



PLANNING STATEMENT

CARDIFF UNIVERSITY

LAND AT THE FORMER BRICKYARD, BEVAN PLACE, CARDIFF



PLANNING STATEMENT

On behalf of: Cardiff University

In respect of: Land at The Former Brickyard, Bevan Place, Cardiff

Date: July 2026

Reference: 6484CA

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Executive Summary

The proposed development forms a natural extension of the Talybont student residences and responds directly to Cardiff University's changing and growing accommodation requirements.

The proposals will provide additional modern high-quality accommodation increasing the overall number of bedspaces the University can provide for its students. In addition, the proposals will create 'headroom' in their supply to enable refurbishment/upgrading of some of the existing stock, which is not possible at present because all bedspaces are occupied during term time. In doing so, the scheme will support the University's continued development and growth and contribute positively to the local and national economy.

The site comprises a vacant and underutilised parcel of previously developed land. In 2018, permission was granted for the demolition of the former industrial buildings which occupied the site, which were subsequently removed in the same year (Ref. 18/00469/MNR). Since then, the site has remained vacant and undeveloped.

In 2018 a student accommodation scheme for the site was prepared and was subject to pre-application engagement with the Local Planning Authority (LPA) and public consultation with the local community. Whilst the feedback gained was positive, the scheme was not progressed and this application now brings forward an updated and refined proposal, which responds to current policy, site context and identified needs.

The scheme has been carefully designed to respond to key technical considerations, including flood risk, residential amenity, noise and other site constraints. The building form maximises natural light and outlook for residents, whilst providing high-quality internal and external amenity spaces, alongside strong pedestrian and cycle connectivity.

Overall, the proposal represents a sustainable and well-considered form of development which will regenerate a vacant site, support Cardiff University's operational needs, and deliver clear economic, social and environmental benefits to Cardiff.

1.0 Introduction

- 1.1 This Planning Statement has been prepared by DPP Planning on behalf of Cardiff University in support of a planning application on Land at The Former Brick Yard, Bevan Place, Cardiff.
- 1.2 The proposal seeks the erection of a 665-bed purpose-built student accommodation development including car parking, bicycle parking, servicing, landscaping, and associated works.
- 1.3 The purpose of this Planning Statement is to describe the proposed development and assess its compliance with the relevant local and national planning policy.
- 1.4 The statement is structured as follows:
- Section 2: Site Location, Context and Planning History
 - Section 3: Proposed Development
 - Section 4: Planning Policy Context
 - Section 5: Pre-Application Engagement
 - Section 6: Planning Assessment
 - Section 7: Conclusion
- 1.5 This statement should be read in conjunction with the following supporting plans and technical documents submitted as part of the planning application:

Table 1: Supporting Plans and Documents

Plan/ Document Title	Reference No.	Author
Planning Application Forms	July 2026	DPP
Site Location Plan	TBY-BDP-XX-XX-PL-A-990001, rev. P01	BDP
Block Plan	TBY-BDP-XX-XX-PL-A-990002, rev. P01	BDP
Proposed Ground Floor Plan Sheet 01	BY-BDP-XX-00-PL-A-990002, rev. P01	BDP
Proposed Ground Floor Plan Sheet 02	BY-BDP-XX-00-PL-A-990003, rev. P01	BDP
Proposed First Floor Plan Sheet 01	TBY-BDP-XX-01-PL-A-990002, rev. P01	BDP
Proposed First Floor Plan Sheet 02	TBY-BDP-XX-01-PL-A-990003, rev. P01	BDP
Proposed Second Floor Plan Sheet 01	TBY-BDP-XX-02-PL-A-990002, rev. P01	BDP

Plan/ Document Title	Reference No.	Author
Proposed Second Floor Plan Sheet 02	TBY-BDP-XX-02-PL-A-990003, rev. P01	BDP
Proposed Third Floor Plan Sheet 01	TBY-BDP-XX-03-PL-A-990002, rev. P01	BDP
Proposed Third Floor Plan Sheet 02	TBY-BDP-XX-03-PL-A-990003, rev. P01	BDP
Proposed Fourth Floor Plan Sheet 01	TBY-BDP-XX-04-PL-A-990002, rev. P01	BDP
Proposed Fourth Floor Plan Sheet 02	TBY-BDP-XX-04-PL-A-990003, rev. P01	BDP
Proposed Fifth Floor Plan Sheet 01	TBY-BDP-XX-05-PL-A-990002, rev. P01	BDP
Proposed Fifth Floor Plan Sheet 02	TBY-BDP-XX-05-PL-A-990003, rev. P01	BDP
Proposed Roof Plan Sheet 01	TBY-BDP-XX-06-PL-A-990002, rev. P01	BDP
Proposed Roof Plan Sheet 02	TBY-BDP-XX-06-PL-A-990003, rev. P01	BDP
Site Sections	TBY-BDP-XX-XX-DT-L-908004, rev. P01	BDP
Proposed Site Sections	TBY-BDP-XX-ZZ-SE-A-992001, rev. P01	BDP
Proposed Site Elevations	TBY-BDP-XX-ZZ-EL-A-992001, rev. P01	BDP
Proposed Building Elevations Sheet 1 of 4	TBY-BDP-XX-ZZ-EL-A-991001, rev. P01	BDP
Proposed Building Elevations Sheet 2 of 4	TBY-BDP-XX-ZZ-EL-A-991002, rev. P01	BDP
Proposed Building Elevations Sheet 3 of 4	TBY-BDP-XX-ZZ-EL-A-991003, rev. P01	BDP
Proposed Building Elevations Sheet 4 of 4	TBY-BDP-XX-ZZ-EL-A-991004, rev. P01	BDP
Landscape Concept Plan	TBY-BDP-XX-XX-PL-L-998001, rev. P01	BDP
Green Infrastructure Statement	TBY-BDP-XX-XX-RP-L-901001, rev. P01	BDP
Arboricultural Impact Assessment	July 2026	Keystone
Ecological Impact Assessment	July 2026	Keystone

Plan/ Document Title	Reference No.	Author
Drainage Statement and Flood Consequence Statement	TBY-BDP-ZZ-ZZ-RP-C-520001, rev. P02	BDP
Acoustic Design Statement and Noise Impact Assessment	June 2026, rev. 00	Hoare Lea
Air Quality Assessment	July 2026, rev. 00	Hoare Lea
Site Investigation Desk Study	ESP.9723.4602	Earth Science Partnership
Transport Statement	TBY-BDP-XX-XX-RP-H-660002 rev. 02	BDP
Framework Travel Plan	TBY-BDP-XX-XX-RP-H-660001, rev. 02	BDP
Design and Access Statement	TBY-BDP-XX-XX-RP-A-990001, rev. P02	BDP
Energy and Sustainability Strategy	TBY-HRL-XX-XX-RP-X-08-001-S3 rev. P02	Hoare Lea
Planning Statement	July 2026	DPP

2.0 Site Location, Context and Planning History

Site Location

- 2.1 The application site is located within the Gabalfa area of Cardiff, 2.5km northwest of the city centre, and just over 400m west of North Road. The site location is shown by the red line on the submitted Site Location Plan (TBY-BDP-XX-XX-PL-A-990001, rev. P01).

Site Context

- 2.2 The site measures approximately 1.5Ha in area and is known as The Former Brickyard. The site was previously occupied by four buildings that comprised a number of business uses and associated parking area. These buildings were demolished in 2018 under application reference 18/00469/MNR.
- 2.3 Whilst one building frame still exist within the northwestern boundary of the site, the remainder of the site now consists of a vacant parcel of previously developed land. The building frame which remains on site will be demolished in the coming weeks. The site is generally clear but is does contains some boundary vegetation and trees.
- 2.4 The site is generally flat and is currently accessed via Excelsior Road; both at the northwest adjoining Bookers, and at the southwest adjacent to McDonalds.
- 2.5 The site is readily accessible by all modes of transport including public transport and private car, cycling and walking. There are existing bus stops along Excelsior Road within walking distance (80m) of the site. There are a number of services that run in close proximity to the application site serving key destinations including Cardiff Medical School at Heath Hospital, Central Cardiff and Cardiff Bay.
- 2.6 Existing public footways are located along Excelsior Road with a number of signalised crossings, ensuring that the site is easily accessible on foot and by bike. The site is also located within close proximity to a pedestrian/ cycle path along the Taff Trail which is designated as National Cycle Network Route 8 and links the site southwards to the main Cardiff University Campus and the City Centre as well as northwards to Llandaff, Radyr and the South Wales valleys.
- 2.7 The site is easily accessed by the main road network serving Cardiff. The A48 provides a direct route from the site into Cardiff, but also to the M4 which is 4km northwest of the site; both providing excellent accessibility for students on arrival/departure.
- 2.8 The potential future Gabalfa Metro Station is proposed 160m north of the site, adjacent to the Mynachdy Road housing estate. The possible future station would further improve site accessibility and sustainability by providing a direct rail connection to Cathays and Cardiff Central as well as other destinations along the South Wales Valleys line.

Surrounding Context

- 2.9 In terms of surrounding context, the site sits adjacent to an established industrial estate and is surrounded bound by commercial uses to the north/west, including Tesco Extra, Wickes, Screwfix, KFC, McDonald's and Booker Wholesale. To the south/ east, the site is adjacent to Cardiff University Talybont Residences which includes Talybont Gate, which was granted planning

permission in May 2012 (appeal ref: APP/Z6815/A/12/2169514). As such, the site sits within an area already characterised by student accommodation.

2.10 Specifically, the site is bounded;

- To the **north** by excelsior road, with Booker and the railway line beyond this;
- To the **east** by Cardiff University Hockey Pitch, Talybont Gate and Talybont North Student Residences;
- To the **south** by Gabalfa Woods, with the River Taff beyond this; and
- To the **west** by Halfords and McDonald's, with the wider Excelsior Road industrial estate beyond this.

Technical Designations

- 2.11 The site itself is allocated under policy EC1.17 of Cardiff's LDP as Existing Employment land which is protected under Policy EC1 for B use class employment. However, within the RLDP which is expected to be adopted by 2027, the site is removed from the employment allocation and is unallocated.
- 2.12 A Flood Zone 3 area and a TAN15 defended zone for rivers and the sea covers the whole site and surrounding area, as designated by Natural Resources Wales's (NRW) Flood Maps for Planning. NRW's maps also indicate that the site contains a small area of surface water flooding along the western boundary, as well as to the south of the site.
- 2.13 Gabalfa Woods Site of Importance for Nature Conservation (SINC) sits adjacent to the site's southern boundary, which contains trees protected under Tree Preservation Orders (TPOs).
- 2.14 In terms of Heritage assets, Park Lodge is a Grade II listed property and sits 300m to the southeast of the site. Pontcanna and Llandaff fields are 200m to the south of the site and are designated as a Historic Park and Garden according to CADW's records. Additionally, Llandaff conservation area sits around 700m southwest of the site.
- 2.15 A Rapid Transit Corridor and Strategic Bus Corridor sits 300m northwest of the site, along the A48/Western Avenue.

Planning History

- 2.16 There site has been subject to a number of planning applications in the past. Below are the applications that are relevant to the application site:
- 17/03114/MNR – Proposed erection of a 2.4m high timber site hoarding – Permitted
 - 18/00469/MNR – Demolition of 4 buildings at former brickyard business site – Permitted
- 2.17 The following are also considered relevant to this application:
- 17/02181/MJR – The demolition of existing office building and redevelopment of the site to provide 213 no. bedroom student accommodation set over 3 blocks (3-5 storeys in height), a flexible mix of commercial (A1/A2/A3/B1A/D1) uses in two ground floor units in

the central block (block B) together with car parking, landscaping and associated infrastructure – Granted permission at Planning Committee on the 13 December 2017 subject to an agreed S106 agreement.

- 2.18 The Committee Report for the above referenced application confirms the acceptability of student accommodation in this location and acknowledges that the site is highly accessible.

3.0 Proposed Development

- 3.1 Full planning permission is sought for:

“Erection of a 665-bed purpose-built student accommodation development, including car parking, bicycle parking, servicing, landscaping and associated works.”

The Need for the Development

- 3.2 The application proposals will meet a need identified by Cardiff University for additional purpose-built student accommodation ‘on campus’. The proposals will increase the University’s overall supply of student accommodation and improve the quality of accommodation available to students. It will also enable the University to meet its commitment to be able to accommodate all first-year undergraduates within its own halls of residence.
- 3.3 Unlike many of the recently approved purpose-built student accommodation schemes across Cardiff, the application proposals are focused on accommodating first year undergraduate students. This intake of students, who are generally arriving in Cardiff living away from home for the first time, and generally not knowing anybody else in the city, have different needs to students in later years of their studies, who are generally more confident living away from home and will have a friendship group they can live with. As such, the provision of on-campus accommodation is a very important element in the University attracting new students.
- 3.4 The focus of the proposals being on first year students means that the accommodation is arranged as clusters of bedrooms in flats. This arrangement promotes a more social and inclusive living environment than an individual studio focused proposal.
- 3.5 The application proposals also reflect that some of the University’s existing accommodation needs refurbishment, which is not possible at present because there is insufficient surplus stock to meet the current needs whilst undertaking upgrades. The application proposals will provide this ‘buffer’ enabling the upgrading of existing University stock.
- 3.6 Finally, the application proposals reflect that the quality of living accommodation is increasingly considered a key element in the choice exercised by potential students. The Talybont Gate scheme, which opened in September 2014 is a good example of the standard of accommodation demanded by students, which is reflected in this block being heavily over-subscribed. As such, the modern attractive accommodation proposed by this application will enable Cardiff University to better compete with rival Universities around the UK and abroad, which ultimately benefits Cardiff, Wales and the UK.

Development Proposals

- 3.7 The proposed building features an irregular ‘S’ shaped footprint to effectively maximise the use of the site. The development proposal includes the following key elements:
- 665 student beds over 6 storeys;
 - 3 outdoor courtyards with seating and planting;
 - Multi-function rooms and common rooms;

- Laundry areas and external refuse and recycling zones;
 - Reception/ management office;
 - 9 staff parking and 15 disabled car parking spaces;
 - 120 secure cycle stands;
 - An access road to the southwest of the site, adjacent to McDonald's;
 - Integrated cycle and pedestrian paths; and
 - Staff showers and break room.
- 3.8 The building itself is wrapped around the 3 external courtyard areas and can be split into three sections for descriptive purposes; the south, central and northern blocks. Each section is described in further detail below.
- 3.9 The proposed flats range in size from 4 to 7 beds. Each share a communal kitchen and living area appropriately sized for the occupancy. The development will provide a total of 665 bedrooms, split as follows; 564 standard bedrooms, 86 premium bedrooms and 15 accessible bedrooms.
- 3.10 The accommodation schedule can be summarised as follows:

Table 2: Schedule of Accommodation

	South Block	Central Block			North Block	
Floor	Cluster A	Cluster B	Cluster C	Cluster D	Cluster E	Total Bedspaces
Ground Floor	-	-	26	21	-	47
Floor 1	30	17	28	26	22	123
Floor 2	30	17	28	26	22	123
Floor 3	30	17	28	26	22	123
Floor 4	30	17	28	27	22	124
Floor 5	30	17	28	28	22	125
Total Bedspaces	150	85	166	154	110	665

South block

- 3.11 The southern portion of the building forms the main entrance point for both pedestrians and vehicles into the development. This part of the building contains bold signage, and a material tone which strengthens its gateway character as a key entrance point. This part of the building is in an 'L' shape and curves around/ overlooks the 'social and wellbeing' courtyard area.
- 3.12 The ground floor contains a reception room, staff offices, toilets/ showers, laundry facilities, three multi-function rooms and a social hub area. The ground floor is set back from the building to give a covered dwell space in front of reception, which wraps around the ground floor.
- 3.13 Floors 1 to 5 contain 5 'clusters' on each floor (Cluster A1-A5), with one 5-bed cluster, three 6-bed clusters and one 7-bed cluster. This totals to 30 bedrooms per floor and 150 bedrooms in total for the south block. Each cluster contains one common room area with an open-planned kitchen and living room area, and each bedroom contains an en-suite, desk and wardrobe/ storage area.
- 3.14 Each flat is accessed from a central core lobby/ stairs area, with bedrooms organised along corridors and kitchens/ common rooms located at the end of each corridor.

Central block

- 3.15 The central section is the largest section of the building and is arranged in a 'U' shape around the central 'restorative' courtyard area. It accommodates the largest number of units, at 405 proposed bedrooms.
- 3.16 Clusters D1, D2 and D3 will each include accessible bedrooms and an accessible kitchen/common room. Accessible bedrooms will be distributed across the central block, with three rooms provided on each floor from ground to third floor, two rooms on the fourth floor and one room on the fifth floor, providing 15 accessible bedrooms in total.
- 3.17 At the southwestern corner, where the central block connects to the southern block, the building is supported on pillars. This creates an open arcade/ covered garden at ground floor level, providing a covered connection between the courtyard areas.
- 3.18 Similarly to the South block, the central block will have a layout where 4 to 5 flats are each accessed from a central core lobby. Each kitchen is located to the end of the corridor, whilst cluster C3 contains a central kitchen.

North block

- 3.19 The northern portion of the building comprises a ground floor plant room, with residential accommodation occupying the upper floors. The building takes the form of a linear block, providing four flats per floor, arranged as two 5-bed clusters and two 6-bed clusters. In total, this equates to 110 units.
- 3.20 This part of the building overlooks a planted reinforced grass zone to the east and the 'nature' courtyard to the west. In comparison with both the Southern and Central blocks, the northern block will have a more traditional linear form with 4 cluster flats arranged around a central core.

Access and Parking

- 3.21 Vehicular access will be taken from the existing road connecting Excelsior Road to Talybont Gate, adjacent to McDonald's. This route will be realigned and improved with additional planting, enhanced pedestrian connectivity, parking restrictions to prevent unauthorised parking, and dedicated pull-in/set-down space for servicing and deliveries.
- 3.22 A new controlled internal junction will provide authorised access into the site. The internal road will operate one-way from the southwest to the northwest, exiting onto Excelsior Road adjacent to Halfords, and will incorporate parallel delivery bays, 9 staff parking spaces, 15 disabled parking bays, and access suitable for fire vehicles.
- 3.23 This arrangement will provide a safe and managed access strategy for operational traffic, servicing, deliveries, refuse collection, maintenance and accessible parking.

Pedestrian/ Cycle Linkages

- 3.24 A new pedestrian and cycle route will be provided to the southeast, connecting the site to Bevan Place, the wider Talybont Residences and Cardiff University Sports Training Village. Within the site, new routes will extend southwest towards the Taff Trail and National Cycle Route 8 and Excelsior Road, and northwest towards the potential future Gabalfa Metro Station, improving permeability throughout the site and supporting active travel.
- 3.25 The scheme will provide 120 bicycle spaces in safe and accessible locations along the proposed pedestrian and cycle routes.

4.0 Planning Policy

4.1 The planning policy framework relevant to the determination of this application comprises both national and local policy, including the statutory Local Development Plan.

4.2 In this instance, due consideration is given to the following policy documents:

- Future Wales: The National Plan 2040 (2020)
- Planning Policy Wales (Edition 12, 2024)
- Technical Advice Notes (TANs)
- Cardiff City Council Local Development Plan

Future Wales: The National Plan 2040 (2020)

4.3 Future Wales sets out the direction for development in Wales up to 2040. The plan addresses key national priorities through the planning system, including sustaining and developing the economy, decarbonising and achieving carbon resilience, through developing strong ecosystems and through improving the health and wellbeing of communities in Wales. The relevant planning policy is set out below:

- Policy 1 – Where Wales will grow
- Policy 2 – Shaping Urban Growth and Regeneration
- Policy 8 - Flooding
- Policy 9 – Resilient Ecological Networks and Green Infrastructure
- Policy 11 – National Connectivity
- Policy 12 – Regional Connectivity
- Policy 17 – Renewable and Low Carbon Energy and Associated Infrastructure

Planning Policy Wales (PPW) Edition 12 (2024)

4.4 The first iteration of Planning Policy Wales (PPW) was published on 5th September 2018 and was most recently updated on 7th February 2024. PPW sets out the land use planning policies of the Welsh Government, together with Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. The relevant sections are as follows:

4.5 **Chapter 2: People and Places – Achieving through Placemaking** (Paragraph 2.2) states that all development decisions should contribute to the creation of sustainable places and improved well-being.

4.6 **Chapter 3: Strategic and Spatial Choices** considers the design of development and its impact on everyday lives, in where people might live and work and which areas should be protected.

- Paragraph 3.5 to 3.13 detail the objectives and principle of good design, which should be met and applied to all development proposals. These include Access and Inclusivity, Environmental Sustainability, Character, Community Safety, and Movement.
- In terms of character, it is stated in paragraph 3.9 that *‘The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations. A clear rationale behind the design decisions made, based on site and*

context analysis, a strong vision, performance requirements and design principles, should be sought throughout the development process and expressed, when appropriate, in a design and access statement.'

- Importantly, the policy places significant weight on the re-use of previously developed land over greenfield sites. Specifically, Paragraph 3.55 states that *'Previously developed (also referred to as brownfield) land (see definition overleaf) should, wherever possible, be used in preference to greenfield sites where it is suitable for development.'* It then goes on to state that *'In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.'*

4.7 Chapter 4: Active and Social Places encourages well-connected and cohesive communities in placemaking. The policy states that Active and Social Places are those which promote our social, Economic, environmental and cultural wellbeing by providing well-connected cohesive communities.

- Paragraph 4.1.11 states that *'Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.'*

4.8 Chapter 5: Productive and Enterprising Places addresses the economic dimension of placemaking, promoting well-connected employment and sustainable economic development.

- Paragraph 5.4.2 states that *'Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services. Economic land uses also include construction, energy, minerals, waste and telecommunications sectors which are also sensitive to planning policy.'*
- Significantly, the Policy states at Paragraph 5.9.25 that *'The social, environmental and economic (including job creation) benefits associated with any development should be fully factored into and given weight in the decision-making process.'*

4.9 Chapter 6: Distinctive and Natural Places aims to protect the historic environment, landscape, biodiversity, geodiversity and habitat, coastal characteristics and soundscape, water services, flooding and other environmental risks. Notably, chapter 6 introduces the requirement for every planning application to be supported by a Green Infrastructure Statement and to demonstrate a net benefit in biodiversity.

Technical Advice Notes

4.10 The following Technical Advice Notes (TANs) are considered relevant to the proposal:

- TAN 5: Nature Conservation and Planning
- TAN 12: Design
- TAN 15: Development, Flooding and Coastal Erosion
- TAN 18: Transport
- TAN 23: Economic Development

Cardiff City Council Local Development Plan (2006-2026)

- 4.11 The relevant Local Development Plan for the site is comprised of Cardiff City Council's Local Development and associated Supplementary Planning Guidance. The following policies are considered relevant to the proposed development:

Key Policies

- **KP5: Good Quality and Sustainable Design** - Requires development to deliver high design quality, sustainability, and a positive contribution to local character and amenity.
- **KP8: Sustainable Transport** - Promotes developments in accessible locations that minimise car use and prioritise walking, cycling, and public transport.
- **KP9: Responding to Evidenced Economic Needs** - Supports development that aligns with Cardiff's evidenced economic strategy
- **KP14: Healthy Living** - Encourages development that supports health and wellbeing through access to open space, active travel, and good living environments.
- **KP16: Green Infrastructure** – Aims to protect and enhances green infrastructure networks, integrating biodiversity, open space, and ecosystem services into development.

Economy

- **EC1: Existing Employment Land** - Seeks to safeguard employment land for business and industrial uses unless clearly justified otherwise.
- **EC3: Alternative Use of Employment Land and Premises** - Allows non-employment uses where land is no longer viable or needed for employment purposes and redevelopment delivers wider benefits.

Environment

- **EN3: Landscape Protection** - Aims to ensure development does not cause any unacceptable harm to the character and quality of the landscape setting of the city.
- **EN4: River Corridors** - Aims to protect and enhance the features of Cardiff's river corridors, whilst also facilitating sustainable access and recreation opportunities.
- **EN6: Ecological Networks and Features of Importance for Biodiversity** - Aims to protect Cardiff's ecological networks and landscape features that are important for biodiversity
- **EN7: Priority Habitats and Species** - Protects and enhances the features of Cardiff's natural heritage, including its biodiversity and abundance of wildlife habitats and native species.
- **EN8: Trees, Woodlands and Hedgerows** - Does not permit developments that cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value or that contribute significantly to mitigating the effects of climate change.
- **EN12: Renewable Energy and Low Carbon Technologies** - Requires developments to maximise their potential for renewable energy.
- **EN13: Air, Noise, Light Pollution and Land Contamination** - Does not permit development that would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination.
- **EN14: Flood Risk** - Directs development away from areas at risk of flooding and requires mitigation and justification in line with national guidance where necessary.

Transport

- **T1: Walking and Cycling** - Supports developments which incorporate safe, convenient, and attractive walking and cycling infrastructure.
- **T6: Impact on Transport Network and Services** - Requires development to avoid unacceptable impacts on the transport network and provide necessary mitigation.
- **T9: Cardiff City Region 'Metro' Network** - Supports developments that integrate with and enhance the future regional Metro Network.

Community

- **C5: Provision for Open Space, Outdoor Recreation, Children's Play and Sport** - Requires provision or contributions to open space and recreation facilities to meet needs.
- **C6: Health** - Ensures development supports healthcare infrastructure and promotes healthy lifestyles.

Supplementary Planning Guidance

4.12 The following SPGs are considered relevant to the proposed development:

- Green Infrastructure (2017)
- Trees and Development (2017)
- River Corridors (2017)
- Protection and Provision of Open Space in New Developments (2017)
- Residential Design Guide (2017)
- Student Accommodation (2019)
- Tall Buildings Design Guide (2017)

Replacement Local Development Plan (RLDP)

4.13 Cardiff's replacement local development plan is currently undergoing examination and is expected to be adopted by 2027. As such, the advanced nature means that the replacement plan is considered a material consideration in the determination of this application.

4.14 Importantly, whilst the site is allocated under policy EC1.17 as Existing Employment land within the current LDP, the RLDP removes this allocation, thereby recognising that the land is no longer considered suitable or required for employment use.

4.15 The draft policies listed in the deposit plan that are considered to be of most relevance to the proposal are as follows:

- Policy SP1: Providing for Sustainable Growth
- Policy SP2: Sustainable Economic Growth and Resilience
- Policy SP18: Delivering Sustainable Transport and Active Travel
- Policy SP20: Securing Climate Resilience, De-carbonisation and Renewable Energy in New Developments
- Policy SP21: Maintaining and Enhancing Green Infrastructure and Biodiversity
- Policy H6: Student Accommodation
- Policy D1: Tall Buildings
- Policy T6: Cardiff City Region 'Metro' Network

5.0 Pre-Application Engagement

- 5.1 This planning application has been informed via extensive pre-application discussions with the Local Planning Authority and the community through a Pre-Application Enquiry and Pre-Application Consultation.

Pre-Application Feedback from the Local Planning Authority

- 5.2 A pre-application enquiry for this proposal was submitted in May 2026 to Cardiff City Council. The key topics covered in discussions with the LPA included design, green infrastructure, drainage, flooding, and highways. Feedback was gained from specialist officers including highways, urban design, trees and ecology.
- 5.3 In their feedback, the council confirmed that the principle of development was acceptable subject to policy justification of the site's departure from its designation as employment land under Policy EC1.17. The council also welcomed the overall design and landscaping strategy proposed.
- 5.4 Consultee feedback, including from trees, ecology, and landscaping indicated no objection in principle to the proposal. The local highway authority also confirmed the acceptance of the proposed access and parking strategy.

Pre-Application Consultation with Local Residents and Stakeholders

- 5.5 The applicant is currently undertaking the Pre-Application Consultation (PAC) process which is expected to run from 20th July to 17th August ahead of the formal submission of this application. The PAC process is expected to further shape proposals with feedback from local ward councillors, statutory consultees, local residents and key stakeholders.

6.0 Planning Assessment

- 6.1 Provide an assessment of the planning balance expanding on the relevant policies or materials considerations highlighted in Section 4.
- 6.2 The key matters for consideration in relation to this application and addressed within this section are:
- The Principle of Development
 - Flood Risk and Drainage
 - Design and Landscaping
 - Highways, Transportation and Parking
 - Noise and Amenity
 - Ecology and Arboriculture
 - Socio-Economic Benefits

Principle of Development

Location

- 6.3 The site comprises a vacant brownfield site within a highly sustainable location. The now demolished elements of the site were vacant for over two years prior to their demolition. The former buildings were large, unsightly and reflective of the industrial history of the site and area. This part of Cardiff is evolving into a mixed-use area with less industrial uses, which this application responds to.
- 6.4 As evidenced by the adjacent Talybont Residences immediately to the east of the site, the site falls within an accessible and sustainable location and is well-placed to meet the growing need of Cardiff University.
- 6.5 The site is in walking distance to Cardiff University's Cathays Park and Heath Park Campuses (both being under 2km away from the site). The campuses are also accessible by frequent bus services from the site. Additionally, the site sits within the vicinity of a variety of local services, facilities, amenities, open spaces/ parks and employment opportunities which are accessible by foot, bike and public transport.
- 6.6 Local and national policy encourage the re-use of brownfield sites in sustainable locations and as such, the proposed development complies with this approach and represents a logical, sustainable and much needed extension to Cardiff University's Student Residences.

Loss of Employment Land

- 6.7 As previously discussed in Chapter 4, the site is subject to an Employment Land allocation (EC1.17 Excelsior Road). The allocation, under Policy EC1 restricts the loss of traditional B class employment uses at the site, owing to its potential to continue playing an important economic role to the city.
- 6.8 It is noteworthy that the existing Talybont Gate student residences, the Halfords retail use and McDonald's and KFC outlets are also all located within this designation and depart from the allocated B class employment uses.

- 6.9 Policy EC3 allows scope for the introduction of alternative uses on allocated employment land. This allowance is subject to the below criteria against which proposals for the change of use of business and industrial land and premises will be assessed. The proposed development will be assessed against each of the criteria of this policy:
- 6.10 **Criterion (i)** states that the development of employment land for alternative uses will only be permitted if the land or premises are no longer well located for business, industrial and warehousing use.
- 6.11 In this regard, the site was acquired by Cardiff University in August 2017 with vacant possession. It was formerly occupied by industrial units arranged across three terraces and a stand-alone unit; however, those units had been vacant for several years prior to acquisition. Following demolition in 2018, the site has remained vacant and undeveloped.
- 6.12 Furthermore, the surrounding area has demonstrably evolved towards a mixed-use character, including the adjacent Talybont Gate student residences and other non-B class uses within the wider allocation. In this context, the reintroduction of industrial uses would no longer represent an appropriate or compatible use of the site, particularly having regard to potential amenity impacts.
- 6.13 This position is acknowledged by the emerging RLDP, which removes the employment allocation from the site in recognition that it is no longer required or suitably located for employment purposes.
- 6.14 **Criterion ii)** states that the development of employment land for alternative use will only be permitted if there is no realistic prospect of employment use on the site and/ or the property is physically unsuitable for employment use, even after adaption/ refurbishment or redevelopment.
- 6.15 Consistent with the assessment of Criterion (i), the site's prolonged vacancy prior to demolition, and its subsequent clearance, demonstrate that there is no realistic prospect of employment use being re-established on the site.
- 6.16 The demolition of the former industrial units further reduces any realistic prospect of the site returning to employment use, as redevelopment for industrial purposes would require substantial reinvestment without evidence of market demand. In addition, the site's relationship with the adjacent Talybont Gate student residences gives rise to clear amenity constraints, which would limit the suitability and attractiveness of the site for future industrial occupiers. These factors collectively demonstrate that employment use is no longer realistic or appropriate for the site.
- 6.17 **Criteria iii)** states that the development of employment land for alternative uses will only be permitted if there is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such a use.
- 6.18 There is no demonstrable need to retain the site for business, industrial or warehousing use. The former industrial units were vacant for a sustained period prior to demolition, indicating limited market demand, and their subsequent removal means the site no longer provides employment premises. Reinstating such use would require substantial new investment, which is unlikely to be justified given the site-specific constraints, the area's transition towards a broader mix of uses, and the amenity limitations arising from nearby student residences.

- 6.19 The wider market also provides a range and choice of more suitable employment premises and sites across Cardiff. In this context, retaining this site for employment purposes is not necessary to maintain an appropriate supply of employment land. This is further reinforced by the emerging RLDP, which removes the employment allocation from the site and directs future employment growth towards more appropriate strategic employment locations. Criterion iii is therefore satisfied.
- 6.20 ***Criteria iv)*** states that the development of employment land for alternative use will be permitted if there are no unacceptable impact on the operating conditions of existing business.
- 6.21 In respect of Criterion iv, the proposal has been carefully considered having regard to adjoining uses and the operation of existing businesses. The siting, layout and nature of the proposed development would not prejudice the operating conditions of nearby commercial occupiers. Rather, the proposed student accommodation is considered more compatible with the site's immediate context, which already includes established student residences, retail and food and drink uses.
- 6.22 The wider area is clearly transitioning away from its historic commercial and industrial character towards a more diverse mix of uses. The site itself is vacant, underutilised and in need of investment. The proposal would deliver a positive and comprehensive regeneration of this redundant brownfield land, improving the public realm, enhancing local amenity and supporting the continued evolution of the area. In doing so, it would make a clear social, environmental and economic contribution, consistent with Policies KP9, EC1, EC2 and EC3.
- 6.23 For the reasons set out above, the proposal satisfies the criteria set out in Policy EC3. The alternative use of the site is therefore appropriate, justified and policy compliant.

Provision of Student Accommodation

- 6.24 Whilst there is no current adopted LDP policy relating specifically to student accommodation, objective 2(b) of the LPD acknowledges the need to provide student accommodation to respond to evidenced social needs.
- 6.25 The Student Accommodation SPG (2019) also provides the planning policy framework and local context for the development of student accommodation in Cardiff. The SPG identifies student accommodation as a key feature in Cardiff and states that:
- "The need for accommodation is recognised and the social and economic benefits that students provide are fully acknowledged. In addition, the vitality of the universities themselves is underpinned by students being able to live nearby in safe and suitable accommodation."*
- 6.26 The SPG also recognises the importance of the provision Student Accommodation preventing the exacerbation of HMOs in the city, which would cause a conflict with the House of Multiple Occupations SPG (2016) as well as other key LDP objectives.
- 6.27 In addition, Draft Policy H6 of the RLDP relates specifically to Student Accommodation. The policy states that proposals for student accommodation will only be permitted where they meet specified criteria. The proposed development has been assessed against each of these:

I. Located in the Central and Bay Business Area or;

II. Located in close proximity to existing university and college campuses.

- 6.28 The site is not located within the Central and Bay Business Area; however, it is situated in close proximity to established university campuses and related accommodation. This includes Heath Park Campus and Cathays Park Campus (both under 2km from the site), and the existing Talybont Student Residences, which directly adjoin the eastern boundary of the site. As such, the proposal satisfies criterion (II) of the policy.

III. It has appropriately sized and functionally designed individual rooms affording a reasonable outlook, privacy and access to adequate light;

- 6.29 Each bedroom is appropriately sized and includes a bed, en-suite, desk and wardrobe. The building has been designed and orientated to ensure all rooms benefit from adequate natural light, privacy and a reasonable outlook. This is demonstrated further within the accompanying DAS and daylight/sunlight assessments.

IV. They include communal facilities and services that are sufficient to meet the requirements of the intended number of residents and offer convenient access to a communal kitchen, dining area as well as communal amenity spaces to ensure a social and inclusive environment can be delivered;

- 6.30 The proposal provides a shared kitchen and living area within each cluster, comprising an open-plan layout with standard kitchen facilities and seating space. In addition, the ground floor of the southern block includes a social hub, communal rooms and laundry facilities. Externally, the scheme maximises landscaped space, providing three dedicated outdoor amenity/ courtyard areas as well as convenient pedestrian and cycle links. Together, these facilities support a high-quality, social and sustainable living environment for students.

V. It is of high-quality design, including how it interacts with surrounding uses, provides active ground floor uses and contributes positively to the existing streetscape.

- 6.31 The scheme has been carefully designed to respond positively to its context. The building form maximises outlook for residents while integrating effectively with the adjacent Talybont student accommodation, Hockey Pitch and the adjacent McDonalds, Halfords and Bookers.

- 6.32 The ground floor of the southern block provides a welcoming frontage, accommodating a reception area, social and multifunctional spaces that create an attractive gateway to the development and the wider Talybont residences. The proposal will also make a positive contribution to the streetscape and establish an attractive arrival point from the potential future South Wales Metro station at Gabalfa, in line with policy T9 of the LDP.

- 6.33 Accordingly, the proposed development is considered to accord with Policy EC3 of the LDP and supports its key economic and social objectives through the provision of student accommodation, in line with the Student Accommodation SPG and Draft Policy H6 of the RLDP. On this basis, the principle of development is considered acceptable.

Flood Risk and Drainage

- 6.34 A Flood Consequence Assessment has been prepared by BDP in support of this application. The site falls within a Flood Zone 2 and 3 Area, resulting from fluvial flooding of the River Taff, and is within a TAN15 Defended Zone. This area of Cardiff is defended up to and including the 1 in 200-year fluvial flood event, with the flood defences owned and maintained by NRW.
- 6.35 The proposed mitigation measures include providing all residential accommodation at upper ground floor or above a level of 14.70mAOD, the provision of demountable flood doors. Flood resilient finishes such as raised plug sockets will also be considered in the detailed design stages of the building, in conjunction with a full flood evacuation plan.
- 6.36 In terms of sustainable drainage, surface water is proposed to connect to the local public surface water sewer on Excelsior Road. The proposal incorporates a swale/ wetland feature which will be dry except in storm events and supported by flood resilient planting. The site will also incorporate permeable paving with storage within the access road and parking bays. These approaches ensure landscape-led drainage solution which also creates an attractive setting for residents and supports the green infrastructure and biodiversity of the site.
- 6.37 With regards to foul water, the proposed development site is located in the immediate vicinity of a separate/mixed sewerage system, comprising combined, foul and surface water public sewers, which drains to Cardiff Bay Wastewater Treatment Work via Maindy Sewerage Pumping Station. DCWW have confirmed that there is sufficient capacity within the local foul water network to accommodate flows from the site.
- 6.38 Therefore, the development is considered acceptable in flood risk and drainage terms, and the proposed mitigation and drainage strategy will ensure the site's compliance with TAN15 requirements and LDP policies KP5, EN10 and EN14. The applicant is also undergoing separate approval via the Sustainable Drainage Approval Body (SAB) for more detailed drainage matters.

Design and Landscaping

- 6.39 This section should be read alongside the submitted Design and Access Statement prepared by BDP. The site is vacant, previously developed and broadly level, but presents a number of important design considerations. These include its irregular shape, constrained relationship with adjoining development to the east and west, and its prominent position at a key gateway between Excelsior Road, Talybont and the Taff Trail.
- 6.40 The surrounding context is varied, comprising large-format commercial buildings, employment uses and established student accommodation. The former built form on the site was limited in scale and quality, comprising predominantly single-storey industrial buildings with a larger unit adjoining Halfords.
- 6.41 The proposal provides a significant opportunity to secure a high-quality redevelopment of an underutilised brownfield site in a visually prominent and highly accessible location. Through its scale, layout, architecture and landscape strategy, the scheme would enhance the appearance of the site, improve its contribution to local amenity and strengthen connections between Talybont, the Taff Trail and the future Gabalfa Metro Station. The design response has been informed by the site's constraints and opportunities, and is summarised as follows:

- i) **Student accommodation:** The delivery of a new, purpose-built student development utilising high standard of architectural design and materials;
 - ii) **Bespoke layout:** Comprises an 'S' shaped building that respond to the nature, shape and constraints of the site;
 - iii) **Enhanced public realm:** Through a comprehensive hard and soft landscaping strategy, including three distinct external courtyards and seating areas;
 - iv) **Entranced access/ transport strategy:** Secure and attractive access points for students and visitors, including enhanced footways and cycleways and dedicated delivery bays and disabled parking bays;
 - v) **Massing and visual interest:** An attractive façade strategy including vertical breaks, elevational variety and playful tones to give a sense of place and identity;
 - vi) **Sustainable transport and permeability:** Promoting safe and accessible use of sustainable modes of transport, including secure cycle parking as well as the incorporation of pedestrian and cycle routes through the site.
 - vii) **Comprehensive landscaping strategy:** Incorporating native hedgerow and tree planting, three distinct courtyard spaces and an enhanced woodland edge. The planting strengthens the site's role as part of a wider green corridor between the railway line and Gabalfa Woods, whilst providing multifunctional benefits in terms of SuDS, green infrastructure, biodiversity enhancement and resident amenity.
- 6.42 The design initiatives incorporated within this scheme will ensure a high quality and sustainable design response to the constraints and opportunities on site in accordance with Policy KP5 of the LDP. It will deliver an attractive student housing development capable of meeting Cardiff University's required need. It is, therefore, considered that the scheme accords with prevailing development plan policy and national guidance including policies KP3, KP4, KP5 and KP6 of the LDP and Chapters 2 and 4 of PPW.

Highways, Transportation and Parking

- 6.43 The accompanying Transport Statement and Travel Plan confirm that the site is located in a highly sustainable and accessible location. It benefits from convenient access to established walking, cycling and public transport connections. Residents would also have access to a range of local services, facilities and food and drink uses within a short walking distance.
- 6.44 Proposed new and enhanced pedestrian and cycle routes will strengthen links to the existing student residences, Cardiff University Sports Training Village, the Taff Trail, the future Gabalfa Metro Station and shops/ services along excelsior road. These measures will support safe and convenient movement by active travel modes, in accordance with Policy T1 and the sustainable transport objectives of Policy KP8 and T9.
- 6.45 The proposed improvements to the access road adjacent to McDonald's will enhance both vehicular and pedestrian safety, while reducing opportunities for unauthorised parking along the route.

- 6.46 The scheme will operate on a car-free basis, with car parking limited to staff, disabled users, and visitors. This approach is appropriate having regard to the site's sustainable location, the nature of the proposed use and the availability of active travel and public transport options. Student tenancy agreements will prevent residents from bringing private cars to the halls of residence, with any breach subject to enforcement by the University. This approach, together with the provision of cycle parking, accessible parking and managed servicing arrangements, will ensure that the development does not result in unacceptable parking pressure or adverse impacts on the local highway network.
- 6.47 The transport statement also confirms that the site has been designed to operate efficiently during peak times which are predicted to be student pick up and drop off at the beginning/ end of each term. This includes specific layby provision, a safe one-way route through the site, and security gates to avoid unauthorised parking and access.
- 6.48 Overall, the transport statement and associated assessment s-- the assessment demonstrate that the site is suitably accessible by a range of transport modes, that the local highway network can safely accommodate the proposed development, and that the scheme accords with relevant transport and planning policy objectives relating to accessibility, road safety and sustainable travel. The proposed development is therefore considered acceptable in transport and highways terms.

Noise and Amenity

- 6.49 The application is supported by a Noise Impact Assessment prepared by Hoare Lea. The assessment identifies that measured ambient noise levels at and around the site place it within a medium-risk category for residential development, meaning that good acoustic design is required to secure appropriate living conditions for future occupiers and surrounding neighbours/ uses.
- 6.50 The report confirms that the proposed design incorporates suitable acoustic measures, including appropriate sound insulation, to achieve acceptable internal noise levels. It also concludes that predicted noise levels within the proposed external amenity areas would be acceptable having regard to ProPG and WHO guidance.
- 6.51 Subject to the implementation of the recommended mitigation measures, including appropriate acoustic treatment to air source heat pumps and adherence to the measures set out in the report, the development would not give rise to unacceptable noise impacts and would provide an acceptable standard of amenity for future residents and surrounding uses. The proposal is therefore considered to accord with the relevant LPA requirements and Policy EN13 of the LDP.

Ecology and Arboriculture

- 6.52 The proposals have been informed by the Ecological Impact Assessment prepared by Keystone Ecology. The assessment identifies the following ecological features as potential constraints to proposals for the site: schedule 9 plants, breeding birds, bats, badger, dormice, reptiles, and other small mammals and amphibians.
- 6.53 In terms of mitigation measures, the report recommends that works should be completed in accordance with a construction environment management plan (CEMP), confirmation from an ecologist of the absence of the absence of Schedule 9 invasive species before works commence. An Invasive and Non-native Species Management Plan is also recommended to be prepared and implemented prior to construction to prevent the spread of Japanese knotweed or other invasive

species. Further recommended mitigation measures with regards to bats include the inspection of possible roosts prior to felling, and the replacement of any roosts lost.

- 6.54 Moreover, if dormouse surveys confirm presence on site, a mitigation licence must be obtained from Natural Resources Wales before works commence. The detailed mitigation strategy would be agreed once presence or absence has been confirmed.
- 6.55 It is also advised that an updated badger survey should be undertaken before works commence. If an active sett is identified, a mitigation strategy should be prepared and a licence may be required before any works that could damage or disturb the sett proceed.
- 6.56 Finally, with regards to small mammals and amphibians, it is recommended that vegetation clearance should be undertaken sensitively using hand tools, phased cutting and directional clearance towards retained habitat, under ecological supervision. Potential refuges should be searched and dismantled by hand, and any animals found should be relocated by the ecologist to suitable habitat away from the works area.
- 6.57 The report also details biodiversity enhancement measures in line with the stepwise approach to biodiversity in line with Chapter 6 of PPW. Proposed biodiversity enhancement measures include bat and bird boxes, replacement trees, dormouse nest boxes, hedgehog boxes, and reduced/rotational grass cutting away from access and maintenance requirements.
- 6.58 Furthermore, the Arboricultural Impact Assessment prepared by Keystone confirms that there are no high-quality trees within the site. The majority of trees and tree groups are classified as either Category U, comprising five trees of very low quality, or Category C, comprising 30 individual trees and four tree groups of low quality. The accompanying Tree Protection Plan demonstrates that the moderate-quality trees and tree groups can be retained and appropriately protected as part of the proposed development.
- 6.59 On this basis, and having regard to the proposed mitigation, tree protection and biodiversity enhancement measures, the development is considered to accord with Chapter 6 of PPW and the relevant LDP policies relating to green infrastructure, biodiversity and trees, including Policies KP16, EN6, EN7 and EN8.

Socio-Economic Benefits

- 6.60 In addition to the above considerations, the proposed development will deliver a range of significant public benefits, which weigh positively in the planning balance. These include:
- the provision of 665 purpose-built student bedspaces, increasing Cardiff University's accommodation capacity and supporting its commitment to accommodate first-year undergraduates within university-managed halls of residence;
 - enabling the refurbishment and improvement of older student accommodation stock by creating additional capacity within the University's portfolio;
 - the regeneration of a vacant and underutilised brownfield site in a sustainable and accessible location;
 - the creation of new construction and operational employment opportunities;
 - the delivery of new and improved pedestrian and cycle routes, strengthening connections to Talybont Residences and the Taff Trail;

- the provision of high-quality internal and external amenity space, including landscaped courtyards and communal facilities to support student health, wellbeing and community;
- landscape, green infrastructure and biodiversity enhancements, including new planting and an improved woodland edge adjacent to Gabalfa Woods;
- support for Cardiff University's long-term development and its continued contribution to the local, regional and national economy.

6.61 Taken together, these benefits demonstrate that the proposed development would represent a sustainable and beneficial form of development, consistent with the placemaking, regeneration, active travel, health and wellbeing objectives as set out in Future Wales, the Wellbeing of Future Generations Act, PPW and the LDP.

7.0 Conclusion

- 7.1 This Planning Statement has been prepared on behalf of Cardiff University in support of a full planning application for a 665-bed purpose-built student accommodation development, together with car parking, cycle parking, servicing, landscaping, access improvements and associated works on Land at The Former Brickyard, Bevan Place, Cardiff.
- 7.2 The proposed development would bring forward the comprehensive regeneration of a vacant and underutilised brownfield site in a highly sustainable location. It would form a natural extension to the established Talybont student residences, provide additional high-quality accommodation to meet Cardiff University's identified needs, and create capacity within the University's portfolio to enable the refurbishment and improvement of older accommodation stock.
- 7.3 The scheme has been carefully designed to respond to the site's context, constraints and opportunities, including flood risk, access, movement, residential amenity, ecology, arboriculture and landscape considerations. The proposals have also been informed by pre-application engagement with the Local Planning Authority and key stakeholders and incorporate a range of measures to improve active travel connectivity, public realm, green infrastructure and residential amenity.
- 7.4 This Planning Statement, together with the accompanying plans and documents, demonstrates that the proposal responds positively to all key material planning considerations and accords with the relevant provisions of the adopted LDP, national planning policy and emerging policy context. The development would deliver substantial benefits and represents a sustainable and appropriate form of development. Accordingly, it is respectfully requested that planning permission be granted by Cardiff Council.



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