Land South of Forester Way & Malthouse Avenue

CARDIFF GATE
PONTPRENNAU

Design and Access Statement

June 2015
The development of land south of Forester Way at Cardiff Gate, Pontprennau and offers an excellent opportunity to provide high quality houses within easy walking distance of major job opportunities, excellent schools, community services and leisure facilities. The development encourages a sustainable way of living through the design of a distinctive, high quality place. The provision of green corridors through the site will cater for pedestrian and cycle paths, which will improve connectivity and promote healthy, happy living.

VISION OBJECTIVES

A NEW LIVING QUARTER

» Create a new living quarter that links the significant surrounding employment opportunities with integrated easy, safe and direct pedestrian and cycle routes.

» Retain and enhance existing landscape features and tree planting to site boundaries.

» Provide a green environment that fosters social and community cohesion and enhances biodiversity and ecology.

» Provide a distinctive new edge to St Mellons Road and create key links through to Pontprennau residential area.

SUSTAINABLY LOCATED

» Aid sustainable connections to surroundings facilities and destinations.

» Retain and maximize visual linkages through the development and its surroundings.

» Utilise successful elements of the existing context to inform both the form and identity of the development.

A DISTINCTIVE, HIGH QUALITY PLACE

» Enhance existing green features such as the existing woodland to the east of the site to provide a distinct character for the development that aids the creation of a strong sense of place.

» Encourage community ownership and pride through the design of a place where people want to come and live.
» Design high quality spaces and built form that have been informed by site and context assessment.

» Promote healthy, happy living.

» Provision of green spaces with a range of uses including recreational greenspace, informal open space and children’s playspace.

» Integrate existing and proposed pedestrian and cycle routes with green space to provide attractive walks.

The proposals will deliver much needed sustainable residential development through the development of vacant under utilised land in a sustainable location within the existing urban area of Cardiff.
VISION STATEMENT

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1. INTRODUCTION
This Design and Access Statement (DAS) has been prepared on behalf of Cardiff Gate International Business Park (CGIBP). It sets out ideas for a sustainable and integrated development in the north east of Cardiff. The Land to the South of Forester Way and Malthouse Avenue provides an opportunity to complete the existing development envelope at Cardiff Gate in an area of approximately 3.76 hectares.

This site has the potential for residential use. Previous allocated business use has proven unpopular at this site with better office provision elsewhere in the Business Park and a large stock of existing office floorspace elsewhere in the City. It is therefore proposed to develop the site housing to the east of the site which would complement the existing adjacent neighbourhood to the south and benefit from community facilities and employment opportunities in the immediate locality.

**DEVELOPMENT OBJECTIVE AND STRUCTURE**

This DAS explains and justifies the development proposal in a concise and structured way, it seeks to ensure that the rationale for design decisions are clearly understood by decision makers and local people.

The document begins by setting out the planning framework and an assessment of the site, its context and key design influences. This is followed by an explanation of how the context appraisal has informed the design concept and principles.

The Document follows the structure of:

- **Policy Appraisal** – a review of the key planning and design policy context
- **Assessment** – Providing a review of local and site context including character, connectivity, landscape and any known existing service infrastructure
- **Design** – Presenting the design concept and principles including a number of indicative parameter plans. The final section provides an illustrative masterplan supported by key strategies for landscape, movement and character areas.

**THE PROPOSAL**

A residential led, sustainable neighbourhood with a strong overall identity and sense of place is proposed. It comprises:

- Up to 150 new homes, including up to 30% affordable housing;
- New accesses for vehicles, pedestrians and cyclists;
- Creation of public open space and landscaping, and;
- Sustainable drainage measures and associated works.
1.1. THE SITE

SITE LOCATION

The site sits within the Cardiff Gate International Business Park (CGIBP), 7km northeast of Cardiff city centre and immediately southwest of Junction 30 on the M4. The site is located to the south of Malthouse Avenue off Forester Way, which is the main access to the site. St Mellons Road (B4562) forms the southern boundary to the site beyond which is the residential area of Pontprennau.

SITE

The site is currently underutilised land within the existing urban area and settlement boundary of Cardiff. Covering approximately 3.76 hectares, the site is vacant consisting of grassland, scrub and compacted bare earth.

Mature trees and hedgerows line the eastern, western and southern boundaries of the site. The eastern boundary is marked by a small watercourse, the ‘Nant Pontprennau’, beyond which is a deciduous woodland area. Office premises are just beyond the northern and western boundaries.

All existing trees and hedgerows on the site’s boundary will be retained and any development will be offset from these features.
2. POLICY FRAMEWORK
2.1. PLANNING POLICY CONTEXT

The following summarises the main planning policies which impact on the masterplan for the development with further detailed consideration of policy provided in the Planning Statement.

RELEVANT PLANNING POLICY FRAMEWORK

In accordance with S38(6) of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.


There is the emerging Cardiff Local Development Plan (‘LDP’) which will replace the Cardiff Local Plan and South Glamorgan Structure Plan when it is adopted in 2015. The LDP was submitted to the Welsh Government for Examination in August 2014 and Hearing Sessions are set to finish in February 2015.

The key other “relevant material considerations” includes in particular Welsh Government policy guidance contained within Planning Policy Wales (‘PPW’) and associated Technical Advice Notes (‘TANs’).

South Glamorgan Structure Plan

This covered the period 1991-2011. It set strategic policies for development but does not define settlement boundaries or specific allocations.

- Housing
- Employment

Cardiff Local Plan

This covered the period to 2001 and was adopted in 1996, and given its age it is significantly out of date. However, it is still used for development control purposes. On the Proposals Map, the site is within the defined settlement boundary of Cardiff. The site is also identified within the then proposed Cardiff Gate Business Park.

Given the age of the plan, it no longer meets the development needs of the County and is afforded limited weight.

The site as part of Cardiff Gate Business Park is subject to policy E3 which seeks to protect such sites from development to other uses.

However, the site has been marketed for over 10 years and no development interest has been received. Additionally there is a large supply of office floorspace elsewhere within Cardiff which meets the needs of the City. Accordingly plot 12 is no longer required to be retained for B1 office use.

Significantly the Council have not been able to demonstrate the minimum required 5 year supply of housing land for the last 5 years and presently have only 3.4 years supply. This is a very significant material consideration supporting the development of Plot 12 for housing.
CARDIFF LOCAL DEVELOPMENT PLAN 2006-2026

The Deposit Draft Local Development Plan (September 2013) sets out the Council’s planning policies for the City of Cardiff over the period 2006-2026. The LDP will replace the Cardiff Local Plan and South Glamorgan Structure Plan when it is adopted in Winter 2015. The LDP is presently subject to Examination by the Planning Inspectorate.

Objectives

Key objectives of the Deposit LDP amongst other issues are to:

» Use land efficiently by locating development on previously developed land;

» Secure sustainable growth of the City including the provision of a range and mix of housing;

» Ensure a range and choice of employment sites;

» Create sustainable communities; and

» Aid regeneration.

These proposals will reuse efficiently vacant and underutilised land within the existing urban area of Cardiff and deliver much-needed new homes including affordable housing.

Sustainable Development & Design

Policy KP5 ‘Good Quality Sustainable Design’ embodies the key design principles relating to: character and context; legibility; safety; resource efficiency; integration; adaptability and inclusive design. The proposals will deliver sustainable development and good design and this is set out further within the DAS.

The Proposals Map

The Deposit LDP Proposals Map identifies that CGIBP and the Application Site is located within the defined settlement boundary of Cardiff and is therefore not located within the open countryside.

Alternative Use of Employment Land and Premises

Policy EC3 ‘Alternative Use of Employment Land and Premises’ confirms that development of business, industrial and warehousing land and premises for other uses will only be permitted if:

» The land or premises are no longer well-located for business, industrial or warehousing use; or

» There is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and

» There will be no unacceptable impact on the operating conditions of existing businesses.

We address these requirements and the policies supporting text in detail within the supporting Planning Statement and show that the proposals comply with all three criteria of Policy EC3.

Housing Need and Allocations

The housing growth requirement for the City is set out by Policy KP1 and this requires the delivery of 41,000 new dwellings in Cardiff over the period 2006 and 2026.

There is a need to deliver circa 7,000 within the existing urban area of Cardiff to meet this requirement. Additionally the Council cannot demonstrate the minimum require 5 year housing land supply at only 3.4 years. This is a significant material consideration in favour of the proposals.

Accordingly, this application site will make an important contribution to reducing reliance on unidentified windfall sites and will contribute to improving the 5 year housing land supply.

This document sets out the land use planning policies of the Welsh Government. These are relevant material considerations for determining planning applications, particularly where Local Plans such as Cardiff’s is significantly out of date.

Sustainable Development

The key planning policy objective of the Welsh Government is to plan for the delivery of sustainable development by, among other matters:

» Promoting resource efficient development especially through the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;

» Locating development to minimise the demand for travel especially by car;

» Encourage energy efficient development and use of energy from renewable sources;

» Minimise risks posed by unstable, contaminated land or land liable to flooding;

» Improve the quality of life and enhance the urban environment;

» Ensure that all communities have sufficient good quality housing for their needs;

» Promote access to employment, shopping, education, leisure and areas of open space.

Foster social inclusiveness to secure a more accessible environment for everyone.

The proposals broadly accord with these objectives.

Housing

Chapter 9 of PPW relates to housing and sets out the Welsh Government’s objectives to provide good quality homes, in safe neighbourhoods, creating sustainable communities and provide a choice of type, location, and tenure of housing (see paragraph 9.1.1).

In delivering these objectives the Government will ensure (paragraph 9.1.1) that “previously developed land is used in preference to greenfield sites; new housing [developments]...are well designed, meet national standards for the sustainability of new homes and make a significant contribution to promoting community regeneration...and the overall result of new housing development...is a mix of affordable and market housing”.

Paragraph 9.1.2 emphasises LPAs should promote amongst other matters: “mixed tenure communities; development accessible by public transport, walking and cycling; mixed use development with good access to employment, retail and other services; attractive landscapes and useable open space; good design and safe places; and the most efficient use of land”.

The proposals will deliver good quality family housing in a sustainable location with a range and choice of house types and sizes. Whilst the site is not previously developed land as it has not been occupied by buildings, hard surfaces or other structures, the site is vacant, poor quality land within the existing urban area with extant permission for development for B1 office purposes.

The proposals therefore accord with the requirements of PPW on Housing.

Paragraph 9.2.3 requires that “Local Planning Authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing”.

Furthermore the Welsh Government Technical Advice Note 1 (‘TAN1’) ‘Joint Housing Land Availability Studies’ advises at paragraph 5.1 that “where...a land supply is below the 5 year requirement, the need to increase supply should be given considerable weight when dealing with planning applications, provided that the development would otherwise comply with national planning policies. In addition, Local Planning Authorities must take steps to increase the supply of housing land...This may include...expediting planning applications”.

Cardiff Council as demonstrated in the Planning Statement has consistently failed to meet this minimum requirement since 2009, and, as required by Technical Advice Note 1, the Council should favourably consider applications for housing development.
RELEVANT DESIGN POLICY FRAMEWORK

Planning Policy Wales: Edition 6 – February 2014

Paragraph 4.11.1 states that “Design is taken to mean the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.”

TAN12: “Design” (June 2014)

Provides detail on good design and is addressed within this Design and Access Statement, including assessing how the current proposals adhere to the themes of good design, notably:

► Access,
► Character,
► Community Safety;
► Environmental Sustainability; and
► Movement.

Conclusions

It is clear from the above that the overall policy approach of PPW, the Cardiff Local Plan, and emerging LDP is to deliver sustainable development, particularly through the development of existing underused sites within Cardiff’s urban area for housing and other purposes. The policies also seek to deliver appropriate community benefits, high quality design and energy efficient buildings.

With regard to the identified employment use, we demonstrate in the supporting planning statement that:

► The site has been marketed for over 20 years with no occupier / developer interest for B1 office use;
► There is a vast stock of existing vacant B1 office floorspace available elsewhere within the City of Cardiff and Cardiff Gate Business Park itself;
► There is a vast supply of land for B1 office floorspace development within the city; and
► This site does not form a key part of the overall B1 office or B1 office land supply in the City.

Accordingly, the development of the site for housing will not materially harm the purposes or policies of the Local Plan or emerging LDP relating to employment.

In contrast, the proposals offer significant material benefits in terms of delivering much needed new homes including affordable housing, areas of public open space and improved footpath and cyclist connections between Cardiff Gate International Business Park and Pontprennau.
3. Assessing & Evaluating the Context
3.1. INTRODUCTION

There are two levels of spatial context which inform the approach to the masterplanning of the new residential development at Cardiff Gate.

A: Local Context

The higher level of context is the local spatial scale which deals with the wider setting of the site, its relationship to movement corridors, local facilities and services and local character areas.

B: Site Context

This is the site level of context which deals with the specifics of the site itself including the immediate character cues, local connections, ecology, topography, drainage and services. This section concludes with the constraints and opportunities plan which shows the key design influences on the site.

3.2. LOCAL CONTEXT

LOCAL TRANSPORT

Malthouse Avenue connects the site to the A4232 and M4 providing excellent connections not only to the city centre via the A48 but also to other towns along the M4 corridor. St Mellons Road, the B4562, is a secondary route linking to useful local facilities and services. A network of pedestrian and cycle routes also provide connections to these facilities.

The site is well served by public transport with the nearest bus stop less than 50m away from the entrance to the site on Malthouse Avenue. This provides services to Cardiff city centre approximately every 30 minutes. Bus services along Heol Pontprennau link the site to Cardiff city centre and other areas of the city. Additionally new bus routes associated with the proposed urban extensions within the emerging LDP in northeast Cardiff to the west and east of the site will deliver direct bus links through CGIBP to the city centre.

The nearest train station is 3.5km away at Llanishen, which provides services to Penarth, Bargoed and Rhymney, Cardiff Central and Cardiff Queen Street approximately every 10 minutes.

LOCAL FACILITIES

The site has access to a wide range of local facilities, services and employment opportunities.

A new English medium primary school is being built on Heol Pontprennau, which is anticipated to open in September 2015. This lies approximately 400m to the south which is within safe walking distance of the development site. The site suggests the next nearest primary school is St Bernadettes Primary School, 1.3km to the south. The nearest secondary school is Corpus Christi High School which is 1.7km to the west. There is a wide choice of further education establishments in Cardiff accessible by public transport.

Within approximately 400 metres of the site there is Pontprennau Community Centre and Pontprennau Community Church Centre as well as several healthcare facilities, including Pontprennau Dental Care and Pontprennau Medical Centre and Pharmacy. There are a wide range of parks and leisure facilities with playing fields and tennis courts located on Heol Pontprennau also 400m away. A network of public rights of way connect the site to surrounding neighbourhoods and recreational riverside walks.

Food and retail facilities are located within 500m to the south at Cardiff Gate Retail Park, including an Asda Supermarket and a range of stores including B&Q, Harvey’s, and Oak Furniture Land. Close by, in the Cardiff Gate International Business Park (CGIBP), is a hotel, pub, crèche, private doctor, dental surgery as well as a motorway services with petrol filling station, coffee shop and convenience store.

The CGIBP and Cardiff Gate Retail Park offer employment within the immediate proximity of the site. Frequent bus services and a good road network also offer easy access to employment in Cardiff city centre and other towns in South Wales.

Summary of facilities within 400 metres of the site

- Cardiff Retail Park
- Cardiff Gate International Business Park
- The new English medium primary school
- Pontprennau Dental Care
- Pontprennau Medical Centre and Pharmacy
- Pontprennau Community Centre
- Pontprennau Community Church Centre
- Football pitches on Heol Pontprennau
PHYSICAL CHARACTER ANALYSIS

An analysis of the local physical character has been undertaken to assist in the design of a high quality distinctive development that responds to and reflects the character of the area. The analysis will be used to help ensure that the development forms an appropriate and rich addition to the city as well as responding appropriately to its setting.

To help identify the character elements four headings have been established. These headings aim to draw out a discussion of elements such as form, scale, massing and materiality and architectural details which will help to provide a number of positive contextual references for the proposed development. These headings are listed below:

» Urban Form;
» Built/Plot Form;
» Open Spaces; and
» Details and Materials.

An analysis of these elements and how they contribute to creating a strong sense of character for this area of Cardiff will provide a number of positive contextual references that inform the proposals. The two chosen character areas are listed below:

» Llwyn Y Pia Road, Lisvane
» Tramore Way, Pontprennau

Llwyn Y Pia Road, Lisvane

Rationale: Lisvane is located along the road connecting to the site where a more semi-rural village character is prevalent.

Urban Form

» Lisvane has low density development.
» Llwyn Y Pia Road is a small lane at the edge of the area, where buildings front onto fields, woodland and green open space, which generates a green, rural, open character.
» Typically dwellings are facing the road.

Built/Plot Form

» The building line is varied, with deep set-backs and sizeable front gardens. Gardens typically have lawns and formal planting such as shrubs and trees, which creates a green and tidy street scene.
» Buildings are predominantly generous detached houses, 2 storeys high.
» House types are similar and the architectural style is consistent.
» Plots are large, rectilinear and regular. Houses mostly sit centrally within their plots.

Car Parking

» On-plot parking to the front of dwelling or on private drives.
» Integral garages are also commonplace.

Details and Materials

» There is a mix of materials, with pale render and occasional red brick
» Predominant features include pitched roofs, gables with over-hanging eaves and some lean-tos.
» Mainly red pantiles are used for the roofs.

Location of character areas
Layout of existing housing in parts of Lisvane

- Integral garages
- Generous detached houses
- Deep set-back

Existing housing in Lisvane
Tramore Way, Pontprennau

Rationale: Chosen for the close proximity this area has to the site and its urban/suburban character.

Urban Form

» The area is suburban albeit with more ‘urban’ elements, contributing towards a medium to higher built density.

» Dwellings are facing the road for the most part.

» Limited amount of planting in front gardens, softening building lines.

Built/Plot Form

» The building line varies creating subtly staggered street frontage and roof-lines. The street space widens and narrows due to breaks in building lines.

» Predominantly semi-detached dwellings and terraced houses.

» Dwellings are up to 3 storey.

» There are small variations in building lines, house types and architectural styles but there is a cohesive character overall.

» Typically narrow rectilinear plots create deep back gardens and shorter front gardens or private drives.

Car Parking

» On-plot parking to the side and back of properties, with delineated parking bays at terraced properties.

» There is minimal use of on-street parking, creating an open streetscape.

Details and Materials

» There is a mix of red/buff brick and the occasional use of pale render.

» Predominantly pitched roofs and cross gable roofs.

» Mainly grey plane tile is the material used for the roofs, and notable wooden detailing on gable fronts.

» Boundary treatments include low shrubs with some wooden fences.

Short front gardens

Terraced Form

Layout of existing housing in parts of Pontprennau
Existing housing in Pontprennau immediately to south of the site

Existing housing within Pontprennau
3.3. SITE CONTEXT

CHARACTER CUES

There are a number of key parts of the site that have physical characteristics which dictate the type and form of development that would best align with it.

Southern Edge

Key characteristics

» The lane character of St Mellons Road with significant amounts of existing planting on both sides

» Low density two storey housing to the south of St Mellons Road comprised of mainly detached housing with deep setbacks from the road

» Influence of the existing woodland and Nant Pontprennau watercourse

» Main footpath link between Cardiff Gate International Business Park and Pontprennau

Public Right of Way along eastern site boundary adjacent to the stream and woodland

Public Right of Way along the southern site boundary

Public Right of Way to Pontprennau crossing St Mellons Road on southern site boundary

St Mellons Road adjacent to southern site boundary
Northern core

Key characteristics

» Three storey buildings adding to a formal urban character

» Long frontages on existing buildings

» Estate roads with long straight vistas including the accommodation of bus routes

» Predominance of buff brick with render and glass
LOCAL CONNECTIONS

The plan opposite demonstrates that the site has good local connections. Forester Way provides access to the site from Malthouse Avenue for vehicles, pedestrians, and cyclists.

The Public Right of Way 14 Llanedeyrn runs along the eastern boundary of the site crossing St Mellons Road to link to Heol Pontprennau in the south. A cycle route also runs south from the site to the city centre.

Other potential pedestrian links can be considered to the east through the woodland and to the southwest onto St.Mellows Road.

Roundabout at junction of Malthouse Avenue and Forester Way

St Mellons Road

Public Right of Way leading south of St Mellons Road towards Pontprennau
Local Connections Plan
**LANDSCAPE AND TOPOGRAPHY**

The site slopes from the north to the south with an overall level change of approximately 20m.

The majority of the site consists of unimproved neutral grassland, bare earth where scrub clearance works have taken place, scattered stands of dense bramble scrub, and areas of open scrub. All the boundaries, except the northern one, are lined with native, species-rich hedgerows with semi-mature and mature standard trees. There is an area of semi-natural broad-leaved woodland immediately adjacent to the eastern boundary of the site.

A small stream (Nant Pontprennau) runs through the woodland, crossing the southeast corner of the site and continues south. An existing public open space runs along the edge of the stream to the south.

**ECOLOGY ASSESSMENT**

Besides the scrub and brambles on the site, habitat features include the hedgerows, neutral flushes, the stream and adjacent woodland.

No statutory designated sites will be affected by the proposals.

The site contains some habitats of moderate ecological value which include: a native, species-rich hedgerow with trees, scrub, neutral flushes and unimproved neutral grassland. The hedgerow with trees would qualify as a Habitat of Principal Importance in Wales, whilst the combination of unimproved neutral grassland, scrub and flushes, with areas of bare ground, meets some of the criteria for the Habitat of Principal Importance in Wales ‘open mosaic habitat on previously developed land’. These more important habitats should be retained and safeguarded where possible, or their loss compensated for.

There were invasive plants (Japanese Knotweed and Cotoneaster) at the site. A detailed Method Statement setting out a programme of control and management of Japanese Knotweed should be devised and followed. Appropriate measures should be taken to ensure Cotoneaster is not allowed to grow in the wild.

The site had potential to support nesting birds, reptiles, Hazel Dormice, roosting and foraging/commuting bats, and Hedgehogs largely confined to the boundaries of the site.
Landscape Analysis Plan

- Site Boundary
- Trees with Preservation Orders
- Key existing mature planting
- Existing Public Open Space
- Species Rich Hedgerow
- Nant Pontprennau
- Contours
SERVICES

There are three service routes affecting the site.

» A high pressure gas main along the western boundary which will need a 15 metre easement each side.

» A foul sewer pipe along the eastern edge of the site which will need a 3 metre easement each side.

» A diverted culverted watercourse crossing the southeast corner which will need a 3 metre easement each side.

DRAINAGE

The site is not within an area defined as a functional flood plain or at a high risk of flooding as set out by the Environment Agency and TAN15. The proposals therefore comply with the requirements of PPW, TAN15 and policies of the Development Plan on this important issue.
Services Analysis Plan
CONSTRAINTS & OPPORTUNITIES SUMMARY

It is clear from the contextual analysis that the site is sustainably located and benefits from good accessibility to a wide range of services, facilities and employment opportunities within the surrounding area of the site and elsewhere in the City of Cardiff.

The plan opposite illustrates the key opportunities and constraints drawn from the contextual analysis. These include:

» Easy access off Malthouse Avenue and the provision of linkages into the existing woodland, public rights of way, existing bus routes and St Mellons Road.

» Retention and enhancement of existing trees and landscape features on the site.

» The proximity of the site to existing leisure, employment, retail and commercial facilities within North Pontprennau as well as the Cardiff Gate International Business Park.

» Consideration of existing service easements.
Summary of Constraints and Opportunities
4.1. INTRODUCTION

This chapter presents the Design Concept and Principles which have been developed and informed through the assessment stage in Chapters 1 to 3.

The key elements of the Design Concept are first set out emphasising the opportunities the site provides. This is followed by the Design Principles and the Parameter Plans.

DESIGN CONCEPT PLAN

The assessment section has explained how an appraisal of the site as well as the local context has been explored and evaluated. The output of this appraisal is a design concept, illustrated by the plan on the opposite page. This concept, which addresses all of the key issues and maximises the opportunities provided by the site and the context, provides the framework for the design proposals set out in the following chapter.

The Concept Plan opposite shows the following key elements which have been proposed in response to the evaluation of the material obtained in the assessment stage:

» A strong landscaped ‘buffer’ around key existing mature landscape elements;

» A permeable grid of connections to the existing woodland, Malthouse Avenue, St Mellons Road and key employment opportunities;

» A hierarchy of routes including a main circulation ‘street’ and a number of supporting lanes;

» A well designed green infrastructure, which includes childrens play, informal open space and recreational areas;

» A strong gateway into the development from Malthouse Avenue and St Mellows Road.
4.2. **DESIGN PRINCIPLES**

The site-wide design and access principles below will assist in the delivery of the Vision presented at the start of this Design and Access Statement.

**ACCESS PRINCIPLES**

The development form will ensure that all buildings and the public realm are accessible to everyone, including the young, the elderly, disabled and parents with pushchairs. The aim of inclusive design is to remove barriers which create undue effort, separation or special treatment and enable everyone to participate equally in mainstream activities independently with choice and dignity.

Where possible the proposal will establish clear, legible and convenient connections to adjacent facilities at Cardiff Gate for pedestrians and cyclists.

The proposed development has been carefully designed to provide for safe, convenient, and direct connections. The following principles are to be applied:

- The creation of a legible development structure;
- A small network of connected routes, and spaces so that movements are attractive and safe;
- Streets designed as places rather than solely in response to traffic or engineering considerations;
- The layout of development to encourage low traffic speeds;
- Parking for vehicles and cycles will be conveniently located;
- The over-arching principle is to provide easy and convenient access to public spaces for all users.

**MOVEMENT, MOBILITY AND INCLUSIVE DESIGN**

- Create a clear and legible hierarchy of routes and spaces;
- Provide for sustainable transport links with the surrounding area;
- Provide for an accessible environment for all users;

**SAFETY AND SECURITY**

The development will reflect best practice principles in the ODPM document ‘Safer Places : The Planning System and Crime Prevention. Relevant principles from this document are set out below:

- The proposals will create a sense of community and ownership by creating distinct character areas;
- Routes will be designed to be as active as possible;
- Streets and spaces will be overlooked.

**ACCESS AND MOVEMENT**

The accessibility principles seek to maximise permeability and connection. It is important that movements by pedestrians and cyclists are also safe. For this reason a number of strategic principles will be applied to the development to provide for safe and secure movement: The underlying principles set out in ‘Safer Places : The Planning System and Crime Prevention’ are as follows:

- Movement routes follow desire lines across and through the site and are both direct and legible;
- Segregation between transport modes is integrated to provide for activity and natural surveillance;
- Footpaths and cycle routes will generally be overlooked where possible; and
- Underused routes that can become vulnerable to, or facilitate, crime are to be avoided.
Accessibility and Permeability are important design principles
STRUCTURE

» The types of building and how they are laid out has an influence on safety and sustainability;

» A safe urban structure will be provided with active street frontages and secure private boundaries;

» Private spaces will largely be enclosed within perimeter blocks;

» Blank facades such as gable ends which are opportunities for graffiti will be kept to a minimum;

» Private spaces at the rear of properties should be clearly defined and enclosed;

» The boundaries between public and private spaces should be clearly defined;

» Rear gardens of houses should, where possible, back onto other rear gardens rather than side roads, service lanes or footpaths;

» High fences and walls that actively impede access will be provided in places that are vulnerable to crime, such as the back of dwellings; and

» Lower barriers, including railings will signify the public/private divide.

SURVEILLANCE

Overlooking of all open space, including streets, will be maximised to discourage crime and anti-social behaviour. Particular features will include:

» Windows and doors facing onto the street to create an active frontage;

» Spaces designed to minimise the number of places to hide and to encourage activity; and

» Play spaces, communal areas and parking to be overlooked.

OWNERSHIP

The proposals have been designed to promote a sense of community and ownership, to help foster feelings of respect and responsibility. This will be encouraged through:

» Distinctive character areas;

» A clear distinction between public, semi-private/communal and private spaces;

» Attractive new high-quality open space; and

» Recognisable streets which encourage use and personalisation of the streetscene.

ENERGY AND RESOURCE EFFICIENCY

» Create a structure of development that will minimise carbon dioxide emissions by encouraging trips by non-car modes of transport;

» Thermally efficient building fabric with a ‘fabric first’ approach to home insulation and energy consumption reduction;

» Low water use sanitary features to reduce internal portable water consumption

CHARACTER AND CONTEXT

» Create a development with a strong identity which also responds to the distinctiveness of the context;

» Provide for a strong landscape and green character within the development;

» Incorporate views and vistas to the surrounding context; and

» The development should provide for reasonable expectations of car ownership and should accommodate car parking in a way that does not undermine the character of the development.

QUALITY AND MANAGEMENT OF THE PUBLIC REALM

» Provide for an integrated and multi-functional open space network (incorporating play areas, pedestrian and cycle routes);

» A ‘perimeter block’ principle will be applied to ensure that public spaces and streets are appropriately, defined and overlooked; and

» Create usable, attractive and well-defined streets and spaces.

LEGIBILITY

» The development layout should be easy to understand and move around.

ADAPTABILITY, DIVERSITY AND VARIETY

» The development should provide for a mix of uses and dwelling types.
HIGH QUALITY BUILT FORM

» Key spaces, places and routes will be defined by interesting and varied built form;

» Buildings will be arranged so that they have a clear front and back, with the front facing the public realm; and

» The use of appropriate materials and details will enhance the quality of built form.

PERMEABILITY

» Create a development structure that provides for direct movement along desire lines between destinations.

PHYSICAL PROTECTION

» At a detailed level an effective way to prevent property crime is to make the property itself as secure as possible. However, such security measures will need to be selected to avoid compromising the quality of the local environment.

ACTIVITY

The proposals have been designed to encourage appropriate levels of activity, helping to discourage crime and provide a sense of safety and security at all times. In particular:

» The public realm will be designed to be enjoyed by a wide range of people; and

» Care has been taken to ensure that the mix of uses in a locality are compatible;

MANAGEMENT AND MAINTENANCE

» A high quality of design throughout the development, including new streets, and open spaces, together with ongoing maintenance will help to promote respect towards the environment and therefore increase its use and safety.
4.3. **INDICATIVE PARAMETER PLANS**

**PARAMETER PLAN 1: LAND USE**

The Land Use Parameter plan defines the extent of the proposed Land uses.

**RESIDENTIAL**

Up to 150 dwellings (at an average of 40 dwellings per hectare) will be provided. Approximately 2.74 hectares of residential land is proposed with a range of dwelling types.

**OPEN SPACE**

A well connected and integrated network of 1.1 hectares of open space is proposed. The majority of the open space will form part of informal open space with an appropriately located play area which will be agreed with the local authority. There is structural landscaping within the remaining site area created by existing trees and hedgerows which will be protected and reinforced.

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>HECTARES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>2.74</td>
</tr>
<tr>
<td>Public Open Space inc. structural landscaping</td>
<td>1.1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3.84</strong></td>
</tr>
</tbody>
</table>

![Diagram of the site boundary and land use]
PARAMETER PLAN 2: ACCESS AND MOVEMENT

The Parameter Plan defines the points of access to the site, and the key pedestrian and cycle connections.

PEDESTRIAN/CYCLE ACCESS

The parameter plan provides for direct and effective movement by pedestrians and cyclists following key desire lines across the site and around the edges. It also identifies the existing public right of way within the site and other pedestrian/cycle access points into the site.

VEHICULAR ACCESS

One access point is proposed off Forester Way to allow efficient vehicular access to the site (identified with a red arrow on the plan adjacent).
PARAMETER PLAN 3: GREEN INFRASTRUCTURE

A significant area of public open space and landscaping is provided around the boundary of the site adjoining the mature hedgerows. It will also provide safe routes for pedestrian and cyclist movement.

A childrens’ play area is also provided in the south eastern edge of the site.
PARAMETER PLAN 4: DENSITY

The Development will provide a maximum of 150 new dwellings with a range of dwelling types. The band of highest densities will be within the centre and north of the site close to the existing bus route. The lowest density will be on the southern edges reflecting the character of the – and existing residential densities opposite.

This density range will ensure a mix of dwelling types and sizes so to reflect the need of the local area. The average density will be approximately 40dph based on a Net site area.
PARAMETER PLAN 5: SCALE

The length, width & height of the buildings will define the streets and spaces and reflect their importance and thereby assist local legibility. The proposed development will be of maximum 3 storeys to achieve a legible structure.

The scale of dwellings has been defined in the table opposite:
<table>
<thead>
<tr>
<th></th>
<th>Length (x)</th>
<th>Width (y)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min</td>
<td>Max</td>
</tr>
<tr>
<td>Standard residential building</td>
<td>4m</td>
<td>75m</td>
</tr>
<tr>
<td>Corner residential building</td>
<td>4m</td>
<td>100m</td>
</tr>
</tbody>
</table>

Note: Maximum possible extent for residential building envelope

<table>
<thead>
<tr>
<th></th>
<th>Length (x)</th>
<th>Width (y)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min</td>
<td>Max</td>
</tr>
<tr>
<td>Employment buildings</td>
<td>10m</td>
<td>150m</td>
</tr>
</tbody>
</table>

Note: Maximum possible extent for Employment building envelope
5. ILLUSTRATING THE MASTERPLAN
5.1. INTRODUCTION

This chapter sets out the illustrative information to explain how the Design Principles might be applied when the proposal is developed in the future.

First the key aspects of the Illustrative Masterplan are explained. This is followed by the Strategies for the Masterplan covering landscape, access and movement and details on the street hierarchy. The final section looks at more specific principles relating to the layout and appearance of the proposed character areas. These seek to create distinctive places within the development.

5.2. ILLUSTRATIVE MASTERPLAN

The Illustrative Masterplan provides an indicative illustration of how the design principles and parameters could be realised to create high quality and sustainable development.

It is important to note that the illustrative masterplan would not be fixed as a part of Outline Planning application.

The purpose of this drawing is to show how the parameters and principles will provide for the creation of an attractive development comprising a mixture of house types. Variations in density and urban grain will create distinct character areas and edges. The approach to appearance and layout is expanded in section 5.4.

A central housing core will provide up to 150 homes. The area is formed from a logical series of streets which create legible and secure perimeter blocks for residential properties. The housing area has been designed to provide mainly detached, semi-detached and terraced forms of housing with a limited number of apartments.

A large area of clearly defined public open space is provided, which is well surveyed and overlooked and located appropriately within the site to enable access for all from within the development and the surrounding area. The existing trees and hedgerows around the boundary of the site will be retained and protected.

Overall the proposals will substantially enhance the character, appearance, and quality of the site and this area.

The principles of the illustrative masterplan are set out below and are explained in more detail further in this section.

PRINCIPLES OF THE ILLUSTRATIVE MASTERPLAN

» Existing site access to be retained at Forester Way
» Proposed new residential development
» Retention of existing landscape planting
» Provision of public open space facilities
» Strengthening of existing boundary landscape of trees and hedgerows
» Provision of cycle / footpath
» Strong frontage to St Mellons Road and key open spaces
» Hierarchy of streets and spaces
5.3. STRATEGIES FOR THE MASTERPLAN

LANDSCAPE

The object will be to deliver housing and green space within a planted landscape setting that makes a sympathetic and successful fit close to key landscape features such as the woodland.

The landscape strategy will ensure that the new scheme forms sensitive and appropriate responses to the place.

The western edge, on the highest ground, is an opportunity to form an attractive natural edge of existing mature trees and hedgerow and newly planted trees overlooked by building frontages. The landscape strategy plan opposite shows a wide green space to be used as an informal open space.

The eastern edge with the existing woodland will also have this naturalistic quality, again functioning as a transition area between the built form and woodland. It will include the pond and existing stream running alongside the public right of way. This will continue into the southeast corner of the site opening up into a recreational parkland space with a formal area of play.

Place-making and a positive response to this attractive landscape will form a valuable and well-designed response that is both discrete and a positive addition to the site.
Landscape Strategy Plan
ACCESS AND MOVEMENT

It is proposed that vehicular access be taken into the site via the addition of a new access off Forester Way. New footpath/cycleways will also be provided in the south of the site to link the development to North Pontprennau.

The main access to the site will serve all the dwellings in the proposed development through a main street, which in turn serves secondary lanes and private drives.

The amount of car parking to be provided at the site will accord with local and national standards and guidance. All road designs will be designed to adoptable standards.

Street Design

The principles for the design of streets set out over the following pages have been prepared to be in accordance with Manual for Streets 1 and 2. The key objective is to create distinctive ‘places’ that will help to build and strengthen the new community as well as meeting the needs of all users.

The streets connect to create a legible and permeable network and the character and the identity of the street types will assist in developing a sense of place as well as enhancing legibility.

Principles

Across the site the following design principles apply:

» The creation of connected streets to facilitate the creation of a ‘walkable neighbourhood’

» The detailed design of streets will be integrated with the character area they are within and the built form enclosing them.

» Measures such as shared surfaces, changes in surface materials, horizontal alignment, lighting and the design of the street should be used as appropriate to encourage slow speeds.

For each of the street types a description is set out under the headings found in Manual for Streets describing the principal functions of streets (place, movement, access and parking). The elements and objectives of each of these are explained below.
**Place**

This defines the character and role of the street and the elements that will make it distinctive and/or characteristic of the local context. The sense of place will be informed by a number of factors including the buildings defining the space, the degree of enclosure, the level and type of local activity, planting and street trees and surface materials.

**Movement**

These principles explain the movement function of the street in terms of flows and the priority given to different modes of travel. Wherever possible and appropriate, pedestrians and cyclists will be given priority.

**Access**

This describes how users will access buildings and public spaces from the street. And where possible and appropriate, the objective is to provide frontages that are directly and accessible on foot, with vehicle parking close to the main entrance to the property.

**Parking**

Manual for Streets describes how parking is a key function of many streets and that a well designed arrangement of on street parking provides convenient access to frontages and can add vitality to the street. The objective is to provide parking close to houses where appropriate and possible.
Type 1: Main Street

Place

This is the main route for circulation within the site. It is fronted by houses and will have a more formal character and allow for tree planting in front gardens.

Movement

The ‘Main Street’ provides for efficient movement by bicycles and vehicles, with a separate 2m wide foot path for pedestrians either side.

Access

Direct pedestrian and vehicular access is provided to dwellings.

Parking

Most parking is provided on plot to the side of properties. Also visitor parking will be provided within the carriageway at irregular intervals between access drives. Front loaded parking to be kept to a minimum.
Type 2: Lanes

Place

These routes will be designed as shared surface streets, promoting free movement between pedestrians, cyclists and vehicles. They provide a 'soft' street within the development without the feel of an engineered road. The narrow width of the shared surface, combined with the very low vehicle movement means that the street is effectively defined by buildings and front gardens.

Movement

This route is designed exclusively for dwellings fronting them and will also accommodate the pedestrian/cyclists network.

Access

Direct pedestrian and vehicular access is provided to dwellings fronting to streets.

Parking

There will be some informal on-street parking intended for visitors. Each dwelling will be provided with sufficient on-plot parking, either to the side of the dwelling or to the front.
Type 3: Private Drives

Place

Private drives are informal private area access drives. They provide a ‘soft’ edge within the development and will provide access to up to 5 dwellings.

Movement

This route is designed exclusively for dwellings fronting them. Pedestrian / cycle network to be segregated from private drives for adoption purposes.

Access

Direct pedestrian and vehicular access is provided to dwellings fronting streets.

Parking

Each dwelling will be provided with sufficient on-plot parking, which will be accessed from the private drive.
COMMUNITY SAFETY

All routes and open spaces will be fronted on to by doors and windows to allow for natural surveillance and improve the community’s safety.

The public realm is comprised of streets, squares and public spaces and will be overlooked but also designed for people to enjoy and not be dominated by traffic.

A sense of ownership and responsibility is also a key part of achieving community safety. Our strategy will encourage this through:

» Designing high quality public open spaces to be well used and looked after;

» Mixing housing tenure and ownership;

» Providing good quality public realm features and facilities.
5.4. CHARACTER

The images on these pages illustrate how a simple palette of materials has been used to create a unifying character to the development.

CHARACTER AREA 1: CARDIFF GATE CORE

Amount

Medium to higher densities are considered appropriate in this location, given its proximity to existing bus routes and the character of surrounding employment uses.

Layout

More formalised routes with clear vistas. Well defined frontages as a result of shorter setbacks, continuous built form and smaller housing typologies.

Scale

Mainly 2 storey development rising to three storeys around key spaces.

Appearance

The development will be a mix of semi-detached, short rows of terraced houses and limited apartments with strong, rhythmical frontages along the main street.

Plot sizes will vary but generally spaces will be compact to create cohesion and a sense of enclosure.

Materials will reflect those used locally, drawn from the analysis that has been carried out in the assessment section on the character of the context.
CHARACTER AREA 2: PONTPRENNAU EDGE

Amount

Medium to Lower densities are considered appropriate in this location, given its proximity to existing lower density development and the more rural character of St Mellons Road.

Layout

More sinuous routes defined by more organic building lines. Varied frontages as a result of longer setbacks, built form interspersed with landscaping and larger housing typologies.

Scale

Mainly 2 storey development

Appearance

The development will be a mix of detached and semi-detached houses with informal frontages along the main primary route. Plot sizes will vary but generally spaces will be generous to create gaps and a sense of openness. Materials will reflect those used locally, drawn from the analysis that has been carried out in the assessment section on the character of the context.
6. CONCLUSIONS
The proposed development at land south of Forester Way will have a distinct character and strong sense of place that is inspired by the existing context and existing site features. The development is well located to:

» Provide a place where people want to come and live;

» Provide a distinctive, high quality scheme that maximises the concept of sustainable, healthy living;

» Connect to the existing footpaths for the benefit of new and existing residents;

» Provide for a strong sense of place, the identity of which draws upon the context of Pontprennau and Lisvane and other surrounding areas;

» Provide a green environment that aids social and community benefits but also enhances biodiversity and ecology.

**Benefits of the Proposals**

The site represents a very sustainable location for new residential development given close links to existing employment and services, bus routes and proximity to Cardiff.

» It forms a logical infill development between Cardiff Gate and the existing development along St Mellons Road;

» It would provide much needed affordable housing;

» It would reinforce the economic viability of Cardiff Gate and not detract from their vitality;

» It will protect and enhance the natural built and environment;

» It will promote high quality development and sustainable design;

» It will promote opportunities for sustainable integrated transport;

» It will promote safer communities.

These proposals will deliver the reuse of a vacant and underused area of land within the existing urban area of Cardiff for housing. This will result in a far more efficient use of this valuable resource.

The site is located in a highly sustainable location within the existing urban area of Cardiff, within walking and cycling distance of a wide range of surrounding employment, recreation, and retail facilities. These locations and others further afield within and beyond the city can also be easily reached by bus. The proposals accord with the sustainability requirements of PPW and the Cardiff and Local Development Plan.

The proposals are well designed and provide a range and mix of residential, properties and will integrate harmoniously with the existing business park and the residential area directly to the south of the site.