



Design & Access Statement

Land adjacent to St Julian's House, Bridge Road, Old St Mellons, Cardiff.

August 2020

Revision: /

Preface

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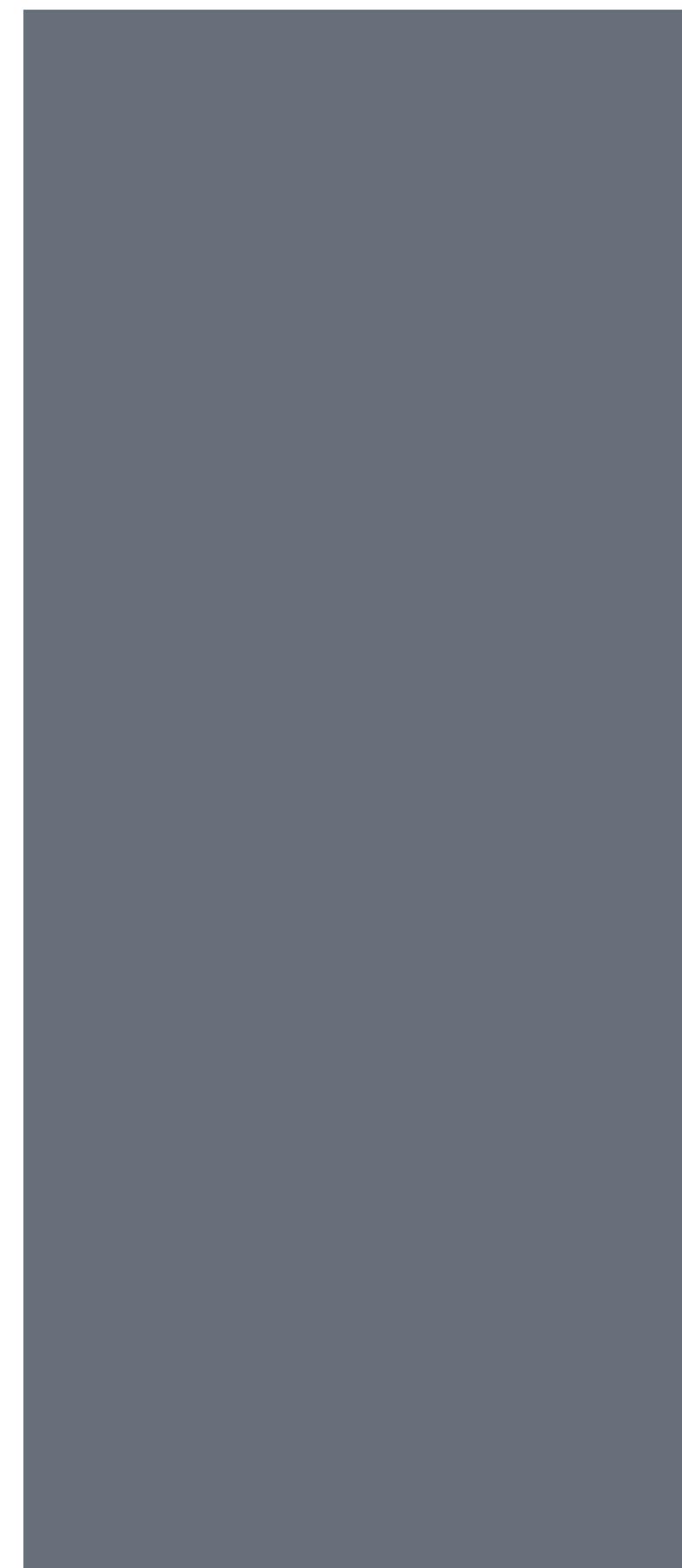
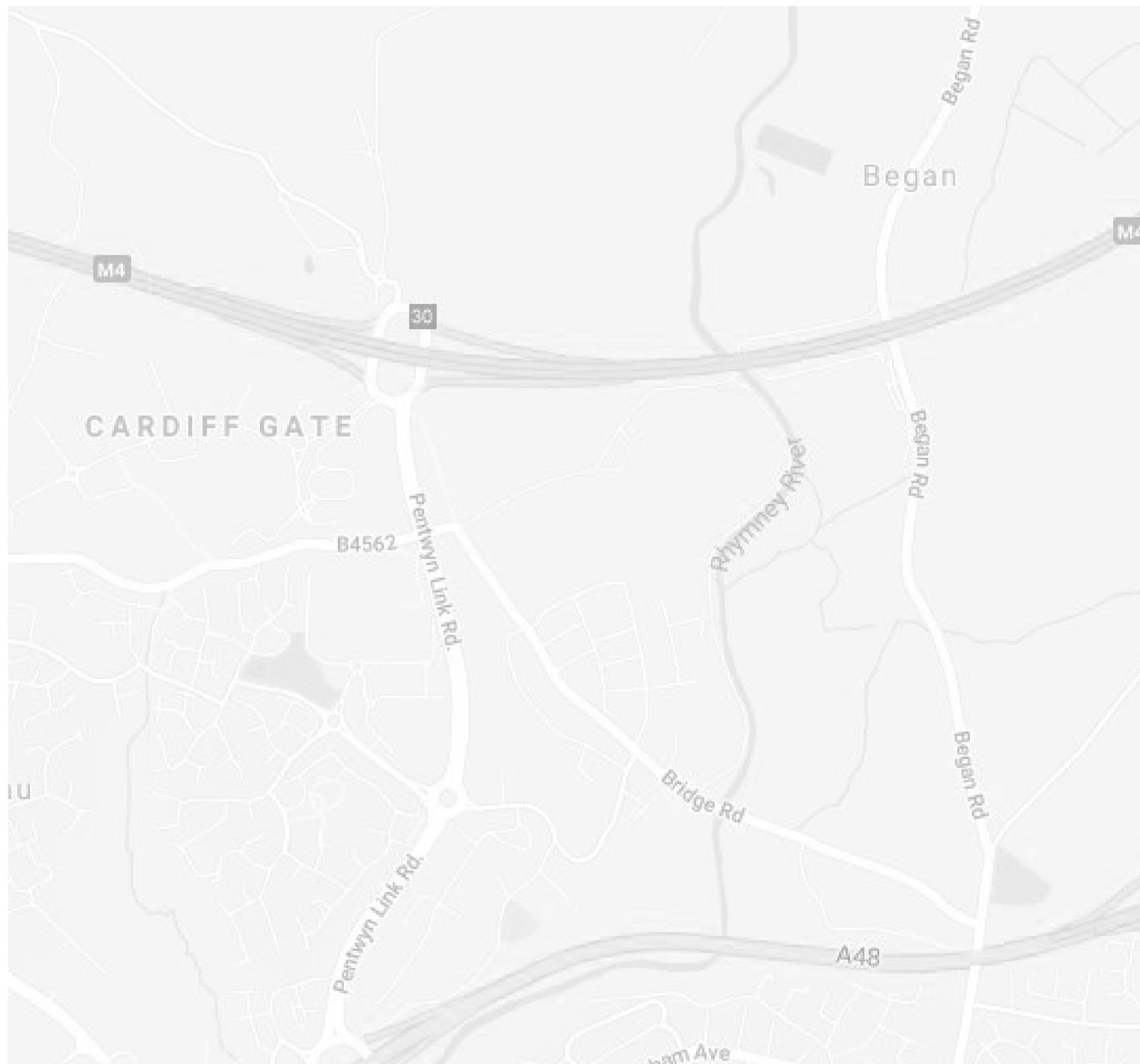
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Contents

1	Introduction	
1.1	Introduction	6
1.2	Site Location.....	7
1.3	Design Process.....	8
2	Context	
2.1	Planning Policy.....	12
2.2	Planning History.....	13
2.3	Transport Links.....	14
2.3	Surrounding Land Use	15
2.5	Landscape Context.....	16
3	Site Assessment	
3.1	Site Description.....	20
3.2	Opportunities & Constraints	21
3.3	Topography	22
3.4	Landscape & Ecology.....	23
3.5	Heritage Context.....	24
3.6	Local Character	25
	- Surrounding Development	
4	Vision & Objectives	
4.1	Development Vision.....	28
4.2	Concept Masterplan.....	29
4.3	Concept Framework Plan.....	30
4.4	Design Evolution.....	31
4.5	Proposed Masterplan.....	32
4.6	Proposed Framework Plan.....	33
5	Design Parameters	
5.1	Masterplan Parameter.....	36
5.2	Land Use Parameter	37
5.3	Access & Movement.....	38
5.4	Green Infrastructure.....	39
5.5	Scale & Massing.....	40
5.6	Character Area.....	41
6	Site Character	
6.1	Character Areas	44
6.2	Street Hierarchy	45
6.3	Spine Street Character	46
6.4	Mews Lane Character.....	47
7	Conclusion	
7.1	Conclusion	50



Introduction

1

1.1 Introduction

This design and access statement is submitted in support of the outline planning application for Land adjacent to St Julian's House, Bridge Road, Old St Mellons, Cardiff. Residential development for up to 160 units along with associated infrastructure, landscaping and access. All matters except access are reserved for future consideration.

This statement has been prepared in accordance with TAN 12: Design (March 2016) as well as Planning applications: guidance on design and access statements which sets out guidance on design and access statements. The document structure is set out below:

Section 1: Introduction – outlines the purpose of the document.

Section 2: Context – summarises the physical context of the site as well as the relevant planning policy context.

Section 3: Site Assessment – outlines the physical character of the site including its topography landscape and ecology identifying opportunities and constraints.

Section 4: Vision & Objectives – explains the Development vision, how the design has evolved and the public consultation process.

Section 5: Masterplan – presents the masterplan, and summarises the development parameters including land use, building heights, access, landscape and ecology.

Section 6: Character Areas – demonstrates how different approaches to character across the site could support placemaking.

Section 7: Conclusion



1.2 Site Location

The site lies on the north-western side of Cardiff and forms part of strategic site G: East of Pontprennau Link Road, also known as St Edeyrn's Village. The site is located approximately 250m south of the Junction 30 of the M4 (Cardiff Gate) and is bounded by Bridge Road which runs along the western site boundary with the Pentwyn Link Road beyond that.

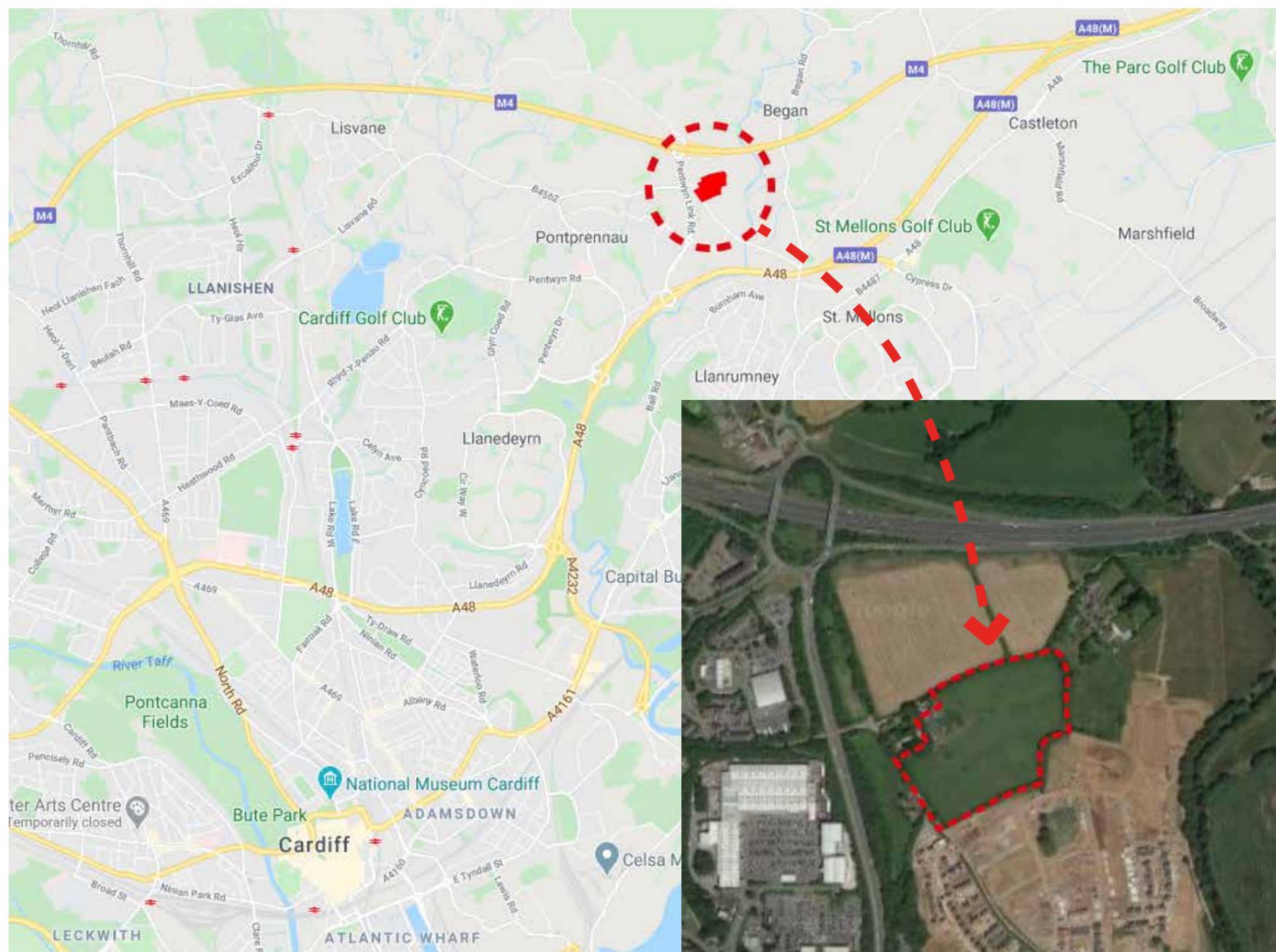
To the north there is an existing private lane PROW which serves the Listed St Julian's Manor and two nearby buildings further to the north east. The eastern and southern boundaries comprise the existing St Edeyrn's Village development (application ref: 13/00578/DCO), approved on August 1st 2014 off which the site takes its primary and secondary accesses.

Further the east is situated Cardiff Gate retail park which provides local amenities as well as future local employment opportunity, as well as the existing residential neighbourhood of Pontprennau, which has a range of local services including schools, community and health centres.

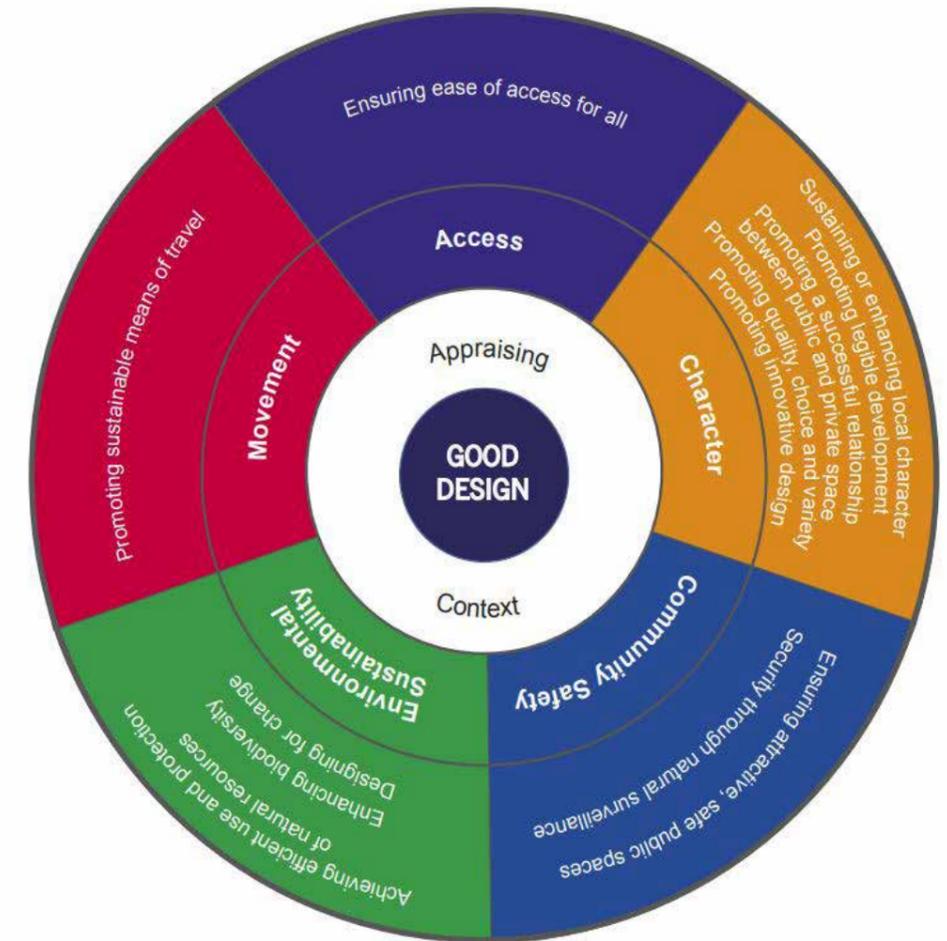
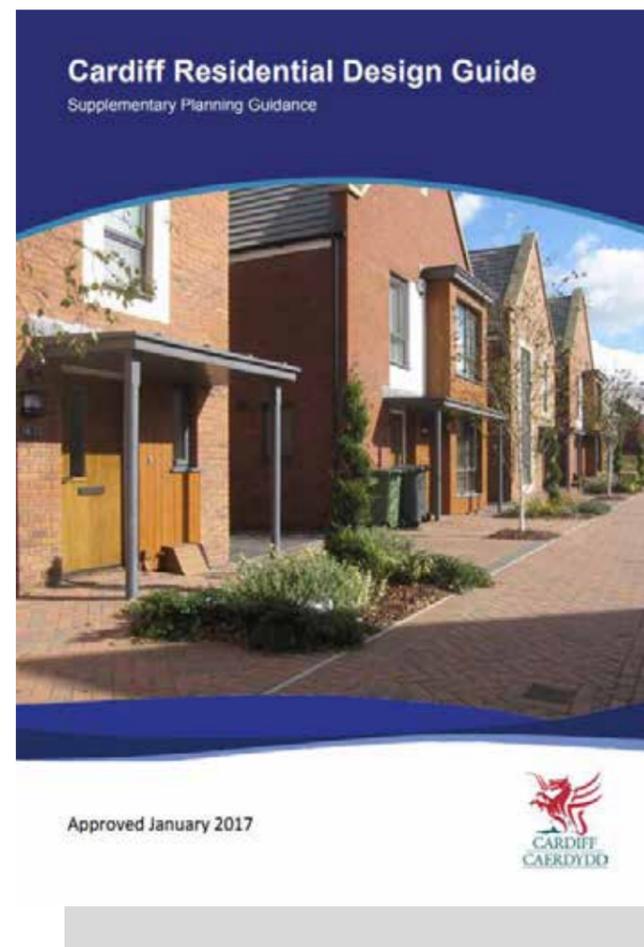
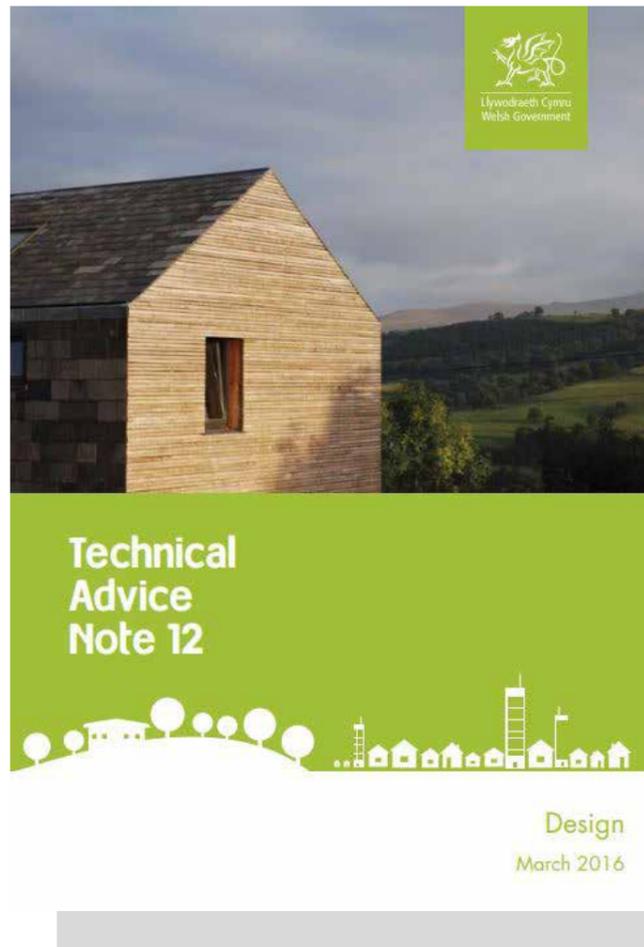
More local facilities are planned within the current approved St Edeyrn's Village masterplan, which include a local village centre containing retail and community uses, a new primary school with sports pitches, a riverside park with equipped play as well as allotments and a community orchard, all within walking distance. The site is also served by a new bus route, with stops located in close proximity to the proposed site.

The site area is approximately 4.69 hectares and is currently pasture land. The main access to the site is proposed in a new location, from the new proposed spine road from the adjoining development with secondary vehicular access from the connecting road to the south. Cycle / pedestrian connections are proposed through to Bridge road, the PROW to the north and the new development to the north east, connecting into the existing established movement networks.

Hedgerows run along the edges of the site, with a number of small trees interspersed around the boundary. The site has some significant slopes, with gentle fall from the west to the east from around 35 m AOD at the eastern edge to a high point of 46 m AOD along the south-west boundary.



1.3 Design Process



The masterplanning and design process has followed the Technical Advice Note 12: Design (2016) circular approach of 'Appraising Policy context – Vision – Appraisal – Assessing Design Issues – Detailed Design'. Proposals have been refined through discussions with Cardiff Council, with due reference to its Masterplanning General Principles.

OUTLINE APPLICATION

This Design and Access Statement in combination with the Masterplan, parameter plans and design guidance illustrate the proposals from concept through to detail. It will be central to the determination of this planning application and subsequent detailed submissions.

RESERVED MATTERS SUBMISSIONS

Following the granting of outline planning permission, a reserved matters submission(s) will be made and accompanied by individual Design and Access Statements which will demonstrate compliance with the Masterplan and the response to the design guidance. Innovative solutions are encouraged, and proposals should be discussed with Cardiff Council to ensure that they continue to help achieve the vision for the site.

The DAS is part of a comprehensive package of information submitted with the planning application. It has been prepared in accordance with Cardiff Council's Design & Access Statements Guidance Note (2017), as well as TAN 12: Design and Design and Access Statements in Wales Why, What and How (Design Commission for Wales). It illustrates how the scheme proposed which draws on the successful precedents in the area, the site character and the views of key stakeholders.

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Context

2

2.1 Planning Policy

The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy, which is contained within the tenth edition of Planning Policy Wales (PPW) 2018 and its associated Technical Advice Notes (TANs), together with the Local Planning Policy and its supplementary planning guidance.

A summary of the relevant national and local policy is included below. For a full review of pertinent policies, please refer to the accompanying Planning Statement.

Planning Policy Wales

National planning policy is contained within the Ninth edition of Planning Policy Wales (PPW), published by the Welsh Government in December 2018. PPW is supported by 24 topic-based Technical Advice Notes (TANs), which are also relevant. PPW is the Welsh Government's principal planning policy document, setting out the context for sustainable land use planning policy, within which Development Plans are prepared and development control decisions are taken.

Technical Advice Notes

This application has been prepared in deference to the latest version of TAN 12 (Design), which was updated in March 2016, and the suitability of the proposals in this design context are demonstrated in this Design and Access Statement. TAN 18: Transport has also been considered in the preparations of this application.

Local Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for this site is provided in the Cardiff Local Development Plan (2006 - 2026). The LDPs Vision is:

"By 2020...Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region".

The LDP has agreed seven strategic outcomes that, if achieved would represent ultimate success and the realisation of the vision. The outcomes are that:

- People in Cardiff are healthy;
- People in Cardiff have a clean, attractive and sustainable environment;
- People in Cardiff are safe and feel safe;
- Cardiff has a thriving and prosperous economy;
- People in Cardiff achieve their full potential;
- Cardiff is a great place to live work and play; and
- Cardiff is a fair, just and inclusive society.

A list of the key strategic policies relevant to this development are contained within the adjacent table :

Supplementary Planning Guidance (SPG)

The following SPG documents are considered to be relevant in the consideration of this application:

Archaeology and ACS Areas SPG
 Cardiff Residential Design Guide – January 2017 SPG
 Ecology & Biodiversity Technical Guidance Note
 Green Infra Structure SPG and supporting TGNs November 2018
 Managing Transportation Impacts SPG – January 2017
 Managing Transportation Impacts SPG – July 2018
 Planning for Health and Wellbeing SPG – November 2017
 Soils And Development Technical Guidance Note
 Trees And Development Technical Guidance Note - Nov 2018
 Waste Collection and Storage Facilities SPG – October 2016

Strategic Policies	
KP 1	Level of Growth
KP 2	Strategic Sites
KP 3 (B)	Settlement Boundaries
KP 4	Masterplanning Approach
KP 5	Good Queality and Sustainable Design
KP 6	New Infrastructure
KP 7	Planning Obligations
KP 8	Sustainable Transport
KP 12	Waste
KP 13	Responding to Evidenced Social Needs
KP 14	Healthy Living
KP 15	Climate Change
KP 16	Green Infrastructure
KP 17	Affordable Housing
KP 18	Natural Resources
H3	Affordable Housing
EN 3	Landscape Protection
EN 6	Ecological Networks and Features of Importance for Biodiversity
EN 7	Priority Habitats and Species
EN 8	Hedgerows and Trees
EN 9	Conservation of the Historic Environment
EN 10	Water Sensitive Design
EN 12	Renewable Energy and Low Carbon Technologies
EN 13	Air, Noise, Light Pollution and Land Contamination
T 1	Walking and Cycling
T 5	Managing Transport Impacts
C 5	Provision for open space, outdoor recreation, children's play and sport
C 6	Health
C 7	Planning for Schools

2.2 Planning History

Local Development Plan

The land has been designated as suitable for residential development within the LDP, covered under the wider allocation of strategic land (G): East Of Pontprennau Link Road. This sets out the principle for development as well as a wider review of services in the area and the social and economic benefits. The allocation is defined as a housing-based scheme of a minimum of 1,300 homes with associated community uses, together with essential, enabling and necessary supporting infrastructure which will be delivered in a phased manner with specific details formally tied into planning consents.

Outline Application

The wider site has already been granted Outline Planning Permission (13/00578/DCO), approved on August 1st 2014, for 1,020 homes together with supporting infrastructure and facilities. A Section 106 Agreement has been signed and secures the phased delivery of supporting infrastructure and facilities including the provision of a Primary School on site with trigger clauses securing delivery.

Reserved Matters Applications

At the time of writing, most of the phases covered by the outline approval have gone through detailed design and separate Reserved Matters Applications have been submitted. These are at various stages within the planning process, most of the phases having achieved approval with some of the earlier phases already constructed or under construction. Some phases to the north are still currently under planning review and are being developed in conjunction with this application through consultation with Cardiff Council Planning Department. The surrounding detailed applications have heavily influenced this application, as it is the intention that this site forms a natural extension to vision established in the wider outline approval and LDP.



2.3 Transport Links



Vehicular Access

The site's primary access is taken from the main spine road running through the adjacent development. This is designed to be the main movement corridor for the entire land allocation, of which this site takes direct access without passing along any other secondary roads. Secondary vehicle access is taken from the south, which completes the existing block structure and integrates the different development parcels together. The site connects the wider existing highway network, with access from the A4232 Pentwyn Link Road. This runs south from Junction 30 of the M4 to the A48 Eastern Avenue which in-turn links Junction 29 with the edges of the city centre.

Public Transport

Within the implementation of the wider development, an extension to the local bus network has been formed. The site is served by the x59 bus service which connects the future residents with wider amenities and the city centre. There are bus stops within short walking distances of the site. There are also existing local bus services locally at Pontprennau, Llanrumney and St Mellons.

Walking & Cycling

The wider masterplan implements some key changes to the highway network in order to facilitate increased walking and cycling routes. The B4562 Bridge Road is a narrow, rural road that was previously used as a rat run. The proposals have in part stopped up this route for vehicles and strengthened it as a key cycle network. Pedestrian and cycle connections from the development to this route are proposed. Further connections are also proposed to the north, linking to the existing PROW as well as bus and open space provision.

2.4 Surrounding Land Use

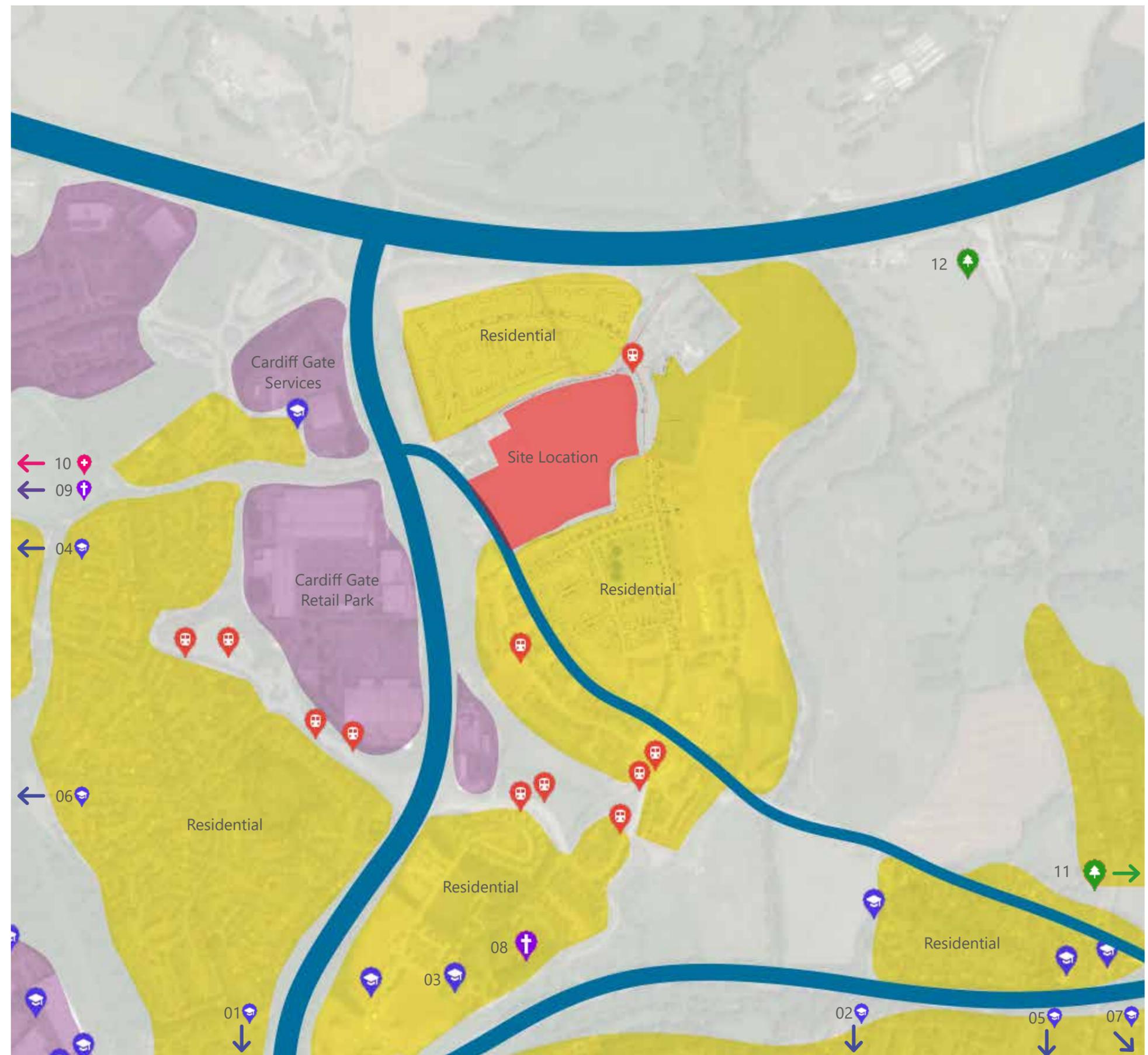
There is a broad mix of land uses around the site, including residential, commercial, community and education. The most prevalent is however residential, with existing established neighbourhoods at St Edeyrn's Village, Pontprennau and St Mellons. The local land use is also heavily influenced by Cardiff Gate Retail Park, providing local amenities and employment. Other influences are also the M4 and pentwyn link road movement corridors, which provide significant physical boundaries.

A number of local services lie in close proximity including:

- 01. Glan-Yr-Afon Primary School
- 02. Ysgol Gynradd Pen-y-Bryn Primary School
- 03. St Cadoc's R C Primary School
- 04. Pontprennau Primary School
- 05. St Illtyd's Catholic High School
- 06. Corpus Christi High School
- 07. St John's College
- 08. St Edeyrn's Church
- 09. Pontprennau Community Church Centre
- 10. Pontprennau Medical Centre & Pharmacy
- 11. Playing fields
- 12. Cardiff Golf Centre

Cardiff Gate Retail Park lies immediately west of the site providing a range of industrial and Retail facilities.

The wider St Edeyrn's site will also provide a new 2-Form Entry primary school as well as an appropriate level of local retail and community uses to serve the new residents. The development will also provide significant new recreational opportunities within the riverside park as well as green corridors and local open spaces.



2.5 Landscape Context

The wider site lies alongside the River Rhymney Valley as it runs north-east to south-west and has a rural/countryside aspect. The busy traffic corridors which define the site boundaries on three sides have disrupted and isolated the area, with the Cardiff settlement boundary defining the urban areas to the west and south.

The areas with dominantly positive aspects are those to the east and north which are increasingly rural with historic gardens, special landscape areas, distinctive topography, visually important areas, green belts and nature conservation value. The masterplan area is a rural setting however this will distinctly change with the recent surrounding development. It is however still evident in the wider setting.

The general topography of the site is defined by gentle undulating countryside, with a general incline from east to west. To the north lies the M4 corridor and associated embankment while to the north-west of the site, a spur running south-east from the Caerphilly Ridge to the Cefn Mably Woods forms Caerphilly Mountain a major feature in the surrounding landscape north of the M4. A second spur/ridge runs from Michaelstone-y-Fedw in the north-east, towards Old St. Mellons, and further on to Cardiff in the south-west. To the west the topography forms a rounded ridgeline from Llanedy to Ingleside while to the south the land rises steeply beyond.

The principal outline consent for the Persimmon and Charles Church development (Known as St Edeyrns Village) is 13/00538/DCO granted on August 1st 2014. This gave permission for:

New community comprising 1020 new homes, village centre (comprising retail, employment and community uses), Play areas and allotments; 2 form entry primary school, Riverside Park including extension and improvements to the Rhymney Trail. All with associated landscaping, land re-profiling, access (vehicular, cycle and pedestrian) and highway works.'

There have been a total of 7 reserved matters applications pursuant to the outline consent. Two applications – for the primary school and phase 6 remain undetermined.

The principal consent for the Highfields (Developed by Bellway)scheme was 10/01681/DCO. This was granted following an appeal in April 2013. This gave permission for: Construction of up to 150 dwellings, the laying out of open space, new means of vehicular access and associated infrastructure.'

There has been a single reserved matters approval pursuant to this application.



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Site Assessment



3.1 Site Description

The 4.69 hectare site is currently pasture land. Existing hedgerows and with a few mature trees set field boundaries and form a mature landscaped edge to the perimeter of the site. There is an existing house to the north west of the site, which is due to be retained.

Other properties bound the site including some older detached properties to the north west,

with the recent St Edeyrn's Village development adjacent to the northern, southern and eastern boundaries. The existing Bridge Road rural lane runs adjacent to the western boundary.

A new development of 4 detached dwellings is nearing completion on the western side of Bridge Road opposite the subject site.



3.2 Constraints & Opportunities

Constraints

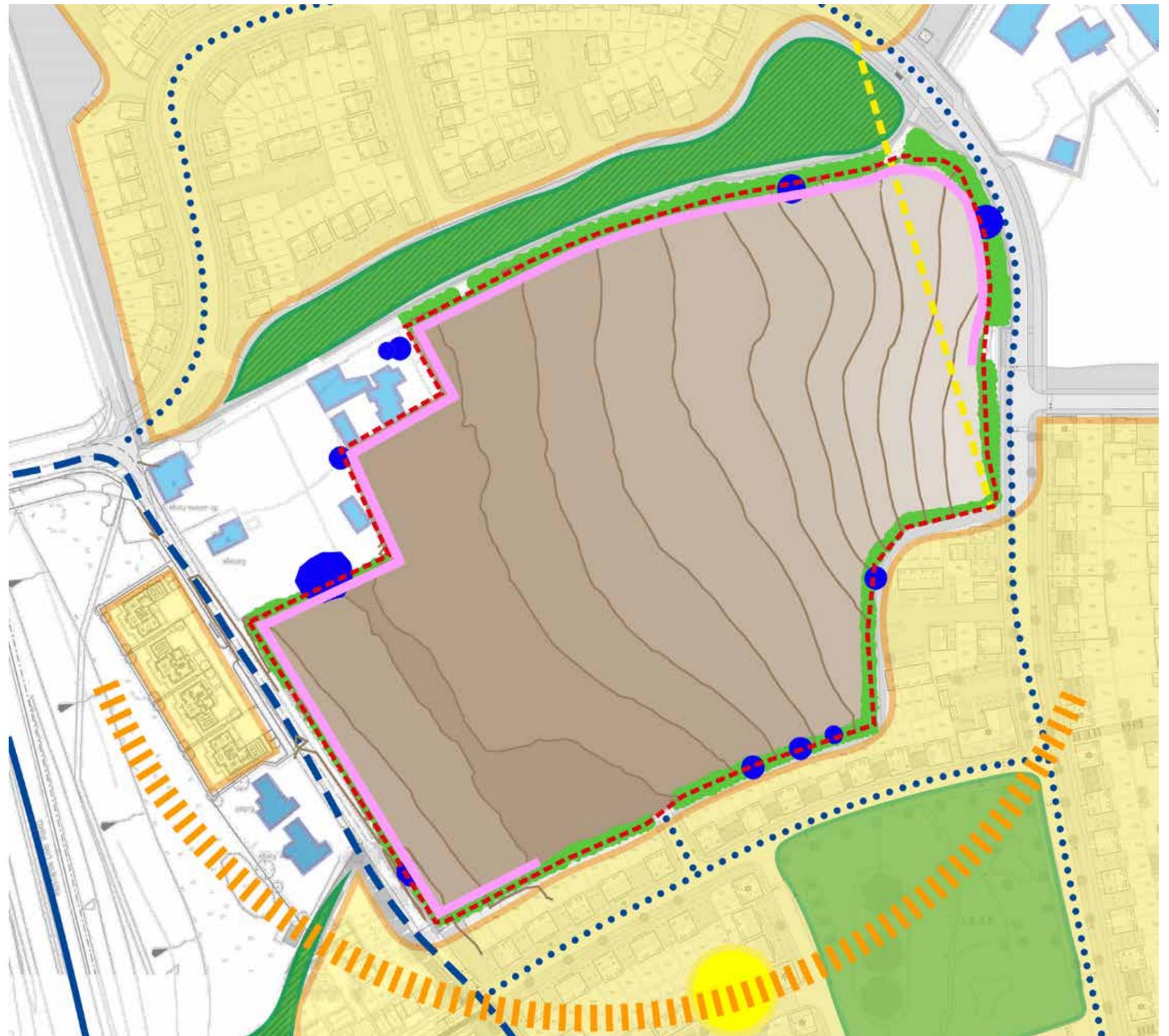
- Existing hedgerows and mature trees surrounding the site.
- Potential surface water issues.
- Restricted views from the site.
- Ecological constraints.
- Existing buildings.
- Overhead electricity powerline (to be diverted)

Opportunities

- Close proximity to Garden Gate Retail Park and Cardiff Gate Business Park.
- Close access to M4 motorway, Pentwyn Link Road A4232
- Proximity to bus routes and surrounding road network.
- Existing amenities within walking distance.
- Surrounding Green infrastructure connections
- Allocated site
- Surrounding residential neighbours.
- Site topography.

Key:

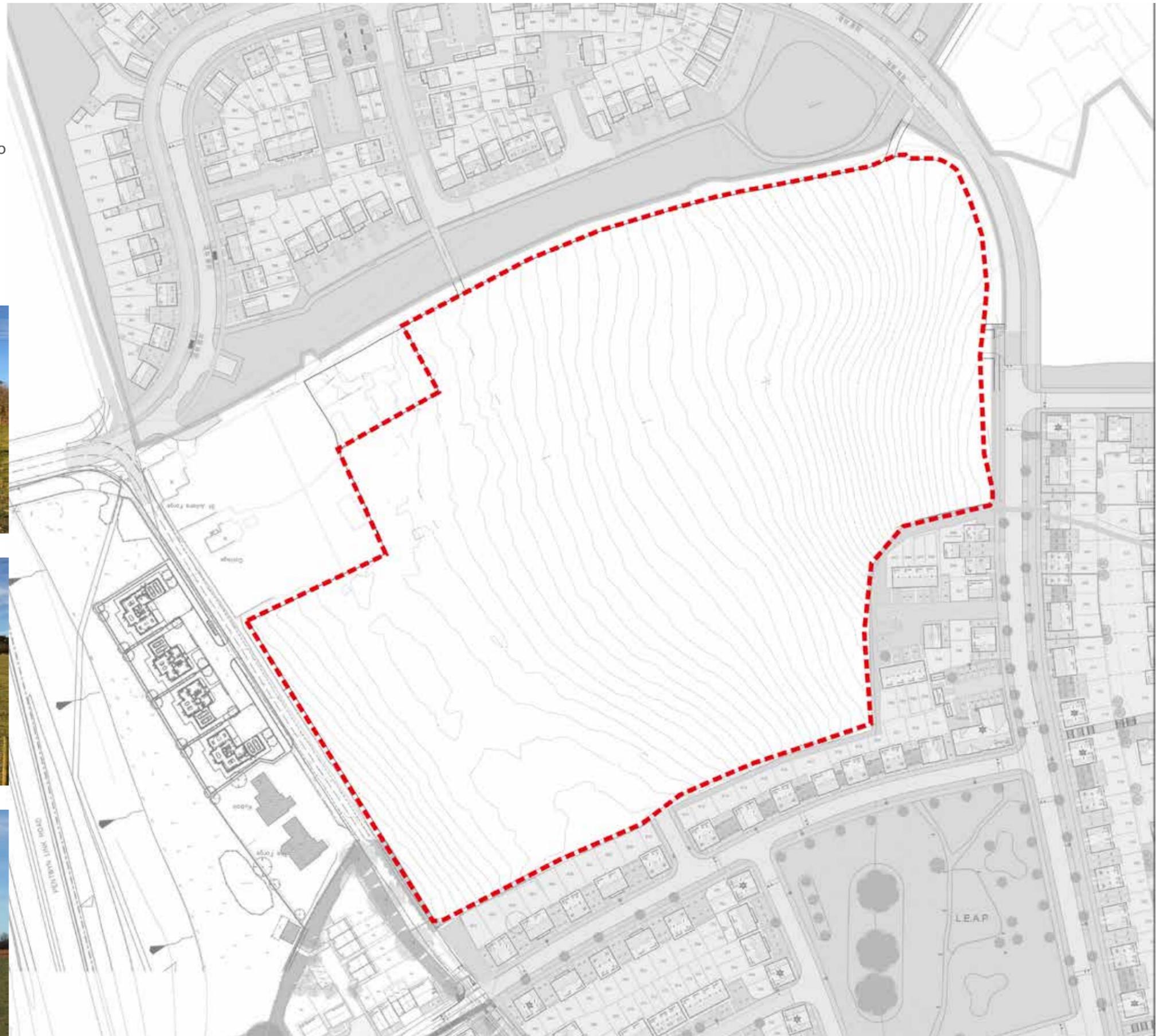
-  Site Boundary
-  Topography
-  Existing Buildings
-  New Neighbourhood
-  Pentwyn Link Road
-  Bridge Road
-  New Road
-  Sunpath
-  Existing tree RPA's
-  Existing Hedgerow
-  Potential Noise
-  LEAP
-  Powerline
-  Green Corridor



3.3 Topography

The site has some significant slopes, with gentle fall from the west to the east from around 35 m AOD at the eastern edge to a high point of 46 m AOD along the south west boundary. There is also a small slope to the west down to the boundary with Bridge Road.

Whilst the gradients require some careful consideration, none are severe enough to limit development. The lowest parts of the site will be used to for site drainage and attenuation.



3.4 Landscape & Ecology

Ecology

An Ecological Assessment of the site has been undertaken by EDP which considers the ecological implications of proposed residential development. The assessment was informed by a desk study, Extended Phase 1 Habitat survey and further detailed surveys for hedgerows, bats, common reptiles, great crested newt and badger during 2019/2020.

Statutory and Non-Statutory Designations

No part of the site is covered by any statutory or non-statutory designations. However there are a number of such designations within the site's potential zone of influence, including St Julian's Forge Fields Site of Importance for Nature Conservation (SINC), located west of the site beyond Bridge Road (B4562), and the River Rhydney SINC, located circa 80m east.

Habitats

The site comprises an improved grassland field subdivided into several paddocks by post and rail fencing. The field is currently subject to grazing, and is enclosed by hedgerows and mature trees. St Julian's House and associated outbuildings are located at its north-western corner, with further residential properties located to its west. Ongoing/proposed construction of residential development associated with St. Edeyrn's Village otherwise surrounds the site to the north, south and east. Habitats supported by the site are considered to be of limited/negligible ecological importance per se. However, St Julian's House supports a day roost for common pipistrelle bat, whilst dormouse presence has previously been confirmed in relation to the hedgerow network traversing the site and adjacent land parcels. More generally, habitats onsite provide opportunities for foraging and commuting bats, breeding birds, badger, common reptiles and other priority species including European hedgehog.)

Design Considerations

The development should seek to retain and further enhance the integrity and function of wildlife corridors comprising the hedgerow network bounding the peripheries of the site. This is achievable through the retention of hedgerows and trees as far as possible, alongside the provision of suitable habitat buffers necessary to further offset development away from such sensitive habitats whilst providing opportunities for new planting and long-term management and maintenance. The creation of new green infrastructure is also encouraged, with mitigation planting necessary to ensure an overall net gain in tree, hedgerow and shrub habitats for protected species including dormouse and roosting bats.

Arboriculture

EDP conducted a BS 5837:2012 compliant tree survey of the site, details of which can be referred to in the reports accompanying this application. The survey results are shown in Figure 28.

Existing Tree Stock

The site contains 11 individual trees, 6 groups of trees and 7 hedgerows, totalling 24 items. Surveyed items form the boundaries of the site. Of these:

- 11 have been categorised as B, of moderate quality and value;
- 12 are categorised as C and are of low quality and value;
- In addition, 1 item is categorised as U, these items are considered unsuitable for retention within the site; and
- There are no Tree Preservation Orders (TPO) within the site boundary, nor is the site within a designated conservation area.

Design considerations

The development should prioritise where practicable the retention of the high and moderate quality items surveyed on site, i.e. those categorised as B, of moderate quality and value.

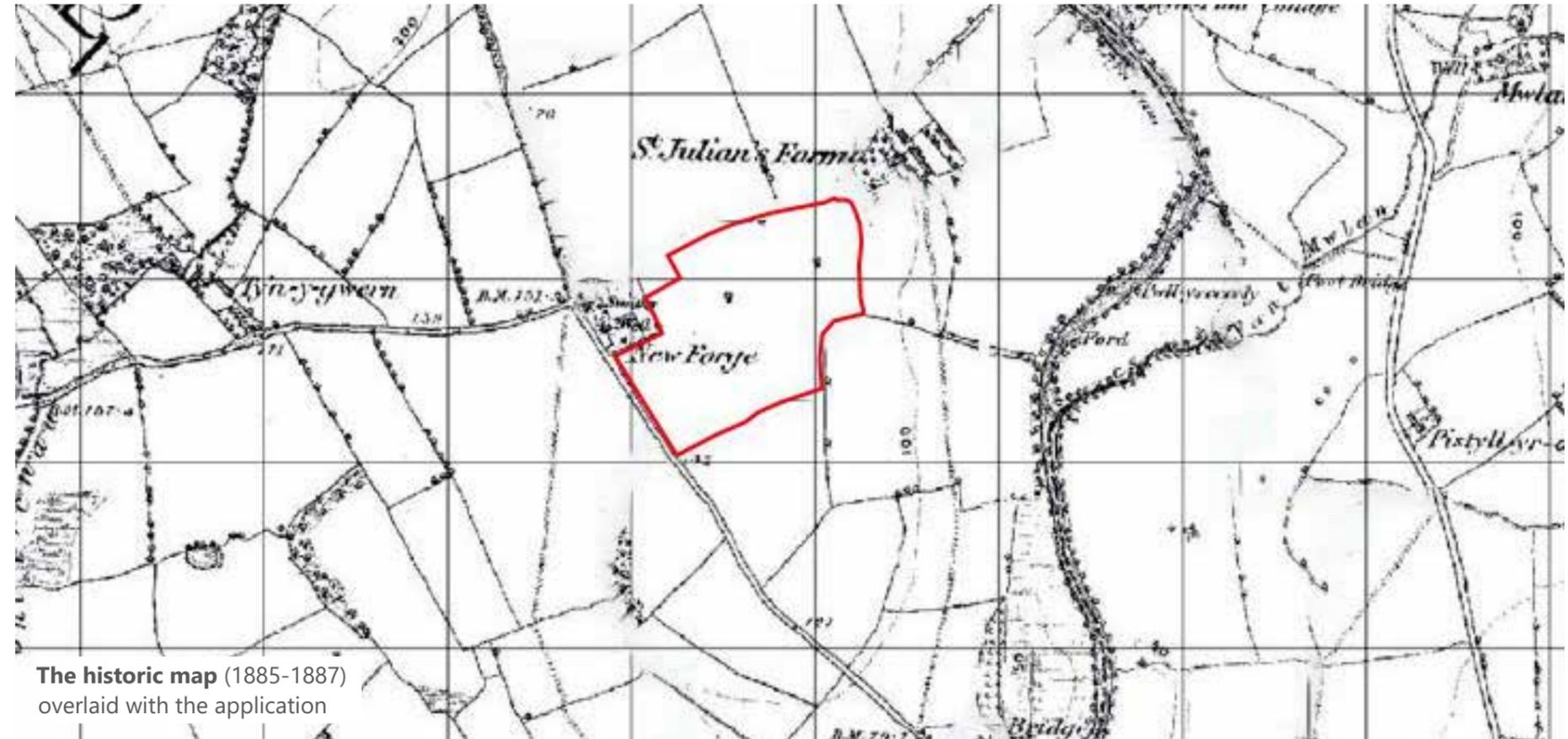


3.5 Heritage Context

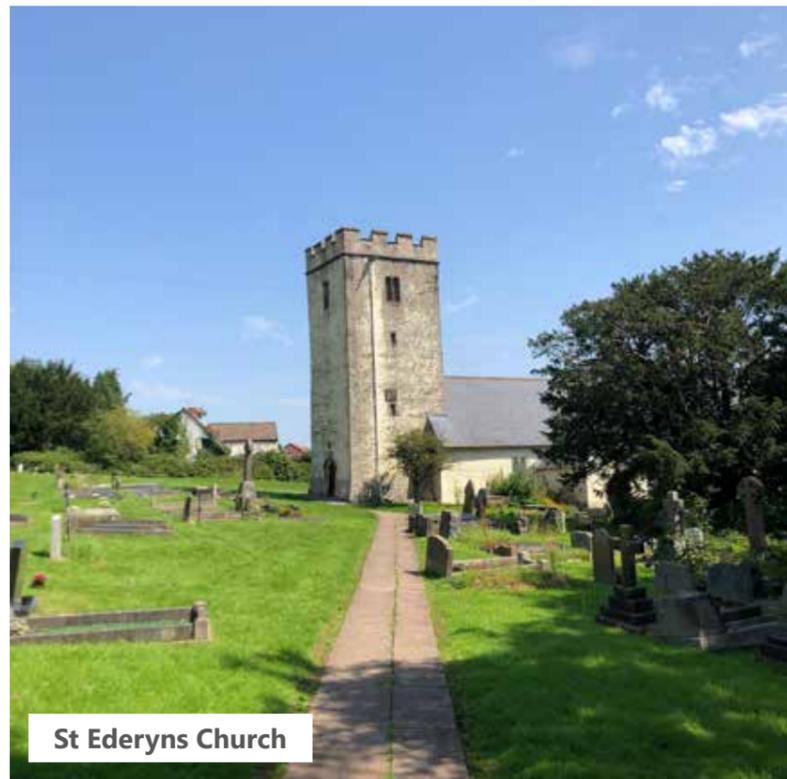
There are four listed buildings within the surrounding site context.

St Edeyrn's Church is the most recognisable and was named after the Celtic saint who was born locally in AD 464 and, having travelled extensively during his lifetime, buried within St Edeyrn's churchyard. The church is Grade II* Listed. Lying alongside the church is the Unicorn Inn which dates from the Sixteenth Century, and was once a popular stopping point on journeys between London and Cardiff.

Closer to the site are found Bridge Farm and St Julian's Manor which are Grade II Listed. St Julian's Manor is described by the listing as a substantial traditional regional farmhouse which has retained considerable character. Its materials are roughcast rendered stone with Welsh slate roof with yellow brick end and ridge stacks. Bridge Farm is described as a substantial traditional regional farmhouse with main materials of stone rendered with pebbledash; steep-pitched slate roof with brick centre ridge stack and raised verges.



The historic map (1885-1887) overlaid with the application



St Edeyrn's Church



Bridge Farm



St Julian's Manor

3.6 Local Character

TAN12 notes that a context appraisal, to include the character of existing development, is the basis of a successful design. To inform the development an initial appraisal has been undertaken of a range of residential areas surrounding the site.

The historic character of the site was originally rural countryside with the nearest settlement being Llanedeyrn to the south. Smaller farmsteads and hamlets surrounded the area including St Julian's Manor, the closest to the site. All other surrounding development is modern, with the most recent St Edeyrns Village the closest and one which the site takes its architectural influence. The main materials are red brick and coloured render. The main character areas which the site relates are the central core and St Julians, set out in the outline design parameters.

The next closest residential area is Pontprennau, which was designated in the 1970s for residential development, with the M4 Motorway Junction 30 developed for the purpose. It has expanded greatly since the early 1990s, driven primarily by private sector housing, and then corporate offices on Cardiff Gate Business Park, as well as retail and industrial uses at Cardiff Gate Retail Park. Major developments in this area range in age from the 1970's through to the late 1990's, primarily of red brick and tiled roofs with instances of render.





Vision & Objectives

4

4.1 Development Vision

The evaluation of information obtained during the assessment of the site and its context, together with the consultation with stakeholders, has helped shape a clear and robust vision for the site. The site offers an opportunity to provide a high quality extension to Cardiff through the wider St Edeyrn's Village allocation, delivering around approximately 160 new homes. Making efficient use of land, a well-connected development is envisaged which will respond to the distinct character of the site and its context.

The site also provides a range of both open market and affordable, along with high quality open space supporting the wider Green Infrastructure strategy of Cardiff Council, creating a highly desirable and attractive place to live.



4.2 Concept Masterplan

The initial concept masterplan developed the sketch proposals for the site and established the key principles and form.

Reflecting the surrounding St Edeyrn's Village development, the site proposes a main spine street running centrally through the site, connecting the main access from the east to the secondary access to the south. The main spine street will be given significance by a consistent green verge which can be utilised for trees and drainage in the form of rain gardens, connecting the significant hedgerows bounding the site. The change in direction of the main spine street can be used for an important space or square forming a focus of architectural interest and wayfinding. Secondary streets run off the main spine road serving the block parcels in a perimeter form, and comprise informal muse streets. Other key principles established at this stage are:

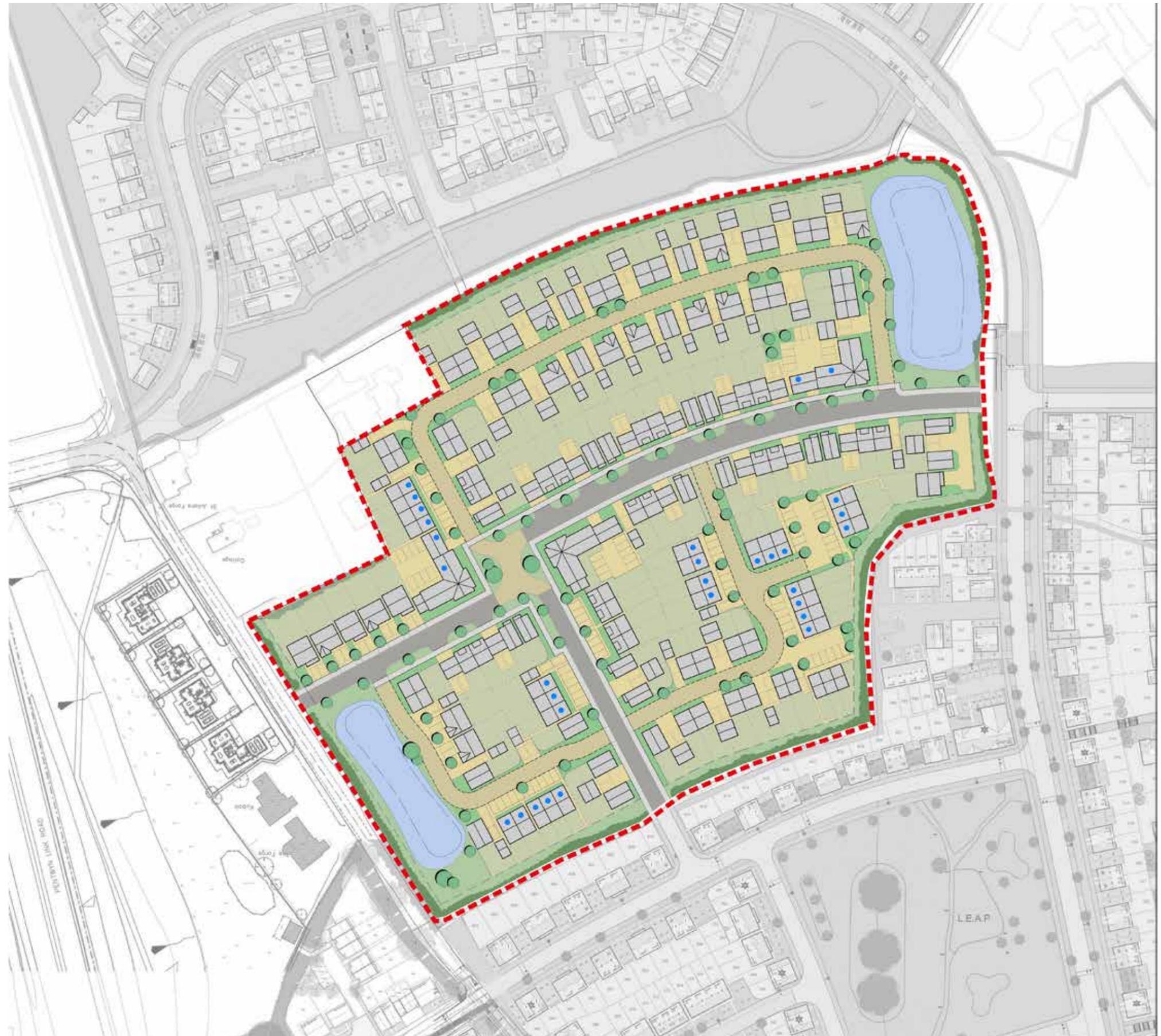
- Attenuation located at the lowest part of the site, to the north east.
- Existing hedgerows maintained and ecology buffers considered.
- Pedestrian / cycle connection to Bridge Road.
- Block form and structure.
- Potential scale and massing.



4.3 Concept Framework Plan

The Concept Framework Plan tests the capacity and density options for the scheme. This demonstrates that the site has the capacity to deliver the key principles established in the original concept masterplan to provide between 150-160 homes. It also develops further the block form, structuring principles and takes into account additional parameters such as scale and character.

After setting the capacity, a more detailed engineering analysis could be undertaken which established that a second attenuation basin to the west was required.



4.4 Design Evolution

The initial concept masterplan and framework plan were submitted to Cardiff Council for formal pre-application consultation. This raised a number of comments which were progressed through the evolution of the design. These can be summarised as follows:

- Main entrance conflicting with existing junction arrangement.
- Connection of additional pedestrian / cycle links to the north and north east
- Development fronting onto adjacent proposed POS to the north
- Increase size of central space / square



4.5 Proposed Masterplan

The final proposed masterplan was redesigned to accommodate all of the key consultation comments raised.

Additional pedestrian / cycle link added to the north west

Additional pedestrian / cycle link added to the north

Redesign of development parcel fronting onto adjacent proposed POS to the north

Increased size of central space / square

Main Spine Street

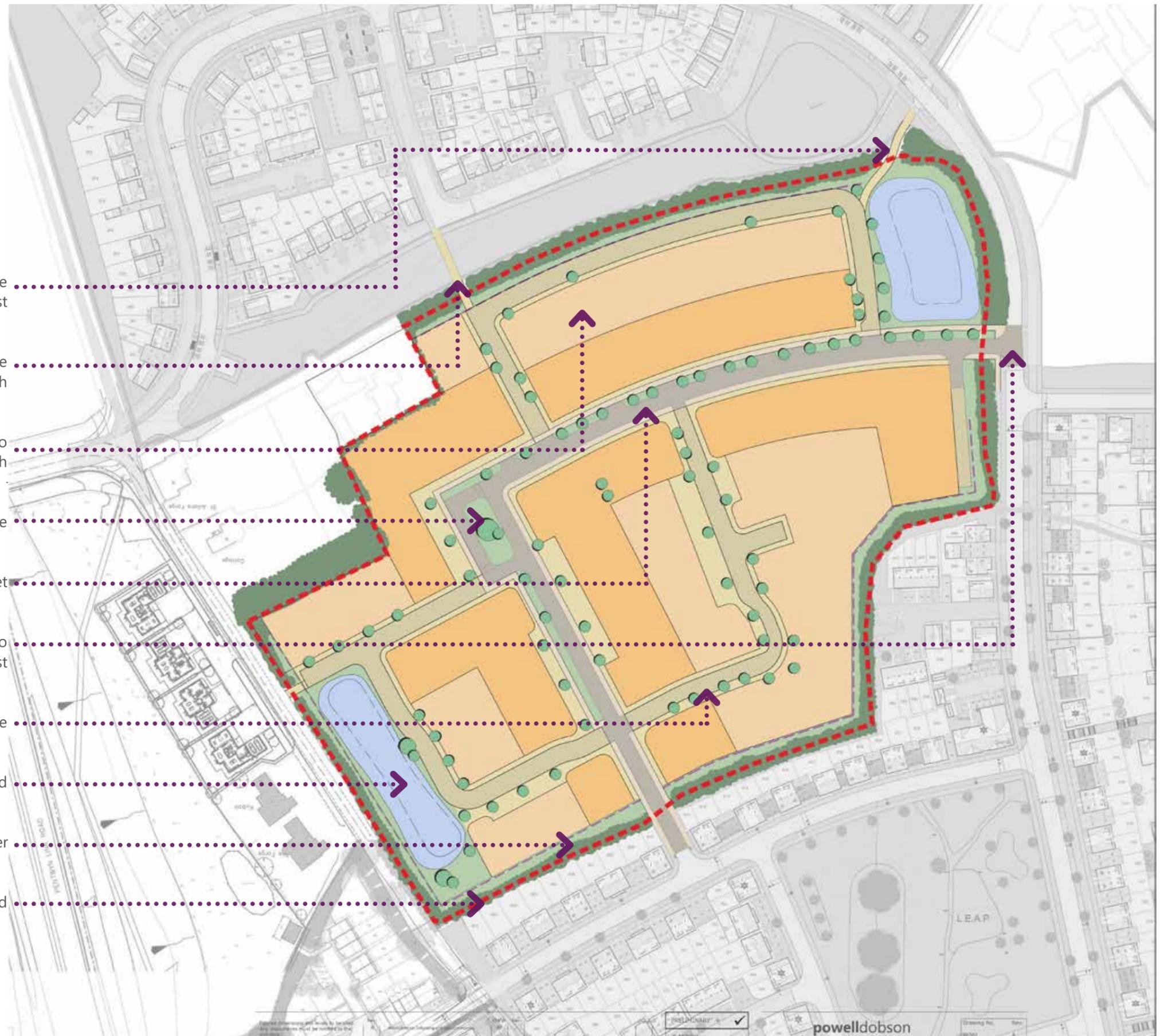
Main entrance and spine road re-aligned to provide junction offset

Mews Lane

Attenuation Pond

Ecology Buffer

Existing Hedgerows retained



4.6 Proposed Framework Plan

Further capacity testing of the framework plan was carried out to demonstrate the key principles and density were unaffected.

- Frontage onto adjacent proposed POS
- Private Rear gardens
- Regular Rythem and Increased scale along main spine road
- Tree lined verge
- Apartment blocks positioned at key corners
- Informal building line to mews lane
- Parking to side
- Parking to front





Design Parameters

5

5.1 Masterplan Parameter



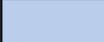
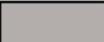
5.2 Land Use Parameter

The Proposed Development comprises residential use for up to 160 new homes along with associated access, parking and landscaping.

2 areas have also been allocated for attenuation, at the lowest parts of the site

This equates to an average density of 41 dwellings per hectare figure across the residential parcel.

Key:

-  Site Boundary
-  Residential
-  Attenuation Area
-  Ecology Habitat Buffer
-  Hedgerow
-  New Hedgerow
-  Hedgrow to be Lost
-  Dormouse Mitigation Planting
-  Main Street



5.3 Access & Movement

The proposed street hierarchy within the illustrative masterplan is as follows:

Principle vehicular access from the proposed spine road to the east of the site.

Secondary vehicular access from proposed secondary road to the south.

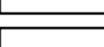
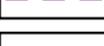
The creation of a green spine street forming a visual and physical connection between the existing green movement corridors.

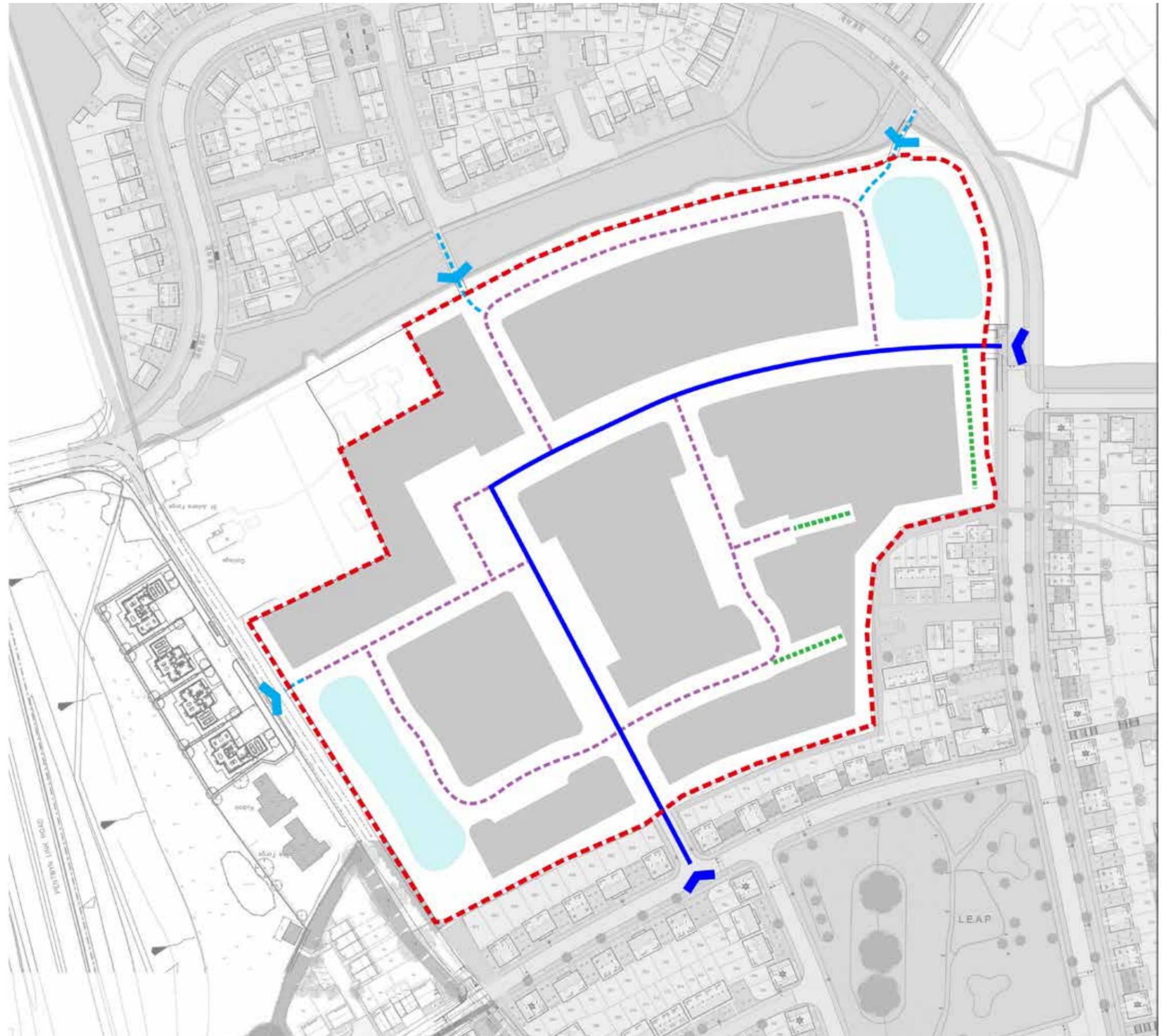
Secondary Streets creating a permeable connecting network .

Mews streets and Private Drives .

Pedestrian and cycle connection to the west connecting to Bridge Road.

Key:

	Site Boundary
	Residential
	Attenuation Areas
	Key Pedestrian Roads
	Main Road
	Shared Surfaces
	Pedestrian/Cycle Connection
	Private Drives
	Main Entrance
	Pedestrian/Cycle Access

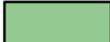


5.4 Green Infrastructure

The scheme provides a number of key elements of Green Infrastructure:

- Existing retained hedgerows around the perimeter.
- Incorporation of green main spine corridor that links existing retained hedgerows forming a 'greenway', the principle movement corridor around the site, with the potential to connect into the wider Strategic Green Infrastructure network outside the site.
- Informal landscape and ecology area along the Eastern and South-Western boundaries.
- Replacement or translocation of hedgerows removed to a 1:3 ratio.

Key:

-  Site Boundary
-  Main Green Corridor
-  Main Trees
-  Attenuation Areas
-  Ecology Habitat Buffer
-  Trees
-  Hedgerow
-  New Hedgerow
-  Hedgerow to be Lost
-  Dormouse Mitigation Planting
-  Main street



5.5 Scale & Massing

The exact scale of development is not determined. However, the adjacent Scale Parameter Plan identifies the principles of the scale of the dwellings across the different areas of the site. The average density of the proposed site is 41 dwellings per hectare with a scale between 2-3 storeys subject to the different parts of the site.

The Scale Parameter Plan identifies the principles of the scale of the dwellings across the different areas of the site

The primary route along the main spine road and greenway particularly around the central square space will support the greater densities and scale with provision for up to 3 storeys along these routes.

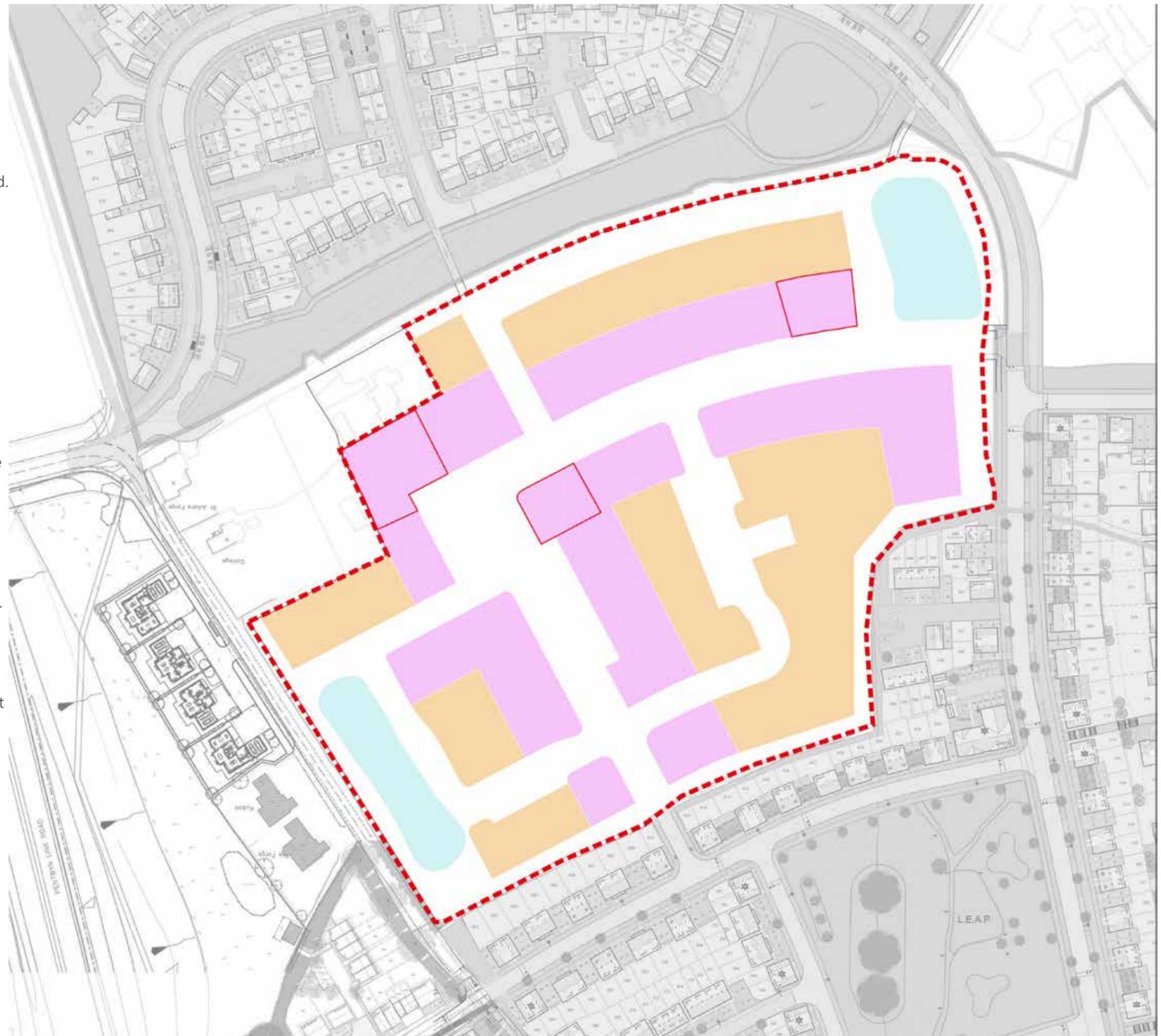
The secondary mews will be of medium density, and scale with a limit of up to 2 storeys high around the more sensitive perimeters of the site and adjacent to existing residential development.

2 Storey development will be up to 9m in height to ridge

3 Storey development will be up to 12m in height to ridge

Key:

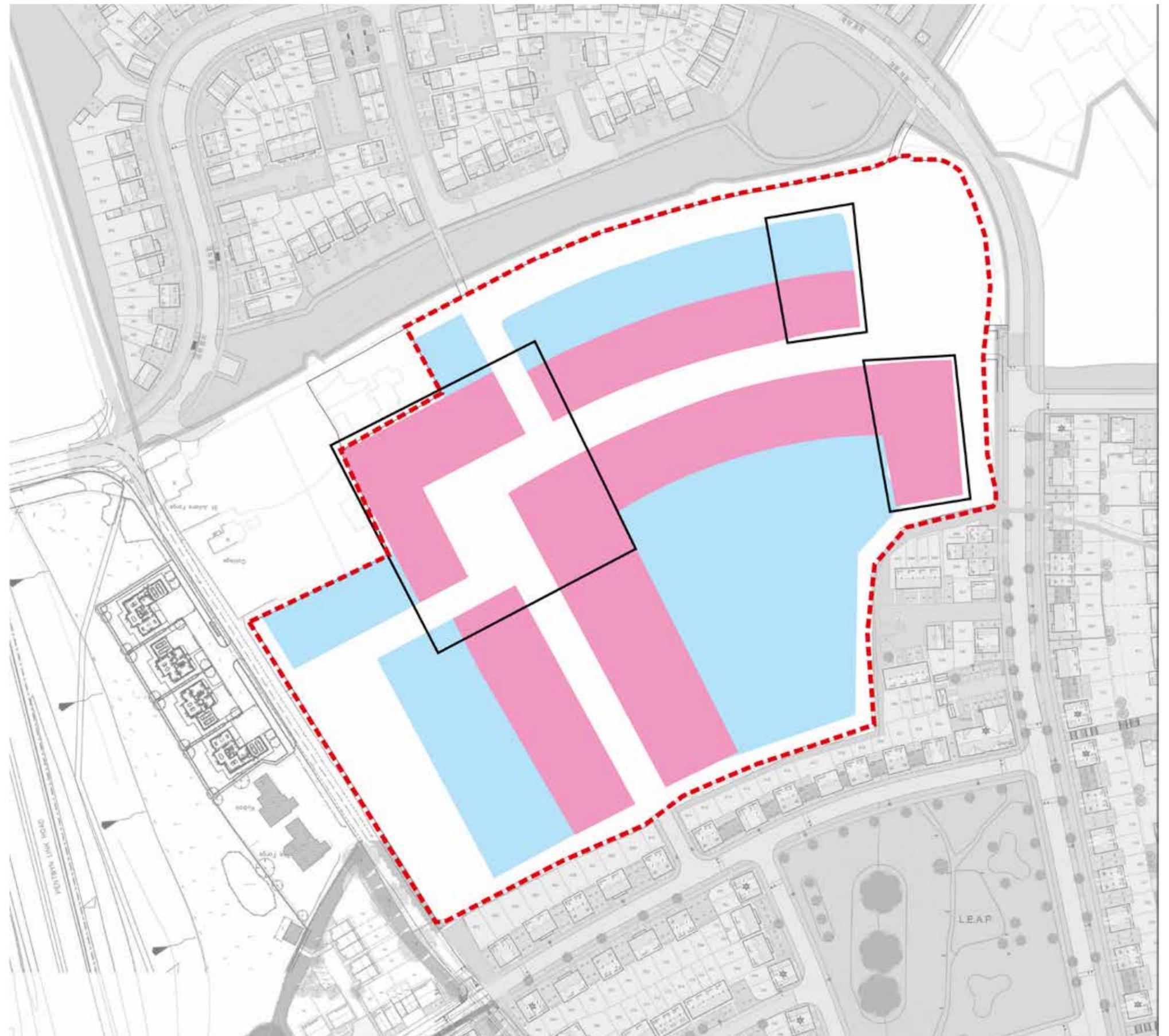
-  Site Boundary
-  2 Storey
-  2.5 - 3 Storey
-  Key Corners



5.6 Character Areas

Key:

- Site Boundary
- Main Spine Street
- Mew Lanes
- Uplift Areas





Site character

6

6.1 Character Areas

The site is characterised by 2 principle character areas which are broadly traditional in form with contemporary detailing in terms of their architectural language. The material palette and detailing is informed by the wider vernacular of the surrounding St Edeyrn's Village site. The character areas can be summarised as follows:

1. Main Spine Street
2. Mews Lanes

The core the character is further broken down through the street hierarchy with the opportunity for additional refinements in architectural language and detailing.



1.



2.



3.



4.



5.



6.



7.



8.



9.

6.2 Street Hierarchy

The masterplan proposes a legible hierarchy of streets, whose design reflects the principle of Manual for Streets prioritising each street as a place in its own right. The most common designs are provided here, with the Main Avenue running along the Primary Route as identified on the Access and Movement Parameter Plan, with the Secondary Streets providing access to the three development areas.

Secondary Streets will take the form of Shared Surfaces and will be used for local access together with private drives. These provide a basis across the site with local variations to respond to particular site conditions, notably topography. The different width and character of each street type will help create a distinctive development within which it easy to navigate, helping to encourage walking and cycling.



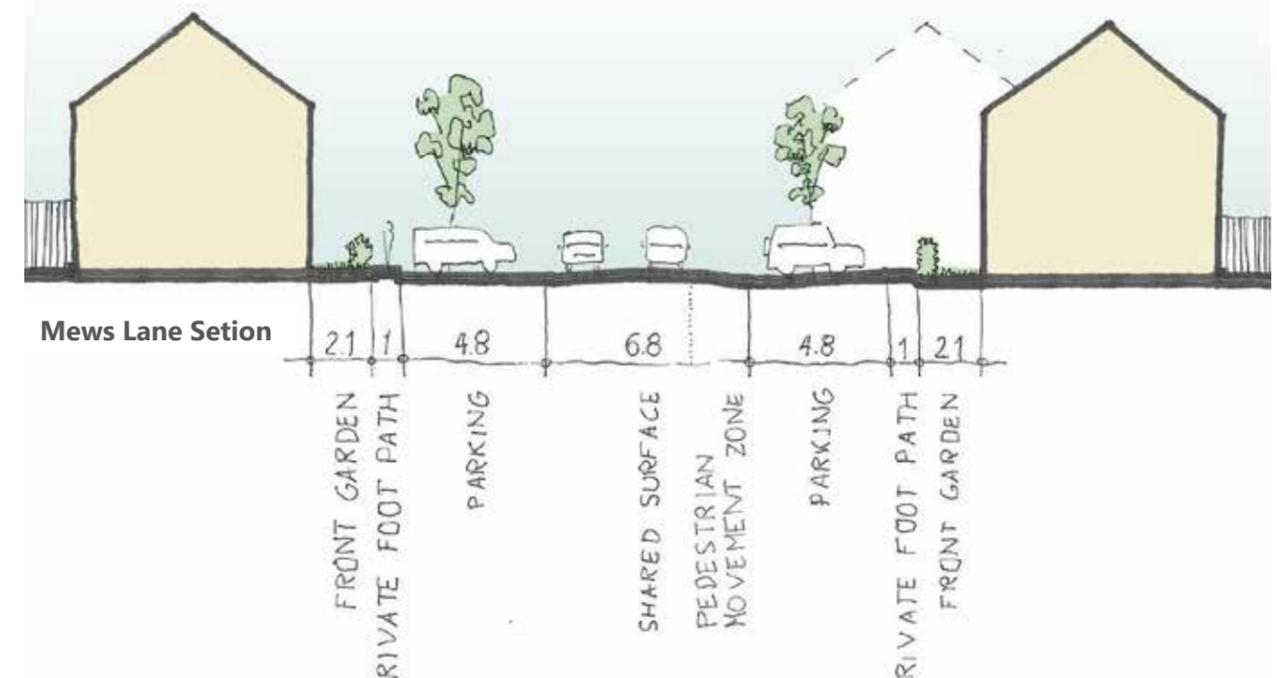
Main Spine Street

The Main Spine Street will have a green, formal character, with tree planting on both sides. This will give a status to the street reflecting its role and enhancing the legibility of the development. As the trees grow so they will help to soften the skyline, while buildings of a larger scale and higher density will tend to be along this route. Parking will generally on plot to the side or rear with small instances of frontage parking to maximise verge planting.



Mews Lanes

The Mews Lane streets will provide an attractive, informal, low-speed, community environment. With attractive surface treatments and occasional tree planting within the street, they will be lined by small front gardens with low planting and/or boundary treatments of railings and/or walls to allow for personalisation. On-plot resident parking will generally be provided to the side and front. Parking, both visitor and resident, will be accommodated within the streetscape.



6.3 Spine Street Character

Architecturally the Character of the Main Spine Street will be contemporary in its approach. A formality to the building line is proposed with repeating architectural elements such as gable roofs or bay windows can be included, adding a richness to the streetscape. Key principles are as follows:

- Potential for a more modern, urban character.
- Generally a higher density area, creating the central core of the site.
- Potential for increased scale, generally 2.5 – 3 storeys in accordance with the parameters plans.
- Maximum height focused around the main site entrance and central space.
- A more formal structure including formal tree planting.
- Formal building line.
- Carriageway width of 5.5m with minimum 2m footway to both sides.
- 3m verge to one side to allow for structural planting
- Repetitive gable elements may be used to provide formality and rhythm.
- Predominant material render with instances of brick to transition into other character areas.
- Architectural features such as dormer windows and box bays

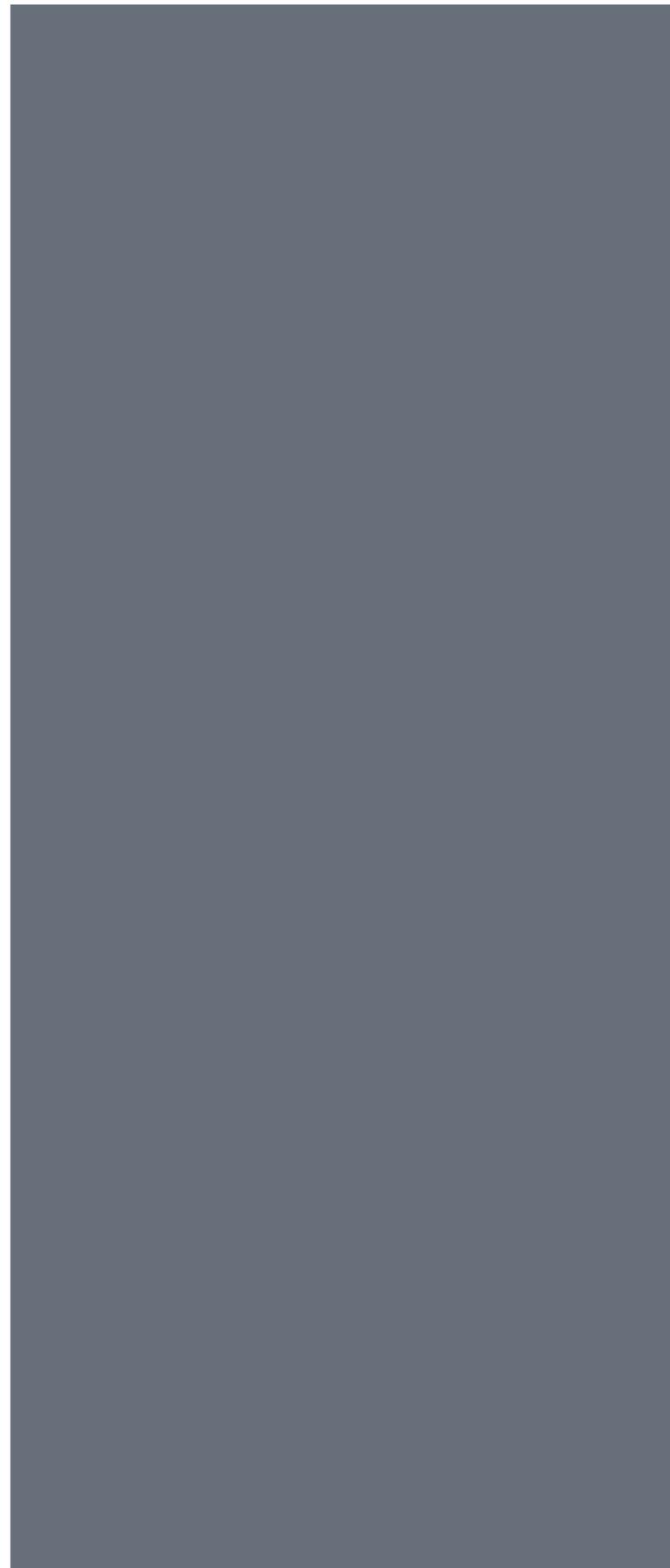


6.4 Mews Lane Character

Architecturally the character of the Main Spine Street will be semi-contemporary in its approach, with more traditional building forms than the main spine street. A more informal building line than the main street, emphasising the change in character and to support the lesser movement route. Form will be traditional with contemporary detailing to tie in with the Main Spine Street with traditional roof pitches and openings. Key principles are as follows:

- Lower scale development, predominantly two storey with limited use of 2.5 storeys only in accordance with the parameters plans
- Carriageway width of approximately 4.8m with 2m safe zone to one side
- Shared surface street principles, with priority to pedestrians
- Integration of landscape into the street to help define place and movement.
- Informal structure.
- Some use of terraces to form street frontage
- No formal boundary treatments with informal landscaping to frontages.
- Predominant material brick with instances of render to transition into other character areas.





Conclusion

7

7.1 Conclusion

In conclusion the site offers an opportunity to develop a high quality sustainable neighbourhood providing a natural extension to the neighbouring developments. It can provide a range of both open market and affordable homes along with high quality open space supporting the wider Green Infrastructure strategy of Cardiff Council.

The proposals have been developed utilising all the relevant design guidance and in consultation with Cardiff Council. This document and the accompanying information demonstrate that the site is a sustainable development in accordance with the principles established in the strategic site allocation in the LDP and can create a highly desirable and attractive place to live.

