



## DESIGN ACCESS STATEMENT

45 – 47 DRYSGOL ROAD, RADYR, CARDIFF

PROPOSED DEMOLITION OF EXISTING DWELLINGS & OUTBUILDINGS. CONSTRUCTION OF TWO 3 STOREY BLOCKS OF 9 SELF CONTAINED APARTMENTS WITH ONSITE AMENITY, PARKING, CYCLE & REFUSE STORES AND CONSTRUCTION OF DETACHED 4 BED DWELLING WITH NEW ACCESS ONTO DRYSGOL ROAD



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## 1.0 INTRODUCTION

- 1.1 This statement has been prepared to support our Clients' planning application for the 'proposed demolition of existing dwellings & outbuildings. Construction of two 3 storey blocks of 9 self contained apartments with onsite amenity, parking, cycle & refuse stores and Construction of detached 4 bed dwelling with new access onto Drysgol Road' at 45 – 47 Drysgol Road, Radyr, Cardiff.
- 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.

### **Pre-application Consultation**

- 1.3 A 28 day Pre-application Consultation (PAC) period will run from 4<sup>th</sup> June to 2<sup>nd</sup> July 2018. Neighbouring properties, the Local Councillor and statutory consultees were advised of the proposals and offered the opportunity to comment on the proposals. The application was available to view on the Company's website.
- 1.4 At the end of the consultation period all consultation responses received will be recorded, analysed and considered by the development team. Where appropriate, the application proposal may be amended in light of the received comments.
- 1.5 A consultation report will be submitted to the LPA on the submission of the planning application which will confirm the consultation process, details of the parties consulted, their individual responses, the development team's response to the specific comments raised and any amendments to the submitted scheme made to address specific concerns.





## 2.0 PLANNING POLICY CONTEXT

### Planning history

2.1 .

### National Planning Policy

2.2 **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.

2.3 **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.

2.4 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.

2.5 Chapter 4 – *Planning for Sustainability*, Chapter 8 – *Transport*, Chapter 9 - *Housing* and Chapter 12 – *Infrastructure and Services* are of specific relevance to the development of the site.





- 2.6 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**”
- 2.7 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.
- 2.8 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.”





- 2.9 Chapter 12 states “The planning system has an important part to play in ensuring that the infrastructure on which communities and businesses depend is adequate to accommodate proposed development so as to minimise risk to human health and the environment and prevent pollution at source”.
- 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.

**TAN 18: Transport** is also considered relevant to the site.

## LOCAL PLANNING POLICY

- 2.12 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

2.13 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;*
- Maximising renewable energy solutions;*
- Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;*
- Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;*
- 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:

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

### **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*

### **H3: AFFORDABLE HOUSING**

*The Council will seek 20% affordable housing on Brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that:*

- i. *Contain 5 or more dwellings; or*
- ii. *Sites of or exceeding 0.1 hectares in gross site area; or*
- ii. *Where adjacent and related residential proposals result in combined numbers or site size areas exceeding the above thresholds, the Council will seek*
- iii. *affordable housing based on the affordable housing target percentages set out above.*

*Affordable housing will be sought to be delivered on-site in all instances unless there are exceptional circumstances*

### **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.

#### **EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT**

Development relating to any of the heritage assets listed below (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.

- i. Scheduled Ancient Monuments;
- ii. Listed Buildings and their curtilage structures;
- iii. Conservation Areas;
- iv. Archaeologically Sensitive Areas;
- v. Registered Historic Landscapes, Parks and Gardens; or
- vi. Locally Listed Buildings of Merit and other historic features of interest that positively contribute to the distinctiveness of the city

#### **Supplementary Planning Guidance**

2.14 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:





2.15 Access, Circulation and Parking Standards (2010), 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.

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### 3.0 SITE & SURROUNDINGS

- 3.1 The application site is located on the northern side of Drysgol Road and directly opposite Radyr Golf Club to the south. The application site comprises both 45 and 47 Drysgol Road, 2 large detached residential dwellings set back from the street in extensive plots.



- 3.2 The application site is bound by Drysgol Road to the south, 49 Drysgol Road to the west and 43 Drysgol Road and its extensive curtilage to the east and north. 43 Drysgol Road is a listed building (CADW 17264) recognised as a “Large suburban house in late Arts-and-Crafts style. Two storeys plus attic in unusually deep and steeply-pitched hipped roof. Roughcast render, tiled roof, overhanging roughcast eaves, large part blue brick stacks to ends, smaller stack to ridge. Small-pane casement glazing with tiled sills. Roadside elevation has 3 hipped tile-hung dormers in the steeply-pitched roof which sweeps down to ends at still steeper pitch; 4-window range including to right a 2-storey splayed bay and to left a recessed ground floor garden loggia with tiled roof. Narrow E end has brick plinth and recessed round-arched Lutyensesque doorway, original door with elaborate strap-hinges; lantern and bell-pull to right; above doorway 3-light first floor window beneath hipped roof, to left roof sweeps down over ground floor window. At rear, 3 hipped dormers as front; asymmetrical glazing; to right (W) roof sweeps down over kitchen block. Large fire-escape. Listed as an accomplished well preserved suburban house by Percy Thomas, Wales' leading architect of the mid C20.”



- 3.3 As the plans confirm, the site is predominantly flat and is well suited to accommodate residential development. To the rear of 47 Drysgol Road is a group of protected trees (TPO 204 (G01) comprising 8 Oak, 4 Fir, 7 Douglas Fir and 3 Spruce.
- 3.4 The site currently includes two large detached dwellings with associated outbuildings. Properties in the immediate area on Drysgol Road and Windsor Road are a mix of large traditional detached and semi detached and flats (Lynwood Court). Radyr Golf Club and its extensive clubhouse facilities lies to the south / south east of the site.
- 3.5 All necessary services and other utilities are located within the northern section of the site and within the adjacent highway and are readily available to the site.
- 3.6 Due to existing boundary walling / hedgerows and tree cover the site is well screened from surrounding residential properties and is seen primarily from the adjacent highway.

- 3.7 Each existing dwelling has a current formal vehicular / pedestrian access point onto Drysgol Road with a pedestrian footpath alongside the highway.
- 3.8 Local shopping facilities are located a short walk (approx. 650 m) to the south east of the site at Station Road where there are convenience stores, hairdressers/barbers, coffee shops, optician, cleaners and professional businesses.
- 3.9 The application site is served by regular public transport links with main bus routes running along Heol Isaf (approx. 500 m). Radyr Station is within a kilometre of the site providing access to Cardiff and the National rail network.
- 3.10 Radyr is served by Radyr Primary School and Radyr Comprehensive School (English medium), Ysgol Gymraeg Coed y Cof and Ysgol Plasmawr (Welsh medium) and a number of nursery and pre school facilities.
- 3.11 As the attached extract from the EA Flood Maps confirm, the application site lies within an area which is unlikely to flood. A Flood Consequences Assessment is not required.





## 4.0 DESIGN RESPONSE

- 4.1 The application design seeks to develop a high quality scheme which takes maximum advantage of the site's position within this residential area whilst comfortably integrating with the general character of the area.
- 4.2 In developing the design key considerations were to ensure the development sat comfortably in the landscape, the need to protect the amenity of adjacent neighbouring properties within the area and protect and manage established protected trees and hedgerows to ensure their long term future.
- 4.3 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 in particular the established trees and hedgerows framing and set within the site.
- 4.4 The site lies within the settlement boundary for Radyr.

### Proposal

- 4.5 The proposal envisages the proposed demolition of existing dwellings & outbuildings and the construction of two 3 storey blocks of 9 self contained apartments with onsite amenity, parking, cycle & refuse stores along with the construction of a detached 4 bed dwelling with new access onto Drysgol Road.
- 4.6 Each block of apartments will consist of three floors of three apartments each. At ground floor level, access into the block will be available from either the rear or side elevations, with stair and lift access to all floors.





- 4.7 Ground floor accommodation will comprise a 1 bed apartment to the rear of the floor, and a further two 2 bed apartments. Accommodation at 1<sup>st</sup> and 2<sup>nd</sup> floor level will be replicated, with a 1 bed apartment to the front centre of the floor, flanked by two large 2 bed apartments on either side.
- 4.8 Each apartment will comprise an open plan kitchen / living / dining room, 1 or 2 bedrooms, storage and bathroom. The 2 bed apartments will benefit from an ensuite to the master bedroom. Rooms overlooking the front of the development, Drysgol Road and the Golf Club will have the benefit of private balconies / terraces.
- 4.9 The proposed detached 2 storey dwelling will be located to the rear of the site and will comprise a large part double height open plan kitchen / dining / living room, snug room, utility, cloakroom and WC and integral double garage to the ground floor, with 4 bedrooms (2 ensuite) and a family bathroom at 1<sup>st</sup> floor level.
- 4.10 Access to the apartments will be via repositioned existing driveway points to Drysgol Road providing 20 dedicated car parking spaces, cycle and bin store facilities. The proposed dwelling will be accessed via a new private driveway onto Drysgol Road adjacent to the boundary with 43 Drysgol Road.
- 4.11 As the site plan confirms, the proposed apartments and house have been carefully located within the site to maintain existing established boundary trees and hedgerows whilst achieving required privacy distances to neighbouring properties.
- 4.12 Each dwelling will have access to private or communal amenity space and dedicated off road parking.

## Materials





4.13 A common pallet of materials will be utilised throughout the development, comprising:

Roofs – grey synthetic slate pitched roofs

Walls – Buff / brown facing brickwork and painted render

Windows/doors –grey UPVC double glazed units, balconies to be glazed

Fascia/bargeboards/downpipes – coloured UPVC

#### **Boundary enclosures**

4.14 All perimeter boundaries will be defined by existing or new hedgerows interspersed with new and existing trees, augmented as necessary by fencing.

4.15 Party line fencing will be 1.8 m stained SW fencing.

#### **Access / movement**

4.16 As previously stated, access to the apartments will be via repositioned existing driveway points to Drysgol Road providing 20 dedicated car parking spaces, cycle and bin store facilities. The proposed dwelling will be accessed via a new private driveway onto Drysgol Road adjacent to the boundary with 43 Drysgol Road.

4.17 20 dedicated parking spaces are provided within the site curtilage for the proposed new development whilst an integral double garage and onsite parking provides secure dedicated parking for the proposed new detached house.





- 4.18 The design approach adopted by the applicant is 'to provide a barrier free environment for all' within the limits of the form of the existing building.
- 4.19 Access will be interpreted to include access into and within buildings and the curtilage of the application site.
- 4.20 The position of the site in the heart of Radyr presents no potential problems for pedestrian and car borne visitors. The site is located within easy walking distance of Radyr's established local facilities and established recreational uses. Public transport facilities are readily accessible from the site.
- 4.21 This statement is intended to provide a broad indication of design philosophy in respect of the scheme at planning stage which will be augmented and amended as the detailed design progress to Building Regulation approval stage in accord with the requirements of Part 'M' of the 1990 Building Act.



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## 5.0 SUSTAINABILITY

- 5.1 The scheme was developed in response to a detailed assessment of the character and appearance of the site and surrounding area, as set out in this statement.
- 5.2 The scheme makes efficient use of the site, providing sufficient car parking and private/communal garden areas whilst maintaining the privacy of adjacent neighbours. This site is located in a highly sustainable location with good access to local based facilities by foot and regular public transport.
- 5.3 The nearest bus stops are within 500m of the site on Heol Isaf and Bryn Derwen, Radyr train station is located within 1 km of the site.
- 5.4 The site has access to shops / local facilities at Station Road, medical facilities on Heol Isaf Radyr Primary School and Radyr Comprehensive School (English medium), Ysgol Gymraeg Coed y Cof and Ysgol Plasmawr (Welsh medium) and a number of nursery and pre school facilities all serve the site
- 5.5 There is therefore a varied range of services and facilities within easy distance of the site.
- 5.6 As previously confirmed in this statement, the site lies wholly outside areas considered at risk from flooding now or in the future.
- 5.7 The vehicle parking areas and paths will be formed in permeable materials.
- 5.8 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



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- Energy metering
- Dual flush WC to reduce water consumption

#### **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

#### **Public safety**

- 5.9 The scheme has been designed with habitable windows positioned to afford natural surveillance of the building entrances and on-site parking.
- 5.10 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour.

#### **Windows and Doors**





- 5.11 All ground floor windows to be BS 7950:1997 Specification for enhanced security performance of casement and tilt and turn windows for domestic applications. Accredited with (UKAS) accredited test facilities.

### **Perimeter wall**

- 5.12 The proposed development will be defined by existing, enhanced and new site boundaries. Each new dwelling curtilage will be defined by suitable boundary enclosures as previously detailed and illustrated on the proposed site plan.
- 5.13 Access to the site will be via secure gated entrance points.

### **Lighting**

- 5.14 The site and each individual dwelling will be lit to BS5489 and be positioned to ensure an even spread of light over the pedestrian accesses whilst minimising its impact on the perimeter of the site defined by existing mature hedgerows and trees.





## 6.0 CONCLUSIONS

- 6.1 The application site is ideally located in a highly sustainable location to create an attractive and high quality sustainable residential development.
- 6.2 The site lies within the established residential area of Radyr.
- 6.3 The proposal would utilise a brownfield site, alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales.
- 6.4 As this statement confirmed all standard Development Control criteria set out in the Adopted Local Development Plan policies and Supplementary Planning Guidance can be achieved.
- 6.5 Accordingly, the application proposal is considered to adhere to National and Local Planning Policy and guidelines and doesn't adversely affect highway safety, protected heritage features or residential amenity and should be supported.



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