



Cow & Snuffers, Llandaff North

Design and Access Statement

08 April 2011
Client: Michelle Hartley

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1.0

Introduction

Introduction

- 1.1 This Design and Access Statement accompanies a full planning application for the conversion of the former Cow and Snuffers Public House into 7no. flats in Llandaff North, Cardiff. It should be read in conjunction with the covering letter and other submission material which accompanies the planning application.
- 1.2 This report responds to the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (Wales) Order 2009 (the “GDPO”). Most planning applications are required to be accompanied by a Design and Access Statement that explains the design principles and concepts that have been applied to the development and the way in which issues relating to access to the development have been dealt with.
- 1.3 The structure and content of the statement has been informed by the Technical Advice Note 12: Design (June 2009) which sets out guidance on the preparation of design and access statements. It states that they should explain the design concepts and principles applied to the development and should explain the concepts and principles in relation to:
 - a Accessibility;
 - b Character (including amount, layout, scale, appearance and landscaping);
 - c Community Safety;
 - d Environmental Sustainability; and,
 - e Movement to, from and within the development.

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1.4 TAN12 states that design and access statements will explain and justify the objectives and concepts of good design on which a development proposal is based and how these will be reflected throughout the scheme. In particular, it establishes a requirement for Design and Access Statements to:

- a Provide evidence to justify the proposals in terms of planning policy and the physical, social and economic context;
- b Explain how the objectives of good design have been applied;
- c Set out the established vision and principles for the scheme;
- d Demonstrate that the principles of sustainability have been addressed and used to inform the design of the development;
- e Illustrate how conflicting demands have been considered and how these have influenced the proposed development;

- f Ensure that design issues have been satisfactorily considered early in the design process; and,
- g Demonstrate how design decisions have been influenced.

Report Structure

1.5 Based on TAN12, this statement is structured thus:

- Section 2.0 Understanding the Context: provides a review of the existing physical, social and economic characteristics of the site and its surroundings in terms of land uses, the built environment, accessibility and the socio-economic context.
- Section 3.0 Policy Context: provides a review of the national and local planning policy context.
- Section 4.0 Vision and Objectives: establishes a vision for the site and identifies key objectives that will contribute towards its achievement.

- Section 5.0 Site Analysis: provides an analysis of the form, character and visual role of proposal site and an analysis of the constraints to, and opportunities for the site's development. It also sets out the design principles to be used for the site.
- Section 6.0 Design Concept: describes the proposal.
- Section 7.0 Response to Objectives of Good Design: This section outlines the approach taken in terms of use, amount, scale, layout, landscaping, appearance and access.
- Section 8.0 Assessment against Policy: considers how the proposal accords with the requirements set out in relevant design and planning policies.

2.0 Understanding the Context



Figure 1: Site Location Plan

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- 2.1 This section demonstrates a clear understanding of the site's characteristics and of its physical, economic and planning policy context. "Context" relates to the physical, social and economic characteristics of the area together with the planning policy context - the policies and guidance that affect the redevelopment of the site. Detailed consideration of the physical context is contained in Section 4 and set alongside an analysis of the implications.
- 2.2 These contextual matters have all informed the development solution for the site in terms of the level, layout and scale of development and movement patterns, sustainability and security considerations associated with development. A summary of the response to this context is set out at the end of this chapter and is considered in more detail in subsequent chapters.

Planning History

- 2.3 The unit has operated as a pub since 1812. No planning applications have been submitted on the site in the past 15 years.

Site Context

- 2.4 The 0.055ha application site is located within the village of Llandaff North, which is to the north west of Cardiff city centre.
- 2.5 The site itself is located on the edge of the village centre, with both residential and commercial properties within the immediate vicinity. To the side and rear elevations, the property is abutted by residential dwellings and to the front is a roundabout beyond which is a small area of public open space.
- 2.6 The public house is currently vacant and boarded up to prevent access and to protect the building. There is an access running through the site between Station Road and Gabalfa Avenue, however this is not a public right of way.



- 2.7 The access does not appear to be well used and the vegetation growth makes walking down the link difficult. This link also provides rear access to the gardens of 5no. residential properties located along Gabalfa Road. There is a wall running down the boundary with these properties which protects the privacy of the occupiers.
- 2.8 The public house is not listed and the application site is not located within an environmentally sensitive area or a conservation area and there are no TPOs on or adjoining the site.
- 2.9 Further description and analysis of the development site and its wider context is provided within section 5 of this report.

Accessibility Context

- 2.10 The site is located at the roundabout between Gabalfa Road and Station Road on the edge of Llandaff North local centre. It has excellent links into the city centre as well as the M4, by a variety of transport modes.
- 2.11 The site is in an extremely sustainable and accessible location, situated adjacent to a bus stop, within walking distance of Llandaff railway station and within close proximity of the Taff Trail which provides a safe and pleasant walking and cycling route straight to the city centre and Cardiff Bay. As such, no car parking provision is proposed at the site (a justification for this is provided within Section 6 of this document and within the accompanying covering letter).



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Pedestrian Facilities

2.12 The existing area provides well-lit pedestrian footways linking the site to Llandaff North local centre. The following facilities are located within walking distance of the site:

- Bus Stop: 15m;
- Coffee/Sandwich Bar: 30m
- Secondary School (Welsh Speaking): 80m;
- Park/Playing Fields: 150m;
- Convenience store: 160m;
- Public House: 200m;
- Taff Trail Access: 200m;
- Dentist: 300m;
- Llandaff North Village Centre: 400m;
- Library: 450m;
- 2no. Doctor's Surgeries: 500m;



- Pharmacy: 500m;
- Supermarket (Co-op): 520m;
- 4no. Primary Schools (2 Welsh speaking, 2 English speaking): within approx 700m;
- Llandaff Train Station: 700m;
- Danescourt Train Station: 850m.

2.13 As such, it can clearly be seen that the site benefits from a significant number of services and facilities within walking distance, with the vast majority of day to day requirements met locally. This coupled with the excellent public transport links, significantly reduces the need for travel by car.

Cycle Facilities

- 2.14 The local services and amenities located within Llandaff North are within very comfortable cycling distance, with cyclists accommodated via on-carriageway routes.
- 2.15 However, the site further benefits from being within extremely close proximity to the Taff Trail. It is estimated that it would take a cyclist no longer than 15-20 minutes to cycle into the city centre and therefore provides opportunity for an easy, attractive and sustainable commute.



Public Transport Facilities

Bus

- 2.16 The site benefits from a bus stop which is located adjacent to the side of the existing building. The following bus routes run from this stop:
- Route 2G: Provides an early morning service Monday to Fridays to Penarth Road;
 - Routes 21 and 24: Provide regular services Monday to Saturday to Cardiff Central Station; and
 - Routes 101 and 102: Provide a regular service Monday to Friday to Cardiff Central via Heath Hospital.
- 2.17 A bus service leaves from this bus stop, into the city centre, approximately every 15-20 minutes.



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Train

2.18 As stated above, the site is also within walking/cycling distance of Llandaff Train Station which provides regular trains to Cardiff Central Station. Monday to Saturday, trains run approximately every 10-15 minutes from 5.40am to 23.26pm. On Sundays, trains run every 15-20 minutes from 09.04am to 22.26pm.



Social and Economic Context

2.19 Given its location within the built-up area of Llandaff North and its proximity to Cardiff city centre, the application site benefits from excellent access to a wide range of social and community facilities as well as employment opportunities.

2.20 Indeed, the site's location close to the local centre of Llandaff North means that it benefits from a range of facilities including convenience stores, comparison retail, pharmacy, pubs, takeaways, cafes and restaurants, health centre etc. This wide range of social and community facilities are important in serving the needs of local residents and will provide an opportunity for the integration of existing residents and the new residents living at the proposal site.

2.21 In addition, good transport links to other areas of Cardiff including Whitchurch, Pontcanna, the city centre and Cardiff Bay, create wider retail, employment and leisure opportunities.



3.0 Planning Context

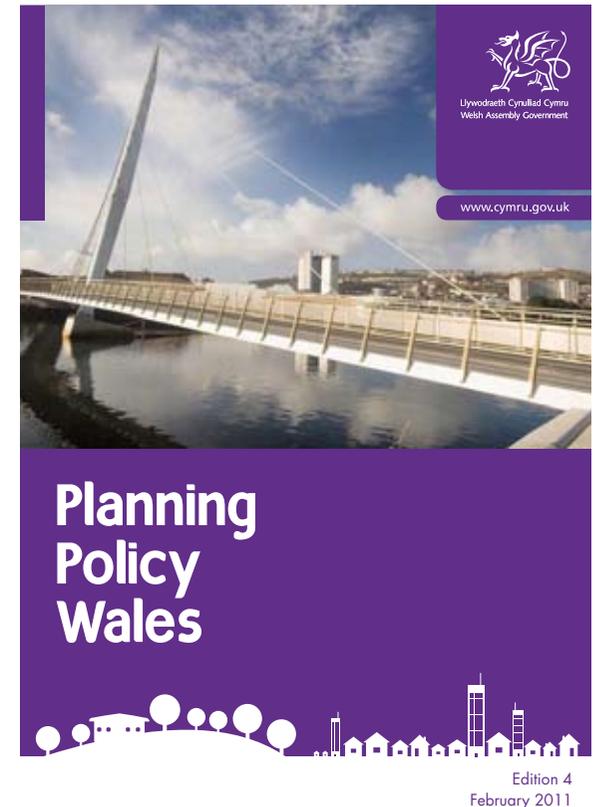
3.1 This section provides a brief summary of the design and access policies that are relevant to the site.

National Planning Guidance

Planning Policy Wales (Edition 4, February 2011)

3.2 Planning Policy Wales (PPW) sets out the land use policies of the Welsh Assembly Government. The document's central objective is to promote and provide a framework for sustainable development within Wales.

3.3 PPW outlines the importance of design as a means to protect the environment, promote social inclusion and enhance the quality of life. In addition to this, PPW recognises that careful planning can help to reduce the need to travel, especially by private car, and enhance access to the new development by public transport, bicycle and on foot. PPW also encourages the creation of sustainable residential environments and encourages local authorities to promote:



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- a Mixed tenure communities;
 - b Easily accessible developments;
 - c Minimisation of the demand for travel, especially by private car;
 - d Attractive landscapes around dwellings;
 - e An emphasis upon quality and designing places for people;
 - f Energy efficient development;
 - g An efficient use of land; and,
 - h The creation of well designed residential environments at an appropriate density.
- 3.4 In relation to Design and Access Statements, Paragraph 4.10.14 states that “A design and access statement is a communication tool explaining how the objectives of good design have been considered from the outset of the development process. In preparing design and access statements, applicants should take an integrated and inclusive approach to sustainable design, proportionate to the

scale and type of development proposal. They should be ‘living’ documents dealing with all relevant aspects of design throughout the process and the life of the development, clearly stating the comprehensive design principles and concepts adopted and include illustrative material in plan elevation and section where relevant”.

- 3.5 With regards to previously developed sites, Paragraph 4.8.2 states that many previously developed sites in built-up areas may be considered suitable for development because their re-use will promote sustainability objectives. This includes sites:
- in and around existing settlements where there is vacant or under-used land, commercial property or housing;
 - in suburban areas close to public transport nodes which might support more intensive use for housing or mixed use.

- 3.6 PPW also provides guidance in relation to car parking, stating in Paragraph 8.4.2 that “minimum parking standards are no longer appropriate” and that local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past by developing an integrated strategy on parking to support the overall transport and locational policies of the development plan.

Supplementary Guidance

- 3.7 PPW is further supplemented by a series of Technical Advice Notes (TANs), providing clarification of wider policies. Those relevant to this application are summarised below.

TAN 12: Design (2009)

- 3.8 The purpose of TAN 12 is to equip all those involved in the design of development with advice on how to promote and facilitate good design through the planning system, and guidance on preparing the design and access statement.
- 3.9 The document sets out the design process and the approach which should be adopted to ensure the delivery of good design including a need to fully appraise the context of a site in order to get a better understanding of the sites assets and limitations. With particular regard to residential development TAN12 stipulates that housing design should aim to:
- a Create places with the needs of people in mind, which are distinctive and respect local character;
 - b Promote layouts and design features which encourage community safety and accessibility;



- c Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;
- d Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building;
- e Promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards;
- f Secure the most efficient use of land including appropriate densities; and,
- g Consider and balance potential conflicts between these criteria.

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3.10 Figure 2 below demonstrates the five objectives of good design which must be demonstrated in all Design and Access Statements. These five objectives are Access, Movement, Character, Community Safety and Environmental Sustainability.



Figure 2: TAN 18: Transport (2007)

3.11 TAN 18 notes that an integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development.

3.12 To promote the wider sustainable development policy, TAN 18 aims to:

- a Promote resource and travel efficient settlement patterns;
- b Ensure new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel;
- c Managing parking provision;
- d Ensure developments include appropriate provision for pedestrians;
- e Promoting cycling and walking;
- f Encouraging the location of development near other related uses to encourage multi-purpose trips;

- g Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and,
- h Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

3.13 In determining car parking standards for new development, regards should be given to:

- a Public transport accessibility and opportunities or proposals for enhancement;
- b Targets and opportunities for walking and cycling; and,
- c The availability in the general areas of safe public on and off street parking provision.

3.14 Paragraph 4.15 of TAN 18 states that “some car free housing development may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled”.

Design Guidance

3.15 In addition to National Planning Policy, a variety of design guidance has been published with an increased emphasis on high quality inclusive design. Although some of these documents originate in England, they provide guidance in relation to the latest best practice:

- a Design and Access Statements in Wales: Why, What and How: Design Commission for Wales (October 2008);
- b A Model Design Guide for Wales – Residential Development: Planning Officers' Society Wales (2005);
- c Creating Sustainable Places: Welsh Development Agency (2007);
- d Manual for Streets, DCLG (2007) (relevant in Wales and England);

- e Safer Places: The Planning System and Crime Prevention, ODPM and Home Office (2004);
- f Planning for Sustainable Development: Towards Better Practice, DETR (1998);
- g By Design – Urban Design in the Planning System: towards better practice, DETR and CABE (2000);
- h Protecting Design Quality in Planning, CABE (2003);
- i Planning and Access for Disabled People: A Good Practice Guide, ODPM (2003); and,
- j Access Statements: Achieving an Inclusive Environment, Disability Rights Commission (2004).

Local Planning Policy

Existing Development Plan Framework

3.16 The statutory development plan for Cardiff City comprises the Cardiff Local Plan (Adopted 1996) and the South Glamorgan Structure Plan (1991-2011).

3.17 Welsh Assembly guidance indicates that the (abandoned) Unitary Development Plan (UDP) may also be a consideration for development control decisions. However, the weight attached to the UDP and its policies, depends on the extent to which they may conflict with those in the adopted plans.

Cardiff Local Plan (Adopted 1996)

3.18 The Cardiff Local Plan and Proposals Map do not designate the site for any purpose with it simply falling within a housing area. However, a summary of those policies that are considered to be relevant to this planning application are as follows:

- **Policy 11** - Design and Aesthetic Quality: all new development should be of a good design which does not affect the aesthetic quality of the area;
- **Policy 13** – Energy Use: all new development at locations other than those designated where emissions can be minimised and they are well located for travel other than by private car;
- **Policy 17** - Parking and Servicing Facilities: to be provided as per Council Standards;
- **Policy 18** – Provision for Cyclists: Cycle parking facilities to be provided as per Council Standards; and,

- **Policy 31** - Residential open space requirement – to be provided at 2.43 ha per 1,000 population. Existing local provision will be considered.



South Glamorgan (Cardiff Area) Replacement Structure Plan 1991 – 2011

3.19 The plan locates the site within the built up area of Cardiff and does not specifically designate the site for any purpose. However, a summary of those policies that are considered to be relevant to this planning application are as follows:

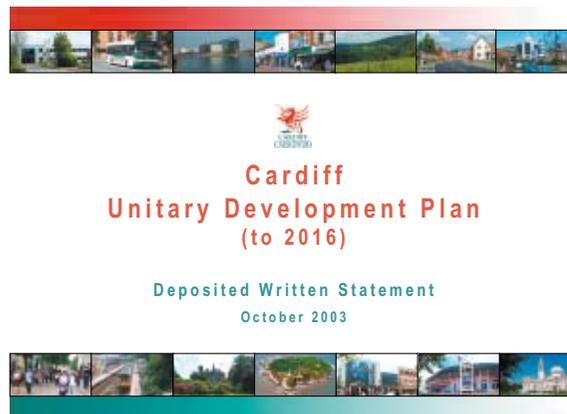
- **Policy EV1** - Towards Sustainable Development: proposals should encourage sustainable practices e.g. reduce vehicle movements.
- **Policy MV1** - Location of new developments: to minimise traffic movements development should be located in areas served by public transport;
- **Policy MV11** - Parking: to be provided as per Council Standards; and,
- **Policy H7** - Enhancement and conversion: the conversion of suitable structures to provide additional dwellings in urban areas will be favoured;

**Unitary Development Plan
(abandoned)**

3.20 Although the preparation of the Unitary Development Plan was abandoned, the policies may remain a consideration in development control decisions with the weight to be attached to policies and proposals dependent on the extent to which they may conflict with those in the adopted plans.

3.21 The UDP Proposals Map identifies the site as being located within the urban settlement boundary of Cardiff but does not designate the site for any purpose. A summary of those policies that are considered to be relevant to this planning application are as follows:

- **Policy 1.A** - General principles for the location of development: development should make best use of redundant buildings, minimise travel by private car, protect residential amenity and be provided in accessible locations.
- **Policy 1.B** - Achieving good design: good design to be sought in all development;



- **Policy 1.D** – Homes and Community Facilities: 60% of dwellings to be accommodated on previously developed land. Promoting development of sustainable communities;
- **Policy 1.K** - Movement and transport priorities: priority will be given to development which minimises car use and facilitates travel by non car modes; and,
- **Policy 1.N** - Car parking: provision for car parking will be reduced in line with improvements in public transport accessibility.

Emerging Local Development Plan

3.22 In light of significant reservations expressed by the Inspector, the Cardiff Local Development Plan (LDP) was withdrawn from examination in April 2010. The Council is currently preparing a new LDP Preferred Strategy document which is proposed to be published for consultation in October 2011. Therefore, given the status of the LDP, no weight can be attached to this emerging plan at the current time.

Supplementary Planning Guidance

3.23 A number of supplementary planning guidance (SPG) documents have been produced by Cardiff Council which would have some relevance to this proposal. These include:

- Access, Circulation and Parking Standards (Jan 2010);
- Affordable Housing (Mar 07);
- Cardiff Residential Design Guide (Mar 08); and,
- Open Space (Mar 08).

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Summary

3.24 Based on the national, regional and local policy and guidance outlined above, this Design and Access Statement seeks to demonstrate how the proposal satisfies the following policy 'tests':

- a Achieving a high quality design which is appropriate to the local context in terms of scale, elevational treatment, materials and detailing, layout, form, mix and density (PPW, TAN 12, Local Plan Policy 11 and UDP Policies 1.A and 1.B).
- b Achieving sustainable design in terms of minimising the need to travel by private car and promoting the use of public transport, walking and cycling (PPW, TAN 12, TAN 18, Structure Plan Policy EV1 and MV1 and UDP Policy 1.K).

- c The efficient use of previously developed land and/or redundant buildings to promote sustainability objectives (PPW, TAN12, Structure Plan Policy H7 and UDP Policies 1.A and 1.D).
- d Locating residential development in accessible areas which are well served by public transport and are within close proximity to other services and facilities (PPW, TAN18, Local Plan Policy 13, Structure Plan Policy EV1 and MV1 and UDP Policies 1.A and 1.K).
- e Reducing the level of car parking in line with public transport accessibility (PPW, TAN18 and UDP Policy 1.N).
- f Protecting the amenity of existing and future residents (UDP Policy 1.A).

3.25 In addition, based upon our understanding of all of the background issues, this Design and Access Statement seeks to demonstrate how the proposal has developed to take account of the following broader issues and considerations:

- a The need to retain this imposing building, through its high quality conversion into a use which will ensure its future;
- b Promotion of alternative means of travel other than by car through the provision of secure cycle parking;
- c The need to retain the privacy and current level of amenity enjoyed by adjoining neighbours;
- d The need to ensure a sustainable and socially inclusive residential development.

3.26 The design responses to these issues are considered in detail in the subsequent sections of this statement.

4.0

Vision and Objective

4.1 The vision for the conversion of the Cow and Snuffers is for:

“The creation of a high quality sustainable residential development, located in the heart of Llandaff North, which is well integrated with the existing community”.

4.2 This vision for development draws upon an understanding of the status and character of the site, including its:

- a Location within the urban area of Llandaff North;
- b Location within an area of high accessibility by non car modes;
- c Proximity to other residential development around the site;
- d Proximity to Llandaff North local centre and high accessibility to existing community facilities;
- e Size; and
- f Heritage and Character.

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4.3 The delivery of the vision for successful conversion of the Cow and Snuffers for residential purposes will rely upon the achievement of the following key objectives:

- a **Integration:** The existing building is vacant and boarded up. The historic pub use is no longer viable and as such conversion to residential flats provides an opportunity to sensitively integrate new housing within this existing urban area whilst retaining this important building and securing its future.
- b **Sustainability:** The development is located within a highly sustainable location and travel by non car modes will be encouraged.
- c **Design Quality:** The conversion will achieve a high level of design which respects the existing building and is commensurate with its setting within the urban area.

- d **Community pride:** The building has operated as a pub in Llandaff North for a considerable amount of time and the building has a strong presence. Whilst this use is now unviable, the conversion of the unit to flats will allow this building to be retained and ensure its future is secured.
- e **Movement:** The development will encourage its future occupiers to travel by non car modes, which is strongly supported by the location of the development within cycling and walking distance of a number of key services and facilities.
- f **Efficient Use of Space:** It is considered that the proposed conversion provides the maximum numbers of flats whilst ensuring that the resultant living spaces are of a high quality.

4.4 This vision and these objectives, which draw upon an understanding of the site context, have shaped the site layout and detailed design. In particular, the design addresses the following key matters.

5.0 Site Analysis



Figure 3: Redline Plan

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5.2 This section evaluates the information gathered and set out in Section 2.0 and builds on this to set out the conclusions of our analysis of the site. Understanding the nature of the site and the opportunities and constraints that exist provides an important foundation upon which the proposed design has been established.

Built Environment	Context	Issues to consider
Building Form and Orientation	The building is fairly irregular in shape, with a frontage onto Station Road which provided access into the bar area when it was in operation as a pub. To the rear is a long single level extension which previously housed the pub's skittle alley. The building is currently vacant and boarded up to prevent access and protect the building from vandalism. The building is bounded to the side and rear elevations by residential property.	The relationship of the proposal to existing development will need to be carefully considered.
Fenestration	The existing building has 7 windows facing out from the north west elevation, all of which are located on the original building. To the south east elevation, there are 18 existing windows to the original building. No windows are provided on the extension which is occupied by the skittle alley to either elevation. The front of the building has 2 large feature windows to the ground floor, 3 windows at first floor level and a single window at second floor level.	Additional windows within the existing extension will be required in order to make this an acceptable living space. However, windows to the north eastern elevation of the skittle alley could potentially cause issues of over-looking and impact on the amenity of adjoining occupiers.

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Built Environment	Context	Issues to consider
Views	Views into and out of the site are limited. From Station Road/Gabalfa Road it is possible to see the frontage of the property with limited views to the south-eastern elevation but only to the point where the building turns the corner. To the rear of the building, views are obscured by the surrounding properties. It is also not possible to look into the rear gardens of the properties located along Gabalfa Road at ground floor level due to the presence of a brick wall and planting.	Given the fact that the building is existing and other than the front elevation there is very limited visibility, any visual impact will be limited. The development will also not impact on the views of any existing property.
Access	There is no existing vehicular access into the site. Pedestrian access is currently achievable from Gabalfa Road and Gabalfa Avenue.	Given the nature of the site, it is not considered that vehicular access is achievable. However, pedestrian and cycle access can clearly be achieved from Gabalfa Road. As the intention is to provide a shared amenity space for the future residents, it will be necessary to close the existing pedestrian access from Gabalfa Avenue in order to ensure resident's privacy.
Parking	The former public house has no formal or informal vehicular parking area and there is limited scope to provide parking at the site.	Given that the existing pub use has no parking, it is not considered that conversion of the unit for residential development will impact on the existing parking situation. In addition, given the highly sustainable location of the unit within the urban area and within walking and cycling distance of a number of facilities and services, residents will be encouraged to undertake day to day activities by non-car modes. Secure cycle parking spaces will be provided to the rear of the unit.
Existing Buildings	The site is surrounded by existing residential property of a variety of styles, types and ages. There are also a number of existing commercial buildings within the vicinity including a petrol filling station and car showroom.	It is considered that any potential impacts on the existing residents who live in the properties adjacent to the site can be mitigated through careful and considered design and layout.

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Built Environment	Context	Issues to consider
Scale	<p>The residential development in the immediate vicinity of the site comprises a mixture of 2-2 ½ storey terraced and semi-detached houses as well as a flatted development located along Clarboston Road. This broad mix of architectural styles and types results in there being no particularly local distinctive character to this area of the town.</p> <p>The most distinctive building is the former pub itself which stands at 3 storeys tall and provides a single large flat over the first and second floor.</p>	<p>The building is to be converted, with no extensions proposed, as such the scale of the building will not change from the existing situation.</p> <p>Internally, the building layout will be significantly altered to provide 4no. flats to the ground floor, 2no. flats to the first floor and 1no. flat to the second floor. The resulting units vary in size between 38-88 sq m and all will provide high quality and comfortable living spaces.</p>
Boundaries	<p>The north eastern elevation of the unit provides a boundary with the rear gardens of the existing dwellings along Station Road. To the south-eastern elevation, a wall provides a boundary between the rear gardens of the properties located along Gabalfa Road. To the rear the unit is hemmed in by existing residential properties and their respective walled and fenced boundary treatments.</p>	<p>During the design process it will be necessary to consider the site's relationship to these existing boundaries and particularly the impact the development could have on the existing residential properties.</p> <p>To the north-east in particular, consideration needs to be given to the potential adverse impacts additional windows could have on the adjacent occupiers and the need to maintain the amenity and privacy of both future and existing occupiers.</p>
Neighbouring Amenity	<p>With the exception of the front elevation, all boundaries back onto the rear gardens of existing residential properties along Gabalfa Road, Station Road, Gabalfa Avenue and Clarboston Road.</p> <p>As such, the site boundaries are currently formed by a combination of brick walls and close-boarded timber fencing at approximately 2m in height. There is also mature planting beyond these boundaries, screening the site further. Some of the existing boundaries have fallen into disrepair.</p>	<p>The existing building is to be retained and as such, issues of overshadowing or overbearing will not change.</p> <p>The only issue with the potential to impact residential amenity would be through over-looking. However, the number of newly created windows will be kept to a minimum and will largely be at ground floor level only, within the existing extension and therefore will not cause issues of overlooking for existing neighbours.</p> <p>It may also be necessary to enhance boundary treatments to some of the existing properties in order to maintain privacy and enhance the outlook for existing and proposed occupiers.</p>

Built Environment	Context	Issues to consider
Archaeology, Heritage and Conservation	There are no Scheduled Ancient Monuments or other sites with cultural heritage or statutory designations either covering the site or located within the immediate vicinity of the site, nor does it lie within a Registered Historic Landscape, a Conservation Area or an area of Archaeological Interest.	None to consider.
Listed Buildings	The existing building is not listed nor does it appear on the local list of buildings of architectural interest. There are also no listed buildings within the vicinity of the site.	None to consider.
Other Features	There are no other significant features within the local vicinity which are likely to either impact on the development or which the proposed development will have a negative influence upon.	None to consider.

Summary of Constraints and Opportunities

- 5.3 The constraints acting upon the conversion of the existing building for residential flats are identified above and can be summarised as:
- a The site is bounded on three sides by residential properties;
 - b The extension which houses the skittle alley provides the boundary for the rear gardens of the properties to the north east. As such, windows should not be provided to this elevation in order to prevent overlooking;
 - c There is no vehicular access into the site; and,
 - d The site is unable to accommodate vehicular parking.

- 5.4 The opportunities relating to the conversion of the existing building for residential flats are identified above and can be summarised as:
- a Given the fact that the building is existing and there is limited visibility of the site from public vantage points, the visual impact of the development will not be detrimental, indeed given the deterioration of the fabric of the vacant pub that, without occupation, is inevitable, over time, the proposal is likely to improve the street scene;
 - b The site does not have any statutory or non-statutory conservation, heritage or archaeological designations and there are no TPOs present on the site;
 - c There are no public rights of way affecting the site;
 - d There are no listed buildings or scheduled ancient monuments on or near the site; and,
 - e The location of the site in an urban area within walking and cycling distance of a vast number of facilities and services.

Development Principles

- 5.5 Drawing from the earlier analysis of the site and its context, the following key principles have influenced the design and layout of the development:
- a **Local integration:** The proposals should respond to local and residential character. The scheme should also integrate into the existing road network within Seaton.
 - b **Land Use:** The layout should ensure an efficient use of land.
 - c **Views:** Whilst the front of the building is prominent within the street scene, the site is not otherwise visible other than from adjoining properties. However, consideration will be given to ensure that there is no impact on the existing views.
 - d **Quality building:** The design of the scheme should ensure through rigorous design principles and the application of design standards that the building conversion is of a high quality and the units are fit for purpose.
 - e **Ease of movement:** The proposals should provide for an inclusive approach to access and should be reflected in the provision of convenient and safe connections to and from the surrounding area.
 - f **Community Security:** The proposals should be 'secure by design' by offering natural surveillance, clear public/private boundaries, and encouraging casual social interaction.
 - g **Compatibility with Neighbours:** Given the unit is within a largely residential area it is considered that the proposed use of the unit is more compatible than the existing. Nonetheless, the development will ensure that the scheme integrates successfully with the adjacent existing housing and becomes a stitched part of the residential urban fabric of this area of Llandaff North, particularly in respect of scale and layout.
 - h **Sustainability:** Sustainable principles should include making the efficient use of this site close to the centre of Llandaff North and the associated opportunities to reduce the need to travel by car.

6.0 Design Concept

6.1 This section provides a brief description of the proposed scheme and how it has been informed by the analysis contained in the above sections. As required by the GDPO and TAN 12, this section provides a description of the amount and use of the development proposed together with a description of the access, scale, layout, appearance and landscaping of the scheme.

The Proposal

6.2 This planning application seeks full planning permission for the conversion of a former public house to 7no. residential flats within the urban area of Llandaff North. The scheme will include a mix of 1 and 2 bedroom units as follows:

Schedule of Accommodation		
Unit No.	No. of Bedrooms	Total Floor Area (sq. m)
1	2	87.7
2	2	74.2
3	1	38.6
4	1	38.4
5	2	77.3
6	2	59.4
7	2	65.5

6.3 Each of the units will provide high quality and comfortable living accommodation and are considered to be adequate in terms of size. Units 1-4 will have their own entrances, providing a feeling of self-containment. Units 5, 6 and 7 (which are located on the upper floors) will be accessed from a communal hallway.

6.4 An area of communal amenity space is to be provided to the rear of the property, which was previously used by the former public house as a beer garden and smoking area. Within this area, a bin store and secure cycle parking for 12 bikes will be provided. Opportunity would also exist for residents to sit out in this area, hang washing out etc.

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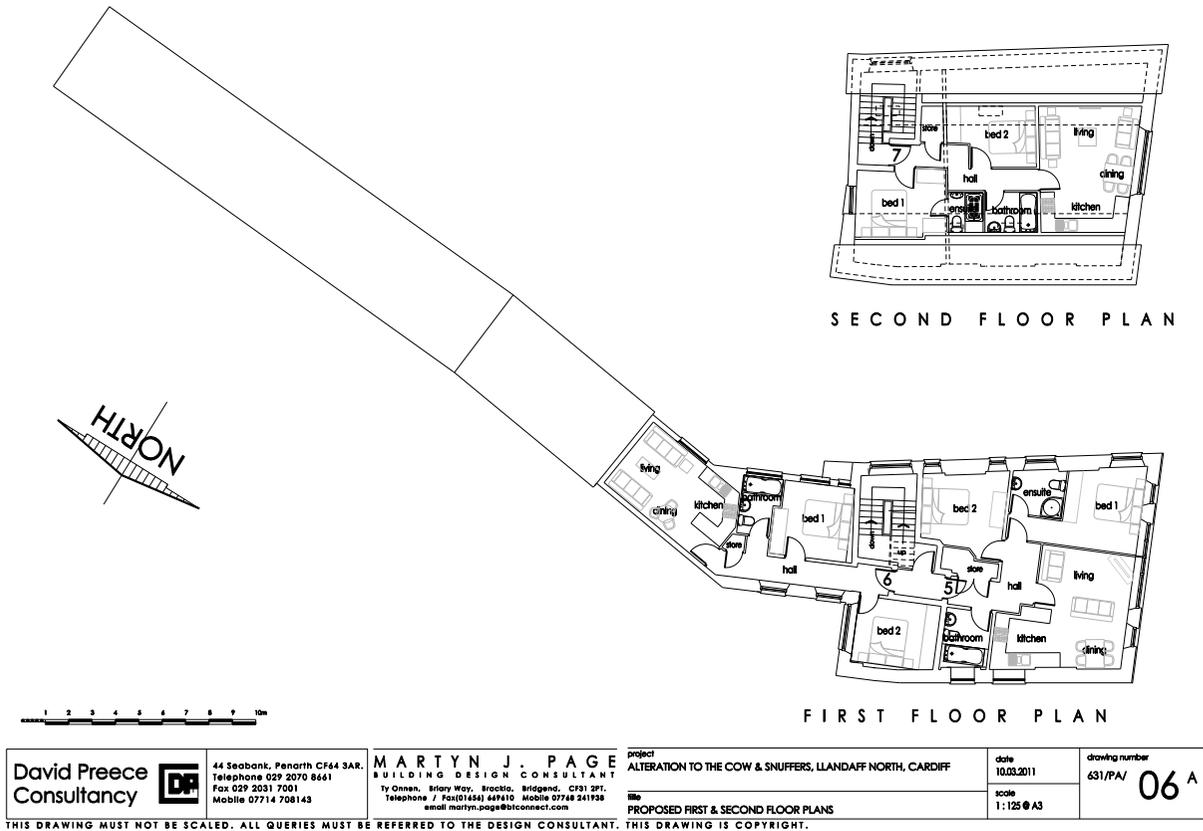
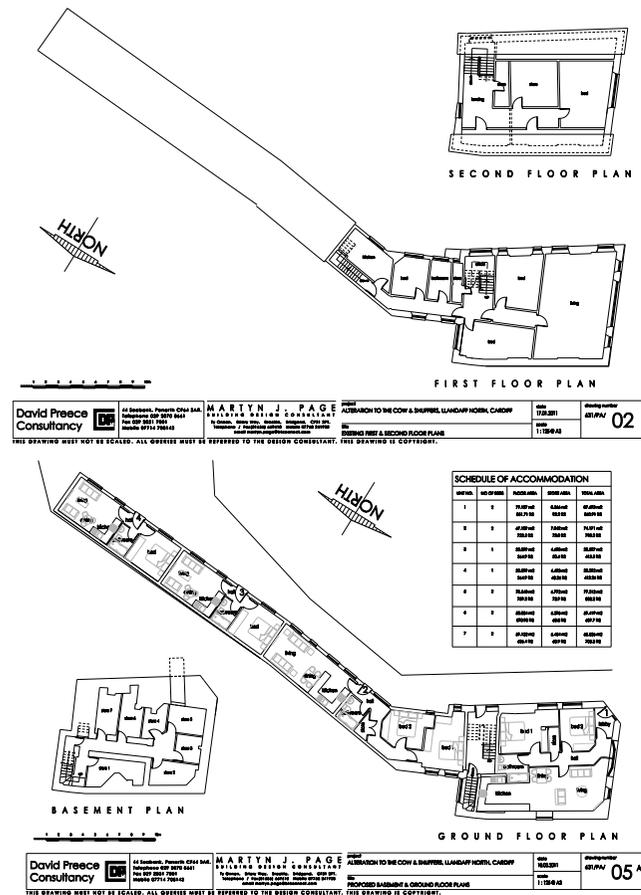
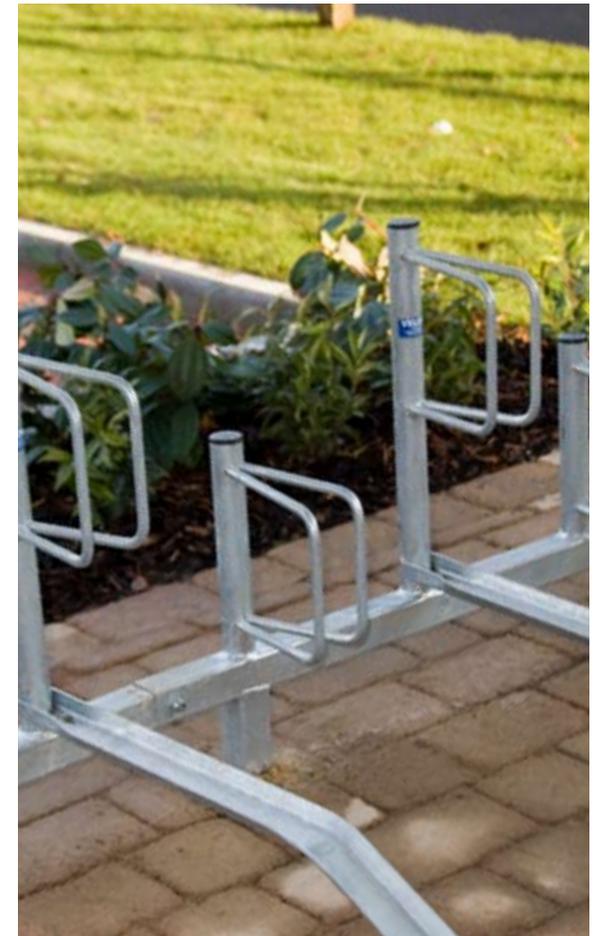


Figure 4: Proposed floor layouts

Car and Cycle Parking

- 6.5 As discussed previously, it is not proposed to provide vehicular parking within the site. The Council's current parking standards indicate that given that the site is located outside of the Central Area, a minimum of 0.5 car parking spaces should be provided per unit which would equate to a parking requirement of 3.5 spaces. This appears at odds with PPW (Edition 4) which states that minimum parking standards are no longer appropriate (Para 8.4.2).
- 6.6 However, it is considered that given that the existing pub use did not provide any car parking provision, the issue of car parking within this area will not be detrimentally impacted by the conversion of the unit, given that many of the patrons of the public house would have driven and parked nearby, and in addition there would have been service and dray deliveries. This issue has been discussed with Faye Stevenson of the Council who shared this view.
- 6.7 Furthermore, the unit is located just 400m from the edge of the Central Area within which there are no minimum parking standards for residential development. Therefore, given that the site is located within cycling and walking distance of a bus and train station and has excellent access onto the Taff Trail as well as to the numerous services and facilities within Llandaff North, no car parking provision in this location is considered acceptable.
- 6.8 In order to promote sustainable travel, 12 secure cycle parking spaces will be provided for residents. This is over and above the Council's requirement for 7 cycle spaces. A further consideration should be that City Car Club has recently started operating in Cardiff. This enables residents to book a car from as little as £5/hour from various locations around Cardiff for as long or as short as required. There are currently 12 cars at various convenient locations across the city, including close to Cardiff Queen Street and Cardiff Central Stations, with more cars being added as the scheme grows (e.g. Bristol now has approximately 55 cars).



7.0

Response to Objectives of Good Design

Introduction

- 7.2 Following on from the vision, and taking into account the earlier sections of the DAS as a baseline for the design proposals, this section provides an explanation as to how the context analysis has informed the design of the scheme, and how the proposals have addressed the objectives of good design:
- a Movement – promoting sustainable means of travel;
 - b Access – ensuring ease of access for all;
 - c Character – sustaining or enhancing local character;
 - d Community Safety – ensuring attractive, safe public spaces; and,
 - e Environmental Sustainability – achieving efficient use and protection of natural resources.

Access and Movement

- 7.3 Cycle and Pedestrian access will be taken from Gabalfa Road providing connectivity to the surrounding area. Bus facilities will be provided from the existing bus stop directly adjacent to the site, which provide frequent services to Cardiff City Centre. The unit is also located within cycling and walking distance of Llandaff train station which provides a regular service to Cardiff Central.
- 7.4 Cycle parking provision is to be accommodated within the shared amenity space to the rear of the property and the location of the site facilitates use by walking and cycling.
- 7.5 The site is within an extremely sustainable location, within cycling and walking distance of the majority of facilities that residents will require on a day to day basis. As such, the provision of no car parking is considered to be justified at the site and will have a negligible impact upon the parking situation within the surrounding area.

Character

7.6 The development's character is derived from the following:

Amount of Development

7.7 The site will accommodate 7 residential units, comprising a mix of 1 and 2 bedroom flats. This represents an efficient use of the site, whilst also providing a high quality development within a sustainable and accessible location.

Layout

7.8 The layout has had to take into account the following key constraints:

- a Residential properties adjacent to three elevations;
- b The north east facing elevation providing the boundary for the rear gardens of existing residential properties;
- c No existing vehicular access into the site; and,
- d The inability to accommodate vehicular parking within the site.

7.9 These constraints have been addressed within the layout in the following ways:

- a Whilst the proposed residential use is considered to be more complementary to the adjoining properties than the existing pub use, care has been taken to ensure that existing residents will not be overlooked or their existing level of amenity impacted upon by the development;
- b No windows have been provided along the existing extension to the north-eastern elevation to maintain the privacy of existing residents;
- c The site's location within the urban area of Llandaff North enables residents to use local facilities rather than travelling further afield. The pedestrian and cycle linkages, together with the close proximity of bus and train services allows for a choice in terms of transport thereby negating the need to travel by car.

Scale

- 7.10 The scale of the existing building will not change and as such, will remain in scale with its context and will have no additional impact in terms of overshadowing or being overbearing on existing properties. Internally, the proposed units will range in size between 38-88 sq. m.
- 7.11 Care has been given to ensure that the position of the proposed windows will not have a negative impact upon neighbours in terms of overlooking.

Appearance

- 7.12 The appearance of the building will ultimately change very little as a result of the conversion, particularly from the front elevation. Indeed, the key changes to the external appearance of the unit will occur on the existing modern extension which cannot be seen from the main street.

7.13 The existing building has fallen into a significant amount of disrepair and therefore allowing its conversion into residential will provide opportunity to restore this imposing and historic building and ensure its retention within the street scene for years to come to the benefit of the local area.

Landscaping

7.14 Due to the urban nature of the site, there are no existing landscape features of merit within the site itself and few opportunities to provide them. However, the communal area of amenity space will be landscaped to provide a pleasant environment for the future residents of the development.

Community Safety

7.15 The advice and guidance in 'Safer Places' should be considered as an integral part of the development. Therefore the layout should consider:

- a The location of windows to provide natural surveillance of public space;
- b The clear definition of public and private areas and the transition between the two;
- c Ensuring that open areas have a clearly defined function and purpose; and,
- d Ensuring that public areas are adequately lit and maintained, have good forward visibility and are well maintained and overlooked where possible.

7.16 With this in mind, the units to the rear of the property have been orientated to allow natural surveillance of the communal area of amenity space. In addition, a decision has been taken to block up the existing walkway from Gabalfa Avenue in order to protect the future residents of the development.

Environmental Sustainability

7.17 The site is extremely well related to the centre of Llandaff North and a range of local facilities and is easily accessible by a large variety of modes of transport.

7.18 The proposed development capacity represents the most efficient use of the land, within the context of the achieving a high level of design quality and maintaining an element of communal amenity space. The development of this site on the edge of one of Cardiff's key settlements will help to ease the pressure for the release of less sustainable sites elsewhere in Cardiff.

7.19 The proposed development makes provision for bin stores, recycling facilities and cycle storage, all of which will be important in enhancing the sustainability of the development.

8.0 Assessment Against Policy

8.1 This section of the report provides a review of the scheme against the policy objectives outlined in Section 3.0

Summary of Design Policy Objectives	Response
<p>Achieving a high quality design which is appropriate to the local context in terms of scale, elevational treatment, materials and detailing, layout, form, mix and density (PPW, TAN 12, Local Plan Policy 11 and UDP Policies 1.A and 1.B).</p>	<p>The proposed development layout clearly shows that the quantum of proposed units can be comfortably accommodated within the limits of the existing building, thereby ensuring no impact to the site's context. The site also incorporates an attractive and functional area of communal open space.</p> <p>The development will achieve a high level of design quality, using materials in-keeping with the existing building and bring it back to a high standard of condition.</p> <p>The development responds to the characteristics and constraints of the site including responding to the location of the site adjacent to existing residential properties.</p>
<p>Achieving sustainable design in terms of minimising the need to travel by private car and promoting the use of public transport, walking and cycling (PPW, TAN 12, TAN 18, Structure Plan Policy EV1 and MV1 and UDP Policy 1.K).</p>	<p>The site is situated within an extremely sustainable location with excellent public transport links, links to the Taff Trail for cycling and is within close proximity to a vast number of services and facilities including shops, doctors, schools, pharmacy, library etc.</p> <p>In addition, the site will promote non-car based travel as no parking spaces are to be provided at the site. The level of proposed cycle parking will also be over and above the Council's requirement in order to encourage residents to travel by non-car means.</p>

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Summary of Design Policy Objectives	Response
<p>The efficient use of previously developed land and/or redundant buildings to promote sustainability objectives (PPW, TAN12, Structure Plan Policy H7 and UDP Policies 1.A and 1.D).</p>	<p>The site is previously developed, accommodating a vacant former public house which has fallen into significant disrepair and has been deemed financially unviable to run.</p> <p>As such, development of this vacant unit for residential, will ensure that efficient use of the site is achieved, provides high quality housing on sustainable and accessible brownfield land and ensures that an attractive and historic building is retained within the village, in a use which will further ensure its future for years to come.</p>
<p>Locating residential development in accessible areas which are well served by public transport and are within close proximity to other services and facilities (PPW, TAN18, Local Plan Policy 13, Structure Plan Policy EV1 and MV1 and UDP Policies 1.A and 1.K).</p>	<p>The site is located within the urban area, on the edge of Llandaff local centre. As such, it benefits from being within walking distance of a number of services and facilities which the future residents will be able to utilise on a day to day basis.</p> <p>In addition, the site is located adjacent to a bus stop which provides a very frequent service into the city centre and two train stations are also located within walking distance of the site. Access to the Taff Trail is also just 200m away from the site, further heightening its sustainable credentials.</p>
<p>Reducing the level of car parking in line with public transport accessibility (PPW, TAN18 and UDP Policy 1.N).</p>	<p>No car parking provision is to be made on site. However, given that the former public house had no car parking provision, it is not considered that the proposed residential use will have any greater detrimental impact on the parking situation within the local area.</p> <p>The site is located within walking distance of a bus stop and train station, with regular services into the city centre. In addition cycle access into the city centre and the Bay is excellent, with residents able to easily and safely cycle along the Taff Trail, access to which is just metres away from the site. Secure cycle parking will be provided on site in order to further encourage residents to travel by non car modes.</p>
<p>Protecting the amenity of existing and future residents (UDP Policy 1.A)</p>	<p>No extension to the unit is proposed and as such, adjoining occupiers will be unaffected by the proposals in terms of overshadowing. The proposed position of the windows has also been carefully considered in order to avoid any overlooking of existing properties. Furthermore, the proposed residential use is far more complementary than the previous pub use. As such, no detrimental impact on existing residents is expected.</p>



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