Proposed Demolition of Existing Shop & Erection of New Build Development to Form 11 Flats

Wern Goch Hirani Stores, 56 Wern Goch West, Cardiff CF23 7AB

Design & Access Statement for Pre-Application Consultation Report

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1. Existing Site and Context

The character of Wern Goch West, like most of Llanederyn and Pentwyn are modern (circa 1970s) housing estates based on the Radburn layout. This type of estate design is typified by the back gardens of homes facing the street and the fronts of homes facing one another, over common areas or looking out onto woodland or open space.

**Aerial Image**

![Aerial Image](image)

The housing comprises largely symmetrical two storey dwellings in a terraced or semi-detached form. Dispersed among the houses are some taller buildings and some with modernistic styling. While the building design is generally very bland the form and layout does produce a strong sense of rhythm to the character of the area.

**General Street Scene**

![General Street Scene](image)
2. The Site

The accompanying **dlp architectural** plan views and elevational drawings indicate existing site conditions. The Radburn type layout clearly affects principle views as the rear of the properties front onto the main access from Wern Goch West.

The site area covers 723 sq m and covers the end terrace property of 57 Wern Goch, the octagonal sided Wern Goch Retail Unit with asymmetrical mini spire over the retail store and the flat roofed 56 Wern Goch along with the rear concrete yards and grass forecourts connected with these.

The site rises from east to west with the ground floor level of the retail store approximating at the first-floor level of 57 Wern Goch, the end terrace property. The retail store is therefore on retained higher ground that is enclosed by railings and by high brick wall that sides onto 57 Wern Goch.

The site does not lie within an area of environmental protection for landscape, heritage or biodiversity classification. It does not lie within a flood zone.
View of Part of Site Looking North

View of Part of Site Looking South
Views looking North West
3. Relevant Planning History

89/01456/N – Proposed Extension to Shop Area – Approved 12/09/89

95/00410/N – Retain Satellite Dish – Approved 21/04/1995

98/00019/N – Proposed First Floor Extension – Approved 05/03/1998

A/98/00042/N -Advertisement - Approved 30/04/1998
4. Character of Proposed Development

The proposal aims to redevelop the site to provide a higher number and greater range and choice of low cost housing provision in the Llanedeyn area. The development makes more efficient use of land but does so in a way that does not adversely impact on the character and appearance of the area. Indeed, private redevelopment on the estate will be a further encouragement to the regeneration of some of these now tired looking portions of the estate.

The development proposes the demolition of 56 Wern Goch and the retail unit and its replacement with 11 flats comprising 1 x 1 bedroom, 4 x 2 bedroom and 6 x 3 bedroom and the retention of a retail unit of 27 sq m. The development would be serviced by six car parking spaces and 12 cycle spaces, all accommodated on the lower ground floor.

The redeveloped site takes advantage of its existing unusual angular shape to provide flats in the highest section of the building with significant window openings and additional light/ventilation and views. The sizes of all the flats would be generous and would range in size from a one bedroom flat at 46 sq m to 85 sq m for a three bedroom flat. All flats would have good or reasonable outlooks and this plus their size and layout would make good quality accommodation in line with LDP requirements and housing needs.

Access to the flats is either common access via steps from the lower ground floor from the rear courtyard off Wern Goch West or from the front (western) elevation via a concrete path. Flat 1 would have direct access from the concrete path to the west.

The ground floor would comprise of:

- 1 x one bed flat approx. 46 sq m
- 1 x two bed flat approx. 72 sq m
- 2 x three bed flats ranging from 71 sq m to 85 sq m
The first floor would comprise of:

- 1 x two bed flat 65 sq m
- 2 x three bed flats ranging from 76 sq m to 85 sq m

The second floor would be limited to the former octagonal and higher portion of the existing site and would comprise of:

- 2 x three bed flats ranging from 73 to 76 sq m

The third floor would be limited to the former octagonal and higher portion of the existing site and would comprise of:

- 2 x two bed flats approx. ranging from 73 to 76 sq m

The redevelopment of the site would ensure that the unity of the terrace is respected with the redevelopment of the former 56 flat roofed Wern Goch becoming a symmetrical dual pitched roof to match the run of the terrace created by 54 and 55. The height of the ridges in this short run of terrace would increase to reflect the topography of the land. The design and appearance of the new dwelling would complement the existing terrace form. Similarly, the terrace that currently terminates on its western edge at 57 Wern Goch would be extended in a symmetrical dual pitched form to match the layout and building design at 57-59 Wern Goch. Again, the extended terrace would match the character and appearance of the existing terrace. These would effectively form the ‘wings’ of the central higher portion of the site.

The extended terraces would meet the proposed four storey element of the development that would be angled on its east, west and southern sides as shown on the dlp drawings. The five short angles to the proposed four storey element reduce its bulk, scale and visual impact. The set back of the top floor achieves the
same impact in reducing the overall impact of the development in its setting.

In order for the extended terraced form to match the existing character, the external materials to be used would be buff brickwork and grey upvc doors/windows with brown concrete roofing and red ridge tiles. While higher, the symmetrical form of the openings in the four-storey element, along with their largely horizontal emphasis, would help to integrate the development into its context.

To ground the new four storey element into the existing urban context, the proposed ground floor materials would be buff brickwork with red/orange brickwork above on the first and second floors. To provide a contrast on the top floor the materials would change to vertical grey metal cladding. Windows and doors would be grey aluminium with glazed balustrades.

A shared ground floor external amenity area of 80 sqm would be provided to the west (front) of flat 1. The third floor flats would be inset to allow for individual balconies to the two top flats of 14 sq m each.

In terms of overlooking or overshadowing the development would not adversely impact on surrounding neighbours. Windows on the eastern, northern and western elevations are positioned so as to not adversely impact on surrounding areas. A glazed 1.8m opaque privacy screen would be positioned to the east of flat 1 given its proximity to the external parking area.

5. Access

Existing

Vehicular access to service the rear of the retail store and vehicular access to the rear of 56 and 57 Wern Goch West is provided via the adopted highway Wern Goch West. A concrete pavement on the southern side of the highway also provides pedestrian access. The site is located close to a bus stop (see Cardiff Council Map later).
A concrete path provides access to the front of the properties at 56 and 57 Wern Goch with the retail shop accessed via a ramp.

One garage space is currently provided to serve 57 Wern Goch with two garage spaces for 56 and a forecourt proving operational parking for the retail unit.

**Proposed**

The proposed vehicular access to the redeveloped site would remain via the adopted Wern Goch West Road. Six resident car parking spaces are proposed accessed by double gates. Given the tenure of the flats and the likely socio-economic circumstances of the tenants and surrounding car ownership levels, car ownership levels of potential occupants are likely to be low. Given the sustainable nature of the site, the number of the site parking spaces is considered appropriate. Parking is also available on the highway.

The scheme provides for 12 cycle store stands in a 14 sqm enclosed space.

Access from the rear yard to the lower ground floor to the ground floor is provided via steps near alongside the cycle store.

**6. Environmental and Ecological Sustainability**

Redevelopment of the site for residential use would be in keeping with uses in the surrounding area.

In line with pre-application advice the development is supported by a landscaping scheme from Cardiff Treescapes (see attached).
This support helping to integrate the new development into the local area especially on its more open and ‘green’ western, southern and eastern fringes.

The rear yard area contains an area for bulk waste storage from the retail unit plus refuse storage area for the 11 flats. The refuse area is large enough to allow for:

- Dry Recycables 2 x 1100 litre bulk bins
- Food Waste 1 x 240 litre bins
- General Waste 2 x 1100 litre bulk bins
- Compost 1 x 240 litre bin

The development also provides an area (minimum 5 sq m) for bulky waste. This complies with pre-application advice from the Council.

7. Community Safety

The development of the site for housing would not increase any concerns about community safety on the site or in the local area.
8. Policy Framework

Planning Policy Wales Ed9 Nov 2016

Chpt 4 Planning for Sustainability
Chpt 9 Housing

WG Advice Notes
TAN 12 : Design (2009)

Cardiff LDP 2006-2026 (Adopted 2016)

KP1: Level of Growth
KP5: Good Quality and Sustainable Design
KP6: New Infrastructure
KP8: Sustainable Transport
H3: Affordable Housing
H6: Change of use or Redevelopment to Residential Use
EN13: Air, noise, light pollution and land contamination
T5: Managing Transport Impacts
T6: Impact on Transport Networks and Services

SPG to Adopted LDP

Access, Circulation and Parking Standards 2010
Waste Collection and Storage Facilities 2007
Infill Sites 2017
Planning Obligations 2017
9. Assessment

Key Policies
The proposed development complies with the Council’s relevant key policies that are applicable to the proposed development. Later assessment of the detailed Development Management criteria brings out aspects of design, infrastructure and access but in relation to the KPs the following high-level comments suffice:

**KP1: Level of Growth** - the development of 11 homes on a brown field site makes a contribution to meeting the 45,415 dwellings required in Cardiff, off which windfall sites make up 5850, up to 2026.

**KP5: Good Quality and Sustainable Design** – as described in the Character of Proposed Development above the proposed development would contribute to creating more modern housing choice in Llanedyn and improve the quality of the character and appearance of the local area. Located on brownfield land with good accessibility to public transport and local facilities, the design adopts a more modern interpretation of housing provision. The development can also be implemented with no adverse harm to neighbouring properties.

It is considered that in line with pre-application advice (see attached) the site could accommodate a development containing buildings of the scale and massing of those proposed. In particular is considered that the height of the four-storey building is acceptable, especially given the lower height of the supporting ‘wings' that complement the scale of the adjoining terraces and the presence of 4 storey blocks on the estate. Also, while higher, the development replaces an already slightly unusually building design within the local context. In line with pre-application advice the original notion of providing balconies was resisted given the Council’s view that this feature would be out of character with the area.
As indicated in the Council’s pre-application response, the proposed development would not be overbearing or unneighbourly upon the adjoining neighbours.

In line with pre-application advice, access to the shared amenity area of 80 sq m is available through the building. This advice also indicated that this amount of space was acceptable. Added to this, are the 14 sq m external amenity per flat for the two flats on the top floor. This is formed by the top floor being recessed.

**KP6: New infrastructure** – the development provides for 11 affordable homes that will be owned and managed by a registered housing provider. Pre-application advice suggests that the Council will request affordable housing of £172,144 and Public Open Space £24,382.

**KP8: Sustainable Transport** – the development lies in a sustainable location with good walking and cycling access to local facilities and access to public transport as indicated below under detailed LDP Policy T1.

**Detailed Policies**

**LDP Policy H3** seeks 20 per cent affordable housing contributions on brown field schemes above 5 units or 0.1 hectares. Pre application advice suggests that an affordable housing contribution and public open space contribution would be required as detailed above.

**LDP Policy H6** provides a framework for the assessment of applications for the change of use, conversion or redevelopment of redundant previously developed land and premises for residential purposes within settlement boundaries. The proposed development in brownfield land will support KP1 in bringing forward badly needed residential accommodation in a sustainable location in line with PPG Wales.
The policy strictly deals with redundant sites but as the policy deals with changes of use it is described below and meets the criteria set out in the policy given that:

(1) The loss of local shops in older housing is not a new trend given the concentration of retailing into local centres and out of town areas. A local retailing centre would still be in close proximity.
(2) Use of the site for residential purposes complements surrounding land uses and the form of development and amenity space is satisfactory;
(3) N/A.
(4) Community and transportation facilities are in relatively close proximity; and
(5) No known contamination or other risks exist and suitable conditions can be attached to any consent.

**LDP Policy EN13** seeks to ensure that development would not be permitted that would be injurious to public health in relation to air, noise, light pollution and land contamination. The residential end use would not generate any adverse impacts in relation to air, noise and light while no known land contamination exists. The site would be built to modern day building regulations.

**LDP Policy T1** supports development which are easily accessible to essential services and facilities by walking and cycling.

(1) The proposed building would bring a more modern interpretation into the locality and would not compromise the amenity of neighbours;
(2) The development clearly recognises the transition from public highway to semi-public space and through design and layout supports pedestrian and cycling movements. It maintains the Radburn principles in relation to access and principle elevations and outlook.
(3) The development encourages walking and cycling being on flat land, with easy access to a wide footway in close proximity to local facilities. The development also provides 12 cycling spaces under cover.
(4) Vehicle speeds into the site would be slow due to the no through road.

(5) As can be seen from the screen shot below from the Council’s ‘My Cardiff’ website information, the site lies close to a bus route. The surrounding topography is generally flat and this makes walking and cycling a more realistic choice than in a hilly area. The development also.

My Maps Cardiff - Transport Opportunities

Local Bus Stop

Local Retail Centre
The development provides for adequate car parking based on likely car ownership, cycle stands, amenity area and pedestrian movement along with adequate provision for protecting existing infrastructure and introducing new infrastructure.

The scheme provides for 12 undercover cycle spaces.

The issue or car free zones is not in and of itself relevant but the scheme provides for a lower than SPG standard amount of car parking that encourages cycling and walking.

**LDP Policy C2** supports the protection of existing community facilities. The current shop is a private business and in the current poor retail market climate cannot be sustained in the longer term. This is a national issue.

**LDP Policy C3** promotes the creation of safe environments and no increase in community safety concerns. The proposed development clearly defines private and semi-public space and there is no indication that it would lead to an increase in public community safety concerns.

**Plan R Ltd**

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