

# DESIGN & ACCESS STATEMENT

RADYR COURT CLOSE  
CARDIFF

JULY 2023

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planning consultants



# PROPOSAL

## SUMMARY OF THE PROPOSAL

This document has been prepared by Amity Planning Ltd on the behalf of Wales and West Housing Association (WWHA). This statement supports the submission of a full planning application that seeks permission to erect 8 affordable houses together with access, landscaping, drainage, engineering, and other associated works at land off Radyr Court Close, Danescourt.

The objective of this Design and Access Statement (DAS) is to demonstrate how the principles of good design and placemaking have been applied, and how the proposed planning submission has been developed in a thoughtful, logical, and innovative manner, that considers the site, its context and the character of the wider area.

The statement identifies how the scheme responds to the relevant policies and guidance on design and placemaking. The statement also explains how the design evolution has responded positively to the comments and input from a wide range of local authority departments and demonstrates how we have collaborated with the local authority to produce this scheme.



FIGURE 1

1.0 SITE LOCATION PLAN

## SITE CONTEXT

The site at Radyr Court currently comprises of informal green space and is situated within a primarily residential area of Llandaff. The site is privately owned and maintained by Wales & West Housing and is enclosed by a low-level fence. There is currently no vehicular access into the site.

The northern portion of the site fronts onto a pedestrian footpath, and to its other boundaries it fronts on to adopted highway. Beyond the immediate site boundaries, existing residential properties lie to the north, west and south, and the River Taff is located to the east. To the west of Radyr Court Close is a cul-de-sac serving a parking court for residents of an existing housing estate. Moreover, a grass bund can be seen between Radyr Court Road and the River Taff.

# VISION STATEMENT

## DEVELOPMENT BRIEF

The development of this land at Radyr Court Close brings the opportunity to provide high quality affordable housing to the Llandaff area, delivering thoughtful design to match the needs of the local population. The development site is sustainably located close to a wide range of facilities, shops, and leisure space which can be accessed by bike, on foot or with public transport options.

The scheme encompasses a strong overall identity and sense of place whilst the built form of the proposed houses, parking and their relative access integrates sympathetically and seamlessly into the pre-existing urban layout. Consequently, the residential nature of the development is an ideal land use to complement the existing adjacent neighbourhoods that enclose the site.

## SITE OPPORTUNITIES & CONSTRAINTS

The development site is located in a prime location to the service centre with the opportunity to slot into a clear hierarchy of surrounding development ensuring a good relationship with the wider character of Danescourt. The site also has the ability to serve as a very sustainable location link to wider facilities and encourage walking and cycling. The views of the River Taff from the east of the site are also a great distinct asset.

In terms of site constraints, the site is located within a River Corridor, however any issues arising from this have been explored and mitigated. To mitigate against the loss of Open Space on Site, 2,686sq.m. of Open Space will be provided by the scheme.

As well as Open Space provision on the southern parcel, the parcel of land to the south is also owned by WWhA and not currently designated as informal open space. This will also be provided as compensation.

## OBJECTIVES



### AFFORDABLE HOUSING

The creation of a new residential area for Radyr Court Close that comprises of 100% affordable high-quality homes.

A positive contribution by the provision of further dwellings towards the LDP target on affordable housing supply.



### SUSTAINABLE DESIGN

The delivery of a residential scheme within a well-linked and easily accessible area, promoting active travel and well-being.

The provision of 2,686sq.m of Open Space on site, as well as informal Childrens Play Space.



### DISTINCTIVE DESIGN FOR A LOCAL NEED

Providing a sense of place-making and opportunities for social and community cohesion with both on & off-site open space provision.

Delivering high quality housing and built form that have been informed by site and context assessment.

# PLANNING POLICY

## LOCAL DEVELOPMENT PLAN

The planning policies and guidance which are relevant and influential to the design of the proposed development have been identified as follows.

### CARDIFF LOCAL DEVELOPMENT PLAN 2006-2016

The site lies falls within the administrative boundaries of Cardiff County Council. It is within the settlement boundary of Cardiff (KP3.B) The site is also designated as a River Corridor.

The Cardiff Local Development Plan (LDP) was adopted in January 2016. It sets out the spatial vision for the future development of Cardiff. The LDP is utilised by the Council to guide and manage development, providing a basis by which planning applications will be determined and will supersede the existing adopted development plan framework for Cardiff. As highlighted within Section 38 of the Planning & Compulsory Purchase Act 2004, development must be carried out in accordance with the Local Development Plan unless mitigating circumstances warrant consideration.

### MOST RELEVANT LDP POLICIES

H3 - AFFORDABLE HOUSING  
H6 - CHANGE OF USE TO RESIDENTIAL USE  
EN4 - RIVER CORRIDOORS  
EN5 - DESIGNATED SITES  
EN14 - FLOOD RISK  
C4 - PROTECTION OF OPEN SPACE  
C5 - PROVISION OF OPEN SPACE  
KP8 - SUSTAINABLE TRANSPORT



## SUPPLEMENTARY PLANNING GUIDANCE

Supplementary Planning Guidance (SPG) exists to provide further detail on policies and proposals contained within Cardiff's Development Plan. They help ensure policies and proposals are better understood and applied effectively. Supplementary Planning Guidance does not hold the same weight as the adopted Development Plan policies. However, they need to be taken into account when making material consideration to determine planning applications.

### MOST RELEVANT SPG DOCUMENTS

MANAGING TRANSPORTATION IMPACTS  
PLANNING OBLIGATIONS  
RESIDENTIAL DESIGN GUIDE  
WASTE COLLECTION & STORAGE  
RIVER CORRIDORS  
PROVISION OF OPEN SPACE  
PLANNING FOR HEALTH & WELLBEING  
ECOLOGY & BIODIVERSITY

### CONTRIBUTIONS

In accordance with Cardiff Planning Obligations, an appropriate provision of open space can be made to meet Policy C5 "Provision of Open space" along with a financial contribution. Paragraph 5.28 sets out that "the level of contribution is based on the cost of providing 1 hectare of functional open space, multiplied by the amount required by the proposed development". It clarifies that "in 2016, the figure for providing 1ha of functional open space is £426,975" and this figure "will be reviewed annually in line with the Retail Price Index".

## PLANNING POLICY WALES

Planning Policy Wales (PPW) forms the overarching national planning policy document within Wales, providing guidance to Local Planning Authorities (LPAs) for the preparation of development plans and the determination of planning applications through their development management functions.

Paragraph 2.8 acknowledges that “planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales”.

### 2.0 NATIONAL PLACEMAKING OUTCOMES



## FUTURE WALES NATIONAL PLAN 2040

Future Wales is the national development framework and sets out the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system. Urban growth and regeneration should be based on the following strategic placemaking principles:

1. Creating a rich mix of uses.
2. Providing a variety of housing types and tenures.
3. Building places at a walkable scale, with homes, local facilities, and public transport within walking distance of each other.
4. Increasing population density, with development built at urban densities that can support public transport and local facilities.
5. Establishing a permeable network of streets, with a hierarchy that informs the nature of development.
6. Promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and
7. Integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.

## TECHNICAL ADVICE NOTES

Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs) which provide further national advice and guidance on specific areas of the planning system. The following TANs are relevant to this scheme:

TAN 2: PLANNING & AFFORDABLE HOUSING  
TAN 5: NATURE CONSERVATION & PLANNING  
TAN 10: TREE PRESERVATION ORDERS  
TAN 12: DESIGN  
TAN 15: DEVELOPMENT & FLOOD RISK  
TAN 16: SPORT, RECREATION & OPEN SPACE  
TAN 18: TRANSPORT



# INTERPRETATION

## CONCEPT DESIGN

The findings of the site and context analysis, in combination with the content of the relevant policies and guidance provide the framework to deliver the design of the development in line with the vision objectives of the scheme.

1. Erection of 8 dwelling houses with a specific tenure to cater to the demand of affordable housing within the area.
2. Seamless connection to the existing highway infrastructure through new roadway that will be adapted to the site constraints.
3. The incorporation of a significant total of 2,686sq.m. Open Space within the scheme, as well as Informal Childrens Play.
4. Biodiversity/ecology measures to retain significant elements of the site.

FIGURE 4



4.0 3D ARCHITECTURAL IMPRESSION ALONG RADYR COURT ROAD

FIGURE 3



3.0 STREET SCENE ALONG RADYR COURT ROAD

# DESIGN DEVELOPMENT

## DESIGN ITERATIONS

The design of this scheme has undergone a full evolution taking on board valuable consultation advice from the Local Authority, specialist consultees and the local community.

The built form of the site has been adjusted in accordance with advice and there has been subsequently a design iteration of the residential scheme to address the issues highlighted by the Council's internal consultees, to deliver a generous range of housing units whilst integrating the scheme sympathetically into the wider landscape.

The amended scheme is designed in a bespoke way to better respond to the site constraints, whilst maintaining adequate Open Space provision, a strong streetscape, and notable views of the River Taff.

The general arrangement of dwellings have been amended to better respond to the curvature of the site. The density of dwellings have furthermore been reduced in order to retain a larger amount of open space provision for the scheme, in line with aspirations of both the Local Authority and local community.

The car parking arrangement has subsequently been reduced and the landscaping strategy amended to retain the existing ecological elements of the site, whilst providing new planting where necessary, as well as an area of natural 'Informal Childrens Play Space'.

## 5.0 DESIGN EVOLUTION



## 5.1 PROPOSED LAYOUT



FIGURE 5

# THE PROPOSAL

## CHARACTER

The proposed scheme has been designed to provide 8no. dwellings. A full analysis of the site and its context has been undertaken and it has been thoughtfully concluded that there is sufficient capacity to comfortably fit 8no. housing units with no compromise to high quality design standards.

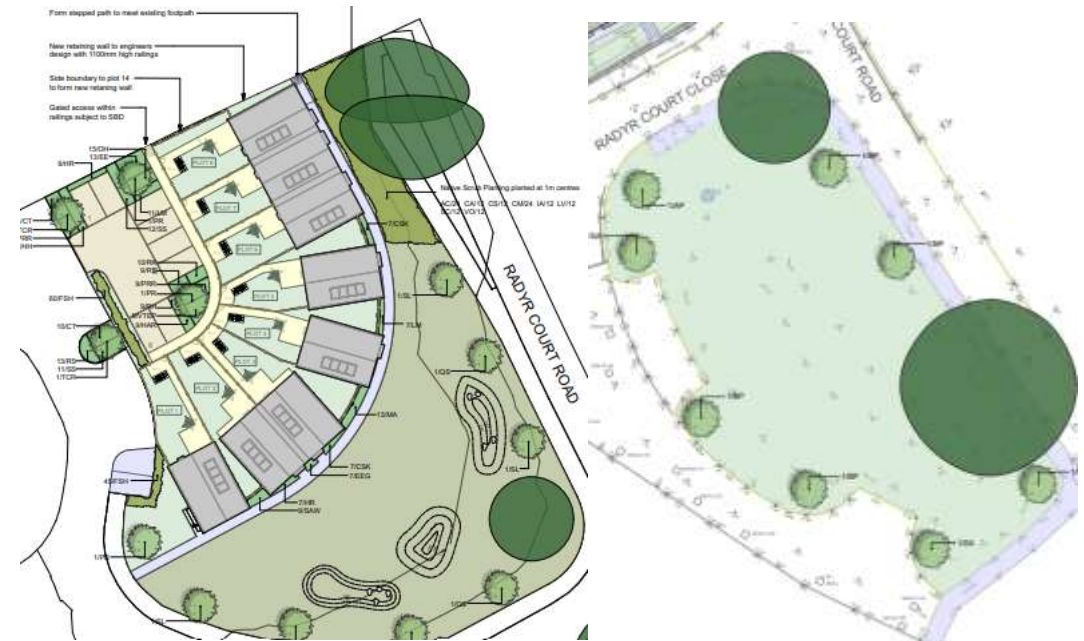
The proposed buildings do not differ greatly in architectural terms from the housing units within the adjacent residential settlements and the external street scene is very in-keeping with the local area. The terrace layout of the housing units, as well as the blue/grey fibre cement rooves can be seen across the various adjacent residential settlements within Danescourt.

The proposed dwellings are also set back behind planting, which mirrors surrounding dwellings. Marziale brickwork will be used to create a classic look to the dwellings. The site is also extremely well connected and slots into a clear hierarchy of settlements, which are arranged around the town centre.

The scheme further incorporates thoughtful green infrastructure inclusive of on-site play space and informal green spaces which can serve as meeting places. There is ample opportunity for pedestrian access into the site, encouraging active travel which will minimise the need of short journeys by car and, in turn, reduce the greenhouse gases emissions.

The trees on the western boundary will also be retained and new trees will be strategically planted on site. Rain gardens and swale features will be also part of the landscaping scheme as well as SUDS for the whole development.

FIGURE 6



## 6.0 LANDSCAPING PROPOSALS

## COMMUNITY SAFETY

Parking areas and public routes within and bordering the site will benefit from natural surveillance through appropriate orientation of properties.

Each dwelling will have their own private and enclosed garden space and furthermore, private, and public areas are clearly distinct through suitable incorporation of hedgerows and fencing where necessary.



# THE PROPOSAL

## ACCESS & MOVEMENT

The site lies adjacent to a cul-de-sac of Radyr Court Close which serves a parking court associated with an existing Wales & West Housing housing estate. Radyr Court Road itself comprises of an adopted highway, however the bays served from this are in the ownership of the applicant.

The width of the access and visibility splays will be designed as per Highway design specifications to ensure the safety standards for road users. The new car park will be a courtyard based on a perpendicular parking arrangement. The parking court is designed to provide parking for 8no. cars. Parking areas and public routes within and bordering the site will also benefit from natural surveillance through appropriate orientation of properties. Two further compensatory bays will be provided within the curtilage of the site for existing residents.

The scheme does not achieve the maximum parking standards, however due to the vision of this scheme to encourage more active forms of travel due to its optimal location, it is deemed that one space per household is an adequate provision.

In addition to the site's highly sustainable location, it is noted that as a social-housing scheme, car ownership levels are evidentially significantly lower than for market housing and other housing tenures. This has been accepted by Inspectors at appeal.

The availability of a range of services and facilities in a reasonable walking distance will furthermore discourage the use of private vehicles and therefore the modes of active travel in conjunction with public transport might highly likely be the preferred mean of transportation for the future residents on the site.

Furthermore, in addition to the primary site access, the development will also incorporate direct pedestrian accesses from each dwelling to the public highway.

One of them will be formed on the northern-east corner of the site from the public footpath, one from the footpath in parallel with Radyr Court Road and the River Taff, and one further from the southern footpath for the 'walk up' flats. These accesses will ensure accessibility for pedestrians and promote indirectly active travel as a mean of transport.

### 7.0 PROXIMITY TO KEY SERVICES

Name of service or facility	Distance (in metres)
Danescourt train station	303
Ysgol Pencae (Primary School)	350
Bus services	450-550
Co-op Food store	550
Ysgol Gynradd Danescourt Primary School (Primary School)	650
The Heathcock (public house)	800
Ysgol Gyfun Gymraeg Glantaf (Secondary School)	850
Lidl food store	900
Danescourt Surgery	1000
Rookwood Hospital (Rehabilitation Centre)	1200

FIGURE 7

# THE PROPOSAL

## ENVIRONMENTAL SUSTAINIBILITY

The site layout for this residential scheme incorporates green and blue infrastructure with the aim of delivering a sense of place; contributing to the preservation and enhancement of habitats and biodiversity; and the infiltration of surface water runoff to prevent and reduce flooding.

The northern parcel furthermore integrates an area of natural play, which blends seamlessly into the landscape whilst providing a community benefit.

The trees and vegetation on the site and its surroundings are taken into consideration for the design of the development. The hedge along the western site boundary will be retained, along with the majority of the trees. Only a few of the existing trees will be removed due to their poor physical state, based on the Tree Survey by Treescene Ltd. that is enclosed with the planning application.

A set of landscaping proposals have been designed to be incorporated to the form of development. Once the tarmac and concrete sections have been removed, new turf will be sown to create the front and rear gardens of the proposed dwellinghouses. On the northeast corner of the land, there will be a wildflower area with three common hazel plants.

The parking spaces and the front gardens will have permeable block pavement installed onto the western site border. For the front gardens and driveways, 0.6-metre-high picket fencing will be installed, and 1.8 metre high close-boarded fencing will divide the rear gardens of the plots.

The entire site is classified as a floodplain under Zone C1 on the Development Advice Map (DAM), which implies it benefits from substantial infrastructure, including flood defences. New development in this flood zone can take place subject to application of justification test, including acceptability of consequences.

An exhaustive site-specific Flood Consequence Assessment (FCA) produced by JBA Consulting concludes that the development will be compatible with the predicted flood risk on the site and surroundings. The reprofiling of the southern parcel of land will mostly contribute to achieve net gain in floodplain storage.



## ECOLOGY & LANDSCAPE IMPACT

A Preliminary Ecological Appraisal has been produced by Sylvan Ecology to identify any potential ecological constraints to development within the site; identify requirements for any additional ecological surveys needed to determine potential ecological impacts; and describe measures to mitigate or compensate for any impacts on the ecological interest of the site.

Mitigation strategies include less invasive work on the habitat for breeding birds, lighting that is sensitive to bats, adding invert coils to the soft landscaping, and constructing features that enable hedgehogs to freely move throughout the area.

In conclusion, the key species, habitats, and ecological networks have been correctly identified. The proposals would inevitably disrupt some habitats and species, but this effect would adequately be minimised.

Additionally, compensating procedures have been developed and will be put into place to guarantee that the area's total value for nature conservation will not be diminished.

# RESPONSE TO PLANNING POLICY

## AFFORDABLE HOUSING

The aim of the proposal will meet the social need of the local community for further affordable housing supply. The principle of developing the site for housing is in line with meeting the affordable housing target for the area provided by Local Development Plan outlined in Policy H3. The principle of development has therefore been established and the nature of the proposal is clearly appropriate.

## DESIGN & OPEN SPACE PROVISION

A robust analysis of the site and its context has been undertaken to understand the character of the area and deliver a high-quality designed scheme that relates well with the surrounding land and uses. Furthermore, pre-application advice has been taken on board and the scheme has been amended to accord with SPG Residential Design Guide, and LDP KP5. The use of external materials and building layout also respond satisfactorily to the established character in the vicinity of the site. A suitable compensation of Open Space has been provided within the scheme, which is deemed to be an adequate compensatory provision complying with LDP C4 & C5, along with SPG Provision of Open Space.

## DRAINAGE & ECOLOGY

The drainage strategy is based on the incorporation of Sustainable Drainage Systems (SUDS) to mitigate flooding from surface water and separate systems to prevent deterioration of water quality. There are no concerns regarding the ability to deliver a suitable and effective drainage plan for this development site. Likewise, ecology and landscaping assessments have been accordingly undertaken to prevent any detrimental impact and where possible enhance the natural environment.

## HIGHWAYS

The new scheme has taken into account the accessibility to the highway network and provided improvements, now incorporating seamlessly into the highway network, promoting active travel and ensuring good highway safety in line with LDP Policies KP8 and TAN18.

## FLOOD RISK MANAGEMENT

The entire site is classified as a floodplain under Zone C1 on the Development Advice Map (DAM), which implies high flood risk but benefiting from flood defences. A site-specific FCA has been produced and concludes that the development proposals can satisfy all the requirements of the Justification Test and Acceptability Criteria. Furthermore, the proposals will include mitigation measures against flooding as well as the increase of net flood capacity storage to reduce the predicted flood risk. Overall, the FCA has feasibly demonstrated that the proposed development is compliant with the aims and objectives of TAN 15 and LDP Policy 14.

## SUMMARY

In summary, the proposed development will provide high-quality affordable housing in a highly sustainable location within Cardiff. This Design and Access Statement demonstrates that the objectives of good design and placemaking have been addressed throughout the evolution of the proposed scheme and that the development responds satisfactorily to relevant planning policies and guidance.