

WAKEHURST PLACE, ST MELLONS, CARDIFF

DESIGN & ACCESS STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT OF 13 No. 2, 3 AND 4 BED HOUSES,
ASSOCIATED CAR PARKING, COMMUNAL GARDEN AND ACCESS ROAD





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1.0 INTRODUCTION

- 1.1 This Design and Access Statement (DAS) has been prepared to support our Client's planning application for a proposed residential development of 13 no. 2, 3 and 4 bed houses, associated car parking, communal garden and access road at Wakehurst Place, 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.
- 1.3 The statement demonstrates the proposal accords with relevant National and Local Planning Policy and other material planning policy considerations.
- 1.4 The statement should be read in conjunction with the submitted plans and illustrations comprising the application submission.
- 1.5 The application has been supported by the following professional reports which should be read in conjunction with this statement:
- Landscape Strategy
 - Indicative Drainage Strategy

Summary of proposal

- 1.6 The proposal will provide 13 no. two, three and four bed semi detached and terraced dwellings with dedicated car parking, private amenity, communal garden and new access from Wakehurst Place.
- 1.7 A total of 22 on site car parking spaces and a sewer maintenance access / turning head are to be provide within the site.
- 1.8 The site is located on the corner of Wakehurst Place and Crickhowell Road and is within walking distance of local shopping facilities and the new St Mellons Library & Hub.
- 1.9 Sustainable Urban Design Systems (SuDS) have been made an integral part of the design process from day one to ensure rainfall management is integrated with amenity, biodiversity and site layout and ensuring land is used efficiently and provides multi-functional benefits in terms of

environmental, community and cost. The drainage strategy has been designed in conjunction with advice and recommendations from the SuDs Approving Body (SAB).

Objectives of the brief

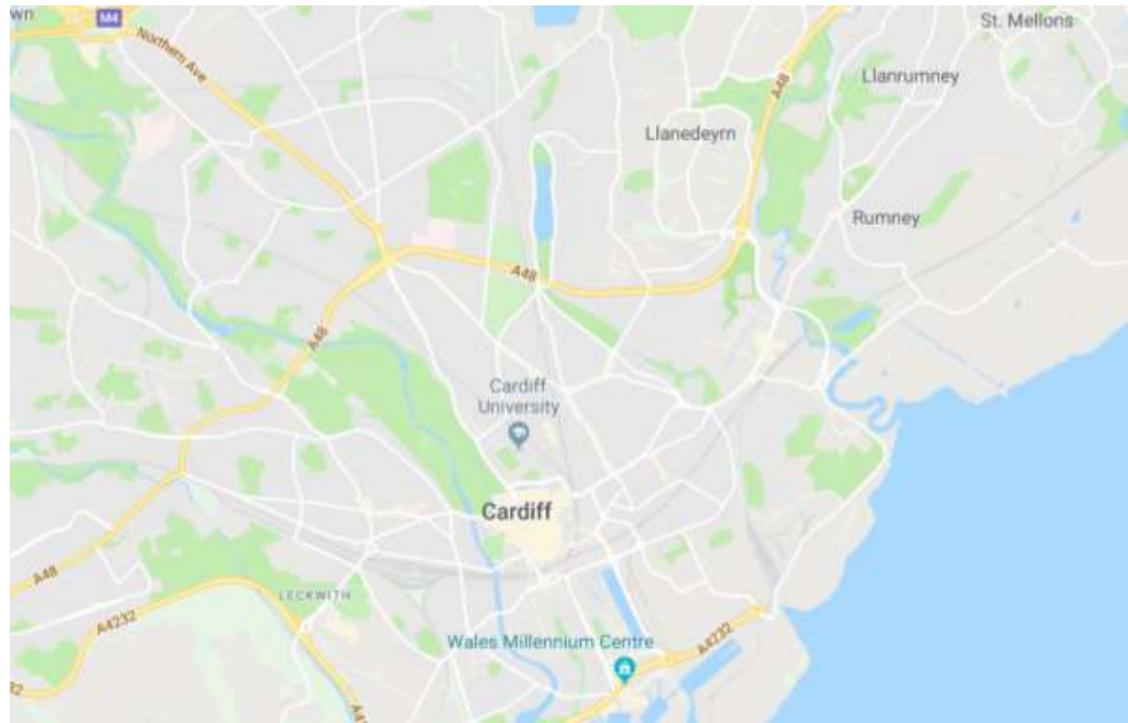
- 1.10 To deliver a high quality housing development that provides a range of modern spacious homes in an accessible location, including:
- A mix of 2, 3 and 4 bed family homes with a predominance of 2 and 4 bed homes all compliant with Welsh Government DQR.
 - 2 and 3 storey homes.
 - A secure area for use as a communal garden.
 - A requirement of 17% improvement over the requirements of Building Regulation Part L to be achieved with the adoption of 'fabric first' approach, renewable energy capture, use of natural ventilation and water/electricity saving fittings, alongside a sustainable building management strategy.
 - Integrated SuDs design.
 - A development that reflects excellent urban design principles in particular:
 - The layout influenced by the characteristics of the site itself such as topography, existing and potential routes (pedestrian, cycle and vehicular); open spaces; natural features; view corridors; and site access.
 - A shared surface for the new residential road.
 - A legible layout that is conducive to walking and cycling including pedestrian access / connectivity to the new Hub, Cath Cobb Wood and its playing fields / skate park and the District Centre.
 - Designing a high quality public realm with consideration given to different users.
 - Design measures that ensure homes engage positively with the street.



- Thoughtful integration with the surrounding area fostering a positive relationship with the surrounding built form.
- A continuous built form street frontage assisting in the creation of proper enclosure of space and delineate the private and public realms.
- Modern architectural design utilising a combination of traditional and contemporary materials – striking a balance to achieve a readily identifiable and modern character that also provides a sense of reassurance that comes from a recognisable layout and scale.
- An expectation that the main material on the houses will be brick to complement its context and extend out into the landscape to form boundary structures and enclosures.
- A modern development maximising natural light and ventilation that meets or exceeds Cardiff Council's energy efficiency and sustainability standards.
- A landscaped public realm comprising verge tree planting and retention and thoughtful consideration of the existing tree belt and reën.
- Secure on-plot parking and on-street parking opposite homes where necessary.
- Designing for waste management by ensuring that sufficient space is provided for waste bins from the outset – reducing street clutter.

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 a corner site comprising the former St Mellons Enterprise Centre and is within close walking distance of various local facilities.
- 2.4 Access to the site is via an existing access road directly onto Wakehurst Place.
- 2.5 The site is bound by residential properties on Wakehurst Place to the south and east, the new St Mellons Library & Hub and skatepark to the west, and further residential properties to the north, behind a linear area of woodland along the Faendre Reen.
- 2.6 The surrounding area is a mix of retail and commercial uses and extensive residential estates.

- 2.7 The area is well served by religious establishments, including The East Cardiff Muslim Centre located in the former St Mellons Police Station to the north of the site 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.



- 2.8 The position of the site presents no potential access problems for car borne visitors.
- 2.9 Regular bus routes run along Crickhowell Road and nearby Willowbrook Drive to and from the City Centre and across the City.

Local Vernacular Architecture

- 2.10 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.



2.11 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.





3.0 PLANNING CONTEXT

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

Planning History

3.17 The site has been the subject of the following planning applications:

18/02548/MNR

Demolition of building

Approved 07.12.2018

16/01719/MJR

Residential development comprising 15 dwellings, accessed from Wakehurst Place

Approved 12.07.2017

13/02312/DCO

Refurbishment/ amalgamation of 5.no existing workshop units at St Mellons learning, teaching and enterprise centre to enable the provision of creche facilities. External works: - creation of external store - erection of two new free standing canopies - installation of louvered vents in external envelope for new mechanical ventilation services - enclosure of proposed external play areas.

Approved 20.12.2013

Pre-application engagement

Design Commission for Wales (DCFW)

3.18 A meeting with the Design Commission for Wales (DCfW) was held on the 21ST November 2019 to independently review the scheme proposals.

3.19 The DCfW welcomed the ambition of the scheme and recognised that the site strategy was developed in a logical way, which should be reflected in the DAS for the site, identifying strengths and weaknesses of the options considered.

3.20 The DCFW report recommended the following amendments be considered:

- The buildings should be used to define usable and significant spaces
- Reducing the width of the road should be explored and may result in the potential for more meaningful landscaping:
- A new footpath should be introduced on the northern side of the road connected to the ramped access.
- To maximise a fabric first approach greater use of terraced housing should be explored.
- Electric vehicle charging point should also be given early consideration.
- Replace 'glazed' brick with a matt finish for the dark bricks.
- Boundary treatments onto public areas should be walled to provide appropriate enclosure and security.
- The boundary between Crickhowell Road and the adjacent dwelling requires further work as there are potential overlooking and security issues.

4.0 DESIGN OBJECTIVES

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

1. A mix of 2, 3 and 4 bed family homes with a predominance of 2 and 4 bed homes all compliant with Welsh Government DQR.
 2. 2 and 3 storey homes.
 3. A secure area for use as a communal garden.
 4. A requirement of 17% improvement over the requirements of Building Regulation Part L to be achieved with the adoption of 'fabric first' approach, renewable energy capture, use of natural ventilation and water/electricity saving fittings, alongside a sustainable building management strategy.
 5. Integrated SuDs design.
 6. A development that reflects excellent urban design principles in particular:
 - The layout influenced by the characteristics of the site itself such as topography, existing and potential routes (pedestrian, cycle and vehicular); open spaces; natural features; view corridors; and site access.
 - A legible layout that is conducive to walking and cycling including pedestrian access / connectivity to the new Hub, Cath Cobb Wood and its playing fields / skate park and the District Centre.
 - Designing a high quality public realm with consideration given to different users.
 - Design measures that ensure homes engage positively with the street.
 - Thoughtful integration with the surrounding area fostering a positive relationship with the surrounding built form.
 - A continuous built form street frontage assisting in the creation of proper enclosure of space and delineate the private and public realms.
1. Modern architectural design utilising a combination of traditional and contemporary materials – striking a balance to achieve a readily identifiable and modern character that also provides a sense of reassurance that comes from a recognisable layout and scale.
 2. An expectation that the main material on the houses will be brick to complement its context and extend out into the landscape to form boundary structures and enclosures.
 3. A modern development maximising natural light and ventilation that meets or exceeds Cardiff Council's energy efficiency and sustainability standards.

4. A landscaped public realm comprising verge tree planting and retention and thoughtful consideration of the existing tree belt and reën.
5. Secure on-plot parking and on-street visitor parking opposite homes where necessary.
6. Designing for waste management by ensuring that sufficient space is provided for waste bins from the outset – reducing street clutter.

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





4.2 Following the advice of the DcfW, the following key elements were sought to be integrated within the scheme:

- The entrance to the site was revised, creating a straightened access and a more overlooked 'entrance square'
- A new footpath introduced on the northern side of the road connected to the ramped access.
- To maximise a fabric first approach greater use of terraced housing was included
- Electric vehicle charging point were consideration.
- 'Glazed' brick replaced with a matt finish for the dark bricks.
- Boundary treatments onto public areas has been walled to provide appropriate enclosure and security.
- Introducing windows into the habitable rooms in the gable ends of the two houses adjoining the highway overlooking this area.

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:

- Construction of 13 no. 2 and 3 storey residential units
- A mix of 2, 3 and 4 bed family homes with a predominance of 2 and 4 bed homes all compliant with Welsh Government DQR. Ground floor staff facilities
- Secure car parking spaces
- A landscaped public realm and homes which engage positively with the street including a communal garden and integrated SuDS.

Character

5.3 The proposal envisages the construction of 13 no. 2, 3 and 4 bed semi detached and terraced dwellings set over 2 – 3 floors, which aim to meet the Local Authority's requirements of a 'Modern architectural design utilising a combination of traditional and contemporary materials – striking a balance to achieve a readily identifiable and modern character that also provides a sense of reassurance that comes from a recognisable layout and scale.'

5.4 The development is a mix of 2 and 3 storey dwellings orientated toward the new private access road from Wakehurst Place.

5.5 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.

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

5.7 The scale and height of the development is in line with adjacent residential developments along Wakehurst Place.

5.8 This approach ensures the potential of the site is maximised, whilst protecting the existing easement across the northern boundary of the site and also providing a communal landscaped garden and private gardens for each dwelling.

5.9 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.



5.10 The proposal envisages four different house types ranging from 2 – 4 bed accommodation.

5.11 Whilst accommodation proposed in each house design differs slightly, generally accommodation comprises a living room, kitchen / dining room and WC / utility to ground floor, with 2 or 3 bedrooms and a family bathroom at 1st floor. Each four-bed unit will also benefit from a master bedroom and study set within a dormer loft room.

5.12 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 matt black brick' to add interest and contrast to the building, under a flat roof.

5.13



5.14 The contemporary architectural style results from the advice given in the Local Authority's Design Brief, which sought a 'Modern architectural design utilising a combination of traditional and contemporary materials. An expectation that the main material on the houses will be brick to complement its context.'



5.15 Residential development is set back from the proposed highway by a mix of footpaths, on-plot parking and planted areas.

5.16 The treatment of the façade is maintained throughout the development but is utilised in differing proportions.



5.17 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

5.29 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.

5.30 A shared space street is proposed in which the road space is shared between vehicles and other road users. The aim is to create a safe and attractive environment that is not overly dominated by cars and where people can feel confident and encouraged to use the public realm to a greater degree. With this in mind the shared space has been designed to:



- Reduce traffic speeds through traffic calming measures on the approach to the new neighbourhood.
- Limit forward visibility to encourage slow driving.
- Ensure vehicular movements and manoeuvring can be made easily and safely – validated through swept path analysis.
- Use of surface materials to help indicate the use of space e.g. the path for vehicles, car parking and 'safe route' / footpath.
- The use of SuDS to mark the entrance to the new neighbourhood.

- 5.31 The scheme has been designed to provide access for emergency vehicles to all parts of the development.
- 5.18 Pedestrian access to the site can be made from a 'safe route' / footpath from Wakehurst Place and a new stepped and ramped link onto Crickhowell Road. Both access points are well defined and linked throughout the site and provide convenient access to the communal garden.
- 5.19 All access points to the site will be level and lit to ensure safe and appropriate access throughout the site.
- 5.20 Access to the site for vehicles is from Wakehurst Place on the southern boundary adjacent to No. 1 Wakehurst Place.
- 5.21 22 car parking spaces are provided within the curtilage of the site and are either located on plot or immediately adjacent the proposed dwellings.
- 5.22 Refuse storage facilities are provided within the curtilage of each dwelling, either to the rear in the case of semi detached dwellings or within the front curtilage for mid terraced properties.
- 5.23 Each dwelling will have dedicated secure cycle storage facilities.
- 5.24 The application site is located within a highly sustainable location, with local bus services available from adjacent the site on Crickhowell Road.
- 5.25 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

- 5.26 The design has been developed to create a safe and secure environment for future residents.
- 5.27 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.
- 5.28 The site is adjacent to a busy highway, adjacent to existing commercial facilities, which provides good natural surveillance from Crickhowell Road.
- 5.29 The scheme has been designed with habitable windows positioned to afford natural surveillance of the building entrances and private parking areas.
- 5.30 The proposed development will be defined by new site boundaries, where:
- all rear or side boundaries adjoining public spaces should be full height 2m brick walls;
 - all rear fencing for the back to back gardens should be 1.8m fence.
 - a 2m railing with lockable gate provides a secure boundary to the communal garden (allowing visibility into the garden and offering a suitable boundary treatment crossing the foul sewer and easement).
 - Planting and landscaping is used elsewhere to help define boundaries to the public realm.
- 5.31 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

- 5.32 Sustainable Urban Drainage Systems (SuDS) manage rainfall in a more natural way by keeping runoff at or near the surface and reducing the flow and volume into the network. SuDS also improve the water quality that runs into our watercourses, enhance biodiversity and the amenity of the public realm. The scheme integrates SuDS into the layout to reduce the potential impact of the development on surface water drainage discharges and subsequently reducing the risk of floods and pollution whilst enhancing amenity values and creating biodiversity benefits.
- 5.33 SuDS are also able to reduce development costs by limiting the need for additional and expensive underground sewerage infrastructure. The SuDS scheme has been designed to



provide for rainwater treatments on the surface and limiting the amount of permeable paving, in accordance with recommendations from the SAB.

- 5.34 The development will be designed to minimise its potential impact on the environment and its CO2 footprint. The client's requirement of 17% improvement over the requirements of Building Regulation Part L should be achieved with the adoption of 'fabric first' approach, renewable energy capture, use of natural ventilation and water/electricity saving fittings, alongside a sustainable building management strategy.
- 5.35 PPW10 and TAN12 provide guidance on creating sustainable developments. The proposed development aims to meet and exceed, where possible current regulations.
- 5.36 The scheme makes efficient use of the site, responding to the Local Authority's Design Brief, creating a sensitively designed development, which integrates well with its surroundings.
- 5.37 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.
- 5.38 The development aims to seek a balance between creating high quality buildings fit for purpose, without impacting unnecessarily upon the environment in which it is located.
- 5.39 The proposal would utilise a brownfield site, alleviating the current pressure placed on greenfield sites in accord with the objective of Planning Policy Wales.
- 5.40 Where possible, the scheme will utilise renewal energy technologies and materials with a low environmental impact, sourced locally to reduce transportation and carbon footprint.
- 5.41 The scheme aims to achieve a reduction in overall energy demand, minimising the carbon footprint and helping to address fuel poverty, by utilising photovoltaic panels (integrated into the roofs), energy storage batteries (within each property), energy efficient lighting, , Dual flush WC to reduce water consumption, natural ventilation and natural daylighting..

Landscaping

- 5.42 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.

- 5.43 The key features of the landscaping scheme include:
- Verge tree planting
 - Retention and thoughtful consideration of the existing tree belt and reën.
 - A dedicated communal garden including wildlife pond, bird table, bug hotels, raised planters and outdoor cold water tap.
 - Soft landscaping to external areas,
- 5.44 The communal garden presents an opportunity to bring local residents together using the opportunity to grow food and encourage members of the community to participate and socialise outside.
- 5.45 Responsibility for the management and administration of the communal garden will lie with Cardiff Council's Housing team with experience of running similar facilities. The communal garden is intended to be principally linked to the new older persons independent living development being delivered by Cardiff Council on the former St Mellons Community Centre. As part of the services offered to residents of this scheme the Council will allocate plots in the garden, help run events and ensure the garden is suitably maintained. Opportunities for others to use the garden will be made available to local residents (e.g. future residents of Wakehurst Place) and for children in the local area (helping to encourage intergenerational activities).
- 5.46 Access to the garden will be restricted to only users signed up to plots in the garden using a key to unlock the gate. The perimeter of the garden will be made secure and robust with additional security offered by overlooking from neighbouring properties.



5.49

Drainage

- 5.47 A detailed drainage strategy has been developed to meet the statutory SuDs standards.
- 5.48 A pre-application will be made to the SuDS Approving Body prior to the determination of this application.



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.