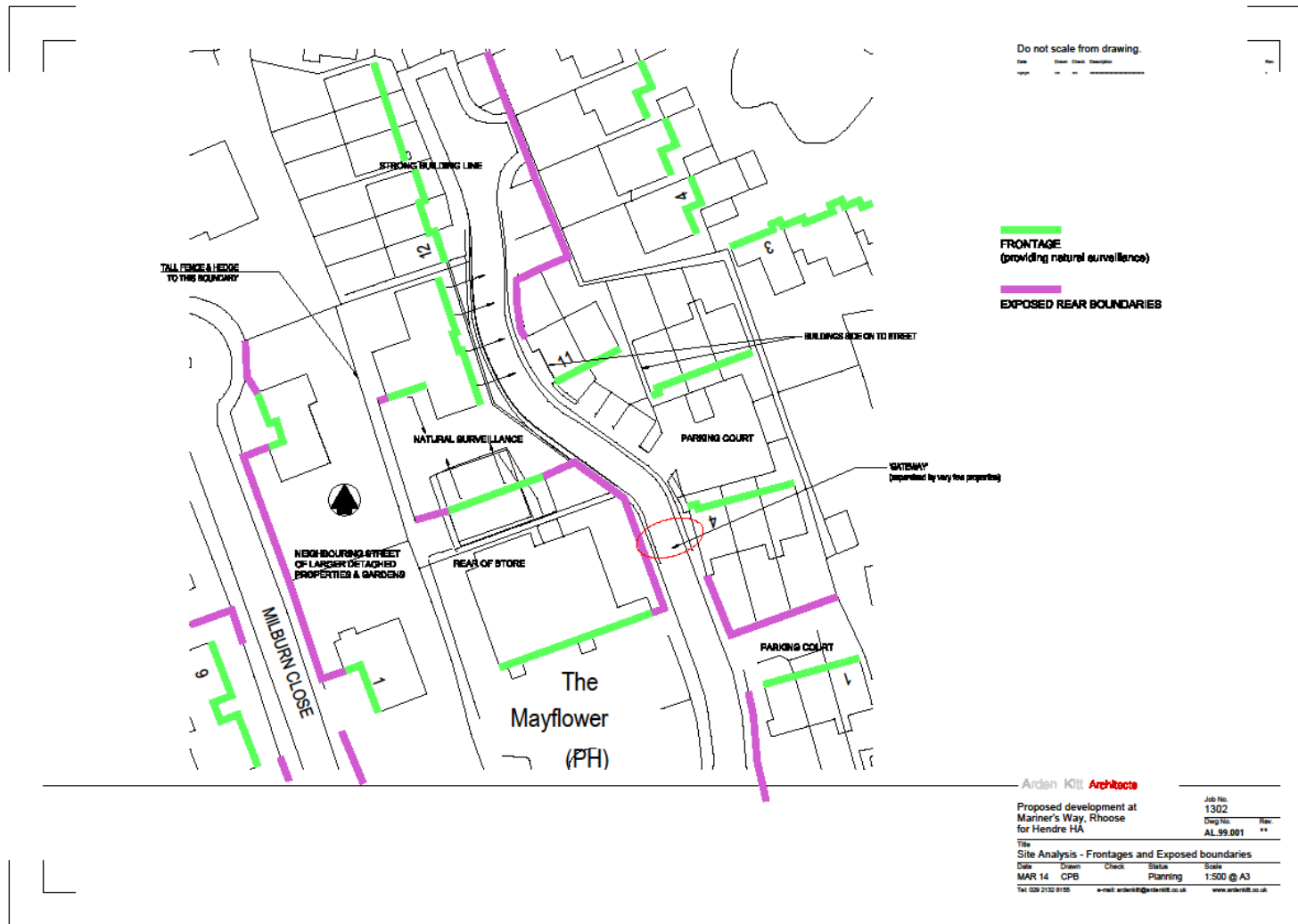
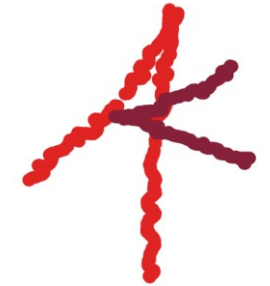
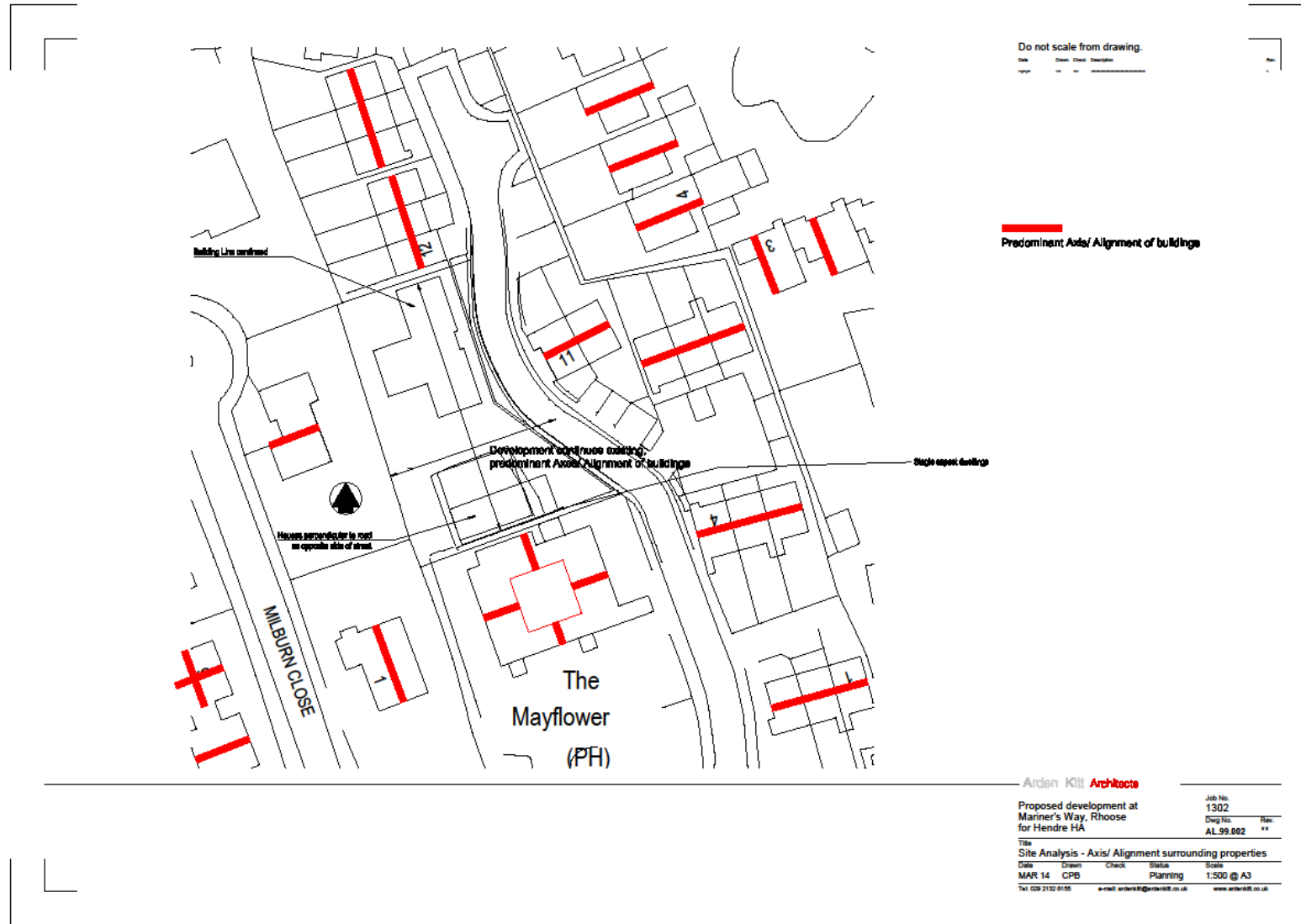


FIGURE 7 – SITE ANALYSIS 1



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FIGURE 8 – SITE ANALYSIS 2

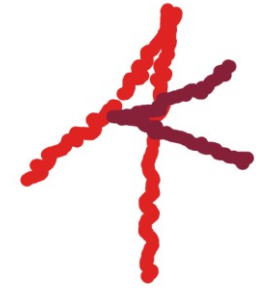
DESIGN DEVELOPMENT

The proposal has developed in response to the identified site constraints, surrounding built fabric, and other less apparent issues (waste collection, vision splays etc.). Early feasibility studies explored several design layouts, each with the intention of continuing the existing material palette evident at the site.

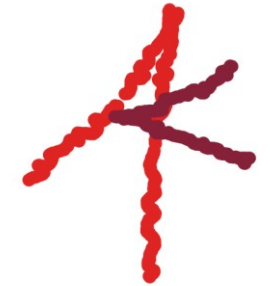
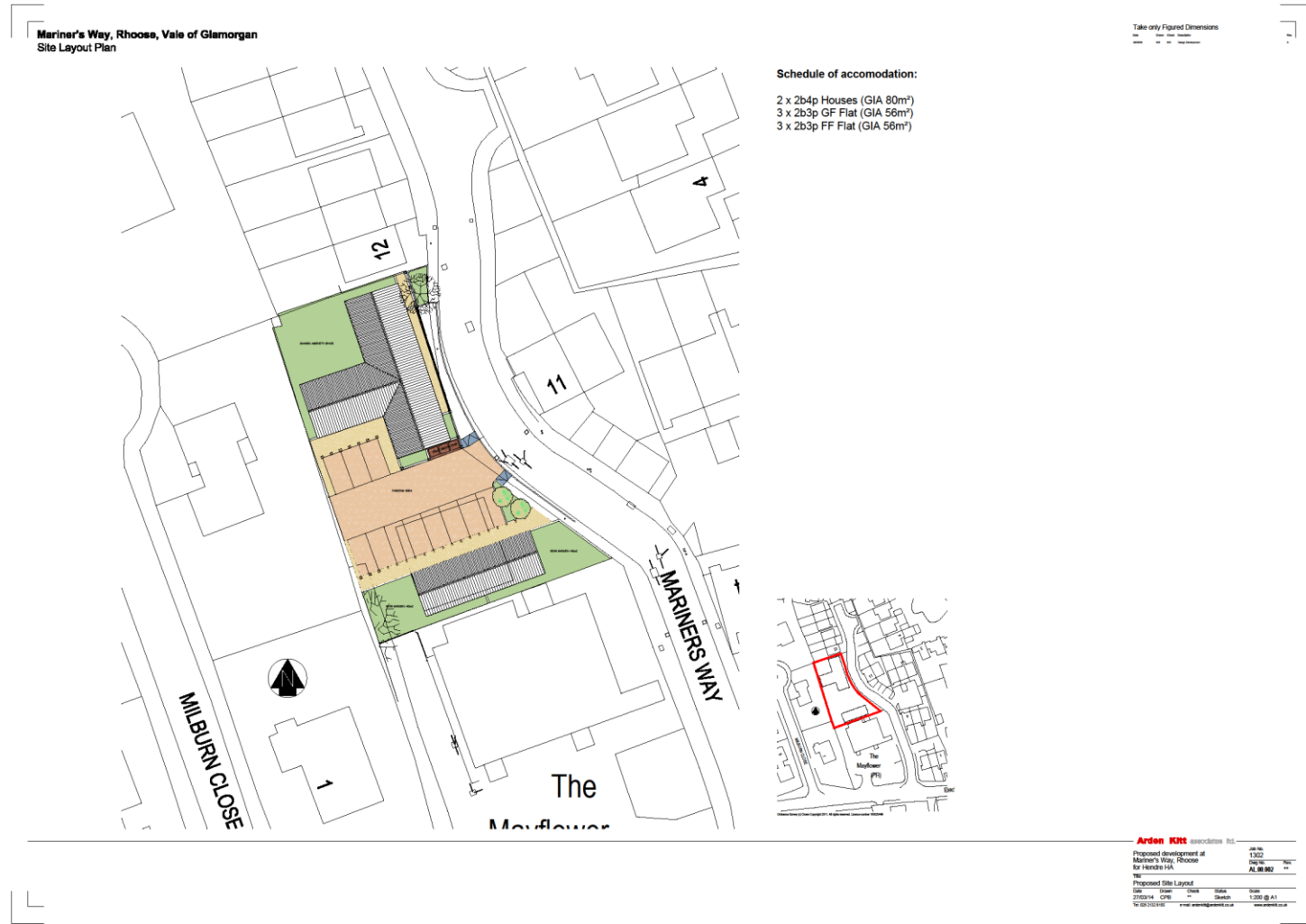
The submitted design has evolved to provide a mix of 6 flats and 2 houses with associated parking and landscaping, which presents as a series of smaller, more compact forms that reflect the scale

of existing dwellings in the area. Buildings are set back from the highway in much the same manner as the existing, and a parking court has been included in a similar manner to those already present in the street. Early designs were amended following consultation with the LPA, and a series of simple gabled roofs with traditionally arranged windows are proposed.

The sketches included on the following pages therefore summarise the evolution of the design up to its current state.

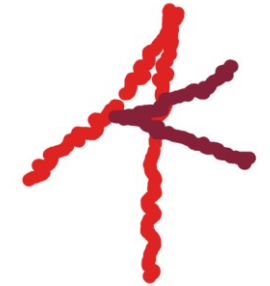
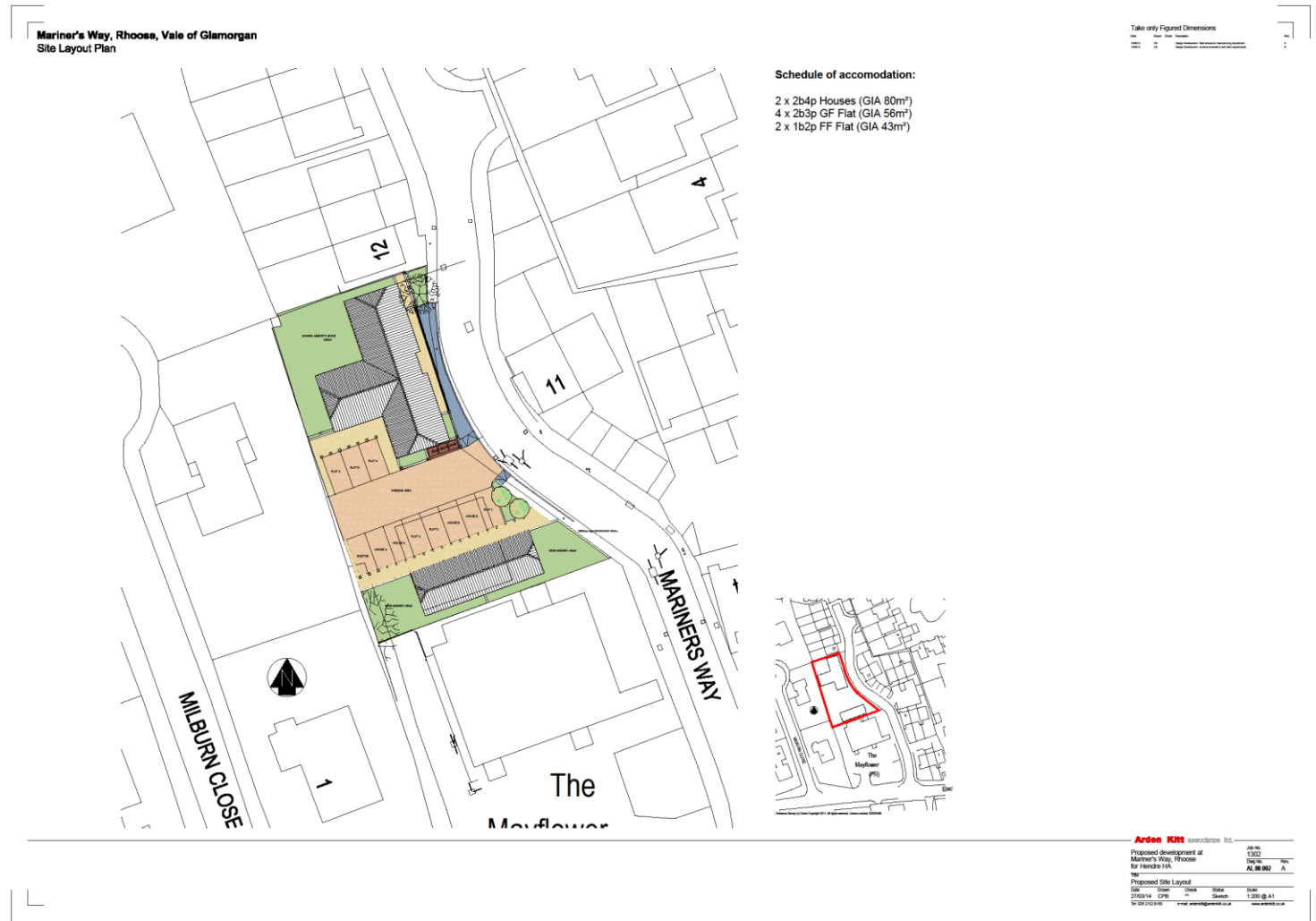


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FIGURE 9 - SKETCH OPTION 1



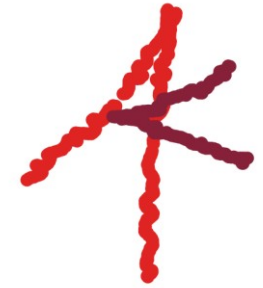
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FIGURE 10 - SKETCH OPTION 3 (FLATS REDUCED, ROOF PROFILES CHANGED)

PRE-APPLICATION DISCUSSIONS

Pre-application dialogue has been ongoing with Miss Kiri Shuttleworth of The Vale of Glamorgan Council's planning department.

The proposals were discussed in detail at a meeting with Miss Shuttleworth, Mr Cantwell of Hendre, and Chris Brimble for Arden Kitt. Early proposals were revised following the meeting, and further developed in response to written comments received on 21st May and 6th June 2014. The submitted scheme is a development of the proposals considered during pre-application.



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RELEVANT LOCAL POLICY

ADOPTED UDP

The following local authority UDP references and policies are considered appropriate to, and are specifically supported by the proposals.

- ENV 27
- HOUS 2
- HOUS 8
- HOUS 11

The following references are also considered appropriate to this application.

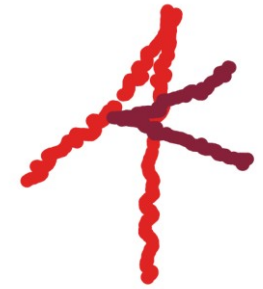
TAN 12

A Model Design Guide for Wales: Residential Design

EMERGING LDP 2011-2026

The proposals are in accordance with the emerging LDP policies as follows:

- MD1
- MD2
- MD3
- MD5
- MD8
- MD10



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CHARACTER - PROPOSALS

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 quality, choice and variety; promoting innovative design.

Scheme Specifics:

The proposed design seeks to sustain the residential character of the existing street by using similar forms and materials to those already present in the locality. Tile roofs and brick which match the existing properties are proposed; with contrasting stone sills and contrasting string courses to match existing properties.

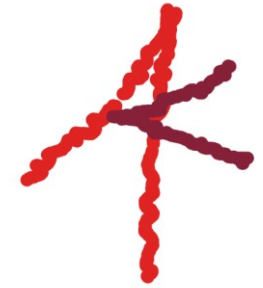
The development layout also follows an established pattern of development; reinforcing an established building line and creating a courtyard similar to those found opposite the site. This arrangement reinforces the existing street pattern, clearly defines the public and private domains, and presents a highly legible development. The orientation of the houses promotes natural surveillance of the parking court, and offers a secure back to back arrangement with the mini-market to the south of the site.

The scheme takes into consideration the physical constraints to development which dictates the layout of the buildings on the site; ensuring the design is domestic in scale, and of similar

proportion to other dwellings in the neighbourhood. The development reads as a continuation of the existing street, reinforcing the established character and pattern of development.



FIGURE 11 – EXISTING CHARACTER WILL BE RETAINED



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FIGURE 12 - EXISTING FENCE DETAILING WILL CONTINUE

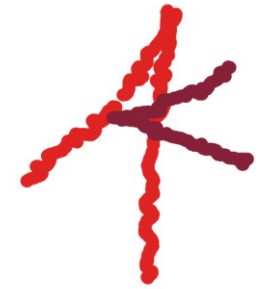
A planting scheme for the development will include native species and also help maintain the character of the neighbourhood. Low maintained native hedgerow and shrub planting will encourage wild birds and provide ground cover for invertebrates. Typical species will include hazel and hawthorn for hedgerows, guelder rose and other native ground cover for front gardens as suggested by the project ecologist. Hard landscaping will, insofar as practicable, be designed to permit the free movement of small

mammals and invertebrates, as recommended by the local authority's ecologist.



FIGURE 13 – PATTERN OF DEVELOPMENT WILL BE CONTINUED

The density of the development is commensurate with the character of the area more generally. The arrangement of volumes which make up the development reflects neighbouring dwellings in terms of scale and massing. The pattern of development will be continued, ensuring a consistency of appearance for the street as a whole.



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ENVIRONMENTAL SUSTAINABILITY

Objectives:

Achieving efficient use and protection of natural resources, enhancing biodiversity, designing for change

Scheme Specifics:

The scheme has been designed to ensure it meets Code for Sustainable homes level 3 as a minimum. A highly insulated building envelope is envisaged, including details which increase air tightness. The anticipated energy requirement for heating and lighting the proposals will therefore be as low as possible.

The designs have also been developed so that where practicable, materials with a low carbon footprint can be used instead of “traditional” carbon intensive materials. The “Green Guide to Housing Specification” is likely to be a key source of reference in determining the materials most likely to be included in the built scheme. Off site manufacturer of large parts of the buildings is possible and together with sound management, construction waste should be minimised.

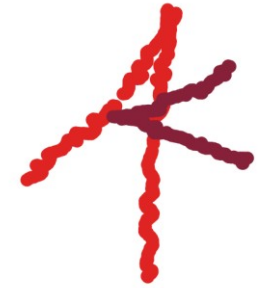
The proposals do not prohibit the inclusion of highly efficient appliances that reduce potable water usage.

The roof profiles of the proposed development, whilst reflecting local historic patterns of development, can also accommodate solar panels and photovoltaic arrays. The inclusion of sustainable, low carbon heating and ventilation systems could easily be accommodated within the design with the aim of meeting higher environmental standards.

Externally, garden amenity space will have some environmental benefit to the site. Secret bat-boxes and sparrow boxes will be included in the design. There will be limited impact on wider biodiversity issues, but nonetheless it provides important private green space as part of the development.

With regard to flexibility, the designs have been developed to promote continued use of properties by users with differing needs. The arrangement of accommodation results in a flexible plan arrangement that should cater for a wide range of needs and requirements over the life of the development.

An ecology report has been undertaken at the site, and the designs will incorporate recommendations for enhancement where practicable. The landscaping scheme will provide new habitat for local mammals and birds, with bat and swallow boxes provided at suitable external locations on buildings.



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MOVEMENT

Objectives:

Promoting sustainable means of travel

Scheme Specifics:

The site is located within an established residential area, and is situated very close to LDP allocated sites for residential, commercial and employment uses. The historic and linear development of Rhoose provides for a high level of permeability for pedestrian traffic within the town, and the close proximity of bus stops and local train station ensures this development is well suited for sustainable means of travel.

Public transport is readily accessible via bus stops within a short walk of the site; with interconnecting main-line bus and rail services at Bridgend (services every 20mins).

The site is an infill development and existing public transport will therefore remain unaffected by the proposals. Bicycle storage can easily be accommodated on site, and this has been indicated on the application drawings.

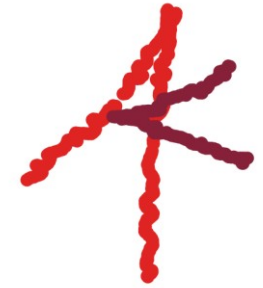
Benefits for the site include:

- Regular bus services to Bridgend & Barry and from there interconnecting services to Cardiff, Swansea and other larger conurbations.
- Hourly train service from Rhoose station (10min walk from site) to Bridgend and Cardiff for mainline services.

- Good access to national cycle route 88 which follows Fontygary Road.

In consideration of the CSS Wales Parking Standards 2008, the application site is considered as a Zone 4/5, Sub-urban/ Countryside situation. The proposed development will therefore require a maximum of 3 parking spaces per dwelling. The standards also allow for a reduction of spaces in accordance with the sustainability matrix, which would be as follows.

- 1 space per bedroom = 2 visitor (max 3 space)
- Parking Spaces 4.8m x 2.6m min (4.8m x 3.6m disabled)
- Local facilities (Tesco) < 200m = **3pts**
- (Doctor, Pharmacy, PO) < 400m = **4pts**
- (school, lib'y, butcher, optician) < 800m = **2pt**
- Bus or train service within 300m = **3pts**
- Cycle Route within 200m = **1pts**
- Frequency of bus = - **1pt**
- Total **12 points**, justifying reduction of two spaces per dwelling (equates to 1 space per dwelling + 2 visitor spaces, giving a total 10 spaces for the development).



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COMMUNITY SAFETY

Objectives:

Ensuring attractive, safe public spaces and facilitating security through natural surveillance

Scheme Specifics:

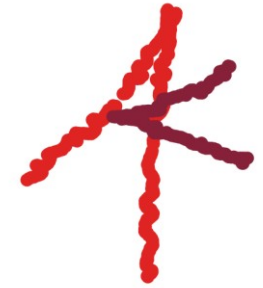
The proposals aim to promote community safety by fronting the street in a traditional manner, meeting Secured by Design Criteria, and providing secure private spaces to the rear. The provision of new homes on a currently empty plot will also help in providing a safe and attractive local environment.

Habitable rooms have been arranged to provide good natural surveillance over public and private spaces, and physical barriers are included in the design to clearly demarcate public and private

space. Secure access points into buildings will help to prevent intruders, and discourage opportunist theft.

The layout and arrangement of the development is such that future occupiers can take full responsibility for their part of the development. Clearly defined boundaries and secure areas reinforce a sense of ownership, with the intention of improving the street scene and ensuring an attractive and safe development.

A shared parking court to the front of the houses will service the development, and provide a secure area that can be clearly seen from within properties. Habitable rooms therefore overlook the area to promote natural surveillance, and the area will benefit from quality lighting arrangements at nights.



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ACCESS

Objective:

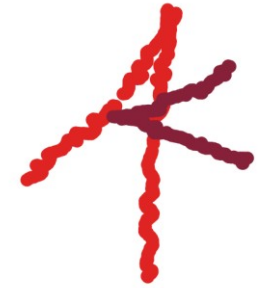
- Ensuring ease of access for all
- Adopting inclusive design principles that deliver adequate provision for all people including those with mobility impairments, sensory impairments and learning difficulties.

Scheme Specifics:

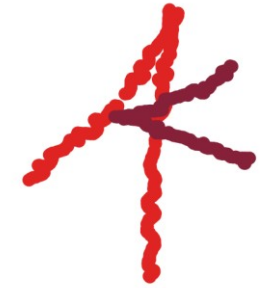
The design does not prejudice access to and from the proposed houses by people with a range of mobility and sensory needs. Level and well lit access, clear way finding features, and accessible fixtures should ensure easy access for all users of the buildings.

The proposals aim to ensure ease of access in the provision of parking spaces of minimum width for disabled users, and the inclusion of level access thresholds throughout all ground floor accommodation. Access from the public highway through to the entrance storey front doors will be level, despite the sloping nature of the site. Every flat at entrance level includes a bedroom, living room and washroom; with the aim of providing accommodation which can be used by less able occupants.

The proposals do not impede where necessary, the inclusion of fixtures and fittings that meet the needs of people with mobility or sensory impairments. Generally the requirements of Part M of the building regulations will be met, and so far as practicable the designs meet the Welsh Assembly housing departments Design Quality Requirements, including RNIB recommendations and Lifetime Home Standards.



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APPENDICES

- Ecology survey and report by David Clements Ecology
- Acoustic survey and report by Hunter Acoustics
- Site Investigation, Site drainage and parking area designs by Smart Associates
- Scheme layout designs by Arden Kitt Associates

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CHECKLIST:

Location plan

Scale 1:1250 preferably and no smaller than 1:2500

North point, date and drawing number

Outline the application property, and indicate any adjoining property owned or controlled by the applicant

Show the application property in relation to all adjoining properties and the immediate surrounding area, including roads

Show vehicular access to a highway if the site does not adjoin a highway

Details of existing site layout

Scale, typically 1:200 or appropriate scale to ascertain required level of detail

North point, date and number on plans

Show the whole property, including all buildings, gardens, open spaces and car parking

Where appropriate: Tree survey. - Nature conservation, biodiversity, drainage and other natural features. - Existing services

Details of proposed site layout

Scale, typically 1:200

North point, date and number on plans

Show the siting of any new building or extension, vehicular/pedestrian access, changes in levels, landscape proposals, including trees to be removed, new planting, new or altered boundary walls and fences, and new hard-surfaced open spaces

Show proposals in the context of adjacent buildings

Floor plans

Scale 1:50 or 1:100

In the case of an extension, show the floor layout of the existing building to indicate the relationship between the two, clearly indicating new work

Show floor plans in the context of adjacent buildings, where appropriate

In the case of minor applications it may be appropriate to combine the layout and floor plan (unless any demolition is involved)

Include a roof plan where necessary to show a complex roof or alteration to one

Elevations

Scale 1:50 or 1:100 (consistent with floor plans)

Show every elevation of a new building or extension

For an extension or alteration, clearly distinguish existing and proposed elevations

Include details of material and external appearance

Show elevations in the context of adjacent buildings, where appropriate

Cross Sections

Scale 1:50 / 1:100 (consistent with floor plans), where appropriate.

Supporting Information

Use of photomontages, artist's impressions and / or CAD visualisations to illustrate schemes.

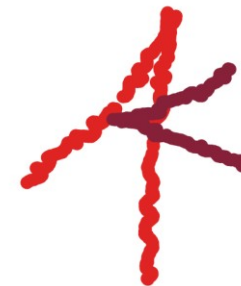
3D built models are valuable on major schemes to help show massing and relationship between buildings.

Other matters which may be included where appropriate are:

Energy use and efficiency aspects

On site waste management

Future maintenance implications and commitment



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