



County Hall
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AGENDA

Committee PLANNING COMMITTEE

Date and Time of Meeting WEDNESDAY, 13 DECEMBER 2017, 1.30 PM

Venue COMMITTEE ROOM 4 - COUNTY HALL

Membership Councillor Keith Jones (Chair)
Councillors Gordon, Ahmed, Asghar Ali, Congreve, Driscoll, Hudson, Jacobsen, Jones-Pritchard, Lay, Murphy and Keith Parry

1 Apologies for Absence

To receive apologies for absence.

2 Minutes

To approve as a correct record the minutes of the meeting held on 8 November 2017

3 Declarations of Interest

To be made at the commencement of the agenda item in question, in accordance with the Members Code of Conduct.

4 Stopping Up Order - Meadowlark Close

5 Diversion Order - Lisvane 30

6 Petitions

Petitions have been received in relation to the following applications in accordance with Committee Meeting Procedural Rule 14.2. The petitioners have been advised of their right to speak and the applicants/agents of their right to reply:

Application No: 17/01435/MNR 23-24 Wordsworth Avenue, Roath, Cardiff

Application No: 17/01735/MJR Land to the north-west of Whitchurch Hospital Playing Fields

Application No: 17/02413/MNR 32 Clos Nant Y Cor, Pontprennau, Cardiff

By receiving this Agenda Pack electronically you have saved the Authority approx. £13.67 in printing costs

Application No: 17/01963/MJR Land off Mynachdy Road, Mynachdy

Application No: 17/01935/MJR The Michaelston, 105 Michaelston Road, Cardiff

7 Development Control Applications

- a 17/00265/MNR - 25 Hollybush Road, Cyncoed, Cardiff, CF23 6SY
- b 17/01253/MNR - 212 Cyncoed Road, Cyncoed, Cardiff, CF23 6RS
- c 170/01292/MJR - Land at Suffolk House, Trade Street, Butetown, Cardiff, CF10 5DT
- d 17/01735/MJR - Land to the north-west of Whitchurch Hospital Playing Fields
- e 17/01801/MJR - Droke House, 948 Newport Road, Old St Mellons, Cardiff, CF3 5UA
- f 17/01869/MJR - 11 - 13 City Road, Roath, Cardiff, CF24 3BJ
- g 17/01935/MJR - The Michaelston, 105 Michaelston Road, Ely, Cardiff, CF5 4SY
- h 17/01963/MJR - Land off Mynachdy Road, Mynachdy, Cardiff

Since publication of the agenda this application has been withdrawn.

- i 17/02161/MNR - 301 Albany Road, Roath, Cardiff, CF24 3NY
- j 17/02181/MJR - Alexander House, Excelsior Road, Gabalfa
- k 17/02413/MNR - 32 Clos Nant Y Cor, Pontprennau, Cardiff, CF23 8LD

8 Applications decided by Delegated Powers

9 Urgent Item(s) (if any)

10 Date of next meeting

The next scheduled meeting of the Plannig Committee is on Wednesday 10 January 2018

Davina Fiore

Director Governance & Legal Services

Date: Thursday, 7 December 2017

Contact: Kate Rees, 029 2087 2427, k.rees@cardiff.gov.uk

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PLANNING COMMITTEE

8 NOVEMBER 2017

Present: County Councillor Keith Jones(Chairperson)
County Councillors Gordon, Ahmed, Asghar Ali, Driscoll,
Hudson, Jacobsen, Jones-Pritchard, Lay and Keith Parry

36 : APOLOGIES FOR ABSENCE

Congreve and Murphy

37 : MINUTES

The minutes of the 11 October 2017 were signed as a correct record.

38 : DECLARATIONS OF INTEREST

No declarations of interest were received.

39 : PETITIONS

Application no, 17/01547/MNR, 9 Heol Fair, Llandaff
Application no, 17/00711/MNR, Rear of 19 Fairwood Road
Application no, 17/01435/MNR, 23-24 Wordworth Avenue
Application no, 17/00406/MNR, The Caerau, Bishopston Road
Application no, 17/01765/MNR, 225 Albany Road

In relation to both 225 Albany Road and 19 Fairwood Road the petitioners spoke, the applicants/agents did not respond.

40 : DEVELOPMENT CONTROL APPLICATIONS

The Committee considered the schedule of development control applications submitted in accordance with the Town & Country Planning Act 1990.

RESOLVED: That pursuant to this Committee's delegated powers the following development control applications be determined in accordance with the recommendations as set out in the report of the Director of City Operations subject to any further amendments as detailed below and notification be given of the decision in accordance with Section 74 of the Planning (Listed Building & Conservation Area Act 1990)

APPLICATIONS GRANTED

17/00111/MJR – PLASNEWYDD

199-209 CITY ROAD

Construction of a new 5 to 8 storey (plus rooftop plant room) development of student residential accommodation amenity spaces; a private internal landscaped courtyard and two small ground floor commercial units (Class A1 or A2 or A3)

17/00711/MNR – FAIRWATER

PROPOSED DWELLING REAR OF 19 FAIRWOOD ROAD

Reserved matters in relation to application 11/1285/DCO and applications 14/01330/DCO and 13/2253/DCO

17/01850 – BUTETOWN

LAND OFF HEMINGWAY ROAD, ATLANTIC WHARF

Construction of a museum, which includes a café, exhibition rooms, collection stores and office space at land off Hemingway Road.

17/1907/MJR – CATHAYS

CUSTOM HOUSE AND FORMER YORK HOTEL, CUSTOM HOUSE STREET.

Listed Building Consent

17/01547/MNR – LLANDAFF

9 HEOL FAIR

2 storey side extension and conversion to three duplex dwellings

APPLICATIONS GRANTED ON EXECUTION OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990:

17/00110/MNR – LISVANE

LAND AT BRYNCOED, CHERRY ORCHARD ROAD

Proposed construction of 3 detached dwellings, minor amendments to existing dwellings, new site access and parking. New parking provision for existing dwellings fronting Cherry Orchard Road.

17/01300/MJR – BUTETOWN

FORMER EVANS HALSHAW CITROEN, 1 EAST BAY CLOSE, ATLANTIC WHARF

Erection of student block to form 711 no student rooms and ancillary accommodation plus landscaping and car parking.

17/1906/MJR – CATHAYS

CUSTOM HOUSE AND FORMER YORK HOTEL, CUSTOM HOUSE STREET

Redevelopment of the site to provide a 248 bed hotel (Class C1) and ancillary restaurant (Class A3) including partial demolition of the Custom House, retention and restoration of the Custom House façade, demolition of the former York Hotel and associated access, parking and ancillary works.

Subject to an additional Condition to read:

“There shall be no arrival, departure, loading or unloading of delivery vehicles between the hours of 20:00 and 08:00 hrs.

APPLICATIONS REFUSED

17/00406/MNR – CAERAU

THE CAERAU, BISHOPSTON ROAD

Takedown public house building and construct three retail units with related car parking facility.

Reason:

- (i) The external appearance, massing and bulk of the development would appear as a visually incongruous feature out of keeping with the character and context of the local area, contrary to policy (KP5(i) of the Cardiff Local Development Plan
- (ii) The proposal is contrary to policy KP5(x) of the Cardiff Local Development Plan in that it would be detrimental to the amenities of neighbouring properties by reason of noise and disturbance generated by activities at the premises by customers visiting the premises and by delivery vehicles arriving at and leaving the premises.

17/01765/MNR – PENYLAN

225 ALBANY ROAD

Rear extension, loft conversion with dormers & conversion of dwelling to form 4no flats.

Reason:

- (i) The proposed subdivision would have an undue effect on the amenity of neighbouring occupiers and surrounding communities and the cumulative impact would adversely affect the amenity and character of the area, contrary to the provisions of policies KP5 (x) and H5 (iii) of the Local Development Plan.

APPLICATIONS DEFERRED

17/01435/MNR – PLASNEWYDD

23-24 WORDSWORTH AVENUE

Partial demolition of existing building and construction of 1 X 4 bed house and extension & conversion to form 7 self-contained apartments (3 X 2 bed) with on-site parking, cycle refuse and amenity facilities.

Reason: In order for a site visit to that location to take place.

17/01801/MJR – PONTPRENNAU/OLD ST MELLONS

DROKE HOUSE, 948 NEWPORT ROAD

Construction of 33 affordable apartments, access and associated works.

Reason: In order for a site visit to that location to take place.

17/01935/MJR – ELY

THE MICHAELSTON, 105 MICHAELSTON ROAD

Change of Use from public house (A3) to retail (A1) with 'back of house' extension with refurbishment of existing first floor flat new build mixed use 4 storey block with ground floor retail (A3) and 9 no flats above, all with associated parking & landscaping alterations.

Reason: In order for a site visit to that location to take place.

41 : APPLICATIONS DECIDED BY DELEGATED POWERS

October 2017

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**CARDIFF COUNCIL
CYNGOR CAERDYDD**

PLANNING COMMITTEE

13 DECEMBER 2017

**SECTION 118 STOPPING UP ORDER FOR MEADOWLARK
CLOSE, TROWBRIDGE, CARDIFF**

REPORT OF DIRECTOR OF CITY OPERATIONS

Reason for this Report

1. To request the Planning Committee direct Legal Services to make a Stopping Up Order under Section 118 Highways Act 1980.

Background

2. The reason for the recommended decision is: The section of Highway needs to be extinguished to fit in with the re-design of the Neighbourhood Regeneration scheme.

Issues

3. There are no conflicting issues with proceeding with the Stopping Up.

Local Member consultation (where appropriate)

4. No objections received from Statutory Consultees.

Reason for Recommendations

5. The section of highway needs to be extinguished to fit in with the re-design of the Neighbourhood Regeneration scheme.

Financial Implications

6. Neighbourhood Regeneration will cover advertising and Legal Services costs.

Legal Implications (including Equality Impact Assessment where appropriate)

7. There are no legal implications associated with this Report.

HR Implications

8. There are no HR implications associated with this Report.

RECOMMENDATIONS

Instruct Legal Services to process the Section 118 Highways Act 1980 Diversion Order.

**ANDREW GREGORY
DIRECTOR CITY OPERATIONS
22 NOVEMBER 2017**

The following appendices are attached:

- Section 118 Diversion Application
- Location Map
- Signed Officer Decision Report

OFFICER DECISION REPORT

ADDRESSED TO ...Andrew Gregory n

PREPARED BY OR ON BEHALF OF ...Rhod Morgan

The delegation to be exercised is in accordance with **Chief Officer(sub sec C)** of the Council Scheme of Delegations(Part 3 - Responsibility for Functions) and with *(insert appropriate operational action/paragraph number)* of the Service Area Business Plan

TITLE OF REPORT : Section 118 Extinguishment Meadowlark Close

PROPOSAL: To extinguish a small section of Highway under Section 118 Highways Act 1980 to enable a Neighbourhood Regeneration scheme.

The recommended decision is:

To recommend the Planning Committee instruct Highways to request Legal services proceed with a Stopping Up Order.

The reason for the recommended decision is: The section of Highway needs to be extinguished to fit in with the re-design of the Neighbourhood Regeneration scheme.

1 STATEMENT

This report complies with the following general delegation in accordance with the Executive Scheme of Delegations.

The Corporate Director, Chief Officer, Operational Manager, shall be authorised:-

1.1 To make any decisions relating to any matter within their area of

a. **Financial Issues**

Formal Corporate Financial Advice required? - No

b. **Legal Issues**

Formal Corporate Legal Advice required? - No

)

c. **HR Issues**

Does this report require HR Advice? --No

6 CONSULTATION REQUIREMENT

Trowbridge and no objections received.

7 CONSULTATION EXERCISE AND OUTCOME

All statutory consultees have been consulted with no objections received.

8 FORMAL CORPORATE ADVICE (to be completed by the Process Support Team)

The following advice has been sought on the proposal

Name: Rhod Morgan

Signature: ..... (inserted electronically)

Designation.....

Report Reference:82673

Report date: 22nd November 2017

Morgan, Rhodri

From: Scott, Nicky
Sent: 07 September 2017 15:52
To: Morgan, Rhodri
Subject: 8 Meadowlark Close
Attachments: Hwy Extinguishment 8 Meadowlark.pdf; 8 Meadowlark Close Rev. C Nov 16.pdf

Rhod

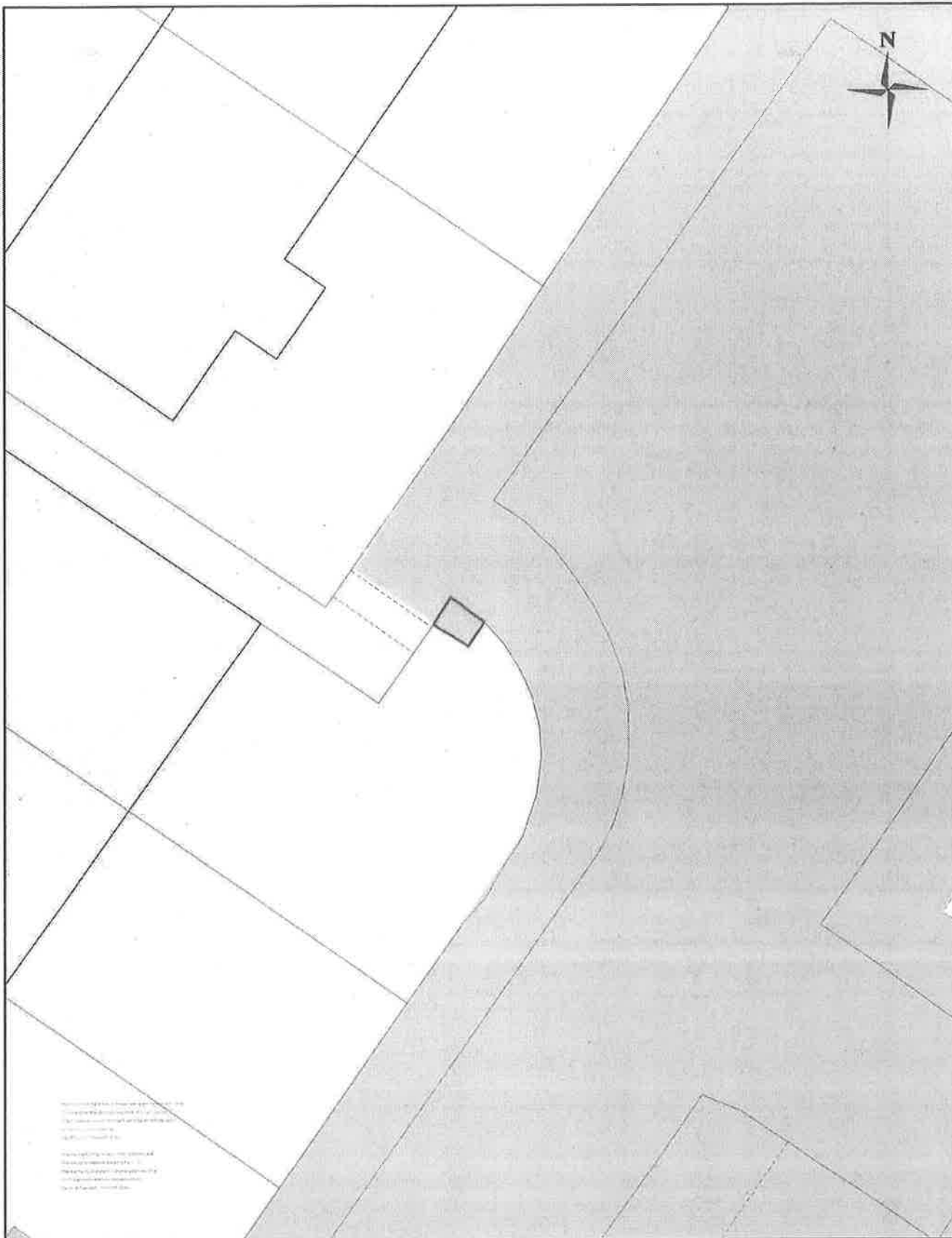
Following our meeting today, I would be grateful if you could arrange for the extinguishment of the area of land identified in the attached map under Section 118 of the Highways Act.

If you require any further information to support the application, please let me know.

Thanks again for your help today.

Kind regards

Nicky



Information for the public
This plan is for the purpose of providing information only and does not constitute a contract.
The Council is not responsible for any loss or damage arising from the use of this plan.
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CARDIFF COUNCIL
CYNGOR CAERDYDD

Housing Development

Title: Highway extinguishment 21 Meadowlark Close
Drawn by: NS
Date: August 2017
Grid Ref: 323212 181256
Scale: 1:500

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**CARDIFF COUNCIL
CYNGOR CAERDYDD**

PLANNING COMMITTEE

13 DECEMBER 2017

SECTION 119 DIVERSION ORDER FOR PROW LISVANE NO.30

REPORT OF DIRECTOR OF CITY OPERATIONS

Reason for this Report

1. To request the Planning Committee direct Legal Services to make a footpath Diversion Order under Section 119 Highways Act 1980.

Background

2. The owners of Panteg Farm seek to divert the existing PROW footpath away from the farm building and to follow the natural contours of the site.

Issues

3. To amend the Definitive Map and Statement and record a path Diversion Order.

Local Member consultation (where appropriate)

4. No objections received from Statutory Consultees.

Reason for Recommendations

5. To enable the existing path to be re-routed onto a more commodious line, following the natural surface features and skirting the pond water feature.

Financial Implications

6. Owners have agreed to cover costs.

Legal Implications (including Equality Impact Assessment where appropriate)

7. There are no legal implications associated with this Report.

HR Implications

8. There are no HR implications associated with this Report.

RECOMMENDATIONS

Instruct Legal Services to process the Section 119 Highways Act 1980 Diversion Order.

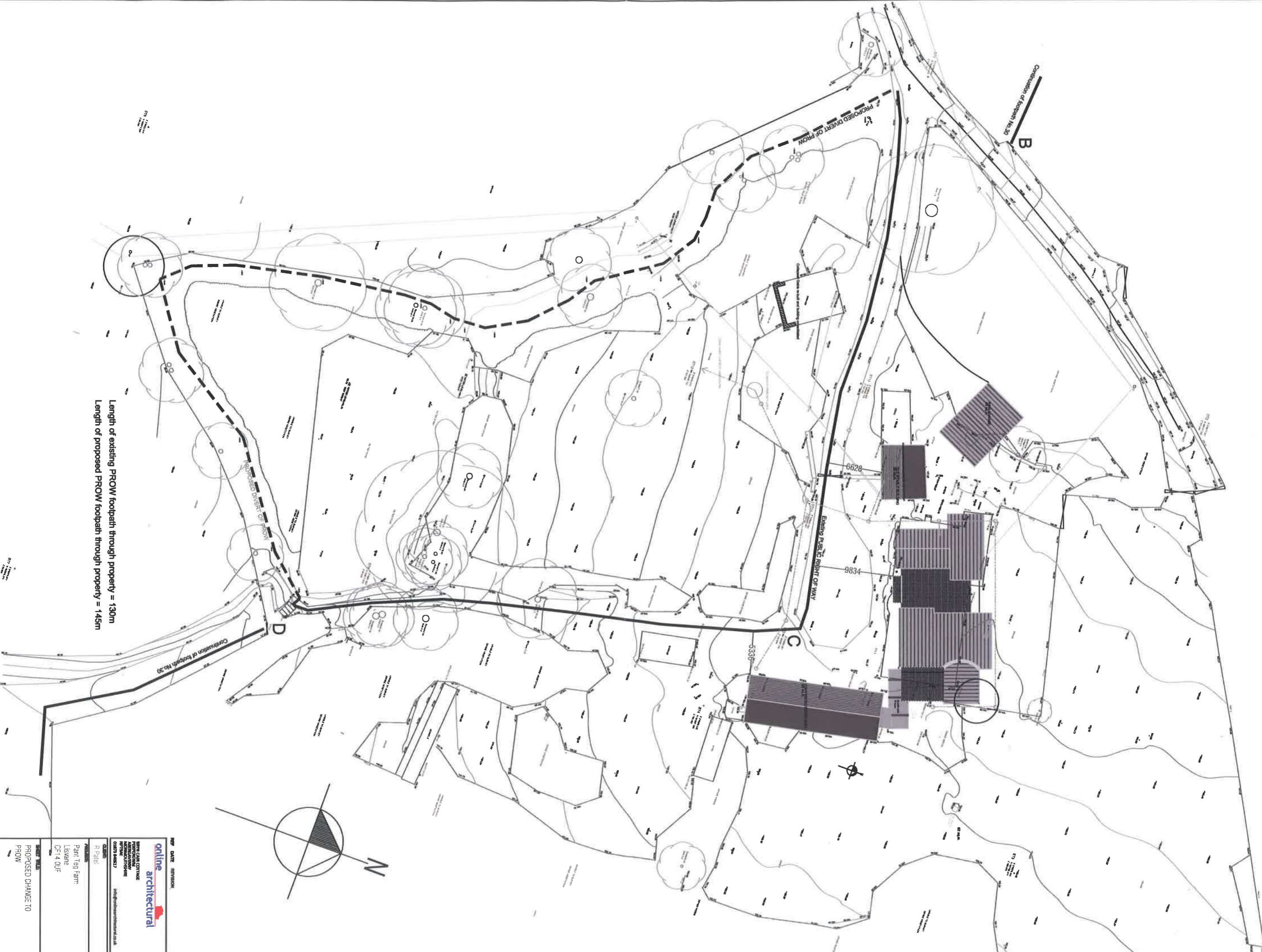
**ANDREW GREGORY
DIRECTOR CITY OPERATIONS
17 NOVEMBER 2017**

The following appendices are attached:

- Location Map

Background Papers:

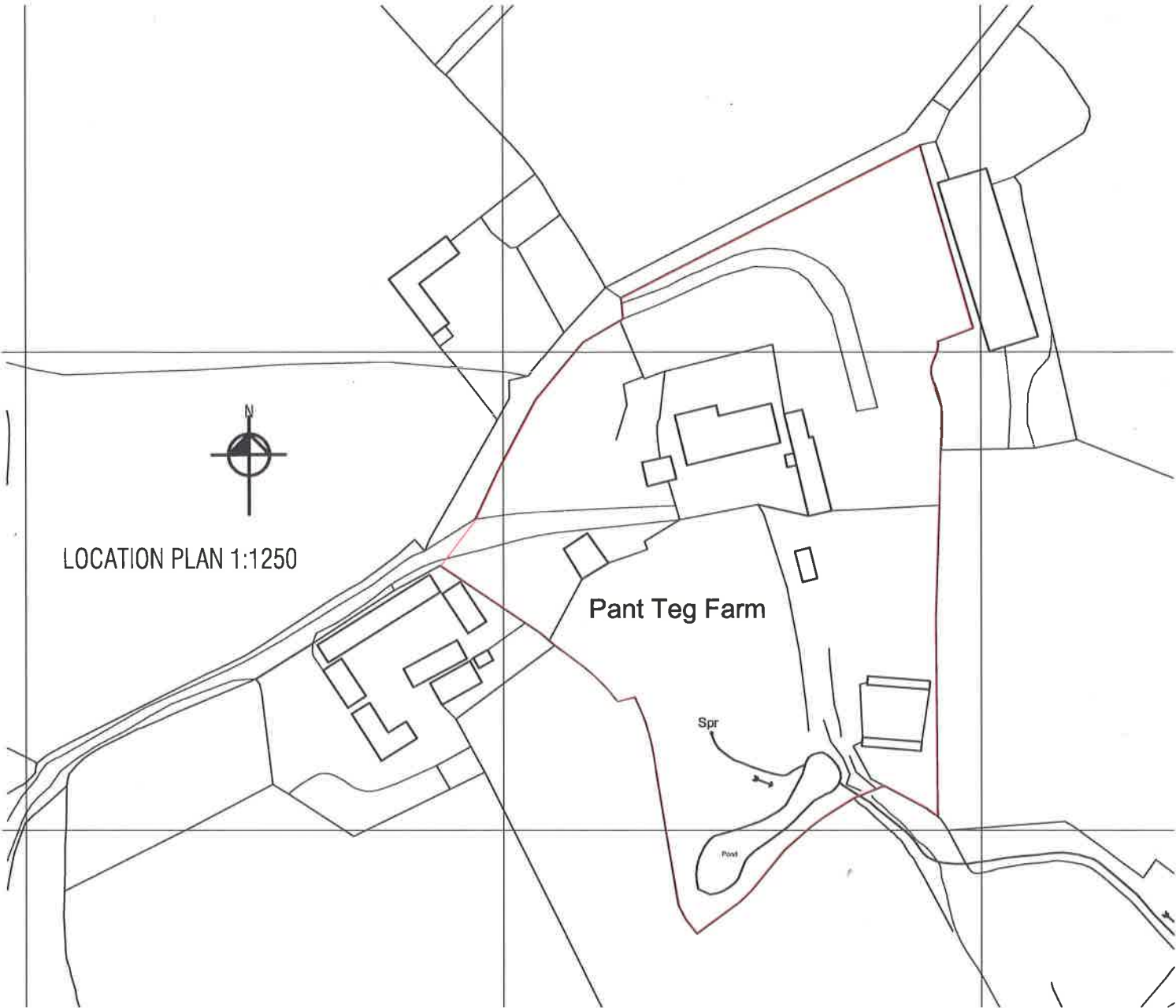
- Section 119 Diversion Application
- Signed Officer Decision Report



Length of existing PROW footpath through property = 130m
 Length of proposed PROW footpath through property = 145m

online architectural
 R. PAUL
 PART TEN FARM
 LISIANE
 CT 14 OUF
 PROPOSED CHANGE TO PROW
 A15-025-17

DATE: 15/05/2017
 1:500
 30.000
 340'

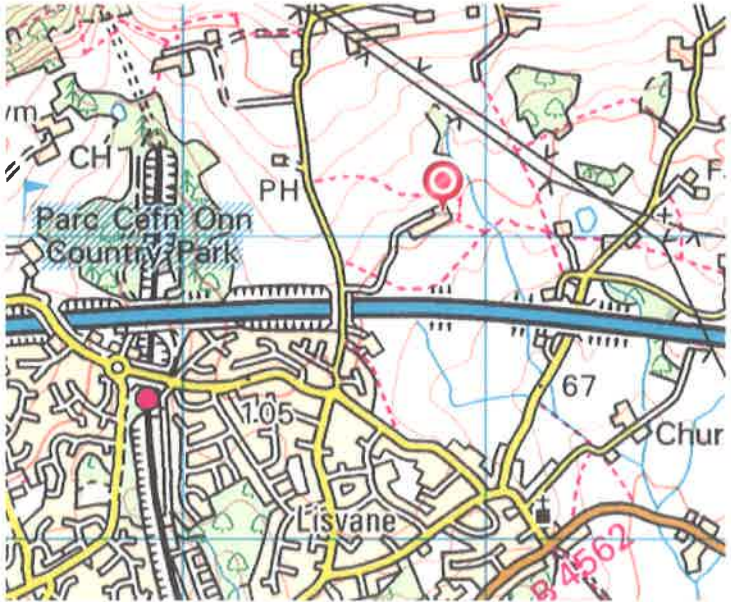


LOCATION PLAN 1:1250

Pant Teg Farm

Spr

Pond



LOCATION PLAN 1:2500

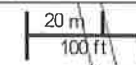
REF	DATE	REVISION
BRYN CAIN COTTAGE PENPERGWYM ABERGAVENNY MONMOUTHSHIRE NP23 9AE 01873 840617 Info@onlnearchitectural.co.uk		

CLIENT: R Patel
PROJECT: Pant Teg Farm Lisvane CF14 0UF

SHEET TITLE: LOCATION PLAN BOUNDARY PLAN
--

SCALE:	DATE:	DRAWN:
1:750	11.2016	RAP

DRAWING No	REV
A15-025-01	



City of Cardiff Council
Cyngor Dinas Caerdydd



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 Paul Orders
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--- PROPOSED DIVERSION
 — EXISTING PROW FOOTPATH.

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COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/00265/MNR** APPLICATION DATE: 09/02/2017

ED: **CYNCOED**

APP: TYPE: Outline Planning Permission

APPLICANT: Mr & Mrs Webb

LOCATION: 25 HOLLYBUSH ROAD, CYNCOED, CARDIFF, CF23 6SY

PROPOSAL: DEMOLITION OF THE EXISTING HOUSE AND
OUTBUILDINGS AND OUTLINE PERMISSION FOR THREE
DETACHED DWELLINGS WITH ALL MATTERS RESERVED

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding planning obligation, in agreement with the Council, under **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraphs 8.22 of this report, planning permission be **GRANTED** subject to the following conditions:

1.
 - A. Approval of the details of the layout, scale and appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
 - B. Plans and particulars of the reserved matters referred to in condition 1A above, relating to the layout, scale and appearance of any buildings to be erected, the means of access to the site and the landscaping of the site, shall be submitted in writing to the local planning authority and shall be carried out as approved.
 - C. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
 - D. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of the last of the reserved matters to be approved, whichever is the later.

Reasons:

 - A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (General Development Procedure) Order 1995.
 - B, C and D. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. This approval does not extend to the proposed site plan (drawing P02 Revision B) submitted with the application.
Reason: The application is for outline planning permission with all matters reserved and the layout of the development is not for consideration at this time.

3. Prior to the commencement of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site.

The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (2012), unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment in accordance with Policy EN13 of the Cardiff Local Development Plan.

4. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for

the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2012), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN13 of the Cardiff Local Development Plan.

5. The remediation scheme approved by condition 4 must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2012), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN13 of the Cardiff Local Development Plan.

6. In the event that contamination is found at any time when carrying out

the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.

7. Any topsoil [natural or manufactured] or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan

8. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and

timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.

9. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.
10. Prior to the commencement of development a drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, in accordance with Policy EN10 of the Cardiff Local Development Plan.
11. No part of the development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include as required, details of construction/demolition traffic routes, site hoardings, site access, contractors parking and wheel washing facilities. Construction of the development shall be managed in accordance with the scheme so approved.
Reason: In the interests of highway safety and public amenity in accordance with Policy T5: Managing Transport Impacts of the Cardiff Local Development Plan.

RECOMMENDATION 2 : In terms of demolition, as mentioned in section 3.11 of the Waste Collection and Storage Facilities Supplementary Planning Guidance it is considered best practise to have a Site Waste Management Plan for demolition projects. Materials should be reused and recycled as much as possible.

RECOMMENDATION 3: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded

that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4 : The applicant is advised that developers of all new residential units are required to purchase the bin provision for each unit. The bins have to meet the Council's specifications and can be purchased directly by contacting the Waste Management's commercial team on 029 20717500.

RECOMMENDATION 5 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 6 : That the applicant be advised that there is to be no burning of any materials on site.

RECOMMENDATION 7 : That the applicant/developer notes the advice of the

South Wales Fire and Rescue Service as set out in their letter dated 17th February 2017, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 8 : That the applicant/developer be advised that no surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network, as advised by Dwr Cymru Welsh Water. Related advice is set out in their letter dated 10th March 2017, forwarded to the Agents acting on behalf of the Applicant.

RECOMMENDATION 9 : That the applicant be advised that prior to the development of a landscaping scheme, a basic soil assessment should be carried out and used to inform the landscaping specification since part of this site, which currently comprises garden, is likely to hold a valuable, re-usable soil resource, in situ and as site won and re-used.

RECOMMENDATION 10 : It should be demonstrated within any reserved matters application that the layout and orientation of the proposed dwellings would not result in the habitable room windows or the private amenity space associated with the neighbouring properties being unacceptably overlooked.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This outline application proposes the demolition of the existing house and buildings within the site and their replacement with three detached houses and garages. All details are reserved for future consideration. An indicative layout is provided showing how three houses with amenity areas, detached garages and vehicular access could be accommodated within the site. It should be noted that the details on this plan are not for consideration at this time.
- 1.2 A Tree Report was submitted to make assessment of existing mature trees within and surrounding the site, for consideration. A Bat Survey was also undertaken.
- 1.3 The scheme, as originally submitted, proposed the erection of four dwellings within the site. The reduction to three dwellings was submitted following officer concerns in relation to the impact on neighbour amenity and on character of the area.

2. **DESCRIPTION OF SITE**

- 2.1 The application site comprises a two-storey detached house, set within a site measuring approximately 0.26 Hectares, located within the settlement boundary as defined in the Cardiff Local Development Plan (LDP). The site also includes various outbuildings located near to its north-western boundary, which are used in conjunction with the two family businesses that trade from the site (Webb's Garden Machinery and Webb's Landscaping). Prior to the operation of these businesses, a garden nursery operated from the site.
- 2.2 The dwelling and other buildings are set back from the highway and accessed

from Hollybush Road via a small access road. The site is then surrounded by dwellings, sited on Hollybush Road, St Edeyrns Road and St Edeyrns Close. Several mature trees exist within and adjacent to the boundaries of the site. The topography of the site is relatively flat.

3. **SITE HISTORY**

98/01806/N: Certificate of Lawfulness for repair and servicing of horticultural machinery and sale of such items. Permitted 15/04/99

87/00391: Workshop and storage of tools and composts for horticulture. Granted 10/04/87

78/01102: Proposed demolition of existing timber rear porch and construction of new porch with small cloakroom. Granted 04/08/78

4. **POLICY FRAMEWORK**

Planning Policy Wales (9th Ed) 2016

4.9.2 Many previously developed sites in built-up areas may be considered suitable for development because their re-use will promote sustainability objectives. This includes sites:

- in and around existing settlements where there is vacant or under-used land, commercial property or housing;
- in suburban areas close to public transport nodes which might support more intensive use for housing or mixed use;
- which secure land for urban extensions, and;
- which facilitate the regeneration of existing communities.

4.11.6 Good design should ensure that development contributes to tackling the causes of climate change (by reducing greenhouse gas emissions) and to effective adaptation to the consequences of climate change. An integrated and flexible approach to design, including location, density, layout and built form, will be an appropriate way of contributing to climate responsive development.

9.3.2 Sensitive infilling of small gaps within small groups of houses, or minor extensions to groups, in particular for affordable housing to meet local need, may be acceptable, though much will depend upon the character of the surroundings and the number of such groups in the area.

9.3.3 Insensitive infilling or the cumulative effects of development or re-development should not be allowed to damage an area's character and amenity. This includes such impact on neighbouring dwellings such as serious loss of privacy or overshadowing.

9.3.4 In determining applications for new housing, local planning authorities should ensure that the proposed development does not damage an area's character and amenity. Increases in density help to conserve land resources, and good design can overcome adverse effects, but where high densities are proposed the amenity of the scheme and surrounding property should be carefully considered.

9.3.5 Where development plan policies make clear that an element of affordable housing, or other developer contributions, are required on specific sites, this will be a material consideration in determining relevant applications.

Cardiff Local Development Plan 2006-2026 (2016)

Policies:

- KP5 Good Quality and Sustainable Design
- T5 Managing Transport Impacts
- EN7 Priority Habitats and Species
- EN13 Air, Noise, Light Pollution and Land Contamination
- KP7 Planning Obligations
- H3 Affordable Housing
- EN8 Trees, Woodlands and Hedgerows
- EN10 Water Sensitive Design
- W2 Provision for Waste Management Facilities in Development

Supplementary Planning Guidance

Following the adoption of the Cardiff Local Development Plan, many existing Supplementary Planning Guidance documents are no longer linked to adopted development plan policies. However, where existing SPG is considered consistent with the new LDP policy framework, it will continue to be material to the Development Management process. The following Supplementary Planning Guidance is considered relevant to the determination of this application as it is either adopted or considered consistent with LDP policies KP5, EN7, EN8 and T5 and can be used to help inform the assessment of relevant matters :

Waste Collection and Storage Facilities (October 2016);
Planning Obligations (January 2017);
Access, Circulation and Parking Standards (January 2010);
Green Infrastructure (November 2017);
Infill Sites (November 2017);

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The **Housing Strategy Officer** advises that, in line with the Local Development Plan, an affordable housing contribution of 20% of the 3 units (1 unit) is sought on this brown-field site as the site size exceeds 0.1 hectare. On this scheme we would be prepared to accept a financial contribution in lieu of on-site affordable housing provision of **£78,648** (in lieu of 1 x 4 bed unit), which is calculated in accordance with the formula in the Affordable Housing – Supplementary Planning Guidance (SPG) (2007).
- 5.2 The **Operational Manager Waste Management** gives the required waste storage for each property, which must be sensitively integrated into the design and explains that the kitchens should be designed to allow the separation of waste into three waste streams; general, recycling and food waste, in order to encourage the correct disposal of waste. A S106 financial contribution is

required of £150, which is cover the costs of the bins for the three units.

In terms of demolition, as mentioned in section 3.11 of the Waste Collection and Storage Facilities Supplementary Planning Guidance it is considered best practice to have a Site Waste Management Plan for demolition projects. Materials should be reused and recycled as much as possible.

- 5.3 The **Operational Manager Environment (Contaminated Land)** comments that the site has been identified as formerly commercial with uses including – horticultural nursery, workshop for repair and servicing of horticultural machinery and sales, storage and office; machinery testing and wash down area. Activities associated with this use may have caused the land to become contaminated and therefore may give rise to potential risks to human health and the environment for the proposed end use.

Should there be any importation of soils to develop the garden/landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

The inclusion of conditions and informative statement is requested in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with Policy EN13 of the Cardiff LDP (see conditions).

- 5.4 The Council's **Trees Officer** advises that any reserved matters application would be expected to include a detailed landscaping scheme comprising scaled planting plan, plant schedule, topsoil and subsoil specification, tree pit section and plan view, planting methodology and aftercare methodology, all informed by detailed knowledge of existing and proposed services, including drainage. Since part of this site currently comprises garden, it is likely to hold a valuable, re-usable soil resource, in situ and as site won and re-used. Failure to adequately protect and re-use this resource will result in development that conflicts with KP15, so prior to the development of a landscaping scheme, a basic soil assessment should be carried out as follows and used to inform the landscaping specification.

Following the submission of a Tree Report and the reduction of units, the Trees Officer advises that any proposed replacement trees should be within beds designed to support the unconstrained growth of large, long-lived trees. Such trees should be located in prominent open-space areas or designed, frontage planting beds, rather than being pushed into rear gardens. Replacement may offer greater flexibility in layout design but must afford adequate space.

- 5.5 The **Operational Manager Transportation** has no objection in principle. Three car park spaces for a 4 bedroom house is policy compliant for sites that are located outside the central boundary of the SPG. As to the plans submitted, I

would state though the applicant will be limited to a maximum, single crossover of 3m per property, a construction management plan would have to be submitted and more information would have to be supplied as to whether they would seek to keep the road leading to the properties as private or whether they would like the Council to adopt it.

- 5.6 The Council's **Ecology Officer** has no comments since no bats were detected within the site.
- 5.7 The **Operational Manager, Drainage Management** has provided no comments.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 The **South Wales Fire and Rescue Service** has commented that the proposed site plan in relation to the above has been examined and the Fire and Rescue Authority wish the following comments to be brought to the attention of the committee/applicant. It is important that these matters are dealt with in the early stages of any proposed development. The developer should consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances.

Should the applicant require further information in relation to these matters they should contact the above named fire safety officer.

- 6.2 **Dwr Cymru/Welsh Water** note that the applicant intends to discharge surface water into the public sewer. In the absence of an agreed drainage strategy we would object to the communication of any surface water to the public sewer. It request that if the Local Planning Authority is minded to grant planning consent that the given conditions and advisory notes are included within any subsequent consent.

7. **REPRESENTATIONS**

- 7.1 Ward Councillor Bablin Molik has made a representation on behalf of residents who have raised concerns regarding the proposed development overlooking and invading their privacy. She requests a site visit to be made prior to any decision being made.
- 7.2 Ward Councillor Kathryn Kelloway objects to the application for reasons as summarised: an unneighbourly development; an overdevelopment of the site by virtue of the heights, sizes and separation distances between neighbouring properties; overbearing and loss of privacy of neighbouring residents as their rear gardens of properties in St Ederyns Close are lower than the application site; overshadowing; impact on quiet enjoyment of neighbouring amenity; removal of horse chestnut tree would cause disruption to neighbours as the roots and canopy extend into their garden and underneath their orangery; Hollybush Road a busy thoroughfare, which would be made worse by

implementation of a shared access road to these properties, the entrance of which would be placed on an already dangerous and blind double bend; Creation of three households is likely to create an increased demand for off-street parking and would feed additional vehicles onto Hollybush Road via this bend. This is likely to further compromise road safety in the area.

- 7.3 In respect of the initial proposal for four dwellings, and on the amended scheme submitted for three dwellings, objections were received from the residents of Nos. 23 and 27 Hollybush Road and Nos. 9 and 10 St Ederyns Close. Planning consultant Philipa Cole acting on behalf of the residents of Nos. 27 Hollybush Road and Nos. 9, 10, 11 and 12 St Ederyns Close has also submitted further representations.

The main concerns are summarised as follows:

- 7.4 Detrimental impact on the character of the area: the proposal ignores local context; it constitutes overdevelopment; it contravenes the National Planning Policy Framework; the density of development will be 3 or 4 times that of the surrounding area.
- 7.5 Detrimental impact on the amenities of neighbours: loss of privacy due to garden depths and distances between houses not being adequate; separation distances should be greater than the minimum acceptable because of the nature of the location; future extensions could reduce the distances between houses even further; gardens of the new houses will be overlooked by existing properties; no information has been submitted regarding level changes and these could affect privacy distances etc.; overbearing impact on 23 Hollybush Road; implications for Human Rights Act which gives a person the substantive right to respect for their private and family life; inadequate landscaping will reduce privacy screening for existing properties; increased noise pollution; people in vehicles using the new road may be able to overlook existing properties; general disturbance caused by new road; passing place/rubbish collection point will become parking space for visitors in front of 27 Hollybush Road; potential structural damage to neighbour's orangery caused by removal of tree.
- 7.6 Traffic/highway safety issues:
Increased risk of accidents on blind bend due to increased traffic on an already overburdened road where there have been a number of accidents; construction vehicles and staff parking could cause highway hazards or inconvenience to neighbours; driveway and space for turning and parking appears to be too narrow; a large number of cars will be exiting a secluded driveway onto a very busy road.
- 7.7 Errors in plans:
A recent extension to no. 23 (with habitable room windows) is not shown on the submitted plan; neighbouring properties are wrongly numbered; a conservatory at the rear of a neighbouring property is not shown; the submitted plan does not appear to be to scale and the site may not be as deep as suggested; Council officers should measure the site to clarify the dimensions.

- 7.8 Concerns over future development: A developer could buy the plot and change the outline plans to a larger number of properties and/or flats.
- 7.9 A representation of support was received from the resident of No. 25 St Ederyns Road who writes: *'As an outline proposition this looks interesting. Sadly though, for a build of this nature, there seems to be a distinct lack of thought as to the use of solar panels/heat exchangers or for the use of brown water. Perhaps this could be addressed?'*

8. **ANALYSIS**

- 8.1 Outline permission is sought for the demolition of existing house and outbuildings and redevelopment of the site to provide for three detached dwellings with private amenity area, detached garages and associated vehicular access.
- 8.2 The main planning issues related to this proposal are:
- (i) The effects of the proposed development on the character and appearance of the area;
 - (ii) The effects on the general amenities of neighbouring residents;
 - (iii) Whether the proposal could provide for adequate living standards for future occupants;
 - (iv) The acceptability of the proposed parking and access arrangements;
 - (v) Affordable housing provision; and
 - (vi) Trees/landscaping and ecology.
- 8.3 The area is characterised by generously sized two-storey detached dwellings set within their plots, laid out in an informal arrangement. The application site occupies a much larger plot, compared to the surrounding properties and is set back from the highway of Hollybush Road, almost entirely surrounded by dwellings. The northeast side of the site, as existing, is a rear garden for the existing dwelling and provides a landscaped area with mature trees within and surrounding the site.
- 8.4 The redevelopment of the site would see its division into three residential plots with buildings to be provided in the existing rear garden area and a private driveway leading up to the houses.
- 8.5 The site lies within a settlement boundary as defined in the Cardiff Local Development Plan. The principle of residential development within the site is regarded as acceptable.
- 8.6 In terms of an assessment of this outline proposal for three dwellings, Policy KP5 of the LDP states that *'...all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by (inter alia):*

- (i) *Responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;*
- (v) *Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities*

8.7 Paragraph 2.13 of Supplementary Planning Guidance for Infill Development advises:

'It is important to strike a balance between maintaining the established positive character of a residential street and introducing additional housing. To avoid a 'town cramming' effect, any proposals must:

- *Maintain a usable amenity space or garden for new as well as any existing dwellings/occupiers*
- *Maintain an establish spacing between buildings that respect the pattern of layout in the vicinity of the site*
- *Maintain appropriate scale and massing which respects buildings in the vicinity of the site*
- *Respect the building line and be of a design which complements the existing street scene.*

8.8 Paragraph 3.8 of the SPG further advises:

'Infill development needs to be sensitive to its context. It is important that in residential areas where there is a clear existing pattern and form of development that new buildings, landscaping and boundary treatments (e.g. gates, railings, walls and hedges) complement the character of the surroundings'

8.9 Officers consider that the provision of three detached properties within the application site to be consistent with the surrounding built form and urban grain of the area, albeit, subject to the appropriateness of their scale, form, layout and finish. The proposed buildings should be well integrated in to the surrounding built form so that the character of the area is respected. It is considered that three detached properties could be positioned comfortably within the application site without any overdevelopment or harm to the existing character of the area. It is expected that this would be demonstrated within any following reserved matters application.

8.10 In respect of the effect of the proposed development on the residents of the properties surrounding the application site, the concerns raised have been considered. It is recognised that due to the existing use and scale of the application site (a large proportion of which is in use as a private rear garden), the application site has provided for an open area between the other neighbouring dwellings. The proposal would introduce three, detached dwellings with detached garages and an access road within the site.

8.11 Paragraph 4.11 of the Design Guidance for Infill Development SPG states that: *'To safeguard the amenity of existing residents, proposals must not result in*

unacceptable harm regarding the level of overbearing, overshadowing or overlooking of neighbouring properties.'

- 8.12 Officers consider that three dwellings and associated infrastructure could be accommodated within this site without having detrimental impact to the privacy or amenity of existing neighbouring residents.
- 8.13 Concerns relate mainly to the impact of buildings on plots 2 and 3 on the privacy and amenity of neighbouring residents who live immediately adjacent to the application site. The dwelling on plot 2 is shown to be positioned approximately 10.5m from the common boundary with No. 10 St. Ederyn's Close, approximately 16m at its closest point with the house (to the rear conservatory) and approximately 18m to the main rear wall. The dwelling on plot 3 is also shown to be positioned within the suggested separation distances to the common boundary and the house at No. 9 St. Ederyn's Close. It is acknowledged that these given distances either just meet or are less than the separation distances, as provided within the adopted SPG. However, with this planning application being outline, the details can change and consideration will be given to the spacing between proposed and existing properties, to safeguard residential privacy and amenity, with regard given to the specific site circumstances. Consideration will also be given to whether the dwellings should enjoy 'permitted development' rights for future extensions to the properties, based on an assessment of residential privacy and amenity. Permitted development rights can be removed if necessary.
- 8.14 The application property is sited on land, which is higher than the houses on St. Ederyn's Close but not so considerable that the development would be likely to result in unacceptable harm to the neighbouring residents. It is noted that details of the relative levels between the application site and neighbouring properties would be submitted during any reserved matters application for full assessment by officers.
- 8.15 Consideration has been given to the impact on the privacy and amenity of residents of No. 27 Hollybush Road whose large rear garden is sited adjacent to the site. At reserved matters stage, the siting of dwellings and gardens, in relation to existing properties, will be carefully considered.
- 8.16 The indicative layout shows the private driveway and access to be sited adjacent to the common boundary with No. 27 Hollybush Road. Due to the low number of properties proposed and their private use, it is not expected that the private drive would be used frequently enough to cause unacceptable harm to the amenity of the neighbouring residents. Adequate screening sited along the common boundaries could also be provided.
- 8.17 In respect of the development being able to provide for adequate living standards for future occupants, it is considered that the development could provide for sufficient outlook from habitable rooms and sufficiently sized private amenity areas.
- 8.18 The accuracy of the details of the plans, provided with the application, has been

queried by neighbouring residents. While the detail of the neighbouring dwellings may not include alterations that have been undertaken, officers are aware of the site circumstances from personal observations of the site, Ordnance Survey maps and aerial photography.

- 8.19 In response to the concern that in the future a developer would buy the plot and change the outline plans into a vast development site i.e. more properties and/or develop a site of flats, it should be noted that such future application will be considered on its own planning merits, if submitted.
- 8.20 The comments of the Tree Officer have been considered. It is expected that details of suitable replacement trees, be submitted, for consideration, as part of a landscaping scheme within any future reserved matters application.
- 8.21 The Operational Manager, Transportation raises no objections on highway safety or parking grounds. A construction management plan would have to be submitted.
- 8.22 In accordance with Policy H3 of the LDP, the Housing Strategy Officer has advised that an affordable housing contribution should be sought in relation to the development. This amounts to a financial contribution of £78,648 calculated in accordance with the formula in the Affordable Housing SPG and also been agreed with the applicant.
- 8.23 The proposal, as amended, is considered acceptable on planning grounds and approval is recommended subject to the attached conditions and the conclusion of a Section 106 Planning Obligation to secure financial contributions in respect of affordable housing.

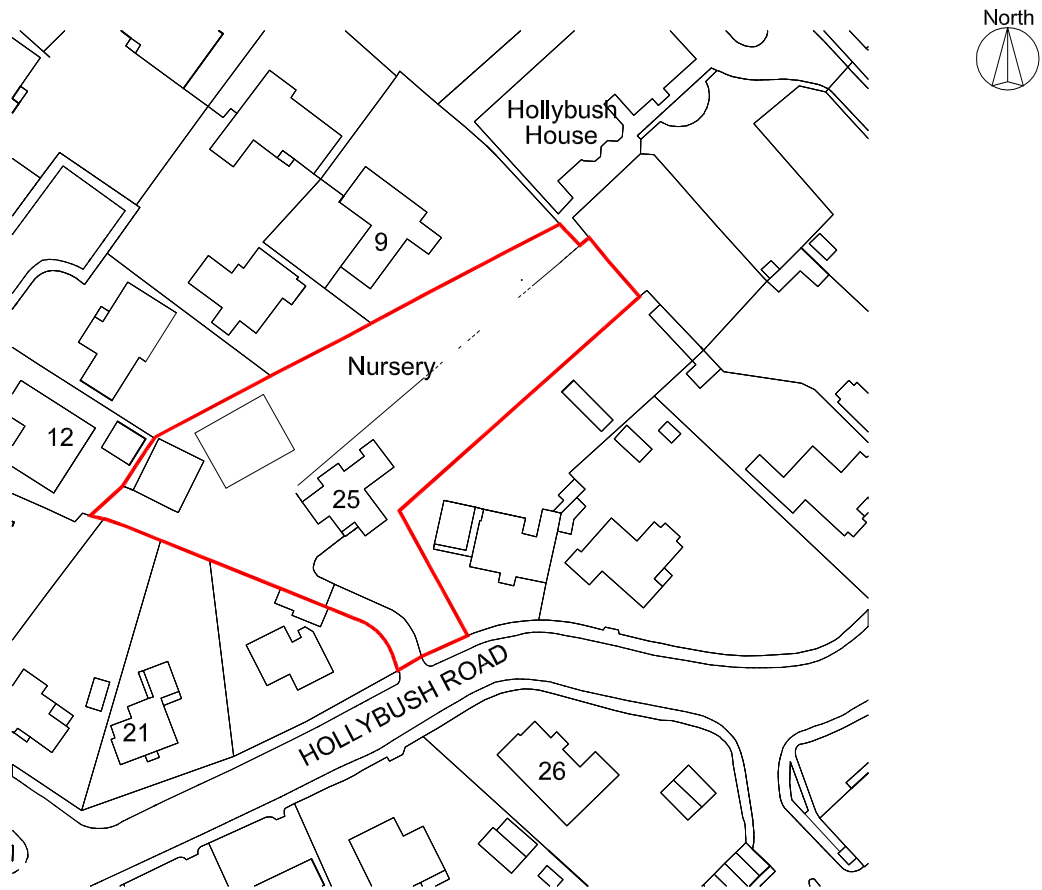
9. Other Considerations

- 9.1 Crime and Disorder Act 1998 – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 9.2 Equality Act 2010 – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 9.3 Well-Being of Future Generations Act 2016 – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure

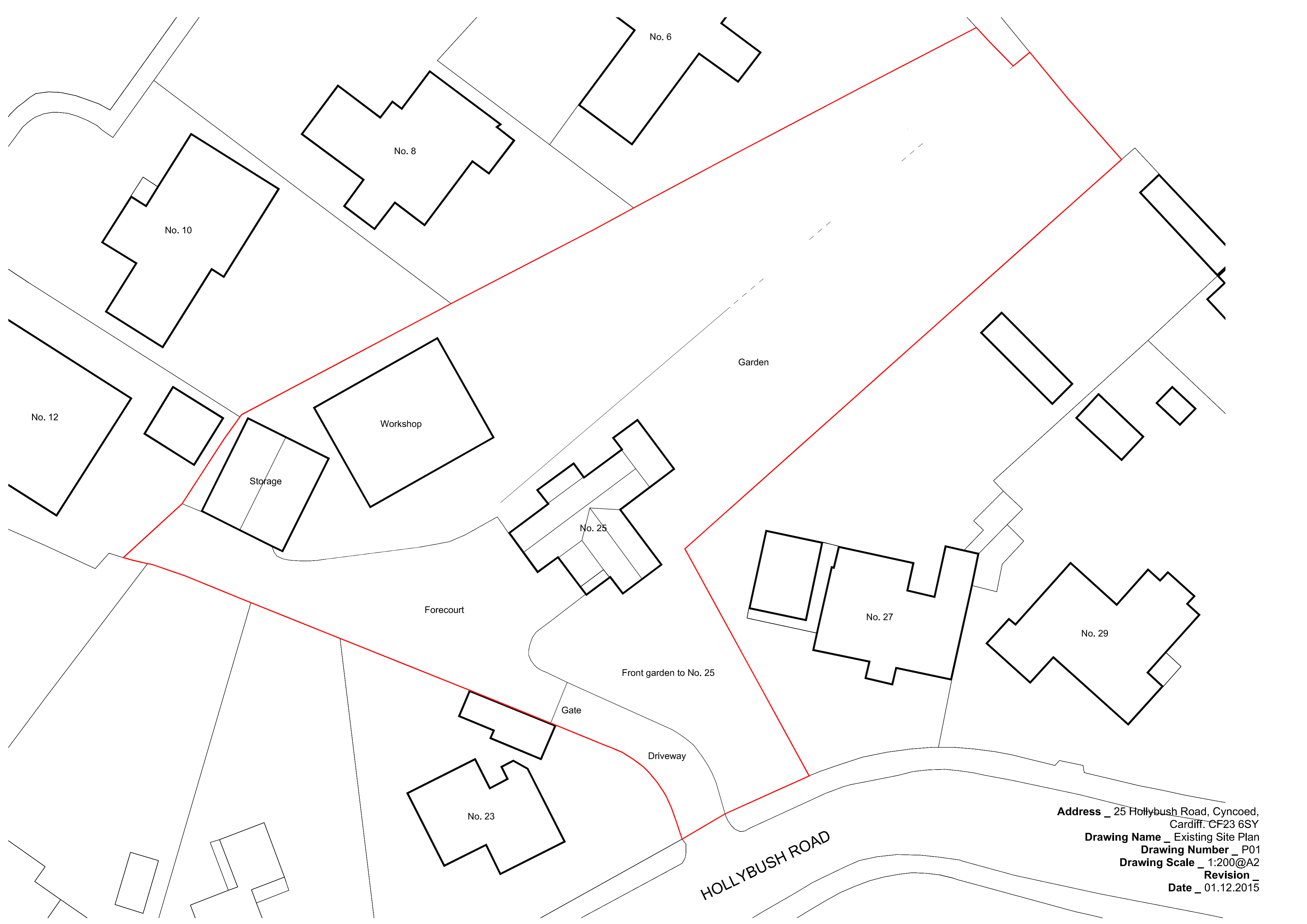
that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

9.4 Environment (Wales) Act 2016

The Environment (Wales) Act 2016 imposes a duty on the Local Authority to seek to maintain and enhance biodiversity in the proper exercise of its functions and in doing so to promote the resilience of ecosystems. It is considered that the proposed development does not have any significant implications for, or effect on, biodiversity.



Address _ 25 Hollybush Road, Cyncoed, Cardiff. CF23 6SY
Drawing Name _ Site Location Plan
Drawing Number _ P100
Drawing Scale _ 1:1250@A4
Revision _
Date _ 07.02.2017



No. 6

No. 8

No. 10

No. 12

Workshop

Storage

No. 25

Forecourt

Front garden to No. 25

Gate

Driveway

No. 23

No. 27

No. 29

HOLLYBUSH ROAD

Address _ 25 Hollybush Road, Cyncoed,
Cardiff. CF23 6SY
Drawing Name _ Existing Site Plan
Drawing Number _ P01
Drawing Scale _ 1:200@A2
Revision _
Date _ 01.12.2015



Address _ 25 Hollybush Road, Cyncoed,
 Cardiff. CF23 6SY
 Drawing Name _ Proposed Site Plan
 Drawing Number _ P02
 Drawing Scale _ 1:200@A2
 Revision _ B
 Date _ 01.12.2015

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01253/MNR** APPLICATION DATE: 01/06/2017

ED: **CYNCOED**

APP: TYPE: Full Planning Permission

APPLICANT: Mrs PEARCE

LOCATION: 212 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6RS

PROPOSAL: PROPOSED DEMOLITION OF EXISTING DWELLING & ERECTION OF NEW DEVELOPMENT TO FORM 5 FLATS

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding planning obligation, in agreement with the Council, under SECTION 106 of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph **8.20** of this report, planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

P458a L_001, P458a L_002 B, P458a L_200 B, P458a L_201 B, P458a L_211 B, P458a L_210 B, Planting Plan dated September,2017.

Scoping and dusk emergence survey for presence of bat roost sites from Spectrum Ecology dated 9th September, 2017.

Arboricultural Survey Report, 20th September, 2017.

Reason: To ensure satisfactory completion of the development and in line with the aims of Planning Policy Wales to promote an efficient and effective planning system.

3. Details of the cycle and bin stores shown on the approved plans shall be provided prior to the development being brought into beneficial use and thereafter the stores shall be maintained and shall not be used for any purpose other than the parking of vehicles.

Reason: To provide for cyclists in accordance with Policy T5: Managing Transport Impacts of the Cardiff Local Development Plan.

4. Prior to the construction of the building above foundation level, details of the external finishing materials shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the finished appearance of the development is in keeping with the area in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.

5. Notwithstanding the submitted information, further details of the means of site enclosure shall be submitted to and approved by the Local Planning Authority. The means of site enclosure shall be constructed in accordance with the approved details prior to the development being put into beneficial use.

Reason: In the interests of visual and residential amenity, in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.

6. No equipment, plant or materials shall be brought onto the site for the purpose of development until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include an implementation programme. and a basic soil assessment based on the preparation of trial pits to establish the suitability of the soil for its intended end use together with a strategy for soil handling, storage and placement. The landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to ensure that all usable soil resources are appropriately recovered and protected, and not lost, damaged or sterilised during the construction process, in accordance with Policies KP5: Good Quality and Sustainable Design and KP:15 Climate Change of the Cardiff Local Development Plan.

7. Any trees, plants or hedgerows which within a period of five years from the completion of the development, die are removed, become seriously damaged or diseased or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next season, whichever is the sooner, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity, in accordance with Policy KP5: Good Quality and Sustainable Design.

8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it shall be reported in writing within 2 days to the Local Planning Authority, all associated works shall stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment shall be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and

submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors, in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.

9. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced, in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.

10. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced, in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.

11. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the

reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused. Reason: To ensure that the safety of future occupiers is not prejudiced, in accordance with Policy EN13: Air, Noise, Light Pollution and Land Contamination of the Cardiff Local Development Plan.

12. Prior to the erection of the flats hereby approved, a scheme for the drainage of the site and any connection to the existing drainage system shall be submitted to and approved in writing to the Local Planning Authority. Prior to the submission of the drainage details, ground permeability tests shall be undertaken to ascertain whether sustainable drainage techniques can be utilised and the results of the tests shall be incorporated in the submitted scheme. No part of the development shall be occupied until the scheme is carried out and completed as approved. Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment and in accordance with Policy EN10: Water Sensitive Design of the Cardiff Local Development Plan.
13. The first floor windows on the side elevations of the building shall be non-opening below a height of 1.7 metres above internal floor level, glazed with obscure glass and thereafter shall be so retained. The roof lights in the side roof planes facing towards 210 and 214 Cyncoed Road shall be constructed such that their lower sill level is a minimum of 1.7 metres above internal floor level. The first and second floor windows on the rear elevation of the building, shown on drawing P458a L_211 B as being glazed with opaque glass, shall be non-opening and obscurely glazed and thereafter shall be so retained. Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.
14. The shared amenity area shown on the approved plans shall be provided before the development hereby permitted is occupied and thereafter the amenity areas shall be retained for the benefit of existing and future occupiers of the site. Reason: To provide adequate amenity space for future residents of the development in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.
15. The car parking spaces and manoeuvring areas shown on the approved plans shall be provided prior to the development being brought into beneficial use and thereafter shall be maintained and shall not be used for any purpose other than the parking and manoeuvring of vehicles. Reason : To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway, in accordance with Policy T5: Managing Transport Impacts of the Cardiff Local Development Plan.

16. No removal of the roof or masonry shall take place between 1st March and 15th August unless otherwise approved in writing by the Local Planning Authority. This approval will be granted if a consultant ecologist can evidence that there are no birds nesting in these features immediately (48 hrs) before their removal.
Reason: To avoid disturbance to nesting birds which are protected under the Wildlife and Countryside Act 1981: Part 1,1(1)(b). It is an offence to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built.
17. The trees shown for retention shall be protected during development in accordance with the measures outlined in the Arboricultural Survey Report.
Reason: To safeguard trees shown for retention in the interests of visual amenity, in accordance with Policies KP5: Good Quality and Sustainable Design and EN8: Trees, Woodlands and Hedgerows of the Cardiff Local Development Plan.
18. The proposed development shall be carried out in accordance with the recommendations outlined in the bat survey report from Spectrum Ecology dated 9th September, 2017. Further details of the measures specified in the report to enhance the existing habitat and to ensure no net loss of bat roosting opportunities shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The approved measures shall be implemented prior to the beneficial occupation of the development.
Reason: In the interests of biodiversity and in accordance with Policy EN7: Priority Habitats and Species of the Cardiff Local Development Plan.

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 3 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils,

aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:

- Unprocessed / unsorted demolition wastes.
- Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

(iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4 : The applicant is advised to contact highways@cardiff.gov.uk prior to undertaking the works associated with the access in order to obtain the necessary licence.

RECOMMENDATION 5 : Welsh Water/Dwr Cymru has advised that the application site is crossed by a public sewer and that no development (including the raising or lowering of ground levels) would be permitted within 3 metres either side of its the centreline. The Company advises that the applicant contacts them to discuss the proposal further and the possibility of divert this sewer.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This planning application relates to the site of 212 Cyncoed Road where permission is sought to demolish the existing dwelling and redevelop the site with a building containing 5 no. two bedroom flats. The scheme has been amended following discussions with the agent from 6 no. flats and reduced in scale, particularly in respect of the design of the rear annexe. A flat roof projection on the front elevation/roof plane has been removed so as to make the appearance of the building more in keeping with the surrounding streetscape. Additional landscaping has been added to the front of the site to provide a softer and more natural solution.
- 1.2 Details of the siting and appearance of the development are shown on the attached plans. Accommodation would be provided on three floors with the

second floor largely contained within the roof space. Six off street parking spaces are provided at the front of the site. This area would be enclosed by 0.9 metre high brick boundary walls with 0.5 metre high ornamental railings above. Areas of soft landscaping are shown along the back edge of footway and next to the boundary with 214 Cyncoed Road.

- 1.3 The property currently benefits from an 'in-out' drive arrangement. The scheme proposes the retention of the crossover access adjacent to the neighbouring property at 210 Cyncoed Road and the blocking up of the crossover access next to 214 Cyncoed Road.
- 1.4 The proposed building rises to a height of approximately 5.8 metres at eaves level and approximately 9.0 metres to the ridge line. It has a depth of approximately 18.0 metres from front to back with the rear 5.0 metres set further in from the boundaries of the site than the main bulk of the structure. In this regard, the building would be sited between 2.4 metres and 4.0 metres from the side boundaries with its neighbours at 214 and 210 Cyncoed Road.
- 1.5 Viewed from the front, the building appears as a 2 ½ storey hipped roof structure with full height projecting gable elements at either side and a flat roof element positioned between the two gables projecting above eaves level. Both the front and rear elevation contain relatively extensive areas of glazing.
- 1.6 Proposed materials comprise primarily white rendered walls with limited use of anthracite coloured rain screen/cladding together with slate grey roof and ridge tiles.
- 1.7 The building is shown to be set back approximately 14.0 metres from the back edge of footway along Cyncoed Road, broadly in line with its neighbours and the existing dwelling it seeks to replace.
- 1.8 To the rear of the building approximately 750 sq metres of the garden would be retained as a shared amenity area enclosed by 2.0 metre high timber fencing.
- 1.9 The layout provides for 2no.bin and cycle stores located next to the side boundaries with the neighbouring properties.
- 1.10 There are numerous trees and shrubs in the front and rear garden of the property which will need to be removed to facilitate the construction of the building and associated frontage parking area. None of the trees are protected by preservation order and the submitted tree survey identifies the trees in question as category C trees, i.e., trees of low quality and value that provide only an adequate contribution. The report comments that the loss of trees at the front of the property will be compensated for by planting within a shrub bed along the road frontage and the boundary with 214 Cyncoed Road. A landscape scheme has been submitted to illustrate how this would be achieved.

2. **DESCRIPTION OF SITE**

- 2.1 212 Cyncoed Road comprises a detached dwelling which occupies a large rectangular plot on the eastern side of Cyncoed Road, approximately 60.0 metres north of its junction with Celyn Avenue. The dwelling contains with some first floor accommodation within relatively steeply pitched roofs. The building is shown on the submitted plan to rise to a ridge height of approximately 7.6 metres and an eaves height of approximately 2.8 metres. At the rear, the main part of the dwelling is attached to a pitched roof single element which directly adjoins the garage of the neighbouring dwelling at 214 Cyncoed Road. That property is a dormer style dwelling house with first floor accommodation contained within the roof space. It is separated from the application site by the width of its driveway and occupies a slightly higher ground level.
- 2.2 To the south, the application site adjoins 210 Cyncoed Road; a hipped roof two storey dwelling with further accommodation contained within its roof space. That property is sited approximately 2.5 metres from the boundary with the application site and occupies a slightly lower ground level (approximately 0.6 metres). There is currently no means of enclosure along the front part of the boundary between the neighbouring properties.
- 2.3 There are numerous trees and shrubs and shrubs in the front and rear garden of the application site which is served by an in-out drive arrangement.
- 2.4 This part of Cyncoed Road generally comprises two storey detached and semi-detached dwellings of varying designs and external appearance . The properties generally occupy generous plots with spacious gardens.
- 2.3 The rear (eastern) boundary of the site back onto the Hillrise/Springwood estates.

3. **SITE HISTORY**

- 3.1 14/02630/MNR: Demolition of dwelling and erection of new development comprising 7no.flats. The application was refused 27th January, 2015 for the following reasons:
1. *The proposal would represent an unacceptable intensification of the site and form an incongruous and unneighbourly form of development, out of character with the pattern, form and urban grain of the locality contrary to Policies 11 (Good Design) and 30 (Inappropriate and Insensitive Infilling) of the City of Cardiff Local Plan (1996), Policy 2.20 of the Deposit Cardiff Unitary Development Plan (2003) and the approved Supplementary Planning Guidance: Infill Sites (2011).*
 2. *The proposed development would have a prejudicial impact upon the amenities of the adjoining neighbours due to its height, length, scale and setting of the proposed development in close proximity to the adjoining boundaries, contrary to policy 11 (Good Design) of the City of Cardiff Local Plan (1996), Policy 2.24 (Residential Amenity) of the Deposit*

Cardiff Unitary Development Plan (2003) and the approved Supplementary Planning Guidance: Infill Sites (2011)

3. *The proposed road layout and rear parking area would have a prejudicial impact upon the amenities of the adjoining neighbours contrary to Policy 2.20 of the Deposit Cardiff Unitary Development Plan (2003) and the approved Supplementary Planning Guidance: Infill Sites (2011)*
4. *The submitted plans show habitable room windows sited an insufficient distance from adjoining boundaries and would have a prejudicial impact upon the privacy of adjoining neighbours, contrary to Policy 2.24 (Residential Amenity) and the approved Supplementary Planning Guidance: Infill Sites (2011).*
5. *Insufficient information has been received in order to determine the likely impact upon the adjoining trees of amenity value, contrary to the advice given in Unitary Development Plan policy 2.45 (Trees, Woodlands and Hedgerows), the approved Trees and Development Supplementary Planning Guidance and the Infill Development Supplementary Planning Guidance.*

3.2 03/02253/N: Detached dwelling refused, 20/11/2003.

3.3 07/02090/E: Detached dwelling refused 25/10/2007 and subsequently dismissed at appeal.

3.4 11/00866/DCO: Conversion of existing dwelling into two self-contained flats, granted 28/07/2011.

3.5 It is of note that planning permission was granted in 2009 for a contemporary three storey block of 6 no. flats nearby on land currently occupied by 169 Cyncoed Road. The planning permission has recently been renewed.

4. **POLICY FRAMEWORK**

4.1 The Cardiff Local Development Plan 2006-2026 provides the local planning policy framework. Relevant policies include:

KP5: Good Quality and Sustainable Design;

KP7: Planning Obligations;

KP 15: Climate Change;

EN13: Air, Noise, Light Pollution and Land Contamination;

T5: Managing Transport Impacts;

H3: Affordable Housing

EN10 (Water Sensitive Design);

EN7: Priority Habitats and Species;

EN8: Trees, Woodlands and Hedgerows;

W2 (Provision for Waste Management Facilities in Development).

- 4.2 Supplementary Planning Guidance: Design Guidance for Infill Development (2011)
Supplementary Planning Guidance: Access, Circulation and Parking (January, 2010)
Supplementary Planning Guidance: Waste and Collection and Storage Facilities (2016)
Supplementary Planning Guidance: Trees and Development (2007).
Supplementary Planning Guidance: Biodiversity (June 2011).
Supplementary Planning Guidance: Cardiff Planning Obligations (January, 2017).

4.3 Planning Policy Wales Edition 9 (2016):

1.2.5 Provided that a consideration is material in planning terms it must be taken into account in dealing with a planning application even though other machinery may exist for its regulation. Even where consent is needed under other legislation, the planning system may have an important part to play, for example in deciding whether the development is appropriate for the particular location. The grant of planning permission does not remove the need to obtain any other consent that may be necessary, nor does it imply that such consents will be forthcoming.

4.4.3: In contributing to the Well-being of Future Generations Act goals, planning policies, decisions and proposals should (inter alia):

- Promote resource-efficient and climate change resilient settlement patterns that minimise land-take and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites
- Minimise the risks posed by, or to, development on or adjacent to unstable or contaminated land and land liable to flooding. This includes managing and seeking to mitigate the consequences of climate change by building resilience into the natural and built environment.
- Locate developments so as to minimise the demand for travel, especially by private car
- Ensure that all local communities – both urban and rural – have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighbourhoods

4.7.4: Local Planning Authorities should assess the extent to which developments are consistent with minimising the need to travel and increasing accessibility by modes other than the private car. Higher density development, including residential development, should be encouraged near public transport nodes or near corridors well served by public transport (or with the potential to be so served).

4.11.9: Visual appearance, scale and relationship to surroundings and context are material planning considerations. Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions.

4.11.11: Local Planning Authorities and developers should consider the issue of accessibility for all.

4.11.12: Local Authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take.

5.2.9: Local Planning Authorities should seek to protect trees, groups of trees and areas of woodland where they have natural heritage value or contribute to the character or amenity of a particular locality.

5.5.11 The presence of a species protected under European or UK legislation is a material consideration when a local planning authority is considering a development proposal which, if carried out, would be likely to result in disturbance or harm to the species or its habitat.

9.1.2 Local Planning Authorities should promote sustainable residential environments, avoid large housing areas of monotonous character and make appropriate provision for affordable housing. Local Planning Authorities should promote, inter alia, development that is easily accessible by public transport, cycling and walking, attractive landscapes around dwellings with usable open space and regard for biodiversity, nature conservation and flood risk; greater emphasis on quality, good design and the creation of places to live that are safe and attractive, well designed living environments, where appropriate at increased densities.

9.2.13: Sensitive design and good landscaping are particularly important if new buildings are successfully to be fitted into small vacant sites in established residential areas.

9.3.3: Insensitive infilling or the cumulative effects of development or redevelopment should not be allowed to damage an area's character and amenity. This includes such impact on neighbouring dwellings such as serious loss of privacy or overshadowing.

12.4.1: The adequacy of water supply and the sewerage infrastructure are material considerations in planning applications and appeals.

12.7.3: Adequate facilities and space for the collection, composting and recycling of waste materials should be incorporated into the design of any development and waste prevention efforts at the design stage, construction and demolition stage should be made by developers.

13.2.1: Flood risk is a material planning consideration.

- 4.4 TAN Technical Advice Note 12 (Design): provides further WAG guidance on design issues. Paragraph 4.9 advises that 'opportunities for innovative design will depend on the existing context of development and the degree to which the historic, architectural, social or environmental characteristics of an area may demand or inhibit a particular design solution. A contextual approach should not necessarily prohibit contemporary design

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operational Manager, Transportation advises that he has no objection on parking or highway safety grounds subject to appropriate conditions. He comments that the provision of 6 no. off street parking spaces is policy compliant where the minimum provision is 0.5 spaces per unit. The Officer notes the concerns raised by neighbouring and local residents, including parking on nearby Celyn Avenue, but comments that an objection on highway grounds would not be sustainable. He comments that one side of Cyncoed Road has double yellow lines which should inhibit inconsiderate parking and

that the site is well served by public transport being located on a frequent bus route with a bus stop sited approximately 100.0 metres away.

5.2 Pollution Control (Noise & Air): The Officer recommends the standard informative relating to construction site noise.

5.3 Pollution Control (Contaminated Land):

Shared Regulatory Services requests conditions and informative statements in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN 13 of the Cardiff Local Development Plan.

5.4 Operational Manager, Drainage Management: No representations have been received.

5.5 The Operational Manager, Waste Management advises that plan detailing the bin storage area is acceptable. The Officer advises that the refuse storage area should be large enough to accommodate the following recommended provisions :

Dry Recyclables:	1 x 1100 litre bulk bins
Compostable waste:	1 x 240 litre bins
General waste:	1 x 1100 litre bulk bins

The Officer also provides guidance on the design of the bin stores and access to them. The Officer advised that waste must either be presented at the entrance to the development for collection or the access gates to the site must be left open.

5.6 The Housing Development Officer advises that in accordance with Local Development Plan Policy H3: Affordable Housing, an affordable housing contribution of 20% of the 5 units (1.0 X 2 bedroom unit) should be sought on this site. The Officer has provided housing waiting list figures to demonstrate housing need for all size of units in the area. The Officer advises that although the priority is for on-site affordable housing in the form of affordable rented accommodation, given the proposed number of units this would not be deliverable and seeks a financial contribution of £77,430 (in lieu of the 1.0 unit) calculated in accordance with the formula in the Council's Planning Obligations Supplementary Planning Guidance (2007).

5.7 The Council Ecologist, having considered the preliminary assessment of bat roost potential, raises no objections to the positive determination of the application subject to an appropriate condition to ensure that the proposed development is carried out in accordance with the recommendations outlined the report.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 Welsh Water/Dwr Cymru notes the information submitted with the application,

and, in particular, the drainage arrangement on dwg. P458A_L_002 showing surface water connecting to a soakaway and the relationship of the proposed development to the existing public sewer crossing the site. The Company advises that no development will be permitted within 3 metres either side of the centreline of the public sewer. The company advises the applicant to contact them to discuss the proposal further including the possibility of diverting this sewer.

Notwithstanding this advice, if the Council is minded to grant planning permission, drainage conditions are requested.

- 6.2 South Wales Fire and Rescue Service advises that the developer/applicant should consider the following matters in the early stages of the development:
- i) adequate water supplies on the site for firefighting purposes; and
 - ii) access for emergency firefighting appliances.

7. **REPRESENTATIONS**

- 7.1 Councillor Kathryn Kelloway advises that she has been contacted by several residents living near to the application site who have expressed their opposition to this development. Having visited the site and examined the application details, the Councillor wishes to object to the application on the following grounds:

Cyncoed Road is a major thoroughfare and, in the locality of the application site, consists predominantly of traditional family dwellings built in the inter-war years, to the architectural style prevalent at the time. The proposed development is of a more “modern” design which does not sit well with the predominant architectural character of this section of Cyncoed Road and is contrary to the principles set out on page 25 of the “Cardiff Residential Design Guide” Supplementary Planning Guidance, which advises that new development should integrate sympathetically with existing buildings and protect or enhance elements which contribute to the local character. The proposed development, by virtue of its scale, massing and architectural style would form an incongruous element in the local street scene and would be out of keeping with existing buildings.

The dimensions of the existing two-storey dormer bungalow at 212 Cyncoed Road fit well on the site and roughly mirror those of the houses on the adjacent plots at 210 and 214 Cyncoed Road. The proposed development would be significantly higher, wider and longer than the existing structure and the dwellings at 210 and 214. This would be contrary to the advice given on page 25 of the “Cardiff Residential Design Guide” Supplementary Planning Guidance, which states that developments should “complement the scale and massing of neighbouring built forms...” At page 52, the SPG also states “We will resist forms of developments where the scale and massing of any buildings or other elements of a scheme are discordant, or aspects of the scheme are poorly chosen or located in the street scene”. It is clear, therefore, that the proposed development, by virtue of its scale and massing, would have a dominating and overbearing impact upon the properties at 210 and 214

Cyncoed Road, to the detriment of the residential amenity of the occupants of those properties.

The existing building at 212 Cyncoed Road integrates well into its street setting in so far as it does not impact adversely upon the quiet enjoyment by adjacent residents of their properties. The proposed three-storey, six apartments block would represent a significant departure from this position. The increased width of the proposed building would bring it nearer to both the northern and southern boundaries and, by virtue of its increased height, would accentuate the dominating and overbearing effect of the building upon adjoining residents. The increased height of the structure would be likely to have a shadowing effect upon neighbours' homes, gardens and outdoor recreation areas, particularly at number 214 Cyncoed Road.

The elevations supplied by the applicant indicate that there will be non-obscure windows, at first and second floor levels, in both the north and south elevations of the apartment complex. There is a likelihood, therefore, that these windows will provide unrestricted views into habitable rooms at number 210 and 214 Cyncoed Road. In addition, the plans indicate that "Juliet" balconies will be provided in first and second floor east facing elevations which, by virtue of the proximity of the apartments to the boundaries and the increased height of the building, will provide uninterrupted views into neighbouring properties, outdoor recreation areas and gardens and will compromise the privacy of residents living at these properties. The "Cardiff Residential Design Guide" Supplementary Planning Guidance at page 53 states: "A privacy distance of at least 21 metres will be required between facing windows to habitable rooms on the private side of a development".

It is also noted that the location of the proposed bin store, at the boundary with 210 Cyncoed Road, and adjacent to the neighbour's outdoor recreation area would be likely to further erode the residential amenity of the neighbours by virtue of the noise and smells this generated.

The greater intensification of use at the site of 212 Cyncoed Road by the creation of six households is likely to create an increased demand for off-street parking with the attendant noise and disturbance to nearby residents that will arise.

Therefore, by virtue of domination, overshadowing, overlooking, loss of privacy, smells and increased noise, the development is likely to be of an un-neighbourly nature which will be detrimental to the amenity of other residents.

Cyncoed Road is already a busy thoroughfare and, with future developments in North Cardiff, is likely to grow increasingly so. The building of a multi-apartment complex would feed additional vehicles onto Cyncoed Road, particularly near to the busy junction with Celyn Avenue, is likely to further compromise road safety in the area.

7.2 Two separate letters have been received from the occupiers of 196 Cyncoed

Road objecting on the following grounds (summary):

- It is an insensitive and inappropriate development completely out of keeping with neighbouring properties and those in the locality;
- The three storey height of the development is out of keeping with neighbouring properties;
- The provision of only 6 parking spaces is inadequate for 6 dwelling units. Roadside parking in the area is already a problem and the proposed development would worsen it;
- The junction of Cyncoed Road and Celyn Avenue is already very congested. It is part of a busy bus route and frequent minor accidents and “near misses” take place daily. The proposed development would exacerbate this risk and problem.

7.3 The occupier of 159 Cyncoed Road objects for the following reasons:

A perfectly habitable family house would be demolished. The proposal would be out of keeping with the general neighbourhood and the existing character of nearby houses. There is no three storey development nearby.

A dangerous precedent would be set for redevelopment of similar houses set on generous plots resulting in a gradual down grading of the road.

Six flats would be likely to generate a large number of cars. The proposal would add to traffic, especially near the Celyn Avenue junction which would be undesirable and dangerous.

7.4 The occupiers of 210 Cyncoed Road object for the following grounds (summary):

i. The Character of the area and local dwellings

The construction of a block of 6 flats would be very much out of keeping with the character of the surrounding properties. The style and design of the proposed development is extremely modern with a very open, glass dominated frontage. This style of build would be more in keeping with a Cardiff Bay development than in this established suburban area of Cardiff. The proposed build would adversely affect the aesthetic quality, look and feel of the locality.

Not only does the proposed building extend further back to the rear of the site, it is also intended to be built over 3 storeys, with large glass windows and juliet balconies to the rear. This will overlook the rear garden and patio area, resulting in a loss of privacy and amenity that is currently enjoy.

212 Cyncoed Road is already set at an elevated level to 210 Cyncoed Road and the new block is to be built to a greater height again than the existing property which will dwarf no. 210 house and result in a significant loss of amenity, light and air.

Granting planning permission would set an unfortunate precedent for the area which could significantly and detrimentally alter the character of the area from a leafy, Victorian suburb to an urban jungle of flats and buy to lets.

The proposed development will have a detrimental effect on the value and marketability No.210. Whilst this may not strictly be a “planning issue”, it is of significant concern to the occupiers.

The proposed tarmac car park area to the front would be unsightly and out of character from the surrounding properties, most of which have trees and hedges at the front. This would result in a loss of biodiversity, amenity, drainage and street character and will create a car dominated frontage.

The occupiers are also concerned about the increased safety risks of having multiple dwellings on one site, with (unknown) people coming and going with more frequency.

For the reasons stated above, the occupiers consider that the proposed development is in breach of certain policies and objectives of the Cardiff Local Development Plan.

ii. Car parking and impact on traffic

The proposed application is to provide car parking for six cars. Almost every dwelling in the locality with two or more occupants will have use of at least two vehicles. In this case, this is likely to result in at least 10 – 12 vehicles wishing to use the new development and possibly more, when visitors come to the new block. The likelihood is that these additional cars would park either on Cyncoed Road itself or up on the pavement or at the top of Celyn Avenue which is located some 20 metres along from the proposed development.

The Cyncoed Road – Celyn Avenue junction is exceptionally busy at certain times of the day and becomes very congested. Cars are often parked at the top of Celyn Avenue, near the Cyncoed Road junction which significantly narrows the road and creates an obstruction to the free flow of traffic. Having more dwellings and consequently more vehicles having to park in the area would also further increase the congestion and the risk to the safety of road users and pedestrians alike. Cars parking on the pavements create a significant risk to the safety of pedestrians and also has an adverse impact on the visibility of residents when pulling out of their driveways to join the busy traffic on Cyncoed Road. This section of Cyncoed Road is already difficult to join at times due to the “blind” rise/hump in the road located slightly further up Cyncoed Road from the proposed development. Cyncoed Road is a busy commuter and bus route and vehicles often travel at greater speeds than the designated 30mph speed limit.

iii. Additional loss of amenity

The location and presence of the proposed development’s communal bin store on the boundary of 212 and 210 Cyncoed Road will have a significant and detrimental effect on the use and enjoyment of the rear garden at 210. Its position is approximately 6 - 8 metres from the rear patio and is also the same distance from the rear patio doors which give access to the house. Bins would

be filled and emptied at various times during the day (and possibly the evening/night too as the occupants of the flats return from work), causing significant noise disruption. Given the likely number of bins, the smell will cause inconvenience and disruption to the use and enjoyment of the patio and rear garden amenity. Significant noise disruption and disturbance will be caused on bin collection days when at least 12 of the 18 bins will need to be pulled from the communal bin store out onto the pavement for collection.

The occupiers also refer to the reasons for the Council's previous decision in January 2015, to refuse planning permission (reference 14/02630/MNR) for the demolition of the bungalow and the construction of seven flats. The occupiers contend that these reasons still exist for this new proposed development and that accordingly, the Council should reject the application.

7.5 The occupiers of 173 Cyncoed Road object for the following grounds (summary):

i) The proposal would represent an unacceptable intensification of the site and form an incongruous and unneighbourly form of development, out of character with the pattern form and urban grain of the locality contrary to Key Policy 5 of the Local Development Plan approved by Cardiff County Council on 28th January 2016 and the approved Supplementary Planning Guidance: Infill Sites (2011).

ii) The proposed development would have a prejudicial impact upon the amenities of the adjoining neighbour's due to its height, length, scale and setting of the proposed development near the adjoining boundaries, contrary to KP5 of the approved Local Development Plan and the approved Supplementary Planning Guidance: Infill Sites (2011).

iii) The proposed parking layout will, by paving over the existing garden, lead to a loss of biodiversity amenity, drainage and street character. The proposal will create a car-dominated frontage which will harm the street scene by creating a blank frontage at ground level, contrary to the approved Supplementary Planning Guidance: Infill Sites (2011).

iv) The submitted plans show the existing access, which is approximately 35 metres from the junction of Cyncoed Road and Celyn Avenue, will be utilised for additional vehicle movements. With one car parking space for each proposed flat it is highly likely that cars will be parked on the pavements on Cyncoed Road and Celyn Avenue.

The proposal may have an adverse effect on road safety due to its proximity to a busy junction, contrary to the requirements of the approved Local Development Plan to create streets which are safe and the approved Supplementary Planning Guidance requirements to set developments away from road junctions and other hazards.

7.6 The occupier of 24 Cyncoed Road objects to the application for the following reasons (summary):

- i) the proposal would be out of character with other houses and would not fit in with the look and feel of neighbouring properties and the area generally.
- ii) the occupier is also concerned about the impact of the development on highway safety stating that she often has to negotiate passed cars parked on the pavement along this section of road. She believes that this would become more difficult and less safe if the development was to approved.

7.7 The occupier of 179 Cyncoed Road objects to the application for the following reasons (summary):

The design of the flats is totally out of keeping with local houses in this attractive area of Cyncoed.

Six parking places for six two-bed flats is totally inadequate meaning an increase in on street parking which is already compromised by the presence of double yellow lines on the opposite side of the road.

The position of the proposed development near the very busy junction of Cyncoed Road and Celyn Avenue would only increase current traffic flow problems. There are two schools in very close proximity to the site and between 8.30 - 9.30am and again between 3.30-5.30pm there are acute traffic problems. Parking is also exacerbated by students from the college parking in Celyn Avenue.

Planning permission was granted for a monstrous three storey development of 6 no. flats (subject to a legal agreement) at 169 Cyncoed Road which is virtually opposite the current proposal. Large family houses seem an attractive proposition for demolition to be replaced with high density development for financial gain.

Both the current proposed development and that at 169 Cyncoed Road have single access to the properties which will produce all sorts of traffic problems and would be dangerous for children passing these areas on their way to and from school.

7.8 The occupier of 175 Cyncoed Road objects to the application for the following reasons (summary):

i) The proposal would represent an unacceptable intensification of the site and form an incongruous and unneighbourly form of development, out of character with the pattern form and urban grain of the locality contrary to Key Policy 5 of the Local Development Plan approved by Cardiff County Council on 28th January 2016 and the approved Supplementary Planning Guidance: Infill Sites (2011).

ii) The proposed development would have a prejudicial impact upon the amenities of the adjoining neighbour's due to its height, length, scale and setting of the proposed development near the adjoining boundaries contrary to KP5 of the approved Local Development Plan and the approved Supplementary Planning Guidance:

Infill Sites (2011).

iii) The proposed parking layout will, by paving over the existing garden, lead to a loss of biodiversity amenity, drainage and street character. The proposal will create a car-dominated frontage which will harm the street scene by creating a blank frontage at ground level. We understand this would be contrary to the approved Supplementary Planning Guidance: Infill Sites (2011).

iv) The submitted plans show the existing access, which is approximately 30 - 35 metres from the junction of Cyncoed Road and Celyn Avenue, would be utilised for additional vehicle movements. With only one car parking space for each proposed flat it is highly likely that cars / vehicles will be parked on the pavements of both Cyncoed Road & Celyn Avenue. Students at Cardiff Metropolitan University have recently started parking vehicles on Celyn Avenue near its junction with Cyncoed Road causing an obstruction to the free flow of traffic along both Celyn Avenue and Cyncoed Road. It is considered that the proposal will have an adverse effect on road safety due to its proximity to a very busy junction, this being contrary to the requirements of both the approved Local Development Plan (to create streets which are safe) and the approved Supplementary Planning Guidance requirements (to set developments away from road junctions and other hazards).

7.9 The occupier of 90 Celyn Avenue objects for the following reasons:

The proposal is an insensitive and inappropriate development that is completely out of keeping with neighbouring properties and those in the locality;

The three storey height of the development is out of keeping with neighbouring properties;

The provision of only 6 parking spaces is inadequate for 6 dwellings and will probably result in further parking of cars on Cyncoed Road and Celyn Avenue. Roadside parking in the area is already a problem and the proposed development would worsen it. The junction of Cyncoed Road and Celyn Avenue is already very congested. It is part of a busy bus route and buses already have difficulty negotiating the junction due to the number of cars which park along Celyn Avenue and close to the junction. The proposed development would increase the congestion. School children walk in the vicinity of the junction of Cyncoed Road and Celyn Avenue on their way to the schools in the area, Lakeside Primary and Cardiff High School. More traffic and congestion would increase the risk of possible traffic accidents concerning pedestrians.

7.10 The occupier of 206 Cyncoed Road states that the application causes him concern for the following reasons:

i) The existing house is a detached property as are all the neighbouring buildings in the vicinity. The replacement of this architect-designed house by a rather stark looking block of flats would not be in keeping with the area.

ii) The proposed building is roughly twice the size of the existing building. With three storeys and with a much larger double frontage, it would dominate and

overlook its neighbours which are all two storey. It would also put extra load on drainage, sewerage and other services in the road.

iii) It would generate extra traffic on an already busy road, and being near the brow of a hill, is not best located with regard to safety of vehicles entering and leaving.

iv) Giving permission for this development might set a precedent for further similar schemes for neighbouring properties, leading to a change in the nature of the area.

v) It is believed that there believe there is a demand and shortage in Cardiff for larger houses, and replacement of a large house by a number of small flats would not help this situation.

- 7.11 The occupier of 214 Cyncoed Road states that he could give many reasons why the application should be rejected but specifically refers to the following matters:

Traffic concerns, stating that getting out of his drive at peak times is a 'nightmare' with traffic appearing over the brow at speed. He comments that the additional vehicles generated by the proposed development could make existing difficult situation dangerous. If successful, it would be difficult to reject similar applications.

- 7.12 Following the receipt of amended plans, the following additional representations have been received:

- 7.13 Councillor Kathryn Kelloway, whilst welcoming the amended plans in comparison to those previously submitted, wishes to object to the application on many of the same grounds (as follows):

i) Cyncoed Road is a major thoroughfare and, in the locality of the application site, consists predominantly of traditional family dwellings built in the inter-war years, to the architectural style prevalent at the time. The proposed development is of a more "modern" design which does not sit well with the predominant architectural character of this section of Cyncoed Road and is contrary to the principles set out on page 25 of the "Cardiff Residential Design Guide" Supplementary Planning Guidance, which advises that new development should integrate sympathetically with existing buildings and protect or enhance elements which contribute to the local character. The proposed development, by virtue of its scale, massing and architectural style would form an incongruous element in the local street scene and would be out of keeping with existing buildings.

ii) The dimensions of the existing two-storey dormer bungalow at 212 Cyncoed Road fit well on the site and roughly mirror those of the houses on the adjacent plots at 210 and 214 Cyncoed Road. The proposed development would be higher, wider and longer than the existing structure and the dwellings at 210 and 214. This would be contrary to the advice given on page 25 of the "Cardiff

Residential Design Guide” Supplementary Planning Guidance, which states that developments should “complement the scale and massing of neighbouring built forms...” At page 52, the SPG also states “We will resist forms of developments where the scale and massing of any buildings or other elements of a scheme are discordant, or aspects of the scheme are poorly chosen or located in the street scene”. It is clear, therefore, that the proposed development, by virtue of its scale and massing, would have a dominating and overbearing impact upon the properties at 210 and 214 Cyncoed Road, to the detriment of the residential amenity of the occupants of those properties.

iii) The existing building at 212 Cyncoed Road integrates well into its street setting in so far as it does not impact adversely upon the quiet enjoyment by adjacent residents of their properties. The proposed three-storey, five apartments block would represent a significant departure from this position. The increased width of the proposed building would bring it nearer to both the northern and southern boundaries and, by virtue of its increased height, would accentuate the dominating and overbearing effect of the building upon adjoining residents. The increased height of the structure would be likely to have a shadowing effect upon neighbours’ homes, gardens and outdoor recreation areas, particularly at number 214 Cyncoed Road.

The provision of “Juliet” balconies on the first floor and non-obscure windows on the third floor east facing elevations will, by virtue of the proximity of the apartments to the boundaries and the increased height of the building, provide uninterrupted views into neighbouring properties, outdoor recreation areas and gardens and will compromise the privacy of residents living at these properties. The “Cardiff Residential Design Guide” Supplementary Planning Guidance at page 53 states: “A privacy distance of at least 21 metres will be required between facing windows to habitable rooms on the private side of a development”.

It is also noted that the locations of the proposed bin stores on either side of the development, adjacent to the neighbour’s outdoor recreation area would be likely to further erode the residential amenity of the neighbours by virtue of the noise and smells.

The greater intensification of use at the site of 212 Cyncoed Road by the creation of five households is likely to create an increased demand for off-street parking with the attendant noise and disturbance to nearby residents that will arise.

Therefore, by virtue of domination, overshadowing, overlooking, loss of privacy, smells and increased noise, the development is likely to be of an un-neighbourly nature which will be detrimental to the amenity of other residents.

iv) Cyncoed Road is already a busy thoroughfare and, with future developments in North Cardiff, is likely to grow increasingly so. The building of a multi-apartment complex would feed additional vehicles onto Cyncoed Road, particularly near to the busy junction with Celyn Avenue, is likely to further

compromise road safety in the area.

7.14 The occupier of 196 Cyncoed Road objects on the following grounds:

i) The proposed development consists of 5 flats, each likely to be occupied by two persons both of whom will be car owners. The provision of only 6 car parking spaces within the curtilage of the site is inadequate and will lead to more on-street and on-footpath parking, which is already a danger and nuisance in the area. This street/footpath parking will also constitute an additional and dangerous hazard at the adjacent busy junction of Cyncoed Road with Celyn Avenue.

ii) The large paved car parking area will add to water run off to the road and the consequent flood risk at lower levels.

iii) This adjacent, busy junction of Cyncoed Road with Celyn Avenue is already the site of collisions and many “near misses”; apart from its constant daily traffic, it is also on the no. 13 Cardiff bus and no. X11 NAT bus routes, seven of which pass it every hour during the day. The additional traffic and parking caused by the proposed development will significantly add to the risk of further collisions at the junction and even, in time, a fatality.

iv) The 3-storey height and extensive depth of the proposed development is totally out of keeping with the style of existing properties in the locality and, as such, is inappropriate and insensitive.

7.15 A further occupier of 196 Cyncoed Road objects on the following grounds:

i) The proposed development consists of 5 flats, each likely to be occupied by two persons both of whom will be car owners. The provision of only 6 car parking spaces within the curtilage of the site is inadequate and will lead to more on-street and on-footpath parking, which is already a danger and nuisance in the area. This street/footpath parking will also constitute an additional and dangerous hazard at the adjacent busy junction of Cyncoed Road with Celyn Avenue.

ii) The large paved car parking area will add to water run off to the road and the consequent flood risk at lower levels.

iii) This adjacent, busy junction of Cyncoed Road with Celyn Avenue is already the site of collisions and many “near misses”; apart from its constant daily traffic, it is also on the no. 13 Cardiff bus and no. X11 NAT bus routes, seven of which pass it every hour during the day. The additional traffic and parking caused by the proposed development will significantly add to the risk of further collisions at the junction and even, in time, a fatality.

iv) The 3-storey height and extensive depth of the proposed development is totally out of keeping with the style of existing properties in the locality and, as such, is inappropriate and insensitive.

7.16 The occupier of 179 Cyncoed Road comments that her original objections still stand notwithstanding the alterations to the application.

7.17 The occupiers of 210 Cyncoed Road object to the revised application for the same reasons as detailed in their previous objection letter. In summary, the grounds of objection are as follows:

- i) The proposed development is out of character with the area and local dwellings;
- ii) Car parking proposals and the likely impact on traffic;
- iii) Additional loss of amenity.

The occupiers refer to the refusal of planning permission for 7 no. Flats in January, 2015 and contend that these reasons still remain for the current application.

7.18 The occupier of 206 Cyncoed Road comments that whilst the number of flats have been reduced from six to five this has made little difference to the size and appearance of the building when compared against the original proposal. It is considered that it remains quite out of character with the nearby buildings in both size and style, and would be a blot on the landscape.

The occupier remains concerned that it would dominate its neighbours, put extra load on the drainage, sewerage and other services in the road and generate extra traffic on an already busy road.

The occupier states that allowing this development would set a precedent for similar schemes, leading to a change of character in the area.

7.19 The occupiers of 173 Cyncoed Road note that the revised plan has a smaller footprint than the original proposal but wish to object to the proposed development for the following reasons:

i) The revised proposal still represents an unacceptable intensification of the site and would result in an incongruous and unneighbourly form of development, out of character with the pattern form and urban grain of the locality.

ii) The proposed development would have a prejudicial impact upon the amenities of the adjoining neighbour's due to the height, scale and setting of the proposed development near the adjoining boundaries.

iii) The proposed parking layout will lead to a loss of biodiversity amenity, drainage and street character. The planting of additional shrubbery to hide cars will not detract from the fact that the character of the frontage at ground level will change.

iv) The submitted plans show the existing access which is approximately 35 metres from the junction of Cyncoed Road and Celyn Avenue, will be utilised for additional vehicle movements. With 1.2 car parking space for each proposed flat it is highly likely that cars will be parked on the pavements on Cyncoed

Road and Celyn Avenue.

The proposal may have an adverse effect on road safety due to its proximity to a busy junction, contrary to the requirements of the approved Local Development Plan to create streets which are safe and the approved Supplementary Planning Guidance requirements to set developments away from road junctions and other hazards.

7.20 The occupier of 24 Cyncoed Place, having looked at the revised plans, cannot see that much has changed and therefore believe their reasons for objecting previously before still apply.

7.21 The occupiers of 175 Cyncoed Road, whilst noting the amended plans, wish to object to the application for the following reasons (summary):

i) The proposal would represent an unacceptable intensification of the site and form an incongruous and unneighbourly form of development, out of character with the pattern form and urban grain of the locality, contrary to Key Policy 5 of the Local Development Plan approved by Cardiff County Council on 28th January 2016 and the approved Supplementary Planning Guidance: Infill Sites (2011).

ii) The proposed development would have a prejudicial impact upon the amenities of the adjoining neighbour's due to its height, length, scale and setting of the proposed development near the adjoining boundaries, contrary to KP5 of the approved Local Development Plan and the approved Supplementary Planning Guidance: Infill Sites (2011).

iii) The proposed parking layout will, by paving over the existing garden, lead to a loss of biodiversity amenity, drainage and street character. The proposal will create a car-dominated frontage which will harm the street scene by creating a blank frontage at ground level.

iv) The submitted plans show the existing access which is approximately 30 - 35 metres from the junction of Cyncoed Road and Celyn Avenue would be utilised for additional vehicle movements. With only one car parking space for each proposed flat it is highly likely that cars / vehicles will be parked on the pavements of both Cyncoed Road and Celyn Avenue. Students at Cardiff Metropolitan University have recently started parking vehicles on Celyn Avenue near its junction with Cyncoed Road causing an obstruction to the free flow of traffic along both Celyn Avenue and Cyncoed Road. It is believed the proposal will have an adverse effect on road safety due to its proximity to a very busy junction.

7.22 The occupier of 154 Hollybush Road comments that the proposed development will overlook nearby properties and invade their privacy. The occupier also comments that the proposed development will cause problems in terms of traffic and parking and will not fit well amongst the current appearance of properties on the road.

8. ANALYSIS

- 8.1 Planning permission is sought to demolish the existing dwelling at 212 Cyncoed Road and redevelop the site with a building containing 5 no. two bedroom flats. Although currently, there are no flats in close proximity to the site, there is no objection, in principle, to this form of development at this location. It is noteworthy that planning permission was granted in 2009 for a contemporary three storey block of 6no.flats at 169 Cyncoed Road. That planning permission was renewed in 2015, subject to the conclusion of a S106 Agreement.
- 8.2 In 2015, a planning application to redevelop the current application site with a block containing 7 no. flats was refused for the reasons outlined in paragraph 3.1 of this report. The current application has been submitted with a view to addressing these objections. The scheme has been amended following discussions with the agent from 6 no. flats and reduced in scale, particularly in respect of the design of the rear annexe.
- 8.3 The main planning issues are considered to relate to:
- (i) the effects of the proposed development on the character and appearance of the street scene and the general amenities of neighbouring occupiers.
 - (ii) whether the proposed development will provide an acceptable living environment for prospective occupiers.
 - (iii) parking/transportation.
 - (iv) trees/landscaping and nature conservation interests.
 - (v) affordable housing provision.
- 8.4 Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan states that... *all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by (inter alia):*
- (i) responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;*
 - (x) ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;*
- 8.5 Planning Policy Wales at paragraph 4.11.9 states that '*visual appearance, scale and relationship to surroundings and context are material planning considerations.*'
- 8.6 Further guidance on residential infill development is provided in the Council's Supplementary Planning Guidance (SPG): *Design Guidance for Infill Development (2011)*. Although the SPG was approved as supplementary guidance to the City of Cardiff Local Plan, the advice contained within it is consistent with the aims of LDP Policy KP5 and guidance in Planning Policy

Wales and therefore remains pertinent to the consideration of the current application, assisting in informing the assessment of relevant matters.

8.7 At paragraph 3.8, the SPG states that:

Infill, backland and site redevelopment must result in the creation of good places to live. This needs to be demonstrated through the quality of internal living space; private amenity space; and through adherence to principles relating to access, security, and legibility.

8.8 At paragraph 3.12, the SPG states that:

Infill development needs to be sensitive to its immediate surroundings and respond well to the built context. It is important that in residential areas where there is a clear existing pattern and form of development, new buildings, landscaping and boundary treatment complement the character of the surroundings.

8.9 At paragraph 4.3, the SPG states that:

'It should be demonstrated that the size and type of external amenity space is appropriate to the type of development and to the urban grain of the area.'

8.10 At paragraph 4.11, the SPG states that:

'To safeguard the amenity of existing residents, proposals must not result in unacceptable harm regarding the level of overbearing, overshadowing or overlooking of neighbouring properties.'

8.11 With respect to the effect of the proposed development on the character and appearance of the street scene, there is no objection to the proposed building, as amended, on design grounds. There is evident variety in the scale, form, architecture and finish of the properties along Cyncoed Road. Whilst the proposed building would have a larger footprint and would be significantly bulkier than the existing dwelling, it is considered that its scale is appropriate within the context of the site and street having regard to the following factors:

i) The building would be set in a minimum distance of approximately 2.4 metres from the boundaries with the neighbouring properties on either side. This is considered sufficient to ensure that the structure will not appear to have been 'squeezed' onto the site and would maintain a reasonable visible separation in views from Cyncoed Road. Although the building would be taller than its neighbours, its height of approximately 5.8 metres at eaves level and approximately 9.0 metres to the ridge line would not be significantly taller than a traditional two storey dwelling. It is in essentially a 2 ½ storey building with the bulk of second floor accommodation contained in the roof space.

ii) The design of the building retains characteristics common within the street scene.

The building conforms to the existing frontage building although the front facing gables will establish the new building as more prominent in the street scene. Given the scale of the street and the depth of the plot, this is considered acceptable. A large flat roof projection on the front elevation/roof plane has been removed so as to make the appearance of the building more in keeping with the surrounding streetscape.

iii) The scheme provides for a degree of soft landscaping at the front of the site and a less vehicular dominated frontage.

- 8.12 The likely impact of the proposed development on the living conditions of neighbouring occupiers has been carefully considered.
- 8.13 The side elevations of the proposed building are shown to be sited 2.4 metres from the boundaries with the neighbouring properties at 210 and 214 Cyncoed Road at their nearest point and the front elevation maintains the established forward building line. The rear element of the proposed building, which projects beyond the rear elevations of the neighbouring properties, has been reduced in scale and will be sited 4.0 metres from the boundaries of nos. 210 and 214. The roof plane pitches away from the boundary which will also assist in mitigating the impact of the structure.
- 8.14 The extent that the building projects rearwards into the site has been significantly reduced when compared to the footprint of the building subject of the previous planning application for 7 no. flats (by approximately 9.0 metres). The scheme does not propose a rear parking area which was a previous concern. To protect the privacy of neighbours, first floor windows in the side elevation and a number on the rear elevation are conditioned to be obscurely glazed.
- 8.15 Whilst some concern has been raised regarding upper floor windows overlooking neighbouring gardens, especially as a number would serve habitable rooms, a degree of mutual overlooking is inevitable in such residential areas and it is not considered that the impact of the revised proposal on the privacy of the neighbouring occupiers would be so significant as to justify refusal of the application on this ground or that the proposed building, as amended, would have an unduly overbearing effect on the adjoining neighbours.
- 8.16 The neighbour's concern regarding the location of the bin store next to the boundary with 210 Cyncoed Road is noted. The revised layout plan proposes two combined bin and cycle stores located next to the boundaries with nos. 210 and 214 rather than a single bin store next to 210 Cyncoed Road. The stores will be screened from the neighbours' view by proposed boundary fencing. On this basis, it is not considered that refusal of the application on amenity grounds would be justified.
- 8.17 With regard to the prospective living environment for future occupiers, the proposed flats have acceptable internal living space and outlook. The proposed amenity space (some 750 sq metres) is considered to be appropriate to the

type of development and to the urban grain of the area.

- 8.18 Appropriate landscaping of the site can be satisfactorily addressed by condition. The submitted bat survey has not identified issues that cannot be addressed by mitigation.
- 8.19 The Operational Manager, Transportation advises that he has no objection on parking or highway safety grounds subject to appropriate conditions. He comments that the provision of 6 no. off street parking spaces is policy compliant where the minimum provision is 0.5 spaces per unit. The Officer notes the concerns raised by neighbouring and local residents, including parking on nearby Celyn Avenue, but comments that an objection on highway grounds would not be sustainable. He comments that one side of Cyncoed Road has double yellow lines which should inhibit inconsiderate parking. The site is well served by public transport being located on a frequent bus route with a bus stop sited approximately 100 metres away.
- 8.20 In accordance with Local Development Plan Policy H3, the Housing Strategy Officer has advised that an affordable housing contribution should be sought in relation to the development. This amounts to a financial contribution of £77,430 calculated in accordance with the formula in the Planning Obligations Supplementary Planning Guidance and has also been agreed with the applicant.
- 8.21 No technical objections have been raised by Welsh Water/Dwr Cymru or by the Council's Drainage Officer to the approval of the application on drainage grounds. An appropriate drainage condition is recommended.
- 8.22 On balance, the proposal, as amended, is considered acceptable on planning grounds and approval is recommended subject to the attached conditions.

9. **OTHER CONSIDERATIONS**

9.1 Crime and Disorder Act 1998

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 Equality Act 2010

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other

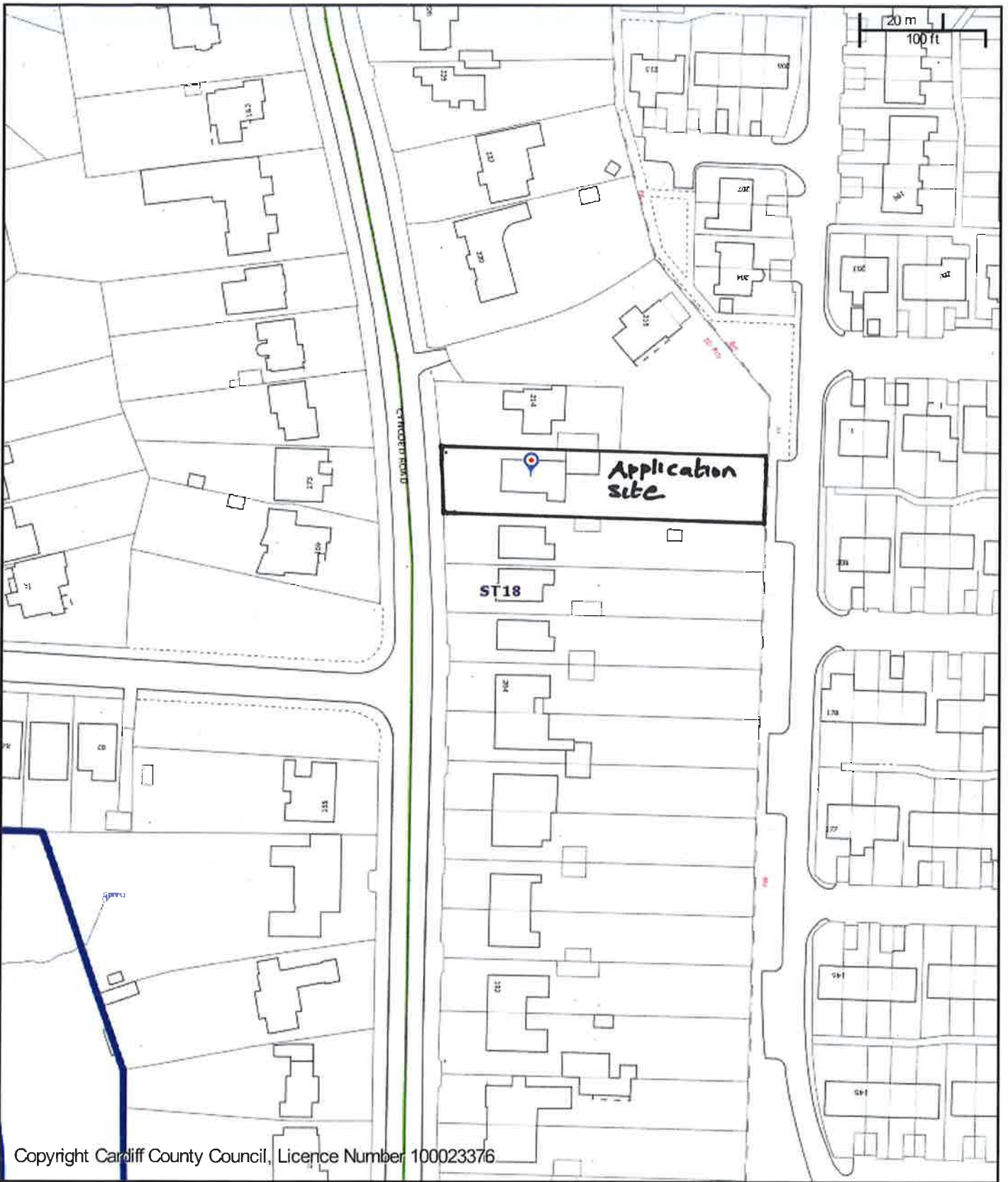
person.

9.3 Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 places a duty on the Welsh Ministers (and other public bodies) to produce well-being objectives and take reasonable steps to meet those objectives in the context of the principle of sustainable development. The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act), has been considered and account has been taken of the ways of working set out at section 5 of the WBFG Act in the determination of this application, and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the well-being objectives referred to in section 9 of the WBFG Act.

9.4 Environment (Wales) Act 2016

The Environment (Wales) Act 2016 imposes a duty on the Local Authority to seek to maintain and enhance biodiversity in the proper exercise of its functions and in doing so to promote the resilience of ecosystems. It is considered that the proposed development does not have any significant implications for, or effect on, biodiversity.



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Tel: 029 20872000

City of Cardiff Council
Cyngor Dinas Caerdydd



Title
Scale: 1:1250
Date: 23/10/2017 at 8:39 AM
Coordinates
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0mm 50mm

A3 Original Sheet Size



FINISHES KEY:

- A : SLATE GREY ROOF & RIDGE TILES
- B : ANTHRACITE GREY UPVC DOUBLE GLAZED WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE K RENDERED EXTERNAL WALLS
- E : ANTHRACITE GREY TRESPA METEON RAIN SCREEN/CLADDING
- F : GLAZED JULIET BALCONIES

West (Front) Elevation as Existing
1 : 100

Planning Issue



date	rev	name	chk	note



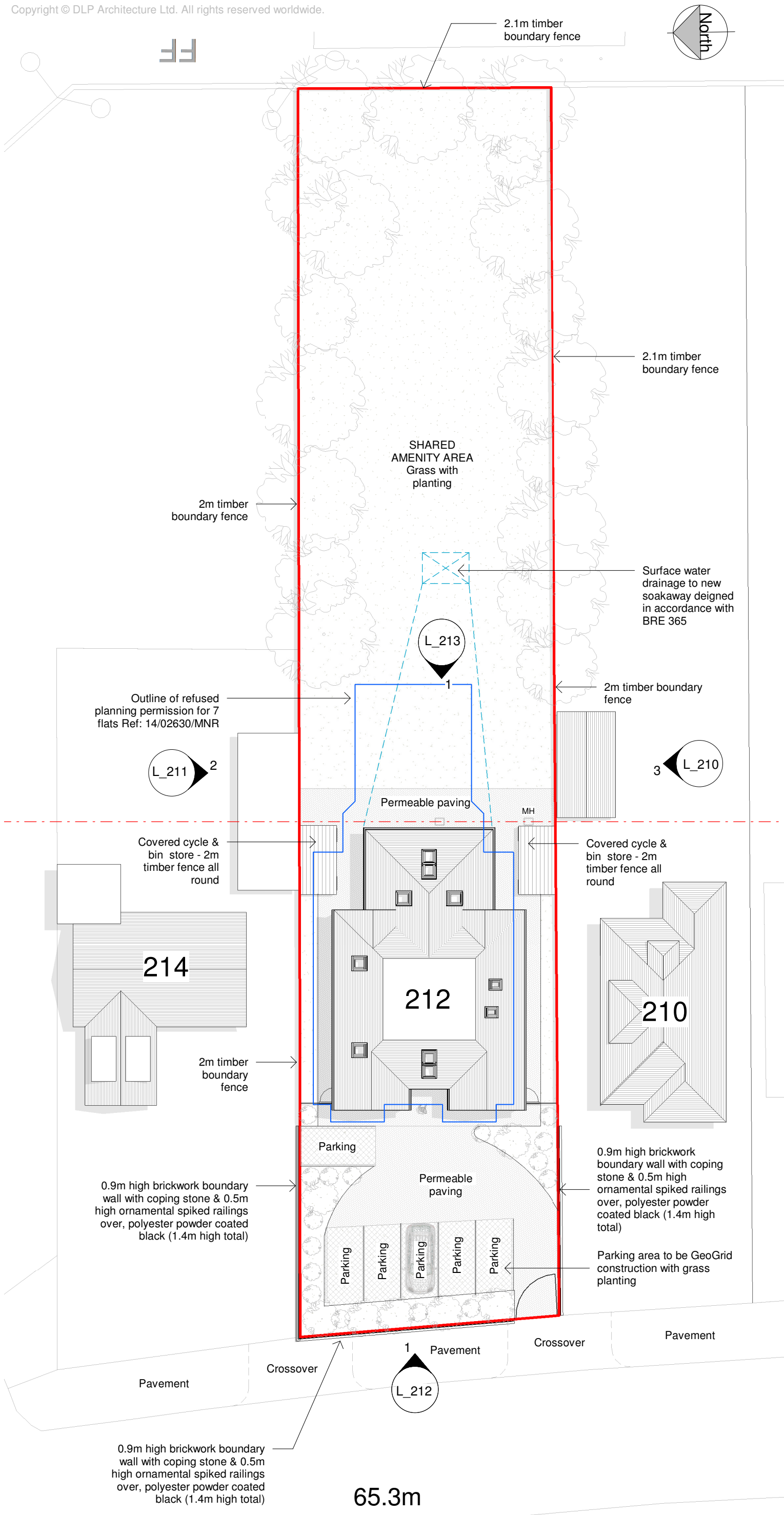
Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
Proposed demolition of existing dwelling & erection of new development to form 6 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
Elevations as Existing

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	17/05/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_110	



A3 Original Sheet Size

DRAINAGE LEGEND:

- - -	- FOUL DRAINAGE RUN - EXISTING
- - -	- FOUL DRAINAGE RUN - PROPOSED
- - -	- SURFACE WATER DRAINAGE RUN

Total site area:
1318m²

Car Parking:
6 No Resident spaces

DRAINAGE NOTES:

Surface water drainage to new soakaway to be designed in accordance with BRE 365

BIN STORAGE:

Recycling: 4 x 360L bins
Composting: 2 x 360L bins
Waste: 4 x 360L bins

LANDSCAPING DESIGN:
Refer to Cardiff Treescapes design scheme

Planning Issue

30/08/17	B	PL	GH	Scheme reduced to 5 units, rear annex reduced in length & scale
20/07/17	A	PL	-	Development reduced in width, annex scale reduced, front dormer roof removed & additional landscaping to frontage added

date	rev	name	chk	note
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Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@designlinepartnership.com

PROJECT
Proposed demolition of existing dwelling & erection of new development to form 5 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	17/05/17	PL	TP

DRAWING NUMBER	REVISION
P458a L_002	B

Site Plan as Proposed

1 : 250

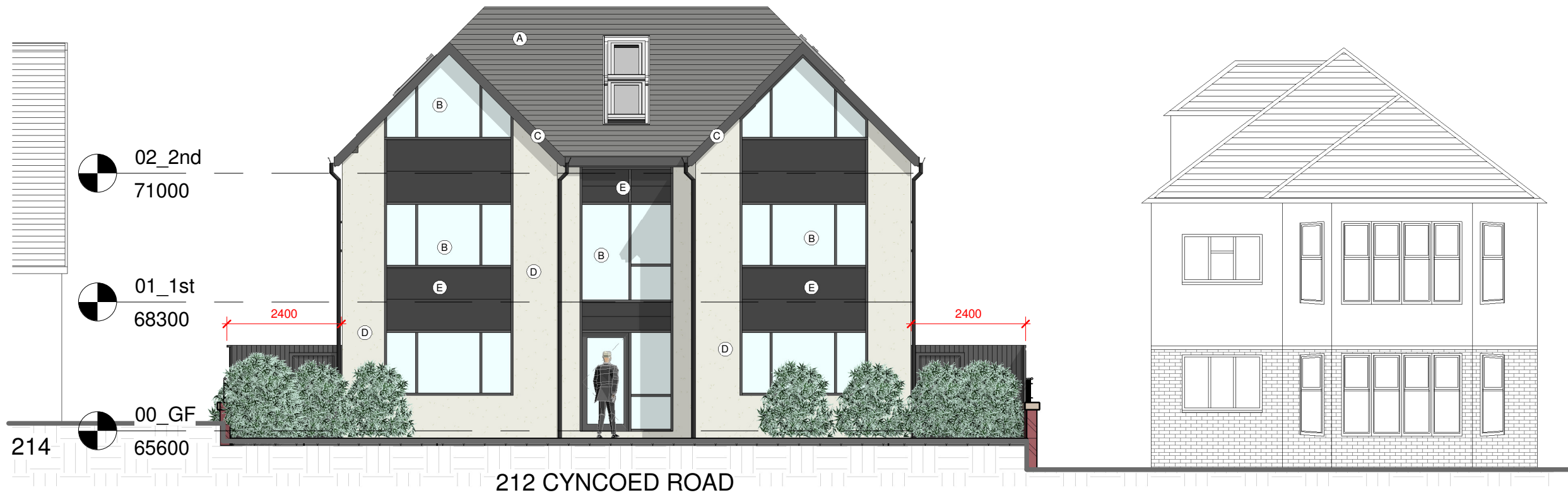
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A3 Original Sheet Size

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- A : SLATE GREY ROOF & RIDGE TILES
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- D : WHITE K RENDERED EXTERNAL WALLS
- E : ANTHRACITE GREY TRESPA METEON RAIN SCREEN/CLADDING
- F : GLAZED JULIET BALCONIES



West Elevation from Cyncoed Road
1 : 100

210 CYNCOED ROAD

Planning Issue

date	rev	name	chk	note
30/08/17	B	PL	GH	Scheme reduced to 5 units, rear annex reduced in length & scale
20/07/17	A	PL	-	Development reduced in width, annex scale reduced, front dormer roof removed & additional landscaping to frontage added



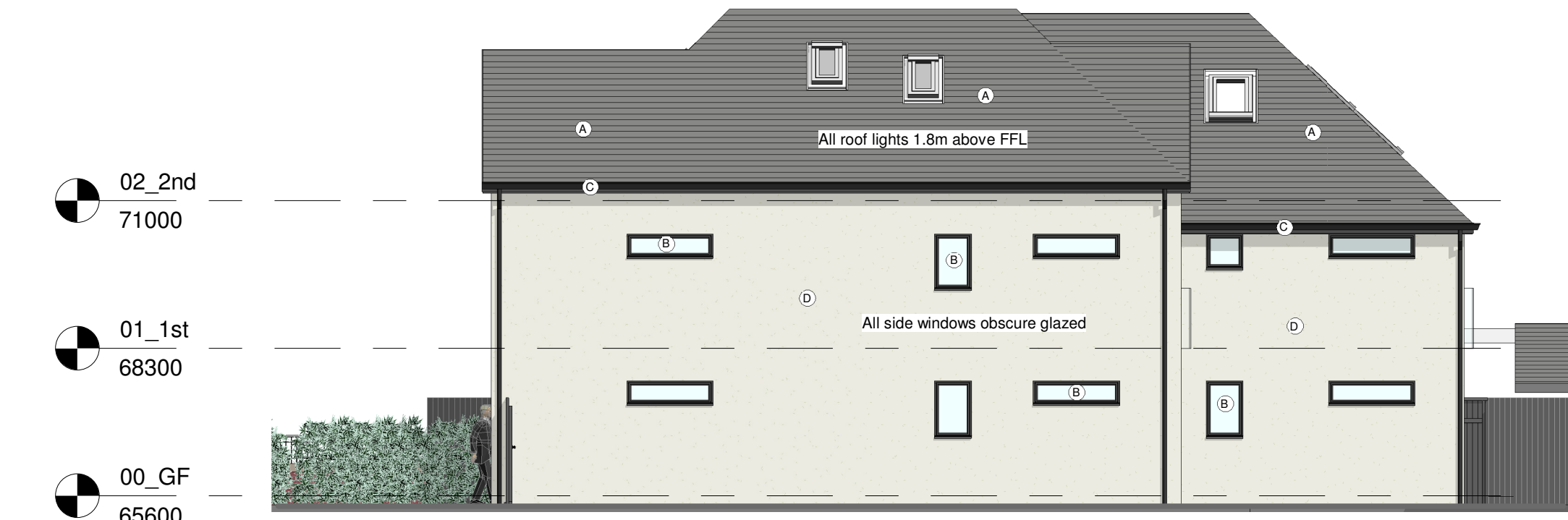
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PROJECT
Proposed demolition of existing dwelling & erection of new development to form 5 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
Elevations 1 of 2 as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	17/05/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_210	B



South (side) Elevation
1 : 100

19/10/2017 10:54:40

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

0mm 50mm

A3 Original Sheet Size

FINISHES KEY:

- A : SLATE GREY ROOF & RIDGE TILES
- B : ANTHRACITE GREY UPVC DOUBLE GLAZED WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE K RENDERED EXTERNAL WALLS
- E : ANTHRACITE GREY TRESPA METEON RAIN SCREEN/CLADDING
- F : GLAZED JULIET BALCONIES

DRAINAGE LEGEND:

- - - - -FOUL DRAINAGE RUN PROPOSED
- - - - -FOUL DRAINAGE RUN PROPOSED
- - - - -SURFACE WATER DRAINAGE RUN

Planning Issue

30/08/17 B PL GH Scheme reduced to 5 units, rear annex reduced in length & scale

20/07/17 A PL - Development reduced in width, annex scale reduced, front dormer roof removed & additional landscaping to frontage added

date	rev	name	chk	note
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Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

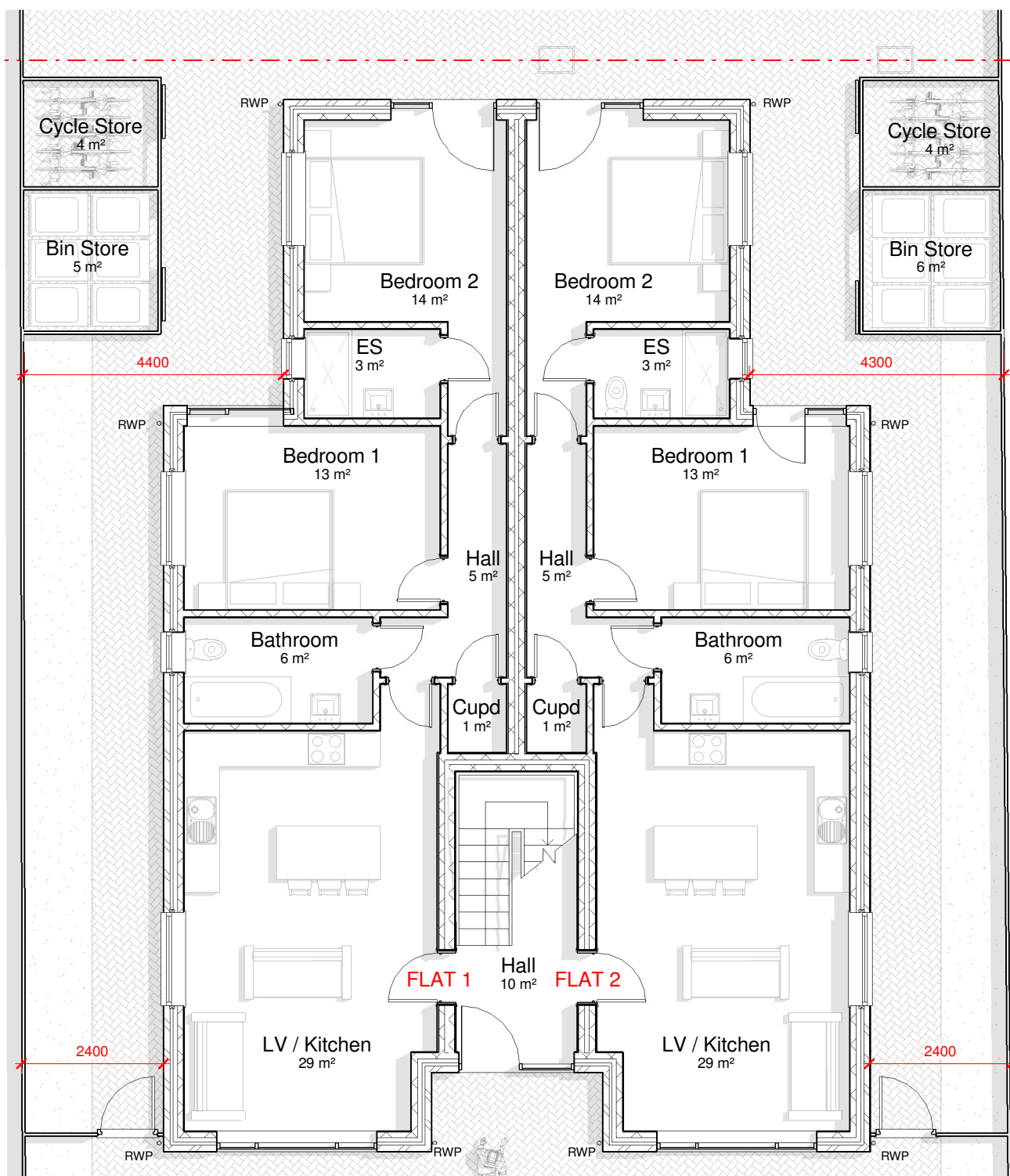
PROJECT
Proposed demolition of existing dwelling & erection of new development to form 5 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
Ground Floor & First Floor Plans as Proposed

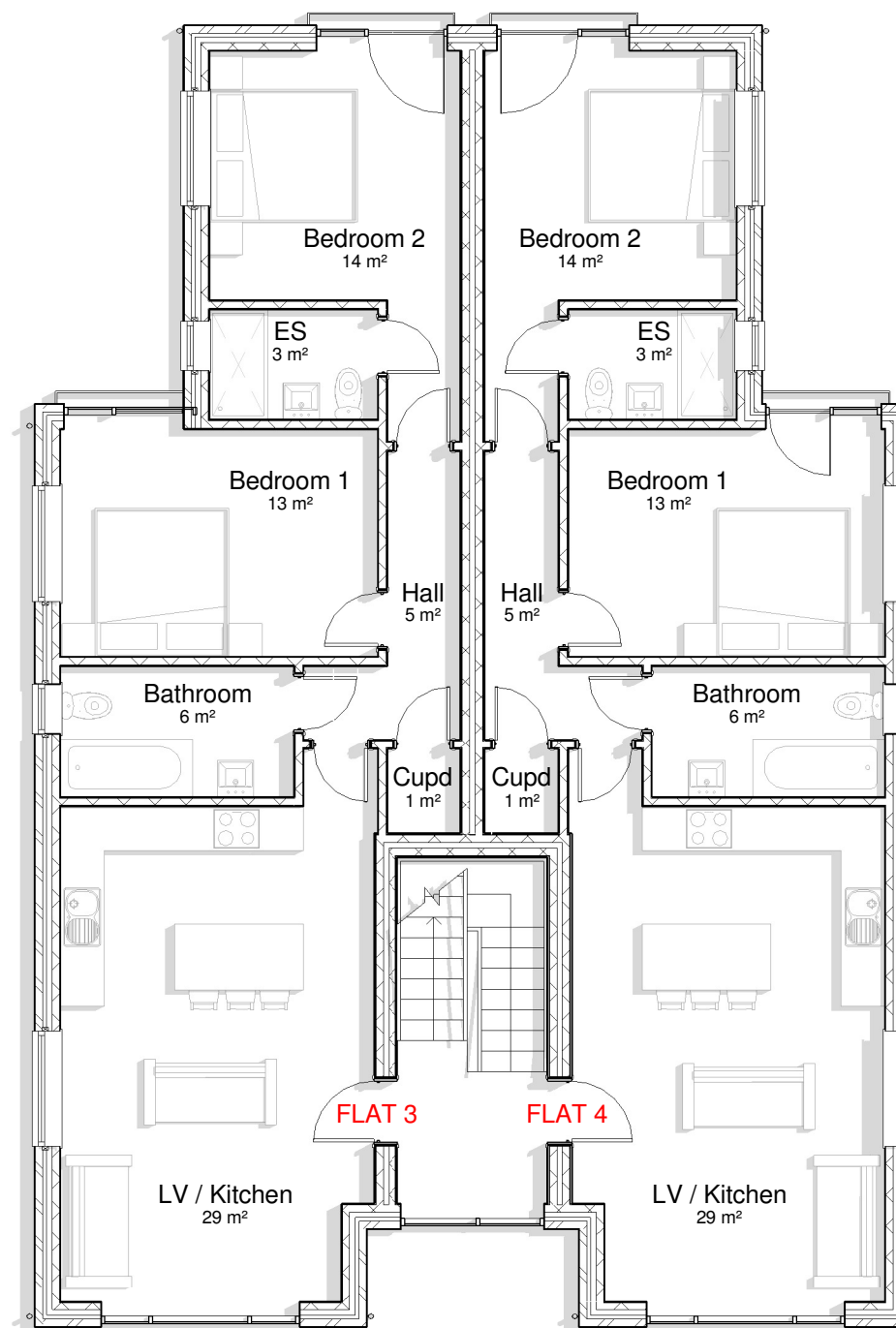
SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	17/05/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_200	B

20/09/2017 16:00:33



Ground Floor Plan
1 : 100



First Floor Plan
1 : 100

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

0mm 50mm

A3 Original Sheet Size

FINISHES KEY:

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- B : ANTHRACITE GREY UPVC DOUBLE GLAZED WINDOWS & DOORS
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- F : GLAZED JULIET BALCONIES



- West Elevation from Cyncoed Road
1 : 100



West Elevation from Cyncoed Road
1 : 100

Planning Issue

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
Proposed demolition of existing dwelling & erection of new development to form 5 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
West Elevation comparison

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	20/09/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_212	

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

0mm 50mm

A3 Original Sheet Size



- East (Rear) Elevation
1 : 100

FINISHES KEY:

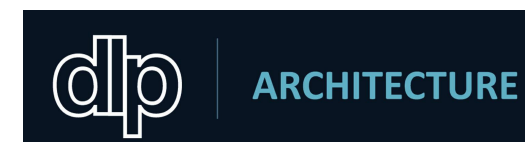
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- B : ANTHRACITE GREY UPVC DOUBLE GLAZED WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE K RENDERED EXTERNAL WALLS
- E : ANTHRACITE GREY TRESPA METEON RAIN SCREEN/CLADDING
- F : GLAZED JULIET BALCONIES



East (Rear) Elevation
1 : 100

Planning Issue

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
Proposed demolition of existing dwelling & erection of new development to form 5 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
East Elevation comparison

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	20/09/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_213	

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

0mm 50mm

A3 Original Sheet Size

FINISHES KEY:

- A : SLATE GREY ROOF & RIDGE TILES
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South West Perspective View



North East Perspective View

Planning Issue

30/08/17	B	PL	GH	Scheme reduced to 5 units, rear annex reduced in length & scale
20/07/17	A	PL	-	Development reduced in width, annex scale reduced, front dormer roof removed & additional landscaping to frontage added

date	rev	name	chk	note
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Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
 Systems House 89 Heol Don Cardiff CF14 2AT
 T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
 Proposed demolition of existing dwelling & erection of new development to form 5 flats
 212 Cyncoed Road, Cardiff, CF23 6RS

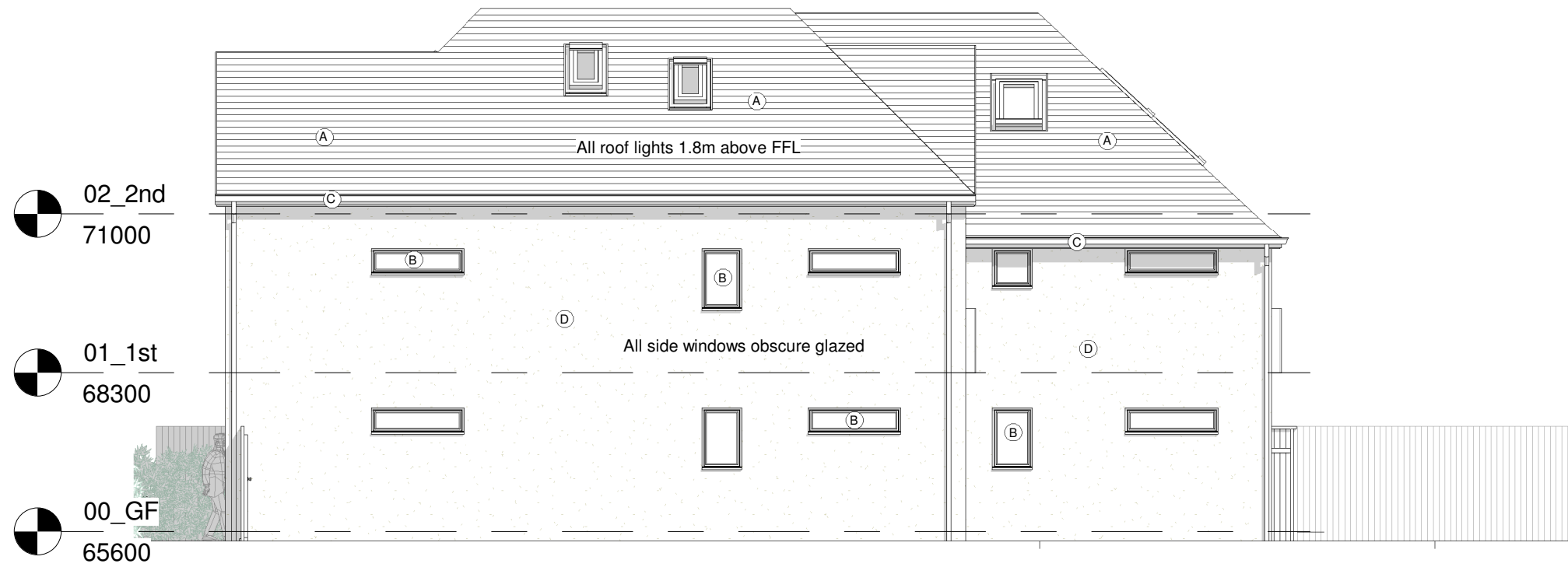
DRAWING TITLE
 Perspective Views as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	17/05/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_220	B

FINISHES KEY:

- A : SLATE GREY ROOF & RIDGE TILES
- B : ANTHRACITE GREY UPVC DOUBLE GLAZED WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE K RENDERED EXTERNAL WALLS
- E : ANTHRACITE GREY TRESPA METEON RAIN SCREEN/CLADDING
- F : GLAZED JULIET BALCONIES



South Elevation
1 : 100



South (side) Elevation
1 : 100

Planning Issue

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

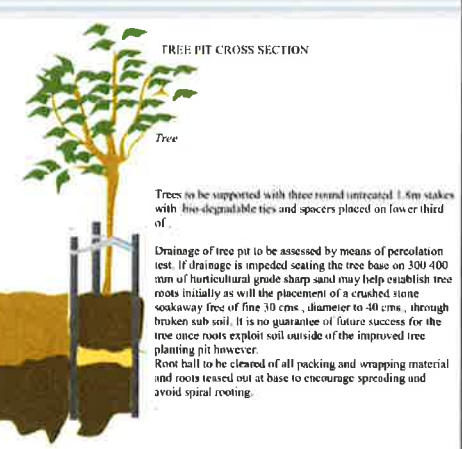
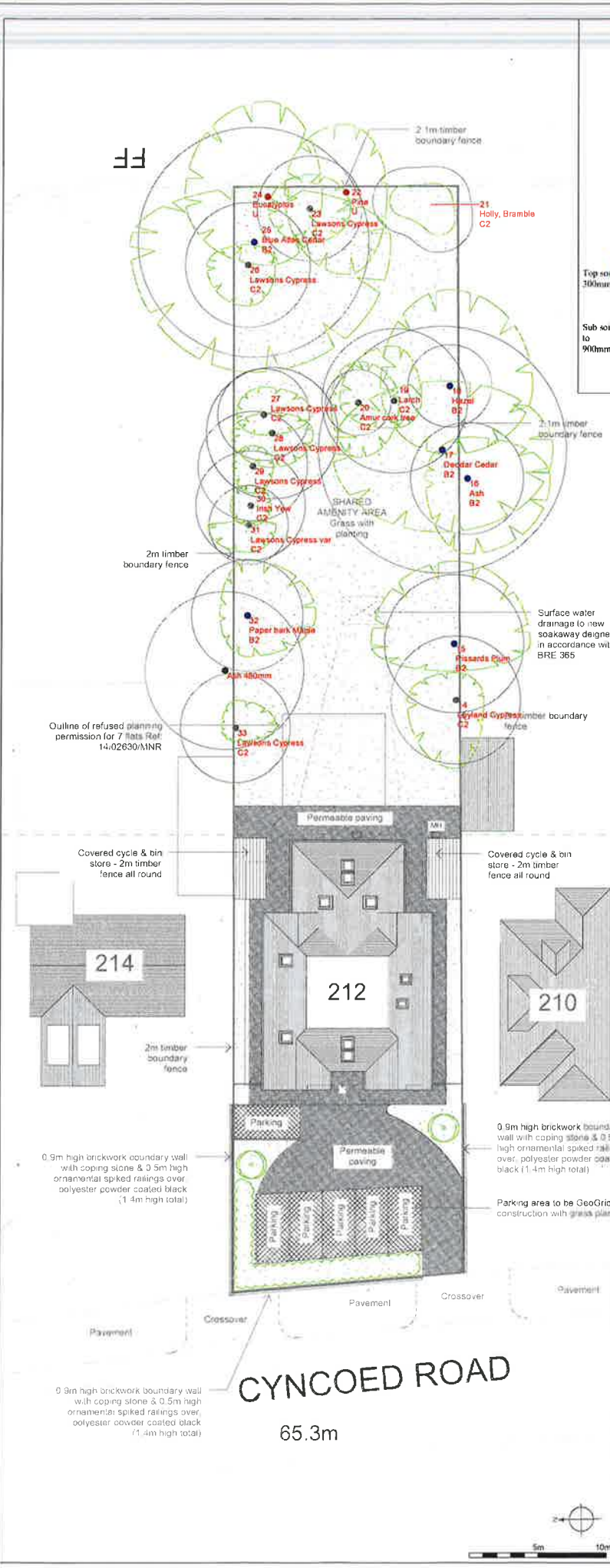
PROJECT
Proposed demolition of existing dwelling & erection of new development to form 5 flats
212 Cyncoed Road, Cardiff, CF23 6RS

DRAWING TITLE
South Elevation comparison

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	01/11/17	PL	GH

DRAWING NUMBER	REVISION
P458a L_214	

FF



Cardiff Treescapes
Arboricultural Consultants

17 Ravenscourt Close, Penylan, Cardiff, CF23 9DJ
Tel/Fax/Voice mail 029 2048 1284
e-mail: info@cardiff-treescapes.com Web: www.cardiff-treescapes.com

Site: 212 Cyncoed Road	1-200@AZ
Drawing Title: Planting Plan	Sept 2017

Key:

- Category A
- Category B
- Category C
- Category U

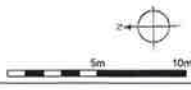
NOTE: Tree locations are approximate

- 2 *Gleditsia triacanthos* 'Davies street keeper' Heavy nursery standard single stem 10-12cms root balled supported on triple untreated stakes with biodegradable ties
- Hedgerow planting of mixed variegated foliage evergreen shrubs 18 in total 1-1.5m ht. container grown.

3 each of *Viburnum tinus variegatum*, *Eucynomyia japonicus* President Gauthier, *Eucynomyia japonicus*, *Microphyllum albobarbatula*, *Ligustrum Lucidum* Excelsium Superbum Mahonia x wagneri *Undulata Choisya dowliteana* Aztec Pearl.

Soils within planting beds will need to be assessed for suitability in accordance with guidelines set out in BS9545 and if found to be in poor condition and unsuitable for plant growth will be replaced with certified sub soil and top soil compliant with BS 3882 2015 and to BS 8601 2013. Plant beds will need to have a profile of 300mm of free draining top soil over de-compacted sub soil

CYNCOED ROAD
65.3m



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COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01292/MJR** APPLICATION DATE: 06/06/2017

ED: **BUTETOWN**

APP: TYPE: Full Planning Permission

APPLICANT: Dovey Estates.

LOCATION: LAND AT SUFFOLK HOUSE, TRADE STREET, BUTETOWN, CARDIFF, CF10 5DT

PROPOSAL: OUTLINE PLANNING PERMISSION FOR THE DEMOLITION OF EXISTING BUILDINGS AND REDEVELOPMENT OF THE SITE FOR NEW STUDENT RESIDENTIAL ACCOMMODATION

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding planning obligation in agreement with the Council under **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 10.1 of this report, planning permission be **GRANTED** subject to the following conditions:

1. C00 Standard Outline
2. The consent relates to the following approved plans and documents:

Plans

O.S. Site Location Plan	Ground Floor
1BR dated 11/11/17	Floor Plans 1 st , 2 nd & 3 rd
5 dated 17/6/17	Floor Plans 4 th , 5 th & 6 th
6 dated 17/6/17	Floor Plan 7 th
7 dated 17/6/17	East & South Elevation
2	West & North Elevation
3	East & West Sections
4	Block 4
12 dated 27/4/17	Proposed Drainage Strategy
S.7591-SK01	Site Survey
20883-1	Site Survey
20883-2	

Documents

Asbri Planning Statement	March 2017
Asbri Design & Access Statement	March 2017
Asbri Pre-Application Consultation Report	June 2017
Smart Associates Drainage Strategy ref: S.7591	March 2017
Asbri Drainage E-mail	07 Nov 2017

JBA Consulting Flood Consequences Assessment	May 2017
Acer Ecology Bat Report	Oct 2015
Dusk to Dawn Ecology Bat Report	June 2017
Asbri Travel Plan	March 2017
Asbri Transport Statement	March 2017
Terra Firma Site Investigation	April 2017
C2J Planning Statement Additional Information	27 Nov 2017

Images

8 (Scheme 6)	Trade Street view
9 (Scheme 6)	Courtyard view

Reason: for the avoidance of doubt.

3. Unless otherwise agreed in writing by the local planning authority, the development shall accord with the general layout scale and massing principles as set out in the approved indicative plans.

Reason. To ensure that the development accords with the principles of the approved indicative plans and in the interests of visual amenity.

4. Prior to the commencement of any development works a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

* 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and or BS8485 year 2007 Code of Practice for the Characterization and Remediation from Ground Gas in Affected Developments,.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

5. Prior to the commencement of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (2012), unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land,

neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment in accordance with policy EN13 of the Cardiff Local Development Plan.

6. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.
Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
7. The remediation scheme as approved by the LPA must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.
Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised.

9. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.
Reason: To ensure that the safety of future occupiers is not prejudiced.
10. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with Pollution Control's Imported Materials Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.
Reason: To ensure that the safety of future occupiers is not prejudiced.
11. Any site won recycled aggregate materials shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its reuse. Only material approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced.
12. No building shall be occupied until the drainage system for the site, as shown on plan no. S.7591-SK01 has been constructed, in accordance with the approved details. No work shall be undertaken on the brickwork public combined sewer in Trade Street and surface water flows from the development shall communicate indirectly to the public sewer through an attenuation device that discharges at a rate not exceeding 5l/s.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
13. In respect of the potential impact of contamination of controlled waters, reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the Local Planning Authority as set out in that

plan. On completion of the monitoring programme a final report demonstrating that all long- term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that longer term remediation criteria relating to controlled waters have been met and that there are no unacceptable risks to controlled waters following remediation of the site.

14. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

The applicant is referred to the SuDs Manual (CIRCA C697, 2007) the Sustrans website <http://www.sustrans.org>, and draft National Standards for SuDs (Defra, 2011) for further information.

Reason: There is an increased potential for pollution of controlled waters from inappropriately located infiltration systems such as soakaways, unsealed porous pavement systems or infiltration basins.

15. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason: There is an increased potential for pollution of controlled waters from inappropriate methods of piling.

16. Prior to implementation a noise assessment shall be carried out and submitted to the Local Planning Authority to ensure the noise emitted from fixed plant and equipment on and around the site achieves a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).

In addition the noise assessment must also take into consideration a scheme of sound insulation to protect the residents from the developments ground floor retail units, and TAN11 to assess noise from mixed sources.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with policy 2.24 of the deposit Unitary Development Plan.

17. Prior to completion of the development a scheme (Construction Environmental Management Plan) to minimise dust emissions arising from demolition and construction activities on site shall be submitted to and approved in writing by the Local Planning Authority. The scheme

shall include details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the construction phase.

Reason: To assess air quality and agree any mitigation measures that may be required to safeguard the amenity of nearby residents in the area.

18. Notwithstanding the submitted plans, prior to any above ground development, details of the facilities for refuse storage, which shall have regard to the information contained in the email to the agent dated 07 July 2017, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The facilities shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason. To ensure an orderly form of development and to protect the amenities of the area.

19. Notwithstanding the approved plans, no above-ground development shall take place until details of the undercover and secure cycle parking facilities for 130 cycles has been submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into beneficial use until the approved scheme is implemented.

Reason: To ensure that adequate provision is made for the secure parking of cycles.

20. No part of the development hereby permitted shall be occupied until a travel/parking/traffic/resident/letting management plan to include, but not limited to, the promotion of walking, cycling, public transport and other alternatives to the ownership and use of the private car; the management of student drop-off and collection/traffic at the start and end of term; the control of vehicular access to the site and the exclusion, and control of student resident car parking within the site and surrounding area, has been submitted to and approved by the Local Planning Authority.

Reason: in the interest of highway safety and to regulate the impact of the development on use of the adjacent highway.

21. 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.

22. Any reserved matters application submitted in respect of site layout and building appearance shall include full details of site security measures including (but not limited to) on-site external lighting, on site CCTV (including arcs of camera coverage outside the site perimeter), details of monitoring the CCTV feeds and manned on-site security, and door/gate entry systems. The details shall be in accordance with the security measures indicated in the approved documents and shall be implemented prior to the beneficial occupation of the development and thereafter retained and maintained.

Reason: To make appropriate provision for the safety and security of future occupiers, in the interests of crime prevention.

23. Any reserved matters application submitted in respect of landscaping shall include (but not be limited to) the following elements:

- A scaled planting plan
- A Plant schedule
- Topsoil and subsoil specification
- A tree pit plan and sectional views for hard and soft landscaped areas
- A planting and aftercare methodology
- Confirmation that the landscape proposals will not conflict with existing or proposed underground services

Reason: To ensure an appropriate standard of hard and soft landscaping and in the interests of visual amenity.

24. Any reserved matters application submitted in respect of layout and appearance shall include details of 5no. bat boxes and 5no. bird boxes (specifically Swift boxes), in accordance with the details contained in the approved Acer Ecology Bat Survey report revision 1.0 dated October 2015.

Reason: To ensure adequate provision for nesting bats and birds.

25. The ground floor Class A3 (Food & Drink) floorspace shall be used as a restaurant/café/coffee shop, and for no other purpose within Use Class A3 (Food & Drink).

Reason: To protect the amenities of adjacent occupiers.

26. No customers shall be admitted to or allowed to remain on the ground floor Class A3 (Food & Drink) premises between the hours of 22:00 and 08:00 on any day.

Reason: To ensure the amenities of adjacent occupiers are protected.

27. No customers shall be admitted to or allowed to remain on the ground floor Class A1 (Shops) premises between the hours of 22:30 and 07:30 on any day.

Reason: To ensure the amenities of adjacent occupiers are protected.

28. G7Q – Future Kitchen Extraction

29. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) no sale of hot food for consumption off the premises shall take place from the premises.

Reason: To ensure that the amenities of future occupiers are protected.

RECOMMENDATION 2 : The highway works condition and any other works to the existing public highway (to be undertaken by the developer) are to be subject to an agreement under Section 278 Highways Act 1980 between the developer and Local Highway Authority.

RECOMMENDATION 3 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from

demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 5: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

RECOMMENDATION 6: Prior to the commencement of development, the developer shall notify the local planning authority of the commencement of development, and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

RECOMMENDATION 7: The developer is advised that bats often roost in houses and other buildings, and work on these buildings may disturb a bat roost. All bats and their roosts are protected against disturbance under UK and European legislation. If works are planned on a building in which bats are known to be roosting, Natural Resources Wales must be contacted for advice.

If work has already commenced and bats are found, or if any evidence that bats are using the site as a roost is found, work should cease and either NRW or a suitably qualified, experienced and licenced ecologist is consulted for advice on how to proceed.

Where there is a likelihood that bats are present, or where bats are found to be present, a suitably qualified and experienced ecological consultant should be contracted to provide an assessment of the impact of the proposed works, and undertake bat surveys if necessary.

Where bats or their roosts are present, no works of site clearance, demolition or construction should take place unless a licence to disturb these species and/or their roosts has been granted in accordance with the relevant legislation.

NRW can be contacted at:-

Natural Resources Wales, Tŷ Cambria, 29 Newport Road, Cardiff CF24 0TP,

0300 065 3000

Bat Conservation Trust can be contacted at:-

5th Floor, Quadrant House, 250 Kennington Lane, London, SE11 5DR, 0845 1300228

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 An outline application, with all matters reserved, for the demolition of an existing office block and redevelopment to provide student residential accommodation of 323 beds.

The proposed accommodation is indicated as being broken down into 75no. studio rooms, 14x 6 bed cluster rooms, 8x 7 bed clusters, 6x 8 bed clusters and 6x 10 bed clusters (with ancillary communal kitchen/lounge areas).

The indicative plans show ground floor common room facilities, a 234sqm cafeteria, and a 136sqm retail unit.

- 1.2 The indicative plans show the development formed by four blocks:

- Block 1 is to the eastern side of the site, fronting Trade Street and is shown as 7 storeys in height;
- Block 2 is to the northern side of the site and is indicated as being 8 storey height;
- Block 3 is to the western side of the site and is shown as being 4 storeys high;
- Block 4 is to the southern side of the site and is single storey, possibly accommodating a gym.

- 1.3 The four blocks enclose a grassed quadrangle amenity area, and the site vehicle access/egress roadway runs around the perimeter of the site. To the outer side of the blocks, the perimeter road accommodates potential vehicle parking for 4 cars and cycle parking for 130 cycles. A further rooftop amenity area is provided on Block 3.

- 1.4 Although all matters are reserved, the submitted indicative elevation diagrams show a possible finish of facing brick, render/cladding and curtain walling.

2. **DESCRIPTION OF SITE**

- 2.1 The site is approx. 0.36Ha in size and is located within Strategic Site A the Central Business Area (CBA) and Central Enterprise Zone (CEZ) of the adopted Cardiff Local Development Plan. The site is currently occupied by an office/industrial premises of 2 storey scale.

- 2.2 The site is bounded on all sides by the existing business/industry & warehousing premises, accessed off Trade Street and Curran Embankment

- 2.3 Approx 45-50m to the north along Trade Street lays a site currently under

redevelopment to provide 100+ open market apartments (pp 16/00504/MJR).

3. **PLANNING HISTORY**

3.1 13/01146/DCI – Temporary change of use to D2 to allow use for gymnastics training - Approved

14/02275/MNR – Temporary change of use to D2 to allow use for gymnastics training – Approved

15/0205/MJR – Demolition of existing offices and redevelopment for student accommodation (tower block) - Withdrawn

4. **POLICY FRAMEWORK**

National policy

4.1 Planning Policy Wales (PPW) Edition 9, 2016 favours the sustainable re-use of previously developed land.

4.2 The following Technical Advice Notes (TANs) are relevant:

- TAN 12: Design

4.3 The following policies of the recently adopted 2016 City of Cardiff LDP are relevant to the consideration of this application:-

- KP2A Cardiff Central Enterprise Zone & Regional Transport Hub
- KP5 Good Quality and Sustainable Design
- KP6 New Infrastructure
- KP7 Planning Obligations
- H6 Change of Use or Redevelopment to Residential Use
- C1 Community Facilities
- C5 Provision for Open Space, Outdoor Recreation, Childrens' Play and Sport
- EN12 Renewable Energy and Low Carbon Technologies
- T1 Walking and Cycling
- T5 Managing Transport Impacts

4.4 The following Supplementary Planning Guidance relates to the previous 1996 Local Plan. It is under review following the adoption of the LDP however it remains a material consideration in considering the application insofar as it is consistent with LDP policy:

- Community Facilities and Residential Development (2007)
- Access, Circulation and Parking Requirements (2010)

4.5 In addition to the above, the following new Supplementary Planning Guidance is also relevant:

- Locating Waste Management Facilities Jan. 2017

- Planning Obligations Jan. 2017
- Infill Sites Nov. 2017
- Green Infrastructure Nov. 2017

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The Operational Manager Transportation has no objection to the proposals, subject to conditions and a financial contribution of **£197,433**, making the following comments:

The adopted Access, Circulation and Parking Standards SPG confirms that up to one car parking space per 25 beds may be provided for operational use and that there is no requirement for on-site resident car parking for the sui generis use of student accommodation. There is also no minimum car parking requirement for the ancillary ground floor uses included in the application. In addition, established practice is that one cycle parking space be provided per two to three beds for the proposed type of development (between 108 and 162 for the proposed 323 beds).

Being mindful of the central, sustainable location of the site and that of the proposed use I am satisfied that the proposed development is compliant with adopted parking policy as submitted, with on-site service and operational parking provision only, and the provision of resident/visitor cycle parking as required by condition. It is also expected that active travel and demand for cycle parking will be monitored as part of the conditioned Travel Plan and provision of cycle parking enhanced as may be required to respond to any identified demand.

With reference to location and wider development considerations. It is noted that the site is in a city centre fringe location in the vicinity of Cardiff's main pedestrian shopping area, with direct access to employment, leisure, shopping, etc. opportunities and the main university campus/facilities to the north. The site is also within an area where walking, cycling and public transport offer viable daily alternatives to the use of a private car; having very good access to bus and rail based public transport services in and around Central Station, with access to both local and national rail and bus services. The site is therefore considered to be very sustainably located in broader transport terms and entirely appropriate for the proposed form of development.

It is nonetheless noted that the introduction of circa 323 residents (plus staff, visitors and customers) who will be wholly reliant on walking, cycling and public transport for daily journeys will put a not insignificant additional amount of non-motorised traffic onto the adjacent highway; where currently there is no footway on the development side of the road, the remaining surfacing is of poor quality and the area currently unlit. A financial contribution of **£145,400** is therefore sought for the reconstruction/resurfacing of Trade Street adjacent to the site, to include the provision of a 2 meter footway on the development side of the road, street lighting, lining/signing, Traffic Orders etc.

The above contribution is considered to satisfy the relevant planning requirements, being necessary to make the development acceptable as well as directly related to the form and scale of the proposed development. The contribution will be used in accordance with the above outline and, as well as facilitating access to the proposed development, when combined with a commensurate contribution received in relation to adjacent development will result in the comprehensive improvement of Trade Street throughout its length.

I am also satisfied, subject to agreement of the conditioned Traffic Management Plans, that there is sufficient capacity on the adjacent public highway to accommodate the arrival and departure of students at the start and end term, and the daily servicing requirements of the proposed scheme. The Traffic Management plan will also assist with the control of student car parking within the site and surrounding area, where parking is currently fully controlled under the Central Parking Zone.

- 5.2 In addition to the above mentioned Highway improvement contribution, the OM Transportation has also provided the cost breakdown for the provision and ongoing (20 year) maintenance of a Council/Police controlled crime camera, having a total cost of **£52,033**.
- 5.3 The Pollution Control Manager (Noise & Air) has no objection, subject to a plant noise condition and noise advice.
- 5.4 The Pollution Control Manager (Contaminated Land) has no objection, subject to conditions in respect of contaminated land issues, with further contaminated land advice.
- 5.5 The Highways Drainage Manager has been consulted and no comments have been received.
- 5.6 The Air Quality Manager has no objection, subject to a dust suppression condition.
- 5.7 The Regeneration Manager has no objection, commenting that the proposed development of 323 bedroom student accommodation generates a requirement for a financial contribution of **£179,019.52** towards the provision or maintenance of community facilities in the vicinity of the site.
- 5.8 The Parks Manager has no objection, advising that whilst having regard for the open space provision on site, the scale of the proposed development generates a requirement for a financial contribution of **£176,529** towards the provision or maintenance of public open space in the vicinity of the site.
- 5.9 The Economic Development Manager has been consulted and no comments have been received.
- 5.10 The Council's Trees Officer comments that the submitted indicative landscape/tree planting arrangements require further consideration prior to

any reserved matters submission so as not to resulting any undue conflict with underground services on the site.

- 5.11 The Council's Ecologist has no objection, commenting that they agree with the provision of 5 bat boxes and 5 bird boxes and that the priority for the bird boxes is the Swift. Furthermore an additional recommendation in respect of appropriate action if nesting bats are encountered is requested.
- 5.12 The Neighbourhood Regeneration Manager (Access) has been consulted and no comments have been received.
- 5.13 The Housing Strategy Manager advises that as the development is wholly for student accommodation, no affordable housing contribution is required.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water have no objection subject to a drainage condition.
- 6.2 Natural Resources Wales have no objection, subject to conditions relating to the control of potential contamination of controlled waters.
- 6.3 South Wales Police object to the proposals as the site is within an area where there are instances of crime and anti-social behaviour and the Police consider students to be a 'vulnerable' group. The following comments have been received:

Thank you for your consultation in respect of the above and I comment as follows on behalf of South Wales Police. South Wales Police have had a meeting with developers in respect of the proposed development and discussed problems that exist in the area.

Background

Trade Street is an area of Cardiff which contains predominately commercial and industrial premises and has very few habitable properties, there is a new apartment block under construction opposite Trade Street Lane to the north of the proposed site and which will offer only limited surveillance of Trade Street. The infrastructure of the area is not well developed for residential use, lighting is poor and there are numerous dark hiding places provided by other existing properties which are located in Trade Street. Trade Street has therefore attracted unwelcome activities which bring with them certain local risks. There have been reported incidents of burglary, theft, robbery, prostitution and vagrancy but it is felt that reported incidents represent only a fraction of the activities that take place because of the above environmental factors.

Students can be a vulnerable group in our society, often young, often away from home for the first time and a significant proportion are lone females. Many students are from overseas and will have no idea or perceptions of local risks; as such particular care needs to be taken with siting of student

accommodation and measures put in place to ensure adequate safety and security for students.

While creating a more diverse mix of developments in the area of Trade Street would in the long term help regenerate the area, the placing of accommodation for a vulnerable group such as students in area that has significant social and crime issues would create significant risk without similar investment in measures to reduce the likelihood of crime and disorder. South Wales Police are opposed to the idea of student accommodation being used as the spearhead for development in a high risk area.

South Wales Police welcome redevelopment but would recommend that student accommodation is located only in established communities where high levels of safety and security can be achieved. Having meet with developers and discussed the problems that exist in the area, South Wales Police feel that the applicant has failed to acknowledge or sufficiently address the community safety issues.

South Wales Police would wish to object to the proposed development on the following grounds of crime and disorder and community safety issues.

- 1. The existing infrastructure of the area is very poor to support any large scale student residential accommodation, street lighting is poor, and there is no public CCTV system, the area is currently basically commercial and industrial.*
- 2. At present there are currently very few if any residents in Trade Street who could function as capable guardians although there is a development in progress to provide /flats opposite the entrance to Trade Street lane this will provide only limited surveillance of Trade Street and not of some of key problem areas. The proposed addition of students who are a transient population is likely to provide less effective capable guardianship, compared to more long term resident populations, the reason being that longer term residents tend to have more knowledge and greater connection with the area and therefore more interest in what goes on. Any student accommodation should either be within established communities or secure managed sites. In the current application the development would be be isolated from other residential developments being located further into area where problems are occurring, the student accommodation could be described as spearheading the re -development into the former industrial area. Given that students can be considered as vulnerable groups in terms of age, gender, inexperience and awareness (many will be foreign) locating such accommodation in Trade Street will mix this vulnerability with risk which is known from evidence of activities in the area.*
- 3. Active surveillance is best provided by capable guardians, the lack of capable guardianship in Trade Street and the adjoining Trade Street Lane, particularly after dark is a major obstacle in improving safety in*

the area. For effective capable guardianship to function there has to be right environmental factors, Trade Street and Trade Street Lane has poor lighting, this would make it difficult for people to observe issues after dark, the position of the nearby residential development which is under construction is that it will provide only limited surveillance activity, which will not extend as far as the proposed student accommodation. Active communities take time to form and the fact that this will be a new development will mean, that any active guardianship will take time to develop. Current hiding places in Trade Street in Coopers Yard and Trade Street Lane are areas of significant illicit activities and unlikely to be affected any new residential development unless there is also wider environmental improvements.

4. *Community pressures in other residential areas nearby have displaced prostitution to quieter commercial / industrial areas of the City such as Trade Street. While official figures would indicate only two arrests for Prostitution took place in Trade Street by Police (2015/2016) evidence from an early morning site visit by Design out Crime Officers of South Wales Police (21/6/17), indicated that there is a serious problem in terms of illicit sexual activities (prostitution) and drug abuse. This evidence included an empty needle packet on the road outside Suffolk House the proposed site. In Coopers Yard which is mixed site of various offices directly opposite the proposed development an abundance of evidence of damage, recent drug paraphernalia in large quantities (including 10 discarded needles and 39 empty glass phials used for injecting), human excrement, and recent fire damage was found (Photographic evidence available).*
5. *The area is a known pick up point for prostitutes and is regularly attended by the Safer Wales - Street Life Team who provide support, advice and help to sex workers in the area. Evidence of this was clear from numerous used condoms found in both Coopers Yard and Trade Street Lane indicative of sexual activity had been taking place in an open place (photographic evidence available). This was further supported by observations of office staff and a tradesman who worked in Coopers Yard and said they had observed prostitutes providing sexual services to clients in the daytime.*
6. *Crime prevention operations have identified that some of the people frequenting areas of the city to pick up prostitutes have histories of violence against women.*
7. *The main homeless centres for Cardiff are located not far from the proposed location and are often full and as such a number of homeless people / addicts sleep rough in nearby premises such as Coopers Yard on Trade Street. Often needles and evidence of drug and alcohol abuse are found by patrolling officers and council staff. The evidence of damage and fires is worrying as it suggests a lack of effective control and security in the area.*

8. *A tradesman who regularly works in Trade Street in the evenings indicated to police staff that he frequently confronts prostitutes with clients and drug abusers and feels intimidated it would be far more intimidating for potentially young persons (lone females) be confronted by such behaviour.*
9. *A number of serious incidents have occurred in Grangetown/ Butetown area including a murder and attempted murder a very short distance from the proposed location which have led to community tension. The proposal to site student accommodation in Trade Street, without the area being properly re-developed and establishing a functioning community would lead to students being placed at risk given the current environmental and social issues in the area.*
10. *In terms of design and layout issues, more detail needs to be provided on Security and Safety issues. It is noted that that the application states that some student's clusters/pods will have up to ten rooms per cluster, the maximum advised by Secured by Design is 8. More detailed information is required on physical security, access control, CCTV, management and fire safety (adequate prevention, warning, and evacuation measures) also there needs to be a clearer indication that any proposal will comply with Secured by Design standards to ensure that design and build delivers safe and secure accommodation.*
11. *Given that the applicant has been made aware of the community safety issues in Trade Street the application fails to adequately recognise the challenges or put forward solutions.*

While South Wales Police are happy to engage with developers to try and address community safety and security issues, many of the issues remain outside the developers or wider local authority control. Without addressing the above situational and social issues in Trade Street it is difficult to see how potential risks to students could be reduced.

Should the council be mindful to grant permission for the proposed development South Wales Police would request the following conditions are put in place?

1. *The proposed development is built to Secured by Design standards and all Police recommendations are put into place, **reason** to ensure safety and security at student residence.*
2. *A scheme of work be submitted to the council undertaking to improve lighting to Trade Street and adjoining streets, **reason** to enhance person safety.*
3. *A suitable scheme of work is submitted to extend the public CCTV system into Trade Street and adjoining Streets to provide improved surveillance, **reason** to improve safety and prevent crime in the area.*

4. *An effective management plan is submitted for the proposed development which clearly demonstrates how safety and security will be maintained, **reason** to provide safety and security at student accommodation.*
5. *A scheme of work is submitted to council on how various environmental issues such as hiding places in adjoining premises which encourages anti-social behaviour and poses a risk to personal safety could be satisfactorily addressed. **Reason** to ensure the area is safe enough to provide residential accommodation.*

For further information on Secured by Design standards please visit the website www.securedbydesign.com

In conclusion South Wales Police welcome the opportunity that urban re-development affords to improve both the safety, security and sustainability for communities and have had positive engagement with the developments of other student accommodation in Cardiff to ensure that such accommodation affords students appropriate levels of safety and security. However, in order to achieve the above, the proposed development must take account of environmental context of the location and seek to address any issues. The wider re -development and improvement of the Trade Street would do much to improve community safety issues in the area, but this needs to be in place prior to not after provision of student accommodation in order to establish a functioning community and appropriate levels of guardianship.

- 6.4 Further to the above, additional information in respect of points 1-5 above (should the Council be mindful to grant consent), was submitted by the agent on 14 November and the Police were re-consulted. The following additional comments have been received:

Thank you for the additional information which has been provided by the developer, SWP welcome the details on building security and management and proposal to improve lighting in Trade Street. But item 1.5 suggests that this addresses police concerns in relation to access to the site, police concerns remain as previously stated that the area remains unsuitable for student accommodation.

7. **REPRESENTATIONS**

- 7.1 Local Members have been consulted and any comments received will be reported to Committee.
- 7.2 Adjacent occupiers were notified and no comments have been received.
- 7.3 The application was publicised as a Major development by way of site and press notice. No comments have been received.

8. **ANALYSIS**

- 8.1 The proposal is for the demolition of existing Class B1/B8 (office/warehouse) floorspace at Suffolk House, Trade Street (2768sqm) and the development of a student accommodation scheme comprising 323 rooms, with retail (Class A1 – 136sqm) and café (Class A3 – 234sqm) units to the Trade Street frontage. The site is located within the Central Business Area (CBA) and Central Enterprise Zone (CEZ) of the adopted Cardiff Local Development Plan.
- 8.2 In terms land use policy, the nature of development and the current status of the land is considered as follows:

1. Whether the proposed student accommodation (sui generis) use is acceptable at this location.

The application site is located within the boundary of LDP Policy KP2A (Central Enterprise Zone and Regional Transport Hub – Strategic Site), which is allocated for major employment led initiatives, focussing on financial and business services, together with other mixed uses. The schematic framework for Strategic Site A identifies the site as a location for mixed uses within the CEZ.

Policy H6 of the LDP (change of use or redevelopment to residential use) identifies criteria against which the change of use of previously developed land will be considered, including whether there is an overriding need to retain the existing use of the land and whether necessary community and transportation facilities are accessible or can be readily provided. The Dumballs Road area contains a number of low-density, land-hungry warehouse / industrial uses with much of the site being largely under-utilised, having regard to its strategic city centre location. The applicant has identified in their planning statement that, despite the premises having been actively marketed for Class B (office / warehouse) uses, in recent years the buildings have been in temporary use for gymnastics training purposes (Class D2).

The principle of residential development is well established within the wider Dumballs Road area and the site is well served by transport links and is close to local amenities. In addition, the proposal incorporates two commercial units at the ground floor of the building, which will create active uses along the Trade Street frontage of the development and is consistent with the wider master planning principles for the area.

2. The acceptability of a Class A1 (Shop) use at this location.

As the site is located outside the Central Shopping Area (CSA) of the City Centre and also falls outside of any designated District / Local Centres as identified within the Local Development Plan, any proposal for a Class A1 (shop) use at this location would have to satisfy the three tests of out-of-centre retail policy. In this regard and given the relatively small scale of the proposed unit (136sqm), an element of convenience retail could be

considered acceptable to serve the newly established population and the wider residential community within the surrounding area.

3. Whether the proposed A3 (Food and Drink) use is acceptable at this location.

Policy R8 (Food and Drink Uses) of the LDP identifies the Central Business Area as an appropriate location for food and drink uses, subject to amenity considerations.

Given that the application proposes 323 flats to the upper floors, the applicant would be expected to demonstrate how their proposal can address concerns over the potential impact of a ground floor A3 use upon the amenity of residential occupiers. This can be achieved through the applicant accepting a restricted use condition, limiting any use to a café / snack bar / restaurant where their primary function is the sale and consumption of food on the premises rather than a 'bar' use or hot food takeaway, in order to safeguard residential amenity.

- 8.4 Whilst it is noted that this is an outline application, with all matters reserved, sufficient information has been submitted to allow the Local Planning Authority arrive at an informed opinion that the scale and massing principles of the development are acceptable.

The site is located in an area currently dominated by 2-3 storey (commercial scale) industrial and office buildings. However, approx. 45m to the north, along Trade Street, there is currently a residential development of 100+ flats taking place. This development (approved under application 16/00504/MJR) has a massing ranging from 6 to 9 storeys, with the 6 storey southern elevation facing onto Coopers Yard.

At 7 storey height, 'Block 1' as identified on the indicative plans, which fronts Trade Street and also overlooks Coopers Yard, is considered to be an acceptable scale, having no adverse impact on the amenities of any adjacent occupiers.

At 8 storey height, 'Block 2' as identified sits behind 'Block 1' when viewed from Trade Street, and faces onto the side elevation of the commercial properties to the north of the site. These premises do not benefit from any windows to their southern aspect that would suffer any detriment as a result of the proposed block.

At 3 storey height, 'Block 3' as identified occupies the 'rear' of the site and faces towards offices to the east of the site (accessed off Curran Embankment). The scale of this block and the separation between the existing and proposed elevations is considered to be sufficient to overcome any concerns in term so visual impact on occupiers of the existing offices.

Access to and egress from the site (for vehicles) is reflective of the current situation, with vehicle gates currently located at the northern and southern corners of the site, fronting Trade Street.

- 8.5 With regard to the matters raised in objection by South Wales Police, the Local planning Authority has sought further information from the applicant in order to address the matters contained in the Police representation “*Should the Council be mindful to grant permission...*”.

The following information has been submitted as an addendum to the applicant’s Planning Statement:

Secure by Design

1.2 The proposed development has been reviewed by the crime prevention design advisor and the following recommendations will be incorporated into the proposed development at the reserve matter stage:

1.2.1 Building Security

- The development will be designed to protect property by allowing for natural surveillance.
- Ground floor windows and external doors will be in accordance with PAS24 2012 and all curtain wall fittings must comply with PAS24.
- Security glass will be specified to all windows: this removes the ability to remove the glass from the frame.
- Unrestricted access will not be possible from ground floor retail to student accommodation.

1.2.2 Management

- As part of the management strategy for the building, a 24hr Management team will be in place to ensure a secure and safe environment is maintained for the Students.
- The reception and office located with the Main Entrance will control access of the Students by Key fob access.
- Two persons will be employed at these offices (typical 9am to 5pm) and there will be one security person based at this building at any one time.
- A specific management strategy will be put in place with regards to premises management which details staffing levels, monitoring capability and how issues will be responded too and managed on site.

1.2.3 CCTV

- CCTV will be installed throughout the building in key areas such as the Main Entrance/Reception, Carpark Entrance, Lift & Stair Lobbies, Lift Cars, Communal Areas including Gym, External/roof top gardens, all linked back to monitors within the Office/Reception.
- CCTV cameras will be to the standard of recognition so all images can

be made out and used in a court case.

- All CCTV cameras will be protected against vandalism by being positioned in elevated positions.
- Under data protection, CCTV will be clearly signed internally and externally and labelled with the name of the provider and a number to contact.

1.2.4 Lighting

- Proposed new lighting will protect the whole outside of the building, and vehicle/cycling parking areas. All fittings will be vandal resistant and positioned in elevated positions.
- The lighting will be controlled by photo electric cells and complements and enhances the CCTV coverage on site.

1.2.5 Landscaping

- New trees will be sited in locations that do not interfere with CCTV and lighting, and do not provide an assist to climbing.

1.2.6 Perimeter Security

- The site will be secured by a 2.4m High 'V' Mesh Security Fencing which will be located to the North, East and Southern boundaries. It will be sited on a hard surface or embedded in the ground to prevent persons from getting underneath the fence. This will promote visibility.
- Proposed gates will be of the same height and specification as the fencing/railings.

1.2.7 Waste and Cycle Storage

- The proposed cycle stores will include secure 'Cyclepods Canterbury Bike Compounds'. The storage area will be overlooked from the student rooms and will be served by lighting and CCTV.
- The proposed Waste Storage area will be kept inside a secure, externally accessed store in the main building. The storage area will be overlooked from the student rooms and will be served by lighting and CCTV.

As stated in para. 6.4 above, whilst the Police maintain their position in respect of the suitability of this area for student occupation, they welcome the above mentioned commitments from the applicant.

8.6 In addition to the above, the applicant has also agreed to additional security measures to be incorporated into a Highways Improvement scheme, insofar as an additional 3 street lights and a Cardiff Council/South Wales Police monitored Crime Camera are to be installed on Trade Street (position yet to be determined).

8.7 It is also of note that in addition to these physical measures to be

implemented by the applicant/developer, there is a considerable passive surveillance enhancement of the area with the occupation of the large scale residential development to the north of the site, with upwards of 65 windows and rooftop terraces directly overlooking the Coopers Yard area.

- 8.8 Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application.

Whilst the position of South Wales Police in respect of their assessment of Student vulnerability is noted, it is considered that there would be insufficient grounds to refuse planning permission in this respect, having due regard for the above mentioned measures, and the short and long term developments in the area that are under way and that are likely to come forward.

9. **OTHER CONSIDERATIONS**

- 9.1 *Equality Act 2010* – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.

- 9.2 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. **PLANNING OBLIGATIONS**

- 10.1 The following contribution requests have been made, with reference made to the Community Infrastructure Levy tests:

Parks – A contribution of £176,529 is requested towards the maintenance/provision of open space in the vicinity of the site.

Regeneration – A contribution of £179,019.52 is requested towards the provision/maintenance of community facilities in the vicinity of the site.

Transportation – A contribution of £197,433 is requested, towards the improvement of the Trade Street frontage to the site. The contribution is to fund physical improvements to the foot/carriageway, 3 street lights and a

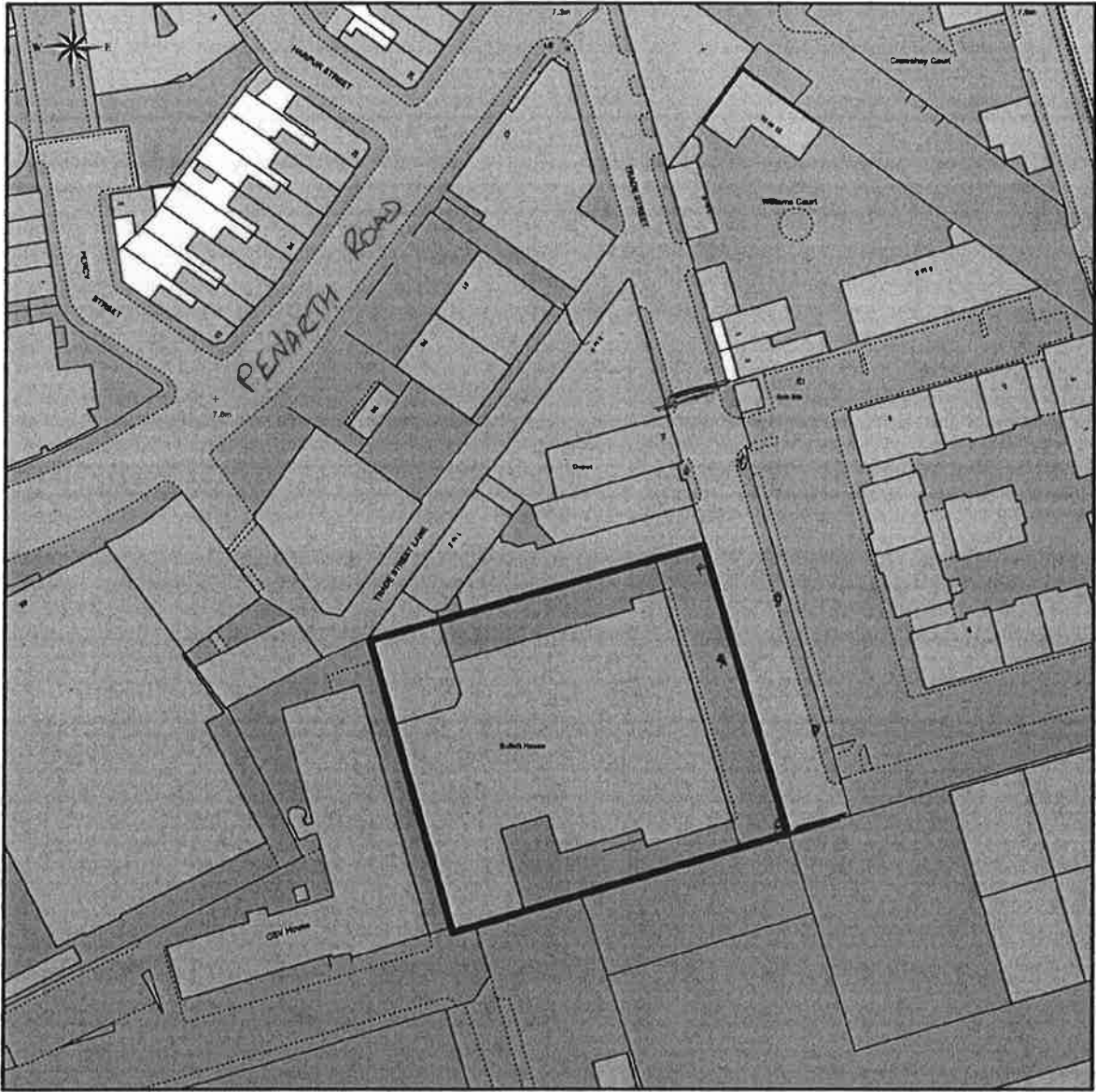
crime camera.

In addition to the above, it is recommended that future occupancy by students only is secured through any legal agreement made.

The agent has confirmed that the above mentioned contributions are acceptable to the applicant.

11. **CONCLUSION**

- 11.1 In light of the above, and having regard for adopted planning policy and approved guidance, it is recommended that planning permission be granted, subject to conditions and a Legal Agreement.



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

17/01292



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Prepared by: Kate Stevens, 03-04-2017

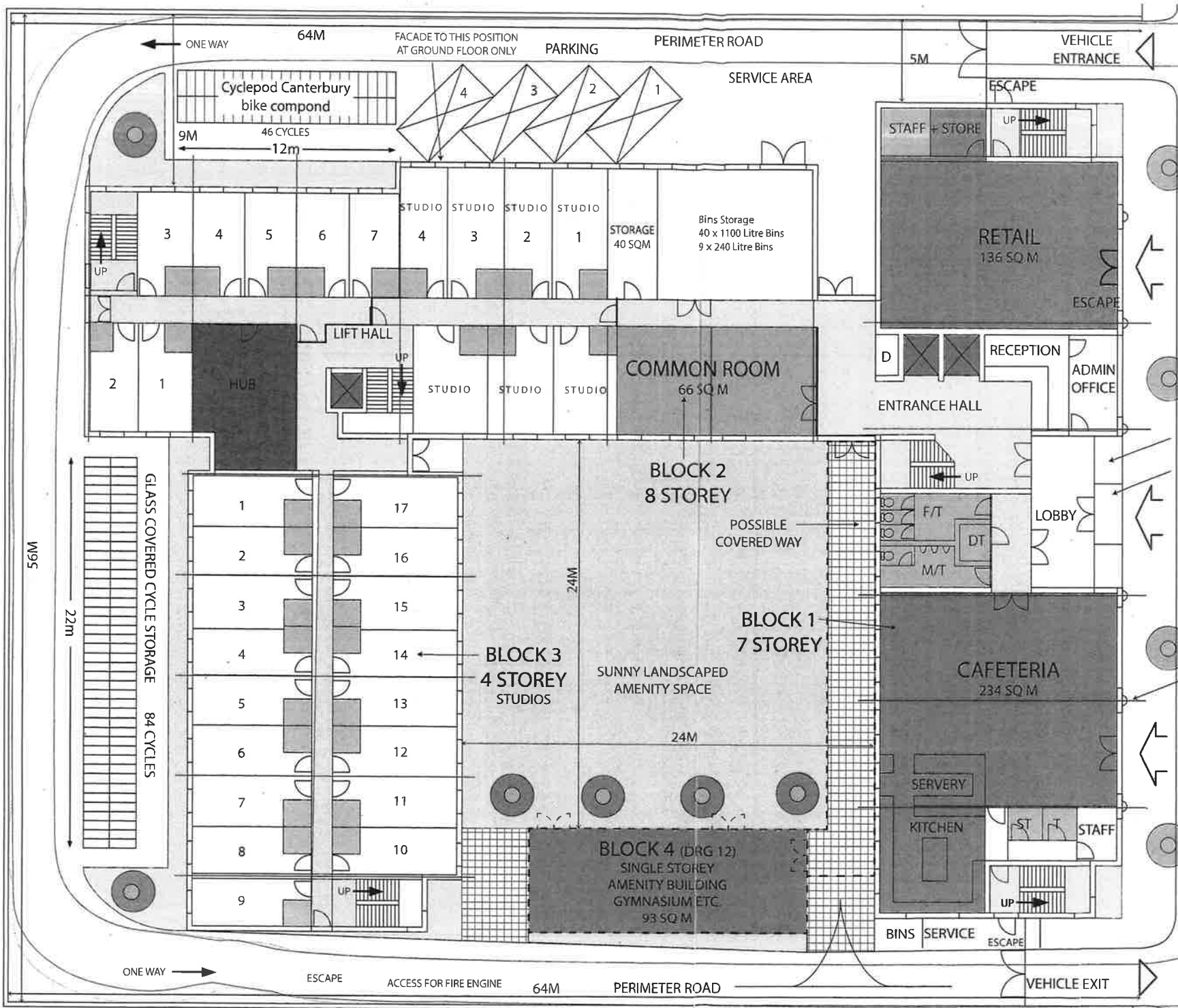
SKETCH PLANS
DRAWING NUMBER **1Br**
11/11/17

REVISED
SCHEME 6

SITE AREA 64 X 56 M 3584 SQ M

BLOCK	AREA SQ M
A	4064
B	4624
C	1800
D	96
TOTAL	10584

248
75 studios
323 total



ENTRANCE TO RETAIL

FLAT GLASS CANOPY

GLASS CANOPY ARCHED

ENTRANCE TO STUDENT ACCOMODATION

TRADE STREET

TERRACOTTA HALF COLUMNS

ENTRANCE TO CAFE

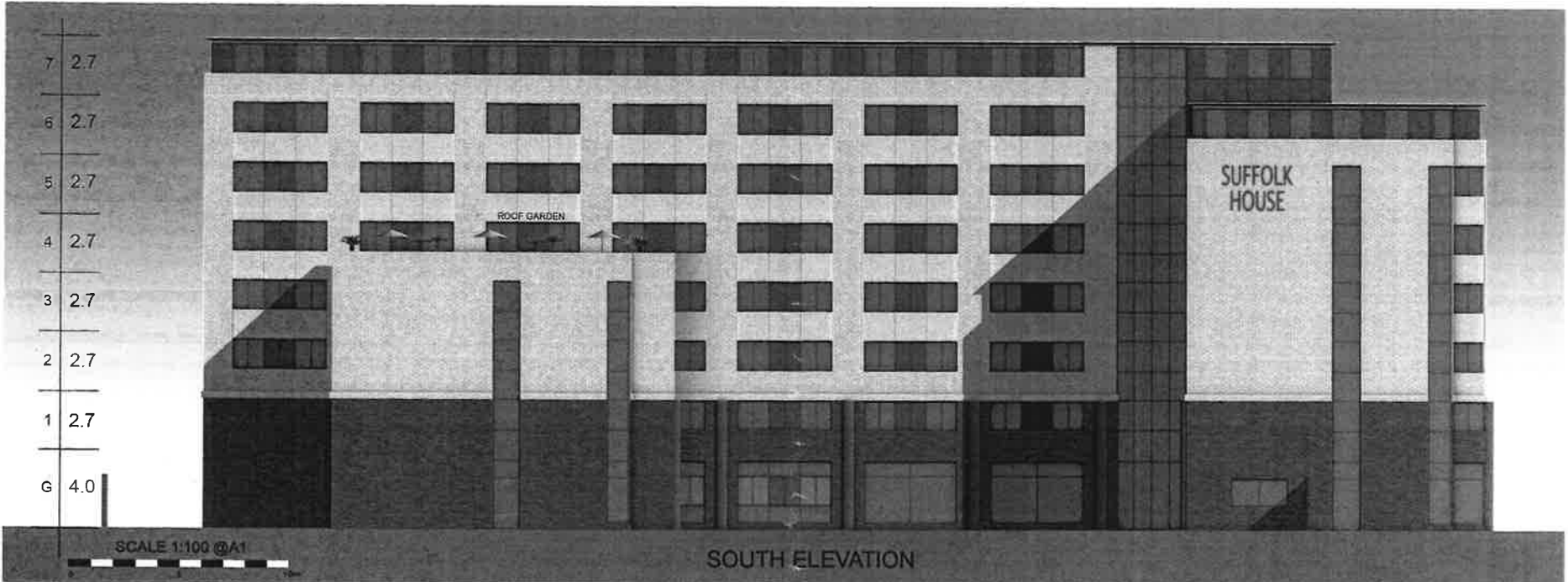
SCALE 1:100 @A1
1:200 @A3



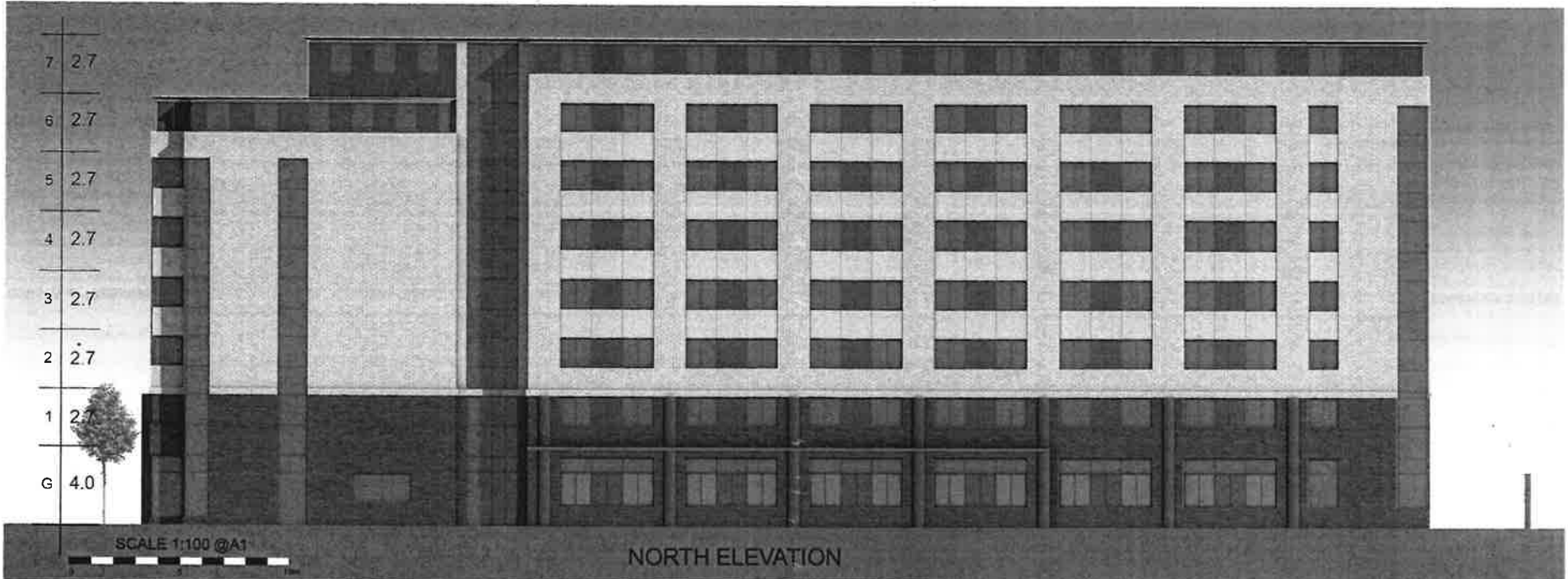
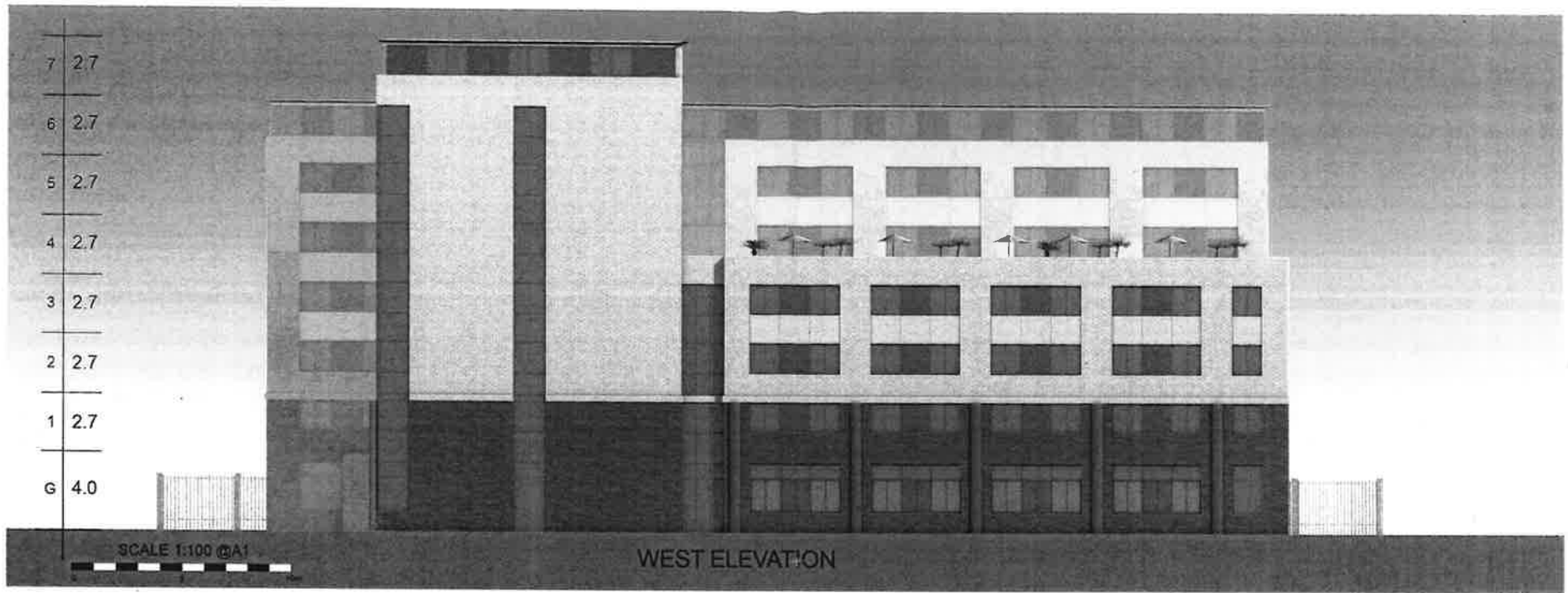
NOTE* SERVICE BY DESIGN TO BE INCORPORATED

* LIGHTING SCHEME AND CCTV TO BE AGREED WITH LOCAL AUTHORITY AND POLICE

GROUND FLOOR SKETCH PLAN
TO BE READ WITH DRAWING 2 + 3

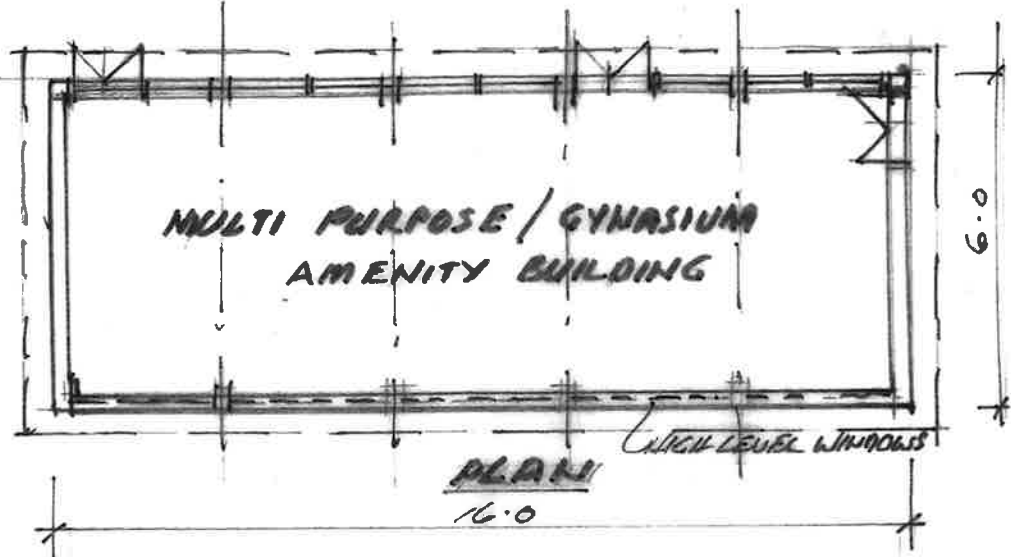


Proposed Student Accommodation, Trade Street, Cardiff, for Dovey Estates



Proposed Student Accommodation, Trade Street, Cardiff, for Dovey Estates

DRAWING No 12 27/4/17

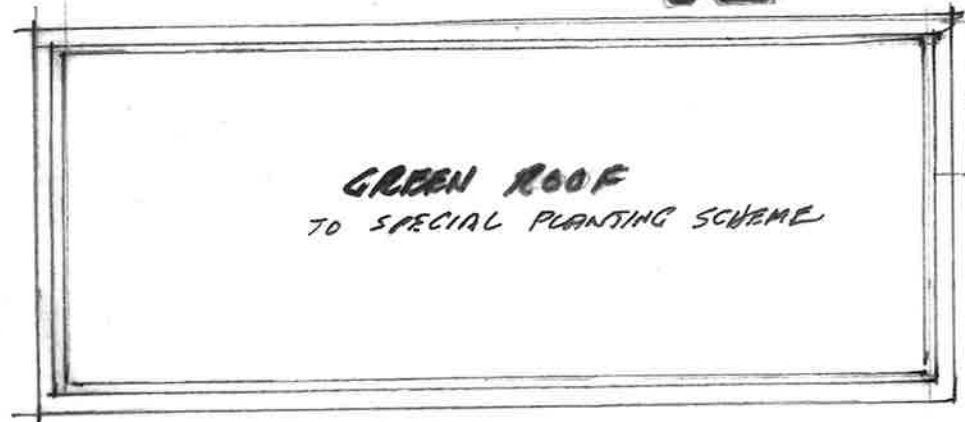


MULTI PURPOSE / GYMNASIUM
AMENITY BUILDING

PLAN

16.0

6.0



GREEN ROOF
TO SPECIAL PLANTING SCHEME

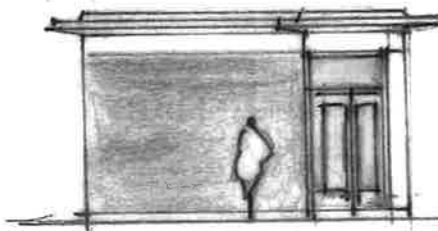
ROOF PLAN



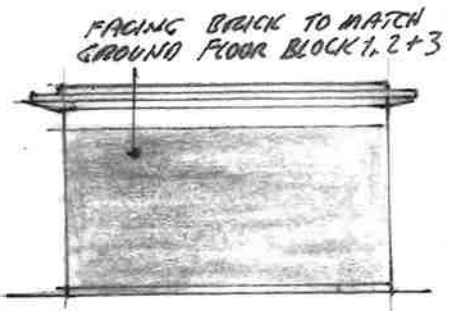
DARK GREY SERRIMES + METAL FASCIA

NORTH ELEVATION

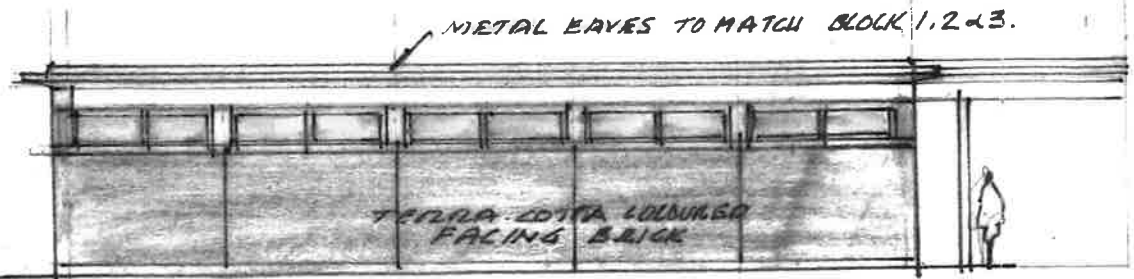
3.0



EAST ELEVATION



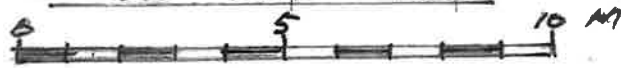
WEST ELEVATION



METAL EAVES TO MATCH BLOCK 1, 2 + 3.

TERRAZZO-LIGHT WOODEN
FACING BRICK

SOUTH ELEVATION



17/01292

PROPOSED MIXED DEVELOPMENT SUFFOLK HOUSE

TRADE ST-CARDIFF
SKETCH PLANS
BLOCK A

SCALE: 1:100 D A3

27/4/17.



David Preece
Consultancy



David H. Preece Dip Arch RIBA
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Website: preececonsultancy.com
Email: hiplanner@aol.com

VILLAGE OF SUFFOLK HOUSE - 10 x 12

AM, MP SUPPORT, COUNCILLORS OBJECTION & PETITION

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01735/MJR** APPLICATION DATE: 13/07/2017ED: **WHITCHURCH/TONGWYNLAIS**

APP: TYPE: Outline Planning Permission

APPLICANT: Velindre NHS Trust

LOCATION: Land to the north-west of Whitchurch Hospital Playing Fields

PROPOSAL: PROPOSED VELINDRE CANCER CENTRE INCLUDING SPECIALIST CANCER TREATMENT CENTRE, CENTRE FOR LEARNING, RESEARCH AND DEVELOPMENT, PRIMARY MEANS OF ACCESS (FROM CORYTON INTERCHANGE), EMERGENCY ACCESS (VIA HOLLYBUSH ESTATE), TEMPORARY CONSTRUCTION ACCESSES, PARKING, ENERGY CENTRE, LANDSCAPE WORKS, PEDESTRIAN PATHS, AND MAGGIE'S CENTRE

RECOMMENDATION 1 : That, subject to relevant parties entering into **SECTION 106** legal agreement for the points outlined in paragraph 9 of this report within six months of the date of this resolution, unless otherwise agreed by the Council in writing, planning permission be **GRANTED** subject to the following conditions:

1. A. Subject to condition 2 below approval of the details of the layout, scale and appearance of the building(s), and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development, bar the approved access roads and their enabling works, is commenced.
 B. Plans and particulars of the reserved matters referred to in condition 1A above, relating to the siting, design and external appearance of any buildings to be erected, and the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
 C. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
 D. The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission or before the expiration of 2 years from the date of the last of the reserved matters to be approved, whichever is the later.
 Reasons: A. In accordance with the provisions of Article (3)1 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.
 B, C and D. In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990.

2. Details submitted in respect of condition 1 the proposed layout shall have regard to illustrative Master Plan reference 011282-HSL-00-ZZ-DR0L-0802-SO.P05, the proposed scale of any building shall not exceed that shown in maximum Parameters plan and Enabling works reference 011282-HSL-00-ZZ-DR-A-PL11-A, and sectional drawings reference 011282-HSL-00-ZZ-DR-A-PL31-A. The details, in relation to scale, shall also include a sectional plan of existing ground level and proposed finished levels and their relationship with the adjoining buildings. The proposed landscaping shall have regard to Landscape Masterplan reference GA 011282-HSL-00-ZZ-DR-L-0801-SO.P05.
Reason : To ensure an orderly form of development.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking, or re-enacting that Order) no structure, extension or means of enclosures shall be placed within the site or any alteration undertaken to any roof.
Reason: To ensure the orderly development of the area with adequate space about buildings and in the interests of the visual amenity of the area.

4. The proposed access roads to the site are approved and shall accord with the following drawings:
 - MMD-23621662-D-DR-00-XX-2020 Rev P1 Proposed Highway Alignment General Arrangement Key Plan;
 - MMD-23621662-D-DR-00-XX-2021 Rev P1 Proposed Highway Alignment General Arrangement (sheet 1 of 5);
 - MMD-23621662-D-DR-00-XX-2022 Rev P1 Proposed Highway Alignment General Arrangement (sheet 2 of 5);
 - MMD-23621662-D-DR-00-XX-2023 Rev P1 Proposed Highway Alignment General Arrangement (sheet 3 of 5);
 - MMD-23621662-D-DR-00-XX-2024 Rev P1 Proposed Highway Alignment General Arrangement (sheet 4 of 5);
 - MMD-23621662-D-DR-00-XX-2025 Rev P1 Proposed Highway Alignment General Arrangement (sheet 5 of 5);
 - MMD-23621662-D-DR-00-XX-2026 Rev P1 Proposed Emergency Access Layout;
 - MMD-23621662-D-DR-00-XX-2027 Rev P1 Proposed Highway Alignment Corryton station to Velindre Footpath link;
 - MMD-23621662-D-DR-00-XX-2028 Rev P1 (Proposed highway alignment Cross Sections (sheet 1 of 4);
 - MMD-23621662-D-DR-00-XX-2029 Rev P1 (Proposed highway alignment Cross Sections (sheet 2 of 4);
 - MMD-23621662-D-DR-00-XX-2030 Rev P1 (Proposed highway alignment Cross Sections (sheet 3 of 4);

- MMD-23621662-D-DR-00-XX-2031 Rev P1 (Proposed highway alignment Cross Sections (sheet 4 of 4);
- MMD-361662-D-DR-00-XX-2007 Rev P2 (Proposed highway alignment Cross Sections (sheet 3 of 4);
- MMD-23621662-D-DR-00-XX-2008 Rev P2 Construction Access Vehicle Swept Path (sheet 1 of 3);
- MMD-23621662-D-DR-00-XX-2009 Rev P2 Construction Access Vehicle Swept Path (sheet 2 of 3);
- MMD-23621662-D-DR-00-XX-2010 Rev P2 Construction Access Vehicle Swept Path (sheet 3 of 3);
- MMD-23621662-D-DR-00-XX-2200 Rev P1 Access Bridge Plan and Cross section;
- MMD-23621662-D-DR-00XX-2201 Rev P1 Access Bridge Elevations;
- MMD-23621662-D-DR-00XX-2202 Rev P1 Emergency Access Bridge General Arrangement;
- MMD-23621662-D-DR-00XX-2400 Rev P1 Drainage Design Surface Water Enabling works Proposals (sheet 1);
- MMD-23621662-D-DR-00XX-2401 Rev P1 Drainage Design Surface Water Enabling works Proposals (sheet 2);
- L(90) 0101 Revision P3 LANDSCAPE PROPOSALS: VCC/ASDA NORTHERN ACCESS ROAD;
- L(90) 0102 Revision P3 LANDSCAPE PROPOSALS; EMERGENCY ACCESS ROUTE;
- L(90) 0103 Revision P2 LANDSCAPE PROPOSALS:CORYTON STATION/PENDWYALLT ROAD PEDESTRIAN LINKS

Reason: To ensure the proposed access is undertaken in accordance with the submitted details, in accordance with Policy KP5, KP6 & T6 of the adopted Cardiff Local Development Plan (2006-2026).

5. No development shall take place until details showing the provision of cycle parking spaces have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the secure parking of cycles.

6. No part of the development hereby permitted, bar the access road and their enabling works, shall be occupied until details of the layout, operation and management of the car parking provision, to include details of systems and measures to prevent staff using patient/visitor spaces have been submitted to and approved in writing by the Local Planning Authority. A maximum allocation of 773 car parking spaces shall be provided, of which no less than 36 shall be laid out and allocated for disabled users. The car parking is to be provided on the basis of the following breakdown:

Main car parks	Parking spaces	Disabled Allocation
Staff	429	18
Patients	283	12
Conference/visitor	43	3
Total	755	33
Elsewhere on-site		
Maggies Centre	12	3
Hospital transport staff/volunteers	6	
Total	773	36

The hereby approved car parking provision shall be laid out in accordance with the approved details before the development is brought into beneficial use and thereafter be maintained for purposes associated with the development.

Reason: To make appropriate provision for car parking clear of adjacent roads, in accordance with Council policy and in the interest of highway safety, to regulate the impact of the development on use of the adjacent highway with Policies KP8 & T5 of the adopted Cardiff Local Development Plan (2006-2026)

7. No part of the development hereby permitted shall be occupied until a travel plan to include, but not limited to, the promotion of walking, cycling, public transport and other alternatives to the use of single occupancy private cars; the management and control of vehicular access to the site; and the control of car parking on the site, including the appointment of a Travel Plan Coordinator, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety and to regulate the impact of the development on use of the adjacent highway in accordance with Policy KP8 of the adopted Cardiff Local Development Plan (2006-2026).

8. No part of the development hereby permitted, bar the access road and their enabling works, shall be commenced until full details of the roads and footpaths within the site, including layout, construction, surface water drainage and lighting, have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the hereby approved details have been implemented in accordance with the approved plans.

Reason: To ensure an orderly form of development and provide safe commodious access to the proposed development in accordance with Policy KP6 of the adopted Cardiff Local Development Plan (2006-2026).

9. No part of the development hereby permitted, bar the access road and their enabling works, shall be commenced until a scheme of highway works to Coryton Interchange slip road/Longwood Drive and the main Asda site road as shown in principle on the approved plans has been submitted to and approval in writing by the LPA. No part of the development shall be occupied until the approved scheme has been implemented to the satisfaction of the Local Planning Authority.

Reason: To provide safe commodious pedestrian, cycle and vehicle access to the proposed development in the interests of highway safety; in accordance with Policy KP6 & T6 of the adopted Cardiff Local Development Plan (2006-2026).

10. No part of the development hereby permitted shall be commenced until a scheme of highway works to provide an emergency access connection to the Hollybush Estate road (including details of the proposed barriers and their operation) and pedestrian and cycle connection to Park Road and Coryton Station as shown in principle on the approved plans has been submitted to and approval in writing by the LPA. No part of the development shall be occupied until the approved scheme has been implemented to the satisfaction of the LPA.

Reason: To provide safe commodious pedestrian, cycle and emergency vehicle access to the proposed development in the interests of highway safety in accordance with Policy T5 of the adopted Cardiff Local Development Plan (2006-2026).

11. No part of the development hereby permitted, bar the access road and their enabling works, shall be commenced until a scheme for the provision of a bus turning/loop and stop, to include shelter, boarder kerb and RTI, has been submitted to and approval in writing by the LPA. No part of the development shall be occupied until the approved scheme has been implemented to the satisfaction of the LPA.

Reason: To make adequate provision for a future bus service to promote sustainable travel in accordance with Policy KP7 & KP8 of the adopted Cardiff Local Development Plan (2006-2026).

12. The bridge adjoining the Hollybush Estate shall only be used in an emergency. An emergency is defined as that where there is a risk to life or building.

Reason: To ensure the amenities and traffic within the Hollybush Estate are protected in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006-2026).

13. Prior to commencement of development, details of the finish and colour of the proposed bridges shall be submitted to and approved in writing with the Local Planning Authority, and implemented in accordance with the approved details.

Reason: To ensure the development harmonises with its environment in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006-2026).

14. No development shall take place until a Soil Resource Survey and Plan, prepared in accordance with the 2009 DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites, and covering each phase of development, has been submitted to and approved in writing by the LPA.

Reason: to ensure that a valuable soil resource is efficiently and effectively protected from harm and re-used as appropriate for

landscaping purposes in accordance with Policy KP15 of the adopted Cardiff Local Development Plan (2006-2026).

15. The Development shall accord with the submitted details and recommendations as outlined in the Arboricultural Impact Assessment dated 10th October, 2017 from Mott MacDonald.
Reason: To ensure the impact upon the protected trees is limited to that as assessed in accordance with Policy KP15 of the adopted Cardiff Local Development Plan (2006-2016).
16. No Reserved Matters application shall be approved by the Local Planning Authority and no development and site clearance shall take place until a Green Infrastructure Management Strategy (GIMS) for the delivery, establishment and ongoing management, maintenance and monitoring of green infrastructure for the whole site, for both the establishment phase and long term, has been submitted to and approved in writing by the Local Planning Authority. The GIMS shall accord with the Landscape Masterplan and mitigation measures set out in the Environmental Statement and its addendum, and in the Environmental Mitigation Plan. The GIMS shall include the following details:
 - a) Proposals for the retention, creation, enhancement and management and maintenance of ecosystems and their constituent habitats, including woodlands, hedgerows and trees, grasslands, water features and SuDs, highway trees/verges, and other habitat providing foraging, community and breeding opportunities for wildlife, and phasing of that provision, including a description of the habitats, their desired condition, key indicators to show when the desired condition has been achieved and management operations
 - b) As part of a) details shall include: a plan and proposals for the retention, creation and enhancement of an ecotone of a minimum of 15m width along the edge of the Glamorgan Canal / Long Wood SSSI. The Plan and proposal of the buffer zone scheme shall be free from built development including lighting, gardens and formal landscaping. The scheme shall include:
 - Plans showing the extent and layout of the buffer zone;
 - Details of proposed planting scheme for the buffer zone (the scheme should only incorporate local native species);
 - details of how existing vegetation will be managed in the buffer zone;
 - Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management, if necessary
 - c) Mitigation, compensation and enhancement measures to be delivered for protected species affected by the development. These measures shall relate to, but shall not be limited to,
 - Bat roosts and bat habitat connectivity as outlined in Table 6.9

in Chapter 6 (Ecology) of the Environmental Statement dated October 2017

- Precautionary methods of vegetation clearance to avoid harm to dormice if present
- A contingency for the eventuality that dormice are detected during vegetation clearance
- A contingency for the discovery of previously undetected Great Crested Newts in terrestrial habitats on site
- Provision of bird nesting habitat, including within new buildings on site.

Enhancement measures for bats and birds shall be in accordance with the advice given in 'Designing for Biodiversity: A Technical Guide for New and Existing Buildings, Second Edition. RIBA Publishing, London. Gunnell, K. et al., 2013', or most recent subsequent edition thereof.

- d) Appropriate scheduling and timing of management and maintenance operations
- e) Proposals for habitat and species monitoring, and updating of the GIMS
- f) Treatment for the eradication of any invasive non-native species found at the site to be undertaken in accordance with Chapter 6 of the Environmental Statement (October 2017).
- g) A lighting scheme and implementation plan to control light spillage to wildlife corridors and habitats. The scheme shall include, but not be limited to, details of the siting and type of lighting to be used, measures to control light spillage, drawings setting out light spillage in key areas for wildlife, measures to monitor lux levels and remedial action to be undertaken where problems are identified. The scheme shall include cross sections of roads, footpaths and cyclepaths and adjacent properties where they intersect with any identified sensitive receptors and those cross sections shall also show green infrastructure and lighting proposals
- h) Approach to safety of any SuDs features for the general public.
- i) A plan showing areas for adoption by the Council, any statutory undertaker and areas to be maintained by a private management company
- j) Implementation programme.
- k) A landscaping implementation programme.
 - Scaled planting plans prepared by a qualified landscape architect.
 - Proposed finished levels.
 - Earthworks.
 - Hard surfacing materials.
 - Existing and proposed services and drainage above and below ground level.

Planting plans shall be supplemented by:

- Schedules of plant species, sizes, numbers or densities prepared by a qualified landscape architect.
- Scaled tree pit sectional and plan drawings prepared by a qualified landscape architect.
- Topsoil and subsoil specification for all planting types, including full details of soil assessment, protection, stripping, storage, handling, amelioration and placement to ensure it is fit for purpose. Where imported planting soils are proposed, full specification details shall be supplied, including certification in accordance with British Standards and interpretive reports by a soil scientist demonstrating fitness for purpose and a methodology for handling, amelioration and placement.
- Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect.

The submitted details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme. The approved GIMS, and any subsequent amendments as shall be agreed in writing by the Local Planning Authority, shall be implemented in accordance with the approved details and programme for implementation. Should monitoring and/or surveys indicate a failure of the mitigation measures or a decline in population or distribution, remedial measures shall be agreed in writing with the Local Planning Authority and shall be implemented as agreed.

Reason: To protect and enhance the Green Infrastructure resource of the site and to protect priority habitats and species.

17. Prior to the commencement of any site clearance, construction works or development (except for demolition), a Construction Environmental and Management Plan (CEMP) for the whole site shall be first submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with the Landscape Masterplan and mitigation measures set out in the Environmental Statement and its addendum, and in the Environmental Mitigation Plan. The CEMP shall include:
- a) An implementation programme;
 - b) A Construction Traffic Management Plan, to include but not limited, to the management of site access, parking (to be within the main body of the site) and wheel washing facilities;
 - c) Details of site hoardings (including the erection, maintenance, security and any decorative displays) and means of enclosure to prevent unauthorized access during construction;
 - d) Details of the storage of plant and materials (including any oils, fuels and chemicals), construction compounds, any temporary facilities for construction staff;
 - e) A Dust Management Plan and measures to control the emission of dust and dirt from construction and minimise sediment loading
 - f) A Noise Management Plan and measures to control and monitor noise, the details to be submitted shall include the suggested information (including phasing) outlined in Chapter 9 : Noise and

- vibration Environmental Statement dated October, 2017;
- g) Measures to control cementitious materials;
 - h) A Site Waste Management Plan for the recycling and/ or disposal of all waste resulting from construction works;
 - i) A Construction Drainage Scheme indicating how surface water and land drainage run off will be dealt with to prevent contamination, nuisance, subsidence or flooding to i) a Green Infrastructure Construction Protection Strategy (GICPS) detailing measures for the protection of the ecological (habitats & protected species), aboricultural, landscape, soil, open space and SuDs resource during clearance and construction, including those existing elements proposed for retention and translocation, and those proposed to be created or enhanced as part of the application. The GICPS shall comply with the approved Aboricultural Impact Assessment, Aboricultural Method Statement and Tree Protection Plan and the approved Soil Resource Survey and Soil Resource Plan for that site/ land and shall include but shall not be limited to:
 - an assessment of the impacts
 - a plan showing green infrastructure to be lost, retained, enhanced, translocated and newly created and its phasing
 - a plan showing protection zones for the ecological (habitats & protected species), aboricultural, landscape, soil, open space and SUDS resource for the construction phase, which shall include but not be limited to a 15m wide buffer zone alongside the Glamorgan Canal / Long Wood SSSI precautionary measures to avoid harm to previously undetected dormice and badgers
 - pre-construction checks
 - details of site clearance and construction methods and measures to be taken to minimize the impact of any works
 - phasing / timing of works
 - a lighting scheme, including measures to reduce light spillage from construction onto key habitats and corridors.
 - k) List of on-site contacts and their responsibilities and arrangements for ecological site inductions for contractors working on site;
The details so approved and any subsequent amendments as shall be agreed in writing by the Local Planning Authority shall be complied within in full throughout the construction period.
 - l) Details of the remediation and timescale of the triangular piece of land to the east of the Hollybush Estate.
 - m) The details so approved and any subsequent amendments as shall be agreed in writing by the Local Planning Authority shall be complied within in full throughout the construction period

Reason: To manage the impacts of construction in the interests of highway safety, and protection of the environment and public amenity in accordance with Policy KP16 of the adopted Cardiff Local Development Plan (2006-2026)

18. Prior to beneficial occupation of the centre details of the storage and disposal of waste (including radioactive) shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall have regard to the submitted Waste Strategy dated 6th January, 2017. The Approved details shall be implemented on site prior to beneficial occupation and shall thereafter be retained.
Reason: To ensure sufficient waste strategy in accordance with Policy W2 of the adopted Cardiff Local Development Plan (2006-2026).
19. No fixed plant and/or machinery shall come into operation until details of the fixed plant and machinery serving the development hereby permitted, and any mitigation measures to achieve this condition, are submitted to and approved in writing by the local planning authority. The rating level of the sound emitted from the site shall not exceed 37dB(A) from the nearest noise sensitive receptor point at all times. The rating levels shall be determined by the objective acoustic feature methodology of BS4142:2014 and calculated to the nearest noise sensitive premises.
Reason: to ensure the amenities of the adjoining neighbours in accordance with Policy EN13 of the adopted Cardiff Local Plan (2006-2026).
20. No development, bar the access road and their enabling works, shall be undertaken until details of drainage have been submitted and approved in writing with the Local Planning Authority. The submitted details shall have regard to the submitted Drainage Strategy dated 3 March 2017. The approved details shall be implemented before the development is operational.
Reason: To ensure a satisfactory drainage development in accordance Policy EN10 of the adopted Cardiff Local Plan (2006-2026).
21. Prior to the commencement of any development , bar the access road and their enabling works, and following completion of the approved monitoring scheme (as outlined with the Motts MacDonald Preliminary Contamination Risk Assessment dated February 2017), the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

* 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and or BS8485

year 2007 Code of Practice for the Characterization and Remediation from Ground Gas in Affected Developments,.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

22. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

23. Any topsoil [natural or manufactured], or subsoil, any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential

property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 3: The applicant is advised of the comments from Welsh Government Transportation Section in relation to the following:

The proposed junction improvements shall meet the relevant standards required by the Design Manual for Road and Bridges (DMRB) and detailed design drawings will need to be submitted for approval to the Welsh Government prior to a section 278 being entered into.

The proposed traffic signal improvements shall meet the relevant standards required by the Design Manual for Road and Bridges (DMRB) and detailed signal timings will need to be submitted for approval to Welsh Government prior to a Section 278 being entered into.

The Applicant shall include plans detailing any necessary adjustment to, including but not limited to, public utilities apparatus, highway drainage, street lighting, signage, guard-railing, noise barriers, and street furniture and road markings arising from the works. Detailed drawings of any proposed adjustments required shall be submitted for approval to the Welsh Government.

The Applicant shall commission and pay for a Safety Audit of the scheme, (Stages 1 - 4) in accordance with the DMRB HD 19, and implement any measures required as a result of this audit, unless otherwise agreed by the Welsh Government. This will include a requirement that the Designers Response issues are fully considered and implemented to the satisfaction of the Welsh Government and will include antiskid surfacing, drainage and street lighting issues.

The Applicant shall commission and pay for a revalidation of the MOVA/SCOOT traffic signal system at Coryton (M4 Junction 32) and implement any measures including infrastructure, signal equipment and software, etc) required as a result of this revalidation, unless otherwise agreed by the Welsh Government. This will also include an annual review of the signal operations at once the development is operational.

The Applicant shall comply with the requirements of DMRB HD 22 and submit drawings and calculations for approval / certification by the Welsh Government prior to the commencement of any works.

No drainage from the development site shall be connected to or allowed to discharge into the trunk road drainage system, and the proposed junction shall be constructed such that the connecting roads do not drain onto the trunk road. The form and detailed design of the drainage to be incorporated within the proposal shall be agreed with the local planning authority and the trunk road agent.

During the construction phase, the Applicant shall provide wheel-washing facilities at the site exit.

RECOMMENDATION 4 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 5: The applicant is to ensure the structural integrity of the bridges and buildings.

RECOMMENDATION 6 : The applicant is advised that the granting of this consent does not authorise development from the council as a land owner and that consent should be sought from the Council's legal section.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

1.1 Outline permission is sought for a 42 bed cancer centre, conference/learning and research centres and Maggie's Centre with associated infrastructure, including a double decked car park and energy centre.

1.1.1 Matters for consideration under this application are: the principle of development (including setting maximum parameters for the development) and access to the site. Subsequent applications for layout, scale appearance and landscaping (known as the 'reserved matters') will be submitted at a later date. However, indicative maximum and minimum Parameters Plans, along with indicative sectional and elevation drawings, have been submitted to allow assessment of the potential development. Each element of the proposal has been described in Chapter 4 of the submitted Environmental Statement and is summarised below.

1.2 Velindre Specialist Cancer Centre

The proposed Velindre Cancer Centre will comprise a maximum 40,000 sq.m. of gross internal floor area for cancer health services (planning use classes: C2 Residential Institutions and D1 Non-residential institutions). No surgical treatment will be undertaken at the centre, but space for the delivery of the following critical services will be provided: radiotherapy; chemotherapy; pharmacy; inpatient beds; outpatients' services; support services; and imaging with a conference centre facility and a centre for learning, including a Research and Development section. As the overall design of the building is reserved, internal configuration of the use has not been submitted.

The maximum parameters of the centre are identified in the table below.

Table 4.1: Maximum building parameters of the Velindre Cancer Centre

Height	Width	Length
4.5m-23m*	100m-150m	180m-220m

1.3 Energy Centre

An Energy Centre is proposed on the site to provide the main source of heat and electricity to the proposed Velindre Cancer Centre. The energy centre would be located away from the main centre and sited in the northwest corner of the site. The Energy Centre would consist of gas fired Combined Heat and Power (CHP) boilers that would also have the potential to run on oil. Diesel generators would also be provided in the energy centre to be used only as emergency backup. The total output from the Energy Centre would be 2MWp.

Table 4.2: Maximum building parameters of the Energy Centre

	Height	Width	Length
Main Building	5m-10m*	12m-18m	15m-23m
Flue	19m-24m*		

1.4 Maggie's Centre

The Maggie's Centre (which is a separate organisation and provides help and relief to cancer patients and carers) would be located in the north-west corner of the site. The minimum and maximum building parameters are identified in the table below. The maximum gross internal area (GIA) would be 650 sq. m over two floors.

Table 4.3: Maximum building parameters of the Maggie's Centre.

Height	Width	Length
5m-10m*	14m-22m	14m-22m

* The height of the various buildings are measured from an assumed datum point (which is a central point within the site circa 50.00 above ordnance datum (AOD)) and not from natural ground level.

1.5 Main Site Access (for consideration under this application)

The main site access route would be provided from the north of the site via the existing roundabout on Longwood Drive. To facilitate the development it is proposed to upgrade the roundabout, in particular the existing arm that serves Asda, and the access road into Asda. A new access road would spur off from the upgraded Asda access road and cross the disused railway cutting (via a three span bridge) and enter the meadow fields to the northwest of the main site area. From these fields, the access road would pass through an area of woodland and enter the site through the north-west boundary. The access would provide for two-way vehicle movement, and would include a pedestrian footway and cycle lane. This would link with the crossings that would be located to provide access to Asda and the wider pedestrian and cyclist network in the local area.

It is proposed that the maximum width of the access road would be 11.3m (7.3m carriageway and 4m cycle/pedestrian lane with segregation widths).

A new bridge is proposed to enable the access road to cross the former railway cutting. The width of the bridge would be up to 11.6m to account for the carriageway, segregated pedestrian and cycle lane and bridge parapets and span circa 100 metres and have clearance of circa 12 metres from the floor of the railway cutting.

1.6 Emergency Access (for consideration under this application)

An emergency access is proposed through the site's eastern boundary via the Hollybush Estate. This access road would be created from the existing highway network that dissects Sycamore House and Poplar House in the south of the estate and enter the site by passing through the woodland and the former railway cutting (including the surrounding woodland). As it enters the site, the access would join with the main internal site access road. The carriageway of the emergency access would be up to 5.5m wide with a span the railway cutting circa 45 metres and again would have a clearance of 12 metres from the floor of the railway cutting.

The total width of the emergency access bridge across the railway cutting would be up to 7.6m (6.7m for the carriageway and verges and 0.9m for the bridge parapets). The access would be closed to vehicles except for a major emergency and would therefore be gated to prevent uncontrolled use by vehicles and pedestrians.

1.7 Pedestrian Access (for consideration under this application)

An adopted highway currently follows the south-east boundary of the main site area from the main highway (A4054)/ eastern boundary of the Hollybush Estate to connect with the public path which follows outside the boundary of the main site.

It is proposed to upgrade the adopted highway along the south-east boundary as a pedestrian and cycle access to the site. To ensure that this route is fit for purpose it is proposed to resurface the route using an asphalt surface and provide sufficient levels of lighting.

Works would also include the refurbishment of the footpath that links Park Road to the site via the existing arched bridge adjacent to the Hollybush Estate.

A new pedestrian route is also proposed between the site and Coryton Railway Station. The route would be provided from the station to the site via the railway cutting under the existing Park Road overbridge. This route would be re-surfaced and provided with suitable lighting.

1.8 Internal Pedestrian Routes (Reserved Matter)

The Illustrative masterplan shows a series of internal pedestrian routes to connect the parking areas, the Velindre Cancer Centre, the Maggie's Centre and the Energy Centre. The routes would also connect with the formal footpath network to ensure that walkers are able to pass through the site. Where possible, the routes would replicate the existing prominent pathways.

1.9 Service Yard (Reserved Matter)

A service yard will be located adjacent to the cancer centre. All delivery vehicles to the site will enter this space. The yard will be accessible from the main internal site road and will be approximately 25m in width and 60m in length. The illustrative master plan indicates this would be to the north of the main cancer centre.

1.10 Parking

755 parking spaces are proposed to accommodate staff and patients (773 in total, including the proposed Maggie's Centre and hospital transport staff/volunteer spaces). The plans as submitted indicate that 500 of these spaces would be provided beneath the Velindre Cancer Centre within an undercroft area, with 255 spaces in a decked parking area accessible from the main site access. The decked parking area would be located adjacent to the Velindre Cancer Centre.

12 parking spaces are proposed as surface parking at the Maggie's Centre, and 6 no. additional spaces allocated to hospital transport staff/volunteers.

Table 4.4: Minimum and maximum building parameters of the decked car park

Height	Width	Length
4m-5m*	40m-50m	70m-80m

1.11 Drainage

A drainage strategy has been submitted which covers matters in relation to the access roads and reserved matters. It states that the site's ground conditions make the provision of soakaways unviable, as connecting to a watercourse would require drainage infrastructure to be delivered through the SSSI, which would increase the development's ecological impact.

The limited presence of open and ground level SUDS features in the surface water strategy (such as swales, ponds and detention basins) is required to satisfy Welsh Water (DCWW), which would not permit land drainage to enter surface water sewers located adjacent to the site.

1.12 Lighting

Lighting plans of the access routes and a lighting assessment has been submitted for the development. The assessment proposes measures to be incorporated into the design including: reducing the height and tilt of luminaires; avoiding use of mounted columns on the main access bridge; applying baffles, shields or louvres; utilising luminaires with low ultraviolet light output; and, incorporating dimming technology to be used at times of decreased use.

1.13 Landscape (Reserved Matter)

A landscape strategy has been submitted which seeks to retain and restore as much of the existing grassland habitat that characterises the site (this grass land is the reason the site has been designated as a SINC) and to provide wildflower planting to enhance the biodiversity of the landscaped areas. Areas of grassland are proposed adjacent to buildings, parking areas and pedestrian footpaths, and to the embankments of the access road and parking areas.

Tree planting is proposed alongside the grassland, to create outdoor 'pocket' spaces and screen views of essential development infrastructure.

On the outskirts of the site, the emphasis would be on better management of the scrub that frames the site. Along the south-western boundary where the informal pedestrian route and Public Right of Way are located, the scrub would be managed and enhanced to provide a screened and defined route for pedestrians to pass through the site.

A 15m buffer is proposed along the south-west boundary adjacent to the Site of Special Scientific Interest (SSSI). The 15m zone would include the existing Public Right of Way and non-statutory footpaths and would be subject to landscape enhancement. No building development would be undertaken in this zone. Invasive species including Himalayan Balsam are located on the fringes of the site and in the surrounding area (including the SSSI). It is proposed to treat and remove this as part of the development proposals.

1.14 Hours of Operation

The main hours of operation would be Monday to Friday, 07:30-17:00; however parts of the centre would remain open 24 hours a day since there would be up to 42 inpatients accommodated overnight. There would be limited treatment taking place on the weekend, but areas of the centre would remain active, for instance the inpatients area.

1.15 Patient and Staff Numbers.

It is forecast that 698 patients would visit the Centre on a daily basis in 2022, and by 2032 this is expected to rise to 801 patients a day.

The existing Velindre Cancer Centre has almost 900 staff working on site. To cater for future increases in patient numbers it is envisaged that the health requirements (staff) is forecast to increase to 978 staff by 2022 (this is the proposed opening date of the new centre, if granted permission) and 1,041 by 2032 (fully operational). Not all staff would be on the site at the same time due to factors such as annual leave, shift patterns and sickness etc. Rather, it is assumed that approximately 66% of staff would be on site at any one time. It is therefore forecast that there would be 646 staff on site in 2022 and 687 in 2032.

The Velindre Cancer Centre would not receive 'blue light' traffic on an everyday basis, only when emergencies require its use. Emergency waiting areas are proposed for these vehicles within the envelope of the new cancer centre.

1.16 The following documentation has been submitted in support of the application:

- Environmental Statement Vol.1: *chapters on Introduction, Legislative Context and EIA Process, Site Description, Development Description, Alternative Site Assessment, Ecology Assessment, Transport Assessment, Air Quality Assessment, Noise Assessment, Cultural Heritage Assessment, Landscape and Visual Impact Assessment and Summary of Residual Impacts*);
- Environmental Statement Vol. 2: Figures and Appendices to Vol.1;
- Environmental Statement vol. 3: Non- Technical Summary (English and Welsh);

- Design and Access Statement;
- Planning Statement;
- Drainage Strategy, soils, Geology, hydrogeology and Hydrology studies; Utilities Strategy,
- Preliminary Arboriculture Implications Assessment, Waste Strategy, Lighting Impact Assessment;
- Transport Assessment;
- Transport Assessment Audit;
- Travel Plan
- Whitchurch Green Masterplan.

Pre-Application Consultation Report (PAC) Report: July 2017.

The PAC report is a statutory Welsh Government requirement for major

applications. The report supplements the planning application and outlines the consultation undertaken and the responses to the consultation from the developer in advance of submitting the formal application.

- 1.17 Addendums to the Environmental Statement have been submitted, these changes are:

Chapter 5 (Assessment of Alternative sites)

Updated to provide further explanation on why Royal Gwent, Prince Charles Hospital and Rookwood sites are not suitable for the proposed development. Further information explaining why Whitchurch Hospital buildings and grounds are not suitable.

Chapter 6 (Ecology)

Updated to amend the likely magnitude of the impact on the Local Nature Reserve from low to medium (following mitigation). The bat survey Report (appendix 6.6 of this chapter) has also been updated to include finding of the survey of additional trees suitable features that could accommodate bats. Finally, the Reptile Survey Report (Appendix 6.5 of this chapter) has been amended to provide proposed translocation sites identified by the Council's Green Infrastructure group.

Chapter 7 (Transport):

Updated to reflect parking numbers now proposed (basis that 65% of staff would travel by car and average patient time have increased). The assessment of the impact on the local highway remains of the basis of 77% of staff traveling to the unit (this is in line with the current travel pattern). Velindre Trust has developed a travel plan that would seek to reduce the number of staff travelling by car to 65% by 2022.

The Transport Assessment (now Appendix 7.1 to this chapter) has been updated to reflect the above.

A Travel Plan is provided for the development as an additional appendix. The Travel Plan replaces the Transport Statement as Appendix 7.2 (to avoid duplication).

Chapter 8 (Air Quality) and Chapter 9 (Noise)

Minor amendment to confirm that the development is still assessed on a 77% of staff travelling by private car.

Non Technical Summary (English and Welsh versions)

Updated to reflect the above.

Arboriculture Impact Assessment

Updated to provide detailed assessment of the likely impact on trees located on and adjacent to, the development site.

Planning Statement

Updated to provide further analysis against policy KP8 (Sustainable Transport)

of the LDP in relation to the 50-50 modal split as required by this policy.

2. **DESCRIPTION OF THE SITE**

2.1 The planning application site is 14.5 hectares in area and is an undeveloped land that is characterised by rough grassland and scrub, enclosed by dense, broadleaved woodland and shrubs. The boundary of the application site includes the main site for development of the hospital facility, and those areas required to facilitate access from the Coryton Gyrotory and the emergency access route from the Hollybush Estate. The land is gently undulating former pastoral farmland (The highest point of the main site area is the north-west boundary which ranges between 51m AOD (Above Ordnance Datum) and 57m AOD with the site sloping down to the south-east boundary where the ground level is between 41m AOD and 43m AOD). The site is subdivided into a network of fields of varying scales with some overgrown field hedgerows remaining in private ownership. The site is no longer grazed by horses, but is crossed by informal and formal footpaths. The site has a non-statutory designation as a Site of Importance for Nature Conservation (SINC) for its neutral grassland.

2.1.1 The Site Boundaries

The vegetation is particularly dense along the north-east and south-west boundaries where it continues beyond the site to form woodland. The woodland to the north includes the former railway cutting, while the woodland to the south includes the Glamorganshire Canal/ and Longwood SSSI. The vegetation along the north-west boundary separates the site from a further field that is also framed by vegetation.

The vegetation along the south-east boundary separates the site from the Whitchurch Hospital grounds and is dissected by an adopted highway. This route contains dilapidated fencing, and is overgrown with surrounding vegetation.

2.1.2 Access to the site

The site is not currently accessible by vehicle from the local highway network, but is accessible via the footpath network surrounding the site. The site is accessible from the north-west and south-west boundaries by a Public Right of Way (PRoW) (reference: Whitchurch 12) which follows approximately half way along the south-west boundary before becoming an informal route. The PRoW is connected to a series of other PRoWs which provide access north to Longwood Drive and south into the Long Wood Nature Reserve (reference: Whitchurch 13-16). The site is also accessible from the south-west and south-east boundaries by a PRoW (reference: Whitchurch 11). The PRoW does not enter the site, but is connected to the informal route connected to PRoW Whitchurch 12. The PRoW connects to Forest Farm Road located south of the site.

An adopted highway (overgrown) provides access into the site at the north-east and south-east boundaries. The route is accessible from Park Road and approaches the site adjacent to the Hollybush Estate, where it crosses the former railway cutting. The route then dips gently and follows the entirety of the

site's south-eastern boundary and connects to PRow Whitchurch 11. A series of informal access routes cross the site from these main access points.

2.1.3 Cultural Heritage

The site is not part of a conservation area, world heritage site, historic battlefield site or archaeological priority area. There are no scheduled monuments, no grade I, grade II* or grade II Listed Buildings nor any Locally Listed buildings on the site. There is low potential to encounter buried remains on the site.

2.2 Surrounding Area

2.2.1 Whitchurch Hospital Campus and Historic Park and Garden

The Whitchurch Hospital Park and Garden is located to the southeast of the development site. It is grade II Listed on the Register of Landscape Parks and Gardens of Special Historic Interest in Wales.

The Historic Park and Garden includes the core of the Whitchurch Hospital grounds and includes eight Grade II Listed Buildings. The closest Listed Building to the site is the Grade II Listed Whitchurch Hospital chapel (180m from the site). A large car park is located to the front of the chapel.

2.2.2 Residential Developments

Clos Coed Hir is located to the east and sited circa 50 metres from the main application site but will abut the proposed new access route from Coryton railway station. The site is also adjacent to the Whitchurch recreational fields. It is a private residential estate that consists of detached properties (two storey) and a terrace of town housing (three storey). It is accessed from Park Road.

The Hollybush Estate is a residential development located to the north-east of the application site. On the eastern side of the railway cutting

The residential estate includes four ten-storey tower blocks that are prominent features on the local townscape and landscape, and four other smaller residential blocks (two-four storeys). One of the smaller blocks includes commercial units. Access to the estate is provided from Pendwyallt Road.

Coryton Primary School is located north of the Hollybush Estate and sited circa 42 metres at its nearest point from the proposed emergency access road.

Whitworth Square, a recent residential development is located to the north of Coryton Primary School and to the north east of Coryton House and sited approximately 100m from the application boundary at its closest point

2.2.3 Coryton House Historic Park and Gardens

Coryton House (converted into a children's school) is located north of the site and will abut the proposed main access road. The House is a large Edwardian town house. Extensive gardens surrounded the house and include an orchard, walled garden, glasshouse and pond. Most of the formal and informal gardens remain undeveloped from their original layout as commissioned by Cory. The

gardens consist mainly of woodland, made of tall, dense trees and smaller areas of grass lawn. The house is Grade II Listed and gardens are Grade II Listed on the register of Landscape Parks and Gardens of Special Historic Interest in Wales.

2.2.4 Asda supermarket

An Asda retail store is located to the north of the application site. The store is accessible from Longwood Drive and is served by a large car park (the main access to the proposal will be from this site). A McDonald's outlet is located in the west of the Asda site and is accessible from the same access that serves the superstore. The Village Hotel is located to the east of the Asda site.

2.2.5 Former Railway Cutting

A former railway cutting is located adjacent to the development's north-east boundary. The wooded sides of the former railway cutting fall within a Local Nature Reserve designation. The cutting is very steep and wooded. Public access is available along the floor of the cutting. Access into the cutting is provided from the south via the adopted highway / footpath that connects to Pendwyallt Road or from the north via a steep flight of steps that connect to the masonry bridge near Asda.

2.3 Other Statutory and Local Ecological Designations adjoining the application site:

2.3.1 Glamorgan Canal / Long Wood SSSI

The SSSI is located south-west and north-west of the site and is legally protected under the Wildlife and Countryside Act 1981 (as amended). The SSSI falls steeply away from the application site. The SSSI is an artificial wetland ecosystem adjoining a river terrace woodland of considerable antiquity. Beech is a major constituent of the woodland. A range of habitats from open-water, Alder Carr, scrub and deciduous woodland are included within the designation. The Glamorganshire Canal is located within the designation, the eutrophic water from which supports a characteristic flora and fauna that includes a range of macrophytes and a number of macro-invertebrates that are locally important.

2.3.2 Glamorgan Canal Local Nature Reserve (LNR)

The LNR is managed by Cardiff Council and includes the SSSI and land south-west of the SSSI, the former railway cutting north of the site, and the remaining area of open meadowland to the north-west of the site. The LNR was formed in 1967.

2.3.3 Coryton Heronry Wood Site of Importance for Nature Conservation

The Coryton Heronry Wood Site of Importance for Nature Conservation is sited in close proximity to the existing ASDA car park and is located some 100 metres north of the main site area, but adjacent to a section of the proposed northern access. The site is designated for birds and includes mixed woodland containing conifers and ornamental trees.

3. **SITE HISTORY**

- 3.1 95/01195/N – outline application for mixed use development of hospital, residential, leisure, employment, community and retail facilities with playing fields – refused- allowed on appeal by the Chair of the Planning Decision Committee of the National Assembly July 2001;
- 3.2 97/00771/N- outline application for mixed use development of hospital, residential, leisure, employment, community and retail facilities with playing fields – refused;
- 3.3 05/02689/W- Modification of conditions 1C and 1D of planning permission ref 95/01195/N to allow extension of time period for submission of reserved matters application and commencement of development for an additional 5 years- approved 25/5/2010
- 3.4 10/02301/DCO- modification of conditions 1c and 1d of planning permission 95/1195N for mixed use development at Whitchurch hospital comprising hospital, residential, leisure, employment, community and retail uses with playing fields (as modified by planning permission 05/2689w) to allow extension of time period for submission of reserved matters applications and for commencement of development, for an additional five years. – approved 9/11/2014;
- 3.5 16/01530/MJR - Variation of conditions 1C and 1D of outline planning permission 10/02301/DCO to extend period of time for the application of approval of reserved matters and commencement of development. Removal of conditions 2, 3 & 4 relating to Code for Sustainable Homes – approved 08/09/2017.

4. **POLICY FRAMEWORK**

- 4.1 The screening and scoping opinions for the Environmental Impact Assessment were submitted before 16 May 2016. The application, therefore, has been assessed under Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016. Regulation 3 states “*The relevant planning authority or the Welsh Ministers or an inspector must not grant planning permission or subsequent consent pursuant to an application to which this regulation applies unless they have taken the environmental information into consideration, and they must state in their decision that they have done so.*”

Regulation 24 requires the Local Planning Authority to:

- (a) *inform the Welsh Ministers of the decision;*
- (b) *inform the public of the decision, by local advertisement, or by such other means as are reasonable in the circumstances; and*
- (c) *make available for public inspection at the place where the appropriate register (or relevant section of that register) is kept, a statement containing :*
 - (i) *the content of the decision and any conditions attached to it;*

- (ii) *the main reasons and considerations on which the decision is based including, if relevant, information about the participation of the public;*
- (iii) *a description, where necessary, of the main measures to avoid, reduce and, if possible, offset the major adverse effects of the development; and*
- (iv) *information regarding the right to challenge the validity of the decision and the procedures for doing so.*

4.2 Planning Policy Wales Ed. 9 (2016);

4.3 Technical Advice Notes (TAN):

5: Nature Conservation and Planning (2009);

10: Tree Preservation Orders (1997);

11: Noise (1997);

12: Design (2016);

16: Sport, Recreation and Open Space (2009);

18: Transportation (2007);

20: Planning and the Welsh Language (2017);

21: Waste (2014);

24: The Historic Environment (2017).

4.4 Development Manual;

4.5 The adopted development plan for the purposes of section 36(6) of the Planning and Compulsory Purchase Act (2004) is the Cardiff Local Development Plan (2006-2026). The site falls within the settlement boundary as defined on the Proposals Map and the majority of the site is identified as open space in the most recent open space survey, therefore the following policies apply:

KP5: Good Quality and Sustainable Design;

KP6: New Infrastructure;

KP7: Planning Obligations;

KP8: Sustainable Transport;

KP11: Crushed rock aggregates and other minerals;

KP12: Waste;

KP14: Healthy Living;

KP16: Green Infrastructure;

KP17: Built Heritage;

KP18: Natural Resources;

EN4: River Corridors;

EN5: Designated Sites;

EN6: Ecological networks and features of importance for biodiversity;

EN7: Priority habitats and species;

EN8: Trees, Woodlands and Hedgerows;

EN9: Conservation of the Historic Environment;

EN10: Water Sensitive Design;

EN11: Protection of water resources;

EN12: Renewable Energy and low;

EN13: Air, Noise, Light Pollution and Land Contamination;
T5: Managing Transportation Impacts;
T6: Impact on Transport Networks and services;
T8: Strategic Recreational routes;
T9: Cardiff City Region 'Metro' Network;
C4: Protection of Open space;
C6: Health;
M7: Safeguarding of Sand and Gravel, coal and Limestone Resources;
W2: Provision for Waste Management facilities in development

4.6 Supplementary Planning guidance (approved to the adopted LDP)
Planning obligations (January, 2017);
Waste Collection and storage Facilities (October, 2016);
Green Infrastructure (2017);
Planning for Health and Well-being (2017)

4.7 Supplementary Planning guidance (approved the City of Cardiff Local Plan):
Access, Circulation and Parking Standards (2010);

The SPG in para 4.6 was approved as supplementary guidance to the City of Cardiff Local Plan (1996). Although the City of Cardiff Local Plan (1996) has recently been superseded by the Cardiff Local Development Plan (2016), the advice contained within the SPG is pertinent to the assessment of the proposal and remains consistent with the aims of both LDP Policies and guidance in Planning Policy Wales and are afforded significant weight.

5. **INTERNAL CONSULTEE RESPONSES**

5.1 **Mineral Policy Comments:**

A small part of the application site falls within the Sand and Gravel Safeguarding Area, as shown on Proposals Map of the Cardiff Local Development Plan (2006-2026). As such, the application should be assessed against Policy M7 'Safeguarding of Sand and Gravel, Coal and Limestone Resources'. This states that development will not be permitted within the Sand and Gravel Safeguarding Area that would permanently sterilise the mineral resource unless:

- i. The applicant can demonstrate to the satisfaction of the LPA that the mineral concerned is no longer of any resource value or potential resource value; or
- ii. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or
- iii. The incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not either sterilise the resource or inhibit extraction within the timescale that the mineral is likely to be needed; or
- iv. There is an overriding need for the incompatible development which overrides the need for the resource, including a requirement for prior extraction if practicable.

As the part of the proposal which would affect the Sand and Gravel

Safeguarding Area would involve minor amendments to the footpaths leading up to the roundabout at the start of Longwood Drive, it is not considered that the proposal would lead to any significant sterilisation of the sand and gravel resource, such that it would need to be justified under the terms of the policy set out above.

The application raises no minerals policy concerns.

5.2 **Ecology Officer:**

Ecosystems

In my comment on the EIA Scoping Report of 10/11/16, I advised that the EIA should set out how the ecosystems present in this area would be likely to be affected by the proposed development. I subsequently noted that the original ES made only brief references to impacts upon ecosystems, and in no way was there a systematic evaluation of the ecosystems on site and the impacts upon them, taking into account the five attributes of resilience.

Looking at the ES Addendum, I note the inclusion of a Table at 6.11 setting out an analysis of the impacts upon the five aspects of ecosystem resilience. Whilst this is welcomed, it does appear as a standalone table with limited integration into the ecological impact assessment as a whole. For example at no point are the descriptions of habitats present brought together into a description of the main ecosystems present in and around the proposed development site. Furthermore, whilst the impacts upon the five resilience aspects are discussed, these are not brought together to form a coherent assessment of the impacts upon the ecosystems present. Table 6.8, which lists the 'Valued Ecological Receptors' does not include ecosystems, and the subsequent 6.6.48 does not list ecosystems either.

However, ecosystem services are referred to in table 6.9 'Construction and operational impacts assessment', though I would have preferred a focus on ecosystems themselves.

Despite these caveats, I would say that there is enough information present to understand the impacts of the proposed scheme upon ecosystem resilience, and that a GIMS as suggested in my previous response can set out in more detail how these impacts can be addressed.

Designated Sites:

Glamorgan Canal/ Long Wood SSSI

I accept the mitigation measures put forward in respect of potential direct impacts upon the SSSI, and details of fencing to protect a 15m 'buffer zone' from the edge of the SSSI boundary should be set out in a Construction Environmental Management Plan (CEMP) or similar. I welcome the proposal in Table 6.9 that this 'buffer zone' should consist of existing bramble scrub and grassland, and this should be secured in a GIMS.

Glamorgan Canal LNR

The ES Addendum has taken on board my comments to the effect that the

impact, after mitigation, upon the LNR, is 'moderate' rather than 'low'. As the main habitat type which would be affected in this part of the LNR is semi-natural broad-leaved woodland, it would make sense therefore that the impact upon that habitat as set out in Table 6.9 is also 'moderate' rather than 'low'.

Therefore I agree with the conclusion of table 6.10 that the impact of the proposed scheme upon the Glamorganshire Canal LNR, and the woodlands within it, are permanent, or long-term-reversible, adverse, and of county-level significance.

SINCs

Where a SINC is affected by development, mitigation and compensation measures may be needed. Sections 5.3.11 and 5.5 of TAN 5 are relevant here, and Section 5.5.3 states:

'The conservation and enhancement of locally designated sites is an important contribution to the implementation of Biodiversity Action Plans and to the management of features of the landscape of major importance for wild flora and fauna. Developers should avoid harm to those interests where possible. Where harm is unavoidable it should be minimised by mitigation measures and offset as far as possible by compensation measures designed to ensure there is no reduction in the overall nature conservation value of the area or feature.'

In this instance, the ES acknowledges that a 40% reduction in the area of the Whitchurch Green Field SINC would have a significant, permanent, adverse effect on a county-level nature conservation resource, in the absence of mitigation.

The mitigation measures put forward include enhancement planting in retained fields, habitat management conducive to species-rich grassland habitats within and outside the main development site, and removal of invasive non-native species. Whilst the fine details of these measures would need to be set out in a Green Infrastructure Mitigation Strategy, I am satisfied that there is scope to secure adequate mitigation measures within and around the proposed development site.

I am satisfied that the measures proposed in Table 6.9 of Chapter 6 of the ES are sufficient to protect the features of interest of the Coryton Heronry SINC.

Protected Species

Bats

Detailed surveys of the trees within the proposed alignment of the access points have been undertaken, and these have identified several trees with varying degrees of bat roost potential, although no actual roosts were detected.

I note in Table 6.9 of the ES that the predicted impact of the proposed scheme upon bats in the absence of mitigations would be significantly adverse and permanent, at a local level. Bat boxes are proposed to compensate for any loss of roosting opportunity, and replacement tree planting may compensate for any loss of habitat. Details of these measures can be provided in a GIMS, as

in principle they are likely to be successful.

Mitigation for the fragmentation of habitat caused by construction of the access routes has not been adequately addressed at this outline stage, and further details will be required in a CEMP and GIMS. Proposed measures such as minimising the width of the access route and controlling the lighting scheme at these points to avoid light spillage are welcomed. However, the proposed Landscape Plan, which suggests the inclusion of flowering plants to encourage an insect feeding resource for bats, is not likely to combat the impact of fragmentation.

Dormice

The Dormouse survey is generally satisfactory though ideally I would have like to have seen dormouse nest boxes used as well as nest tubes, as we have had instances in Cardiff whereby dormice have been detected in wooden nest boxes but not plastic nest tubes on the same site. I would say that the Index of Probability score is 20, the minimum required to have confidence in the result, as no survey took place in June and the 28th and 30th October surveys would count as one. However I am pleased to see that a survey visit took place on October, as this is the peak month for Dormouse occurrence in nest tubes / boxes in Cardiff.

I do not accept the conclusions of Table 3 of the Dormouse survey report regarding the lack of fruiting hazel on site; I have seen fruiting hazel on this site and it is likely that there is more on site that I have seen.

Therefore I do not agree with the statement in section 3.2 of the Dormouse survey report that '*...dormice are considered to be absent from the site.*' In reality, it is virtually impossible to be certain that a species is absent from an area of suitable habitat, and no survey methods are able to provide this guarantee.

However, I do not see that these concerns give justification to reject the Dormouse survey report, and in my view Dormice are either likely to be absent from the site or present in very low numbers. This being the case I would not expect a series of specific mitigation measures, but any GIMS should at least acknowledge the low probability of this species being present, for example by setting out contingency measures in the event that it is discovered during construction, or by favouring the retention and planting of dormouse food plants such as hazel.

Great Crested Newts (GCN)

GCN have been recorded close to this site, which offers suitable foraging and hibernating habitats for this species. Whilst I would not advocate any survey work for GCN, any eventual GIMS for the site as a whole should set out measures to avoid harm to GCN during construction, and assurance that sufficient foraging and hibernating habitat remains post-construction.

Reptiles

The principles of reptile mitigation and in particular the receptor sites for

translocated populations, are now agreed.

5.3 **Tree Officer**

The applicant confirms the significant level of uncertainty regarding the impact of the proposed development on trees. Foundations are yet to be determined for example. Whilst the footprint for such is unlikely to result in significant tree loss, the construction of such may result in significant tree loss, dependent on how they are to be constructed. Therefore, without a contractor methodology having informed the tree assessment, I must assume that the worst case scenario will apply (the current assessment suggests 143 category A trees will be lost with another 43 for the emergency access road). The alignment of and installation methodology for services remains uncertain, but again, I must assume a worst case scenario based on the 'illustrative' alignments submitted, and the possibility that services cannot be 'moled' and will require easements.

I note that the arboriculturist considers edge effects unlikely. This may be true, but evidence either way is lacking, and in any event, edge effects may be *desirable* in some cases, in the interests of habitat diversity. This is why I asked for detailed assessment of the proposed 'edge', so that vulnerabilities, but also opportunities could be identified. Filling the gap with an 'instant' woodland, is neither practical nor sensible in my view. Woodlands develop slowly over time, and planting large nursery trees into a disturbed environment equates to plantation woodland, with a high risk of planting failure and tree forms that have developed in nurseries, not in a woodland. In any event, it is impossible to mitigate the loss, since the bridge footprints, whatever they equate to, cannot be woodland.

What I would like to see is a tree assessment that has been informed by a contractor methodology, so that we have an accurate baseline in terms of direct tree loss. I would then like to see pro-active engagement with the new woodland edge, to assess vulnerabilities and opportunities, in allowing woodland to regenerate effectively, but at the same time offer habitat diversity on a greater level than was previously the case. At least this way it can be said 'we are losing this but gaining this', whereas under the current scenario we are simply losing secondary woodland to be replaced, in part, by plantation woodland. My default preference is for an ecotone treatment, but this depends in part on the assessment of vulnerabilities and opportunities with the new woodland edge, and any overriding ecological concerns.

5.4 **Operational Manager (Transportation):**

The submission has been assessed and is considered to be acceptable in principle subject to the following comments, conditions and S106 matters.

On-site Car Parking Provision.

The Transport Assessment identifies parking for the new regional Velindre Hospital and initially proposed to provide 575 staff parking spaces (equating to 77% of staff on-duty). The application is supported by a draft travel plan which encourages staff to change their mode of travel to a more sustainable option. Whilst the Council aims to achieve a 50/50 modal split, between car borne journeys and alternative sustainable modes (walking, cycling, public transport),

it is understood that the nature of the Velindre Cancer Centre is likely to draw a greater number of car borne journeys. Given that the hospital will be providing a regional cancer centre for South Wales it is likely to draw specialist staff from a wider base, who may find cycling and walking unviable and may not readily use public transport. In addition, given the nature of their treatments, the majority of patients are expected to either drive or be driven to the facility. Taking these issues and limitations into account a reduced modal split will be accepted by the Council.

Following discussions with the NHS Trust relating to the Council's stated policy (LDP Policy KP8) to achieve a 50/50 modal between single car occupancy and alternative modes it has been accepted that a less favourable ratio would be appropriate in this instance. To accommodate 50% of staff on duty there would be a need to be a provision of 344 staff parking spaces. However, as indicated, it is considered appropriate to relax the policy aim in this particular instance due to the special regional nature of the facility and the specialist skills of some staff. It is proposed that the parking supply ratio should achieve a 65/35 ratio, providing for 65% of staff on duty (taking regard of the stated target in the Travel Plan of achieving 60% of staff travelling by non-car modes). The staff parking numbers would therefore equate to 429 spaces, which could be accommodated within the proposed undercroft parking.

Given the nature of the visits, parking provision for patients aims to provide for 95% of patient visits to the facility. The Transport Assessment (TA) demonstrates that typically 5% (or 41) of patients will travel using dedicated hospital transport (ambulances etc.). It has been assumed during the application process that the duration of a patient visit to the facility is likely to increase from the current 120 minutes (which would have required 189 parking spaces) toward a typical session duration of 180 minutes per session, thus increasing the potential parking accumulation on-site. Assuming that the working days/hours do not change and that the arrival/departure profile outlined in the TA remains constant, then to accommodate patient numbers on-site (using projected 2032 patient numbers) there would be a need for some 283 patient parking spaces.

The proposed site will also include a conference centre, which would be an integral part of the facility, with additional parking only being required for those attending a conference/event in the centre. Despite the reasonably sustainable nature of the location, with direct rail links to Cardiff Central railway station (via the half hourly service from the adjacent Coryton Station) it is considered that additional parking would still be required for those attending the facility. The applicants transport consultants have stated (deriving the quantum from TRICS analysis) that the conference centre would require 43 parking spaces.

In addition to the 755 parking spaces to be provided in dedicated car parks (as detailed above) additional parking facilities will be required elsewhere on the site. These would be at the proposed Maggie's centre (12 spaces), hospital transport spaces (6 spaces) and on-site motorcycle parking. Dedicated disabled parking spaces would be provided within the overall quantum(s) in accordance with the council's Access, Circulation and Parking Standards

(January 2010) requirements.

The provision of parking will be conditioned to ensure that the patient parking space allocation (283 spaces) is protected from inappropriate staff usage. These spaces will be reserved for patient parking.

Car Parking Breakdown.

Main car parks	Parking spaces	Including Disabled Allocation
Staff	429	18
Patients	283	12
Conference/visitor	43	3
<i>Total</i>	<i>755</i>	<i>33</i>
Elsewhere on-site		
Maggie's Centre	12	3
Hospital transport staff/volunteers	6	
<i>Total</i>	<i>773</i>	<i>36</i>

Cycle Parking Provision

The TA proposes to provide 6 cycle parking spaces, in accordance with the Access, Circulation and Parking standards (Jan 2010) relating to hospital beds as the facility will provide a small in-patient unit. Alternatively it might be considered more appropriate to provide one cycle space per consulting room in accordance with the parking standards associated with a health centre. Either way it is not anticipated that patients would be cycling to/from the facility. However, it is stated within the draft Travel Plan that the Trust has a target for 8% of staff to be cycling to work within five years of the plan being adopted (Table 6: Staff Travel Targets). It would therefore follow that secure and covered cycle parking to accommodate at least the Travel Plan target numbers for staff should be provided, and as such a requirement for 84 secure covered cycle parking spaces to be provided on-site is subject to a proposed condition.

I am therefore satisfied that the proposal is compliant with adopted parking policy subject to the requested, detailed conditions. Active travel and specifically demand for cycle parking will also be monitored as part of the conditioned Travel Plan and, in addition to any other measures, I would expect provision of cycle parking enhanced as may be required to respond to any identified shortfall.

Access and Connection to the Highway Network

The submission and supporting documents provide details of proposed highway improvement works, to facilitate primary access to/egress from the site via the north, from the Asda slip road M4/A470 Coryton roundabout. The primary access includes improvements to and widening of Longwood Drive, the Asda roundabout and the main Asda car park access road. A new bridge connects the improved highway, over the disused rail line/cutting to the proposed internal site road network. Southern, emergency only, access is also

proposed to connect via a second bridge within the public highway at the Hollybush Estate and onto Pandywallt Road. To avoid any possible inappropriate use, the southern access will be gated and only used in case of an emergency. Both north/primary and south/emergency accesses will span the disused rail line/cutting on bridge structures (as opposed to infilling), so as not to prevent use of the cutting for sustainable transport, walking/cycling and possible future Metro use.

The submitted Transport Assessment also demonstrates that there is more than sufficient capacity on the adjacent highway network to accommodate the traffic generated by the proposed development.

Requested Conditions and Section 106

Conditions are sought to ensure the required access provision, onsite and offsite transport infrastructure, car and cycle parking, travel planning and construction is provided and managed in accordance with Council policy.

A Section 106 contribution is also sought towards provision and support of a new and/or extended bus service (or services) to provide direct bus public transport connections between the new Cancer Centre, the City Centre and Heath Hospital. The supported services would need to be provided for a minimum of 3 years to ensure they become established and typically a half hourly Monday to Friday daytime service for an outlying site such as this would require a subsidy circa £150,000 per year. A contribution of £450,000 (£150,000 X 3 years) is therefore sought to support the provision bus based public transport services, in support of LDP Policy KP8 which requires development to be integrated with existing transport infrastructure and services with the aim of achieving a balanced modal split. The supported bus services will also assist the Trust in achieving its stated target in the Travel Plan of achieving 60% of staff travelling by non-car modes.

Conclusion:

No objection to the application subject to the above conditions, S106 and associated 278 Agreement.

5.5 Drainage Officer:

Whilst I have no objection in principle to the consent of this application, the applicant refers to the disposal of surface water by sustainable drainage system. However, no drainage details or scheme have been provided for the disposal of surface water via sustainable drainage techniques.

In light of the above, and in order to minimise any risk of flooding and pollution, it is requested that a condition requiring drainage detail, including calculations, is added to any planning permission.

5.6 Noise and Air Section:

No objections subject to conditions on construction activities (CEMP) and plant and machinery maximum noise level.

5.7 Contaminated Land Team:

Based upon the Mott MacDonald Preliminary Contamination Risk Assessment,

dated February 2017, the Contaminated Land Officer raises no objections, subject to conditions

5.8 Waste Management:

No objection subject to the impositions of a refuse storage condition

5.9 Public Rights of Way Team:

These comments refer to PROW as shown on the Illustrative masterplan.

The adopted highway which runs between the proposed development and Whitchurch Hospital grounds. Currently the path is like an alleyway with fencing and vegetation which is not preferable and is difficult to maintain. The path is well walked as a link to school and local community facilities.

PROW footpath, Whitchurch No.11 would benefit by being upgraded to create a good transition from the existing network of paths onto the new proposed network of paths within the development.

There is adopted highway and a footpath, Whitchurch No.12 which runs within the boundary of the proposed development. Keeping the footpath as a natural mown path will be great in keeping with a natural countryside path as there are other paths within the site which are hard surfaced. The path will need to have good drainage to ensure it isn't subject to becoming boggy or muddy at any point to keep the path as accessible as possible as it will be a great asset to the site.

As there are a number of paths across the site currently being used by the local community, it is good to see a number of footpaths being created on the site with a mix of mown and hard surfaced paths. The zig zag path leading down to the disused railway will also be a great benefit to improving access around the site.

Velindre Hospital Access Road

Alignment Option 1 (Ref: Figure 13): This appears to be the route with the least amount of impact and access for both horses and pedestrians along the disused railway line and appears to be retained from the Access Bridges Elevations drawings which is what would be expected. At no point along the disused railway would we want access for pedestrians and horses to be blocked.

Contribution for improvements:

We are currently working on creating educational trails across Cardiff and this site and surrounding area would benefit greatly by having the opportunity to enhance the routes with orienteering and/or wildlife explorer trails. Sections of the footpath network will need to be upgraded, signage and infrastructure installed along some of the routes as part of the trails/teaching tools, therefore, we would like to see a contribution from the developer to be able to carry out these schemes. These trails will also benefit those visiting Velindre as they can link to the hospital and across to Forest Farm. The draft Forest Farm Public

Realm scoping study outlines £400,000 of enhancements that can be linked to the proposal.

5.10 **Strategic Estates:**

No objection. The applicant will require consent from the Council as a land owner

5.11 **Parks:**

No objection subject to appropriate conditions and monitoring.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 Natural Resources Wales:

Recommend that planning permission should only be granted if you attach the following conditions. These conditions would address significant concerns that we have identified and we would not object provided you attach them to the planning permission.

Condition 1 - Protected Sites (SSSI): through a 15 metre buffer zone;

Condition 2 - Invasive Species: as outlined in the Environmental Mitigation Plan (prepared by Mott MacDonald, dated June 2017) and specifically 3.1 Construction Phase – Impacts and Mitigation which states a programme of invasive species removal / management is to be completed as part of the construction works;

Condition 3 – Protected Species (Bats): The scheme to be implemented in accordance with Bat mitigation measures set out in Table 6.9 within Chapter 6: Ecology of the Environmental Statement and the Landscape Masterplan GA (revision 5);

Condition 4 – Lighting: advise this is controlled through planning condition or within a wider lighting scheme planning condition:

Condition 5 – Land Contamination: Given the close proximity of the former railway corridor, we advise that a planning condition is secured to assess contamination of the site:

6.2 Welsh Government (Highways Transport Group): No objections subject to condition linking the proposal road improvement to submitted plans and the applicant entering into a S.278 agreement with the Welsh Government Transportation section

6.3 Welsh Government (Planning Division) have been consulted and no comments have been received.

6.4 CADW: The application is accompanied by an Environmental Impact Assessment and this includes Chapter 10 Archaeology and Cultural Heritage. This document has identified all of the likely impacts of the proposed developments on the above registered historic parks and gardens and their

settings. These impacts have been assessed and it is concluded that there will be slight adverse impacts to the settings of the registered historic parks and gardens. We concur with this assessment and agree that the proposed development will not cause significant damage to the setting of the registered historic parks and gardens known as PGW (Gm) 66(CDF) Whitchurch Hospital and PGW (Gm) 67(CDF) Coryton House..

6.5 Health and Safety Executive: No objections

6.6 Police Architectural Liaison Officer: are in discussions with an applicant. Any comments will be reported to committee

6.7 Glamorgan Gwent Archaeological Trust:

Note the submission of an Archaeology and Cultural Heritage Chapter of an Environmental Statement (Chapter 10, Mott McDonald, The Urbanists and HLM, dated July 2017). The chapter assesses the nature and extent of the archaeological resource in the proposed development area, as well as the potential effect of the application on any remains. The proposal is located in close proximity to both Coryton House and Whitchurch Hospital Registered Park and Gardens (both Grade II, Cadw ref. PGW (Gm) 67 (CDF) and PGW (Gm) 66 (CDF). However, the impact would be significantly reduced due to the screening effect of existing woodland. Two bridges are proposed to allow traffic over the Cardiff Railway Line and cutting (02998.0s) to allow access to the Centre, although it is of relatively limited archaeological importance and the significance of the impact is slight. The proposal will entail large scale ground intrusion works for the construction of the Centre itself, although there is no indication that archaeological remains are present in the area, and the archaeological potential is considered to be low.

The document includes mitigation measures regarding the height of the buildings and the planting of trees to further screen the proposal. As a result there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application.

6.8 Garden History Society:

Everybody wants to see better provision for treating cancer sufferers and at a site that is convenient for patients and their families, but as noted by most of the objectors this is not the right site.

The Planning Statement evaluates all of the requirements for future cancer health care provision including what space will be needed. This is quite an extensive development with a considerable number of parking spaces to service it, albeit many underground due to the narrow and limited scale of the site.

If this application is approved it admits that environmental impacts are inevitable but will be reduced through mitigation and enhancement. This assertion raises two questions; is mitigation and enhancement really that effective and are community impacts considered? If the latter is not considered

an important consideration in this application, how does this decision sit comfortably with the requirements of the Well Being of Future Generations Act?

We are constantly being told that we should get more exercise and de-stress in a natural setting, and of the benefits of green spaces acting as 'sinks' for carbon and particulates. (There is a deficit of recreational open space in this ward).

Cardiff's own Draft Liveable City Report of this year, notes 'access to parks and green spaces significantly contributes to physical and mental health and well-being contributes to strong and cohesive communities by providing a space for interaction and engagement'. It also notes the importance of the network of habitats, parks and green spaces with a high level of connectivity. Further 'levels of NO₂ found in the city centre are the highest in Welsh local authorities and exceed EU pollution limits'. We need as many of the green wedges and as much of the green belt as possible to absorb the pollutants.

Some years ago the City used to produce Habitat Action Plans and Biodiversity Action Plans which stressed the importance of the four river corridors acting as green wedges to help sustain a healthy inter-connected environment that counters the polluting effects of an intensively developed city. This area, along the Taff, was considered the most important corridor as it is relatively under developed along its length through the city. The river corridors are so important for ecology and biodiversity to thrive. If the green spaces are too fragmented this cannot happen. Is this role no longer considered important?

The site was chosen after evaluation of alternatives. It is a very sensitive, problematic site near a long list of designated natural and historic areas (notably two registered gardens, many listed buildings, SSSI, SINC, LNR etc.) with a lot of interventions to lessen its impact and to make it work, not least its access roads. The increased movements to and from the site, during construction, and then later when it is operational as a cancer centre will have an enormous impact on the nearby designated areas. The cumulative effects of all of these interventions will have a very damaging effect on this precious green space in the North West of Cardiff and all of its residents, from tiny dormice and herons to the local community.

Many of the objectors have asked about the validity of re-purposing Whitchurch Hospital for the Maggie's Centre. This idea has been dismissed because of the number of listed buildings and cost of refurbishing them. Surely £300 million would be sufficient to renovate the interiors to a world class standard. Operationally the layout proposed around a corridor system such as at Rhydlafer Hospital could work at Whitchurch Hospital based as it is on the echelon plan?

The loss of the playing fields to the north is 'considered unlikely to be acceptable' (5.5.11). This statement is made without irony and acknowledgement that the partial loss of pastures (SINC) enjoyed by a different sector of society is somehow considered acceptable.

Another brownfield site should be considered if the above alternative cannot.

6.9 Welsh Water:

Sewerage

We have reviewed the information submitted as part of this application with particular focus on the Drainage Strategy dated 03/03/2017 and the Utilities Strategy Report. These documents provide a detailed account of the investigations undertaken and an assessment to dispose of surface water flows via sustainable means. With regards to the surface water strategy we confirm that there is an agreement in place for the proposed development to convey flows to the public sewer. We acknowledge and welcome the inclusion of sustainable drainage methods to reduce the overall quantity of water communicating to the public sewer.

Water Supply

A water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site water mains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to the address above. The proposed development is crossed by a 24 inch trunk water main, and 6 inch and 110mm distribution water main, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. It may be possible for this water main to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

6.10 Western Power Distribution have been consulted and no comments have been received.

6.11 Wales & West Utilities have no objections to these proposals, however our apparatus may be at risk during construction works and should the planning application be approved, we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required, these will be fully chargeable.

6.12 Network Rail: No objections

6.13 Ramblers Association have been consulted and no comments have been received.

6.14 Woodland Trust have been consulted and no comments have been received.

7. **REPRESENTATIONS**

7.1 409 Neighbours have been directly notified. In addition, 7 Site Notices have been placed around the site and the application has been advertised in the

local press in accordance with statutory procedures.

187 representations in total have been received. Of these, 181 were letters of objection and 6 were letters of support for the proposal. In addition, a 698 signature on-line petition of objection has also been submitted. An additional petition of 15 signatures has been received from the residents of the Hollybush Estate.

A summary of the objections received, either by letter or petition, are identified below:

- **Impact on the Environment**

Impact on the environment of the meadows will be high (total destruction). All the surrounding boundaries will be impacted and include some of Nature Reserve Forest Farm, Railway Cutting, Hollybush Estate, Clos Coed Hir, Lady Cory Field, SSSI, and upon the Heronry and its feeding grounds will be totally destroyed by this development. The suggested mitigation measures cannot in anyway make up for the loss of flora and fauna that have taken generations to develop.

These views are supported by NRW, Woodland Trust and other charitable organisations. Even the developers own assessment states that without mitigation the development would have adverse impact upon the site ecology and the surrounding designations

- **Unacceptable Overdevelopment**

Unacceptable overdevelopment next to a site of special scientific interest (SSSI). Velindre claim only 39% of the Meadow will be developed, we disagree as in reality 100% will be lost forever including part of the nature reserve and wildlife corridors and the area will be fragmented.

- **Road Safety & Parking Concern**

There are road safety & parking concerns during both construction and operation. We anticipate significant compromise to road safety and residential parking on local roads (Park Road, Pendwyallt Road, Hollybush Estate) and to the safety of the children using Coryton Primary school. Currently there are parking issue with the current site this will be worse with a bigger centre the proposed parking is not sufficient to meet the needs of this site. This unacceptable impact upon parking and access with the residents of Whitchurch will become worse once with any redevelopment of the Whitchurch Hospital site is taken into account.

The proposed access of the Coryton interchange is unacceptable as this is already congested and this development would make it worse.

Question the number of vehicles and speed as recent surveys undertaken by the PACT group on Wednesday 5th July, 2017 between

09:30-10:30 showed 30% heading south (of 115) exceed the 30mph speed limit. Vehicles heading north showed 25% exceed the 30mph limit (of 103) the proposal would impact on what is already an unacceptable highways situation. It is a PACT priority to improve road safety in this area.

- **Hollybush Emergency Access**

Residents of the Hollybush Estate feel this access will impact on the wellbeing of elderly and vulnerable residents living nearby, destroying a large section of the wildlife corridor. Emergency access for high-rise blocks will be compromised in case of major incidents.

- **Loss of Green Space**

Loss of green space and adverse effects on health and wellbeing are becoming critical in Cardiff. The Local Development Plan is destroying more and more green spaces in Cardiff. The loss of this meadow for future generations to enjoy and learn about wildlife is contrary to the requirements of the Wellbeing and Future Generations Act. This is last area of green open space in Whitchurch and if developed would leave resident nowhere to go and enjoy nature.

- **Whether there is a Plan B**

In the community engagement meetings the question was asked many times, and some participants who attended felt the answer led them to believe there was a Plan B.

- **Other Suitable Sites**

There are numerous brownfield sites within South Wales that could accommodate this development why have they not been considered? Why can't the trust use Whitchurch Hospital, the building is vacant and was used as a hospital before and has sufficient grounds to expand but this site is not being considered because the NHS wishes to make money from its redevelopment.

- **Inefficient use of Taxpayers Money**

The cost (estimated to be £300million) of building a new hospital on such an environmentally sensitive site, this cost could be better spent on treating patients.

- **Drainage Issues:** *It is not clear how the site would be drained without affecting the surrounding area;*

- **Noise and Air Pollution**

The proposal will create unacceptable noise and air pollution on surrounding properties. The residents of Holly Bush Estate are elderly or have medical conditions and will be severely affected by the proposed construction activities and its operation;

- **Lack of Community Engagement**

The Trust undertook its consultation during purdah therefore restricting

political scrutiny.

The manner in which the consultation was undertaken did not allow elderly residents the ability to engage.

There has been a wilful neglect of consultation with young people

- **Impact Upon the Lady Cory Field**

This area is identified as the main route for construction traffic, which given its location is wholly unacceptable and dangerous. This land was gifted to the residents of Cardiff for their enjoyment not as a dumping ground and destroyed.

- **Lack of Strategic Planning**

The proposal cannot be assessed on its own there should be a whole application for all the area, similar to that of the previous application to allow full assessment of the impact the proposals will have on Whitchurch.

7.1.1 Various chapters of The Environmental Statement have been amended (see paragraph 1.14 of this Report). Re-notification has been undertaken (as required by Regulation 22 T&CP (Environmental Impact Assessment) (Wales) Regulations 2016) by notifying those who had made comments on the initial application along with site and Local Press Notices (publicised in the Western Mail on 19/10/2017).

An additional 25 responses were received and all objected on similar grounds, as outlined above. The following new points were also raised as summarised below:

- *The reduced number of parking spaces would further increase parking pressure/ congestion within the area;*
- *As 75% of their patients are from outside Cardiff it would make sense for the new hospital to be closer to their patients rather than destroy this green area;*
- *There is no current planning application for the proposed roads;*
- *The Council has failed to meet the requirements set within Reg 22 of the EIA regulations;*
- *The impact upon Whitworth Square and Coryton School has not been assessed;*
- *The impact upon the herons is incorrect;*
- *The suggestion that this land will have either housing or a hospital is incorrect, (the Trust could do nothing);*

- *The Development would affect Cardiff's 'Healthy city' status granted by WHO in 2009;*
- *Need to undertake a Health Impact Assessment (HIA)*
- *All note the good work Velindre do and note the need for a modern hospital but all believe there are better sites than this one.*
- *The emergency access is being sited next to elderly or people with medical conditions who will be severely affected by the development.*

1 additional letter of support from a resident in Barry, who sits as a patient/carer panel member of Velindre, but lived on the Coryton Estate, and believes this is an acceptable site given its accessibility;

7.1.2 Friends of Forest Farm state the following:

"It is noted that the width of the road is affected by the requirement in planning legislation which requires the provision of separate pedestrian and cycle routes.

This is obviously having a serious impact on the amount of the Reserve being used for the road, the number of trees being removed, and the continuity of biodiversity being affected.

It is requested that due to the limited number of pedestrians and cyclists who are likely to use this route, that discussions are undertaken with the Highways Department at Cardiff Council to review the present requirement to a dual route on one side of the road only for both pedestrian and cyclists, as used, for example, on the Taff Trail. The consultation should be with both Highways and Parks.

This will therefore reduce the width of the road and reduce the impact on the Reserve, in particular the width of the gap in the wildlife corridor where the bridge crosses the cutting.

The same consideration should be applied to the other bridge, which is to be used for emergency purposes only.

Movement of biodiversity

The documents state that mitigation will be implemented to reduce of the effects on biodiversity move by the new road. It should be documented what species are expected to be affected and the mitigating design that will be used.

Replacement of trees due to the construction of road

The developers should be aware that there is an existing plan for biodiversity management plan for the Reserve with the Parks Department and produced in consultation with the Friends of Forest Farm. This plan is in the process of being revised and updated. Any replacement trees, and mitigation work should use this document for reference purposes.

Access during and after construction

There is an important link between the top meadows and the existing public right of way. It is requested that the detailed plans show how this access and all permissive pathways that link to the Reserve will be maintained during construction; in particular in the cutting of the path during the initial stages of work to construct the bridges.

Financial implications of effect of the development

Any section 106 funding should be directed to the Reserve to mitigate the effects of the development and also to upgrade existing footpaths to meet the increased use due to the development. In addition, whilst not part the developer's application, any financial benefit to Cardiff Council from the sale of land to the developers should be re-invested into the Reserve and not spent elsewhere within the Council's boundaries.

Confirmation is also required that Cardiff Council will only be disposing of what is required for the road to the development in the top meadow and not the whole field. The plans need to show the extent of the Reserve that is being sold, transferred or will be the subject of an easement.

We do appreciate that during construction of the road that the developers may need to extend onto the field, but after construction the land should be reinstated and returned to the Reserve.

Location of Maggie's centre

Whilst we appreciate the importance of the Maggie's Centre being part of the natural environment, we feel that it is too close to the SSSI and should be moved further south, closer to the main complex. We feel that the design of the building can enable views that face the natural environment, so the building can feel very separate, as befits the ethos of the Maggie's Centre. The move would be beneficial for both the Reserve and Maggie's, as the existing proposed site is in deep shade for much of the year. We also request that any accompanying gardens should not be in the 15 metre protection zone for the SSSI.

15 metre buffer zone for SSSI

The Friends of Forest Farm appreciate that the existing plans include a 15 metre buffer zone between the development and the SSSI. We recognise that this is the minimum requirement. It is requested that the protection zone should be extended to a minimum of 20m to protect the SSSI.

The SSSI immediately adjacent the development is ancient woodland that can easily be adversely affected by the development of that adjacent land, from things such as:

- Fragmentation and loss of ecological connections with surrounding woodland/ veteran trees and the wider natural landscape;*
- Effects on the root protection area of individual trees (including ground compaction);*

- *Reduction in the area of other semi-natural habitats adjoining ancient woodland;*
- *Increased exposure to pollutants from the surrounding area;*
- *Impacts on local hydrology through drainage or water table levels changing;*
- *Changes to the landscape context for ancient woods and veteran trees;*
- *Erosion*

In addition, any garden developed as part of the Maggie's Centre must be outside the buffer zone. This is because there will be very limited control over how the garden may be used or developed in the future. This would minimise the future potential for garden plants from landscaping to escape into the SSSI.

The Reserve will be losing land for the bridges as part of the development. It is therefore requested that ownership of the buffer zone between the development and the SSSI is legally transferred to Cardiff Council to formally become part of the Reserve.

This will therefore allow the management of this area to be protected and controlled by the relevant Council department allowing public access and implementation of the Forest Farm Management Plan to this area.

Gas Supply

It is noted that it is proposed that a new gas supply is established from the present gas substation south of GE on Longwood Drive, and that the supply will be tunnelled under a present forestry plantation within the reserve.

Waste water

It is noted that the existing sewer that runs alongside the bottom of the canal and onto Forest Farm Road is proposed to be used. We are concerned that since the housing development was built in the vicinity of Forest Farm Road, there have been regular issues that have required drains to be unblocked. With the increased use, the sewer outlet could back up and pollute the canal and therefore also flow into the River Taff.

Run-off and/or leaching during construction

The SSSI is located on a steep slope to the Glamorganshire Canal. We are concerned that during times of high rainfall there could be run-off and/or leaching from the development. The Glamorganshire Canal is already heavily silted, and any run-off will have a major impact on this area. It should be noted that the Friends of Forest Farm have recently part-financed an environmental report on the canal, which detailed that the silt is organic in nature. Any future contamination will, therefore, easily be identified. It is therefore requested that plans to prevent any run-off both during construction and once the site is operational are provided.

GENERAL CONCERN

Should planning consent be given to this development, the Friends of Forest Farm would like to know the level of monitoring which will be in place to protect the Reserve's biodiversity during the construction phase and to ensure that mitigation measures are put in place to the specifications to be agreed. (* Is*

monitoring paid for by the developers and/or ad hoc/planned visits by the Council's Ecology Officer?). Obviously, the site will be 'off limits' to the general public.

The Friends of Forest Farm continue with their position on the proposed development i.e. that over many years we have fought against a housing development on this site - a battle which was lost after a Public Inquiry. Planning permission is already in place for development on this land and in respect of ecology matters this present proposal is an improvement. However, the construction of the access road into the site takes more of the land than was originally agreed and the construction of the bridges are a major concern in relation to their additional impact on the environment and biodiversity.

We need clarification on the points raised to ensure that the effect on the Reserve is minimised as much as possible."

7.1.3 Glamorgan Bird Club raise concerns in relation to the Heronry and the assessment of impact upon for the following reasons:

- Seriously understates the importance of the Heronry on the region (this sites represents 30% of the East Glamorgan population);
- Fails to recognise the Grey Heron's amber-listed conservation status in Wales, and
- Fails to recommend a mitigation strategy for the habitat removal that recognise the early breeding season of the grey Heron which often starts in January each year.

They also believe that the submitted survey is incorrect as they believe there are 16 active nests and not the 5 confirmed breeding territories stated by the applicant

7.2 Ward Councillors for Whitchurch and Tongwynlais (Councillors Morgan, Davies and Philips) have been consulted and make the following combined comments:

Following the pre-planning consultation exercise conducted by the applicant and much engagement with the community in and around Whitchurch and with the applicant, Cllrs Timothy Davies, Linda Morgan and Michael Phillips have concluded to object to the proposal.

We have two main areas of concern:

1. *Loss of green space to permanent development that goes much further than the existing permissions*
2. *Lack of any strategic planning and potential for over development of vital green space and the detrimental effect on the environment and character of Whitchurch.*

We are in full support of the Velindre NHS Trust to deliver first class patient care however we do feel that in providing vastly changed services for the future the proposals and their consideration by the planning committee must adhere to:

1. *Requirements for full and transparent consultation form the outset*
2. *Planning guidelines both technically and in consideration of the benefit*

- to the community within which public investments are made
3. *The broader protections afforded to the area by the initial permissions given to develop on the meadows site and the nature of the development of the whole site.*

We shall explain how we have reached these conclusions.

Existing Permissions

The current permission, for mixed use development, included a new 200 bed hospital, housing, leisure and retail facilities, community use and playing fields, was granted on appeal in 1999. The decision notice of November 1999 makes a number of observations of positive benefits to the city, which are relevant to our current consideration:

• 9.3 '...the developers are offering to the community the compensatory playing fields (5.45 ha), part of the meadows for addition to the Country Park (2.51 ha)... Clearly, this is more than adequate compensation as part of a development...'

The new application removes the transfer of part of the meadows to the Country Park.

• 9.9 'I find that the proposals would not diminish recreational land or open space of significant amenity or conservation value within the hospital grounds. On the contrary, there would a [sic] net gain in public open space, playing fields and landscape planting as a result of the development.'

The permission was granted, at least in part, due to the net gain to the city, of recreational land and open space, of which the return of land to the city to be incorporated into the Country Park area is a significant part. The new application reverses this principle and goes further by seeking to develop on part of the SSSI in place of extending the natural area.

The original permission covered the whole development site (The area known as the Grange, Whitchurch Hospital and the Meadows), and placed conditions to ensure an orderly development across the whole site to provide for delivery of the promoted leisure and community, prior to any development of the meadows area.

This is essential in protecting both the character of the area and to ensure that assumed benefits to the community are realised. The decision notice at 9.12 to 9.18 refers to traffic and school's places, both of which were considered then to not cause any issue, but which we know now are significant issues. Whilst the development of the whole site is not of concern to the applicant, it must be of concern now to the committee as it was to the Welsh Minister in 1999, if we are to see orderly and positive development in the Whitchurch area.

Cardiff Council is a party to this application as it is in discussion with the Health Board on the development of the Whitchurch Hospital site, potentially for education or other economic development project(s). Until the development of this site is known, and specifically the impact of that should it lead to the transfer of Whitchurch High School from its two existing sites on Manor Way

and Penlline Road, we will not be able to appraise the overall impact on Whitchurch.

The Meadows Choice

The pre-application consultation focused on a single plan to develop the new Velindre Cancer Centre on the Meadows site. At this stage in the process the applicant was clear that (i) there were no alternative sites that could deliver the future forecasted service needs and ii) no other site fit their criteria.

The formal application documentation listed the alternative sites identified, and NHS owned that had been considered and discounted. The documentation did not list the existing Velindre site and the area known as the Grange as a considered alternative.

Mr Carl James, Director of Strategic Transformation, Planning, Performance and Estates, has written to us confirming, 'You will be aware that we have evaluated a number of options for the new Velindre Cancer Centre following our initial evaluation of sites the land we currently own in Whitchurch, the Grange, was identified as the preferred location. However, when the Northern Meadows site was subsequently identified as a potential option, both the Grange and the Northern Meadows were further evaluated. Following this, we identified the northern meadows site as our preferred option and have subsequently submitted an outline planning application on this basis.' Mr James declined to supply the detail of that option on the grounds of commercial sensitivity.

This option should have been listed and confirms that a viable alternative site exists that does not require development on a SSSI.

SSSI

Local planning authorities have a statutory duty (under Section 28G of the Wildlife and Countryside Act in England and Wales and Section 12 of the Nature Conservation Scotland Act 2004 in Scotland) not only to avoid damage to SSSIs but to further their conservation and enhancement. Protection for SSSIs at the National Policy level is provided by Planning Policy Wales and TAN5. These policies include a presumption against development which is likely to damage a SSSI.

Exceptional circumstances can contribute to the approval of development on a SSSI where the benefit outweighs the impact. The benefit of a new hospital might be considered such, were its impact considerable (more than 40+ beds) and there were no alternatives.

We agree with Julie Morgan AM, who in her objection to the original development and in reference to mental health hospital services said 'It is necessary therefore to build a new hospital, but this should not be at the expense of developing the open fields. The proposal is a short term measure to raise money, which would not necessarily be available for [the Health board] or mental health services in the locality, and the open space would be lost forever.'

This is as true now, for a cancer hospital, as it was then for mixed use development including a mental health facility.

It is not necessarily true that the argument is between houses on the meadow, or a hospital. In almost two decades there has been no progress in developing the land; no developer has agreed purchase of the site from Cardiff and Vale UHB. This is perhaps indicative of the difficulty the site presents to be commercially developed under the current permissions and why Cardiff Council are engaging with CVUHB to explore alternative uses for the Whitchurch Hospital site which may eventually lead to [currently unknown] development of their upper and lower sites, referred to earlier.

So, there is considerable impact to the SSSI, and there is an alternative viable site, that was a 'preferred site' until the more attractive Meadows site was made available. Do these constitute exceptional circumstances under which development on an SSSI should be permitted?

We have also viewed the serious concerns raised by Natural Resources Wales and would seek reassurance that the damage to the SSSI has been properly considered by their response. Their letter to The Urbanists dated 4th May 2017 note the following: 'We note the provision of a 15m buffer zone between the development and the adjacent Glamorgan Canal / Longwood SSSI. This will help to minimise direct effects arising from the development during both the construction and operational phases, however there is little detail on how this buffer zone will be managed and over what period' and expands on layout of the buffer zone, planting and management of the buffer zone.

However, it does not acknowledge any destruction of any part of the SSSI.

We would also seek reassurance that they would still recommend granting permissions with the knowledge that an alternative viable site exists.

Lack of Strategic Development

Under 'Existing Permission' above we refer to conditions set down to allow for an orderly development that considers the benefit of the whole site.

If Cardiff Council allows this single new application we believe it would go against the intent of the original 1999 permission. The area is of environmental, historical and character importance, for Whitchurch and other communities.

The development as noted was not included in the LDP, strikes across a SSSI, does not account for the impact of future development in Whitchurch, the traffic in the area is already over capacity and schools places are over-subscribed. We also know there are discussions to find ways to unlock the development income via alternative uses of the Whitchurch Hospital and potentially the current High School sites.

This is not indicative of a strategic approach. For example, land is available at the GE premises at Forest Farm that would also provide an income back to the Trust; has this potential not been explored?

There will undoubtedly be some benefits to some of these alternative potential uses of the hospital site, including addressing capacity issues at the High School, however other negative impacts will arise and are not included in any current assessments and therefore the overall impact is unknown. The process technically allows for this; however, a responsible authority would again ensure these concerns are assessed before any development is permitted.

Consultation

Whilst it may not directly impact on this planning decision we wish to put on record our disappointment that the Trust has not, in our view, been as open as it should be in developing their proposal.

The document 'NHS Wales Guidance on Engagement and Consultation on Changes to Health Services' sets out how the NHS should deal with citizens and stakeholders when considering and proposing change.

Consultation would be expected at the formative stage in the service planning process and yet this has not been undertaken by Velindre in this instance. There were no discussions at the formative stages, only presentation of a single option, Whitchurch Meadows.

As noted above, the planning application documents did not originally list the current site as an alternative site considered for the process of evaluating the current plans, and yet it has been fully evaluated and was a viable, preferred location.

Lack of appropriate consultation has previously led to successful Judicial Review of Minister's decisions with the outcomes adopted in law.

The principles are:

- *Consultation must take place when the proposal is at a formative stage. Public authorities must have an open mind during consultation and must not have already made the decision, but may have some ideas about the proposal.*
- *Sufficient reasons must be put forward for the proposal so as to allow for intelligent consideration and response. Consultees must have enough information to be able to make an informed input to the process.*
- *Adequate time must be given for consideration and response. The timing and environment of the consultation must be appropriate, sufficient time must be given for people to develop an informed opinion and then provide feedback, and sufficient time must be given for the results to be analysed*
- *The product of the consultation must be conscientiously taken into account.*

Even at this stage we have been denied the detail of the alternative preferred

site evaluation.

Expert opinion and concern

Having reviewed the submissions of organisations such as Natural Resources Wales and The Woodland Trust, and local groups such as Friends of Forest Farm, we also seek assurances from the planning committee and other bodies to make sure that should permission be granted, the maximum protections of the environment requested by those bodies are included within any conditional terms and robust on-going evaluation and management of these are put in place at the applicants cost."

7.3 Julie Morgan, Assembly Member for Cardiff North states the following:

"At the outset I should recall that in the Welsh Assembly Election May 2016, I pledged to my constituents that I would support a new state of the art Cancer Centre for Velindre but, of course, I have still considered the range of views on the above proposal very carefully. After much deliberation I have decided to support the proposal and I will explain why.

Planning History

Ideally the northern meadow land at Whitchurch hospital should have been dedicated to Cardiff Council for public use in 1995 and incorporated into the nature reserve. Unfortunately that did not happen. Instead, Cardiff Community NHS Trust (the predecessor of Cardiff and the Vale University Health Board), which was under a statutory duty to dispose of land which did not have a continuing health care use at best available price with the benefit of planning permission, sought outline planning permission (95/1195N) for mixed use development comprising a new 200 bed hospital, housing, leisure, employment, community and retail uses.

I opposed this planning application (and two similar applications which followed). The Local Planning Authority (LPA) refused this application on the ground that development would result in "loss of open space which has amenity and nature conservation importance" and the NHS Trust appealed. The independent Inspector appointed to hear the appeal, Mr C. I. Cochrane, Dip Arch, RegArch, MSc, MRTPI, held a public inquiry on 16th to 19th February 1999. It was submitted to him that the existing hospital Grade II Listed Buildings are not capable of being adapted to provide modern care. It was also put to him that the northern meadow land is "a poor example of MGS classified grazing meadow grassland with few species of note".

The Inspector held that ".none of the open land where residential development is proposed is designated as being either recreational or amenity open space. The fields on the north side of the hospital are agricultural grazing land which, apart from one footpath, are not available for general public access" and he recommended that planning permission be granted subject to certain highway conditions.

I gave evidence to the public inquiry and I was very disappointed with the outcome. Since the appeal was allowed there have been three further

applications to the LPA to extend the time limit, 2006, 2010 and 2014. An application from Cardiff & the Vale University Health Board to extend the permission for a further five years is currently being considered by the LPA.

So it is now clear that the northern meadow land will not be left as it is, undeveloped. It is a case of either residential housing and the consequential loss of wildlife through the activities of predatory domestic animals, or some other development. The outline permission allowed 150 houses in 4 zones and 180 flats in the listed hospital buildings. Zones D1 and D2 broadly equate with the northern meadows amounting to 85 houses and if one adds in zones E2/3, which are just to the east, this totals 125 houses.

The Need for a New Hospital

Cancer is the second biggest cause of death in Wales. It is soon expected that one in two of us, if born after 1960, will develop cancer in our lifetime. Each year the existing Cancer Centre treats over 5,000 new referrals and around 50,000 new outpatients. The incidence of cancer is predicted to grow at the rate of 2% per year. As the number of cancer cases increases, so too will referrals to Velindre. Velindre NHS Trust predicts that by 2025 referrals will have increased by 18% with a 48% increase in demand for radiotherapy machines. Unless cancer services are transformed, the future needs of cancer patients will not be met. It is worth reminding ourselves that the proposal to build on the northern meadows is, in fact, Velindre NHS Trust's Plan B because Plan A, a new cancer centre on land further along Velindre Road, proved to be inadequate in catering for expected growth in cancer services. We should also remember that whilst radiotherapy and chemotherapy is carried out at Velindre, treatment requiring surgery as well is carried out at University Hospital of Wales, Heath Park. The new health care facilities must, therefore, remain in close proximity.

Why not Transfer Cancer Services to Whitchurch Hospital?

Mental health services are no longer provided at Whitchurch Hospital and the question has been asked "Why not use Whitchurch Hospital for cancer services"? Whitchurch Hospital was built at the beginning of the 20th century and opened in 1908 as the Cardiff Lunatic Asylum, intended as a self-contained society reflecting the therapeutic philosophy of the time. The hospital has its own water tower built over the power house and hall, a chapel and farmland to grow crops and keep livestock for food and provide therapy for patients. The hospital structures are now Grade 2 Listed Buildings and this includes the hospital, the chapel and octagonal shelters in the grounds.

The hospital is regarded as the best example in Wales of a mental hospital planned in a "broad arrow" echelon pattern of L-shaped buildings, linked by long curved corridors around a central axis. The surviving landscaping and playing fields are also Grade 2 Listed in CADW's Register of Landscapes Parks and Gardens of Special Historical Interest in Wales.

We should remind ourselves that even in 1996 when it was planned to have a 200 bed mental health facility on the site, the existing buildings were deemed wholly unsuitable and a new building was required. It is now quite unrealistic to talk of fitting a state of the art patient centred facility with modern diagnostic

and treatment equipment within the confines of buildings whose shape and capacity is restricted because of the quite separate and valid need to maintain examples of architectural merit and historical interest. To do that would not be putting patients first and would indeed be a case of the tail wagging the dog.

Cancer Centre or Housing

The new Cancer Centre will incorporate a centre for research and learning as well as a centre for excellence in the provision of treatment. I believe a Cancer Centre is to be preferred over housing on the basis of overwhelming wider health need. I have been highly influenced in coming to this decision by the stance taken by the Friends of Forest Farm. I would not support a hospital on this site without being satisfied that the developer would be sensitive to environmental impact and would ensure this to be minimal and acceptable. I believe that the Friends of Forest Farm would not lend their support if this was not so. they have said "In an ideal world we would prefer to see no development of this area and have it integrated into the Reserve; however this is not going to happen" and "We do however feel that we can move forward and work with Velindre to minimise the impact on the Reserve, in conjunction with Velindre's aim to deliver a new purpose-built hospital, and the Maggie's Cancer Centre and help to improve their patients' treatment and outcomes."1

I believe the involvement of the Friends of Forest Farm in this evolution of the plans for this development has been hugely beneficial. It has been Velindre NHS Trust's wish to create the best possible environment to support patients recovering from their treatment and so the landscape has formed a core element of the Cancer Centre design with the grounds merging with and enhancing the surrounding publicly accessible meadows and woodland as well as having secluded, private external areas accessed from the buildings. I do not think this aspect of the development can be over-emphasised as it will contribute to the well-being and recovery of patients and help their families - a calm, soothing and healing environment.

Design

The current application is for outline per mission and the precise design of the buildings will be left to an application dealing with reserved matters. However, I welcome the concept of patient hub surrounded by core clinical functions stitched together by an internal cloister, all closely integrated with the surrounding landscape together with internal spaces having a more direct and enhanced relationship with this landscape. The efforts to blur the end of landscape and beginning of buildings by the extension of "in-between" spaces in my view evidences the Velindre NHS Trust's commitment to achieving a softer edge wherever possible. I understand that this concept is the product of extensive consultation with stakeholders, clinicians and those familiar with barriers to access, e.g. physical or learning disability, hearing and visual impairment, elderly, young, mental health, infection control, IT and, of course, patients.

New Road

The 1995 planning application included provision by the developer of a new roundabout in Park Road at the entrance to Whitchurch Hospital. Even at the

time there was considerable concern over traffic movement and congestion and the position has worsened since. I therefore welcome Velindre's plan to improve traffic flows by the construction of a new road from Coryton through Asda's retail park, across the railway cutting and thence to the new hospital. This road will include a cycle and pedestrian path.

I am aware that there is concern among my constituents about the construction of a bridge over the disused railway cutting together with the impact of the road on a small area of woodland and the field adjacent to the site's north west boundary but this has to be balanced against significant alleviation of congestion from Pendwyallt Road, Park Road and Velindre Road. The bridge will not obstruct access along the cutting. The new road will also give access to the proposed Maggie's Centre. I understand that there will be compensating tree and shrub planting in respect of removal of vegetation required to construct the bridge.

Emergency Access via Hollybush Estate

I am aware that there is concern among my constituents living on the Hollybush estate over the proposal to create an emergency access between Poplar and Sycamore Houses. This is a legitimate concern as there is already significant pressure on car parking space. I have only been reassured on this aspect by an assurance that this access will be gated preventing unauthorised vehicular and pedestrian access and this should be imposed as a specific condition. Velindre NHS Trust should explore the imposition of a condition prohibiting parking in the Hollybush estate in the employment contracts of its employees. I understand that there will be compensating tree and shrub planting in respect of removal of vegetation required to construct the access and bridge.

Other Claims

There have been other claims circulated in a leaflet published by Cardiff North Community Network which contains half-truths and misconceptions as follows.

- 1. It is claimed that all the surrounding boundaries will suffer, suggesting total destruction. This claim is disingenuous as it contrasts the hospital development with no change; it ignores the impact of the outline housing planning permission (where density could increase) and the inevitable wildlife predation by domestic animals. Moreover, it ignores the buffers and mitigation which will be put in place to protect the SSSI and Local Nature Reserve.*
- 2. The leaflet says National Resources Wales (NRW) have raised serious concerns but does not go on to say that NRW have stated that their concerns can be met by the imposition of 5 straight-forward planning conditions, namely,*
 - a. Buffer Zone: No development shall take place until a scheme for the provision and management of a 15m wide buffer zone alongside the Glamorgan Canal/Longwood SSSI shall be submitted to the LPA;*

- b. *Invasive Species: Control of invasive non-native species identified on site and in the adjacent SSSI by the Measures proposed in Mott McDonald's Environmental Mitigation Plan dated June 2017;*

Bats: The scheme to be implemented with Bat mitigation measures set out in Table 6.9 within Chapter 6: Ecology of the Environmental Statement and the Landscape Masterplan GA (revision 5);

Lighting: Control of lighting by the preparation of a lighting scheme consistent with the requirements of protected species. The scheme should address both construction and operational phases;

Land Contamination: If, during development, contamination not previously identified is found to be present, no further development shall be carried out until the developer has submitted a remediation strategy to the LPA unless the LPA agree otherwise. This condition is intended to cater for the fact that the land is in close proximity of the former railway corridor.

I should add that I do not foresee difficulty in these conditions being met.

3. *The leaflet says the Woodland Trust has raised serious concerns but I am told that the Local Planning Authority has not received any representations on the application.*
4. *The leaflet claims that the new hospital on such an environmentally sensitive site is an "inefficient use of taxpayers' money". I am advised that the development will be funded via the Welsh Mutual Investment Model 2 and is projected to cost £210m at 2013-14 prices. It is projected that the building of the cancer centre will come within this overall envelope. Some associated costs such as enabling works, including access works, will be added to this as well as the cost of new state of the art equipment, e.g. linear accelerators (linacs). I see nothing unnecessary, profligate or wasteful in this and I reject this assertion.*
5. *Finally, it is claimed that more and more Open Green Space is being lost because of the LDP to the detriment for the health and wellbeing of our children and grandchildren. I led the campaign with others for a Green Belt protecting the land to the north of Cardiff and we succeeded in winning a Green Wedge. Do we not owe it to our children and grandchildren to build easily accessible patient focused centres of excellence promoting health and wellbeing and do not cancer patients and their distressed families deserve surroundings which will enhance recovery of patients, relieve stress of relatives and generally promote the wellbeing of those who find themselves in the health care facility whether as patients, visitors or staff?*

Conclusion

The northern meadows will not remain as they are. The idea of idyllic meadows being passed on to our children and grandchildren is an illusory one. It is simply a case of housing or a hospital on this land. After taking into account recommended mitigation and enhancement measures, I believe the overwhelming need for an easily accessible centre of excellence in the research, diagnosis and treatment of cancer (in close proximity to that other centre of excellence, the University Hospital of Wales) outweighs the arguments for housing. Indeed it is likely that in the longer term the siting of the hospital on this land will have a lesser environmental impact than housing, taking into account the continual loss of wildlife that the predatory activities of domestic animals will bring. I therefore commend this outline planning application to the LPA.

7.4 David Melding, Assembly Member for South Wales Central, states:

I have received some representations about the plans for the Velindre Cancer Centre and have made an extensive visit to the proposed site and the adjacent areas. As you will be aware, this part of Whitchurch with its open spaces, mature woodland and the path along the former railway line constitutes an attractive local amenity and includes a Site of Special Scientific Interest. It is probably fair to say that in an ideal world this site would not be a first choice for development.

During your considerations of this application, I ask that you also undertake thorough scrutiny of these aspects and get confirmation that this indeed meets green development requirements as fully as possible and that its design complies with the principles of the Well Being of Future Generations Act.

Furthermore, if you were to accept the application, I believe that the following points are vital to the viability of the Velindre Centre and I hope that you consider them fully.

Firstly, I would like to comment on the proposed buffer area around the new Velindre Cancer Centre. I think that it is reasonable to advise that this buffer zone - which is proposed to be 15 metres - should be seen to be the minimum size of an unaltered area around the site to offer it full protection. I am aware that the Woodlands Trust has raised this very same issue with you, particularly in regards to the lack of a sufficient buffer zone on the Western and South Eastern borders of the site. The Trust also advised that the buffer zone should be extended to 30m "to protect all areas of ancient woodland from the proposed development". Following on from these recommendations, I hope that you do take this advice into consideration meaning that the buffer zone should extend to the full perimeter of the site and that the buffer zone should be extended to up to 30m where it is practically possible.

Secondly, if the council were to accept this application I believe that all mitigation proposals in the 'Environmental Mitigation Plan' should be undertaken. Such proposals include the sequencing of construction phases, the close management and mitigation of noise, sound and air pollution, and the

commitment to the impact reduction on notable species within the surrounding area.

To conclude, the proposed area for this application is an extremely fragile and rare area of natural interest; even more so in an increasingly urbanised city such as Cardiff.

Despite recognising the importance of the Velindre Cancer Centre, I do believe that the development should undertake the highest level of environmental and community led scrutiny to ensure that the impact on the surrounding nature and local residents is minimal. The surrounding site - with its area of Special Scientific Interest and the Local Nature Reserve - demands a high level of protection, so that only the most environmentally and sustainably pioneered buildings should be developed there.”

7.5 Anna McMorrin, Member of Parliament for Cardiff North states the following:

“You may be aware that I have previously published a statement on this development, expressing my support and commitment to help bringing about a new cancer hospital, whilst outing my key concerns surrounding environmental mitigation.

I have looked at the development’s proposals in great depth, as well as having met with constituents and environmental groups throughout this process. It is clear that a number of my constituents remain very concerned by this development, in terms of the environmental and logistical issues this development evokes.

In light of this, the purpose of this letter is therefore to note my concerns and to seek clarity and assurances from Cardiff Council and the Trust, that serious steps will be taken to manage the impact of the development on the surrounding ecology and mitigate the impact on the local community as far as possible.

It is my understanding that in June 2017, the Environmental Mitigation Plan (EMP) for the site was published. This draft of the mitigation plan provided a summary of the main measures to manage the impact on the surrounding environment. I understand that, if permission is given and before the development of the site begins, a construction Environment Management Plan (CEMP) will be agreed upon, which will contain more detail on the measures that will be put in place to mitigate the impact of the development.

The CEMP is frequently referred to in the Environmental Impact Assessment (EIA) submitted on the 18th October 2017 and I am very keen to seek clarification on the contents of the CEMP, which I hope will be key to ensuring that the developers implement appropriate measures to mitigate the impact of the works.

As I am sure you will agree, it is incredibly important to establish robust mitigation plans in the CEMP and naturally, an effective monitoring system of the implementation of the EMP/CEMP should follow. I understand that he

EMP from June refers to the possibility of Velindre appointing an external party to perform this role of monitoring the implementation, the results of which would subsequently be reported to Cardiff Council, the Trust and with the community at stakeholder meetings.

My constituents have raised concerns that they do not believe Cardiff Council has the Officer capacity to effectively monitor the implementation of any agreed mitigation strategy. The option of the potential monitoring or enforcement of the CEMP by a third party which will clearly communicate with the community at stakeholder meetings may therefore go a long way to address some my constituents' concerns. I would therefore be very grateful for any further information you can provide on this and if you could clarify whether the option of an external party to undertake a monitoring role in relation to the CEMP, is still being considered.

I share some of my constituents' specific environmental concerns regarding this development, which I will outline below and I would be very grateful if the concerns raised could be given due consideration when considering environmental mitigation and when finalising the CEMP.

My constituents have raised concerns regarding the Coyrton Heronry. Although the assessment in the EIA indicates that there would be no direct impact on the Heronry site as it lies outside of the development area, this area will inevitably be indirectly impacted. The mitigations recommended by the EIA include the implementation of a CEMP as well as recommendations on the timings of the vegetation clearance to avoid the bird nesting season. I would urge that although the impact on the Heronry following mitigation is considered negligible, that this is still considered when finalising the CEMP.

The EIA also notes that a detailed programme will be established to address all protected species' seasonal constraints. I would be very grateful for any information you could provide on this programme and for an indication as to what this might look like.

It is my understanding that the impact of the location of the energy centre is not considered in the current EIA. This is concerning to hear and I would urge that this matter be raised for inclusion in the CEMP.

The Longwood Drive area is referred to as a SSSI in the latest. Although there is not considered to be any direct impacts to the SSSI, indirect impacts include potential air, noise and light pollution during the construction phase and an increase in visitor numbers during the operational phase. This construction could have an indirect impact on the bats, birds and reptiles recorded in the SSSI. I would therefore be very grateful if you could solidify your assurance that, as part of the mitigation strategy, which includes the 15m buffer zone, good lighting management and construction practice, that the CEMP addresses these issues.

My constituents are inevitably concerned about the Wildlife corridor and the loss of habitat as a result of the construction of access and emergency road

over the disused railway. The impact of this is considered to be of 'medium significance' during construction and operational stages. Similarly, I have concerns regarding the potential radioactive isotope disposal and would be very grateful for any reassurances you could provide that proper procedures will be followed in order to mitigate the impact of these issues as far as possible.

Having met with many constituents to discuss this development in further detail, the main issue that is raised is the choice of the site for the hospital and whether an alternative site is possible. I would be very grateful if an explanation could be provided regarding why alternative sites were considered unsuitable and for your assurances that there are no other viable options for a site.

A further concern raised within the community was the traffic management and the volumes of traffic that this development would cause in the area. Although the transport plan updated in October 2017 has a goal of 65% of staff travelling to the site by car, I would be very constructed to provide on whether the option of a bus route is still being considered?

Finally, a major concern raised is that the current plan estimates that 39% of the meadows will be affected by the development initially. However, my constituents remain very concerned that, if permission is given to go ahead with the hospital, there would be no strategy of mitigation in place to avoid any further development on the meadows. What safeguards, if any, would be put in place to mitigate further developments on the meadows and avoid an increase in the percentage of the meadows affected by the development?

In conclusion, I would like to emphasise my support for the development of the Velindre hospital, as I am more than aware that development of the northern meadows is inevitable due to the planning application by Cardiff and Vale University Health Board's predecessor, dating back to 1995. As this cannot be undone and as a result of inevitable development, I believe that it is possible to work with the Velindre Trust to establish a world class Cancer Centre."

7.6 Cardiff Civic society object on the following grounds:

- *"Impact on the environment
The meadows will be destroyed. Furthermore, all the surrounding boundaries will be impacted and include some of Nature Reserve Forest Farm, Railway Cutting, Hollybush Estate, Clos Coed Hir, Lady Cory Field, SSSI. The development will also destroy an important wildlife corridor.*

Natural Resources Wales, Woodland Trust, and other charitable organisations have raised serious concerns over bats, nitrate pollution, SSSI woodland protection, ecology impacts. And, by their own admission the developer's own ecologists have said "the assessment identifies that the development could result in considerable adverse impacts on the site ecology and the surrounding designations";

- Road safety
There are road safety and parking concerns during both construction and operation associated with a huge development of this kind. Residents of the Hollybush Estate feel this access will impact on the wellbeing of elderly and vulnerable residents living nearby. Emergency access for high-rise blocks will be compromised in case of major incidents.
- Over development
Unacceptable overdevelopment next to a site of special scientific interest (SSSI). Velindre claim only 39% of the Meadow will be developed - in reality 100% will be lost forever including part of the nature reserve and wildlife corridors as the area will be fragmented.

The access road through Asda carpark will be very close to an important heronry (not forgetting that many herons use the meadows to forage). Several hundred trees and saplings will be felled and impact directly on birds, bats and other wildlife.

Loss of green space will have adverse effects on health and wellbeing. Global research illustrates that access to green space is of paramount importance to maintaining the health and wellbeing of citizens. For a hospital to destroy such an important amenity seems ironic.

Building related to the LDP is destroying much green space in Cardiff, we cannot afford to lose any more."

8. ANALYSIS

- 8.1 The following section considers the material planning factors pertinent to the determination of the application, having regard to the submitted plans, consultation responses and third party representations.

The material planning factors considered to relate to the determination of this application include: the principle of development at this location; the nature of the proposed use; traffic impacts and parking; ecological impacts; the impact upon Public Rights of Way; the impact upon historic assets; the character of the area; and the impact upon adjacent residential properties.

A total of 181 letters of objection have been received from residents, a petition of objection with 698 signatures has been submitted, 3 Local Ward Councillors and the Cardiff Civic Society have objected to the application. The matters raised are considered below.

8.2 The Principle of Development at this Location

The application site falls within the settlement boundary as defined by the LDP Proposals Map.

The area of the application site which contains the proposed buildings, has an existing, extant consent for mixed use development including hospital,

residential, leisure, employment, community and retail facilities with playing facilities. This consent has been extended in 2010, 2014 and 2017. The existing consent contains the Whitchurch Hospital and land to the south, and includes the provision for a mix of uses including a hospital and 150 residential dwellings, 85 of which are sited within this current application area.

The new Velindre Cancer Centre will comprise a maximum 40,000 sq.m. of gross internal floor area for cancer health services. No surgical treatment will be undertaken at the centre, but space for the delivery of the following critical services will be provided: radiotherapy; chemotherapy; pharmacy; inpatient beds; outpatients' services; support services; and imaging with a conference centre facility and a Centre for Learning, Research and Development also forms an integral part of the proposal. Given the nature of the current permission on the site, the principle of hospital/healthcare uses and associated facilities at this location is established.

8.3 The Acceptability of the Proposed Use

The proposed development is submitted on behalf of the Velindre NHS Trust to deliver a National Cancer Centre for Wales. Outline permission is sought for a 42 bed specialist Cancer Centre, conference/learning and research centres and Maggie's Centre with associated infrastructure, including a double decked car park and energy centre.

Part of the site is identified as open space in the most recent open space survey. Policy C4 of the Adopted Local Development Plan States:

Development will not be permitted on areas of open space unless:

- i) It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and*
- ii) The open space has no significant functional or amenity value; and*
- iii) The open space is of no significant quality; or*
- iv) The developers make satisfactory compensatory provision; and, in all cases;*
- v) The open space has no significant nature or historic conservation importance.*

This policy reflects national planning policy relating to open space set out in Planning Policy Wales and Technical Advice Note 16 relating to Sport, Recreation and Open Space (2009).

The Green Infrastructure SPG (2017) introduces detailed guidance on the way in which the Council will assess development proposals which involve the loss of open space. The factors against which proposals are assessed are:

- i) The existing local provision of open space;*
- ii) The functional or amenity value of the open space;*
- iii) The quality of the open space;*
- iv) Any significant nature or historic conservation importance of open space which may be lost;*

v) *Any compensatory provision for loss of open space*

In terms assessing the functional and amenity value of the open space, the Green Infrastructure SPG (2017) states:

Visual Amenity - *For a site to possess visual amenity value, it must be located where the general public can gain significant “visual access”. It must contribute to the visual character and environmental quality of the surrounding area. There will be an objection to proposals which would adversely affect the appearance of open spaces which significantly contribute to the visual appearance of an area.*

Leisure Amenity - *Areas of woodland, allotments, ornamental gardens and public rights of way, by definition are not considered suitable for active sports and recreation. However, such amenity open spaces can provide an important informal open space resource for local people and accommodate passive activities such as walking, dog exercise and nature studies. The importance of such areas is heightened if there are limited alternative areas of recreational and amenity open space in the locality or if the areas make a contribution to the city-wide provision of open space. Proposals which would cause unacceptable harm to areas of leisure amenity value will be opposed.*

In relation to the impact on ‘visual amenity’ it is noted that 60% of the existing amenity open space will remain undeveloped and will be incorporated in a landscaping strategy for the site, which seeks to retain and enhance existing habitats as well as creating new habitats to improve biodiversity. In addition, the submitted landscaping strategy aims to screen views of the development from the surrounding local area. The new hospital buildings will be limited in their height and scale to reduce the landscape and visual impact of the development and the impact on adjacent heritage designations.

In terms of impact on ‘leisure amenity’ it is noted that whilst the site will remain in private ownership, a large part of the site will remain accessible as an informal recreational route for local people for activities such as walking and dog exercise, and the application proposes new and enhanced routes to improve access for local residents. In addition, the site forms part of a much larger area of open space which will also be available to the public. Notwithstanding the above, a financial contribution of £400,000 is sought towards upgrading the adjacent open space to mitigate any adverse impact of the development arising from the loss of open space.

Part of the site to the north lies within a designated River Corridor as identified on the Local Development Plan (LDP) Proposals Map. Policy EN4 states that the natural heritage, character and other key features of Cardiff’s river corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation. In this respect, it is noted that the application aims to both improve biodiversity through retaining and enhancing existing habitats and permeability by providing for new amenity routes connecting the existing networks of public footpaths and cycle-ways. It is also noted that the site only contains a small part of the larger river corridor designation, where the

proposed development is designed to not prejudice the retention of this continuous linear feature.

For the above reasons, and assessed against the policy framework, the proposal is considered acceptable in land use planning policy terms.

8.4 Traffic Impacts and Parking

Chapter 7 of the Environmental Statement (ES) states that the majority of site construction workers will be transported by shuttle bus, sharing lifts (para 7.4.100). The ES also states that the maximum number of workers would be 500 (fit-out stage) and 100 per day for site works. To ensure that the public highway and other areas are not dominated by workers' vehicles, a condition is recommended for a Construction Management Plan to include the parking arrangement for contractors and deliveries. Notwithstanding the above, any vehicles that create an obstruction to the public highway can be enforced through other legislation.

Policy KP18 of the adopted LDP seeks sustainable forms of development. Whilst the parking provision is above that outlined in the Council's parking standard (450 spaces). It is considered, however, given the proposed use, the catchment area for the development, acknowledging the proposed numbers of patients/staff, and the mitigation proposed through conditions and planning obligations, that the proposed number of spaces is considered acceptable in this instance. It must also be noted that the Council's Transportation Section raise no objection to the proposed number of parking spaces for the above reasons.

8.4.1 Highways (access and movement)

Chapter 7 of the ES states that initial access to the site would be via a triangular plot of land known locally as the Lady Cory's field and through Whitchurch Hospital and along the existing railway cutting, until such time as the two bridges have been built. The ES (para 7.4.98) states the number of HGV required to construct the bridge would be circa 20 per day initially but that for the remainder of this first phase would be 2-3 per day and suggests that this access would be required for approximately 6-9 months.

Whilst noting the concerns of residents (and the traffic survey submitted by the Whitchurch PACT group) it is considered that such concerns could be adequately addressed / controlled by a Construction Management Plan condition, and that although the proposed construction along Park Road would cause some disruption, this would not harm highway safety. The Construction Management Plan will also seek details to ensure that the Lady Cory's Field is restored in a manner that would allow local residents to use this area again.

The statements submitted regarding the covenant upon Lady Cory's Field are noted, however, the County Solicitor has confirmed that private issues regarding covenants are not material planning considerations.

Once the proposed bridges have been constructed, the primary access route will be via Longwood Drive/ASDA car park. The number of HGV vehicles is approximately 100 per day and would be undertaken once works to the

Longwood Drive Roundabout have been upgraded (these are outlined in Chapter 7 of the ES (7.4.91-7.4.91)). The Council's Highways Section and Welsh Government raise no objection to the proposed construction works, subject to details to be agreed in a CEMP (see condition 17)

The main access (by car) to the centre would be via Coryton Gyratory through and along the new bridge. Chapter 7 of the submitted ES and associated traffic studies conclude that (with the proposed revisions to Longwood Drive) the junction will operate within capacity up to 2032. It must also be noted that the overall traffic resulting from this development would be a small proportion of all traffic using this gyratory. The assumptions submitted have been assessed by both the Council's Transportation Section and Welsh Government Transportation and neither raise concerns to the proposal, subject to conditions (see condition 9).

The main access bridge would have a width of 11.3 metres (7.3m carriageway and 4m cycle/pedestrian lane). The bridge is likely to have the following vehicle usage: 698 patient journeys, 497 staff per day and 2 to 4 OGV deliveries per week (2022) rising to 801 patient journeys 687 staff and 5 OGV deliveries per week. The proposed design of the bridge and access road is considered capable of meeting the projected demand and are acceptable to officers.

8.5 Ecological Impacts

The development has been considered by both Natural Resources Wales (NRW) and the County Ecologist. LDP Policies EN5, EN6 and EN7 build upon advice in Planning Policy Wales and TAN5. National Guidance (TAN 5, 5.5.3) advises that ecological impacts should be minimised by mitigation measures and offset as far as possible by compensation measures designed to ensure there is no reduction in the overall nature conservation value of an area or feature.

The applicant has suggested the following ecological mitigation measures:

- *A 15 Metre ecotone acting as a buffer zone along the boundary with the SSSI.*
- *Mitigating the loss of the SINC (the application site) grassland by enhancing habitats as agreed by Cardiff County Council.*
- *The development of an invasive non-native species mitigation plan for Glamorgan Canal / Long Wood SSSI & Glamorgan Canal LNR.*
- *Receptor sites are to be identified for reptiles, which should provide suitable terrestrial habitats including rough/rank grassland, scrub, hibernacula, refuges and basking sites. These sites may need to be enhanced or managed in order to increase their capacity to support greater numbers of reptiles*
- *Replacement trees along the woodland with the agreement of Cardiff Council; and*

The advice of both natural resources Wales and the County Ecology are captured below

Glamorgan Canal/ Long Wood SSSI

The mitigation measures put forward in respect of potential direct impacts upon the SSSI are accepted by the County Ecologist and NRW. In addition, the details of fencing to protect the 15m 'buffer zone' from the edge of the SSSI boundary should be set out in a Construction Environmental Management Plan (CEMP). Condition 16 (GIMS) and Condition 17 (CEMP) are recommended to address this and the observations of Anna McMorrin MP.

SINCs

It is considered that the mitigation measures put forward include enhancement planting in retained fields, habitat management conducive to species-rich grassland habitats within and outside the main development site, and removal of invasive non-native species. Condition 16 (Green Infrastructure Management Strategy) is recommended to address these requirements and provide appropriate mitigation measures within and around the site.

Glamorgan Canal LNR

The ES Addendum has taken on board the comments of the County Ecologist who confirms that the effect that the impact, after mitigation, upon the LNR, is 'moderate'. The measures set out in Table 6.9 of Chapter 6 of the Environmental Statement are acknowledged, and considered sufficient to protect the features of the Coryton Heronry SINC.

In summary, both the Councils' Ecology Officer and NRW are satisfied with the suggested mitigation, including the proposed 15m ecotone buffer zone, subject to appropriate conditions (see conditions 16 & 17 above).

The Tree Officer's concerns are noted, and it is accepted that the creation of the access road will impact upon existing woodland trees. Alternative options have been considered in Chapter 5 of the submitted ES (paras 5.6.10- 5.6.20). These being:

1. Extension and shared use of ASDA's access road, traversing the railway cutting at a high skew;
2. Via a route North-West of McDonald's, replacing the existing masonry bridge with a new one across the cutting; and,
3. Via a route North-West of McDonalds with a new bridge between the existing masonry bridge and MacDonald's carpark

Another considered route was through the existing Whitchurch Hospital site but this was dismissed given the anticipated number of trips to the centre and any proposed development on the Whitchurch Hospital site (as shown within the submitted Whitchurch Green Masterplan) would place unacceptable demands upon the existing highway network within an already established

residential area.

On balance, and having considered alternative access options, the proposed main access to the site is considered to have the least impact upon the ecological and transport network.

8.6 The Impact Upon Public Rights of Way

The proposal would not affect the Public Rights of Way. The view from the Public Right of Way would be altered from seeing a green field to that of the cancer centre and associated buildings. It is acknowledged that during construction the access along the Public Right of Way and the railway cutting will be limited, but this would be temporary in nature and therefore is considered acceptable.

It is also noted that a number of families, dog walkers and others use the area beyond the statutory path for recreation and the proposal would prevent this. However, there is no public right of access to this area or right of use of it for recreation. This proposal would allow residents access to the site, admittedly the experience would differ, but would still retain a high quality landscape for all to enjoy and therefore it is considered that on balance the proposal would allow future generations to enjoy an outdoor experience. Conditions have been imposed to ensure the suggested high quality landscape is incorporated and maintained. In addition, conditions have been imposed to ensure that the buildings cannot be expanded without further permission and that permission will also be required for means of enclosures, this ensures that the open character is retained.

8.7 The impact upon Historic Assets

Chapter 10 of the submitted Environmental Statement has assessed the impact upon Historic assets, which in this case are mainly the Grade II Listed Buildings and Historic Gardens of both Whitchurch Hospital (and associated outbuildings) and Coryton House. This assessment has looked at potential impacts both during construction and in respect of the operational aspects of the proposal.

The potential impact upon heritage assets include:

- The setting of Whitchurch Hospital, Chapel and associated listings
- The impact on the Registered Historic Gardens, Whitchurch Hospital and Coryton House.
- Erection of the proposed Chimney in the new build proposal.

The submitted Chapter identifies the possible impacts of the above list and suggests mitigation measures that are considered to satisfy requirements set out in Legislation,(Planning (Listed Buildings and Conservation Areas)1990, Planning Policy Wales, Chapter 6, Technical Advice Note 24 and the Cardiff Local Development Plan 2006-2026.

The main element of this application is its effect on the setting and impact on Listed structures and Historic Landscapes. Given the location of the new

proposal in relation to known heritage assets, it considered that there is sufficient space surrounding the historic fabric to mitigate any potential harmful effects of the proposed development.

Both the Council's Conservation Officer and CADW agree with the methodology and summary. Therefore, it is considered that the proposal has had due regard to national and local policies which seek to protect the historic environment; and that the impact is acceptable.

8.8 The Impact upon the Character of the Area

The scale, massing, layout, and landscaping of the development are reserved matters. However sectional drawings and landscape assessments have been undertaken. Whilst these illustrative drawings and sections are indicative they do provide basis for an assessment, and together with the submitted Design and Access Statement (DAS) convey the fundamental design principles that will guide the development on site. The DAS document states:

"The primary idea is to place both the patient hub facilities and the landscape at the heart of the new Cancer Centre" (p38). This has been translated through the master plan and master landscaping plan both of which are supported by officers.

In terms of the height and form the DAS states:

"The height of the proposed development has been informed by a number of factors including the required internal functional adjacencies, existing tree heights in the Local Nature Reserve and SSSI and the protected views from Coryton House to the North. The aspiration is that the building heights follow the existing tree line to minimise its visual impact. "(P52).

The DAS highlights the key points of the surrounding area and the topography of the land. The highest point of the main site area is the northwest boundary which ranges between 51m AOD and 57m AOD. From the northwest boundary the site slopes down to the southeast boundary where the ground level is between 41m AOD and 43m AOD.

As a result, the proposed building heights have taken into account the topography, existing tree canopy heights and restrictive views and are considered acceptable in principle.

In terms of materials the DAS seeks to:

"Mitigate negative psychological and physiological responses by limiting hard materials such as concrete and using local materials" The DAS further states *"The overall appearance of the new Cancer Centre should not be about making a distinct object but about creating a calm backdrop to the existing landscape.*

A strong vertical rhythm of jointing should be established to mirror the verticality of the peripheral tree coverage and bind the departmental fingers together as a family of forms.

This primary rhythm should then be infilled with facade elements that are either transparent, semi opaque or reflective (and opaque) depending on the functional requirements of the building plan at any zone or level. While varying, ranging from transparent to reflective it is proposed that these elements are of the same colour range with a view to giving the overall building appearance a consistency along with a subtle variation”

Officers support the use of materials that would complement the area (as suggested above) and that are conducive to a hospital use.

Acknowledging the submitted DAS and supporting master plan, together with relevant conditions and Reserved Matters, the proposal is not considered to harm the character of the area.

8.9 The Impact upon Adjacent Resident Properties

Noise

Chapter 9 of the submitted ES (as amended) has assessed the noise implications from the construction aspect of the development. The report concludes that overall the construction works have the potential to be significant when the works are being undertaken. The ES suggests this to be: *significant in the “average case” at R1 through R4 (Hollybush Estate). In all of these instances the predicted baseline plus plant noise level is 0-3 dB(A) above the 65 dB(A) daytime threshold.”* In order to reduce potential noise impacts, mitigation measures from construction equipment/activities are recommended. These are referenced in condition 17.

The ES has also assessed noise from construction traffic and states that the proposed number of vehicle movements would not have a significant adverse effect on the nearby properties. Traffic would need to increase by 25% in order to bring a 1dB(A) increase in noise level (according to the DMRB, paragraph A1.8), which is not expected to happen with up to 20 deliveries plus site staff.

Once the main access bridge is constructed all construction vehicles will access the site via the bridge (i.e. via Longwood Drive and Asda) and given the lack of receptors along this route and the existing high level of traffic it is not considered that this would result in a significant noise impact, therefore construction deliveries are not considered further for the main site construction.

In Relation to the SSSI and Wildlife:

The ES advise that within the SSSI the level should not exceed 70 dB(A) (see para 9.5.28). However, the report does state that wildlife reacts differently to noise (and frequencies) than humans and has based its assumptions on a worst case scenario. Officers note the above and believe that the issues and resolution raised in the ES are suitably conditioned within the CEMP (Condition 17). In forming this view officers note the concerns raised by the occupiers of the Hollybush Estate but the suggested noise levels are / will be within recognised standards and the condition also seeks a suitable monitoring framework.

ES states the following:

“At this stage only indicative information on building service equipment is available, and it is assumed that plant will only be located within the energy centre and the roof of the hospital building. The proposed plant at each location is as follows:

- *Gas fire boilers – contained within the energy centre*
- *Diesel generators – contained within the energy centre, to be used only as backup*
- *Ventilation stack – located immediately next to the energy centre*
- *Air conditioning units – on the roof of the hospital building*

As the hospital’s fixed plant and equipment will be operating 24 hours per day, the night-time period (between 23:00 to 07:00) is the most sensitive time period in terms of noise. Therefore, in order to satisfy the requirements of Cardiff City Council throughout the day the fixed plant criteria will be based on the night-time noise level.

As per consultation with Cardiff City Council, the combined rating level from all fixed plant will not exceed the representative night-time background noise level.

The most representative LA90 for the area is 37 dB(A). Therefore, noise from all fixed plant plus any penalties for tonal, impulsive or intermittent characteristics will be designed (during detailed design stage) not to exceed the derived noise criterion of 37 dB(A) at nearest noise sensitive receptors.

With a noise criterion of 37 dB(A), this ensures that the plant is still 9 dB lower than the background noise level in the day and 6 dB lower in the evening since the representative background noise levels are LA90 46 and 43 dB for day and evening respectively. This also protects the adjacent SSSI in the day and evening when residents of the local area are most likely to be outside. At night, the outdoor amenity for human activity does not need to be taken into consideration but is still important due to the wildlife in the SSSI.

However, it is important that the nearest noise sensitive receptors (which are Hollybush Estate at 120m and 140m respectively) are not subject to excessive noise at night. According to WHO Guidelines, open windows produce a level difference outside to inside of 10-15 dB. A noise criterion of 37 dB(A) for the operational plant ensures that even with an open window the indoor ambient noise level is below the recommended level for inside a bedroom at night, which is 30 dB (as per guidance from British Standard 8233:2014).

It is important that the design or selection of plant takes into consideration the combined noise level at the nearest noise sensitive receptor.”

The Council’s Noise and Air Section have been consulted and agree with the conclusions and recommendations and subject to conditions within the CEMP and a plant / machine condition for the operational phase of the building, the proposal would not adversely impact upon residential amenity or wildlife.

8.10 Air Quality

Chapter 8 of the ES states :

“Guidance from the Institute of Air Quality Management (IAQM) notes that impacts from exhaust emissions from on-site plant are unlikely to be significant. Given the local and temporary nature of site plant, effects of plant emissions on local air quality are considered to be of negligible significance”

In terms of dust the ES states :

“The greatest risk from the construction phase is associated with dust soiling effects from earthworks activities and trackout. The risk of PM10 effects is low to medium and the risk of ecological effects is medium for earthworks and construction and low for trackout”.

Cumulative Traffic and Energy Centre Impacts

The ES states :

“The results show that the cumulative impact of the additional traffic and energy centre from the proposed development is ‘negligible’ and therefore is considered to not be significant.”

The Council’s Pollution Control Section supports the methodology and its conclusion and raises no objection to the proposal subject to dust mitigation (see condition 17).

8.11 Other Matters raised by Objectors and Third Parties

Scale, Form and Massing

These matters are reserved for subsequent approval. However, a maximum parameter, masterplan layout and landscaping plans have been submitted along with illustrative sectional drawings and elevational sketches. Having considered the height parameters, topography of the site, and relationship to ecological features and heritage assets, the proposed maximum height is considered acceptable, in principle, in terms of scale, massing and form.

Activities of the Cancer Centre

Opening hours of the current cancer centre are Monday-Friday 03:30-18:00. This may be extended to include weekends/longer hours. Having regard to the nature of the proposed use, and the recommended conditions, it is considered that the proposal would not adversely impact the amenities of neighbours or wildlife.

Alternative Sites

Chapter 4 of the submitted ES has considered alternative sites, within the framework set by Welsh Government (i.e. NHS sites). The identified alternative sites of Whitchurch Hospital and the ‘Grange’ have been assessed as unviable for the following reasons:

Whitchurch Hospital

The ES states:

"The Whitchurch Hospital building complex comprises a number of separately listed buildings (grade II) and is set within a wider 48ha area that is included on the CADW Register of Landscapes Parks and Gardens of Special Historic Interest in Wales. The listed building restrictions, combined with physical space constraints, and inevitable inflexibility in terms of functional layout resulted in re-use of these buildings being discounted at an early stage.

This was noted by Julie Morgan, Assembly Member for Cardiff North, in a representation dated the 1st September 2017: *"We should remind ourselves that even in 1996 when it was planned to have a 200 bed mental health facility on the site, the buildings were deemed wholly unsuitable and a new building was required". This requirement is reflected in an extant planning permission for the redevelopment of the Whitchurch site. It is now quite unrealistic to talk of fitting a state of the art patient centred facility with modern diagnostics and treatment equipment within the confines of buildings whose shape and capacity is restricted because of the quite separate and valid need to maintain examples of architectural merit and historical interest" (Julie Morgan, Assembly Member for North Cardiff, 1st September 2017, p.3). This option would also have required future traffic flows to continue to use the surrounding residential network, and these flows are predicted to increase with the new facility. Similarly, the development of the Whitchurch playing fields was discounted early on. The land is designated grade II on the Cadw register of Landscapes Parks and Gardens of Special Historic Interest in Wales. They are held as being the surviving gardens and playing fields of the grandest and most important Edwardian Asylums in Wales. Whilst there would be resistance to its loss on this basis, this designation would not in itself prevent the grant of planning permission for a suitable development. The site is, however, also part of a wider redevelopment masterplan by CVUHB. The playing fields are identified in that outline planning permission to be retained for use by new residents and for existing Whitchurch residents. This is also secured via legal agreement of the permission. The outline planning permission has been recently renewed and now requires the submission of reserved matters applications by September 2020. Proposing that the fields be developed would then be contrary to the established requirement for them to be retained to enable the implementation of the redevelopment of the former hospital complex. They form a key part of the playing field provision in the local area and the impact of their loss on the community, if it had been found to be acceptable in terms of its impact on the historic protected designation, was considered unlikely to be acceptable overall (politically, environmentally, health and well-being etc.). Finally, and implicit in the above, is that whilst the land is within NHS ownership, it is owned by CVUHB whose long-standing estate's strategy requires the development of the land. "*

Officers note the above assessment, and no compelling evidence has been presented to suggest the above is incorrect. Officers note suggestions that there are other reasons, such as it being redeveloped for residential, which would generate increased revenue. This land is owned by a third party (Cardiff and Vale NHS) and their intentions and timetable is unclear beyond that of the

renewed consent for mixed use. Ward Councillors have suggested other proposals, however no plans have come forward for consideration by the Local Planning Authority.

The Grange

The Grange is a 2.63 ha parcel of brownfield land to the west of the existing Velindre Cancer Centre. Officers note the suggestion from Ward Councillors and others that this is the Plan B option. Chapter 5 of the Environmental statement (paragraphs 5.5.21-5.6.5) outlines the case for why The Grange site is not suitable as follows:

“.. Whilst all of the required uses could be physically fitted on the site, it would have required significant compromises with regard to the clinical adjacencies. Also, although it gave some area for future expansion, overall this was considered to be insufficient for the potential future expansion required; the site being constrained by existing built form on all of its boundaries except the western boundary which was constrained by landscape and topography. There was then insufficient space to integrate the buildings within the landscape as required for the overall healing environment, and to create a sense of place. It was also considered that there were risks in terms of ground stability relating to the western boundary”

The above comments are noted.

The Need for a Strategic Approach

Officers note comments from objectors and Ward Councillor's over the need for an overarching master plan. The applicant has sought, through the Whitchurch Village Green Masterplan to consider a comprehensive approach, which has regard to the existing outline planning permission. This Masterplan has informed the access proposals to ensure the impact upon the residents and the Whitchurch Hospital site are minimised.

Hollybush Emergency Access

Officers note the concerns of residents, in relation to the need for this access and the likely disruption caused. A condition has been imposed to restrict the use of this access point to ensure that it is only an emergency access to the site. In terms of construction, potential issues of noise and dust to elderly and vulnerable residents of the Hollybush Estate are noted; however the submitted information has been assessed by the Council's Environmental Health Section who supports the submitted methodology, and raises no objection in principle. Condition 17 of this permission seeks to ensure the residents' amenity is not unreasonably affected.

An Inefficient use of Taxpayers Money

This is not material to the consideration of this planning application

Lack of Community Engagement

The applicant has undertaken a Pre-Application Consultation (PAC) prior to the submission of this planning application. The application was registered by the Local Planning Authority with neighbours notified by letter, and press and site

notices issued in accordance with statutory requirements.

All other matters raised by Objectors are captured above:

- 8.12 The following further responses were received following the re-consultation on the Addendum to the Environmental Statement in October 2017 and are considered below:

The reduced number of parking spaces would further increase parking pressure/ congestion within the area;

The matter of parking has been considered in paragraph 8.4 of this report. It is further noted that the applicant is committed to deliver Travel Planning measures that seek to reduce car borne trips by staff from 77% to 60% within 5 years of operation. The applicant has also committed to providing a bus subsidy over three years to secure the operation of an enhanced/new bus service

As 75% of their patients are from outside Cardiff it would make sense for the new hospital to be closer to their patients rather than destroy this green area;

The proposal forms part of a wider network of cancer services, which includes a number of satellite facilities within the wider South East Wales region. By delivering essential services in a Central Hub that is well served by a choice of means of transport, it is acknowledged that the proposal meets the Council's objectives of sustainable travel.

There is no current planning application for the proposed roads;

Officers acknowledge that the proposed access road did not form part of the extant outline permission. However, the justification and assessment of the proposed access has been submitted and assessed as part of the current application.

The Council has failed to meet the requirements set within Regulation 22 of the EIA regulations;

The application has been re-publicised by a press notice within the Western Mail dated 19th October and site notices. In addition to letters/ emails to those neighbours who were notified initially along with those who had made representations all given an additional 21 days to comment. The proposal meets the requirements set within Regulation 22 of the T&CP Environmental Impact Assessment Regulations (2016).

The impact upon Whitworth Square and Coryton School has not been assessed;

Officers have had regard to the siting of the development and proposed access roads in relation to the above areas and are considered within this report.

The impact upon the herons is incorrect;

Officers note the comments from Glamorgan Birds Society and the number of herons they observed on site. The applicant has undertaken a breeding bird survey report (7 December, 2016), The County Ecologist is satisfied that the impact of the development on Coryton Heronry Woods SINC has been

appropriately assessed.

The suggestion that this land will have either housing or a hospital is incorrect, (the Trust could do nothing):

Whilst the comments are noted, this is not a material planning factor for the consideration of the current planning application.

The Development would affect Cardiff's 'Healthy city' status granted by WHO in 2009:

The application to develop private land for a cancer centre has been determined on its merits as required by planning law.

Need to undertake a Health Impact Assessment (HIA)

There is no requirement under planning law or policy for a Health Impact Assessment.

The emergency access is being sited next to elderly or people with medical conditions who will be severely affected by the development.

Concerns regarding the emergency access are addressed in the report and is not considered to severely impact upon existing residents.

9. Planning Obligations

National Policy and CIL regulations outline the legal requirements for a valid Planning Obligation. The Council's adopted Local Development Plan (2006-2026) KP7 provides Policy considerations for seeking obligations. The Council's approved Planning Obligations SPG provides further guidance. The following financial contributions are required in response to this policy context:

- Up to £450,000 for a 3-year subsidy towards the provision of a bus service to the proposed centre.
- Up to £400,000 for green infrastructure improvements;

Having regard to policy and legal requirements outlined above it is considered that the requests meet the necessary tests and policy requirements. The agent has confirmed that their client is willing to enter into an agreement to secure these contributions but wishes to agree appropriate triggers and details post resolution, as part of the S106 process.

10. Conclusion

Having regard to relevant material planning factors, the Environmental Statement and submitted documents, the extant planning permission on part of the site and the careful consideration of the representations received, it is recommended that permission for a new cancer centre and associated infrastructure be approved, subject to conditions and legal agreement.

11. Legal Considerations

11.1 **Crime and Disorder Act 1998**

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of

the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

11.2 ***Equality Act 2010***

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. Having due regard to advancing equality involves:

Removing or minimising disadvantages suffered by people due to their protected characteristics; taking steps to meet the needs of people from protected groups where these differ from the need of other people; and encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

The above duty has been given due consideration in the determination of this application.

It is considered that there would be no significant or unacceptable impact upon persons who share a protected characteristic, over and above any other person, as a result of the proposed decision.

11.3 ***Planning (Wales) Act 2015 (Welsh language)***

Section 31 of the Act clarifies that impacts on the Welsh Language may be a consideration when taking decisions on applications for planning permission so far as it is material to the application. This duty has been given due consideration in the assessment of this application. It is considered that there would be no material effect upon the use of the Welsh Language in Cardiff as a result of the proposed decision.

11.4 ***Wellbeing of Future Generations (Wales) Act 2015***

In reaching this recommendation officers have taken into account the requirements of Sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. Officers consider that this recommendation is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Minister's well-being objectives as required by section 8 of the WBFG Act. In this respect, it should be noted that the proposal retains accessible open space for the public, and the facility would create a 21st century cancer care treatment centre serving South East Wales.

11.5 ***Biodiversity and Resilience of Ecosystems Duty***

This recommendation is considered to discharge the Authority of its duties under Section 6 of the Environment (Wales) Act 2016. This duty is that we must seek to maintain and enhance biodiversity in the exercise of our functions, and in so doing promote the resilience of ecosystems, so far as is consistent with the proper exercise of those functions. In complying with this duty we will have to take account of the resilience of ecosystems, in particular the diversity

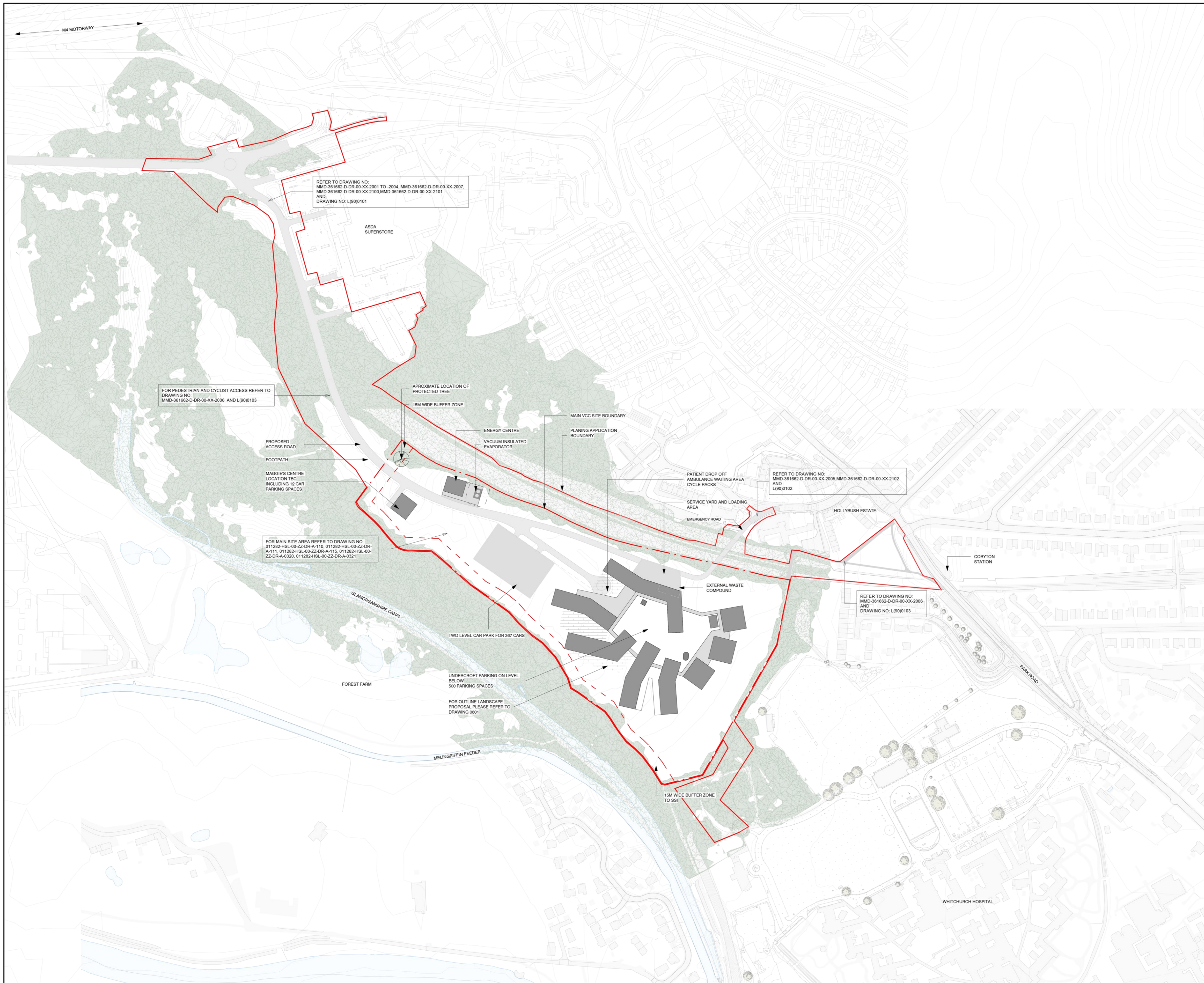
between and within ecosystems; the connections between and within ecosystems; the scale of ecosystems; the condition of ecosystems and the adaptability of ecosystems.

11.6 Environmental Impact Assessment) (Wales) Regulations 2016

As required by Regulation 3 of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016 this report and recommendation has taken the environmental information and its amendments into consideration

11.7 Flood and Water Management Act 2010

Section 12 (3) of the Flood and Water Management Act 2010 places a duty on Risk Management Authorities (e.g. a county council for the area) to have regard to the national and local strategies and guidance when exercising any other function in a manner which may affect a flood risk or coastal erosion risk. The relevant strategies and guidance have been taken into consideration in the assessment of this application.



REFER TO DRAWING NO. MMD-361662-D-DR-00-XX-2001 TO -2004, MMD-361662-D-DR-00-XX-2007, MMD-361662-D-DR-00-XX-2100, MMD-361662-D-DR-00-XX-2101 AND DRAWING NO. L(90)0101

FOR PEDESTRIAN AND CYCLIST ACCESS REFER TO DRAWING NO. MMD-361662-D-DR-00-XX-2006 AND L(90)0103

PROPOSED ACCESS ROAD
FOOTPATH
MAGGIE'S CENTRE LOCATION TBC INCLUDING 12 CAR PARKING SPACES

FOR MAIN SITE AREA REFER TO DRAWING NO. 011282-HSL-00-ZZ-DR-A-110, 011282-HSL-00-ZZ-DR-A-111, 011282-HSL-00-ZZ-DR-A-115, 011282-HSL-00-ZZ-DR-A-0320, 011282-HSL-00-ZZ-DR-A-0321

APPROXIMATE LOCATION OF PROTECTED TREE
15M WIDE BUFFER ZONE

ENERGY CENTRE
VACUUM INSULATED EVAPORATOR
MAIN VCC SITE BOUNDARY
PLANNING APPLICATION BOUNDARY

PATIENT DROP OFF
AMBULANCE WAITING AREA
CYCLE RACKS
REFER TO DRAWING NO. MMD-361662-D-DR-00-XX-2005, MMD-361662-D-DR-00-XX-2102 AND L(90)0102

SERVICE YARD AND LOADING AREA
EMERGENCY ROAD

REFER TO DRAWING NO. MMD-361662-D-DR-00-XX-2006 AND DRAWING NO. L(90)0103

TWO LEVEL CAR PARK FOR 367 CARS

UNDERCROFT PARKING ON LEVEL BELOW 500 PARKING SPACES

FOR OUTLINE LANDSCAPE PROPOSAL PLEASE REFER TO DRAWING 0801

15M WIDE BUFFER ZONE TO SSI

REFERENCE MAP

NORTH



NOTES

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C - COMPACTOR
S - SKIP

DATE	DESCRIPTION	REV	PL	STATUS
06/04/17	First Issue	A	PL	

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CLIENT NAME
VELINDRE NHS TRUST

ORIGINATOR NO
011282

PROJECT
**VELINDRE CANCER CENTRE
PARK ROAD, CARDIFF. CF14 7XB**

DRAWING TITLE
SITE PLAN

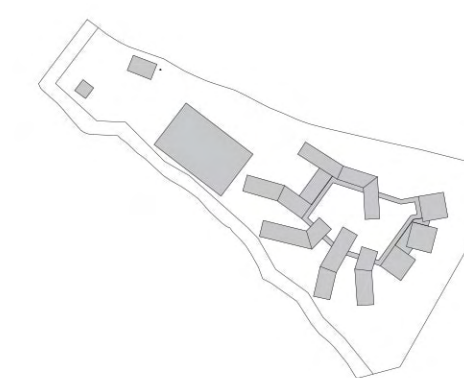
SUITABILITY STATUS
Planning

SCALE
1 : 2000 @ A1

PROJECT# | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE | NUMBER | STATUS+REV
011282-HSL-00-ZZ-DR-A-PL10-A



REFERENCE MAP



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DATE	DESCRIPTION	REV	STATUS
22/05/17	LANDSCAPE REVISION 05	S0.P0.5	S0
29/03/17	LANDSCAPE REVISION 04	S0.P0.4	S0
13/02/17	LANDSCAPE REVISION 03	S0.P0.3	S0
03/02/17	LANDSCAPE REVISION 02	S0.P0.2	S0
10/01/17	LANDSCAPE REVISION 01	S0.P0.1	S0

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HASSELL

CLIENT NAME	ORIGINATOR NO
VELINDRE NHS TRUST	011282

PROJECT
**VELINDRE CANCER CENTRE
 PARK ROAD, CARDIFF. CF14 7XB**

DRAWING TITLE
Illustrative Masterplan

SUITABILITY STATUS	SCALE
Work in Progress	1000 @ A1

PROJECT# | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE | NUMBER | STATUS+REV
011282-HSL-00-ZZ-DR-L-0802-S0.P05

LOCAL MEMBER COMMENT

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01801/MJR** APPLICATION DATE: 27/07/2017

ED: **PONTPRENAU/ST MELLONS**

APP: TYPE: Full Planning Permission

APPLICANT: Taff Housing Association

LOCATION: DROKE HOUSE, 948 NEWPORT ROAD, OLD ST MELLONS,
CARDIFF, CF3 5UA

PROPOSAL: CONSTRUCTION OF 33 AFFORDABLE APARTMENTS, ACCESS
AND ASSOCIATED WORKS

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding planning obligation in agreement with the Council under **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 10.1 of this report, planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The consent relates to the following approved plans and documents:

Plans

(90) 001A	Site Location Plan
(SK) 001A	Existing Site Survey
(SK) 100Q	Proposed Site Layout/Lower Ground Floor Plan
(SK) 101Q	Proposed Ground Floor Plan
(SK) 102Q	Proposed First Floor Plan
(SK) 103P	Proposed Second Floor Plan
(SK) 104P	Proposed Roof Plan
(SK) 105E	Proposed Sections
(SK) 106H	Proposed Elevations Front & Rear
(SK) 107F	Proposed Side Elevations
(SK) 108G	Proposed Elevations
(SK) 111	Elevation & Proposed Section Through Flat 7 to Forge House
TDA.2030.03 A	Detailed Soft Landscape Proposals
1752.OS.102.01	Proposed Site Access

Documents

LRM Pre-Application Consultation Report dated July 2017
LRM Design & Access Statement dated July 2017

LRM Planning Statement dated July 2017
Lime Transport, Transport Statement ref: 17152 d1a dated 13 July 2017
Lime Transport amended Appendix D to Transport Statement received 13 September 2017
TDA Pre Development Tree Survey & Assessment ref: TDA/2303/TS&A/RhC/06.17.
TDA Tree Constraints Plan ref: TDA/2303/TCP/RhC/06.17
Weather Graph 23-30 June received 13 September 2017
Weather Graph 01-08 July received 13 September 2017

Reason: for the avoidance of doubt.

3. No above ground superstructure works shall be commenced until a full schedule and samples of the external finishing materials have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure a satisfactory finished appearance to the development.
4. The bedroom and bathroom windows to Flat 7 of Block 2 as identified on the approved plan (SK)101Q shall be non-opening and shall be glazed in obscured glass below the height of 1.8m above internal floor level.
Reason. To protect the privacy and amenity of future and adjacent occupiers.
5. Prior to the commencement of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site.

The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,

- archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (2012), unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment in accordance with policy EN13 of the Cardiff Local Development Plan.

6. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7. The remediation scheme as approved by condition 5 above must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property

and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised.

9. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced.

10. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with Pollution Control's Imported Materials Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced.

11. Any site won recycled aggregate materials shall be assessed for chemical or other potential contaminants in accordance with a scheme of

investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its reuse. Only material approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

12. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

13. Prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 57 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 40 dBA Leq 16 hour during the day and 35 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from –

- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
- 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

No habitable room shall be occupied until the approved sound insulation and ventilation measures have been installed in that room. Any private open space (excepting terraces or balconies to any apartment) shall be designed to provide an area which is at least 50% of the area for sitting out where the maximum day time noise level does not exceed 55 dBA Leq 16 hour [free field].

Reason: To ensure that the amenities of future occupiers are protected.

14. Prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that
- Light into neighbouring residential windows generated from the floodlights shall not exceed $5/10 \cdot E_v$ (lux) (vertical illuminance in lux).
 - Each floodlight must be aligned to ensure that the upper limit of the

- main beam does not exceed 70 degrees from its downward vertical.
- The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5/5*%.

The submitted scheme shall include an isolux diagram showing the predicted illuminance in the vertical plane (in lux) at critical locations on the boundary of the site and at adjacent properties. The approved scheme shall be implemented prior to beneficial use and be permanently maintained.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

15. Prior to implementation a noise assessment shall be carried out and submitted to the Local Planning Authority to ensure the noise emitted from fixed plant and equipment on the site achieves a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

16. Notwithstanding the submitted plans, prior to any above ground development, details of the facilities for refuse storage, which shall have regard to the information contained in the email to the agent dated 03 July 2017, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The facilities shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason. To ensure an orderly form of development and to protect the amenities of the area.

17. Unless otherwise agreed with the LPA, the applicant is required to undertake a detailed dust assessment which shall quantify the magnitude of risk to surrounding/ nearby sensitive receptors, this being the various residential properties located within 350m to the site boundary, during the demolition and construction phase of the development. Prior to the commencement of development a scheme (Construction Environmental Management Plan) to minimise dust emissions arising from construction activities on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the construction phase.

Reason: To assess air quality and agree any mitigation measures that may be required to safeguard the amenity of nearby residents in the area.

18. Notwithstanding the submitted plans, details of the construction of the cycle (minimum 33 spaces) and scooter parking facility shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.
Reason: To ensure an orderly form of development and ensure appropriate provision for cycles.
19. Notwithstanding the submitted plans, details of the construction of the refuse storage facility shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.
Reason: To ensure an orderly form of development and to protect the amenity of the area.
20. No part of the development hereby permitted shall be commenced until a scheme of reinstatement works to Newport Road adjacent to the site has been submitted to and approval in writing by the LPA. The scheme to include the resurfacing/reinstatement of the footway/carriageway as may be required as consequence of implementation of the development; to include the access road off Newport Road, new pedestrian access, relocated bus stop. These works would include, but not be limited to, road surfacing, kerbs, edging, (tactile) paving, drainage, lighting, road marking & lining, signing and street furniture as required as a consequence of the scheme. No part of the development shall be occupied until the approved scheme has been implemented.
Reason: To amend and reinstate the carriageway and footway to provide an improved environment to facilitate safe commodious access to and from the proposed development.
21. No part of the development hereby permitted shall be commenced until a Construction and Demolition Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include (but not limit to) details of site hoardings, welfare facilities, site access and wheel washing facilities, a strategy for the delivery of plant and materials, construction staff parking, traffic management proposals etc. Development may only be commenced in accordance with the construction and demolition management plan approved by the Local Planning Authority.
Reason: In the interests of highway safety and public amenity.
22. A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the beneficial occupation of the development. The plan should include (but not limited to) details such as the promotion of public transport and other alternatives to the private car. The approved travel plan should be incorporated in to a welcome pack (for example) provided to all new residents to encourage the use of alternative transport. The Travel Plan shall be implemented in accordance with a timetable set out in the plan or in accordance with a revised timetable which shall be

agreed in writing by the Local Planning Authority. Reports demonstrating progress in promoting the sustainable transport measures detailed in the Travel Plan shall be submitted to the Local Planning Authority for a period of five years from beneficial occupation of the development.

Reason: To encourage sustainable transport and effect modal shift to non-car modes.

23. Notwithstanding the submitted plans, details of the means of site enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved enclosures shall be implemented prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason: In the interests of visual amenity.

24. All planting, seeding, turf-laying and paving shown on the approved plans shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is the sooner.

Any retained or planted trees or plants which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the planting season following their death with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity.

25. No development or site clearance shall commence until the local planning authority have been informed in writing of the name of a professionally qualified archaeologist who is to be present during the undertaking of any excavations in the development area so that a watching brief can be conducted. No work shall commence until the local planning authority has confirmed in writing that the proposed archaeologist is suitable. A copy of the watching brief report shall be submitted to the local planning authority within two months of the archaeological fieldwork being completed.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

26. The car parking and manoeuvring areas hereby approved shall be laid out in accordance with the approved plans before the development is brought into beneficial use and be thereafter maintained and retained at all times for those purposes in association with the development.

Reason: to make provision for the parking of vehicles clear of the roads so as not to prejudice the safety, convenience and free flow of traffic.

RECOMMENDATION 2: The archaeological work must be undertaken to the Chartered Institute for Archaeologists (CIfA), "Standard and Guidance for an

Archaeological Watching Brief” (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a ClfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

RECOMMENDATION 3: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 5 : The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a

lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

RECOMMENDATION 6 : Prior to the commencement of development, the developer shall notify the local planning authority of the commencement of development , and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

RECOMMENDATION 7 : The applicant is advised that the highway works condition and any other works proposed to the existing adopted public highway, to be undertaken by the developer, shall be subject to agreement(s) under Section 278 of the Highways Act 1980 between the developer and Council.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

1.1 A full application for redevelopment to provide 33no. self-contained affordable apartments, with associated ground works, provision for car, cycle and scooter parking, refuse storage and landscaping.

1.2 The proposed accommodation is set in two blocks, fronting Newport Road, with rear projecting annexes. The accommodation is broken down as follows:

Block 1

A 2.5 storey (fronting Newport Road – 3.5 storey to the rear) block accommodating 21 flats, comprising 17no 1 bed flats and 4no 2 bed flats, with 2 of the flats intended for disabled occupiers.

Block 2

A 2 storey (fronting Newport Road – partial 3 storey to rear) block accommodating 12 flats, comprising 11no 1 bed flats and 1no 2 bed, with 1 of the flats intended for disabled occupancy.

1.3 To the rear of the site, at a ground level which is lower than Newport Road by approx. 3.0m there are 11no car parking spaces (with 3no designated for disabled use), a refuse container store and a combined storage facility for 33 cycles and 5 mobility scooters, all running along the rear boundary of the site.

The hard surfaced areas are indicated as being laid with brick paviours, with areas of grassed landscaping, including amenity spaces between the two projecting annexes and to the southern boundary area.

- 1.4 Access to the rear of the site is via a single point, set at the northern end of the site and running along the northern boundary. The accommodation blocks can be accessed (pedestrian) via dedicated points off Newport Road, and the rear amenity/facilities can be accessed by all residents through the blocks.

The improved access is facilitated by the relocation of the existing bus boarder and cage slightly further west, with new tactile paving to be provided either side of the new access road.

- 1.5 Block 1 is to be finished wholly in render, (with the exception of the basement level to the rear, which is to be facing brick) with an imitation slate roof and reconstituted stone surrounds and cills to the windows.

Block 2 is to be finished in facing brick to the Newport Road frontage, and on the return elevations of the main frontage element and basement level to the rear. The remainder of the rear is to be finished in the same render as Block 1, the roof and window surrounds are as per Block 1.

- 1.6 The site is to be enclosed by a 2.1m high close boarded timber fence to the rear and majority of the southern boundary (shared with Forge House).

The Newport Road frontage (and an element of the return along the Southern Boundary) is to be enclosed with a dwarf brick wall and railings, to a height of approx. 1.2m.

The northern boundary (to the retained footpath), is to be enclosed with a hoop topped steel railing at approx. 1.5m height.

2. **DESCRIPTION OF SITE**

- 2.1 The site is located at Old St Mellons along the south eastern side of Newport Road. To the north east of the site is a fish & chip shop with flat above, to the south west of the site is a dwelling (Forge House). The land levels drop away significantly to the south east toward residential properties in Orchard Park.

- 2.2 The application site comprises:

- (i) Droke House; a two storey dwelling which is located within the St Mellons Conservation Area.
- (ii) Holts Garage; a commercial garage which occupies a corrugated metal building set back from Newport Road by a large concrete forecourt. The garage is located outside the St Mellons Conservation Area boundary.

3. **PLANNING HISTORY**

- 3.1 06/02862/E – Prior Approval application for the demolition of Droke House and adjoining garage – Granted

07/01711/E – Full application to demolish existing dwelling and garage and

redevelop for 34 flats – Granted

07/01712/E – Conservation Area Consent application for the demolition of dwelling and garage – Granted

13/01456/DCO – Renewal of pp 07/01711/E – Resolution to grant, subject to S106 (unsigned)

13/01551/DCO – Renewal of CAC 07/01712/E – Granted

4. **POLICY FRAMEWORK**

National policy

4.1 Planning Policy Wales (PPW) Edition 9, 2016 favours the sustainable re-use of previously developed land.

4.2 The following Technical Advice Notes (TANs) are relevant:

- TAN 12: Design

4.3 The following policies of the recently adopted 2016 City of Cardiff LDP are relevant to the consideration of this application:-

- KP5 Good Quality and Sustainable Design
- KP7 Planning Obligations
- H6 Change of Use or Redevelopment to Residential Use
- EN9 Conservation of the Historic Environment
- C1 Community Facilities
- C5 Provision for Open Space, Outdoor Recreation, Childrens Play and Sport
- T1 Walking and Cycling
- T5 Managing Transport Impacts
- W2 Provision for Waste Management Facilities in Development

4.4 The following Supplementary Planning Guidance relates to the previous 1996 Local Plan. It is under review following the adoption of the LDP however it remains a material consideration in considering the application insofar as it is consistent with LDP policy:

- Community Facilities and Residential Development (2007)
- Access, Circulation and Parking Requirements (2010)

4.5 In addition to the above, the following new Supplementary Planning Guidance is also relevant:

- Locating Waste Management Facilities Jan. 2017
- Planning Obligations Jan. 2017
- Green Infrastructure Nov. 2017
- Infill Sites Nov. 2017
- Public Rights of Way and Development Nov. 2017

- Trees and Development Nov. 2017

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operational Manager Transportation has no objection subject to conditions, making the following comments:

This project comprises of the construction of two blocks containing a total of 33 affordable homes. There would be 30 one bedroom flats and three two bedroom flats. Three of the one bedroom flats would be wheelchair accessible.

The development would provide 11 parking spaces (3 disabled bays), 33 secure covered cycle parking spaces and five secure covered mobility scooter parking spaces.

There are local facilities (local shops, public houses, take-away food, restaurants, bus stops) in the immediate vicinity of the development.

Comments:

I would confirm that the above application submission has been assessed and is considered to be acceptable in principle subject to the comments, conditions and financial requirements detailed below.

The application proposes to provide two separate buildings:

- One comprising 21 units
- One comprising 12 units.

Vehicle access will be taken from Newport Road using an existing northern access to St Mellons Garage (located to the north east of the site). The access carriageway will include a 2m footway on its southern side, until the access becomes a shared space. The first 6m of the access road would become public highway. The carriageway after this point, demarcated by a rumble strip, will become a private shared area. The footway would be at grade with the shared surface carriageway to accommodate pedestrians and mobility scooter users. There would be a section of appropriate tactile paving (details to be approved during the S278 process) at this juncture.

A seven day traffic survey was undertaken to identify traffic flows and speeds outside the proposed development. The 85th percentile speed recorded during weekdays can be accommodated within the visibility splay, in accordance with the Manual for Streets 2 calculation. To accommodate a safe stopping distance for a HGV, or bus, the stopping distance for northbound vehicles would be 50m (46m light vehicles) and for southbound HGV/buses would be 46m (42m light vehicles).

The proposed car park will include 11 parking spaces, including three disabled spaces, in accordance with the SPG – Access, Circulation and Parking Requirements (2010). The parking provision within the site is in an

acceptable form, with adequate space to manoeuvre parking vehicles and adequate space within the parking and access routes to accommodate a refuse vehicle and delivery vehicles. The adequacy of the access road is demonstrated with swept path analysis.

The secure cycle provision (33 spaces) is in accordance with the council's SPG – Access, Circulation and Parking Requirements (2010). There are existing cycle lanes on both sides of Newport Road to / from Cardiff (although not toward Newport).

Public transport provision is convenient to the site (13 buses per hour each way) , with a bus stop (from Newport to Cardiff) located immediately outside the development. The bus cage (and bus boarder) is to be relocated to the west to accommodate the access to the site. The bus stop and shelter will not be relocated. The bus stop (from Cardiff toward Newport) on the opposite side of the road is located some 130m from the proposed development. Users are able to use a controlled pedestrian crossing to cross Newport Road.

It is concluded that the proposed development is acceptable in transport terms, subject to the listed conditions and financial contribution, and that any objection on traffic or parking grounds would therefore be unsustainable.

Financial Contribution:

A S106 contribution, of **£3000**, is sought in respect of amending any traffic regulation orders associated with the relocation of the bus cage and associated waiting restrictions required to accommodate the installation of the access arrangements. Reason: To facilitate implementation of the new access and prohibit inappropriate parking.

- 5.2 The Pollution Control Manager (Noise & Air) has no objection, subject to conditions in respect of traffic noise, lighting and plant noise, with further advice in respect of construction noise.
- 5.3 The Pollution Control Manager (Contaminated Land) has no objection, subject to conditions in respect of contaminated land issues, with further contaminated land advice.
- 5.4 The Highways Drainage Manager has been consulted and no comments have been received.
- 5.5 The Air Quality Manager has no objection, subject to a condition relating to the control of dust..
- 5.6 The Regeneration Manager has no objection, making the following comments:

Request for Community Facilities

The Cardiff Planning Obligations SPG 2017 (Section 8 – Community Facilities) states that 'Growth in population arising from new development

generates demand for and increases pressure on community facilities. To meet the needs of future residents, it may be necessary to meet this additional demand through:

- The provision of new facilities,
- The extension to, or upgrading of existing facilities.

If no onsite provision is proposed, a financial contribution is sought on residential developments containing 25 or more new dwellings where it has been identified that investment in community facilities will be required to meet the needs of the new population.

The formula in the SPG is based on the number of bedrooms and associated occupancy figures per dwelling, and is calculated as follows:

No. of bedrooms	Number of Dwellings	Contribution per dwelling	Totals
1	28	£720.51	£20,174.28
2	5	£997.63	£4,988.15
3		£1,385.60	£0.00
4		£1,718.14	£0.00
5+		£2,106.11	£0.00
Where number of bedrooms unknown		£1,291.38	£0.00
Single Student Bedroom	0	£554.24	£0.00
TOTALS:			£25,162.43

In summary, the following contribution is sought from the developer:

£25,162.43

Community Infrastructure Levy (CIL)

CIL Regulation 122(2) provides:

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

- necessary to make the development acceptable in planning terms;*
- directly related to the development; and*
- fairly and reasonably related in scale and kind to the development.*

Comments in respect of the request for contributions towards community facilities are as follows:

(a) Necessary to make the development acceptable in planning terms:

The Cardiff Planning Obligations SPG was formally adopted by Council on 26th January 2017. The SPG was adopted to help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact. Policy KP6 of the Cardiff Local Development Plan (adopted January 2016) supports the provision of community facilities as part of new residential developments.

It is also in accord with Planning Policy Wales which supports the negotiation of planning obligations and states “Contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable”. A development proposing a significant increase in population, such as this, would create pressures on existing local facilities that need to be offset via onsite provision and/or a financial contribution. It would be unacceptable to grant planning consent in the absence of such provision.

(b) Directly related to the development

Several community facilities are located within proximity to the site and are likely to experience an added pressure as a result of the new population. It is envisaged that a forthcoming community facilities contribution would be directed towards these facilities.

(c) Fairly and reasonably related in scale and kind to the proposed development

Contributions towards community facilities are derived using a formula-based calculation which takes into account, amongst other things, the size of the residential development and the projected increase in population.

5.7 The Parks Manager has no objection, making the following comments:

Design Comments

No street trees appear to be affected by the development

Open Space Provision

These comments relate to the current LDP (C5 Provision for Open Space, Outdoor Recreation, Children’s Play and Sport; KP16 Green Infrastructure), and the 2017 Planning Obligations Supplementary Planning Guidance (SPG), supported by policies set out in the 2008 SPG for Open Space which set the Council’s approach to open space provision.

The Council’s LDP requires provision of a satisfactory level and standard of open space on all new housing/student developments, or an off-site contribution towards existing open space for smaller scale developments where new on-site provision is not applicable.

Based on the information provided on the number and type of units, I have

calculated the additional population generated by the development to be **43.1**. This generates an open space requirement of **0.105 ha** of on-site open space based on the criteria set for **Housing accommodation**, or an off-site contribution of **£44,718**. I enclose a copy of the calculation

As no public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality, given that demand for usage of the existing open spaces would increase in the locality as a result of the development.

The use of S106 contribution from this development will need to satisfy CIL and the current distance requirements set out in the 2017 Planning Obligations SPG – play areas 600m (not applicable to student and sheltered accommodation), informal recreation 1000m, and formal recreation 1500mm, measured from edge of the site.

Notes relating to Affordable Housing Schemes

The request for an offsite contribution is applied consistently across both private and affordable house developments. In providing for the additional residents the development will result in increased use of local public open spaces, with a corresponding need for increased maintenance, more rapid upgrading and potential expansion of existing facilities. This is regardless of the financial model for the development.

In the event that the Council is minded to approve the application, I assume it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure payment of the contribution.

Consultation will take place with Ward Members to agree use of the contribution, and this will be confirmed at S106 stage. The closest areas of recreational open space are Orchard Park, Beech Tree Park and Elgar Crescent.

- 5.8 The Council's Trees Officer has no objection to the landscape proposals as indicated on the approved plans.
- 5.9 The Waste Manager has no objection, advising that the proposed refuse storage area is acceptable.
- 5.10 The Council's Ecologist comments that the existing buildings show a number of features that may be exploited by roosting bats and advises that a preliminary assessment of bat roosting potential is requested.
- 5.11 The Neighbourhood Regeneration Manager (Access) has been consulted and no comments have been received.
- 5.12 The Housing Strategy Manager has no objection, making the following comments:

The planning application has been submitted by one of our partner Registered Social Landlords (RSL) (Taff Housing Association), and the whole site will be delivered as affordable housing.

The Housing Development Enabling team fully supports the development of this site wholly for affordable housing, given the levels of housing need in the area, and have been working very closely with Taff Housing Association to ensure the successful delivery of the scheme. The development will comprise of 33 units of new affordable housing.

All social rented units will meet Welsh Government Development Quality Requirements (DQR) & the Welsh Housing Quality Standard (WHQS).

- 5.13 The Council's Rights Of Way Manager has no objection, making the following comments:

St Mellons No.1 footpath runs adjacent to the development site on the Eastern side therefore the footpath is to remain in situ and unaffected. From the design plans, it appears the public right of way will be utilised and retained while being improved to 2m width to provide improved access for walkers. The path will need to be open without a fence/wall or any gates to improve access for all.

The right of way footpath from Newport Road to Orchard Park is only intended for walkers therefore any proposal for creating a shared use path will require an application to the PROW team for consideration.

6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water have no objection subject to a standard drainage details condition.
- 6.2 Glamorgan Gwent Archaeological Trust have no objection, subject to a condition requiring the provision of an Archaeological Watching Brief during any excavations, and provide addition advice in respect of qualified persons.
- 6.3 South Wales Police have no objection. Further advice in respect of crime prevention has been provided and has been passed to the agent.
- 6.4 Western Power Distribution have been consulted and no comments have been received.

7. **REPRESENTATIONS**

- 7.1 Local Members for the Wards of Pontprennau/Old St Mellons and Trowbridge have been consulted.

The Planning Service was copied into an email from Cllr J Williams (Pontprennau/Old St Mellons), addressed to Cllr D Rees (Pontprennau/Old St

Mellons) and Cllrs M Michael, C Lay and B Bowen-Thomson (Trowbridge), dated 31 July 2017, making the following comments:

“Please be advised that I and Councillor Rees will be submitted an objection to this planning application.

To advise our Trowbridge colleagues that we have been contacted by residents in their Ward (who live behind the proposed application) who have strong reservations surrounding this application. I trust you will be undertaking a knock and drop in the area of your Ward impacted by this application to understand local feeling on this matter.”

No further representations have been received from Local Members.

7.2 Old St Mellons Community Council were consulted and object to the proposals, making the following comments:

As Clerk to the Old St. Mellons Community Council we are electing to put our objection in writing, as well as our local residents our Councillors have also expressed an objection to this application.

We would like to draw your attention to the original planning application: 13/01456/DCO dated 26th July 2013, to erect 34 apartments, garages and associated access, according to the planning application at that time there were 39 car park spaces.

The current planning application indicates 33 apartments and only 7 car park paces and 3 disabled.

This will be of great concern to Old St. Mellons Community as there are no parking facilities on the public highway, there are 4 spaces available outside the Seaview Stores and 4 on the main road near Coach House and Bluebell Inn Public Houses.

This will undoubtedly cause severe traffic issues as residents of the new development would be forced to park their cars on the public highway by mounting the pavement along Newport Road, which would also cause obstruction to the cycle lane.

OSMCC would also like to draw your attention to the following points:

- Taff Housing very emphatic they would be managing the tenants / residents of the building but no guarantee this would be the case in in the future!
- There must be sufficient parking spaces for all units. Residents, visitor's carers etc. must be able to park without infringing the parking restrictions on the main road.
- The Village Hall has no car parking facilities. It is in constant use, daytime and evenings when every available public car parking space in the Village is needed by the Hall users. These spaces are extremely limited

- Only one local bus route through the village i.e. No 30 Newport to Cardiff. There was reference at the meeting with LRM of 'many' buses but they were possibly taking into account buses that serve the St Mellons estate via Greenway Road and X route buses.
- There is a need in the community for accommodation for the elderly.
- There are far too many units being planned.
- The development is being cost driven – as explained by Taff Housing!
- Original plans had greater number of car spaces.
- The Village is a conservation area. Is this being considered by the Planning Authority?
- Following issues in the past all four very local public houses and the off licence premises are now part of the Pub Watch Scheme. The area needs to be well patrolled to ensure no further disturbances occur. Further significant development in the close proximity of the licenced premises would aggravate the situation.
- A development of this size and nature would jeopardise the conservation environment of Old St Mellons.

Please consider these points before making any decisions.

- 7.3 The occupier of 31 Orchard Park objects to the proposal, making the following comments:

We are strongly objecting as this planned building will be overlooking our garden. I feel that we are surrounded in affordable and association properties in our area. This build is also not privately owned properties so it is going to affect the selling price of my property. I have worked all my life to buy a house on a private estate so I don't feel it is fair for a privately owned property turned into association flats this is totally unfair to the residents surrounding the. I also feel it is not in keeping with the small village.

- 7.4 The Occupier of 40 Orchard Park objects to the proposals, making the following comments:

My concern is that there is insufficient parking for 33 apartments. There will be eight standard parking spaces and three disabled spaces. The planners estimate that car ownership will be under fifty percent, but it needs to be under twenty-five percent for there not to be a problem, and that is before visitors are accounted for. An alleyway runs alongside the proposed development, at the bottom of which are a number of parking spaces. All of these spaces are allocated to specific existing houses (one of which I live in). What will prevent residents of the new apartments and their guests parking in these spaces and causing a constant nuisance for existing house-owners. Additionally what will prevent the construction workers parking here during the building of the apartments?

- 7.5 The application was publicised as a Major development by way of site and press notice. No comments have been received.

8. **ANALYSIS**

This application was deferred by Planning Committee at its meeting of 8th November 2017 in order to undertake a site visit. The site visit took place on Monday 4th December 2017.

8.1 The application site falls within the settlement boundary, as defined by the Cardiff Local Development Plan (2006-2026) Proposals Map. The site has no other specific designation or allocation. The application should be assessed against Policy H6 'Change of Use or Redevelopment to Residential Use', which states that the change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where:

- i. There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;
- ii. The resulting residential accommodation and amenity will be satisfactory;
- iii. There will be no unacceptable impact on the operating conditions of existing businesses;
- iv. Necessary community and transportation facilities are accessible or can be readily provided or improved; and
- v. It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.

The existing commercial garage is offered no specific protection in land use policy terms in this location. Given the surrounding land uses, and the fact that the principle of residential use has already been established through planning application 13/01456/DCO the redevelopment of the site for residential purposes is considered acceptable in policy terms subject to detailed considerations.

8.2 It is of note that the current proposals are, in broad terms and in respect of the built form and layout, consistent with the previously approved proposal for 34 flats (07/01711E & 13/01456DCO), insofar as the development proposes multiple blocks fronting Newport Road, with traditional features including pitched roofs and gables, and with the smaller 2 storey block lying adjacent to Forge House and the larger 2.5 (to Newport Road) storey block replacing the existing commercial garage space.

8.3 The design of the proposal is considered to be acceptable, having regard for its scale, massing and appearance on the Old St Mellons Conservation Area (south-western end of the site & opposite side of Newport Road), and the wider street scene.

The architectural design is generally supported as drawing on the character of the local vernacular, which is relatively mixed and includes a new build flat development in the vicinity of this site. The enclosure created by the proposal is generally welcomed in replacing a level of enclosure at the heart of the

village where the buildings on the garage site are currently set back. The introduction of a low wall and railing enclosure to the whole of the Newport Road frontage (access point excepted) is also welcomed as reinforcing the street scene and providing an important defensive area for residents.

The use of two separate blocks of differing scale and massing is considered to add interest to the street scene. This variation in scale, massing and finish appearance, in conjunction with the separation of the blocks from themselves and the adjacent Forge Cottage to the south-west and the commercial terrace to the north-east, and the degree of set back off the footpath to Newport Road (Block 1 approx. 2.7m; Block 2 approx. 4.1m) ensures that the proposed buildings do not present as overbearing or over dominant.

- 8.4 The proposed blocks are set towards the front of the site. At the rear of the site, there is a shared boundary to dwellings located on Orchard Park, with some dwellings lying close to that boundary.

With regard to Block 1, the separation distance from the rearmost elevation to this boundary is approx. 16m at its closest point, with the side elevation of the projecting rear annexe being approx. 10m from the boundary to the adjacent footpath to the north-east.

In this case, it is considered that Block 1 would have no adverse impact on the privacy or amenity of adjacent occupiers.

- 8.5 Block 2 is set closer to the Orchard Park boundary at approx. 9.5m and the boundary to the south-west, shared with Forge Cottage, at distances ranging between approx. 3.7m and 7.5m.

The original submission showed Flat 7 of Block 2 (first floor equivalent) having a lounge window looking towards the rear of Forge Cottage. At a distance of approx. 7.5m, although not appearing to have direct views into any windows, may have had views into the rear garden area. In this case, the internal arrangement has been amended. The proposals now show a bedroom window to this elevation, which is indicated (and conditioned above), to be non-opening and obscurely glazed below 1.8m above internal floor level.

Whilst it is noted that the same flat has a kitchen window facing towards the rear of 32 Orchard Park, it is of note that under pp 06/835E no 32 benefits from a large two storey rear extension. That consent included a bedroom window to the rear elevation, facing into the current application site. However, a condition was imposed in a similar vein to condition 4 above requiring that window to be obscurely glazed. In this case, the rear elevation of no. 32 is effectively a blank elevation. Having regard for the condition attached to pp 06/835E, and the fact that the window in Flat 7 of Block 2 is a kitchen, it is considered that to impose an obscure glazing condition would be an unnecessary duplication and would therefore fail the tests for the use of conditions in planning permissions.

In addition to the fenestration issues above, Block 2 has been considered in respect of the impact of its scale on, what appears to be, a conservatory structure to the rear of Forge Cottage. The proposals introduce a 2-2.5 storey structure where currently there is none. However, it is of note that the proposal site has a reduced ground level of approx. 1.0m to that at Forge Cottage, effectively reducing the proposed building's scale at the point of concern, and the proposed building is also set to the north-east of Forge Cottage and therefore has very limited, or no adverse Impact on direct sunlight.

In light of the above, and having regard for the mitigating factors described, it is considered that Block 2 would have no adverse impact on the amenity or privacy of adjacent occupiers.

8.5 With regard to the request for a preliminary bat survey (para 5.10 above), this has been the subject of further discussion with the agent and the Council's Ecologist. Having regard for the extant demolition consents that run to May 2019, and the overarching authority of Natural Resources Wales in respect of the protection of roosting bats, it is considered that such a survey is not required at this time. However, the applicant has been made aware that should demolition not take place within the remaining time available, such a survey may then be required.

8.6 With regard to objections raised not discussed above, the following comments are made:

- Matters relating to the management of future tenants is not a material consideration in the determination of this application;
- The proposals have been considered by the Operational Manager, Transportation, who has no objection in respect of the amount of on-site parking provided;
- The Housing Strategy Manager has advised that the Housing Development Team support the proposals in this area of high housing need. Whilst there may be a need for need for housing for the elderly, that is a matter for the landlord and is not subject to this application;
- There is no evidence that future occupiers of the proposed development would exacerbate any existing issues of anti-social behaviour or crime and disorder;
- The impact of development on adjacent/nearby property value is not a material planning consideration. As indicated above, the area is identified as in high housing need and the nature of tenancy/occupants is not a material planning consideration;
- Whilst instances of un-authorized parking in adjacent streets may already be taking place, this matter is controlled by other legislation. There is no evidence that future occupiers of the proposed development would exacerbate any existing situation. It is also of note that a Construction Management Plan is required by condition, which could include the control of site staff. In addition, a Travel Plan is also required by condition, which will seek to inform and advise future occupiers of alternative modes of transport

9. **OTHER CONSIDERATIONS**

- 9.1 *Crime and Disorder Act 1998* – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 9.2 *Equality Act 2010* – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 9.3 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. **PLANNING OBLIGATIONS**

- 10.1 The following contribution requests have been made, with reference made to the Community Infrastructure Levy tests:

Parks – A contribution of £44,718 is requested towards the maintenance/provision of open space in the vicinity of the site.

Regeneration – A contribution of £25,162.43 is requested towards the provision/maintenance of community facilities in the vicinity of the site.

Transportation – A contribution of £3000 is requested, towards amended Traffic Orders associated with the relocation of the Bus Cage and waiting periods adjacent to the site.

In addition to the above, it is recommended that the development is limited to use as affordable housing, secured through any legal agreement made.

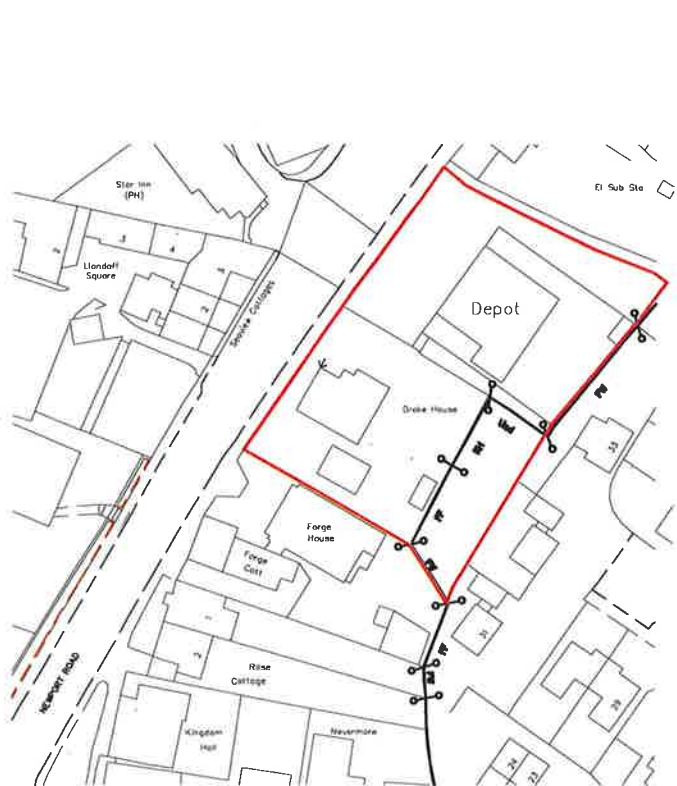
The agent has confirmed that the above mentioned obligations are acceptable to the applicant.

11. **CONCLUSION**

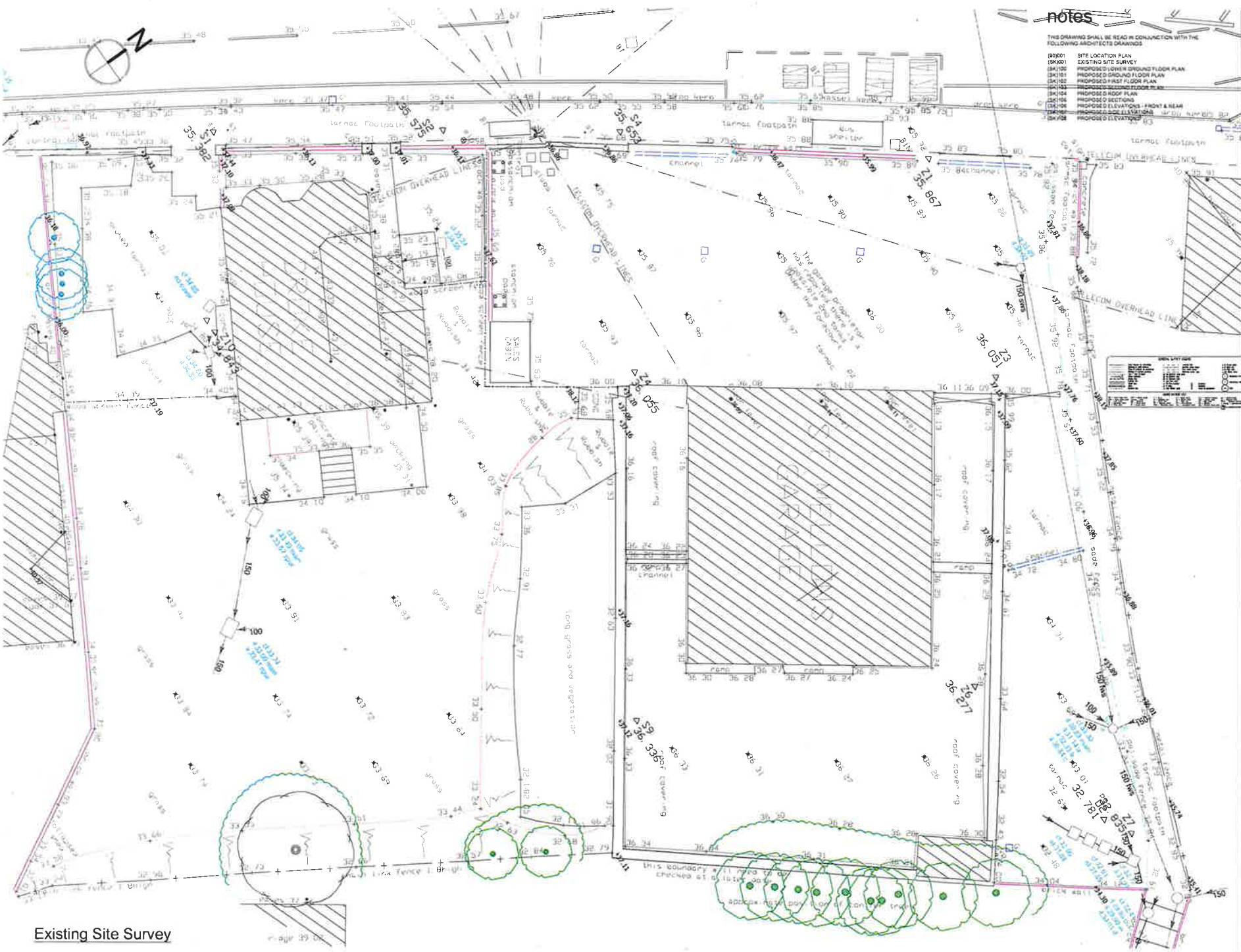
- 11.1 The proposals include the redevelopment of an unattractive and conflicting commercial vehicle garage site and provide affordable housing in an area identified as having high housing need. It is considered that the standard of the layout and design will enhance the appearance and amenity of the area.

In light of the above, and having regard for adopted planning policy guidance, it is recommended that planning permission be granted, subject to conditions and a Legal Agreement.

<p>Notes This drawing is copyright. All dimensions are to be checked prior to construction or manufacture. Any discrepancies to be reported immediately to the Architect.</p>	<p>davies llewelyn and jones Chartered Architects The Mallings, East Tynhall Street, Cardiff Bay, Cardiff CF1 5EA. Tel: (029) 20484433 Fax: (029) 20484345</p>
<p>Sheet SITE LOCATION PLAN Sheet No/Revision (90)001A</p>	<p>Client TAFF HOUSING ASSOCIATION</p>
<p>Date JULY 2017 Scale 1:1250 Drawn/Checked AV/DD</p>	<p>Job PROPOSED RESIDENTIAL DEVELOPMENT AT NEWPORT ROAD, OLD ST. MELLONS</p>



Site Location Plan



notes

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING ARCHITECT'S DRAWINGS

- (00001) SITE LOCATION PLAN
- (SK001) EXISTING SITE SURVEY
- (SK100) PROPOSED LOWER GROUND FLOOR PLAN
- (SK101) PROPOSED GROUND FLOOR PLAN
- (SK102) PROPOSED FIRST FLOOR PLAN
- (SK103) PROPOSED SECOND FLOOR PLAN
- (SK104) PROPOSED ROOF PLAN
- (SK105) PROPOSED SECTIONS
- (SK106) PROPOSED ELEVATIONS - FRONT & REAR
- (SK107) PROPOSED ELEVATIONS - SIDE
- (SK108) PROPOSED ELEVATIONS

Notes

The drawing is prepared in accordance with the provisions of the Survey Act 1974 and the Survey Regulations 1975. The drawing is not to be used for any purpose other than that for which it is prepared.

Specification

The drawing shall be read in conjunction with the Specification and General Conditions for the Site of the Client. The drawing shall be read in conjunction with the detailed technical conditions and specifications of the Client.

DATE: MAY 2017 11:00

(SK)001 A

davies jlewelyn and jones
 Chartered Architects
 100 NEWPORT ROAD, OLD ST. WELONS
 NEWPORT, SA1 1JN
 Tel: 01493 204 422 Fax: 01493 204 423

Existing Site Survey



SCHEDULE OF ACCOMMODATION - BLOCK 1

LOWER GROUND FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	02 No
COMMON ACCESSED FLAT	TYPE D	2P 1B	DISABLED	01 No
GROUND FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	04 No
COMMON ACCESSED FLAT	TYPE D	2P 1B	DISABLED	02 No
FIRST FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	04 No
COMMON ACCESSED FLAT	TYPE B	3P 2B		02 No
SECOND FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	04 No
COMMON ACCESSED FLAT	TYPE B	3P 2B		02 No
TOTAL No OF UNITS				

SCHEDULE OF ACCOMMODATION - BLOCK 2

LOWER GROUND FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	02 No
COMMON ACCESSED FLAT	TYPE E	2P 1B		01 No
GROUND FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	02 No
COMMON ACCESSED FLAT	TYPE A	2P 1B		01 No
COMMON ACCESSED FLAT	TYPE D	2P 1B	DISABLED	01 No
COMMON ACCESSED FLAT	TYPE E	2P 1B		01 No
FIRST FLOOR	COMMON ACCESSED FLAT	TYPE A	2P 1B	02 No
COMMON ACCESSED FLAT	TYPE A	2P 1B		01 No
COMMON ACCESSED FLAT	TYPE B	3P 2B		02 No
TOTAL No OF UNITS				

notes

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING ARCHITECT'S DRAWINGS

- (S0001) SITE LOCATION PLAN
- (S0002) EXISTING SITE SURVEY
- (S0100) PROPOSED LOWER GROUND FLOOR PLAN
- (S0101) PROPOSED GROUND FLOOR PLAN
- (S0102) PROPOSED FIRST FLOOR PLAN
- (S0103) PROPOSED SECOND FLOOR PLAN
- (S0104) PROPOSED ROOF PLAN
- (S0105) PROPOSED SECTIONS
- (S0106) PROPOSED ELEVATIONS - FRONT & REAR
- (S0107) PROPOSED SIDE ELEVATIONS
- (S0108) PROPOSED ELEVATIONS
- (S0109) PROPOSED FLAT TYPES
- (S0110) PROPOSED FLAT TYPES
- (S0111) PROPOSED KITCHEN LAYOUTS
- (S0112) PROPOSED KITCHEN LAYOUTS

- EXTERNAL WORK**
- DENOTES EXTENT OF CONCRETE BRICK PAVING Laid HERRINGBONE FASHION
- ALL CAR PARKING BAYS TO BE IN TANKADAM WITH ROOFPABLE STANDARDS WITH BAYS DEMARCAED WITH BRICKS Laid ON EDGE ALL BAYS 2.5m WIDE x 5m DEEP
- WALLING & FENCING**
- DENOTES 2100mm HIGH CLOSE BOARDED S/W FENCE TO B 1722 PART 5 WITH TIMBER POSTS AND RAILS
- DENOTES 1200mm HEIGHT BRICK AND GALVANISED STEEL VERTICAL RAILINGS
- BIN STORE**
- 4x1100 LITRE BIN FOR RECYCLING WASTE
- 2x1100 LITRE BIN FOR FOOD WASTE
- 4x1100 LITRE BIN FOR GENERAL WASTE
- BIKE STORE**
- 22 No LOCKABLE SECURE WALLMOUNTED BICYCLE RACKS
- LANDSCAPING**
- REFER TO LANDSCAPE ARCHITECT'S DRAWING TDA 2303 (03A)
- BOUNDARY TREATMENTS**
- X1-X2 & X3 1200mm HEIGHT BRICK AND GALVANISED STEEL VERTICAL RAILINGS
- X4-X5 & X6 X7 81 STEEL VERTICAL RAILINGS
- X8-X9 X10-X11 X12 1200mm HEIGHT GALVANISED STEEL VERTICAL RAILINGS
- X13-X14 1200mm HEIGHT GALVANISED STEEL VERTICAL RAILINGS
- X15-X16 1800mm HEIGHT GALVANISED STEEL VERTICAL RAILINGS
- X17-X18 & X19 2100mm HIGH CLOSE BOARDED S/W FENCE TO B 1722 PART 5 WITH TIMBER POSTS & RAILS



Proposed Ground Floor Plan

Notes

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING ARCHITECT'S DRAWINGS

Specifications

Refer to the following specifications for materials and finishes:

- 1. CONCRETE BRICK PAVING Laid HERRINGBONE FASHION
- 2. CONCRETE BRICK PAVING Laid HERRINGBONE FASHION
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- 100. CONCRETE BRICK PAVING Laid HERRINGBONE FASHION

PROPOSED GROUND FLOOR PLAN

(SK) 1010

DATE: 14/03/2024

SCALE: 1:100

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT AT NEWBOST ROAD, OLD ST. MELLONS

CLIENT: TAFF HOUSING ASSOCIATION

DESIGNER: daviess lewelyn and jones

notes

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING ARCHITECT'S DRAWINGS:

- (R0201) SITE LOCATION PLAN
- (S0201) EXISTING SITE SURVEY
- (S0100) PROPOSED LOWER GROUND FLOOR PLAN
- (S0101) PROPOSED GROUND FLOOR PLAN
- (S0102) PROPOSED FIRST FLOOR PLAN
- (S0103) PROPOSED SECOND FLOOR PLAN
- (S0104) PROPOSED ROOF PLAN
- (S0105) PROPOSED SECTIONS
- (S0106) PROPOSED ELEVATIONS - FRONT & REAR
- (S0107) PROPOSED SIDE ELEVATIONS
- (S0108) PROPOSED ELEVATIONS
- (S0109) PROPOSED FLAT TYPES
- (S0110) PROPOSED FLAT TYPES
- (74101) PROPOSED KITCHEN LAYOUTS
- (74102) PROPOSED KITCHEN LAYOUTS

----- EXISTING GROUND LINE ALONG SECTION
 SCHEDULE OF MATERIALS

- WALLS
 - BLOCK 1 RENDER THROUGH COLOURED RENDER COLOUR TO BE CONFIRMED
 - BLOCK 2 FACING BRICK COLOUR TO BE AGREED
- ROOF
 - BLUE/BLACK IMITATION SLATES
- WINDOWS
 - WHITE PVC U
- WINDOW SURROUNDINGS AND CHILLS
 - RECONSTITUTED STONE
- FASCIA / SOFFITS
 - PVC U COLOUR WHITE
- RAIN GUTTERS - DOWNPIPES
 - PVC U COLOUR WHITE
- STAINLESS STEEL CANOPIES OR PINE FABRICATED
 - FINISH BY ALUMINIUM ANODISE OR FIELD COLOUR



Proposed Front Elevation



Proposed Rear Elevation

Proposed Elevations

<p>Notes</p> <p>This drawing shall be read in conjunction with the following architect's drawings:</p> <ul style="list-style-type: none"> (R0201) SITE LOCATION PLAN (S0201) EXISTING SITE SURVEY (S0100) PROPOSED LOWER GROUND FLOOR PLAN (S0101) PROPOSED GROUND FLOOR PLAN (S0102) PROPOSED FIRST FLOOR PLAN (S0103) PROPOSED SECOND FLOOR PLAN (S0104) PROPOSED ROOF PLAN (S0105) PROPOSED SECTIONS (S0106) PROPOSED ELEVATIONS - FRONT & REAR (S0107) PROPOSED SIDE ELEVATIONS (S0108) PROPOSED ELEVATIONS (S0109) PROPOSED FLAT TYPES (S0110) PROPOSED FLAT TYPES (74101) PROPOSED KITCHEN LAYOUTS (74102) PROPOSED KITCHEN LAYOUTS <p>----- EXISTING GROUND LINE ALONG SECTION SCHEDULE OF MATERIALS</p> <ul style="list-style-type: none"> WALLS <ul style="list-style-type: none"> BLOCK 1 RENDER THROUGH COLOURED RENDER COLOUR TO BE CONFIRMED BLOCK 2 FACING BRICK COLOUR TO BE AGREED ROOF <ul style="list-style-type: none"> BLUE/BLACK IMITATION SLATES WINDOWS <ul style="list-style-type: none"> WHITE PVC U WINDOW SURROUNDINGS AND CHILLS <ul style="list-style-type: none"> RECONSTITUTED STONE FASCIA / SOFFITS <ul style="list-style-type: none"> PVC U COLOUR WHITE RAIN GUTTERS - DOWNPIPES <ul style="list-style-type: none"> PVC U COLOUR WHITE STAINLESS STEEL CANOPIES OR PINE FABRICATED <ul style="list-style-type: none"> FINISH BY ALUMINIUM ANODISE OR FIELD COLOUR 	<p>Specification</p> <p>The building shall be used in conjunction with 'Building Specifications' based on the following:</p> <ul style="list-style-type: none"> 1. The building shall be built in accordance with the 'Building Specifications' based on the following: 2. The building shall be built in accordance with the 'Building Specifications' based on the following: 3. The building shall be built in accordance with the 'Building Specifications' based on the following: 4. The building shall be built in accordance with the 'Building Specifications' based on the following: 5. The building shall be built in accordance with the 'Building Specifications' based on the following: <p>Job No (SK)106H</p> <p>Client PROPOSED RESIDENTIAL DEVELOPMENT AT NEWBRIGHT ROAD, OLD ST. MELLONS</p> <p>Date 11/08/2017</p> <p>Author AV/DG</p> <p>Check (SK)106H</p> <p>Date 11/08/2017</p> <p>Job No (SK)106H</p> <p>Client PROPOSED RESIDENTIAL DEVELOPMENT AT NEWBRIGHT ROAD, OLD ST. MELLONS</p> <p>Date 11/08/2017</p> <p>Author AV/DG</p> <p>Check (SK)106H</p> <p>Date 11/08/2017</p>
---	---

davies lewelyn and jones
 Chartered Architects
 100, The Quadrant, Cardiff, CF10 1DA
 Tel: 0303 304 4444 Fax: 0303 304 4444

notes

THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE FOLLOWING ARCHITECT'S DRAWINGS:

- (R0201) SITE LOCATION PLAN
- (S0201) EXISTING SITE SURVEY
- (S0100) PROPOSED LOWER GROUND FLOOR PLAN
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- (S0111) PROPOSED KITCHEN LAYOUTS

----- EXISTING GROUND LINE ALONG SECTION

SCHEDULE OF MATERIALS

WALLS
 BLOCK 1 RENDER THROUGH COLOURED RENDER COLOUR TO BE CONFIRMED
 BLOCK 2 FACING BRICK COLOUR TO BE AGREED

ROOF
 BLUE/BLACK IMITATION SLATES

WINDOWS
 WHITE PVC U

WINDOW SURROUNDINGS AND CHIMNEYS
 RECONSTITUTED STONE

FASCIAS / SOFFITS
 PVC U COLOUR WHITE

EAVES OUTLETTES - DOWNPIPES
 WHITE COLOUR WHITE

EXTERNAL STAIRS
 STAIRCASE HANDRAILS AND FINISHES TO BE CONFIRMED
 STAIRCASE TREADS AND RISERS TO BE CONFIRMED
 STAIRCASE SKIRTS TO BE CONFIRMED

EXTERNAL LIGHTING
 TO BE CONFIRMED

EXTERNAL FENCING
 TO BE CONFIRMED



Proposed Front Elevation



Proposed Rear Elevation

Proposed Elevations

Notes:
 1. The drawings are to be read in conjunction with the Specification and the Architect's Drawings.
 2. The drawings are to be read in conjunction with the Specification and the Architect's Drawings.
 3. The drawings are to be read in conjunction with the Specification and the Architect's Drawings.

Specification:
 The building shall be built in accordance with the Specification and the Architect's Drawings.
 The building shall be built in accordance with the Specification and the Architect's Drawings.
 The building shall be built in accordance with the Specification and the Architect's Drawings.

PROPOSED ELEVATIONS
 FRONT & REAR
 DATE: SEPT 2017 1:100
 Job No: (SK)106H
 Drawn/Checked: AV/DG

davies lewelyn and jones
 Chartered Architects
 10th Floor, 100, Market Street, Cardiff, CF10 1DF
 Tel: (0300) 200 400 Fax: (0300) 200 400
 DRG: TAPP HOUSING ASSOCIATION
 PROPOSED RESIDENTIAL DEVELOPMENT AT
 NEWBOLT ROAD, OLD ST. MELONS

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01869/MJR** APPLICATION DATE: 02/08/2017

ED: **PLASNEWYDD**

APP: TYPE: Full Planning Permission

APPLICANT: The Parade Cardiff Ltd

LOCATION: 11-13 CITY ROAD, ROATH, CARDIFF, CF24 3BJ

PROPOSAL: 10-STOREY BUILDING COMPRISING OF 117 STUDENT UNITS, GROUND FLOOR A1/A3 USES (100SQM) AND ASSOCIATED INFRASTRUCTURE AND FACILITIES

RECOMMENDATION 1 : That, subject to relevant parties entering into a binding planning obligation, in agreement with the Council, or otherwise under **SECTION 106** of the Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 10.1 of this report, planning permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. This consent relates to the following approved plans and documents:

Plans Numbered – 1502_2001; 2030; 2031; 2041; 2042; 2043; 2044A; 2045A; 2047A; 2048A; 2049A; 2052A & 2053A.

LRM cover letter dated 21 November 2017

T2 Architects Design & Access Statement ref. 1502

LRM Planning Ltd. Pre-Application Consultation Report dated July 2017

JSP Construction, Construction Environmental Management Plan, Revision A dated 23 December 2016

Waterman Group Transport Technical Note ref: WIE10921 dated 27 June 2017

Waterman Group Assessment of Residential Amenity ref: WIE10921-100-R-2-1-4 dated June 2017

Structa Drainage Letter ref: 4750-LE005 dated 15 June 2017

Reason: For the avoidance of doubt.

3. The cycle parking facilities shown on the approved plans shall be provided prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.
Reason: To ensure that adequate provision is made for the secure parking of cycles.

4. The refuse storage facilities shown on the approved plans shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained. The stores shall allow for the following waste container capacities (including storage for 35 The Parade):

Dry Recyclables	13x 1100 litre bulk bins
Food Waste	5x 240 litre bins
General Waste	13x 1100 litre bulk bins

Reason. To protect the amenities of the area.

5. The development (including, but not limited to any Highways improvements) shall be implemented in accordance with the provisions of the approved Construction Environment Management Plan.
Reason: In the interests of highway safety and public amenity.

6. Prior to the beneficial occupation of the development, a Student Management Plan to include, but not be limited to, building management/security, the promotion of public transport and other alternatives to the private car, the management of traffic at the start and end of term, the exclusion and control of car ownership and the parking of vehicles by students in the vicinity of the site, shall be submitted to and approved in writing by the local planning authority.
Reason: In the interests of student safety and highway safety, and to regulate the impact of the development in terms of exacerbation of existing kerbside parking pressure on roads in the vicinity of the site.

7. No part of the development hereby permitted shall be occupied until a plan for the management of delivery and servicing associated with the building has been submitted to and approved by the Local Planning Authority; the plan to include as required but not limited to the management of day to day access, deliveries and servicing, details of the maximum vehicle size(s), times and days of permitted access, control and management of noise. Management of the delivery and servicing associated with the development shall be carried strictly in accordance with the plan so approved.
Reason: In the interests of highway safety and public amenity.

8. No customers shall be admitted to or allowed to remain on the ground floor commercial premises between the hours of 22:00 and 08:00 on any day.
Reason: To protect the amenity of adjacent residential occupiers.

9. Insofar as relates to any Class A3 (Food & Drink) use of the ground floor commercial units hereby approved, the premises shall be used as a coffee shop/café/restaurant and no other purpose (including as a bar or other vertical drinking establishment) within Use Class A3 (Food & Drink) of the Schedule to the Town & Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory

instrument amending, revoking or re-enacting that Order).

Reason: The use of the premises as a bar or drinking establishment may prejudice the amenities of the area and may increase instances of crime and disorder.

10. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order amending or revoking and re-enacting that Order) no sale of hot food for consumption off the premises shall take place from the premises.
Reason: To ensure that the use of the premises does not prejudice the amenities of the area.
11. A scheme of sound insulation works to the floor/ceiling/party wall structures between the commercial and the residential areas shall be submitted to and approved in writing by the local planning authority in writing and implemented prior to beneficial occupation of the development.
Reason: To protect the amenities of future occupiers.
12. Mitigation measures to control the impact of Traffic Noise shall be implemented in accordance with Section 6 of the submitted noise report drafted by Waterman ref: WIE10921-100-R-2-1-4 dated June 2017.
Reason: To ensure that the amenities of future occupiers are protected.
13. The rating level of the noise emitted from fixed plant and equipment on the site shall not be greater than background -10dB at any residential property when measured and corrected in accordance with BS 4142.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.
14. If at any time the use of the premises is to involve the preparation and cooking of hot food the extraction of all fumes from the food preparation areas shall be mechanically extracted to a point to be agreed with the Local Planning Authority, and the extraction system shall be provided with a de-odorising filter. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment installed prior to the commencement of use for the cooking of food. The equipment shall thereafter be maintained in accordance with the manufacturers' guidelines, such guidelines having previously been agreed by the Local Planning Authority in writing.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.
15. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken in accordance with the requirements of

condition 1 (above), and where remediation is necessary a remediation scheme and verification plan must be prepared in accordance with the requirements of condition 2 (above) and submitted to and approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme, a verification report must be submitted to and approved in writing by the Local Planning Authority in accordance with condition 3 (above).

Reason :To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

16. Any topsoil (natural or manufactured), or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Reason: To ensure that the safety of future occupiers is not prejudiced.

17. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation to be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, verification sampling of the material received at the development site is required to verify that the imported aggregate is free from contamination and shall be undertaken in accordance with a scheme agreed with in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced

18. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the local planning authority in advance of the reuse of site won materials. Only material that meets site specific target values approved by the local planning authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

19. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall demonstrate how the site will be effectively drained; the means of disposal of surface water and indicate how foul flows will communicate to the public sewerage system. Thereafter, the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further surface water or land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
20. No equipment, plant or materials shall be brought onto the site for the purpose of development until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping, which shall include details of paved areas, verges and other open spaces, indications of all existing trees and hedgerows on the land, and details of any to be retained and planted.
Reason: To maintain and improve the appearance of the area and in the interests of visual amenity.
21. Any trees, plants, or hedgerows which within a period of five years from the completion of the development die, are removed, become seriously damaged or diseased, or become (in the opinion of the Local Planning Authority) otherwise defective, shall be replaced in the current planting season or the first two months of the next planting season, whichever is the sooner, unless the Local Planning Authority gives written consent to any variation.
Reason : To maintain and improve the amenity of the area.
22. No development shall take place until a scheme showing the architectural detailing of the building(s) has been submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into use until the approved scheme is implemented.
Reason: To ensure a satisfactory finished appearance to the development.
23. No development shall take place until samples of the external finishing materials have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the finished appearance of the development is in keeping with the area.
24. Details of the access gates fronting City Road shall be submitted to and approved in writing by the Local Planning Authority. The gates shall be installed in accordance with the approved details prior to the beneficial

occupation of the development.

Reason: In the interests of visual amenity.

25. The access gates and undercroft shall be used as a fire escape route and for servicing purposes only, and shall not be made available as a residential point of access.

Reason: In the interests of crime prevention.

26. Prior to the commencement of any development, the applicant is required to produce a detailed air quality assessment which will examine the projected air quality levels for traffic derived Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) at the various commercial and residential levels of the proposed development. The report shall consider the potential exposure of local residents within the vicinity of the development and future residents of the development for the proposed year of opening. Should the assessment indicate that existing nearby residents or future occupants will be made vulnerable to poor air quality then appropriate mitigation measures must be proposed and approved by the Local Planning Authority. These mitigation measures shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation.

Reason: To assess air quality and agree any mitigation measures that may be required to safeguard the amenity of local and future residents.

RECOMMENDATION 2 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 3 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints and;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates / soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under section 33 of the environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.

- Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4 : The applicant is advised that works to the Highway will be subject to agreement(s) with the Council under Section 278 and/or Section 38 of the Highways Act 1980.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 An application for the construction of a 10 storey building with a ground floor commercial unit and 9 floors of student accommodation comprising 117 studio bedrooms.

The City Road elevation is to be finished in a 'hit & miss' combination of glazing, 'Pebble' coloured cladding and white cladding, set in a light grey render 'frame'. A services/lift shaft is to be similarly framed in light grey render, with two tons of grey metallic cladding. The first floor has a fenestration pattern that ties in with the current situation to 35 The Parade, and the ground floor commercial unit has a higher floor to ceiling height and full shopfront style glazing.

The north elevation (facing along City Road) has a light grey render panel finish, with staggered movement joints.

The rear elevation is finished in a combination of light & mid grey render, with fenestration arranged so as to appear staggered.

The 9th floor is to be finished in glazed curtain walling and is to be set in off the main elevations.

- 1.2 The application indicates that the commercial unit will occupy approx. 100sqm of ground floor area, fronting and accessed off City Road, with a proposed Class A1 (Shops) or Class A3 (Food & Drink) use. The opening for these premises would be 08:00 – 22:00, controlled by condition (8 above).

- 1.3 The development subject of this application is to be physically linked to the adjacent premises (35 The Parade), which has been converted to student accommodation by the same developer. Primary access for future occupiers is via pedestrian doors fronting The Parade. Gates offer secondary access to the rear yard refuse and cycle stores off City Road. Occupiers will also be able to access the rear yard area via a ground floor link building (to 35 The Parade).

2. **DESCRIPTION OF SITE**

- 2.1 The site is approx. 475sqm in area, forming the southern end of a small terrace of commercial/mixed use properties. The site is adjacent to, but outside The Parade Conservation Area. The original buildings (a former club/restaurant) have been demolished and the site is cleared.

- 2.2 The adjacent properties on City Road are in mixed commercial/residential use with both having restaurant uses to their ground floors.

The property to the immediate south is the 11 storey former 'Coleg Glan Hafren' (35 The Parade) building, which has been refurbished to provide student accommodation (and is linked to the current site).

To the opposite side of City Road there are commercial ground floor uses (several A3 (Food & Drink) units) with residential above.

To the rear of the site there is the rear parking area of a domestic scale building fronting The Parade, in use as a Solicitors office.

3. **SITE HISTORY**

- 3.1 15/00417/MJR – an outline application for redevelopment to provide ground floor commercial premises and flats above – Resolution to grant, subject to a legal agreement. This application has now been withdrawn.

16/00887/MJR – Full application for demolition of the existing buildings and construction of a 9 storey building with ground floor commercial use and 109 student rooms – Approved.

17/00592/MJR – Non-Material Amendment application – minor amendments to external elevation & internal re-configuration resulting in one additional bedroom (110) – Approved.

- 3.2 35 The Parade

15/01036/MJR – Refurbishment & change of use to student accommodation - Approved

16/00578/MNR – Ground floor glazed extension to City Road elevation and associated works - Approved

4. **POLICY FRAMEWORK**

4.1 The relevant Local Development Plan Policies are:

Policy KP5 (Good Quality and Sustainable Design)
Policy H6 (Change of Use or Redevelopment to Residential Use)
Policy T1 (Walking and Cycling)
Policy T5 (Managing Transport Impacts)
Policy T6 (Impact on Transport Services and Networks)
Policy W2 (provision for Waste Management Facilities in Development)

4.2 The following Guidance was supplementary to the development Plan, now superseded by the Local Development Plan. However, it is considered consistent with adopted Local Development Plan policies and provides relevance to the consideration of this proposal to help and inform the assessment of relevant matters:

Access, Circulation and Parking Standards 2010
Waste Collection and Storage Facilities 2007

4.3 In addition to the above, the following new Supplementary Planning Guidance is also relevant:

Tall Buildings 2017
Infill Sites Nov 2017

5. **INTERNAL CONSULTEE RESPONSES**

5.1 The Transportation Manager has no objection, making the following comments:

I have no objection to the application for student accommodation subject to conditions and S106.

With reference to location and wider development considerations, it is noted that the site is in a central location within an extensively served, pedestrian dominated, district centre with direct access to employment, leisure, shopping and wider university facilities. The site is also within an area where walking, cycling and public transport offer viable daily alternatives to use of a private car; having very good access to bus based public transport services, high quality footways and Cardiff's cycle network. The site is therefore considered to be sustainably located in transport terms and entirely appropriate for the proposed form of development. I am aware that a number of similar consents have been granted recently for student accommodation on/near City Road.

The adopted Access, Circulation and Parking Standards SPG confirms that up to one car parking space per 25 beds may be provided for operational use and that there is no requirement for on-site resident car parking for the sui generis use of student accommodation. No provision is made for off-street parking this is acceptable in this instance – subject to the imposition of a Combined Student Accommodation and Traffic Management Plan.

In addition, established practice is that one cycle parking space should be provided per two beds for the proposed type of development. Being mindful of the central, sustainable location of the site and that of the proposed use, I am satisfied that the proposed development is compliant with adopted parking policy as submitted, with zero on-site car parking, and the provision of resident/visitor cycle parking as required by condition and S106 contribution. It is also expected that active travel and demand for cycle parking will be monitored as part of the conditioned Travel Plan and enhanced as may be required.

The highway works condition and any other works to existing or proposed adopted public highway are to be subject to agreement(s) under Section 278 and/or Section 38 of the Highways Act 1980 between the developer and Council.

Section 106

*A combined transportation contribution of **£30,000** is sought to provide:-*

- **£15,000** towards the provision of an RTI unit and crime camera within an adjacent bus shelter was agreed in connection with the previous application for this site (16/00887/MJR).*
- A contribution of **£15,000** towards cycling improvements, as indicated on the attached plan, which would comprise part of an aspirational cycle route to the university avoiding Newport Road.*

Conditions in respect of cycle parking provision, construction management and delivery/servicing management are recommended above.

- 5.2 The Highways Drainage Manager has been consulted and no comments have been received.
- 5.3 The Waste Manager considers the indicated refuse storage facilities to be acceptable in principle.
- 5.4 The Pollution Control Manager (Contaminated Land) has no objection, subject to a condition in respect of unforeseen contamination, along with contaminated land advice.
- 5.5 The Pollution Control Manager (Noise & Air) has no objection subject to the imposition of conditions in respect of traffic noise, plant noise and sound insulation, with further advice in respect of construction site noise.
- 5.6 The Neighbourhood Renewal (Access) Manager has been consulted and any comments will be reported to Committee.
- 5.7 The Parks Manager has no objection to the proposed change of use, subject to the developer agreeing to a financial contribution of **£63,944** towards the provision of or maintenance of existing open space in the vicinity of the site.

- 5.8 The Neighbourhood Regeneration Manager has no objection, making the following comments:

The Cardiff Planning Obligations SPG 2017 (Section 8 – Community Facilities) states that ‘Growth in population arising from new development generates demand for and increases pressure on community facilities. To meet the needs of future residents, it may be necessary to meet this additional demand through:

- *The provision of new facilities,*
- *The extension to, or upgrading of existing facilities.*

If no onsite provision is proposed, a financial contribution is sought on residential developments containing 25 or more new dwellings where it has been identified that investment in community facilities will be required to meet the needs of the new population.

In summary, the following contribution is sought from the developer:

£64, 846.08

- 5.9 The Housing Strategy Manager advises that given the proposal is for student accommodation, no affordable housing contribution is required.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 Dwr Cymru/Welsh Water have no objection subject to conditions in respect of site drainage.
- 6.2 South Wales Fire & Rescue Service have no objection, offering fire safety advice (passed to agent).
- 6.3 South Wales Police do not wish to add to their comments in respect of the previous consent for this site (16/00887/MJR).

7. REPRESENTATIONS

- 7.1 Adjacent occupiers have been consulted and the application has been advertised on site and in the press in accordance with adopted procedures. The occupier of 11 Boverton Street objects to the proposals on several grounds, including:
- Exacerbating City road traffic congestion, particularly at the Newport Road end;
 - Concerns over waste management and disposal;
 - There is no need for more student rooms;
 - The building is out of character with City Road
- 7.2 Local Members have been consulted and no comments have been received.

8. **ANALYSIS**

- 8.1 An application for the construction of a 10 storey building with a ground floor commercial unit and 9 floors of student accommodation comprising 117 bedroom units.

It is of note that the proposals under consideration have been amended to omit a further floor of accommodation as initially proposed. In this case, the only difference between the development under consideration here and that already approved under pp 16/00887/MJR is the inclusion of the 7 rooms that form the new 9th floor.

- 8.2 The application site is located within the City Road District Centre as defined by the adopted LDP Proposals Map. The application should therefore be assessed against Policy R4. Also of relevance is Policy H2.

Policy R4 aims to promote and protect the shopping role of district centres while supporting a mix of appropriate uses. Paragraph 5.273 of the supporting text recognises that the provision of residential accommodated at upper floors within centres can support their vitality, attractiveness and viability.

Policy H2 favours the conversion of suitable vacant space above commercial premises to residential use where adequate servicing and security can be maintained to the existing commercial use; appropriate provision can be made for parking, access, amenity space and refuse disposal and the residential use does not compromise the ground floor use. Paragraph 5.3 of the supporting text recognises that the conversion of empty space above shops to residential use provides a valuable contribution to the city's housing stock and positively contributes to the creation of vibrant, mixed use communities where people live and shop. Centres therefore remain busy and populated beyond business hours, increasing surveillance and providing a market for ancillary uses associated with the night time economy.

The site is currently cleared and not therefore contributing to the vitality, viability and attractiveness of the frontage or the centre as a whole. The proposal includes a ground floor commercial frontage (A1/A3) which would regenerate the frontage and enhance the vitality, viability and attractiveness of the frontage and the centre as a whole. In addition the provision of student accommodation in the centre would increase footfall and positively benefit the centre's vitality and viability.

Assessed against this policy framework, the proposal would positively contribute to the aims of Policy R4 and as such the proposal raises no land use concerns.

- 8.3 The increased height of the proposed building (when compared to the extant consent) is such that it would still sit comfortably between the adjacent former Coleg Glan Hafren building to the south (No. 35) and the approved (and almost completed) student accommodation to the north (15/002057/MJR - 21-27 City Road). The footprint of the building would be largely consistent with the existing

buildings on the plot and while its height and bulk would be greater, its scale and massing is considered to be appropriate for the site and within this stretch of City Road.

While the part of the building proposed as containing the lift shaft and working gear would rise higher than the rest of the building, this would be located towards the middle of the site and tucked back from the City Road frontage thereby reducing the angles by which it would be visible. In addition, the 9th floor is recessed from the main elevations on three sides by approx. 1.6-2.0m, thus reducing the impact of the increased height & massing at street level.

The architecture of the proposed building is considered to be appropriate within the context of the area. The hit and miss arrangement of the glazing and cladding panels would add interest within the street scene while sitting comfortably against the chequerboard arrangement of the former Coleg Glan Hafren building.

The quality of the finishing materials and detailing will be critical to the successfulness of the scheme, especially at ground and first floor levels where it has been designed to tie into/complement that of the former Coleg Glan Hafren building.

The provision of bespoke gates would be welcomed on the buildings frontage in order to add further interest within the street scene.

The introduction/provision of an A1/A3 unit at ground floor level is welcomed in ensuring that the commercial vitality of the street would not be harmed and that the development would have some interaction with the street.

Despite the increase in height the proposed building would have from that of the existing buildings on the site, it is not considered that it would overlook, overbear or reduce light provision to the adjacent buildings to the south west or on the opposite side of City Road.

8.4 With regard to the issues raised in objection to the proposals, whilst it is acknowledged that the proposed building has an increased footprint in comparison to the original buildings on the site, it is considered that the design, scale and massing of the current proposal is acceptable, sitting comfortably in the street scene at this end of City Road. With regard to other concerns raised:

- The application has been considered by the Operational Manager Transportation, who has not raised any highways objection. In this case, there would be no sustainable grounds for refusal of consent;
- The 'need' for development is not a material consideration;
- The waste Manager has considered the application and has no objection, subject to an implementation condition.

9. **OTHER CONSIDERATIONS**

9.1 *Crime and Disorder Act 1998* – Section 17(1) of the Crime and Disorder Act

1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 *Equality Act 2010* – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.

9.3 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. **PLANNING OBLIGATIONS**

10.1 S106 matters – The following contribution requests have been made, with reference made to the Community Infrastructure Levy tests:

Transportation - £30,000 – Real Time Information board and Crime Camera in a bus stop close to the site, and cycle route improvements along Shakespeare Street.

Neighbourhood Regeneration – £64,846.08 – towards the improvement of community facilities in the vicinity of the site.

Parks – £63,944 – Towards the improvement of open space in the vicinity. Details to be agreed in line with the CIL tests.

The agent has indicated that the submission of a Unilateral Undertaking may be considered to cover the matters above (the applicant has agreed to the requests). Recommendation 1 is therefore worded accordingly.

11. **CONCLUSION**

11.1 In light of the above, and having regard for adopted planning policy guidance it is recommended that planning permission be granted, subject to a legal agreement and conditions.

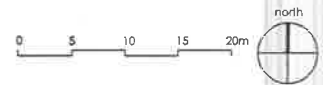


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revisions

17/01859

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project

**11-13 City Road
Cardiff
CF24 3BJ**

client

Parade Cardiff Limited

stage

Planning Application

drawing

Block plan - Proposed

scale @ A3

1:500

date

June 2017

job n°_dwg n°_revision

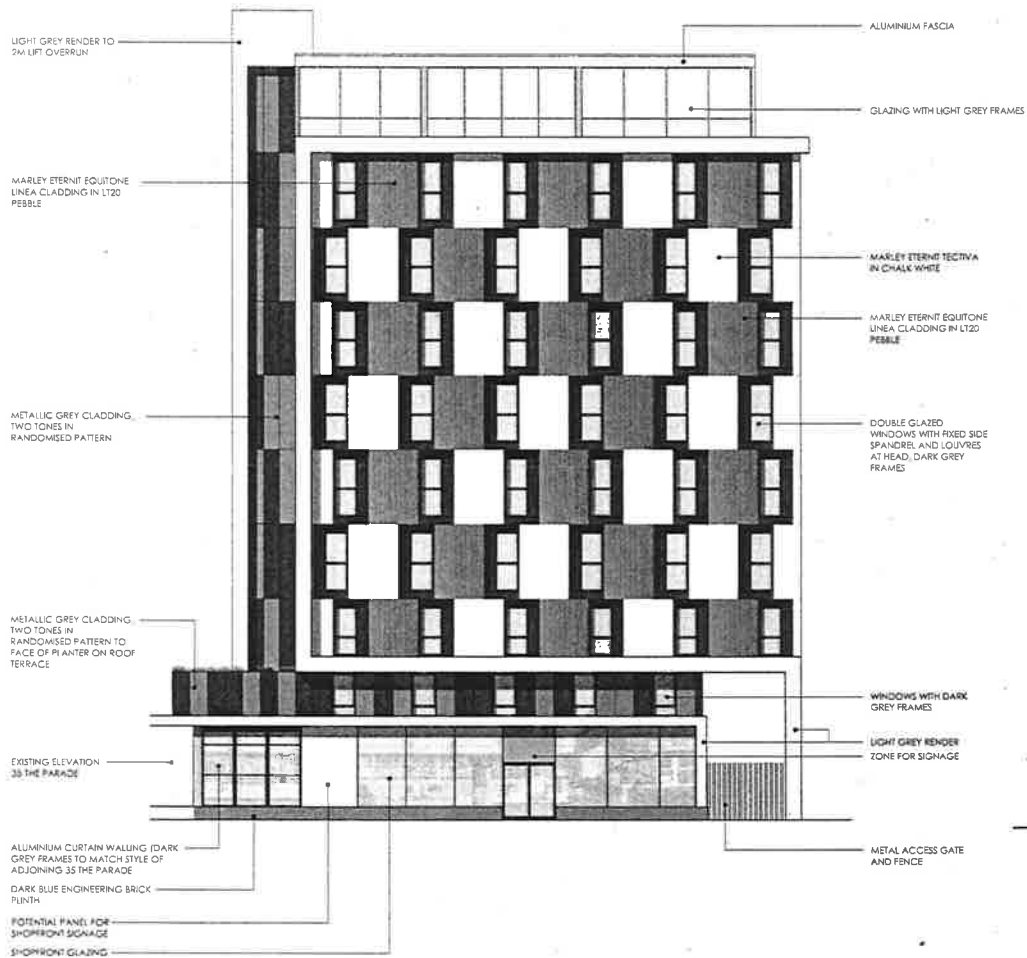
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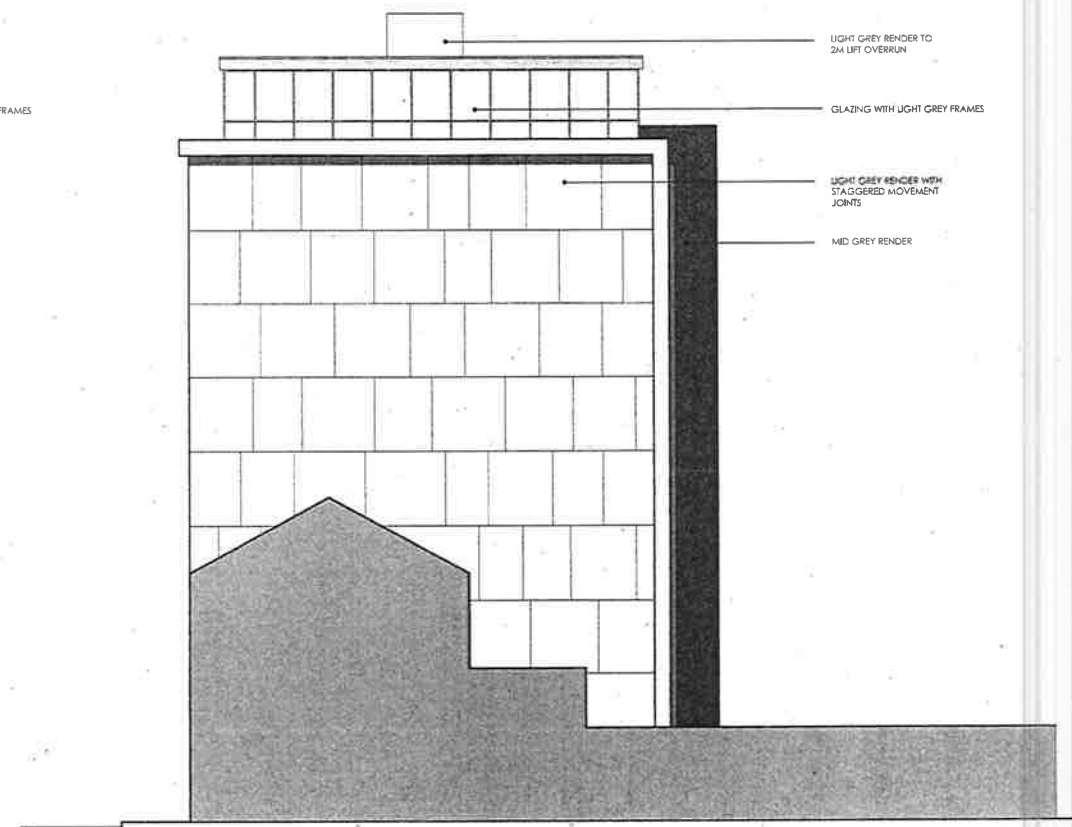
Cromwell House, 15 Andover Road, Winchester, SO23
7BT

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EAST ELEVATION, AS PROPOSED



NORTH ELEVATION, AS PROPOSED

0 1 2 3 4 5 6m

Notes

NO SCALE, EXCEPT FOR PLANNING

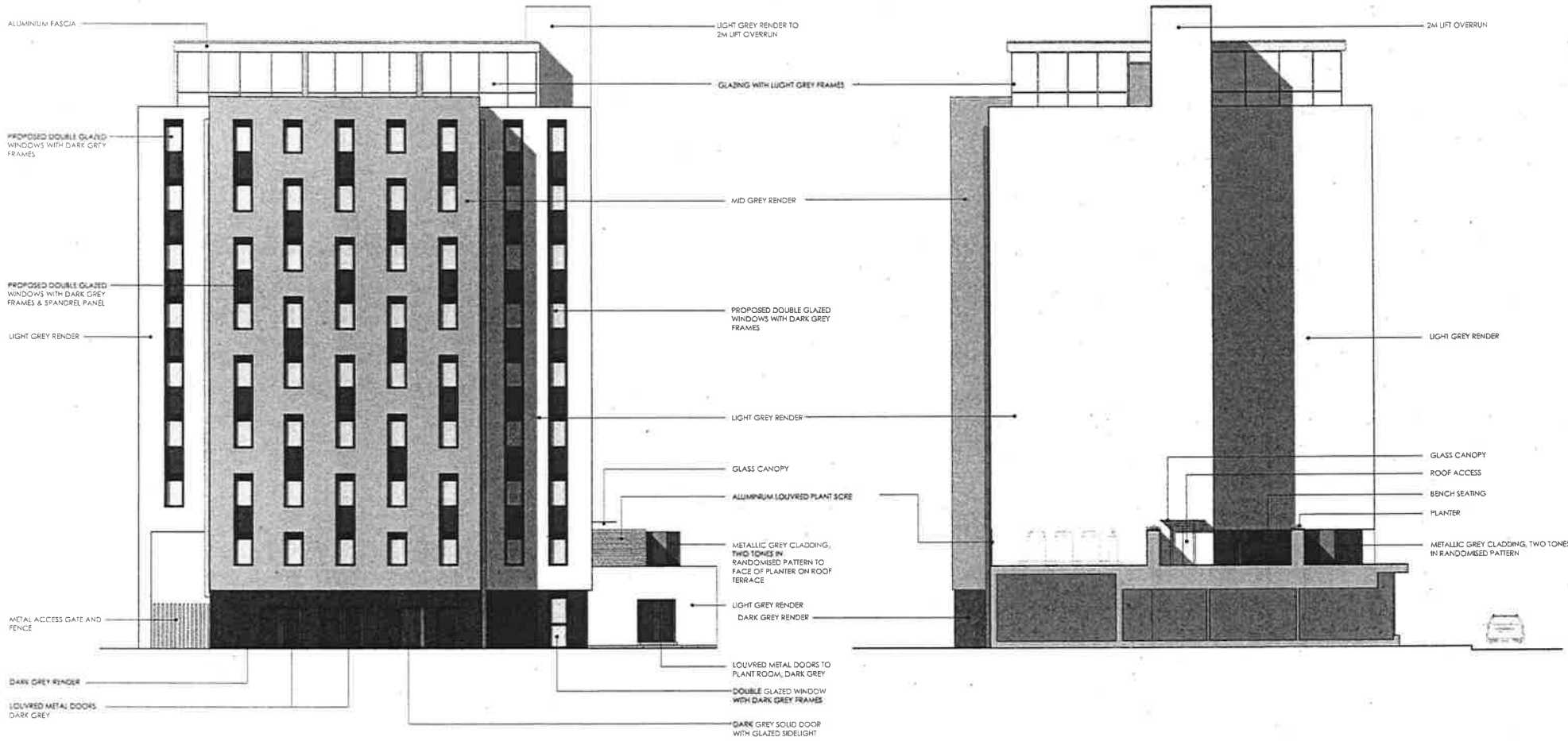
12 architects

15/08/17
 A: 20.09.17
 + Building reduced in height by one storey

Project 11-13 City Road Cardiff CF24 3BJ	Stage Planning
Client Parade Cardiff Ltd	Scale 1:100 @ A1 1:200 @ A3
Drawing East & North Elevations AS PROPOSED	Date June 2017
	Scale 1502_2047_A

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WEST ELEVATION, AS PROPOSED

SOUTH ELEVATION, AS PROPOSED

0 1 2 3 4 5 6m

Revisions
 A: 20 09 17
 Building reduced in height by one storey

do not scale, except for planning
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project
 11-13 City Road
 Cardiff
 CF24 3BJ

client
 Parade Cardiff Ltd

drawing
 West & South Elevations
 AS PROPOSED

stage
 Planning

scale
 1:100 @ A1
 1:200 @ A3

date
 June 2017

job no. / drawing revision
 1502_2048_A

T2 architects

Client's House

15 Andover Road

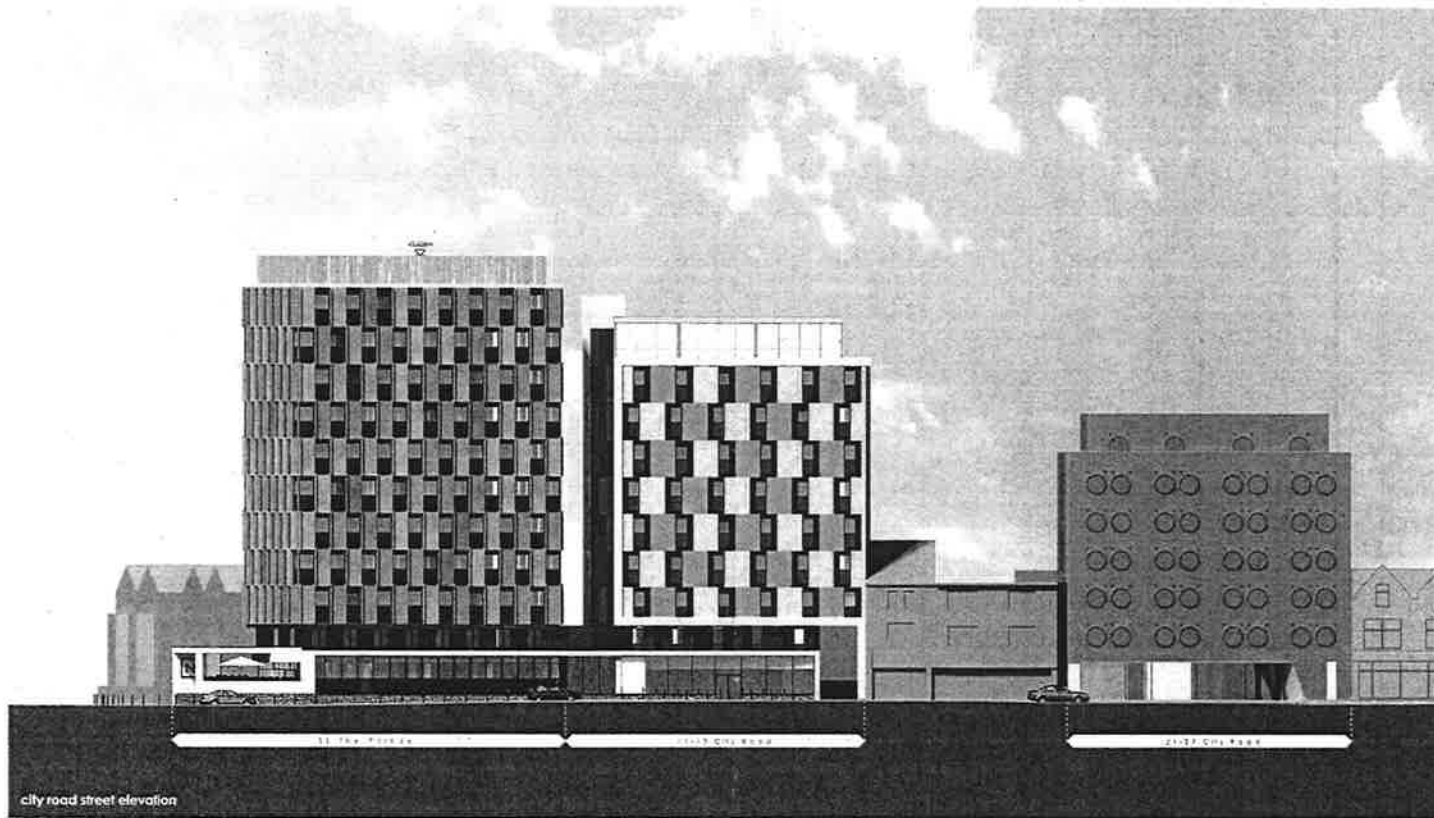
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21/04/17

0 2 4 6 8 10 12m

1:500 scale - record for planning
1:12 architects



revised
4. 20.04.17
+ Building included in height for level
Verny

project
**11-13 City Road
Cardiff
CF24 3BJ**

client
Parade Cardiff Ltd

drawing
**Street Elevations
PROPOSED**

stage
Planning

scale
1:200 @ A1

date
May 2017

job no./dwp no./revision
1502_2049_A

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AM & MP OBJECTION

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01935/MJR** APPLICATION DATE: 07/08/2017ED: **ELY**

APP: TYPE: Full Planning Permission

APPLICANT: NRB Properties Ltd

LOCATION: THE MICHAELSTON, 105 MICHAELSTON ROAD, ELY,
CARDIFF, CF5 4SYPROPOSAL: CHANGE OF USE FROM PUBLIC HOUSE (A3) TO RETAIL
(A1) WITH 'BACK OF HOUSE ' EXTENSION, WITH
REFURBISHMENT OF EXISTING FIRST FLOOR FLAT
NEW BUILD MIXED USE 4 STOREY BLOCK WITH GROUND
FLOOR RETAIL(A3) AND 9 NO. FLATS ABOVE
ALL WITH ASSOCIATED PARKING & LANDSCAPING
ALTERATIONS

RECOMMENDATION 1 : That, subject to the relevant parties entering into a binding planning obligation in agreement with the Council under **SECTION 106** of Town and Country Planning Act 1990 within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 10 of this report, planning permission be **GRANTED** subject to the following conditions and for the following reasons:

1. C01 Statutory Time Limit
2. The Development shall be carried out in accordance with the following approved plans:

PL 100 – Site Location Plan
 PL 102 – Existing Site Survey
 PL 110 – Existing Ground Floor Plan
 PL 111 – Existing First Floor Plan
 PL 112 – Existing Roof Plan
 PL 113 - Existing Context Elevations - South and West Views
 PL 114 - Existing Context Elevations – North and East Views
 PL 115 - Existing Elevations – Existing Michaelston Public House
 PL 116 - Existing Sections – Section A-A and B-B
 PL 125 – Demolition Plan - Ground Floor
 PL 126 – Demolition Plan – First Floor
 PL 200, Rev A – Proposed Ground Floor Plan
 PL 230, Rev A – Proposed GA First Floor Plan
 PL 231, Rev A – Proposed GA Second Floor Plan
 PL 204, Rev A – Proposed Roof Plan
 PL 301 – Rev B – Proposed Context Elevations – View from South

PL 302, Rev A – Proposed Context Elevations – View from North
 PL 303 – Rev B – Proposed Context Elevations – View from West
 PL 304, Rev A – Proposed Context Elevations – View from East
 PL 310 – Proposed Elevations – Refurbished Building
 PL 311 – Rev B – Proposed Elevations – New Build
 PL 408 – Proposed Part Section & Part Elevation Details Sheet 4
 PL 409 – Proposed Part Section & Part Elevation Details Sheet 5
 PL 413 – Proposed Part Section Detail Sheet 4 – Section through South Elevation
 PL 414 – Proposed Part Section Detail Sheet 5 – Section through East Elevation
 PL 415 – Proposed Part Section Site Boundary Details Sheet 6
 PL 420, Rev A – Proposed Context Section A-A
 PL 421, Rev A – Proposed Context Section B-B
 PL 422 – Proposed Context Section C-C
 PL 1001 – Rev B - Proposed Perspective
 Sun Path Analysis – The Michaelston Inn (November 2017)
 Swept Path Analysis – CC1617 – Drawing 001, Rev E
 Swept Path Analysis – CC1617 – Drawing 003, Rev D
 1165/PL/01 – Rev B - Landscape Proposals
 Planting Methodology and Five-Year Soft Landscape Management Plan -Project no. 1165 – Dated 24th October 2017
 Plan 1 dated 19.10.17 (Public Realm Enhancement Scheme)

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. No development shall take place until samples of the external finishing materials have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure that the finished appearance of the development is in keeping with the area in accordance with policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).
4. The retail units 1 & 2 as shown on plan ref: PL200 rev A shall be used as coffee shops/restaurants and for no other purpose (including any other purpose in Class A3 of the schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument amending, revoking or re-enacting that Order).
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).
5. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order amending or revoking and re-enacting that Order) The retail units 1 & 2 as shown on plan number PL200 Rev A June 2017 shall not be used for the sale of hot food for

consumption off the premises.

Reason: To ensure that the use of the premises does not prejudice the amenities of the area in accordance with policies KP5, EN13 and R6 of the Cardiff Local Development Plan.

6. No member of the public shall be admitted to or allowed to remain on the A3 hereby approved premises between the hours of 23.00 and 07.00 on any day. Reason: To ensure the amenity of occupiers of other premises in the vicinity are protected in accordance with policy EN13 of the Cardiff Local Development Plan (2006-2026).
7. No member of the public shall be admitted to or allowed to remain on the A1 hereby approved premises between the hours of 23.00 and 06.00 on any day. Reason: To ensure the amenity of occupiers of other premises in the vicinity are protected in accordance with policy EN13 of the Cardiff Local Development Plan (2006-2026).
8. There shall be no arrival, departure, loading or unloading of delivery vehicles between the hours of 20.00 and 07.00 on Monday to Saturday and no deliveries to take place on a Sunday. There shall be a no idling policy on all delivery vehicles except for temperature controlled deliveries where preservation of food products is required.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with policy EN13 of the Cardiff Local Development Plan (2006-2026).
9. A scheme of sound insulation works to the floor/ceiling structure between the commercial unit and proposed residential shall be submitted to and agreed by the Local Planning Authority in writing and implemented prior to occupation.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected. Note to applicant this will require a greater level of sound insulation than that stipulated by building regulation approved document E in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).
10. Any fixed plant and equipment shall be designed and installed to ensure the noise emitted from fixed plant and equipment on the site achieves a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with policy EN13 of the Cardiff Local Development Plan (2006-2026).
11. Notwithstanding the submitted landscaping plan and specification, a finalised plan and specification shall be submitted to and approved in writing by the LPA prior to any site preparation, clearance or development. The finalised documents shall include a landscaping

implementation plan and shall be informed by a Soil Resource Survey and Plan prepared in accordance with the 2009 DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. Should the survey identify that imported topsoil and/or subsoil will be required for the proposed landscaping, then this soil shall be of pH 7.0-5.5 on placement unless otherwise agreed in writing with the LPA. Reason: To enable the Local Planning Authority to determine that the proposals will maintain and improve the amenity and environmental value of the area, and to monitor compliance in accordance with policies KP5 and EN8 of the adopted Cardiff Local Development Plan (2006-2026).

12. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced. Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 13, unless the Local Planning Authority gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area in accordance with policy EN8 of the adopted Cardiff Local Development Plan (2006-2026).

13. If at any time the use of the premises are to involve the preparation and cooking of hot food the extraction of all fumes from the food preparation areas shall be mechanically extracted to a point to be agreed with the Local Planning Authority, and the extraction system shall be provided with a de-odorising filter. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment installed prior to the commencement of use for the cooking of food. The equipment shall thereafter be maintained in accordance with the manufacturers' guidelines, such guidelines having previously been agreed by the Local Planning Authority in writing.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected in accordance with policy EN13 of the Cardiff Local Development Plan (2006-2026).

14. Prior to the commencement of any development works a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be

required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

* 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and or BS8485 year 2007 Code of Practice for the Characterization and Remediation from Ground Gas in Affected Developments,.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

15. Prior to the commencement of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site.

The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (2012), unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment in accordance with policy EN13 of the Cardiff Local Development Plan.

16. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

17. The remediation scheme approved by condition 16 must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local

Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012), unless the Local Planning Authority agrees to any variation.

Reason : To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

18. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

19. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of

its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

20. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

21. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.
Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

22. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and

ensure no pollution of or detriment to the environment in accordance with policy EN10 of the adopted Cardiff Local Development Plan.

23. No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the construction period. The plan shall provide for:
- (i) access;
 - (ii) the parking of vehicles of site operatives and visitors;
 - (iii) loading and unloading of plant and materials;
 - (iv) storage of plant and materials used in constructing the development;
 - (v) the erection and maintenance of security hoarding;
 - (vi) wheel washing facilities;
 - (vii) measures to control the emission of dust and dirt during construction;
 - (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In the interests of highway safety, public amenity and to avoid any conflict situations with students and/or staff attending/working on this site in accordance with policies T5, T6 and EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).

24. Notwithstanding the cycle parking facilities shown on the submitted plans, prior to the commencement of development details showing the provision of cycle parking spaces serving the retail element of the proposed scheme and cycle store serving the residential properties shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the secure parking of cycles in accordance with policies KP5 and T5 of the Cardiff Local Development Plan.

25. Notwithstanding the car parking and manoeuvring areas shown on the submitted plans, prior to the commencement of development details showing the car parking and manoeuvring areas proposed shall be submitted to and approved in writing by the local planning authority in accordance with Policy T5 of the Cardiff Local Development Plan and the guidance contained in the Access, Circulation and Parking Standards SPG. Details should be provided which demonstrate;

- The appropriate provision of parking spaces for the retail provision proposed;
- The appropriate provision of parking spaces for the residential

properties proposed;

- The appropriate provision of disabled spaces;
- Details regarding the means by which the parking spaces reserved for the residential properties would be differentiated from those associated with the retail offer;
- Details of the ANPR system indicated on the plans

Reason: To make provision for the parking of vehicles clear of the roads so as not to prejudice the safety, convenience and free flow of traffic, in accordance with policy T5 of the adopted Cardiff Local Development Plan.

26. Notwithstanding plan ref: PL 200, Rev A – Proposed Ground Floor Plan, no development shall take place until details of a secondary levelled access within the northeast corner of the site has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the beneficial occupation of the development and thereafter retained.

Reason. To improve the accessibility of the development for all, in accordance with policies KP5, T1 and T5 of the adopted Cardiff Local Development Plan (2006-2026).

27. The means of site enclosures hereby approved shall be constructed in accordance with Plan ref: PL415 – Proposed Part Section Site Boundary Details Sheet 6 prior to the development being put into beneficial use.

Reason: to ensure that the amenities of the area are protected in accordance with policy KP5 of the adopted Cardiff Local Development Plan (2006 – 2026).

28. Prior to the beneficial occupation of the site, a scheme of works to the Michaelston Road and Drope Road footways, as shown in principle on Plan 1 dated 19.10.17, shall be submitted to and approved in writing by the LPA. The footway repaving scheme shall include drainage, signing and lining, renewal of kerbs, channels and edging, and Traffic Regulation Orders as may be required. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation.

Reason: To ensure the provision of access to the proposed development, in the interests of highway and pedestrian safety.

Reason: To ensure the provision of access to the proposed development, in the interests of highway and pedestrian safety in accordance with policies KP5, T1, T5 of the adopted Cardiff Local Development Plan.

29. Prior to the beneficial occupation of the site, details of the installation on site a scheme of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be installed and maintained. All external lighting shall be designed to avoid light spill into neighbouring

residential properties. All external lighting shall be installed in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with Policies KP5 and EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).

30. Prior to beneficial occupation of the site, details of any external CCTV system shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed on site and thereafter maintained.

Reason: To assist in the prevention of prevention of crime and anti-social behaviour, in accordance with Policies KP5 and C3 of the adopted Cardiff Local Development Plan (2006 - 2026).

31. Notwithstanding the submitted plans, the windows proposed in the western elevation of flats 2 and 6 of the new-build block shall be obscurely glazed and non-opening above 1.8m.

Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the adopted Cardiff Local Development plan (2006 - 2026).

32. Notwithstanding the submitted plan reference PL200 Rev A, the boundary wall between the application site and Service Lane serving the existing parade of shops to the North shall be retained within the proposed development.

Reason : To assist in the prevention of crime and anti-social behaviour, in accordance with Policies KP5 and C3 of the Adopted Cardiff Local Development Plan 2006-2026.

RECOMMENDATION 2 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under

- the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 3: This development falls within a radon affected area and may require basic radon protective measures, as recommended for the purposes of the Building Regulations 2010.

RECOMMENDATION 4: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

A water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site water mains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to the address above. Part or all of this development site is at a height where mains water cannot be guaranteed at all times. Under the Water Industry Act 1991, we are not obliged to provide mains water to a height greater than that it will flow by gravity from the service reservoir or tank the supply is taken. To ensure an adequate mains water supply to service this development, a booster pump will need to be installed and associated water mains laid to the development site. Costs and the future maintenance will be the developer's responsibility.

RECOMMENDATION 5 : That the developer be advised to have regard to the advice of the Design out Crime Officer, South Wales Police, in his letter dated

17th August, which has been forwarded to the agent. South Wales Police operates the Secure by Design (SBD) initiative and is a National Police Chiefs Council and Home Office scheme which promotes the inclusion of crime prevention measures into developments. A safe and secure environment is the prime objective of the Secured by Design initiative. To achieve this result, equal weight should be given to both environmental design and physical security. For further information on Secured by Design Standards' please visit the website www.securedbydesign.com

RECOMMENDATION 6: The applicant is advised that the proposed A3 units are required to provide litter bins at the front of the unit in order to prevent littering on the adopted highway. The tenant will be required to provide, service and empty a litter bin to be placed at front of the unit during opening hours and removed from the highway during closing hours. (Please refer the applicant to Paragraph 4.8 of the Restaurants, Takeaways and other Food and Drink Uses Supplementary Planning Guidance: 1996).

RECOMMENDATION 7: That the applicant / developer should seek the advice of the South Wales Fire and Rescue Service to ensure fire prevention, warning signs and appropriate evacuation policies are in place.

RECOMMENDATION 8: That the applicant /developer is advised that the highway works proposed to the existing adopted public highway, to be undertaken by the developer, will need to be subject to agreement(s) under Section 278 of the Highways Act 1980 between the developer and Council.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

1.1 Original Submission

- 1.2 This application seeks full planning permission for the change of use of the former Michaelston Inn public house from (A3 use) to retail (A1 use) along with a 'back of house' extension and the refurbishment of the existing first floor flat. The application also seeks planning permission for the erection of a new build mixed use 4 storey block comprising 2 ground floor retail (A3) units and 9 no. affordable 1 and 2 bedroom flats above, associated parking & landscaping works.
- 1.3 The new build would have a footprint of approximately 20m x 13.5m and have a maximum height of around 14.5m. The building would be finished in bricks to match neighbouring buildings (this will be controlled by way of condition); grey framed windows and a single ply flat roofing system.
- 1.4 The retail (A1) element of the proposal will have a floor area of approximately 278m² (3000ft²) with a back of house area measuring approximately 92m² (1000ft²). The 2 proposed A3 units would have floors area of 116m² (1250ft²) and 55m² (590ft²) respectively.
- 1.5 The residential element of the new build block would comprise 9 units of affordable housing comprising 3 x 2 bed flats measuring (60m²) and 6 x 1 bed flats measuring (50m²)

- 1.6 36 parking spaces are proposed as part of the development comprising of 9 spaces associated with the residential properties and 27 associated with the retail offer of which 2 spaces would be disabled spaces. The disabled spaces would be located in close proximity to the entrances of the three A1/A3 units proposed.
- 1.7 Amended plans were received in which the parapet wall of the new building has been lowered in order to reduce the height. The arrangement of the windows at the rear of this building were also amended in order to mitigate potential overlooking issues upon the neighbouring properties.
- 1.8 **Amended Plans**
- 1.9 Following the planning committee meeting of 8th November, where determination of this planning application was deferred for a site visit, revised plans have been received.
- 1.10 The main change to the proposed scheme sees the height of the new build block reduced from 4 storeys to 3 along with a small increase in the buildings footprint. The number of affordable units proposed has been reduced from 9 to 8 as a consequence of the proposed changes, with those affordable units remaining now arranged over the slightly larger first and second floors of the building.
- 1.11 The footprint of the new build building would be increased through being extended by an additional 2m to the west within the existing parking and unloading area.
- 1.12 The revised new build building would measure approximately 22.6m by 13.5m and have a maximum height of around 12.2m. The building would be finished in bricks to match neighbouring buildings (this will be controlled by way of condition), grey framed windows and a single ply flat roofing system.
- 1.13 As a result of the increased building footprint, the second A3 retail proposed on the ground floor of the new building would be increased from 55m² to 105m²
- 1.14 The revised scheme sees a reduction of 5 car parking spaces from that of the original submission along with some minor changes to the location of the bicycle and refuses storage facilities.
- 1.15 Swept path analysis diagram have been submitted which demonstrate that articulated delivery lorry can sufficiently access and turn within the application site.
- 1.16 The alterations proposed to the existing public house building remain as originally proposed and are not therefore altered by the revised plans.

2. DESCRIPTION OF SITE

- 2.1 The application site is located at the junction of Michaelston Road and Drope

Road and currently contains the Michaelston Inn and its associated beer garden and car park. The existing public house is a two storey building containing the pub at ground floor level and associated 3 bedroom residential flat above. The ground floor pub element of the building has been extended over time giving the ground floor of the building a significantly larger floor area than the first floor flat.

- 2.2 The application site measures 0.26 hectares in size and is largely level. Aside from the pub building and a narrow strip of grass running along the Michaelston Road and Drope Road frontages of the site, the site is laid out in macadam.
- 2.3 The application site is bound to the north by an existing parade of shops containing 5 units at ground floor level with residential accommodation above. The existing parade contains a SPAR convenience store, bookmakers, Newsagents, florists and Chinese Takeaway / Fish and Chip Shop. No's. 21 - 23 Barnwood Crescent are also located to the north of the application site on the opposite side of a private access lane currently used by vehicles servicing the existing parade of shops.
- 2.4 The application site is bound to the east by Michaelston Road and Western Cemetery beyond, to the south by Drope Road, Michaelston Community College and the Ely and Caerau Children's Centre. To the west of the site is No. 6 Drope Road, a two storey detached dwelling with detached coach house style annexe to its rear.
- 2.5 The existing pub building is in a poor state of repair and has been vacant for approximately 2 years, though the submitted Design and Access Statement suggests that the pub has been open and closed on numerous occasions over the past 10 years.
- 2.6 The site is not located within a conservation area or flood risk zone, and there are no listed buildings or protected trees affected.

3. SITE HISTORY

- 3.1 15/01391/MNR – External alterations to form new children's play area, new floor surface, new smoking shelter, new entrance lobby, new disabled access ramp and alterations to existing windows – Permitted
- 3.2 04/01720/W – Retain play and activity centre for children – Permitted
- 3.3 03/02017/R – Skittle alley extension – Single storey to side and rear of existing building - Permitted
- 3.4 99/01305/R – Form new entrance lobby with bay window to front - Permitted
- 3.5 97/01148/R - Erection of 6 metre column and cameras - Permitted
- 3.6 95/00416/R – Proposed fencing and security lighting/cameras - Permitted

4. POLICY FRAMEWORK

4.1 *Cardiff Local Development Plan 2006-2021:*

KP5: Good Quality and Sustainable Design
KP6: New Infrastructure
KP7: Planning Obligations
KP8: Sustainable Transport
KP13: Responding to Evidenced Social Needs.
KP14: Healthy Living
KP15: Climate Change
H3: Affordable Housing
EN3: Landscape Protection
EN10: Water Sensitive Design
EN8: Trees, Woodlands and Hedgerows
EN13: Air, Noise, Light Pollution and Land Contamination
T1: Walking and Cycling
T5: Managing Transport Impacts
T6: Impact on Transport Networks and Services
R1: Retail Hierarchy
R6: Retail Development – Out of Centre
W2: Provision for Waste Management Facilities in Development
C3: Community Safety/Creating Safe Environments
C5: Provision for Open Space Outdoor Recreation, Children’s Play and Sport

4.2 *Supplementary Planning Guidance:*

Following the adoption of the Cardiff Local Development Plan, many existing Supplementary Planning Guidance documents are no longer linked to adopted development plan policies. However, where existing SPG is considered consistent with the new LDP policy framework, it will continue to be material to the Development Management process. The following Supplementary Planning Guidance is considered relevant to the determination of this application as it is either adopted or considered consistent with LDP policies KP5, T5 and W2 and can be used to help inform the assessment of relevant matters –

Access, Circulation and Parking Standards (January 2010);
Shopfronts and Signage (October 2011);

In addition to the above, the following new Supplementary Planning Guidance are also relevant:

Infill Sites Nov 2017
Planning Obligations SPG (January 2017)
Waste Collection and Storage Facilities (October 2016);

4.3 *Planning Policy Wales (November 2016):*

4.4 *Technical Advice Notes*

Technical Advice Note 4 – Retail and Commercial Development (2016).

Technical Advice Note 11 – Noise (1997):
Technical Advice Note 12 - Design (March 2016).
Technical Advice Note 23 – Economic Development (Feb 2014).

5. INTERNAL CONSULTEE RESPONSES

5.1 Original Submission

5.2 The Operational Manager, Transportation, considers the application to be acceptable in principle subject to the conditions and financial requirements detailed below.

- To provide a construction management plan
- Provision of secure cycle parking in accordance with SPG
- Provision of parking (including disabled) in accordance with SPG
- Any damage to the highway would be rectified to an approved standard.
- Pedestrian access would need to accommodate all (including the mobility impaired).

Given the proximity of the application site to the school and projected flows of traffic, a financial contribution of £5,000 will be sought in order to extend the existing 20mph speed restriction on to Drope Road beyond the entrance to the application site. .

5.3 The Operational Manager (Housing Development) notes that the planning application proposes 9 units of social rented accommodation. Housing Development fully supports the development of this site for affordable housing, given the high levels of need for affordable housing in the area and will be working closely with LINC Housing Association to ensure the successful delivery of the scheme.

In the event that the site and/or units are purchased by LINC Housing Association for social rented accommodation, then no affordable housing contribution would be sought.

5.4 The tree officer raises no objection to the proposed development subject to the implementation of the submitted landscaping scheme and conditions.

5.5 The Operational Manager (Parks and Sport) raises no objection to the proposal subject to an off-site contribution towards existing open space provision.

Based on the information provided on the number and type of units, the additional population generated by the development would be 13.2. This generates an open space requirement of 0.032 ha of on-site open space based on the criteria set for Housing accommodation, or an off-site contribution of **£13,696**.

As no public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of new open

space, or the design, improvement and/or maintenance of existing open space in the locality, given that demand for usage of the existing open spaces would increase in the locality as a result of the development.

The use of S106 contribution from this development will need to satisfy CIL and the current distance requirements set out in the 2017 Planning Obligations SPG – play areas 600m (not applicable to student and sheltered accommodation), informal recreation 1000m, and formal recreation 1500mm, measured from edge of the site.

In the event that the Council is minded to approve the application, it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure payment of the contribution.

Consultation will take place with Ward Members to agree use of the contribution, and this will be confirmed at S106 stage. The closest areas of recreational open space are The Drope, Greenway Road Recreation Ground and Parc Hywel Dda

- 5.6 The Waste Strategy and Minimisation Officer, advises that the waste collection and storage arrangements shown on the site plan are acceptable.
- 5.7 Shared Regulatory Services – Pollution Control (Noise and Air) are satisfied with the detail submitted in terms of any road traffic impact on the proposed residential development but suggest that a condition be added to any grant of planning permission covering other noise sources from the proposed development that are likely to have an impact on the surrounding area and the proposed residential units as well.
- 5.8 Shared Regulatory Services – Pollution Control – Contaminated Land have identified the site as formerly commercial – public house with associated parking. In addition part of the site is underlain by an historic landfill. Activities associated with this use may have caused the land to become contaminated and therefore may give rise to potential risks to human health and the environment for the proposed end use.

In addition several former landfill/raise sites have been identified within 250m of the proposed development. Such sites are associated with the generation of landfill gases, within subsurface materials, which have the potential to migrate to other sites. This may give rise to potential risks to human health and the environment for the proposed end use.

Should there be any importation of soils to develop the landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

Shared Regulatory Services requests the inclusion of and informative statements

in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan:

5.9 Amended Plans

- 5.10 The Operational Manager, Transportation, raises no objection to the proposal on the basis of the revised plans and Transport Statement.
- 5.11 The Operational Manager (Housing Development) has no further comments on the application.
- 5.12 The Tree Officer has suggested some changes to the amended landscaping scheme. These will be passed onto the applicant for consideration in discharge of the proposed landscaping condition.
- 5.13 The Operational Manager (Parks and Sport) states that as the number of residential units proposed has been reduced from 9 to 8, the development would no longer generate a contribution towards the provision of open space in accordance with the Planning Obligations SPG or adopted LDP.
- 5.14 The Waste Strategy and Minimisation Officer, has no additional comment on the revised plans.
- 5.15 Shared Regulatory Services – Pollution Control (Noise and Air) Any additional comments received will be reported to committee.
- 5.16 Shared Regulatory Services – Pollution Control – Contaminated Land. No additional comments have been received.

6. EXTERNAL CONSULTEE RESPONSES

6.1 Original Submission

- 6.2 Dwr Cymru Welsh Water have no objection to the proposed development, subject to drainage conditions.
- 6.3 The Police Crime Prevention Design Advisor: South Wales Police has no objection to the development subject to consideration of recommendations relating to opening hours restrictions for the A3 uses, security specifications for doors, windows and (if necessary) roller shutters, alarm systems, CCTV, lighting, access control systems, mail delivery, dwelling identification cycle/bin storage, utility metres, landscaping and smoke/fire alarms. South Wales Police would advise that the development should be built to a standard to achieve a Secured by Design accreditation.

The hours of business for the ground floor commercial unit (A3) is should be restricted to no later than 23.00 hours in order to minimise noise and disturbance to residents in the student accommodation located above.

With regard to the current car park layout, this includes a rear access into the access lane which serves the rear of the adjacent existing commercial units. Vehicles will be denied using this by bollards. The car park should however have one entry and exit only. Allowing this further entry/exit will make the car park, particularly vehicles and the cycle stores, vulnerable to crime and anti-social behaviour. It is therefore recommended that this rear exit is closed off with a fence at least 2.1m high.

6.4 Revised Plans

6.5 Any additional comments received will be reported to committee.

7. REPRESENTATIONS

7.1 Original Submission

7.2 The application was advertised by site notice and neighbour notification. 127 letters of representation have been received opposing the application. Of the 127 representations, 109 were standardised letters with the remaining 18 letters providing additional comments. The objections received are summarised below;

- The operators of the existing SPAR shop do not wish to relocate into the proposed retail unit as suggested in the submitted Retail Statement. The retail element of the application proposal, if another SPAR, would provide direct competition to the existing store.
- The retail market is saturated in the area, current retailers are struggling.
- Traffic in the area at times is severe and therefore the proposed scheme will further add to existing pressures.
- The additional numbers of delivery vehicles serving the proposed development would be dangerous, especially given the access to the site would be located directly opposite the entrance to the school, nursery and primary school.
- The proposed development will generate increased noise within the area, particularly in the morning through deliveries.
- The development will generated increased litter in the area.
- The provision of four storey social housing flats would be out of keeping with the surrounding, predominantly two storey, semi-detached housing estate.
- The height and location of the proposed new build will block light and views from surrounding properties and allow their gardens and some rooms to be overlooked.
- The proposed access/egress vehicular route via Barnwood Crescent would cause increased traffic and parking problems within an already busy street.
- The provision of fast food outlets on the site would not be welcomed.
- Should any additional retail outlets be necessary, these should be included as part of the probable future re-development of the Michaelston School site and not on this site.
- The local area is predominantly housing, not flats and therefore any

development on the site should reflect this.

- Cardiff Council has spent considerable money in recent years regenerating the existing retail outlets. It would look bad on the council if the proposed development was approved and the increased competition led to the potential closure of the existing businesses.
- The proposed development, along with numerous other developments in the area, should collectively necessitate the provision of some community facility for the area.
- The location of the refuse bins would lead to an increase in seagulls and vermin within area if not managed correctly and would be located in close proximity to residential properties.
- The development would bring back past issues of anti-social behaviour to the area.
- There is only enough space for one lorry to unload at a time in the lane serving the existing parade of shops. Other lorries often have to wait before they can be unloaded creating traffic issues in the area and therefore the development would add to this issue.
- The retailers within the existing parade of shops pay a service charge for the lane and will not allow other lorries to use the lane.
- The proposed access road will create a 'roundabout' around the adjacent residential property on Drope Road and would be used as a rat run.
- The proposal would block the walkway alongside the existing parade of shops which allows access to the flats above.
- The parking spaces proposed will be used up by the occupiers of residential premises and shop workers so will not help with parking issues in the area.
- The proposal will generate increased demand for vehicles to turn right into Drope road from Michaelston Road which will add to traffic congestion along Michaelston Road.
- The proposed flats would add to the already overpopulated area.
- The existing building should be retained as a public house.
- The proposed development would be of no asset to the community whereas the existing pub use was.
- The applicant's retail statement is factually incorrect as the owners of the existing SPAR have no intention of occupying the proposed store on site. The provision of two adjacent SPAR stores would be unviable.
- The current SPAR shop is the key retail offer in the existing parade, losing this and moving footfall away from the existing businesses in the parade would harm the viability and vitality of the existing retail offer.
- The two A3 units proposed could provide direct competition to the existing SPAR and Chinese/Fish and Chip shop.
- The A1 and A3 uses proposed would open the floodgates allowing large chains/ multinationals to occupy the development which would ruin the offer of the existing shops in the parade. Allowing multinational retailers to occupy the building would outprice the existing retails in the parade potentially leading to their closure.
- The existing retail offer along Michaelston Road already serves the need of the local community and therefore there is no need for the retail offer proposed.

- The planning process requires that existing retail development be explored before developing more and there are plenty of vacant units in the various retail developments less than a mile away.
- The close proximity of a 4 storey building containing flats to a children's centre and bus stop would be dangerous.
- The architecture of the new build block is unimaginative.
- Emergency service vehicles needing to gain access to Barnwood Crescent would be further restricted as a result of the development.
- The upper floor of the proposed new build will be able to look directly into the outdoor play area of the children's nursery.
- There are sufficient shops in the current parade and the proposed outlets will not enhance the shopping area.
- Extra lorries and cars in the area generated as a result of the proposed development would be dangerous for the school children in the area.
- The increased traffic generated as a result of the proposed will cause increased levels of pollution in the area.

7.3 A petition of 62 signatures has been received objecting to the planning application however no reasons were provided which detailed what the petition specifically objected to, and neither were the full names and addresses of the signatories provided.

7.4 A second petition of 36 signatures was submitted on the behalf of the Michaelston Community Group. Their opposition was on the basis that the development would raise health and safety concerns due to its proximity to a school and on the increased pressures which the development would bring to the area in terms of car parking.

7.5 A letter of representation has been received from Watts Morgan on the behalf of their client, Devrow Estates Limited who own the freehold of 105 -115 Michaelston Road, including the service lane to the rear. They stress that no agreement has been entered into to allow for their lane to be accessed via the application site and that no planning notice has been served on their client. As such, they question the validity of the planning application.

7.6 A letter of representation has been received from Kevin Brennan, MP for Cardiff West and Mark Drakeford, AM for Cardiff West, on the following grounds;

This application sees the former Michaelston Public House extended towards the rear of the site and also extended to a four storey block. Firstly this is completely out of character for the area and should be rejected on the general principle of bad design. This is covered under KP5 (Good Quality and Sustainable Design), KP8 (Sustainable Transport) & EN9 (Conservation of the Historic Environment)

The property will overhang and will be extremely close to our residents who live on Barnwood Close. The extension upwards would go against the SPG on Tall Buildings which state that "Outside the city centre: Buildings which are double or more than double height of surrounding properties or significantly taller in terms of actual height and number of floors". This proposed

development is significantly taller than those properties on Barnwood Close.

Also no traffic survey has been carried out. Nearby is local school and children centre and lorry access to this site on a regular basis and in our opinion this will be hazardous and will have a detrimental effect on the community. We do not believe that imposing conditions on this application can possibly alleviate this. Also the application is actually taking parking space away from the local area. Next door is a parade of shops that are highly populated and Michaelston Road is already a busy place to park. To suggest limiting the amount of parking further and putting retail and residential in place is unrealistic.

We would ask that the Planning Committee look to visit the site and also that Officers recommend refusal on the grounds we have given.

7.7 Local Ward Councillors have been consulted and any comments received will be reported to committee.

7.8 One letter has been received in support of the planning application on the following grounds;

1. The current site is an eyesore and desperately needs redevelopment.
2. The Michaelston failed as a public house time after time and even when open was a blight on the area.
3. The local community would benefit from additional local retail opportunity, particularly given the additional housing being built in the area.
4. The provision of a coffee shop would add to the community facilities.
5. There is a danger that the site could be over developed and that the 4 storey building with ground floor retail may be too much for the site and could be better served by a selection of houses more suited to the area.
6. Less retail could also help address concerns regarding delivery access.

7.9 Revised Plans

7.10 The revised plans have been advertised by way site notices, neighbour and objector notification. 6 letters have been received opposing the application to date and 1 letter of support. The consultation period for the application runs until 12th December. As such, any comments received beyond the report-writing deadline will be reported to planning committee via late representation or verbally at planning committee.

7.11 The objections received to the revised plans to date are summarised below;

- The local area does not need any more retail space.
- Increased traffic generation in the area.

- The junction between Drope Road and Michaelston Road is dangerous
- The location of the proposed residential bin store will lead to issues of odour.
- The submitted plans don't show No. 6 Drope Road accurately.
- A multi-storey development on this site is not appropriate as existing residential properties in the area have not been allowed to have their ridge levels raised.
- Concerns over delivery hours conflicting with school drop off and pick up periods
- Concerns that the flats would directly overlook the neighbouring Childrens Centre.
- The height of the proposed flats remains too high as a 3 storey building is still higher than the 2 storey properties that surround the proposed development.
- By virtue of its height, the proposed height would impact upon local residents light, privacy and personal space and would overlook the adjacent a nursery school.
- The new plans now show one of the retail units to be of greater size than the first proposal. The area is already serviced by a parade of stores that caters for everybody's needs.
- Adding another 3 units will create even more congestion to what is already an over congested bottleneck, given the heavy amount of commuter traffic along Michaelston Road and given that there are 3 schools on Drope Road, 2 of which are opposite the entrance to this proposed development.
- The safety of these children ranging from nursery, primary to secondary age is already seriously at risk without this further development. This area has key congestion / safety risks between 8am-9am, 11.30am-12.15pm and between 3pm-4pm Monday - Friday. Hundreds of school children are either entering or leaving the nursery, primary school or secondary school, not to mention the high amount of cars within the area to transport these children.
- The immediate area has 4 public transport bus stops which also create great congestion through the day / week. This area also experiences large coaches picking up and dropping off children for Cowbridge, St Nicholas, Bishop of Llandaff and Plasmawr, again all at peak times.
- Lorries will find it very difficult to get onto Drope Road from Michaelston Road.
- Lorries will be dangerous going around the corner as the number of school children and parents using the pavement is very high.
- The development will result in more traffic in the area and cause more parking problems for Michaelston Road, Drope Road and Barnwood Crescent.
- A road survey should be carried out at the busiest times of the day ie 8 - 9.30 and 2.30 - 4 pm to see the hazards and inconveniences caused by traffic along the Michaelston/Drope Roads and Barnwood Crescent.
- Money provided via a s106 agreement to make a 20 MPH limit is a waste of money and not a valid reason to assist with passing this planning application.
- Because of the traffic congestion cars/vans/lorries will continue to park along Michaelston Road on the bus stops and double yellow lines.
Turning into and out of Michaelston Road will be a nightmare so people will use Barnwood Crescent to get onto the Michaelston Road, especially if they are heading towards St Fagans.
- The Council (along with grants obtained) worked really hard to upgrade the current shops in the parade and to tackle youth annoyance successfully. This

now seems to be worthless because no one will police/monitor the new build.

- The current shops will really struggle if the plans go ahead. New retail has again been provided at Culverhouse cross so there really isn't a need for more retail shops here.
- The existing shops have covenants on them which restricts the sale of certain items. If the new shops are allowed this would make very unfair competition.

7.12 Local Ward Councillors have been consulted and any comments received will be reported to committee.

8. ANALYSIS

8.1 This application was deferred by Planning Committee at its meeting of 8th November 2017 in order to undertake a site visit. The site visit took place on Monday 4th December 2017.

8.2 Original Application

8.3 **Planning Policy** - The application site does not fall within a designated district or local centre identified under Policy R4 or R5 of the Local Development Plan. The application site is located next to an existing retail frontage which provides an important local shopping function.

Policy R6 only allows for retail development outside the Central Shopping Area, District and Local Centres identified on the Proposals Map if the proposal would meet the following criteria:-

- (i) There is a need for the proposed floorspace (with precedence accorded to establishing quantitative need);
- (ii) That need cannot satisfactorily be accommodated within or adjacent to the Central Shopping Area, within a District or Local Centre;
- (iii) The proposal would not cause unacceptable harm to the vitality, attractiveness or viability of the Central Shopping Area, a District or Local Centre or a proposal or strategy including the Community Strategy, for the protection or enhancement of these centres;
- (iv) The site is accessible by a choice of means of transport; and
- (v) The proposal is not on land allocated for other uses. This especially applies to land designated for employment and housing, where retail development can be shown to limit the range and quality of sites for such use.

The agent has submitted a Planning and Retail Statement that provides an assessment of the proposed development in respect of retail planning policy in relation to the need for the proposal, the sequential approach to site selection and the potential retail impact on the vitality and viability of nearby district/local centres. Given the floorspace equates to 278 sqm, a formal retail impact assessment is not required.

It is considered that the Retail Planning Statement has, on balance, adequately demonstrated that the proposal satisfies the standard retail tests of need,

sequential test and impact.

Paragraph 5.282 of the LDP states that in addition to local centres identified on the proposals Map, there are numerous smaller groups of shops and individual 'corner shops' across the county that provide valuable shopping facilities to surrounding communities. The application site adjoins a local parade of shops which would fall under this definition. Furthermore, Planning Policy Wales recognises the important economic and social role of such local shopping facilities to communities.

It is noted that the submitted Retail Statement states that the proposed A1 retail unit would be occupied by SPAR, which would relocate from its existing location in the adjacent parade. The occupiers of the existing SPAR have however confirmed in a letter of representation that it is not their intention to occupy the new store, instead wishing to remain within and continue trading from their existing premises.

Should the existing Spar business move into the new building, it should be noted that its former premises would be vacant and therefore open to a competitor to occupy. Similarly, it should be noted that the existing public house could be converted into an A1 retail unit under permitted development. Whilst the future occupier of the proposed A1 unit remains unknown at this time, this is not a material planning consideration in the determination of this planning application.

The existing spar convenience store provides an important function in meeting the day-to day shopping needs of local residents. Even with the additional A1 unit proposed, it is considered that expenditure would remain localised and will not cause unacceptable harm to the vitality or viability of established Local centres within a mile of the site.

The two additional A3 unit proposed would be assessed against Policy R8: Food and Drink Uses.

Para 5.297 states Local Centres and smaller neighbourhood centres are generally more residential in nature, and do not have the scale or variety of retail and non-retail uses of larger centres. Therefore, A3 proposals may be more difficult to accommodate, and are less likely to be acceptable on amenity grounds (e.g. potential noise and disturbance, anti-social behaviour and litter associated with this type of development proposal). As a consequence more emphasis will be placed on protecting residential amenity within these centres through restricting closing times and the type of A3 premises.

It is suggested that were permission to be granted a condition should be applied to restrict the separate A3 element to a restaurant or coffee shop type use only (with no hot food takeaway function).

Taking the above factors into consideration the proposal does not raise a land use policy objection.

8.4 Opening and Delivery Hours

Shared Regulatory Services – Pollution Control (Noise and Air) have specified opening times between 7am and 11pm for the A1 and A3 units. The applicants have however requested that the opening time for the A1 unit be extended to allow for trading between 6am and 11pm as this earlier opening times reflects that of the existing SPAR. Taking this into consideration it is, on balance, considered that the requested opening hours would be reasonable.

With regard to the delivery hours, Shared Regulatory Services have specified delivery times of between 8am and 8pm Monday to Saturday and no deliveries on a Sunday. The applicants requested that this be extended to allow for deliveries from 7am to 8pm. Given that that the existing public house had no specified delivery times and given the location of the site opposite a school, it is considered that the extra hour proposed in the morning would be both reasonable and would potentially enable deliveries to be undertaken before the morning drop off period for the school thereby reducing any conflict.

8.5 Access and Parking

36 parking spaces were proposed serving both the retail and residential elements of the development. As such, the parking provision would exceed the level set out in the Council's Access, Circulation and Parking SPG, while insufficient provision has been made of disable spaces. It is also unclear from the plans how the residential parking spaces would be differentiated from those of the retail offer. It is therefore considered necessary to condition the parking provision for the development in order to ensure that it would comply with the guidance set out in the councils Access, Circulation and Parking Standards SPG.

The Council's highways officer notes that additional traffic would be generated as a result of the proposed development, beyond that of the former pub, which may cause an additional hazard and potential conflict with pedestrians. It is however considered that this could be controlled by way of increasing speed reduction measures in the vicinity. As such, a financial contribution of £5,000 has subsequently been agreed with the applicants as part of a section 106 agreement to extend the existing 20mph speed limit into Drope Road to an appropriate location past the development and school.

The proposed scheme originally included a vehicular link, for delivery vehicles only, through the application site to the rear servicing lane for the existing parade of shops. This was included to in order to remove the necessity for delivery vehicles having to negotiate the lane via Barnwood Crescent to service the existing parade of shops through being able to enter and exit the lane through the application site. The owners of the lane have however indicated that they would not wish for their lane to be accessed via the application site. The police (see para 6.2) have also raised concerns over the addition of this access. It should be noted that the provision of this link is not a critical consideration in the determination of this application and would not impact upon the servicing arrangement of the proposed development or servicing arrangement of the units in the existing parade if not provided. It should be noted that the application boundary does not include the lane itself with the applications originally seeking

to provide access into it only.

It is recognised that the existing vehicular access to the site from Drope Road would be widened to allow for improved access for delivery vehicles. This is, on balance, considered acceptable.

The Council's transportation department raise no objection to the proposal on highways grounds. However, given the location of the application site adjacent to a school, nursery, parade of shops and busy roads, officers consider it necessary for a construction management plan condition to be imposed in order to minimise potential disruption and conflict during construction.

8.6 Design and Appearance

The existing public house building is neither listed nor located within a conservation area and therefore the building has no statutory protection. The extension proposed to the ground floor of the northwest corner of the building, forming the back of house area, is considered to be of an appropriate scale and massing. The proposed shop front includes glazing on the Michaelston Road and Drope Road frontages, which would create welcome level of interaction between inside and out and providing interest within the street. Aside from potential internal alterations to the existing flat, the upper floor of the building would remain unaltered.

With regard to the scale and massing of the proposed new build block, at 4 storeys the building would be taller than the surrounding residential properties along Barnwood Crescent and Drope Road, which are generally two storey pitched roof dwellings. However, the existing parade of shops and Michaelston Court flats to the north of the parade are both 3 storeys in height, while the buildings within the Michaelston Community College, opposite the site, range from single storey flat roofed to 3 storey pitched roofed buildings. As such, within the context of the surrounding built form, the height of the proposed new building would be broadly consistent and therefore, on balance acceptable. Furthermore, the location of the application site on the corner of Michaelston Road and Drope Road, adjacent to the 3 storey parade of shops, is such that a building of 4 storeys would not be considered unreasonable on this site.

The siting of the 4 storey building has been governed by the requirement to retain and convert the former pub, the desire to extend the number of retail outlets in the parade within an seamless transition between old and new and by the desire to provide car parking to the front of the new retail units where they are most accessible, overlooked and secure. In converting the 2 storey former public house building, an unusual juxtaposition would be created between the existing parade of shops and new build block given the variation in building heights involved. However, it is considered that the proposed building would be read in conjunction with that of the built form of the existing parade to the east rather than the domestic dwellings to the west. It is therefore, on balance, considered that its addition would not undermine the character of the area

8.7 Residential Amenity

With regard to the conversion of the existing public house building, the alterations proposed to this building are focused on the ground floor. This coupled with the location of the building relative to surrounding residential properties is such that they would not be considered to impact upon the amenity of neighbouring occupiers.

With regard to the new build block, this would be located approximately 15m away from the western boundary of the site with No. 6 Drope Road. The Council's Infill Sites SPG and Residential Design Guide SPG specify that a minimum overlooking distance from a habitable room window to a garden area of a separate dwelling should be 10.5m. As such, an appropriate separation distance would be achieved between the windows proposed in the western elevation of the new building and the boundary with this neighbouring property.

It is not considered that the proposed 4 storey building would unacceptably overlook habitable room windows or private amenity space of No. 23 Barnwood Crescent. The nearest point of the proposed building to the boundary of No. 23 would be approximately 11m while the nearest windows proposed in the building would be approximately 12m and set at oblique angles to the garden of this dwelling, thereby further reducing any potential overlooking possibilities. A distance greater than 21m, the minimum standard set out in the Council's design SPG's, would be achieved between the windows proposed within the new building and the windows in the rear of No. 23. The relative angles between the windows would further reduce any overlooking concerns.

Shadow path analysis diagrams have been submitted which demonstrate that the height and bulk of the proposed new building would not result in the unacceptable overshadowing of any of the neighbouring properties or their associated private amenity spaces.

Amended plans have been received in which the parapet of the proposed new building has been reduced by approximately 0.8m. This reduction in height would further diminish any potential overshadowing issues upon neighbouring properties.

A number of windows originally proposed in the western elevation of the new building have also omitted within the amended plans in order to further reduce any potential overlooking issues upon No. 23 Barnwood Crescent.

It is not considered that the proposed development would unacceptably overlook the children's nursery on the opposite site of Drope Road or its associated play area given the separation distances involved.

8.8 Materials

The finishing material proposed will be secured by way of condition.

8.9 Affordable Housing

The provision of 9 units of affordable housing within the proposed new build unit is welcomed given the high levels of need for affordable housing in the area.

8.10 Amenity Space

There would be no private amenity space provision for any of the 9 flats proposed nor for the flat above the converted pub. It is however acknowledged that the proposed new build would contain 6 x 1 bedroom flats and 3 x 2 bedroom flats while the flat above the pub would have 2 bedrooms. As such, there is only limited provision for the flats to be occupied by families. Taking this into consideration, that as affordable housing, the provider can control who occupies their 9 units and that there is an area of public open space located approximately 50m away along Drope Road, the lack of amenity space provision would, on balance, be considered acceptable.

A contribution has been agreed to enhance Public Open Space in the vicinity of development site in lieu of on-site provision and will be secured under a S106 planning obligation.

8.11 Crime and Disorder

There is no evidence to suggest that the proposed development would result in an increase in anti-social behaviour or crime in the area.

Given that service vehicles would no longer be able to access the rear service lane through the application site within the revised scheme, it is considered necessary for the existing boundary wall to be retained in order to prevent this route being used as a pedestrian "rat run" and in order to prevent potential issues of crime and anti-social behaviour. This will be controlled by way of condition.

The recommendations of the Wales Police are noted and have been considered against the six tests set out in Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management. While the provision of a lighting and CCTV scheme have been conditioned, it is not considered that the other recommendations made would meet the tests set out in the circular such as to form valid planning conditions. However an advisory note has been added to ensure that the applicant is aware of the design considerations suggested by the police.

8.12 Trees and Landscaping

The proposed landscaping scheme is considered acceptable, subject to conditions.

8.13 Other matters not considered above

While the proposed new build block is taller than that of the surrounding 2 storey residential dwellings, it would not represent a tall building when

considered in the context of the parade of shops, Michaelston Court Flats and school buildings in.

Paragraph 1.14 of the Councils Tall Buildings Supplementary Planning Guidance states that;

'In areas outside the city centre, buildings tend to be far lower. Buildings which are double or more than double height of surrounding properties or significantly taller in terms of actual height and number of floors, would be considered tall in this context. Tall buildings outside the city centre are unlikely to be supported unless they can be demonstrated as meeting all of the criteria outlined in this SPG.'

Given that the existing parade of shops, Michaelston Court flats and various buildings within Michaelston Community College are of 3 storeys or more, it is not considered that new building block would represent a tall building.

With regard to the potential creating of litter, whilst the proposed development may result in increased litter generation in the area, this does not represent a material planning consideration. An advisory note has been added reminding the applicant that the refuse bins should be provided outside of the proposed A3 uses.

With regard to the height of the building and the safety of school children and bus users, it is not considered that the height of the building would have any impact on the safety of the school children or bus users.

8.14 Revised Plans

The main issue for consideration is the revised scale and massing of the proposed new-build building and any impact upon the neighbouring properties through its increased footprint.

The omission of the third floor of the building from the original submission would bring its overall height down to a level more consistent with that of other buildings in the area. As such, the building would now sit more comfortably within the application site.

The footprint of the proposed building would however be marginally increased through the building being extended to the west by approximately 2m. While this would bring part of the proposed building in closer proximity to No. 6 Drope Road and No. 23 Barnwood Crescent than the previously proposed scheme, this additional 2m would not result in the building having an unacceptable overbearing impact upon these neighbouring properties given its reduced height. The revised footprint, scale and massing of the building is therefore considered acceptable.

The windows proposed on the first and second floors of the northern elevation of the building would be located a minimum distance of 11m away from the boundary with No. 23 Barnwood Crescent and at an acute angle from the

windows in its rear. The windows proposed in the first and second floors of the western elevation of the building would be located approximately 12m from the boundary with No. 6 Drope Road. It is however considered necessary for the window proposed in flats 2 and 6 of this western elevation to be obscurely glazed given the proximity they would have to a habitable room window located in the side elevation of No. 6 Drope Road. As such, the proposal would adhere to the guidance set out in the Councils Design SPG's in term of amenity considerations.

The second retail unit proposed on the ground floor of the new build block would now measure 105m², up from 55m², a result of the increased footprint of this building. This additional size would however raise no land use policy concerns.

The opening hours and delivery times for the proposed development would remain consistent with that originally proposed.

The reduced level of parking provision, which would result from the revised plans, would bring the level of parking provision down to a level more in line with the standard set out on the Access, Circulation and Parking Standards SPG and therefore represents an enhancement on the previous scheme. The level and layout of the parking provision would remain controlled by condition.

The following considerations are made in response to the objection comments, detailed in paragraphs 7.2 – 7.8 and 7.11 of this report, which have not been expressly considered above.

- The future operators of the proposed A1 and A3 units are not a material planning consideration;
- The proposed introduction of the commercial units proposed is policy compliant. The existing public house could be converted to an A1 retail unit under permitted development.
- The operational manager transportation has raised no objection to the application on the basis of any additional vehicular traffic, or additional delivery vehicles, which would be generated by the development.
- The operation manager transportation raises no objection to the proposal on highways safety grounds subject to a financial contribution of £5000 being made towards extending the area of 20mph speed restriction onto Drope Road.
- Litter generation is not a material planning consideration. Additionally, there is no evidence to suggest that the development would result in increased litter generation in the local area.
- Pollution Control (Noise and Air) consider the application acceptable subject to conditions relating to opening and delivery hours to control potential noise disturbance to neighbouring residents.
- The height of the building has been reduced by 1 storey, bringing it more in line with the scale and form of development in the locality.
- The development would not result in any vehicular access/egress from Barnwood Crescent and not therefore impact upon parking and traffic along this street.
- A condition will be imposed on the 2 A3 units proposed restricting the sale of hot food for consumption off of the premises from these units.

- Numerous flats are located within the vicinity of the application site and therefore those proposed would not be out of character with the area.
- It is acknowledged that the Council has invested money in recent years to update/regenerate the area surrounding the existing parade of shops along Michaelston Road. There is no evidence to suggest that the proposed development would have a detrimental impact upon these works or upon the existing premises within the parade.
- The application proposal is not of a sufficient scale to generate a financial contribution towards community facilities in the area.
- Waste management consider the refuse arrangements proposed acceptable.
- There is no evidence to suggest that the redevelopment of the site would result in the creation of anti-social behaviour in the area. A system of CCTV will be required by way of condition which would also prevent / discourage such behaviour.
- The separation distance between the proposed new building and adjacent children's nursery would be greater than 21m and would not therefore result in the unacceptable overlooking of this facility.
- The proposal would not block any existing pathways to the existing parade of shops or residential properties above.
- The operational manager transportation considers the level of car parking provision proposed for the development to be policy compliant and therefore acceptable.
- There is no statutory protection of the existing public house within the adopted Local Development Plan.
- There is no evidence to suggest that the proposed development would restrict emergency service vehicles from accessing Barnwood Crescent.
- No technical objection has been received from Pollution Control (Air) regarding any pollution which may be created by the development.
- The architecture of the proposed building is considered to be acceptable within the context of the surroundings.
- The operational Manager transportation raises no objection to the proposal on the basis of the delivery area proposed. Vehicle tracking illustrations have been submitted which demonstrate that articulated Lorries can access and turn within the site acceptably.
- The development would introduce 8 affordable dwelling flats to the area which has a high level of demand. There is no evidence to suggest that the area is overpopulated.
- There is no application currently before the LPA regarding the redevelopment of the Michaelston School site. This application has been determined on its individual merits, having regard to the adopted local plan and other material considerations.
- The Operational Manager, Transportation considers the development is acceptable in highways terms.
- The view that the development would be of no asset to the community whereas the existing pub use was is a private opinion and does not form a material planning consideration in the determination of this application.
- The proposed development is considered to accord with the retail policies set out in the adopted LDP. The proposal is therefore considered

acceptable in land use policy terms.

- There is no evidence to suggest that the proposed development would result in footfall moving away from the existing parade therefore unacceptably harming the viability and vitality of the existing retail offer.
- There is no policy within the adopted LDP to prevent a chain / multinational store to occupy the A1 element of the development or reason to suggest that should one occupy the unit that it would lead to the closures of other premises in the existing parade.
- Whilst it is acknowledged that No. 6 Drope Road has not been accurately drawn on the submitted plans, a full assessment of the impact of the proposed development on No. 6 Drope Road has been undertaken within the analysis section of this report.
- The scale and massing of the proposed scheme has been assessed and is considered acceptable.
- The small increase size of the second A3 unit proposed in the new building would raise no Land Use Policy objection.
- The contribution proposed towards highways improvement in the area has been requested by the operational manager, transportation in order to improve highways safety in the area.
- Any illegal parking being undertaken in the area is not a material planning consideration in the determination of this application. There is no evidence to suggest that the proposed development would lead to an increase in illegal parking within the locality.

9. OTHER CONSIDERATIONS

9.1 Crime and Disorder Act 1998

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 Equality Act 2010

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.

9.3 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been

considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. Planning Obligations - Section 106

- 10.1 The following planning obligations have been agreed with the applicant to mitigate any significant adverse impact of the proposed development as defined within LDP Policy KP7
- 10.2 Highways and Transportation - £5,000 towards extending the area of 20mph speed restriction onto Drope Road.
- 10.3 The restriction of the new build element of the development for affordable housing and for no other residential use.

11. CONSLUSION

- 11.1 Having considered that responses received, including those from third party representations, the amended proposal will result in an acceptable development which would bring a redundant site back into beneficial use, whilst adding much needed affordable housing provision to the area and adding to the existing retail offer.
- 11.2 The concerns of local residents regarding building height, scale and impact upon their amenities are noted; however it is considered that the development will be policy compliant in this regard.
- 11.3 Through the omission of the third floor previously proposed, the scale of the 'new build' building would now be more consistent with that of the surrounding built form.
- 11.4 The enlarged footprint of the building would see part of its bulk brought closer to No. 6 Drope Road and 23 Barnwood Crescent than originally proposed. However, given the reduced height of the building its impact on these properties would be no greater than was originally the case.
- 11.5 The revised proposal meets the Councils minimum design / amenity standards and would bring a currently redundant site back beneficial use, whilst providing much needed affordable housing in the area.
- 11.6 The application is therefore recommended for approval, subject to relevant conditions and the completion of a Section 106 Agreement to secure the financial contributions and obligations summarised in Section 10.

The Michaelston Inn, Cardiff.

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REVISIONS

No	By	Description	Date
A	DG	Revised height/mass of building	15.11.17



- Proposed new wall
- Existing walls / structure to be retained
- Site Boundary

Schedule of Accommodation

EXISTING

MICHAELSTON INN GIA

Ground Floor (public House)	4198 ft ²	390 m ²
First Floor (existing apartment)	925 ft ²	86 m ²
Total Existing GIA	5,123 ft²	476m²

PROPOSED RETAIL AREA - NIA

Ground Floor:

Retail A1	3,000ft ²	278m ²
Back of House	1,000ft ²	92m ²
Retail 1/A3	1,250ft ²	116m ²
Retail 2/A3	1130ft ²	105m ²
Total Retail - NIA	6,380ft²	591m²

PROPOSED RESIDENTIAL UNITS - NIA

FIRST FLOOR: - NIA

3 Number 1 Bed	500ft ²	46m ²
	500ft ²	46m ²
	500ft ²	46m ²
1 Number 2 Bed:	720ft ²	67m ²
SECOND FLOOR: - NIA		
3 Number 1 Bed	500ft ²	46m ²
	500ft ²	46m ²
	500ft ²	46m ²
1 Number 2 Bed:	720ft ²	67m ²

Total Residential Units:

6 Number	1 Bed
2 Number	2 Bed
Total:	8 units

EXISTING RESIDENTIAL UNIT - NIA

FIRST FLOOR: - NIA

Refurbished existing first floor flat with new access

1 Number 3 Bed:	830ft ²	77m ²
-----------------	--------------------	------------------

PARKING

2 disabled parking spaces
 29 parking spaces

TBA

TOTAL PARKING 31

Scale: 1: 250 @ A3
 1: 125 @ A1

morgan hayman

Chartered Architects * Surveyors * Urban Designers
 16 Columbus Walk, Atlantic Wharf, Cardiff, CF10 4BY
 Tel: (029) 2044 7520 Fax: (029) 2045 1813

Project: Michaelston Inn, Cardiff
 Client: NRB Properties
 Drawing Title: Proposed Ground Floor Plan

Drawn	Checked	Scale	Original	Date
DW	ARM	1:250	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	200	A	Planning

Proposed Ground Floor Plan.

The Michaelston Inn, Cardiff.

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REVISIONS		
No	By	Description
A	DG	Revised height/mass of building
		Date
		15.11.17



- Proposed new wall
- Existing walls / structure to be retained
- Site Boundary

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2 Number	2 Bed

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29 parking spaces

TBA

TOTAL PARKING 31

Scale: 1: 250 @ A3
1: 125 @ A1

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Project: Michaelston Inn, Cardiff

Client: NRB Properites

Drawing Title: Proposed GA First Floor Plan

Drawn	Checked	Scale	Original	Date
DW	ARM	1:250	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	230	A	Planning

Proposed GA First Floor Plan.

The Michaelston Inn, Cardiff.

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REVISIONS			
No	By	Description	Date
A	DG	Revised height/mass of building	15.11.17



- Proposed new wall
- Site Boundary

Schedule of Accommodation

EXISTING

MICHAELSTON INN GIA

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First Floor (existing apartment)	925 ft ²	86 m ²
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Total Retail - NIA	6,380ft²	591m²

PROPOSED RESIDENTIAL UNITS - NIA

FIRST FLOOR: - NIA

3 Number 1 Bed	500ft ²	46m ²
	500ft ²	46m ²
	500ft ²	46m ²
1 Number 2 Bed:	720ft ²	67m ²

SECOND FLOOR: - NIA

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	500ft ²	46m ²
	500ft ²	46m ²
1 Number 2 Bed:	720ft ²	67m ²

Total Residential Units:

6 Number 1 Bed
2 Number 2 Bed

Total: 8 units

EXISTING RESIDENTIAL UNIT - NIA

FIRST FLOOR: - NIA
 Refurbished existing first floor flat with new access

1 Number 3 Bed:	830ft ²	77m ²
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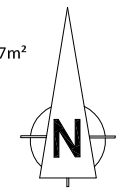
PARKING

2 disabled parking spaces
 29 parking spaces

TBA

TOTAL PARKING 31

Scale: 1: 250 @ A3
 1: 125 @ A1



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 Tel: (029) 2044 7520 Fax: (029) 2045 1813

Project: Michaelston Inn, Cardiff
 Client: NRB Properties
 Drawing Title: Proposed GA Second Floor Plan

Drawn	Checked	Scale	Original	Date
DW	ARM	1:250	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	231	A	Planning

Proposed GA Second Floor Plan.

The Michaelston Inn, Cardiff.

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REVISIONS		
No	By	Date
A	DG	29.09.17
Parapet height dropped to minimal height and rear corner windows (west ele) removed following meeting with CCC		
B	DG	15.11.17
Revised height/mass of building		



South Elevation



East Elevation



North Elevation



West Elevation

SCHEDULE OF EXTERNAL FINISHES

- | | | |
|--|---|--|
| A - Brick
Proposed brick to match neighboring buildings | E - Rainwater Pipe
Grey to match window frames | J - Signage
Prefabricated parapet signage |
| B - Punched Windows
Grey framed windows with glass/spandrel panels | F - Roof
Single ply flat roofing system | K - External Doors
(residential access) Grey to match curtain walling and windows |
| C - Louvre panels
Louvre to match window frame | G - Curtain Walling
Grey framed curtain wall with glass/infill | L - Roof Parapet
PPC coping to parapet |
| D - Feature Brick Band
Dark blue/grey brick to break up ground floor and floors above | H - Infill Panels (metal)
Colour coated metal panels (colours shown on elevations) | M - Canopy |

Scale: 1: 250 @ A3
1: 125 @ A1

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Project: Michaelston Inn, Cardiff

Client: NRB Properties

Drawing Title: Proposed Elevations

New Build

Drawn	Checked	Scale	Original	Date
DW	ARM	1:250	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	311	B	Planning

Proposed Elevations - New Build

The Michaelston Inn, Cardiff.

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REVISIONS			
No	By	Description	Date
A	DG	Parapet height dropped to minimal height to reduce following meeting with CCC	29.09.17
B	DW	Revised height/mass of building	20.11.17



Context Elevation - View from South

Proposed Context Elevations.

Scale: 1: 250 @ A3
1: 125 @ A1

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Project: Michaelston Inn, Cardiff

Client: NRB Properties

Drawing Title: Proposed Context Elevations

View from South

Drawn	Checked	Scale	Original	Date
DW	ARM	1:250	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	301	B	Planning

The Michaelston Inn, Cardiff.

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REVISIONS			
No	By	Description	Date
A	DG	Parapet height dropped to minimal height and rear corner windows removed following meeting with CCC	29.09.17
B	DW	Revised height/mass of building.	20.11.17



Scale: 1: 250 @ A3
 1: 125 @ A1

morgan hayman

Chartered Architects Surveyors Urban Designers
 16 Columbus Walk, Atlantic Wharf, Cardiff, CF10 4BY
 Tel: (029) 2044 7520 Fax: (029) 2045 1813

Project: Michaelston Inn, Cardiff

Client: NRB Properties

Drawing Title: Proposed Context Elevations
 View from West

Drawn	Checked	Scale	Original	Date
DW	ARM	1:250	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	303	B	Planning

Proposed Context Elevations.

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REVISIONS		
No	By	Date
A	DG	Parapet dropped to minimal height following planners request
B	DG	Mass of new build block amended to reduce scheme by 1 floor



View from South East on Michaelston Road

morgan hayman

Chartered Architects Surveyors Urban Designers
 16 Columbus Walk, Atlantic Wharf, Cardiff, CF10 4BY
 Tel:(029) 2044 7520 Fax: (029) 2045 1813

Project: Michaelston Inn, Cardiff

Client: NRB Properties

Drawing Title: Proposed Perspective

Drawn	Checked	Scale	Original	Date
DW	ARM	NTS	A3	June 2017
Job Number	Drawing Number	Revision	Status	
3064	PL	1001	B	Planning

AM, MP and LOCAL MEMBER OBJECTION

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01963/MJR** APPLICATION DATE: 21/08/2017ED: **GABALFA**

APP: TYPE: Full Planning Permission

APPLICANT: Mederco (Cardiff) Ltd
 LOCATION: LAND OFF MYNACHDY ROAD, MYNACHDY, CARDIFF
 PROPOSAL: ERECTION OF 5 BLOCKS OF THREE STOREY STUDENT ACCOMMODATION, COMPRISING A TOTAL OF 350 BEDROOMS, ALONG WITH HARD AND SOFT LANDSCAPING, CYCLE PARKING, BIN STORAGE, DISABLED VEHICULAR PARKING AND A COMMUNITY CENTRE WITH ASSOCIATED VEHICULAR PARKING.

RECOMMENDATION 1: That, subject to the relevant parties entering into a binding planning obligation in agreement with the Council under **SECTION 106** of Town and Country Planning Act 1990 within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 10.1 of this report, planning permission be **GRANTED** subject to the following conditions and for the following reasons:

1. Statutory Time Limit (The development permitted shall be begun before the expiration of five years from the date of this planning permission. Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.)
2. The Development shall be carried out in accordance with the following approved plans:

L(00)001 Rev P1 – Site Location Plan
 L(00)010 Rev P1 – Existing Topographical Site Plan
 L(00)011 Rev P1 – Existing Site Plan – Sheet 1
 L(00)012 Rev P1 – Existing Site Plan – Sheet 2
 L(00)013 Rev P1 – Existing Site Plan – Sheet 3
 L(00)014 Rev P1 – Existing Site Plan – Sheet 4

L(00)020 Rev A – Proposed Site Plan
 L(00)021 Rev A – Proposed Site Plan – Sheet 1
 L(00)022 Rev A – Proposed Site Plan – Sheet 2
 L(00)023 Rev A – Proposed Site Plan – Sheet 3
 L(00)024 Rev A – Proposed Site Plan – Sheet 4
 L(00)030 Rev A – Building Footprint Comparison

L(01)500 Rev A – Proposed Ground and First Floor Plans - Block A

L(01)501 Rev A – Proposed Second Floor and Roof Plans - Block A
L(01)502 Rev A – Proposed Ground and First Floor Plans - Block B
L(01)503 Rev A – Proposed Second Floor and Roof Plans - Block B
L(01)504 Rev A – Proposed Ground and First Floor Plans - Block C
L(01)505 Rev A – Proposed Second Floor and Roof Plans - Block C
L(01)506 Rev A – Proposed Ground and First Floor Plans - Block D
L(01)507 Rev A – Proposed Second Floor and Roof Plans - Block D
L(01)508 Rev A – Proposed Ground and First Floor Plans - Block E
L(01)509 Rev A – Proposed Second Floor and Roof Plans - Block E

L(02)500 Rev A – Proposed Elevations - Block A
L(02)501 Rev A – Proposed Elevations - Block B
L(02)502 Rev A – Proposed Elevations - Block C
L(02)503 Rev A – Proposed Elevations - Block D
L(02)504 Rev A – Proposed Elevations - Block E

L(01)600 Rev C – Plans / Elevations – Community Centre / Boxing Club

UG_11504_LAN_DRW_01_GA Rev P03 – General Arrangement
UG_11504_LAN_DRW_03_HL Rev P02 – Hard Landscape Plan
UG_11504_LAN_DRW_02a_SL1 Rev P02 – Planting Plan Area 1
UG_11504_LAN_DRW_02b_SL2 Rev P02 – Soft Landscape Plan Area 2
UG_11504_LAN_DRW_02c_SL3 Rev P02 – Soft Landscape Plan Area 3
UG_11504_LAN_DRW_05_LSN Rev 04 - Landscape Supporting Note
UG_11504_LAN_DRW_04_FF Rev P02 – Fencing, Furniture & Lighting

Acer Ecology – Preliminary Ecological Appraisal, May 2017
Acer Ecology – Reptile Survey, November 2017
Acer Ecology - Preliminary Bat Roost and Nesting Bird Assessment
(October 2017)
Vectos – Transport Statement - VN70796 (October 2017)
Vectos - Waste Strategy and Management Plan - VN70796, July 2017
Landscape Strategy – Design and Access Statement July 2017
Acoustic Planning Report 0149/APR1 – Revision 1, dated the 6th July
2017
Phase II Site Appraisal – P7962, date May 2017
Arboricultural Report – ArbTS_331.1_Mynachdy Road, 27th April 2017
Planning Statement (Geraint John Planning), July 2017

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. Prior to construction of the proposed, details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and or BS8485 year 2007 Code of Practice for the Characterization and Remediation from Ground Gas in Affected Developments,.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan

4. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012), unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan

5. The remediation scheme approved by condition 4 must be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012), unless the Local Planning Authority agrees to any variation.

Reason : To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan

7. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the

development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan

8. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan

9. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).

10. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall demonstrate how the site will be effectively drained, allow for foul flows to connect to or downstream of manhole reference ST16787708 located in Mynachdy Road and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in accordance with Policy EN10 of the adopted Cardiff Local Development Plan (2006 - 2026).

11. A potable water connection to serve the site shall only be made to the 6 inch distribution main at grid reference 316647, 178864.
Reason: To ensure the site is served by an adequate potable water supply in accordance with Policy EN10 of the adopted Cardiff Local Development Plan (2006 - 2026).
12. Details of the new site access from Radyr Place shall be submitted to and approved in writing by the Local Authority and the proposed car parking and manoeuvring areas shall be laid out in accordance with the approved details before the development is brought into beneficial use and thereafter maintained and retained at all times for those purposes associated with the development.
Reason: to make provision for the parking of vehicles clear of the roads so as not to prejudice the safety, convenience and free flow of traffic in accordance with policy T5 of the adopted Cardiff Local Development Plan (2006 - 2026).
13. No above ground development shall take place until details showing the provision of cycle parking spaces for 273 cycles have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.
Reason: To ensure that adequate provision is made for the secure parking of cycles in accordance with policy T5 of the adopted Cardiff Local Development Plan (2006 - 2026).
14. No development shall take place until details of the junction between the proposed access road and the highway have been submitted to and approved in writing by the Local Planning Authority. Those details shall be implemented prior to the development being put into beneficial use.
Reason: To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway abutting the site in accordance with Polies T5, of the adopted Cardiff Local Development Plan (2006 – 2026).
15. No vehicular access shall be obtained to the site from the highway between 103 and 105 Mynachdy Road, other than to construct the new site access from Radyr Place and the first 60 metres of the site access road and for Network Rail maintenance vehicles.
Reason: To ensure the development does not adversely affect the free flow of traffic in the surrounding area in accordance with Polies T5 of the adopted Cardiff Local Development Plan (2006 – 2026).
16. A mechanism shall be provided in accordance with details to be submitted to and agreed in writing by the Local Planning Authority to ensure that no pedestrian or cyclist access shall be obtained to the site from the highway between 103 and 105 Mynachdy Road between the hours of 19:00hrs and 08:00hrs on any day.
Reason: To ensure the amenity of occupiers of other premises in the

vicinity are protected in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).

17. Prior to the commencement of any other development at the site, detailed plans of the new site access from Radyr Place and the first 60 metres of the site access road shall be submitted and approved in writing to the Local Authority and shall be constructed in accordance with the approved detailed plans to an adoptable standard.
Reason: To ensure that a safe means of access is provided to the site for construction vehicles.
18. No development shall take place until detailed plans showing the position and form of construction of all roads, hard and soft landscaping treatments and footpaths within the site and the method of disposal of all surface water drainage therefrom have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the roads, paths and all surface water drainage have been constructed and completed (except for final surfacing) in accordance with the approved plans and details.
Reason: To ensure an orderly form of development and to make provision for the satisfactory access to the development by future occupants, in accordance with polies KP5 and T1 of the adopted Cardiff Local Development Plan (2006 - 2026).
19. Prior to the commencement of development a comprehensive construction phasing plan shall be submitted to and agreed with the Local Planning Authority. The phasing plan shall identify phases of construction of development and shall ensure safe and convenient pedestrian, cycle and vehicular access around and through those areas not under construction or where construction is complete. The development shall be carried out in accordance with the provision of the approved phasing plan or any variation thereof agreed in writing with the Local Planning Authority.
Reason: To ensure an orderly form of development and safe access through and within the site in accordance with polies KP5 and T1 of the adopted Cardiff Local Development Plan (2006 - 2026)..
20. Prior to commencement of each phase of development a scheme of construction management shall be submitted to and approved by the Local Planning Authority to include details of construction traffic routes, site hoardings, site access, wheel washing facilities and parking of contractors vehicles. The development construction of the relevant phase shall be managed strictly in accordance with the scheme so approved.
Reason: In the interests of highway safety and public amenity in accordance with polies KP5 and T1 of the adopted Cardiff Local Development Plan (2006 - 2026).
21. 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.

22. No part of the development hereby permitted shall be commenced until a scheme of public footway reinstatement works to Radyr Place and Mynachdy Road adjacent to the site has been submitted to and approval in writing by the LPA. The scheme to include the resurfacing/reinstatement of the footway as may be required as consequence of implementation of the development; to include as required surfacing, kerbs, edging, drainage, lighting, lining, signing and street furniture as required as a consequence of the scheme. No part of the development shall be occupied until the approved scheme has been implemented.

Reason: To reinstate the footway and provide an improved pedestrian environment to facilitate safe commodious access to the proposed development in accordance with policies T1 and T5 of the adopted Cardiff Local Development Plan (2006 - 2026).

23. No part of the development hereby permitted shall be brought into beneficial occupation until a plan for the management of delivery and servicing associated with the Community Centre / Boxing Club building has been submitted to and approved by the Local Planning Authority; the plan to include as required but not limited to the management of day to day access, deliveries and servicing, details of the maximum vehicle size(s), times and days of permitted access, control and management of noise. Management of the delivery and servicing associated with the development shall be carried strictly in accordance with the plan so approved. Reason: In the interests of highway safety and public amenity.

24. Unless otherwise agreed with the LPA, the applicant is required to undertake a detailed dust assessment which shall quantify the magnitude of risk to surrounding/ nearby sensitive receptors, this being the various residential properties located within 350m to the site boundary, during the construction phase of the development. Prior to the commencement of development a scheme (Construction Environmental Management Plan) to minimise dust emissions arising from construction activities on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the construction phase.

Reason: To assess air quality and agree any mitigation measures that may be required to safeguard the amenity of nearby residents in the area.

25. Prior to beneficial occupation the development details shall be submitted to, and approved in writing by, the local planning authority of the

measures installed to mitigate the impacts of railway noise highlighted in Acoustic Planning Report 0149/APR1 – Revision 1, dated the 6th July 2017.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).

26. No fixed plant and/or machinery shall come into operation until details of the fixed plant and machinery serving the development hereby permitted, and any mitigation measures to achieve this condition, are submitted to and approved in writing by the local planning authority. The rating level of the sound emitted from the site shall not exceed 48dB(A) between 07:00 and 23:00 hours and 33dB(A) at all other times to the south and west of the site and shall not exceed 45dB(A) between 07:00 and 23:00 hours and 29dB(A) at all other times to the north and east of the site. The rating levels shall be determined by the objective acoustic feature methodology of BS4142:2014 and calculated to the nearest noise sensitive premises.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).
27. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order amending or revoking and re-enacting that Order) the Coffee Shop unit proposed within the Community Centre / Boxing Club shall not be used for the sale of hot food for consumption off the premises.
Reason: To ensure that the use of the premises does not prejudice the amenities of the area in accordance with policies KP5, EN13 AND R6 of the adopted Cardiff Local Development Plan (2006 – 2026).
28. Blocks A – E shall not exceed 9m in height.
Reason: To ensure that the scale of development is in keeping with the scale of existing adjoining development in the area, and does not harm the living conditions of the adjoining residents in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 – 2016).
29. The accommodation blocks shall be used only for the purposes specified in the application (student accommodation) and for no other purpose.
Reason: The acceptability of the use of the development hereby approved for other 'residential' purposes has not been assessed.
30. A maximum of 350 student accommodation bedrooms shall be implemented.
Reason: The acceptability of additional bedrooms has not been assessed.
31. No above grounds superstructure works shall be commenced until samples of the external finishing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory finished appearance to the development in

accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).

32. Details of the public artwork proposed within the cladding of each of the buildings, including community centre, shall be submitted to and approved in writing by the Local Planning Authority prior to its introduction on site. The approved details shall be implemented on site and thereafter maintained.

Reason: In the interests of the visual amenity of the site and wider area in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).

33. Notwithstanding the submitted landscaping scheme, no development shall take place until full details of the structural soil product and its installation specification have been submitted and approved in writing by the Local Planning Authority, along with full details of the measures to be taken to protect the paved surface from root damage.

Reason: To maintain and improve the amenity and environmental value of the area in accordance with Policy KP5 of the adopted Cardiff Local Development Plan.

34. All planting, seeding, turf-laying and paving shown on the approved plans shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is sooner. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents, unless the LPA gives written consent to any variation.

Reason: To maintain and improve the amenity and environmental value of the area in accordance with Policy KP5 of the adopted Cardiff Local Development Plan.

35. Prior to the commencement of site preparation and development, the applicant should submit a Reptile Mitigation Method Statement, to be agreed in writing by the Local Planning Authority. That Method Statement shall include measures to safely capture reptile and to translocate them to a previously agreed receptor site. The translocation set out in the Method Statement shall be carried out by suitably qualified and experienced ecologist, at an appropriate time of year, using currently accepted best practice techniques. Subsequently the Method Statement shall be implemented as agreed.

Reason: To ensure the protection of native reptile species, in accordance with Policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

36. Prior to demolition of the Community Centre, further pre-demolition checks should be carried out to establish the bat use of this

building. Current best practice guidelines state that two separate survey visits should be undertaken on this building comprising one dusk emergence and a separate dawn re-entry survey. The surveys should be undertaken from May to September with at least one of the surveys between May and August. To ensure that all potential bat access/roosting features are covered both surveys will require two surveyors to be present (i.e. surveyors positioned at opposite ends of the building). Surveys should be timed to sample as much of the survey period as possible, and at intervals of at least two weeks apart or preferably more, to increase the possibility of encountering bats that may only use the building for short periods throughout the summer. At least one survey should be undertaken in the core maternity period mid-June to mid-July.

Reason: To ascertain the impact of the demolition of the Community Centre upon bats, which are European Protected Species, in accordance with Policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

37. No demolition works to Mynachdy Institute / Community Centre building shall commenced unless the local planning authority has been provided with either:

- a) A licence issued by Natural Resources Wales pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the specified activity/development to go ahead; or
- b) A statement in writing from Natural Resources Wales to the effect that it does not consider that the specified activity/development will require a licence.

Reason: To enable Cardiff Council to comply with its duty under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017, which is to have regard to the protection afforded to these species in the EU Habitats Directive.

38. No clearance of trees, bushes, shrubs or scrub, or demolition of buildings to take place between 1st March and 15th August unless otherwise approved in writing by the Local Planning Authority. This approval will be granted if a consultant ecologist can evidence that there are no birds nesting in these features immediately (48 hrs) before their removal.

Reason: To avoid harm to nesting birds in accordance with policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

39. Notwithstanding the submitted plans, prior to any above ground development, details of the facilities for refuse storage shall be submitted to and approved in writing by the Local Planning Authority, consistent with the guidance contained in the Waste Collection and Storage Facilities Supplementary Planning Guidance (SPG). The development shall be carried out in accordance with the approved details. The facilities shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason: To ensure an orderly for of development and to protect the amenities of the area in accordance with Policy W2 of the adopted Cardiff

Local Development Plan (2006 - 2026).

RECOMMENDATION 2: The applicant is advised to contact Wales and West Utilities directly in order to discuss any potential impact upon their apparatus prior to the commencement of any construction works on the site.

RECOMMENDATION 3: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints;
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;

- Unprocessed / unsorted demolition wastes.
- Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

(iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 4: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Part or all of this development site is at a height where mains water cannot be guaranteed at all times. Under the Water Industry Act 1991, we are not obliged to provide mains water to a height greater than that it will flow by gravity from the service reservoir or tank the supply is taken.

To ensure an adequate mains water supply to service this development, a booster pump will need to be installed and associated watermains laid to the development site. Costs and the future maintenance will be the developer's responsibility.

RECOMMENDATION 5: Prior to the commencement of development, the developer shall notify the local planning authority of the commencement of development, and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure) (Wales)(Amendment) Order 2016.

RECOMMENDATION 6: That the developer be advised that Network Rail have provided advice and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. This covers the following matters demarcation agreements, foundations, Drainage, Ground disturbance, Access points, fencing, site layout, piling, excavations/earthworks, signalling, environmental issues, landscaping, plant, scaffolding, cranes, lighting and safety barriers. A full copy of their advice has been sent to the agent.

RECOMMENDATION 7: That the developer is advised that the proposed new access to Radyr Place, including alterations to the footway kerbing, street lighting, traffic signage, road markings, highway drainage, traffic calming measures, and highway embankment will need to be undertaken via a Section 278 / Section 38 Agreement under the Highways Act 1980.

RECOMMENDATION 8: The public realm / highways works and any other works to the existing or proposed adopted public highway are to be subject to agreement under Section 278 of the Highways Act 1980 between the developer and the Council.

RECOMMENDATION 9: The applicant is encouraged to liaise with South Wales Police and to seek accreditation under the Secured by Design scheme.

RECOMMENDATION 10: The applicant / developer should seek the advice of the South Wales Fire and Rescue Service to ensure fire prevention, warning signs and appropriate evacuation policies are in place.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 This application seeks full planning permission for the erection of 5 blocks of student accommodation, comprising 361 self-contained studio apartments, associated external hard and soft landscaped areas, roads, parking, cycle infrastructure and waste management facilities. The 5 blocks (A-E) would be organised in a linear arrangement along site with a central area of shared amenity space provided between blocks B and C. A new Community Centre building and Boxing Club will also be constructed adjacent to the entrance to the site.

Each of the student blocks would be 3 storeys, with a maximum ridge height set at 9.15m. Each floor of accommodation would be served by a common corridor and ground floor entrance lobby, laundry room and communal area. Each room would accommodate a bed, desk, wardrobe, small kitchen with a separate toilet/shower.

Block A would measure approximately 64.8m long by 16m wide, Block B 52.3m long by 15.9m wide, Block C 58.5m long by 12.7m wide, Block D 58.5m long by 12.7m wide and Block E 48.1m long by 12.7m wide. The proposed buildings are each of a bespoke design wherein their widths, lengths, internal layouts and the positioning of windows varies depending on the particular constraints of the differing sections of the site.

The accommodation blocks would be separated from the rear elevations adjoining dwellings in Mynachdy Road by a minimum distance of 21m, with the exception of one stairwell associated with Block C. Taking each block in turn, the minimum separation distances would be approximately 24m (Block A), 23.5m (Block B), 20m to the corner of the projecting stairwell, 22.5m for the rest of the building (Block C), 26m (Block D) and 31m (Block E). Block E would also be located approximately 21m from the rear of No's. 41 – 44 Maelog Place.

The windows proposed in the northern elevations of the five blocks would be located the following minimum distances from the boundary with the Mynachdy Road properties. Block A – 6.5m , Block B - 11.1m, Block C – 10.8m, Block D – 11.1m and Block E - 6.5m. The windows proposed in blocks A and E would be of a V shaped oriel design, with one side obscurely glazed and the other clear glazed, in order to reduce overlooking issues given their closer proximity to the site boundary. The Garden

Four accessible rooms would be provided on the ground floor of each of the proposed blocks with the exception of Block E which would have two. A total of 18 accessible rooms would therefore be provided in total.

The blocks would be positioned at intervals along the site, with an access road passing along the northern edge of the site adjacent to the rear gardens of the properties along Mynachdy Road. A strip of landscaping would be provided between the road and neighbouring gardens while a 2.4m high green screen acoustic fence would also be provided along this boundary. A matching fence

would also be added along the boundary of the site with the railway line to the south.

22 accessible car parking spaces are proposed for the student accommodation together with 273 secure cycle spaces.

Waste, recycling and cycle storage points would be located at intervals throughout the site and would therefore be located within a short walk from each of the differing blocks of accommodation.

A landscaped area of amenity space would be provide for the students in the central part of the site and long with one additional small pocket of landscaped space towards the southern end of the site. Numerous trees are to be planted along the boundaries with adjoining residential properties to soften the impact of the proposed development.

A minimum gap of 3 would be maintained between the proposed blocks and the boundary fence adjacent to the railway line to ensure that building maintenance can be undertaken without the use of Network Rail land and to ensure an appropriate levels of daylight and outlook is maintained for the future residents of the buildings.

The student accommodation blocks would be finished in terracotta brick slip cladding, polyester powder coated Aluminium roof flashing, grey polyester powder coated Aluminium windows, doors and curtain walling and Rockpanel cladding panels. A number of digitally printed images representing local historic events would be routed into the cladding on the north-west corner of each building, helping to individualise and differentiate each building whilst adding interest.

Vehicular access would be provided from a new site entrance off Radyr Place, with dedicated pedestrian footways provided either side of it. Access for pedestrians / cyclists from this entrance would be unrestricted, with vehicular access restricted by a barrier. Beyond the new access to the community centre, the site access road would change to a 3.0m wide shared surface for pedestrians and vehicles. Several passing bays are proposed and a turning head at the SE end of the site would allow a large refuse vehicle to manoeuvre and enter/exit the site in a forward gear.

The existing vehicular access to the site between 103 and 105 Mynachdy Road would be closed off at the site boundary to vehicles accessing the student development, but would be open daily from 8am to 7pm for pedestrians and cyclists, with the gates being locked at night. The access would not be completely closed to vehicular traffic as Network Rail has a Right of Way through the site directly to the railway tracks.

The proposed community centre and box club building would measure 28m by 10m in size. The building would be 7.2m in height along the majority of its length. The building would be finished in red Rockpanel cladding panels, fair faced brickwork and grey polyester powder coated Aluminium windows and doors. A

number of digitally printed boxing related images would be routed into the cladding of the building.

16 car parking spaces, including 4 disable spaces, would be provided for the community centre / Boxing Club building.

1.2 Amended Plans were received at the request of the Planning officer to overcome a number of raised concerns. The following amendment have subsequently be made.

- The number of units proposed has been reduced by 11 to 350.
- A communal study area has been included within each of the proposed block in addition to a general communal area.
- The number of student car parking spaces has been reduced from 22 to 20
- Ground to ceiling windows added to each of the student rooms
- Angled cladding panels added adjacent to the windows on the non Mynachdy Road fronting elevations to add interest and richness to the building.
- The finishing materials for the student block have been amended. The blocks would now be finished in terracotta brickwork, polyester powder coated Aluminium roof flashing, grey UPVC windows, doors and curtain walling and teal and grey Rockpanel cladding panels. The digitally printed images, representing local historic events, would be retained into the cladding on the north-west corner of each Block.
- The height of the student blocks has been reduced from 9.15m to 9m, consistent with the previously approved scheme on the site.
- The footprint of the five blocks has been amended along with their positioning within the site.
- A more bespoke approach has been taken to the design of the buildings, with an angular, wave like, form/approach added into the northern (Mynachdy Road) elevations.

The specific details of the design / siting changes, in terms of the revised dimensions and positioning relative to the neighbouring properties, it detailed below

- Block A would now measure 65.4m long by 19.3m wide, Block B 52.5m long by 15.9m wide, Block C 58.7m long by 12.9m wide, Block D 58.5m long by 12.9m wide and Block E 46.7m long by 12.9m wide. The proposed buildings are however each of a bespoke design wherein their widths, lengths, internal layouts and the positioning of windows varies depending on the particular constraints of the differing sections of the site.
- The accommodation blocks would be separated from the adjoining dwellings in Mynachdy Road and Maelog Place by a minimum distance of 21m, with the exception of one stairwell associated with Block C. This would be set approximately 19m back from the rear of No's. 93 and 95 Mynachdy Road, though would contain no

windows. Taking each block in turn, the minimum separation distances would be approx. 21m+ (Block A), 23m+ (Block B), 19m to the corner of the projecting stairwell, 21m+ for the rest of the building (Block C), 26m+ (Block D) and 31m+ (Block E).

- The habitable room windows proposed in the northern elevations of the proposed blocks would be located a minimum distance of 10.5m from the boundary of the site with the properties along Mynachdy Road for Blocks A - D. The habitable room windows in this elevation have also been angled such that any overlooking, or perceived overlooking, would be further reduced. The angled windows have been designed into the structure of the building specifically to address this issue.
- The habitable room windows in Block E would be located approximately 7m from the boundary of the site with the properties along Mynachdy Road. However, the angled windows here would restrict views into the closest neighbouring gardens, thereby taking direct views over the 10.5m. The garden of the properties adjacent to Block E are also approximately 35m long.

1.3 Amended plans have also been received for the Community Centre / Boxing club. The following amendment have been made to this elements of the application proposal:

- The height of the final 7m of the building has been reduced height from 7.2m to 6.3m in order to reduce its massing adjacent to the neighbouring properties.
- The finishing materials have been amended. The building would now be finished in red and grey Rockpanel cladding panels, terracotta brickwork and grey UPVC windows and doors. The digitally printed boxing related images would be retained as originally proposed.
- An externally mounted Beaumaris Woodstone Bat Box would be added to the eastern elevation of the building.

2. DESCRIPTION OF SITE

- 2.1 The application site extends to 1.38 hectares of vacant, partly overgrown, land that lies between Mynachdy Road and the existing Cardiff to Pontypridd railway line. There is an existing vehicular access to the site between 103 and 105 Mynachdy Road. The site approximately 480m long and 25m wide.
- 2.2 The site's previous use was as a coal storage depot and for railway sidings, whilst the DAS notes that the site has been used more recently for anti-social behaviour.
- 2.3 The site is bounded to the NW by Radyr Place – a local access road, to the NE by the Mynachdy Institute Community Centre and the gardens of the semi-detached dwellings on Mynachdy Road, and to the SE, by the gardens of the dwellings on Maelog Place. The SW boundary borders the railway line, on the

opposite side of which are the Llys Talybont student halls of residence, the sports facilities of Cardiff University and commercial buildings, accessed off Excelsior Road.

- 2.4 At its midpoint the site is almost level with Mynachdy Rd, but becomes lower as Mynachdy Road rises in level towards the NW and SE. In addition, the site itself drops in level at its south eastern corner.
- 2.5 There are a range of local bus stops and services, local facilities, shops and services within a 600m-800m walk distance, including Tesco Extra and facilities along North Road. An existing bus stop is located on Western Avenue, and is accessible by steps and an existing ramp, with 4 others located on Mynachdy Rd. The Llandaff Campus of UWIC is within walking distance, whilst Cardiff University is accessible by bus (and the University Hospital of Wales is less than a kilometre away in a straight line).
- 2.6 Whilst not a material planning matter, it is noted that the Council owns the land relating to the Community Centre, with a long lease to the Mynachdy Institute.

3. SITE HISTORY

- 3.1 16/00277 – vary condition 35 of 11/863 for full length ground floor corridor windows to blocks b and c – Approved.
- 3.2 15/03030/MJR - Approval of matters reserved under 11/00863/dci for the erection of 6 blocks of student accommodation comprising a total of 249 bedrooms and a 3 bedroom wardens house (scale and appearance of the buildings, the landscaping of the site and the proposed access details) – Approved
- 3.3 11/00863/DCI – Outline planning application for 6 blocks of student accommodation comprising a total of 249 bedrooms and a 3 bedroom wardens house –approved subject to a section 106 agreement 11/12/12 that requires community facility, public open space and highway and transportation contributions; a travel plan; and blocking off of the existing access to Mynachdy Institute.
- 3.4 11/00529/DCI – vary condition 1c of outline planning permission 06/739w – approved subject to s106 at October Planning Committee 2011. This application was, in effect, an application to extend the life of planning permission 06/739w; no changes to the design were proposed.
- 3.5 10/00669/W - Outline planning application for the erection of 23 blocks of student accommodation comprising a total of 345 bedrooms and a 3 bedroom wardens house - Withdrawn
- 3.6 06/00739/W - Construction of 70 residential dwellings – approved 03/04/2008.

4. POLICY FRAMEWORK

National policy

- 4.1 Planning Policy Wales (PPW) Edition 9, 2016 favours the sustainable re-use of previously developed land.
- 4.2 The following Technical Advice Notes (TANs) are relevant:
- TAN 12: Design
- 4.3 The following policies of the recently adopted 2016 City of Cardiff LDP are relevant to the consideration of this application:-
- KP5 Good Quality and Sustainable Design
 - KP6 New Infrastructure
 - KP7 Planning Obligations
 - H6: Change of Use or Redevelopment to Residential Use
 - C1 Community Facilities
 - C5 Provision for Open Space, Outdoor Recreation, Childrens' Play and Sport
 - EN12 Renewable Energy and Low Carbon Technologies
 - EN13: Air, Noise, Light Pollution and Land Contamination
 - T1 Walking and Cycling
 - T5 Managing Transport Impacts
- 4.4 The following Supplementary Planning Guidance relates to the previous 1996 Local Plan. It is under review following the adoption of the LDP however it remains a material consideration in considering the application insofar as it is consistent with LDP policy:
- Open Space (2008)
 - Community Facilities and Residential Development (2007)
 - Access, Circulation and Parking Requirements (2010)
- 4.5 In addition to the above, the following new Supplementary Planning Guidance is also relevant:
- Locating Waste Management Facilities Jan. 2017
 - Planning Obligations Jan. 2017

5. INTERNAL CONSULTEE RESPONSES

- 5.1 **Land Use Policy** - The application site is located within the settlement boundary as defined by the Local Development Plan proposals map. The site has no specific land use allocation or designation and is bounded by the Mynachdy Road residential properties to the north and east and further student accommodation to the south and west. The principle of student accommodation on this site has already been established by the grant of planning permission

(15/03030/DC). Taking into account the character of the surrounding area and the site history the development of the site for student accommodation raises no land use policy concerns subject to an assessment of residential amenity.

In relation to the community centre/boxing club Policy C1: Community Facilities favours community facilities within residential area, provided that issues of residential amenity, urban design (Policy KP5), and transportation are appropriately addressed.

The A3 element of the proposal should be assessed against Policy R8: Food and Drink Uses which identifies that food and drink uses are most appropriately located in the city centre (Central Business Area), the inner harbour/waterfront area of Cardiff Bay (Bay Business Area) and District and Local Centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential area, where they would cause nuisance and loss of amenity, or result in the loss of a residential property.

Taking the above factors into consideration the proposal would not raise any land use policy concerns, subject to an assessment of the impact of the proposal on residential amenity.

It is suggested that a condition should be applied to the grant of any planning permission to restrict the A3 element to a café use only (with no hot food takeaway function).

- 5.2 **The operational Manager Transportation** raises no objection to the proposals, subject to conditions and a financial contribution of £71,448, making the following comments.

The transport statement has been prepared to support an increase to the scheme approved in 2012 which received reserved matters consent in 2016. The original scheme proposed to build six residential blocks comprising 249 rooms of student accommodation. This application propose to increase the number of rooms to 350 one bedroom flats in five blocks.

The site would be accessed via Radyr Place, to the north west of the proposed development site. Access to an existing electricity substation and local community centre would need to be maintained. There is a secondary access to the site, off Mynachdy Road, which permits Network Rail to access the trackside for maintenance.

The site demonstrates good accessibility by alternative modes of transport. The site is within an acceptable walking distance to Cardiff Metropolitan University (LLandaff campus). The site is within an acceptable cycling distance from both Cardiff Metropolitan University (LLandaff campus) and Cardiff University. Cycling is supported by the proximity of advisory cycle routes (Mynachdy Road), traffic free cycle routes (North Road) and the national cycle route (No. 8). Bus stops are located with 400m of the site serving the city centre, Cardiff University and Cardiff Metropolitan University.

Vehicular access to the site would, be as proposed in 2012, via a new access off Radyr Place. The new access would incorporate access to the electricity

substation and community hall. The existing access to the electricity substation and community hall would be closed. Access to the development, beyond the electricity substation and community hall would be protected by barriers. The internal carriageway would be 3m in width. Servicing and refuse collection would use the Radyr Place access.

Pedestrian access at the new entrance would be via a new footway from Radyr Place adjacent to the access road. This would lead to a footpath to the west of the site, or following the shared surface. Pedestrian and cycle access will also be available between 8am and 7pm from the Mynachdy Road access. Outside these periods the gate would be locked all pedestrian access would be via Radyr Place.

Applying the same approach as used within the previous TS it is estimated that some 88 vehicle movements would be generated per day. Outside term time the number of vehicular movements is likely to be reduced. The site will include 22 disabled parking places. No provision would be made for staff. The hall would operate a no-car policy for residents. There would be 273 secure cycle spaces provided.

A travel plan co-ordinator will be appointed by facility management and travel plan packs will be provided to all new residents. A management strategy would be implemented to reduce congestion at the start/end of academic terms. This would entail provision of arrival times and on-site parking provision (using the disabled parking bays and adjacent hard standing) would be made available for specific time periods. Alternative modes such as park and ride from designated car parks may also be employed.

Parking - The adopted Access, Circulation and Parking Standards SPG confirms that up to one car parking space per 25 beds may be provided for operational use and that there is no requirement for on-site resident car parking for the sui generis use of student accommodation.

Cycles - Established practice is that one cycle parking space be provided per two to three beds for the proposed type of development (some 120 to 180 would be anticipated) therefore the proposal to include 273 spaces (or 75% of bedrooms) is acceptable. Being mindful of the location of the site I am satisfied that the proposed development is compliant with the provision of resident/visitor cycle parking as required by condition. It is also expected that active travel and demand for cycle parking will be monitored as part of the conditioned Travel Plan and provision of cycle parking enhanced as may be required to respond to any identified demand.

With reference to location the site has direct access to leisure, shopping, etc. opportunities and the main university campus/facilities. The site is also within an area where walking, cycling and public transport offer viable daily alternatives to the use of a private car; having access to bus based public transport services on North Road and Western Avenue and continuous footways/Cardiff's cycle network. The site is therefore considered to be sustainably located in transport terms and entirely appropriate for the proposed form of development.

It is nonetheless noted that the introduction of circa 350 residents who (apart from 18 to 22 mobility impaired residents) will be wholly reliant on walking, cycling and public transport for daily journeys will put additional non-motorised traffic onto the adjacent footways, cycleways and crossings in the vicinity of the site and toward the city centre/university campus. It would be anticipated that the applicant would be expected to make a financial contribution in respect of (increased cycling/walking).

These would include improvements to;

- Pedestrian and cycle facilities on North Road (toward the city centre and Cardiff University) and Western Avenue (toward Cardiff Met University, the Taff Trail and Heath hospital).
- public transport facilities to improve bus stops

The contribution would be used in accordance with the above headings, to facilitate access to the proposed development, is directly related to schemes associated with and supportive of Cardiff Council's emerging Cycle Strategy and Integrated Network Map, and on the alignment of the proposed north/south cycle super highway.

I am also satisfied, subject to agreement of the conditioned Traffic Management Plans, that there is sufficient capacity on the adjacent public highway to accommodate the arrival and departure of students at the start and end term, and daily servicing requirements of the scheme. The Traffic Management plan will also assist with the control of student car parking within the site and surrounding area.

Section 106 contribution:

A contribution would be required for the provision of a new/improved pedestrian/cycle/public transport provision, to support the proposed development and facilitate safe commodious access to/from adjacent facilities, sustainable transport options and encourage the uptake of active travel. This should include, but not be limited to;

- Cycle improvements at the new junction of the site to link to the existing cycle facilities on the Western Avenue and into Mynachdy Road. The design and potential works could involve widening the existing footway/ reducing the width of existing traffic island, to install new speed tables with uncontrolled crossing facilities (pedestrian & cycle) to the north & south of the access, improve link to the existing cycleway on Western Avenue
- TROs and associated signing & lining could be required following a review (and implement any required scheme) the on-street parking in the abutting roads adjacent to the site (between the site and North Road). The implementation of parking restrictions &/or waiting restrictions could better protect residential roads from any additional parking demand.
- TROs and associated signing & lining could be required following a review (and implement any required scheme) for a potential 20 mph

speed restriction in the abutting roads (between the site and North Road). The implementation of 20 mph could better protect pedestrians & cyclists using Mynachdy Road (and abutting roads) to access the proposed site.

The contribution sought will be used to improve the safety of the immediate junction for all users, by reducing traffic speeds, improving pedestrian & cycle crossing facilities Toward Cardiff Met, shopping facilities and other Cardiff student accommodation (Tal y Bont). As such, we would anticipate that the proposed development could provide a further £13k (to the £58k agreed previously for pedestrian & cycle improvements) as a contribution toward the local improvements. The additional amount relates to additional TRO and surveying work beyond that already agreed before.

- 5.3 **The Pollution Control Manager (Noise)** notes the submitted Acoustic Report and raises no objection to the proposal, subject to conditions.
- 5.4 **The Pollution Control Manager (Air)** has no objection, subject to a Dust Assessment & Control condition.
- 5.5 **The Pollution Control Manager (Contaminated Land)** has no objection, subject to conditions in respect of contaminated land issues, with further contaminated land advice.
- 5.6 **The Highways Drainage Manager** has been consulted and no comments have been received.
- 5.7 **The Regeneration Manager** considers the provision of a new community Centre, including Boxing Club, Multi-Use Hall, café and associated vehicular parking in place of the existing Mynachdy Institute / Community Centre, to be in line with the Community Facilities SPG and therefore acceptable.
- 5.8 **The Council's Ecologist** raises no objection to the proposal subject to further Ecology assessments being undertaken. In this case, conditions 32 - 35 are recommended.
- 5.9 **The Waste Strategy and Minimisation Manager** notes the submitted Waste Management Strategy Document and considers that the bin stores, vehicular tracking illustration and strategy are acceptable.
- 5.10 **The Council's Tree Officer** raises no objection to the proposal subject to conditions controlling the scheme of landscaping proposed and its ongoing aftercare.
- 5.11 **The Operational Manager, Parks and Open Space** raises no objection to the application subject to the provision of a financial contribution of £191,285 towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 **South Wales Police**

South Wales Police have no objection to this proposal and are happy that most community safety and security issues have been addressed within the design and access statement. They do however recommend that the following points are passed onto the developers;

- There needs to be adequate fire risk assessments in place to ensure that appropriate detection, warning and evacuation takes place in event of fire **reason** *to protect life.*
- There is a scheme of work submitted for approval to the authority in terms of CCTV **reason** *to ensure an effective system is in place*
- There is scheme of work submitted for approval to authority in terms of lighting **reason** *to ensure adequate lighting personal safety.*
- All new major student accommodation in Cardiff in recent years has been built to Secured by Design standards, which has been proven to reduce crime risk and enhance safety, there is no indication in the Design and Access statement that the developers will seek a Secured by Design (SBD).

South Wales Police are happy to work with developers to ensure Secured by Design (SBD) can be achieved which has been proven to reduce long term crime risk by up to 75% more information on SBD can be found on www.securedbydesgn.com

6.2 **Network Rail**

Network Rail raise no objection to the proposed scheme but recommend that the Developer contact Network Rail's Asset Protection Wales Team well in advance of mobilising on site or commencing any works. The initial point of contact is assetprotectionwales@networkrail.co.uk. The department will provide all necessary Engineering support subject to a Basic Asset Protection Agreement. See Recommendation 6.

6.3 **Wales and West Utilities**

Wales and West Utilities raise no objection to the proposal however have utility apparatus within the vicinity and therefore recommend that the applicant contacts them. See Recommendation 2.

6.4 **Glamorgan-Gwent Archaeological Trust (GGAT)**

Information in the Historic Environment Record (HER), curated by the Trust, indicates that there are no recorded archaeological sites within the area of the proposed application.

The proposed application includes the erection of five blocks of student accommodation within a narrow strip of land and we note that it is situated parallel to the Taff Vale Railway, which opened in the 1840s and ran from Merthyr to Cardiff. The 4th edition historical ordnance survey map (1942) depicts several structures associated with the railway, within areas which have since undergone modern development. Therefore, it is likely that any archaeological remains have already been disturbed and destroyed during previous construction works.

As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust.

- 6.5 **Welsh Water** raise no objection to the proposal Conditions and an Advisory Note.
- 6.6 **Natural Resources Wales** raise concerns with the proposed development as submitted and recommend that planning permission should only be permitted if the scheme can meet the following requirement.

Requirement: European protected species - further surveys and further information are required to demonstrate the proposal will not be detrimental to the maintenance of the favourable conservation status of European protected species.

European Protected Species

The submitted Preliminary Bat Roost and Nesting Bird Assessment of Mynachdy Community Centre prepared by Acer Ecology, dated October 2017, found evidence of bats and identifies the Community as having moderate suitability to support roosting bats. The report concludes further surveys are required. We advise the further surveys should be carried out in accordance with '[Bat Surveys: Good Practice Guidelines](#) (3rd Edition)' published by the Bat Conservation Trust 2016.

The submitted Design and Access Statement prepared by Northmill Associates Limited, dated 06th July 2017, identifies on site there are areas of interspersed hard landscaping with a number of derelict small-scale buildings. However, the submitted Preliminary Ecological Appraisal (PEA) prepared by Acer Ecology, dated May 2017, identifies there are no buildings present within the survey area. Any buildings on site need to be surveyed, including a scoping assessment, to inform whether additional surveys will be required. Or confirmation is required that there are no other buildings on site.

Furthermore, the ground assessment of trees identifies the trees on site are considered negligible for bats. As recommended in the '[Bat Surveys; Good Practice Guidelines \(3rd Edition\)](#)' published by the Bat Conservation Trust 2016, where 'no or low suitability potential roosting features for bats are found, then further surveys are not necessary'. However, the guidelines state it must

documented how this decision has been reached, including photographs and detailed descriptions. The PEA does not include sufficient information to evidence this decision. Further information is required to evidence this decision. This could be a standalone assessment report of the tree inspections in respect of bats, or a revision to the PEA.

Land Contamination

We consider the controlled waters at this site are not of highest environmental sensitivity, therefore we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site. We recommend the requirements of Planning Policy Wales and the [Guiding Principles for Land Contamination \(GPLC\)](#) should be followed.

7. REPRESENTATIONS

- 7.1 Councillors Rhys Taylor and Ashley Wood, the Gabalfa Ward Members, have been consulted on the application proposal and the following objection has been received in response:

The objections to the application are based on feedback from residents regarding three key areas, namely; the type, scale and density of the development; parking and amenities, and; road safety.

1. Type, scale and density of the development

Mynachdy Road is typically comprised of three-bedroom semi-detached dwellings, occupied by long-term residents. If all 134 properties on Mynachdy Road remain as three-bedroom dwellings and assuming one person per bedroom, there is an estimated population of 402 residents. The proposed development of 361 student rooms represents a significant development in a majority residential area, equating to a population increase of 85% based on the estimation noted above.

The scale and siting of the development is out of character with the existing residential properties and surrounding area, and therefore represents a gross overdevelopment of the site. There is significant concern regarding the scale, height and density of the development, including the proximity of the buildings, particularly Block A, to neighbouring properties. The proximity of the development to adjacent properties does not afford adequate privacy for residents, particularly with regard to the quiet enjoyment of garden amenities. Whilst the development is within the requirements of Cardiff planning guidance, the combination of the scale, density and proximity of the development means that the development is discordant in the street scene.

The existing Llys Talybont student accommodation complex is located to the rear of the proposed site, with the Valleys Line railway representing a natural boundary between the Llys Talybont complex and residential Mynachdy Estate. Frequent noise complaints, generated by activity at Llys Talybont, represents an existing issue with noise pollution in the area. A second development in far greater proximity to the neighbouring properties is extremely likely to cause additional noise pollution, and affect the quality of life for residents. I would also like to raise concerns over and question the suitability of a development in such

close proximity and overlooking a busy railway. As such, granting permission to this type of development in such density and within such close proximity to a residential area is contradictory to the LDP policy EN13.

To summarise, the development is not in keeping with the existing character or context of the built setting, is not compatible with the use of neighbouring properties, and will not ensure the vitality of the community. The development will cause further problems with noise pollution, and does therefore not comply with the council's aim of creating distinctive places which are safe, accessible, vibrant and secure. This development is not compatible with existing properties by virtue of the type, scale and density of the development, and does not respect the amenities and privacy of existing communities.

2. Parking and Amenities

There is significant concern from residents regarding the existing pressure on parking in the area, and the likelihood that there will be additional car users seeking on-road parking in the area as a result of a significant increase in the population size. Similar policies prohibiting the use of cars applied to other student developments in the area, including at the Llys Talybont complex and Liberty Living on Clodien Avenue, have not succeeded in limiting the number of additional cars parked in resident parking areas.

Furthermore, existing pressures on parking on Mynachdy Road and neighbouring streets has been cause for concern by residents, with visibility, speed, and access considerably reduced when parking spaces are limited.

This development will have a negative effect on the amenity of neighbouring occupiers, will not connect positively to the surrounding community and is not compatible with neighbouring uses. Furthermore, the plans state that 'on site' monitoring of parking will take place, without reference to any steps the developer will take to monitor the surrounding area. As such, the development is not in keeping with the principles outlined in policy KP5 of the LDP.

In recent years local bus services to the Mynachdy Estate have been withdrawn, and planned changes to services will further exacerbate this problem. Whilst I welcome the focus of the development on promoting sustainable travel, I'm concerned that the existing routes will not be sufficient for the increase in the level of population, especially evening and Sunday services. In light of this, if the committee is minded to grant permission, I would invite the committee consider a Planning Condition, under Section 278 of the Highways Act 1980 and Technical Advice Note (TAN) 18. I invite the committee to consider placing a condition on the application which ensures that the development does not prejudice the future development of new a train station, in light of the Welsh Government New Rail Stations Prioritisation work programme which includes consideration of a train station at Gabalfa. This development is one that Welsh Government and the City of Cardiff Council have indicated their support for and is in keeping with the authority's aim to deliver a modal shift. Furthermore, it would be a one-time only opportunity to deliver tangible benefits to the community, which would be lost if this application were to be approved without safeguards in place to protect any future station development.

To summarise, whilst I welcome steps taken by the developer to mitigate against parking issues in the area, there is no certainty that these steps will be enforceable. Furthermore, evidence from other developments have proven that these measures are mostly ineffective in dealing with increased car usage. As such the street is ill-equipped for this type of development, particularly for a development of this density, and demonstrates an un-neighbourly development, having undue effect on the amenity of neighbouring properties.

Members would like to add that I welcome the re-development of the Mynachdy Institute and the community benefit the developer has considered as part of the proposals. I would note however that anecdotal evidence from the community is that the redevelopment of the Institute is not a priority.

3. Road safety

Road safety is an ongoing concern for residents and local members have raised these issues with the council on many occasions. These concerns relate to the risk of road traffic accidents due to the speed of vehicles using the slip way, increased traffic accessing the site and increased pedestrian footfall in combination to the vicinity of the proposed entrance for the site on Radyr Place. Speed monitoring by SWP has been requested by local PACT on several occasions.

An increase in population of 361 residents, representing an approximated 85% increase in the population, will have an impact on local infrastructure which will struggle to cope with the additional pressure as a result of the development, during construction and full operation.

The location of the entrance on Radyr Place is likely to reduce safety and accessibility for pedestrians, given the speed and volume of traffic exiting the sliproad onto the Mynachdy Estate. Furthermore, any increase in traffic will make the roads busier and less attractive for cyclists and pedestrians. Pedestrian safety on Mynachdy Road and Llantarnam Road (used as a cut-through to North Road) are an ongoing concern and have been identified as a priority at local PACT meetings in recent years. Therefore, the development is likely to have a negative impact on the function of the highway and conflicts with the LDP's objectives to create safer walking and cycling routes.

I therefore invite the committee, if the committee is minded to grant permission, to consider a Planning Obligation to improve road safety and introduce traffic calming measures to mitigate against increased traffic flow, under MV2 Commuted Payments of the Highways Act 1980.

In summary, existing pressures on the highway by means of parking and pedestrian and cyclist safety will be exacerbated by a development of this type and of this density. The likely increase in road users seeking parking spaces, despite policies designed to discourage this, have been proven to be largely ineffective. Furthermore, there will be a negative impact on the amenities of the existing community, which would be contradictory to the policies and principles of the Local Development Plan.

4. Additional issues

- *Concerns exist over the capacity of the drainage sewers in the vicinity, which already overflow following heavy rain, and the impact additional run off from the site will have.*
- *The legal situation of the Mynachdy Institute has not been explored in full by the developer in its application and therefore it is not for Institute to determine that the developer can amend the right of way across Coal Board land to access the site. I note that this is not a material planning consideration, however this is a cause for significant concern.*
- *I would also question the habitability of the accommodation, overlooking the rail line, and whether this development sets a precedence for future developments. The Residential Design Guidance (January 2017) states that 'Habitable rooms in individual dwellings, including single aspect flats, should have a pleasant outlook onto streets or amenity spaces...' In addition, the outlook of the residents of Mynachdy Road will be of a large, overbearing development.*

Conclusion

In conclusion, in considering this application on its own merits, I do not believe that the plans should be granted permission. The plans represent an un-neighbourly form of development that would have an adverse impact on the amenity of neighbouring properties by reason of an overbearing effect. Granting permission for this development would be of detriment of the quality, character and amenity value of the area.

Furthermore, the development is not in keeping with a number of the policies, or the principles outlined in the council's Local Development Plan or Supplementary Planning Guidance. The concerns noted above highlight that this development is not in keeping with the principles and ethos of the Local Development Plan in creating distinctive communities and enhancing the amenities of communities.

Neither members nor residents believe that the development is in keeping with the existing character, landscape or neighbouring uses, and distorts the character of the area as a result of a disconnect between the development and surrounding communities.

If the committee is minded to grant permission, local members would invite the committee to;

- *Include a Planning Condition which ensures that the development does not prejudice the future development of new a train station on the adjacent Network Rail land.*
- *Include a Planning Obligation to require the developer to improve road safety and traffic calming to mitigate against increased traffic flow.*

For the reasons outlined above, I would conclude that the street is ill-equipped for a development of this type and of this scale and density, and therefore the plans should not be granted permission.

7.2 Councillors Jennifer Burke-Davies and Dilwar Ali, the Ward Members in the adjacent Llandaff North ward, have been consulted on the application proposal

and the following objection has been received in response to the application from them, together with Julie Morgan AM and Anna McMorrin MP:

Together with Julie Morgan AM and Anna McMorrin MP, Councillor Ali and I have met with residents in regard to the proposed building works at the Mynachdy Institute site on Mynachdy Road in Gabalfa, that borders on our ward of Llandaff North.

Through these discussions, we have become aware of increasing concern on the Mynachdy estate in both Gabalfa and Llandaff North Wards over the management of the legal interest constituting the Mynachdy Institute. At a public meeting in Cathays High School last Friday, 6th October, this culminated in a demand for clarity from the local authority.

It has become clear to us that the land on which the Institute stands is leased by Cardiff County Council to custodian trustees holding on behalf of an unincorporated body called the Mynachdy Welfare Association (MWA). It is believed that the lease requires the Association to use the land exclusively for the benefit of the residents of Mynachdy.

On 4th March 1976, the City of Cardiff Council granted the trustees of the MWA a new lease of the land for a 99 year term at a nominal rent. This lease is still extant and expires in 2075. It is registered at HM Land Registry under Title WA47283. As demonstrated in Julie Morgan AM's letter to you, Paragraph (6) of the Third Schedule to the Lease imposes a duty on the Lessees to "use the property for the purposes of a Welfare Institute".

Paragraph 10 specifically prohibits the Lessees from granting any wayleave or other right of way or allowing any other rights over the land to be created and Paragraph 11 prevents the Lessees from assigning, underletting or parting with possession of the land without the written consent of the Lessor, i.e., the local authority.

We note that the Charges Register under Title WA47283 notes a covenant running with the land given by the Cardiff Corporation to the Marquis of Bute and another in a Conveyance dated 26th November 1919 that the land cannot be used otherwise than in accordance with the Housing Acts 1890 – 1919. It should be noted that there is a restriction in the Proprietorship Register of the title to the effect that without an order of the Registrar, registration of any disposition by the proprietors is barred "unless authorised by the rules for the time being of the Mynachdy Welfare Association as evidenced by a resolution of the members thereof". Enquiry of HM Land Registry reveals that a copy of the Rules has not been filed.

The position of MWA and the Mynachdy Institute has become a source of significant concern because of planning application 17/01963/MJR. This proposes the erection of five blocks of student accommodation of between two and three storeys in height comprising a total of 361 bedrooms together with other development on the former coal yard alongside railway sidings. Like the previous application (11/00863/DCI and 15/03030/MJR), this current application has generated widespread opposition. The overwhelming view of Mynachdy

residents is that this site is unsuitable for development for student lettings, commercial or otherwise, and in keeping with the character of the neighbourhood should be used for affordable homes for families.

Both 11/00863/DCI / 15/03030/MJR and 17/01963/MJR involve taking land vested in the MWA trustees let by Cardiff County Council under the 1976 lease forming Title WA47283. In other words, the co-operation of the MWA is critical to the viability of the proposals. In these circumstances, residents of Mynachdy, in their capacity as members of the MWA, should have been carefully consulted by the trustees and their views canvassed. However, it appears that this is not the case. A general meeting of MWA members, extraordinary or otherwise should have been convened but this has not happened.

Investigations by Julie Morgan's office demonstrate no fresh deed of appointment of new trustees has been filed in the Registry.

When 11/00863/DCI was submitted we believe that the Mynachdy Institute trustees were negotiating with the developers through valuer agents. We are concerned that trustees were acting without any mandate from residents. Julie Morgan wrote to the then Liberal Councillor for Llandaff North Jacqui Hooper, who she was told was the Institute secretary and manager. It was not clear then that the MWA had been registered as a charity and had had itself removed in 2008. In the absence of anything being shown on the then current Register of Charities. In 2012, Julie wrote to Ms Hooper seeking information on the Mynachdy Institute status including the names and addresses of trustees and the Institute's constitution. This information was not forthcoming.

In the time that has passed, it does not appear that there has not been a general meeting of members of the Mynachdy Welfare Association to elect a management committee to give instructions to any of the custodian trustees shown in the Proprietorship Register of Title WA 47283 or any legal successor appointed under the MWA's rules or constitution. We are told that there are ongoing discussions between the authority's Community Asset Transfer (CAT) Team on the disposition of the land comprising Title WA47283 and the replacement of the Mynachdy Institute under a possible Section 106 agreement but we know of no mandate being given to any person purporting to represent the MWA in such negotiations. We understand that the CAT Team have advised the Mynachdy Institute that any new community centre replacing the Mynachdy Institute will have to be held by a properly constituted charity run on a proper basis.

Owing to a lack of transparency by those currently managing the Mynachdy Institute it is impossible to say that they are acting in the best interests of the community and Councillor Ali and I have concerns that they may not be aware that they are contravening the agreements laid upon the Institute and its land.

Additionally, Cllr Ali and myself are concerned that residents of Mynachdy Estate are being put at a disadvantage and their quality of life affected by the proposed erection of the student flats owing to the inevitable increase in traffic and noise as well as how this will affect house prices, should any residents wish to sell.

This community have been left in the dark and cut out of the process in regards to the Institute and deserve to have their voices heard, not to be detrimentally affected by the proposed building works.

7.3 Over 52 neighbouring occupiers have been consulted and the application was advertised by way of press and five site notices. 10 letters of representation were received to the proposed scheme from the occupiers of 16, 47 (sent on the behalf of 26 families in the area), 95 and 103 Mynachdy Road, 12 Pendwyallt Road, Whitchurch, Mr Iain Claridge (Secretary of Gabalfa, Whitchurch and Tongwynlais Branch Labour Party and agent for the two Labour council candidates in Gabalfa) and 4 of unknown addresses, who object to the application, as originally submitted, on the following grounds:

- The development would result in increased noise generation in the area, beyond that which is already heard from the Talybont halls of residents. Such noise generation is also often at anti-social hours.
- The proposed development would be ugly
- The development would compromise safety in the area through adding increased pressure for parking.
- The development would result in more rubbish generation in the area
- The number of students who would be accommodated on site would be disproportionate to the number of family residences in the area.
- Restricting students from bringing cars through a tenancy agreement would be unenforceable.
- The development will result in the area going from a peaceful suburban location to an urban one.
- It is unclear if access would be retained along the access lane between 103 and 105 Mynachdy Road.
- The ownership of the Community Centre is unclear.
- The site would be better suited as family housing or as a metro stop.
- The proposal represents an over development of the site.
- The junction with Radyr place would be insufficient for the additional 101 units proposed.
- The development would prevent those residents whose back gardens abut the application site from enjoying their gardens through being overlooked.
- The lease of the Mynachdy Welfare association prevents development on the land which would cause nuisance, annoyance or cause damage to the Leassor.
- The development would impact upon the community spirit evident in the Mynachdy area.
- The development proposal would be out of character with the type of development in the estate, which generally comprises of low density residential properties.
- It is unclear what has been agreed with those who run/control the Mynachdy Institute and whether the appropriate consent has been obtained to undertake the proposed demolition and re-build works to it.
- The amenity space provision should reflect the number of student bedrooms proposed.
- There is a covenant on the land, which restricts its potential uses.

- The immense size of the buildings proposed is inappropriate on this slim pocket of land
- At 3 storeys, the heights of the buildings proposed are excessive.
- The development would cause issues relating to drainage, noise and parking.
- The proposal will result in the privacy of neighbouring residents being affected.
- The development would reduce the levels of light in which the adjacent properties along Mynachdy Road would receive.
- The development would lead to chaos on the local roads.
- The site should be used for a new train station as part of the Metro

7.4 Amended plans were received for the proposed development. These were advertised by way of site notice (x5), as well as neighbour and objector notification. 1 additional letter of representation has been received from the No. 95 Mynachdy Road. This re-iterates the comment made by the Gabalfa ward members, raising concerns over the following;

- The type, scale and density of the development proposed
- The impact the development would have on parking in the area
- The potential impact of the development on road safety in the area.
- The future outlook for residents of the development
- The impact which the development would have on drainage and sewers in the area.

7.5 Any further comments received will be reported to Committee

8. ANALYSIS

8.1 The key issues for consideration are set out below:

8.2 Environmental Impact Assessment

The works are not considered Schedule 2 development for the purposes of assessment under the Environmental Impact Assessment regulations and are not considered likely to have such significant environmental effects as to warrant the submission of an Environmental Statement to allow the Local Planning Authority to assess the environmental impact of the development / determine the application.

8.3 Background - Extant Planning Permission

Outline planning permission, Ref: 11/00863/DCI and reserved matters application, ref: 15/03030/MJR, was previously approved for the construction of a 249 bedroom student accommodation development on this site. This was arranged over 6 separate blocks of accommodation with each block being predominantly 3 stories in height. The re-development of the site was not however viable with the number of units approved or configuration of the blocks, these being single aspect to avoid creating potential overlooking issues. Additionally, it was also discovered that two easements run through the

application site, which would have restricted the construction of one of the previous blocks.

This subsequent planning application seeks permission for the redevelopment of the site to provide 350 student bedrooms/studios within 5 blocks of dual aspect accommodation. The footprint of the 5 blocks proposed would be similar to that of the previously approved scheme, though greater spacing would be realised between the blocks given the omission of the sixth block.

8.4 **Land Use**

The principle of the redevelopment of this site for purpose built student accommodation has previously been established through the grant of Outline planning permission in December 2012, and the subsequent grant of Reserved Matters approval in March 2016. The extant permission is for the provision of 249 student beds. The current proposal therefore differs from the extant permission in that an additional 101 bedrooms are proposed.

In addition to the above, planning permission is also sought for the construction of a new purpose-built Community Centre and Boxing Club building in place of the existing, tired, Community Centre building on site.

The provision of a replacement Community Centre and additional Boxing Club facility would raise no land use policy concerns.

8.5 **Design**

Form and Character

While the introduction of linear blocks of student accommodation would differ from that of the traditional two storey semi-detached properties which characterises the Mynachdy area, it would be difficult to sustain a refusal on the basis of the form of the proposed scheme given that planning permission was previously approved for a student accommodation scheme on this site of similar of a similar scale and form.

Scale and Massing

Each of the 5 blocks of student accommodation proposed would be three storeys in height with maximum height of 9m. The height of the proposed buildings would therefore be consistent with that of the previously approved student accommodation scheme on this site. There is therefore no objection to the height of the buildings proposed.

Five blocks of accommodation are proposed on site within this application, one less than on the previously approved scheme. These 5 blocks are of a broadly consistent length to those previously approved on site, as is demonstrated in Drawing Ref: L(00)030 Rev A (Building Footprint Comparison). The loss of the sixth block from the previously approved scheme has however enabled the remaining five blocks to be better spaced within the site thereby creating a more open and spacious feel to the development. This is considered favourable.

Taking the above into consideration, it is considered that the scale and massing of the proposed buildings would be largely consistent with those previously approved on site and therefore acceptable. The improved spacing of the buildings relative to the previously approved scheme would create a more open feel which would represent an improvement.

Siting

With the exception of part of Block A, Drawing Ref: L(00)030 Rev A (Building Footprint Comparison), also demonstrates that each of the proposed blocks would be set back further from the boundary with the adjacent properties along Mynachdy Road at their nearest points when compared to the previously approved scheme on the site. The blocks within the current proposal would therefore be considered to be more favourably sited / have a reduced impact upon the neighbouring properties when compared to those previously approved.

Density

The density of the development is considered to be acceptable within the context of the previously approved scheme on the site. At 350 student bedrooms, the application scheme proposes 101 more bedrooms than that of the previously approved scheme, which represents a 40% increase. However, the number of blocks of accommodation has been reduced from the previous scheme and the overall footprint of buildings reduced. Taking this into consideration and that the design and layout of the proposed schemes would meet the Councils standards in terms of privacy distances and general amenity considerations, it would be difficult to sustain an objection to the proposal on the increased number of units proposed alone.

Outlook

Whilst the proposed development would clearly have some visual impact on the rear outlook from the adjoining dwellings, the impact would be no greater than that of the previously approved scheme on the site. The development would not therefore be considered to be so great as to appear overbearing or to reduce the living conditions of occupiers below that which might reasonably be expected in such a location, taking into consideration: the layout, the proposed building heights, the separation distances involved, the indicative boundary treatment and recommended conditions, including those requiring details of the proposed acoustic barrier and means of enclosure to be submitted and implemented.

Privacy

Taking into consideration: building heights, separation distances, the proposed boundary treatment and tree planting, this coupled with the provision of angled windows serving the habitable rooms facing the adjoining residential dwellings along Mynachdy Road is such that is not considered that the proposal would result in an unacceptable loss of privacy as a result of overlooking into neighbouring dwellings or gardens, and a refusal could not be justified on such grounds.

Given the separation distances involved and the proposed use of the angled windows within the elevations of the proposed buildings facing the Mynachdy

Road properties, the proposal is considered acceptable with regards to the impact on the living conditions of neighbouring residential properties.

Overshadowing

It is not considered that the proposed development would reduce daylight to the adjacent properties given the separation distances involved. While no shadow cast analysis has been provided detailing any potential overshadowing impact upon the adjacent properties along Mynachdy Road, given the relative positioning of the proposed buildings relative to those previously approved on the application site under planning application 11/00863/DCI, for which a sun/shadow analysis was submitted, this coupled with the height of the proposed buildings matching that of the previously approved scheme is such that it is not considered that the current proposal would have an unacceptable impact upon the neighbouring properties beyond that previously approved.

Impact on the living conditions of future residents

The impact on the living conditions of future occupants would be considered acceptable, taking into consideration the useable amenity space which would be provided within the site, particularly within the central space, the outlook which each room would have, the proposed provision of shared communal study and social areas within each of the blocks, the provision for cycle parking and refuse storage, and recommended conditions, notably those relating to the control of road traffic noise, railway noise, railway vibration, sound insulation and plant noise.

The separation distance between the 5 blocks of student accommodation and the adjacent railway line would be broadly consistent with that of the previously approved scheme on site. Taking this into consideration and given the speed at which the majority of trains passing the site would be travelling at, it would be difficult to sustain an objection to the proposal on the basis of the privacy of the future occupiers of the site.

Materials and Detailing

The student accommodation blocks would be finished in terracotta brickwork, polyester powder coated Aluminium roof flashing, grey UPVC windows, doors and curtain walling and teal and grey Rockpanel cladding panels.

A number of digitally printed images representing local historic events would be routed into the cladding on the north-west corner of each building. This would help individualise and differentiate each building whilst adding interest. The artwork images will be controlled by way of condition. The proposed introduction of the provision of floor to ceiling height windows, along with angled cladding panels positioned next to the windows on the north, south and west elevations of the buildings are welcomed in adding greater interest and richness to these elevations of the buildings. The finishing materials and detailing of the buildings proposed are therefore considered acceptable.

The submitted elevations and illustrations demonstrate that the accommodation building proposed would have an enriched level of interest relative to those previously approved on the site.

8.6 Transportation

The Operational Manager Transportation has considered the amended plans and Transport Statement (TS) and raises no objection to the proposal subject to conditions and legal agreements.

Capacity

The TS predicts that the student accommodation element of the proposed development would generate a low number of vehicle trips per day based on the number of parking spaces proposed on the site and assuming 4 vehicular movement per day, per space. On this basis, the number of vehicular movements generated would be consistent with that of the previously approved 249 student bed scheme on the site and significantly lower than the approved scheme for 70 dwellings (06/00739/W). It is therefore considered that the local highway has sufficient capacity to accommodate the additional traffic generated.

16 car parking spaces, including 4 disable spaces, would be provided for the community centre / Boxing Club building. The submitted Transport Statement indicated that the building would generate a maximum of 14 two-way trips within any one hour period (19:00 – 20:00 being the peak time) and 90 trips (arrivals and departures) spread throughout the day.

The TS concludes that that combined trip generation of the Community Centre and Student Accommodation could comfortably be accommodated within the local highway network and that the car parking provision proposed would also be sufficient. The planning officer concurs with this view.

Highways Safety

An analysis of the personal injury road accident data for the area surrounding the application site has identified that only a single accident occurred over the most recent five year period (2012-2016). This accident happened at the junction of Mynachdy Road and Radyr Place and resulted in only a slight injury.

Wider off-site public realm/highway/cycleway works will be brought forward as part of the development proposal to facilitate the movement to and from the site to the local cycle network and public transport infrastructure will be required as part of the Section 106 Legal Agreement.

The proposed access arrangements are acceptable, subject to the required s278/s38 Agreement under the Highways Act 1980 and associated technical Approval process, S106 agreement and recommended conditions.

Modal Hierarchy

The principal site entrance is located within a reasonable 600-800 metre walking distance of shops, services and public transport facilities. The site is within 75m via steps (130m via a ramp) of a Bus Stop on Western Avenue and 400m of north and south bound bus routes on North Road. The site is also located within walking distance of Cardiff Metropolitan University Llandaff Campus and The University Hospital. Furthermore the site is located within a 5km, 25 minute cycle

catchment of Cardiff Metropolitan University and the Cardiff University. Taking the above into consideration, the application site is considered to be well located relative to goods, services, facilities and the City's University's without the need to travel by private car. .

The proposal would provide 273 long and short term cycle parking spaces, considerably more than the level required within the SPG. These would be located at various locations across the site to ensure maximum practicality. The cycle stands and stores would receive good levels of surveillance from the student bedrooms and communal rooms.

The comments of Councillors Taylor and Wood regarding a potential Metro stop being located on the application site are noted. However, consideration must only be given to those material planning considerations present at this time in the determination of this planning application. As such, whilst it is anticipated that a new Metro might be delivered in the South Wales region in the future, including a potential stop in the Gabalfa area, there is no evidence or policy to back this assumption up. Additionally, whilst the application site has a number of attributes which would make it potentially suitable for a new Metro station, there is no evidence to suggest that a station would be sought on this site, should one be sought in the Gabalfa area of the city. As such, it would be unreasonable to refuse planning permission for, or condition any planning permission to ensure that such a facility would not be compromised in the future, given the lack of certainty on this matter.

The car parking provision associated with the student accommodation element of the development would be 20 spaces, all of which would be accessible and would be allocated by the site management company. This level exceeds the standards set out in the SPG for operational use, which suggests a minimum provision of 14 operational spaces (1 per 25 beds).

In order to prevent students from bringing their cars and parking them on nearby roads, as part of their tenancy agreement, each student would be expected to sign a legal agreement restricting them from parking their car within a 1.5 mile radius of the application site.

The site would be managed facility using various mechanisms, through planning obligations and travel plans to implement and enforce this. The reservations raised by the Councillors Taylor, Wood, Burke-Davies and Ali , together with Julie Morgan AM and Anna McMorrin MP regarding access and parking concerns are noted, however it would be difficult to sustain a refusal of the application on such grounds given that:

- The on-site car parking provision satisfies the minimum requirement for operational parking set out in the approved SPG (1 space per 25 beds = 14 spaces). The SPG doesn't state a maximum provision and Transportation has not objected to the level of parking provision;
- The limited car parking provision accords with national policy and the Council's sustainable transport agenda in encouraging alternative more sustainable modes over that of the car;

- The incentive or need for students to have cars would be limited by the availability of 273 cycle parking spaces
- The accessibility of the site to bus stops and services, the location of the site within 600-800m walking distance of a range of facilities. These factors, together with the requirement for a Travel / Management Plan to further promote travel by sustainable modes and reduce the demand for travel by private car, would reduce the need to bring a vehicle to the site and surrounding area in the first place;
- A 1.5 mile no park rule is proposed in the Transport Statement, this initiative is not a specific requirement of the s106 and it is not required or relied upon to render the scheme acceptable. (Measures other than a '1.5 mile rule' could be proposed in the Travel / Management Plan.)

A travel travel/parking/traffic/resident/letting management plan, to include, but not be limited to, the promotion of walking, cycling, public transport and other alternatives to the ownership and use of the private car; the management of student drop-off and collection/traffic at the start and end of term; the control of vehicular access to the site and the exclusion, and control of student resident car parking within the site and surrounding area, will be required by way of s106 agreement / condition.

A contribution of £71,448 has been agreed as part of the s106 towards highways / transportation in the area, an increase of £13,000 of the previously approved scheme on the site. This additional money which will go towards the implementation of parking restrictions and speed control measures in the area.

8.7 **Pollution Control** **Noise and Air**

It is acknowledged that there is potential for noise at audible levels to be generated by students both on site, and when leaving and returning to the development by various modes, particularly late at night, causing disturbance to nearby occupiers. It is however also noted that Mynachdy Road is a residential street with attendant background noise levels given the proximity of busy roads and railway lines etc.

It is therefore, on balance, considered that it would be difficult to sustain a refusal on the grounds of potential noise generation by students residing on the site when taking the following factors into consideration;

- Planning permission was previously consented for both a 249 student bedroom scheme on the site and an earlier scheme for 70 dwellings,
- The separation distances involved between the buildings and nearby residential properties.
- The linear arrangement of the proposed blocks and consequent spreading out of students across the site,
- The proposed provision of 2.4m high acoustic barrier proposed along the boundary of the site with the railway line and Mynachdy Road properties.
- The extensive tree planting proposed along the shared boundary

- The fact that the development would be a ‘managed’ development with a resident warden (who would be an available contact point for complaints in the event of problems arising),
- the proposed provision of a ‘drop down area’ before the barrier as a picking up/dropping off area for taxis and other visitors (negating the need for taxis arriving late at night to stop along Mynachdy Rd),
- The recommended preparation and implementation of a Travel / Management Plan, the time-restricted access between 103 and 105 Mynachdy Road,

It is also acknowledged that no technical objection has been received from the Noise and Air Team, Pollution Control to the application proposal. In considering the issue of noise and anti-social behaviour, a Planning Inspector has also made the point that he is not entitled to assume that students would behave in a disorderly or boisterous fashion when arriving at or leaving the premises, and this point also applies here.

No objection has been received to the proposed development from the Operational Manager – Drainage or Welsh Water regarding drainage in the area.

8.8 **Environment / Ecology** **Amenity Space**

An area of shared amenity space would be provided in the centre between blocks B and C. This space will be landscaped as part of the development in order to give the space a more intimate feel and to restrict the potential for large gatherings here. A couple of smaller landscaped areas would also be provided between Blocks D and E. The amenity space provision would subsequently be largely consistent with that previously proposed on site.

The shared amenity space provision proposed is considered acceptable for the nature of development proposed, especially when considered against other schemes in the City which have a zero amenity space provision.

A financial contribution of £191,285 is sought by the Operational Manager, Parks towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality as a result of the proposed development. However, given the additional cost associated with the proposed construction of the Community Centre, approximately £350,000, this would represent an overpayment of £156,016 beyond the equivalent financial contribution which would be sought for Community Facilities provision. Accordingly, a reduced figure of £35,269 would be sought towards Public Open Space in the vicinity of the application site in order to bring the financial contributions consistent with the figures generated by the SPG. This has been accepted by the Parks Officer in this instance. In the event that the community facility is not delivered on the site, it is acknowledged that the financial contribution would be allocated between the Parks and Regeneration Service Areas, consistent with the approved SPG.

Trees and Landscaping

Existing trees on site will be retained where possible with numerous new trees added throughout the site, particularly adjacent to the site entrance and along the boundary of the site with the properties along Mynachdy Road. The submitted landscaping scheme is considered acceptable subject to implementation in accordance with the approved scheme.

Ecology

Bats

Two bat droppings were found attached to the outside of Community Centre building, which the ecological consultants who conducted the survey have interpreted as evidence that a bat roost is present. The consultants therefore suggest that further surveys are needed to characterise more precisely the bat roost. This view is supported by the County Ecologist and NRW.

All bats and their roosts are protected by law, and In accordance with Regulation 9(3) of the Conservation of Habitats and Species Regulations 2010 (as amended), Cardiff Council has a duty to ensure that the strict protection afforded to European protected species, which includes bats, is in place during the exercise of its functions. Section 6.2.2 of TAN 5 advises that, it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. Planning permission should not be granted subject to a condition that protected species surveys are carried out and, in the event that protected species are found to be present, mitigation measures are submitted for approval.

The County Ecologist considered that an alternative would be to assume the presence of a roost and to require a replacement roost to be built into the design of the new Community Centre. Details of this roost provision would need to be provided in support of the application, but it should be possible to reasonably estimate the species and numbers of bats likely to be present, and to provide a new roost space accordingly. This approach would be acceptable in the view of the County Ecologist because the evidence for roosting bats is tenuous (two droppings on the outside of the building) and the bat roost potential of the building is described as 'moderate'. In taking this approach, an EPS licence would still be required and the applicant would still need to apply to NRW for this licence after planning consent is granted. The requisite surveys would still need to be carried out in order to inform this licence application, but these could be carried out in the appropriate season next year.

The applicants have subsequently incorporate a replacement roost provision, in the form of a Bat Box, into the design of the new Community Centre within the amended plans. The position of the box was subsequently amended to a more appropriate location at the request of the County Ecologist.

As such, subject to the provision of the Bat Box and planning condition controlling the pre-demolition emergence / re-entry check prior to the existing

buildings demolition, the approach taken to the protection of any Bats is considered acceptable. While Natural Resources Wales have raised concerns with regard to the proposed impact of the development on bat roost potential, given the limited evidence of bats being present in the community centre building and the resulting conclusions reached by the County Ecologist, it would be difficult to sustain an a refusal on this issue.

For confirmation, aside from the Community Centre for which a Bat Survey was undertaken, there are no other buildings located on the application site which would be demolished as part of the application proposal.

Reptiles

The County Ecologist considers that the submitted Reptile Survey Report is likely to have underestimated the number of Slow-worms that would need to be translocated and agrees with the statement in section 5.4 of the report that surrounding habitats, such as along the railway embankments, are not suitable to allow the Slow-worm population on the present site to be 'encouraged' to re-locate. He agrees with the recommendation in section 6.1 of the report that a Method Statement should be provided, which sets out the translocation methodology, details of the proposed receptor site and the long-term management of that site for the benefit of Slow-worms. This Method Statement will be required to be provided and implemented by condition.

As such, notwithstanding the concerns raised over the survey methodology, the County Ecologists view is that the Slow-worm population is still likely to be low or low/moderate, so it is not considered essential that the receptor site be identified prior to determination, in this particular instance.

8.9 Community Facilities

The former Mynachdy Centre, which would be demolished as part of the proposed scheme, is not listed or located within a conservation area.

The Community Centre and Boxing Club building would measure 28m long by 10m wide and would be 7.2 in height at it maximum height. The height of this building would however be reduced to a height of 6.3 for its final (rear) 7m, in order to reduce the impact of its bulk on the adjoining residential properties, No's. 137 and 139 Mynachdy Road. The building would be located approximately 20m from the rear of these properties in a south-westerly direction.

Taking into consideration the scale of the proposed building, the separation distance it would have from No's. 137 and 139 Mynachdy Road and its orientation relative to these properties, the scale, massing and siting of the proposed Community Centre Building is, on balance, considered acceptable.

The building would be finished in red and grey Rockpanel cladding panels, terracotta brickwork and grey UPVC windows and doors. A number of digitally printed boxing related images would be routed into the cladding of the building. This will be controlled by way of condition. An externally mounted Beaumaris Woodstone Bat Box would be added to the eastern elevation of the building. The

design and finish of the proposed building is considered acceptable

16 car parking spaces, including 4 disable spaces, would be provided for the community centre / Boxing Club building. The submitted Transport Statement that the building would generate a maximum of 14 two-way trips within any one hour period (19:00 – 20:00 being the peak time) and therefore the local road infrastructure could easily cope with the additional traffic generated. The car parking provision proposed would also be sufficient to accommodate the level of demand.

The proposed introduction of a small coffee shop within the ground floor of the Community Centre, would potentially help contribute to the buildings long term upkeep. Given its small scale, its provision would not however be considered to unacceptably impact upon the amenity of local residents through increased noise generation or vehicular movements in the area. It is however considered reasonable for the use of this coffee shop to be restricted such that it could not be used for the sale of hot food for consumption off the premises. This would be controlled by way of condition.

The first floor of the building, forming the boxing club, would be occupied by St Joseph's Armature Boxing Club who would relocate from their existing premises in the former Viriama Jones School building in Mynachdy. The club offers training and education programmes together with gym equipment, boxing ring and changing rooms.

8.10 **Process**

A PAC report has been submitted alongside the planning application. The applicant publicised the proposed application by bilingual site notices in six locations surrounding the site for over the required period. Copies of proposed application were available online from 7th July 2017 until 9th August 2017. Seven public representations were submitted to the applicants planning agent in response to the PAC on the following grounds;

- The impact on parking in the area
- The restricted access to the site
- Concerns over the generation of noise
- Concerns over drainage
- The density of the proposed scheme
- Loss of privacy for neighbouring residents

Comments were also received from the Gablafa ward members Councillors Wood and Taylor who raised concerns over the proposed use of the site, the density of the development, road safety in the area, the impact on the privacy of neighbouring residents, the noise which would be generated as a result of the proposal, what security measures would be put in place, the impact on the local drainage infrastructure and the impact on local parking provision.

In addition to the PAC, a consultation event was held in the Mynachdy Institute / Community Centre building on 5th July 2017 where copies of the proposed

drawings were on display and member of the design team on hand to answer any questions.

8.11 **Other matters not covered above**

Matters relating to land ownership, land rights, constitution of Mynachdy Welfare Association (MWA) and the manner that MWA conducts its affairs are not material planning considerations.

9. **OTHER CONSIDERATIONS**

9.1 Crime and Disorder Act 1998 - section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 Equality Act 2010 - The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.

9.3 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. **PLANNING OBLIGATIONS – SECTION 106**

10.1 The following planning obligations have been agreed with the applicant to mitigate any significant adverse impact of the proposed development as defined within LDP Policy KP7.

Community Facilities - The provision of the Community Centre & Boxing Club building, car park and associated landscaping works. The timing of the provision of the building would also be captured as part of the S106 agreement.

Highways and Transportation - £71,448 towards improving pedestrian & cycle safety / facilities at the access to the proposed site and in the area.

This would encompass, but not be limited to;

- Cycle improvements at the new junction of the site to link to the existing cycle facilities on the Western Avenue and into Mynachdy Road. The design and potential works could involve widening the existing footway/ reducing the width of existing traffic island, to install new speed tables with uncontrolled crossing facilities (pedestrian & cycle) to the north & south of the access, improve link to the existing cycleway on Western Avenue
- TROs and associated signing & lining could be required following a review (and implement any required scheme) the on-street parking in the abutting roads adjacent to the site (between the site and North Road). The implementation of parking restrictions &/or waiting restrictions could better protect residential roads from any additional parking demand.
- TROs and associated signing & lining could be required following a review (and implement any required scheme) for a potential 20 mph speed restriction in the abutting roads (between the site and North Road). The implementation of 20 mph could better protect pedestrians & cyclists using Mynachdy Road (and abutting roads) to access the proposed site.

Additionally :

- (a) a Travel / Management Plan shall be submitted to the Council which shall include, but not be limited to the following details:
 - i. proposals and targets and a timetable to limit or reduce the number of single occupancy car journeys to the site and to promote travel by sustainable modes;
 - ii. arrangements for the management of traffic/parking at the start and end of term;
 - iii. daily arrangements to be put in place to control the access and egress of pedestrians, cyclists and vehicular traffic;
 - iv. daily arrangements to be put in place for the exclusion and control of student resident car parking within the site and surrounding area;
 - v. details of CCTV monitoring arrangements within the site, including monitoring of the vicinity of both site entrances;
 - vi. details of wardening/ security presence within the site;
 - vii. details of site entrance information board displays providing 24hour contact details for local residents.
- (b) No building shall be occupied until the Travel / Management Plan has been approved in writing by the local planning authority.
- (c) The provisions of the Travel / Management Plan shall thereafter be fully adhered to, except for any modifications agreed to in writing by the local planning authority in the light of practical experience.
- (d) Reports demonstrating progress in promoting the sustainable transport measures in respect of i) shall be submitted annually to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the development. The arrangements in respect of ii), iii), iv), v) and vi) shall be subject to annual monitoring and review in light of experience in agreement with the Local Planning Authority.

- (e) Details of the junction between the proposed access road and the highway shall include the stopping up of the existing access to the Mynachdy Institute which shall be permanently closed off. The vehicular access to the sub-station shall be retained.

Public Open Space - £35,269 towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality.

In addition to the above, it is recommended that future occupancy by students only is secured through any legal agreement.

The agent has confirmed that the above mentioned contributions are acceptable to the applicant.

CONCLUSION

- 10.2 The proposal will redevelop a brownfield site and provide a significant quantum of purpose-built student housing within a site which already benefits from planning permission for student accommodation.
- 10.3 The quality of the layout and design represents an enhancement on that of the previously approved scheme within a similar footprint and scale of development.
- 10.4 The additional provision of the Community Centre / Boxing club proposed would represent a highly positive addition to the area.
- 10.5 In light of the above, and having regard for adopted planning policy guidance, it is recommended that planning permission be granted, subject to conditions and a Legal Agreement.

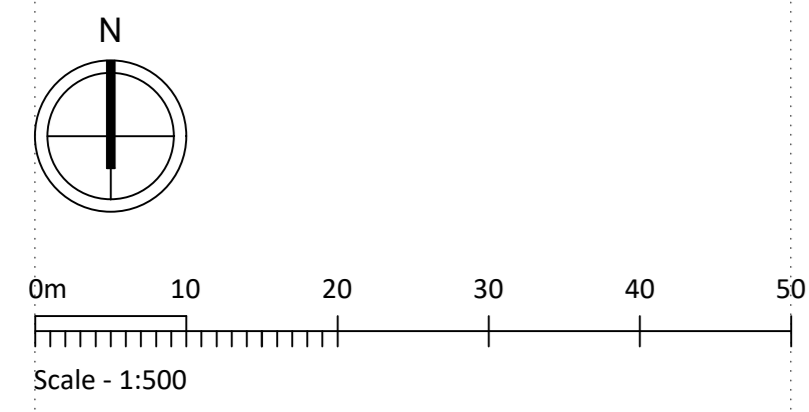
This drawing is to be read in conjunction with all other relevant technical information, including approvals, specifications and 3rd party information. Do not use this drawing for any other purpose than that for which it was prepared. All dimensions and levels to be checked on site and all dimensions must be reported to the engineer within immediate. Responsibility cannot be accepted for alterations and/or deviation from this drawing without the prior acknowledgement of the engineer. Any commercial decisions relating to this information must be made by the client. All dimensions and area variations resulting from the design development and construction process as well as the requirements of statutory authorities. This drawing is to be used only for the purposes indicated. The drawing is copyright and the property of Northmill Associates Ltd (NMA) and must not be reproduced without prior written agreement. Any mechanical, electrical, piping (MEP) using in the design developed in this drawing belong to the originating engineer and, where it is not NMA's design, no credit for the design or MEP is sought in this drawing either.



PLANNING NOTES:

1. Please read in conjunction with application drawings, documents and other supporting information.
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4. Proposals are subject to 3rd party agreements such as party wall agreements, rights of light, access easements and other legal covenants.
5. These proposals are subject to Secure by Design requirements.
6. External lighting subject to further detailed design.
7. Internal arrangements shown for illustrative purposes only.

*PLEASE REFER TO DRAWING
11504_LAN_01 FOR LANDSCAPE DETAILS



Rev	Description	By	CHK	Date

NORTHMILL ASSOCIATES

Project
Student Residential Development
Mynachdy Road
Cardiff


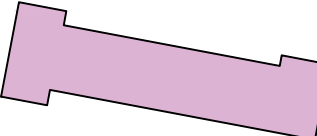
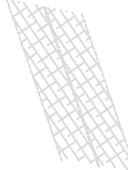
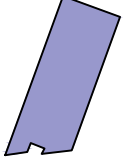
Client
Mederco (Cardiff Ltd.)

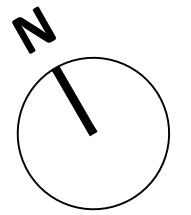
Drawing
Proposed Site Plan

Project No: 2387 Scale @ A0: 1:500 Date: 30/06/17
 Drawn: DW Checked: DB Status: PLANNING
 Drawing No: L(00)020 Revision: A

This drawing is to be read in conjunction with all other relevant technical information, statutory approvals, specifications and 3rd party information. Do not scale from this drawing. Use only dimensions provided. All dimensions and levels to be checked on site and all discrepancies must be reported to the drawings author immediately. Responsibility cannot be accepted for alteration and/or deviation from this design without the prior acknowledgement of the drawings author. Any commercial decisions relating to this information must make due allowance for dimensional and area variation resulting from the design development and construction processes as well as the requirements of statutory authorities. This drawing is to be used only for the purposes indicated. This drawing is copyright and the property of Northmill Associates Ltd (NMA) and must not be reproduced without prior written agreement. Any Intellectual Property Rights (IPR) relating to the design(s) described in this drawing belong to the originating designer and, where it is not NMA's design, no credit for the design or IPR is sought by this drawings author.

LEGEND

			
Location of blocks from original planning approval (15/0303030/MJR)	Proposed location of new student residential blocks	Location of services intersecting the site with easement	Location of new Community Centre / Boxing Club



Rev	Description	By	Chk	Date
A	Building Footprints amended following discussions with Local Planning Authority	DB	DW	25.10.17
Project No: 2367		Scale @ A3 1:1250		Date: 20.06.17
Drawn: DB		Checked: -		Status: PLANNING
Drawing No: L(00)030		Revision: A		



Project
STUDENT APARTMENTS - CARDIFF

Client
MERDERCO (CARDIFF) LTD

Drawing
BUILDING FOOTPRINT COMPARISON

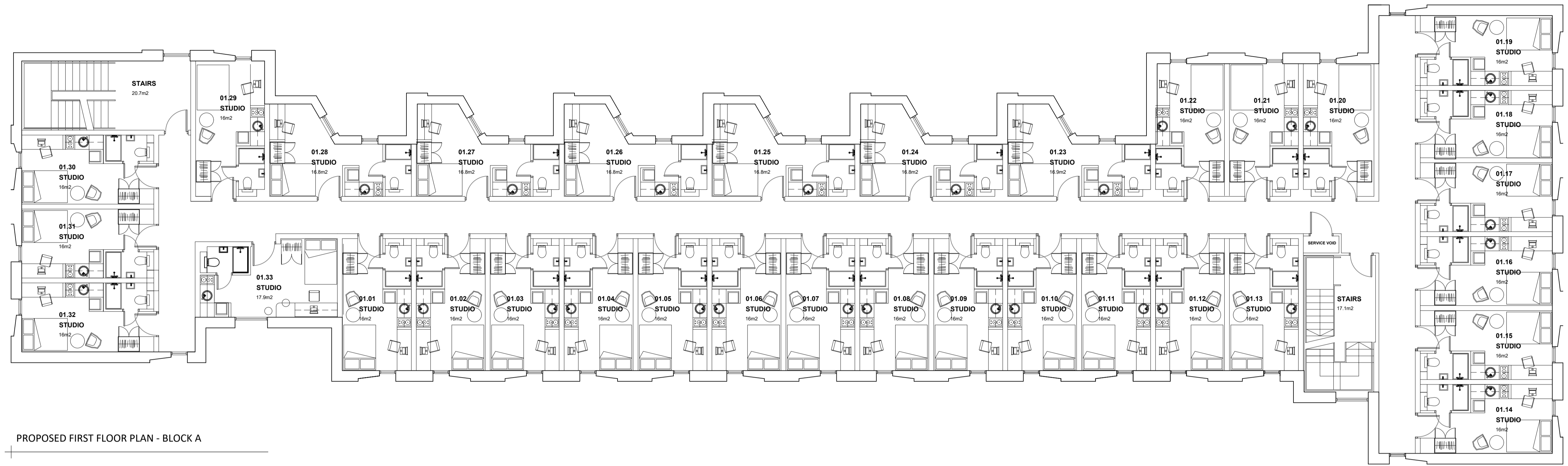
This drawing is to be read in conjunction with all other relevant technical information, statutory approvals, specifications and 3rd party information. Do not scale from this drawing. Use only dimensions provided. All dimensions and levels to be checked on site and all discrepancies must be reported to the drawings author immediately. Responsibility cannot be accepted for alteration and/or deviation from this design without the prior acknowledgement of the drawings author. Any commercial decisions relating to this information must make due allowance for dimensional and area variation resulting from the design development and construction processes as well as the requirements of statutory authorities. This drawing is to be used only for the purposes indicated. This drawing is copyright and the property of Northmill Associates Ltd (NMA) and must not be reproduced without prior written agreement. Any Intellectual Property Rights (IPR) relating to the design(s) described in this drawing belong to the originating designer and, where it is not NMA's design, no credit for the design or IPR is sought by this drawings author.



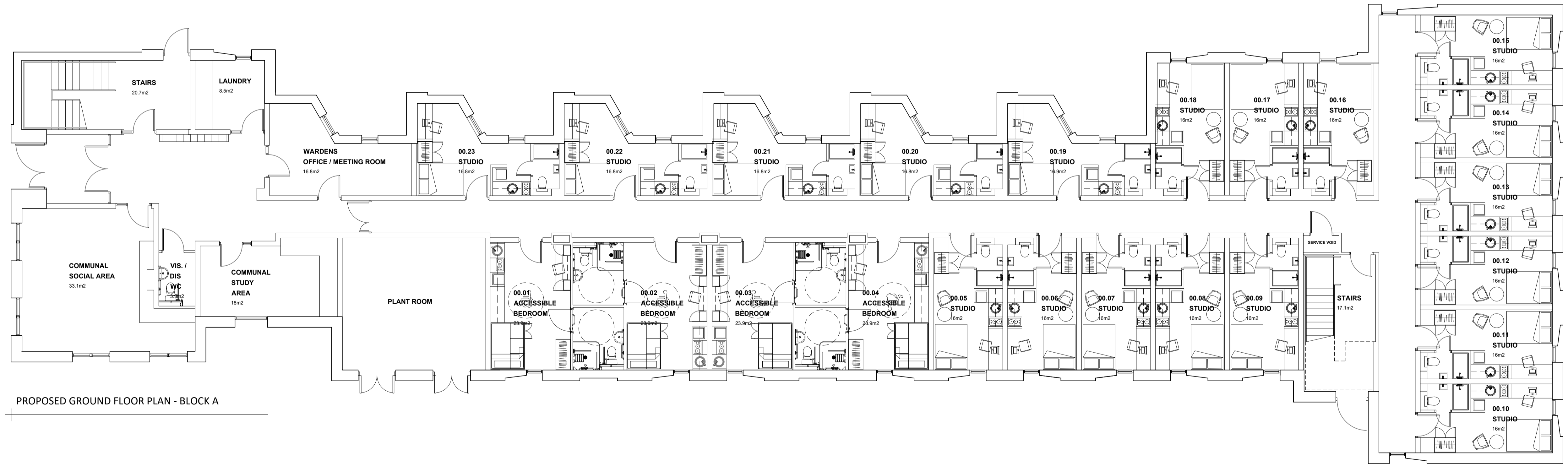
PLANNING NOTES:

1. Please read in conjunction with application drawings, documents and other supporting information.
2. Proposals are subject to Building Regulations Approval and their related conditions.
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4. Proposals are subject to 3rd party agreements such as party wall agreements, rights of light, access easements and other legal covenants.
5. These proposals are subject to Secure by Design requirements.
6. External lighting subject to further detailed design.
7. Internal arrangements shown for illustrative purposes only.

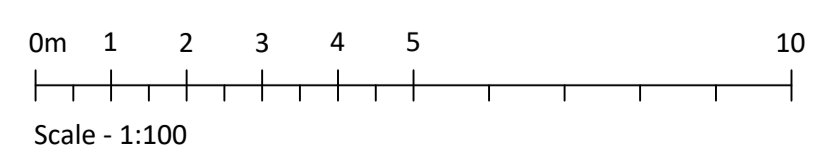
BLOCK A: UNITS
 Ground Floor - 23
 First Floor - 33
 Second Floor - 33
TOTAL UNITS - 89 UNITS



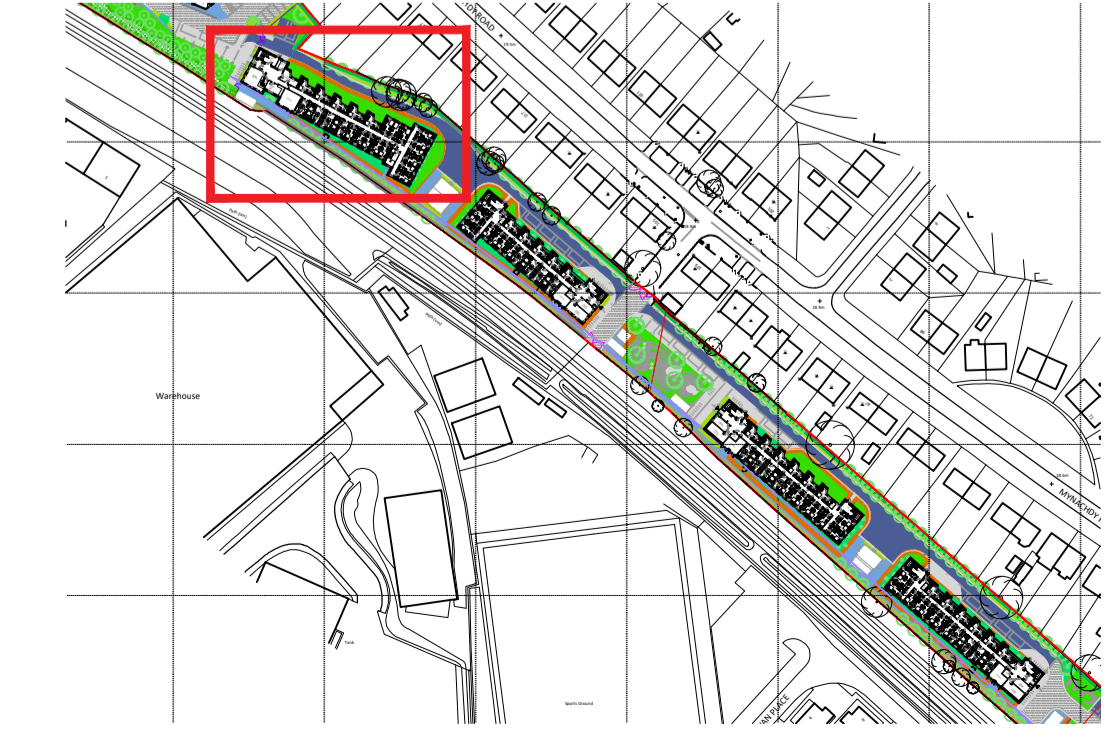
PROPOSED FIRST FLOOR PLAN - BLOCK A



PROPOSED GROUND FLOOR PLAN - BLOCK A



DEVELOPMENT PLAN - KEY (FOR INFORMATION ONLY)



Rev	Description	By	Chk	Date
A	Plan changes following discussion with Planners	HD	DMB	24/05/2017
P1	PLANNING ISSUE	HD	DMB	28/06/2017



Project
 Student Residential Development
 Mynachdy Road
 Cardiff

Client
 Mederco (Cardiff Ltd.)

Drawing
 Proposed Ground and First Floor Plans -
 Block A

Project No: 2367 Scale @ A1 1:100 Date: 28/06/2017
 Drawn: DW Checked: DMB Status: PLANNING
 Drawing No: L(01)500 Revision: A

This drawing is to be read in conjunction with all other relevant technical information, statutory approvals, specifications and 3rd party information. Do not scale from this drawing. Use only dimensions provided. All dimensions and levels to be checked on site and all discrepancies must be reported to the drawings author immediately. Responsibility cannot be accepted for alteration and/or deviation from this design without the prior acknowledgement of the drawings author. Any commercial decisions relating to this information must make due allowance for dimensional and area variation resulting from the design, development and construction processes as well as the requirements of statutory authorities. This drawing is to be used only for the purposes indicated. This drawing is copyright and the property of Northmill Associates Ltd (NMA) and must not be reproduced without prior written agreement. Any Intellectual Property Rights (IPR) relating to the design described in this drawing belong to the originating designer and, where it is not NMA's design, no credit for the design or IPR is sought by this drawings author.

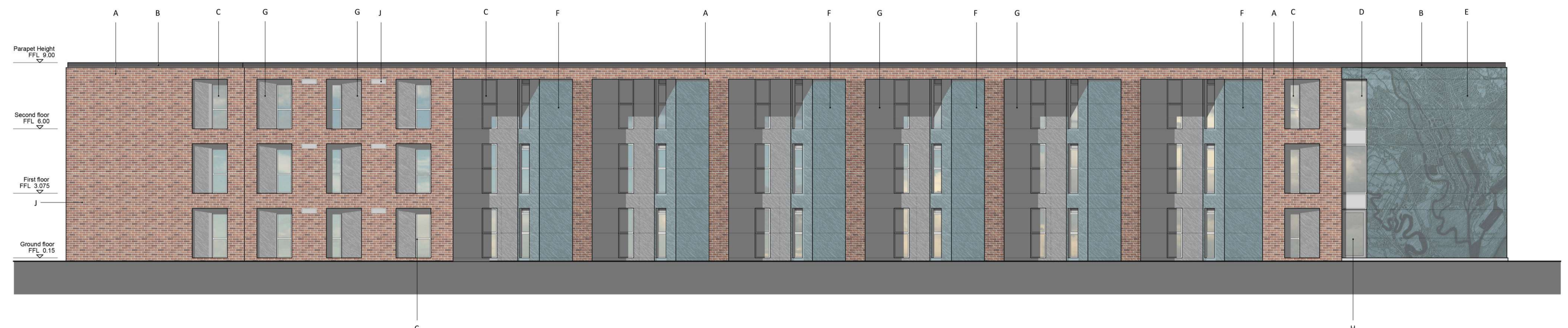


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 - These proposals are subject to Secure by Design requirements.
 - External lighting subject to further detailed design.
 - Internal arrangements shown for illustrative purposes only.

- PROPOSED MATERIALS**
- A Terracotta Brickwork
 - B Polyester Powder Coated Aluminium Roof Flashing
 - C UPVC Glazing - Colour: Dark Grey
 - D UPVC Curtain Walling (Colour: Dark Grey)
 - E Rockpanel Rockclad Cladding Panels with digital / routed image (Feature Colour: Teal RAL 250 40 15)
 - F Rockpanel Rockclad Cladding Panels (Feature Colour: Teal RAL 250 40 15)
 - G Rockpanel Rockclad Cladding Panels (Colour: Grey RAL 7037)
 - H UPVC Doors (Colour: Dark Grey)
 - I Polyester Powder Coated Aluminium Framed Louvred Doors (Colour: Dark Grey)
 - J Polyester Powder Coated Aluminium louvres (Colour: Terracotta)



BLOCK A
ELEVATION 1 - SOUTH WEST ELEVATION



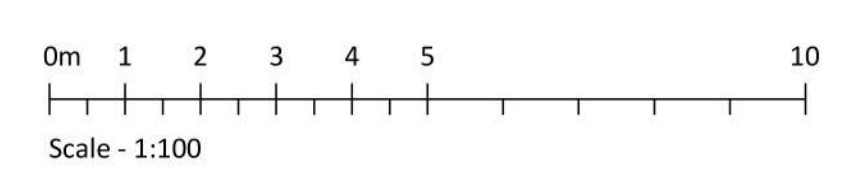
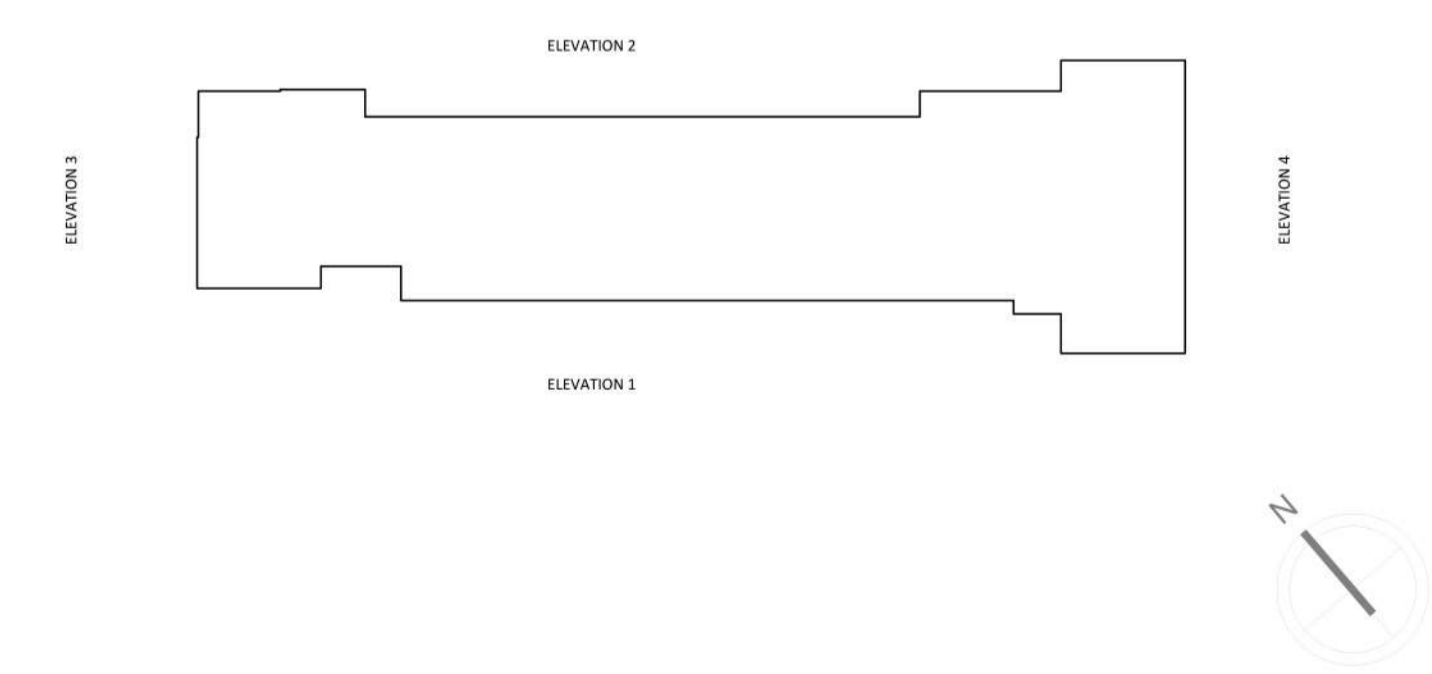
BLOCK A
ELEVATION 2 - NORTH-EAST ELEVATION



BLOCK A
ELEVATION 3 - NORTH-WEST ELEVATION



BLOCK A
ELEVATION 4 - SOUTH EAST EAST ELEVATION



Rev	Description	By	Chk	Date
A	Elevations updated following discussions with the Planners	DW	IG	28/02/2022

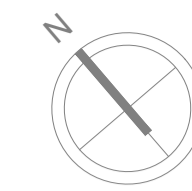


Project
Student Residential Development

Client
Mederco (Cardiff Ltd.)

Drawing
Proposed Elevations - Block A

Project No: 2367 Scale @ A1 1:100 Date: 28/06/217
 Drawn: DW Checked: DMB Status: PLANNING
 Drawing No: L(02)500 Revision: A



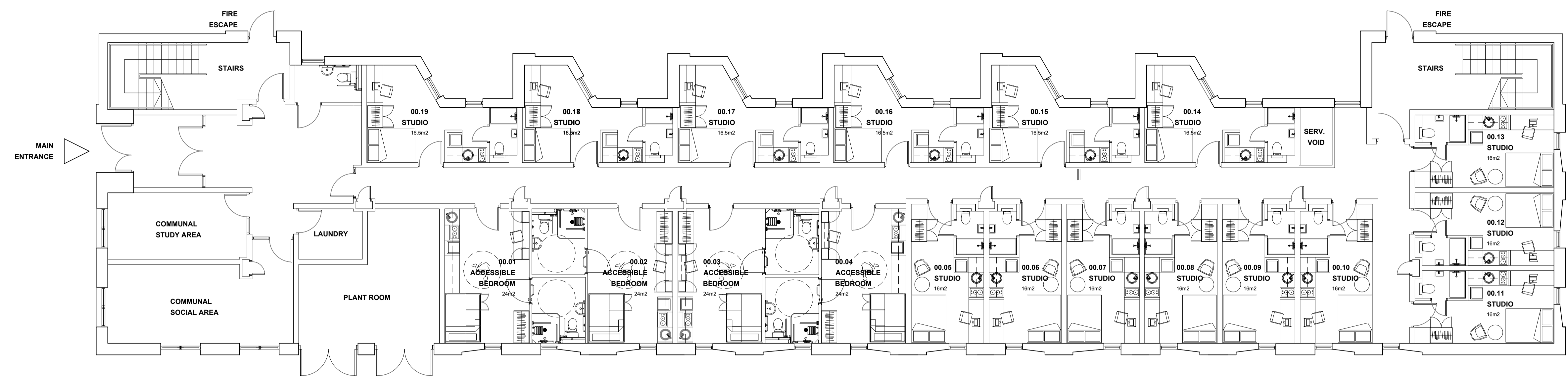
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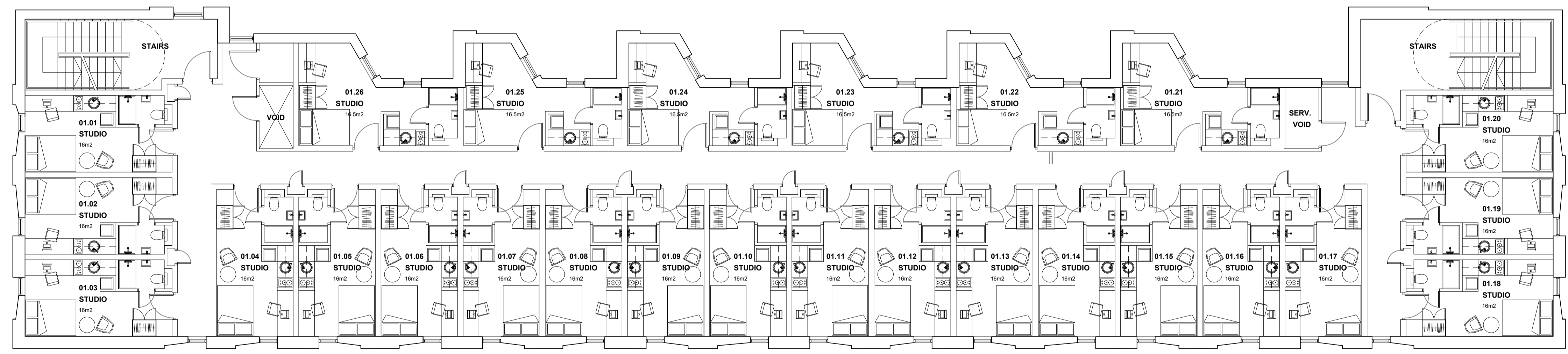
PLANNING NOTES:

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6. External lighting subject to further detailed design.
7. Internal arrangements shown for illustrative purposes only.

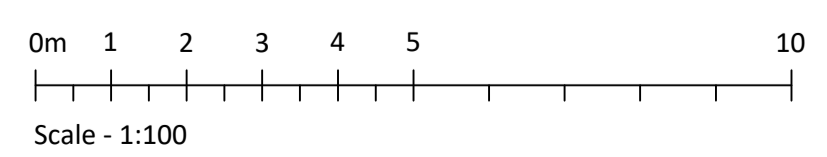
BLOCK C: UNITS
 Ground Floor - 19
 First Floor - 26
 Second Floor - 26
TOTAL UNITS - 71 UNITS



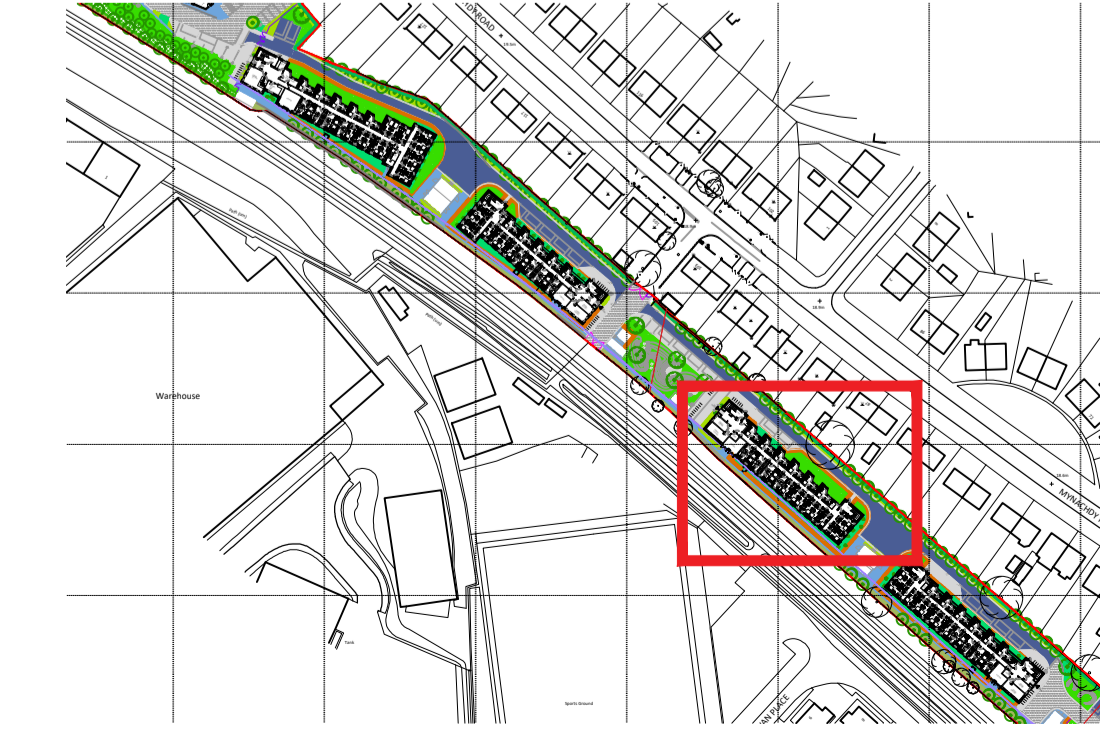
PROPOSED FIRST FLOOR PLAN - BLOCK C



PROPOSED GROUND FLOOR PLAN - BLOCK C



DEVELOPMENT PLAN - KEY (FOR INFORMATION ONLY)



Rev	Description	By	Chk	Date
A	Plan changes following discussion with Planners	HD	DMB	24/02/2017



Project
 Student Residential Development
 Mynachdy Road
 Cardiff

Client
 Mederco (Cardiff Ltd.)

Drawing
 Proposed Ground and First Floor Plans -
 Block C

Project No: 2367 Scale @ A1 1:100 Date: 28/06/217
 Drawn: DW Checked: DMB Status: PLANNING
 Drawing No: L(01)504 Revision: A

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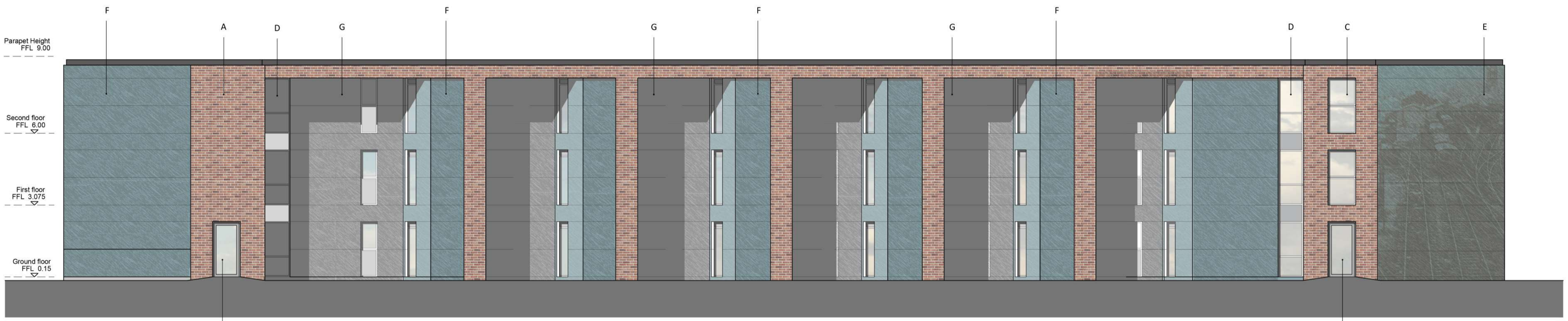


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- PROPOSED MATERIALS**
- A Terracotta Brickwork
 - B Polyester Powder Coated Aluminium Roof Flashing
 - C UPVC Glazing - Colour: Dark Grey
 - D UPVC Curtain Walling (Colour: Dark Grey)
 - E Rockpanel Rockclad Cladding Panels with digital / routed image
(Feature Colour: Teal RAL 250 40 15)
 - F Rockpanel Rockclad Cladding Panels
(Feature Colour: Teal RAL 250 40 15)
 - G Rockpanel Rockclad Cladding Panels
(Colour: Grey RAL 7037)
 - H UPVC Doors (Colour: Dark Grey)
 - I Polyester Powder Coated Aluminium Framed Louvre Doors (Colour: Dark Grey)
 - J Polyester Powder Coated Aluminium louvres
(Colour: Terracotta)



**BLOCK C
ELEVATION 1 - SOUTH-WEST ELEVATION**



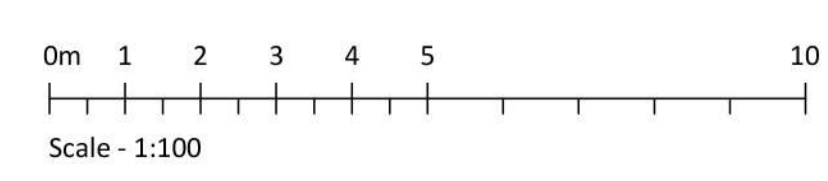
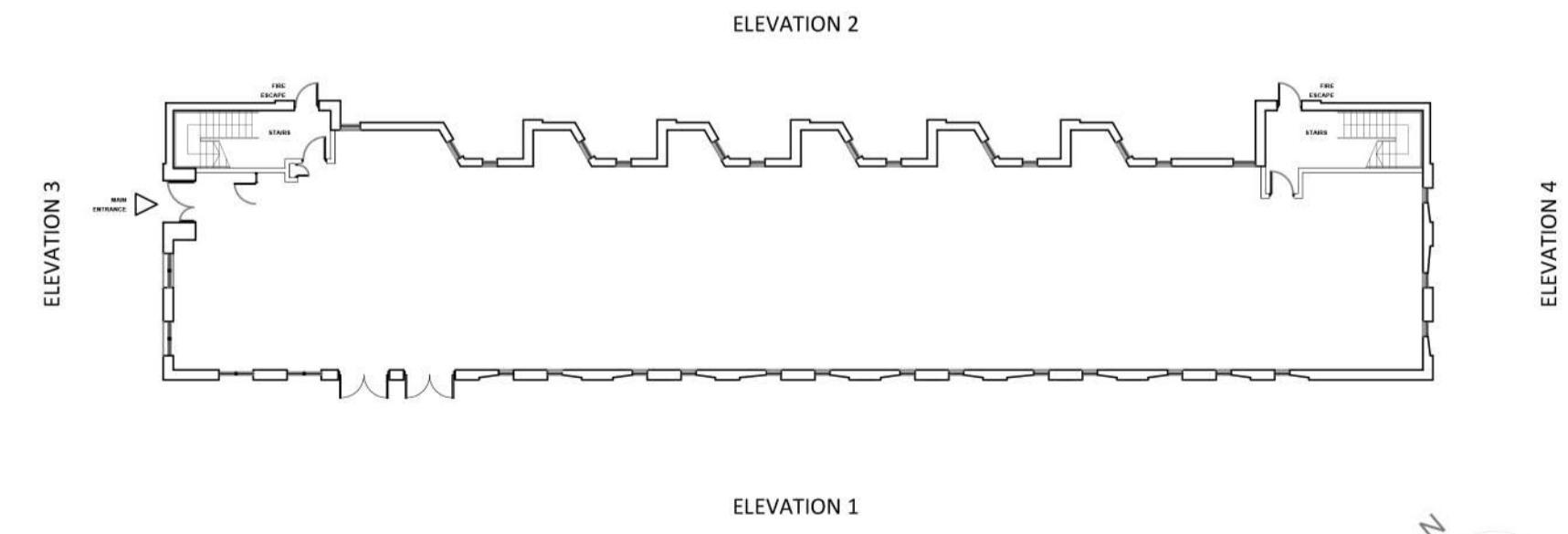
**BLOCK C
ELEVATION 2 - NORTH-EAST ELEVATION**



**BLOCK C
ELEVATION 3 - NORTH-WEST ELEVATION**



**BLOCK C
ELEVATION 4 - SOUTH-EAST ELEVATION**

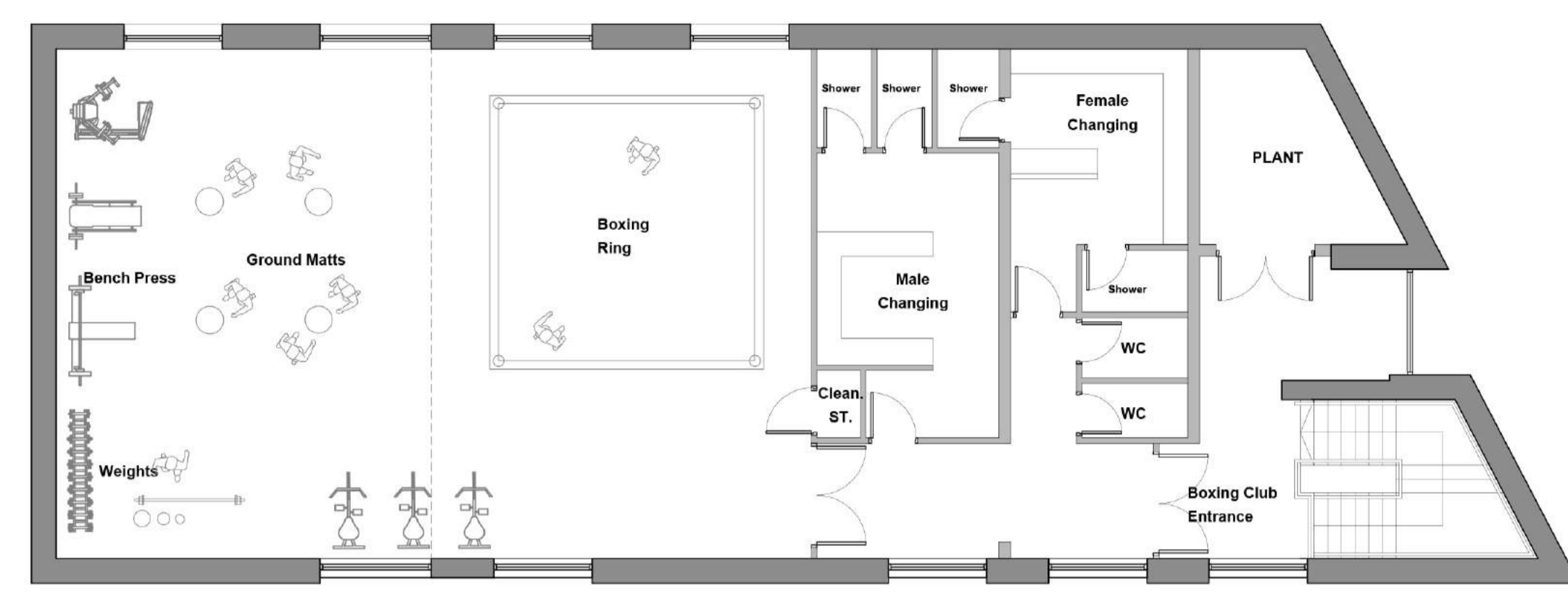
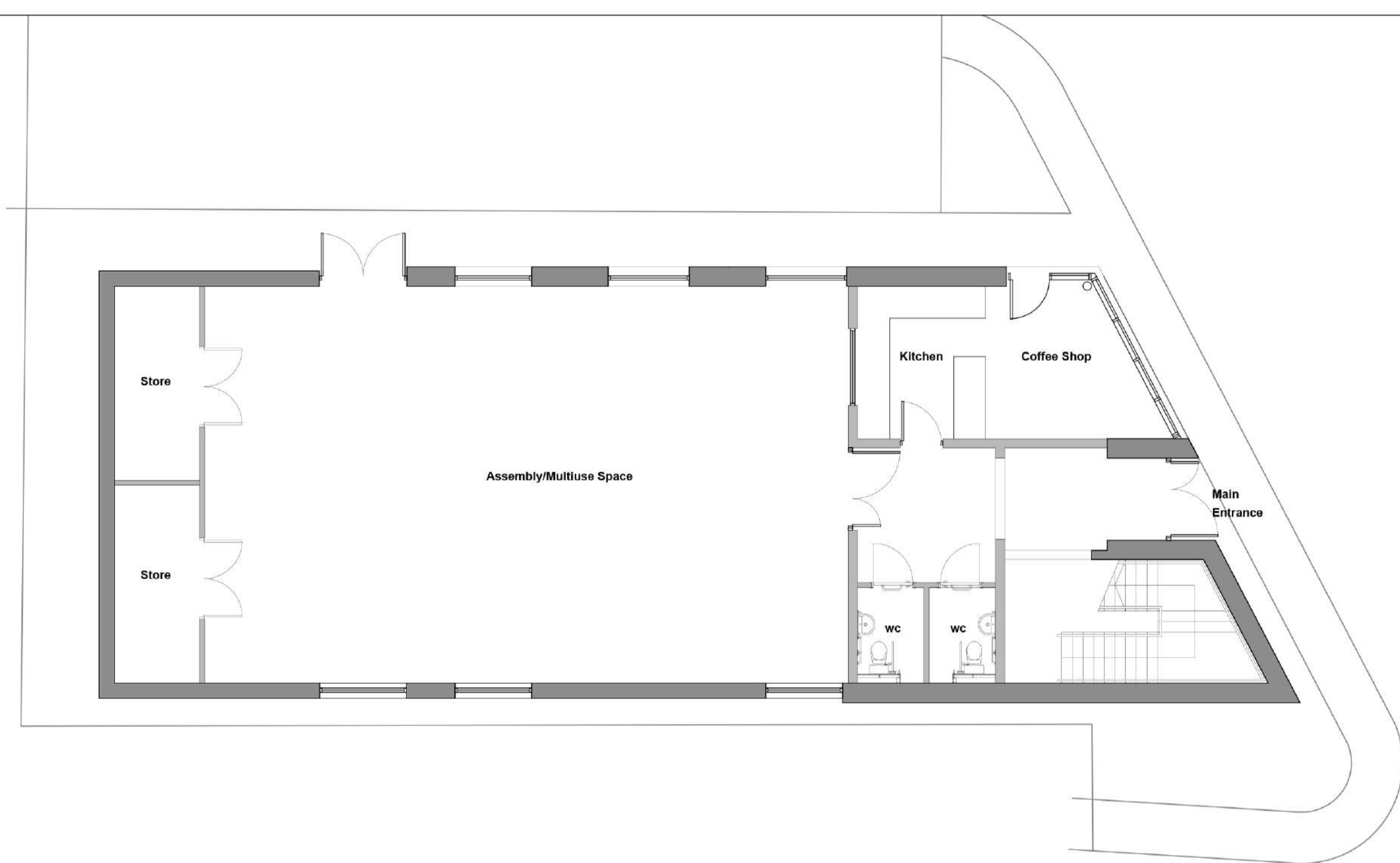


Rev	Description	By	Chk	Date
Project Student Residential Development Mynachdy Road Cardiff				
Client Mederco (Cardiff Ltd.)				
Drawing Proposed Elevations - Block C				
Project No: 2367	Scale @ A1: 1:100	Date: 28/06/217		
Drawn: DW	Checked: DMB	Status: PLANNING		
Drawing No: L(02)502	Revision: A			

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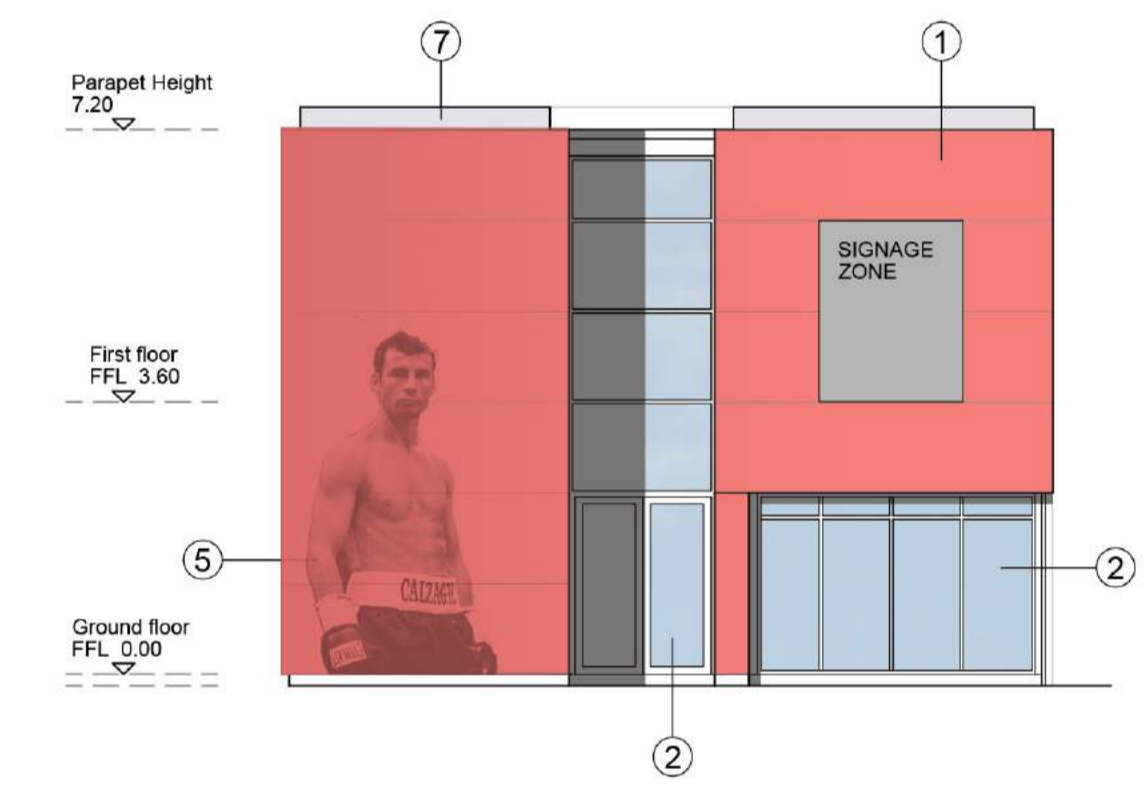


- MATERIALS**
1. Rockpanel Rockclad Cladding Panels (Colour: Red RAL 3016)
 2. UPVC Glazing (Colour Grey) Windows and Doors
 3. Terracotta Brickwork
 4. UPVC Glazing (Colour Grey)
 5. Rockpanel Rockclad Cladding Panels with routed / digital printed image (Feature Colour: Red RAL 3016)
 6. Rockpanel Rockclad Cladding Panels (Colour: Grey RAL 7037)
 7. Polyester Powder Coated Cover Flashing (Colour: Grey)
 8. Externally mounted Beaumaris Woodstone Bat Box (650mm high x 400mm wide x 280mm deep)



GROUND FLOOR PLAN - 1:100 @ A1

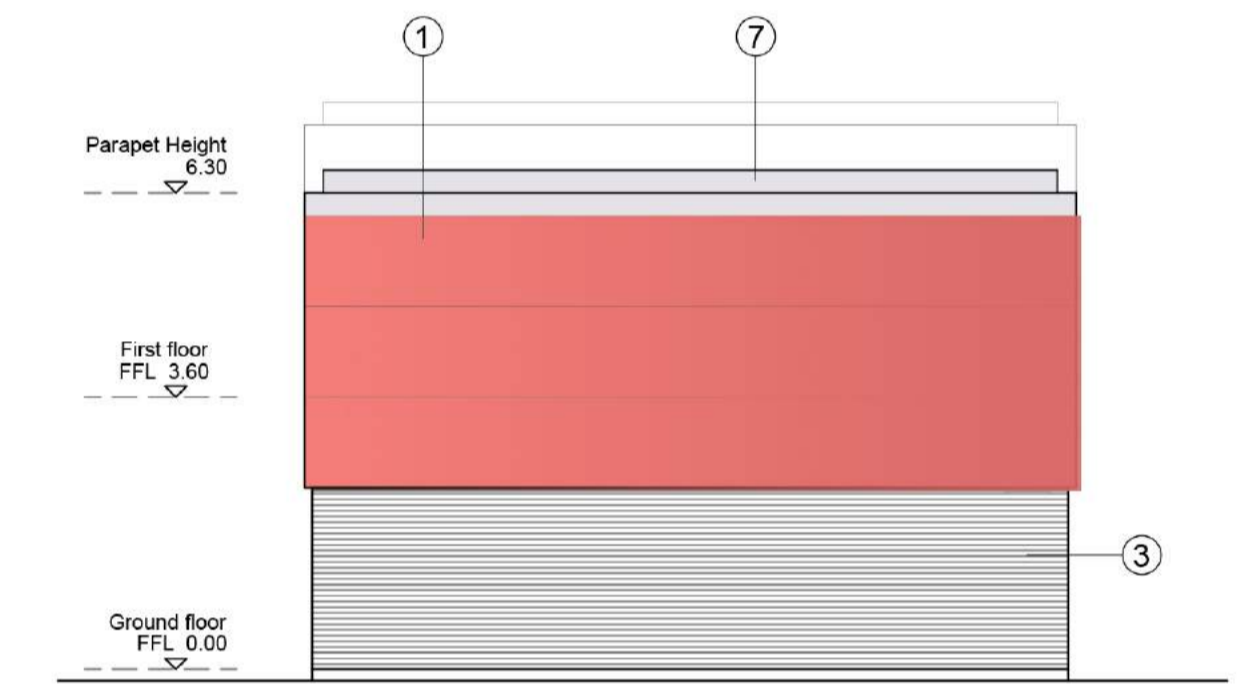
FIRST FLOOR PLAN - 1:100 @ A1



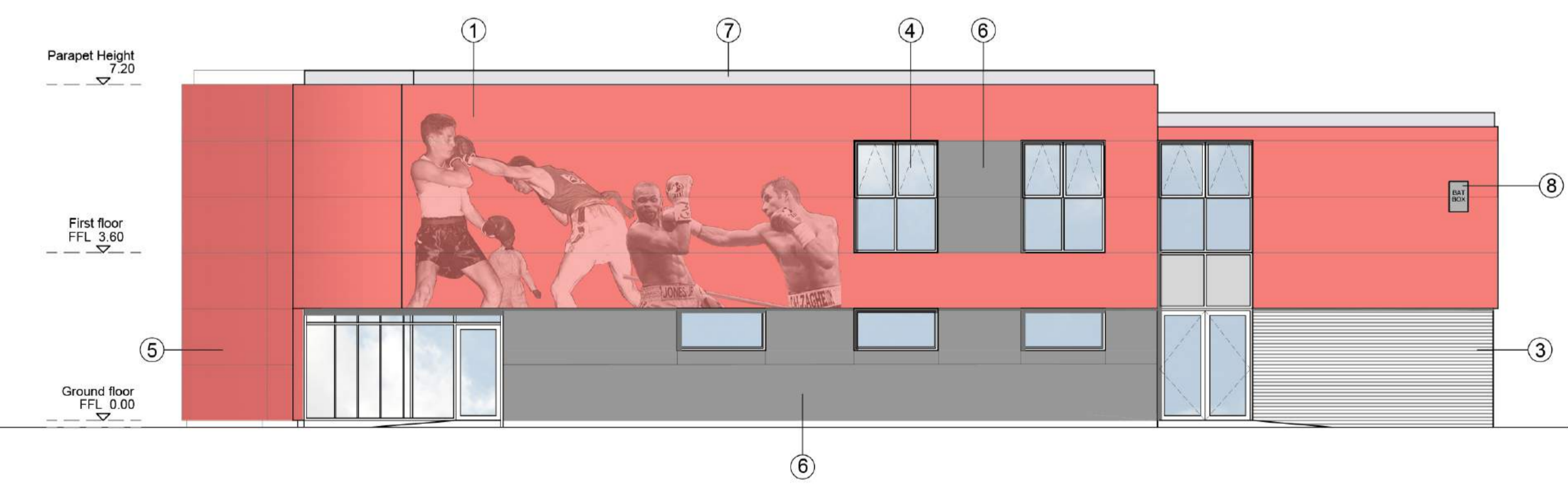
SOUTH ELEVATION - 1:100 @ A1



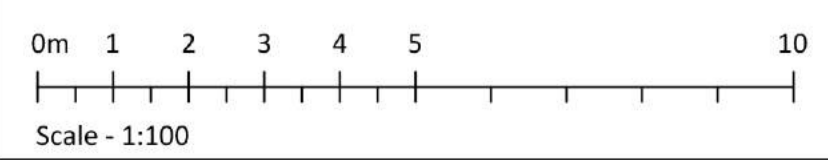
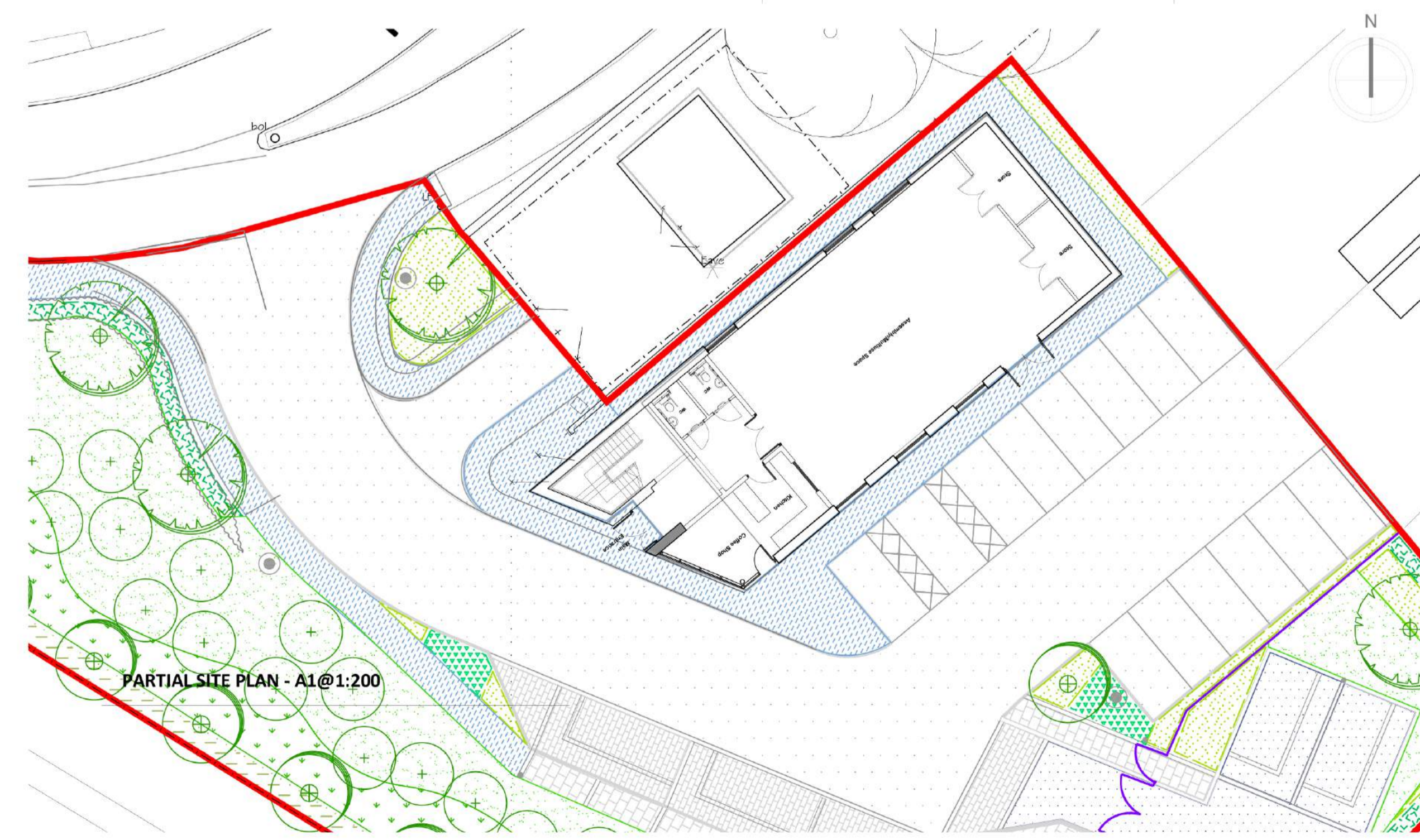
WEST ELEVATION - 1:100 @ A1



NORTH ELEVATION - 1:100 @ A1



EAST ELEVATION - 1:100 @ A1



Rev	Description	By	Chk	Date
D	FURTHER AMENDMENTS REQUESTED BY CCC	DR	IG	13.11.17
C	BUILDING HEIGHT REDUCED BY 500MM FOLLOWING DISCUSSIONS WITH THE PLANNERS. BAT BOX RELOCATED	DR	IG	10.11.17
B	BAT BOX SPECIFICATION INCLUDED	DR	IG	06.11.17
A	PROPOSED ELEVATIONS UPDATED	DR	IG	25.10.17



Project
Community Centre/Boxing Club
Mynachdy Road
Cardiff

Client
Mederco (Cardiff Ltd.)

Drawing
Plans/Elevations

Project No: 2367 Scale @ A1 1:100 Date: 03/07/2017
 Drawn: DK Checked: Status: INFORMATION
 Drawing No: L(01)600 Revision: C



AM & LOCAL MEMBER OBJECTIONS

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/02161/MNR** APPLICATION DATE: 08/09/2017

ED: **PENYLAN**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Ciocca

LOCATION: 301 ALBANY ROAD, ROATH, CARDIFF, CF24 3NY

PROPOSAL: PROPOSED REAR EXTENSION, LOFT CONVERSION WITH DORMERS AND CONVERSION OF DWELLING TO FORM 4 NO. FLATS

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the following conditions :

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the approved drawings numbered:
 - Site Plan as Proposed. Drawing No. P585 L_002 Revision A
 - Elevations as Proposed. Drawing No. P585 L_210 Revision A
 - Section as Proposed. Drawing No. P585 L_211 Revision A
 - Floor Plan as Proposed. Drawing No. P585 L_200 Revision A

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. Prior to the beneficial occupation of the flats hereby approved, an area for the storage of refuse shall be provided externally to accommodate general waste, recycling and food waste. The area for the storage of refuse shall be retained thereafter.

Reason: To secure an orderly form of development and to protect the amenities of the area in accordance with Policy W2 of the Local Development Plan.

4. Prior to the beneficial occupation of the flats hereby approved, secured covered cycle storage shall be provided within the curtilage of the property to accommodate at least 6 bicycles and shall thereafter be retained.

Reason: To ensure that secure and under cover cycle parking facilities are provided to encourage other modes of transport over the private car, in accordance with Policy T5 of the Local Development Plan.

5. Prior to the beneficial occupation of the flats hereby approved, the existing garage building shall be demolished and the amenity area shall be provided in accordance with the approved plans.
Reason: To ensure that secure and under cover cycle parking facilities are provided to encourage other modes of transport over the private car, in accordance with Policy T5 of the Local Development Plan.
6. The materials to be used in the external finish of the development, hereby approved, shall accord with the schedule of materials detailed on Drawing No. P585 L_210 Revision A
Reason: To ensure that secure and under cover cycle parking facilities are provided to encourage other modes of transport over the private car, in accordance with Policy T5 of the Local Development Plan.
7. The North West (side) facing windows of the dormer roof extension to the rear annex shall be non-opening below a height of 1.7 metres above internal floor level and glazed with obscure glass, and thereafter be so maintained.
Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the Local Development Plan.

RECOMMENDATION 2: Developers of all new residential units are required to purchase the bin provision required for each unit. The bins have to meet the Council's specifications and can be purchased directly by contacting Waste Management's commercial team (029 20717500).

RECOMMENDATION 3: The application site lies within Zone C2 as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15: Development and Flood Risk (TAN15). It is advised that flood-proofing measures should be installed as part of the development. These could include flood barriers on ground floor doors, windows and access points, implementation of suitable flood proofing measures to the internal fabric of the ground floor, and locating electrical sockets/components at a higher level above possible flood levels. Additional guidance can be found on the Natural Resources Wales (NRW) website. It is recommended that a family action plan and evacuation plan is created for the site in accordance with the 'Preparing for Floods: Interim Guidance for Improving the Flood Resistance of Domestic and Small Business Properties (Office of the Deputy Prime Minister (2003)). As the site is located within a flood risk area future occupants/owners are advised to sign up to the Environment Agency's Flood Warning service. Additional guidance can be found on the following website: <https://naturalresources.wales/flooding/flood-warningservice/?lang=en>

RECOMMENDATION 4: That the applicant be advised that no work should take place on or over the neighbour's land without the neighbour's express consent and this planning approval gives no such rights to undertake works on land outside the applicant's ownership.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 The application seeks planning permission to convert a three storey terraced property (the third floor being located in the roof space) in to four flats. The proposal also includes (i) the erection of a single storey rear extension, (ii) a dormer roof extension to the main part of the house and (iii) a dormer roof extension to the existing two storey rear annex, (iv) the insertion of roof lights and (v) other alterations including to existing windows.
- 1.2 An existing single storey rear lean-to structure would be demolished in order that the proposed flat roofed single storey extension could be constructed and a rear garage style building with a pitched roof would also be demolished to provide additional space for the proposed amenity area.
- 1.3 A rear facing pitched roofed dormer would project from the main roof of the existing dwelling house and would be finished in hanging tiles. A side facing flat roofed dormer would project from the roof of the two storey rear annex and would also be finished in hanging tiles. This dormer would include a rear facing window in its side wall. Roof lights would also be inserted in the front and rear roof slopes of the main roof of the existing dwellinghouse. Existing windows in the side and rear facing elevations would also be altered.
- 1.4 **Flat 1** would be located on the ground floor of the building in the main part of the existing house and would have a floor area of 42 square metres consisting of a Living Room/Kitchen, a WC, a Lobby and a Bedroom with En-suite. There would be direct access from Flat 1 to the rear amenity area.
- Flat 2** would be located mainly in the rear annex of the building on the ground and first floor and would have a floor area of 64 square metres consisting of Two Bedrooms (one with en-suite), a WC (with shower), a Lobby and Living Room/Kitchen. Flat 2 would benefit from a private amenity area and would benefit from direct access to the main rear amenity area.
- Flat 3** would be located in the main part of the building on the first floor and would have a floor area of 36 square metres consisting of a Living Room/Kitchen, a Bedroom with En-suite, a WC and Lobby.
- Flat 4** would be located on the second floor of the building in the roof space and would have a floor area of 51 square metres consisting of Two Bedrooms (one with En-suite), a WC and Living Room/Kitchen.
- 1.5 It should be noted that the application previously proposed an external balcony area on part of the flat roof of the rear extension and proposed a refuse storage area within the front forecourt. Amended plans were subsequently submitted which removed the rear balcony from the scheme and relocated the refuse storage area to the rear of the property. The design of the dormer roof extension on the rear annex was also amended.

2. **DESCRIPTION OF SITE**

- 2.1 The site comprises a three storey mid-terraced dwelling (the third floor being located in the roof space) with a rear two storey annex with a single storey lean-to and a detached garage/outbuilding to the rear. The property currently features 5 bedrooms. The property is not listed or located within a Conservation Area, however, the site is located within a C2 Flood Zone and a Flood Consequences Assessment has been submitted to support the application.

3. **SITE HISTORY**

- 3.1 No direct planning history.

3.2 Related History within Immediate Vicinity

13/01925/DCO – planning permission granted for conversion of No. 283 Albany Road from 2 flats to 5 flats.

16/02034/MNR – planning permission granted for the conversion of flats and bedsits to 5 flats at 295 Albany Road.

4. **POLICY FRAMEWORK**

4.1 Relevant National Planning Guidance:

- **Planning Policy Wales (Edition 9, 2016)**
- **Technical Advice Note 12: Design**
- **Technical Advice Note 15: Development & Flood Risk**

4.2 Relevant Cardiff Local Development Plan (2006-2026) policies:

- **Policy KP5 (Good Quality and Sustainable Design)**
- **Policy EN14 (Flood Risk)**
- **Policy H5 (Subdivision or Conversion of Residential Property)**
- **Policy T5 (Managing Transport Impacts)**
- **Policy W2 (Provision for Waste Management Facilities in Development)**

4.3 Relevant Supplementary Planning Guidance

- **Access, Circulation & Parking Standards (2010).**
- **Waste Collection and Storage Facilities (2016).**
- **Cardiff Residential Extensions & Alterations (2017).**

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Councils Traffic and Transportation Service has been consulted. An Officer has responded advising that they have no objections from a Highway perspective and that if vehicle use were to increase then the occupiers would have to adhere to the current Traffic Regulation Orders and Parking Permit Scheme that are in

operation.

5.2 The Waste Strategy and Minimisation Officer has provided comments and has not objected to the proposal.

5.2.1 They have advised that each flat will require the following for recycling and waste collections: 1 x 140 litre bin for general waste; 1 x 25 litre kerbside caddy for food waste; Green bags for mixed recycling (equivalent to 140 litres). The storage of which must be sensitively integrated into the design. Since 27th July 2015, the developers of all new residential units are required to purchase the bin provision required for each unit. The bins have to meet the Council's specifications and can be purchased directly by contacting the Waste Management's commercial team.

5.2.1 The Officer has noted the proposed location of the refuse storage area in the rear garden of the property and advised that refuse would not be collected from the rear lane and would need to be presented at St Margaret's Crescent or Minister Street and the better option would have been to store the refuse in the front garden.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 A Flood Consequences Assessment was submitted with the application and was subsequently amended and Natural Resources Wales have been consulted. They have advised that they do not object to the proposal as submitted. They advise that the data and assessment indicate that the flood risk is within the tolerable limits and in compliance with TAN 15. They advise that they have no adverse comments to make from a flood risk perspective. Further advice has been provided and advice will be provided to the applicant as a recommendation attached to the decision notice.

7. **REPRESENTATIONS**

7.1 The owner/occupies of neighbouring properties have been consulted.

7.2 Objections or representations expressing objections or concerns with respect to the proposal have been received from the following addresses:

- No.s 180, 182, 206, 223, 227, 231, 241, 299 and 303 Albany Road
- No.s 33 and 35 Southminster Road

Full details are available online, however, the comments can be summarised as follows:

- *Density/overdevelopment of the site;*
- *Size, scale and design of the development is detrimental to the character of the area;*
- *Large number of bins/bags in the front garden of a property can be detrimental to visual amenity and public health*
- *Adverse impact upon parking which is already an issue and upon highway safety generally;*
- *Loss of family accommodation, a large proportion of houses in the area have*

- already been converted to flats;*
- *Inbalancing communities with saturation of HMOs;*
- *Fast turnover of tenants and transient occupiers;*
- *Further stress on local amenities;*
- *Increased pressure on local infrastructure and capability of sewerage system;*
- *Loss of amenity/loss of privacy from extensions and balcony;*
- *Loss of light and overlooking/loss of privacy from proposed dormer extensions, the 25 degree rule referred to within the draft 'Cardiff Residential Extensions & Alterations' SPG will be broken by the proposal;*
- *Noise disturbance from flats and privacy concerns with respect to the balcony;*
- *Insufficient outdoor amenity(and storage) space for the proposed occupiers;*
- *Small size of flats and lack of disabled access to flats;*
- *Lack of disabled access for proposed flats;*
- *Devaluation of other existing family properties.*
- *Increased crime from flat roof and windows/door to rear lane.*
- *Effect of external lighting*
- *Disruption to the development process, mess/disturbance etc.*
- *The development works may affect/weaken the neighbour's property in structural terms.*
- *Concerns with respect to water run-off and carbon sinks.*
- *Pressure on demand for places at Marlborough Primary School*

7.3 Cllr Joe Boyle and Cllr Rodney Berman have objected to the proposal, their objections can be summarised as follows:

- *The proposal represents an overdevelopment of the property detrimental to the character of the area.*
- *The development would have a detrimental impact upon parking, waste and education.*
- *The cumulative impact of conversions is detrimental to the amenity of the area*
- *There are growing pressures upon Marlborough Primary School*
- *The dormer and balcony would cause overlooking, poor outlook, overcrowding, a lack of amenity space, noise and disturbance and inconvenient unsafe access.*
- *The proposal would add to existing parking and highway safety issues*

7.4 Cllrs Peter Wong, Daniel De'Ath, Mary McGarry and Sue Lent have objected to the proposal, their objections can be summarised as follows:

- *Overdevelopment and change of character to the area*
- *The design of proposal is not in keeping with the architectural style of the area and does not relate well to the character of the area*
- *Reduction of family housing stock will have a significant detrimental effect upon local residents and the area*
- *Lack of amenity space*
- *The proposal will exacerbate parking problems*

7.5 Jenny Rathbone AM has objected to the proposal, the objection can be

summarised as follows:

- *Overdevelopment and change of character to the area*
- *The design of proposal is not in keeping with the architectural style of the area and does not relate well to the character of the area*
- *Reduction of family housing stock will have a significant detrimental effect upon local residents and the area*
- *Lack of amenity space*
- *Lack of privacy and overlooking from balcony*
- *The proposal will exacerbate parking problems*

8. **ANALYSIS**

8.1 **Policy Considerations**

8.1.1 The Cardiff Local Development Plan states that Cardiff has a significant need for new homes including family homes, affordable homes together with catering for the whole range of needs.

8.1.2 The principal of the subdivision of residential properties (subject to criteria) is supported by Policy H5 of the Local Development Plan which states that the subdivision of a residential building into smaller residential units can be an important source of housing.

8.1.3 National Planning policy also encourages the provision of additional housing stock within previously developed or existing residential land. Paragraph 9.2.6 of Planning Policy Wales states that *'Local planning authorities should address the scope and potential for rehabilitation, conversion, clearance and redevelopment when considering suitable sites for housing development. Maximising the use of suitable previously developed land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.'*

9.2 **Residential Amenity Considerations**

9.2.1 **Single Storey Rear Extension** - It is considered that the single storey rear extension would not be overbearing or generally un-neighbourly which would justify concern for the Local Planning Authority. The proposed extension would be located adjacent to an existing annex and staircase located at No. 303 Albany Road and would be set off the boundary with No. 299 Albany Road. The proposed extension would replace an existing lean-to structure and would only project approximately 2 metres beyond this existing structure. It should be noted that an extension projecting up to 4 metres from the original rear elevation of a property could be constructed at the property as 'permitted development' prior to the conversion of the property in to flats.

9.2.3 **Rear Dormer Roof Extension and Dormer Roof Extension to Rear Annex** - It is considered that the dormer extensions would not be overbearing or generally un-neighbourly to justify concern for the Local Planning Authority in this instance. The dormer to roof of the two storey annex would cause a minimal additional

overshadowing impact upon No. 299 Albany Road to that which would already be experienced by the presence of the existing two storey annex and the main roof. Furthermore, the height of the rear annexe dormer would be lower than the ridge height of the existing main roof. In any case the rear annex dormer is of a scale and design which means that it could be considered development permitted under Class B of Part 1 in Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 if constructed prior to the conversion of the property in to flats.

- 9.2.4 It is considered that the rear facing windows of the dormer roof extensions would not result in any unreasonable loss of privacy to adjoining gardens having regard to their positioning and orientation. The rear facing windows of both dormer extensions would face the rear garden of the application site in the same manner as the existing first floor rear facing windows. The rear facing window within the main roof rear dormer would be sited approximately 30 metres from the boundary of the rear garden of No. 35 Southminster Road and the rear facing annex dormer window would be sited approximately 21 metres from the boundary of the rear garden of No. 35 Southminster Road, exceeding the minimum of 10.5 metres specified by the Residential Extensions & Alterations Design Guide. It is noted that the side facing windows of the rear annex dormer would be sited in close proximity to the side boundary with No. 299 Albany Road less than the minimum distance of 10.5 metres specified by the Residential Extensions & Alterations Design Guide. The imposition of a planning condition is considered necessary to ensure these windows are obscurely glazed and non-opening below an internal height of 1.7metres.

Amenity of Future Occupiers

- 9.2.5 The internal floor area of all flats comfortably satisfies the minimum requirement of 30 square metres of area at an internal height of 2 metres or more, and the outlook from all living areas is considered acceptable. A private external amenity area of a sufficient size and shape measuring approximately 58 square metres will be provided (including an area for shared use measuring approximately 46 square metres and an area of approximately 12 square metres for the use of Flat 2). Flats 1 and 2 have would benefit from direct to the shared amenity area whilst Flats 3 and 4 could access the rear amenity area from the rear lane a common form of arrangement which is considered acceptable in this context.
- 9.2.6 Cycle storage would be provided within the rear shared amenity area and within the area for the use of Flat 2, the imposition of a planning condition is considered necessary to ensure that covered cycle storage is provided prior to the beneficial occupation of the flats. Refuse storage containers can be satisfactorily accommodated externally within the rear amenity area. There appears to be sufficient to space to site and access these facilities. The imposition of a condition is considered necessary to ensure the necessary storage containers are provided prior to beneficial occupation.
- 9.2.7 It is noted that the rear facing windows of Flat 1 could be overlooked by occupants of the other flats when using the shared outdoor amenity space, however, this is a widely established accepted relationship between ground floor flats and shared

external amenity areas of buildings converted to flats and new build blocks of flats.

9.3 Design Considerations

- 9.3.1 As stated above the scale of the single storey extension is considered acceptable and the provision of an external amenity area of approximately 58 square metres would be comparable to other properties located in the vicinity. The demolition of the garage would provide for an increased net amount of useable area around the property. Other properties within the locality feature extensions of a similar scale and design. Accordingly it is considered that the extension would not be out of character to the locality and will provide a subservient addition to the building.
- 9.3.2 The main roof rear dormer is considered visually acceptable as it would be set up the roof slope and in from the sides of the roof and would be finished in materials to match the existing building in accordance with the Residential Extensions & Alterations SPG. It is noted that the rear annex dormer would be of substantial size, however, it should be noted that this dormer extension could be considered development permitted under Class B of Part 1 in Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 if constructed prior to the conversion of the property into flats. It is noted that other properties in the vicinity feature dormer roof extensions including some sited upon rear annex.

9.4 Transport Considerations

- 9.4.1 The proposal is compliant with the Access, Circulation and Parking Standards SPG with no off street parking spaces, subject to the provision of a cycle storage area.
- 9.4.2 The site is relatively close to a large district centre and on a well-served bus route, in close proximity to both inbound and outbound bus stops. The site is therefore considered to be in a sustainable location where the need to own/use a private car is reduced and consequently lower parking standards are appropriate.
- 9.4.3 In terms of the parking numbers, the existing 5 bed house if applied for today would attract between 1 and 3 parking spaces; whereas the proposed 4 no. 2 bed flats would attract between 2 and 6 parking spaces (0.5 to 2 spaces per unit). In contrast to houses, however, evidence of car use associated with flats suggests that they (flats) generate less parking demand than traditional family dwellings and as such the Council would look to the lower end of the parking scale.
- 9.4.4 In respect of the above considerations, it should be noted that the Access, Circulation and Parking Standards SPG provides guidance on parking numbers that must be considered in relation to all other aspects of a particular application and should not therefore be taken as absolute requirements. Garages are not counted as parking spaces in connection with the SPG standards and in practice are generally not used for parking purposes; even where access is not restricted and/or they are of a suitable size
- 9.4.5 It is therefore considered that the current and proposed uses of the building would

generate broadly similar levels of parking demand and as such zero parking provision is not considered to provide a sustainable ground for objection. Secure covered cycle parking is being proposed within the development. Six cycle parking spaces are proposed which is in line with the current parking standards.

9.5 Cumulative Impact

- 9.5.1 Albany Road and its surrounding area features a mix of housing types including, houses, flats and Houses in Multiple Occupation (HMO). The Local Plan states that in delivering sustainable communities, the Council will seek to ensure a range of dwelling sizes, types and affordability is provided in terms of both market and affordable housing to meet identified needs (including supported and sheltered housing and other special needs where appropriate), in safe neighbourhoods. In Cardiff, in line with national trends, average household size has been declining and in general this has been reflected in an increasing proportion of 1 and 2 bedroom flats in schemes with residential consent. The Local Development Plan recognises that the provision of flats does cater for those seeking smaller units of accommodation, and that this may free up other larger units of existing housing.
- 9.5.2 It should be noted that there is no planning policy which specifically defines 'family accommodation' and seeks to protect it and there is no policy or specific supplementary planning guidance which identifies thresholds or a saturation point which the Council could rely upon to support a refusal of planning permission on the grounds of cumulative impact with respect to flats.
- 9.5.3 When considering cumulative impacts Planning Inspectors have considered whether it can be demonstrated that the proposed use/conversion would cause harm to the character of the area. In this instance, the property is relatively large and located in a sustainable urban location relatively close to a district centre, and public transport services and as stated above is considered acceptable in terms of other amenity considerations. Notwithstanding the representations there is no substantive evidence that directly links the proposal to any significant loss of community cohesion or character, which is already largely determined by the existing mix of flats, larger single dwelling houses and Houses in Multiple Occupation in this particular location. Whilst it is recognised that there is a demand for off street parking in the area, the proposal is compliant with the SPG and relative to a large family home it would be unlikely to add to existing congestion to any material degree. The proposal would not materially change the number of transient residents living in the immediate area, and any infrastructural requirements arising from the proposal would be localised, and diluted in the light of existing demands.
- 9.5.4 Therefore it is considered that the conversion of this property in itself would not cause a demonstrable harm to the amenity or character of the area which would justify the refusal of planning permission on the grounds of cumulative impact.

10. Representations

- 10.1 The representations received from the neighbouring residents, and Cllrs Joe Boyle, Rodney Berman, Peter Wong, Daniel De'Ath, Mary McGarry, Sue Lent, and

Jenny Rathbone AM are noted. While the substance of local views must be considered, the duty is to decide each case on its planning merits. As a general principle, local opposition or support for a proposal is not, on its own, a reasonable ground for refusing or granting planning permission; objections, or support, must be based on valid planning considerations. Specific issues are addressed as follows:

- Density/Overdevelopment. It is considered that the provision of four flats in this context is acceptable as detailed within the above analysis.
- Size/Scale. It is considered that the size/scale of the proposal is acceptable in this context as detailed within the above analysis.
- Bins. It is considered that refuse storage containers could be suitably accommodated within the rear garden as detailed within the above analysis. Existing refuse storage containers for buildings within this street are accommodated within the front forecourts and this arrangement is a common established practice.
- Parking. The proposal is compliant with the Access, Circulation and Parking Standards SPG with no off street parking spaces subject to the provision of cycle storage as detailed within the above analysis and the Councils Traffic and Transportation service have raised no highway safety concerns.
- Loss of family accommodation. There is no planning policy to protect family accommodation and no policy or specific supplementary planning guidance which identifies a thresholds/saturation which the Council could rely upon to support a refusal of planning permission on the grounds of cumulative impact. It is considered that the conversion of this property in itself would not cause a demonstrable harm to the character of the area which appears to feature a mix of flats, larger single dwelling houses and Houses in Multiple Occupation.
- Saturation of HMOs. The application does not propose conversion to HMO accommodation (use class C4) as it proposes residential flats within use class C3. The Houses in Multiple Occupation Supplementary Planning Guidance does not apply to residential units within class C3.
- Fast turnover of tenants. Not a material planning matter, there is no planning control upon the length of a tenancy.
- Stress on Local Amenities. It is not considered that the proposal would cause 'demonstrable' harm to local amenities.
- Pressure on local infrastructure and sewerage system. Connections would be considered by the building regulations procedure, it is not considered that the proposal would cause 'demonstrable' harm to the infrastructure. There is no policy or specific supplementary planning guidance which the Council could rely on to support a refusal on this basis.
- Loss of privacy/amenity from extension and balcony. It is considered that the proposal would not result in any unreasonable loss of privacy or amenity to adjoining properties as detailed within the amenity analysis above. The rear balcony feature which was initially proposed has been deleted from the scheme.
- Loss of privacy/amenity from rear dormers. It is considered that the proposal would result in any unreasonable loss of privacy or amenity to adjoining properties or properties located to the rear of the property as detailed within the analysis above. The rear annex dormer roof extension is of a scale and design which mean it could be considered to constitute 'permitted development' not requiring planning

permission if constructed prior to the conversion to flats. Local Development Plan policies and Supplementary Planning Guidance are not applicable to works which do not require planning permission. The imposition of a planning condition would ensure that the side facing windows of the rear annex dormer shall be non-opening below a height of 1.7m above internal floor level.

- Noise Disturbance. It is not considered that the proposal would result in adverse noise consequences. The property is currently a 5 bedroom house and as a result of the conversion would have 6 bedrooms in total. Although it is anticipated that there may be more occupiers it is not considered that it would result in a significant increase in disturbance in this location which would justify the refusal of planning permission.
- External Amenity Space. It is considered that the proposed external amenity area is of an adequate size and is of a useable form as detailed within the above analysis.
- Size of flats. The Council and the Welsh Government have no formal policy or guidelines relating to the size of flats. However, it is of relevance that the size of the proposed flats would be considerably in excess of 30 square metres which is considered to represent a reasonable standard of amenity for occupants.
- Disabled access: Access would be considered by part M of the Building Regulations. Part M is not applicable where there is no material change of use (subdivision of an existing dwelling to flats is not a material change of use), and in such cases requires that any material alterations must not make the building less satisfactory than it was before. Therefore, provision of a lift is not required in this instance.
- Effect on Property Values. This is not a material planning matter.
- Increased crime. It is considered that the proposal would not result in increased crime to justify the refusal of planning permission; the provision of a flat roof is common form of single storey extension and the use of flats would not result in a demonstrable risk of crime. Any increased levels of access from the gated rear lane would not necessarily increase the risk the crime if managed correctly.
- Effect of External Lighting. Installation of external lighting at residential properties does not constitute development requiring planning permission, therefore is not a material planning matter. Artificial light nuisance can be controlled by the Environmental Protection Act 1990 as 'statutory nuisance'.
- Disruption to the development process, mess/disturbance etc. Although it is recognised that development can cause disruption it is not a valid reason to refuse planning permission. The Councils Pollution Control Service has powers with respect to noise nuisance and dust etc. and the Highways Service have powers to take action with respect to improper use of the public highway.
- The development works may affect/weaken the neighbour's property in structural terms. The structural integrity of works would be controlled by the Building Regulations and any damage to property during the building process would be a civil matter.
- Concerns with respect to water run-off and carbon sinks. The plans show that there would be an increased amount of lawn area in the rear garden and therefore an increased permeable surface and carbon sink. It should however be noted that a hardstanding could be erected to the rear of the property as 'permitted development.'
- Pressure on Marlborough Primary School. It is considered that the scale of the

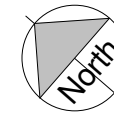
development would not result in an unacceptable increase in demand for places at Marlborough Primary School to justify the refusal of planning permission.

11. Other Legal Considerations

- 11.1 *Crime and Disorder Act 1998* – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 11.2 *Equality Act 2010* – The Equality Act 2010 identifies a number of ‘protected characteristics’, namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council’s duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 11.3 *Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

12. Conclusion

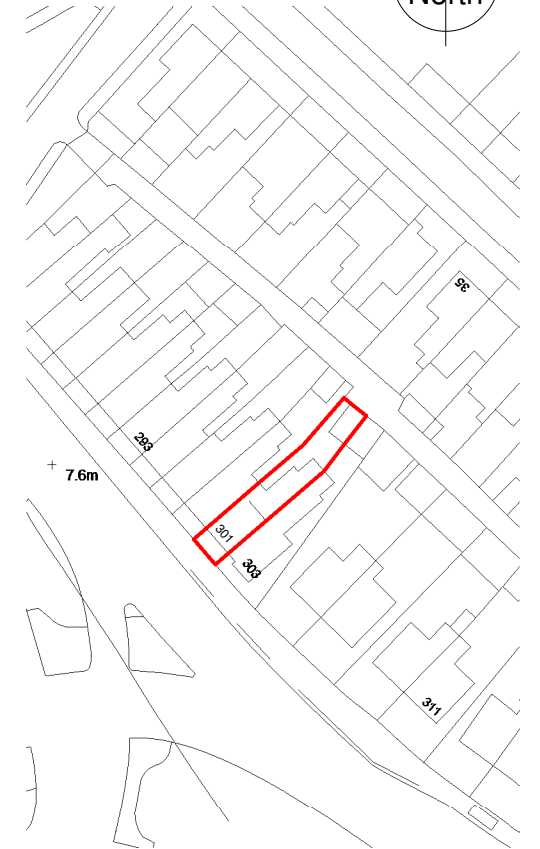
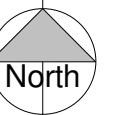
It is concluded that the application is acceptable in accordance with the planning policies listed, and is recommended that planning permission be granted, subject to conditions.



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A3 Original Sheet Size



Location Plan
1 : 1250

Planning Issue

date	rev	name	chk	note

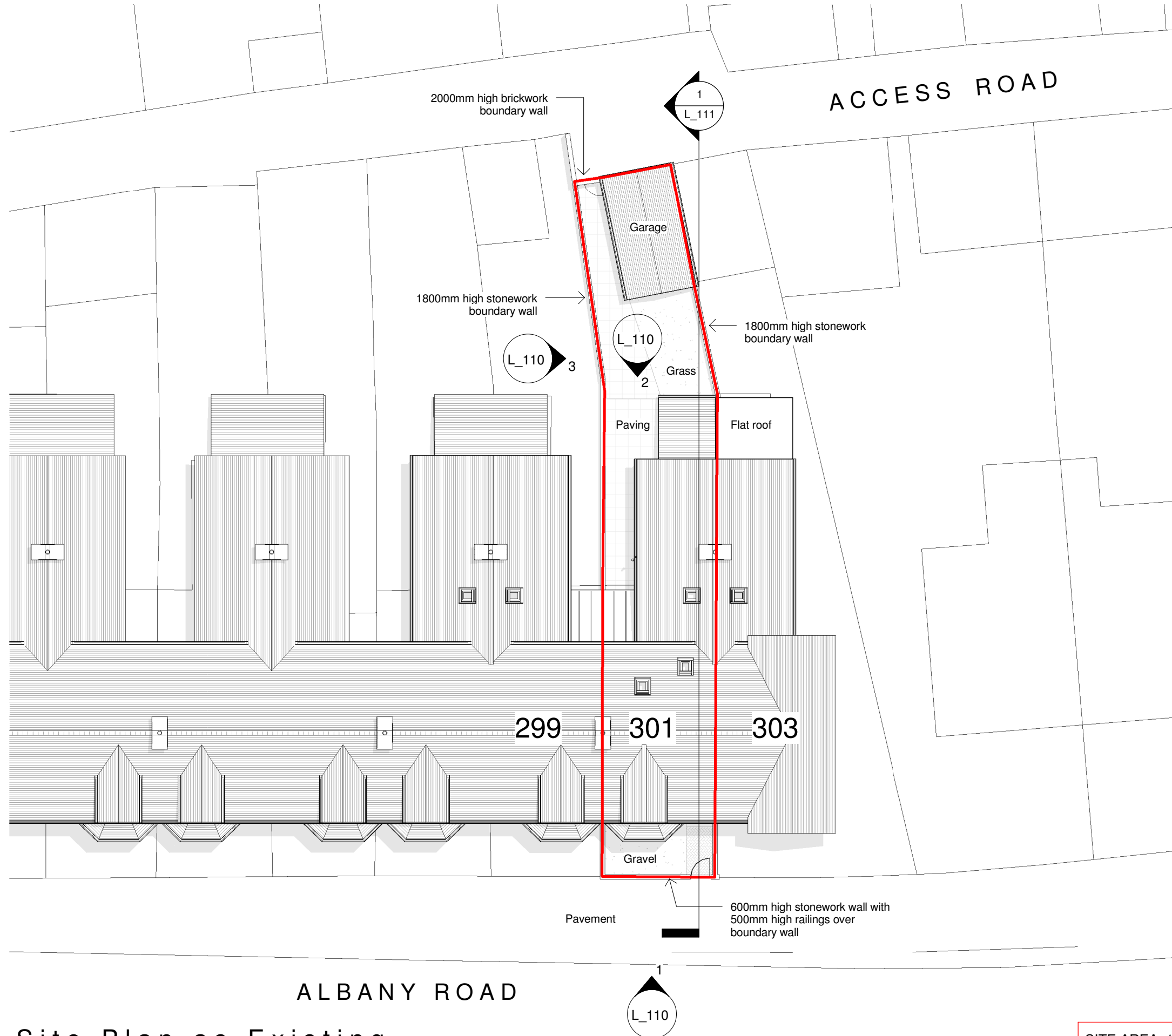


Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

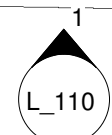
PROJECT
Proposed rear extension, loft conversion with dormers & conversion of dwelling to form 4 no. flats
301 Albany Road, Cardiff CF24 3NY

DRAWING TITLE
Site Plan as Existing

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	05/07/17	PL	HH
DRAWING NUMBER	REVISION		
P585	L_001		

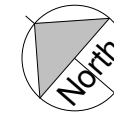


ALBANY ROAD



Site Plan as Existing
1 : 200

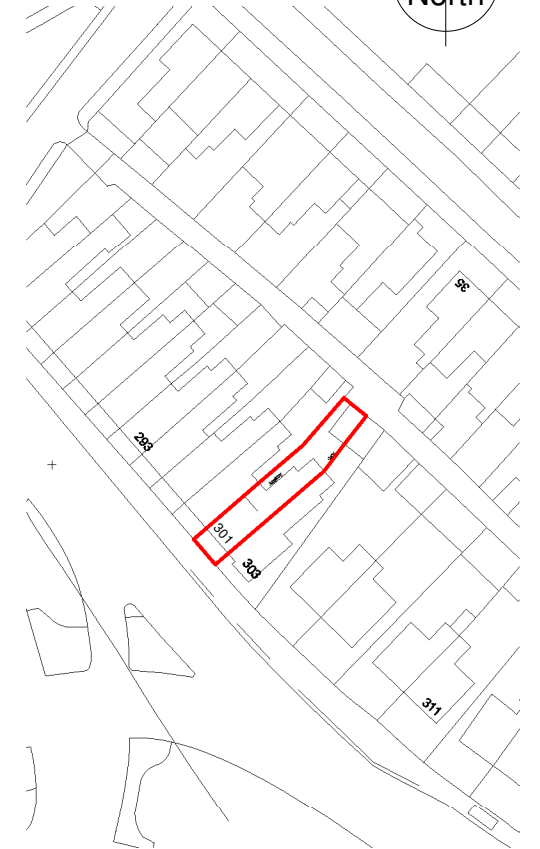
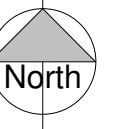
SITE AREA: 186m²



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Location Plan

1 : 1250

Planning Issue

date	rev	name	chk	note
24/10/17	A	PL		Balcony removed and bin store repositioned



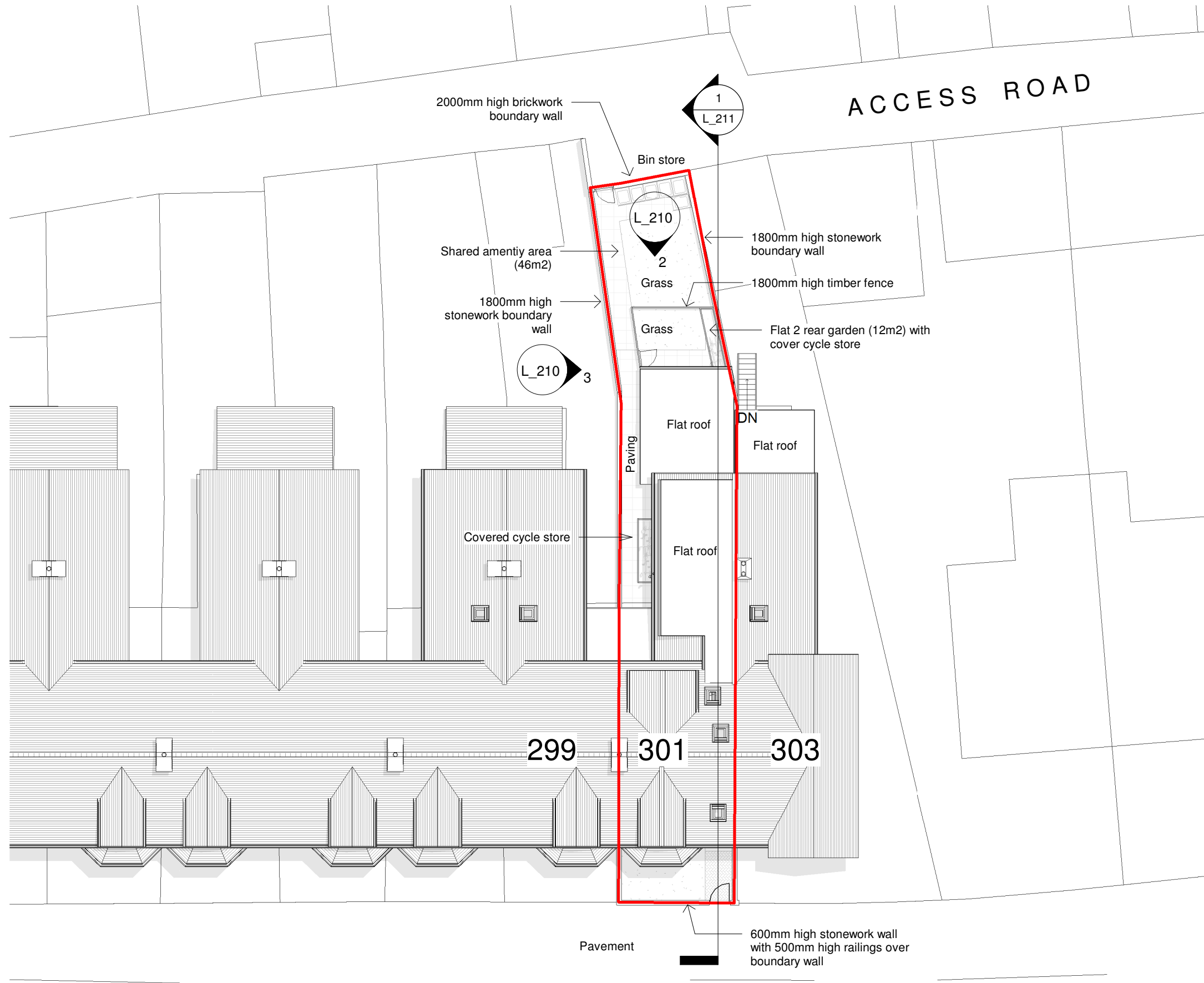
Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
 Systems House 89 Heol Don Cardiff CF14 2AT
 T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
 Proposed rear extension, loft conversion with dormers & conversion of dwelling to form 4 no. flats
 301 Albany Road, Cardiff CF24 3NY

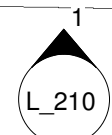
DRAWING TITLE
 Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	31/08/17	PL	FC
DRAWING NUMBER	REVISION		
P585	L_002	A	

24/10/2017 10:43:26



ALBANY ROAD



Site Plan as Proposed

1 : 200

SITE AREA: 186m2

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

0mm 50mm

A3 Original Sheet Size

FINISHES KEY:

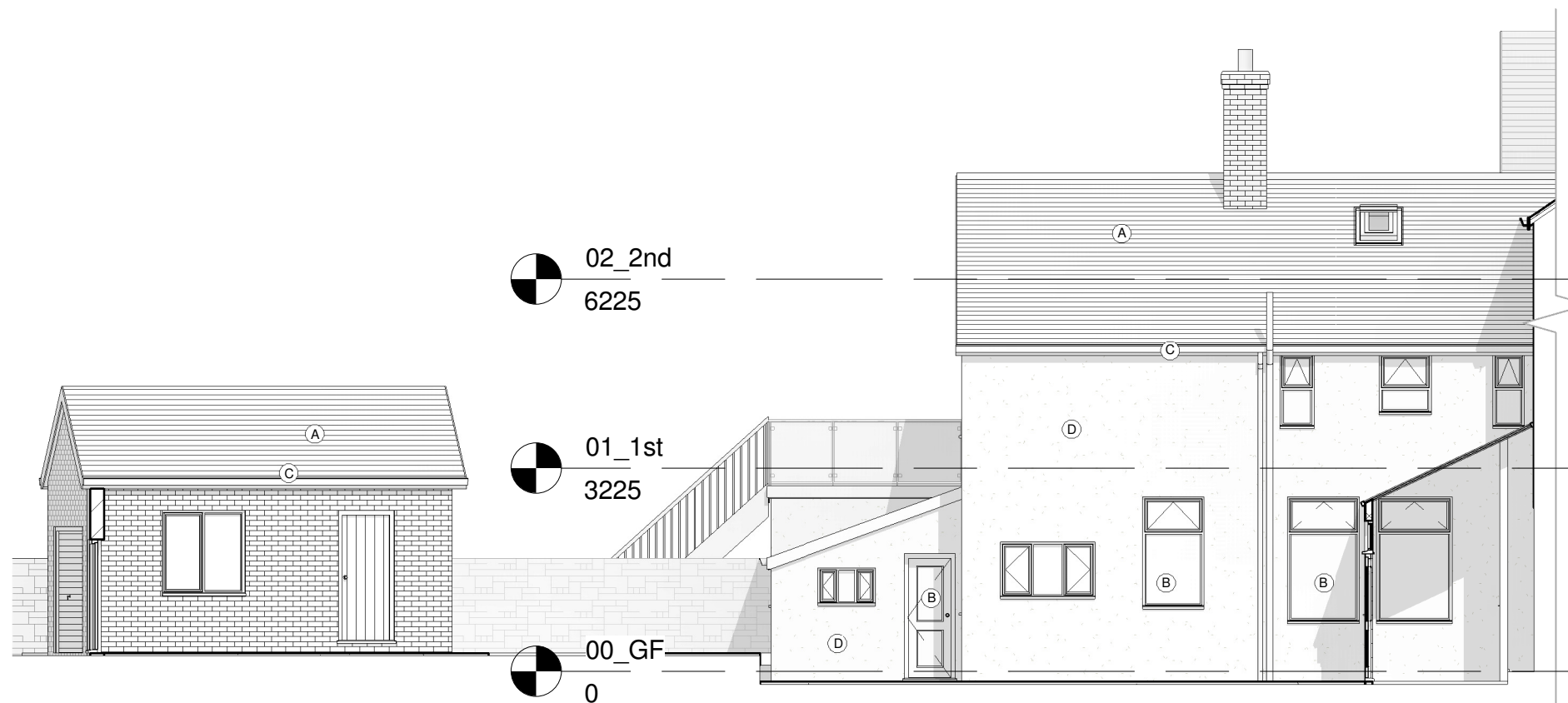
- A : GREY SLATE ROOFING & RED RIDGE TILES
- B : WHITE DOUBLE GLAZED UPVC WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE RENDERED EXTERNAL WALLS
- E : STONEWORK EXTERNAL WALLS & BATH STONE BAYS & QUOINS



South (Front) Elevation
1 : 100



North (Rear) Elevation
1 : 100



West (Side) Elevation as Existing
1 : 100

Planning Issue

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
Proposed rear extension, loft conversion with dormers & conversion of dwelling to form 4 no. flats
301 Albany Road, Cardiff CF24 3NY

DRAWING TITLE
Elevations as Existing

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	05/07/17	PL	HH
DRAWING NUMBER	REVISION		
P585	L_110		



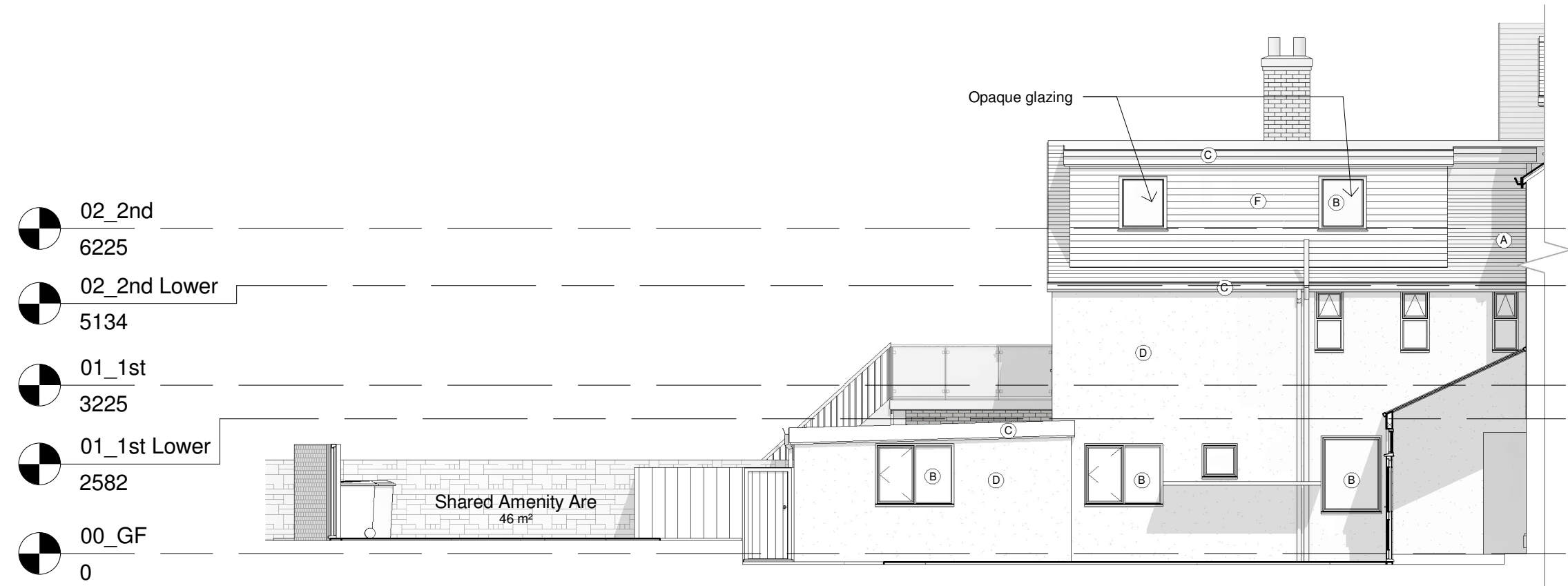
South (Front) Elevation
1 : 100



North (Rear) Elevation
1 : 100

FINISHES KEY:

- A : GREY SLATE ROOFING & RED RIDGE TILES
- B : WHITE DOUBLE GLAZED UPVC WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE RENDERED EXTERNAL WALLS
- E : STONEMASONRY EXTERNAL WALLS & BATH STONE BAYS & QUOINS
- F : GREY SLATE VERTICAL CLADDING TILES



West (Side) Elevation as Existing
1 : 100

Planning Issue

date	rev	name	chk	note
24/10/17	A	PL		Balcony removed and bin store repositioned



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

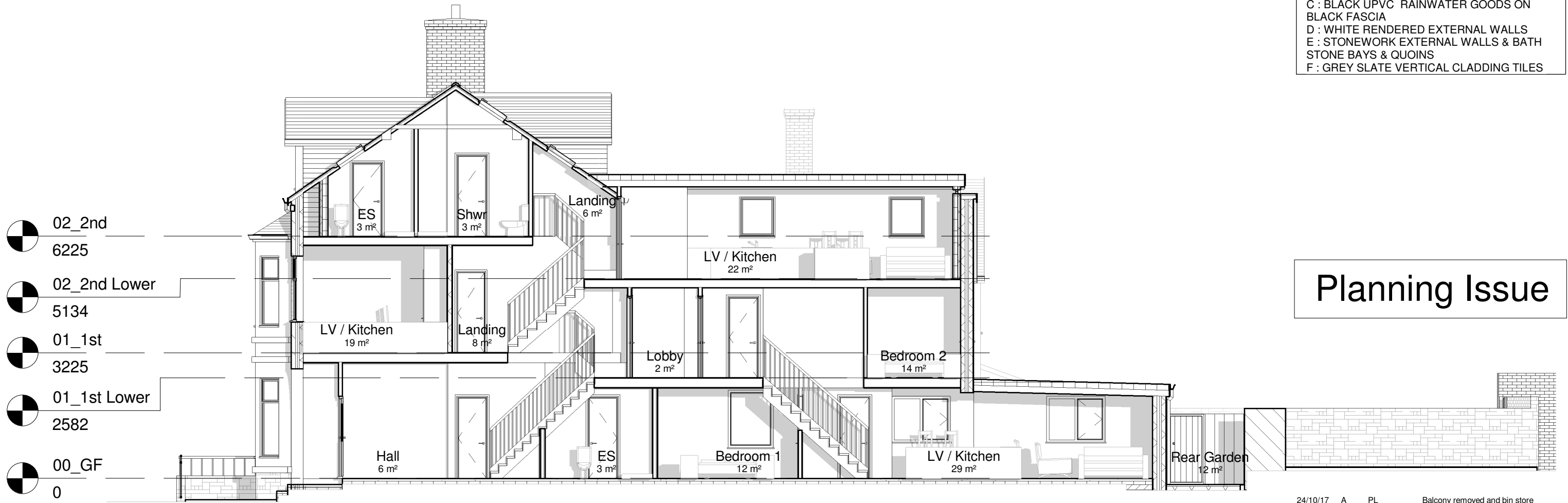
PROJECT
Proposed rear extension, loft conversion with dormers & conversion of dwelling to form 4 no. flats
301 Albany Road, Cardiff CF24 3NY

DRAWING TITLE
Elevations as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	31/08/17	PL	FC
DRAWING NUMBER		REVISION	
P585 L_210		A	

FINISHES KEY:

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- B : WHITE DOUBLE GLAZED UPVC WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : WHITE RENDERED EXTERNAL WALLS
- E : STONEMWORK EXTERNAL WALLS & BATH STONE BAYS & QUOINS
- F : GREY SLATE VERTICAL CLADDING TILES



- 02_2nd
6225
- 02_2nd Lower
5134
- 01_1st
3225
- 01_1st Lower
2582
- 00_GF
0

Planning Issue

Longitudal Section
1 : 100

24/10/17	A	PL		Balcony removed and bin store repositioned
date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
Proposed rear extension, loft conversion with dormers & conversion of dwelling to form 4 no. flats
301 Albany Road, Cardiff CF24 3NY

DRAWING TITLE
Section as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	31/08/17	PL	FC
DRAWING NUMBER	REVISION		
P585 L_211	A		

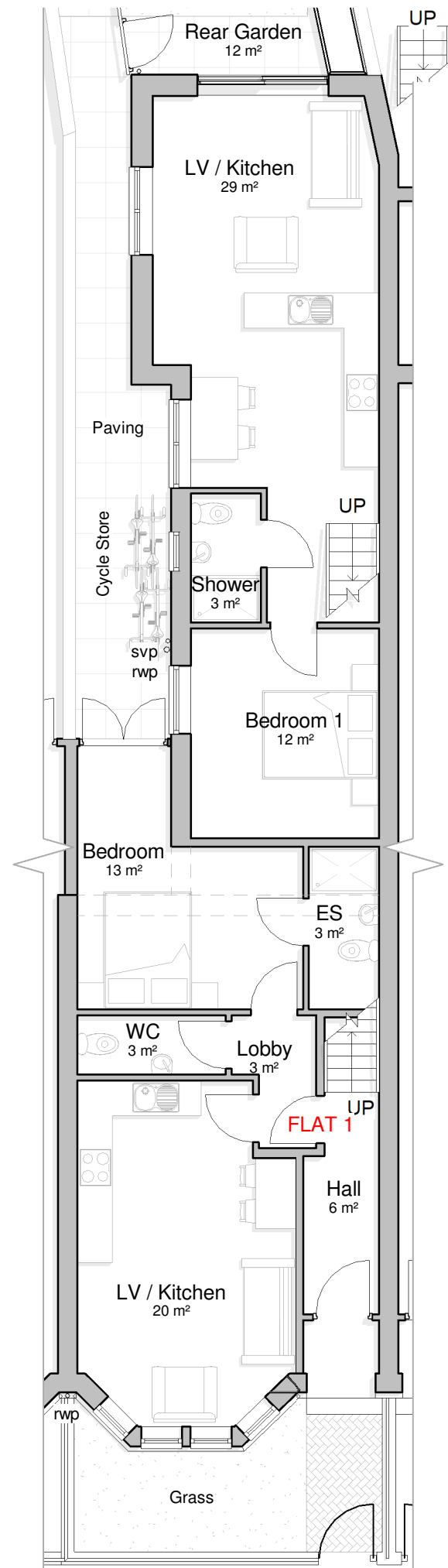
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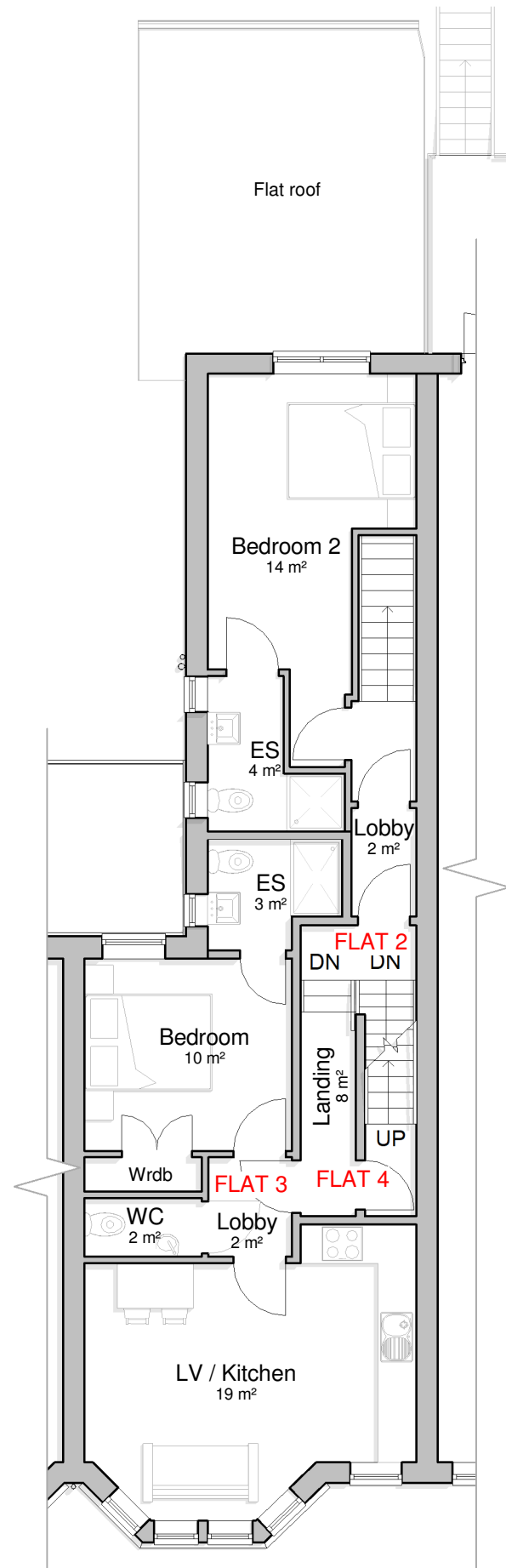
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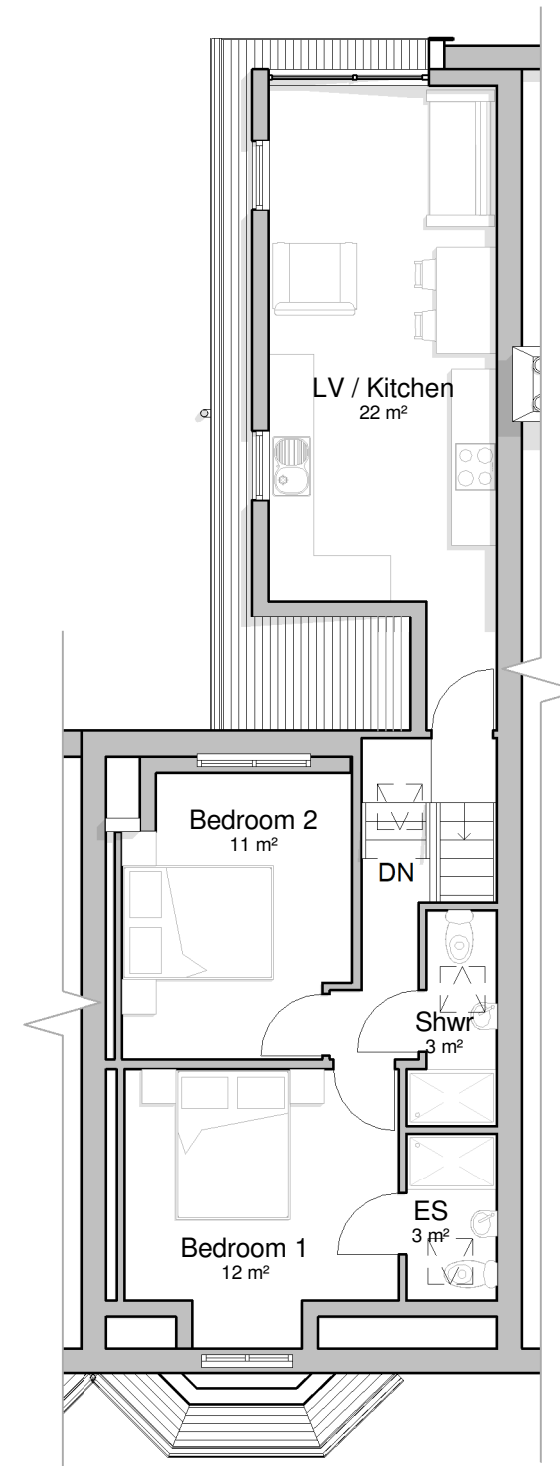
- A : GREY SLATE ROOFING & RED RIDGE TILES
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- E : STONEMWORK EXTERNAL WALLS & BATH STONE BAYS & QUOINS
- F : GREY SLATE VERTICAL CLADDING TILES



Ground Floor Plan
1 : 100



First Floor Plan
1 : 100



Second Floor Plan
1 : 100

Planning Issue

24/10/17	A	PL	Balcony removed and bin store repositioned	
date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT
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DRAWING TITLE
Floor Plans as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	31/08/17	PL	FC
DRAWING NUMBER	REVISION		
P585	L_200	A	

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COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/02181/MJR** APPLICATION DATE: 22/09/2017

ED: **GABALFA**

APP: TYPE: Full Planning Permission

APPLICANT: ColSilverbird A Sarl

LOCATION: ALEXANDER HOUSE, EXCELSIOR ROAD, GABALFA

PROPOSAL: THE DEMOLITION OF EXISTING OFFICE BUILDING AND REDEVELOPMENT OF 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

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the applicant submitting within six months to a **SECTION 106** Agreement comprising a financial contribution as detailed in paragraph 8.47 of the report and subject to the following conditions:-

1. C01 Statutory Time Limit
2. This approval is in respect of the following plans and documents, unless otherwise amended by any other condition attached to this consent:
 - Site Location Plan (Dwg No: 0458 3 F 0 001).
 - Site Block Plan (Dwg No: 0458 3 F 0 002 Rev 00).
 - Existing Site Plan (Dwg No: 0458 3 F 0 100).
 - Existing Elevation (Dwg No: 0458 3 F 0 200).
 - Proposed Site Plan (Dwg No: D0100 Rev 03).
 - Proposed Floor Plans - Block A (Dwg No: D1100 Rev 01).
 - Proposed Floor Plans - Block B (Dwg No: D2100 Rev 01).
 - Proposed Floor Plans - Block C (Dwg No: D3100 Rev 01).
 - Proposed Roof Plan (Dwg No: D0101 Rev 02).
 - Proposed Street Elevation (Dwg No: 0458 3 D 0 200).
 - Proposed Coloured Typical Elevation (Dwg No: 0458 3 D 0 201).
 - Proposed Elevation - Block A (Dwg No: D1201 Rev 01).
 - Proposed Elevation - Block A (Dwg No: D1200 Rev 01).
 - Proposed Elevation 02- Block B (Dwg No: D2200 Rev 01).
 - Proposed Elevation 01- Block B (Dwg No: D2201 Rev 01).
 - Proposed Elevation - Block C (Dwg No: D3200 Rev 01).
 - Proposed Elevation - Block C (Dwg No: D3201 Rev 01).
 - Proposed Section AA (Dwg No: 0458 3 D 0 300 Rev 01).
 - Proposed Landscape Plan (Dwg No: D0405 Rev 00).

- Proposed Communal Courtyard (Dwg No: 0458 3 D 0 401).
- Additional Façade Details – Block A&C D0202 Rev 00.
- Proposed Boundary Treatment D0406 Rev 00.
- Proposed Tree & Open Space Plan D0407 Rev 00.
- Proposed Cycle & Refuse Store Detail (Dwg No: 0458 3 D 0 402).
- Proposed Signage & Entrance Canopy (Dwg No: 0458 3 D 0 403).
- Proposed 3D Street View (Dwg No: 0458 3 D 0 404).
- Environmental Noise Survey 452/ENS1_Rev 1
- Flood Consequence Assessment September 2017

Reason: To avoid doubt and confusion as to the approved plans.

3. Prior to the commencement of any development works a scheme to investigate and monitor the site for the presence of gases being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the Local Planning Authority. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and appropriately verified before occupation of any part of the development which has been permitted and the approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan

4. Prior to the commencement of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment shall be carried out by or under the direction of a suitably qualified competent person in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site.

The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential

source, pathway, and receptor linkages;

- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (2012).

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment in accordance with policy EN13 of the Cardiff Local Development Plan.

5. Prior to the commencement of the development a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012).

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

6. The remediation scheme approved by condition 5 shall be fully undertaken in accordance with its terms prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2012).

Reason : To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it shall be reported in writing within 2 days to the Local Planning Authority, all associated works shall stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment shall be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the

development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

8. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

9. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

10. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused. Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

11. Within the flexible commercial use area hereby permitted any floorspace (maximum 289 sqm) used for A1 purposes shall not be used other than for the sale of convenience goods, including a bakery (for the sale of hot and cold food and drinks) and shall not be used for any other purpose including those set out in Class A1 of the Schedule for the Town and

Country Planning (Use Classes) Order 1987 or any Order revoking, amending or re-enacting that order with or without modification.

Reason: To prevent other retail uses which may harm the vitality and viability of defined development plan centres or threaten strategies for their protection or enhancement.

12. No development shall commence until a foul drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the site will be effectively drained and where the site will connect to the existing public sewerage system. Thereafter, the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no surface water or land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

13. Any pruning necessary to implement the planning permission shall be undertaken in accordance with British Standard 3998: 2010 'Tree Work' or any Standard that replaces it.

Reason: The trees are of value in the local environment and should be protected and maintained in good condition.

14. No demolition, site preparation or development shall take place until full details of hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- A landscaping implementation programme.
- Scaled planting plans prepared by a qualified landscape architect.
- Proposed finished levels.
- Earthworks.
- Hard surfacing materials.
- Existing and proposed services and drainage above and below ground level.

Planting plans shall be supplemented by:

- Schedules of plant species, sizes, numbers or densities prepared by a qualified landscape architect.
- Scaled tree pit sectional and plan drawings prepared by a qualified landscape architect.
- Topsoil and subsoil specification for all planting types, including full details of soil assessment, protection, stripping, storage, handling, amelioration and placement to ensure it is fit for purpose. Where imported planting soils are proposed, full specification details shall be supplied, including certification in accordance with British Standards and interpretive reports by a soil scientist demonstrating fitness for purpose and a methodology for handling, amelioration and placement.

- Planting methodology and post-planting aftercare methodology prepared by a qualified landscape architect.

The submitted details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason: To enable the Local Planning Authority to determine that the proposals will maintain and improve the amenity and environmental value of the area, and to monitor compliance.

15. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority otherwise defective, shall be replaced.
Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 15.
Reason: To maintain and improve the amenity and environmental value of the area.
16. Samples of the materials to be used on the exterior walls of the buildings shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on the construction of the approved buildings.
Reason: To ensure that the finished appearance of the development is in keeping with the area.
17. Prior to the commencement of demolition and any development a scheme (Construction Environmental Management Plan) to minimise dust emissions and minimise the impact on the highway arising from construction activities on site during the construction period shall be submitted in writing for approval by the Local Planning Authority. The scheme shall include (but not be limited to) details of site hoardings, site access and wheel washing facilities, a strategy for the delivery of plant and materials, construction staff parking, traffic management proposals and details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The demolition and construction phases shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the demolition and construction phases.
Reason: To safeguard the amenity of nearby businesses in the area and highway safety.
18. All bedrooms and kitchen/lounges on the facades highlighted RED in figure 4532/SP2 of Environmental Noise Survey 4532/ENS1 dated the 2nd August 2017 shall be fitted with façade insulation to the following specifications:

Façade Element	Description	Sound Reduction Index, R (SRI: BS EN ISO 140) at Octave Band Centre Frequency (Hz)				
		125	250	500	1000	2000
Wall	Brick/Block Cavity Wall	40	44	45	51	56
Roof	Flat, timber-joist roof, asphalt on boarding, 12mm plasterboard ceiling, thermal insulation	22	37	43	49	57
Ventilator	Based on: Greenwood EHA574 (DN,e at Octave Band Centre Frequency)	34	40	39	42	49
Windows	Based on Pilkington – 6mm / 16mm / 4mm	21	20	25	38	37

Reason: In the interests of the amenities of future occupiers.

19. The approved Cycle Parking details shall be implemented prior to the development being brought into beneficial use and thereafter maintained in perpetuity.
Reason: To ensure that adequate provision is made for the secure parking of cycles and scooters.
20. Prior to any part of the development being brought into beneficial use a Student Travel Plan shall be submitted in writing for approval by the Local Planning Authority to present ways of travelling to/from the site, with targets for commuting by non-car modes.
Reason: To encourage safe sustainable means of travel to and from the site.
21. Prior to any part of the development being brought into beneficial use a comprehensive Student Traffic Management Plan shall be submitted in writing for approval by the Local Planning Authority for the drop-off and collection of students (and their belongings) at the beginning / end of term is achieved in an orderly manner.
Reason: In the interests of highway safety.
22. The car parking spaces to the rear of Block B shall be laid out prior to any part of the development being brought into beneficial use.
Reason: To ensure sufficient off street parking is provided for this development.
23. No part of the development hereby permitted shall be commenced until a scheme of reinstatement works to Excelsior Road adjacent to the site

has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the resurfacing/reinstatement of the footway/carriageway as may be required as consequence of implementation of the development; to include surfacing, kerbs, edging, drainage, lighting, lining, signing and street furniture as required as a consequence of the scheme. No part of the development shall be occupied until the scheme as approved has been implemented.

Reason: To reinstate the footway and provide an improved pedestrian environment to facilitate safe commodious access to the proposed development.

24. The cycleway in front of the proposed development shall be protected and reinstated after the works have been completed in accordance with details to be agreed in writing by the Local Planning Authority before the development is brought into beneficial use.

Reason : In the interests of sustainable transport.

25. Notwithstanding the fencing shown on drawing 3DO 202 rev 00 details of the fencing/railings to be erected along the site frontage shall be submitted in writing for approval by the Local Planning Authority and then erected prior to Blocks A and C being brought into beneficial use.

Reason: To ensure that the finished appearance of the development is in keeping with the area.

26. Prior to the development commencing a scheme of work shall be submitted to the Local Planning Authority for approval to ensure adequate lighting levels to a minimum of average 20 lux covering all pedestrian, vehicle access, undercroft and parking areas, and shall then be implemented as approved prior to the development being brought into beneficial use.

Reason: To ensure adequate personal safety for residents and other site users.

27. Prior to the development commencing a detailed scheme of work shall be submitted to the Local Planning Authority for approval detailing access control features on communal entrance, floors accessing living accommodation, and cluster areas and individual room security and shall then be implemented as approved prior to the development being brought into beneficial use.

Reason: To ensure personal safety of residents and protect their belongings from theft.

28. Prior to the development commencing a detailed scheme work covering the management of premises shall be submitted to the Local Planning Authority for approval and shall then be implemented as approved prior to the development being brought into beneficial use.

Reason: To ensure safety and security of residents.

29. Prior to the development commencing a detailed scheme of work to ensure an effective CCTV system is installed, including coverage of the

undercroft, shall be submitted to the Local Planning Authority for approval and shall then be implemented as approved prior to the development being brought into beneficial use.

Reason: To enhance safety and security of residents.

30. Prior to the development commencing the security arrangements for cycle storage and bin areas shall be submitted to the Local Planning Authority for approval and shall then be implemented as approved prior to the development being brought into beneficial use.

Reason: To prevent theft and risk of harm from arson attacks on bin storage area.

31. Any Ground floor or vulnerable standard window shall comply with PAS24 2016 standards.

Reason: To prevent burglary and theft.

RECOMMENDATION 2 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for:

- (i) determining the extent and effects of such constraints;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

RECOMMENDATION 3 : To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition

and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 4 : The developer shall have regard to the consultation responses received during the processing of this application.

RECOMMENDATION 5 : Prior to the commencement of development, the developer shall notify the Local Planning Authority of the commencement of development , and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure)(Wales)(Amendment) Order 2016.

1. **DESCRIPTION OF DEVELOPMENT**

- 1.1 The proposal is to erect 3 student blocks with two A1/A2/A3/B1/D1 uses on the ground floor of the middle block.
- 1.2 The western block would accommodate 5 single student units, 2 accessible student units, 1 double bed unit, 56 cycle spaces, student refuse, plant, reception and lift on the ground floor. The first and second floors would each accommodate 12 single student units, 1 accessible double bed unit and 1 double bed unit. The third floor would accommodate 7 single student units and 2 double bed units. Each unit would have its own cooking facilities. The rear first and second floor windows will be splayed to angle their view away from Wickes and overlook the rear path increasing passive surveillance.
- 1.3 The middle block would accommodate two A1/A2/A3/B1/D1 uses (one 195 sq m in area and the other 94 sq m) and student refuse, plant, security office, laundry and lift on the ground floor. The first and second floors would each accommodate 29 single student units, and 4 communal kitchen/living areas. The third floor would accommodate 25 single student units and 4 communal kitchen/living areas. The fourth floor would accommodate 19 single student units and 3 communal kitchen/living areas.
- 1.4 To the rear of the middle block there would be 64 cycle spaces in a secure cycle store, 21 parking spaces (including 2 disabled spaces) and refuse store for the commercial uses. The cycle store and refuse stores would have green roofs and part zinc clad/part perforated clad walls.
- 1.5 The eastern block would accommodate 7 single student units, 1 accessible student unit, 1 double bed unit, 56 cycle spaces, student refuse, laundry, plant, reception and lift on the ground floor. The first, second, third and fourth floors would each accommodate 10 single student units, 1 accessible double bed unit and 3 double bed units. Each unit would have its own cooking facilities.

1.6 The blocks would have flat roofs. The walls of the blocks will be finished in part zinc cladding, part grey brick with a small element of grey render. The side wall of the western unit facing the A48 would have a “green wall”.

1.7 The applicant states that the application proposal will:

- Comprehensively regenerate a dated site in a manner that transforms its contribution to the amenity of the area in a significant gateway location.
- Have the potential to set a high quality design and build standard in triggering the wider regeneration of the area.
- Be of a scale and nature consistent with surrounding context and high quality design that responds effectively to the constraints and opportunities on site.
- Meet an immediate housing need identified in the local area, including through bespoke and high quality accommodation.
- Deliver a complementary mix of uses that are consistent in scale and nature with the development and the surrounding employment, leisure and commercial uses.
- Include a comprehensive landscape strategy including the significant enhancement of the public realm.
- Be highly accessible by a range of modes of transport, with excellent linkages to the local area promoting alternative modes of travel other than the private car.
- Provide safe and secure, inclusive access for all users without any significant adverse impact on the local highway network, its safety, capacity or flow.

1.8 The application was accompanied by the following documents:-

The planning application submission comprises the following information:

- Design & Access Statement;
- Transport Statement;
- Noise Assessment;
- Planning & Economic Development Statement;
- Tree Survey;
- Pre-Application Consultation Report;
- Air Quality Assessment; and
- Soils Assessment.

2. **DESCRIPTION OF SITE**

2.1 The site comprises a strip of land to the north of and fronting Excelsior Road. The site is occupied by a three storey office building in the centre of the site with parking area behind and two other car parking areas, one to the east and one to the west of the office building.

2.2 The site is 0.35 ha in area. The eastern third of the site is separated by a service road from the majority of the site.

- 2.3 To the south of the site there is a Tesco Extra store, to the north are trade counter units and a bingo hall. To the north east are two restaurants, Brickyard Industrial Estate (which apart from one unit was vacant) and beyond that student accommodation. To the south east is a petrol filling station and a tarmac surfaced footpath with street lights that connects the site to North Road, close to Nazareth House, and to Bont Road/Parkfield Place. To the west is a small landscaped area then the A48. There is a subway under the A48 that provides a pedestrian link from a residential estate to two footpaths, one runs in front of the site and the other around the rear of the western third of the site.
- 2.4 Most of the site lies within Flood Zone C1. This Flood Zone covers all the adjoining employment uses, Tesco extra and a substantial number of dwellings west of the A48. A C1 Flood Zone is an area of floodplain which is developed and served by significant infrastructure, including flood defences.

3. **PLANNING HISTORY**

- 3.1 13/01404/DC1 Erection of A1 retail bakery approved on eastern third of site 2/9/13.

4. **PLANNING POLICY**

- 4.1 It is considered that the following LDP policies are relevant to this application:-

KP5, KP7, KP8, EC1:17, EC2, EC3, H6, R6, EN6, EN7, EN8, EN13, T1, T6, C1, C3, C5 and W2.

SPG Safeguarding Business and Industrial Land and Premises 2017

SPG Planning Obligations 2017

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Contaminated Land state:-

In reviewing available records and the application for the proposed development, the site has been identified as formerly commercial/industrial with uses including offices with associated parking, and incorporating a section of the former infilled Glamorganshire Canal. Activities associated with this use may have caused the land to become contaminated. In addition former landfill/raise sites are associated with the generation of landfill gases, within subsurface materials, which have the potential to migrate to other sites. These issues may give rise to potential risks to human health and the environment for the proposed end use.

Should there be any importation of soils to develop the landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed

end use.

Shared Regulatory Services requests the inclusion of conditions and informative statements in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.

5.2 The Tree Officer has no adverse observations to the amended landscaping details subject to conditions.

5.3 Regeneration state:

The Cardiff Planning Obligations SPG 2017 (Section 8 – Community Facilities) states that ‘Growth in population arising from new development generates demand for and increases pressure on community facilities. To meet the needs of future residents, it may be necessary to meet this additional demand through:

- The provision of new facilities,
- The extension to or upgrading of existing facilities.

If no onsite provision is proposed, a financial contribution is sought on residential developments containing 25 or more new dwellings where it has been identified that investment in community facilities will be required to meet the needs of the new population.

The formula in the SPG is based on the number of bedrooms and associated occupancy figures per dwelling. In summary, the following contribution is sought from the developer:

£118, 053.12

The Cardiff Planning Obligations SPG was formally adopted by Council on 26th January 2017. The SPG was adopted to help to ensure that developments contribute toward the provision of necessary infrastructure and measures required to mitigate their impact. Policy KP6 of the Cardiff Local Development Plan (adopted January 2016) supports the provision of community facilities as part of new residential developments.

It is also in accord with Planning Policy Wales which supports the negotiation of planning obligations and states “Contributions from developers may be used to offset negative consequences of development, to help meet local needs, or to secure benefits which will make development more sustainable”. A development proposing a significant increase in population, such as this, would create pressures on existing local facilities that need to be offset via onsite provision and/or a financial contribution. It would be unacceptable to grant planning consent in the absence of such provision._

Several community facilities are located within proximity to the site and are likely to experience an added pressure as a result of the new population. It is envisaged that a forthcoming community facilities contribution would be directed towards these facilities.

Contributions towards community facilities are derived using a formula-based calculation which takes into account, amongst other things, the size of the residential development and the projected increase in population.

5.4 Economic Development state:

Alexander House is centrally located within Cardiff with excellent road links via the A470 and A48 leading to the M4.

Alexander House is situated on a business park that provides a range of employment uses such as retail, industrial, office, leisure and restaurant / café uses. Alexander House provides an attractive office offer with good transport links, ample parking and amenities adjacent for employees to use.

Having a strong out of town office offer is important for Cardiff so that a range and choice of office accommodation is available to potential inward investors or indigenous companies. Alexander House has had a high level of occupation for a number of years and the majority of other employment uses on the business park have high levels of occupancy.

The Economic Development directorate is concerned at the continuing change of use requests for office property to student accommodation development and would oppose a change of use request for the site on Excelsior Road from office to student accommodation with the loss of 11,300 sq ft of employment space.

The Cardiff Local Development Plan highlights that Cardiff is forecast to deliver 40,000 new jobs over the planning period 2006-2026 and is one of the fastest growing cities in the UK. To deliver the expected jobs growth in the city it is essential that Cardiff retains its key city centre sites that can deliver the required density and high quality office developments to attract new jobs and investment and retain existing jobs in the city.

If the site were to be progressed as change of use to student accommodation then the Economic Development service area would seek a financial contribution through a S106 agreement.

Economic Development recognise that mixed use development may be considered appropriate, however if mixed use schemes with a reasonable proportion of business space are not feasible or forthcoming on a particular site, a planning obligation will be required to compensate for this loss, and mitigate the impact of this change. The Alexander House office building of circa 11,300 sq ft with the capacity to provide between 100 and 150 jobs and the low rise nature of the site could provide higher densities of employment opportunities, however if the building is lost to a residential or student accommodation use it is unlikely that the site will revert back to an employment site.

A financial contribution is sought to address the concerns relating to the loss of this employment land at a strategic out of town employment site. Economic Development is seeking a financial contribution of £21,724. This contribution

will form a package of assistance that will help support and develop companies within the Gabalfa ward and provide further employment opportunities. This figure is equitable to other figures that have been agreed on sites of the same size in other parts of the city.

The developer contributions for the loss of employment land will be utilised for Economic Development projects and are calculated from the Council's Planning Obligations SPG.

- 5.5 The Waste Management Officer originally identified certain matters that needed to be considered but following the submission of an amended waste method statement states:

The amended method statement is acceptable. Waste management has no further observations or objections to the proposed development.

- 5.6 Specialist Services Officer states:

I have reviewed the application from an air quality perspective, focusing upon the submitted Air Quality Assessment (AQA) and its conclusions. As outlined the report considers the operational phase impacts associated with the proposed development.

I acknowledge the findings detailed in the report and I am satisfied by the methods and approach used to derive the findings. The Air Quality Assessment (AQA) has been undertaken to a high standard and the very conservative approach adopted by the model is deemed best practise allowing worst-case scenarios to be portrayed. Based on the sufficient evidence and outcomes of the AQA, on the grounds of air quality I do not have any objections to the proposed development.

- 5.7 The Parks Officer states:-

I'm happy to reduce the off-site contribution to take account of open space being provided on site as indicated in my original response, but this needs to be defined open space usable for recreation e.g. seating (and ideally available for public use). The plan provided by the applicant indicates that all the areas outside the building footprint should be included, but many of these areas around the building would be considered as amenity space. I'm happy to deduct the areas shown on the attached plan, which equate to an area of 213m² or 0.0213ha. The calculation on this basis gives a revised figure of £107,316.

I have no further objections regarding the footway behind the properties if a detailed analysis of movement patterns in this area have been carried out. It is an extremely busy area in terms of both vehicle and pedestrian traffic and following desire lines for the main routes will be critical. It also appears to be adopted highway.

I retain my reservations on the seating area design and how well it will function as a comfortable space for sitting, but happy to condition them and welcome involvement of the landscape architect in examining the design further. I

welcome the proposal for the perforated screen and planting details around the building.

I also retain major reservations about the proposed planting adjacent to the highway, which although I can see would provide an additional buffer to the highway; it will create a number of other issues. If the highway is to be altered a S278 agreement would be required.

Thanks for confirming use of ANS global for the green wall. They have a solid track record and are providing a service for the Hallinan House development.

If planting is shown in the highway area Parks would definitely not agree to its adoption as it creates a number of maintenance issues.

5.8 The Noise Team is content that the sound insulation measures recommended are suitable.

All bedrooms and kitchen/lounges on the facades highlighted RED in figure 4532/SP2 of Environmental Noise Survey 4532/ENS1 dated the 2nd August 2017 shall be fitted with façade insulation to the following specifications:

Façade Element	Description	Sound Reduction Index, R (SRI: BS EN ISO 140) at Octave Band Centre Frequency (Hz)				
		125	250	500	1000	2000
Wall	Brick/Block Cavity Wall	40	44	45	51	56
Roof	Flat, timber-joint roof, asphalt on boarding, 12mm plasterboard ceiling, thermal insulation	22	37	43	49	57
Ventilator	Based on: Greenwood EHA574 (DN,e at Octave Band Centre Frequency)	34	40	39	42	49
Windows	Based on Pilkington – 6mm / 16mm / 4mm	21	20	25	38	37

Incidentally, the letter from Lichfields makes the point that the Noise Report states that there is “no external amenity space is indicated on this development” but that 1,080m² of open space around the development. Am I right in saying that there is no “external amenity space” associated with this development?

5.9 (a) Transportation welcomes the applicant taking some note of pre-application suggestions such as the student management plan and the fact that the proposal seems generally satisfactory and compliant with the SPG (Access, Circulation & Parking) in terms of cycle parking provision.

It is noted that this application wishes to cater for student accommodation. The site itself is located on Excelsior Avenue and is located near the A48, Cardiff

Metropolitan and Cardiff University. The application is to be welcomed as there is a lack of student accommodation in this area, however there are a number of conditions that need to be fulfilled.

There are, however, some concerns which will need to be allayed. It is noted that the developer wishes to employ a private contractor and collect waste from block B. My colleague in waste management has offered comments, however, I notice there is no vehicle tracking plan provided. This would need to be supplied to ensure ingress and egress to and from site is safe. Moreover, if parking is reduced to operational needs and to cater for the disabled then this would ensure more space for refuse vehicles. It would also add to the safety of students and delivery vehicles as there will be more space to cater to their needs.

There is a concern about the introduction of a loading / stop-off / drop-off layby being installed outside the proposed halls. There are currently a number of personal injury incidents recorded at this juncture and the potential increase in vehicular movements may increase the possibility of pedestrian / cycle / vehicle conflict. It should be noted that if data is not available from the South Wales Police there are other methods of obtaining the data.

An improved scheme could be developed to enhance the existing pedestrian crossing facility outside the proposed student hall. The road safety team are currently considering what could be done to improve the facility. This could be subject to a S106.

The provision of parking for residents may be reduced, which would allow greater space within the site to cater for refuse / delivery movements on-site rather than on-street.

A Road Safety Audit will be needed to review the proposals (existing or amended). This should review the proposed junction, access, pedestrian movements, refuse and delivery movements (on & off the site).

Conditions

Cycle Parking –The approved details in accordance with the council's SPG Access, Circulation and Parking Standards (2010) shall be implemented prior to the development being put into beneficial use and thereafter maintained. Reason: To ensure that adequate provision is made for the secure parking of cycles and scooters.

Construction Management Plan - No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan shall provide for:

- (a) the parking of vehicles of site operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials used in constructing the development
- (d) the erection and maintenance of security hoarding

- (e) wheel washing facilities
- (f) measures to control the emission of dust and dirt during construction
- (g) a scheme for recycling/disposing of waste resulting from demolition and construction works

Student Travel Plan: A Student Travel Plan should be drafted to present ways of travelling to/from University in a sustainable fashion, with targets for commuting by non-car modes.

A Student Traffic Management Plan would be required to ensure that the drop-off and collection of students (and their belongings) at the beginning / end of term is achieved in an orderly manner. This will need to be a comprehensive plan as it will need to address an objection that has been raised.

Highway works – No part of the development hereby permitted shall be commenced until a scheme of reinstatement works adjacent to the site has been submitted to and approved in writing by the LPA. The scheme to include the resurfacing/reinstatement of the footway/carriageway as may be required as a consequence of implementation of the development; to include surfacing, kerbs, edging, drainage, lighting, lining, signing and street furniture as required as a consequence of the scheme. No part of the development shall be occupied until the approved scheme has been implemented. Reason: To reinstate the footway and provide an improved pedestrian environment to facilitate safe and convenient access to the proposed development.

Monies are sought towards the following :

- Enhanced street lighting to accommodate pedestrian movements;
- Improvements to existing cycle facilities in the vicinity (toward Cardiff Met and toward city centre);
- Improved pedestrian facilities outside the proposed hall.

(b) And

The developer wishes to make the left hand turn road off Excelsior Road, next to Alexander House, as a dedicated left hand turn only. I understand Wickes utilise this road for deliveries and would be affected by this new request. I am unsure if this was implemented whether delivery vehicles could safely negotiate the roundabout that feeds Tesco/KFC. Therefore in the interests of safety could the developer illustrate how HGV delivery vehicles would safely negotiate the roundabout via swept path analysis. The applicant would also need to discuss / agree with Wickes the proposal to make left out only before it could be progressed. The road is not public highway.

Moreover, the inclusion of a loading bay on Excelsior Drive could remove a mandatory cycle lane (which is part of the council's strategic cycle network) which would run contrary to the Council's policy of promoting Active Travel. Also the proposed loading bay could inhibit visibility for vehicles wishing to turn onto /out of Excelsior Drive. Therefore in the interests of policy and safety the inclusion of a loading bay would be opposed.

(c) After discussion with the developer it has been agreed that the benches off the public highway and cycle way (o/s block C) should be removed and also the shrubs / grass which would impact the cycleway. Delivery vehicles in / out of student car park need to enter / exit the car park in a forward gear. The developer has agreed to pay £50,000 toward the crossing improvements, which includes widening the footway to the west (o/s block A) to extend a shared footway / cycleway toward the subway. In addition to this a condition :

Cycleway : the cycleway in front of the proposed development is protected and re-instated after the works have been completed.

Finally, the developer has agreed to contribute towards a review for the need / acceptability of the potential safety impact of the HGVs utilising the roundabout outside the Tesco.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 Wales and West Utilities have submitted a plan identifying a pipeline in front of part of the site with a connection to Alexander House. The developer must not build over their apparatus.

6.2 Welsh Water says that-
We would request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes provided are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

We have reviewed the information submitted as part of this application with particular focus on the Flood Consequence Assessment dated September 2017 which comprises a surface water strategy and assessment to dispose of these flows via sustainable means. We note that the existing site is drained via private pipes which discharge to the nearby watercourse and the proposed development intends to re-use this method to drain the surface water away from the site. In line with the hierarchy, the use of infiltration has been considered but rendered unsuitable and therefore draining to an existing watercourse would be preferable to us.

Notwithstanding the above we acknowledge that the site has an existing foul water connection to the public sewer, however it is unclear where this drains off site and whether this existing connection is suitable for re-use or whether a new connection is required.

Therefore, if you are minded to grant planning permission we request that a condition and advisory notes are included within any subsequent consent.

(The only condition proposed is included as no. 12 within Recommendation 1 and the Advisory Notes have been forwarded to the applicant).

6.3 GGAT state:

We have consulted the regional Historic Environment Record and note that the application area is situated within an area of ground that was the subject of a watching brief during the construction of neighbouring retail buildings on Western Avenue in 1995. At that time the concern was that the site is near to the historic medieval crossing of the River Taff. The medieval route is approximately along the line of Western Avenue and linked the ecclesiastical centre at Llandaff with the major routes to the east and west. It is postulated that the major Roman road across south Wales also forded the Taff at this point. The watching brief showed that there were no features or finds relating to either period and therefore there is little potential that the current development will reveal buried archaeological resource.

Therefore, it is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust.

6.4 South Wales Police state:-

South Wales Police have no objection in principle, but are concerned that students can be considered as a vulnerable group in society and the design and access statements do not provide sufficient detail on how safe and secure student accommodation is to be provided in the proposal. As a result South Wales Police make the following recommendations which we would ask be passed to developers.

1. Development should be designed to avoid any undercroft or unsighted areas or items such as seating which would be publically accessible and encourage anti-social gathering or loitering. Where such areas exist should be either removed or made secure to avoid crime and anti-social behaviour.
Reason to reduce crime and anti-social behaviour.
2. There should be a suitable scheme of work provided in relation to vehicle access, parking and pedestrian routes it is noted that the design and access documents refer to bollard lighting, bollard lighting will not provide on its own the necessary lighting levels and evenness of lighting to avoid shadows and contrasting lighting levels. South Wales Police would recommend that a scheme of work be submitted to the authority for approval to ensure adequate lighting levels to minimum of average of 20 lux covering all pedestrian, vehicle access and parking areas.
Reason to ensure adequate personal safety for residents and other site users.
3. There is insufficient detail on access control features to ensure student residents are safe South Wales Police recommend that a detailed scheme of work be submitted detailing access control features on communal entrance, floors accessing living accommodation, and cluster areas and individual room security. Secured by Design recommend clusters of rooms of no more than 8 where there are shared facilities and

this is seen as good practice. South Wales Police recommend that a separate scheme of work be submitted to the authority for approval detailing levels of and access control features including security standards

Reason to ensure personal safety of residents and protect their belongings from theft.

4. Student accommodation of this size requires active management and a permanent site management and security presence to prevent or react to any incident. As there is no mention in Design and Access statements of how premises of this size will be managed so South Wales Police would ask that a detailed scheme work covering the management of premises to be submitted to the authority for approval.

Reason to ensure safety and security of residents.

5. South Wales Police would recommend both internal and external CCTV is fitted to assist in management of premises and immediate surroundings and again because of lack of detail would suggest a detailed scheme of work is provided to ensure an effective CCTV system is installed.

Reason to enhance safety and security of residents.

6. Any cycle storage and bin areas need to be made secure and restricted to residents only, bin areas need to be set aside from building elevations to reduce fire risk from arson.

Reason to prevent theft and risk of harm from arson attacks on bin storage area.

7. Any Ground floor or vulnerable standard window should comply with PAS24 2016 standards which are considered to be acceptable minimum standards for dwelling accommodation.

Reason to prevent burglary and theft.

8. South Wales Police Recommend that adequate risk assessments are in place in terms of fire prevention, warning and evacuation.

Reason to save life.

9. All recent large student accommodation in Cardiff has been built to Secured by Design standards which has been shown to reduce risks of crime by up to 75%. South Wales Police would strongly recommend that developers work with the police to achieve such a standard and ensure safe, secure and sustainable development takes place.

In view of the lack of detail on how a safe and secure development is to be achieved South Wales Police would ask that items that items 1-8 be considered by way of condition should any approval be granted.

6.5 Fire Services Officer states:-

The proposed site plan in relation to the above has been examined and the Fire and Rescue Authority wish the following comments to be brought to the attention of the committee/applicant. It is important that these matters are dealt with in the early stages of any proposed development. The developer should consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and

b. access for emergency firefighting appliances.

6.6 NRW state:-

We recommend that you should only grant planning permission if you attach the following condition. This condition would address significant concerns that we have identified and we would not object provided you attach it to the planning permission. We also provide comments with regard to flood risk management, European Protected Species, foul water and historic landfill.

Land Contamination

We have reviewed the supporting information and note that a Soils Assessment has been submitted. Although this assessment is not specifically a geo-environmental site investigation and would not generally meet the best practice standards for site investigation, the soils that have been sampled do not demonstrate any gross contamination. Together with our knowledge of this site the conditions requested in our pre-application advice are not now required in full.

Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reasons

It is considered possible that there may be unidentified areas of contamination at the site that could pose a risk to controlled waters if they are not remediated.

Flood Risk Management

The development that is proposed would result in the creation of residential units, 'highly vulnerable development' in a flood risk area. The application site lies within Zone C1 as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15: Development and Flood Risk (TAN15) (July 2004). Our Flood Map, which is updated on a quarterly basis, confirms the site to be within the 1% (1 in 100 year) and 0.1% (1 in 1000 year) annual probability fluvial flood outlines of the River Taff, a designated main river.

Section 6 of TAN15 requires your Authority to determine whether the development at this location is justified. We refer you to the justification tests set out in section 6.2.

A Flood Consequences Assessment (FCA) has been submitted. The purpose of the FCA is to ensure that all parties are aware of the risks to and from the development, and ensure that if practicable, appropriate controls can be incorporated in a planning permission to manage the risks and consequences of flooding.

The FCA by Vectos dated September 2017 indicates that in the defended scenario the majority of the site is flood free in the 100 year plus climate change (25%) flood event apart from a small area which is proposed to be landscaped. Taking the above into account the FCA has demonstrated A1.14 of TAN15 has been met.

TAN15 also requires new development to be assessed against the consequences of flooding during an extreme 1000 year flood event. Paragraph A1.15 of TAN15 provides criteria that should be assessed against the proposal during the predicted 0.1% flood event.

The FCA indicates that the 1000 year flood level is 14.27m AOD. Based on the finished floor levels provided in the FCA the West block could experience flood depths to 570mm, the Central block to 670mm and the East block to 1270mm. Therefore, the Central and East blocks do not comply with A1.15 of TAN15. However, the FCA has recommended management of this risk by using flood resilient measures as part of the development.

With regard to A1.15 criteria on access, the depths and velocities have not been assessed. We refer you to the access and egress section of the FCA. Our data request indicates a maximum hazard of danger for most. The other two criteria of A1.15, rate of rise and speed of inundation, have not been assessed.

We would refer you to other appropriate bodies for their requirements in regard to the FCA.

We would recommend you consult other professional advisors on the acceptability of proposals and on matters we cannot advise on, such as, emergency plans, procedures and measures to address structural damage that may result from flooding. Please note, we do not normal comment on or approve the adequacy of flood emergency response and procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement during a flood emergency would be limited to delivering flood warnings to occupants/users.

In summary, we have no objection to the proposal with regard to flood risk as the majority of the site including all new built development will be flood free in the 100 year plus climate change event.

7. **REPRESENTATIONS**

- 7.1 Local Members have been notified and no representations have been received to date..
- 7.2 The application has been advertised on site and in the press as a departure from the Development Plan.
- 7.3 Adjoining occupiers/businesses have been notified.

7.4 Lichfields have objected on behalf of their client, DTZ Investors (DTZI)

To set the context, DTZI owns land adjacent to the site comprising Western Avenue Retail Park as well as the trade counters fronting onto Batchelor Road.

Principle of Development

The site which is the subject of planning application 17/02181/MJR is designated by the adopted Cardiff Local Development Plan as employment site EC1.17. The employment designation excludes Western Avenue Retail Park (WARP) and the Tesco Superstore. However it is clear that taken together, the wider context of the area is one of commercial and retail use. The area is busy and noisy due to the large number of vehicles entering the area. Large articulated lorries also regularly deliver to the shops within the area.

DTZI is concerned that the location is not appropriate for the proposed use due to the nature and character of the area. The proposed student accommodation will sit in isolation in the middle of commercial and retail uses. There is no synergy between the proposed student accommodation and Talybont's student facilities. DTZI is concerned that the introduction of a residential use here may create a conflict between the commercial operation at WARP and the proposed residential use as residents will naturally be concerned about their amenity.

DTZI is concerned that this conflict of land uses has the potential to prejudice the successful operation of the park's operators such as Wickes which is adjacent to the proposed development site. Wickes has numerous deliveries throughout the day and evening. We are concerned that future residents of this student accommodation may complain that the adjacent retail use is impacting upon their amenity. This would clearly be unreasonable as the area is currently established as a commercial and retail area. As you are aware, the access road to WARP currently runs adjacent to Alexander House. The application proposes that the access road runs in-between two of the student accommodation blocks.

We have reviewed the Noise Assessment prepared and note that paragraph 6.3 states that 'no external amenity space is indicated on this development'. However, we consider that this is not the case as drawing 0458 3 D 0 407 shows that there is 1,080 sqm of open space around the student blocks including areas of seating. We question whether this will be a pleasurable area to sit due to the background noise levels. This should be tested.

We are pleased that the Council, in its pre application response has proposed a number of conditions to deal with noise including the need to apply sound mitigation measures. We consider that this is crucial in order to ensure that if the application is approved the amenity of the students is not impacted upon by the existing and established use.

As you are aware, planning permission (17/01331) was granted on 24/7/17 to vary condition 11 of permission 94/01443/W so that food and drink products can be sold from Unit B at WARP so that Aldi could take occupation of the unit.

The introduction of Aldi at WARP will mean that more frequent deliveries will be required compared to the Staples unit as the goods are perishable. Aldi is also likely to generate more car trips than Staples which will mean more cars running in between proposed student blocks B and C. We question whether this has been taken into account as part of the noise assessment.

DTZI is also concerned that permitting this student accommodation block in this area may prejudice DTZI's ability to extend and/or upgrade the park in the future. We are concerned that allowing a noise sensitive use right in the middle of a commercial area may impact on DTZI's ability to undertake any necessary remodelling required to meet changing market requirements.

Transport

Parking

DTZI is concerned that the access road into WARP cuts in between blocks B and C of the proposed development. Our client is concerned that students will inevitably bring cars to the site, despite the assertion that students will not be able to. Our client is concerned that due to the low number of parking spaces provided students will try and utilise WARP's car park or park on the access road or grass verge leading into WARP which has the ability of impacting on customers' route into the park. DTZI would like to make it clear that students will not be able to park cars at WARP without first obtaining the express consent of DTZI. DTZI is also concerned that customers using the ground floor retail facilities will also seek to make use of WARP's dedicated parking.

Management of Student Change-Over

Despite being a car-free development, the proposed scheme would result in a high influx of vehicular movements at certain times of the year, notably at the beginning and end of term times when students are picked up and dropped off and particularly with the arrival of new students at the beginning of each academic year. Whilst some detail on the student change over process is provided in the Transport Statement we consider that further detail is required prior to the determination of the application. This is a crucial issue that will impact upon neighbouring landowners and operators and therefore the detail should not be left to be dealt with via planning condition.

The Transport Statement sets out four considerations that need to be taken into account in drafting a Management Plan. We consider that another consideration should be included which is the mechanism the operator will use in order to stop vehicles utilising WARP's car park to drop off students. There is currently no information as to how the operator will manage this.

As discussed above, this matter is important and may detrimentally impact upon our client's operations. For this reason a detailed management plan should be provided up front so that it can be publicly scrutinised in the context of the planning application.

Scale and Design

Our client is also concerned that the scale of the proposed buildings is too large

for the proposed location. The proposed buildings at 4 storeys are tall and will overlook DTZI's land. DTZI is concerned that the large buildings will obscure the view of the access point into WARP which may result in less people accessing the retail park. In this regard, it is important that the buildings do not obscure the signage on Excelsior Road which directs people into WARP. It is not clear from the submitted drawings what is proposed with this sign. Likewise, the development of Block A is likely to obscure the Wickes advertisement that fronts onto Excelsior Road.

DTZI is concerned with the proposed location of the refuse stores that front onto the access road into WARP. DTZI is concerned that bins and rubbish may be left outside the stores which will detract from the appearance of the access road into WARP. It is also unclear how these refuse stores will be serviced by a refuse collection vehicle without blocking the route into WARP. We would welcome clarity on this point.

Extent of Public Consultation

We note from the Pre-Application Consultation Report that letters were sent directly to the address of Club 3000 Bingo, Wickes and some of the trade counters on Batchelor Road which are all tenants of DTZI. Whilst these letters were addressed to the "owner/occupier" the letters did not reach DTZI, the landowner. DTZI is disappointed that no effort was made to contact DTZI directly as the landowner of the adjacent land. It is clear from the signage in and around the park that DTZ Investors is the owner of the site. DTZI would have appreciated the opportunity to discuss the proposals with the developer and his agent in order to inform the proposals.

We note that the Office Outlet (previously Staples) was not consulted.

Summary

We have set out in this letter DTZI's numerous legitimate concerns with regards to the proposed redevelopment of the site. Our client is primarily concerned that the nature of the use is not appropriate for the proposed location which is a busy commercial and retail area. This has the potential to create conflict between the established retail/commercial area and the sensitive residential use that will be introduced.

Our client is also concerned regarding transport arrangements, especially parking and the management of the student change-over day and would like more information to be put forward as part of the application so that it can be fully consulted upon as opposed to it being dealt with via a planning condition.

In addition DTZI is concerned that the buildings are overly obtrusive and that they obscure important signage that direct people to Western Avenue Retail Park and the businesses within it.

Our client also expresses disappointment that the applicant did not seek to interact with the company prior to the submission of the application.

We trust that our comments will be fully investigated and taken into account in

the determination of this application. We would be grateful if you could keep us updated on the progress of the application.

7.5 Quod on behalf of Wickes states:-

The existing Wickes branch has been operating from this site for 21 years. The store opens from 7am until 8pm on Mondays to Saturdays. Deliveries are received from Monday to Friday from 7.30am. Delivery vehicles range from HGVs to sprinter vans. Neither the delivery times nor the opening hours of the store are restricted and, if necessary, Wickes receive deliveries outside of these hours.

In addition to frequent deliveries and collections, there are on average 350 customers visiting the store a day, with the majority accessing the store via car/van. This creates approximately 700 vehicle trips through the shared access each day.

The Wickes site is therefore intensively used six days a week and, as a result, the access road to the retail store receives a considerable amount of vehicular traffic.

Wickes do not object to the proposed redevelopment of Alexander House to provide student accommodation, however given the proximity of the site and the operational requirements that Wickes have, the business needs to ensure that the Council have fully considered the proposals in relation to their business.

The existing use of the site is an office (Class B1a) with 22 car parking spaces. The proposed development will create a 213 bed student accommodation units and 289 sqm of flexible commercial floorspace with 23 car parking spaces across 3 blocks.

This is clearly a significant intensification and change of use of the site. The operations at the adjoining Wickes unit and particularly the service yard should be a material consideration in determining the proposals.

The key matters for consideration are noise emitted from the service yard, which can be early morning and late at night; and safety of the shared access road and junction with Excelsior Road.

i) Noise

Wickes intend to continue operations from this site, which is located in a commercial area, adjacent to existing employment land and retail units to the north east and south and the A48 Western Avenue to the west. This is therefore an entirely appropriate location for a non-food retail warehouse to operate, and potentially intensify its operations in the future.

Policy EN13 (Air, Noise, Light Pollution and Land Contamination) of the Cardiff Local Development Plan 2006-2026 states that development will not be permitted where it 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.”

The supporting text to this policy emphasises that development proposals that would generate unacceptable levels of air, noise or light pollution are appropriately located and controlled, away from incompatible land uses. Specifically it states:

“...Incompatible land uses and development are not located close to potential sources of pollution;...”

It states that noise can have a harmful impact on people’s health and quality of life and that new development’s that are particularly noise-sensitive, including housing, should be located where possible, away from existing or proposed sources of significant noise.

At Paragraph 5.186 it is highlighted that mitigating noise issues after they have arisen can be significantly more expensive than avoiding them in the first place.

At a national level, Paragraph 13.15 of Planning Policy Wales (‘PPW’) (Edition 9) states that noise can be a material planning consideration, when considering proposals to use or develop land near an existing source of noise.

At Paragraph 13.14 it states that noise-sensitive developments, such as housing, should be located away from existing sources of significant noise. However, where these developments need to be located close to existing transportation infrastructure to facilitate access, they should be designed in such a way as to limit noise levels within and around those developments.

A Noise Assessment (ref. 4532/ENS1), dated 2 August 2017, was submitted to Cardiff City Council to support the planning application. Section 2 of the Noise Assessment lists suggested Conditions to protect occupiers from noise.

Wickes agree to the proposed conditions to control the effects of noise from the commercial area and, in particular, the requirement for sound insulation to protect occupiers from noise from the commercial spaces.

Paragraph 5.2 of the submitted Noise Assessment states that there is relatively short delivery yard activity on a site which is controlled by road traffic noise during the day. This is incorrect. Wickes has no restrictions on opening hours or deliveries and sometimes there is a need for early morning / late night deliveries.

The proposals are therefore currently contrary to Policy EN13 of the Cardiff Local Development Plan 2006- 2026 and Paragraphs 13.14 and 13.15 of PPW.

The Council must ensure that appropriate mitigation measures are put in place to ensure that noise generated from the Wickes store does not have a negative

impact on the proposed student accommodation units now, or in the future.

ii) Access and Highways

There are a number of transport related matters that should be taken into account. In particular, the implications of the proposed development on the shared access with Wickes.

A Transport Assessment (dated August 2017) was submitted with the planning application and provides trip data and information relating to a Start and End of Term Arrival Management Plan. The report does not however provide a Road Safety Audit or information relating to the junction with Excelsior Road.

Policy T5 (Managing Transport Impacts) is intended to ensure that all new developments for which planning permission is required properly address the demand for travel and its impacts, makes satisfactory provision for access, parking and circulation, and avoids unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.

Specifically, the policy states:

“Where necessary, safe and convenient provision will be sought in conjunction with development for:

- i. Pedestrians, including people with prams and/or young children;
- ii. Disabled people with mobility impairments and particular access needs;
- iii. Cyclists;
- iv. Powered two-wheelers;
- v. Public Transport;
- vi. Vehicular access and traffic management within the site and its vicinity;
- vii. Car parking and servicing;...”

Policy T6 addresses the impact of development on transport networks and services and states that:

“Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.”

At a national level, Paragraph 8.7 of Planning Policy Wales (‘PPW’) (Edition 9) states that when determining a planning application for development that has transport implications, local planning authorities should take into account:

“the effects on the safety and convenience of other users of the transport network”.

There is a clear policy requirement at both local and national level that new development ensures that safe and suitable access is delivered. The intensification of the use of the site from office to 223 student accommodation units will result in a significant increase in the number of pedestrians and cyclists using the access road shared with Wickes.

This will have implications on the safety of the junction with Excelsior Road and the access road to Wickes, particularly where HGVs and service vehicles be entering and egressing the site throughout the day, as well as approximately 700 customer trips to and from the site using the same access and junction as the proposed development.

Wickes request that a Safety Audit is conducted which takes into consideration the quantum of traffic and type vehicle used to service the Wickes store, to ensure that the proposed development does not result in any significant safety issues, particularly on the access road and at the junction with Excelsior Road. It would also inform any works which may be required to improve the existing access road to reduce the risk of conflict between vehicles using the access road and residents walking / cycling to the proposed development.

Finally, a Condition requiring a Start and End of Term Arrival Management Plan should be attached to any consent, given the potential increase in number of vehicles using the access road during these times.

Summary

We were instructed by our client, Wickes Building Supplies Limited, to assess the likely impacts of the proposed application (ref. 17/02181/MJR) at Alexander House, Excelsior Road, Cardiff, on the adjacent Wickes store.

There is a potential for the existing Wickes store to effect the quality of living accommodation for future occupiers, particularly in terms of noise from the service yard; and the safety implications of the shared access road and conflict between large vehicles and pedestrians. We trust the contents of this letter clearly presents our client's position.

8 **ANALYSIS**

- 8.1 Part of the application site is identified as existing employment land (EC1:17 Excelsior Road) as defined by the LDP proposals map. The application should therefore be assessed against Policy EC1 and Policy EC3. This policy framework aims to protect existing employment land for B Use Class employment to ensure that a range and choice of employment land and premises are available across the city to assist economic competitiveness, encourage entrepreneurship and promote the growth of indigenous business. Policy EC3 identifies a range of criteria against which applications for the alternative use of business and industrial land will be assessed.
- 8.2 The first third of the site nearest the A48, Wickes, the Bingo Hall, Tesco Extra and the existing student block to the north east lies outside that area identified under EC1:17.
- 8.3 Under policy EC3, the Council seeks the retention of employment land and premises identified in Policy EC1 and defined on the Proposals Map unless it can be clearly demonstrated that:-
 - i. The land and premises are no longer well located for business, industrial and warehousing use; or

- ii. 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; or
 - iii. There is no need to retain the land and 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 use; and
 - iv. There will be no unacceptable impact on the operating conditions of existing businesses.
- 8.4 The above criteria demonstrate that consideration will only be given to alternative uses where an applicant is able to clearly demonstrate that there is no demand for the site and that it is unviable to retain the site in employment uses, including the prospects of refurbishment of the existing premises or the redevelopment of the site for new employment uses.
- 8.5 The agents have provided a supporting statement with the application that assesses the alternative use against the above policy framework and demonstrates that the site is under-utilised as office, not fully occupied and part of the building has been vacant for 2 years, despite active marketing. This lack of investment interest appears to be due to the site's location and being the only office building in the area, surrounded by retail, leisure and residential uses, including student accommodation.
- 8.6 An agent's marketing statement satisfactorily demonstrates the number of enquiries and the reasons why potential occupiers chose not to locate to the premises and provides additional useful evidence in support of the proposal.
- 8.7 The application also proposes the provision of further commercial floorspace at ground floor level of the student accommodation (A1/A2/A3/B1a and D1 uses). In relation to the B1 uses, this will provide an employment function and is therefore considered an acceptable use in this location. In relation to the D1 use and A3 uses, D1 and A3 uses which include leisure uses and food and drink uses are considered complementary uses in employment areas (Policy EC2: Provision of Complementary Facilities for Employees in Business Industrial and Warehousing Developments) where they are of an appropriate scale and nature to meet the needs of employees and do not function as destinations for visiting members of the public.
- 8.8 The A1 elements of the proposal should be assessed against Policy R6 given the location is out-of-centre in terms of retail policy. A Retail Statement has been provided demonstrating that the A1 elements are deemed ancillary or complementary uses to the wider employment area. It is considered that the units are of a scale and nature that is intended to serve the future student population and visitors to the employment area. However, any A1 retail floorspace should be conditioned with regards to the amount of floorspace and the range of goods that can be sold in order to protect the vitality and viability of designated centres.
- 8.9 Notwithstanding the assessment above the site is protected employment land

in the LDP, the supply of which relies heavily on market churn and replacement, and the proposed alternative use would result in a depletion of the land bank and a depletion of the County's economic resource, as identified by Economic Development . As such the Council will see a financial contribution to offset the loss of this site to an alternative use in accordance with Policy KP7. Economic Development has identified the scale of contribution required.

- 8.10 The SPG on Safeguarding Business and Industrial Land and Premises 2017 reiterates the policy position as described above. It also states:-

5.16 Where an applicant can clearly demonstrate there is no demand for the employment land or premises and redevelopment/refurbishment is unviable, and where it is considered appropriate to do so, developers will be expected, subject to other policy considerations, to explore the prospect of a mixed use development which incorporates an element of a higher value use to cross-subsidise the partial redevelopment of the site for employment uses. This will enable employment opportunities to be retained on the site.

5.17 Mixed use development proposals involving housing and employment will need to demonstrate that the resulting residential amenity levels are satisfactory and that there will be no unacceptable impact on the operating conditions of new and proposed businesses.

5.18 Schemes involving residential accommodation should also ensure that the necessary community facilities are accessible or can readily be provided on the site. Contributions may be sought from developers towards the provision of the necessary community facilities. Open space and affordable housing provision in particular will need to be addressed, the relevant policy framework is provided in Appendix 1.

5.19 When determining the proportion of the overall site to be developed for employment uses, the Council will assess the individual merits of each case, but in doing so will take account of the employment resource being lost and the potential level of employment that can be achieved within the mixed use development.

- 8.11 Most of the internal and external consultees do not identify any significant technical issues with this development subject to certain financial contributions and conditions. Consultee comments have been shared with the applicant. The NRW proposed condition is considered to be covered by proposed condition 7 and confirmed there is no flooding objection. The Parks Officer's tree concerns are covered by proposed conditions 13, 14 and 15. The Economic Development Officer's concerns are addressed in paragraphs 8.1 – 8.10 above.

- 8.12 The applicant has agreed to the S106 contributions identified by consultees.

- 8.13 The applicant in response to a number of issues raised during the processing of the application has undertaken various amendments to the scheme and states:-

Living spaces in Block A moved to the front elevation and bin store relocated to the rear.

The elevation is updated to create a more unified and rich elevation, including a recessed zinc panel, aluminium cladding, grey brick, grey render and a perforated screen with a green buffer at ground floor level.

The improvements to the elevation are shown on the Additional Façade Details – Blocks A and C.

All Block A student rooms on the ground floor are front facing with windows. The land to the rear of Block A is not within our ownership and we have no control on it. Notwithstanding this, it is an aspiration to work with the Council to improve this land once planning permission is achieved and/or in the long-term. Please refer to the Proposed Boundary Treatment plan confirming the proposed perforated privacy screen and timber fencing as the two boundary treatments.

Base Associates are a strong promoter of urban realm greening that helps promote placemaking. They have installed many successful green walls (which have won landscape institute recognition) including one outside their office in Vauxhall.

There is no lift housing on the roofs of the 3 blocks. The scheme currently works with a Schindler 3300 product, which is a machine room-less design that doesn't require a plant space on the roof.

8.14 The developer further states:

Your email dated 13 October suggested a commitment to replace existing (dated) street lighting on the nearest link to the city centre as a means of addressing potential concerns in relation to student safety. It is your view that the suggested LED lighting is less prone to vandalism, longer lasting and failures can be remotely monitored by the Council. The estimated cost of fitting the replacement lighting would be in the region of £275 per light and there are 35 light fixtures.

In our view, the existing pedestrian footpath is lit and accommodates a significant level of pedestrian and cycle traffic between this area of Cardiff (students and residents living to the north west of the A48). There are good bus links to the city centre from the vicinity of the site. Moreover, the development is likely to serve Cardiff Met university. This suggests the route is safe and well maintained.

Notwithstanding this, our client recognises the response and officer concern discussed through the planning and pre-application stage. We also note that there is no formal response from highways at present. On this basis, and without prejudice, our client agrees to the proposed solution and financial contribution (£9,625) towards the replacement LED lighting on the pedestrian footpath. We reserve the right to review this position once all highways comments are received.

8.15 The developer further states:

It is important to note that the proposal includes a flexible range of commercial and/or employment uses at ground floor level (Block B). Moreover, the client has confirmed that they are minded to agree with the proposed financial contribution towards the mitigation of any employment impacts totalling £21,724. The amount can be secured through the S106 Legal Agreement. To this end, it is considered that the scheme is acceptable from an employment and employment land perspective.

- 8.16 The developer further states that:
There seems some inconsistency as to the status of the public footpath to the rear of the site. Our preference is to focus on the scheme as presented and discuss potential use of the path in the future by a possible amendment to the scheme, when possible.
- 8.17 The rear footpath behind Block A merely duplicates the frontage path and if it cannot be integrated into the current proposal at this point in time it would be beneficial if it were so integrated in the future.
- 8.18 The introduction of other uses into the area to provide a greater mix, and improve the quality of the environment, otherwise dominated by larger retail sheds is welcome. The three blocks would help screen much of the development to the north when viewed from Excelsior Way.
- 8.19 The scale of the development is considered appropriate within its context. The blocks are all two storeys lower than the nearest existing student block to the south east. The plans for the open spaces and green wall in particular will help improve the appearance of this site. The materials for the first to fourth floors are interesting. Samples of materials should nevertheless be the subject of a condition (proposed condition 17).
- 8.20 The representations reported in Section 7 of this report are considered to cover the following matters:-
- a) Conflict between businesses that generate noise and amenities of students, in particular to the use of the external area.
 - b) Obstruction of signage directing business users to their sites.
 - c) Conflict between vehicular movements of lorries and students and refuse collection vehicles.
 - d) Potential abuse of business parking areas.
 - e) Traffic issues at student change over.
 - f) Student accommodation isolated.
 - g) Consultation undertaken with PAC inadequate.
 - h) Contrary to LDP policy.
- 8.21 In response to these representations I have the following comments:-
- a) Conflict between businesses that generate noise and amenities of students, in particular to the use of the external area.
- 8.22 The Noise and Air Team has raised no objections in respect of this issue and require condition 18 to safeguard the amenities of students.

- 8.23 Hunter Acoustics submitted an Environmental Noise Survey dated 13/11/2017. It says that environmental noise surveys have been carried out to assess existing ambient and background noise levels impinging on the proposed Alexander House development site from local road traffic.

Survey results have been used to calibrate a noise map model. The noise map model goes onto predict road traffic noise levels at façades around the proposed development for comparison with typical Local Planning Authority conditions. Façades have been identified which fall under NEC C of TAN 11, exceeding trigger levels quoted in the typical planning condition and therefore require additional sound insulation measures.

Additional sound insulation measures including up-rated glazing and mechanical ventilation have been specified in the report. With the recommended noise mitigation measures including the internal noise criteria quoted in the planning conditions are indicated to be compliant.

Standard thermal double glazing and trickle ventilation are indicated to be sufficient on remaining façades. Mechanical ventilation is also recommended for bedrooms overlooking the Wickes delivery yard to provide mitigation against potential night-time delivery activity as well as reasonably foreseeable variation in activity and future uses on the commercial site.

Noise limits are given for fixed services plant on the scheme and the consultants advise the applicant that these should be included on any future tenancy/lease agreements for the retail units. The consultants have recommended negotiating for less stringent plant noise limits during the evening and night than indicated by Cardiff's typical (but very stringent) planning condition.

- 8.24 There is road noise directly in front of the site and on Western Avenue. There is some incidental amenity space around the buildings that would be affected by noise. There are larger areas of quieter amenity space nearby and the developer will be required through a S106 to make a significant contribution to improving or creating additional POS.

b) Obstruction of signage directing business users to their sites.

- 8.25 The applicant has confirmed that the signage to other businesses is to remain in place. Proposed Block B is set back 9m from the edge of the carriageway enabling drivers travelling from the A48 to see the signage for Wickes and other businesses identified on their sign.

- 8.26 There is an existing highway sign directly in front of the existing offices to be demolished pointing to superstore, Talybont student residences and industrial estate. There is also a small tree in front of the offices. Both these features delay the viewing of the sign identified by the objector. The proposal involves the removal of the tree which slightly improves the viewing of the Wickes sign. Wickes do have a large sign on their building facing the A48 and in their car park, between the store and the A48, which draws attention to a number of the

local businesses.

- 8.27 DTZ Investors has confirmed that the land on which the sign is located is within DTZ Investor's ownership

c) Conflict between vehicular movements of lorries and students and refuse collection vehicles.

- 8.28 The Transportation Officer has raised no objection in respect of this matter but has identified issues that need to be addressed. Vehicular movements at the junction on Excelsior Way are relatively slow and pedestrian movements already occur at this junction.

- 8.29 Connect Consultants Limited (CCL) on behalf of the applicant state:-

The accident plan shows that there were a total of seven accidents within the study area and there were no locations where five or more accidents have occurred (i.e. one or more collisions per annum). The data shows that all accidents in the recorded area have been classed as 'slight' except for 1 accident classed as 'serious'. This accident was at the Excelsior signal crossing and involved a pedestrian being hit whilst using the crossing.

A Stage 1 Road Safety Audit was conducted on 9th November 2017. The brief of the audit included the existing junction access at Excelsior Road for block B/Wickes the proposed site access arrangements for the block B car park, pedestrian movements, refuse and delivery movements and the proposed layby. The auditors were informed of observations made in a letter from Quad on behalf of Wickes which included the implications of the increase in pedestrian, cyclist and traffic flows on the safety of the Excelsior Road junction, block B access and Wickes access (both the two way service yard and customer one way entrance).

The safety audit raised only one problem:-

"There is the potential for vehicle movements right from the existing side road serving the rear of Block B to result in conflict with vehicles travelling east, particularly as the turning vehicle has to cross two lanes of traffic prior to merging with westbound traffic. In turn, this increases the likelihood of side impact type crashed. This issue is likely to be exacerbated if a vehicle (particularly a larger vehicle) is utilising the loading bay.

Recommendation

It is recommended that all vehicles are required to turn left from the side road junction and utilise the adjacent roundabout to allow westbound movements."

As part of the development the developer is willing to fund signage and a traffic order to amend the junction on Excelsior Drive to be left out only.

- 8.30 CCL further state

CCL drawing 17037-TR003 shows the swept path of the FTA design articulated lorry turning left onto Excelsior Road and undertaking a U-turn at the Tesco

access roundabout. The track plot shows that the existing road layout can accommodate this manoeuvre satisfactorily.

Although the access road serving Wickes is private, the initial section where it joins Excelsior Road is public highway, from the edge of Excelsior Road to the back of the traffic island. This provides the opportunity for the necessary signage for a left turn only restriction to be installed within the highway.

This possible restriction arose from the safety audit. We are not aware of any specific issues that have arisen from this existing manoeuvre, which has been undertaken for some years. Therefore, CCL do not accept that this is necessary, but the response to the safety audit, as noted in the 14th November 2017 CCL Technical Note, is that the developer is willing to fund signage and a traffic order to amend the junction on Excelsior Drive to be left out only. Therefore, these works can be provided at the developer's expense if required by the highway authority.

If the works are not deliverable, then the situation would remain as existing, but as previously noted, the developer is willing to fund the works if required. As the works can be accommodated within the highway, there is no need to agree this with Wickes at this stage, as the restriction would be subject to the TRO process which provides them with the opportunity to make any observations.

The scheme has been amended to delete the loading bay. Therefore block B will be serviced from the rear; this necessitates the removal of 2 car parking spaces to provide a turning area which could accommodate delivery vans and small refuse vehicles. It should be noted that the removal of 2 parking spaces to facilitate this is not detrimental to the scheme and was advised as being acceptable by highways. (A tracking plan has been submitted).

8.31 The applicant's agent agrees to the pedestrian crossing contribution, but would like to meet with Transportation to discuss the final sum ahead of Committee.

d) Potential abuse of business parking areas.

8.32 There is no evidence that students or customers to the ground floor of block B will abuse adjoining business parking. Where businesses are either concerned or experience abuse they can take steps to remedy such matters. It is not anticipated that such abuse will occur as substantial cycle parking is to be provided, conditions 19 and 20 seek to encourage the use of non vehicular traffic movements and condition 22 seeks to provide for on site parking requirement.

8.33 The Council's SPG on parking standards identifies that 1 space should be provided per 25 student beds (9 in this case). The Parking standards requires a minimum of 1 space for small A1 retail units and 1space per 60 sqm of floorspace or 1 space per 40 sqm if used for A2 and B1 purposes (ie 7 spaces for A1 and 9 spaces for A2/B1). The 21 spaces proposed slightly exceeds the Council's parking standards for a proposed student/A1/A2/B1 use.

8.34 The Council's parking standards identifies zero spaces for operational parking for A3 use and a maximum of 1 space per 10 sqm for customers. If the use were to be D1 then a minimum of 1 space would be required but the maximum would vary according to whether the use was for example a health centre or leisure centre or place of worship. Whilst the minimum standards for A3/D1 and student use would be met as no end users have as yet been identified it is not possible to calculate whether maximum standards would be met for this combination of users. The Council is seeking to encourage less reliance on private motor vehicles and as the minimum parking standards would be exceeded this is considered acceptable. In addition the Transportation Officer has raised no objection on grounds of parking.

8.35 The 35 bus service stops at Gabalfa Avenue/Western Drive every half an hour some 170 m from the site. In addition the 15, M1, M2 and M3 bus services stop relatively close to the site on Western Avenue. The bus stops on Western Avenue are some 100m from the application sites just south of the junction with Excelsior Road. The site is reasonably well served by public transport which helps further reduce reliance on private motor vehicles.

e) Traffic issues at student change over.

8.36 Condition 21 is designed to address traffic issues at student change over.
f) Student accommodation isolated.

8.37 The student accommodation would be 550m from Cardiff Met, 1.1 km from University Hospital Wales, 1.6 Km from Cardiff University, adjoins two existing restaurants, 170m from existing student accommodation (which then adjoins further student accommodation at Talybont) and is close to a major retail outlet. It is considered that this site is in a relatively convenient location to access universities, other students, retail and recreational facilities.

g) Consultation undertaken with PAC inadequate.

8.38 The PAC was undertaken by the applicant not this Authority. However, the applicant erected several site notices as required by Welsh Government. In the main letters of notification were sent to named surrounding businesses and within the letter it states "Dear owner/occupier". The Order says letters should be addressed to "the owner and/or occupier". The applicant appears to have generally complied with the spirit of the Order, has notified Wickes and surrounding businesses but has lacked a degree of precision in his neighbour notification letter. I do not consider DTZ are materially disadvantaged as their comments on this application are reported in full to Committee and the issues raised considered. It has also been open for DTZ to approach the applicant to discuss the proposal directly during the processing of this application.

8.39 Government guidance says that in some circumstances the supporting information in a PAC may be inadequate but this is not a ground for notifying applications as invalid.

h) Contrary to LDP policy.

- 8.40 The policy issues have been addressed earlier in this report.
- 8.41 I am a little concerned about the proposed metal fence to the front. Functionally it is fine as it establishes a defensible space to the front which is necessary. Visually I think it looks a bit thin and industrial, and the gold colour is likely to be harder to maintain in the long term. I would suggest that a more traditional railing at the same height might be more robust. It is proposed that a hedge will be planted behind the fence. The railing will allow this to be more visible and give it a little more room to grow. Condition 25 is recommended to address this.
- 8.42 Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 8.43 Improving the street lighting along the footpath leading south will make a positive contribution to the safety of future occupants.
- 8.44 The applicant states in response to the Designing Out Crime Officer:- we are happy to accept conditions 2 – 8. However, in respect of condition 1 - the undercroft area is very well covered by natural surveillance and we would be happy to accept a condition requiring further security lighting and CCTV to this area prior to occupation.
- 8.45 Conditions 26 and 29 seeks to address a number of matters including undercroft lighting and cctv coverage. It is considered that proposed conditions 8 and 9 from the Police are advisories and it is welcome that the applicant is willing to accept the recommended conditions.
- 8.46 The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 8.47 This application for student accommodation does provide for a number of accessible units, includes lifts and 2 disabled parking spaces to the rear of block B.
- 8.48 Section 3 of the Well-Being of Future Generations Act 2016 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been

considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

- 8.49 Whilst the development is not strictly in accordance with policy EC1:17 of the Local Development Plan for the reasons specified in paragraphs 8.5 - 8.10 above it is considered that planning permission can nevertheless be granted for this application subject to conditions and a Section 106 Agreement requiring-

£9,625 for the replacement LED lighting on the pedestrian footpath leading south east from the site to North Road towards Student safety.

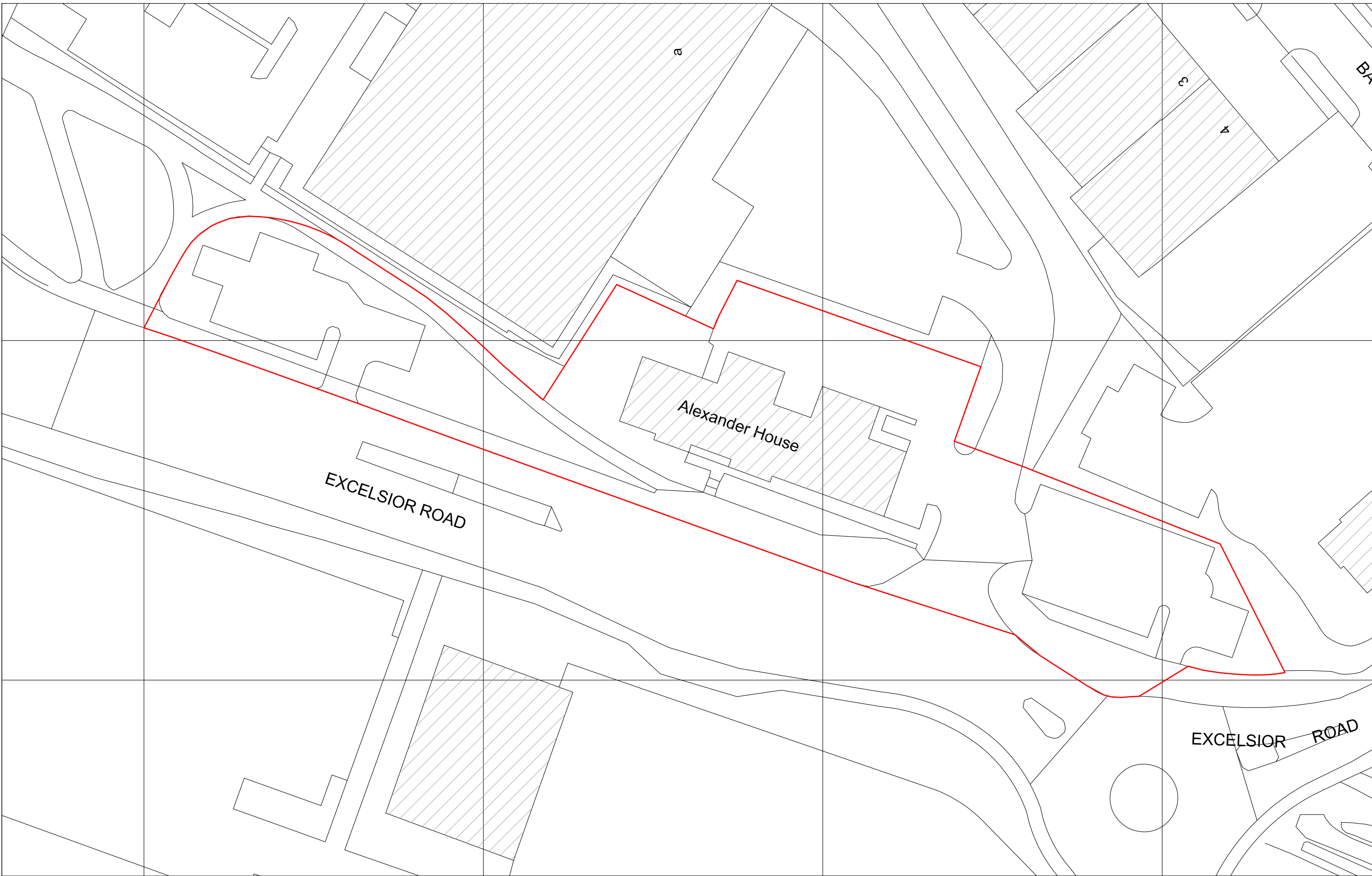
£3000 for Signage and Traffic Order to prevent vehicles turning right from the road adjoining Block B into Excelsior Road.

£50,000 towards improvements to the pedestrian crossing on Excelsior Way and widening the footway to the west to extend a shared footway / cycleway toward the subway.

£21,724 to offset the loss of this employment site to an alternative use.

£118,053.12 towards community facilities.

£107,316 for an off-site contribution towards the provision of open space, or the design, improvement and/or maintenance of existing open space in the locality.



Application Site Boundary



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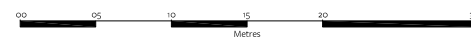
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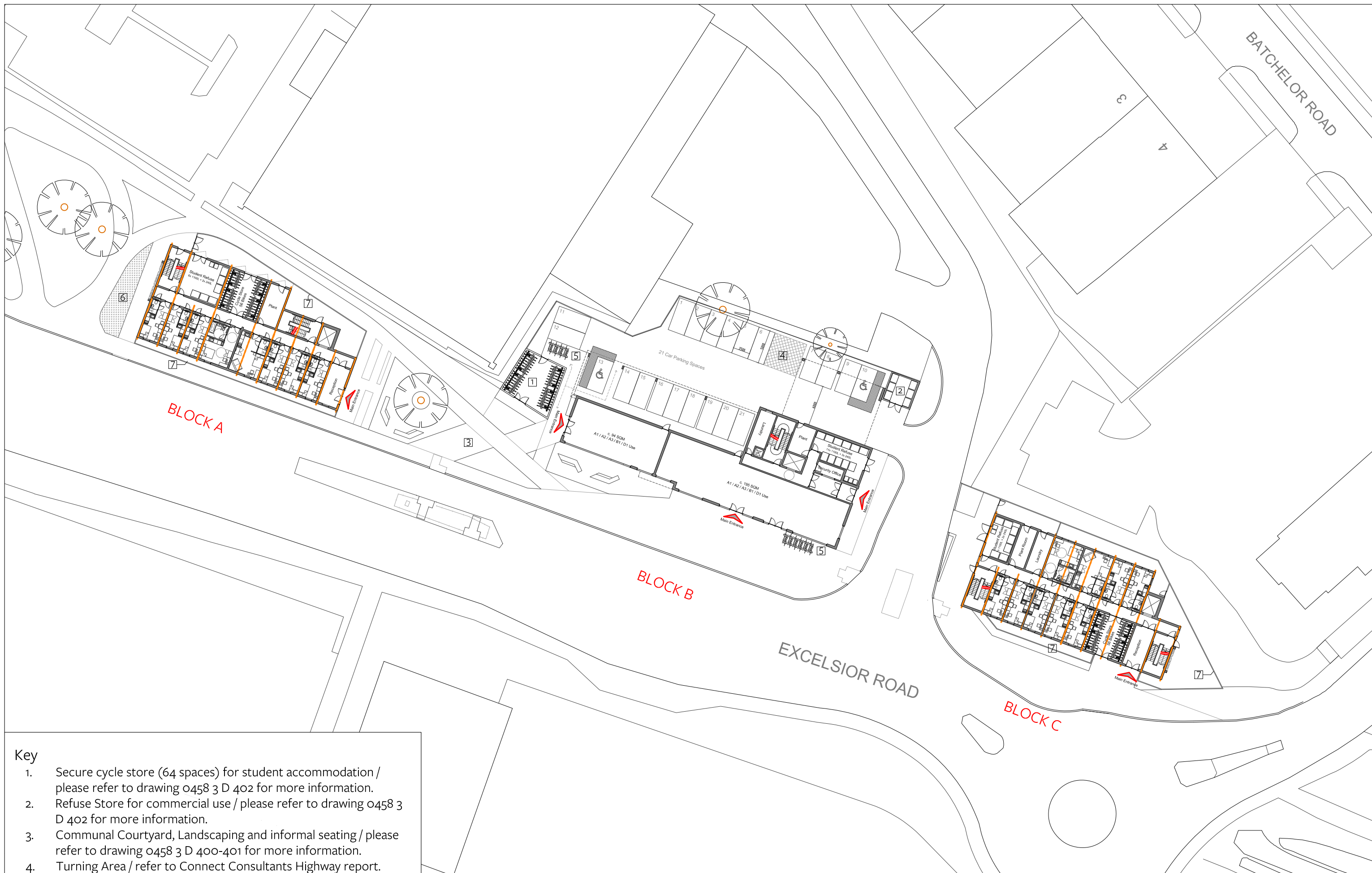
PROJECT:
Alexander House, Cardiff

Site Block Plan

CLIENT:
ColSilverbird A Sarl

FOR PLANNING ONLY

JULY 2017



Key

1. Secure cycle store (64 spaces) for student accommodation / please refer to drawing 0458 3 D 402 for more information.
2. Refuse Store for commercial use / please refer to drawing 0458 3 D 402 for more information.
3. Communal Courtyard, Landscaping and informal seating / please refer to drawing 0458 3 D 400-401 for more information.
4. Turning Area / refer to Connect Consultants Highway report.
5. Visitor cycle stands for commercial use.
6. Buffer planting.
7. Amenity buffer with low height perforated screen, please refer to drawing 0458 3 D 406 for more information.



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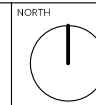
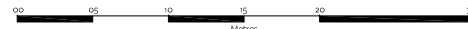
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03.	Revision after Highway Comments	28.11.17
02.	Revision after Highway Comments	23.11.17
01.	Landscaping around Block A and B updated as per Officers feedback.	12.10.17



JULY 2017

DRAWING NUMBER:
0458 3 D 0 100 rev: 03

PROJECT:
Alexander House, Cardiff

Proposed Site Plan

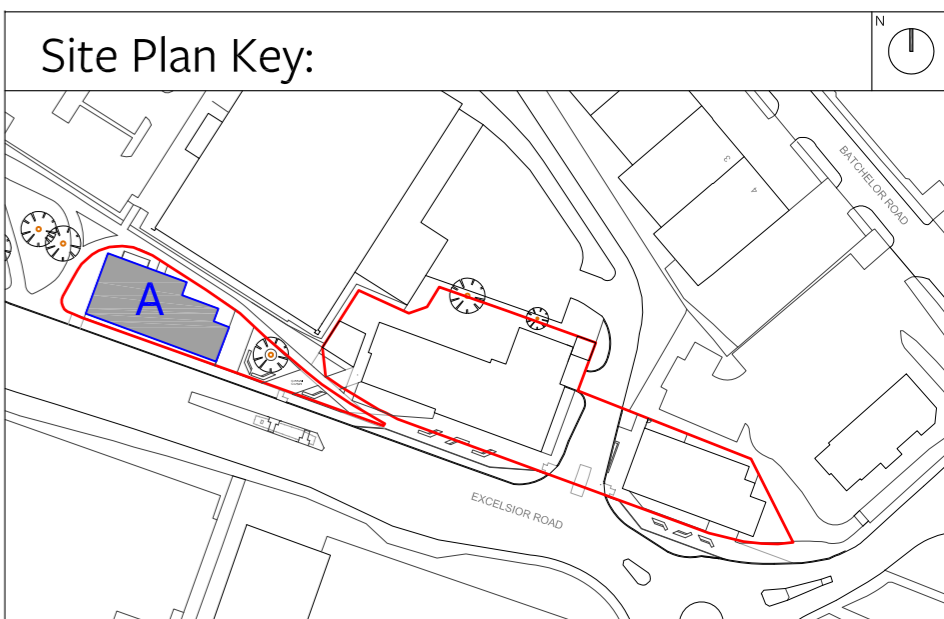
CLIENT:
ColSilverbird A Sarl FOR PLANNING ONLY



Block A - North elevation



Block A - East elevation



- Key:**
1. Zinc cladding or similar with matching parapet flashing
 2. Grey Brick facade with matching parapet flashing
 3. Grey Render
 4. High performance glazing
 5. Aluminium cladding panel
 6. Secure Grey service doors
 7. Security and surveillance lighting
 8. Secure main entrance double glass doors with brass canopy
 9. Green wall
 10. Signage to match Zinc cladding
 11. Recessed Brick opening
 12. Recessed Zinc panel
 13. Splayed windows in Zinc to match cladding
 14. Perforated facade to match Zinc cladding



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DRAWING NUMBER: 0458 3 D 1 201 rev: 00 PROJECT: Alexander House, Cardiff

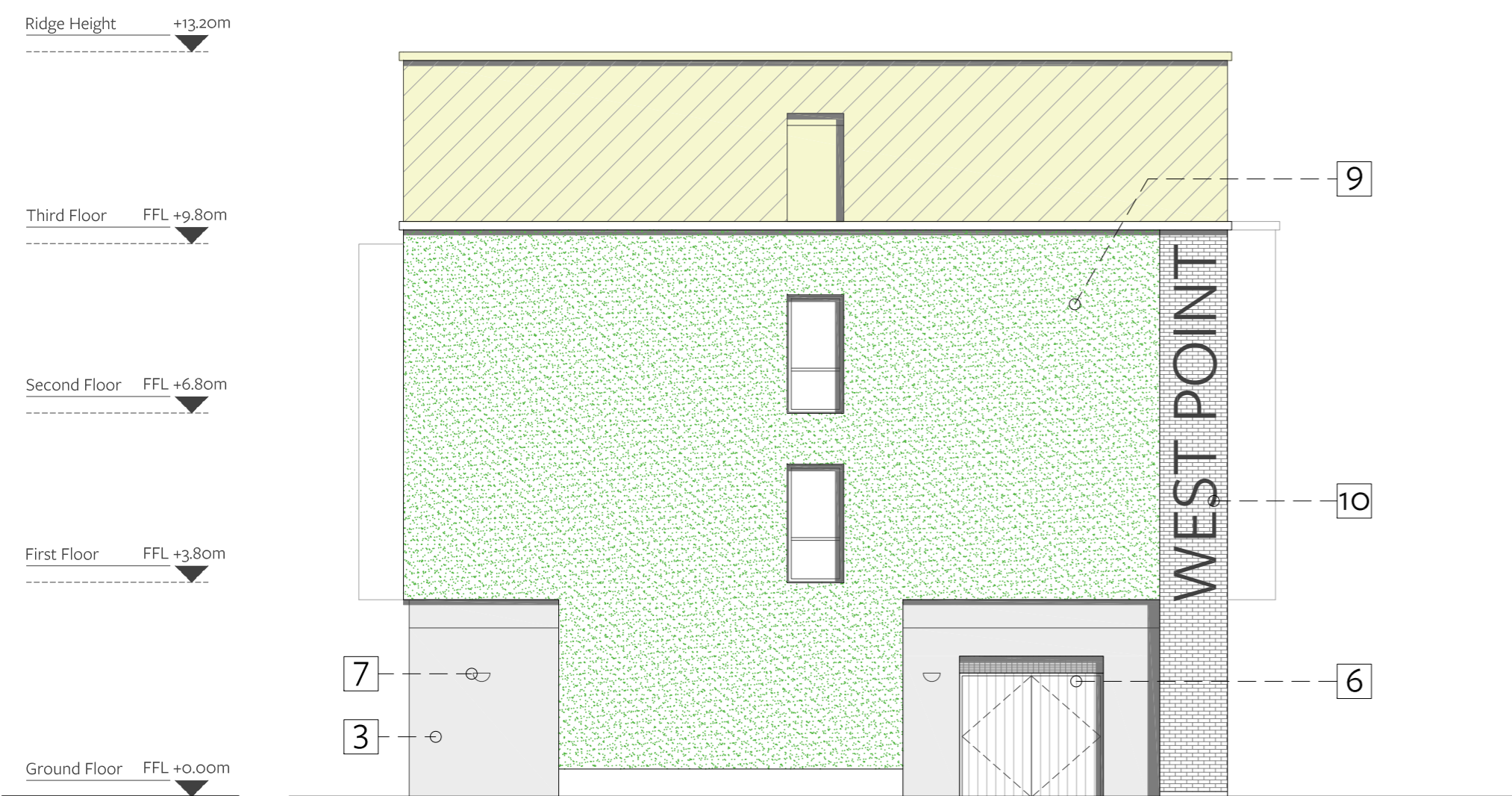
Proposed Elevations - Block A

CLIENT: ColSilverbird A Sarl FOR PLANNING ONLY

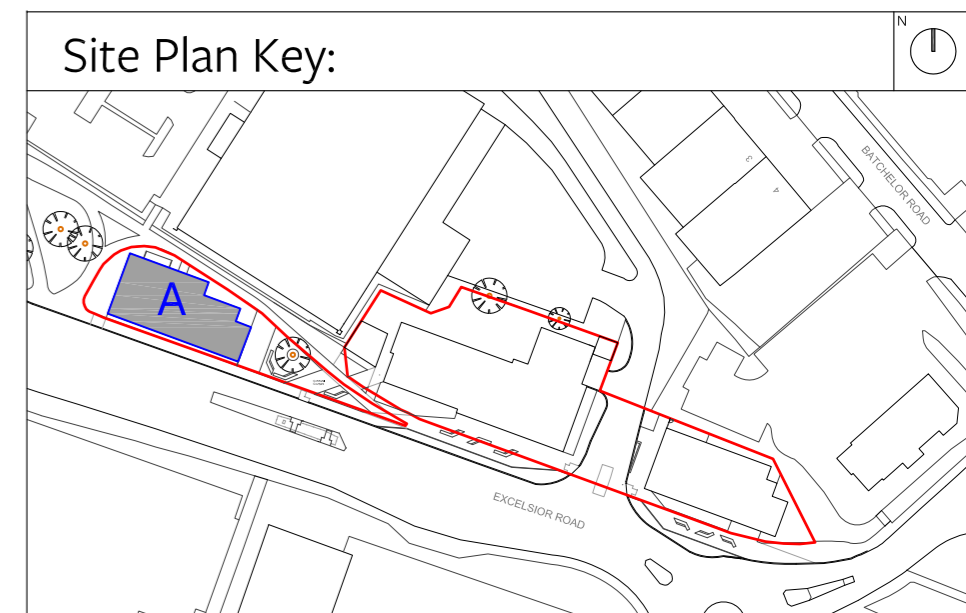
JULY 2017



Block A - South elevation



Block A - West elevation



- Key:**
1. Zinc cladding or similar with matching parapet flashing
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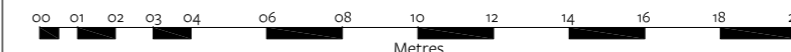
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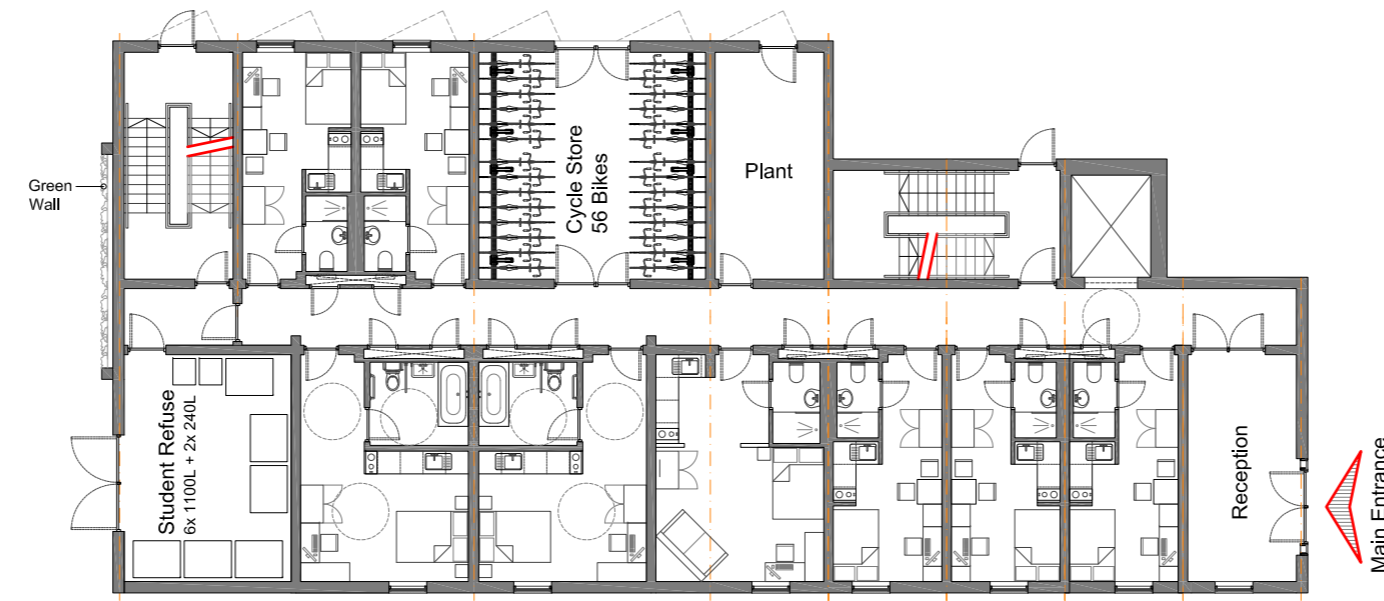
Proposed Elevations - Block A

CLIENT:

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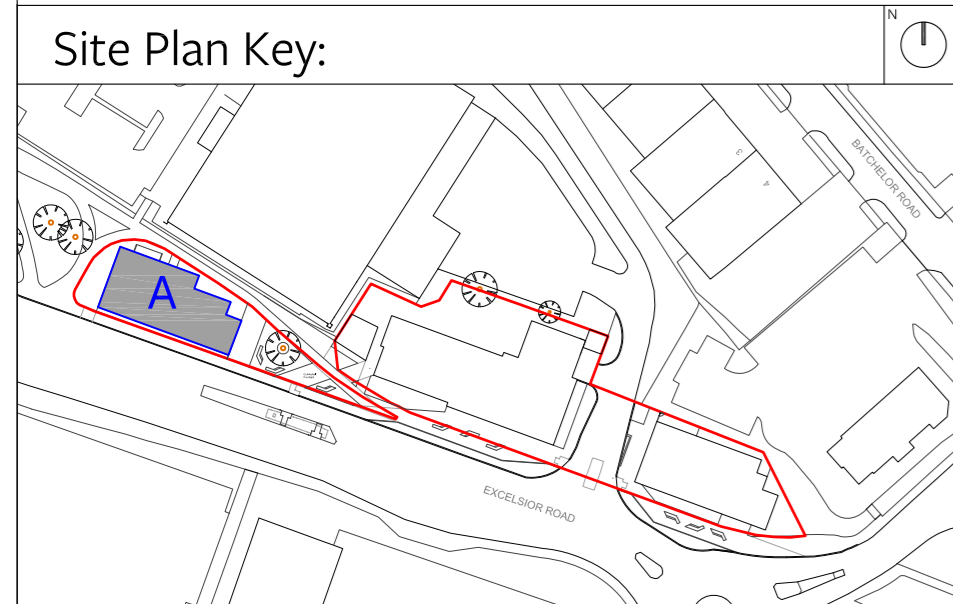
Proposed Ground Floor Plan



Proposed First & Second Floor Plans



Proposed Third Floor Plan



BLOCK A



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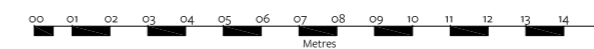
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PROJECT:

Alexander House, Cardiff

Proposed Floor Plans - Block A

CLIENT:

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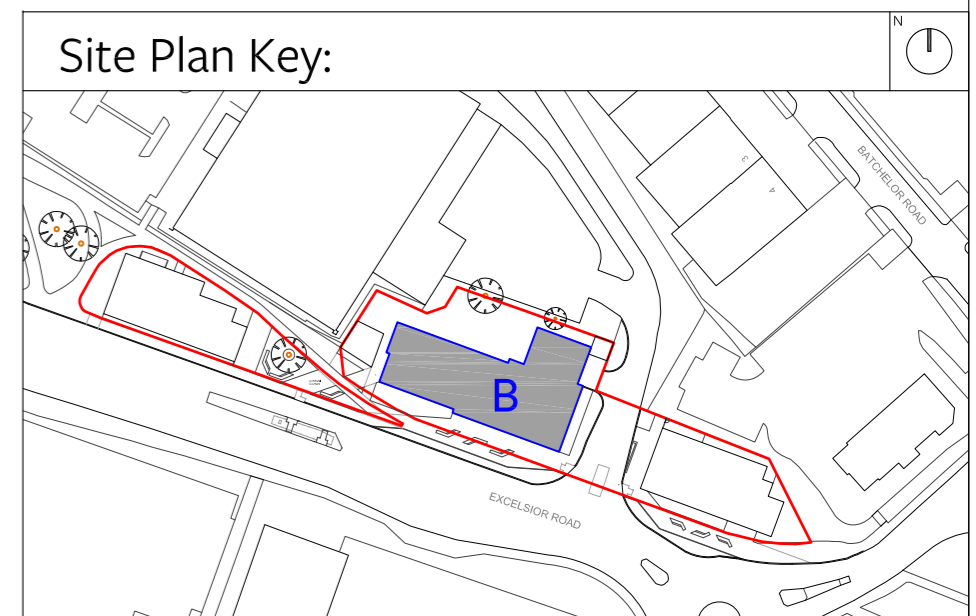
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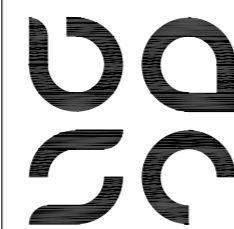
Block B - North elevation



Block B - East elevation



- Key:**
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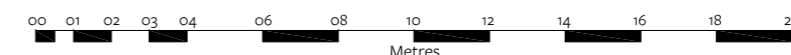
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PROJECT:

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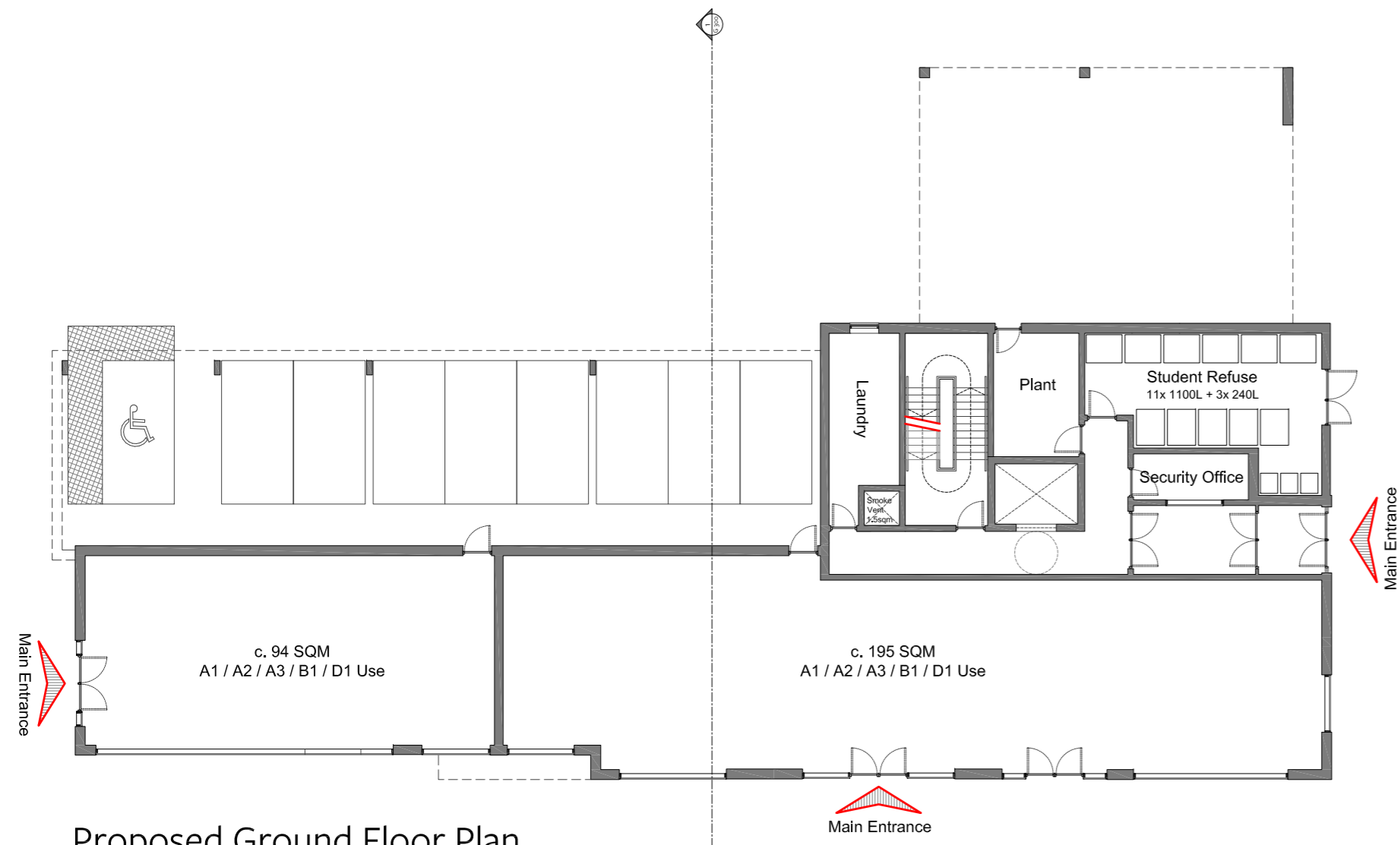
Proposed Elevations 01 - Block B

CLIENT:

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Proposed Ground Floor Plan



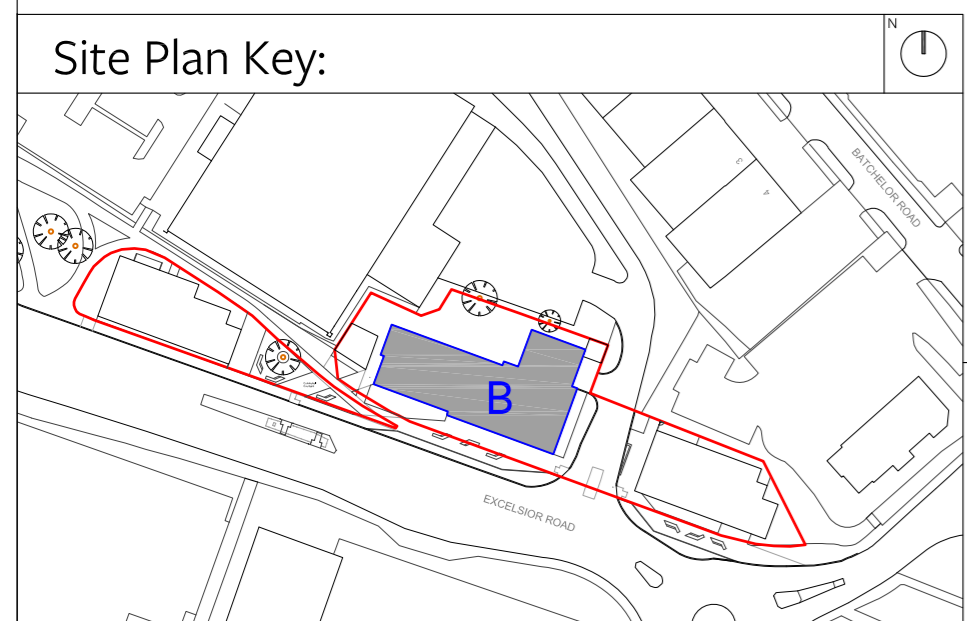
Proposed First & Second Floor Plans



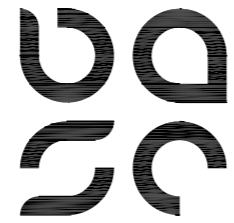
Proposed Third Floor Plan



Proposed Fourth Floor Plan



BLOCK B



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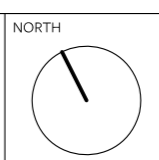
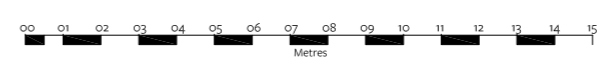
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PROJECT: Alexander House, Cardiff

Proposed Floor Plans - Block B

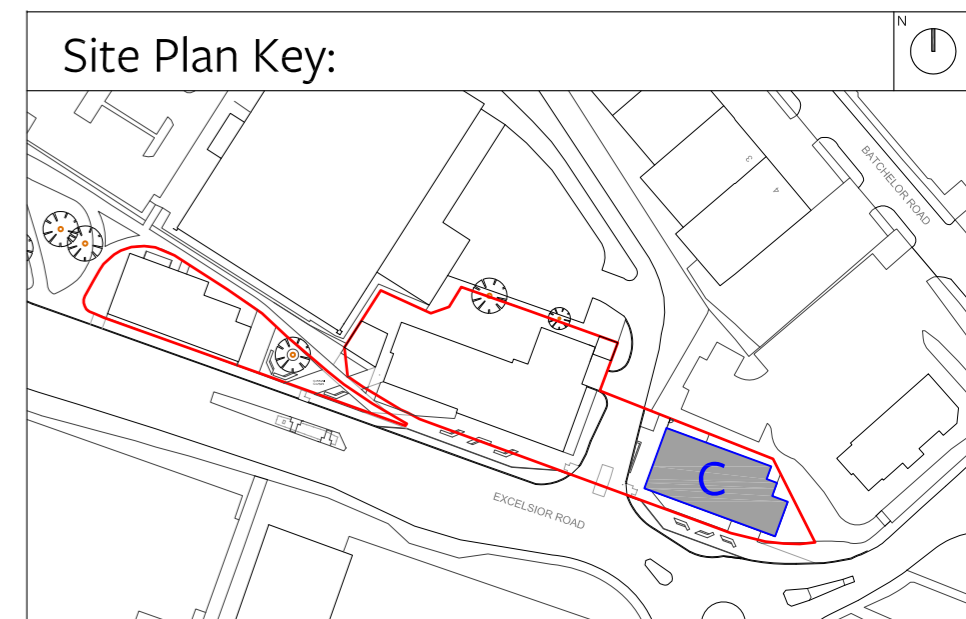
CLIENT: ColSilverbird A Sarl FOR PLANNING ONLY



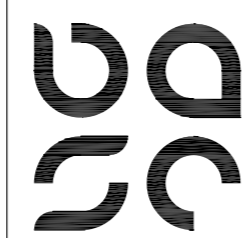
Block C - South elevation



Block C - West elevation



- Key:**
1. Zinc cladding or similar with matching parapet flashing
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 14. Perforated facade to match Zinc cladding



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Excelsior Road - Proposed 3D View



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0458 3 D 0 404 rev: 00

PROJECT:
Alexander House, Cardiff

Proposed 3D Street View

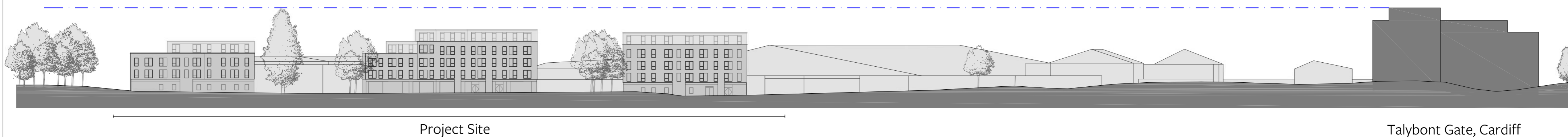
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Excelsior Street Elevation
1/200



Site Context Long Elevation



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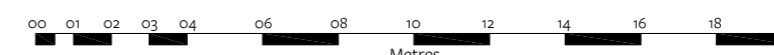
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PROJECT:
Alexander House, Cardiff

Proposed Street Elevation

CLIENT:
ColSilverbird A Sarl

FOR PLANNING ONLY

JULY 2017

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COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/02413/MNR** APPLICATION DATE: 26/10/2017

ED: **PONTPRENNAU/ST MELLONS**

APP: TYPE: Full Planning Permission

APPLICANT: Mr Woods

LOCATION: 32 CLOS NANT Y COR, PONTPRENNAU, CARDIFF, CF23
8LD

PROPOSAL: ROOF ALTERATION TO 32 CLOS NANT Y COR TOGETHER
WITH ADDITIONAL DETACHED DWELLING

RECOMMENDATION 1 : That planning permission be **GRANTED** subject to the following conditions :

1. C01 Statutory Time Limit
2. The development shall be carried out in accordance with the following approved plans:
 - Proposed Site Plan. Job No. AS17.24 Drwg No. PL02. REV. D
 - Proposed Ground Floor Plan. Job No AS17.24 Drwg No. PL04 REV D
 - Proposed First Floor Plans. Job No AS17.24 Drwg No. PL05 REV D
 - Proposed South East and South West Elevations. Job No AS17.24 Drwg No. PL08 REV D
 - Proposed North East and North West Elevations. Job No AS17.24 Drwg No. PL09 REV D

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

3. The materials and architectural detailing used in the external finish of the alterations to the existing dwelling and proposed dwelling hereby approved shall be implemented as illustrated and detailed upon the approved plans.

Reason: In the interests of the visual amenity of the area in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

4. Prior to the beneficial use of the dwelling hereby approved the car parking spaces shall be provided and constructed as shown on the approved plan 'Proposed Ground Floor Plan. Job No AS17.24 Drwg No. PL04 REV D'. The hard surface shall be constructed of permeable or porous material or provide direct run-off water from the

hard surface to a porous or permeable area or surface within the curtilage of the dwelling house.

Reason: To ensure adequate off road parking provision is provided and in the interests of water sensitive design in accordance with Policy T5, EN10 and EN14 of the Cardiff Local Development Plan 2006-2026.

5. Prior to the commencement of development the following should be submitted to and approved in writing by the Local Planning Authority in accordance with the current British Standard for Trees in relation to construction.
 - (i) An 'Arboricultural Method Statement' (AMS) setting out the methodology that will be used to prevent loss or damage to the woody vegetation verge abutting the site at Heol Glandulais.
 - (ii) A 'Tree Protection Plan' (TPP) in the form of a scale drawing showing the layout and the tree and landscape protection measures detailed in the AMS that can be shown graphically.

Unless written consent is obtained from the local planning authority, the development shall be carried out in full conformity with the AMS and TPP.

Reason: To ensure that the development does not cause harm to trees and the woody vegetation verge of amenity value in accordance with Policy EN8 of the Cardiff Local Development Plan 2006-2026).

6. Prior to the commencement of development a basic 'Soil Assessment' and detailed 'Landscaping Scheme' should be submitted to and approved in writing by the Local Planning Authority.

The soil assessment should be carried out as follows, and used to inform the detailed, upfront landscaping scheme comprising scaled planting plan, plant schedule, topsoil and subsoil specification, tree pit section, planting methodology and aftercare methodology.

The basic soil assessment should be carried out by a Soil Scientist, Environmental Scientist, Arboriculturist, Horticulturist or Landscape Architect, based on the preparation of trial pits. Soil physical characteristics should be recorded, photographed and submitted as evidence of the suitability of the soil for its intended end use, and a strategy for soil handling, storage and placement prepared, that accords with the principles set out in BS 3882:2015, BS 8601:2013 and the 2009 DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

The approved 'Landscaping Scheme' shall be implemented prior to the beneficial occupation of the new dwelling or within the first two months of the following planting season. Any trees, plants or hedgerows which within a period of five years die, are removed, become seriously

damaged or diseased, or become (in the opinion of the Local Authority) otherwise defective, shall be replaced in the current planting season or within the first two months of the following planting season

Reason: In the interests of the amenity in accordance with Policy EN8 of the Cardiff Local Development Plan 2006-2026.

7. Surface and land water shall be disposed of by sustainable means via a soakaway or sustainable drainage system and no surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: In the interests of water sensitive design and flood risk in accordance with Policies EN10 and EN14 of the Cardiff Local Development Plan 2006-2026.

8. The ground floor window on the *North West (side)* elevation of the proposed dwelling house shall be glazed with obscure glass and non-opening below a height of 1.7 metres above internal floor level and thereafter be so maintained.

Reason : To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

RECOMMENDATION 2: Prior to the commencement of the development the applicant is advised to contact the Councils Highway Operations Service, County Hall, Cardiff in order to discuss and agree any works affecting the Highway as required and this planning approval gives no such rights to undertake works on land outside the applicant's ownership.

RECOMMENDATION 3: The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com The applicant is also advised that some public sewers and lateral drains may not be recorded on their maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Their response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrwymru.com

RECOMMENDATION 4: The Soil Survey Field Handbook and BS EN ISO 25177:2011 give guidance on examining soils in the field and a photographic field guide to preparing soil pits and assessing the physical characteristics of soils is provided by the Environment Agency Think Soils Manual.

1. DESCRIPTION OF THE SITE

- 1.1 The application site consists of an existing bungalow with a detached garage building located on a large corner plot located within a cul-de-sac which is open plan in character. A brick wall encloses an area between the main house and the garage building.
- 1.2 The immediate area consists of a mix of detached and semi-detached residential properties in a variety of forms with a mix of scale, design and detailing. The properties are predominantly two storey but three bungalows (including the application site) also exist. The properties feature a mix of materials including different types of facing brick (red/brown and buff) and render finish.
- 1.3 The application site shares a side boundary with No.31 Clos Nant Y Cor to the North West and its South West Boundary abuts the highway at the entrance to the cul-de-sac.

2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 Planning permission is sought for **(i)** the alteration of the roof form of the existing bungalow to provide a second floor of accommodation and **(ii)** the erection of a detached 4 bedroom dwelling which would have the same footprint as the existing dwelling and mirror its altered appearance. The existing garage building and a brick wall enclosure would be demolished in order to construct the new dwelling.
- 2.2 The proposed dwelling house would therefore match the scale, design and finish of the existing dwelling and would accord to the existing front building line.
- 2.3 A rear amenity area of more than 50 square metres will be retained at the existing dwelling and an amenity area of more than 50 square metres will be provided to the rear of the new dwelling. Landscaping would also be provided around the dwellings. Two off road parking spaces would be provided to the front of each property.

3. PLANNING HISTORY

- 3.1 10/00144/E. Side and Rear Extension, Conversion of Garage to Bedroom and Erection of Enclosure. Permission Granted

- 3.2 17/1714/MNR. Demolishing the Existing Double Garage and the Construction of Two Modern Two Bedroom Semi-Detached Houses. Withdrawn

4. POLICY FRAMEWORK

4.1 National Planning Policy

- Planning Policy Wales (9th Ed, 2016)
- Technical Advice Note 12: Design (July 2014)
- Technical Advice Note 15: Development and Flood Risk (2004)

4.2 Cardiff Local Development Plan 2006-2026

- Policy KP3(B) (Settlement Boundaries)
- Policy KP5 (Good Quality and Sustainable Design)
- Policy EN8 (Trees, Woodlands and Hedgerows)
- Policy EN10 (Water Sensitive Design)
- Policy EN13 (Air, Noise, Light Pollution and Land Contamination)
- Policy EN14 (Flood Risk)
- Policy T5 (Managing Transport Impacts)
- Policy W2 (Provision for Waste Management Facilities in Development)

4.3 Supplementary Planning Guidance

- Access, Circulation & Parking Standards (January 2010)
- Cardiff Infill Sites (November 2017)
- Waste Collection & Storage Facilities (October 2016)
- Cardiff Residential Extensions and Alterations (November 2017)

NB. Some SPGs were approved as supplementary guidance to the City of Cardiff Local Plan (1996). Although the City of Cardiff Local Plan (1996) has recently been superseded by the Cardiff Local Development Plan (2016), the advice contained within the SPGs is pertinent to the assessment of the proposal and remains consistent with the aims of LDP Policies and guidance in Planning Policy Wales and are afforded significant weight

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The Waste Strategy and Minimisation Officer has been consulted. No objection is raised to the proposal. Advice has been provided regarding the required number of storage containers and design for each dwelling.
- 5.2 The Operational Manager (Traffic and Transportation) has been consulted. An Officer has responded and advised that they have reviewed the application and have no objections from a highway point of view.
- 5.3 The Highways and Parks (Drainage) service has been consulted. No response has been received.
- 5.4.1 The Councils Tree Officer has been consulted. The Officer has advised that the woody vegetation verge abutting the site has screening and wildlife value and has requested an Arboricultural Method Statement and Tree Protection

Plan to ensure that no unacceptable harm results from the development.

- 5.4.2 The Officer also advised that the site is likely to contain a valuable, re-usable soil for landscaping purposes. As such, a basic soil assessment should be carried out as follows, and used to inform a detailed, upfront landscaping scheme comprising scaled planting plan, plant schedule, topsoil and subsoil specification, tree pit section, planting methodology and aftercare methodology.
- 5.4.3 A basic soil assessment should be carried out by a Soil Scientist, Environmental Scientist, Arboriculturist, Horticulturist or Landscape Architect, based on the preparation of trial pits. Soil physical characteristics should be recorded, photographed and submitted as evidence of the suitability of the soil for its intended end use, and a strategy for soil handling, storage and placement prepared, that accords with the principles set out in BS 3882:2015, BS 8601:2013 and the 2009 DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.
- 5.4.4 The Soil Survey Field Handbook and BS EN ISO 25177:2011 give guidance on examining soils in the field and a photographic field guide to preparing soil pits and assessing the physical characteristics of soils is provided by the Environment Agency Think Soils Manual.
- 5.4.5 The Officer advised that the soil assessment and landscaping details can be required as part of pre-commencement conditions. The landscaping scheme need only consider structural elements. These should include two new trees, to be planted in positions on the frontage, between car-parking, that maximise above and below ground growing space. Appropriate trees for the space include *Malus baccata* 'Street Parade', *Malus* 'Evereste' and *Crataegus x lavalleei*.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1.1 Dwr Cymru/Welsh Water have been consulted. They have no objection to the proposal and have requested that Conditions and Advisory Notes be included with consent.
- 6.1.2 They have requested a Condition that 'No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network in order to prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment'.
- 6.1.3 The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh

Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

6.1.4 The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

7. REPRESENTATIONS

7.1 The owner/occupiers of neighbouring properties have been consulted. A petition has been received with 54 signatories objecting to the proposal and a significant number of representations have also been received objecting to the proposal.

7.2 Full details are available online, however, the comments can be summarised as follows:

- The proposal represents an overdevelopment of the site will be visually overbearing contrary to the original design objectives of the Close
- The proposal represents a cramped and congested overdevelopment contrary to policy
- The proposal would have a similar appearance to '4 link townhouses' but would be wider
- The proposal would harm the open aspect of the Close as a result of the development and the provision of the parking spaces
- The open space was designed as part of the estate and should be retained
- The estate was designed with two feature bungalows and matching garages and the proposal would destroy the planned symmetry.
- The proposal would represent a continuous strip of buildings, gates and fences 21metres long
- The parking spaces will removed green space
- The side aspect would change from an open aspect when entering the as a result of the gable ended building
- The wall and green verge would be lost and replaced by a wall adjacent the pavement
- The loss of the existing high quality means of enclosure set back from the pavement and its replacement with a means of enclosure adjacent the pavement is contrary to the design objectives of the original estate and the character of the area.
- The development will provide no amenity space and result in a loss of amenity space where children in the Close play
- An increased number of vehicle movements would result in highway safety issues.
- Problems with the main sewer may be exacerbated
- Surface water run-off from the parking spaces may cause issues.

- The development is speculative and motivated by financial gain
- The off street parking will be visually dominant contrary to guidance
- The green area to the front and side of the property is 'open space' and its loss would be contrary to policy
- The developer taking forward the previous proposal planning code reference 10/00144/E and the neighbours would not object to this proposal
- The parking arrangement may cause highways safety issues and would require new drop curbs and is steep.
- The proposal would see a bungalow developed in to two houses and there is a shortage of suitable accommodation for disabled and older people across the UK
- The value of existing properties may be effective.
- The applicant is not a resident in the property and there detail should be a matter of public record

7.3 A representation was submitted supporting the design of the scheme (described as a bungalow) and states that it is in keeping with the current estate.

8. **ANALYSIS**

Introduction

8.1 The Cardiff Local Development Plan (LDP) states that Cardiff has a significant need for new homes including family homes, affordable homes together with catering for the whole range of needs. It is an objective of the LDP to provide new homes required to support the economic progression of the city and to respond to population change, continued in-migration and evidenced demand for affordable and family housing so that social needs can be addressed. The application site lies within the defined settlement boundary and within an existing residential area, therefore, the principal of the development of a dwelling is considered acceptable and to accord with Policy KP3 (B) of the Cardiff Local Development Plan subject to design considerations and other material considerations. Planning Policy Wales indicates that development should seek to mitigate the consequences of climate change by building resistance into the natural and built environment. One element of sustainable development includes the efficient use of resources; the utilisation of previously developed land (brownfield) promotes the efficient use of land and helps to reduce demand on greenfield sites. The merits of this type of development, however, need to be balanced with a number of design considerations; inappropriate development that would damage the character and residential amenity of existing residential areas will be resisted.

8.2 The principal matters for consideration are:

- the effect of the proposal upon the character and appearance of the area;
- the effect of the proposal upon the amenity of neighbouring occupiers;
- the amenity of future occupiers;
- its transport impact;

- waste management provision.

Impact Upon the Character of the Area

- 8.3 Policy KP5 seeks to ensure that new development responds *‘to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density. Colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals’*. Whilst the Cardiff Infill Sites SPG advises that such development should be sensitive to its immediate surroundings and respond well to the built context in terms of their siting, adherence to building plots and lines. The Cardiff Residential Extensions and Alterations SPG states ‘Roof extensions should be sympathetic to their context in terms of scale, positioning, detailing and materials to ensure that the development results in a balanced appearance which fits comfortably in to the wider street scene, particularly if the neighbourhood has a strong style and character’.
- 8.4 The proposed dwelling would form an additional property located within an existing large side garden between the detached existing property and the highway forming the entrance to the close and would follow the existing front building line of the existing dwelling. The footprint and design of the proposed dwelling would mirror that of the existing detached property (as altered) to which it relates.
- 8.5 The close features a mix of house types, including detached and semi-detached properties and three bungalows of which the application site is one. The properties vary in scale and design and are constructed from a mix of finishing materials including different brick types and render. The proposed dwelling would have a front bay window and features to match the existing dwelling (as altered) and would be finished in materials in keeping with the existing properties within the close, including facing brickwork, render, and a tiled roof to match the existing dwelling.
- 8.6 The properties in the close feature a mix of roof forms, with hipped roofs and gable features. The alteration of the roof of the existing dwelling house (including raising the height) and the provision of the front gable form and rear dormer is considered acceptable in this context and would not cause harm to the character of the area. Although of a unique design in this location the proposed roof forms are considered in keeping with and sympathetic to the general architectural forms and finishes of the existing dwellings in the close. It should be noted that similar dormer roof extensions could be carried out as ‘permitted development’ to other properties within the close.
- 8.7 The siting of the proposed dwelling house is considered acceptable in terms of the general layout of the close and its character. The existing plot is large and there is adequate space to accommodate an additional dwelling house on the plot and maintain sufficient space around each dwelling in keeping with the general character of the area. The proposed dwelling is set back from the highway and has been designed to retain an open aspect to the side adjacent the highway entrance to the close. The open side elevation includes two

ground floor windows and therefore the proposed dwelling would acknowledge both frontages bounding the site. The proposed side wall enclosing the rear garden of the proposed dwelling would not extend beyond the line of the rear elevation of the proposed dwelling and it is considered that due to its siting and length it would not have an unacceptable impact on the character of the area.

- 8.8 The provision of a parking area and landscaping in the front garden of the site will be in keeping with the characteristic of the street scene where the properties provide off street parking and landscaping in various forms. Although it is acknowledged that there will be a loss of part of the area of the lawn which was a feature of the area, it has to be recognised that the garden was private land which formed part of the curtilage of the existing dwelling house. A significant proportion of the lawn would be retained following the development and additional landscaping is proposed. The Councils Tree Officer has provided advice and a landscaping scheme will be required to be submitted and approved by the Local Planning Authority. It should also be noted that a hard surface for a parking area within the curtilage of a dwelling house could benefit from being 'permitted development' and, therefore, ultimately there is no substantial control in this regard.
- 8.9 Accordingly it is considered that the proposal is acceptable in regard to its impact upon the character of the area responding to the context of the immediate area and according with the principles of good design set out within Policy KP5.

Amenity of Neighbouring Occupiers

- 8.10 Policy KP5 seeks to ensure that 'no undue effect on the amenity of neighbouring occupiers' results from development. The Cardiff Residential Extensions and Alterations SPG states, 'Proposals for roof extensions to create extra living space should be designed to minimise the effect on neighbouring properties of overshadowing and overlooking'. Section 4.0 of the Cardiff Infill Sites SPG provides guidance regarding the relationship of new development with neighbouring properties in respect of residential amenity and privacy. Paragraphs 4.9 & 4.11 of the guidance states:
- *a minimum of 21m should be maintained between principal windows to habitable rooms;*
 - *the minimum overlooking distance from a habitable room window to garden area of a separate dwelling should be 10.5m;*
 - to safeguard the amenity of existing residents, proposals must not result in unacceptable harm regarding the level of overbearing, overshadowing or overlooking of neighbouring properties.
- 8.11 The proposed dwelling would be sited in order that it replicates the front and rear building lines of the existing detached property. The proposed dwelling therefore does not project beyond the rear elevation of the existing property and would not be overbearing with respect to the existing dwelling. The existing dwelling and the proposed dwelling are sited a considerable distance from any other neighbouring properties (over 15 metres to the nearest dwelling). Given

the scale and massing of the proposal, it is considered that there is no potential for the proposal to have an overbearing or generally un-neighbourly impact.

- 8.12 There are no dwelling houses located directly to the front or to the rear of the application site within 21 metres of the existing or the proposed dwelling house. No upper floor windows are proposed in the side elevations of the existing or the proposed dwelling house and therefore it is not considered that the proposal would have an unacceptable impact upon the privacy of neighbouring properties. The ground floor window in the North West side elevation of the proposed dwelling would look directly on to the side access path of the existing dwelling and therefore it is considered necessary to impose a condition to ensure that it is obscurely glazed and non-opening below a height of 1.7 metres above internal floor level.
- 8.13 It is considered that the proposal is acceptable in regards to its relationship with neighbouring properties, according with the principles of Policy KP5, and would not be overbearing or generally un-neighbourly to justify concern in this regard.

Amenity of Future Occupiers

- 8.14 Policy KP5 requires all new development to be of high quality design whilst the Infill Sites SPG details that any such development *'must consider both new and future occupiers amenity'* and *'all new residential dwellings, as well as existing dwellings affected by development should maintain usable and appropriate external amenity space'* (para. 4.2, pg.27) and *'Houses and ground floor flats that will serve as family accommodation should include enclosed and secure private amenity areas. Depending on context, such amenity areas should measure at least 10.5m in depth or 50m² overall.'* (Para. 4.5, p.27)
- 8.15 The proposal would provide an additional good sized dwelling which would provide substantial accommodation whilst retaining the existing dwelling with an increased level of accommodation with an amenity area of a sufficient size (over 50 square metres).
- 8.16 Private and enclosed amenity space to the rear of the proposed dwelling will extend to approximately 60 square metres of a suitable form which would adequately provide for a private rear garden of a usable size.
- 8.17 It is considered that the alterations to the existing dwelling and the proposed new dwelling would offer a good standard of accommodation with appropriate amenity space, and therefore, accords with the principles of Policy KP5 in this regard.

Transport Impact

- 8.18 Policy T5 seeks to ensure *that all new developments properly address the demand for travel and its impacts, contributes to reducing reliance on the private car and avoids unacceptable harm to safe and efficient operation of the road, public transport and other movement network and routes.*

- 8.19 An Officer from the Councils Highways Service has advised that they have reviewed the application and have no objections from a highway point of view
- 8.20 Both the existing and proposed dwelling would be provided with two off street car parking spaces which is in compliance with the requirements of the Access, Circulation and Parking Standards SPG.
- 8.21 It is considered that as a result of the development it is unlikely that vehicle movements within the Close would be increased to a level which would cause unacceptable harm to the amenity of the area. Vehicle speeds within the close are likely to be relatively slow and the open aspect of the close means that visibility and lines of sight should be sufficient and it should be noted that the Highways Officer has raised no highway safety concerns.
- 8.22 Furthermore both properties would benefit from good sized rear gardens which could provide space for outbuildings for the storage of bicycles, a sustainable mode of transport.
- 8.23 Accordingly it is considered that the proposal accords with the principles of Policy T5.

Waste Management

- 8.24 All new development is required, where appropriate, to provide facilities for the storage, recycling and other management of Waste as stated in Policy W2.
- 8.25 Sufficient space is provided within the curtilage of the existing and proposed dwellings, within the rear gardens, for the required number of refuse containers.
- 8.26 Accordingly it is, therefore, considered that the development accords with Policy W2.

9. Representations

- 9.1 The petition and representations received from the neighbouring residents are noted. While the substance of local views must be considered, the duty is to decide each case on its planning merits. As a general principle, local opposition or support for a proposal is not, on its own, a reasonable ground for refusing or granting planning permission; objections, or support, must be based on valid planning considerations.
- 9.2 In regards to comments made by neighbours that are not covered above, the following should be noted:
- The development is not considered to represent an over development of the site and is not considered overbearing (see analysis)
 - The development is not considered to represent a cramped and congested overdevelopment contrary to policy (see analysis)
 - The design and appearance of the proposal is considered acceptable (see analysis)

- The area to the front of the property laid out as a lawn would be altered as a result of development. It is considered that the resulting appearance of the land would be acceptable in planning terms (see analysis)
- It is acknowledged that the street scene would be altered as a result of the development, however, the resultant appearance of the site within the street scene is considered acceptable (see analysis). It should be noted that garage is not listed or located within a Conservation Area and can be altered or demolished at the discretion of the landowner as 'permitted development' with prior approval.
- The visual impact of the development is considered acceptable (see analysis).
- It is recognised that the addition of parking spaces would result in the loss of an area of the lawn, however, as stated above a 'hard standing' can be created within the curtilage of a dwelling house as 'permitted development' and a proportion of the lawn would be retained and additional landscaping would be provided.
- The relationship of the proposal to the highway to the side is considered acceptable (see analysis).
- It is considered that the proposal would not unacceptable harm the open character of the close.
- The development does provide private amenity space to the rear of the dwellings and there are also open areas to the side and to the front of the proposed dwellings. Although children may play upon the existing lawn to the front of the property the land is privately owned and forms part of the curtilage of the dwelling house.
- The Highways Service have not objected to the application or raised any highway safety issues. It is considered that vehicle movements within the Close would not be affected to any material degree which would cause unacceptable harm to the amenity of the area. Vehicle speeds within the close are likely to be relatively slow and the open aspect of the close means that visibility and lines of sight should be sufficient in highway safety terms.
- Dwr Cymru/Welsh Water have been consulted and have not objected to the proposal. Sewage connections would also be considered through the Building Regulations procedure. It considered that the proposal would not cause 'demonstrable' harm to the existing infrastructure.
- A condition can be applied that the parking areas be constructed of permeable or porous material or provide direct run-off water from the hard surface to a porous or permeable area or surface within the curtilage of the dwellinghouse
- The developers motivations for undertaking the development are not a material planning consideration
- The appearance of the parking area would be similar to that of other properties in the close and is considered acceptable (see analysis).
- Although contributing to the open character of the area the lawn to the front of the property is privately owned and forms part of the curtilage of the dwelling house. As stated above the appearance of the parking area is considered acceptable (see analysis).
- The comments with respect to the previously approved scheme are noted.

- The Highways Service have not objected to the application or raised any highway safety issues. Any alterations to the curb (the public highway) would be a matter for the Highways Service and it is considered that the parking spaces could be adequately accommodated at the site.
- The proposed form of accommodation is considered acceptable and in accordance with planning objectives.
- The impact of development upon the value of property is not a material planning consideration.
- The applicant has provided their name and an address for correspondence and has completed the 'ownership certificate' as required.

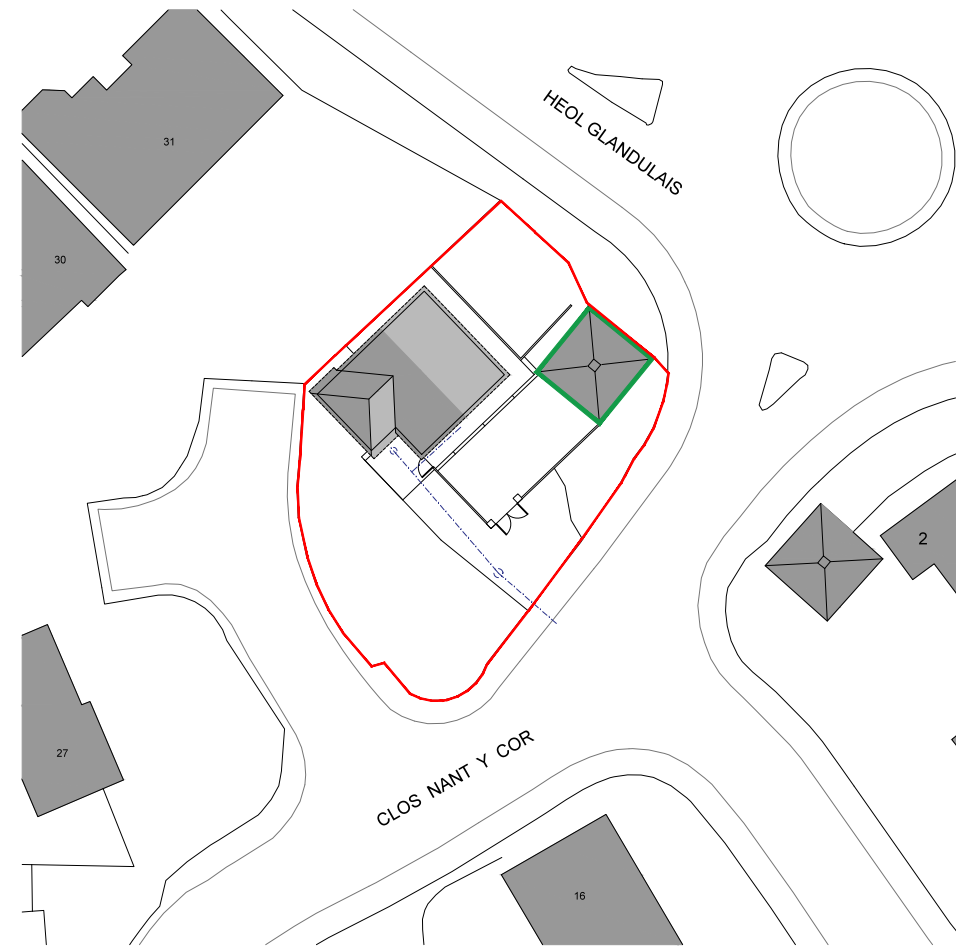
10. Other Legal Considerations

- 10.1 Crime and Disorder Act 1998 – Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 10.2 Equality Act 2010 – The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic.
- 10.3 Well-Being of Future Generations Act 2016 – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to 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 (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

11. Conclusion

- 11.1 Having regard to the policy context above, the proposal is considered acceptable and it is recommended planning permission be granted subject to conditions.

NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.



LOCATION PLAN
 1:500



— APPLICATION BOUNDARY
— EXTENT OF DEMOLITION



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PLANNING

Date	Check	Rev

Project
 32 Clos Nant Y Cor,
 Pontprenau

Drawing
 Location Plan

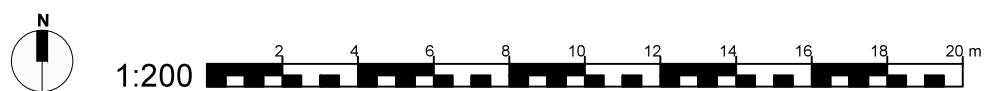
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AS17.24	PL01	C

Original Drawing Size A3

NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.



SITE PLAN
 1:200



PLANNING

Date	Check	Rev

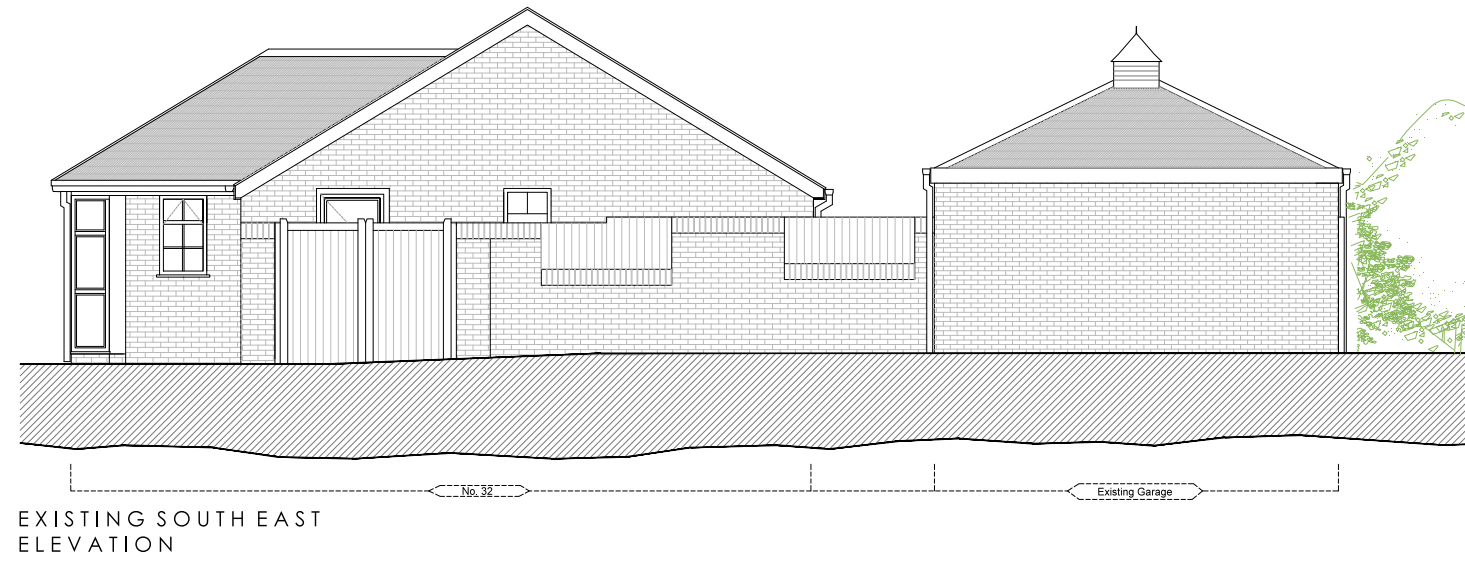
Project
 32 Clos Nant Y Cor,
 Pontprennau

Drawing
 Proposed Site Plan

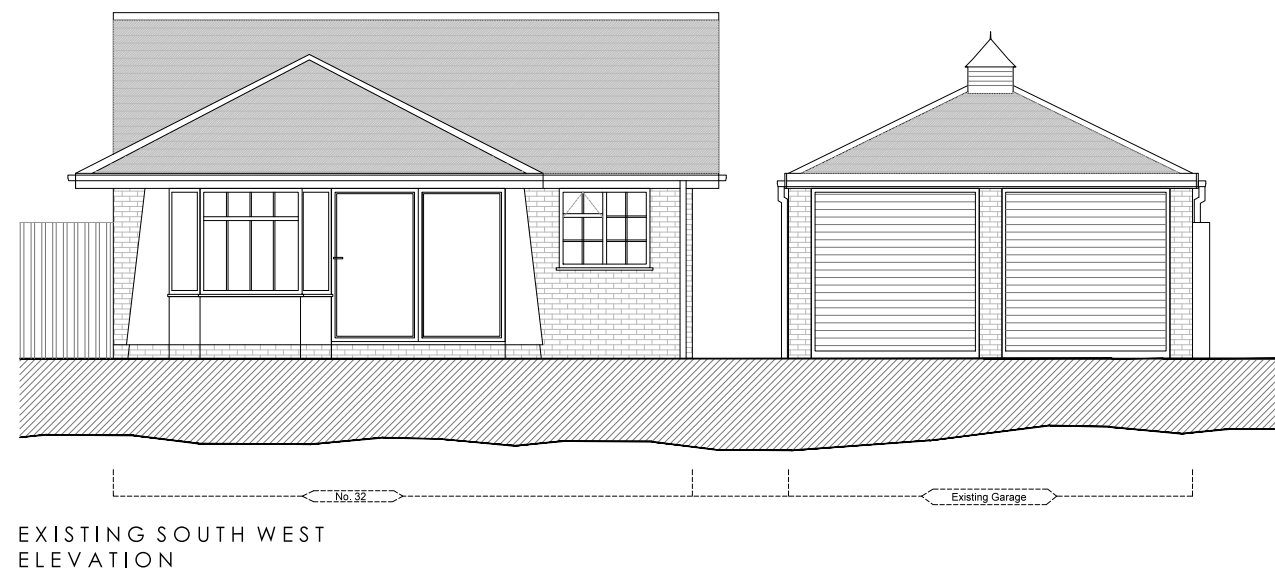
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Original Drawing Size A3

NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.
 Drawing based on Blueprint's Building Design measured survey dwg: 15-112-103 Rev A.



EXISTING SOUTH EAST
 ELEVATION



EXISTING SOUTH WEST
 ELEVATION



PLANNING

Date	Check	Rev

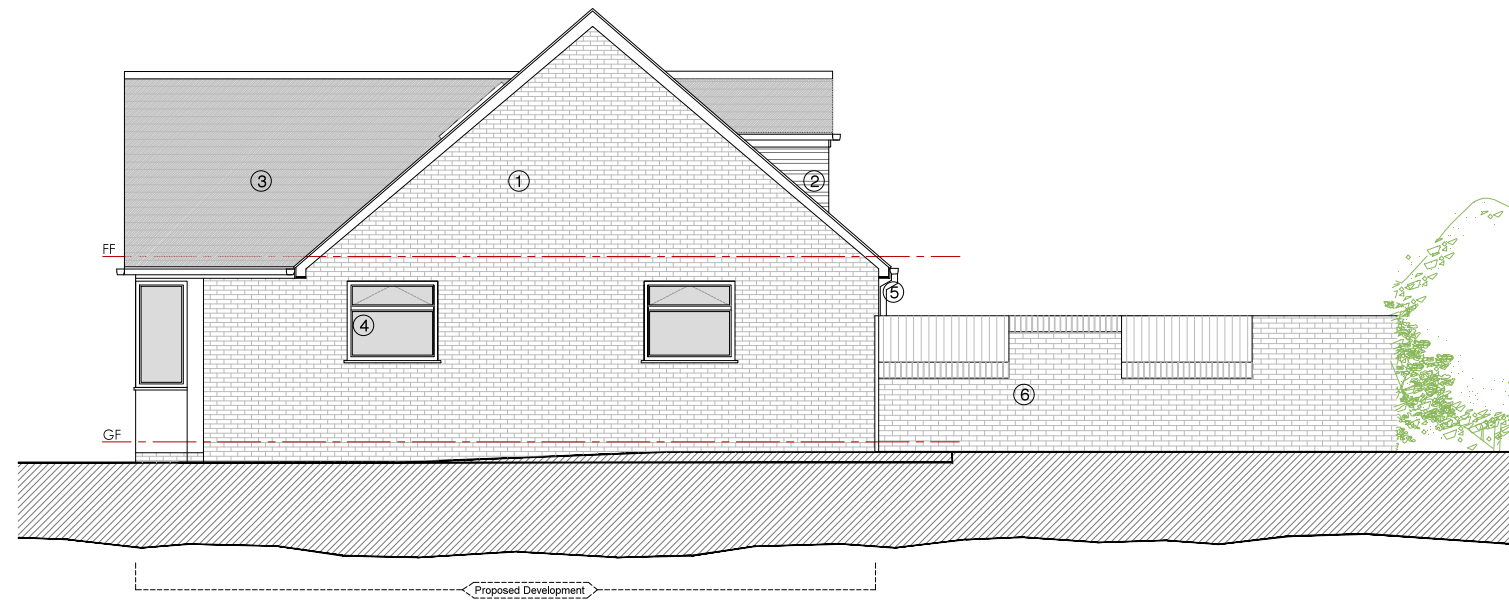
Project
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 Pontprennau

Drawing
 Existing South East
 and South West Elevations

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Job number	Drawing number	Revision
AS17.24	PL06	B

Original Drawing Size A3

NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.
 Drawing based on Blueprint's Building Design measured survey dwg: 15-112-103 Rev A.



PROPOSED SOUTH EAST ELEVATION



PROPOSED SOUTH WEST ELEVATION

Materials and Finishes

- 1. Walls**
 - Brick finish (to match existing)
 - Render finish (to match existing)
- 2. Cladding**
 - Timber horizontal weatherboard
- 3. Roof**
 - Tiled roof (to match existing)
- 4. Doors and Windows**
 - White uPVC glazed doors and windows (to match existing)
- 5. Rainwater goods**
 - White uPVC square line gutters and downpipes (to match existing)
- 6. Boundary Wall**
 - Brick finish with decorative band (to match existing)



PLANNING

Date	Check	Rev

Project
 32 Clos Nant Y Cor,
 Pontprennau

Drawing
 Proposed South East
 and South West Elevations

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Job number	Drawing number	Revision
AS17.24	PL08	D
Original Drawing Size A3		

NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.
 Drawing based on Blueprint's Building Design measured survey dwg: 15-112-103 Rev A.



PROPOSED NORTH EAST ELEVATION



PROPOSED NORTH WEST ELEVATION

Materials and Finishes

- 1. Walls**
 - Brick finish (to match existing)
 - Render finish (to match existing)
- 2. Cladding**
 - Timber horizontal weatherboard
- 3. Roof**
 - Tiled roof (to match existing)
- 4. Doors and Windows**
 - White uPVC glazed doors and windows (to match existing)
- 5. Rainwater goods**
 - White uPVC square line gutters and downpipes (to match existing)
- 6. Boundary Wall**
 - Brick finish with decorative band (to match existing)



PLANNING

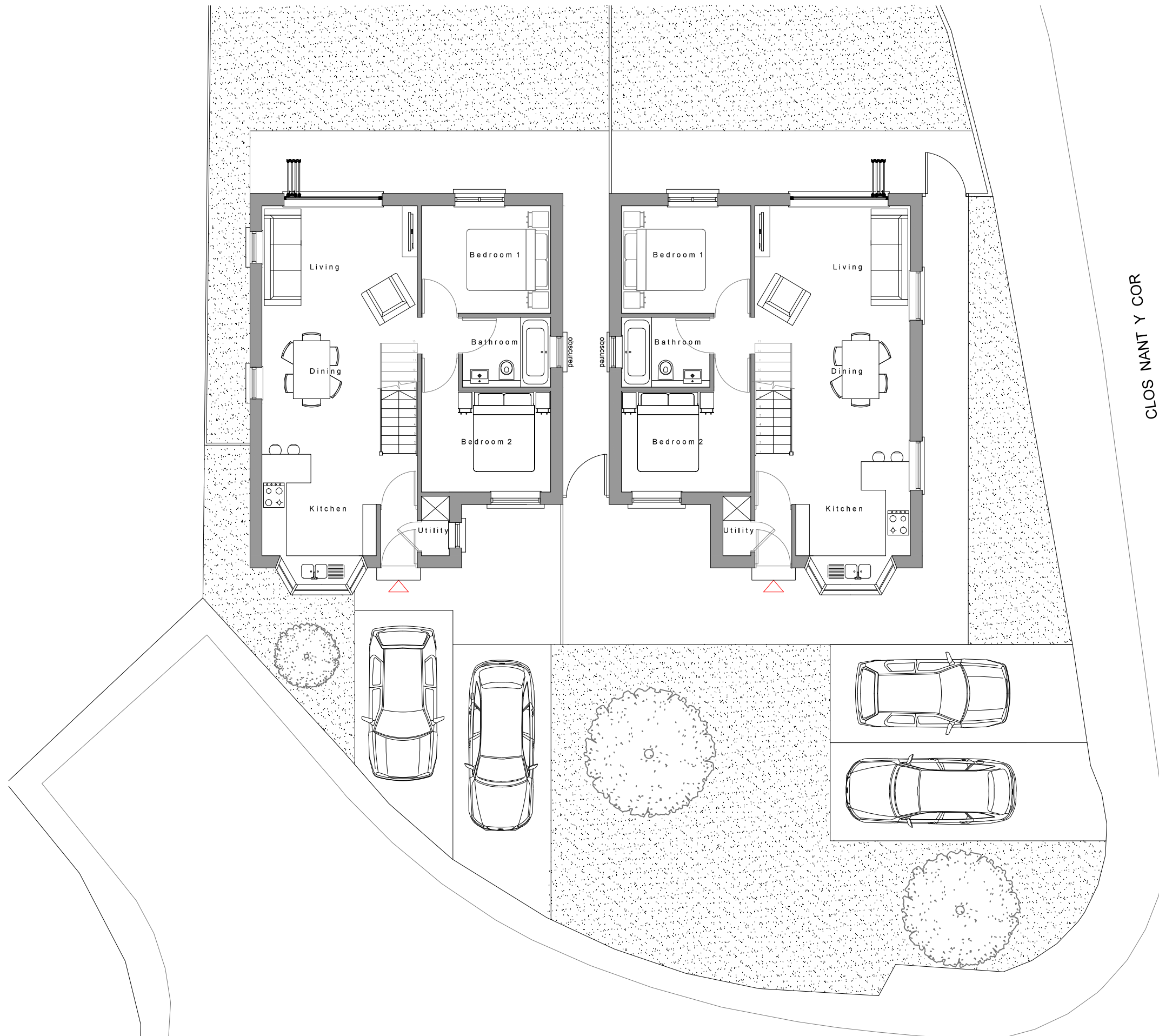
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Project
 32 Clos Nant Y Cor,
 Pontprennau

Drawing
 Proposed North East
 and North West Elevations

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AS17.24	PL09	D
Original Drawing Size A3		

NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.



CLOS NANT Y COR

PROPOSED GROUND PLAN

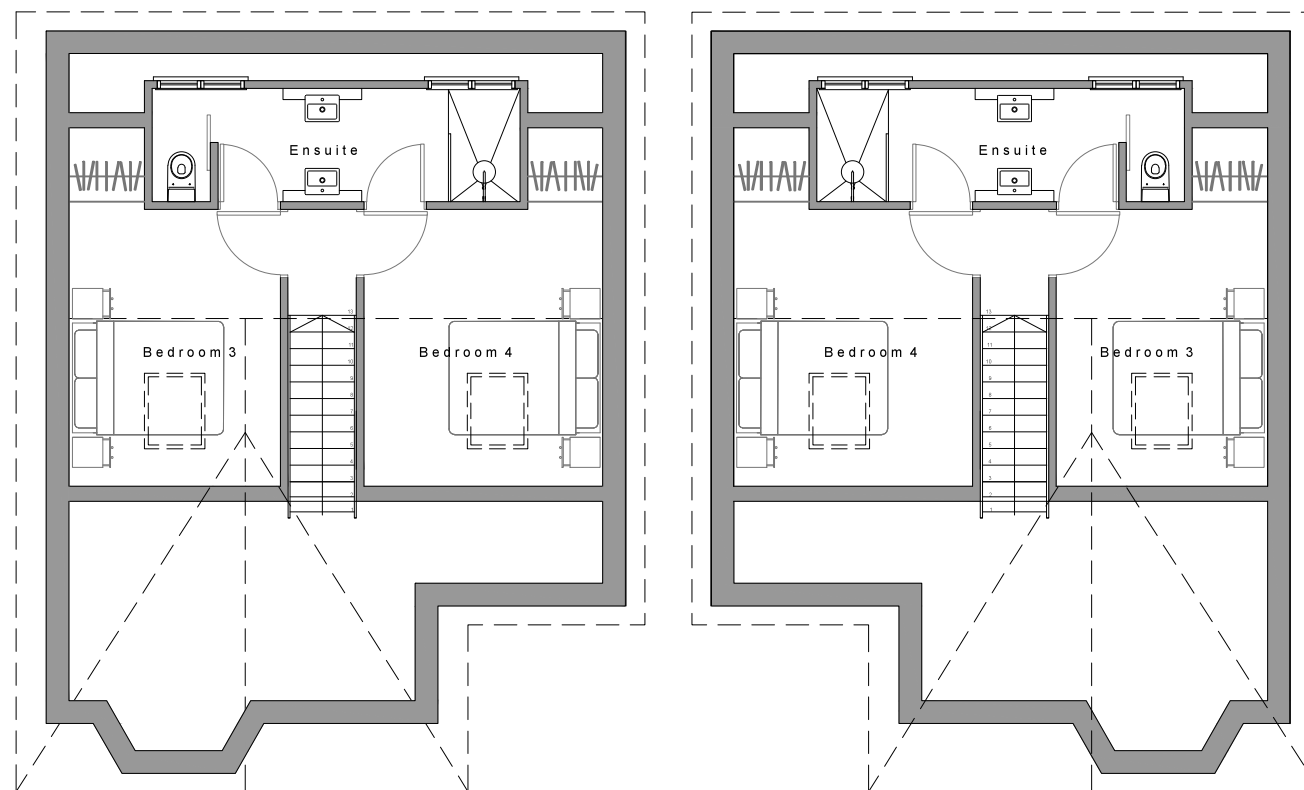
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PLANNING

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Proposed Ground Floor Plan				
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Job number	Drawing number			Revision
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NOTES:
 All dimensions to be checked on site.
 All omissions and discrepancies to be reported immediately.
 Drawing subject to planning and building regulation approval.



PROPOSED
 FIRST FLOOR PLAN
 1:100

PLANNING

Date	Check	Rev

Project
 32 Clos Nant Y Cor,
 Pontprennau

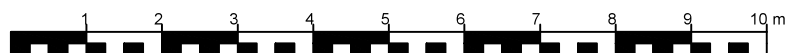
Drawing
 Proposed First
 Floor Plans

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Applications decided by Delegated Powers between 01/11/2017 and 30/11/2017

Total Count of Applications: 220

ADAM

<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02137/MNR	04/09/2017	Bickle	GROUND & FIRST FLOOR REAR EXTENSION, REAR DORMER ANDD CONVERSION TO 7 BED SUI GENERIS HOUSE IN MULTIPLE OCCUPATION	31 RICHARDS TERRACE, ROATH, CARDIFF, CF24 1RW	70	False	Permission be granted	13/11/2017
A/17/00187/MNR	20/10/2017	Insite Poster Properties	REPLACEMENT OF AN EXISTING ILLUMINATED 48-SHEET ADVERTISEMENT WITH AN ILLUMINATED 48-SHEET DIGITAL DISPLAY	LAND ON THE NORTH SIDE OF, WINDSOR ROAD, ADAMSDOWN	40	True	Permission be granted	29/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/01910/DCH	24/08/2017	Deans	Replacement of existing ordinary plastic guttering and downpipes, re-routing of certain guttering and downpipes and replacement of ordinary plastic soil pipe all with Cast Iron effect black plastic throughout - to rear of the property	6 WINDSOR ESPLANADE, CARDIFF BAY, CARDIFF, CF10 5BG	82	False	Permission be granted	14/11/2017
17/01908/DCH	24/08/2017	Deans	REPLACE THREE REAR FACING WOODEN FRAMED WINDOWS WITH SLENDER FRAMED ALUMINIUM WINDOWS	6 WINDSOR ESPLANADE, CARDIFF BAY, CARDIFF, CF10 5BG	77	False	Permission be granted	09/11/2017
17/01909/DCH	24/08/2017	Deans	REPLACE THREE REAR FACING WOODEN FRAMED WINDOWS WITH SLENDER FRAMED ALUMINIUM WINDOWS	6 WINDSOR ESPLANADE, CARDIFF BAY, CARDIFF, CF10 5BG	77	False	Permission be granted	09/11/2017

17/02087/DCH	28/08/2017	Deans	THIS APPLICATION IS TO AMEND THE MATERIAL TO BE USED FOR THE REARWARD FACING WINDOW AS APPROVED UNDER 15/01238/DCH	6 WINDSOR ESPLANADE, CARDIFF BAY, CARDIFF, CF10 5BG	72	False	Permission be granted	08/11/2017
17/02445/DCH	12/10/2017	Deans	ALTERATIONS TO 15/01238/DCH - CHANGE IN PROFILE OF WINDOW FRAME DUE TO MANUFACTURER AMENDMENT	6 WINDSOR ESPLANADE, CARDIFF BAY, CARDIFF, CF10 5BG	28	True	Permission be granted	09/11/2017
<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02315/MJR	27/09/2017	Schroders UK Real Estate Fund	DEMOLITION OF A MODERN STANDALONE COFFEE POD	COFFEE MANIA UNIT 29, MERMAID QUAY, BUTE CRESCENT, CARDIFF BAY, CARDIFF, CF10 5BZ	42	True	Permission be granted	08/11/2017
17/02079/MJR	06/09/2017	McCutcheon	TO RUN A THIN FIBRE CABLE CONCEALED BEHIND THE EXISTING RAINWATER DOWNPIPE, AND AN ANGLED ENTRY INTO THE BUILDING TO AVOID ANY VISIBLE CABLE WORK TO THE FACADE OF THE LISTED BUILDING	33-35 WEST BUTE STREET, BUTETOWN, CARDIFF, CF10 5LH	64	False	Permission be granted	09/11/2017
17/02321/MJR	28/09/2017	Schroders UK Real Estate Fund	DEMOLITION OF UNIT	COFFEE MANIA UNIT 29, MERMAID QUAY, BUTE CRESCENT, CARDIFF BAY, CARDIFF, CF10 5BZ	41	True	Prior Approval be granted	08/11/2017
16/01291/MJR	06/06/2016	Morganstone Ltd	DISCHARGE OF CONDITIONS 16 (NOISE), 17 (GAS PROTECTION), 24 (JAPANESE KNOT-WEED) AND 26 (ARCHAEOLOGY) OF PLANNING PERMISSION NUMBER 15/02597/MJR	LAND OFF SCHOONER WAY, ATLANTIC WHARF	534	False	Full Discharge of Condition	22/11/2017
16/02197/MJR	16/09/2016	Morganstone Ltd	DISCHARGE OF CONDITION23 (PILING) OF 15/02597/MJR	LAND AT SCHOONER WAY, ATLANTIC WHARF	416	False	Full Discharge of Condition	06/11/2017

17/02311/MJR	17/10/2017	Signature Living	INTERNAL ALTERATIONS TO THE EXISTING COAL EXCHANGE TO FORM AN ADDITIONAL 12 NO. BEDROOMS ON THE THIRD FLOOR.	THE COAL EXCHANGE LIMITED, THE COAL EXCHANGE, MOUNT STUART SQUARE, BUTETOWN, CARDIFF, CF10 5EB	37	True	Permission be granted	23/11/2017
17/02279/MJR	27/09/2017	Aviva Life & Pensions UK Ltd	DISCHARGE OF CONDITION 10 (DRAINAGE) OF 16/00547/MJR	PLOT 5, PIERHEAD STREET, CARDIFF BAY	36	True	Full Discharge of Condition	02/11/2017
<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02463/MNR	17/10/2017	Cardiff and Vale College	TO CHANGE THE USE CLASS OF THE BUILDING FROM B1 ONLY (CURRENT) TO B1 AND / OR D1 (PROPOSED)	ONE CANAL PARADE, DUMBALLS ROAD, BUTETOWN, CARDIFF, CF10 5BF	42	True	Permission be granted	28/11/2017
17/02090/MNR	29/08/2017	Ahmed	RENEWAL OF 12/01767/DCI FOR DEVELOPMENT OF TWO STOREY THREE BEDROOM DETACHED DWELLING	19 WEST CLOSE, BUTETOWN, CARDIFF, CF10 5LD	84	False	Permission be granted	21/11/2017
17/02022/MNR	21/08/2017	Mizzi Foods Limited	INSTALLATION OF AIR-CONDITIONING UNITS REQUIRING TWO CONDENSING UNITS TO BE INSTALLED TO THE EXTERIOR OF THE BUILDING	UNIT 3, AQUILA HOUSE, PIERHEAD STREET, CARDIFF BAY, CARDIFF, CF10 4PH	73	False	Permission be granted	02/11/2017
17/02796/MNR	20/11/2017	Mizzi Foods Ltd	ALTERNATIVE POSITIONING OF OUTSIDE AIR CONDITIONING UNITS FROM SIDE WALL OF BUILDING AT HEIGHT TO POSITIONING ON THE GROUND IN EXIT OUTSIDE CORRIDOR - PREVIOUSLY APPROVED UNDER 17/02022/MNR	UNIT 3, AQUILA HOUSE, PIERHEAD STREET, CARDIFF BAY, CARDIFF, CF10 4PH	9	True	Permission be granted	29/11/2017
17/02453/MNR	12/10/2017	Cardiff Community Housing Association	REPLACEMENT OF WINDOWS	HOWARD COURT, ATLANTIC WHARF, CARDIFF, CF10 4HD	36	True	Permission be granted	17/11/2017

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17/02431/MNR	10/10/2017	Vale of Glamorgan Council	2015/01131/1/CD - VALE OF GLAMORGAN APPLICATION DISCHARGE OF CONDITIONS 2-CEMP, 4-LANDSCAPE, 7-CONSTRUCTION METHOD STATEMENT, 8-MEANS OF ENCLOSURE AND 12-CONSTRUCTION TRAFFIC MANAGEMENT PLAN-PROPOSED EXCAVATION OF FILL MATERIAL (TO BE STORED ON SITE), IMPORTATION OF INERT WASTES WITH THE PROGRESSIVE RESTORATION OF THE FORMER MINERAL WORKING AREAS ASSOCIATED WITH THE FORMER ELY BRICKWORKS	FORMER ELY BRICKWORKS, WODEN PARK, CF5 5LB	43	True	Raise No Objection	22/11/2017

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17/01761/DCH	27/07/2017	Brooks-Edwards	HIP-TO-GABLE ROOF EXTENSION, REAR EXTENSION TO GROUND AND FIRST FLOORS. CONSTRUCTION OF A DOUBLE GARAGE WITH FIRST FLOOR GYM ROOM AND W/C. DRIVEWAY TO BE CONSTRUCTED WITH DROP DOWN CURB (CROSSWAY TO ALSO BE APPLIED FOR).	127 LLANDAFF ROAD, CANTON, CARDIFF, CF11 9NH	109	False	Permission be granted	13/11/2017
17/02226/DCH	13/09/2017	Banner	SINGLE STOREY REAR EXTENSION WITH GLAZED ROOF, DORMER LOFT CONVERSION TO REAR, DETACHED GARAGE AND OFF ROAD PARKING TO REAR	9 EARLE PLACE, CANTON, CARDIFF, CF5 1NZ	51	True	Permission be granted	03/11/2017

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17/02412/MJR	09/10/2017	Ely Bridge Development Company	DISCHARGE OF CONDITION 16 (SITE ENCLOSURE) OF 14/00772/DCO	FORMER PAPER MILL ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF, CF11 8DS	50	True	Full Discharge of Condition	28/11/2017
17/00526/MJR	08/03/2017	Lovell Partnerships Ltd	DISCHARGE OF CONDITION 21 (SURFACE WATER DRAINAGE WORKS) OF 14/02277/MNR (PHASE 1 AND A ONLY)	FORMER PAPER MILL ARJO WIGGINS, SANATORIUM ROAD, CANTON	254	False	Full Discharge of Condition	17/11/2017
17/00861/MJR	18/04/2017	Lovell Partnerships Ltd	DISCHARGE OF CONDITION 21 (WATER DRAINAGE WORKS - PHASE A) OF 14/02277/MNR	FORMER ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF	213	False	Full Discharge of Condition	17/11/2017

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A/17/00144/MNR	04/08/2017	Insite Poster Properties	REPLACEMENT OF 2NO EXISTING 48-SHEET ADVERTISING DISPLAYS WITH 2NO 48-SHEET DIGITAL ADVERTISING DISPLAYS AND REMOVAL OF 2NO 96-SHEET ADVERTISING DISPLAYS	LAND AT COWBRIDGE ROAD EAST, CANTON, CARDIFF	117	False	Permission be granted	29/11/2017
17/02788/MNR	16/11/2017	McCeude	REVISIONS TO EXTERNAL ARRANGEMENTS & INTERNAL LAYOUTS PREVIOUSLY APPROVED UNDER 17/00108/MNR	47 LINCOLN STREET, CANTON, CARDIFF, CF5 1JX	11	True	Planning Permission be refused	27/11/2017
17/02409/MNR	09/10/2017	Lakhman	RENEWAL OF SHOP FRONT TO INCLUDE SEPARATE ACCESS TO FIRST FLOOR STORAGE AREA	CLIVE ROAD STORES, 69 CLIVE ROAD, CANTON, CARDIFF, CF5 1HH	29	True	Permission be granted	07/11/2017

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17/02177/DCH	08/09/2017	Jones	GROUND AND FIRST FLOOR REAR EXTENSION PLUS REAR DORMER LOFT CONVERSION AND VELUX TO FRONT ROOF TO EXISTING C4 HMO CREATING SIX BEDROOMS	18 DARRAN STREET, CATHAYS, CARDIFF, CF24 4JF	56	True	Permission be granted	03/11/2017
17/02209/DCH	12/09/2017	Morris	GROUND AND FIRST FLOOR REAR EXTENSION PLUS REAR DORMER LOFT CONVERSION AND VELUX TO FRONT ROOF TO EXISTING C4 HMO CREATING SIX BEDROOMS	22 RICHARDS STREET, CATHAYS, CARDIFF, CF24 4DA	56	True	Permission be granted	07/11/2017
17/01879/DCH	01/08/2017	Kotecha	NEW SINGLE STOREY WET ROOM EXTENSION	41 BRITHDIR STREET, CATHAYS, CARDIFF, CF24 4LE	112	False	Planning Permission be refused	21/11/2017
17/02195/DCH	11/10/2017	Salih	REAR DORMER SET BACK 300MM FROM ORIGINAL MAIN HOUSE REAR WALL	1 HARRIET STREET, CATHAYS, CARDIFF, CF24 4BU	48	True	Permission be granted	28/11/2017

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17/02121/MJR	01/09/2017	Trustees of MCFCardiff Estate Unit Trust	REPLACEMENT OF FLOOR COVERINGS WITH UNGLAZED CERAMIC TILES	CASTLE ARCADE, HIGH STREET ARCADE AND DUKE STREET ARCADE, CITY CENTRE, CARDIFF	69	False	Permission be granted	09/11/2017
17/02515/MJR	20/10/2017	Rightacres Property Co. Limited	INTRODUCTION OF BOLLARDS IN FRONT OF WOOD STREET ELEVATION OF THE BBC BUILDING. REMOVAL OF THE LAYBY IN FRONT OF WOOD STREET ELEVATION OF THE BBC BUILDING - PREVIOUSLY APPROVED UNDER 14/02405/MJR	LAND TO NORTH OF CARDIFF CENTRAL RAILWAY STATION INCORPORATING CARDIFF BUS STATION, MARLAND HOUSE AND WOOD STREET, CARDIFF	18	True	Permission be granted	07/11/2017

17/02372/MJR	04/10/2017	Rightacres Property Company Limited	REMOVAL OF CONDITION 13 (LANDSCAPING DESIGN AND IMPLEMENTATION PROGRAMME) OF 17/01751/MJR	LAND NORTH OF WOOD STREET, WEST OF HAVELOCK STREET, SOUTH OF PARK STREET AND EAST OF NO.6 PARK STREET. (THE SITE ENCOMPASSES PLOTS 6 (IN PART), 7 AND 8 OF THE CENTRAL SQUARE MASTERPLAN AREA)	28	True	Permission be granted	01/11/2017
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17/02250/MNR	20/09/2017	Carnegie Management LLP	THE ERECTION OF A SINGLE STOREY REAR EXTENSION; ERECTION OF ROOF DORMER ON REAR ELEVATION; INSERTION OF 2 ROOFLIGHTS ON FRONT ELEVATION; AND CHANGE OF USE FROM CLASS C4 HOUSE IN MULTIPLE OCCUPATION (HMO) TO A 7-BEDROOM HOUSE IN MULTIPLE OCCUPATION (HMO- SUI GENERIS).	75 CATHAYS TERRACE, CATHAYS, CARDIFF, CF24 4HT	56	True	Permission be granted	15/11/2017
17/02167/MNR	07/09/2017	Usman	GROUND FLOOR REAR EXTENSION, REAR DORMER AND CONVERSION OF C4 HOUSE IN MULTIPLE OCCUPATION TO 7 BED SUI GENERIS HOUSE IN MULTIPLE OCCUPATION	52 MAY STREET, CATHAYS, CARDIFF, CF24 4EX	75	False	Permission be granted	21/11/2017
17/02443/MNR	13/10/2017	The Libertine (Cardiff) Limited	EXTERNAL ALTERATIONS TO THE PREMISES FRONTAGE	28 HIGH STREET, CITY CENTRE, CARDIFF, CF10 1PU	45	True	Permission be granted	27/11/2017
A/17/00180/MNR	13/10/2017	The Libertine (Cardiff) Limited	NEW SIGNAGE	28 HIGH STREET, CITY CENTRE, CARDIFF, CF10 1PU	42	True	Permission be granted	24/11/2017
17/02456/MNR	12/10/2017	Mansford Core2	AMENDED DESIGN TO SHOPFRONTS ST JOHN STREET ELEVATION AND CHANGE OF USE A1/A3	28-34 AND 33 HIGH STREET ARCADE, CITY CENTRE	47	True	Permission be granted	28/11/2017

17/02449/MNR	17/10/2017	Yorkshire Building Society	INSTALLATION OF NEW HAND CRAFTED WROUGHT IRON BI-FOLD GATES AND REPLACEMENT LETTER BOX	YORKSHIRE BUILDING SOCIETY, 6-8 THE HAYES, CITY CENTRE, CARDIFF, CF10 1TD	31	True	Permission be granted	17/11/2017
A/17/00189/MNR	23/10/2017	Willicombe	FLAT VINYL ADHESIVE LETTERING TO BE INSTALLED TO THE EXISTING STEEL WORK ABOVE THE 'GREY' RESTAURANT. LED LIGHTING ALONG THE BOTTOM OF THE STEEL TO HIGHLIGHT AND ENHANCE THE VINYL LETTERING.	HILTON CARDIFF, KINGSWAY, CITY CENTRE, CARDIFF, CF10 3HH	22	True	Permission be granted	14/11/2017
17/02383/MNR	09/10/2017	LEOM LLP	DEMOLITION OF THE FORMER YORK HOTEL	FORMER YORK HOTEL, CUSTOM HOUSE STREET, CARDIFF	38	True	Permission be granted	16/11/2017
A/17/00186/MNR	20/10/2017	ATLAS TYRES SERVICES LTD	SIGN TO SIDE ELEVATION	ALTAS TYRE SERVICE REAR OF 19, SALISBURY ROAD, CATHAYS, CARDIFF, CF24 4AJ	27	True	Permission be granted	16/11/2017
17/02382/MNR	09/10/2017	LEOM LLP	DEMOLITION OF FORMER HOTEL	FORMER YORK HOTEL, CUSTOM HOUSE STREET, CARDIFF	30	True	Prior Approval be granted	08/11/2017
17/02500/MNR	18/10/2017	Infocus Public Networks Ltd	TEMPORARY INSTALLATION OF AN ELECTRONIC COMMUNICATIONS APPARATUS. (TEMPORARY RELOCATION FROM CORNER OF BUTE STREET AND CUSTOM HOUSE STREET DURING HIGHWAY WORKS)	OUTSIDE UNISON HOUSE, CUSTOM HOUSE STREET, CITY CENTRE, CARDIFF	23	True	Prior Approval be granted	10/11/2017
A/17/00175/MNR	05/10/2017	The Alchemist Bar and Restaurant	PROPOSED NEW SIGNAGE ON THE FRONT FACADE OF THE UNIT	117-118 ST MARY STREET, CITY CENTRE, CARDIFF, CF10 1DY	27	True	Permission be granted	01/11/2017
A/17/00177/MNR	10/10/2017	TH UK & Ireland Ltd	2 NO. FASCIA SIGNS AND 1 NO. PROJECTING SIGN	32 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2BY	29	True	Permission be granted	08/11/2017
A/17/00183/MNR	17/10/2017	TH UK & Ireland Ltd	2 NO. INTERNALLY ILLUMINATED FASCIA SIGNS AND 1 NO. INTERNALLY ILLUMINATED PROJECTING SIGN	16 WORKING STREET, CITY CENTRE	27	True	Permission be granted	13/11/2017
A/17/00176/MNR	06/11/2017	Big Sleep Hotel	NEW SIGNS	BIG SLEEP HOTEL, BUTE TERRACE, CITY CENTRE, CARDIFF, CF10 2FE	18	True	Permission be granted	24/11/2017

A/17/00193/MNR	06/11/2017	Greggs plc	1 FASCIA SIGN AND 2 INTERNAL POSTERS	UNIT 3, BBC CYMRU WALES, CENTRAL SQUARE, CITY CENTRE, CARDIFF, CF10 1FT	17	True	Permission be granted	23/11/2017
17/02547/MNR	23/10/2017	Santander	ENCLOSE COVERED AREA IN FRONT OF THE MAIN ENTRANCE WITH GLAZED SECTIONS AND A FULL HEIGHT GLAZED DOUBLE DOOR	SANTANDER, 9 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2UD	32	True	Permission be granted	24/11/2017
A/17/00197/MNR	03/11/2017	Sanguine Hospitality Limited	FOUR NUMBER ILLUMINATED SIGNS AT HIGH LEVEL OF QUEEN STREET AND CROCKHERBTOWN LANE TO THE INDIGO HOTEL AT DOMINIONS HOUSE	HOTEL AT DOMINIONS HOUSE, DOMINIONS ARCADE, CITY CENTRE	21	True	Permission be granted	24/11/2017

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17/02329/DCH	29/09/2017	Burrows	SINGLE STOREY REAR EXTENSION. ALTERATIONS TO FRONT ELEVATION TO INCLUDE RE-POSITIONED FRONT DOOR WITH SIDE SCREEN AND GLAZED ROOF ABOVE	7 OLD MILL DRIVE, ST FAGANS, CARDIFF, CF5 6HN	45	True	Permission be granted	13/11/2017
17/02068/DCH	25/08/2017	Ball	CONVERSION OF THE OUTBUILDING WITHIN THE CURTILAGE OF THE ADJACENT GRADE 2 LISTED BARN CONVERSION. THE NEW ACCOMMODATION WILL GIVE PROVISION TO AN OFFICE/STUDIO SPACE WITHIN THE MAIN CONVERTED STRUCTURE AND A REPLACEMENT LEAN-TO TO ACCOMMODATE ENTRANCE LOBBY, WET-ROOM AND STORAGE	GREAT HOUSE FARM, MICHAELSTON ROAD, ST FAGANS, CARDIFF, CF5 6DU	70	False	Permission be granted	03/11/2017
17/02545/DCH	25/10/2017	Barber	PROPOSED TWO STOREY SIDE EXTENSION TO INCREASE ADDITIONAL LIVING ACCOMMODATION	9 PARC-Y-FRO, CREIGIAU, CARDIFF, CF15 9SD	33	True	Permission be granted	27/11/2017

17/02737/DCH	13/11/2017	Blake	ALTERATIONS TO 17/1742/DCH - FOOTPRINT OF EXTENSION HAS REDUCED	65 PARC-Y-COED, CREIGIAU, CARDIFF, CF15 9LZ	8	True	Permission be granted	21/11/2017
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17/01012/MJR	08/05/2017	BDW Homes	RESERVED MATTERS FOR OUTLINE PLANNING PERMISSION 16/00106/MJR FOR 260 DWELLINGS COMPRISING APPEARANCE, LANDSCAPING, LAYOUT, SCALE AND NON STRATEGIC ACCESS	GOITRE FACH FARM, LLANTRISANT ROAD, ST FAGANS, CARDIFF, CF5 6JD	177	False	Permission be granted	01/11/2017
17/02490/MJR	16/10/2017	Redrow Homes (South Wales); Trustees of St Fagans No1&2 Trust	REMOVAL OF APPROXIMATELY 18 M OF HEDGEROW IN ORDER TO FACILITATE THE DETAILED HIGHWAY IMPROVEMENT WORKS APPROVED UNDER CONDITION 5 OF PLANNING PERMISSION 14/02188/MJR.	LAND SOUTH OF PENTREBANE ROAD, CARDIFF	38	True	Permission be granted	23/11/2017
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17/01877/MNR	01/08/2017	Ball	CONVERSION OF THE OUTBUILDING WITHIN THE CURTILAGE OF THE ADJACENT GRADE 2 LISTED BARN CONVERSION. THE NEW ACCOMMODATION WILL GIVE PROVISION TO AN OFFICE/STUDIO SPACE WITHIN THE MAIN CONVERTED STRUCTURE AND A REPLACEMENT LEAN-TO TO ACCOMMODATE ENTRANCE LOBBY, WET-ROOM AND STORAGE	GREAT HOUSE FARM, MICHAELSTON ROAD, ST FAGANS, CARDIFF, CF5 6DU	93	False	Permission be granted	02/11/2017

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17/02188/DCH	11/09/2017	Talabani	PROPOSED NEW TWO STOREY SIDE AND REAR EXTENSION	19 DUFFRYN AVENUE, LAKESIDE, CARDIFF, CF23 6LE	53	True	Permission be granted	03/11/2017
17/02269/DCH	22/09/2017	Regan	TWO STOREY AND SINGLE STOREY SIDE EXTENSIONS	1 HACKERFORD ROAD, CYNCOED, CARDIFF, CF23 6QY	42	True	Permission be granted	03/11/2017
17/02355/DCH	03/10/2017	Sheikh	SINGLE STOREY REAR EXTENSION AND LOFT CONVERSION WITH REAR DORMER WITH ALTERATIONS & EXTENSION TO OUTBUILDING IN THE REAR GARDEN.	6 KESWICK AVENUE, ROATH PARK, CARDIFF, CF23 5PU	42	True	Permission be granted	14/11/2017
17/02320/DCH	05/10/2017	Stafford	TO PROVIDE A TWO STOREY SIDE EXTENSION TOGETHER WITH A REAR SINGLE STOREY EXTENSION TO PROVIDE IMPROVED LIVING ACCOMMODATION AND ONE BEDROOM OVER	13 GWYNANT CRESCENT, LAKESIDE, CARDIFF, CF23 6LT	53	True	Permission be granted	27/11/2017
17/02176/DCH	08/09/2017	Williams	2 STOREY SIDE EXTENSION	6 MOUNTBATTEN CLOSE, ROATH PARK, CARDIFF, CF23 5QH	81	False	Permission be granted	28/11/2017
17/01120/DCH	19/05/2017	GRC	TWO STOREY SIDE EXTENSION SINGLE STOREY REAR EXTENSION PORCH EXTENSION AND DORMER ROOF EXTENSION	59 TORRENS DRIVE, LAKESIDE, CARDIFF, CF23 6DR	186	False	Planning Permission be refused	21/11/2017
17/02349/DCH	02/10/2017	Newman	TWO STOREY SIDE EXTENSION	15 CELYN GROVE, CYNCOED, CARDIFF, CF23 6SH	35	True	Permission be granted	06/11/2017

17/02533/DCH	25/10/2017	Williams	SINGLE STOREY REAR EXTENSION WITH MONO-PITCH ROOF. EXISTING GARAGE TO BE CONVERTED INTO A FRONT ROOM AND BATHROOM. EXISTING PORCH TO BE REPLACED WITH NEW MASONRY CONSTRUCTION PORCH (SAME FOOTPRINT). DRIVEWAY WIDENED TO ACCOMMODATE AN EXTRA VEHICLE	15 LOMOND CRESCENT, LAKESIDE, CARDIFF, CF23 6ES	28	True	Permission be granted	22/11/2017
17/02478/DCH	18/10/2017	Freeman	DEMOLITION OF EXISTING REAR EXTENSION AND REPLACEMENT WITH NEW EXTENSION. CONVERSION OF LOFT SPACE INTO BEDROOM WITH ENSUITE.	8 CELYN GROVE, CYNCOED, CARDIFF, CF23 6SH	34	True	Permission be granted	21/11/2017
17/02492/DCH	19/10/2017	Irvine	NEW REAR DORMER AND ADDITION OF ROOF LIGHTS TO FRONT AND SIDE	428 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6SB	33	True	Permission be granted	21/11/2017
17/02575/DCH	31/10/2017	Mendonca	PROPOSED CONSTRUCTION OF TWO STOREY SIDE EXTENSION WITH PITCHED ROOF AND SINGLE STOREY REAR EXTENSION.	6 CEFN COED AVENUE, LAKESIDE, CARDIFF, CF23 6HE	27	True	Permission be granted	27/11/2017
17/02577/DCH	07/11/2017	Fitzgearld	PROPOSED DEMOLITION OF ATTACHED DOMESTIC OUTBUILDINGS AND THE CONSTRUCTION OF A SINGLE STOREY FLAT ROOFED REAR EXTENSION TO THE EXISTING TWO STOREY DETACHED DWELLING.	5 CAER CADY CLOSE, CYNCOED, CARDIFF, CF23 6BS	20	True	Permission be granted	27/11/2017
17/02585/DCH	27/10/2017	England	REAR SINGLE STOREY EXTENSION AND NEW HIP END FRONT SIDE ROOF	303 CYNCOED ROAD, CYNCOED, CARDIFF, CF23 6PB	31	True	Permission be granted	27/11/2017
17/02766/DCH	15/11/2017	Chapple	ALTERATIONS TO 17/01517/DCH - CHANGE OF PROPOSED FLAT ROOF TO SHOW PARAPET REMOVAL	9 CEFN COED ROAD, CYNCOED, CARDIFF, CF23 6AN	12	True	Permission be granted	27/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
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17/01954/MJR	11/08/2017	Waterstone Homes	VARIATION OF CONDITION 2 TO ALLOW THE REPLACEMENT OF SITE PLAN 2066-101 REV G WITH THE AMENDED 2066-101 REV H PLAN, THE REPLACEMENT OF SITE CROSS SECTIONS PLAN 2066 - 630 WITH THE AMENDED 2066 - 630A AS WELL AS THE INCLUSION OF EXTERNAL WORKS LAYOUT PLAN 2066 - 526D PREVIOUSLY APPROVED UNDER 15/02847/MJR	LAND TO THE WEST OF CLOS-Y-CWARRA, ST FAGANS, CARDIFF	98	False	Permission be granted	17/11/2017
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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02312/DCH	28/09/2017	Miller	DEMOLITION OF EXISTING SINGLE SIDE STOREY EXTENSION AND DETACHED GARAGE AND REPLACEMENT WITH NEW TWO STOREY SIDE EXTENSION	19 ASHCROFT CRESCENT, PENTREBANE, CARDIFF, CF5 3RJ	60	False	Permission be granted	27/11/2017

GABA

<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02227/MNR	13/09/2017	Mohammed	RETAIN THE PROPERTY AS A 7 BED HOUSE OF MULTIPLE OCCUPATION	15 HEATHFIELD ROAD, GABALFA, CARDIFF, CF14 3JX	51	True	Permission be granted	03/11/2017

GRAN

<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
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17/02242/DCH	03/10/2017	Taylor	SINGLE STOREY LEAN TO EXTENSION TO THE REAR OF THE PROPERTY	61 AVONDALE CRESCENT, GRANGETOWN, CARDIFF, CF11 7DE	42	True	Permission be granted	14/11/2017
17/02308/DCH	27/09/2017	Ballard	EXISTING GARAGE TO SIDE TO BE DEMOLISHED AND REPLACED WITH SINGLE STOREY SIDE EXTENSION. EXISTING CONSERVATORY TO REAR TO BE DEMOLISHED AND REPLACED WITH SINGLE STOREY EXTENSION	45 POWDERHAM DRIVE, GRANGETOWN, CARDIFF, CF11 8ND	36	True	Permission be granted	02/11/2017
17/02459/DCH	16/10/2017	LEWIS	PROPOSED HIP TO GABLE CONVERSION WITH REAR FACING DORMER AND SINGLE STOREY REAR EXTENSION.	67 AVONDALE CRESCENT, GRANGETOWN, CARDIFF, CF11 7DF	29	True	Permission be granted	14/11/2017
17/02560/DCH	30/10/2017	Bowen	CREATION OF A LOFT EXTENSION BY CONSTRUCTION A FULL WIDTH DORMER ON THE REAR ROOF	7 RUTLAND STREET, GRANGETOWN, CARDIFF, CF11 6TD	28	True	Permission be granted	27/11/2017
<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02092/MJR	18/09/2017	Pegasus Developments (Clive Lane) Ltd	DEMOLITION OF REAR GARAGE AT NO. 128 CLIVE STREET	CJ AUTOS WORKSHOP REAR OF 128-130, CLIVE STREET, GRANGETOWN, CARDIFF, CF11 7JE	60	False	Prior Approval be granted	17/11/2017
<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/01542/MNR	05/07/2017	HOLMES	SINGLE STOREY REAR EXTENSION & CONVERSION & OF EXISTING HOUSES TO FORM 6 NO 2 BED FLATS	1-3 CWRT BESSEMER, BESSEMER ROAD, LECKWITH	140	False	Permission be granted	22/11/2017

17/01967/MNR	11/08/2017	Taylor Made Marinas Ltd	INCREASE MARINA CAPACITY BY FIXING 12 ADDITIONAL MOORING PONTOON FINGERS (6 LARGE PONTOON FINGERS AND 6 SMALL PONTOON FINGERS) TO EXISTING FLOATING JETTY	GRANGEMOOR QUAY OFF DUNLEAVY DRIVE RIVER ELY CARDIFF	94	False	Permission be granted	13/11/2017
17/01924/MNR	15/08/2017	Rahman	CONVERSION OF EXISTING COACHOUSE INTO A ONE BEDROOM FLAT	REAR OF 45 DORSET STREET, GRANGETOWN, CARDIFF, CF11 6PT	92	False	Planning Permission be refused	15/11/2017
17/02317/MNR	02/10/2017	Scott	CONVERSION OF EXISTING GRANNY ANNEXE/COACH HOUSE INTO A SINGLE DWELLING WITH ITS OWN ADDESS- i.e TO SEPARATE & MAKE A DETACHED DWELLING FROM 25 PAGET STREET	25 PAGET STREET, GRANGETOWN, CARDIFF, CF11 7LB	51	True	Planning Permission be refused	22/11/2017
17/02423/MNR	17/10/2017	Liberty Living	REPLACEMENT OF EXISTING EXTERNAL CLADDING WITH NEW 'ROCKPANEL' CLADDING SYSTEM	LIBERTY PARK, PENDYRIS STREET, GRANGETOWN, CARDIFF, CF11 6YY	31	True	Permission be granted	17/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02237/DCH	25/09/2017	Darlington	REAR AND SIDE SINGLE STORY EXTENSION	5 CRYSTAL RISE, HEATH, CARDIFF, CF14 4HP	44	True	Permission be granted	08/11/2017
17/02258/DCH	18/09/2017	McEwan	SINGLE STOREY REAR EXTENSION	218 KING GEORGE V DRIVE EAST, HEATH, CARDIFF, CF14 4ER	51	True	Permission be granted	08/11/2017
17/02442/DCH	20/10/2017	Gee Wing	CREATE A GROUND FLOOR BATHROOM TO SIDE OF THE PROPERTY	2 HEOL GWENT, BIRCHGROVE, CARDIFF, CF14 4PL	39	True	Permission be granted	28/11/2017
17/02552/DCH	24/10/2017	Cadenne	2 STOREY REAR EXTENSION	23 PANTBACH ROAD, BIRCHGROVE, CARDIFF, CF14 1TU	34	True	Permission be granted	27/11/2017

17/02420/DCH	09/10/2017	Lee	TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS	96 ST ANTHONY ROAD, HEATH, CARDIFF, CF14 4DJ	39	True	Permission be granted	17/11/2017
17/02369/DCH	09/10/2017	Gates	REAR SINGLE STOREY EXTENSION	28 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4JP	36	True	Permission be granted	14/11/2017
17/02532/DCH	20/10/2017	Herbert	TO PROVIDE NEW REAR SINGLE STOREY REAR	90 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4BP	27	True	Permission be granted	16/11/2017
17/02454/DCH	12/10/2017	John	GROUND FLOOR REAR EXTENSION & FIRST FLOOR ROOF EXTENSION	4 MURRAYFIELD ROAD, BIRCHGROVE, CARDIFF, CF14 4QW	35	True	Permission be granted	16/11/2017

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17/02136/MNR	04/09/2017	Coates	ERECTION OF COACH HOUSE STYLE HOUSE	REAR OF 334 NORTH ROAD, BIRCHGROVE, CARDIFF, CF14 3BP	74	False	Planning Permission be refused	17/11/2017
17/02407/MNR	16/10/2017	moorcastle limited	CHANGE OF USE TO OFFICE ASSOCIATED WITH DENTAL PRACTICE	98 CAERPHILLY ROAD, BIRCHGROVE, CARDIFF, CF14 4AG	31	True	Permission be granted	16/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02088/DCH	30/08/2017	Hullah & Pike	PROPOSED FIRST FLOOR EXTENSION OVER EXISTING GARAGE, PROPOSED SINGLE STOREY REAR EXTENSION AND INTERNAL ALTERATIONS	5 RIDGEWAY, LISVANE, CARDIFF, CF14 0RR	83	False	Permission be granted	21/11/2017

17/02360/DCH	09/10/2017	Thomas	DEMOLISH A SINGLE STOREY REAR DOUBLE GARAGE AND THE ERECTION OF A SINGLE STOREY PITCHED ROOF REAR EXTENSION AND A CAR PORT CANOPY, WITH A NEW PARKING HARDSTANDING AND ANCILLARY EXTERNAL WORKS	38 RIDGEWAY, LISVANE, CARDIFF, CF14 0RS	42	True	Permission be granted	20/11/2017
17/02572/DCH	26/10/2017	Pinkney	DEMOLITION OF EXISTING REAR EXTENSION AND ADJOINED GARAGE TO SIDE. TWO STOREY SIDE EXTENSION WITH ADJOINED GARAGE. SINGLE STOREY REAR EXTENSION. FIRST FLOOR BAY WINDOWS ABOVE EXISTING GROUND FLOOR BAY WINDOWS. REMOVAL OF ALL EXTERIOR WOOD CLADDING. VAULTED STAIRWELL TO REAR WITH ROOFLIGHTS. INTERNAL ALTERATIONS TO GROUND AND FIRST FLOOR.	FOREST LYN, OLD MILL ROAD, LISVANE, CARDIFF, CF14 0XP	32	True	Permission be granted	27/11/2017
<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/01748/MNR	19/07/2017	Hedlund	NEW SITE ENTRANCE AND NEW DETACHED GARAGE BUILDING WITH 2 BEDROOM ACCOMMODATION OVER WITHIN WALLED GARDEN	TY GWYN, LISVANE ROAD, LISVANE, CARDIFF, CF14 0SG	105	False	Permission be granted	01/11/2017
17/02370/MNR	03/10/2017	Dring	NEW DETACHED FOUR BEDROOM DWELLING	7 CHURCHILL CLOSE, LISVANE, CARDIFF, CF14 0EP	55	True	Planning Permission be refused	27/11/2017
17/01749/MNR	19/07/2017	Hedlund	NEW SITE ENTRANCE AND NEW DETACHED GARAGE BUILDING WITH 2 BEDROOM ACCOMMODATION OVER WITHIN WALLED GARDEN	TY GWYN, LISVANE ROAD, LISVANE, CARDIFF, CF14 0SG	134	False	Permission be granted	30/11/2017

17/02494/MNR	17/10/2017	Hutchinson 3g UK Ltd	INSTALLATION OF 1 No. NEW 12m HIGH TELECOMS POLE, 1 No. NEW EQUIPMENT CABINET AND ANCILLARY DEVELOPMENT (EXISTING POLE TO BE DECOMMISSIONED)	LISVANE ROAD, LLANISHEN	36	True	Prior Approval be granted	22/11/2017
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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/01862/DCH	11/08/2017	Howe	DOUBLE STOREY HOUSE EXTENSION. DEMOLISH GARAGE AND UTILITY ROOM AND REPLACE WITH PART DOUBLE STOREY EXTENSION CONTINUING BACK 3M INLINE WITH EXISTING HOUSE. GARAGE TO BE REBUILT AS SINGLE STOREY WITH PITCHED ROOF. EXTEND FRONT OF HOUSE FORWARDS 1.5M FROM FRONT DOOR. DOUBLE STOREY INLINE WITH PROPOSED SIDE. HIPPED ROOF OVER EXTENSION TO MATCH, FRONT OF THE HOUSE WILL MATCH NEXT DOOR (NO 9)	10 RHEIDOL CLOSE, LLANISHEN, CARDIFF, CF14 0NQ	105	False	Permission be granted	24/11/2017
17/02220/DCH	15/09/2017	Evans	SINGLE STOREY REAR EXTENSION	6 CHARLOCK CLOSE, THORNHILL, CARDIFF, CF14 9FF	54	True	Permission be granted	08/11/2017
17/02573/DCH	03/11/2017	Thomas	DEMOLISH EXISTING CONSERVATORY PROPOSED SINGLE STOREY LEAN-TO EXTENSION AND SIDE BAY WINDOW	31 WOODRUFF WAY, THORNHILL, CARDIFF, CF14 9FP	27	True	Permission be granted	30/11/2017
17/02326/DCH	29/09/2017	Kersley	PROPOSED SINGLE STOREY EXTENSION TO THE REAR OF THE PROPERTY	269 FISHGUARD ROAD, LLANISHEN, CARDIFF, CF14 5PW	35	True	Permission be granted	03/11/2017
17/02505/DCH	18/10/2017	Driscoll	SINGLE STOREY EXTENSION TO THE REAR OF THE HOUSE	18 CAE GARW, THORNHILL, CARDIFF, CF14 9DX	29	True	Permission be granted	16/11/2017

17/02435/DCH	18/10/2017	Reyes	CONSTRUCTION OF A SINGLE STOREY CONTEMPORARY GLAZED EXTENSION TO THE REAR OF AN EXISTING DOUBLE STOREY RESIDENTIAL DWELLINGHOUSE	73 HEOL HIR, LLANISHEN, CARDIFF, CF14 5AB	27	True	Permission be granted	14/11/2017
<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/01170/MJR	23/05/2017	Wates Residential	DISCHARGE OF CONDITIONS 3 (EXTERNAL FINISHING MATERIALS), 4 (JUNCTION), 6 (ROADS AND FOOTPATHS), 7 (HIGHWAY IMPROVEMENTS), 9 (ARBORICULTURAL METHOD STATEMENT AND TREE PROTECTION PLAN), 10 (HARD AND SOFT LANDSCAPING) AND 18 (MEANS OF ENCLOSURE) OF 16/01558/MJR	WALKER HOUSE CHILDRENS HOME, 158 FIDLAS ROAD, LLANISHEN, CARDIFF, CF14 5LZ	164	False	Partial Discharge of Condition (s)	03/11/2017
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17/02486/MNR	16/10/2017	Kandola	CHANGE OF USE TO D1	UNIT 35, CARDIFF BUSINESS PARK, LAMBOURNE CRESCENT, LLANISHEN, CARDIFF, CF14 5GG	42	True	Permission be granted	27/11/2017
17/02178/MNR	14/09/2017	Heffer	CONSTRUCTION OF DETACHED DORMER HOUSE	ADJACENT TO 23A KIMBERLEY TERRACE, LLANISHEN, CARDIFF, CF14 5EA	70	False	Permission be granted	23/11/2017
17/02295/MNR	28/09/2017	Exton	PROPOSED RESIDENTIAL DWELLING	ADJACENT TO 27 CLOS-Y-CARLWM, THORNHILL	46	True	Permission be granted	13/11/2017

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17/02277/DCH	21/09/2017	Wood	PROPOSED REAR AND SIDE EXTENSION TO THE EXISTING RESIDENTIAL PROPERTY, TO REPLACE THE EXISTING LEAN-TO EXTENSION AND GARAGE. A PATIO AREA WILL BE CREATED OFF THE REAR OF THE EXTENSION WITH STEPS DOWN TO THE GARDEN AREA	34 VAUGHAN AVENUE, LLANDAFF, CARDIFF, CF5 2HS	53	True	Permission be granted	13/11/2017
17/02298/DCH	26/09/2017	Horton	TWO STOREY REAR/SIDE EXTENSION, SINGLE STOREY REAR EXTENSION INCLUDING ROOF TERRACE WITH INTERNAL ALTERATIONS AND REFURBISHMENT	26 ST MICHAEL'S ROAD, LLANDAFF, CARDIFF, CF5 2AP	51	True	Permission be granted	16/11/2017
17/02336/DCH	06/10/2017	Webster	SINGLE STOREY REAR EXTENSION TO EXISTING DETACHED HOUSE TO EXTEND THE KITCHEN AND LIVING SPACE	BISHOPS GATE, 130 CARDIFF ROAD, LLANDAFF, CARDIFF, CF5 2AJ	46	True	Permission be granted	21/11/2017
17/02401/DCH	06/10/2017	Williams	RENEWAL OF PLANNING PERMISSION 12/02167/DCH FOR A GROUND FLOOR REAR & SIDE EXTENSION WITH HIP TO GABLE END ROOF EXTENSION	10 GREENWOOD ROAD, LLANDAFF, CARDIFF, CF5 2QD	46	True	Permission be granted	21/11/2017
17/02331/DCH	16/10/2017	WONG	DEMOLISH EXISTING SINGLE STOREY ANNEX. CONSTRUCTION OF BASEMENT EXTENSION, 2 STOREY REAR EXTENSION, REAR DORMER AND INTERNAL ALTERATIONS	52 BRIDGE STREET, LLANDAFF, CARDIFF, CF5 2EN	45	True	Planning Permission be refused	30/11/2017
17/02217/DCH	18/09/2017	Crowther	UPGRADE EXISTING BASEMENT FROM STORAGE AREA TO USABLE SPACE. WORKS TO INCLUDE THE PROVISION OF 4NO WINDOWS TO THE FRONT AND REAR ELEVATIONS, AND NEW DOOR TO SIDE ELEVATION	1 LLANDAFF PLACE, CARDIFF ROAD, LLANDAFF, CARDIFF, CF5 2AE	72	False	Permission be granted	29/11/2017

17/02218/DCH	12/09/2017	Crowther	UPGRADE EXISTING BASEMENT FROM STORAGE AREA TO USABLE SPACE. WORKS TO INCLUDE THE PROVISION OF 4NO WINDOWS TO THE FRONT AND REAR ELEVATIONS, AND NEW DOOR TO SIDE ELEVATION	1 LLANDAFF PLACE, CARDIFF ROAD, LLANDAFF, CARDIFF, CF5 2AE	78	False	Permission be granted	29/11/2017
17/02460/DCH	12/10/2017	Howells	PROPOSED WORKS INCLUDE A LOFT CONVERSION WITH SIDE PITCHED DORMER TO CREATE AN ADDITIONAL BEDROOM WITH EN-SUITE	BLACKGATES, 56 LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2PX	47	True	Permission be granted	28/11/2017
17/02358/DCH	03/10/2017	Phillips	DEMOLISH EXISTING GARAGE AND REBUILD NEW GARAGE. BUILD SUMMER / PLAYHOUSE	34 LLANTRISANT ROAD, LLANDAFF, CARDIFF, CF5 2PX	30	True	Permission be granted	02/11/2017
17/02476/DCH	16/10/2017	Phelps	SINGLE STOREY SIDE EXTENSION AND REMODELLING OF GROUND FLOOR TO FORM MULTI FUNCTIONAL SPACE	18 INSOLE GROVE EAST, LLANDAFF, CARDIFF, CF5 2HP	29	True	Permission be granted	14/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02518/DCH	19/10/2017	MEYRICK	TWO STOREY REAR EXTENSION AND NEW PORCH	19 COPLESTON ROAD, LLANDAFF NORTH, CARDIFF, CF14 2JF	34	True	Permission be granted	22/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02570/DCH	25/10/2017	Hall	NON MATERIAL AMENDMENT TO 17/01092/DCH TO RAISE THE FRONT GARDEN BY 700MM TO ACCOMMODATE HARD STANDING	9 BRIDGWATER ROAD, LLANRUMNEY, CARDIFF, CF3 5TF	23	True	Permission be granted	17/11/2017

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17/02350/MJR	04/10/2017	Wates Residential	REMOVAL OF CONDITION 11 OF 16/01443/MJR AS THE REMEDIATION STRATEGY PROPOSED TO EXHAUST CONDITION, NEGATES THE REQUIREMENT FOR MONITORING	LLANRUMNEY HOUSING DEPOT, MOUNT PLEASANT LANE, LLANRUMNEY, CARDIFF, CF3 5SR	40	True	Permission be granted	13/11/2017

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A/17/00185/MNR	18/10/2017	Bank of Ireland	ADVERTISING COLLAR TO SURROUND THE ATM	52 COUNTISBURY AVENUE, LLANRUMNEY, CARDIFF, CF3 5SN	16	True	Permission be granted	03/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02351/DCH	02/10/2017	Gentles	REAR DORMER	14 LLWYN CASTAN, PENTWYN, CARDIFF, CF23 7DA	50	True	Permission be granted	21/11/2017
17/02365/DCH	02/10/2017	McCabe	SINGLE STOREY CONSERVATORY ADDITION TO GABLE ELEVATION	162 THE HAWTHORNS, PENTWYN, CARDIFF, CF23 7AS	37	True	Permission be granted	08/11/2017

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17/02417/DCH	09/10/2017	Cheng	DEMOLISH EXISTING REAR PORCH AND CONSTRUCTION OF A SINGLE STOREY EXTENSION	52 LLWYN-Y-GRANT ROAD, PENYLAN, CARDIFF, CF23 9HL	43	True	Permission be granted	21/11/2017
17/02268/DCH	20/09/2017	Beynon	HIP TO GABLE ROOF EXTENSION, REAR DORMER AND INSTALLATION OF ROOF LIGHTS TO FRONT	44 EARL'S COURT ROAD, PENYLAN, CARDIFF, CF23 9DE	56	True	Permission be granted	15/11/2017
17/02314/DCH	26/09/2017	Kyriaco	PROPOSED LOFT CONVERSION CREATE A HABITABLE ROOM WITH VELUX WINDOWS AND FRONT ENCLOSED BALCONY	100 FFORDD NOWELL, PENYLAN, CARDIFF, CF23 9FB	48	True	Permission be granted	13/11/2017
17/02462/DCH	17/10/2017	Richards	PROPOSED REAR SINGLE STOREY EXTENSION	84 MARLBOROUGH ROAD, ROATH, CARDIFF, CF23 5BY	41	True	Permission be granted	27/11/2017

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17/02110/MNR	30/08/2017	Javed	CONVERSION OF GRANNY ANNEX TO SEPARATE DWELLING	44 GRAFTON CLOSE, PENYLAN, CARDIFF, CF23 9JB	91	False	Planning Permission be refused	29/11/2017
16/03024/MNR	20/12/2016	MICALEF	GROUND & FIRST FLOOR REAR EXTENSION, REAR DORMER AND CONVERSION TO 4 FLATS.	245 ALBANY ROAD, ROATH, CARDIFF, CF24 3NW	324	False	Permission be granted	09/11/2017
17/02429/MNR	10/10/2017	Iqbal	GROUND FLOOR REAR EXTENSION AND CHANGE OF USE FROM TWO TO THREE FLATS	433 NEWPORT ROAD, PENYLAN, CARDIFF, CF24 1RP	44	True	Permission be granted	23/11/2017
17/02354/MNR	02/10/2017	Ghaffar	CHANGE OF USE FROM CLASS B2 TO MIXED USE OF MOTOR VEHICLE REPAIRS AND MOTOR VEHICLE SALES (SUI GENERIS USE)	TOWER HOUSE, IPSWICH ROAD, PENYLAN, CARDIFF, CF23 9AQ	43	True	Permission be granted	14/11/2017

17/02334/MNR	05/10/2017	Whitbread Group PLC	EXTERNAL ALTERATIONS TO ELEVATIONS, INCLUDING ROOF TOP PLANT SCREENS, LIFT OVER-RUN AND ROOF ACCESS. NEW BIN STORE ADJACENT TO BUILDING	PREMIER INN, IPSWICH ROAD, PENYLAN, CARDIFF, CF23 9AQ	47	True	Permission be granted	21/11/2017
17/02333/MNR	28/09/2017	Whitbread Group PLC	INTERNAL WORKS TO INCREASE THE NUMBER OF BEDROOMS FROM 70 TO 140	PREMIER INN, IPSWICH ROAD, PENYLAN, CARDIFF, CF23 9AQ	47	True	Permission be granted	14/11/2017
17/02633/MNR	02/11/2017	JK Accountancy	AMENDMENTS TO 17/00297/MNR - INSERTION OF WINDOW IN NORTH EASTERN ELEVATION OF SECOND FLOOR	THE WELSH REFUGEE COUNCIL PHOENIX HOUSE, 389 NEWPORT ROAD, PENYLAN, CARDIFF, CF24 1TP	19	True	Permission be granted	21/11/2017

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17/02477/DCH	16/10/2017	LITTLEWOOD	CONSTRUCTION OF A SINGLE STOREY EXTENSION AT THE REAR OF THE PROPERTY TO PROVIDE A GROUND FLOOR BEDROOM AND SHOWER ROOM.	6 EDMONDS COURT, ROATH, CARDIFF, CF24 4SR	43	True	Permission be granted	28/11/2017

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17/02293/MJR	27/09/2017	Modra Investments Limited	TEMPORARY CHANGE OF USE FROM STUDENT ACCOMODATION (SUI GENERIS) TO PROFESSIONAL SERVICED APARTMENTS (CLASS C1)	21-27 CITY ROAD, ROATH, CARDIFF, CF24 3BJ	47	True	Permission be granted	13/11/2017

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17/01976/MNR	18/08/2017	Wahid & Jabeen	THE CREATION OF TWO SELF CONTAINED FLATS INCLUDING A FIRST FLOOR EXTENSION AND DORMER ROOF AT SECOND FLOOR LEVEL	131A CITY ROAD, ROATH, CARDIFF, CF24 3BP	84	False	Permission be granted	10/11/2017
17/02138/MNR	11/09/2017	Mohammed	CONVERSION OF FIRST AND SECOND FLOORS TO 3 FLATS WITH REAR DORMER EXTENSION AND ALTERATIONS TO EXISTING RESTAURANT TAKE AWAY	131 ALBANY ROAD, ROATH, CARDIFF, CF24 3NS	56	True	Permission be granted	06/11/2017
17/01349/MNR	12/06/2017	Chowdry	RETAIN THE USE AS A3 TAKE AWAY IN PART GROUND FLOOR AND EXTENSION OF FLUE	171 CITY ROAD, ROATH, CARDIFF	168	False	Permission be granted	27/11/2017
17/02353/MNR	02/10/2017	Lal	CHANGE OF USE TO OFFICE & PAVING OF FRONT GARDEN FOR CAR PARKING	165 NEWPORT ROAD, ROATH, CARDIFF, CF24 1AG	56	True	Permission be granted	27/11/2017
17/02414/MNR	09/10/2017	O'Neil	PROPOSED REAR EXTENSION TO FORM SELF CONTAINED FLAT + ALTERATIONS TO EXISTING LAYOUT OF GROUND FLOOR FLAT AND DEMOLITION OF OUTBUILDINGS/GARAGE.	147 MOY ROAD, ROATH, CARDIFF, CF24 4TG	52	True	Permission be granted	30/11/2017
17/02179/MNR	29/09/2017	JOHN	CHANGE OF USE TO D1 (CHILDRENS NURSERY)	CIRIS LANGUAGE SCHOOL LTD, 31 THE PARADE, ROATH, CARDIFF, CF24 3AD	59	False	Planning Permission be refused	27/11/2017
17/02014/MNR	19/08/2017	Ashraf	GROUND FLOOR REAR EXTENSION FIRST FLOOR EXTENSION AND ALTERATIONS TO DORMER	188 CITY ROAD, ROATH, CARDIFF, CF24 3JF	81	False	Planning Permission be refused	08/11/2017
17/02323/MNR	28/09/2017	Noakes	CHANGE OF USE TO C4 HOUSE IN MULTIPLE OCCUPATION	60 ALFRED STREET, ROATH, CARDIFF, CF24 4TZ	54	True	Planning Permission be refused	21/11/2017
17/02797/MNR	20/11/2017	Mikail	EXISTING USE AS A CAFE	GROUND FLOOR, 9 ALBANY ROAD, ROATH, CARDIFF, CF24 3LH	9	True	Permission be granted	29/11/2017

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17/01912/DCH	17/08/2017	Evans	RETENTION OF NEW DECKING. EXTENDING THE DECKING APPROXIMATELY 1.8 METRES	10 CHAMOMILE CLOSE, PONTPRENNAU, CARDIFF, CF23 8RE	84	False	Planning Permission be refused	09/11/2017

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17/02228/MNR	19/09/2017	Cardiff Golf Centre	DISCHARGE OF CONDITON 7 (CYCLE STORAGE) OF 14/02890/MNR SUBSEQUENTLY VARIED BY 16/01927/MNR TO INCLUDE DRAWING 201R4-PROPOSED PLAN GOLF CLUB TO AMEND THE LOCATION OF THE ADVENTURE GOLF	BEGAN PARK GOLF CENTRE, BEGAN ROAD, OLD ST MELLONS, CARDIFF, CF3 6XJ	56	True	Full Discharge of Condition	14/11/2017
17/02183/MNR	19/09/2017	NGA	PROPOSED ALTERATION OF APPROVED DWELLING TO INCLUDE REAR CONSERVATORY EXTENSION	PLOT 141, HIGHFIELDS, CHURCH ROAD, CARDIFF, CF36YA	50	True	Permission be granted	08/11/2017
17/02143/MNR	04/09/2017	May	VARIATION OF CONDITION 4 OF PERMISSION 08/01839/E TO ALLOW USED AS A SOFT PLAY CENTRE,CRAFTS, INDOOR GAMES AND YOUTH CENTRE AND PRIVATE CHILDRENS & SPECIAL OCCASION PARTIES	7 THE AVENUE INDUSTRIAL PARK, CROESCADARN CLOSE, PONTPRENNAU	67	False	Permission be granted	10/11/2017

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17/02307/DCH	28/09/2017	Jordan	TWO STOREY SIDE EXTENSION IN PLACE OF EXISTING GARAGE	57 RIVER GLADE, GWAELOD-Y-GARTH, CARDIFF, CF15 9SP	62	False	Permission be granted	29/11/2017

17/02578/DCH	26/10/2017	Amos	PROPOSED FLAT TO PITCHED ROOF CONVERSION	4 CLOS CAEWAL, PENTYRCH, CARDIFF, CF15 9QT	26	True	Permission be granted	21/11/2017
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17/02719/MJR	16/11/2017	Redrow Homes	AMENDMENTS TO 15/02126/MJR TO SUBSTITUTE PLOT 7 APPROVED RUSTIC BROWN COLOUR ROOF TILE WITH SLATE GREY COLOUR ROOF TILE	LAND NORTH OF HEOL GOCH, PENTYRCH, CARDIFF	5	True	Permission be granted	21/11/2017
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17/02433/MNR	13/10/2017	Quantum Fitness	CHANGE THE USE OF A B1 UNIT ON FAIRFIELD BUSINESS PARK TO A CATEGORY D2 TO ENABLE THE UNIT TO BE USED AS A GYM.	UNIT 8, FAIRFIELD INDUSTRIAL ESTATE, MAIN ROAD, GWAELOD-Y-GARTH, CARDIFF, CF15 8LA	42	True	Permission be granted	24/11/2017
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17/02451/DCH	16/10/2017	Jenkins	PROPOSED TWO STOREY REAR EXTENSION WITH SIDE AND REAR SINGLE STOREY EXTENSION, ATTIC CONVERSION AND INTERNAL ALTERATIONS.	46 WINDSOR AVENUE, RADYR, CARDIFF, CF15 8BY	42	True	Permission be granted	27/11/2017
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17/02296/DCH	27/09/2017	McBride	TWO STOREY EXTENSION TO SIDE AND REAR. LOFT CONVERSION COMPLETE WITH DORMER TO REAR	13 FFORDD LAS, RADYR, CARDIFF, CF15 8EP	62	False	Planning Permission be refused	28/11/2017
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17/02255/DCH	27/09/2017	Datta	SINGLE/TWO STOREY EXTENSION COMPLETE WITH RAISED TERRACE TO REAR	2 PARK ROAD, RADYR, CARDIFF, CF15 8DF	56	True	Permission be granted	22/11/2017
17/01823/DCH	25/07/2017	RELIHAM	TWO STOREY SIDE EXTENSION	1 BRYN CASTELL, RADYR, CARDIFF, CF15 8RA	119	False	Permission be granted	21/11/2017
17/01844/DCH	01/08/2017	Salathiel/Pobjoy	PROPOSED TWO STOREY AND SINGLE STOREY REAR HOUSE EXTENSION AND EXTENDED PATIO AREA WITH RETAINING WALL.	4 GARTH CLOSE, MORGANSTOWN, CARDIFF, CF15 8LF	112	False	Permission be granted	21/11/2017
17/02297/DCH	27/09/2017	Walsh	ALTER THE COLOUR OF THE PAINT FROM PINK TO WHITE	THE THATCH, 128 HEOL ISAF, RADYR, CARDIFF, CF15 8EA	49	True	Permission be granted	15/11/2017
17/01977/DCH	16/08/2017	GUY	PROPOSED TWO STOREY EXTENSION	MOUNT PLEASANT, 38 SPRINGFIELD GARDENS, MORGANSTOWN, CARDIFF, CF15 8LQ	78	False	Permission be granted	02/11/2017
17/02245/DCH	15/09/2017	Hutton	SINGLE STOREY SITTING ROOM EXTENSION TO REAR OF DWELLING	7 PLAS Y MYNACH, RADYR, CARDIFF, CF15 8GB	54	True	Permission be granted	08/11/2017
17/02276/DCH	22/09/2017	Sobiesierski	EXTENSION TO SIDE OF EXISTING REAR EXTENSION, REMOVAL OF FLAT ROOF AND CONSTRUCTION OF APEX ROOF. FRONT GARAGE WALL TO BE SET FURTHER BACK	81 HEOL ISAF, RADYR, CARDIFF, CF15 8DW	45	True	Permission be granted	06/11/2017
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17/01860/MJR	31/07/2017	Redrow Homes (South Wales)	INTERNAL VEHICULAR ACCESS FROM LLANTRISANT ROAD TO SERVE PARCELS 1B AND 1A(2) AND A PROPOSED 3M CYCLEPATH RUNNING PARALLEL TO LLANTRISANT ROAD IN RESPECT OF OUTLINE CONSENT 14/02157/MJR	PART OF PHASE 1B, LAND NORTH AND SOUTH OF LLANTRISANT ROAD, NORTH WEST CARDIFF	101	False	Permission be granted	09/11/2017

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17/02261/DCH	19/09/2017	Taylor	VARIATION OF CONDITION 3 OF 05/00881/W - REMOVAL OF THE CONDITION REQUIRING PILES TO BE USED AND SUBSTITUTION FOR THE USE OF STRIP FOUNDATIONS	23 COED Y WENALLT, RHIWBINA, CARDIFF, CF14 6TN	55	True	Permission be granted	13/11/2017
17/02089/DCH	29/08/2017	Snook	LOFT CONVERSION INCLUDING FRONT & REAR DORMERS (INCLUDING JULIET BALCONY TO REAR) & RAISING OF RIDGE	1 CLOS Y BRYN, RHIWBINA, CARDIFF, CF14 6TR	77	False	Permission be granted	14/11/2017
17/02065/DCH	24/08/2017	PAYNE	REAR SINGLE STOREY EXTENSION, HIP TO GABLE AND REAR DORMER TO AID LOFT CONVERSION.	52 HEOL-Y-NANT, RHIWBINA, CARDIFF, CF14 6BT	84	False	Permission be granted	16/11/2017
17/02396/DCH	10/10/2017	james	PROPOSED SINGLE STOREY REAR EXTENSION	22 HEOL ERWIN, RHIWBINA, CARDIFF, CF14 6QP	43	True	Permission be granted	22/11/2017
17/02174/DCH	08/09/2017	Shearer	NEW RAISED ROOF, NEW ADDITIONAL WINDOWS AND NEW PORCH	61 BRYNTEG, RHIWBINA, CARDIFF, CF14 6TU	56	True	Planning Permission be refused	03/11/2017
17/02430/DCH	10/10/2017	Bukowski	PROPOSED FRONT PORCH	32 DAN Y GRAIG, PANTMAWR, CARDIFF, CF14 7HL	29	True	Permission be granted	08/11/2017
17/02587/DCH	30/10/2017	MacLeod	ALTERATIONS TO 17/00309/DCH - ENLARGEMENT OF REAR EXTENSION BY 200MM INTO GARDEN. REDUCTION IN THE NUMBER OF ROOFLIGHTS TO THE REAR EXTENSION ROOF FROM 4NO. TO 3NO. ENLARGEMENT OF REAR FACING KITCHEN WINDOW TO SIDE ELEVATION OF SIDE EXTENSION	25 HEOL-Y-BRYN, RHIWBINA, CARDIFF, CF14 6HX	8	True	Permission be granted	07/11/2017
17/02390/DCH	06/10/2017	Quin	SINGLE STOREY WETROOM EXTENSION TO SINGLE STOREY DWELLING	206A PANTBACH ROAD, RHIWBINA, CARDIFF, CF14 6AF	39	True	Permission be granted	14/11/2017

17/02405/DCH	06/10/2017	AVILLES	SINGLE STOREY REAR EXTENSION	12 MAES-Y-FELIN, RHIWBINA, CARDIFF, CF14 6BU	39	True	Permission be granted	14/11/2017
17/02489/DCH	24/10/2017	Morgan	REAR DORMER ROOF EXTENSION, ROOF LIGHTS TO FRONT AND ALTERATIONS	117 CAE'R WENALLT, PANTMAWR, CARDIFF, CF14 7TJ	29	True	Permission be granted	22/11/2017

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17/02280/DCH	25/09/2017	Kane	REAR ELEVATION FULL WIDTH DORMER AND OUTBUILDING (GARAGE) CONSTRUCTED WITHIN THE REAR GARDEN	216 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9JG	51	True	Permission be granted	15/11/2017
17/02281/DCH	22/09/2017	Kane	REAR ELEVATION SINGLE STOREY EXTENSION	216 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9JG	56	True	Permission be granted	17/11/2017
17/02104/DCH	30/08/2017	Kitchener	REMOVAL OF EXISTING SINGLE STOREY LEAN-TO CONSERVATORY AND CONSTRUCTION OF NEW SINGLE STOREY EXTENSION TO REAR AND SIDE OF PROPERTY, INCLUDING INTERNAL ALTERATIONS	39 PLASTURTON AVENUE, PONTCANNA, CARDIFF, CF11 9HL	83	False	Permission be granted	21/11/2017
17/02175/DCH	13/09/2017	Evans	SINGLE STOREY REAR EXTENSION	48 RYDER STREET, RIVERSIDE, CARDIFF, CF11 9BU	69	False	Permission be granted	21/11/2017
17/02340/DCH	28/09/2017	Peel	REMOVE EXISTING SEVEN NUMBER UPVC CASEMENT TYPE WINDOWS AND REPLACE WITH HARDWOOD DOUBLE GLAZED WINDOWS TO MATCH THE ORIGINAL DESIGNS	11 HAMILTON STREET, RIVERSIDE, CARDIFF, CF11 9BP	54	True	Permission be granted	21/11/2017

17/02248/DCH	22/09/2017	Knowles	REPLACE 1980'S PVC SINGLE PANE WINDOWS AT THE FRONT OF THE HOUSE (GROUND FLOOR AND UPPER FLOOR) WITH PVC SASH WINDOWS IN THE ORIGINAL STYLE OF THE HOUSE. THIS WILL RESTORE THE HOUSE TO ITS ORIGINAL APPEARANCE IN KEEPING WITH THE AREA	30 TALBOT STREET, RIVERSIDE, CARDIFF, CF11 9BW	52	True	Permission be granted	13/11/2017
17/02466/DCH	20/10/2017	Roberts	NON MATERIAL AMENDMENT OF 17/01875/DCH TO REDUCE THE GROUND FLOOR EXTENSION BY 1 METRE (5M TO 4M)	5 GLYNNE STREET, RIVERSIDE, CARDIFF, CF11 9NS	14	True	Permission be granted	03/11/2017
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17/01328/MNR		Akhtar & Moghal	GROUND FLOOR REAR EXTENSION REAR DORMER AND CONVERSION TO TWO FLATS AND ALTERATIONS TO SHOP AND NEW SHOP FRONT	29 LOWER CATHEDRAL ROAD, RIVERSIDE			Permission be granted	29/11/2017
17/01330/MNR		Moghal & Akhtar	GROUND AND FIRST FLOOR REAR EXTENSION REAR DORMER AND CONVERSION TO TWO FLATS AND ALTERATIONS TO SHOP AND NEW SHOP FRONT	31 LOWER CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 6LU			Permission be granted	29/11/2017
17/02113/MNR	08/09/2017	MBNL	INSTALLATION OF 3NO. ANTENNAS LOCATED ON THE ROOFTOP, AND ASSOCIATED DEVELOPMENT	T-MOBILE (92744) AT ROOF TOP OF ROMBOURNE LTD, 14 CATHEDRAL ROAD, RIVERSIDE	55	True	Permission be granted	02/11/2017
17/02139/MNR	06/09/2017	Miah	EXTENSION TO FIRST FLOOR ACCOMODATION. NEW ROOF AND ASSOCIATED WORKS TO COMMUNITY HALL.	BANGLADESH CENTRE, 1A GLOUCESTER STREET, RIVERSIDE, CARDIFF, CF11 6ER	57	False	Permission be granted	02/11/2017

17/02222/MNR	15/09/2017	Hilary	RETENTION OF TIMBER BUILDING TO HOUSE OFFICE FACILITIES RELATING TO THE HOTEL	JOLYON'S AT NO, 10 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9LJ	54	True	Permission be granted	08/11/2017
17/02403/MNR	04/10/2017	Midollini	VARIATION OF CONDITION 3 OF 14/00341/DCI TO ALLOW OPENING OF THE PREMISES BETWEEN 10:00 AND 23:30 MONDAY TO SATURDAY AND 10:00 ON 22:00 SUNDAY	26 CLARE STREET, RIVERSIDE, CARDIFF, CF11 6BB	48	True	Permission be granted	21/11/2017
17/02335/MNR	02/10/2017	Hamer	FITTING OF A JUMBRELLA 4M IN HEIGHT IN REAR GARDEN OF 151 CATHEDRAL ROAD	THE ABBEY HOTEL, 149-151 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9PJ	46	True	Permission be granted	17/11/2017
17/01719/MNR	29/09/2017	Garrett	PROPOSED ONE BED DWELLING	REAR OF 77 WELLS STREET, RIVERSIDE, CARDIFF, CF11 6DY	56	True	Planning Permission be refused	24/11/2017
17/02352/MNR	02/10/2017	O'Sullivan	DISCHARGE OF CONDITIONS 3 (CYCLE PARKING), 4 (TRAVEL PLAN), 6 (SOUND INSULATION), 9 (PLANT NOISE) AND 10 (KITCHEN EXTRACTION) OF 17/01756/MNR	187 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9PN	49	True	Full Discharge of Condition	20/11/2017
17/02303/MNR	27/09/2017	Pontcanna Veterinary Centre	CHANGE OF USE FROM A2 (ESTATE AGENT) TO D1 (VETERINARY PRACTICE), INCLUSION THE INSERTION OF ROOFLIGHTS INTO THE REAR LEAN TOO PROJECTION	233 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9PP	37	True	Permission be granted	03/11/2017

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17/02493/DCH	20/10/2017	Elliott	ALTERATIONS TO 16/02548/DCH - REPLACEMENT OF TWO SINGLE DORMERS WITH ONE DORMER	17 CHURCH ROAD, RUMNEY, CARDIFF, CF3 3BB	28	True	Permission be granted	17/11/2017

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17/02061/MNR	25/08/2017	B&K Futures	VARIATION OF CONDITION 2 OF 16/02777/MNR - MINOR DESIGN ALTERATIONS AS FOLLOWS: PLOT 2 RIDGE HEIGHT/FINISHED FLOOR LEVEL REDUCED BY 300MM PLOT 1 RIDGE HEIGHT/FINISHED FLOOR LEVEL RAISED BY 680MM PLOT 1 HANDED. ASSOCIATED ALTERATIONS TO EXTERNAL WORKS.	REAR OF 639 NEWPORT ROAD, RUMNEY, CARDIFF, CF3 4DJ	75	False	Permission be granted	08/11/2017
17/02470/MNR	18/10/2017	Aspros	CHANGE OF USE OF 1ST FLOOR TO RESIDENTIAL	762 NEWPORT ROAD, RUMNEY, CARDIFF, CF3 4FG	34	True	Permission be granted	21/11/2017

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<u>Application Number</u>	<u>Registered</u>	<u>Applicant Name</u>	<u>Proposal</u>	<u>Location</u>	<u>Days taken to decision</u>	<u>8 Week target Achieved?</u>	<u>Decision</u>	<u>Decision Date</u>
17/02225/DCH	13/09/2017	Larwrence	RETENTION OF FIRST FLOOR CONSERVATORY OVER APPROVED GROUND FLOOR KITCHEN EXTENSION, AND RETENTION OF TIMBER STAIRCASE ACCESS TO REAR GARDEN	47 MEREDITH ROAD, TREMORFA, CARDIFF, CF24 2SW	61	False	Planning Permission be refused	13/11/2017
17/02485/DCH	16/10/2017	Singh	GROUND FLOOR EXTENSION AT REAR.	14 MADOC ROAD, TREMORFA, CARDIFF, CF24 2TA	38	True	Permission be granted	23/11/2017

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17/02348/MNR	03/10/2017	Powell	CONSTRUCTION OF ONE BEDROOM BUNGALOW AND ASSOCIATED PARKING ON VACANT LAND	2 SPLOTT ROAD, SPLOTT, CARDIFF, CF24 2BZ	49	True	Planning Permission be refused	21/11/2017
17/02244/MNR	15/09/2017	Roberts	CHANGE OF USE FROM RESIDENTIAL TO CARE HOME	37 CLYDESMUIR ROAD, TREMORFA, CARDIFF, CF24 2PX	49	True	Permission be granted	03/11/2017
17/02219/MNR	20/09/2017	Wintermute	CHANGE OF USE FROM A 3 BED HOUSE (C3) TO A 5 BED HOUSE IN MULTIPLE OCCUPATION (C4) AND CHANGE FROM PITCHED ROOF TO FLAT ROOF AT REAR	46 JANET STREET, SPLOTT, CARDIFF, CF24 2BE	56	True	Permission be granted	15/11/2017

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17/02289/MJR	26/09/2017	Wates Residential	VARIATION OF CONDITION 2 OF 16/01260/MJR TO ALTER PREVIOUSLY APPROVED HOUSE TYPES FOR PLOTS 3, 22, 117-123, 160-163 AND 173	WEST OF WILLOWBROOK DRIVE AND THE SOUTH OF CRICKHOWELL ROAD, CARDIFF	43	True	Permission be granted	08/11/2017
17/02290/MJR	16/10/2017	Wates Residential	AMENDMENTS TO DESIGN ON PLOTS 01, 23, 34, 35, 41, 100, 108, 116, 146 – 148, 156 - 158 (I1 AMENDED), 18, 24, 30, 36, 42, 107, 109, 124, 155 & 159 (I2 REV A AMENDED), 2, 4, 5, 19 - 21 (H2 REV A AMENDED), 37 – 40, 101 – 106, 110 – 115, 125 – 128, 141 – 145, 149 -154, 164 – 172 (ALTERATIONS AND HOUSE TYPE H2 CHANGED TO H3) AND PLOT 113 RELOCATED AND HANDED PREVIOUSLY APPROVED UNDER 16/01260/MJR	WEST OF WILLOWBROOK DRIVE AND THE SOUTH OF CRICKHOWELL ROAD, CARDIFF	23	True	Permission be granted	08/11/2017

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A/17/00168/MNR	26/09/2017	Wates Residential	2 NO. 'V-SIGNS' DISPLAYING SITE / SALES INFORMATION, 2 AREAS OF SITE HOARDING WITH PROJECT INFORMATION WITH ASSOCIATED FLAGPOLES.	WEST OF WILLOWBROOK DRIVE AND THE SOUTH OF CRICKHOWELL ROAD, CARDIFF	56	True	Permission be granted	21/11/2017

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17/02221/DCH	18/09/2017	Evans	GROUND FLOOR SIDE EXTENSION TO REAR OF GARAGE. FIRST FLOOR LOFT EXTENSION ABOVE. FRONT PORCH EXTENSION. INTERNAL ALTERATIONS	1 CLAS ODYN, WHITCHURCH, CARDIFF, CF14 1QF	59	False	Permission be granted	16/11/2017
17/02069/DCH	04/09/2017	Good	GROUND FLOOR REAR EXTENSION, FIRST FLOOR SIDE EXTENSION, INCLUDING RAISING MAIN ROOF RIDGE. INTERNAL AND EXTERNAL ALTERATIONS INCLUDING FIRST FLOOR WINDOWS TO SIDE ELEVATIONS, CREATION OF ADDITIONAL CAR-PARKING SPACES AND OTHER ALTERATIONS.	4 PWLLHELYG, TONGWYNLAIS, CARDIFF, CF15 7HX	59	False	Permission be granted	02/11/2017
17/02346/DCH	10/10/2017	Ebbens	REPLACEMENT OF 9 WINDOWS TO THE FRONT AND SIDE OF THE HOUSE (GROUND FLOOR) WITH WOODEN, DOUBLE GLAZED SASH WINDOWS.	4 THE PARADE, WHITCHURCH, CARDIFF, CF14 2EE	49	True	Permission be granted	28/11/2017
17/02359/DCH	03/10/2017	Maggs	PROPOSED SINGLE STOREY REAR EXTENSION, ASSOCIATED INTERNAL ALTERATIONS AND NEW BUILD GARAGE TO REAR GARDEN	19 ST JOHN'S CRESCENT, WHITCHURCH, CARDIFF, CF14 7AF	55	True	Permission be granted	27/11/2017

17/02683/DCH	08/11/2017	Parker	ALTERATIONS TO 17/00299/DCH - RIDGE TILES TO BE RED CLAY TILES IN LIEU OF GREY RIDGE TILES. FASCIAS AND SOFFITS TO BE WHITE UPVC. FRONT DORMER TO BE CLAD WITH RED CLAY HANGING TILES	5 HEOL PENYFAI, WHITCHURCH, CARDIFF, CF14 1SB	13	True	Permission be granted	21/11/2017
17/02550/DCH	25/10/2017	Freize	SINGLE STOREY SIDE GARAGE & PORCH	60 GREENMEADOW DRIVE, TONGWYNLAIS, CARDIFF, CF15 7LW	28	True	Permission be granted	22/11/2017
17/02332/DCH	28/09/2017	Jeffreys	DEMOLISH EXISTING GARAGE,ERECT A SINGLE STOREY SIDE AND REAR EXTENSION WITH A FLAT ROOF INCORPORATING A LANTERN AND EXTENDED CROSSOVER	57 HEOL Y GORS, WHITCHURCH, CARDIFF, CF14 1HG	35	True	Permission be granted	02/11/2017
17/02602/DCH	07/11/2017	Brinkworth	MONO PITCHED ROOF IN LIEU OF FLAT ROOF TO REAR EXTENSION: INCREASE LENGTH OF EXTENSION FROM 2705.5mm TO 3200 mm (INTERNALLY) PREVIOUSLY APPROVED UNDER 14/02129/DCH	12 HEOL GABRIEL, WHITCHURCH, CARDIFF, CF14 1JT	22	True	Permission be granted	29/11/2017
17/02584/DCH	30/10/2017	Mullan	DEMOLITION OF EXISTING SINGLE STOREY REAR AND SIDE EXTENSIONS AND CONSTRUCTION OF A NEW TWO STOREY REAR AND SIDE EXTENSION	62 PANTMAWR ROAD, WHITCHURCH, CARDIFF, CF14 7TG	31	True	Permission be granted	30/11/2017
17/02559/DCH	24/10/2017	Edwards	PROPOSED HIP TO GABLE. PROPOSED REAR DORMER. PROPOSED FLAT ROOF CONVERSION TO EXISTING REAR PITCHED ROOF CONSTRUCTION.	7 MAELOG ROAD, WHITCHURCH, CARDIFF, CF14 1HP	30	True	Permission be granted	23/11/2017
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17/02341/MNR	02/10/2017	COOPER	PROPOSED ERECTION OF NEW BUILD DETACHED BUNGALOW	73 VELINDRE ROAD, WHITCHURCH, CARDIFF, CF14 2TG	43	True	Planning Permission be refused	14/11/2017

17/02224/MNR	15/09/2017	Wales and West Housing	PROVISION OF PLAY EQUIPMENT	LAND ADJACENT TO 40 CATHERINE DRIVE, TONGWYNLAIS, CARDIFF, CF15 7JT	67	False	Permission be granted	21/11/2017
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