

DESIGN ACCESS STATEMENT

St Mellons Older Persons Independent Living

Demolition of existing Community Centre. Proposed Older Persons Independent Living accommodation consisting of 60no. one and two bed self contained apartments, associated communal facilities and off-street car parking.



Land at Crickhowell Road
St Mellons
Cardiff

Job. 18-058 October 2019

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1.0 INTRODUCTION

1.1 This statement has been prepared to support our Client's planning application for the proposed demolition of existing community centre, construction of an independent living scheme , comprising 60no. one and two bed self contained apartments, associated communal facilities and off-street car parking on land at Crickhowell Road, St Mellons, 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.

1.3 The statement should be read in conjunction with the submitted plans and illustrations comprising the application submission.

1.4 The application has been supported by the following professional reports which should be read in conjunction with this statement:

- Traffic Assessment
- Ecology Assessment
- Landscaping Scheme
- Flood Consequence Assessment
- Drainage Strategy
- Arborist Assessment

1.5 The proposal will provide 60no. one and two bed self-contained older persons independent living apartments, set over 4 floors, with on site communal facilities including electric scooter charging, activity rooms, residents' lounges, health suite and landscaped communal gardens.

1.6 A total of 16 on site car parking spaces and a drop off zone are to be provided for residents and visitors.

1.7 The site is located on Crickhowell Road and forms part of the St Mellons District Centre. The site is within walking distance of local shopping facilities and the new St Mellons Library & Hub.

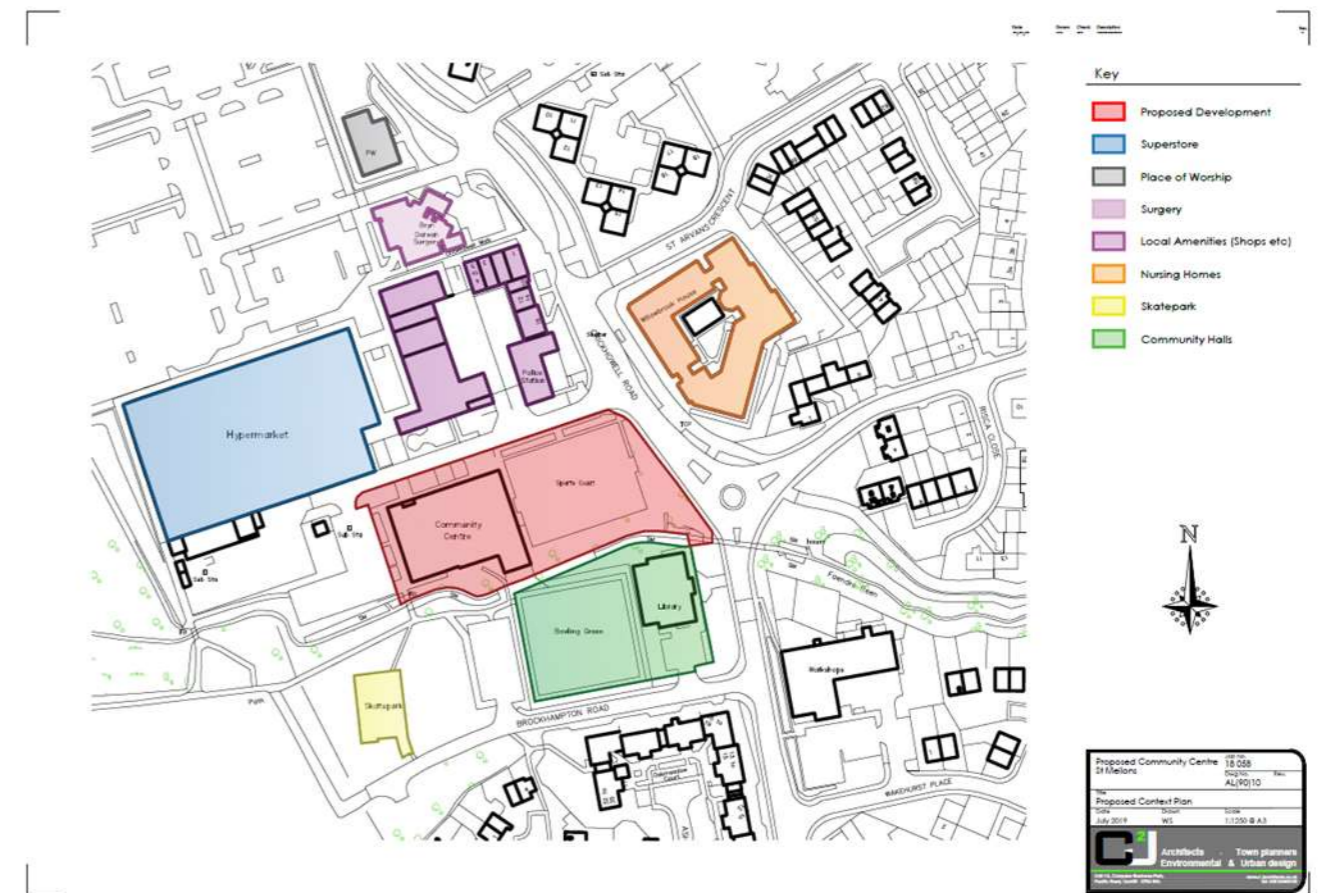
2.0 SITE ANALYSIS

- 2.1 The site lies in the relatively new St Mellons suburb of Cardiff, to the southeast of the City Centre. The site is approximately 0.5 hectare in area.
- 2.2 St Mellons is readily accessible from the A48(M) which provides access to the centre of Cardiff and onto Newport to the east.



- 2.3 The site is an open corner site within the St Mellons District Centre and is within close walking distance of various local facilities.
- 2.4 The site currently comprises the St Mellons Community Education Centre, which is proposed to be demolished as part of the redevelopment of the site.
- 2.5 Access to the site is via an existing shared access road with the adjacent Tesco superstore and the owners of the retail units along Crickhowell Road.

- 2.6 The site is bound by retail development and the St Mellons Police Station to the north, the new St Mellons Library & Hub and skatepark to the south, Willowbrook House Nursing Home and Residential properties to the east and Tesco Fields recreational area and woodland to the west.
- 2.7 The surrounding area is a mix of retail and commercial uses and extensive residential estates.
- 2.8 The area is well served by religious establishments, including The East Cardiff Muslim Centre located to south east of the site, the Church of the Resurrection to the north and St Mellons Parish Church and Baptist Church to the north west.



- 2.9 The position of the site presents no potential access problems for car borne visitors.
- 2.10 The design approach adopted by the applicant is 'to provide a barrier free environment for all'.
- 2.11 Access will be interpreted to include access into and within buildings, the curtilage of the application site.

2.12 Regular bus routes run along Crickhowell Road and nearby Willowbrook Drive to and from the City Centre and across the City.

Local Vernacular Architecture

2.13 St Mellons has been developed since 1980 and demonstrates a vehicle-centric layout, with a circular feeder route (Willowbrook Drive) providing access to inward-looking cul-de-sac developments. Crickhowell Road is the focus for the District Centre, and while residential streets in the area largely follow a cul-de-sac layout, there are examples of flats and dwellings along Crickhowell Road which are oriented with active windows facing the road.



2.14 Residential developments within the surrounding area are predominantly characterised by 2 storey residential development in a range of sizes and layouts, including a mix of detached, semi detached and terraced properties. The 3 storey Willowbrook House Nursing Home between St Arfan's Crescent and Rogerstone Close, on Crickhowell Road has introduced a new residential scale to the area. Dwellings are often set back from the street with large areas of parking dominating the street scene.



2.15 The site has been the subject of two recent planning applications.

2.16 The most relevant application (16/01680/MJR), undertaken in 2016, sought outline planning consent for the demolition of the existing building and erection of 9 no. dwellings and 18 flats.



2.17 The outline application was approved at planning committee in September 2016, with the Section 106 agreement subsequently signed in July 2017.

2.18 The Council have recently sought planning consent (18/02545/MNR) for the demolition of the youth and community centre, which was granted consent in December 2018.

Planning History

3.0 PLANNING POLICY

3.1 The Planning & Compulsory Purchase Act 2004 – Section 38(6) requires that planning applications are determined in accordance with the Development Plan, unless material considerations indicate otherwise.

3.2 This section provides guidance on current and emerging National and Local planning policy including Supplementary planning Guidance produced by the Local Authority.

National Planning Policy

3.3 Planning Policy Wales (PPW Edition 10) December 2018 sets out the Welsh Assembly Government's sustainability objectives. The primary objective of PPW, in accord with the Wellbeing of Future Generations (Wales) Act 2015 is "to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales" (para 2.1). It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.

3.4 Section 3 states 'Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.'

3.5 'Previously developed land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.'

3.6 With regard to housing, PPW states that Planning Authorities must ensure that sufficient land is genuinely available or will become available to provide a five-year supply of land for housing judged against the general objectives, scale and location of development required in the development plan (Paragraph 4.2.15). Section 4 continues 'New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities. Maximising the use of suitable previously developed

and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.'

3.7 Section 4 states that the planning system has a key role to play in enabling people to 'access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport... facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.'

Technical Advice Notes (TAN's)

3.8 Advice provided in the following TAN's is of relevance to the application proposal.

3.9 TAN 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. It sets out the 5 key objectives for good design, namely, access; character; community safety; environmental sustainability and movement.

3.10 TAN 15: Development & Flood Risk states that generally, new development should be directed away from zone C, however "new development should only be permitted within zones C1 and C2 if determined by the planning authority to be justified in that location.". In this respect a Flood Consequences Assessment must be undertaken to clarify whether suitable mitigation measures can be incorporated into the proposal.

3.11 TAN 18: Transport requires developers to demonstrate that the development "will facilitate access by residents to public transport stops, local shops and facilities by walking and cycling", stating that the location of new developments significantly influences travel patterns. Residential development proposals should be located with good access to services and jobs by modes of transport other than by car.

3.12 Paragraph 4.16 states that "a site's location and its relative accessibility should inform guidance on maximum standards and the potential lifestyle of occupants should be considered, both at the forward planning and development control stages".

- 3.13 With regard to car parking standards, TAN 18 states that “Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels”.

Local Planning Policy

- 3.14 The current development plan is the adopted Cardiff Local Development Plan (2006 – 2026). Policies considered relevant to the application proposal are summarised below:

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN, requires development 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.

KP8: SUSTAINABLE TRANSPORT requires development to be integrated with transport 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 aims to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all.

KP15: CLIMATE CHANGE sets out factors which developers should take into account when developing proposals.

H3: AFFORDABLE HOUSING states that the Local Authority will seek 20% affordable housing on Brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that contain 5 or more dwellings.

H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE states that the change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where:

- i. There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;
- ii. The resulting residential accommodation and amenity will be satisfactory;
- iii. There will be no unacceptable impact on the operating conditions of existing businesses;
- iv. Necessary community and transportation facilities are accessible or can be readily provided or improved; and
- v. It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.

EN14: FLOOD RISK aims to avert development from where it would be at risk from river, ordinary watercourse, coastal, surface water flooding or where it would increase the risk of flooding or additional run off from development elsewhere.

T5: MANAGING TRANSPORT IMPACTS aims to ensure that all new developments:

- i. Properly address the demand for travel and its impacts;
- ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;
- iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
- iv. Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.

C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS aims to achieve a uniform and consistent standard of security through considerate design without compromising the character or attractiveness of the local area.

W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste.

Supplementary Planning Guidance

3.15 Supplementary Planning Guidance adopted by the Council which supplement Development Plan policies are also 'material considerations' to the determination of planning applications.

3.16 The contents and guidance in the following SPG's have been considered as part of the development process.

- Residential Design Guide - January 2017;
- Managing Transportation Impacts (Incorporating Parking Standards) – July 2018; and
- Waste Collection and Storage Facilities - October 2016

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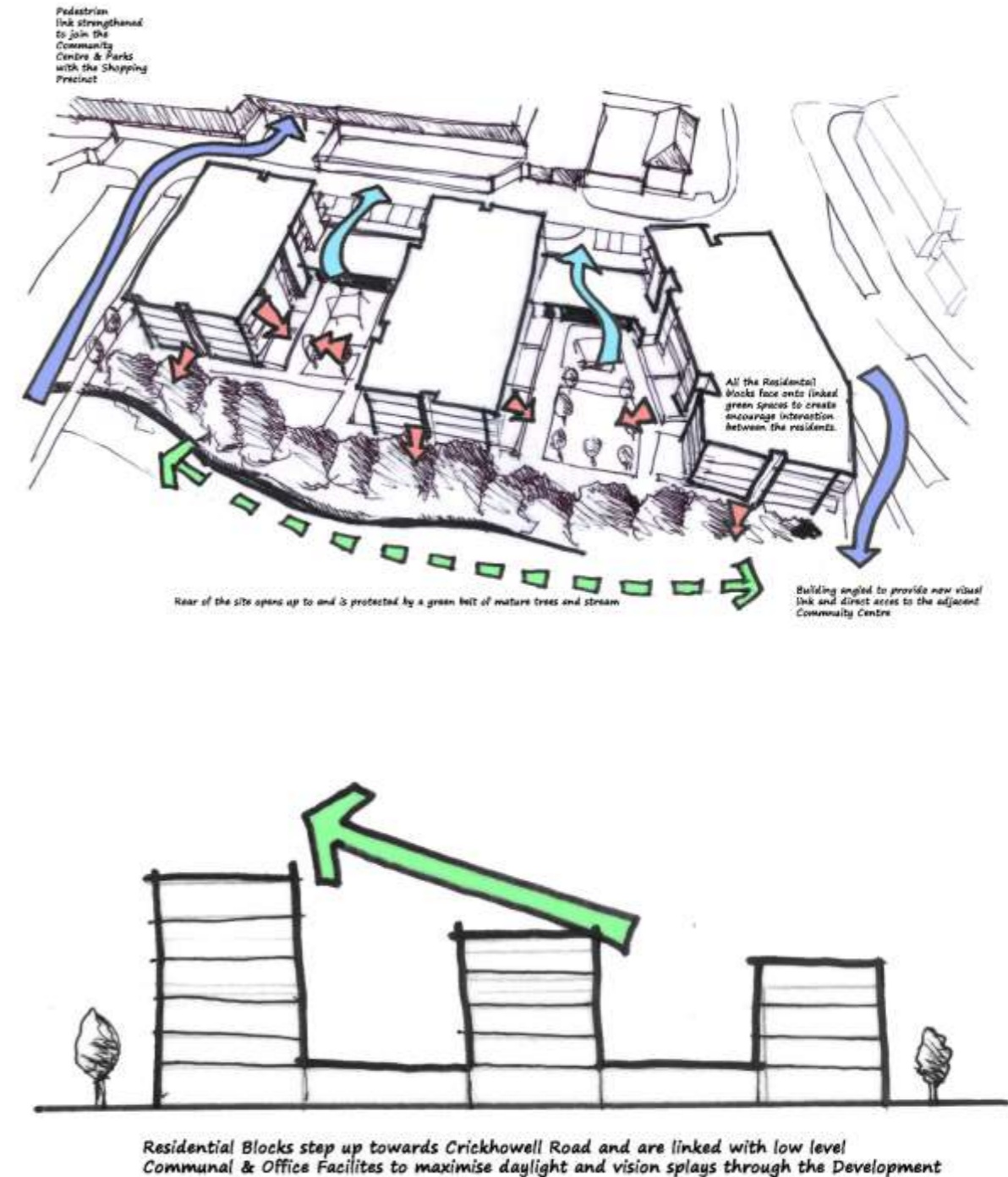
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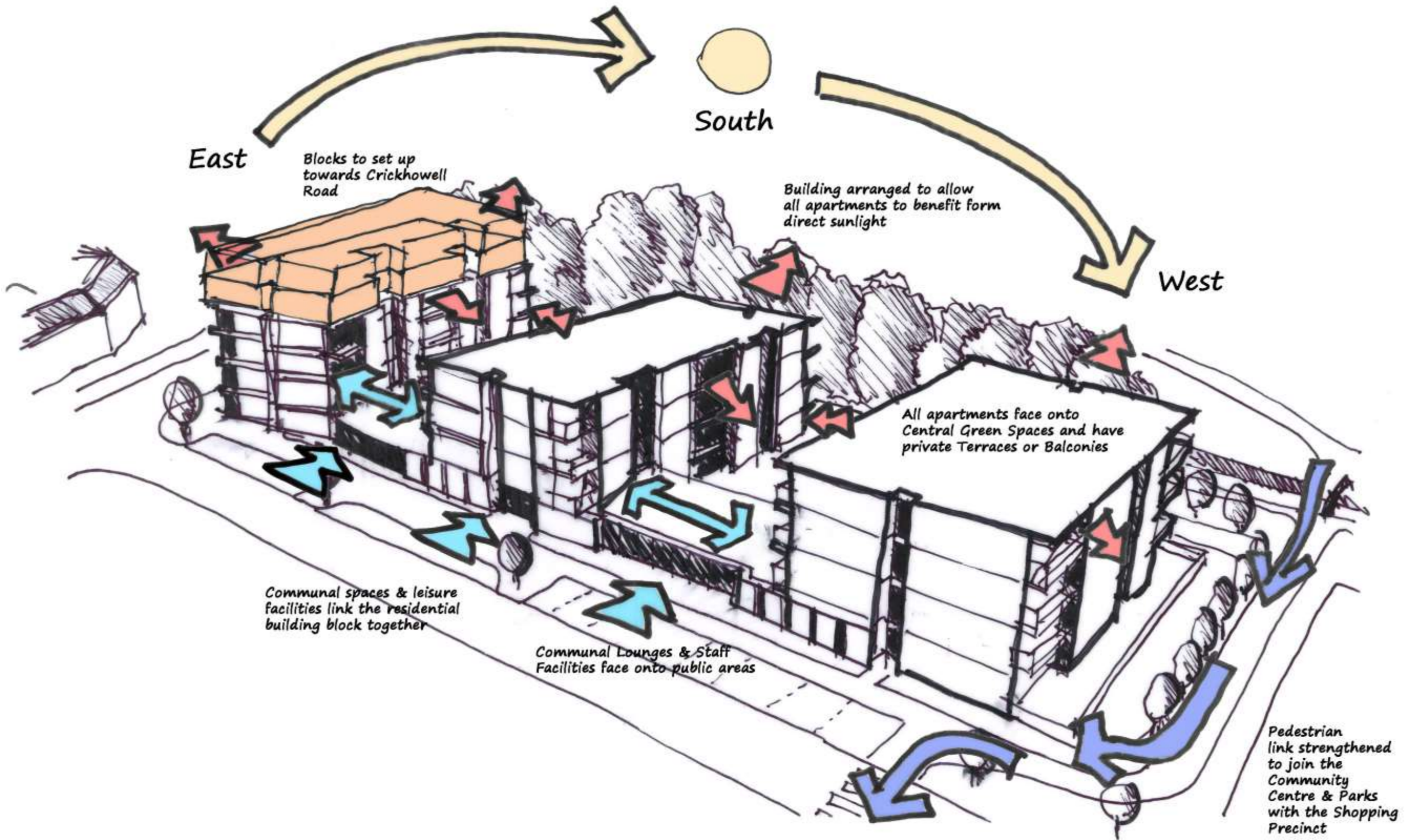
4.0 DESIGN OBJECTIVES

4.1 In line with Cardiff Council's development brief, the Key Design Principles of the development were identified as:

- Demonstrating the highest urban design principles that would include clearly demarcating what is private and what is public space, an outward looking development promoting natural surveillance of the adjacent shopping area and secure private areas.
- Consideration of the existing access arrangements comprising the spur from Crickhowell Road will need to be upgraded / changed and what suitable options exist to mitigate or limit any potential conflict with other existing users.
- Development options for the Community Centre site to reflect a housing scheme for older persons dedicated as an 'independent living' facility.
- The Council are seeking modern, high-quality development that avoids an 'institutional feel' and utilises a combination of traditional and contemporary materials to give a strong sense of place.
- Development options should provide accessible private one and two bedroom flats, plenty of communal spaces / facilities with access to attractive outdoor areas to encourage interaction between residents.
- A 3-4 storey development comprising a mix of 1 and 2 bed private accessible flats compliant with Welsh Government DQR standards (circa 80%- 85% x 1 beds and 15% - 20% x 2 beds), with no less than 30 flats in total.
- A development that utilises its form and the configuration of its building elements to thoughtfully give visual interest and high quality composition.
- An attractive and welcoming ground floor lobby offering opportunities for places for informal interaction or meeting along with smaller, spots to contemplate and look over the garden.

4.2 In line with the development brief, the following sketches illustrate the evolution and concepts behind the final scheme produced for this pre-application.





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5.0 DESIGN & ACCESS

5.1 **TAN 12: Design**, sets out the 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.

Proposal

5.2 The proposal envisages a development which seeks to include elements required in the Local Authority's Design Brief for the site:

Demolition of existing buildings on site
Construction of 60no independent living apartments
Ground floor communal facilities
Ground floor staff facilities
16 car parking spaces
Dedicated electric scooter store and charge room

Character

5.3 The proposal envisages the construction of an independent living development which will integrate well with the existing established community, whilst addressing the Local Authority's wish to see a *'modern, high-quality development that avoids an 'institutional feel' and utilises a combination of traditional and contemporary materials to give a strong sense of place.'*

5.4 The development will include a mix of 1 and 2 bed self contained apartments, supported by staff facilities and communal areas and facilities.

5.5 The development is a mix of single, 3 and 4 storey buildings, with living accommodation orientated towards the communal landscaped courtyard gardens. Communal facilities will be located throughout the single storey element linking all three residential blocks.



5.6 The existing access road to the adjacent Tesco store and public footpath will be maintained, providing safe and level pedestrian access to nearby facilities.

5.7 The massing of the development has been developed in accord with the guidelines set out in the Local Authority's design brief for the site.

5.8 The proposed buildings provide a mix of massing within the immediate neighbourhood.

5.9 The scale of the development is in line with adjacent commercial developments and the existing nursing home located opposite the site on Crickhowell Road.

5.10 The height of the building is sympathetic to the surrounding area, decreasing and increasing in height and scale of the 3 blocks moving through the site from Crickhowell Road.



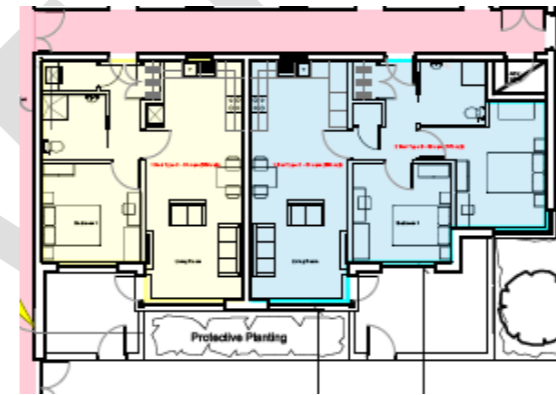
- 5.11 This approach ensures the potential of the site is maximised, whilst also providing extensive communal landscaped areas and private gardens, patios or balconies for each resident.
- 5.12 The layout of the proposed development has been carefully considered to minimise any potential impact on adjacent properties, whilst also maximising the potential and opportunities presented by the application site.
- 5.13 The ground floor layout provides a large welcoming lobby area, all staff and communal facilities, comprising electric scooter charging store, activity rooms, residents' lounges, informal interaction spaces, health suite and landscaped communal gardens.
- 5.14 The building proposes will include wayfinding systems to guide residents through the physical environment and enhance their understanding and experience of the space.



- 5.15 Living accommodation at ground floor level will include 9 x 1 bed apartments and 3 x 2 bed apartments, each having private garden areas and access to all communal facilities on site.
- 5.16 Vertical circulation is by 3 staircases and lifts, providing access to the upper floors of each of the 3 residential blocks.

- 5.17 Accommodation at first to second floors will be replicated on each floor, providing 15 x 1 bed apartments and 3 x 2 bed apartments, each having dedicated balcony space.
- 5.18 Third floor accommodation will comprise a further 10 x 1 bed apartments and a 2 x 2 bed apartment.
- 5.19 The amount of development proposed will be approximately:

- 1 bed apartments - 51 m² / 550 ft²
- 2 bed apartments – 69 m² / 740 ft²
- Approximately 240 m² communal facilities
- 20 electric scooter charging / storage spaces
- 16 car parking spaces



- 5.20 All residential accommodation will be wheelchair accessible incorporating power assisted entrance doors to the circulation space and a power assisted main entrance door.
- 5.21 The proposed car parking and internal electric scooter storage/ charging areas are situated at ground floor level.
- 5.22 The proposed development is contemporary in design utilising a mix of elevational treatments, including 'Milton Buff London brick; Ibstock Umbra Sawtooth special brick and Ibstock Glazed black brick' to add interest and contrast to the building, under a flat roof.



Milton Buff London Brick



Istock 'Umbra Sawtooth' Special Brick



Istock Glazed Black Brick

5.23 The contemporary architectural style results from the advice given in the Local Authority's Design Brief, which sought a 'modern, high-quality development that avoids an 'institutional feel' and utilises a combination of traditional and contemporary materials to give a strong sense of place.'

5.24 Residential development is set back behind the ground floor single storey entrance and communal facilities, separating the apartments from the access road and adjacent commercial / retail developments.

5.25 The treatment of the façade is maintained throughout the development but is utilised in differing proportions in the single storey entrance and three residential blocks.

5.26 An active frontage, extensive glazing to the inner elevation of the ground floor and extensive glazing and glazed balconies to the upper floors ensures each dwelling and the communal areas take maximum advantage of natural daylight, whilst also providing passive surveillance of the adjacent commercial areas.

5.27 The proposed materials offer a high quality sustainable design, which have been chosen to integrate with and reflect the palette of materials common throughout the area.

Access & movement

5.28 The design approach adopted by the applicant is 'to provide a barrier free environment for all'. Access will be interpreted to include access into and within buildings and the curtilage of the application site, in accord with advice set out in PPW10, TAN 12, Part 'M' of the 1990 Building Act and the Equality Act 2010.

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

5.30 The design has been developed to provide access to pedestrian, electrical vehicles and wheelchairs throughout the site.

5.31 Pedestrian access to the site can be made via the main entrance lobby and separately from each ground floor apartment via a series of interlinking footpaths throughout the site.

5.32 All access points to the site will be level and lit to ensure safe and appropriate access throughout the site.

5.33 Vertical circulation throughout the proposed development includes for fully equipped lift facilities to maximise the opportunity for independent use by people with mobility impairment.

5.34 The principal entrances to the site will have dedicated lighting. Adequate external lighting is provided to assist pedestrian access from outside the site and on-site.

5.35 Signage is to be provided throughout the site to minimise movement within the site.

5.36 Vehicular car parking is to be provided to the front of the site, immediately adjacent to the existing road providing access to the Tesco store and adjacent commercial units.

5.37 Access from this road onto the main highway, Crickhowell Road, is adjacent to the northern corner of the application site.

5.38 16 car parking spaces are provided within the curtilage of the site. Access to the car parking spaces is made via anew in / out entrance adjacent to the main entrance. 1 drop off zone will be provided adjacent to the entrance point.

5.39 Electric scooter storage and charging is provided at ground floor, accessible from the main lobby.

5.40 Refuse storage facilities for the development are provided at ground floor level, accessible from outside and within the building. Refuse bins can be wheeled from within the building for collection from the highway.

- 5.41 The application site is located within a highly sustainable location, with local bus services available from adjacent the site on Crickhowell Road, some 40m from the main building entrance.
- 5.42 The site development will enable the creation and enhancement of pedestrian links to the new Hub, existing District Centre and adjacent open spaces.

Community Safety

- 5.43 The design has been developed to create a safe and secure environment for future residents and building users.
- 5.44 The application site is positioned within an existing established commercial / residential area, with a strong sense of community / ownership, leading to natural surveillance of the site and immediate surroundings.
- 5.45 The site is adjacent to a busy highway, adjacent to existing commercial facilities, which provides good natural surveillance from Crickhowell Road.
- 5.46 The scheme has been designed with habitable windows positioned to afford natural surveillance of the building entrances and private parking areas.
- 5.47 The proposed development will be defined by new site boundaries, details to be subsequently agreed with the Local Authority.
- 5.48 The development seeks to comply with the principles set out by Secured By Design, in designing out crime and the incorporation of crime prevention ideas at the design stage.

Environmental Sustainability

- 5.49 PPW10 and TAN12 provide guidance on creating sustainable developments.
- 5.50 The proposed development aims to meet and exceed, where possible current regulations.
- 5.51 The scheme makes efficient use of the site, responding to the Local Authority's Design Brief, creating a sensitively designed building which integrates well with its surroundings.

- 5.52 The proposed development is located in a highly sustainable location with good access to local and city centre based facilities by foot and regular public transport.
- 5.53 The development aims to seek a balance between creating a high quality building fit for its purpose, without impacting unnecessarily upon the environment in which it is located.
- 5.54 The proposal would utilise a brownfield site, alleviating the current pressure placed on greenfield sites in accord with the objective of Planning Policy Wales.
- 5.55 Where possible, the scheme will utilise renewal energy technologies and materials with a low environmental impact, sourced locally to reduce transportation and carbon footprint.
- 5.56 The scheme aims to achieve a reduction in overall energy demand, utilising for example, energy efficient lighting, solar hot water heating, Dual flush WC to reduce water consumption, natural ventilation, natural daylighting and Solar water heating and photovoltaics electricity generation.

Landscaping

- 5.57 In line with Planning Policy Wales (Edition 10), the scheme proposes a detailed landscaping scheme which seeks to promote the health, happiness, and well-being of the future residents and wider community.
- 5.58 The key features of the landscaping scheme include:
- Green roof between the respective apartment blocks,
 - Care ready - future dementia friendly courtyards,
 - Species rich and aquatic planted watercourse frontage,
 - Soft landscaping to external areas,



Drainage

- 5.59 A detailed drainage strategy has been developed to meet the statutory SuDs standards.
- 5.60 A pre-application has been submitted to the SuDS Approving Body.



6.0 CONCLUSION

- 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 proposal would utilise a brownfield site, alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales.
- 6.3 As this statement confirms, all standard Development Control criterion set out in the Adopted Local Development Plan polices and Supplementary Planning Guidance can be achieved.
- 6.4 Accordingly, the application proposal is considered to adhere to National and Local Planning Policy and guidelines and doesn't adversely affect highway safety or residential amenity of the area and should be supported.

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