

PLANNING STATEMENT

LYNMOUTH CRESCENT, RUMNEY, CARDIFF

Planning Application

Merhav (Cardiff) Ltd

May 2025



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1.0 Introduction

- 1.1 This Planning Statement accompanies a planning application made by Merhav Cardiff Ltd (the 'Applicant') to Cardiff City Council (the 'Council' or 'CCC') for new roof level residential dwellings, external refurbishment and forecourt improvements to Lynton Court, Lynmouth Court, Seaton Court, Sidmouth Court, Tiverton Court, Torrington Court, Exeter Court, Exmouth Court, Bideford Court, Barnstaple Court (5 blocks in total, referred to as Blocks A to E), located on Lynmouth Crescent, Rumney, Cardiff, CF3 4AT. ('the Site').
- 1.2 The proposal is described in more detail in Section 2 of this Planning Statement and the accompanying Design and Access Statement prepared by Newton Architecture Ltd.
- 1.3 All existing Site access points from Lynmouth Crescent and existing car parking arrangements will be unaffected.
- 1.4 The application Site is shown below.



- Site Boundary
- Buildings A to E
- 2 Rumney Police station
- 3 LLanrumney fields

1.5 This full application comprises the following documents:

Drawings

- Site Location Plan (2036-001, P1)
- Existing Block Plan (2036-002, P1)
- Proposed Block Plan (2036-003, P1)
- Existing Site Plan (2036-010, P1)
- Existing Floor and Roof Plans (2036-011, P1)
- Existing Street Elevations (2036-020, P1)
- Existing Block A Elevations and Section (2036-021, P1)
- Existing Block B Elevations and Section (2036-022, P1)
- Existing Block C Elevations and Section (2036-023, P1)
- Existing Block D Elevations and Section (2036-024, P1)
- Existing Block E Elevations and Section (2036-025, P1)
- Proposed Site Plan (2036-110, P1)
- Proposed Floor and Roof Plans (2036-111, P1)
- Proposed Street Elevations (2036-120, P1)
- Proposed Block A Elevations and Section (2036-121, P1)
- Proposed Block B Elevations and Section (2036-122, P1)
- Proposed Block C Elevations and Section (2036-123, P1)
- Proposed Block D Elevations and Section (2036-124, P1)
- Proposed Block E Elevations and Section (2036-125, P1)

Documents

- Application form
- Planning Statement
- Transport Note (Magna Transport Planning Ltd)
- Design and Access Statement (Newton Architecture Ltd)

- 1.6 The proposed description of development is:

Roof level alterations and façade enhancements to deliver fifteen new residential apartments and other associated works including new car parking spaces, bin and cycle stores, and landscape improvements.

- 1.7 This Planning Statement seeks to explain how the submitted proposals accord with the relevant local and national planning policies and guidance and explain why Planning Permission should be granted.

2.0 The Proposed Development

- 2.1 The proposals for the five blocks include external refurbishment and roof conversions resulting in fifteen new apartments (one x 1 bed and two x 2 bed apartments in each block). The proposals also include improved landscaping and new car parking spaces to the front forecourts as well as other associated works.
- 2.2 The orientation of the existing buildings on Site provides a west facing primary aspect to each proposed apartment, with rooflights to the existing east facing pitched roof slope. The Site is on a significant ground slope and the design of the roof extensions, their orientation and internal layouts have been carefully configured to result in no overbearing or overlooking impacts on existing or neighbouring properties.
- 2.3 As part of the proposed works, the applicant is looking to clean, repair and apply a render finish to the existing elevations which will significantly improve the appearance of the properties in keeping with the improvements carried out to the adjacent properties on the west of Lynmouth Crescent. All this work will provide an improved backdrop to the proposed forecourt improvements resulting in a greatly enhanced street scene.
- 2.4 The existing forecourts between blocks A to E and along Lynmouth Crescent are in need of repair. The forecourts currently provide access to the building entrances and to the garages which are under the leasehold ownership of the existing residents. The forecourts are under freeholder ownership only and leaseholders are not entitled to park vehicles on them although there is evidence of this.
- 2.5 Car parking is provided on Site, both in each block's garages (with access only over the forecourts) and along Lynmouth Crescent, which falls within the ownership of the freeholder but is adopted by the local authority.
- 2.6 The proposal includes the repair and enhancement of the forecourts, the rationalisation of the vehicle entrance and exit points onto Lynmouth Crescent and an increase in pedestrian pavement space.

- 2.7 The forecourts are further improved through integrated planting and trees throughout. There is currently limited provision for cycle storage on Site. Cycle parking for the proposed dwellings is provided in the grounds of buildings A to E in secured, covered cycle stores.
- 2.8 Refuse storage on Site is currently in the form of freestanding wheelie bins between each building. These will be retained but housed in new timber enclosures.
- 2.9 The proposals are considered modest in size, entirely appropriate for the setting, domestic in character and would materially complement the existing buildings on Site, while providing additional high quality accommodation in the local area.

Housing

- 2.10 The existing five blocks comprise two 'courts' each, complete with two common stair cores serving the existing apartments.
- 2.11 The existing blocks are proposed to have their roofs extended to the Western pitch with mansard extensions to form fifteen apartments in a mix of 1 and 2 bed units.
- 2.12 Access to the blocks will remain unaffected.
- 2.13 The apartments have been designed to maximise sunlight, daylight and quality, while remaining in-keeping with the Site and context and responding to the pre-application feedback. Ridge heights of the existing pitched roofs will remain as existing with dormer windows proposed to the front elevation.
- 2.14 This approach will ensure the domestic appearance of the existing buildings on Site remain and neighbours will be unaffected.
- 2.15 There is 133.5sqm of communal amenity space to the South of the Site. The Site further benefits from an abundance of local amenities, which include the neighbouring Rumney Hill Gardens (public park) and LLanrumney fields which has sports playing areas and the Rumney Trail, both parks provide close public amenity in short walking distance.

Local Character and Design

- 2.16 The roof level alterations have been designed to be in-keeping with the Site, responding to the existing built form. All new windows are positioned at suitable distances from any existing residential buildings as demonstrated in the submitted DAS.
- 2.17 The orientation of the buildings on Site are ideally suited to roof conversions and extensions to the west, providing excellent sunlight and daylight quality for the proposed apartments. The apartment layouts are arranged with habitable rooms to the west and bathrooms / kitchen spaces to the east,

where roof alterations through the introduction of rooflights on the existing rear roof pitch will provide natural light. The proposed rooflights will be set at a height above 1.7m to ensure no overlooking can occur to gardens behind.

- 2.18 There will be no negative sunlight or daylight impacts on the existing apartments, amenity spaces or neighbouring buildings. The shadow plans in the submitted DAS show the existing and proposed shadows during the equinox.
- 2.19 The design seeks to balance the traditional material palette and architectural forms found in the local area.
- 2.20 The proposal has been designed to enhance the existing landscape on Site. The proposed repair and enhancements to the existing forecourts will positively contribute to the public realm. The increase in pedestrian pavement and planting beds will increase greenery along the street and meet the quality present to the western side of Lynmouth Crescent, bringing balance to the street and creating an improved landscaped vista.

Car Parking and Servicing

- 2.21 The existing forecourts are under freeholder ownership and are not demised to leaseholders of the existing apartments, other than to provide access to the existing garages at ground floor level. Leaseholders have no rights to park cars on the forecourts although the applicant is aware this does happen.
- 2.22 In addition to the existing garages there are three existing visitor spaces to the South of Lynmouth Crescent. Lynmouth Crescent is also within the freehold ownership of the Site and ample additional on-street car parking can be provided.
- 2.23 The existing forecourts are proposed to be repaired and enhanced by rationalising vehicle entrance and exit locations onto Lynmouth Crescent. This provides the opportunity to accommodate additional parallel car parking spaces for the proposed apartments and make clear that parking on the forecourts, unless in identified spaces, is not allowed.
- 2.24 Each apartment will therefore have 1no dedicated car parking space, positioned to retain ample vehicle access space for the existing leaseholders to access the ground floor garages.
- 2.25 Existing cycle parking is contained within the garage spaces and will remain unaffected. New cycle storage is provided for the proposed apartments in communal cycle shelters adjacent to Lynmouth Crescent and to Gable end of Building E.
- 2.26 The existing refuse and recycling is located between the residential blocks. New bins are to be located within these areas and at either end of the Site. Along with increased refuse, recycling and food

storage within the new apartments, the proposal seeks to construct timber bin stores to help conceal bins, reduce odours and improve the street scene.

- 2.27 Overall, the improvements proposed to car parking and servicing will greatly enhance the current area and assist in providing a far cleaner appearance.

3.0 Site Description and Surroundings

The Site

- 3.1 The Site is located on the eastern side of Lynmouth Crescent in the Rumney area of Cardiff, at approximately 430 metres west of Rumney local centre (along Newport Road) and approximately six kilometres northeast of the city centre.
- 3.2 The Site is bound by Tiverton Drive to the north, the rear of the residential properties fronting Hatherleigh Road to the east, Rumney Hill Gardens to the south and residential blocks to the immediate west, followed by Llanrumney fields along the Rhymney River.
- 3.3 The Site context comprises a mix of three to four storey plus roof apartment buildings to the west and two storey plus roof houses to the north and east.
- 3.4 The east of the Site includes sloped rear gardens for the existing ground floor apartments and houses to Hatherleigh Rd, which is on higher ground than the Site. Outlook from these houses at ground floor is at roof level of the existing buildings A to E. Outlook at first floor from these houses is above the existing buildings on Site. These houses are over 22m from the existing buildings on Site
- 3.5 The Site itself is comprised of five apartments blocks, constructed in the 1960s; referred to within the DAS as buildings A to E for ease & clarity. Each block is three storeys plus roof, with the ground floor comprising garage space. Due to the sloped topography, the ground level at the rear of the buildings rises to the first floor level, meaning the buildings appear as two storey from the rear and 3 storey from Lynmouth Crescent.
- 3.6 Each building contains two common stair cores and a total of eight existing two bedroom apartments (two apartments per floor, per core, for each of the habitable two storeys at first and second floors). Private garden spaces are allocated to first floor apartments, however no private amenity space is allocated to the existing apartments at second floor level.
- 3.7 Each block includes a front forecourt adjacent to Lynmouth Crescent, which is under freehold ownership only and is not demised to leasehold residents, other than for access to the existing garages.

- 3.8 Refuse and recycling is currently stored in freestanding wheelie bins and recycling bags in the gaps between buildings A to E. No cycle storage is present as existing on Site although we understand the garages are used for this purpose where required.
- 3.9 None of the properties on the Site are listed, nor are they in a conservation area. The Site is free from any local planning constraints.

Wider Context

- 3.10 The Site is located to the northeast of Cardiff city centre, in a largely established residential neighbourhood with the Newport Road, local centre in close proximity. The Site benefits from being within 430 metres (approximately six-minute walk) west of Rumney Local Centre along the B4487 Newport Road. This local centre offers a number of retail, leisure and community facilities.
- 3.11 The Site is located within walking distance of a number of schools, a care centre and sports/leisure facilities.
- 3.12 Public transport within the area is very accessible, with two major bus companies providing buses that run and stop on Newport Road, within walking distance of the proposed development, taking the public locally and centrally into the city centre of Cardiff.
- 3.13 These bus stops are served by bus routes that provide services to city centre (approximately every 10 minutes), Cardiff Bus Interchange ((approximately every 10 to 20 minutes), St Mellons (approximately every 20 minutes) and Newport (approximately every 30 minutes). As such, public transport facilities are considered to be robust and offer a realistic alternative to private car use.
- 3.14 By vehicle, Rumney is approached via Newport Road (B4487). Newport Road is a vast road which stretches from Cardiff City centre to Newport, historically it was the main vehicle access road between the two capitals. The proposed Site lies close to the A48 which provides ease of access to the M4 corridor.
- 3.15 Taking all of the above into account, the Site is located in a highly sustainable location with very good access to local schools and other services and facilities which complement the proposed residential development.
- 3.16 The wider site area is largely free from any planning constraints and there are no Public Rights of Way within or adjacent to the application Site.

4.0 Planning History

- 4.1 A high-level assessment of the Site's planning history has been undertaken using CCC's on-line planning application search register. This confirms that the Site has no online planning history.

- 4.2 The adjacent properties to the north east of the Site have benefitted from a recent refurbishment, with proposed changes including replacement windows and facade improvements (rendered external wall insulation.)
- 4.3 Within the wider surrounding area a similar application, submitted by the same applicant (reference: 24/00683/FUL) has been approved at Farlington Court, Cheriton Court, and Roehampton Court along Cranleigh Rise to provide additional homes at loft level.

5.0 Consultation

- 5.1 Pre-application advice was sought from officers in September 2022 for the proposed development.
- 5.2 Initial advice was received from officers in February 2023 confirming the principle of developing the blocks was acceptable in principle, including the approach to design. A full breakdown of the pre-application feedback and response to comments is included within Section 3.2 of the DAS.
- 5.3 The principle of residential use on the Site is accepted and the design has gone through a number of iterations resulting in the scheme submitted for consideration.
- 5.4 The requirement to undertake pre-application consultation (PAC) applies to all planning applications for “major” development (full or outline), as defined in Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as amended. The requirements of PAC will be fully met and this planning statement will be updated accordingly prior to submission.
- 5.5 The pre-application response and forthcoming PAC process will help shape the scheme that will be submitted for consideration ensuring all comments have been taken on board and that it has considered the impact of the development on the character of the area and on local amenities, responding to the local context.

6.0 Planning Policy

- 6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of a planning application must be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The planning policy framework relevant to the determination of the planning application is discussed below.
- 6.3 Planning Policy in Wales is guided by National as well as Local Policy in the form of Planning Policy Wales, Future Wales: The National Plan 2040, Technical Advice Notes (TANs), circulars, and policy clarification letters.

Planning Policy Wales (12th Edition, February 2024)

6.4 The primary objective of Planning Policy Wales ('PPW') is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

6.5 PPW provides the national strategic guidance for land use planning matters in Wales and aims to deliver the vision for Wales as set out in the Well-being of Future Generations Act:

A more prosperous Wales, a resilient Wales, which supports healthy, functioning ecosystems and recognises the limits of the global environment, a healthier Wales, a more equal Wales, a Wales of more cohesive communities, a Wales of vibrant culture and a globally responsible Wales.

6.6 PPW aims to ensure that the planning decisions taken in Wales, regardless of scale, will improve the lives of both current and future generations, building a better environment to accommodate current and future needs.

6.7 PPW and the National Development Framework ('NDF') set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).

6.8 Paragraph 2.8 states that *"Planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done through maximising their contribution to the achievement of the seven well-being goals and by using the five Ways of Working, as required by the Well-being of Future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits, while considering potential impacts when assessing proposals and policies in line with the Act's Sustainable Development Principle."*

6.9 Paragraph 2.13 of PPW states that *"The plan-led system underpins the delivery of sustainable places to ensure all development plans and decisions taken by the planning system work together to deliver sustainable places. The Key Principles represent a guiding vision for all development plans, including Future Wales. These principles support the culture change needed to embrace placemaking and ensure that planning facilitates the right development in the right place."*

6.10 The key principles are:

- Growing the economy in a sustainable manner;
- Making best use of resources;

- Facilitating accessible and healthy environments;
- Creating and sustaining communities;
- Maximising environmental protection and limiting environmental impact

6.11 In relation to Good Design, paragraph 3.3 considers that good design is fundamental to creating sustainable places and that it is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area.

Future Wales: The National Plan 2040

6.12 Future Plan Wales – The National Plan 2040 (February 2021) is Wales’ national development framework which sets out the direction for development in Wales to 2040. It is a development plan that sets out a strategy for addressing key national policies including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. The spatial strategy is a guiding framework which sets out the key national policies that will guide and encourage development which supports sustainable growth in both urban and rural areas across Wales.

6.13 Policy 33 “National Growth Area – Cardiff, Newport and the Valleys” outlines that the Welsh Government supports an increased role for Cardiff as a focus for sustainable, long-term growth and investment. The Welsh Government will work with authorities within the region and in England to promote Cardiff’s strategic role and ensure key investment decisions in Wales and England support Cardiff.

Technical Advice Notes

6.14 Technical Advice Notes (‘TANs’) supplement the policy principles of PPW and add further detail on issues which might affect development potential of the Site. TANs which are currently considered relevant to the proposal are:

TAN	Title	Summary
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TAN 2	Planning and Affordable Housing (2006)	This document provides guidance on the role of the planning system in delivering affordable housing
TAN 11	Noise (1997)	Provides advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business.
TAN 12	Design (2016)	Further detailed guidance on the objectives of good design as set out in PPW within the categories of Access; Character; Community Safety; and Environmental Sustainability
TAN 18	Transport (2007)	Describes how to integrate land use and transport planning including advice on transport related issues when planning new development including integration between land use planning and transport, location of development parking and the design of development.

The Local Development Plan

- 6.15 The Statutory Development Plan for the Site comprises Cardiff's adopted Local Development Plan (LDP, adopted 28th January 2016).
- 6.16 On the 30th March 2021, Welsh Government approved the Cardiff Replacement LDP Delivery Agreement. The initial Call for Sites took place from 28th May to 20th August 2021. Pre-deposit participation, including consultation on strategic options took place between November 2021 and February 2022 and consultation on preferred strategy between July 2023 and October 2023.
- 6.17 Most recently, the council consulted on their Deposit Plan between February and April 2025, setting out the overall vision for the region to create over 32,000 new jobs and 26,400 new homes by 2036 recognising that Cardiff has a significant need for new homes including family homes, and affordable homes together with catering for the whole range of needs.

- 6.18 Given the stage that this document is currently at, limited weight is currently given to it at the time of writing although the applicant welcomes the direction of travel the policies are taking and has given them due consideration when finalising the proposals.
- 6.19 Other material considerations, including Supplementary Planning Documents (SPDs), have also been considered as part of detailed design.
- 6.20 CCC's Proposals Map confirms that the Site is not subject to any designations, but it is worth noting that the properties are in close proximity to the local centre of Newport Road, Rhymney as shown in the extract below where the site is identified by the small marker.



- 6.21 Adopted LDP policies to be considered of relevance to the proposals include, but are not limited to:

- Policy KP1: Level of Growth
- Policy KP5: Good Quality and Sustainable Design
- Policy KP7: Planning Obligations
- Policy KP8: Sustainable Transport
- Policy KP12: Waste
- Policy KP13: Responding to Evidenced Social Needs
- Policy KP14: Healthy Living
- Policy KP15: Climate Change

- Policy H3: Affordable Housing
- Policy T1: Walking and Cycling
- Policy T5: Managing Transport Impacts
- Policy T6: Impact on Transport Networks and Services
- Policy C3: Community Safety/Creating Safe Environments
- Policy C5: Provision for Open Space, Outdoor Recreation, Children's Play and Sport
- Policy C6: Health
- Policy W2: Provision of Waste Management Facilities in Development

6.22 As mentioned above, while the Deposit Plan is not yet considered to carry sufficient weight, the following policies have still been considered as part of the proposals:

- Policy SP1: Providing for Sustainable Growth
- Policy SP12: Delivering Sustainable Neighbourhoods, social cohesion and affordable housing
- Policy H3: Affordable Housing
- Policy H4: Conversions to Flats
- Policy T1: Prioritising Walking, and Cycling
- Policy OS2: Provision for Open Space, Outdoor Recreation, Children's Play and Sport
- Policy P1: Play and Informal Recreation

Other Material Considerations

Planning Obligations Supplementary Planning Guidance (January 2017)

6.23 The Planning Obligations Supplementary Planning Guidance (SPG) sets out the Council's approach to planning obligations when considering applications for development in Cardiff. It provides further guidance on how the policies set out in the LDP are to be implemented and will assist in securing the provision of sustainable development across the city.

Managing Transportation Impacts (Incorporating Parking Standards) (July 2018)

6.24 This SPG sets out Cardiff Council's approach to assessing and managing the transport impacts of developments and supplements the transport and other related policies in Cardiff's Local Development Plan. It applies to all categories of development for which planning permission is required, including new developments, extensions, redevelopments and material changes of use.

Residential Design Guide (2017)

- 6.25 This document outlines the issues that a design for new residential development in Cardiff should address as it seeks planning permission. It applies to major residential development proposals providing 10 dwellings or more, and which require a Design and Access Statement. Design advice for smaller residential projects can be found in the Infill Sites SPG.

7.0 Planning Policy Assessment

Approach to the Assessment

- 7.1 In the context of the decision-making framework, the following section provides an assessment of the proposed Development against the relevant local planning policies of the Development Plan and other material policy considerations.

Principle of Development

- 7.2 The proposed development is for roof level alterations to the five existing residential blocks to provide for new 15 new residential dwellings across a mix of 1 and 2 bed units.
- 7.3 The proposals would utilise existing roof space and involve limited external changes, providing much needed residential accommodation for the local area. As evidenced in the supporting Design and Access Statement, extensive studies have been carried out to ensure that any external changes would be entirely in keeping with the existing street scene and result in a positive addition to help regenerate the area. This was a comment raised in the pre-application advice in 2023 and the applicant has worked hard to improve on this including enhancements to the existing facades.
- 7.4 As the general area is already characterised by a variety of designs and extensions, the proposals will not appear overbearing or out of place in the local context. The scale and massing of the proposals are considered to respect the character of the immediate area and will not have a negative impact on local views or neighbours.
- 7.5 The proposed development would provide fifteen new residential dwellings in a sustainable location, ensuring the vacant roof spaces can be brought into practical and beneficial use. Furthermore, the proposals ensure that adequate servicing and security can be maintained, and that appropriate provision can be made for parking, access, amenity space, and refuse disposal together with any appropriate external alterations.
- 7.6 The proposed residential development will bring wider economic, social and regeneration benefits for the surrounding area. LDP Policy KP1 (Level of growth) makes provision for 45,415 new dwellings (including a 4,000 dwelling flexibility allowance) to deliver a housing requirement of 41,415 new

dwelling and 40,000 new jobs in Cardiff between 2006-2026. The proposed development would therefore deliver three new dwellings to contribute towards housing requirements whilst also reducing the need to develop greenfield land for housing, which is a fundamental component of the LDP Strategy.

- 7.7 The proposed development would also contribute towards mitigating the impacts of climate change, as required by LDP Policy KP15 (Climate change), through providing housing in a highly sustainable location. The Site's location within close proximity to employment opportunities, local amenities and facilities will contribute towards reducing carbon emissions, due to the reduced dependency on the private car. On this basis, it is considered that the principle of fifteen new residential dwellings in this location is acceptable.
- 7.8 It is recognised that the LDP includes an affordable housing target of 6,646 affordable dwellings over the Plan period, and LDP Policy H3 (Affordable Housing) seeks 20% affordable housing on brownfield sites that contain 5 or more dwellings which the applicant will discuss with the council during determination.
- 7.9 The supply of new homes and local housing need is a key objective of the council to ensure that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 7.10 Proposals such as this one have a key role to play in housing delivery if targets are to be met. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area. Small and Medium Enterprise housebuilders are essential in delivering new homes as they are often built-out relatively quickly.
- 7.11 The council should support opportunities to use the airspace above existing residential premises for new homes, and as demonstrated on our similar application at Cranleigh Rise, allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene.
- 7.12 As the general area is already characterised by a variety of designs and extensions, the proposals will not appear overbearing or out of place in the local context. The scale and massing of the proposals are considered to respect the character of the immediate area and will not have a negative impact on local views.
- 7.13 In the midst of a severe, UK wide housing crisis, proposals such as this one must be supported without delay and used as an exemplary example of what good design can deliver if we are collectively to solve

this problem. The proposals are considered to make efficient use of land while contributing towards the regeneration of the area through well designed public realm improvements.

- 7.14 In conclusion this Site can support a modest increase in residential density. The proposal will make effective use of existing built land and provide residential units consistent with the prevailing character of housing in the area.

Design

- 7.15 The proposed development seeks to provide fifteen units (five x 1 bed and ten x 2 bed) which is considered an appropriate mix for an upward extension within the location where car parking can be provided and shops and public transport within reasonable walking distance.
- 7.16 This type and mix of housing will allow young professionals and even small families alike to move into apartments in a sustainable location and close to key transport links and local facilities.
- 7.17 The proposed development complies with LDP Policy KP5 (Good quality and sustainable Design), which requires all new development to respond to the local character and context of the surrounding area showing good design principles in the layout, scale, form, massing, height, density, colour, materials, detailing and taking into account the impact on the locality.
- 7.18 The visual impact of the scheme is confined to the front of the property.
- 7.19 The proposals are considered acceptable in regard to their scale and design and will provide a subservient addition to the dwellings which would not prejudice the general character of the area or the existing dwellinghouses.
- 7.20 Policy KP5 seeks to ensure that 'no undue effect on the amenity of neighbouring occupiers' results from development and Policy EN13 seeks to ensure that no undue impact results as a result of sources of pollution.
- 7.21 The siting, scale, design and appearance of the development is wholly appropriate to the surrounding context and considered acceptable. It will respect the mixed building forms and character of the suburban location and it will have a positive effect on the streetscene. The proposal would not prejudice the privacy of neighbouring occupiers.

Local Context and Identity

- 7.22 A well-designed new development is influenced by and made up of typical local characteristics, including (but not limited to) the pattern of development, special features, composition, views, roofscapes, heritage, façade designs, scale and proportions, colours and textures, and nature. Where

the character of an existing place has limited or few positive qualities, then a new and positive character will enhance its identity.

- 7.23 Focusing more closely on the Site 's immediate context and identity, the area can be described as a varied mix of architectural form, style, age, height and detail, with some buildings identified as contributing to the local townscape. This does not include the current Site, with the development offering an opportunity to enhance the contribution to the local townscape and new homes.
- 7.24 What is demonstrated below, and in the supporting Design and Access Statement, is how the proposed development responds to local characteristics.

Height, Scale and Massing

- 7.25 The proposed development would not result in any increase to the existing building heights. The roof will ensure no change to pitch, extent, form and height and the proposed rooflights are set at a height to prevent overlooking. The proposal will therefore continue to be in keeping with surrounding roofscapes and positioned at suitable distances from the existing residential buildings.
- 7.26 The apartments would have no negative impact on sunlight, daylight or overshadowing of the existing Site, existing residential buildings or surrounding context. All proposed apartments are dual aspect and would benefit from excellent sunlight and daylight levels.
- 7.27 Due to the slope of the landscape, the proposed west facing windows would have outlook beyond the existing buildings to the West of Lynmouth Crescent onto the green space beyond and so again the design has ensured that there is no adverse privacy/overlooking risk.

Architectural Detail and Materials

- 7.28 As part of the proposed works, the application seeks to make the following enhancements to the elevations and street scene:
- Elevation Enhancements:
 - Existing East and West elevations to be cleaned and a rendered coating applied.
 - Proposed Mansard roof helps to provide a different character to the street scene
 - New fenestration of loft level homes, aligns with sizing and vertical positioning of existing fenestration. This helps to emphasis the vertical alignments.
 - Existing guttering to be replaced where needed

- 7.29 Considering the above, the proposed development uses sympathetic materials to the local area, building on the existing property's appearance and material palette. Therefore, we can see that the proposed development would not look out of place in the wider street scene.

Landscape and Natural Environment

- 7.30 The proposal has been designed to enhance the existing landscape on Site. Landscaping improvements include:

- Existing forecourts are proposed to be repaired and enhanced by rationalising vehicle entrance and exit locations onto Lynmouth Crescent.
- Proposed new planting and trees to be integrated into the forecourts landscape design.
- Dedicated timber bin stores to sit between residential blocks and at either end of the terrace. These will conceal bins and help to reduce odour enhance the external public realm.
- Increase in pedestrian pavement.

Design Summary

- 7.31 Summarising the above, the proposed development seeks to respect and respond to the character of the area and provide a balance between visual enhancement and continuation within the existing building's architecture. This is accomplished using sympathetic materials, and carrying out work to the existing facades.
- 7.32 The scale and massing of the building is in keeping with the local area. Considering the above, the proposed development is considered to be a successful, high-quality design.
- 7.33 The scale of the proposal and its relationship with neighbouring properties is considered acceptable and would not be overbearing or generally unneighbourly which would justify concern. The proposal would not prejudice the privacy of neighbouring occupiers.

Heritage and Conservation Area

- 7.34 The Site is not located within a Conservation Area nor close to any listed buildings, however, key views have still been prepared as part of the design process.

Impact on Neighbouring Amenity

- 7.35 The proposals ensure the new development is appropriate for its location and takes into account the likely effects of pollution on health and living conditions. The proposal does not result in direct overlooking of habitable rooms or private outdoor space, or result in any significant loss of sunlight or daylight.

- 7.36 Consideration has been given to the relationship of the development with neighbouring properties. Adequate separation distances will be maintained and there will be no adverse impact in respect of daylight, sunlight, outlook or visual intrusion.
- 7.37 The positioning and form of windows will ensure that there will be no adverse impacts on the amenities of the adjoining occupiers in relation to overlooking or loss of privacy, which as described earlier in this statement, is also assisted by the slope of the landscape.

Privacy

- 7.38 In considering the design approach, care has been taken to ensure the new development does not result in harmful degrees of overlooking neighbouring residential properties or that future occupiers' privacy would be harmed by existing development and land uses locally.
- 7.39 The proposed development is considered to successfully respect and preserve the privacy of existing adjoining occupiers, and the privacy expected for future occupiers.

Car and Cycle Parking

- 7.40 The proposed development includes additional car parking spaces as detailed in the accompanying document. The provision of these car parking spaces is in accordance with Cardiff's Managing Transportation Impacts (Incorporating Parking Standards) SPG (July 2018), which allows a maximum number of 1 car parking space per bedroom in non-central locations.
- 7.41 Given the sustainable, central location of the Site, it is considered the number of car parking spaces proposed are sufficient. This ensures the proposed development is in accordance with LDP Policy KP8 (Sustainable Transport).
- 7.42 The proposed development includes for cycle parking facilities to the rear of the property in accordance with the standards set out in Table P.9 of Cardiff's Managing Transportation Impacts (Incorporating Parking Standards) SPG (July 2018), which requires a minimum of 1 cycle space per bedroom in non-central locations.
- 7.43 The provision of secure cycle stores for the new dwellings is a significant improvement over the current, unregulated position.
- 7.44 The proposed residential development at Lynmouth Crescent is unlikely to have a detrimental impact on the local road network. The Site's sustainable location, coupled with the provisions for minimal parking, cycle storage, and convenient public transport access, supports a shift towards sustainable travel modes. The analysis concludes that there are no valid highways or transportation reasons to refuse this application, as the development aligns with relevant planning and transport policies and maintains highway safety.

- 7.45 The proposed development accords with Planning Policy Wales TAN 18 and Cardiff Local Development Plan. Hence there are no highways reasons to refuse this planning application.

Other Considerations

- 7.46 Due to the nature of the proposals, the new units are not able to provide dedicated, private amenity space, however the Site is still capable of delivering sufficient communal amenity space as set out on the submitted DAS.
- 7.47 There is 133.5sqm of communal amenity space provided to the South of the Site. The Site further benefits from an abundance of local amenities, which include the neighbouring Rumney Hill Gardens (public park) and LLanrumney fields which has sports playing areas and the Rumney Trail, both parks provide close public amenity in short walking distance
- 7.48 A range of local parks are also available to future residents, ensuring the proposed units will provide a high quality of living accommodation.

8.0 Green Infrastructure Statement

- 8.1 Welsh Government recently made changes to Planning Policy Wales Edition 12 to address the nature emergency by publishing a revised Chapter 6 'Distinctive and Natural Placemaking and Well-Being'.
- 8.2 The policy changes came into immediate affect and impacts on all planning applications.
- 8.3 In accordance with this national requirement, the following Green Infrastructure Statement is submitted with this application. As this is a minor development, this is only a short description to demonstrate how the step-wise approach has been applied.
- 8.4 The proposals relate only to the addition of new dwellings at roof level of existing buildings and associated works at ground level to provide new car parking spaces and appropriate storage for bins and bikes.
- 8.5 The proposals do not damage any existing biodiversity features or statutory designated sites and ensures the development does not encroach onto existing areas of natural habitat.
- 8.6 The proposals seek to improve the general setting of the properties which will improve the quality of existing, small open space which is currently in poor condition.

9.0 Planning Obligations

Affordable Housing

- 9.1 Because of its scale and location, the only planning obligation anticipated is in relation to affordable housing which the applicant will discuss with officers during determination.
- 9.2 The Cardiff Planning Obligations SPG (2017) is supplementary to Local Development Plan Policy H3 and at paragraph 2.1 states that *“Local Authorities should promote sustainable residential environments and make appropriate provision for affordable housing, including social rented housing (owned by local authorities and registered social landlords) and intermediate housing (where prices or rents are above those of social rent but below market housing prices or rents).”*
- 9.3 The applicant has not intended to circumvent policy by artificial sub-division of the Site and welcomes the opportunity to discuss how affordable housing can be delivered, ideally through a financial contribution in lieu of onsite provision given justification can be provided to show the scheme cannot feasibly provide on-site and has no suitable alternative site.

10.0 Conclusion

- 10.1 The proposed development would utilise underused space across the five properties, creating fifteen new residential dwellings and contributing towards the Council’s housing requirements, whilst also reducing the need to develop greenfield land for housing; a fundamental component of the LDP Strategy.
- 10.2 In the midst of a nationwide housing crisis and ever rising housing demand, proposals such as this one must be supported and used as an exemplary example of what good, sensitive design is capable of delivering.
- 10.3 The proposed development would enjoy a highly sustainable location and subsequently assist CCC with their vision to reach a carbon neutral city by 2030. The Site’s close proximity to local amenities and sustainable transport links will encourage future residents to use active forms of travel.
- 10.4 The design ensures that there will be no negative impact on the character and appearance of the surrounding area or on the living conditions of existing residents, neighbours and highway safety.
- 10.5 The proposed rooftop extensions should be considered acceptable in regard to their scale and design, as confirmed in pre-application feedback, and will provide a subservient addition to the dwellings while not prejudicing the general character of the area.
- 10.6 The scale of the extensions ensures a positive relationship with neighbours and will not be overbearing or un-neighbourly or result in any loss of privacy to neighbours.
- 10.7 Car and cycle parking will be improved upon to ensure that there is no negative impact to the surrounding highway network.

- 10.8 The Applicant is committed to providing an exemplary example of the type of brownfield regeneration that is capable on sites of this nature showing how residential accommodation can be provided as part of existing stock while still ensuring policy compliant schemes.
- 10.9 This statement has explained the background of the Site and provided justification for the proposals. The relevant planning policies have been identified and the statement demonstrates that the proposal is acceptable in planning terms in response to those policies.
- 10.10 It is concluded that full planning permission for the proposals should be granted.

Merhav (Cardiff) Ltd

May 2025

