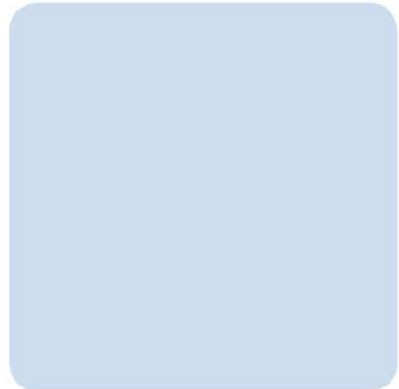
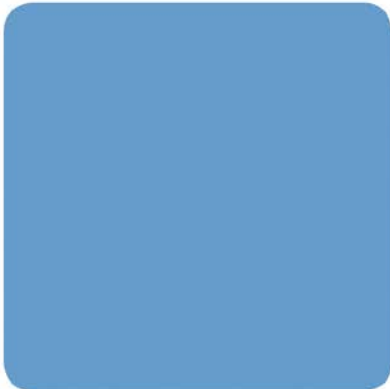


RPS

Design and Access Statement

On behalf of Prezzo plc

Change of use to Class A3 restaurant at 16 Windsor Road, Penarth



Date: August 2014

Our Ref: JPW0459

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1 Introduction

Background

- 1.1 This Design and Access Statement (DAS) has been prepared on behalf of Prezzo plc (Prezzo) in respect of a full planning application for change of use to Class A3 restaurant, associated alterations and advertisement consent on behalf of Prezzo Plc (the applicant).
- 1.2 This DAS should be read in conjunction with the submitted plans and covering letter.
- 1.3 Prezzo is a branded restaurant operator positioned in the UK casual dining market. It offers a contemporary menu with a variety of pizza, pasta, salad and grill dishes with a distinctive Italian flavour.
- 1.4 The company is currently trading from 211 branches (as at 10 April 2013). While concentration remains in the South of England, continued expansion is taking place across increasingly wider parts of the UK.
- 1.5 The application site is currently vacant and has been identified by Prezzo as an ideal location to accommodate their requirement for a restaurant in Penarth.

The Proposal

- 1.6 The proposal seeks planning permission for change of use to a Class A3 restaurant and associated alterations.
- 1.7 The proposed ground floor will accommodate approximately 70 covers (approximately 20 externally within rear courtyard) and kitchen.
- 1.8 The proposed first floor will accommodate approximately 54 covers, customer toilets and cold stores and wash up (separate access via ground floor kitchen only).
- 1.9 The proposed second floor will accommodate staff facilities and storage.
- 1.10 The proposed opening hours are as follows:
 - 1200 to 2330 hours Sunday to Thursday; and
 - 1200 to 0030 hours Friday and Saturday.
- 1.11 Shopfront alterations include the introduction of replacement aluminium fascia panel finished 'black satin' and framed in 'signal grey'. Fascia signage lettering to be polished stainless steel. The fascia panel lettering is to be low energy white LED halo illuminated.
- 1.12 Introduction of an aluminium shopfront and Disability Discrimination Act (DDA) compliant entrance door in 'signal grey' with stainless steel handle and letter box.
- 1.13 An aluminium 0.008 m x 0.7 m x 0.8 m projecting hanging sign is to be added to the fascia above the entrance door to be finished in 'black satin' and low energy LED trough illuminated from above. The hanging sign is fixed to the fascia via a projecting arm finished in 'eggshell black'.
- 1.14 The proposal includes the introduction of 'silent running' condensers to the rear flat roof area with extract ducting to above eaves level.

2 Context analysis

- 2.1 The application site is located at 16 Windsor Road within the Primary Shopping Frontage of Penarth District Centre.
- 2.2 The unit lies on the south side of Windsor Road in the frontage between Arcot Street and Bradenham Place. It is bound by Bar 44 Tapas Y Copas to the east and Costa Coffee to the west.
- 2.3 The property comprises a four storey building. The ground floor provides vacant retail floorspace with vacant rough ancillary storage/office space on the three upper floors. The unit has a rear yard with direct access onto a service lane.

Policy context

- 2.4 National and local planning policies relevant to the proposal are summarised below.
- Planning Policy Wales (Edition 7, July 2014)***
- 2.5 Planning Policy Wales ('PPW') paragraph 4.2.2 states that the planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated, at the same time, by the decision-taker in taking decisions on individual planning applications.
- 2.6 PPW paragraph 8.1.4 sets out the Welsh Government's objectives for transport, as follows:
- *“reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;*
 - *locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;*
 - *improving accessibility by walking, cycling and public transport;*
 - *ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;*
 - *promoting walking and cycling;*
 - *supporting the provision of high quality public transport;*
 - *supporting traffic management measures;*
 - *promoting sustainable transport options for freight and commerce;*
 - *supporting sustainable travel options in rural areas;*
 - *supporting necessary infrastructure improvements; and*
 - *ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.”*
- 2.7 PPW paragraph 3.4.3 states that when changes of use are proposed, developers should consider the need to make it accessible for all those who might use the building.

Technical Advice Note 12: Design (July 2014)

- 2.8 Technical Advice Note 12: Design ('TAN 12') Appendix 1 states DASs must explain the design principles and concepts that have been applied to the proposal in terms of:
- Environmental sustainability
 - Movement to, from and within the development
 - Character (including amount, layout, scale, appearance and landscaping)
 - Community safety; and, with regard to access:
 - Explain the policy or approach to access;
 - Explain how any policies relating to access in the statutory development plan have been taken into account;
 - Explain how any specific issues which might affect access to the development have been addressed; and
 - Detail how features which ensure people's access to the development will be maintained.

Vale of Glamorgan Unitary Development Plan (April 2005)

- 2.9 The Vale of Glamorgan Unitary Development Plan (UDP), adopted April 2005, is the development plan against which any planning application will be assessed.
- 2.10 UDP Policy SHOP 5 permits non-Class A1 uses in primary shopping areas where the proposal would not create an unacceptable effect on the character of the primary shopping frontage, its retail function, create 'dead windows', give rise to traffic, highways, noise, smell or other amenity issues and incorporates a high standard of design.
- 2.11 UDP Policy ENV 17 seeks to protect and prevent detrimental effects on the character and appearance or setting of conservation areas.

Other material considerations

- 2.12 The emerging Vale of Glamorgan Local Development Plan is at the deposit stage and has not yet been tested fully in terms of its soundness. Consequently, limited weight can be attached to its policies.

Penarth Conservation Area Appraisal and Management Plan (July 2011)

- 2.13 The Penarth Conservation Area Appraisal and Management Plan CAAMP published July 2011 states that the town centre is characterised by the principal commercial frontages along Windsor Road, Stanwell Road and in Lower Glebe Street.
- 2.14 With regard to Windsor Road specifically, it states that the properties along it were at one time two and three storey terraced town houses with landscaped front gardens. At the beginning of the century these houses were converted into shops. The upper floors of the original town houses remain visible, as exemplified at No. 16-18 Windsor Road. Although in a state of disrepair, these illustrate ornate detail.
- 2.15 The CAAMP states that the majority of the retail frontages at ground level have been weakened by inappropriate, modern shopfronts.

3 Design considerations

- 3.1 This section explains the design principles and concepts that have been applied to the proposal in terms of:
- Environmental sustainability
 - Movement to, from and within the development
 - Character (including amount, layout, scale, appearance and landscaping)
 - Community safety.

Environmental sustainability

- 3.2 The proposal contributes to environmental sustainability objectives through the reuse of an existing vacant property.
- 3.3 The site is located within an accessible central location, maximising opportunities to travel via active and sustainable modes of transport.
- 3.4 Low energy lighting, ovens and temperature control systems will be utilised throughout the proposed restaurant.

Movement to, from and within the development

- 3.5 As set out above and in the following section, the site lies in an accessible location, maximising its accessibility to all groups of society.
- 3.6 The ground floor is fully DDA compliant and incorporates accessible disabled toilet facilities.

Character

- 3.7 The character of the proposal is set out in detail below.

Layout

- 3.8 The proposed change of use will not impact on layout.

Scale

- 3.9 The proposed change of use does not impact on scale.

Appearance

- 3.10 The appearance of the ground floor shopfront will be enhanced, removing a vacancy within a Primary Shopping Frontage in a Conservation Area.

Landscaping

- 3.11 The proposals include the introduction of a hard landscaped paving to rear courtyard together with trellis and climbing fragrant planting to create a pleasant environment for customers to dine externally.

Community safety

- 3.12 The proposed change of use incorporates an active frontage onto Windsor Road that will allow natural surveillance of the public realm into the evening.

4 Access considerations

- 4.1 This Section addresses the key considerations relating to accessibility having regard to the proposed change of use.

General Approach to Access

- 4.2 Prezzo has selected the premises at 16 Windsor Road due to:
- Ease of access for staff and customers into and out of the building;
 - Its accessibility by modes of transport other than the private car; and
 - Its location in relation to the strategic road network; and
 - Its proximity to complementary uses.
- 4.3 Given Prezzo's role in providing casual dining, accessibility to staff and customers is fundamental in its choice of location.
- 4.4 The site and building are accessible to staff and customers. Parking and pedestrian routes to and from the building are relatively level with gentle gradients and minimal kerbing and steps. There is a wide pedestrian access to the entrance to the building, which is level.
- 4.5 Adequate parking and facilities are available in the vicinity. This includes provision for disabled persons.
- 4.6 Convenient and safe provision for cyclists is available in the vicinity.

Inclusive Design

- 4.7 The principles of inclusive design considered by Prezzo in selecting the premises and incorporated in the proposed change of use include:
- Entrances and exits are accessible and easy to find;
 - Circulation routes and access to buildings are sufficiently level, firm and safe and accessible crossing points are available;
 - Accessibility by different modes of transport is easily available;
 - Pedestrian infrastructure in the area is of a high standard with well-lit footways on, which in turn connects with the wider pedestrian infrastructure network and the town centre; and
 - The site benefits from close proximity to the numerous retail, business, financial, leisure and residential developments.

Site specific issues

- 4.8 The internal layout of the building has been modified to ensure it is accessible to all.

Features to ensure access to the development is maintained

- 4.9 Any access issues or barriers at the property that become obvious at the operational stage will be recorded, reviewed and removed or addressed as appropriate.

- 4.10 Any cracked surfacing, potholes or other damage to public areas will be remedied or reported to the relevant authorities so it does not impede access to the building.

5 Summary and conclusion

- 5.1 This DAS has considered the design and access issues associated with the proposed change of use. The external alterations will enhance the appearance of the shopfront, removing a vacancy and improving the vitality and viability of this part of the District Centre.
- 5.2 The DAS has demonstrated that the site is readily accessible by various modes of sustainable transport and located in close proximity to complementary commercial, leisure and retail amenities.
- 5.3 Pedestrian infrastructure in the area is of a high standard and the site benefits from close proximity to bus and rail facilities, which will encourage travel via these modes.
- 5.4 The proposed building entrance is accessible and easy to find. Circulation routes and access within and leading to the building are sufficiently level and link safely with footways in the area to enable easy access for all groups.
- 5.5 In conclusion, the proposed change of use is considered to be acceptable in both design and accessibility terms.