

St Martin's Church Hall Site Redevelopment Crwys Road, Cardiff

Design & Access Statement

June 2025

0451-RIO-XX-XX-RP-A-06012



Description of Development

Demolition of existing part 2 and part 3 storey disused church hall and erection of replacement 6 storey building (plus lower ground floor) to comprise a police office (on lower and upper ground floors) and 25no 1-bed affordable flats (on first to fifth floors) with associated parking, landscape and access to new Crwys Rd railway station

Location

St Martins Church Hall, 16 Crwys Road, Cardiff, CF24 4NJ

Date

June 2025

Client

Willowmead Holdings Ltd

Design Team

Architectural Services
Planning Consultants
Landscape & Ecology
Drainage & Engineering

Rio Architects
ASBRI Planning
TDA
Intrado

Development Boundary
(0.067 Hectares / 0.1643 Acres)



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St Martin's Church Hall has had a significant presence along Crwys Road in Cathays, but is now empty, semi-derelict and in need of redevelopment. The Brief for this project acknowledges the importance of the site to the surrounding area : It is predicated on the need to accommodate and demarcate the new railway station being planned upon the directly adjacent land by Transport for Wales; the desire to redevelop for mixed-use purposes; but to be largely residential in its overall volume.

The development site is triangular in shape and occupies a 0.061-hectare plot. It is currently occupied by St Martins Church Hall, a stepped 3-storey brick/stone structure with a pitched slate roof, with a stone porch entrances directly onto Crwys Road. The existing building is integral to the bridge's retaining wall.

The redevelopment will provide a robust retaining structure at lower levels, serving as a commercial 'plinth' that addresses the access & accommodation needs of the adjacent railway station, and upon which the new upper storeys of residential accommodation will sit. A small private carpark for the police office use will be provided towards the rear, facing onto Alexander Street.

The Brief for redevelopment is based upon a city-wide need for a greater provision of Affordable Housing for a range of tenants, while also acknowledging the immediate commercial context and the desire to maintain mixed-use frontage onto the adjacent streetscape of Crwys Road and the new railway station.

The brief has been developed in consultation with representatives from Cardiff City Council's Housing and Regeneration departments; Transport for Wales and its Design Team; potential Retail providers; and potential commercial Office users, including South Wales Police. The Brief consists of :

- 25no. new residential units over the five upper storeys, all of which are 2-Person/1-Bed affordable housing units aimed at 'mature living', featuring an identifiable communal entrance onto Crwys Road, along with an associated shared Refuse & Cycling provision.
- New 566m2 provision of Office space for use by the police force located within the Ground Floors, maintaining active frontage onto Crwys Rd & Railway.
- New Lift & Stair access to the new TfW railway platform (North-bound Rhymney Valley Line)
- Green Roof, with SuDs drainage and PV panels

Ultimately, the Brief & Vision for this project aim to be an exciting but appropriate redevelopment of a site which lies at the heart of the Cathays neighbourhood and its associated transport infrastructure. It will provide a welcome addition to the city's affordable housing stock, while also enlivening the commercial and community aspects of its immediate streetscape.

Crwys Road – General Context

The development site is located towards the lower southeastern end of Crwys Road in Cathays, a busy commercial road (A469) connecting the City Centre with its northern suburbs and the South Wales Valleys beyond. The proposed development site is directly adjacent to Rhymney Valley railway line and is just to the east of the District Centre (ref R4.5) within adopted Local Development Plan.

Crwys Road features an historic backdrop of Victorian & Edwardian properties, characterised by 2/3 storey residential buildings with small commercial units fronting onto a continuous public realm. This continuous street massing, along with its active frontage, partly retreats towards the southern end of street; where the gardens of residential properties in the surrounding streets back onto the road as it rises to over sail the railway; and where some plots have subsequently been redeveloped into larger volumes as they descend into City Road.

Surrounding Streets

The adjacent neighbourhood typically consists of parallel streets 2/3-storey terraced properties, with intermittent interventions from a variety of commercial and light industrial buildings.



Crwys Road, looking North



Crwys Road, looking North



'Crwys' Public house



Crwys Road at night



Crwys Road, looking South



Alexander Street (to North/West of Site)



Moy Road (to East of Site, across Railway)



Crwys Road – Large & Significant Buildings

Crwys Road features several large historic civic buildings. The Application Site itself is currently the location of the St Martin's Church Hall, a large three-storey community building established in 1886, that occupies a prominent position where Crwys Road' bridges over the Rhymney railway line (09). Cathays Library (02), the Cathays Methodist Chapel (05) and the Shah Jalal Mosque (formally, the Calvinistic Methodist Hall, 011) are also retained and serve to define key nodes and 'gateways' along Crwys Road - typically framing its intersections with the adjacent residential grain.

Several larger modern buildings have arisen at points along the middle & southern half of Crwys Road in recent times (<60yrs). Mostly residential in nature, these include the 6/7 storey City Loft Apartments (10); the 6-storey Corner House Apartments (07); and the 3-storey Roy Jenkins (Student) Hall (02). Besides for the 4-storey Lucas Street (student) Development (06), these newer large buildings tend to be entirely residential and offer little mixed-use or active frontage to the street scape.



01. St Monica's Primary School



05. Cathays Methodist Church



08. Cathays Police Station



02. Cathays Library



06. Student Apartments



09. St Martin's Hall, Development Site



03. Roy Jenkins' Halls



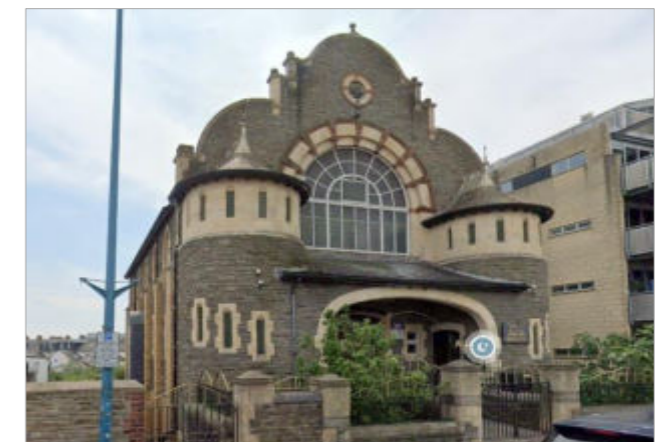
07. Corner House Apartments



10. City Loft Apartments



04. Medallion House



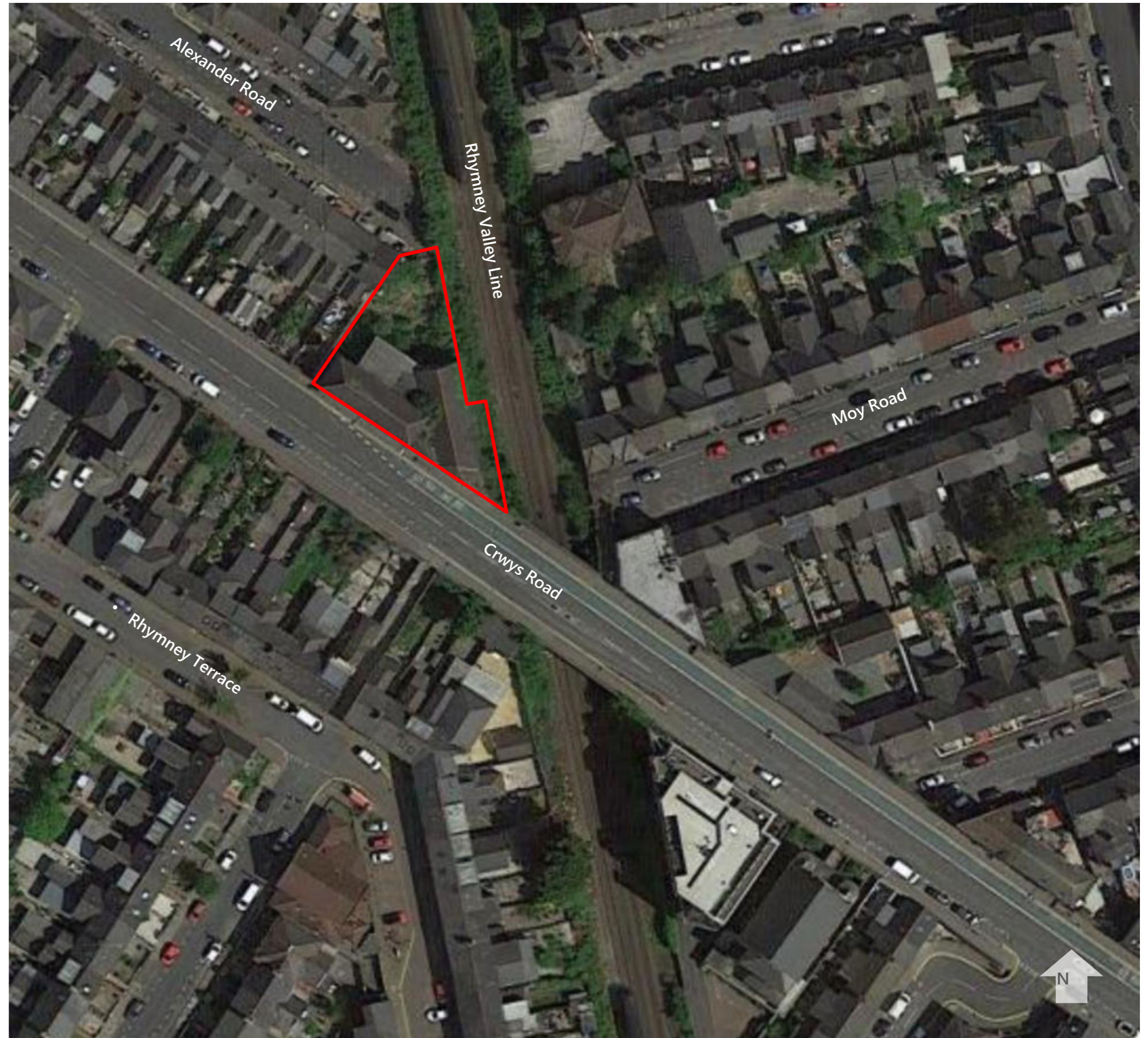
11. Shah Jalal Mosque

Existing Site

The development site is triangular in shape and occupies an area of 0.067 hectares. It is bounded by the busy Crwys Road (A469) to the Southwest; by the Rhymney Valley Lines to East; and 2/3-storey residential terrace structures to Northwest. It is currently occupied by St Martins Church Hall, a 3-storey (775m²) brick and stone structure with a pitched slate roof, stone porch entrances engaging directly onto Crwys Road. Being an otherwise deeply sloping embankment, the existing building is integral to the bridge's retaining wall.

Though once an important religious & community facility, it has become disused over recent years and has fallen into a state of disrepair. Externally, the main brick/stone elevation along Crwys Road is bowed & cracked. Internally, the timber floor/roof structures are decayed, propped & un-safe. The character of the original building is lost towards its northern aspect, where semi-industrial elements have been introduced.

Historically, pedestrian access is concentrated to the Upper Ground aspect of Crwys Road, while vehicle access is achieved via Lower Ground aspect of Alexander Street. A steep staircase descends along the northwestern aspect connects the upper & lowers elements of the development site

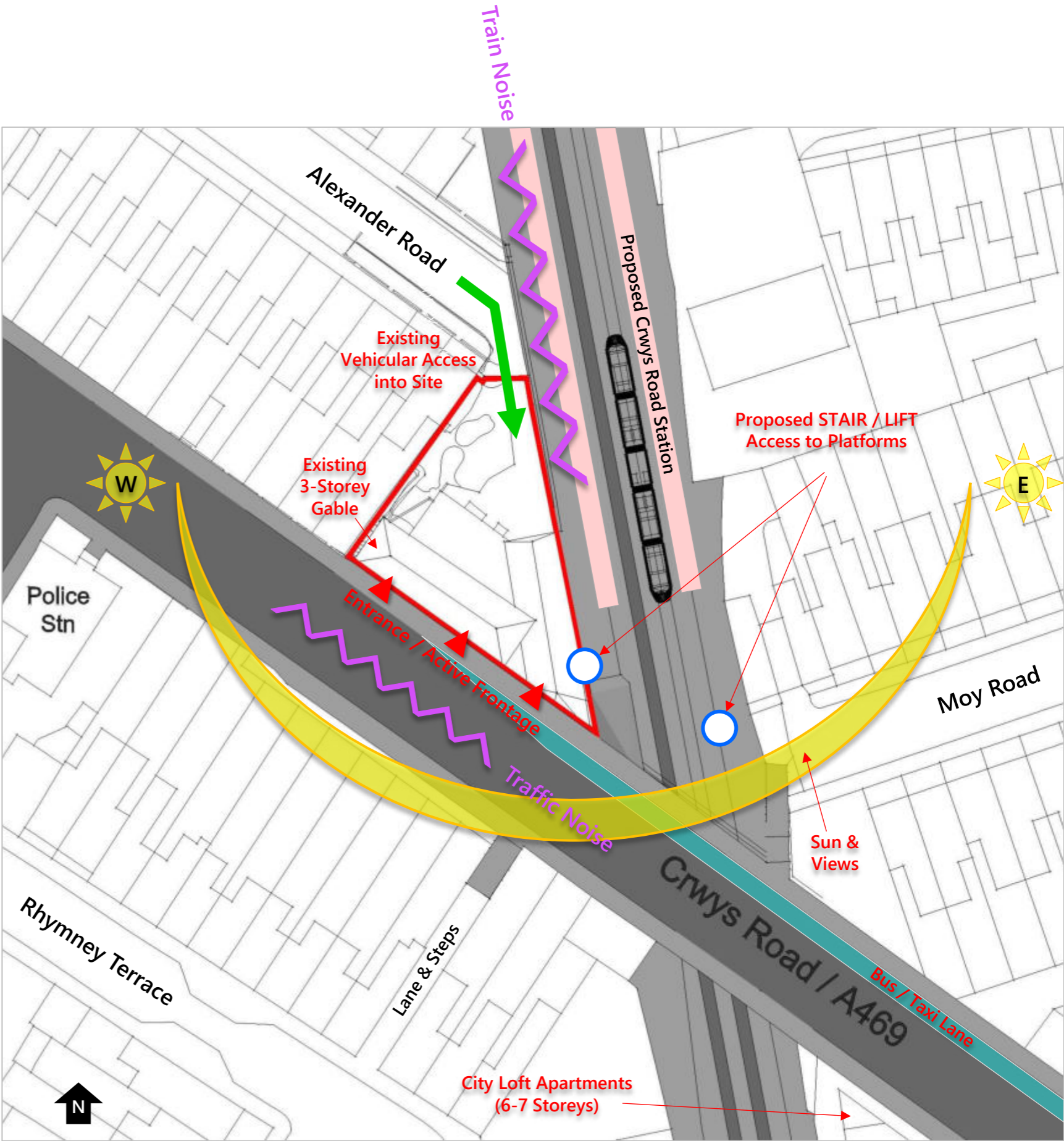




Aerial overview of Site from South



Aerial overview of Site from North





1. Southwest Elevation (Crwys Road)



2. East Elevation (Railway)



3. North Elevation (Alexander Road)



4. Northwest Elevation



5. Track Access



6. Site Access Gate, Alexander Street



7. Boundary Wall (North)



8. Boundary Walls (South/Bridge)



9. Gable Quoins (Crwys Rd)



10. Brick/Stone Door (Crwys Rd)



11. Brick/Stone Window (Crwys Rd)

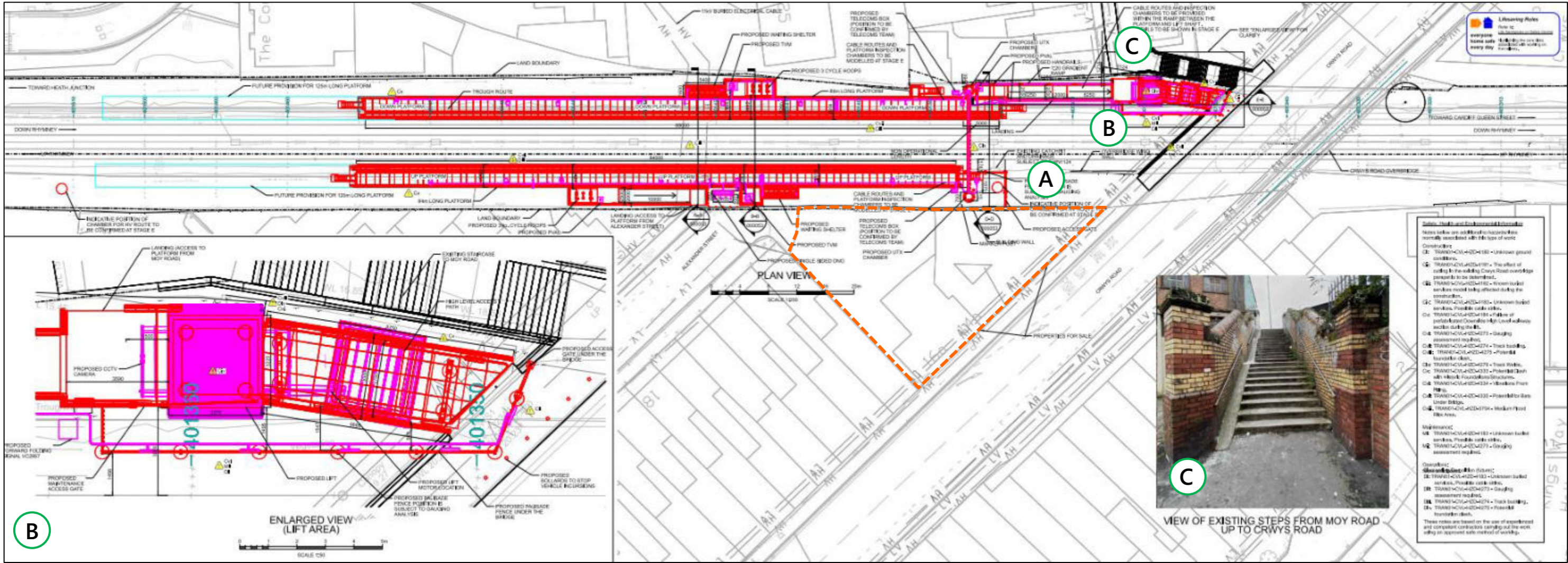
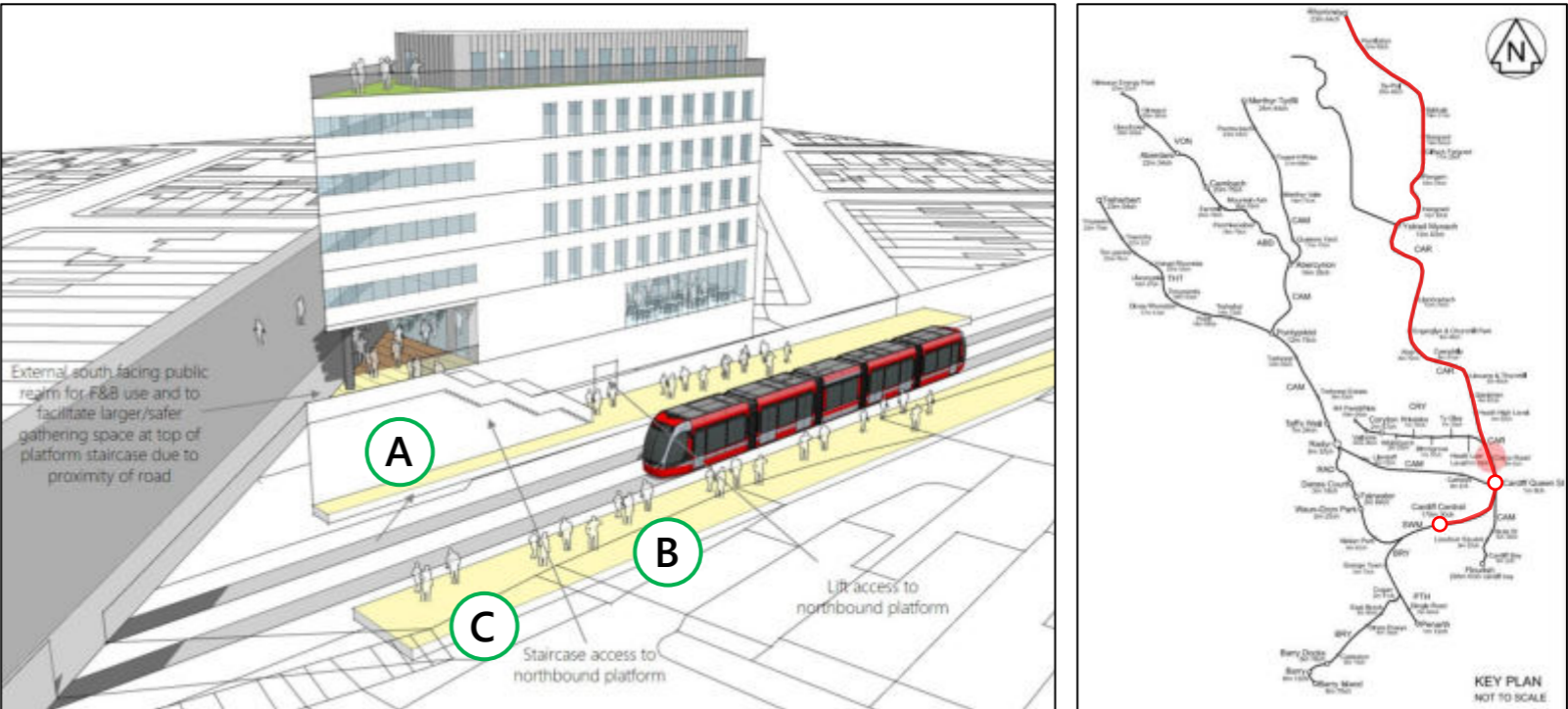


12. Stone Porch (Crwys Rd)

NEW 'Crwys Road Station' for Cathays & Roath

The Rhymney Valley railway runs along the eastern boundary of the development site – the line connects Cardiff City Centre with the northern suburbs of Cardiff (Heath, Llanishen, Lisvane), onto Caerphilly & the Valleys beyond. Roath has a significant population and has long had the need for such a rail connection – the development plot, lying along Crwys Road and in close proximity to Albany Road, provides an obvious and convenient location.

Transport for Wales are planning a new station immediately adjacent (east) to the proposed Development Site. It is intended that the northbound platform will be integrated into this development, both physically by incorporation of Lift & Stairs, but also by virtue of the supporting facilities being provided. The proposed building is intended to provide a 'sign-post' to the station, as well as providing a safe and well occupied environment, with commercial opportunities being directly orientated to upper-level access and the lower-level platform.



Introduction

The concept for the development of the site has derived from the following :

- Full site analysis, including a full desktop study of the site and its surroundings;
- Site visits carried out throughout the day & year, to provide visual assessment of the surrounding area and the built form, in order to understand how residents and visitors interact with the area;
- Several Technical Studies, including structural surveys, condition surveys, utilities surveys, drainage surveys, ecological surveys & transport surveys
- Discussions with the client, to develop a full understanding of the brief & vision of the project.
- Consultations with prospective tenants & users, including Cardiff City Council Housing & Redevelopment departments; prospective retail, food & beverage vendors; and various office users, including South Wales Police
- Precedent studies

The above steps present several key Opportunities and Constraints for this site, as outlined by following :

Opportunities

Brownfield land – the site benefits from being previously developed in accordance with the definition set out in Planning Policy Wales. This further highlights the acceptability of developing in this location.

Existing Commercial & Residential Context – the site is located along a busy commercial street, within a neighbourhood with high amount of residential development. It provides an opportunity to sustainably develop this site with a land use that conforms with existing surroundings uses.

Sustainable Location – the site is considered to be located within a highly sustainable location, within the dense neighbourhood of Cathays and with close proximity to many defined modes of transport. Besides immediate road infrastructure and associated private vehicles, there is immediate access (1/2-minute walk) to Cardiff Buses (routes 1,2, 8.9 & 9a). The planned Metro will establish a new station on Crwys Road in 2025, immediately adjacent to the development site

Local Cycle Routes – Site lies close to traffic-free cycle routes, connecting city centre with north/west districts.

Constraints

Existing Site – The development site straddles a steep railway embankment along its southern aspect and any new structure must incorporate significant retaining features. The Site is bounded by busy road & rail infrastructure along its southern & eastern aspects, which though a source of noise, must also accommodate many modes of access.

Existing Building – Though being of former community importance and prominence, the existing building is in a considerable state of disrepair and must be demolished.

Close Proximity of Existing Dwellings – there are 2/3-storey residential properties along the northern & western aspects of the development site, i.e. Alexander Street. Though potentially separated by periphery road & parking, they potentially restrict height, & overshadowing potential of any new taller massing. Furthermore, the narrow streets with private cars could limit manoeuvring of larger vehicles around the rear car park & delivery facilities of the site.

Flood Zones – the Development Site lies on raised land that is outside of current flood zones

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

Planning Policy Wales

5.2 National planning policy is contained within the twelfth edition of Planning Policy Wales (PPW), published by the Welsh Government in February 2024. PPW is supported by 21 topic-based Technical Advice Notes (TANs), which are also relevant. PPW is the Welsh Government's principal planning policy document, setting out the context for sustainable land use planning policy, within which Development Plans are prepared and developed.

5.3 The primary objective of 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, as required by the Planning (Wales) Act 2015, the well-being of Future Generations (Wales) Act 2015 and other key legislation.

5.4 PPW also places its focus on the notion of 'Placemaking', with the concept given a central role within the latest edition of the document. Placemaking is defined by PPW as 'a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well-being in the widest sense'. PPW outlines 37 'Placemaking Outcomes' which are in turn closely linked with the 4 themes of PPW and the 7 Well-being goals of the 2015 Act.

5.5 Sustainable development is defined as :

"Sustainable development" means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs."

5.6 Up-to-date development plans are the basis of the planning system and set the context for rational and consistent decision making. Plans at all levels of the development plan hierarchy must be prepared in accordance with national planning policies. Planning applications must be determined in accordance with the adopted plan, unless material considerations indicate otherwise.

5.7 Section 3.17 of Planning Policy Wales (PPW) confirms that Design and Access Statements (DAS) should communicate what development is proposed; demonstrate the design process that has been undertaken; and explain how the objectives of good design and placemaking have been considered from the outset of the development process.

5.8 Page 37 of PPW provides a definition of Previously Developed Land as follows; ***'Previously developed (also known as brownfield) land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure'***. Paragraph 3.51 of PPW highlights the preference for developments to take place on previously developed land, it states; ***'Previously developed...should, wherever possible, be used in preference to greenfield sites where it is suitable for development.'***

5.9 This application has been prepared in deference to the following Technical Advice Notes :

- TAN 2 (Planning and Affordable Housing)
- TAN 4 (Retail & Commercial Developments)
- TAN 5 (Nature and Conservation Planning)
- TAN 11 (Noise)
- TAN 12 (Design)
- TAN 18 (Transport)
- TAN 23 (Economic Development)

Cardiff City Council Local Development Plan

5.10 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the authority's adopted development plan, unless material considerations indicate otherwise. In this instance, the statutory development plan for this application site is provided in the Cardiff Council's Local Development Plan (2006-2026, adopted in 2016) and the National Development Framework

5.11 As previously highlighted, the LDP proposals map identifies the site as being white land located within the settlement boundary.

- Policy KP3(B): Settlement Boundaries
- Policy KP5: Good Quality and Sustainable Design
- Policy KP6: New Infrastructure
- Policy KP7: Planning Obligations
- Policy KP8: Sustainable Transport
- Policy KP13: Responding to Evidenced Social Needs
- Policy KP15: Climate Change
- Policy KP16: Green Infrastructure
- Policy H3: Affordable Housing
- Policy H6: Change of Use or Redevelopment to Residential Use
- Policy EN6: Ecological Networks and Features of Importance for Biodiversity
- Policy EN7: Priority Habitats and Species
- Policy EN10: Water Sensitive Design
- Policy EN11: Protection of Water Resources
- Policy EN12: Renewable Energy & Low Carbon Technologies
- Policy T5: Managing Transport Impacts
- Policy T6: Impact on Transport Networks and Services
- Policy R4: District Centres
- Policy C1: Community Facilities
- Policy W2: Provision for Waste Management Facilities in Development

5.12 Policy KP3 (B) addresses Settlement Boundaries and states; ***'In order to strategically manage the spatial growth of Cardiff, settlement boundaries are proposed as shown on the Proposals Map. In all areas outside the defined settlement boundaries, otherwise referred to as countryside, there will be a corresponding presumption against inappropriate development.'***

5.13 KP5 is a detailed design policy which sets out 12 elements which all development proposals must achieve in order to ***'support the development of Cardiff as a world-class European Capital City'***. The policy highlights a number of important design considerations which the LDP hopes will ensure that all new development will ***'be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces'***.

5.14 Policy KP13 is pertinent as it relates to Responding to Evidenced Social Needs. This policy sets out the steps required to address issues such as deprivation,

sustainable development and quality of life within the city. The policy states that such ambitions will be addressed by:

- i. Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,646 affordable dwellings over the remaining 12 years of Plan period;
- ii. Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;
- iii. Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;
- iv. Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities

- v. Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;
- vi. Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and
- vii. Designing out crime and creating communities which are safer and feel safer.

5.15 Environmental policy EN14 discusses development and flood risk.

5.16 The following Supplementary Planning Guidance is also considered relevant to this proposal:

- Waste Collection and Storage Facilities (2016)
- Green Infrastructure (2017)
- Managing Transportation Impacts (2018)
- Residential Design Guide (2017)

Site layout, Use & Amount

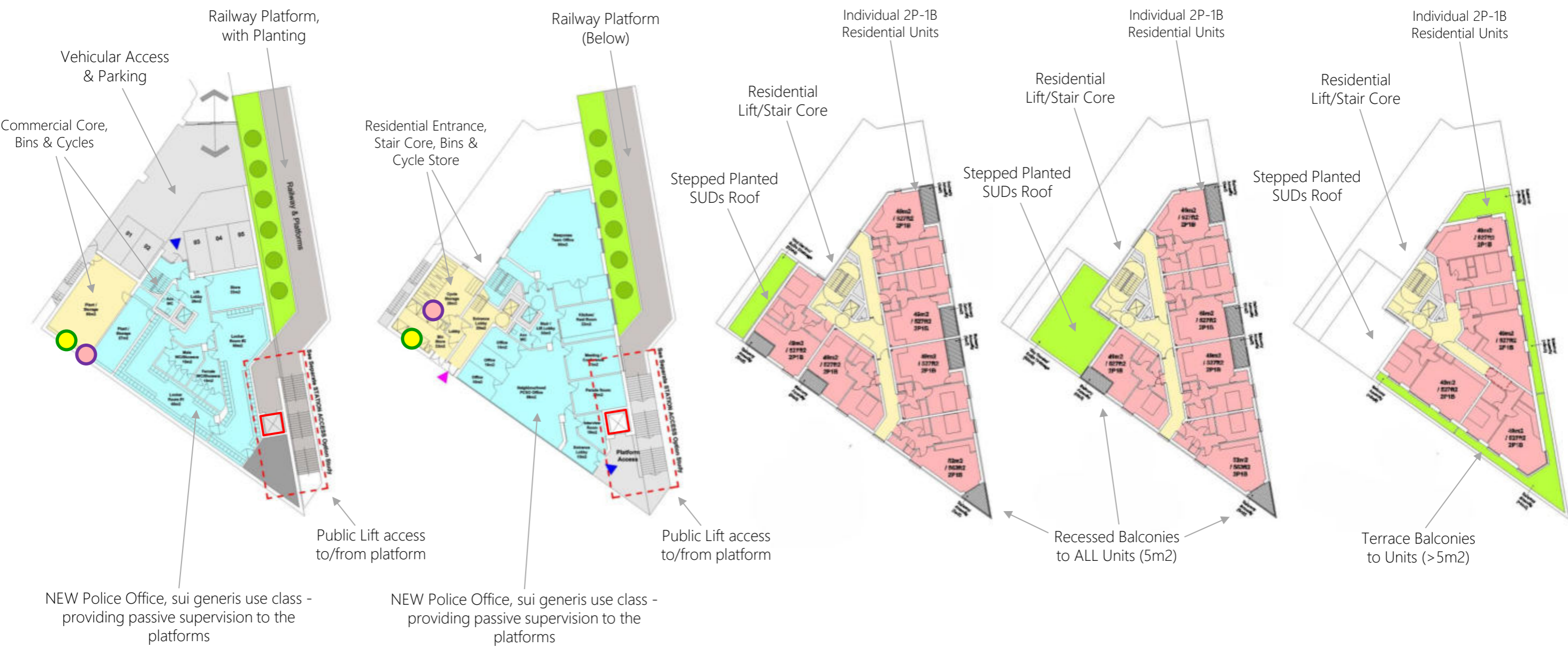
The proposed Site Plan arrangement builds upon configuration of the existing building, with its accommodation aligned along the southern (road) and eastern (railway) aspects; stepping upwards to be its tallest at its southern apex, while maintaining a 'gap' and being at its lowest adjacent to the existing residences . Proposals feature :

- 2-storey 'commercial' plinth, that provides active frontage along Crwys Rd & Railway platform, while also containing the residential entrance core and public lift core to the adjacent railway platform
- 5-storeys of 2P-1B 'mature living' flats, above.

Schedule of Accommodation	
Commercial Unit - SW Police 'Office'	
Level 0G	312m2 / 3,357ft2
Level 0B	256m2 / 2,755m2
Parking	5no Staff Spaces
Residential Units - Social Housing	
Level 01	6no. 2P-1B Flats
Level 02	5no. 2P-1B Flats
Level 03	5no. 2P-1B Flats
Level 04	5no. 2P-1B Flats
Level 05	4no. 2P-1B Flats
TOTAL	25no. 2P-1B Flats
GIA	2,349m2 / 25,275ft2

○ Lift (Railway) ○ Cycle Storage ○ Refuse Storage





L0B Lower Ground

- Police Office (256m2), sui generis
- MEP Plant
- Commercial Bin Store
- Commercial Cycle Store
- 5no. Parking Spaces

GIA 309m2 / 3,323ft2

L0G Upper Ground

- Police Office (310m2), sui generis
- Residential Entrance Core
- Residential Bin Store
- Residential Cycle Store
- Lift & Stair Access to TfW Station Platform (below)

GIA 403m2 / 4,331ft2

L01 Floor Level

- 6no. 1-Bed Units
- Residential Stair/Lift core
- Small 'green' Roof Terrace (restricted, SuDs only)
- Recess balconies (5m2)

GIA 409m2 / 4,404ft2

L02-04 Floor Levels

- 5no. 1-Bed Units (x3)
- Residential Stair/Lift core
- Small 'green' Roof Terrace (restricted, SuDs only)
- Recess balconies (5m2)

GIA 352m2 / 3,791ft2 (x3)

L05 Floor Level

- 6no. 1-Bed Units
- Residential Stair/Lift core
- Small 'green' perimeter Roof Terrace (accessible)
- 'Green' SuDs Roof with PV Panels, above

GIA 272m2 / 2,922ft2

Scale & Massing

Massing proposals take their initial cue from the existing configuration of St Martins Hall and its relationship with adjacent housing, while also acknowledging the scale of local precedents and the potential of creating an identifiable 'node' in relation to the new Crwys Road station.

Accordingly, the new accommodation is aligned along the southern (Crwys Rd) and eastern (Railway) aspects; while stepping upwards towards the exposed southernmost apex of the triangular plot. Proposals largely aim to maintaining a 'gap' and/or be at their lowest along the boundary with existing residences, in order to minimise overshadowing of these 2/3storey properties and their sloping gardens.

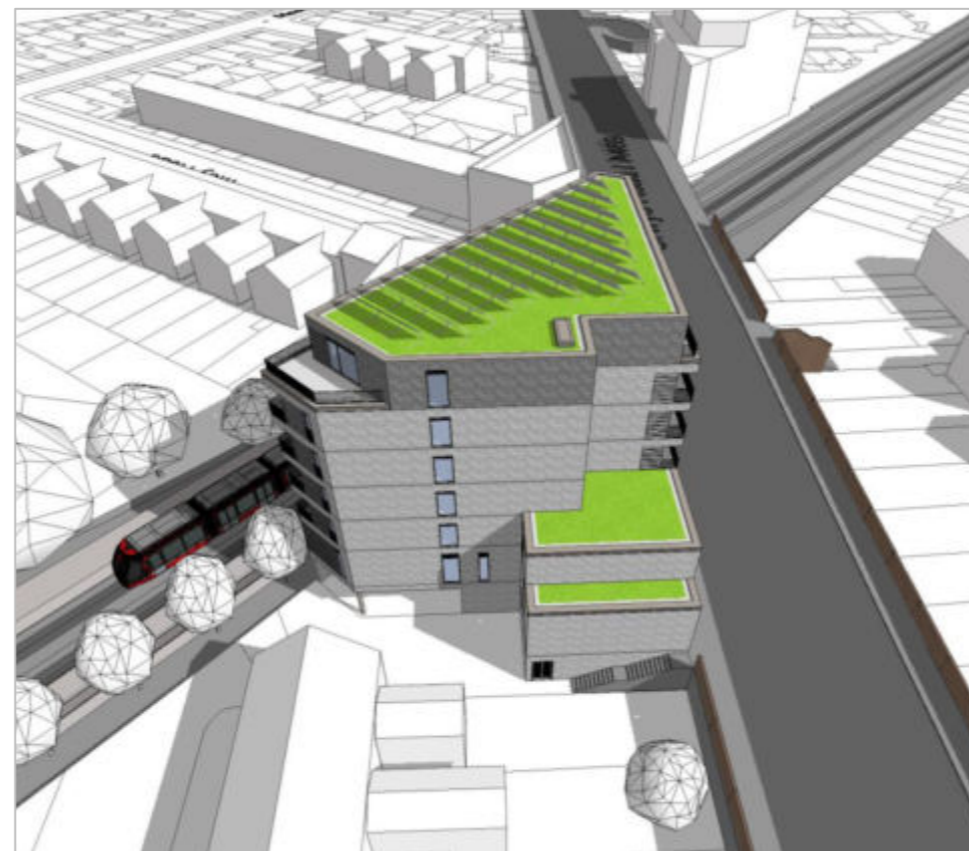
The lower 2-storeys of the proposed building are largely a commercial plinth, but it is so 'sculpted' as to facilitate the various entrance, cores & circulation needs associated with the residential accommodation (above) and the railway platform (below). This plinth is envisaged to be a robust structural element that absorbs the buildings interface with the steep bridge embankment. The above residential accommodation is stepped as discussed, but will be given a strong 'horizontal' emphasis.



Proposed Massing, from Southwest



Proposed Massing, from North



Proposed Massing, from Northwest



Proposed Massing, from West (Street Level)



Proposed Massing along Crwys Road, from Southwest



Proposed Massing along Crwys Road, from Southeast



Proposed Massing along new platform, from North

Elevations & Material Palette

The material palette will be derived from the context of Cathays; combined with the desire to create a modern, attractive & robust building .

Neighbouring traditional buildings, range from 2-storey terrace houses to large chapels & libraries, and feature a palette of stone, brick and slate. Modern buildings vary on the other hand, ranging from traditional masonry to an array of claddings or renders in un-natural colours.

Our proposals take a 'layered' approach to façade materials, with a deliberately horizontal emphasis. This partly reflects the needs of the different accommodation at different heights, but also seeks to 'break up' the buildings height and scale relative to its immediate domestic neighbours.

Accordingly, the lower 'plinth' will feature robust and potentially colourful facing bricks, in an attempt to accommodate pedestrian abuse and road/rail pollution, while also providing an attractive public realm that is arguably evocative of the aesthetic associated with historic railway architecture.

The Upper facades to residential accommodation will feature banded & textured GREY brickwork, with DARK GREY brickwork towards the top to emulate slate



Balcony Metalwork (GREY)



Facing Brickwork DARK GREY



Facing Brickwork GREY



Facing Brickwork TYPE/COLOUR TBC



Proposed SOUTHWEST Elevation



Proposed EAST Elevation



Proposed NORTHWEST Elevation

Access & Movement

The adjacent sketch provides a schematic overview.

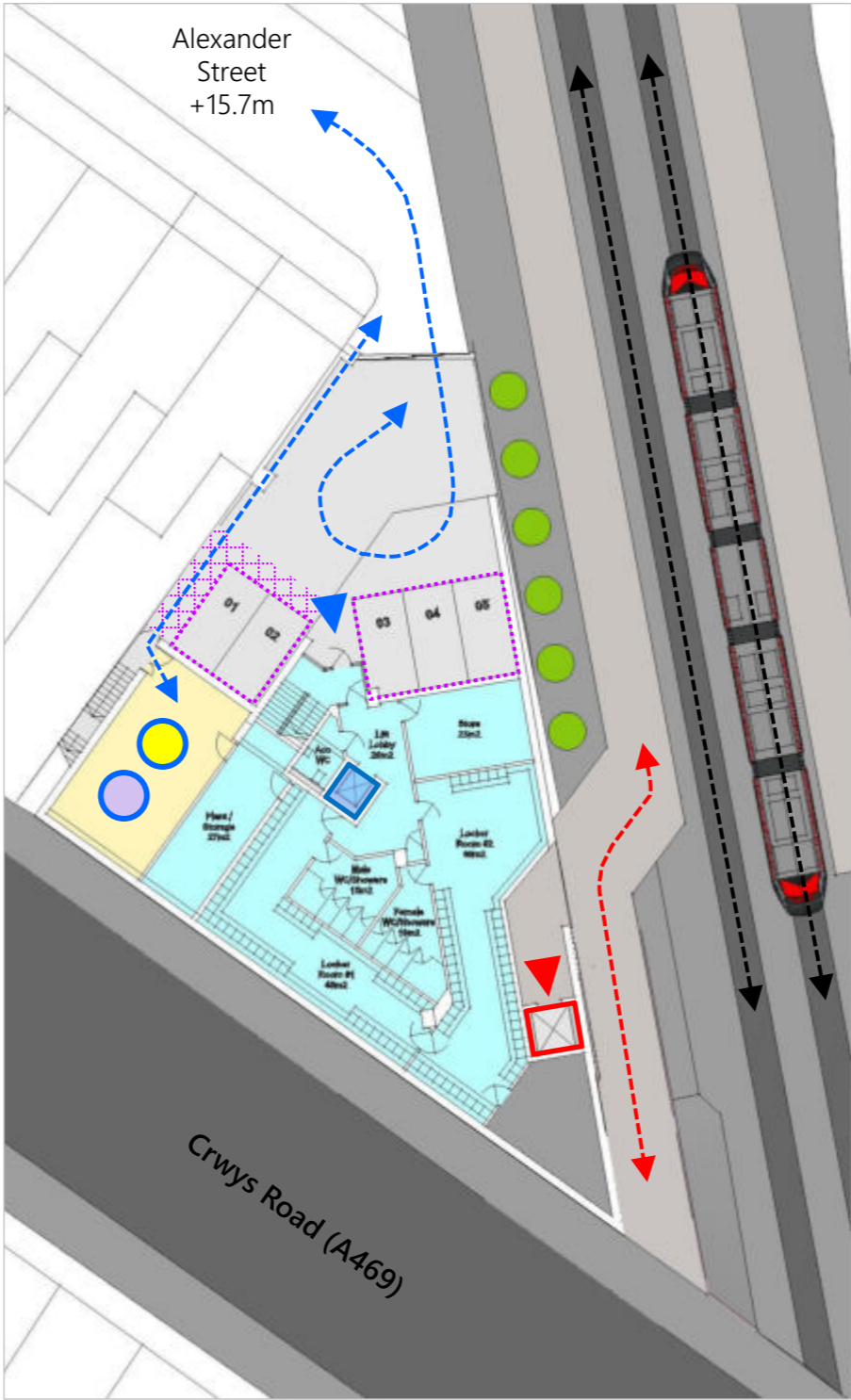
The site is situated in the busy context of Cathays and bounded by many modes of transport infrastructure.

Though the wider context is flat or gently sloping, the immediate site falls dramatically from front (Crwys Rd) to rear (Alexander St) to accommodate the rise of the existing railway bridge (>4m).

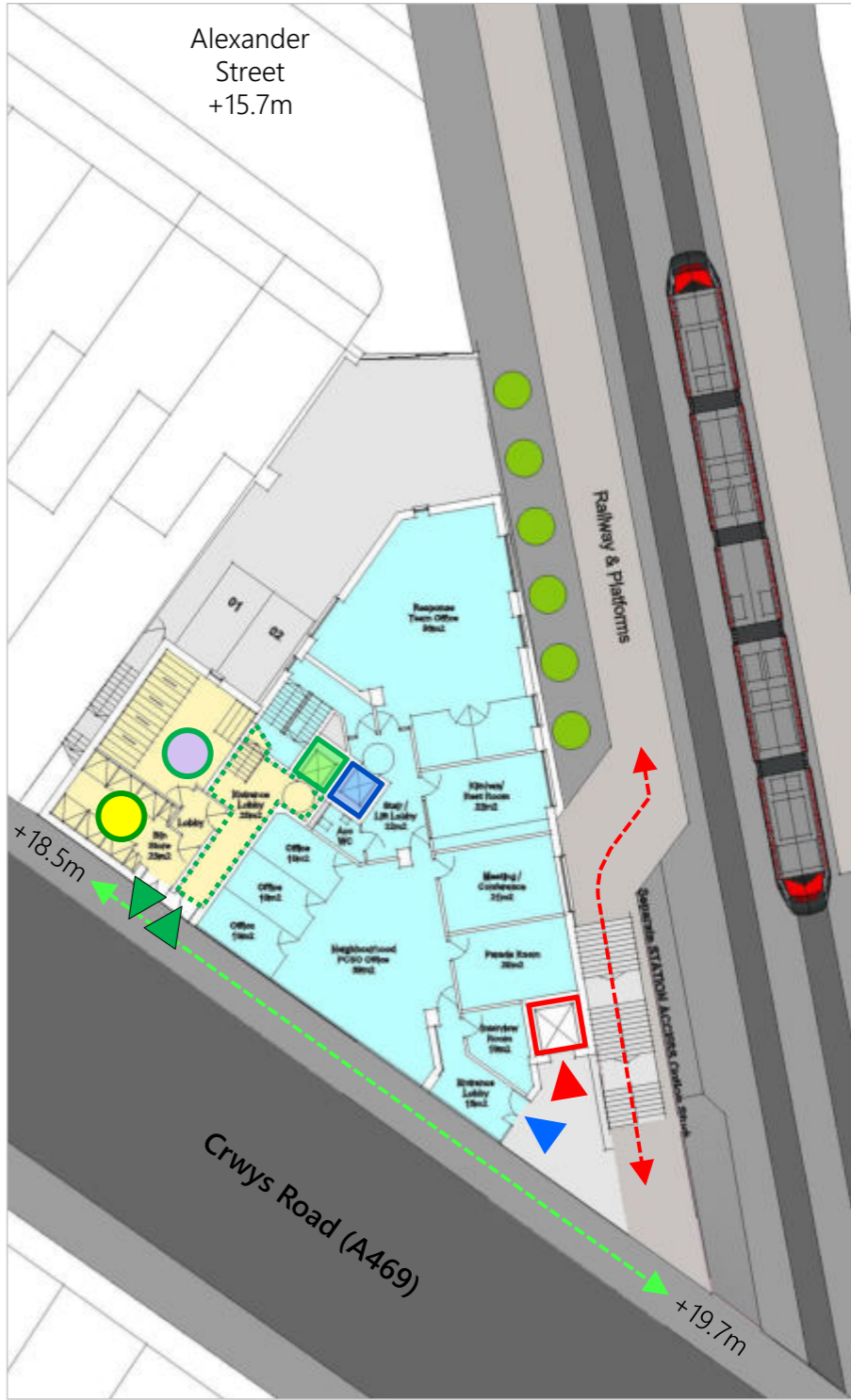
Public realm activities flow along the gently sloping aspect of Crwys Rd and this is thus the location of primary pedestrian access into the Residential, Commercial and Railway elements and their associated lifts to other levels.

Vehicular (staff) access into the site and its parking is via Alexander St, though service vehicles can readily access utilities at both upper & lower ground floors of the building.

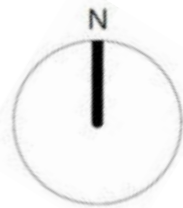
- Commercial Vehicle Movement
- General Pedestrian Movement
- Railway Pedestrian Movement
- Commercial / Residential CYCLE Stores
- Commercial / Residential BIN Stores
- Commercial / Residential / Railway LIFTS
- Commercial PARKING (Police Vehicles)



Site Plan LOWER GROUND

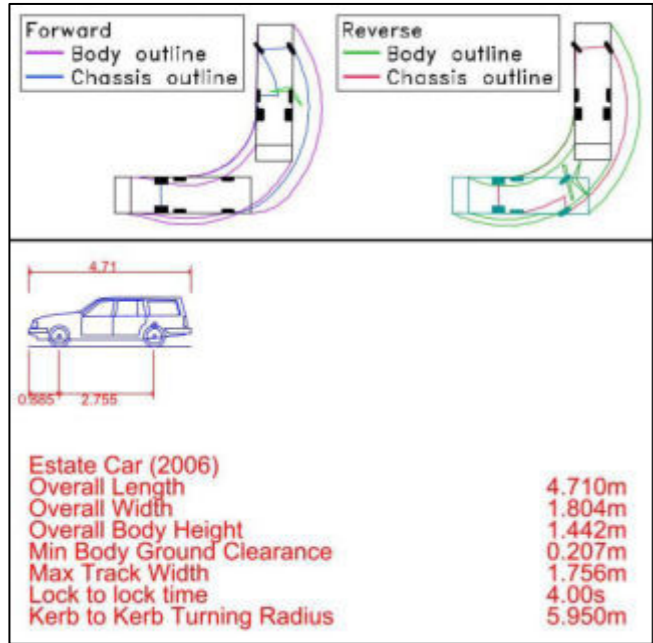


Site Plan UPPER GROUND

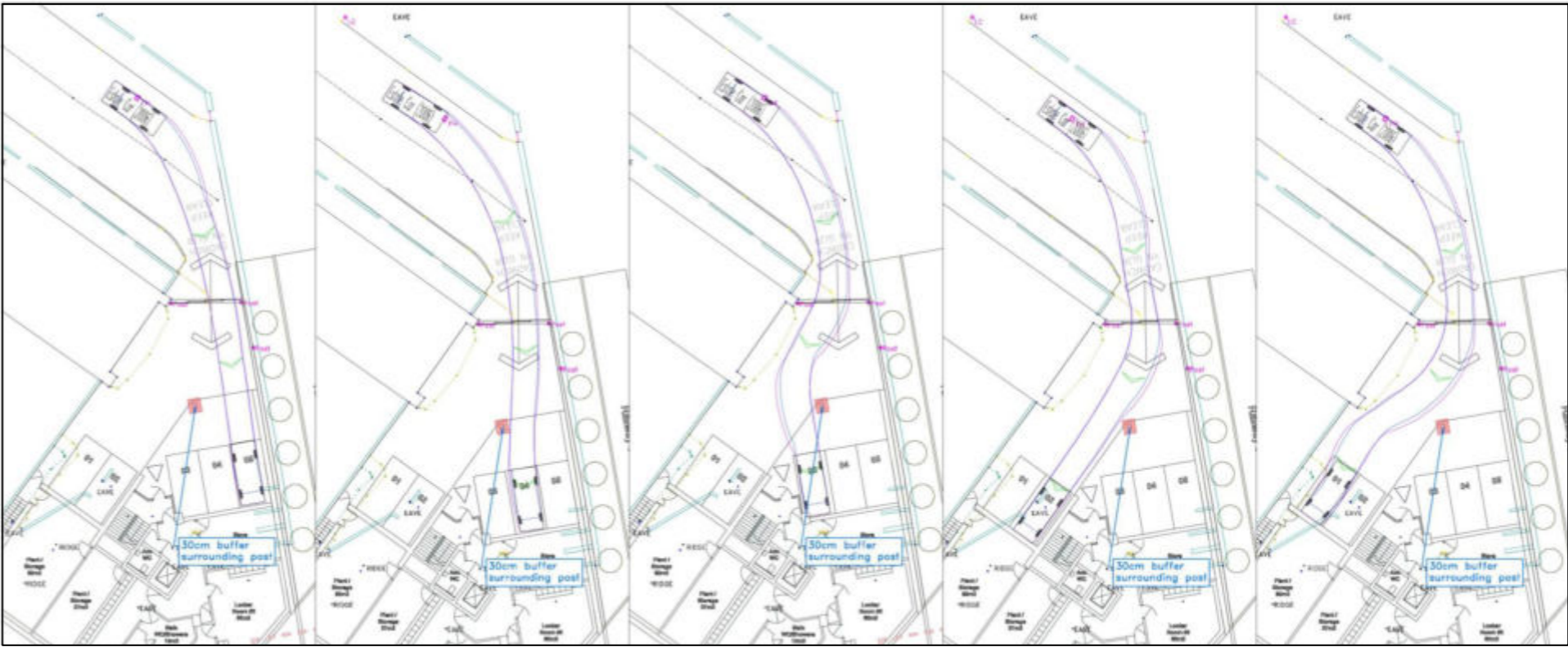


Access & Movement

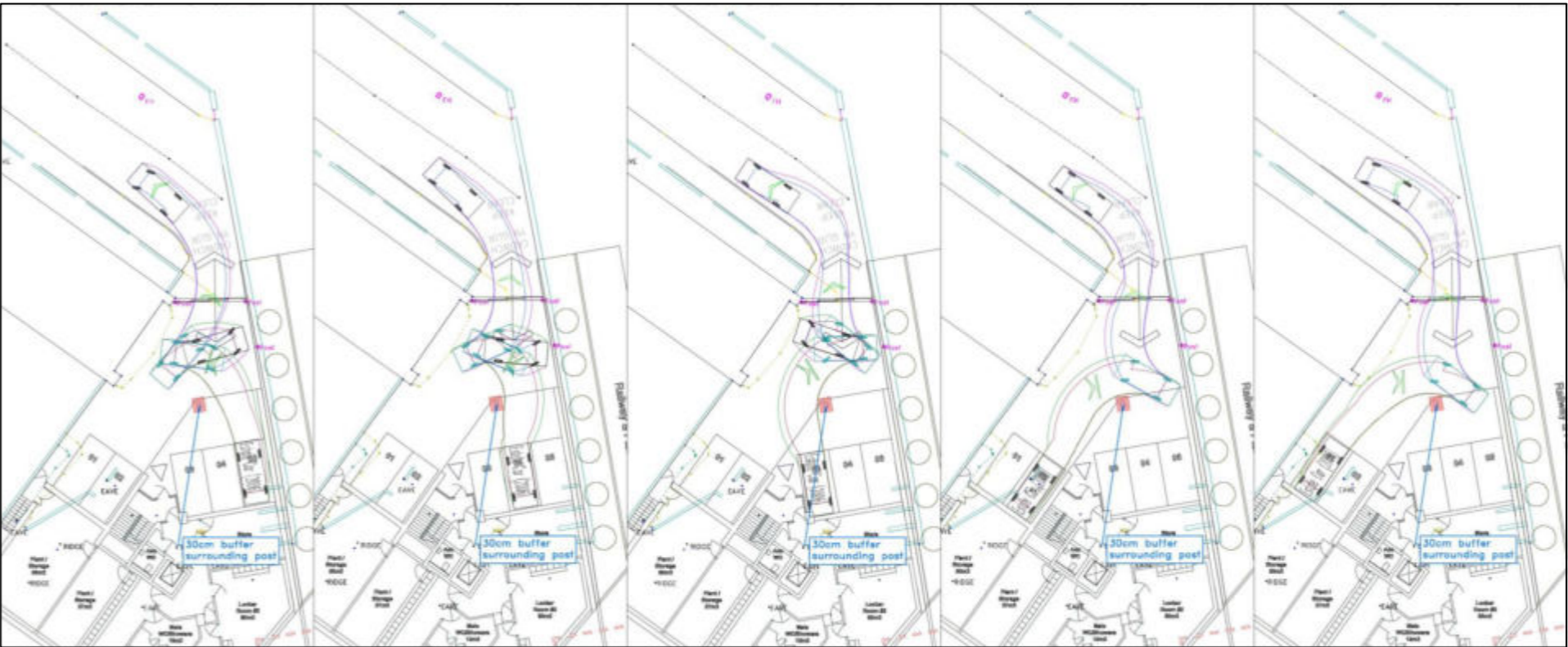
Vehicle movements around/across the development site are being undertaken by transport consultants. Consultation with prospective tenants is also being undertaken to identify specific vehicle requirements. Retail deliveries are not currently envisioned but are elsewhere typically carried out in the very early hours of the morning, via the Crwys Rd frontage. 5no parking spaces are currently included at the rear of the development - These are accessed via Alexander Street and currently only intended for the exclusive use of the Commercial users. Accordingly, swept path analysis for Police Service vehicles (the anticipated tenant) are shown opposite :



Vehicle KEY



Swept Path Analysis for each Parking Space – Forward Movement



Swept Path Analysis for each parking Space – Reverse Movement

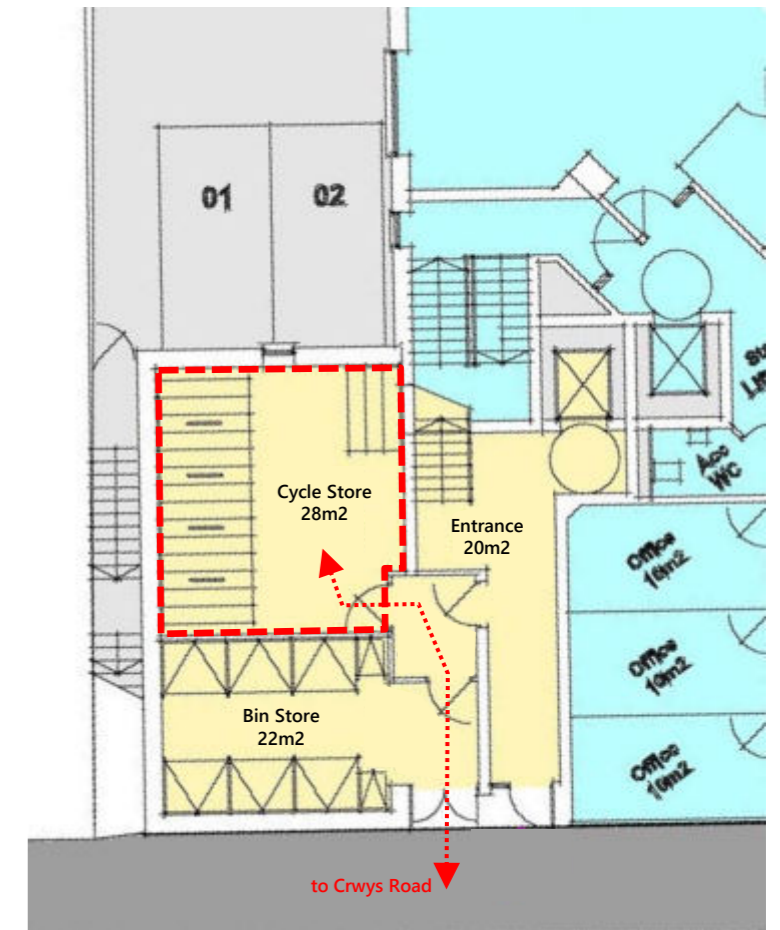
Cycle Provision

On-site cycle provision will be in accordance with local Planning Policies and is discussed at length within the draft Transport Statement. To summarise :

- **The Residential Cycle Provision** is based upon the principle of one cycle space per bedroom. The provision includes both high-density 2-tier arrangements, and standard 'Sheffield Hoops'. The **25no 2-Person 1-Bed Flats will be provided with a minimum of 25no cycle storage spaces**, located within the building adjacent to the main entrance on Upper ground level (Crwys Rd) and currently utilises a proprietary 2-tier system.
- **Commercial Unit provision** is based upon the current GIA Area of this 2-storey unit (566m²), and/or occupancy (100 staff), and/or potential BREEAM use – This will be subject to further discussion with the Police (assumed Tennant) to identify any additional provision associated with their Duties. The provision includes both high-density 2-tier arrangements, and standard 'Sheffield Hoops'. **The Commercial Unit will be provided with a minimum of 10no cycle storage spaces** located internally, adjacent to the rear vehicle enclosure on Lower Ground floor.
- **Railway Platform User** cycle provisions will be accommodated within TfW's design proposals, carried out in accordance with a separate Planning Application



Commercial Cycle Store, Lower Ground



Residential Cycle Store, Upper Ground



Lift-assisted 'compact 2-tier' Cycle Storage



'Hybrid' Lift-assisted 2-tier Storage, with 'Sheffield Hoops' to U/Side

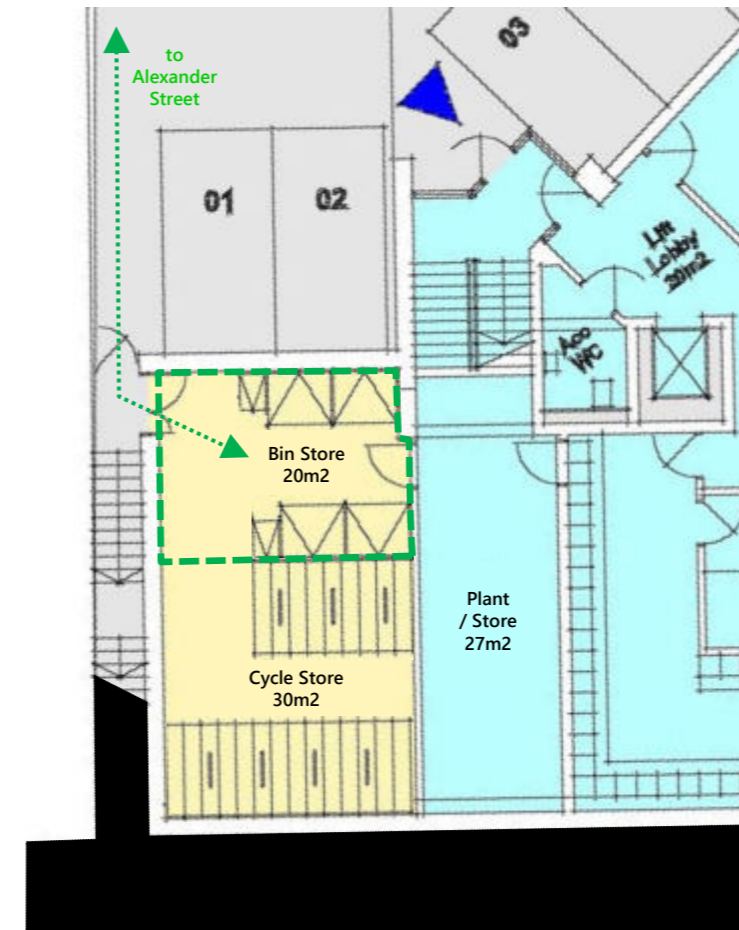
Refer to 'Site Plan KEY' for locations of Cycle Parking 

Waste & Recycling

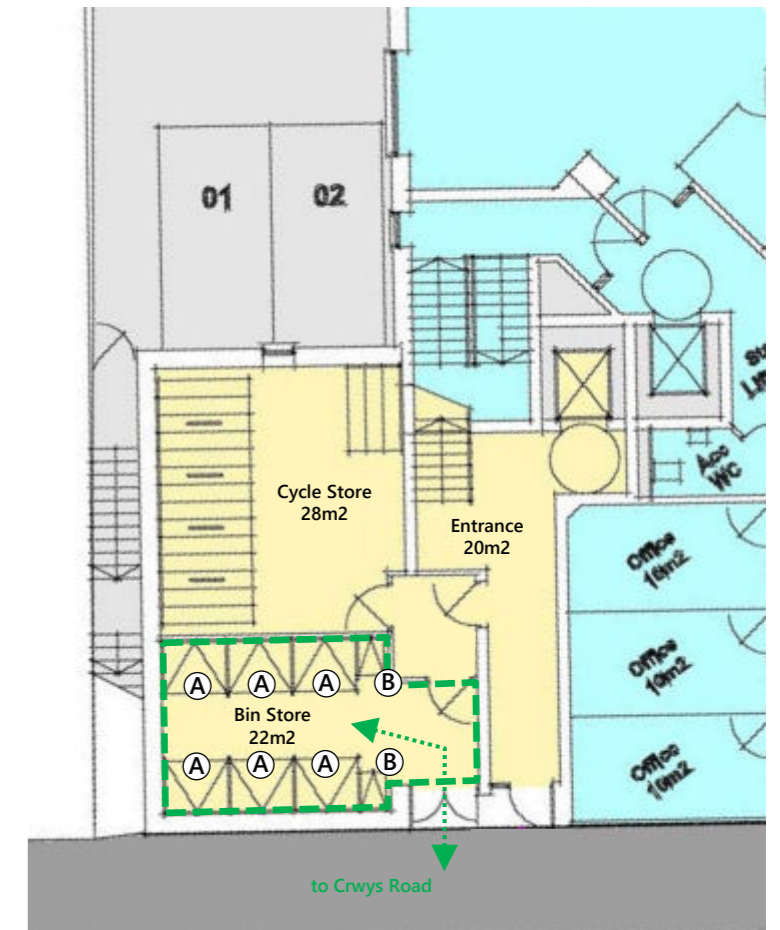
Waste & Recycling provision will be based upon the tables & calculations taken from **Supplementary Planning Guidance document 'Waste Collection and Storage Facilities' (2016)**.

Bins are located on both Upper & Lower Ground levels of the proposals, close to the perimeter of the site and adjacent to the respective road infrastructure.

- **Affordable Housing** - Internal Bin spaces added to each core of each cluster of residential units, with capacity for 25no apartments based upon SPG calculations for 'Purpose Built Flats'. i.e. (3x) 1100LTR Gen Waste, (3x) 1100LTR Dry Recycling, (2x) 240LTR Food waste and an area for 'large Items'. Refuse will be collected via the louvred access doors on Crwys Road.
- **Commercial Unit** – This provision is partially identified on the Lower Ground GA plan. A requirement of 2500LTR per 1000m2 is presumed, as cited within the SPG, but acknowledge that this is subject to Commercial Contract, tenant fit-out design AND possible future-proofing issues. Louvre access doors/panels are located along to rear elevation. Refuse to be removed via private contract vehicles, as per future swept path studies.



Commercial BIN Store, Lower Ground



Residential BIN Store, Upper Ground



A. Typical 1,100 LTR Bin
1370(L)x1110(W)x1380(H)mm



B. Typical 140 LTR Bin
1544(L)x480(W)x1055(H)mm



C. Typical 25 LTR Bin

Refer to 'Site Plan KEY' for locations of Refuse Storage 



Proposed Massing, from Southwest



Proposed Massing, from North

New Bat Boxes to be installed to high level façade - positions TBA

New 'Sky Garden' green roof with SUDs drainage provision to 'stepped' Roofs, with PV panels to uppermost roof

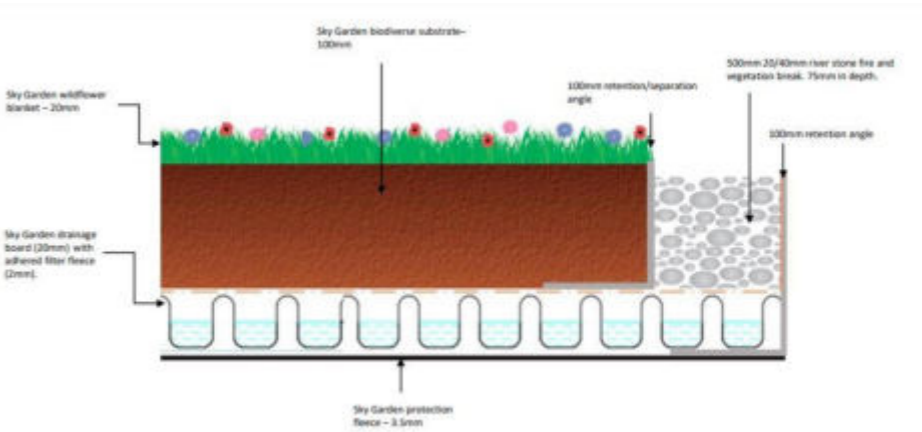
New 'Sky Garden' green roof with SUDs drainage provision to 'stepped' Roofs, with PV panels to uppermost roof

Additional trees & low-level Platting being planned along The railway platform (TfW),

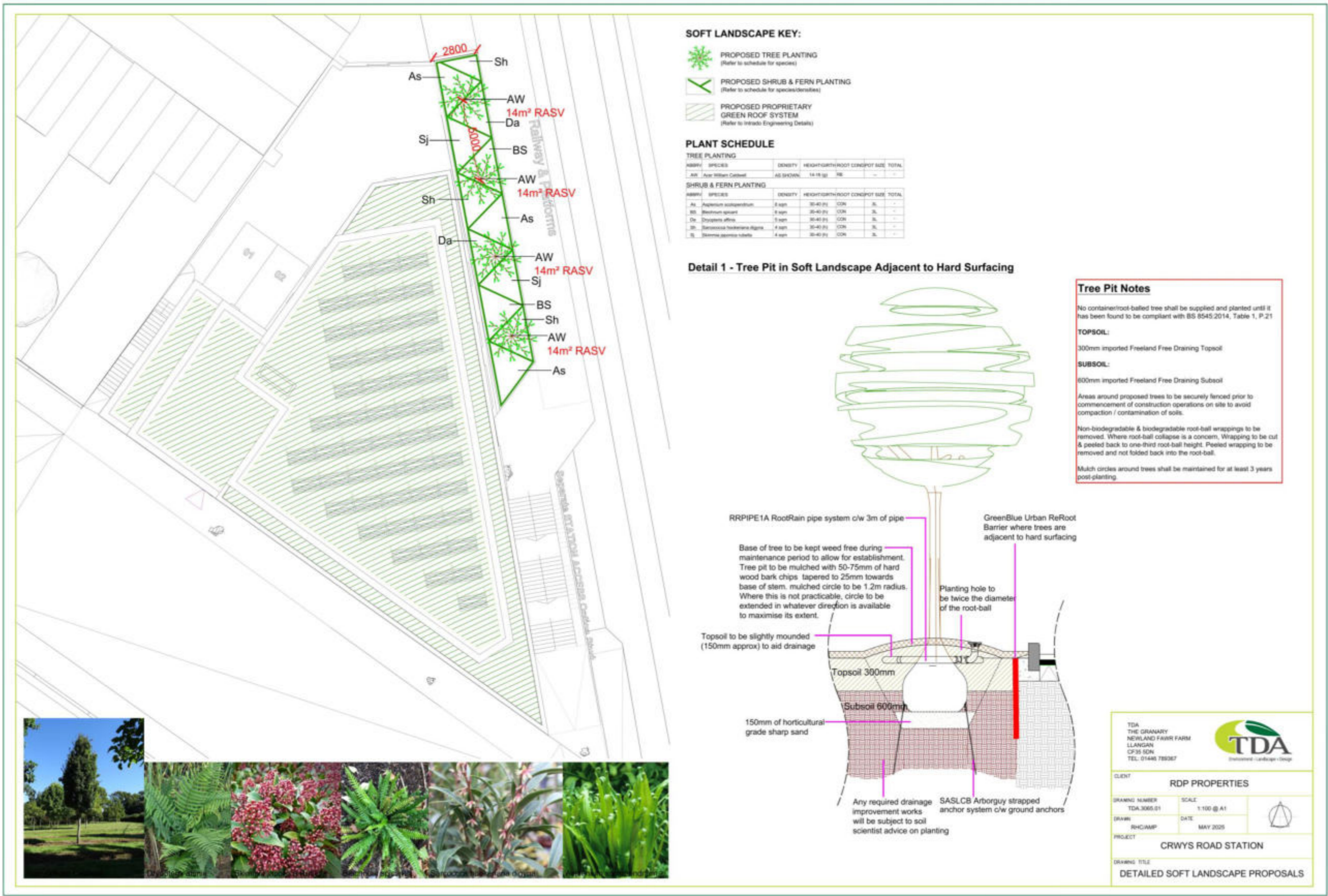
Ecology & Landscape

The development is located upon a Brown field site. Initial surveys were carried out in August 2022, but then updated in July 2024. There is no indication of bats, or of any other significant flora or fauna on the site.

Several 'stepped' flat roofs presents the appropriate opportunity to introduce extensive green roofing. These planted 'Sky Gardens' will provide ecological diversity and amenity, while also being key to the SuDs Drainage Strategy – see accompanying Report being Howard Austin Partnership. Additional trees & planting are understood to be being planned along the railway platform (by TfW), further 'softening' the setting.



Soft Landscape Proposals
Refer to TDA 3065.01



Document Verification

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