



## DESIGN & ACCESS STATEMENT

217 – 223 NEWPORT ROAD, ROATH, CARDIFF

PROPOSED DEMOLITION OF EXISTING ANNEX TO 223 AND REAR OUTBUILDINGS TO 217-223 NEWPORT ROAD  
CONSTRUCTION OF TWO 15 BED HMO'S & ONE 6 BED HMO WITH ONSITE AMENITY, PARKING, CYCLE & REFUSE STORES



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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 annex to 223 and rear outbuildings construction of two 15 bed HMO's & one 6 bed HMO with onsite amenity, parking, cycle & refuse stores at 217 – 223 Newport Road, Roath, 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.



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## 2.0 PLANNING POLICY CONTEXT

### Planning history

#### 2.1 08/01551/C

Demolition Of All Buildings On Site. Construction Of 47 Self Contained Apartments With On Site Car And Cycle Parking, Bin Stores And Amenity Facilities

Permission granted 21.09.2011

#### 2.2 16/01701/MNR

Discharge Of Conditions 3 (Samples), 4 (Architectural Detailing), 5 (Cycle Parking), 8 (Junction Details), 9 (Construction Management), 10 (Access Gates To Rear Lane) 11 (Site Enclosure), 12 (Landscaping), 14 (Acoustics/Noise), 15 (Chemical/Contamination) 17 (Drainage), 19 (Dust Control Measures), 20 (Temporary Site Enclosure) Of 08/01551/C

Full Discharge of Condition 07.09.2016

Implementation of consent 08/01551/C – extant consent



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## 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*, Chapter 9 - *Housing* and Chapter 12 – *Infrastructure and Services* 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 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*”.
- 2.11 **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.
- 2.12 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

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



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- 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

2.14 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.



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### **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*

### **H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES**

*Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:*

- i) *The property is of a size, whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.*
- ii) *There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise, or overlooking.*
- iii) *The cumulative impact of such conversions will not adversely affect the amenity and/or character of the area.*
- iv) *Does not have an adverse effect on local parking provision*

### **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*
- iv. *Be designed with management and maintenance in mind, to discourage crime in the present and future.*

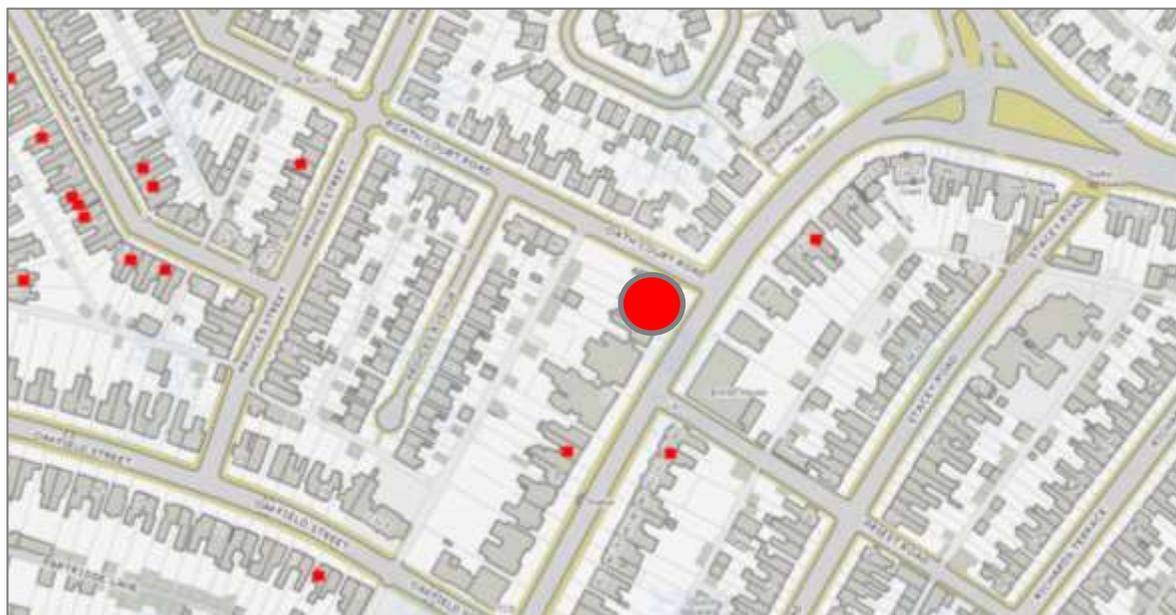
### **Supplementary Planning Guidance**

- 2.15 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:
- 2.16 HMO's (October 2016), 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.





- 2.17 Cardiff's SPG HMO's aims to provide a rationale for how the council will assess applications for planning permission to create new C4 and Sui Generis HMO's.
- 2.18 In Planning terms, HMOs can be broken down into two different types:
- a) Small HMOs (Use Class C4) refer to shared houses or flats occupied by between 3-6 unrelated persons who share basic amenities.
  - b) Large HMOs (Sui Generis HMO) refer to properties with more than six unrelated persons sharing.
- 2.19 The SPG states, *"Despite the issues associated with concentrations, it is recognised that HMOs play an important role in the housing stock of the city, providing accommodation and homes to a large number of residents, including those who often are unable to purchase their own properties. Where conversion is appropriate, it is important that high design and amenity standards are upheld."*
- 2.20 A two-tier threshold will be applied to determine when an area has reached the point at which further HMOs would cause harm.
- 1) In Cathays and Plasnewydd the figure of 20%
  - 2) In all other wards, the figure of 10%, of the dwellings within a 50m radius of the proposed HMO are already established HMOs.
- 2.21 As the attached plan illustrates, the application site is an existing HMO, with no other HMO's within 50m of the site and only 3 further HMO's within 100 m of the site, equating to less than 5%.



## Flooding

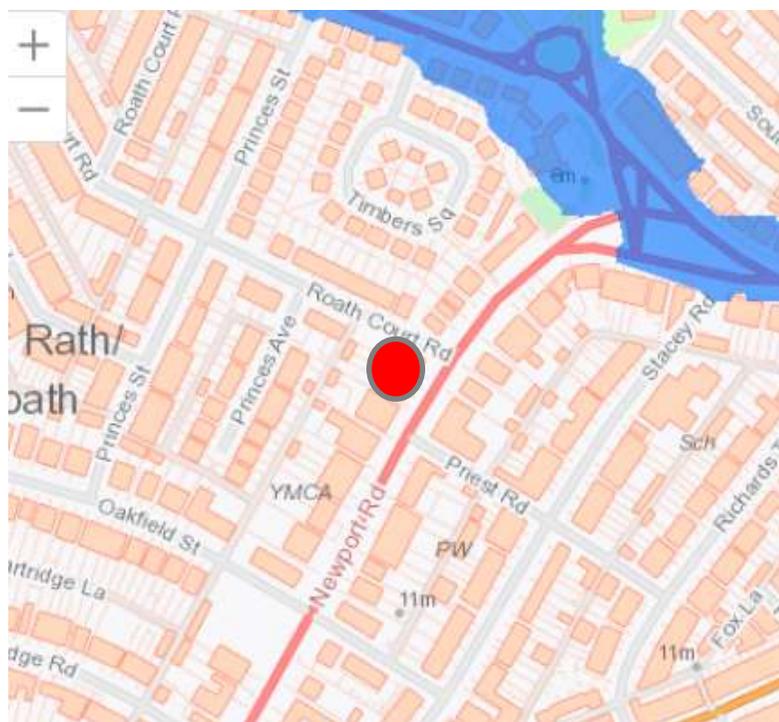
2.22 The site is not within an area that is likely to flood. A Flood Consequences Assessment is not required.



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### 3.0 SITE & SURROUNDINGS

- 3.1 The application site is situated on the corner of Newport Road and Roath Court Road in the Roath residential district of Cardiff, which lies to the north east of the city centre, stretching from Adamsdown in the south to Roath Park in the north.
- 3.2 Roath is characterised by its rural feel and beautiful tree-lined Victorian era terraced streets. Roath houses a very diverse population including a large number of students, being located close to the main university campuses, a large ethnic minority population and many young professionals. Parts of Roath are among the most affluent districts of Cardiff, with subdivision of the large Victorian properties common in the areas at the south end of the ward.
- 3.3 Its close proximity to the city centre and large number of local amenities makes it known for its very strong sense of community and therefore a very popular area to live.
- 3.4 The site comprises 217– 223 Newport Road, substantial part 4 storey detached dwelling and adjacent terrace of 3 properties and related curtilages on the corner of Newport Road and Roath Court Road.
- 3.5 The existing properties are in need of complete refurbishment and have over the years been unsympathetically extended and altered.
- 3.6 Roath Court Road is characterised by more traditional 2 storey terraces and semi detached dwellings, which continue along Newport Road to the north between 225 and 233 Newport Road, before returning to a 3 storey block on the corner of Newport Road and Albany Road.





- 3.7 Properties on the opposite side of Newport Road are 3 – 4 storey extensive Victorian dwellings, many of which have been sub-divided or converted.
- 3.8 Whilst a number of adjacent properties are in residential use, a significant proportion of properties closer to the city centre have been converted to offices, hotels and guest houses.
- 3.9 Unsympathetic extensions, elevation and forecourt alterations and a proliferation of unattractive signage combined with the extensive traffic utilising Newport Road gave this once grand avenue into the City a tired and unkempt look, which has over recent years seen extensive redevelopment and upgrading.
- 3.10 Despite these unsympathetic conversions and alterations a well defined building line has been retained which, combined with the mature street trees ensure the original character of the area has to an extent been retained.
- 3.11 The site is ideally situated to access available facilities within the adjacent Clifton Street district shopping centre, the extensive public open space at Roath Park, established local community facilities and the City Centre.
- 3.12 In recent years the area's accessibility to the City Centre has been recognised and a number of residential redevelopment schemes have been brought forward and have been successfully in maintaining the scale of prevalent original buildings contributing to the character of the area.
- 3.13 These recent successful schemes provide an indication of the form of development which can contribute to the appearance of this part of Newport Road.



- 3.14 The availability of local services and facilities within easy walking distance will inevitably reduce vehicle movements associated with this proposal in accord with the sustainable objectives encouraged by the Welsh Assembly Government.
- 3.15 Easy access to available and regular transport links to the town centre will discourage vehicle movements, again contributing to the sustainable approach to the development.
- 3.16 The Application site has boundaries to Newport Road to the south, Roath Court Road to the east, 215 Newport Road to the south and the rear access lane to the north.
- 3.17 Directly opposite the site on Newport Road are residential properties.
- 3.18 In common with the majority of properties fronting Newport Road current vehicular access is via the rear access lanes and pedestrian access is directly onto Newport Road.
- 3.19 The site is flat and there is no significant vegetation on the site.
- 3.20 The application site is served by regular public transport links with main bus routes running along Newport Road.
- 3.21 The site is readily accessible for local shopping and entertainment facilities along Clifton Street, Albany and Wellfield Road and also national chains along Newport Road.





3.22 The site is served by Marlborough Primary School and Cardiff High School (English medium), Ysgol y Berllan Deg and Ysgol Gymraeg Bro Ederm (Welsh medium) and a number of nursery and pre school facilities. The site is also readily accessible for Cardiff University and Cardiff Metropolitan University.



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## 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 predominantly residential area whilst comfortably integrating with the general character of the area. The scale, massing and appearance of the proposal reflects the extant planning consent for residential development at the site (LPA Ref. 08/01551/C).
- 4.2 In developing the design key considerations were to ensure the development sat comfortably in the streetscene, the need to protect the amenity of adjacent neighbouring properties within the area.
- 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 Roath.

### Proposal

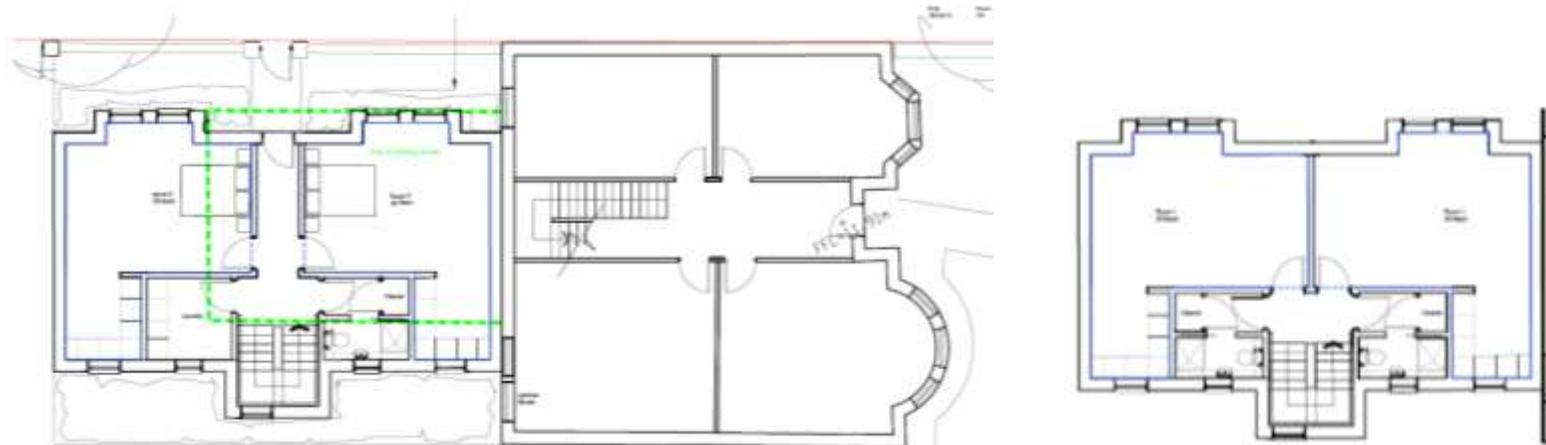
- 4.5 The proposal envisages the proposed demolition of existing annex to 223 and rear outbuildings, construction of two 15 bed HMO's & one 6 bed HMO with onsite amenity, parking, cycle & refuse stores.
- 4.6 The new two detached blocks of 15 HMO's will each comprise of 3 floors of replicated accommodation. At ground floor, access to the building will be via an entrance onto Roath Court Road, set back from the pavement with courtyard planting. The communal entrance will provide access via a stairwell to all floors and also to the shared shower room facilities located on each floor.



4.7 Each of the 3 floors will accommodate 5 bedroom units with dedicated catering facilities.



4.8 The six bed unit will be constructed to the rear of the existing building on the site of the demolished annex. Again this extension will be 3 storeys in height and will accommodate 2 rooms per floor with shared shower room facilities available on each level.





- 4.9 Access to the building will be via an entrance onto Roath Court Road, set back from the pavement with courtyard planting. The communal entrance will provide access via a stairwell to all floors.
- 4.10 Each unit will comprise a bedroom/living room with kitchenette. Shared shower room facilities will be provided on each level.
- 4.11 All new units will have access to the communal bin store and secure cycle storage facilities and on site parking spaces provided within the curtilage of the site.
- 4.12 As the site plan confirms, the proposed accommodation has been carefully located within the site to maintain existing established building lines whilst achieving required privacy distances to neighbouring properties.





## **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

Fascia/bargeboards/downpipes – coloured UPVC

## **Access / movement**

4.14 As previously stated, access to the accommodation will be via new private footpaths onto Roath Court Road.

4.15 13 dedicated parking spaces are provided within the site curtilage for the development along with a secure cycle store for 40 cycles.

4.16 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.

4.17 Access will be interpreted to include access into and within buildings and the curtilage of the application site.

4.18 The position of the site in the heart of Roath presents no potential problems for pedestrian and car borne visitors. The site is located within easy walking distance of established local facilities and established recreational uses. Public transport facilities are readily accessible from the site.





4.19 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, Cycle and refuse storage facilities 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 100m of the site on Newport Road.
- 5.4 The site has access to shops / local facilities at Clifton Street, Albany and Wellfield Road and Newport Road, medical facilities on Newport Road. Marlborough Primary School and Cardiff High School (English medium), Ysgol y Berllan Deg and Ysgol Bro Edern (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**

- Planned 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**



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- 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.
- 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 scale and principle of additional residential development to the rear of 223 Newport Road fronting Roath Court Road was established with the extant permission 08/01551/C.
- 6.2 The application site is ideally located in a highly sustainable location to create an attractive and high quality sustainable residential development.
- 6.3 The site lies within the established residential area of Roath.
- 6.4 The proposal would utilise a brownfield site, alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales.
- 6.5 As this statement confirmed all standard Development Control criteria set out in the Adopted Local Development Plan polices and Supplementary Planning Guidance can be achieved.
- 6.6 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.

