



DESIGN & ACCESS STATEMENT

PROPOSED CONSTRUCTION OF PART 5 - 6 STOREY STUDENT ACCOMMODATION (13 HUBS / 99 BEDS) WITH GROUND FLOOR COMMERCIAL UNIT,
REROUTING OF PUBLIC RIVERSIDE WALKWAY AND RENOVATION OF EXISTING DOCK FEEDER FOOTBRIDGE

LAND ADJOINING DRAKE WALK, CARDIFF, CF10



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1. INTRODUCTION

- 1.1 This statement has been prepared to support our Clients' Planning application for the proposed construction of part 5 - 6 storey student accommodation (13 hubs / 99 beds) with ground floor commercial unit, rerouting of public riverside walkway and renovation of existing dock feeder footbridge on land adjoining Drake Walk, Cardiff, CF10.
- 1.2 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework. The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations





2. PLANNING POLICY CONTEXT

Planning history

2.1 The following planning applications relate specifically to the site:

15/00087/MJR

Construction of 5 storey office block and associated undercroft parking, re-routing of public riverside walkway and renovation of existing dock feeder footbridge.

Granted subject to S106 Agreement June 2015

2.2 Applications of relevance to the application proposal are detailed below:

17/01300/MJR

Erection of student block to form 711 no student rooms and ancillary accommodation plus landscaping and car parking

Former Evans Halshaw Citroen, 1 East Bay Close, Atlantic Wharf, Cardiff, Cf10 4ba

Granted 27.02.2017

National Planning Policy

2.3 **The Wales Spatial Plan *People, Places, Futures*** sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of National strategies for social inclusion and economic development, health, transport and environment, translating the Assembly Government's sustainable development duty into practice.



- 2.4 **Planning Policy Wales (PPW Edition 9) November 2016** sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.
- 2.5 This document consolidates and replaces *Planning Policy Wales, 2002* and *Ministerial Interim Planning Policy Statements* issued between 2002 and 2009, all of which are hereby cancelled. References in other Assembly Government documents to *Planning Policy Wales* and MIPPS should be construed accordingly.
- 2.6 Chapter 4 – *Planning for Sustainability*, Chapter 8 – *Transport* and Chapter 9 – *Housing*, are of specific relevance to the development of the site.
- 2.7 Chapter 4 states, “*Good design should promote the efficient use of resources, including land. It should seek to maximise energy efficiency and the efficient use of other resources, minimise the use of non-renewable resources and minimise the generation of waste and pollution. Mixed use development (of both built and open space) emphasising flexibility and adaptability, can provide particular design opportunities, adding interest and vitality to living and working environments. Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces. Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources. The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions*”





2.8 Chapter 8 states “Local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion.

2.9 Chapter 9 states “The Assembly Government’s vision for housing is for everyone in Wales to have the opportunity to live in good quality, affordable housing, to be able to choose where they live and to decide whether buying or renting is best for them and their families. The objectives are to provide:

- homes that are in good condition, in safe neighbourhoods and sustainable communities; and
- greater choice for people over the type of housing and the location they live in, recognising the needs of all.”

2.10 **Planning Policy Wales Technical Advice Note 12: Design**, sets out the Welsh Assembly Government’s detailed advice on how to achieve good design in all development at every scale throughout Wales.

2.11 The guidance sets out the Assembly’s objectives for good design, namely

- Access – ensuring ease of access for all.
- Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
- Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
- Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
- Movement – promoting sustainable means of travel.





2.12 In respect of proposals affecting listed buildings or within Conservation areas, paragraph 5.6.2 states:

In areas recognised for their landscape, townscape, architectural, archaeological and/or historic value, such as National Parks, Areas of Outstanding Natural Beauty, World Heritage Sites and conservation areas, the objective of sustaining character is particularly important and context appraisals should reflect this. The general aspects of the "character" objective of good design should be pursued but more detailed information may be needed in relation to key issues such as:

- **the setting and views** of key buildings, landscape, parks and gardens, archaeology and skylines within, to and from the area
- **the degree of architectural unity or informality** in building groups and settlements and in landscape
- **locally distinctive building elements** and construction techniques, such as roof pitches, window proportions, parapets, or paving details
- **locally distinctive facing materials** such as natural slate, brick quoins or natural stone in both buildings and the public realm
- **boundary details** including means of enclosure of landscape features, open spaces and gardens
- **street furniture** including signage, street nameplates, street lighting
- **in retail areas** distinctive design and proportions of shopfronts, signs, and lettering.

2.13 Paragraph 5.6.4 presents more specific guidance in respect of alterations to Listed Buildings, stating:

In the alteration of listed buildings and in the wider historic environment efforts should be made to use local materials or materials from other sources which have equivalent appearance, colour and weathering characteristics. It may be appropriate to abandon conventional design solutions in favour of a more imaginative and contemporary approach. This may involve flexibility in the application of policies, and on the part of applicants the use of spaces within historic buildings in a less orthodox way and high quality specifications. Cadw and Conservation Officers within local authorities provide detailed guidance on issues relating to listed buildings.





2.14 **TAN 15: Development & Flood Risk** and **TAN 18: Transport** are considered relevant to the site.

LOCAL PLANNING POLICY

2.15 **The current Development Plan is the Cardiff Local Development Plan 2006 – 2026.** The objectives of the plan are:

- To respond to evidenced economic needs and provide the necessary infrastructure to deliver development;
- To respond to evidenced social needs;
- To deliver economic and social needs in a co-ordinated way that respects and enhances Cardiff's environment; and
- To create sustainable neighbourhoods that form part of a sustainable city

2.16 Policies which are 'material considerations' to the determination of this planning application are:

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

To help support the development of Cardiff as a world-class European Capital City, all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by:

- Responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;*
- Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;*
- Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;*
- Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;*
- Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;*





- vi. Maximising renewable energy solutions;
- vii. Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;
- viii. Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;
- ix. Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of land contamination;"
- x. Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;
- xi. Fostering inclusive design, ensuring buildings, streets and spaces are accessible to all users and is adaptable to future changes in lifestyle; and
- xii. Locating Tall buildings in locations which are highly accessible through walking and public transport and within an existing or proposed cluster of tall buildings.

KP6: NEW INFRASTRUCTURE

New development will make appropriate provision for, or contribute towards, all essential, enabling and necessary Infrastructure required as a consequence of the development in accordance with Planning Policy Guidance. Such infrastructure will be delivered in a timely manner to meet the needs of existing and planned communities and includes the following aspects which may be required having regard to the nature, scale and location of the proposed development:

Essential / Enabling Infrastructure:

- Transportation and highways including access, circulation, parking, public transport provision, walking and cycling;
- Utility services;
- Flood mitigation / defences;

Necessary Infrastructure:

- Affordable Housing;
- Schools and education;
- Health and social care;
- Community buildings and facilities including District and Local Centre improvements;
- Local employment and training including replacement employment opportunities where relevant;





- Community safety initiatives;
- Open space, recreational facilities, playgrounds, allotments;
- Protection, management, enhancement and mitigation measures relating to the natural and built environment;
- Public realm improvements and public art;
- Waste management facilities including recycling and services;
- District heating and sustainable energy infrastructure.

KP8: SUSTAINABLE TRANSPORT

Development in Cardiff will be integrated with transport infrastructure and services in order to:

- Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
- Reduce travel demand and dependence on the car;
- Enable and maximise use of sustainable and active modes of transport;
- Integrate travel modes;
- Provide for people with particular access and mobility requirements;
- Improve safety for all travellers;
- Maintain and improve the efficiency and reliability of the transport network;
- Support the movement of freight by rail or water; and
- Manage freight movements by road and minimise their impacts.

KP10: CENTRAL AND BAY BUSINESS AREAS

The following uses are considered appropriate within the Central and Bay Business Areas:

- New offices, residential and commercial leisure uses within the Central and Bay Business Areas;
- Enhanced retail and complementary facilities within the Central Shopping Area; and
- Other uses most appropriately located in city centres

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS



A key part of the successful progression of the city will be to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all. This will be achieved through:

- i. Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,646 affordable dwellings over the remaining 12 years of Plan period;
- ii. Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;
- v. Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;
- vi. Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;
- vii. Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;
- viii. Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and
- ix. Designing out crime and creating communities which are safer and feel safer

T1: WALKING AND CYCLING

To enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments which incorporate:

- i. High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;
- ii. Permeable and legible networks of safe, convenient and attractive walking and cycling routes;
- iii. Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;
- iv. Measures to minimise vehicle speed and give priority to pedestrians and cyclists;
- v. Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services;
- vi. Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;
- vii. Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities; and





viii. The provision of Car-Free Zones.

C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS

All new development and redevelopment shall be designed to promote a safe and secure environment and minimise the opportunity for crime. In particular development shall:

- i. Maximise natural surveillance of areas which may be vulnerable to crime such as publicly accessible spaces, open space, car parking areas and footpaths;
- ii. Have well defined routes, spaces and entrances that provide convenient movement without compromising security;
- iii. Maintain perceptible distinction between public and private spaces through well-defined boundaries and defensible space;
- iv. Provide a good standard of lighting to public spaces and routes while minimising energy use and light pollution; and
- v. Be designed with management and maintenance in mind, to discourage crime in the present and future.

Supplementary Planning Guidance

2.17 Supplementary Planning Guidance provides further advice and information on certain policies and proposals within the LDP and are a material consideration in determination of planning applications. The following SPG's are relevant to the development proposals:

2.18 Access, Circulation and Parking Standards (2010), Tall Buildings (January 2017) Waste Collection & Storage Facilities (October 2016). The Cardiff Residential Design Guide SPG (January 2017), is directed at medium and large scale development and is also of relevance.

LOCAL AREA PLANNING HISTORY

2.19 Planning permission was initially granted to 'Waterfront 2000' on the 12th April 1988 for the construction of 117,000 sq.ft of office accommodation and associated car parking (338 spaces) at Drake Walk, Cardiff (LPA Ref. 88/318R and 88/319R) .



- 2.20 Outline planning permission for the regeneration of the Atlantic Wharf area was subsequently granted on the 30th June 1999 for 'Residential development of approximately 351 units and associated open space, parking, access, servicing, landscaping including shopping centre of approximately 71 m² of retail floorspace' (LPA Ref. 98/00528/C)
- 2.21 A number of developments similar to the subject proposal and within the immediate vicinity of the site have recently been approved by the Council.
- 2.22 **13/02267/DCI** planning permission was granted in January 2014 for the construction of a 6 -7 storey office building with under-croft parking and landscaping works at Block G, Capital Quarter, Tyndall Street, Cardiff.
- 2.23 **12/01716/DCI** Planning permission was granted in October 2013 for the Variation of condition 1C of planning permission 08/02740/c mixed-use development including: office, hotel, care home (within use class C2), student, apart-hotel and A1 and / or A3 retail accommodation; also on site parking and landscaping with some reserved matters to allow future flexibility of use and appearance of buildings which form part of the masterplan to extend the stated 3 year period for submission of reserved matters for a further 3 years at the Capital Quarter, Tyndall Street, Atlantic Wharf, Cardiff.



3. SITE & SURROUNDINGS

Site analysis

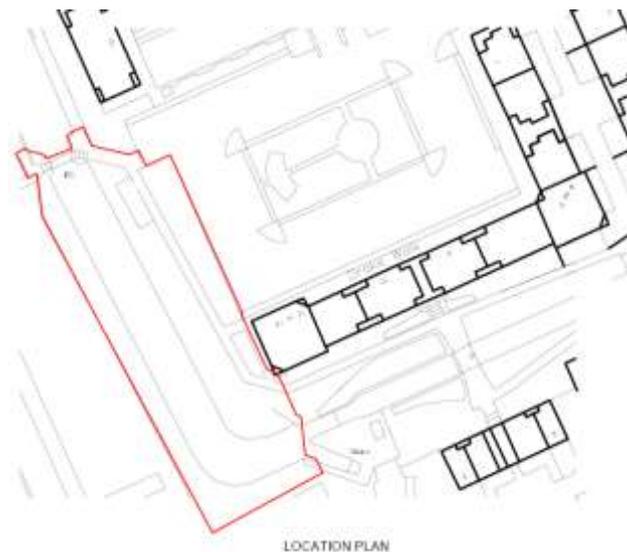
- 3.1 The application site is a parcel of land located adjacent to 12-14 and 16 Drake Walk, Brigantine Place, Cardiff, at the western boundary of the Waterfront 2000 office park. The site lies adjacent to the Dock Feeder Canal, which runs from underground in the City Centre to the north to Bute East Dock to the south east.



- 3.2 The application site is largely rectangular in shape and is currently overgrown with a number of unmaintained trees and shrubs evident.



- 3.3 Pedestrian access to the site is currently available from the cycle route which follows the line of the existing Dock Feeder Canal or via the adjacent car park at Brigantine Place. There is no general vehicular access to the site at present.



Surrounding area

- 3.4 The surrounding area has a mixture of residential and office uses, mainly comprising modern development interspersed with the occasional traditional waterside warehouse buildings. Residential properties in the adjoining side streets to the south are a mixture of 2 and 3 storey terraced and semi-detached properties, with 4-5 storey flat and townhouse developments fronting the dock basin. The far northern corner of the Bute East dock is overlooked by a converted 4 storey warehouse building and a contemporary 9 storey residential building.
- 3.5 Along Tyndall Street, immediate to the north of the site, buildings tend to be of a large height and scale, comprising offices, commercial uses and residential developments including some within the traditional warehouse buildings.

3.6 Due to its proximity to the City Centre and Cardiff waterside developments, the majority of residential accommodation in this area is flat accommodation.



3.7 The wider surrounding area has seen significant development since the initial 'Cardiff Bay' development proposals in the late 1980's. Some of the City's and Wales's most notable buildings are located within the area, such as The Sennedd, the Wales Millennium Centre, St Davids Hotel, the Pierhead Building, Techniquest and the Norwegian Church.

3.8 The construction of the 1.1 km Cardiff Bay Barrage between 1993 and 1999 eliminated the substantial tidal and flooding problems associated with Cardiff Bay, creating a sheltered freshwater bay covering about 200 hectares on the Bristol Channel at the mouths of the Rivers Taff and Ely.

3.9 The area is served by regular public transport to and from the City Centre, with main bus routes along the nearby Schooner Way and Tyndall Street. Rail links are readily accessed from Cardiff Central Station to the local and national networks.

3.10 The area is well served by religious establishments of various denominations and community centres and leisure facilities at Sophia Gardens are located within a short walking distance/

Character and appearance

- 3.11 The majority of the newly constructed residential buildings seek to replicate the brick built 'wharf' style characteristics of many dockland areas utilising red brown facing brickwork and slate pitched roofs.



- 3.12 In contrast, the general form of this development follows a more contemporary architectural style incorporating differing materials and colours offering a welcome visual stimulus against the continuous brick façade.

Visual catchment

- 3.13 The site is readily seen from numerous public vantage points along Tyndall Street and within Drake Walk.

Local facilities

- 3.14 The application site is ideally located for both pedestrian and vehicular access from the city centre of Cardiff, Cardiff Bay and adjacent residential areas and is served by regular transport links running along Schooner Way (Routes 89 A and B) and Tyndall Street (Routes 2, 89A and 89B). The main Cardiff Central train station is only a short walk away. The site is ideally located close to major road networks.

- 3.15 Local shopping facilities are located within Cardiff city centre, Mermaid Quay Cardiff Bay and on nearby Bute Street. Whilst larger supermarkets are accessible by public or private transport, local supermarkets at Mermaid Quay (Tesco Express) and Lidl at East Tyndall Street are accessible by foot
- 3.16 Two primary schools are located within close proximity to the site along with a further education and training centre at East Tyndall Street. The University of South Wales Cardiff campus is located within walking distance to the north of the site. Cardiff University Departments within the city centre are all accessible from the site.

FLOOD CONSEQUENCES ASSESSMENT

- 3.17 The application site lies outside the floodzone. Accordingly a Flood Consequences Assessment is not required.





4. PROPOSAL

Constraints/opportunities

- 4.1 A full assessment of the physical characteristics of the site and its context in relation to surrounding development was undertaken to identify opportunities and constraints presented by the site.
- 4.2 The site is not located within or adjacent to a conservation area, and there are no listed buildings affected by the proposal.
- 4.3 The key opportunities/constraints the site presented were considered to be:
- Ease of access to public transport and local facilities,
 - Ease of access to local highway and footpath networks,
 - The full potential of the site has not been met.

Design evolution

- 4.4 The design brief was to develop a scheme to take maximum advantage of the site's position within this sought after residential/commercial area.

Pre-application Discussions



4.5 In line with TAN 12, in February 2018 the Applicant and agent entered into pre-application consultation with the Authority prior to the submission of the planning application. Mr L Dowdall (Senior Planning Officer) confirmed in his statutory pre application response that the principle of student housing in this location would be acceptable and in accord with Policy KP10, subject to the following:

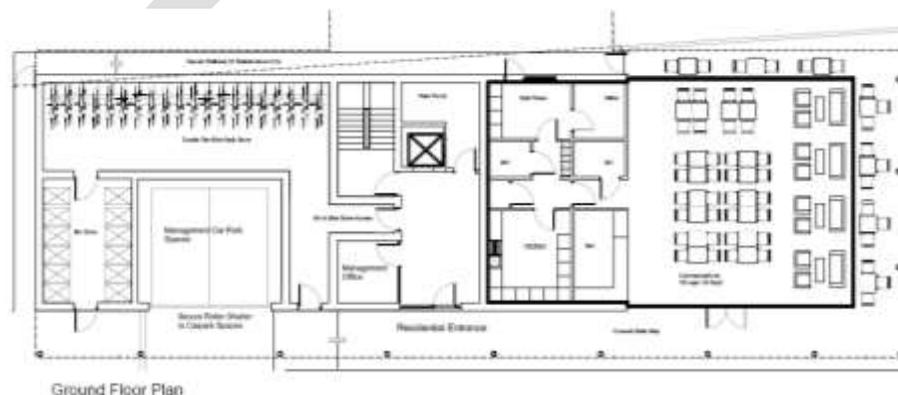
- Retention of as many trees as possible (detailed tree survey required) and planting of replacement trees;
- Submission of a detailed ecology report;
- Indicative design of the proposed footbridge;
- Details of the proposed materials, key views and re-routed footpath

Detailed Proposals

4.6 The scheme comprises the proposed construction of a 5 – 6 storey mixed development of 99 student bedrooms in 13 hubs, with ground floor commercial unit, refuse, parking and cycle storage facilities, re-routing of public riverside walkway and renovation of existing dock feeder footbridge. The Applicant's proposal for the renovation of the existing dock feeder footbridge, currently in its private ownership and closed, aims to create a direct public pedestrian link that connects Lloyd George Avenue via Craiglee Park to the public footpath that runs from Tyndall Street to Schooner Way and the area it serves.



4.7 The architecture complements the recently constructed and consented buildings at the Capital Quarter to the north of the site. The introduction of a different façade treatment at this gateway location is appropriate and will enhance the streetscape.



4.8 The scale of the proposal is compatible with adjacent development and the recently approved scheme at Block G of the Capital Quarter, Tyndall Street. The buildings share a similar architecture style with the Capital Quarter, making use of a palette of extensive areas of glazing elements to the Brigantine Place/Drake Walk elevations.

4.9 As the proposal drawings and illustrations indicate the development proposes a mix of rainscreen cladding, curtain wall glazing and panel system under a flat roof.

4.10 As drawing AL00)01 illustrates, the proposed development will provide at ground floor level, a self contained commercial unit along with entrance lobby, cycle and refuse storage facilities, management office and parking for the proposed student residential accommodation on the upper floors. Access to this accommodation will be via a central staircase and lift.

- 4.11 Accommodation at 1st to 4th floors will be replicated, with 2 hubs of 8 ensuite bedroom units and 1 hub comprising 7 ensuite bedrooms. Each hub will also have communal living / dining / kitchen facilities and a communal laundry will be provided on each floor.



- 4.12 Accommodation at 5th floor level will comprise 1 hub of 7 ensuite bedrooms along with a communal student lounge / group study area and roof terrace.
- 4.13 Vehicular and pedestrian access to the property will be available directly from Drake Walk to the front of the proposed building.



5. ACCESS/MOVEMENT

- 5.1 The site is flat with level access to the adjacent public footpaths. Accordingly, the site is not considered to provide any potential barriers to accessibility. Pedestrian access points to the buildings are clearly illustrated on the submitted application drawings.
- 5.2 The design approach adopted by the Applicant is 'to provide a barrier free environment for all'.
- 5.3 Access will be interpreted to include access into and within buildings and the curtilage of the application site.
- 5.4 This statement is intended to provide a broad indication of design access philosophy in respect of the scheme at planning stage which will be augmented and amended as the detailed design progress to Building Regulation approval
- 5.5 The detailed design proposals have been developed following a full assessment of the site and surrounding areas including the physical, social and economic context.
- 5.6 The position of the site adjoining Drake Walk presents no potential access problems for pedestrians and car borne visitors.

Vehicle and Pedestrian Access/Provision

- 5.7 Vehicle parking is available within the ground floor of the proposed building accessed via Drake Walk to the south east of the application site. The car park will have a sliding security gate at the entrance.

- **Parking provision/setting down points**



2 on-site management parking spaces are provided within the curtilage of the site including. 80 on site cycle storage facilities are provided within the curtilage of the site.

- **Circulation routes – motor vehicles/cyclists/pedestrians**

The scheme is accessible to motor vehicles, pedestrians and cyclists.

- **Visibility of entrances and access to buildings**

The principal entrances to the site will have dedicated lighting.

- **Emergency vehicles**

The scheme has been designed to provide access for emergency vehicles to all parts of the development.

- **External lighting**

Adequate external lighting is provided to assist pedestrian access from outside the site and on-site.



Renovation of the existing Dock Feeder Bridge

- 5.8 As the proposal drawings illustrate, pedestrian access to the site is achieved via the existing footpath network abutting the site. The existing network will be further enhanced by the renovation of the existing dock feeder footbridge to the northwest of the site, providing a pedestrian link with Lloyd George Avenue and the existing adjacent park.





6. COMMUNITY SAFETY

- 6.1 The position of the site within an established commercial and residential area and the design and orientation of the proposed building affords the opportunity for natural surveillance of the building entrances.
- 6.2 Windows are positioned to afford natural surveillance of the entrances. The presence of windows to Drake Walk and the rear of the site should act as a deterrent to casual on-street and on-site car related crimes.
- 6.3 The main entrances to the buildings are well positioned within a defined secure defensible space and lit to ensure a strong sense of personal safety.
- 6.4 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour. The location of the site close to the City Centre and within a mixed residential/commercial area where pedestrian movement is maximised creates a vibrant, safe and welcoming environment for this sustainable development.



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7. ENVIRONMENTAL SUSTAINABILITY

7.1 The building is of a high quality innovative design and specification creating a landmark structure in this prominent location. The form and appearance of the development integrates well with its surroundings and is within a short distance of the established areas of Cardiff City Centre, Cardiff Bay and the A48 and M4 road networks.

7.2 The scheme will explore the viability and where appropriate, seek to encompass renewable energy technologies and design, such as:

Design

- Passive design in particular 'natural ventilation', 'natural daylighting and 'orientation'
- Whilst detailed assessment of potential renewable energy technologies will be undertaken prior to the commencement of work on site, it is recognised that certain technologies may impact on the external appearance of the buildings.
- Solar panels are considered to be most likely alternative technology which might prove to be a viable and practical energy source to be incorporated in this development.

Fabric

- Encourage the use of materials with lower environmental impact over their life cycle
- Encourage the specification of responsible and where practical locally sourced materials for the basic building and finishing elements including re-use of materials, recycled materials, legally sourced timber and supply chain (ems).
- High levels of insulation exceeding current Building Regulation standards

Services: Mechanical/Heating

- Ground source heat pumps.





- Air source heat pumps
- Heat recovery systems
- Geothermal water heating systems
- Thermally efficient boilers

Services: Electrical

- Solar water heating and photovoltaics electricity generation.
- Low energy lighting fixtures
- Energy metering for each unit
- Dual flush WC to reduce water consumption
- Automatic lighting controls to communal areas

Services: Drainage

- Sustainable drainage system (suds)
- Water conservation including water collection (water butts) and 'grey water' collection

Waste

- Panned waste recycling
- Composting
- Adequate provision for domestic waste and recycling

Alternative energy sources

- Low or zero carbon energy sources.



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8. CONCLUSION

- 8.1 The proposal seeks planning consent for the construction of a part 5 - 6 storey student accommodation (13 hubs / 99 beds) with ground floor commercial unit, re-routing of public riverside walkway and renovation of existing dock feeder footbridge on land adjoining Drake Walk, Cardiff, CF10.
- 8.2 In line with TAN 12, the Applicant has taken account of the pre-application advice offered by Cardiff Council in the development of this proposal.
- 8.3 The proposed scheme will take maximum advantage of the site's position within this established residential/commercial area to create high a quality sustainable development.
- 8.4 The proposal is considered to accord with National and Local Planning Policies. The proposal would create an attractive and vibrant sustainable development which would utilise an undeveloped parcel of land alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales.

