



DESIGN & ACCESS STATEMENT

160 – 166 STRATHNAIRN STREET, ROATH, CARDIFF

PROPOSED DEMOLITION OF EXISTING BUILDINGS AND CONSTRUCTION OF 10 SELF CONTAINED APARTMENTS (7 X 1 BED / 3 X 2 BED) WITH ONSITE AMENITY, CYCLE & REFUSE STORES

DRAFT



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1. INTRODUCTION

- 1.1 This statement has been prepared to support our Clients' Planning application for proposed demolition of existing buildings and construction of 10 self contained apartments (7 x 1 bed / 3 x 2 bed) with onsite amenity, cycle & refuse stores' at 160 – 166 Strathnairn Street, 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



2. PLANNING POLICY CONTEXT

Planning history

2.1 18/01018/MNR

Planning permission was sought on the 30th April 2018 for the proposed demolition of all existing buildings, construction of 9 self contained apartments over 3 storeys, on site refuse and cycle storage facilities. The application was withdrawn by the Applicant.

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* and Chapter 9 – *Housing*, 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 **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.

2.10 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.

2.11 **TAN 18: Transport** is 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:

- i. 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;
- ii. Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;
- iii. Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;
- iv. Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;
- v. 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;



- 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



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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.*

Supplementary Planning Guidance

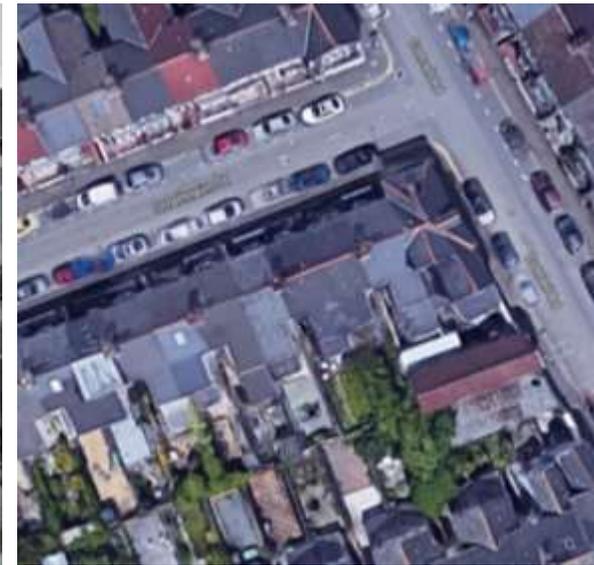
2.14 Supplementary Planning Guidance provides further advice and information on certain policies and proposals within the LDP and are a material consideration in determination of planning applications. The following SPG's are relevant to the development proposals:

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



3. SITE & SURROUNDINGS

- 3.1 The application site comprises 4 terraced dwellings located on the corner of Strathnairn Street and Cottrell Road in Roath to the north east of the city centre of Cardiff. The area is characterised by several tree-lined avenues and Victorian terraced streets and has a very diverse population including a large number of students, a large ethnic minority population and many young professionals.
- 3.2 Strathnairn Street runs parallel with Albany Road, which is one of the main shopping streets, comprising a number of National chains, independent shops, financial and property services, restaurants, takeaways and public houses. Extensive retail, commercial and food establishments are all within walking distance along City Road, Albany Road and Wellfield Road, and the site is within a short walking distance of Cardiff City Centre with its extensive range of National retailers, restaurants and entertainment venues



- 3.3 The application site comprises a terrace of 4 traditional residential dwellings on the southern side of Strathnairn Street on the corner of Strathnairn Street and Cottrell Road. Numbers 160 – 164 are traditional single bay fronted 2 storey dwellings set back from the



pavement by a small forecourt. Number 166 is a larger altered and extended 3 storey property with access directly onto the pavement fronting Cottrell Road.

- 3.4 The surrounding area is characterised by traditional bay fronted two storey dwellings, with corner / end of terrace properties generally larger in scale, with many retaining original 2 storey coach houses.
- 3.5 To the western end of Strathnairn Street at the junction of Plasnewydd Road is Albany Primary & Nursery School, which fronts onto Albany Road. Properties fronting Albany Road are traditionally larger 3 storey properties, with the majority extended to the edge of pavement with modern shopfronts. Generally, the ground floor is in commercial / retail use with residential accommodation above.
- 3.6 The site is located within close proximity of Cardiff City Centre and Newport Road, providing ready access to the local network and the M4 motorway, local and National rail networks and public transport facilities.
- 3.7 Within a short distance of the application site are Coleg Glan Hafren (Further Education) campuses, located on the corner of City Road and The Parade and Cardiff University's School of Engineering, School of Physics & Astronomy and School of Computer Sciences which are based at West Grove.
- 3.8 The main University building and other departments are located nearby at Park Place, Senghennydd Road and Cathays Park and Cardiff Metropolitan University (Cyncoed) is located on Cyncoed Road.
- 3.9 The application site is not within a Conservation Area, where compatibility of design reflecting the established historical character would be an overriding concern.



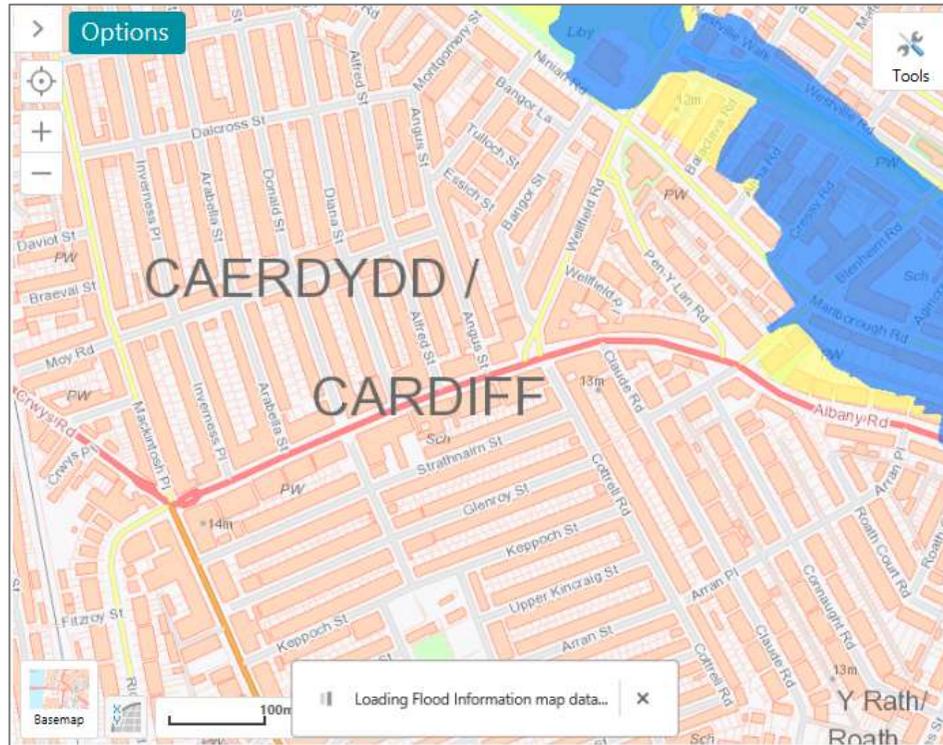
- 3.10 The area is served by regular public transport links with main bus routes along Wellfield Road / Albany Road and City Road. Cardiff Queen Street station is located a short distance from the site, providing rail links to the local and National rail networks
- 3.11 The area is well served by religious establishments of various denominations and community centres and leisure facilities at Penylan Library and Community Centre and the Mackintosh Centre. Local recreational facilities at Roath Park and Waterloo Gardens are all within walking distance of the site.
- 3.12 The application site is bound by properties on Strathnairn Street to the west and north, Cottrell Road to the east and properties fronting Glenroy Street to the south.

Constraints / opportunities

- 3.13 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.
- 3.14 The key opportunities/constraints the site presented were considered to be:
- No distinct character or design pattern,
 - Ease of access to public transport and local facilities
 - Ease of access to local highway and footpath networks
 - The full potential of the curtilage has not been maximised
 - The need to protect the amenities of adjacent neighbours

Flooding

3.15 The application site lies within an area of low risk that is unlikely to flood. A Flood Consequences Assessment is not required for the site.





4.0 ACCESS & MOVEMENT

- 4.1 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.
- 4.2 The design approach adopted by the applicant is 'to provide a barrier free environment for all'
- 4.3 Access will be interpreted to include access into and within buildings and the curtilage of the application site.
- 4.4 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
- 4.5 The detailed design proposals have been developed following a full assessment of the site and surrounding areas including the physical, social and economic context.
- 4.6 The position of the site on the corner of Strathnairn Street / Cottrell Road presents no potential access problems for pedestrians and car borne visitors. The site is within a highly accessible location and is easily accessed by foot, cycle, bus and train. The site is located within easy walking distance of established local commercial and business facilities and established recreational uses. Public transport facilities are readily accessible from the site.
- 4.7 As the proposal drawings illustrate, pedestrian access to the site is achieved via the existing footpath network abutting the site.
- Parking provision/setting down points



4 on site private parking spaces are provided. Shared secure 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 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.

5.0 PROPOSAL

5.1 The principle of residential use on the site is well established. The scheme proposes the demolition of all existing buildings on site and the proposed construction of a 3 storey red brick, render and timber panelling pitched roof building comprising 10 self contained apartments.



Strathnairn Street Elevation



Cottrell Road Elevation

5.2 In developing this application, the Applicant was conscious of National and Local Planning Policies and related Supplementary Planning Guidance set out in the policy section of this statement.



- 5.3 The application design seeks to develop a high quality scheme which takes maximum advantage of the site's position within this much sought after residential area whilst comfortably integrating with the general character of the area.
- 5.4 Careful consideration was given to the height/massing of the application proposal ensuring comparability with the scale of adjacent developments.
- 5.5 The application proposal is clearly an 'infill' development within the types identified in Paragraph 1.1 of SPG Infill Sites (Nov 2017) and hence the guidance is 'material' to the consideration of this application. Paragraph 1.1 identifies what is broadly termed as 'infill' development and identifies three main types, namely:
- Gap site development within a street frontage.
 - Backland development.
 - Site redevelopment (where the replacement of an existing building is proposed).
- 5.6 As drawings AL(90)10D, AL(0)08E and AL(0)09E illustrate, the proposal will form an L shaped building fronting Cottrell Road and Strathnairn Street, with pedestrian access to the development directly from both Strathnairn Street and Cottrell Road. Pedestrian access to the dedicated refuse and cycle store will be adjacent to Number 158. Elevations to 158 Strathnairn Street will be made good following demolition.
- 5.7 It is considered that the submitted scheme accords with the 5 overarching aims of the SPG set out in Paragraph 1.4, namely:
- Protects residential amenity, both of new and existing occupiers.
 - Makes a positive contribution to the creation of distinctive communities, places and spaces.



- Is of good design which encompasses sustainability principles.
- Responds to the context and character of the area.
- Makes efficient use of brownfield land

5.8 It is not considered that the proposal would not be out of character with properties in the immediate vicinity which are characterised by a mixture of house types and commercial buildings.

5.9 The communal hallway and staircase will provide access to all floors. Ground floor accommodation will comprise two 1 bed units and a 2 bed unit, whilst accommodation at 1st floor will comprise three 1 bed units and a two 2 bed unit with a further 1 bed unit and 2 bed unit at 2nd floor level.

5.10 Each unit proposed will comprise an open plan kitchen / dining / living room, 1 or 2 bedrooms and bathroom, with the 2 bed units also benefitting from an ensuite to the master bedroom. The proposed units will all have access to the communal cycle and refuse facilities at ground floor level.



- 5.11 The design and orientation of the proposed development ensures that the privacy of adjacent properties is retained, with the majority of windows overlooking Strathnairn Street and Cottrell Road.
- 5.12 It is recognised in Paragraph 2.13 of SPG Infill Sites, that it is important to strike a balance between maintaining the established positive character of a residential street and introducing additional housing, to avoid a 'town cramming' effect.
- 5.13 It is considered that any 'town cramming' effect of the proposal is negated by:
- Creating both a larger and more useable private amenity space as illustrated on Drawing AL(0)05C;

- The scheme enhances spacing between the existing dwellings, providing enhanced privacy to neighbouring private amenity areas by virtue of relocating accommodation away from the rear elevation of 158 Strathnairn Street, improving the quality of their rear amenity space.
- The proposal only results in an increase at ridge height level of 1.3 m, which serves to reinforce the dominant 'stop end' feature at corner properties. In this respect the proposal is more compatible with the character and appearance of the area than with more recent redevelopment and conversion / extension schemes in the immediate vicinity seen in the following photographs.



- The building has been designed to carefully maintain the established building line to Cottrell Road and Strathnairn Street.

5.14 The proposed development will not reduce the available amenity space fronting Strathnairn Street and will afford the opportunity of bringing available space into more positive use with carefully detailed hard / soft landscaping, in accord with the aims of Paragraph 2.14 of the SPG.



- 5.15 Section 3 of the SPG addresses the objectives of good design. Paragraphs 3.11, 3.12 and 3.13 recognise that proposals should respect the urban grain, locally distinct patterns of streets and spaces, materials, fenestration and roofline of neighbouring properties.
- 5.16 The revised proposal respects elements of the street scene, maintaining the existing building lines, terraced housing layout and traditional pitched roof and complimentary materials.
- 5.17 The proposed building will utilise red/brown brickwork, render and timber cladding detailing under a synthetic slate pitched roof. Windows and doors will be grey uPVC double glazed units.
- 5.18 The positioning of the existing building on the corner of Strathnairn Street and Cottrell Road at the back edge of the footpath creates a sense of 'closure' which is a recurrent feature throughout this area and is maintained in the submitted design.
- 5.19 Again, as previously confirmed, existing amenity space to the front elevation has been maintained and private amenity space to the rear enhanced.
- 5.20 In accord with the aims of Paragraph 3.15 of the SPG, the submitted revised proposal doesn't adversely affect significant public views or vistas in the street scene, including between and beyond buildings which contribute to the character of the area. In this respect, the photographs confirm views of the proposed scheme are limited to the immediate environs of the site.



5.21 On the contrary, the submitted proposal makes a far more positive contribution to the appearance of the area than more recent alterations and refurbishments / extensions in the immediate vicinity previously highlighted in paragraph 5.13 of this statement.

5.22 In more general terms, minor increases in the height of properties above adjacent properties can make a positive contribution to the appearance of an area as recognised in some of the SPG examples seen below.



5.23 Furthermore, the SPG also recognises a more modern interpretation, utilising a similar pallet of materials in a traditional terraced street scene can make a positive contribution to the character of the street scene.



5.24 The site is within a highly accessible location and is easily accessed by foot, cycle, bus and train. The surrounding area is highly sought by students and young professionals, due to its proximity to facilities and the City Centre. The development of the site for residential accommodation would benefit future occupiers from a wide range of services, shops and facilities all within walking distance of the site.



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6.0 COMMUNITY SAFETY

- 6.1 The position of the site within an established residential, commercial and retail area and the design and orientation of the proposal affords the opportunity for natural surveillance of the building entrances.
- 6.2 The main entrances to the building are well positioned within a defined secure defensible space and lit to ensure a strong sense of personal safety.
- 6.3 The presence of habitable room windows to the Strathnairn Street and Cottrell Road elevations should act as a deterrent to casual on-street crimes.
- 6.4 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour.

Windows and Doors

- 6.4 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

- 6.5 The development will be defined by existing boundary enclosures.

Lighting





6.6 The site will be lit to BS5489 and be positioned to ensure an even spread of light over the pedestrian accesses.

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7.0 ENVIRONMENTAL SUSTAINABILITY

7.1 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.

7.2 The scheme makes efficient use of the site, providing sufficient car parking and communal garden area whilst maintaining the privacy of adjacent neighbours. This site is located in a highly sustainable location with good access to local and city centre based facilities by foot and regular public transport.

7.3 Local public transport is readily accessible, with bus routes to and from the City Centre on Albany Road and Wellfield Road.

7.4 The application site is within easy distance of extensive local and City Centre retail, commercial and recreation facilities.

7.5 The form and appearance of the development integrates well with its surroundings and is within the established area of Plasnewydd. Cardiff City centre and major road networks are easily accessible.

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
- 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



- Adequate provision for domestic waste and recycling

Alternative energy sources

- Low or zero carbon energy sources.

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8.0 CONCLUSION

- 8.1 The application seeks planning application for the proposed demolition of existing buildings and construction of 10 self contained apartments (7 x 1 bed / 3 x 2 bed) with onsite amenity, cycle & refuse stores' at 160 – 166 Strathnairn Street, Roath, Cardiff.
- 8.2 The development would contribute to the ongoing economy of the area and City and would provide a highly sustainable form of accommodation without need for reliance on car based transport.
- 8.2 The proposal would create an attractive and vibrant sustainable development which would utilise an existing site, alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales and would reduce the recognised pressure for dwellinghouse conversions in this part of the City.
- 8.3 The proposed application adheres to National and Local policies and guidelines and does not adversely affect the highway safety or residential amenities of the area as to warrant a refusal.