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## LATE REPRESENTATIONS

**Committee** PLANNING COMMITTEE

**Date and Time of Meeting** WEDNESDAY, 18 MAY 2016, 2.30 PM

Please see attached Late Representation Schedule received in respect of applications to be determined at this Planning Committee

8 **Late Reps** (*Pages 1 - 14*)

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**LATE REPRESENTATIONS SCHEDULE**  
**PLANNING COMMITTEE – 18<sup>TH</sup> MAY 2016**

<b>PAGE NO. 57</b>	<b>APPLICATION NO. 14/2886/MJR</b>
<b>ADDRESS:</b>	<b>COLLEGE BUILDINGS, 1 COURTENAY ROAD, SPLOTT, CARDIFF</b>
<b>FROM:</b>	Head of Planning – amended plans.
<b>SUMMARY:</b>	<p>Amended upper floor plans have been received showing the correct number of parking spaces. Condition 2 to be amended to read:</p> <p>The consent relates to the application plans numbered:</p> <ul style="list-style-type: none"> <li>• Proposed site plan PL200B</li> <li>• Ground floor plan PL205B</li> <li>• First floor plan PL206B</li> <li>• Second floor plan PL207B</li> <li>• Third floor plan PL208B</li> <li>• Context elevations PL301A</li> <li>• Context elevations PL302A</li> <li>• Block 1 elevations PL303A</li> <li>• Block 2 elevations PL304A</li> <li>• Block 3 elevations PL305A</li> <li>• Context sections PL401A</li> <li>• Detail section PL450A</li> <li>• Landscape plan PL501B</li> </ul> <p>Reason: The plans form part of the application.</p>
<b>REMARKS:</b>	None.

<b>PAGE NO. 57</b>	<b>APPLICATION NO. 14/2886/MJR</b>
<b>ADDRESS:</b>	<b>COLLEGE BUILDINGS, 1 COURTENAY ROAD, SPLOTT, CARDIFF</b>
<b>FROM:</b>	Transportation consultation response.
<b>SUMMARY:</b>	<p>Transportation consultation response received 17.5.16:</p> <p>I refer to the above application and would confirm that the submission has been assessed and is considered to be acceptable in transport terms subject to the following comments, conditions and S106:-</p> <p>Conditions:</p> <p>Standard Cycle Parking condition C3S, one cycle space per unit to be undercover and secure;</p> <p>Retain Parking Within Site – Standard condition E3D;</p>

	<p>Provision of Road Before Occupation of Dwelling – Standard condition C3K;</p> <p>Construction management plan condition – No part of the development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved by the Local Planning Authority, to include as required but not limited to details of site hoardings, site access and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity;</p> <p>Highway works condition – No part of the development hereby permitted shall be commenced until a scheme of environmental improvements to the footway on Courtenay Road adjacent to the site has been submitted to and approved in writing by the LPA. The scheme shall include, but not be limited to, the provision of the site access, the reconstruction as footway of the abandoned crossover and the resurfacing of the remaining footway, including as required the renewal or resetting of sunken or damaged kerbs, channels and edging as may be required. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site. Reason: To ensure the reinstatement of the adjacent public highway in the interests of highway and pedestrian safety and to facilitate access to the proposed development;</p> <p>Parking Allocation Plan – No part of the development hereby permitted shall be occupied until details of how the available car park spaces will be allocated to incoming residents has been submitted to and agreed in writing with the LPA. Reason: To ensure the residents are aware/informed of their parking allocation, to avoid conflict/confusion.</p> <p>S106 financial contribution:</p> <p>A Section 106 financial contribution of £4,240 is requested towards the investigation and implementation of Traffic Orders as may be required as a consequence of the proposed development.</p> <p>Second Recommendation:</p> <p>The highway works condition and any other works to existing or proposed adopted public highway are to be subject to an agreement under Section 38 and/or Section 278 Highways Act 1980 between the developer and Local</p>
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Highway Authority.

Welcome Pack – The applicant is requested to provide future residents with a welcome pack upon their arrival, detailing sustainable transport options available in the area, to help promote sustainable transport. Leaflets and advice in connection with production of the packs are available from Miriam Highgate, Cardiff Council, County Hall, tel: 029 2087 2213.

The applicant is advised that in accordance with Parking Policy incoming residents of the development will not be eligible for resident parking permits on adjacent streets, where such schemes are currently in force or enacted in the future.

Comments:

The adopted Access, Circulation and Parking Standards SPG identifies that 0.5 to 1 and 0.5 to 2 car parking spaces should be provided for one and two bed flats respectively in the non-central area. In principle, as open market units the proposed development would therefore attract a minimum of 15 car parking spaces to be provided on site; with a reduction to 0.25 of a space for any affordable units. It is noted that the revised submission proposes 13 on-site car parking spaces.

When considering the parking provision I must take into account the location of the site, proximity to public transport, community services and amenities etc. In which regard it is noted that the development is some 75m from bus stops on Splott Road, with a 10 minute frequency daytime service between Pengam and the City Centre. The site is also a short walk to the Splott Road district centre, with access to shops and other local facilities. The site is therefore in a location/area where walking, cycling and public transport are considered to offer viable daily alternatives to use of a private car.

The proposed development is also considered to be of a size and type, smaller one/two bed units, that will attract residents who are less reliant on the ownership and use of a car than might otherwise be the case (family dwellings for example).

I am therefore satisfied that the proposed development is parking policy compliant as revised (30 units with 13 on-site car parking spaces) and that any objection on traffic or car parking grounds would not withstand challenge.

	<p>The proposed number of cycle spaces (12) is not considered to be policy compliant and the SPG seeks a minimum of 1 per unit for flats. A condition is therefore sought to secure the submission and implementation of policy compliant, under cover and secure, cycle parking.</p> <p>Additional conditions are also sought to secure retention of the on-site parking; provision of the internal road; a construction management plan; highway works immediately alongside the site and a parking allocation plan.</p> <p>In addition a S106 financial contribution is sought towards the cost of the investigation and implementation of new and revised Traffic Orders required as a consequence of the proposed development.</p> <p>Conclusion:</p> <p>Given the nature of the proposed development, along with the availability of sustainable walking, cycling and bus public transport options, I must conclude that an objection on parking or traffic grounds would be unsustainable and any reason for refusal on this basis would not withstand challenge. I therefore have no objection to the application subject to the above requested conditions and S106.</p>
<b>REMARKS:</b>	See separate late rep amending conditions and adding a Section 106 contribution for Traffic Regulation Orders.

<b>PAGE NO. 57</b>	<b>APPLICATION NO. 14/2886/MJR</b>
<b>ADDRESS:</b>	<b>COLLEGE BUILDINGS, 1 COURTENAY ROAD, SPLOTT, CARDIFF</b>
<b>FROM:</b>	Head of Planning – amended conditions and Transportation s106 contribution
<b>SUMMARY:</b>	<p>As a result of the Transportation consultation response late rep the following conditions are to be amended:</p> <p>Condition 7 to read: C3K Provision of Road Before Occupation of Dwelling</p> <p>Condition 9 to read: No part of the development hereby permitted shall be commenced until a scheme of environmental improvements to the footway on Courtenay Road adjacent to the site has been submitted to and approved in writing by the LPA. The scheme shall include, but not be limited to, the provision of the site access, the</p>

	<p>reconstruction as footway of the abandoned crossover and the resurfacing of the remaining footway, including as required the renewal or resetting of sunken or damaged kerbs, channels and edging as may be required. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site. Reason: To ensure the reinstatement of the adjacent public highway in the interests of highway and pedestrian safety and to facilitate access to the proposed development.</p> <p>As a result of the Transportation consultation response late rep the s106 legal agreement shall include the following additional financial contribution:</p> <p>A Section 106 financial contribution of £4,240 is requested towards the investigation and implementation of Traffic Orders as may be required as a consequence of the proposed development.</p>
<b>REMARKS:</b>	See separate Transportation consultation response late rep.

<b>PAGE NO. 57</b>	<b>APPLICATION NO. 14/2886/MJR</b>
<b>ADDRESS:</b>	<b>COLLEGE BUILDINGS, 1 COURTENAY ROAD, SPLOTT, CARDIFF</b>
<b>FROM:</b>	Email from Catrin Edwards for Save Splott Uni Organization on 17.5.16 – objection
<b>SUMMARY:</b>	<p>Objects to the development on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The design is not sympathetic to the local Victorian/ Edwardian architectural context</li> <li>2. Proximity of new buildings to nos. 25 and 26 University Place; in particular loss of light to ground floor rear window of no. 26. Requests a daylighting study.</li> <li>3. Location of bin stores next to boundary with University Place properties.</li> <li>4. Inadequate parking provision and pedestrian access via University Place.</li> <li>5. Inappropriate housing mix (no family dwellings).</li> <li>6. Unaffordability of market value units.</li> <li>7. No independent energy assessment provided in support of the application.</li> <li>8. Using University Place as access for construction site traffic.</li> <li>9. Traffic problems/ congestion arising from closures of bridges over railway and potential closure of Courtney Road to demolish front of College Buildings.</li> <li>10. Requests that determination be deferred until all planning issues have been resolved (and demolition is complete</li> </ol>



	<p>and the site cleared) to give time for an inquest into the method of demolition, and also provide some respite for local residents.</p> <p>11. Provision of guarantees that better controls will be imposed on the redevelopment contractor.</p> <p>12. Blue Plaque application.</p>
<b>REMARKS:</b>	<ol style="list-style-type: none"> <li>1. See paras 8.4 and 8.5 of the cttee report.</li> <li>2. See paras 8.14 to 8.18 of the cttee report.</li> <li>3. See para 8.22 of the cttee report.</li> <li>4. See paras 8.6 to 8.9 of the cttee report and the consultation response from Transportation. In relation to pedestrian access from University Place see para 8.23 of the cttee report.</li> <li>5. See Housing Development response (paras 5.8.to 5.12). Planning cannot dictate the housing mix and there is demand for small units as evidenced by accommodation being built by housing associations and developers.</li> <li>6. Not a material consideration in determining the application.</li> <li>7. The application predates the LDP and an independent energy assessment is not therefore required.</li> <li>8. A Construction Management Plan condition is imposed. This provides the means to control construction traffic routes/ access.</li> <li>9. These are traffic-related matters and not considerations in the determination of the application.</li> <li>10. All planning issues have been resolved and there is therefore no justification in further delaying determination. Demolition is a separate matter and not a material consideration.</li> <li>11. See 8 above. Issues of working hours, noise and dust are controlled by Environmental Services (Pollution Control).</li> <li>12. Not a planning matter.</li> </ol>

<b>PAGE NO. 74</b>	<b>APPLICATION NO. 15/00362/MJR</b>
<b>ADDRESS</b>	<b>599 NEWPORT ROAD, RUMNEY, CARDIFF</b>
<b>FROM:</b>	Head of Planning
<b>SUMMARY:</b>	<p>As a result of the Committee site visit on Wednesday 11<sup>th</sup> May, an amended bin store location (Block B store) has been submitted.</p> <p>The proposed bin store (compliant capacities) has been relocated centrally within the site, away from the northern boundary.</p>

<b>REMARKS:</b>	<p>The amended bin store location is considered acceptable.</p> <p>Condition 2 is to be amended to read:</p> <p>Plans Numbered – P464 A_100; A_101; A_102; A_103; A_110A; A_111; B_100; B_101; B_102; B_103; B_110; B_111; L_001; L_002B; L_200B; L_210A; L_110 and L_220B.</p> <p>Plan R Ltd. Design &amp; Access Statement.  Bingham Hall Partnership Ltd. Flood Consequences Assessment ref: C4863 dated May 2015.  Proposed Junction Layout Plan no. C4863/S278-SK01B.  Cardiff Treescapes Outline Soft Landscaping, Planting and Maintenance Schedule, received 9<sup>th</sup> June 2015.  Reason. For the avoidance of doubt.</p>
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<b>PAGE NO. 95</b>	<b>APPLICATION NO. 15/02271/MJR</b>
	<b>Former Riva Bingo Hall</b>
<b>FROM:</b>	Waste Manager
<b>SUMMARY:</b>	Confirms acceptance of the position of the revised refuse store, but would seek an additional area for the storage of bulky goods, and a revision of bin numbers to accommodate appropriate waste streams.
<b>REMARKS:</b>	Noted. A waste management condition is already contained within the recommendation of this report which will cover these items.

<b>PAGE NO. 95</b>	<b>APPLICATION NO. 15/02271/MJR</b>
<b>ADDRESS:</b>	<b>FORMER RIVA BINGO HALL</b>
<b>FROM:</b>	Transportation Manager
<b>SUMMARY:</b>	<p>I refer to the above application and would confirm that the submission has been assessed and is considered to be acceptable in transport terms subject to the following comments, conditions:-</p> <p>Conditions:</p> <ul style="list-style-type: none"> <li>• Standard Cycle Parking condition C3S, one cycle space per unit to be undercover and secure;</li> <li>• Parking Within Curtilage – Standard condition D3C;</li> </ul>

	<ul style="list-style-type: none"> <li>• Construction management plan condition – No part of the development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved by the Local Planning Authority, to include as required but not limited to details of site hoardings, site access and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity;</li> <li>• Highway works condition – No part of the development hereby permitted shall be commenced until a scheme of environmental improvements to the footway on Agate Street and Pearl Street adjacent to the site has been submitted to and approved in writing by the LPA. The scheme shall include, but not be limited to, the provision of the site access and resurfacing of the remaining footway, including as required the renewal or resetting of sunken or damaged kerbs channels and edging, and relocation/replacement of street lighting, signing and lining as may be required. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site. Reason: To ensure the reinstatement of the adjacent public highway in the interests of highway and pedestrian safety and to facilitate access to the proposed development;</li> <li>• Parking Allocation Plan – No part of the development hereby permitted shall be occupied until details of how the available car park spaces will be allocated to incoming residents has been submitted to and agreed in writing with the LPA. Reason: To ensure the residents are aware/informed of their parking allocation, to avoid conflict/confusion.</li> </ul> <p>Second and further recommendations:</p> <ul style="list-style-type: none"> <li>• The highway works condition and any other works to existing or proposed adopted public highway are to be subject to an agreement under Section 38 and/or Section 278 Highways Act 1980 between the developer and Local Highway Authority.</li> <li>• Welcome Pack – The applicant is requested to provide future residents with a welcome pack upon their arrival, detailing sustainable transport options available in the area, to help promote sustainable</li> </ul>
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transport. Leaflets and advice in connection with production of the packs are available from Miriam Highgate, Cardiff Council, County Hall, tel: 029 2087 2213.

- The applicant is advised that in accordance with Parking Policy incoming residents of the development will not be eligible for resident parking permits on adjacent streets, where such schemes are currently in force or enacted in the future.

Comments:

The adopted Access, Circulation and Parking Standards SPG identifies that 0.5 to 1 and 0.5 to 2 car parking spaces should be provided for one and two bed flats respectively in the non-central area. In principle, as open market units the proposed development would therefore attract a minimum of some 24 car parking spaces to be provided on site; with a possible reduction to 0.25 of a space for any affordable units. It is noted that the submission proposes 38 on-site car parking spaces for the 47 units and is therefore considered Parking policy compliant in this respect.

When considering the parking provision I must take into account the location of the site, proximity to public transport, community services and amenities etc. In which regard it is noted that the development is within some 150m of bus stops on Tin Street, circa 250m on Splott Road, with a 10 minute frequency daytime service between Pengam and the City Centre. The site is also a short walk to the Splott Road district centre and Broadway/Clifton Street, with access to shops and other local facilities. The site is therefore in a location/area where walking, cycling and public transport are considered to offer viable daily alternatives to use of a private car.

The proposed development is also considered to be of a size and type, one/two bed units, that will attract residents who are less reliant on the ownership and use of a car than might otherwise be the case (family dwellings for example).

I am therefore satisfied that the development is parking policy compliant as proposed and that any objection on traffic or car parking grounds would not withstand challenge.

I would nonetheless suggest that the layout of the car park can be improved to provide better circulation and access to spaces, without sacrificing any of the proposed number. I have therefore requested standard condition D3C be

	<p>attached to any permission, to secure the submission and agreement of a revised car park layout prior to commencement of development. It is also noted that the proposed vehicle crossover, providing access to the on-site parking, is in conflict with an existing street light. However this light can be relocated as part of the highway works captured by the requested condition.</p> <p>Additional conditions are also sought to secure the provision of the cycle parking; submission of a construction management plan; highway/footway works immediately alongside the site and a parking allocation plan.</p> <p>Conclusion:</p> <p>Given the parking policy compliant nature of the proposed development, along with the availability of sustainable walking, cycling and bus public transport options, I must conclude that an objection on parking or traffic grounds would be unsustainable and any reason for refusal on this basis would not withstand challenge. I therefore have no objection to the application subject to the above requested conditions.</p>
<p><b>REMARKS:</b></p>	<p>Noted/Action</p> <ul style="list-style-type: none"> <li>• Condition 15 as recommended be replaced with standard condition D3C</li> <li>• Condition 16 as recommended be replaced with standard condition C3S (1 space per unit covered and secure</li> <li>• That condition 17 as recommended is acceptable as a Construction management plan condition.</li> <li>• Condition 18 as recommended be replaced with the Transportation Officer's 'Highway Works' condition.</li> <li>• That the Transportation Officer's Parking Allocation Condition be added to those recommended.</li> <li>• That the Transportation Officers 3x additional recommendations be added to those presented in the report.</li> </ul>

<b>PAGE NO. 95</b>	<b>APPLICATION NO. 15/02271/MJR</b>
<b>ADDRESS:</b>	<b>FORMER RIVA BINGO HALL</b>
<b>FROM:</b>	Head of Planning
<b>SUMMARY:</b>	That standard condition 1 C00 be amended to Standard Condition F00 to allow for Appearance and Landscaping only as reserved matters.
<b>REMARKS:</b>	Action

<b>PAGE NO. 143</b>	<b>APPLICATION NO. 16/00194/MJR</b>
<b>ADDRESS</b>	<b>BUTE STREET 152-160, BUTE STREET, BUTETOWN</b>
<b>FROM:</b>	Head of Planning
<b>SUMMARY:</b>	Amend condition 2  Drawing PI(90)003F has superseded PI(90)003D with revised bin stores shown.
<b>REMARKS:</b>	Amend condition 2 to read as follows:-  This approval is in respect of the following plans and documents:- PI(90)001 and 003F; PL(99)001C, 002C, 003D, 004, 005, 006, 007 008 and 009C; and Design and Access Statement; all as amended by email and attached elevational illustrative plan dated 22/3/16. Reason: To avoid any doubt and confusion as the approved plans.

<b>PAGE NO. 143</b>	<b>APPLICATION NO. 16/00194/MJR</b>
<b>ADDRESS</b>	<b>BUTE STREET 152-160, BUTE STREET, BUTETOWN</b>
<b>FROM:</b>	Applicant's agent
<b>SUMMARY:</b>	The applicant's agent has submitted the following:-  1. A recent car parking survey at 7.30pm revealed that there were roughly 51 available on-street spaces parking available within a 50 metre radius of the site. The survey in Sanquhar Street at roughly 7.00pm only showed 7 of the 19 resident spaces in use,

	<p>despite the Sanquhar Street scheme being less well related to facilities and services than the Bute Street scheme.</p> <p>2. Confirmation has been provided that resurfacing of part of the highway will be undertaken outside the application site at the Alice Street car parking area, as identified by the Chairman during the Committee site visit.</p> <p>3. The retail unit has been provided within the scheme with the intention of adding to the vibrancy and vitality of Bute Street, increasing the diversity and attractiveness of this key linkage between the city centre and the bay. Residents' concerns regarding competition for existing retailers and lack of demand for such a unit are acknowledged however, with no end-user having been defined as yet, the unit itself merely provides an additional retail opportunity for the area which will only be occupied if the demand exists. It is CCHA's intention to market the retail unit for a period of 2 years in order to establish whether such a demand exists and, if not, they would seek to convert the retail unit into additional affordable units following this period. Local residents should therefore be reassured that the unit will only add to, rather than detract from, the area.</p> <p>4. A plan showing building heights has been submitted.</p>
<p><b>REMARKS:</b></p>	<p>1. The car parking survey indicates that there is sufficient space available for evening parking within the vicinity of the application site. It appears likely that day time parking is taken up by people working relatively near Bute Street.</p> <p>2. The highway surfacing work offered by the applicant is a positive gesture.</p> <p>3. The position statement by the applicant in respect of retail demand clarifies CCHA's future intentions.</p> <p>4. The proposed development has been carefully designed so as to sit comfortably within its context, accounting for its prominent corner location. Whilst only part of the development is 4 storeys high there is 4 storey development nearby in Hodges Square, in part of the relatively recent Loudon Square development, on the other side of the railway line in</p>

	Lloyd George Ave, 4 and 5 storey development at Canal Park and the tower blocks at Loudon Square.
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