



County Hall  
Cardiff  
CF10 4UW  
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Neuadd y Sir  
Caerdydd  
CF10 4UW  
Ffôn: (029) 2087 2000

## AGENDA

**Pwyllgor** PWYLLGOR CYNLLUNIO

**Dyddiad ac amser y cyfarfod** DYDD MERCHER, 21 TACHWEDD 2018, 1.30 PM

**Lleoliad** YSTAFELL BWYLLGORA 4 - NEUADD Y SIR

**Aelodaeth** Cynghorydd Keith Jones (Cadeirydd)  
Cynghorwyr Lay, Ahmed, Asghar Ali, Congreve, Driscoll, Gordon,  
Hudson, Jacobsen, Jones-Pritchard, Murphy a/ac Sattar

### 1 Ymddiheuriadau am Absenoldeb

### 2 Cofnodion

Cymeradwyo cofnodion y cyfarfodydd a gynhaliwyd ar 17 Hydref 2018 a 7 Tachwedd 2018 fel gwir gofnod.

### 3 Datgan Buddiannau

I'w gwneud ar ddechrau'r eitem agenda dan sylw, yn unol â Chod Ymddygiad yr Aelodau.

### 4 Deisebau

Derbyniwyd deisebau ynghylch y ceisiadau canlynol yn unol â Rheol Weithdrefn 14.2 Cyfarfodydd Pwyllgorau. Mae'r deisebwyr wedi cael gwybod bod ganddynt hawl i siarad ac mae'r ymgeiswyr/asiantau wedi cael gwybod bod ganddynt hawl i ateb:

Cais rhif, 18/0128/MJR, 56 Wern Goch West, Llanedern

Cais rhif, 18/01627/MNR, 10 Windermere Avenue, Cyncoed

Cais, 18/00455/MJR, Holiday Inn Express, Longueil Close, Glanfa'r Iwerydd

Cais rhif, 18/02078/DCH, 14 Stryd Fawr, Llandaf

Cais rhif, 18/02065/MJR, Sims Metal UK Metal Recovery Plant, Rover Way, Sblot

### 5 Adran 119 Gorchymyn am Wyriad ar Hawl Dramwy Gyhoeddus - Trowbridge

### 6 Ceisiadau Rheoli Datblygu

a 18/01028/MJR, 56 Wern Goch West, Llanedern

b 18/01627/MNR, 10 Windermere Avenue, Cyncoed

- c 18/00455/MJR, Holiday Inn Express, Longueil Close, Glanfa'r Iwerydd, Bae Caerdydd
- d 18/01769/MJR, Cyntedd Ysbyty Athrofaol Cymru, Dwyrain King George V Drive, Y Mynydd Bychan
- e 18/02078/DCH, 14 Stryd Fawr, Llandaf
- f 18/02065/MJR, Sims Metal UK Metal Recovery Plant, Rover Way, Sblot
- g 18/00455/MJR, Tir ger 12-14 Drake Walk, Glanfa'r Iwerydd, Bae Caerdydd
- 7 Ceisiadau wedi eu Penderfynu gan Bwerau Dirprwyedig – Hydref 2018**
- 8 Eitemau Brys (os oes rhai)**
- 9 Dyddiad y cyfarfod nesaf – 19 Rhagfyr 2018 am 1.30pm**

**Davina Fiore**

**Cyfarwyddwr Llywodraethu a Gwasanaethau Cyfreithiol**

Dyddiad: Dydd Iau, 15 Tachwedd 2018

Cyswllt: Kate Rees, 02920 872427, [krees@caerdydd.gov.uk](mailto:krees@caerdydd.gov.uk)

## **GWE-DARLLEDU**

Caiff y cyfarfod hwn ei ffilmio i'w ddarlledu'n fyw a/neu yn olynol trwy wefan y Cyngor. Caiff yr holl gyfarfod ei ffilmio, heblaw am eitemau eithriedig neu gyfrinachol, a bydd y ffilm ar gael ar y wefan am 12 mis. Cedwir copi o'r recordiad yn unol â pholisi cadw data'r Cyngor.

Ar ddechrau'r cyfarfod, bydd y Cadeirydd yn cadarnhau a gaiff y cyfarfod cyfan neu ran ohono ei ffilmio. Fel rheol, ni chaiff ardaloedd y cyhoedd eu ffilmio. Fodd bynnag, wrth fynd i'r ystafell gyfarfod a defnyddio'r ardal gyhoeddus, mae aelodau'r cyhoedd yn cydsynio i gael eu ffilmio ac y defnyddir y lluniau a recordiadau sain hynny o bosibl at ddibenion gwe-ddarlledu a/neu hyfforddi.

Os oes gennych gwestiynau ynghylch gwe-ddarlledu cyfarfodydd, cysylltwch â'r Gwasanaethau Pwyllgorau ac Aelodau ar 02920 872020 neu e-bost [Gwasanethau Democrataidd](#)

Mae'r dudalen hon yn cael ei adael yn wag yn fwriadol

PLANNING COMMITTEE

17 OCTOBER 2018

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

26 : APOLOGIES FOR ABSENCE

None

27 : MINUTES

The minutes of the meeting held on 19 September 2018 were approved as a correct record and signed by the Chairperson.

28 : DECLARATIONS OF INTEREST

COUNCILLOR	ITEM	REASON
Congreve	18/01627/MNR	Ward Councillor
Jacobson	18/012028/MJR	Objected as Ward Councillor

29 : PETITIONS

Application no 18/01028/MJR, Holiday Inn Express, Longueil Close, Atlantic Wharf, Cardiff Bay

Application no, 18/01028/MJR, 56 Wern Goch West, Llanedeyrn

Application no, 18/01627/MNR, 10 Windermere Avenue, Cyncoed

All three applications were deferred for site visits.

30 : 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 Act 1990)

## APPLICATIONS GRANTED

18/00576/MJR – LLANDAFF

YOUTH OFFENDING TEAM – THE RISE, PEN-HILL ROAD  
Erection of 8-4 bed townhouses, garages and associated parking

18/01114/MNR – PONTPRENNAU/ OLD ST MELLONS

BRODAWEL, DRUIDSTONE ROAD  
Demolition of existing attached garage to Brodawel and erection of new double garage for Brodawel. Construction of new detached dwelling

18/01462/MNR – CAERAU

THE CAERAU, BISHOPSTON ROAD  
Variation of Conditions 2 and 12 of 17/00406/MNR (Granted on Appeal APP/Z6815/A/17/31660) to allow the substitution of drawings amending the design, reducing the scale of the development and minor amendments to the external layout.

## **APPLICATIONS DEFERRED**

18/00455/MJR – BUTETOWN

HOLIDAY INN EXPRESS, LONGUEIL CLOSE, ATLANTIC WHARF  
Part of demolition of existing hotel and erection of extended stay hotel, additional parking and ancillary development.

REASON: In order for a site visit to the location to take place.

18/01028/MJR – PENTWYN

56 WERN GOCH WEST, LLANEDEYRN  
Proposed demolition of existing shop and 56 Wern Goch West and erection of new build development to form 11 flats.

REASON: In order for a site visit to this location to take place.

18/01627/MNR – CYNCOED

10 WINDERMERE AVENUE  
Single storey rear & side extensions with change of main roof from pitched to a gable and loft conversion with rear dormer and changes to rear out buildings. To convert the property into two self contained flats including external alterations.

REASON: In order for a site visit to this locations to take place.

31 : APPLICATIONS DECIDED BY DELEGATED POWERS - SEPTEMBER 2018

Noted

## PLANNING COMMITTEE

7 NOVEMBER 2018

Present: Councillor Keith Jones(Chairperson)  
Councillors Lay, Congreve, Driscoll, Gordon, Hudson, Jacobsen,  
Jones-Pritchard and Sattar

32 : APOLOGIES FOR ABSENCE

Councillor Ali Ahmed and Murphy

33 : DECLARATIONS OF INTEREST

COUNCILLOR	ITEM	REASON
Lay	18/1705/MJR	Employed by Greggs, Central Square. None Executive Director Cardiff Bus

34 : 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 70 of the Town & Country Planning Act 1990 or section 16 or Section 74 of the Planning (Listed Building & Conservation Act 1990)

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

18/01705/MJR – CATHAYS

SITE OF FORMER MARLAND HOUSE AND NCP AR PARK, CENTRAL SQUARE, CARDIFF

Erection of a transport interchange with an associated concourse and ancillary retail/commercial units (use classes A1/A2/A3), 305 residential apartments (use class C3), 10,318 sqm (GIA) office floorspace (use class B1), A 249 space car park, public realm and related infrastructure and engineering works.

Subject to the following amendment to Condition 2 to read:.

“Road Traffic Noise: Prior to beneficial occupation of any residential unit a scheme shall be submitted to and approved in writing by the LPA to demonstrate that all habitable rooms exposed to external road traffic and bus station 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 for ventilation shall comply with Approved Document F Building Regulations and shall conform to the acoustic requirements of the Noise Insulation Regulations 1975. No habitable room shall be occupied until the approved sound insulation and ventilation measures have been installed in that room.

Subject to the following amendment to Condition 10 to read:

“Details of Access Roads: Prior to the beneficial occupation of the bus station or the car park elements of the development details of the junctions of the north and south entrances to the bus station with Wood Street and Saunders Road respectively, and the car park entrance with Saunders Road, shall be submitted to and approved in writing by the LPA. The relevant details shall be implemented prior to those elements of the development being brought into beneficial use.”

Subject to an amendment to Condition 11 to read:

“Delivery and Service Plan: Prior to beneficial occupation of each part of the development (residential, office and bus station) details of the servicing strategy setting out the locations and use of the proposed service bays, and details of the timing and operation of servicing, with a view to minimising conflict with buses and other highway users (particularly within the bus station apron) and ensuring (with reference to Great Western Lane) that service bays/routes are not abused, shall be submitted to and approved in writing by the LPA. The measures shall include details of but not be limited, to timing, use, operation and management of those bays within and accessed via the interchange. The relevant strategy shall be implemented in accordance with the approved details prior to the occupation of that part of the development.

Subject to an amendment to Condition 19 to read:

“Landscaping Design and Implementation Programme: Within 9 months of commencement of development full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, earthworks, hard surfacing materials, proposed and existing services above and below ground level, planting plans (including schedules of plant species, sizes, numbers or densities , and in the case of trees, planting, staking, mulching, protection, soil protection and after care methods) and an implementation programme. The 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.

35 : URGENT ITEMS (IF ANY)



None

36 : DATE OF NEXT MEETING - WEDNESDAY 21 NOVEMBER 2018 AT  
1:30PM

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**CITY OF CARDIFF COUNCIL  
CYNGOR DINAS CAERDYDD**

**PLANNING COMMITTEE MEETING**

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**TITLE: Section 119 Diversion Order, for PROW St Mellons No.3,  
Crickhowell Road, Trowbridge, Cardiff.**

**REPORT OF DIRECTOR OF CITY OPERATIONS:  
Andrew Gregory**

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**PORTFOLIO:**

**Reason for this Report**

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

**Background**

An application has been from Neighbourhood Regeneration Team, Cardiff Council to construct a new Multi-Use Games Area (MUGA). The nearby existing MUGA will be sold due to development and a replacement is required.

The existing footpath route does not allow sufficient space for the new MUGA. A small diversion has minimal impact on public access, provides a new public amenity and the public benefit from a newly surfaced footpath retaining good access links from Brockhampton Road to the Community Hub and local shops.

**Issues**

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

**Local Member consultation (where appropriate)**

2. No objections received from Statutory Consultees.
3. **Reason for Recommendations**

To enable the existing path to be re-routed onto an equally commodious line, enabling the development of the new multi game area as part of Neighbourhood Regeneration.

### **Financial Implications**

4. Neighbourhood Regeneration has agreed to pay Legal Order fees.

### **Legal Implications (including Equality Impact Assessment where appropriate)**

5. No

### **HR Implications**

6. No

### **RECOMMENDATIONS**

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

**NAME OF DIRECTOR Andrew Gregory**

*The following appendices are attached:*

- Diversion Application
- Map showing existing and new path alignment
- Signed Officer Decision Report



Mae'r dudalen hon yn cael ei adael yn wag yn fwriadol

**COUNCILLORS, AM & MP OBJECTIONS & PETITIONS ( FOR & AGAINST)**

COMMITTEE DATE: 21/11/2018

APPLICATION No. **18/01028/MJR** APPLICATION DATE: 11/04/2018

ED: **PENTWYN**  
 APP: TYPE: Full Planning Permission  
 APPLICANT: MR J PATEL  
 LOCATION: 56 WERN GOCH WEST, LLANEDEYRN, CARDIFF, CF23 7AB  
 PROPOSAL: PROPOSED DEMOLITION OF EXISTING SHOP AND 56 WERN GOCH WEST AND ERECTION OF NEW BUILD DEVELOPMENT TO FORM 11 FLATS

**RECOMMENDATION 1:** That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **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 9 of this report, 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:
  - P555 L\_002 Revision B ( SITE PLAN AS PROPOSED)
  - P555L\_201 Revision A (GROUND FLOOR PLAN AS PROPOSED)
  - P555L202 Revision A (1ST FLOOR PLAN AS PROPOSED)
  - P555L203 Revision A(2ND FLOOR PLAN AS PROPOSED)
  - P555L204 (3RD FLOOR PLAN AS PROPOSED)
  - P555L210 Revision B (ELEVATIONS 1 OF 2 AS PROPOSED)
  - P555L211ELEVATIONS 2 OF 2 AS PROPOSED

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 a scheme for the drainage of the site and any connection to the existing drainage system has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the scheme is carried out and completed as approved.

Reason: To ensure an orderly form of development in accordance with Policy En10 of the adopted City of Cardiff Local Development Plan (2006-2026).

4. No development shall commence until details of a scheme for the disposal of surface water has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include an assessment of the potential disposal of surface water via sustainable means. Where a sustainable drainage scheme is to be provided the submitted details shall:
  - i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measure taken to prevent pollution of the receiving groundwater and/or surface waters;
  - ii. Include a period for its implementation; and
  - iii. Provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure disposal of surface water via possible sustainable means in accordance with Policy EN10 of the adopted City of Cardiff Local Development Plan (2006-2026).

5. 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 City of Cardiff Local Development Plan (2006-2026).

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order amending, revoking or re-enacting that Order) no windows shall be inserted in the north and east elevations other than those hereby approved.

Reason : To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5 of the adopted City of Cardiff Local Development Plan (2006-2026).

7. The window(s) on the north elevation shall be non opening below a height of 1.8 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 adopted City of Cardiff Local Development Plan (2006-2026).

8. Prior to beneficial occupation details showing the provision of cycle parking spaces and bin storage 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 and bin storage 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 and bin storage in accordance with Policies T5 and W2 of the adopted City of Cardiff Local Development Plan (2006-2026).

9. No development shall take place 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:
- a) access
  - b) the parking of vehicles of site operatives and visitors
  - c) loading and unloading of plant and materials
  - d) storage of plant and materials used in constructing the development
  - e) the erection and maintenance of security hoardings
  - f) wheel washing facilities
  - g) measures to control the emission of dust and dirt during construction
  - h) a scheme for recycling/disposing of waste resulting from construction works
  - i) details of the protection of the adjoining public highway and its making good should it be damaged during construction works.

Reason: In the interests of highway safety, public amenity and to avoid any conflict situations with residents and/or staff residing/working on this site in accordance with policies T5, T6 and EN13 of the adopted Local Development Plan (2006-2026).

10. The development shall be constructed in accordance with the submitted arboricultural survey report dated 23<sup>rd</sup> March 2018.

Reason: To ensure trees of amenity value are retained in accordance with Policy EN8 of the adopted Cardiff Local Development Plan (2006-2026).

11. No development shall take place until floor slab details have been submitted to and approved in writing with the Local Planning Authority. The submitted details shall include but not limited to a cross section with existing and proposed spot heights of the site showing finished floor levels of all the floors.

Reason: To ensure the development does not have a detrimental impact upon the adjoining neighbours in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006-2026)

**RECOMMENDATION 2:** R1 Construction Site Noise

**RECOMMENDATION 3:** R4 Contamination and Unstable Land Advisory Notice

**RECOMMENDATION 4:** The applicant is advised that an element of the application site is located within part of the adopted highway and no work shall be undertaken until adopted highway has been extinguished through a stopping up order.

**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 PROPOSED DEVELOPMENT**

- 1.1 The application was presented at the 17<sup>th</sup> October, 2018 Planning Committee, where it was resolved to defer the application for a site visit. The site visit took place on 12<sup>th</sup> November, 2018.
- 1.2 Full planning permission is sought to demolish the existing extended single storey shop and replace with an 'L' shaped 3/4 storey block of flats.
- 1.3 There will be, on the lower ground floor, 6 car parking spaces along with bin and cycle storage. Access to these areas would be via the existing cul-de-sac located to the rear of the application site. In addition, there will be internal access for all the flats to access this area. Also proposed is a safe and secure amenity area that is accessible to all.
- 1.4 Access to the site would be via entrances located on the south, west and north elevations
- 1.5 Amended plans have been submitted which off sets the first floor by approximately 1.78 metres from the side window of the adjoining property at no. 55 Wern Goch West.

## 2. **DESCRIPTION OF SITE**

- 2.1 The building currently occupying the site is single storey in scale, of an octagonal form, with single storey wings either side. The building currently functions as a shop. Parking and deliveries are to the rear of the building which is sited lower than the shop.
- 2.2 Surrounding the building is a patio area and mature trees. To the north and east of the site are two-storey residential properties. Abutting the site are a number of adopted footpaths that link into the wider estate.
- 2.3 The ground slopes upwards across the site in both a northerly and westerly direction.
- 2.4 The site is not located within a conservation area/flood risk zone. No Listed buildings or protected trees are affected by this proposal.

## 3. **SITE HISTORY**

- 3.1 98/00019/N- proposed first floor extension - approved

## 4. **POLICY FRAMEWORK**

- 4.1 Planning Policy Wales, Edition 9 (November 2016).

*4.2.2 The planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated, at the same time, by the decision-taker when...taking decisions on individual planning applications.*

*4.2.4 Legislation secures a presumption in favour of development in accordance with the development plan for the area unless material considerations indicate otherwise.*

*4.3.1 All those involved in the planning system are expected to adhere to (inter alia):*

- putting people, and their quality of life now and in the future, at the centre of decision-making;*
- taking a long term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;*
- respect for environmental limits, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of natural resources;*
- tackling climate change by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change; and*
- taking account of the full range of costs and benefits over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime.*

*4.4.1 The following sustainability objectives for the planning system reflect our vision for sustainable development and the outcomes we seek to deliver across Wales. These objectives should be taken into account...in taking decisions on individual planning applications in Wales. These reflect the sustainable development outcomes that we see the planning system facilitating across Wales.*

*4.4.3 Planning policies, decisions, and proposals should (inter alia):*

- Contribute to the protection and improvement of the environment so as to improve the quality of life and protect local and global ecosystems*
- Ensure that all communities have sufficient good quality housing – including affordable housing – in safe neighbourhoods*
- Promote access to employment, shopping, education, health, community facilities and green space*
- Foster improvements to transport facilities*
- Foster social inclusion.*
- 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;*

- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy.*
- *Play an appropriate role to facilitate sustainable building standards (including zero carbon) that seek to minimise the sustainability and environmental impacts of buildings.*
- *Contribute to the protection and improvement of the environment, to improve the quality of life, and protect local and global ecosystems.*
- *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.*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare.*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity.*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car.*

#### 4.2 Technical Advice Notes (TANs):

5	Nature Conservation and Planning
6	Planning for Sustainable Rural Communities
11	Noise
12	Design
18	Transport
21	Waste

#### 4.3 Local Development Plan (January 2016):

KP5	Good Quality and Sustainable Design
KP6	New Infrastructure
KP7	Planning Obligations
KP8	Sustainable Transport
KP12	Waste
KP16	Green Infrastructure
KP18	Natural Resources
EN8	Trees, Woodlands and Hedgerows
EN10	Water Sensitive Design
EN13	Air, Noise, Light Pollution and Land Contamination
T1	Walking and Cycling
T5	Managing Transport Impacts
T6	Impact on Transport Networks and Services
C3	Community Safety/Creating Safe Environments
W2	Provision for Waste Management Facilities in Development

#### 4.4 Supplementary Planning Guidance:

Waste Collection and Storage Facilities (October 2016)  
Planning Obligations (January 2017)  
Tall Buildings (January 2017)  
Cardiff Infill Sites (November 2017)  
Location Waste Management Facilities (January 2017)  
Managing Transportation Impacts (April 2008)  
Planning for Health and Well-being (November 2017)

#### 5. **INTERNAL CONSULTEES RESPONSES**

- 5.1 The Operational Manager, Transportation : Having regard to the submitted information and highways assessment raises no objection, subject to parking conditions. An informative should be imposed highlighting that some of the land forms part of the adopted highway and that works should not be undertaken until a stopping up order has been confirmed.
- 5.2 The Operational Manager, Environment (Contaminated Land) : No objections.
- 5.3 The Council's Tree Officer : Based upon the submitted tree report, has no objections.
- 5.4 The Operational Manager, Waste Management : No objection subject to a bins storage area condition.
- 5.5 The Operational Manager, Drainage Division : Requests drainage conditions.
- 5.6 The Operational Manager, Parks and Sport : No objection subject to POS contribution of £24,382.41.
- 5.7 The Housing Development (Enabling) Team : No objection subject to a financial contribution of £217,500.

#### 6. **EXTERNAL CONSULTEES RESPONSES**

- 6.1 Dwr Cymru Welsh Water : No objection subject to a condition requesting drainage details.
- 6.2 The South Wales Police Crime Prevention Design Advisor : No objections.

#### 7. **REPRESENTATIONS**

- 7.1 Neighbouring properties have been notified and a site/press notice has also been issued in accordance with procedure. 23 letters of representation have been received all objecting to this application on the following grounds:
- Parking is limited within the area; this proposal would make the existing situation worse. One resident requires continuous access to their property for ambulances due to personal circumstances and another elderly lady requires

- access to her property due to mobility issues;
  - The development is out of character with the area. Whilst there are 3/4 storey blocks of flats these stand alone and therefore do not impact upon the 2 storey housing;
  - The development would significantly impact upon the light that residents would receive into their properties;
  - The development would result in a loss of privacy for the existing residents;
  - The proposal would result in the loss of views
  - The proposal would result in the loss of the retail unit which is a life line for the community;
  - The proposed development would have a negative effect upon the surrounding environment;
- 7.2 Local Members have been notified. All 4 Ward Councillors object and all wish to speak at the Planning Committee meeting. Their objections can be summarised as follows:
- The design is out of character with the area and therefore contrary to Policy KP5 of the adopted plan;
  - Overdevelopment of the site;
  - Reduction of light, and an increase in noise on nearby residents;
  - The development would result in the loss of privacy for the existing residents;
  - The development would result in the loss of open views;
  - The development would result in the loss of house value;
  - The development would result in the loss of access to the bus stop
- 7.3 Jenny Rathbone, Assembly Member Cardiff Central, objects to this application on the following grounds:
- Overdevelopment and out of character with the area;
  - Reduction of retail amenities;
  - Deficient Car Parking & Cycle facilities ;
  - Impact upon trees;
- 7.4 Jo Stevens, Member of Parliament for Cardiff Central, objects to this application on the following grounds:
- Would result in a loss of light and privacy to the existing residents;
  - Out of character with the area;
  - The parking provision is insufficient for the proposed development;
  - Loss of the shop would have an impact on a number of elderly residents who consider it their 'lifeline'
  - Request that the planning committee undertake a site visit
- 7.5 A petition of 131 signatures objecting to this application on overdevelopment and negative impact on the quality of life of residents has been received.
- 7.6 A petition of 77 signatures in support of the application has also been received.

## 8. **ANALYSIS**

### 8.1 Key material planning considerations are the:

- I) Principle of development;
- II) Impact upon the character of the area
- III) Impact upon neighbouring properties
- IV) Impact upon the future occupiers
- V) Impact upon parking and highway provision
- VI) Impact upon protected species
- VII) Planning obligations
- VIII) Other matters raised

### 8.2 Principle of development

The site is located within the settlement boundary as defined by the LDP Proposals Map. The site has no specific designation or allocation and falls within a residential area and outside of any designated district or local centre identified for retailing. The existing retail use is afforded no protection in terms of land use policy and therefore its loss cannot be resisted in policy terms.

The proposal for residential in a residential area is acceptable, subject to design and amenity considerations outlined below.

The area is characterised by two storey housing of a “Radburn” layout, which is a typical form of housing development in this area of Cardiff. To the west of the application is a cluster of 4 storey flats with associated parking and landscaping. It is considered that given the context of the area the proposed scale, massing and siting would not be out of character within the area. The use of two types of brick and the top level of grey cladding are considered to complement the character of the area.

The development would be visible from the adjoining roads of Glyn Coed Road and Circle Way West, but would be seen in the context of the existing flats and trees and is considered not to represent an incongruous feature.

It is considered that the proposal would accord with Policy KP5 of the adopted Local Development Plan which seeks, amongst other matters, development to respond to the character of the area.

### 8.4 Impact upon neighbouring properties

The Council’s Infill Sites SPG introduces a number of residential design considerations, namely: an assessment for ambient light, a minimum of 10.5 metres between developments and adjacent gardens, and 21 metres between windows at upper floors to ensure acceptable privacy. The proposal has been assessed against the above criteria and accords with adopted policy and therefore, it is considered that the proposal would not, on balance, and subject to the recommended conditions, result in any demonstrable loss of light or privacy.

In terms of the development representing an overbearing or unneighbourly form of development, the siting of the building and the degree of separation of the 4 storey element from the existing residential properties (approximately 30 metres away from the terrace properties to the north and 12 metres from the property at no. 56 Wern Goch West) would ensure that the proposal would not represent an overbearing or unneighbourly form of development, and therefore it is considered to accord with Policy KP5 and advice with the adopted 'Infill sites' SPG.

The property at no 55 Wern Goch West benefits from a side window that faces and opens over the application site. This window serves a non-habitable room and as a result cannot be afforded any protection under the planning system. However, the applicant has submitted amended plans, which allows the neighbour to open their window and will afford some light into the room.

#### 8.5 Impact upon the future occupiers

The proposed size and internal floor space are considered appropriate to the proposed occupancy of the flats. The proposed access to cycle/waste storage and amenity areas have been designed and located to the benefit of all the future occupiers. All the flats are considered to benefit from natural light and would benefit from an open outlook. Having regard to the above, it is considered that the proposed design accords with Policy KP5 and advice contained in the council's 'Infill sites' and 'Health and Well-being' SPGs.

#### 8.6 Impact upon parking and highway provision

Based upon the concerns expressed by residents over the proposed parking provision, the agent has undertaken survey work to assess the impact of the proposal upon the area. The Council's Transportation Section has reviewed the development and submitted details and concludes there are no highway safety objections to this scheme. Therefore, it is considered that the proposal accords with Policies T5 & T6 which seeks development not to impact upon the transport network.

In terms of parking provision, the recently adopted parking standards now sets maximum parking provision, this scheme's parking provision is at the maximum allowable level under the parking standards, and is therefore policy compliant.

It is also worth noting that a bus stop is sited on Glyn Coed Road which is located approximately 87 metres away from the development.

#### 8.7 Impact upon existing trees

The trees surrounding the application site are owned by the Council and have been assessed by the applicant, the submitted tree assessment concludes whilst some limited pruning will be required; the proposal would not have an adverse effect upon the trees. The submitted report has been assessed by the Council Tree Officer who raises no objection to this scheme

#### 8.8 Other issues raised by objectors, not covered above:



- 8.8.1 Concern over noise from the additional residents is noted, but such noise is not uncharacteristic within a residential area and therefore it would be unreasonable to refuse on such grounds.
- 8.8.2 The planning system regulates development in the public interest, the loss of a view is a private interest and cannot be controlled through the planning system.
- 8.8.3 The proposal would not affect any of the adopted highway and would not deny residents their ability to access the bus stop.
- 8.8.4 The element of the land that forms part of the public highway has been enclosed for approximately 20 years and is in a poor state. It is noted that there is a due process that must be met i.e. stopping up order, which will be considered by Welsh Government. However that does not preclude the Local Planning Authority to determine this application and note there is no objection from the Council's Highway Section to this proposal.

#### 8.9 Conclusion

National and local policies support the efficient use of brownfield sites, such as the application site. The siting, scale massing and use of materials are considered to accord with Policy KP5 of the adopted Local Development Plan and advice contained within the Council's approved SPGs. There are no objections from statutory consultees to the proposal and the proposed parking provision is in accordance with the approved parking standards.

### 9. **SECTION 106 AGREEMENT**

- 9.1 Policy H3 (affordable housing) requires 20% affordable housing on site or a financial contribution in lieu of onsite provision. The Council's Housing Strategy Officer has calculated this to be **£217,500**

Policy C5 (Provision for open space, outdoor recreation, children's play and sport requires on site provision, but where this cannot be accommodated on site, a financial provision would be sought. The formula for calculating the amount is set within the approved Planning Obligations SPG, amounting to **£24,382.41**.

Having regard to the legal tests set within the CIL Regulations and W/O circular 13/97, the above requests meet those tests and are necessary to make the development policy compliant.

The agent has confirmed that they are willing to sign the S106 for the above amounts.

### 10. **RECOMMENDATION**

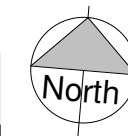
- 10.1 Subject to the applicant entering into a S106 Agreement as described in Section 9 above, and the recommended conditions, that planning permission be granted.

OTHER CONSIDERATIONS

*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.

*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

*Well-Being of Future Generations Act 2016* – In reaching this decision the Council has taken into account the requirements of sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. It is considered that this decision is in accordance with the Act’s sustainable development principle, through its contribution towards the Welsh Ministers’ well-being objective of supporting safe, cohesive and resilient communities.



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

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**A3** Original Sheet Size

**TOTAL SITE AREA: 726m<sup>2</sup>**

**Car Parking:**  
6 No Resident spaces  
22 No Cycle spaces

**REFUSE STORAGE:**

Dry Recyclables: 2 x 1100 litre bulk bins  
Food waste: 1 x 240 litre bins  
General waste: 2 x 1100 litre bulk bins  
Compost: 1 x 240 litre bin

**SCHEDULE OF ACCOMODATION**

11 No total flats  
(2 No one bed flat)  
(3 No two bed flats)  
(6 No three bed flats)

**LANDSCAPING DESIGN:**  
Refer to Cardiff Treescapes design scheme

## Planning Issue

22/10/18	B	PL	JP	No 56 reduced in height & scale
14/09/18	A	PL	JP	External materials, paving, planting amended, flats reconfigured, cycle storage increased & 45 degree rule test undertaken
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 shop, No 56 & erection of new build development to form flats

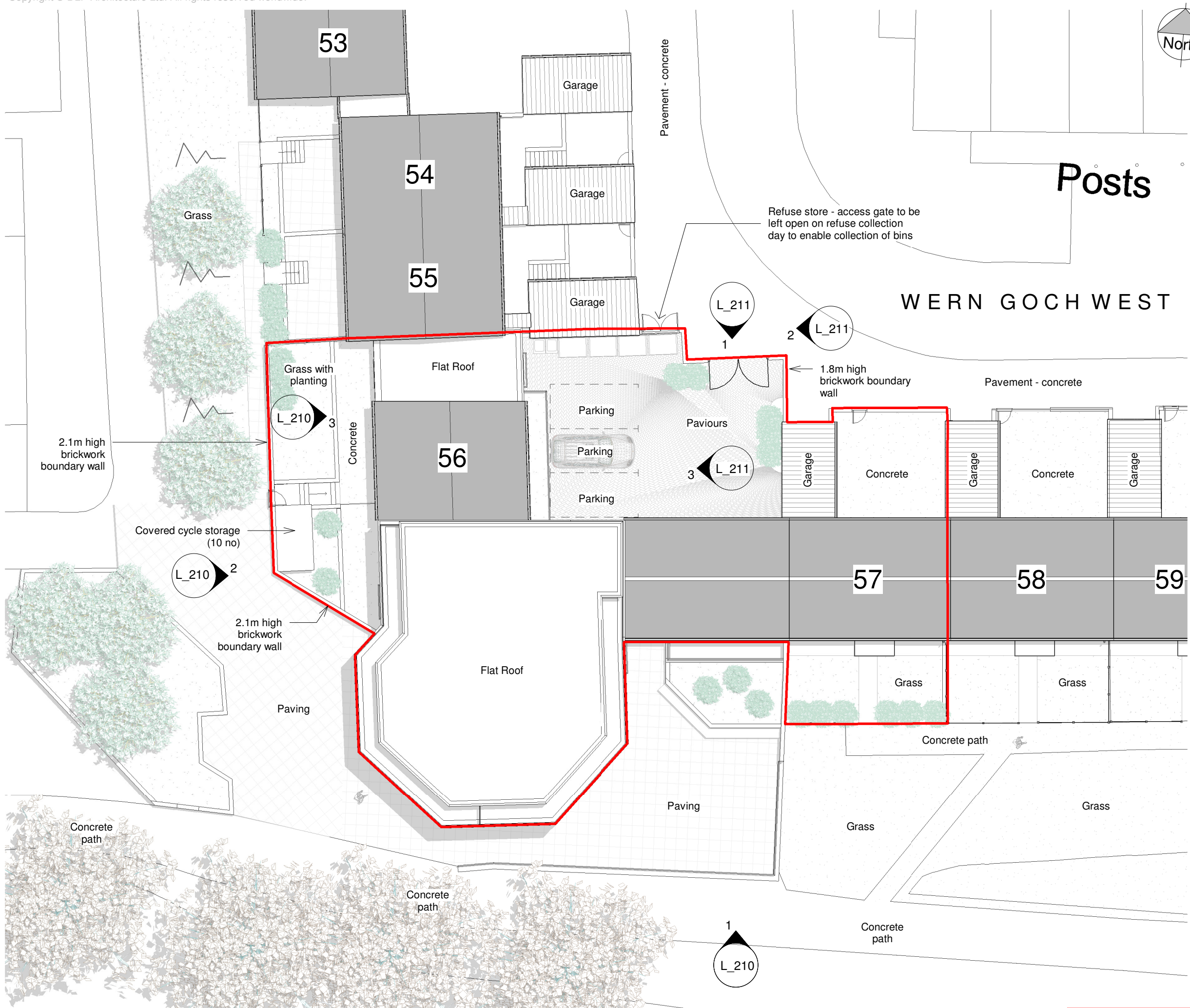
Wern Goch Hirani Stores, 56 Wern Goch West, Cardiff CF23 7AB

**DRAWING TITLE**  
Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	06/03/18	PL	JP

DRAWING NUMBER	REVISION
P555 L_002	B

22/10/2018 12:17:17



# Site Plan as Proposed

1 : 200

**SITE AREA: 723m<sup>2</sup>**

**FINISHES KEY:**

- A : BROWN CONCRETE ROOFING & RED RIDGE TILES
- B : WHITE UPVC WINDOWS & DOORS
- C : GREY UPVC WINDOWS & DOORS
- D : RED / ORANGE BRICKWORK EXTERNAL WALLS
- E : BUFF BRICKWORK EXTERNAL WALLS
- F : VERTICAL GREY METAL CLADDING
- G : GLAZED BALUSTRADE

**SCHEDULE OF ACCOMODATION**

- 11 No total flats
- (2 No one bed flat)
- (3 No two bed flats)
- (6 No three bed flats)

**Planning Issue**

22/10/18 A PL JP No 56 reduced in height & scale

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design  
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**PROJECT**

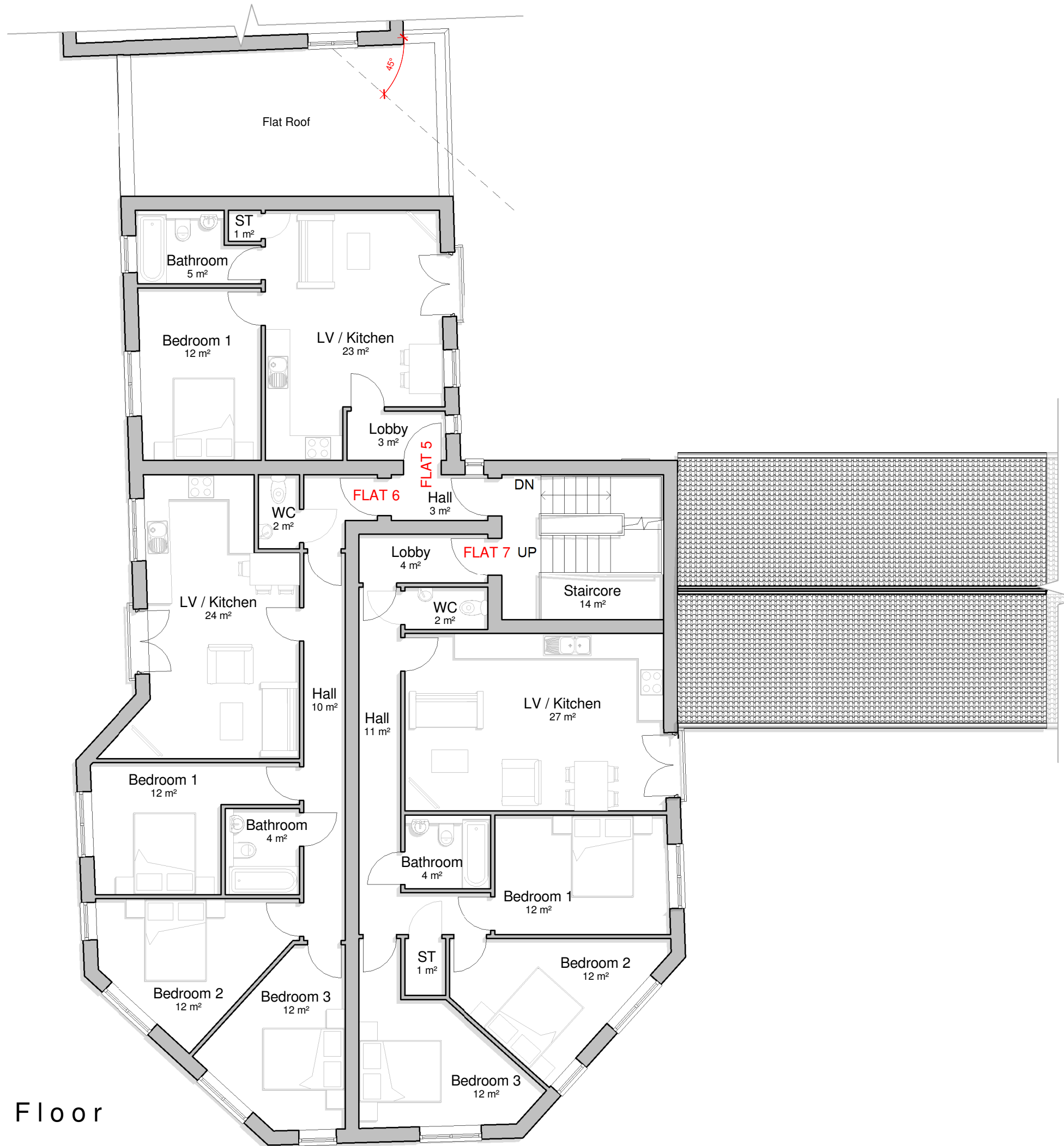
Proposed demolition of existing shop, No 56 & erection of new build development to form flats

Wern Goch Hirani Stores, 56 Wern Goch West, Cardiff CF23 7AB

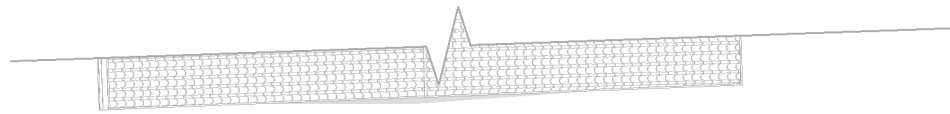
**DRAWING TITLE**

First Floor Plans as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	06/03/18	PL	JP
DRAWING NUMBER		REVISION	
P555 L_202		A	



First Floor  
1 : 100



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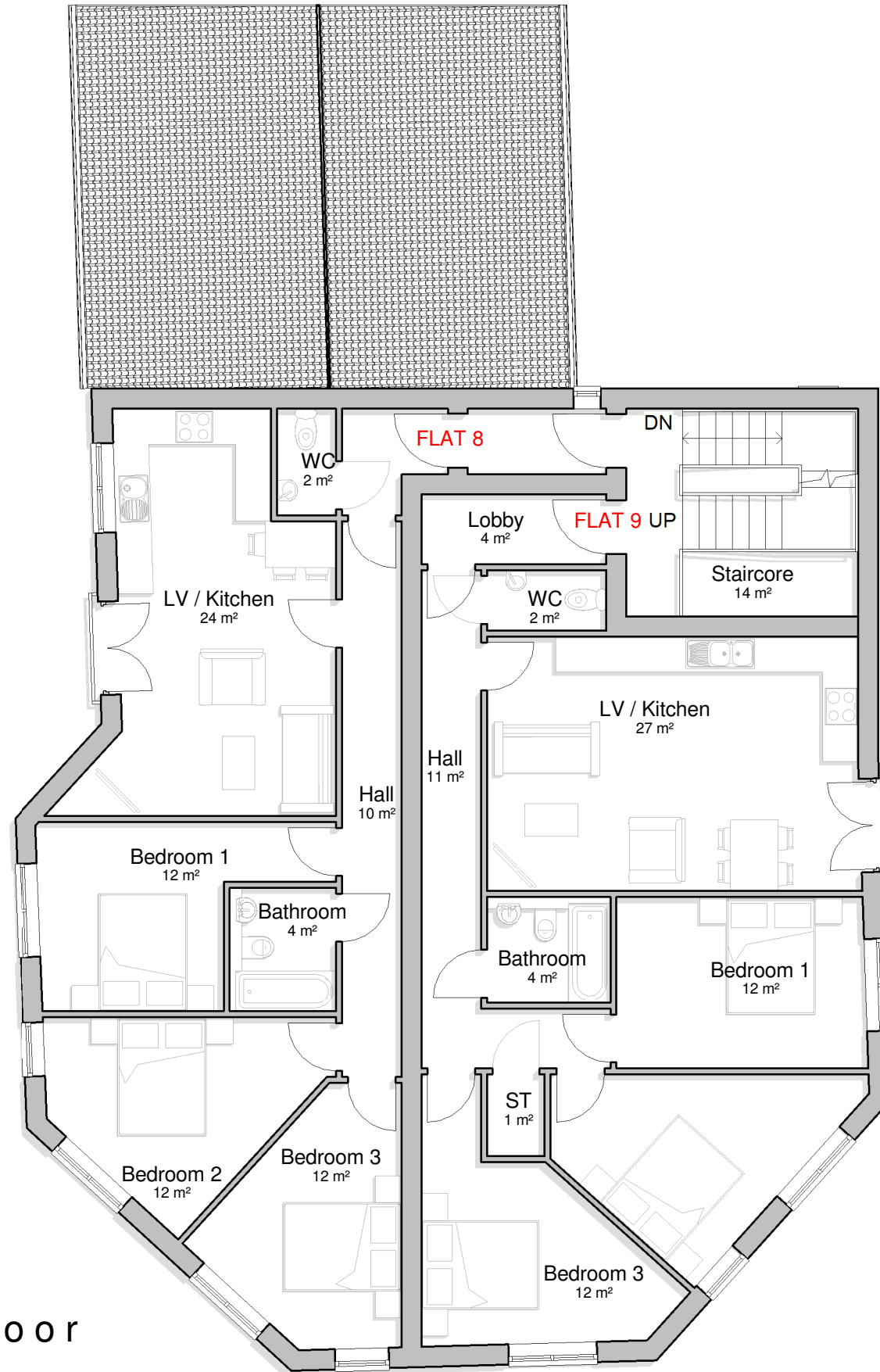
**A3** Original Sheet Size

**FINISHES KEY:**

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- E : BUFF BRICKWORK EXTERNAL WALLS
- F : VERTICAL GREY METAL CLADDING
- G : GLAZED BALUSTRADE

**SCHEDULE OF ACCOMODATION**

- 11 No total flats
- (2 No one bed flat)
- (3 No two bed flats)
- (6 No three bed flats)



**Planning Issue**

22/10/18 A PL JP No 56 reduced in height & scale

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design  
 Systems House 89 Heol Don Cardiff CF14 2AT  
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**PROJECT**

Proposed demolition of existing shop, No 56 & erection of new build development to form flats

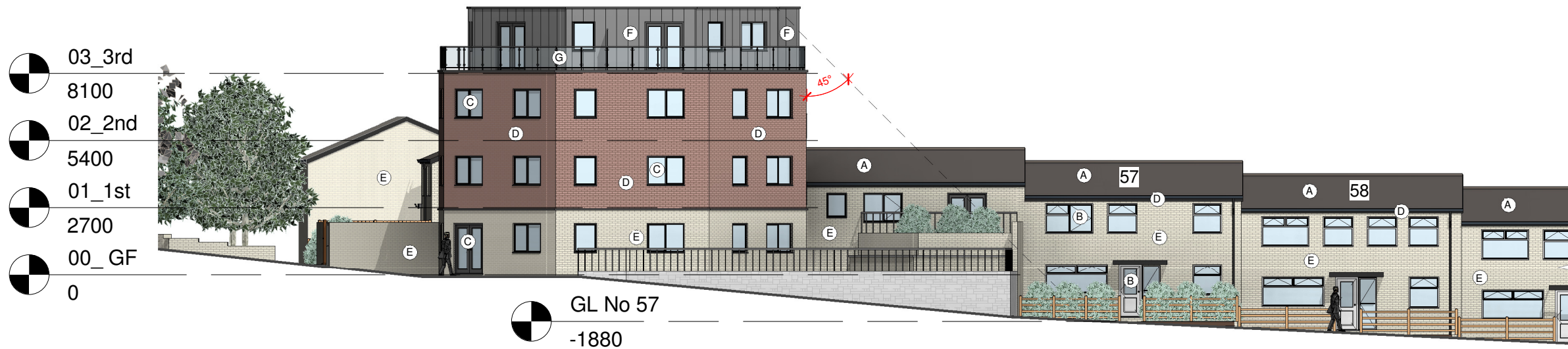
Wern Goch Hirani Stores, 56 Wern Goch West, Cardiff CF23 7AB

**DRAWING TITLE**

Second Floor Plans as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	06/03/18	PL	JP
DRAWING NUMBER		REVISION	
P555	L_203	A	

**Second Floor**  
1 : 100



**FINISHES KEY:**

- A : BROWN CONCRETE ROOFING & RED RIDGE TILES
- B : WHITE UPVC WINDOWS & DOORS
- C : GREY UPVC WINDOWS & DOORS
- D : RED / ORANGE BRICKWORK EXTERNAL WALLS
- E : BUFF BRICKWORK EXTERNAL WALLS
- F : VERTICAL GREY METAL CLADDING
- G : GLAZED BALUSTRADE

**South Elevation**

1 : 200



**West Elevation**

1 : 200



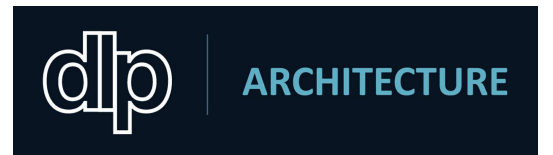
**West (Rear) Elevation**

1 : 200

**Planning Issue**

22/10/18	B	PL	JP	No 56 reduced in height & scale
14/09/18	A	PL	JP	External materials, paving, planting amended, flats reconfigured, cycle storage increased & 45 degree rule test undertaken

date	rev	name	chk	note
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Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design  
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**PROJECT**  
 Proposed demolition of existing shop, No 56 & erection of new build development to form flats

Wern Goch Hirani Stores, 56 Wern Goch West, Cardiff CF23 7AB

**DRAWING TITLE**  
 Elevations 1 of 2 as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	06/03/18	PL	JP
DRAWING NUMBER		REVISION	
P555	L_210		B



North Elevation  
1 : 200



East (Front) Elevation  
1 : 200



East Elevation  
1 : 200

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

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A3 Original Sheet Size

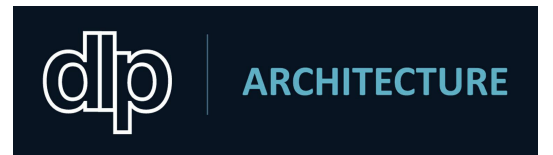
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Planning Issue

22/10/18	B	PL	JP	No 56 reduced in height & scale
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date	rev	name	chk	note
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DRAWING TITLE  
Elevations 2 of 2 as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	06/03/18	PL	JP
DRAWING NUMBER		REVISION	
P555	L_211		B

Mae'r dudalen hon yn cael ei adael yn wag yn fwiadol



**PETITION, MP OBJECTION, LOCAL MEMBER OBJECTION**

COMMITTEE DATE: 21/11/2018

APPLICATION No. **18/01627/MNR** APPLICATION DATE: 09/07/2018ED: **CYNCOED**

APP: TYPE: Full Planning Permission

APPLICANT: Dr M Asseley

LOCATION: 10 WINDERMERE AVENUE, ROATH PARK, CARDIFF,  
CF23 5PQPROPOSAL: SINGLE STOREY REAR & SIDE EXTENSIONS WITH  
CHANGE OF MAIN ROOF FROM PITCHED TO A GABLE  
AND LOFT CONVERSION WITH REAR DORMER AND  
CHANGES TO REAR OUT BUILDING. TO CONVERT THE  
PROPERTY INTO TWO SELF CONTAINED FLATS.  
INCLUDING EXTERNAL ALTERATIONS

**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:
  - 201 – Proposed Plans
  - 202 – Proposed Elevations
  - 203 – Existing and Proposed Garage Plan and Elevations

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 beneficial occupation of the development, hereby permitted, the cycle parking spaces shown on drawing no. 201 shall be provided and shall be covered by a structure not exceeding 2m in height.

Reason: To promote sustainable modes of transport in accordance with Policy T5 of the Cardiff Local Development Plan 2006-2026.

4. The materials to be used in the external finish of the development hereby approved shall, so far as is practicable, match those used on the equivalent element of the existing building.

Reason: In the interest of the general character of the area in accordance with Policy KP5 of the Cardiff Local Development Plan 2006-2026.

5. No development shall commence until details of surface water drainage, which shall include a viability study relating to the use of sustainable drainage techniques, has been approved by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: To ensure a water sensitive urban design solution is implemented in accordance with Policies EN10 & EN14 of the Cardiff Local Development Plan 2006-2026.

**RECOMMENDATION 2:** The developer be advised 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 on 029 20717500. Each flat will require the following for recycling and waste collections:

- 1 x 140 litre black bin for general waste
- 1 x 240 litre green bin for garden 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.

The kitchen 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.

Waste must not be stored on the highway.

**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:** 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 THE SITE**

- 1.1 The application site is located on Windermere Avenue a residential street located in close proximity to Roath Park in the Lakeside area of the City.
- 1.2 The application property is an existing semi-detached house. The immediate locality is defined by two storey predominantly semi-detached dwelling houses

of a similar scale and design. The wider area consists of a range of dwelling types of differing designs and scales.

## **2. DESCRIPTION OF PROPOSED DEVELOPMENT**

- 2.1 Planning permission is sought for the conversion of the existing single dwellinghouse to two flats including single storey rear and side extensions, a hip to gable roof extension and rear dormer to provide habitable space within the existing roof space and alterations to the rear outbuilding.
- 2.2 The proposed single storey extensions consist of a wraparound extension commencing approximately at the mid-point of the side elevation, set approximately 4m back from the front elevation, with a width of approximately 1.2m that projects to the rear of the property approximately 4.9m beyond the original rear wall and spans the width of the rear of the dwellinghouse to its boundary with 12 Windermere Avenue. Completed by a hipped roof structure with an approximate height to eaves of 2.5m and to the ridge of 3.9m and finished in render and slate with uPVC windows to match the existing building. It should be noted that an extension of the scale and design proposed, if undertaken to the existing dwellinghouse, which projected beyond the rear wall of the original dwellinghouse by 4m, 0.9m less than proposed, would benefit from being 'permitted development' and would not require planning permission from the Local Planning Authority.
- 2.3 The proposed roof extensions would result in the height of the external side wall of the dwellinghouse being increased in a gable form to meet the ridge height and a dormer roof extension to the rear roof plane. The hip to gable extension would result in a height increase of approximately 3.5m. The dormer roof extension would measure approximately 5.6m (w) x 4m (d) with a cat slide roof at a height of approximately 2m to 2.5m would be centrally located within the roof set up from the eaves and off the boundaries of the property in excess of 0.5m. The roof extensions would be finished in materials to match the equivalent element of the existing building, would include window within the side elevation, a small window and a full height window protected by a guard rail to the dormer and two rooflights to the front roof plane. It should be noted that the roof extensions and alterations as proposed, if undertaken to the existing dwellinghouse, would only marginally exceed, by virtue of 300mm in width of the dormer, what could be undertaken by virtue of 'permitted development' not requiring planning permission from the Local Planning Authority.
- 2.4 The proposed alterations to the existing outbuilding consist of a sideward and rearward extension of approximately 1.2m. The overall height would remain unaltered, an additional window would be provided to the side elevation and the finish of the building would be duplicated.
- 2.5 The ground floor would provide a three bedroom flat comprising an open plan living, dining and kitchen area, with a separate and en-suite bathroom with a gross internal floor space in excess of 90m<sup>2</sup>.

- 2.6 The upper floors would provide a three bedroom flat comprising an open plan living, dining and kitchen area, bathroom and en-suite bedroom to the first floor with two bedrooms on the second floor with a gross internal floor area in excess of 85m<sup>2</sup>.
- 2.7 A front courtyard would be provided with parking for a single vehicle and a shared rear amenity space, of approximately 70m<sup>2</sup>, would be provided in addition to a garage the combined space will provide for car parking, if necessary, as well as cycle and refuse storage.

### **3. PLANNING HISTORY**

- 3.1 There is no pertinent planning history relating to the application site.

### **4. POLICY FRAMEWORK**

- 4.1 National Planning Policy
- Planning Policy Wales (9<sup>th</sup> Ed, 2016)
  - Technical Advice Note 12: Design (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 KP8 (Sustainable Transport)
  - Policy KP13 (Responding to Evidenced Social Needs)
  - Policy KP15 (Climate Change)
  - Policy KP16 (Green Infrastructure)
  - Policy H5 (Sub-division or Conversion of Residential Properties)
  - 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
- Green Infrastructure (November 2017)
  - Managing Transport Impacts (July 2018)
  - Residential Extensions & Alterations (Nov 2017)
  - Waste Collection & Storage Facilities (October 2016)

### **5. INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operational Manager (Flood & Coastal Risk Management) advises that insufficient or conflicting detail relating to either flood risk or surface water

drainage proposals have been received and requests a condition requiring further detail.

- 5.2 The Operational Manager (Traffic and Transportation) has been consulted, no representations have been received.
- 5.3 The Operational Manager (Waste Management) advises the storage area for waste and recycling is acceptable, advice is provided with regard to the required capacity for the proposed site.
- 5.4 The Operational Manger (Shared Regulatory Services – Pollution Control) raises no objection to the proposal. An advisory note relating to construction noise is requested.
- 5.5 The Councils Planner (Ecology) has been consulted, no representations have been received.

## **6. EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water have been consulted, no representations have been received.
- 6.2 South Wales Police has been consulted, no representations have been received.

## **7. REPRESENTATIONS**

- 7.1 The application was advertised by way of neighbour consultation letters.
- 7.2 A petition of 115 signatories has been received objecting to the proposal.
- 7.3 Letters of representation from 6, 8, 11, 12, 22, 23, 25 & 76 Windermere Avenue and 145 Risca Road, Rogerstone have been received objecting to the proposal. A summary of the objections is provided below:
  - out of character and over development;
  - harm existing amenity by virtue of general disturbance, noise, loss of light and overlooking;
  - adversely affect parking and highway safety;
  - lack of amenity for future residents;
  - the potential occupancy;
  - pressure on schools;
  - a precedent would be set for the further development of flats;
  - the proposal stands astride the party wall.
- 7.4 The owners of 8 & 12 Windermere Avenue have commissioned a report by Vectos Transport Planning in respect of the proposal. The report details that the proposed development, within a non-central area, would require up to 4 car parking spaces and notes that two spaces are to be provided one to the front of

the property and one within the existing rear garage. It asserts that *'on-street parking is already an issue at Windermere Avenue'* and that *'increasing the parking demand would exacerbate problems and therefore, would have a detrimental impact upon the road and local residents'*. It also suggests that access to the existing rear garage is difficult, impeding on third party land, and, therefore, cannot *'be considered to be accessible for parking of a vehicle on a frequent/daily basis'*. In summary it is implied that the proposal is contrary to the Council's policy on parking provision for residential development outside of the central area.

7.5 Jo Stevens MP objects to the proposals on behalf of her constituents and reiterates concerns relating to the proposals being an over development which is out of character within the area and would result in parking problems.

7.6 Local Ward Member Cllr Molik has expressed concerns in respect of the proposals.

## **8. ANALYSIS**

8.1 This application was deferred by Planning Committee at its meeting on 17<sup>th</sup> October 2018, in order to undertake a site visit. The visit took place on Monday 12<sup>th</sup> November, 2018 and the application is reported back for determination.

### **8.2 Introduction**

8.2.1 The application was presented to Planning Committee on the 17<sup>th</sup> October 2018 where the committee resolved to defer the determination of the application so a site visit could be undertaken. A site visit by members of the Planning Committee was scheduled for the 12<sup>th</sup> November 2018.

8.2.2 The application site lies within the defined settlement boundary in an existing residential area. Policy KP13 details *that 'a key part of the successful progression of the city will be to develop sustainable neighbourhoods'* and defines that *'providing a range of dwelling sizes, types and affordability'* is a key factor in achieving such an aim. Furthermore, Policy H5 recognises that the subdivision of a residential building into smaller residential units, including flats, can be an important source of housing and should be permitted subject to consideration of other material factors. Accordingly the principle of the proposed development is considered to be acceptable.

8.2.3 The principal matters for consideration are:

- the effect of the proposal upon the character of the area;
- the effect of the proposal upon the amenity of neighbouring occupiers and the area;
- the level of amenity provided for future occupiers;
- the proposals Transport Impact;

### **8.3 Impact Upon the Character of the Area**

- 8.3.1 Policy KP5 requires that all proposed development is of a high quality and sustainable design which responds *'to the local character and context of the build and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing, and impact upon the built and natural heritage are all addressed within development proposals'*. Furthermore, Policy H5 details that the cumulative impact of such conversions should not adversely affect the character of the area.
- 8.3.2 The proposed extensions to the building given their design and scale would not be prominent and would not have any detrimental impact upon the character of the area.
- 8.3.3 The proposed residential use of the building is characteristic it being the predominant use within the area and the proposal would, therefore, complement the existing character.
- 8.3.4 Accordingly it is not considered that the proposal would have any detrimental impact upon the character of the area and accords with Policy KP5 and H5.

### **8.4 Impact Upon the Amenity of Neighbouring Occupiers and the Area**

- 8.4.1 Policy KP5, as supported by H5, of LDP seeks to ensure that *'no undue effect on the amenity of neighbouring occupiers'* results from development. Whilst Policy H5 also details the cumulative impact of such conversions should not adversely affect the amenity of an area.
- 8.4.2 The proposed single storey extension given its height and siting would not have any overbearing impact upon neighbouring occupiers. Its height and roof design is such that it is considered that there would be no detrimental loss of light, the extension would not impose upon a 45 degree line measured from neighbouring windows.
- 8.4.3 The proposed roof extensions given their siting would have no overbearing impact upon neighbouring occupiers nor result in any detrimental loss of light.
- 8.4.4 The proposed alterations to the garage given their siting and scale are not considered to be detrimental to neighbouring occupiers.
- 8.4.5 No windows are proposed which would directly overlook habitable room windows or gardens of neighbouring properties at a distance that would be considered unacceptable. Whilst a second floor is being created with large windows whilst there may be a perception of greater overlooking it is considered that these windows would only provide oblique views to neighbouring gardens and are not in reality of greater detriment than existing first floor windows which allow a degree of mutual overlooking. It should also be noted that second floor windows could be introduced by virtue of 'permitted development'.
- 8.4.6 The reasonable use of the proposed residential properties it is considered

would not cause any general disturbance or noise that would impact upon the amenity of neighbouring occupiers. The use of the building as two flats would not realistically result in any activities occurring within any part of the building which could not be undertaken within the existing single dwellinghouse.

8.4.7 The proposed level of amenity space around the building is adequate to provide facilities for the proposed use including waste storage and it is considered there would be no adverse impact upon the amenity of the area.

8.4.8 Accordingly it is not considered that the proposal would have any undue impact upon the general amenity or privacy of neighbouring occupiers or the amenity of the area and, therefore, accords with the principles of Policy KP5 and H5.

## 8.5 Amenity of Neighbouring Occupiers

8.4.1 Policy H5 states that the conversion of properties to flats will be permitted where *'the property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers'*

8.4.2 The proposed conversions provide two flats of a substantial size with good sized double bedrooms and all facilities required for day to day living.

8.4.3 The proposed amenity space, equivalent to over 40m<sup>2</sup> per property, provides sufficient space for the occupiers of two properties of the proposed size.

8.4.4 Accordingly it is considered that the proposed development would provide an adequate standard of amenity for future occupiers and accords with the principles of Policies KP5, H5 and W2.

## 8.6 Transport Impact

8.6.1 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.*

8.6.2 The proposal includes a car parking space to the front of the property and a rear garage which is accessible by a vehicle, which presumably could be used for parking and would cause no greater detriment to the existing lawful situation. The Council's current adopted standards in respect of parking for residential dwellings within a non-central area require no minimum number of parking spaces to be provided and detail that a maximum of 2 spaces per dwelling are allowable in order to achieve the policy aim of reducing reliance on the private car as a mode of transport. Given there is no requirement to provide car parking spaces for the proposed development and the maximum requirement does not appear to be exceeded then the proposal appears to be compliant in this regard. It should also be noted that the property lies just outside of the central area where a maximum of 1 space per dwelling is the maximum allowable standard.



8.6.3 The application site is located within a sustainable location in close proximity to local facilities and public transport links and cycle parking spaces are proposed to encourage this sustainable mode of transport.

8.6.4 It is considered the proposal by virtue of its siting within a sustainable location is not reliant upon the private car as a mode of transport, therefore, would have minimal impact upon the road network and accords with the principles of Policy T5.

## 8.7 Additional Matters

8.7.1 Policy EN10 and EN14 seek to ensure development incorporates water sensitive design and protect development from the risks and consequences of flooding. Insufficient or conflicting detail in respect of drainage has been provided and the disposal of surface water to the mains sewer would not be the preferred method. Accordingly a condition requiring further detail in this regard is recommended.

8.7.2 In regards to comments made by neighbours which are not covered previously, the following should be noted:

- i. Land ownership is not a material matter in determining a planning application and the grant of permission conveys no right to build upon land which the developer has no legal right to. The Party Wall Act is relevant in respect of such matters and the Local planning Authority have no evidence to confirm that the appropriate application certificates have not been completed.
- ii. The proposed garage alterations appear to be within the boundary of the application site and parties would have no right to cross land not in their ownership to manoeuvre into the rear lane accessed garages.
- iii. There would be no policy basis for resisting such an application on school admissions basis. Nor would it be likely that the creation of one additional property would have an impact in this regard.

## 8.8 Conclusion

8.8.1 Having regard to the policy context above, the proposal is considered acceptable and it is recommended that, subject to conditions, planning permission be granted.

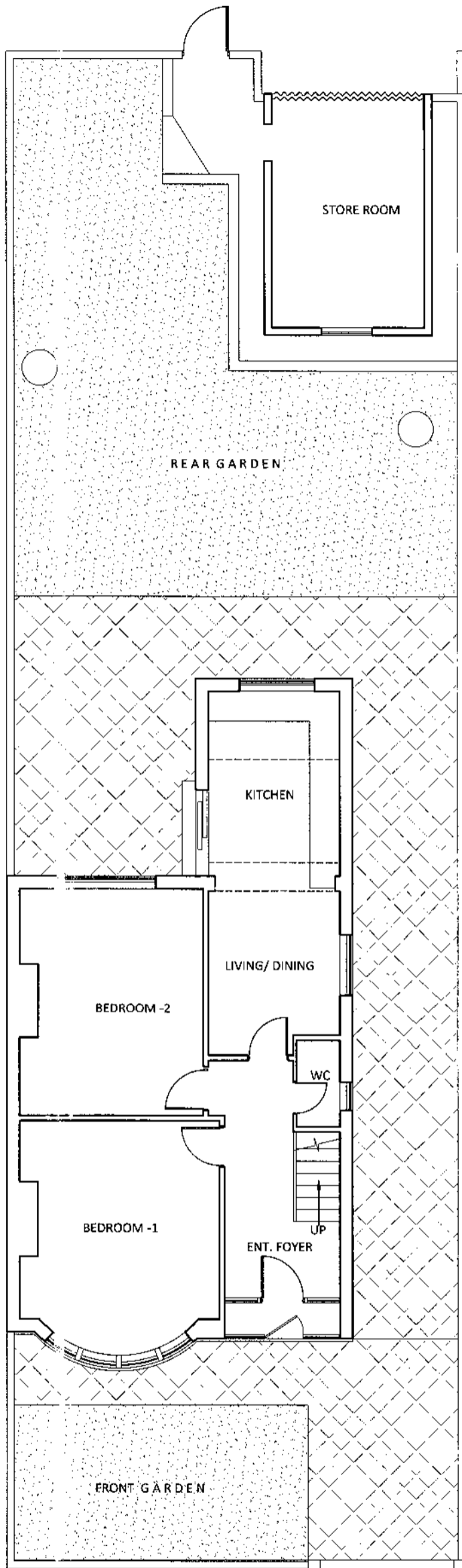


Site Plan 1:1250

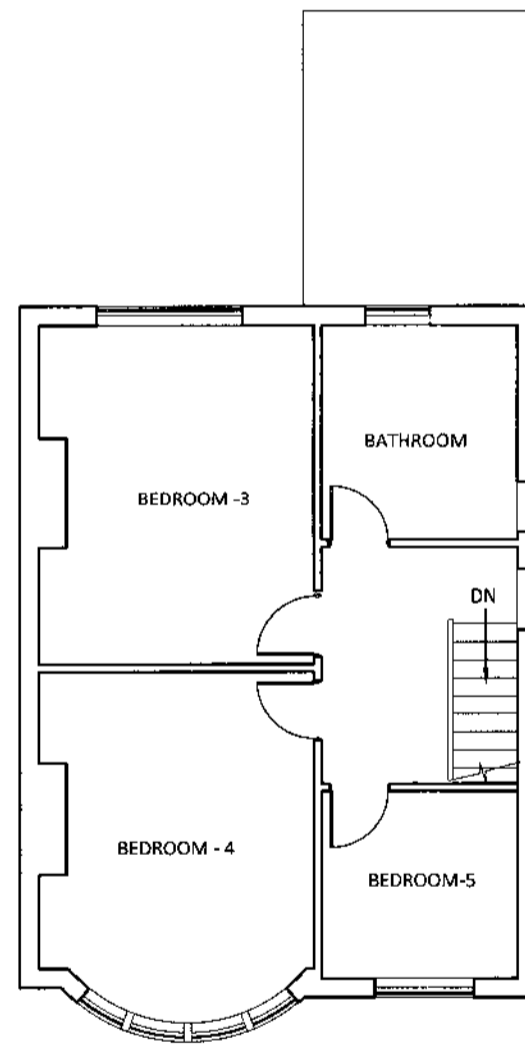
18/01627




LOCATION PLAN  
10 WINDERMERE AVENUE  
CAR BAY

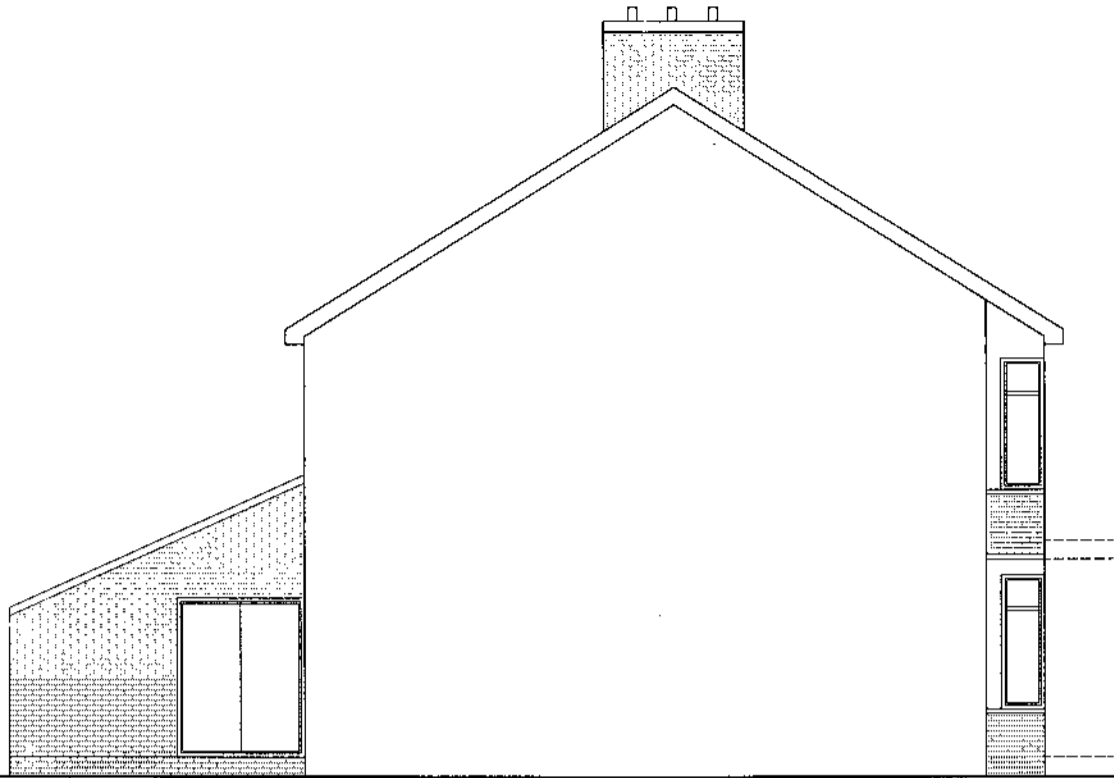


EXISTING SITE PLAN



EXISTING FIRST FLOOR PLAN

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Date: MAY 2018		
Project: 10 WINDERMERE AVENUE		
Client:		
Description: EXISTING PLANS	Job No:	Scale: 1:100 ON A3
	Dwg No: 101	Drawn By: NZ
		 <b>SK DESIGNS</b> <small>118, Chequer Way, Lutins, Quesf. CF23 40J</small> <small>Tel: 029 20 761 950</small> <small>Fax: 029 20 761 950</small> <small>Email: info@skdesigns.org.uk</small>



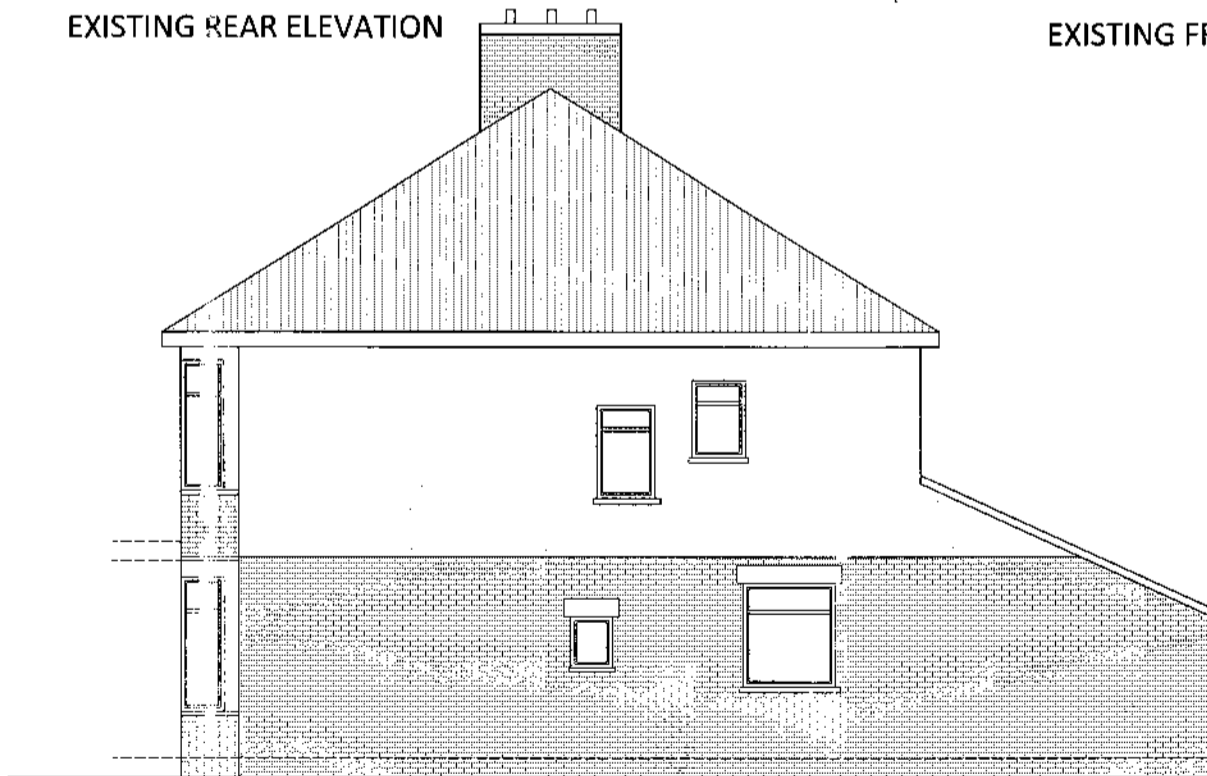
EXISTING SIDE ELEVATION A



EXISTING REAR ELEVATION



EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION B

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Date: MAY 2018

Project: 10 WINDERMERE AVENUE

Client:

Description:  
EXISTING ELEVATIONS

Job No:

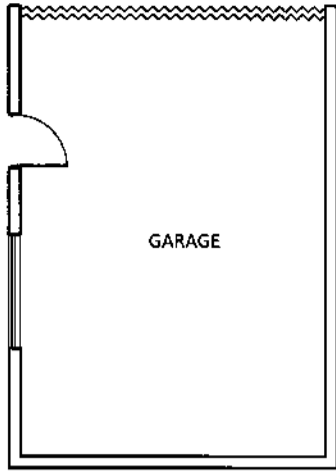
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ON A3

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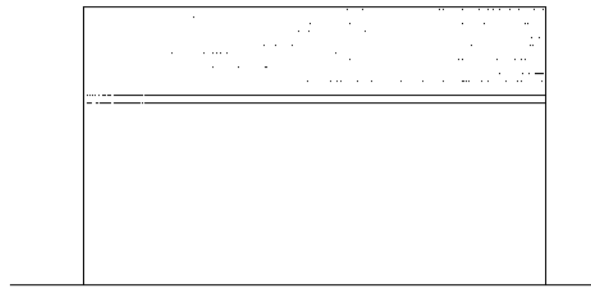
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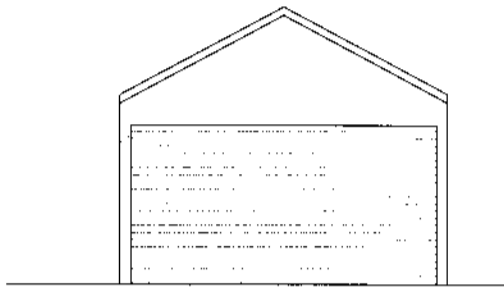
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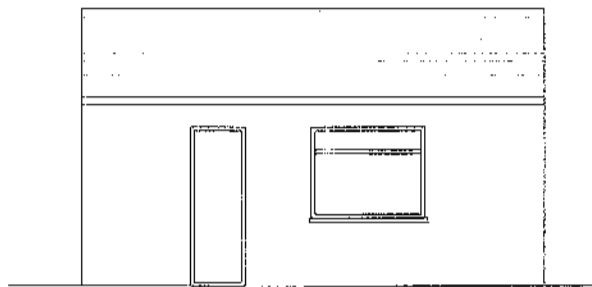
PROPOSED GARAGE PLAN



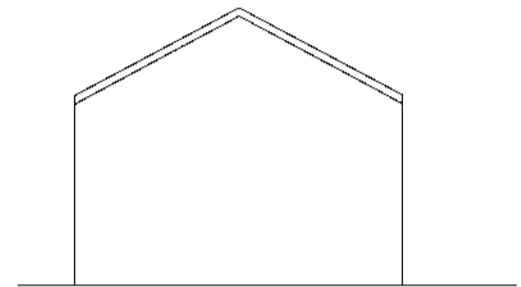
PROPOSED SIDE ELEVATION B



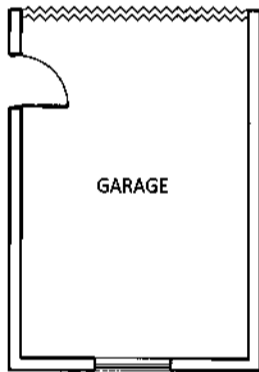
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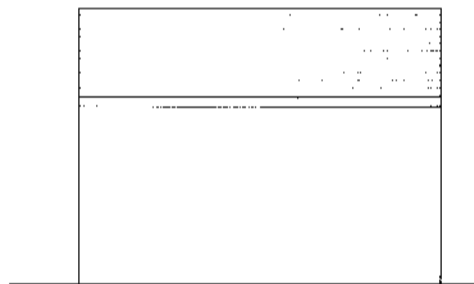
PROPOSED SIDE ELEVATION A



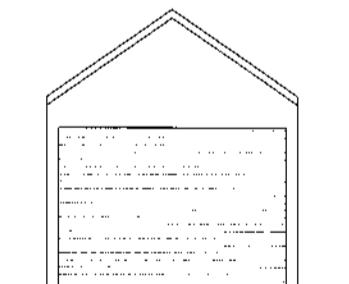
PROPOSED FRONT ELEVATION



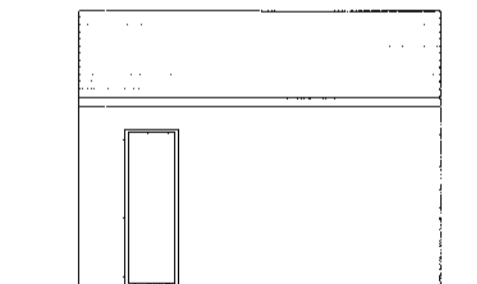
EXISTING GARAGE PLAN



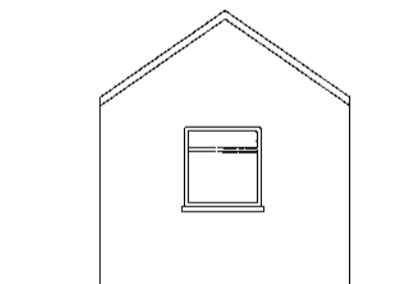
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EXISTING REAR ELEVATION



EXISTING SIDE ELEVATION A

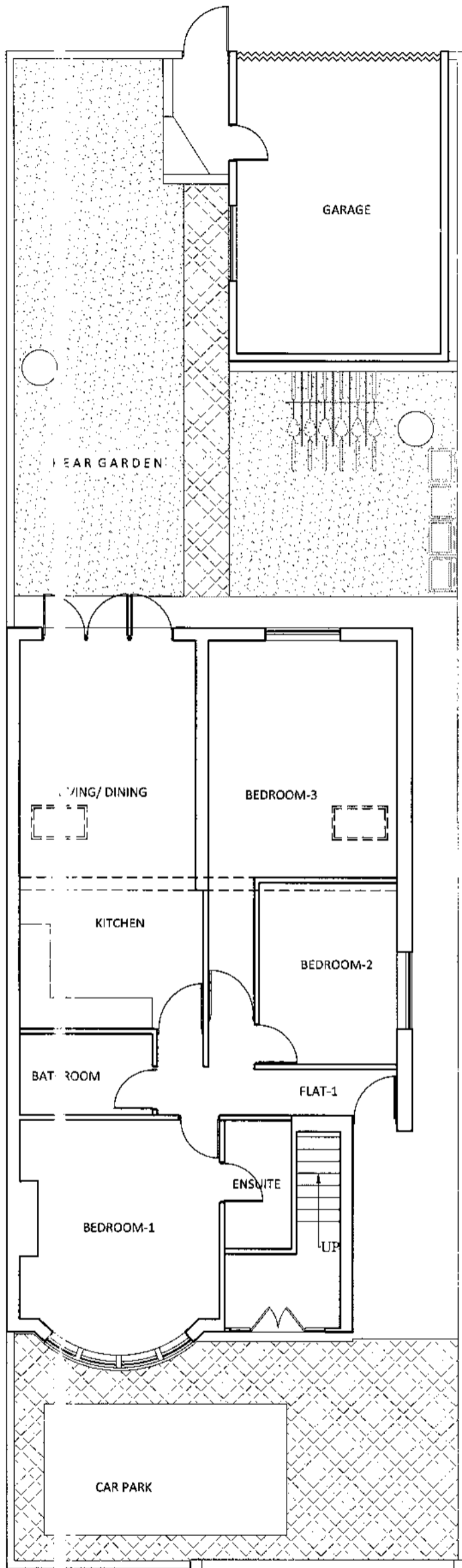


EXISTING FRONT ELEVATION

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Date: JULY 2018		
Project: 10 WINDERMERE AVENUE		
Client:		
Description: EXISTING AND PROPOSED GARAGE PLAN AND ELEVATIONS	Job No:  Dwg No: 203	Scale: 1:100 ON A3 Drawn By: KG

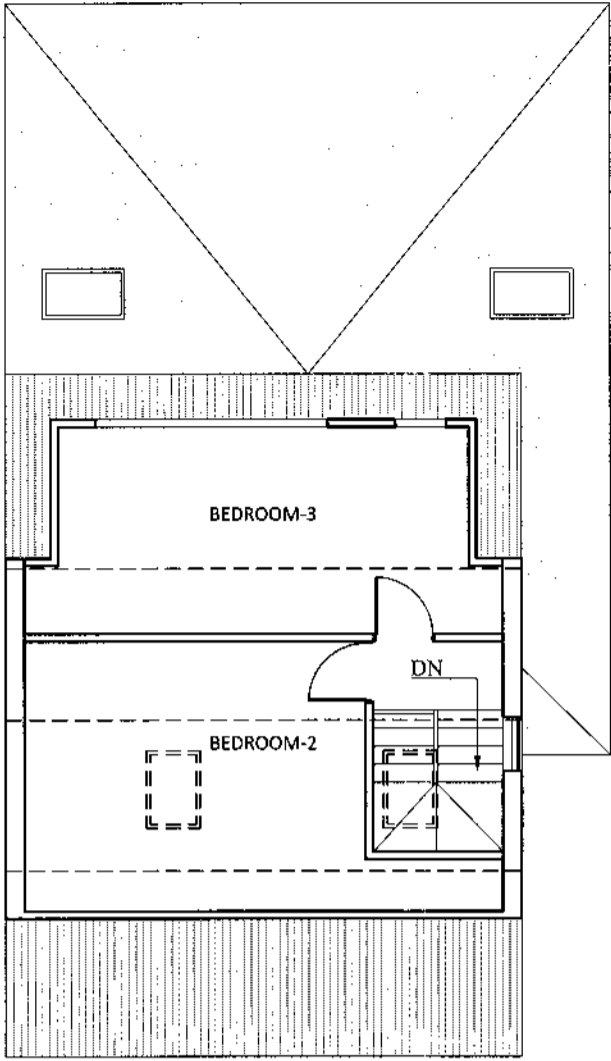


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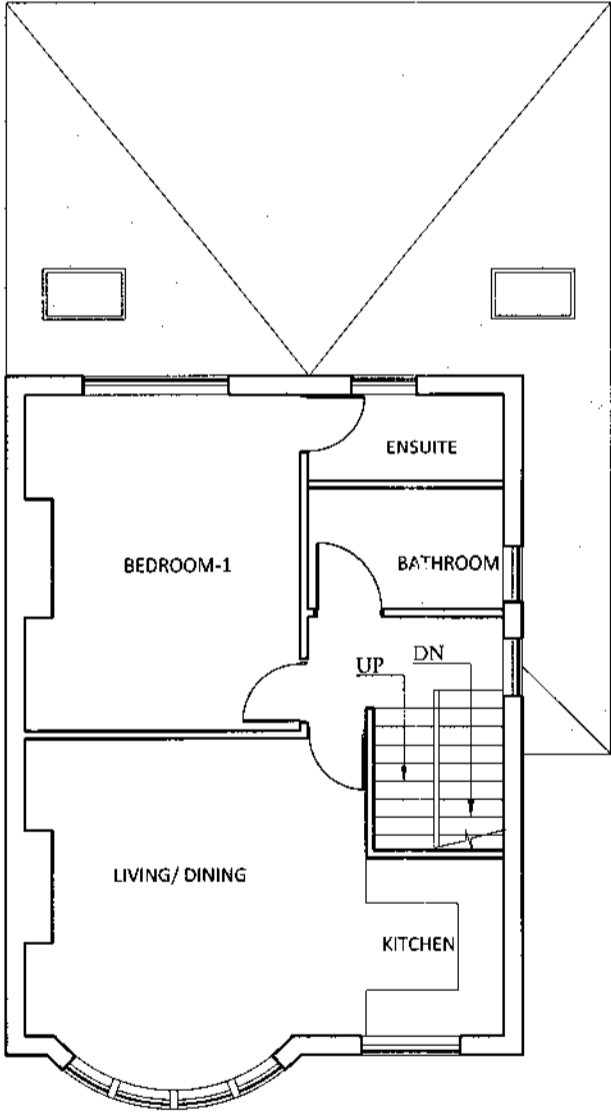


PROPOSED SITE PLAN

EXISTING -5 BED HOUSE  
 PROPOSED-2 THREE BED SELF CONTAINED FLATS



PROPOSED LOFT PLAN



PROPOSED FIRST FLOOR PLAN

187 17

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Project: 10 WINDERMERE AVENUE		
Client:		
Description: PROPOSED PLANS	Job No:	Scale: 1:100 ON A3
	Dwg No: 201	Drawn By: KG

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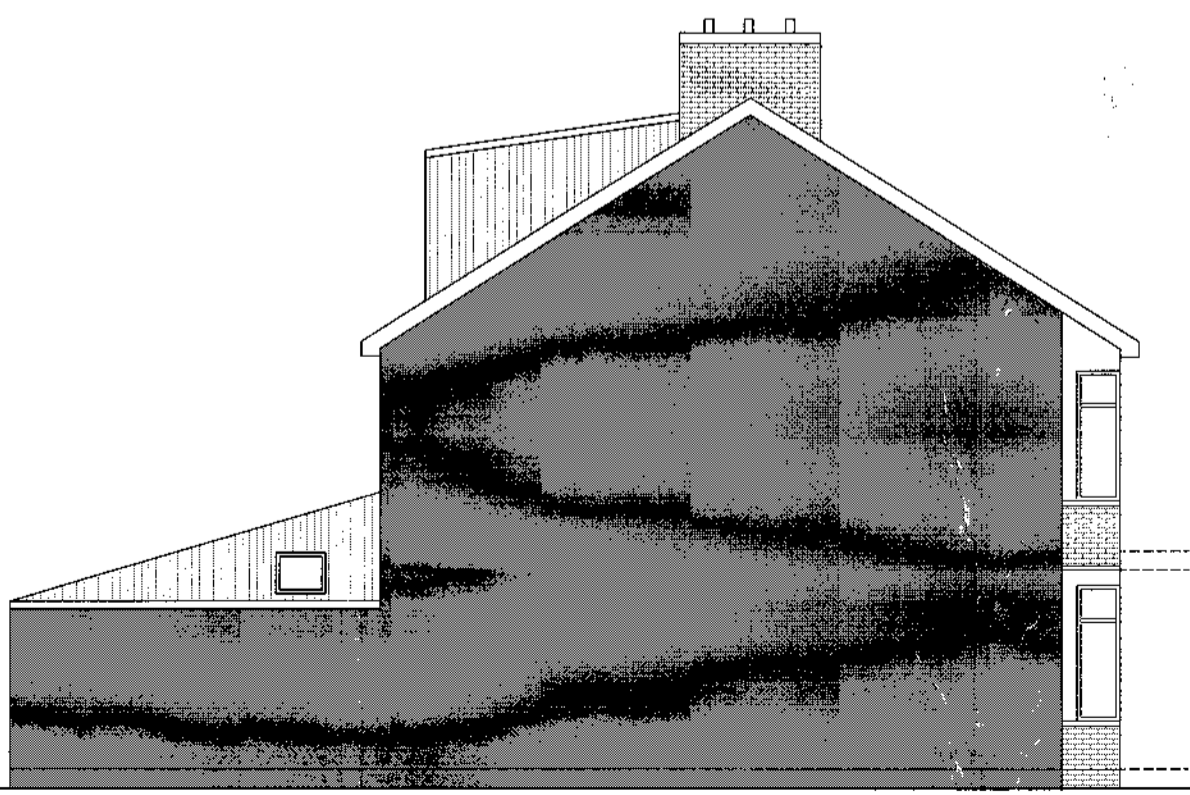
PROPOSED SIDE ELEVATION B



PROPOSED REAR ELEVATION




PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION A

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Date: JULY 2018		
Project: 10 WINDERMERE AVENUE		
Client:		
Description: PROPOSED ELEVATIONS	Job No:	Scale: 1:100 ON A3
	Dwg No: 202	Drawn By: KG



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Mae'r dudalen hon yn cael ei adael yn wag yn fwriadol



**LOCAL MEMBER OBJECTION, AM OBJECTION & PETITION**

COMMITTEE DATE: 21/11/2018

APPLICATION No. **18/00455/MJR** APPLICATION DATE: 28/02/2018ED: **BUTETOWN**

APP: TYPE: Full Planning Permission

APPLICANT: Hospitality and Capital Management Group  
 LOCATION: HOLIDAY INN EXPRESS, LONGUEIL CLOSE, ATLANTIC WHARF, CARDIFF, CF10 4EE

PROPOSAL: PART DEMOLITION OF EXISTING HOTEL AND ERECTION OF 'EXTENDED STAY' HOTEL, ADDITIONAL PARKING AND ANCILLARY DEVELOPMENT

**RECOMMENDATION 1** : That planning permission be **GRANTED** 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:

3971-014A, 010A, 011, 012, 013, 201E, 202B, 203C, 204B, 205B, 206D, 207, 208A and 18/640/03D

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 then 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 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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017),, unless the Local Planning Authority agrees to any variation.

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. All planting, seeding, turf-laying and paving shown on the approved plan 18/640/03D 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.  
Reason: To maintain and improve the amenity and environmental value of the area.
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 otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents.  
Reason: In the interests of the visual amenities of the area.
13. The development shall be carried out in accordance with the recommendation set out in the conclusions in the plant noise report conducted by Hunter Acoustics.  
Reason: In the interests of residential amenities.
14. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted and approved in writing by the Local Planning Authority and then implemented in accordance with the approved scheme before the development is completed.  
Reason: To ensure satisfactory surface drainage water for the site.
15. Prior to the commencement of 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 residents in the area and highway safety

16. No development shall take place until details showing the provision of cycle parking spaces, and appropriate access to them, have been submitted to and approved in writing by the local planning authority, to include secure, covered, accessible facilities for the residents and staff. 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 sheltered and secure parking of cycles.

17. No development shall commence on the construction of the development until samples of the external materials have been submitted to the Local Planning Authority for approval and shall then be implemented as approved.

Reason: In the interests of the visual amenities of the area.

18. Prior to development commencing the existing bench seat artwork in the north east corner of the site shall be re-sited in accordance with drawing 3971/201 E.

Reason: In the interests of the visual amenities of the area.

19. No development shall take place until a Travel Management Plan has been submitted to and approved in writing by the local planning authority, to include details of how sustainable travel choices to the hotel will be communicated to staff and residents, and how the car park will be controlled, including the process that will be put in place when the car park is full.

Reason: To ensure that travel to the site is fully considered.

20. Prior to development commencing a Tree Protection Plan shall be submitted to and approved in writing by the local planning authority and then implemented in accordance with the approved Tree Protection Plan.

Reason: To protect those existing trees that are to be retained on site.

**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 :** A commercial contract is required for the collection and disposal of all commercial waste Commercial Development By law (Environmental Protection Act, 1990, section 34) all commercial premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier. Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste can contact to commercial services department on 029 20717500. Please refer to the Waste Collection and Storage Facilities Supplementary Planning Guidance for further relevant information.

**RECOMMENDATION 5 :** Should construction works encounter archaeological remains then the developer should contact Glamorgan Gwent Archaeological Trust.

**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.

## **1. DESCRIPTION OF DEVELOPMENT**

- 1.1 The proposal is to extend the existing hotel building by the demolition of the single storey northern part of the hotel, which includes the restaurant area and entrance canopy; to demolish a 9.5m length of roof towards the northern end of the hotel and replace with a roof garden enclosed by a parapet walls; the creation of 72 extended stay suites; to reduce the number of existing hotel bedrooms from 87 to 79; and increase the number of parking spaces from 53 to 69.
- 1.2 The proposed development would be accommodated in a six storey extension on the northern side of the existing hotel building with a five storey element to the west of the main extension. The extension would result in the creation of an L-shaped building.
- 1.3 The extension would have a flat roof design with walls finished in colour panels and vertical brick features on each elevation with white framed windows. The ground floor would be finished in white render. Glazed panel balconies are proposed to 16 of the suites near the dock.
- 1.4 Extended stay suites have bathrooms and kitchen facilities and are intended to accommodate employees working away from home, temporary employees, people new to the city looking for permanent accommodation as well as tourists. The cost of the accommodation in extended stay suites will decrease with length of stay. The extended stay suites will have separate lobby/reception area from the existing hotel.
- 1.5 Walkways to the north, east, south and west around the site would be retained.
- 1.6 The applicant describes the key benefits of this proposal as:
  - Increased choice and competition in the hotel and self catering accommodation sector
  - Between 31 and 67 full time equivalent jobs
  - Investment in a brownfield site
  - Development in a sustainable location accessible by a variety of modes of transport
  - Efficient use of land and resources
  - Increased activity and vitality fronting a key waterfront location
  - Supporting Cardiff and Wales tourism and events economy

## **2. DESCRIPTION OF SITE**

- 2.1 The site is occupied by the Holiday Inn hotel. To the south and west are residential developments, Henke Court and Amity Court respectively. Parking for these residential developments is in private courtyards with private parking controls. To the north is a canal and then a vacant site formerly occupied by a



public house. To the east is Bute East Dock.

- 2.2 The existing hotel is four storeys high with a tiled pitched roof and walls that are principally finished in brick.
- 2.3 Most of the site falls within Flood Zone B and a fractional part at the northern end of the site is within Zone C2.
- 2.4 Vehicular access to the site is off Schooner Way via Longueil Close. On one side of Longueil Close and Schooner Way are double yellow lines. On one side of Schooner Way is controlled by parking tariffs.
- 2.5 There is a public work of art at the north east corner of the site.

### 3. **PLANNING HISTORY**

- 3.1 Application Site  
15/00001/MJR : Extension to hotel to provide 38 additional rooms approved 8/05/2015. This proposed a four storey extension on the northern end of the hotel that would increase the number of rooms from 87 to 125. That consent has not been implemented.
- 3.2 On land to the north of the application site.  
16/00660/MJR : Mixed use residential development of 180 dwellings with A1 and A3 uses to ground floor. This comprises 5 blocks reaching a maximum of 7 storeys in height. That consent has not yet been implemented.
- 3.3 On land to the west of the application site  
Detailed consent for the Amity Court residential development was granted in 2000 (ref 00/00434/C) and has since been implemented.
- 3.4 The existing hotel was operational prior to the construction of the apartments at Amity Court.

### 4. **PLANNING POLICY**

- 4.1 It is considered that the following LDP policies are relevant to this application:-  
KP5, KP7, KP8, EC5, EN8, EN13, EN14, T1, T5, T6, R8, and W2
- 4.2 It is considered that the following SPG policies are relevant to this application:-  
SPG Managing Transport Impacts (incorporating Parking Standards)  
SPG Residential Design Guide  
SPG Green Infrastructure Trees and Development
- 4.3 Separate reference to the Tall Buildings SPG will be made in section 8 of this report.

### 5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Parks Officer states:

I confirm that no off-site POS contribution is due for this scheme, albeit that the longer stay nature of the accommodation mean that the guests are more likely to use local open spaces and other facilities. The bay edge walkway is particularly important and I would like the design proposals expanded to show how the walkway will continue to function (and improvements made to it) around the new building, for example the proposed site plan shows "Existing raised patio adapted" but it's not clear how the walkway in this area will function in terms of public use.

5.2 The Noise Team state:

Having looked at the application specifically the plant noise report conducted by Hunter Acoustics I recommend that the developer follows the recommendation set out in the conclusions in the report below

1. Acoustic louvre to replace weather screen around roof top plant to ensure full line of sight is removed to top floor apartments of nearby noise sensitive receivers
2. Attenuators to be installed on kitchen supply, extract and MVHR systems
3. Acoustic louvre to replace weather screen around ground floor plant room housing cold water booster set
4. Existing chiller to be replaced or attenuation measures to be installed by manufacturer to achieve 40dB(A) at 10m for each unit. If it is possible to remove line of sight to the chiller plant from the top floor of Amity Court/Wharf developments by means of an acoustic louver section on top of the compound wall, the design limit could be increased to 50dB(A) at 10m.

Construction Noise

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, there shall also be no burning of any materials on site.

5.3. The Tree Officer states

The applicant forwarded a revised planting plan job no 18/640/03C and the Tree Officer is satisfied with an updated landscaping plan submitted on 5 October.

5.4 The Waste Officer states:

An increase in the number of rooms will lead to an increase in the production of waste. The hotel management should provide additional bins/arrange additional collections to accommodate this.

Please remind the agent/applicant that a commercial contract is required for the

collection and disposal of all commercial waste (see extract from the Waste Collection and Storage Facilities SPG below):

#### Commercial Development

By law (Environmental Protection Act, 1990, section 34) all commercial premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier.

Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste can contact to commercial services department on 029 20717500.

Please refer the agent/architect to the Waste Collection and Storage Facilities Supplementary Planning Guidance for further relevant information.

#### 5.5 The Transport Officer states:

##### Car Park Demand

The TN includes a car parking survey undertaken at the HI Express in July 2014. The car park was surveyed between 1100-2300 hours and the maximum number of parked cars was 39 (at the end of the period). There were 25 vehicles parked at 1100. It is assumed the hotel was fully operational and comprised 87 bedrooms at this time, although no information is provided on room occupancy that day. However, using the figures of 39 parked vehicles/87 rooms results in a parking accumulation of 0.45 per room. If this ratio was applied to the future number of rooms at the hotel (79) then the demand would be 36 spaces.

I re-visited the hotel car park this morning, and counted 25 vehicles parked at 0930, including one vehicle not parked in a designated space. It would be expected that the parking demand would fall during the period 0930-1100 (as people check out of the hotel), and this is reinforced by the parking survey included within the original Transport Statement. This would suggest that the July 2014 survey does not especially represent a worst case situation, and that the parking demand may often be higher than that. It is noted there is an Objection to the application that includes photos of parking at the hotel on 24 June, which coincided with the Ed Sheeran concert and can be expected to represent peak occupancy. This confirms that the car park is at capacity, with a number of vehicles not parked in designated spaces.

The potential parking demand for the new Staybridge part of the development can be calculated from the survey of the existing facility in Newcastle. This was set out in my email of 20 March and results in a forecast average maximum parking demand of 41 vehicles for the Staybridge facility.

The above figures suggest that the overall site could have a parking demand of 77 vehicles. However, it is clear this is far from the overall highest (theoretical) parking demand that may occur, and it may well be that the demand figure of 77 vehicles parked is actually realised on a regular basis rather than only when 'spikes in demand' occur.

### Car Park Layout

The latest drawing indicates that there is a proposal for 74 spaces at the combined hotel/Staybridge car park. This includes a number of spaces immediately adjacent to proposed new trees, and care would be required that appropriate trees/shrubs are planted in order that those spaces remain as accessible to vehicles.

It is clear that the development would often be operating at peak car park capacity and that there will be off-site vehicular demand arising. Whilst there is a relatively small supply of free car parking adjacent to the site on Longueil Close, it is the case that the development may result in increased car parking off-site. Notwithstanding the above points on parking demand/supply, there needs to be more information provided as to how the usage of the car park will be monitored and controlled by the operator, especially when the car park is approaching or at capacity, and how sustainable travel modes will be maximised.

### Cycle Parking

No cycle parking is shown on the layout plan, and a suitable area should be marked at this stage, in order to have some comfort that an appropriate amount of secure, covered cycle parking can be provided. In line with standards, long stay parking should be provided at a minimum of 1 space per 5 employees, and short-stay parking at a rate of 1 per 40m<sup>2</sup> of public floorspace.

### Pedestrian walkway to north-west of site

The layout plan shows a raised patio is proposed to the north of the hotel, which would involve a reduction in the width of walkway that is available to pedestrian and other users. There are a number of different lines on the plan, which appear to represent items such as guard rail, different paving etc. but these should be clearly labelled, and available widths shown at various points, with a comparison to the existing situation.

The Transport Officer subsequently submitted revised comments stating: Whilst little detail on cycle parking is provided, I consider that the matter could be conditioned. Please can you add the below two conditions.

No development shall take place until details showing the provision of cycle parking spaces, and appropriate access to them, have been submitted to and approved in writing by the local planning authority, to include secure, covered, accessible facilities for the residents and staff. 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 sheltered and secure parking of cycles.

No development shall take place until a Travel Management Plan has been submitted to and approved in writing by the local planning authority, to include details of how sustainable travel choices to the hotel will be communicated to staff and residents, and how the car park will be controlled, including the

process that will be put in place when the car park is full.  
Reason: To ensure that travel to the site is fully considered.

5.6 Pollution Control states:

In reviewing available records and the application for the proposed development, the site has been identified as part of the former industrial area of railway sidings and other structures associated the docks. 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 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 the following 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:

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.

\* '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

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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017),, 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.

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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017), 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

The remediation scheme approved by condition x (PC14B 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.

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 / WG / NRW guidance document ' Land Contamination: A guide for Developers' (2017),, 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

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

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

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

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.

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.

- 5.7 The Drainage Officer has no objections on the grounds of surface water subject to the following planning condition:

No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted and approved in writing by the LPA in consultation with the Lead Local Flood Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The Drainage Officer specifies the details of the required scheme which has been forwarded to the applicant's agent.

## **6. EXTERNAL CONSULTEE RESPONSES**

- 6.1 GGAT advises that there is unlikely to be any adverse archaeological impact. There is no need for archaeological mitigation, however, should construction works encounter archaeological remains then the developer should contact GGAT.
- 6.2 NRW considers the risk of tidal flooding to be minimal as the site is protected by the Cardiff Bay Barrage. NRW has no adverse comments.
- 6.3 Wales and West utilities has submitted a plan of their pipelines which is not below the proposed building.
- 6.4 South Wales Police have no objection to the proposal but would ask that following issues are considered,
- Any new ground floor windows to meet PAS24 2016 standards reason to prevent burglary and theft.
  - Any extended car parking areas are well lit reason to prevent crime and enhance personal safety.
  - Any CCTV system is expanded to cover any new building reason to prevent crime.

## **7. REPRESENTATIONS**

- 7.1 Local Member has been notified and has objected on the following grounds:
- The proposed development would have a detrimental impact on the surrounding area. The development would be overlooking neighbouring properties and therefore would cause loss of privacy and considerable overshadowing. The extension would have a detrimental impact on the residents of Amity Court and Longueil Close.
  - The scale, height, massing and finish would be out of character with the area and contrary to national policies which seek good design to have regard to the character and context of the area.
  - The proposed design, sitting and its finish would reduce and contribute loss of sunlight into the neighbouring properties at the rear of the proposed development.
  - I have concerns about the size of the development and the impact this will have on the immediate local area.
  - During construction given the narrowness of Amity Close and Longueil

Close, Holiday Inn Express Hotel entrance, it will make it difficult for construction vehicles to access and egress the site safely without affecting the existing traffic.

- I also have concerns about the impact of the development on property values.
- The property/building is completely out of scale and much larger than the existing hotel site.

7.2 Vaughan Gething, Assembly Member for Cardiff South & Penarth, objects on the following grounds:

- The proposed development would have a detrimental impact on the surrounding area. The development would be overlooking neighbouring properties and would cause considerable overshadowing and a loss of privacy. The extension would have a detrimental impact on the residents of Amity Court and Longueil Close.
- The scale, height, massing and finish would be out of character with the area and contrary to national policies which seek good design to have regard to the character and context of the area. It will be significantly bigger than the previous building and those that currently exist.
- The proposed design, siting and its finish would reduce and contribute loss of sunlight into the neighbouring properties at the rear of the proposed development. I would urge the committee to visit the site to see directly how this proposal would significantly and deteriorating affect nearby residents.
- During construction given the narrowness of Amity Close and Longueil Close, Holiday Inn Express Hotel entrance, it will make it difficult for construction vehicles to access and egress the site safely without affecting the existing traffic.
- I have concerns about the size of the development and the impact this will have on the immediate local area.
- The property/building is completely out of scale and much larger than the existing hotel site.

7.3 The application has been advertised on site and in the press

7.4 Adjoining occupiers have been notified. A petition of objection has been received from 66 local residents. Letters of objection have been received from the occupiers of two properties in Amity Court and the Amity Court Management Company. Their objections cover the following matters:-

#### Amenity / Light

I live in one of the mid link apartments opposite the hotel, The apartment is single aspect with living room and bedroom windows (the only windows to the apartment) overlooking the existing hotel (approximately 41m away) and the Atlantic Wharf. The plans for the proposed extension indicate that it will sit directly opposite both my living room and bedroom windows (the only windows to my apartment). It will come significantly closer to my windows and will rise to a height of 18.25m, approximately 15.5m above the floor level of my first floor apartment.

Proposal breaches Cardiff Planning policy on Loss of light to Amity Court

The construction of the Holiday Inn development will be extremely tall in comparison to other buildings built or proposed in the area and result in a loss of light to residents in Amity Court. The application by Holiday Inn states that the residential development will be 21m away from Amity court. The committee report written by Cardiff Planning when reviewing the nearby residential development (16/00660/MJR) in consideration of the residential proposal states in section 8.13:

"Amity Court will not be significantly affected because of the policy compliant separation distance (22.5m) and the gable relationship of block AB to Amity Court."

The Holiday Inn proposal is in direct breach of the policy that Cardiff Planning abides to. This means that the proposed building will be both significantly taller than the block AB that has previously been reviewed, and in direct contradiction of Cardiff Planning's stated policy. The impact would be extremely negative on the wellbeing of residents at Amity Court as a result of the loss of light that the development would inflict on residents. This is not acceptable.

National planning policy identifies that amenity represents a key material consideration for local authorities in their consideration of development proposals.

"Factors to be taken into account in making planning decisions (material considerations) must be planning matters.... Proposals should be considered in terms of their effect on the amenity and existing use of land and buildings in the public interest." (Planning Policy Wales, Edition 9, Para 9.3.4).

Key Policy 5 (KP5: Good Quality and Sustainable Design) of the adopted Cardiff Local Development Plan (LDP) reinforces the import to the placed upon amenity in the consideration of planning applications, requiring that, amongst other matters, all new development proposals:

x. Ensure no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;

With specific regard to hotel proposals, LDP Policy EC5 affords support proposals for hotel development subject to appropriate consideration of "scale, location, design, amenity and transportation." The supporting text to this policy advises that "In terms of both the proposed property and its location, importance will be attached to the need to safeguard amenity of residential areas."

It is therefore clearly enshrined in both national and local policy that development proposals must avoid an adverse detrimental impact on the amenity afforded to existing residents.

With regard to how these policies are applied in practice, the BRE Report 'Site layout planning for daylight and sunlight: a guide to good practice' (BR209) has been adopted by Cardiff Council as a basis for assessing the impact of new development on the amenity of residential dwellings, underpinning a number of

the authorities' SPG documents.

Cardiff Council's recently adopted Infill Sites SPG (November 2017) identifies three primary types of infill development, to include "site redevelopment (where the replacement of an existing building is proposed)" which "may involve the redevelopment of any type of building". Where infill development is proposed the SPG identifies the consideration of neighbouring uses and the neighbouring townscape/landscape context as key considerations, advising that the overarching aims of the SPG include ensuring that infill development:

- Protects residential amenity, both of new and existing occupiers.
- Is of good design which encompasses sustainability principles.
- Responds to the context and character of the area.

With regard to the application of the BRE standards the SPG states:

"The assessment of sunlight and daylight is based on the BRE guidance presented in Site Planning for Daylight and Sunlight- a guide to good practice.

We will resist developments which do not meet these standards without further justification or other reasonable measures being in place to provide adequate light.

The standards apply equally to impacts on both new and existing buildings and should be assessed accordingly.

The 25 degree rule

- 4.17 The first assessment relates to windows facing other buildings or relevant structures. A significant building or structure will be obstructing reasonable light to a relevant window if it breaks a line projecting up from the centre of the relevant window 25 degrees from the horizontal.

The application of these standards to the proposed scheme identifies considerable shortcomings to the detriment of the existing residential occupiers of Amity Court. The hotel block would be sited just 26 metres from the eastern elevation of Amity Court, which presents habitable room windows at each floor. At this location the proposed development would be between 18.25 and 19 metres in height, and circa 17 metres in width. As a result of its location and height, the roof of the proposed hotel would sit at an angle circa of 36° from the horizontal taken from centre line of the of the ground floor habitable room windows of Amity Court. This represents a significant shortfall against the requisite 25° BRE standard and will consequently obstruct "reasonable light" to these existing residents.

It is quite possible that the application would fail the same test were it to be applied to the proposed residential development on the former Wharf site to the north however, at the time of writing; insufficient information was available to enable an assessment of this relationship to be made.

A review of the application submission would indicate that, despite the import placed upon amenity within national and local planning policy and guidance, it

appears to have been given little consideration by the applicant in the preparation of the development proposals. The DAS does not cite any of the aforementioned guidance documents or standards and no reference is made as to how the scheme has responded to the requirement to protect the amenity of neighbouring occupiers. The applicant appears to rely on the fact that the proposed scheme is "a similar distance" from Amity Court as the scheme on The Wharf site as sufficient analysis of this issue.

Adopted Cardiff Council guidance confirms that the Council "will resist developments which do not meet these standards without further justification or other reasonable measures being in place to provide adequate light". In this respect no assessment or justification has been provided by the applicant and so there is no basis upon which the Council can reasonably support the scheme as proposed. Furthermore, given that the scheme proposes the introduction of a six storey development immediately adjacent to an existing residential block, whose occupiers have already pre-existing expectations of amenity, it is considered that there could be no justification for a relaxation of these standards. In order to comply the requisite standards, the proposed building would need to be reduced in height by at least 6 metres or relocated at least further 12 metres from Amity Court (or a relevant combination of both).

In light of the above, the application proposals clearly fail to have due regard to the amenity of residential occupiers and consequently conflict with the aforementioned national and local planning policy and guidance.

#### Loss of privacy

The pre-planning application cover document from RPS, in the 'Design and Amenity' section, states:

"Regarding amenity, the proposals are sited a minimum of 21 m from the habitable room window of any existing residential property and at 6-storeys is a storey lower than the proposed development to the north of Amity Court. Therefore, the proposals are considered to preserve residential amenity to an acceptable degree."

This statement is extremely disingenuous as it suggests that the building closest to Amity Court is 6 stories high. This is not the case. The blocks that will be developed the other side of the canal to Amity Court are the blocks 'AB' in planning proposal 16/00660/MJR. This proposal shows that the residential proposal are a much lower height, only 3.2m higher than Amity Court, are 22.5m away (further than Holiday Inn's proposal) and with trees creating privacy between the two blocks. The tallest residential development that Holiday Inn refer to in this statement is offset from Amity Court and does not offer direct line of site into Amity Court property. This is acknowledged as such in section 8.7 of the committee report from 9th November 2016 where it states:

"The southernmost block (block CD) is 6 storeys at its western end where it is closest to Amity Court, and 7 storeys where it fronts on to the new square and the dockside. The block does not directly face Amity Court and is separated by the existing landscaped buffer and the dock feeder canal."

The proposed Holiday Inn development would:

- be nearly 10% closer to Amity Court,
- would have a significantly higher building than the buildings with line of sight into Amity Court resulting in far more privacy loss
- would have direct uninterrupted views into the residential properties of Amity Court. Windows viewing onto Amity Court are clearly shown on drawing 3971/203 that has been submitted. The proposed development offers a substantial loss of privacy, dramatically more than the approved residential building, that is not applicable to the residents at Amity Court.

#### Noise

Since the hotel is very busy I am also concerned by the noise guests make, particularly on the weekend when they are likely to return in the early hours of the morning. This is already a concern and the increase in the number of beds proposed in the extension can only increase this annoyance.

There are three factors that I believe will exacerbate any increased noise problems. Firstly, the position and height of the hotel will create an "alleyway" between the hotel and Amity Court. Secondly, guests and passers-by often cut across the car park to cross the footbridge indicated in the plans of the hotel. With this route cut off they will be forced to pass through the "alleyway" mentioned above. Thus there will not only be an increase in the number of people passing my apartment, but any noise these people do make will reverberate in the "alleyway" created by the extension.

The Holiday Inn application contains a "Plant Noise Assessment" report which acknowledges that there will be an installation of an external chiller plan "...approximately 20m away from Amity Court, compared with the current 35m distance."

The report also identifies that the noise will be approximately 37db (page 19). The WHO identifies that decibels should not exceed 30db through the night in order to not disturb sleep (WHO report 'Night Noise Guidelines for Europe, 2009). The report submitted by Holiday Inn suggests that the proposed Holiday Inn development is acceptable because:

"Taking a 15dB loss through a partially open window would result in levels well below the 30dB WHO sleep disturbance criterion"

This seems unfair and unreasonable to try and get around the WHO requirements as opposed to meeting them directly by creating a reduction in the noise levels of 'partially open windows' having a reduction. During the summer many people choose to sleep with windows open, in which case this plant noise level will be nearly 25% higher than the WHO guidelines.

Residents at Amity Court are we feel the proposed external noise plant will be close to half the distance it previously was and will be against WHO guidelines on night time noise limits.

## Parking

I am very concerned with the increase in traffic and the associated issue of car parking. The addition of 67 rooms with an increase of only 24 parking spaces causes me grave concern as the parking provision for the hotel is already inadequate.

Also the car park plans do not seem to allow for access by the several delivery lorries and waste disposal lorries that access the hotel during the course of the week. In this sense I believe the plans are a false representation and to allow for this access several spaces will not materialise.

The traffic proposal submitted by the Holiday Inn in the latest development includes a level of parking that is insufficient. The proposed development by Holiday Inn contains a Transport Statement, in which section 4.3.4 reads:

"the proposed development retains parking at the ratio of the consented extended Holiday Inn Express Hotel."

The report then goes on to acknowledge in section 4.3.6 of the same report that:

"customers of this type of hotel are likely to stay longer, often for business purposes, and may need to transport larger quantities of luggage and provisions for their stay. They are therefore more likely to arrive at the proposed hotel by car."

By the reports own arguments, the demand for parking for the proposed development will be significantly more. This makes the arguments in this report nonsensical. This argument is contradictory. The traffic assessment acknowledges more parking is required for a long stay hotel, yet this proposal offers no solution to the problem it identifies in the analysis. Worse, it attempts to dismiss these problems and call the proposal 'acceptable'. How can the same report identify the greater demand for parking spaces with long stay customer it is targeting, identify that there will be 0.5 spaces for apartment (section 4.3.3) which was approved for short term hotel guests, and then call this 'acceptable'? This report should either be dismissed as inconsistent, unreliable and contradictory and the proposal should be rejected, or it should be taken as acknowledgement that Holiday Inn's proposal is completely unsuitable and the proposal should be rejected. If this proposal were to go ahead despite the evidence submitted by Holiday Inn themselves showing it should not, the effect would be a massive overspill of parking into the local area. Capacity for overflow parking has fallen substantially in the last few years, and this proposal would exacerbate this problem. There would likely be a significant negative impact on Amity Court, as parking becomes unmanageable and Holiday Inn residents potentially come into the Amity Court parking area. This is completely unacceptable.

A further letter of objection to parking says in summary that

1. The number of car parking spaces is currently insufficient



2. Buses are regularly in the Holiday Inn and are not considered
3. Hotel guests are regularly parking out of the hotel boundaries

The objector cites several examples from Tripadvisor, Google reviews and Booking.com where guests have provided reviews referencing various parking problems within the hotel car park. Photos of cars parked outside the designated spaces within the hotel have also been submitted.

The objector states that Holiday Inn makes no existing or proposed provision for bus parking yet buses do park in the hotel's car park reducing the space available for cars to park. Photos of buses parked within the hotel have been submitted.

The objector cites several examples from Tripadvisor where guests have provided reviews referencing parking outside the hotel car park and having to pay for on street parking.

Committee is implored to reject the proposal on the grounds that the traffic proposals are completely unrealistic for the demands of the hotel. This will have a major negative impact on surrounding residents. She has provided a large amount of evidence to demonstrate this, which she says is critical that it is taken into account in Committee's decision.

#### Traffic disruption

The proposed development moves the barrier for parking closer to the entrance to the Amity Court site. This removes some street parking that is presently available. Holiday Inn's previous planning permission application from 2015 (15/00001/MJR) stated in relation to traffic:

"the parking surveys indicate that when the demand for parking for the hotel is busiest there is spare parking capacity on local streets should it be needed, even with the changes proposed by Cardiff Council"

In the time since this application was approved there have been substantial changes, proposal Schooner Way now has paid parking which has reduced this capacity. Further residential developments next to Henke Court has further reduced this capacity. The latest proposal from Holiday Inn will further reduce this again. Previously the Holiday Inn stressed overflow capacity was available in local streets, yet it now chooses to ignore that this will no longer be the case, having previously looked to rely on it. In addition, the substantial increase in size of the development would require significantly more deliveries and refuse management. This will have an adverse effect on the quality of life for residents at Amity Court.

#### Highway Access

Part 2, Article 5 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMO) requires that an application for planning permission be accompanied by "a plan which identifies the land to which the application relates". The accompanying guidance notes make it clear that the application site should include all land necessary to carry out the proposed

development, to include land required for access to the site from a public highway.

In the case of the proposed development the application site does not extend to the public highway and, furthermore, nor is the land between the application site and the highways highlighted in blue, indicating that the applicant does not own the requisite land to secure this connection. As currently proposed therefore the application fails to meet this requirement of the DMO.

#### Risk of structural damage to Amity Court

The proposed development at Holiday Inn will require significant development, including pilings being driven into the ground to provide suitable foundations for the structure. The vibrations caused by this work will have significant damaging effect on the integrity of the Amity Court building structure, more so than most buildings as it is a timber framed building. Proximity to the site of the piling obviously increases the effect of this, and no other building is closer to the site of the required piling than Amity Court. ([http://vibrationdamage.com/vibration\\_and\\_damage.htm](http://vibrationdamage.com/vibration_and_damage.htm))

#### Effects of pile driving on marine life

Research shows that construction, specifically that involving piling, has a detrimental effect on fish in the affected area (as published here: Mueller-Blenkle, Christina, et al. "Effects of pile-driving noise on the behaviour of marine fish." 2010). The water surrounding the Holiday Inn is extremely popular with local fisherman. The Atlantic Wharf Angling club is based here. Consequently, the proposed development would negatively affect both wildlife and the wellbeing of people that enjoy this in the area.

#### Holiday Inn's Sustainability Statement

The pre-planning proposal contains a report from Beechfield that shows that the building will improve energy efficiency, but all these listed features are included in the already approved building proposal. Creating a much larger development does not achieve further sustainability targets. The sustainability report from Beechfield also fails to detail how it will address the increased noise from the plant, which will be located significantly closer to Amity Court, merely saying "measures will be introduced" without detailing anything further.

#### Planning permission already granted

The Holiday Inn has already had planning permission agreed by Cardiff Council (application 15/00001/MJR). You will note that there were no objections from residents at Amity Court at the time as the residents accept that developing the city is in the interests of all residents. However, Holiday Inn have not built the extension that they were approved, and have instead reapplied with this current proposal which is extreme and the residents will now protest against. If Holiday Inn were so in need of extending their current development, why have they failed to act upon the planning permission granted to them in 2015?

#### Design

With regard to design LDP Policy KP5 (Good Quality and Sustainable Design) states:

“To help support the development of Cardiff as a world-class European Capital City, 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:

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;”

As identified above design also represents a key consideration of LDP Policy EC5 (Hotel Development). The proposed building would be constructed as an extension to the existing hotel on the site, replacing a current single storey extension. The site’s primary frontage is to Bute Dock to the east where it is prominently visible from the A4234 Central Link Road (the southern gateway to the city) and pedestrian routes around the dock. The existing hotel on the site appropriately responds to this context by presenting its primary façade to the dock. The primary external frontage of the proposed building by contrast would be to the north, a frontage of limited consequence.

Despite representing an extension to the existing hotel on a subservient frontage of the site, the proposed building has not been designed to be subservient to the primary building on the site. Indeed it would sit a full two storeys higher than the existing building. Furthermore, little or no effort has been made to replicate the design or form of the existing hotel. The net result is a modern, flat-roof six-storey building which both dominates and sits at odds with the existing traditional four storey hotel to which it would represent an extension. Given this it is contended that the proposals fail to appropriately respond to their immediate context and, as such, do not comply with the aforementioned planning policies.

#### Flooding

The NRW flood risk maps identify that the site lies within a C1 Flood Risk Zone for the purposes of the Welsh Government Development Advice Maps. TAN 15 Development and Flood Risk identifies that highly vulnerable development (to include hotels) should be subject to the application for a justification test, including acceptability of consequences. The covering letter for the application, prepared by RPS, indicates that the application is accompanied by a Flood Consequences Assessment however, at the time of writing, this was not available for review on the Council’s website and so it has not been possible to critique this in order to understand whether these risks have been satisfactorily addressed.

## 8. **ANALYSIS**

- 8.1 This application was deferred by Planning Committee at its meeting on 17<sup>th</sup> October 2018, in order to undertake a site visit. The visit took place on Monday 12<sup>th</sup> November, 2018 and the application is reported back for determination.
- 8.2 The site is located within the settlement boundary, as defined by the Local

Development Plan Proposals Map. The site has no other specific designation or allocation. The application should be assessed against policy EC5 'Hotel Development'. This states that proposals for hotel development will be permitted:

- i. Within the Central and Bay Business Areas of the city centre;
- ii. In appropriate locations for the conversion of suitable residential or commercial properties;
- iii. At other locations within the urban area, if there is no need to preserve the site for its existing or allocated use, assessed against the relevant policies of the plan.

8.3 Given that the site is already in hotel use, the proposal raises no land use policy concerns.

8.4 Planning Policy Wales at paragraph 3.1.4 states:  
Factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability (see 4.2). The planning system does not exist to protect the private interests of one person against the activities of another. Proposals should be considered in terms of their effect on the amenity and existing use of land and buildings in the public interest. When determining planning applications local planning authorities must take into account any relevant view on planning matters expressed by neighbouring occupiers, local residents and any other third parties. While the substance of local views must be considered, the duty is to decide each case on its planning merits.

8.5 During the processing of this application and after the receipt of the objections the applicant amended his scheme by omitting two of the proposed upper most suites at the north-west corner of the development. The omission of these two suites has reduced the height of the building at its closest point to Amity Court from 18.25m to 15.5m. As a consequence the development only marginally infringes the 25 degree angle assessed from the ground floor patio doors of the nearest apartment in Amity Court. The apartments are just over 26m from the nearest part of the hotel extension and their floor level is approximately 2m higher than the floor level of the hotel. There are 3 ground floor apartments in Amity Court. Each apartment has a living room and bedroom facing towards the hotel extension, the living rooms in the end apartments are dual aspect. The living room window of the middle apartment faces east towards the hotel.

8.6 The Council's SPG for residential development includes as a guideline for safeguarding daylight and sunlight a 25 degree angle from a living room window. Bedrooms are not normally included as part of the assessment nor are rooms containing more than one effective source of light. The Guidelines also state that "The measure of daylight should not fall below 27 degrees." The amended scheme does not infringe the 27 degree requirement and only marginally infringes the 25 degree guideline.

8.7 The windows in the end suites of the proposed development facing west

towards Amity Court are to bedrooms with the windows to the living room element of the suites facing north and south. The Council's privacy standard requires a distance of 21m between facing windows to habitable rooms of dwellings. In view of the residential use of a hotel, however transient the occupants, it is not unreasonable to apply this standard in this case. It should be noted that the 21m standard is not infringed in this case as there is a separation distance of 26m.

- 8.8 The issue of noise has been raised by objectors but this matter has been carefully considered by the Council's Noise Team who raised no objection subject to the recommendations in the Noise Report being adhered to. Condition 13 is proposed to address this matter. Noise from guests staying in the suites is likely to be similar to employees working away from home, temporary employees and people new to the city looking for permanent accommodation who are currently accommodated in other parts of the City.
- 8.9 The hotel's car park is to be reorganised to create 16 additional car parking spaces. The application plan indicates 3 other car parking spaces but they are undersized and have not been included as part of this assessment. For parking purposes the site falls within the "Central Area" as defined by the SPG Managing Transport Impacts (incorporating Parking Standards). There is no minimum car parking provision required. The number of parking spaces proposed does not infringe the Authority's parking standards.
- 8.10 There is a requirement in the SPG Managing Transport Impacts (incorporating Parking Standards) for a minimum of 5 plus 1 for every 20 beds for cycle parking. A covered cycle stand is indicated between the entrances to the two hotels but it is not fully detailed. Condition 16 is proposed to ensure safe and sufficient cycle parking.
- 8.11 The site is approximately 1 kilometre from Cardiff Central and Queen Street railway stations, approximately 0.5 Kilometres from Cardiff Bay railway station. The 89 bus service is hourly during the day along Schooner Way with bus stops close to the hotel. There is a much more frequent bus service along Lloyd George Avenue with bus stops on that road and in front of County Hall some 400m from the hotel. There is on street parking available on Schooner Way, subject to parking tariff during the day but free after 18.00 hours, approximately 100m from the hotel should the hotel car park be full. On one side of Longueil Close there is space for some eight cars to be parked that are not subject to parking tariff.
- 8.12 LDP Policy KP8 Sustainable Transport states in part that:-  
Development in Cardiff will be integrated with transport infrastructure and services in order to:
- i. Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
  - ii. Reduce travel demand and dependence on the car;
  - iii. Enable and maximise use of sustainable and active modes of transport;

8.13 Supporting paragraphs of this Policy states:-

4.106 For Cardiff to accommodate the planned levels of growth, existing and future residents will need to be far less reliant on the private car. Therefore, ensuring that more everyday journeys are undertaken by sustainable modes of transport, walking, cycling and public transport, will be essential.

4.107 The location and form of developments are major determinants of the distance people travel, the routes they take and the modes of transport they choose. Much of the growth in car travel in recent decades can be attributed to developments which have been poorly integrated with the transport network. Integration of land use and transport provision can help to manage travel demand, avoid developments which are car dependent and make it easier to facilitate movements by sustainable modes.

4.108 The purpose of this Key Policy, therefore, is to ensure that developments are properly integrated with the transport infrastructure necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.

- 8.14 The use of some five car parking spaces to accommodate a coach, that may transport some 50 guests at a time, may well reduce parking pressures rather than increase them should guest cars have been used instead of a coach. Delineating a specific coach parking space that would not be used on a daily basis would reduce the number of car parking spaces available for use on most days.
- 8.15 There would be no change in the principal vehicular and pedestrian access to and from the site. The Transport Officer believes that the gap between the adopted highway and the red line boundary is correct and should not be an issue as no works are proposed in this area. The pedestrian access from the existing car park to the footbridge to the north would be omitted. The new raised patio areas would all be set within the application site boundaries and would be finished to match the existing patio area. Part of the land for the enlarged patio area north of the hotel and south of the canal is currently not enclosed. The nearest part of the northern patio would be 3m from the edge of the canal. The applicant has confirmed that a minimum footway of 2.5m would be maintained in this location.
- 8.16 There is no objection from the Transport Officer to the car parking or access arrangements subject to conditions included within the recommendation.
- 8.17 Separate consent is required for any proposed piling which is controlled by the Pollution Control team. Government advice is clear that it is not for planning to seek to try and duplicate controls exercised under separate legislation. This issue is covered within Recommendation 3. Furthermore the developer would want to ensure that if piling were undertaken it was not carried out in a manner that adversely affected the structure of the existing hotel.
- 8.18 Any piling that may take place and any subsequent localised impact on fish or

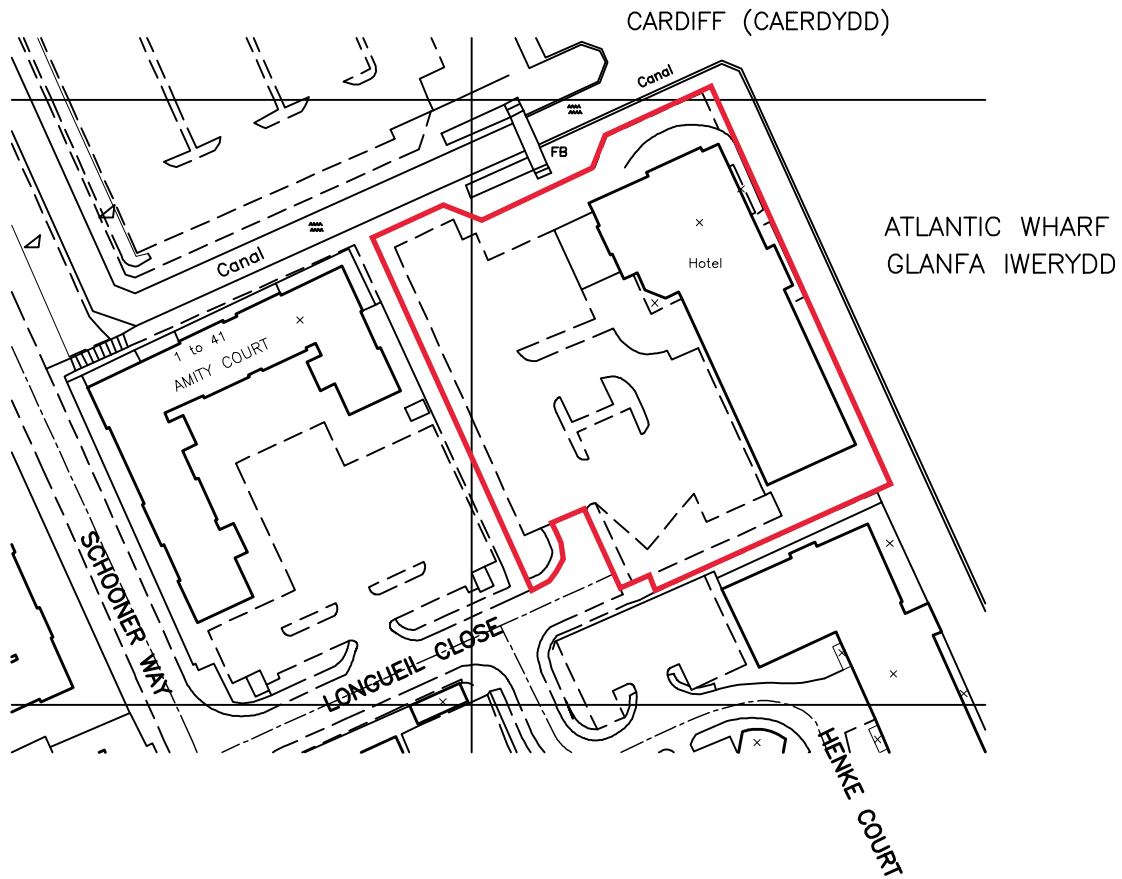
angling would be for a temporary period only.

- 8.19 The technical issues associated with the construction of a sustainable building would be considered under the Building Regulations. From a planning perspective developing a brownfield site relatively close to transport and leisure hubs, employment opportunities and within walking distance of public transport is considered a sustainable form of development.
- 8.20 That planning permission has been granted for a different extension to the Holiday Inn is not a reason for the refusal of the current proposal. Developers are able to revise their investment intentions whenever they want and are able to submit numerous planning applications for different schemes if they so wish. The consent previously granted was for a 4 storey extension on the northern side of the existing hotel creating an L-shaped building with pitched roof. Each application has to be judged on its own particular merits.
- 8.21 In terms of the acceptability of the design the proposal has not sought to mimic the appearance of the existing building but create an extension of contemporary design that will integrate with its surroundings fronting an important water feature. The existing hotel would have a separate lobby and reception serving the existing accommodation whilst the extended stay hotel would also have its own separate reception and lobby. The design distinguishes the two different types of hotel accommodation on offer. The removal of a section of the existing pitched roof helps facilitate an acceptable transition between a nineties style hotel and a contemporary style hotel. The approved development just to the north of this site would include six storey flat roof buildings. The apartment block being built north of County Hall is seven storeys with a flat roof. These developments are of designs that the Local Planning Authority has relatively recently found acceptable and contribute to the local context.
- 8.22 The site is not within a Conservation Area nor does it affect the setting of a listed building.
- 8.23 TAN 12 Design identifies the five elements that contribute to good design which are Community Safety, Environmental Sustainability, Movement, Access and Character. It is considered that this scheme satisfactorily addresses these five elements. However, the external materials are not yet confirmed and this will be covered under condition 17. Safeguarding the existing artwork will be addressed by condition 18. Conditions 11, 12 and 20 are to address the necessary landscaping for this site, which would be around and within the car parking area.
- 8.24 In terms of height the Tall Buildings SPG defines a tall building as being 8 storeys plus in the city centre or bay area (this site does not fall within the city centre or bay area). A tall building is also defined outside the city centre as a building double or more than double the height of surrounding properties or significantly taller in terms of actual height and number of floors. In this case the proposed development is only between one – two floors higher than the adjoining hotel, one storey lower than the nearest part of the approved

residential development to the north and lower than that part of Henke Court facing Bute Docks.

- 8.25 The nearest block in Amity Court is three storeys and reaches a maximum height of 10m. The five storey element of the proposed development is a maximum of 15.5m high. This is below the definition of tall building in the SPG as the nearest part of the development is not double the height of Amity Court nor is the remainder of the proposed development.
- 8.26 An objection has been raised on grounds of flooding; however, no objection has been received from NRW or the Council's Drainage Team.
- 8.27 The applicant states that the number of proposed employees will be 49 equivalent full time posts. The creation of new employment opportunities is to be welcomed.
- 8.28 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. South Wales Police have no objections to this proposal and their comments have been forwarded to the applicant.
- 8.29 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. 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.
- 8.30 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 in the vicinity of the site or who may occupy the proposed accommodation with lift access.
- 8.31 Notwithstanding the various objections raised the proposal as amended complies with the Council's LDP policies and SPGs on residential amenity and car parking standards. The proposal makes efficient use of land in a well-designed scheme that positively contributes to the provision of additional hotel accommodation and to the economy of the City in a sustainable location on a brownfield site.



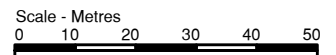
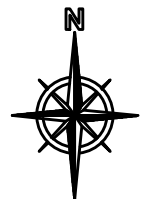


ATLANTIC WHARF  
GLANFA IWERYDD

BASE DRAWING BY OS MAPS

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Site

Holiday Inn Express  
Longueil Close, Atlantic Wharf, Cardiff, CF10 4EE

Title

Site Location Plan

Client

Holiday Inn Express  
(First Inns)

Checked

Arch./Des.

Drawn By

EAL

Scale (A4 Size)

1:1250

Date

June 16

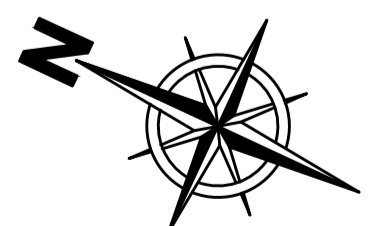
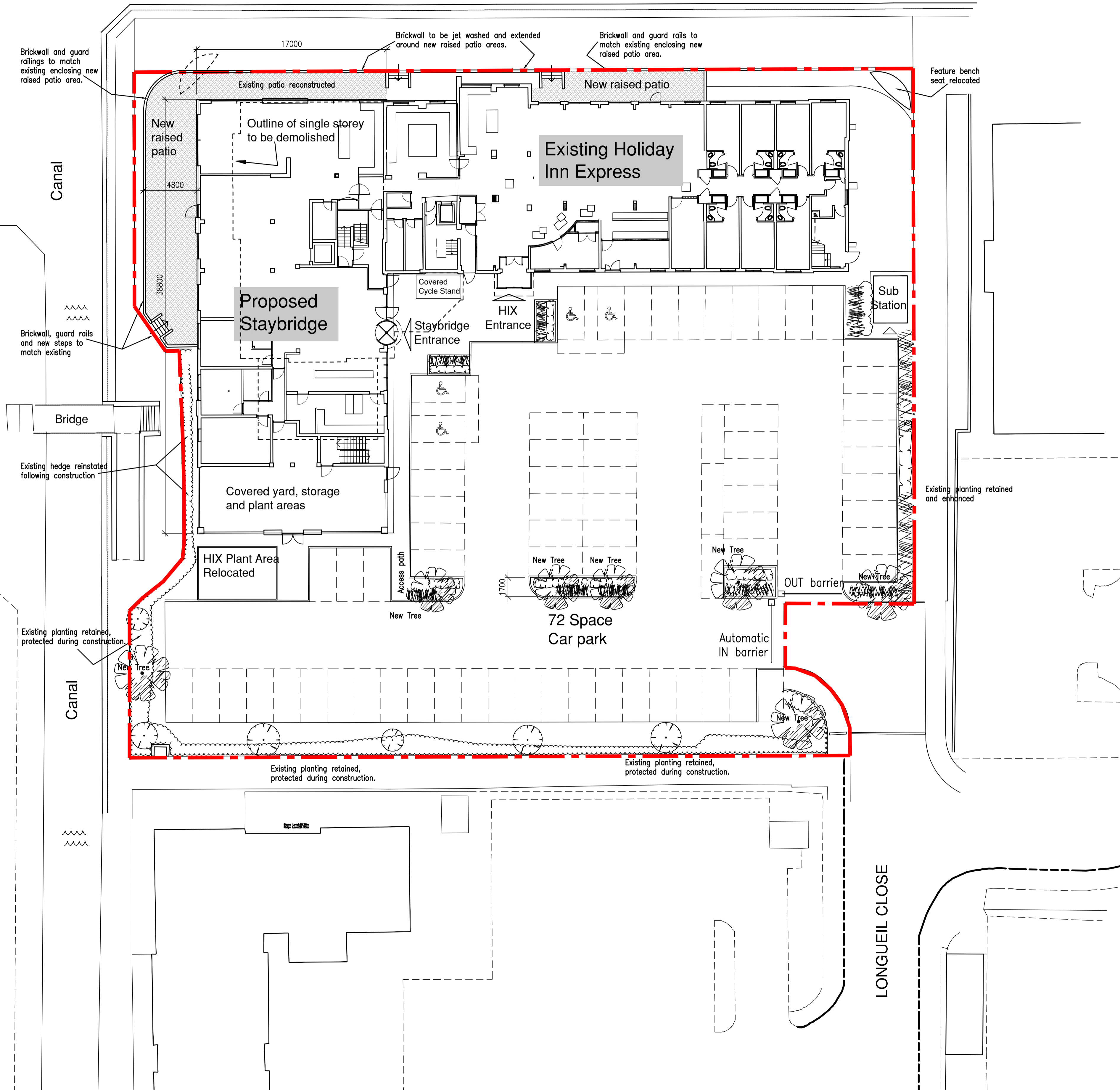
Rev.

A

Dwg No.

3971-014

Bute East Dock



All the drawings are based on CAD base plans provided by RPS Designs 25/09/06 and Design Coalition cannot accept any liability, or guarantee the accuracy of that information, and all details must be checked on site before commencement of any works, and as work proceeds. Design Coalition must be consulted on all significant discrepancies before effected works proceed.

Scale = 1:200  
 Metres 5 10 15 20

NOTES

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REVISIONS

REV	DATE	BY	DESCRIPTION
A	20.3.17	EAL	Sub-station, barrier and plant areas shown. Parking numbers amended.
B	22.5.18	EAL	Adjustments to parking bays to retain planting, new planting shown, patio areas defined with notes re surround walls. Boundary amended at entrance and barrier moved/split.
C	19.6.18	EAL	Planting adjusted to match proposed planting plan.
D	18.7.18	EAL	Planting bays increased in width. Raised patio reduced. Tree planting updated.
E	3.10.18	EAL	Cycle parking added.

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PROJECT

Proposed Staybridge Hotel,  
 Cardiff Bay

CLIENT

Holiday Inn Express  
 (First Inns)

TITLE

Proposed Site Plan

DATE	DRAWN	SCALE (A1 Size)
Feb 17	EAL	1:200

DRAWING NUMBER	REVISION
3971/201	E

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**REVISIONS**

REV	DATE	BY	DESCRIPTION
A	17.9.18	EAL	Two bedrooms omitted on 5th floor.
B	3.10.18	EAL	Outlines of distant parapets shown.

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**PROJECT**

Proposed Staybridge Hotel,  
 Cardiff Bay

**CLIENT**

Holiday Inn Express  
 (First Inns)

**TITLE**

Proposed Elevations  
 West and South  
 onto Car Park

DATE	DRAWN	SCALE (A1 Size)
Feb 17	EAL	1:100 at A1 1:200 at A3

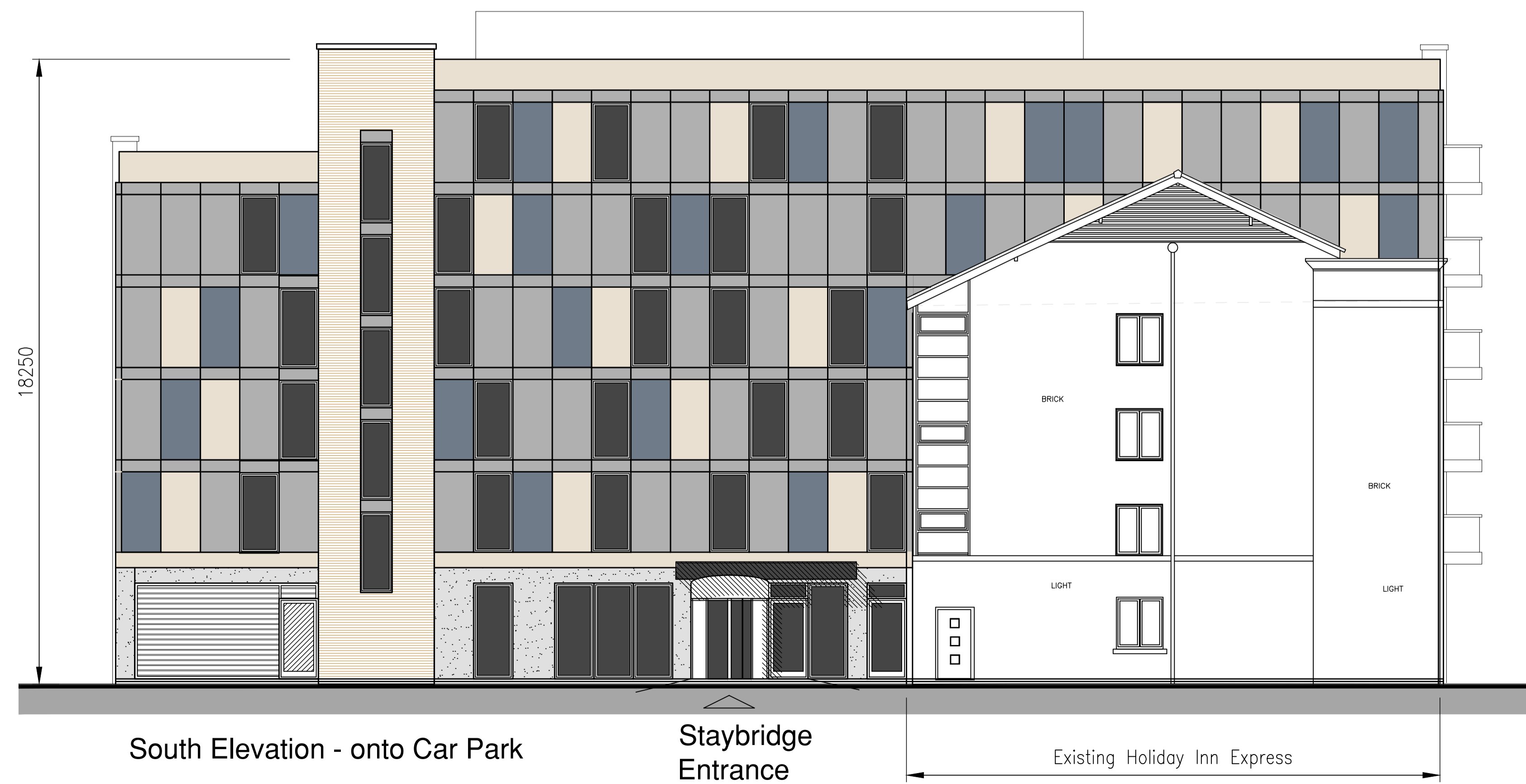
DRAWING NUMBER	REVISION
3971/205	B



West Elevation - onto Car Park

HIX Entrance

Existing Holiday Inn Express



South Elevation - onto Car Park

Staybridge Entrance

Existing Holiday Inn Express

18250

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Scale = 1:100 At A1 (1:200 at A3)  
 Metres 2 4 6 8 10

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REVISIONS

REV	DATE	BY	DESCRIPTION
A	22.5.18	EAL	External landscaping, walls, railings and planting added.
B	18.7.18	EAL	Width of patio reduced on East Elevation
C	17.9.18	EAL	Two bedrooms omitted on 5th floor.
D	3.10.18	EAL	Outlines of distant parapets shown.

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PROJECT

Proposed Staybridge Hotel,  
 Cardiff Bay

CLIENT

Holiday Inn Express  
 (First Inns)

TITLE

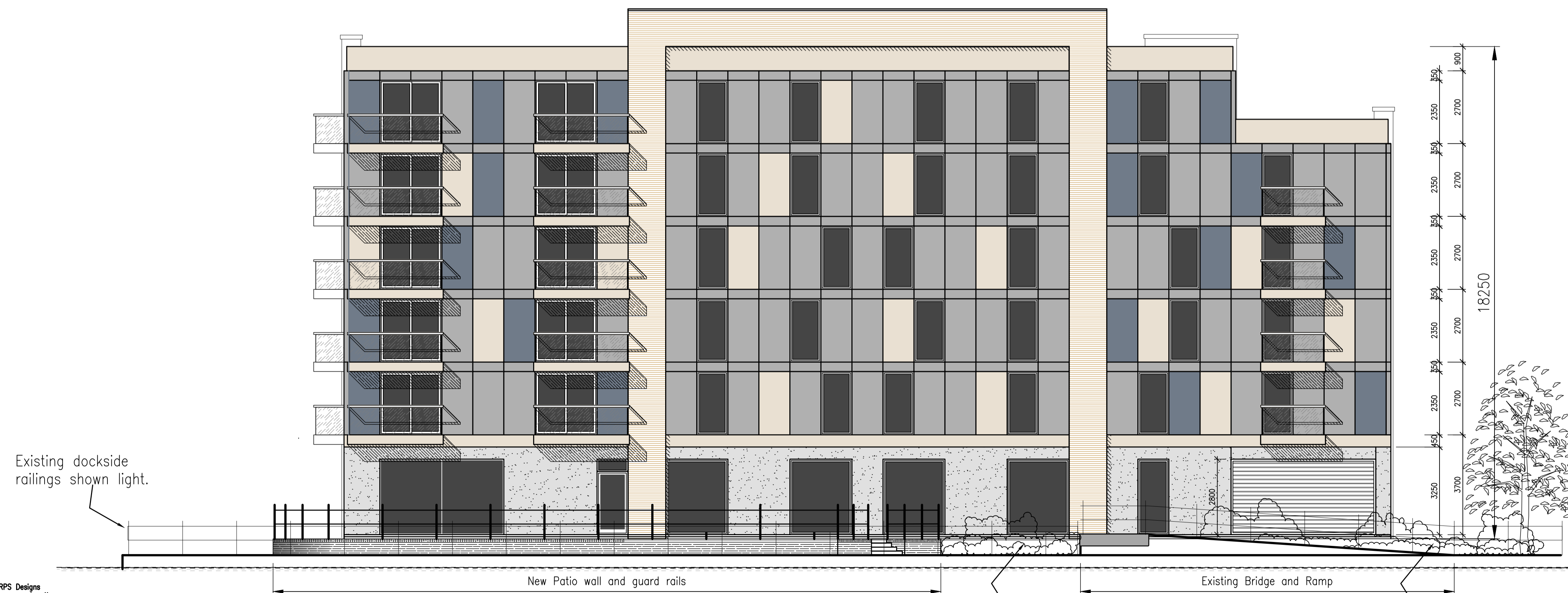
Proposed Elevations  
 East and North  
 onto Dock and Canal

DATE	DRAWN	SCALE (A1 Size)
Feb 17	EAL	1:100 at A1 1:200 at A3

DRAWING NUMBER	REVISION
3971/206	D



East Elevation - onto Dock



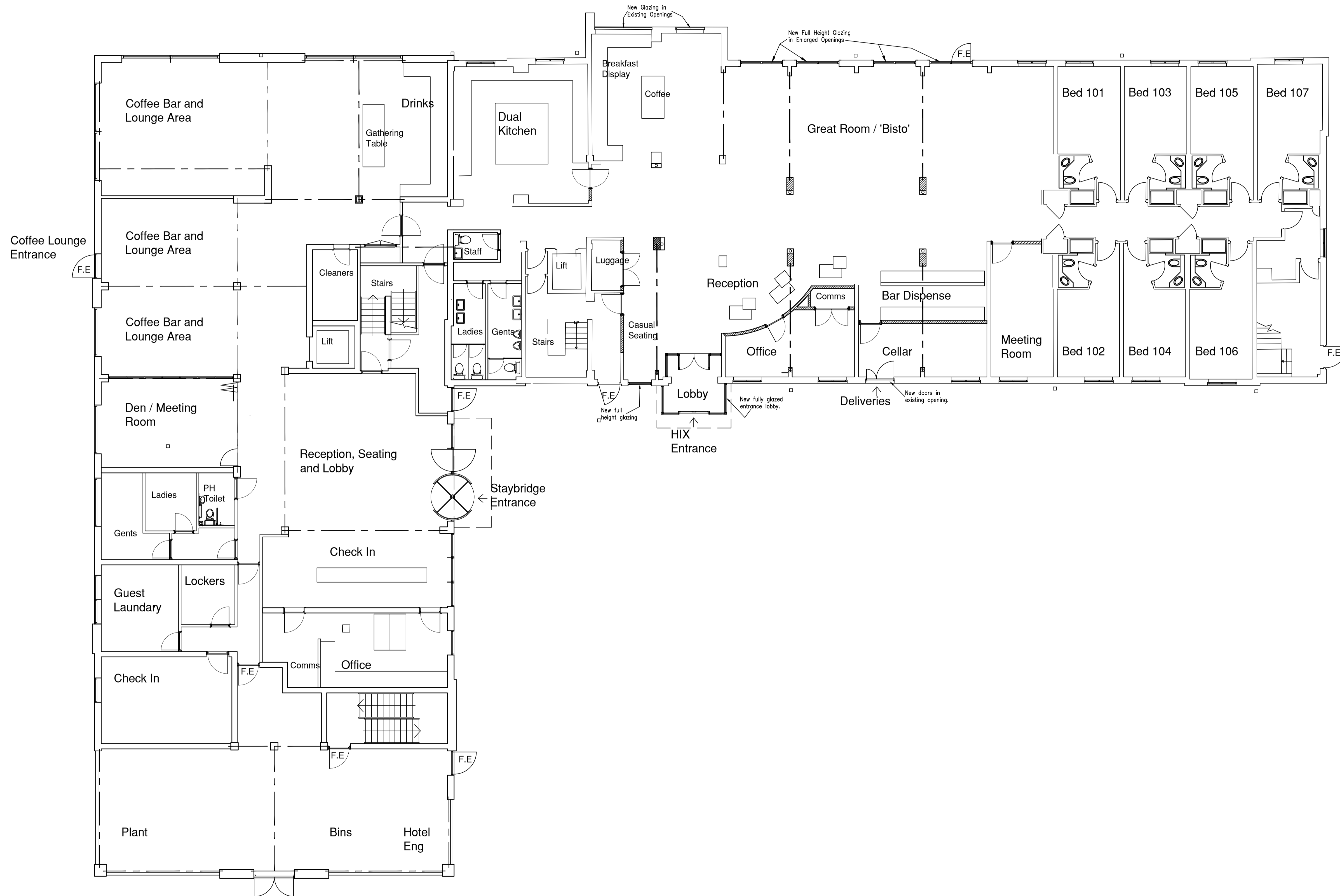
North Elevation - onto Canal

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Scale = 1:100 At A1 (1:200 at A3)  
 Metres 2 4 6 8 10

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**REVISIONS**

REV	DATE	BY	DESCRIPTION
A	21.3.17	EAL	Detail and notes added.
B	11.4.17	EAL	Coffee Bar and Lounge amended.

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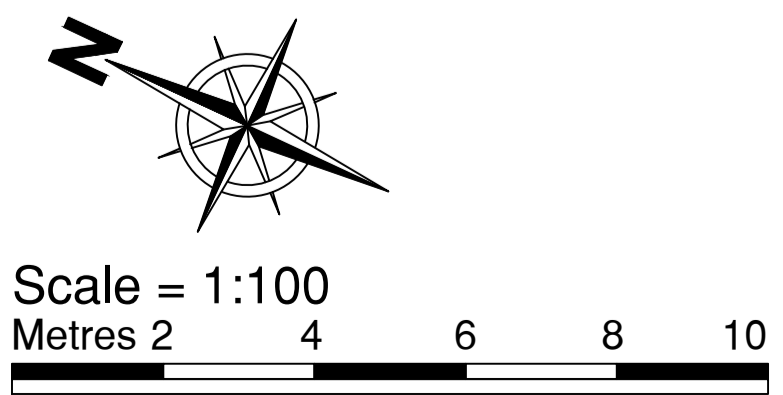
**PROJECT**  
 Proposed Staybridge Hotel,  
 Cardiff Bay

**CLIENT**  
 Holiday Inn Express  
 (First Inns)

**TITLE**  
 Proposed Plan  
 Ground Floor

<b>DATE</b> Feb 17	<b>DRAWN</b> EAL	<b>SCALE (A1 Size)</b> 1:100
<b>DRAWING NUMBER</b> 3971/202		<b>REVISION</b> B

**SURVEY INFORMATION**  
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REVISIONS

REV	DATE	BY	DESCRIPTION
A	21.3.17	EAL	PH room shown. Balconies amended.
B	31.08.17	EAM	Drawing title changed to show number of floors in Staybridge and Express as they are different. Layout of bedrooms added to corner of building.
C	17.9.18	EAL	Part 5th floor plan added to show omission of two rooms.

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PROJECT  
 Proposed Staybridge Hotel,  
 Cardiff Bay

CLIENT  
 Holiday Inn Express  
 (First Inns)

TITLE  
 Proposed Plans  
 Upper Floors  
 1st to 5th (Staybridge)  
 1st to 3rd (Express)

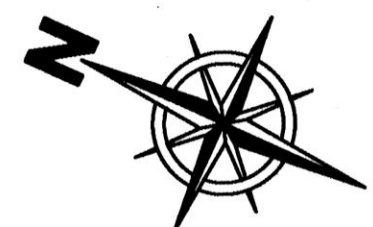
DATE	DRAWN	SCALE (At Size)
Feb 17	EAL	1:100

DRAWING NUMBER	REVISION
3971/203	C



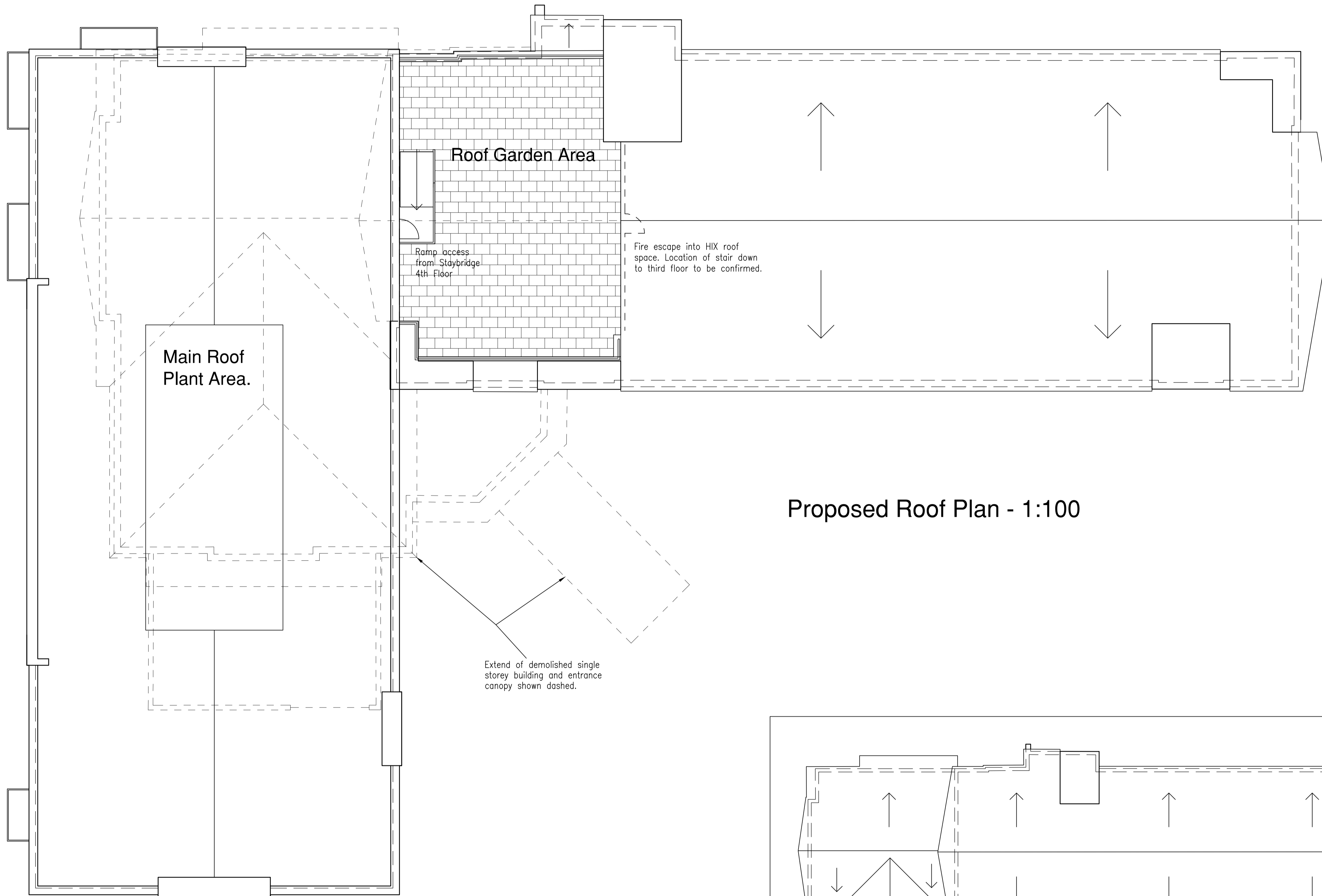
First to Fourth Floors

Fifth Floor  
 Identical to floors below, except as shown

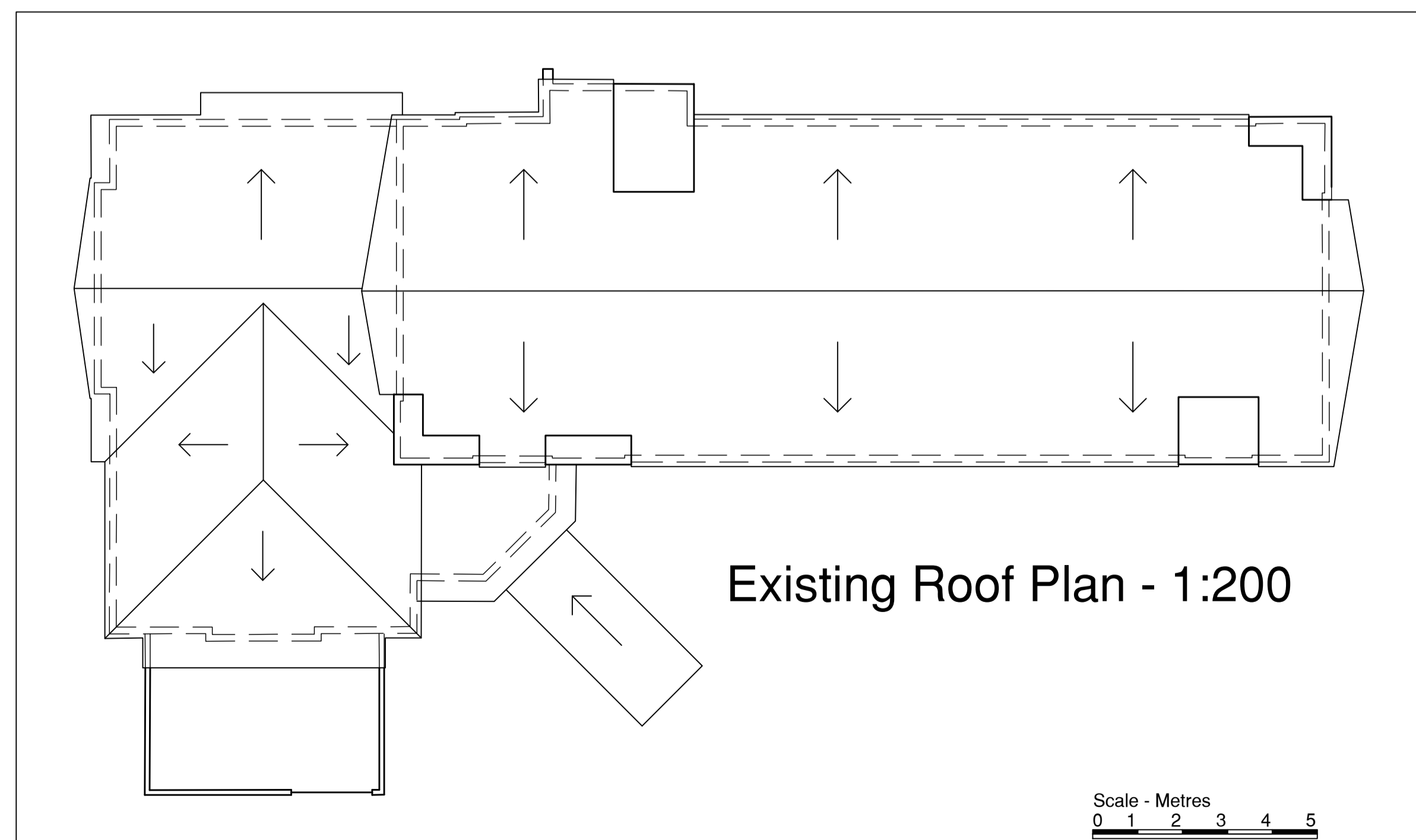


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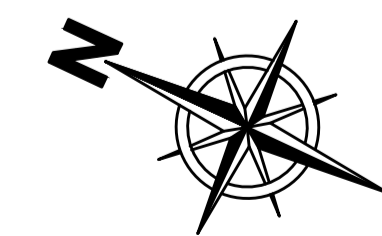
Scale = 1:100  
 Metres 2 4 6 8 10



Proposed Roof Plan - 1:100



Existing Roof Plan - 1:200



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Scale = 1:100  
Metres 2 4 6 8 10

Scale - Metres  
0 1 2 3 4 5

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REVISIONS

REV	DATE	BY	DESCRIPTION
A	20.3.17	EAL	Roof garden area amended.

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PROJECT

Proposed Staybridge Hotel,  
Cardiff Bay

CLIENT

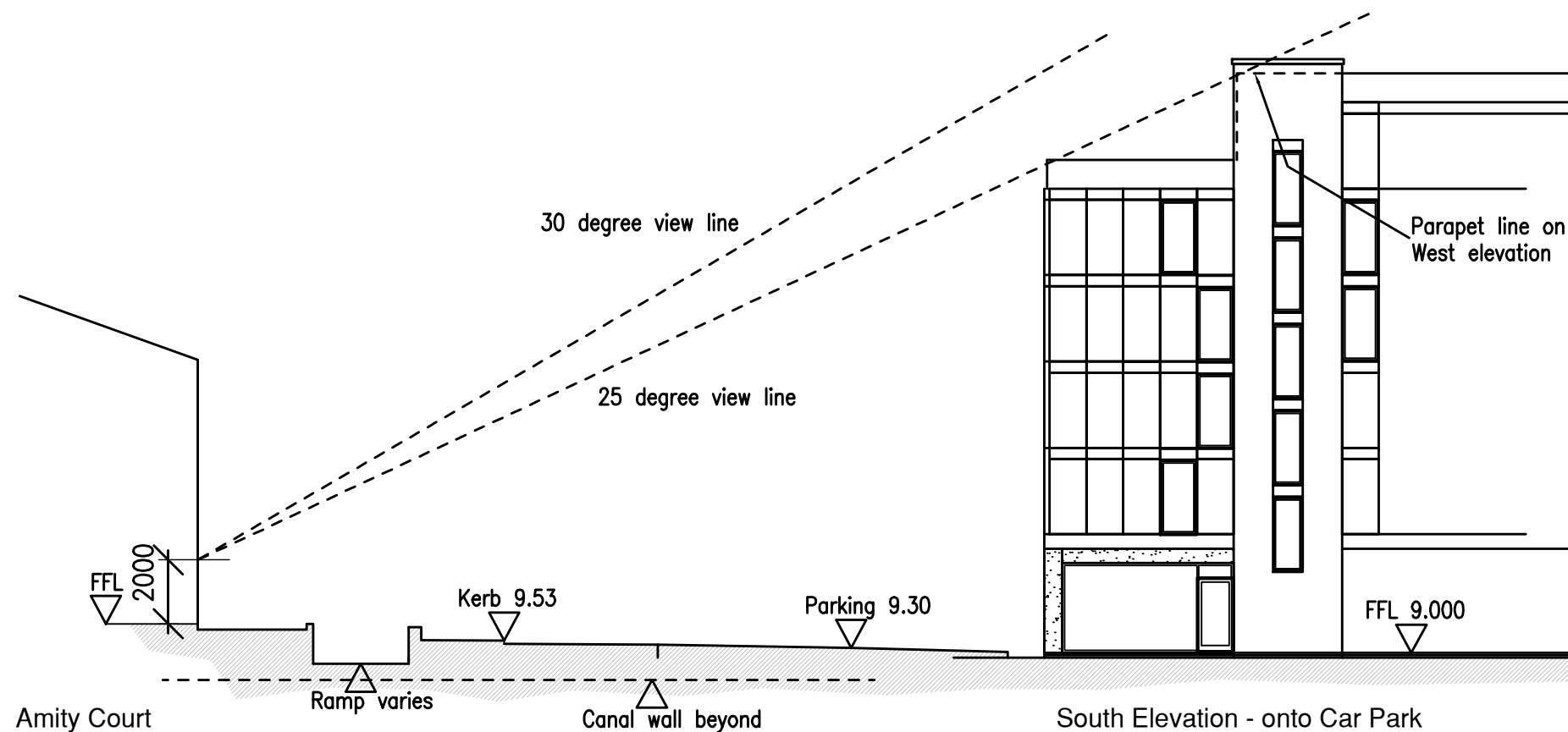
Holiday Inn Express  
(First Inns)

TITLE

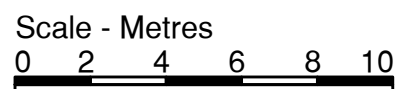
Proposed Roof Plan  
And Existing Roof Plan

DATE	DRAWN	SCALE (A1 Size)
Feb 17	EAL	1:100

DRAWING NUMBER	REVISION
3971/204	A



Section A-A showing angled view lines



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REVISIONS

REV	DESCRIPTION	BY	DATE
A	Bedrooms removed to clear vision line.	EAL	14.9.18

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PROJECT

Proposed Staybridge Hotel,  
Cardiff Bay

CLIENT

Holiday Inn Express  
(First Inns)

TITLE

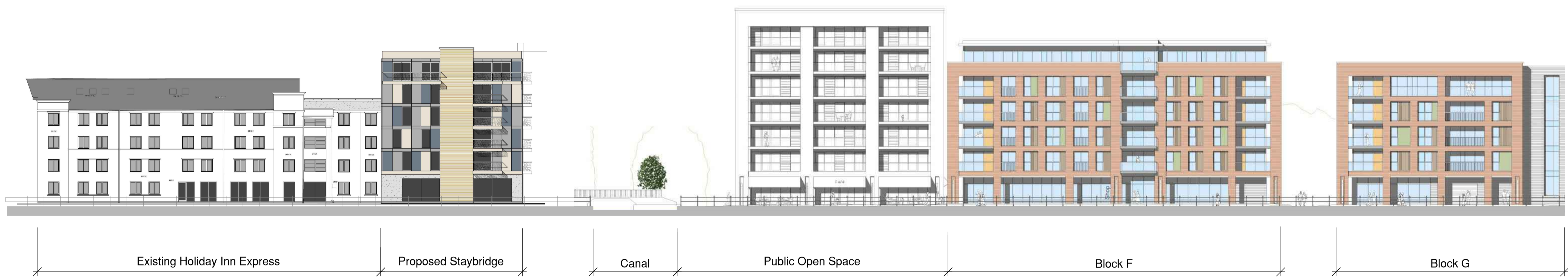
Section Showing Vision Line  
From Adjacent Property.

DRAWN	SCALE @ A3	DATE
EAL	1:200	May 18
CHECKED	PROJECT/DRAWING NO	REVISION
CP	3971/208	A

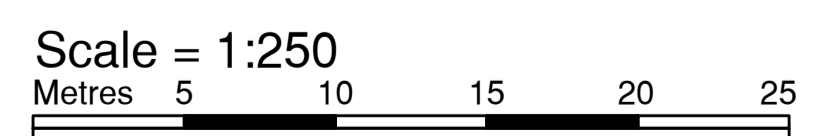


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REVISIONS		
REV	DATE	DESCRIPTION

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**DESIGN**  
 COALITION

PROJECT  
 Proposed Staybridge Hotel,  
 Cardiff Bay

CLIENT  
 Holiday Inn Express  
 (First Inns)

TITLE  
 Context East Elevation

DATE	DRAWN	SCALE (A1 Size)
Apr 18	EAL	1:200

DRAWING NUMBER	REVISION
3971/207	

Mae'r dudalen hon yn cael ei adael yn wag yn fwiadoli

## LOCAL MEMBER SUPPORT

COMMITTEE DATE: 21/11/2018

APPLICATION No. **18/01769/MJR** APPLICATION DATE: 14/08/2018

ED: **HEATH**

APP: TYPE: Full Planning Permission

APPLICANT: Cardiff and Vale University Health Board  
 LOCATION: UNIVERSITY HOSPITAL OF WALES CONCOURSE, KING  
 GEORGE V DRIVE EAST, HEATH  
 PROPOSAL: CONSTRUCTION OF NEW SUSTAINABLE TRANSPORT  
 HUB, INCLUDING NEW BUS ACCESS POINT, BIKE  
 STORAGE, BRIDGE LINK WITH PEDESTRIAN  
 WALKWAYS /CANOPY, AND SMALL RETAIL AND CAFE  
 HUB AREA

---

**RECOMMENDATION 1:** That planning permission be **GRANTED** subject to the following conditions:

### PART1 - TIME LIMIT AND PLANS

#### TIME LIMIT

1. CO1 Statutory Time Limit

#### PLANS

2. Subject to the provisions of the conditions below, the development shall be carried out in accordance with the following approved plans and documents:

##### *Plans*

- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_01001 Rev PL3 (Proposed Ground Floor Hub Building (Bike Store & Café))
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_01002 Rev PL3 (Proposed Hub Building Roof Plan)
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_01003 Rev PL5 (Proposed Bridge Link Walkway Floor Plan)
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_01004 Rev PL3 (Bridge Link and Stair/ Lift Core Roof Plan)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_01005 Rev PL3 (Proposed Bin Store Location Plan and Elevations)
- HUB\_STL\_XX\_XX\_DR\_A\_XXXX\_01006 Rev PL5 (Canopy Roof Plan)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_01012 Rev PL5 (Proposed Hub & Disabled Car Park Site Plan)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_01014 Rev PL3 (Existing Bus Stops to be Removed)

- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_01015 Rev PL3 (Bus Parking Layout)
- HUB\_STL\_XX\_XX\_DR\_A\_XXXX\_01017 Rev PL5 (Canopy Plan Layout)
- HUB\_STL\_XX\_XX\_DR\_A\_XXXX\_01018 Rev PL5 (Social Club & Swimming Pool Access)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_02001 Rev PL3 (Proposed Hub Building Elevations)
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_02002 Rev PL3 (Proposed Site Elevations)
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_02003 Rev PL5 (Proposed Bridge Link and Stair Lift Core Elevations 1 of 2)
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_02004 Rev PL5 (Proposed Bridge Link and Stair Lift Core Elevations 2 of 2)
- HUB\_STL\_XX\_ZZ\_DR\_A\_XXXX\_02005 Rev PL5 (Canopy Elevations)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_09001 Rev PL3 (Site Location Plan)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_09002 Rev PL3 (Existing Site Plan)
- HUB\_STL\_XX\_00\_DR\_A\_XXXX\_09003 Rev PL5 (Proposed Full Site Plan)
- HUB-STL-XX-00-DR-A-XXXX-90003 Rev P72 (Easement/Planting Locations)
- HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91003 Rev P67 (Proposed Landscape Layout inc site wide tree planting)
- HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91004 Rev PL3 (Memorial Garden and Green Gym Landscape Layout)
- HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91007 Rev P67 (Bus Hub Soft Landscape Plan)
- HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91008 Rev P67 (Car Park and Soft Landscape Plan)
- HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91030 Rev P67 (Proposed Tree Management Plan)
- HUB\_STL\_XX\_XX\_SC\_A\_XXXX\_91040 Rev PL5 (Planting Schedule)
- HUB\_STL\_XX\_XX\_DR\_L\_XXXX\_94001 Rev PL6 (Tree Planting in Soft Landscape)
- C6678-RVW-ZZ-00-DR-C-200-P5 (Proposed Drainage Layout)
- DR-732-ME-02 Rev P4 (Proposed External Services)
- 'Proposed External Services Indicative Additional CCTV Position', LD, 02/10/2108

*Documents*

- 'Access Action Plan Rev A', Asbri, dated October 2018
- 'Additional Outline Soft Landscape Specification Notes (inc Soils), Stride Treglown, dated 26/07/18, ref LP(90)
- 'Air Quality Assessment', Air Quality Consultants, dated July 2018

- 'An eDNA Survey for Great Crested Newt', Just Mammals Consultancy, dated May 2018
- 'Drainage Strategy Statement', RVW Consulting, dated July 2018 (refDR-Rep01)
- 'Equality Impact Assessment Rev A, October 2018
- 'Framework Travel Plan', ARUP, dated 11 October 2018, ref 261030/00
- Holophane Lighting Brochure, D-Seroes LED
- 'Landscape Maintenance and Management Strategy', StrideTreglown, dated 02.08.18, ref STL\_REPORT\_OSAGIS\_UHW\_151101 Rev PL4
- 'Open Space Audit and Green Infrastructure Strategy', Stride Treglown, dated August 2018, ref UHW HUB\_XX\_LA\_STL\_RO\_700\_9901 Rev P01
- 'Planning Design and Access Statement', Stride Treglown, October 2018, Revision no PL5
- 'Preliminary Ecological Appraisal', Just Mammals Consultancy, dated August 2017.
- 'Scoping Transport Statement', ADL, dated October 2018, ref ADL/LER/2459/02B
- 'Soil Resources of Land at University Hospital Cardiff', Land Research Associates, dated 15<sup>th</sup> June 2018, ref Report 1438/1
- 'Tree Survey to BS5837:2012 at Lakeside, University Hospital of Wales' and 'Tree Survey Plan', Wilson Tree Surveys, dated 24/07/2018.

The following plan is provided for information only and is not an approved plan:

- HUB\_STL\_XX\_00\_DR\_L\_XXXX\_09950 Rev P67 (Link to Heath Park & Tree Mitigation Strategy)

Reason: For the avoidance of doubt.

### **PART 3: CONDITIONS TO BE DISCHARGED DRAINAGE SCHEME**

3. Notwithstanding the provisions of condition 2, no development shall commence until a scheme for the disposal of foul, surface water and land drainage has been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted, an assessment shall be carried out of the site potential for disposing of surface water by means of a sustainable drainage system, the results of which shall be provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
  - i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - ii) include a period for its implementation; and
  - iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption

by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The submitted details shall show the exact alignment of existing and any diverted/proposed functional services above and below ground (including the public sewer network) and their associated easements, and proposed landscaping and details of root barrier protection. The scheme for the disposal of foul, surface water and land drainage shall be implemented as approved prior to the development being put into beneficial use and shall be retained and maintained for the lifetime of the development. Reason: To ensure protection of controlled waters and the environment.

#### IMPORTED AGGREGATES

4. 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 which shall be first submitted to and 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.

#### CONTAMINATED LAND MEASURES – UNFORSEEN CONTAMINATION

5. 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 submitted to and approved in writing by the Local Planning Authority. An investigation and risk assessment shall be undertaken and, where remediation is necessary, a remediation scheme and verification plan shall 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 submitted to the LPA for approval 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.

#### KITCHEN EXTRACTION

6. The extraction of all fumes from the food preparation areas shall be mechanically extracted to a point to be agreed in writing with the Local Planning Authority. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment shall be installed prior to the commencement of use of the proposed coffee shop. 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.

#### PLANT NOISE

7. Prior to implementation a noise assessment shall be carried out and submitted to the Local Planning Authority for approval 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.

#### AIR HANDLING UNIT

8. Details of the proposed air handling unit and the manufacturers' guidelines for its maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of construction of the hub building. The equipment shall be implemented in accordance with the approved details prior to beneficial use of the hub building and the equipment shall be maintained thereafter in accordance with the manufacturers' guidelines. Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

#### LANDSCAPE SPECIFICATION AND MAINTENANCE DOCUMENTS

9. Notwithstanding the provisions of condition 2, the 'Landscape Maintenance & Management Strategy' shall be amended in accordance with the advice provided by the Council's Tree Officer 30 August 2018 and shall also include but not be limited a methodology for the transplantation of existing memorial trees, proposals for the management of wildflower areas and canopy planting, proposals for the maintenance and management of the hub building living green roof and a timetable for implementation. The amended document shall be submitted to and approved by the Local Planning Authority prior to commencement of development, and the landscaping shall be implemented and maintained in accordance with the approved document. Reason: To maintain and improve the appearance of the area and in the interests of visual amenity.

## TREE ASSESSMENT

10. Notwithstanding the provisions of condition 2, no development or site clearance shall take place until a finalised Arboricultural Method Statement (AMS) supported by a scaled Tree Protection Plan (TPP) has been submitted to and approved in writing by the Local Planning Authority. The AMS shall set out the methodology that will be used to prevent loss or damage to retained trees, and shall also address the transplantation of the existing memorial trees. The Tree Protection Plan (TPP) shall be in the form of a scale drawing showing the finalised layout and the tree and landscaping protection methods detailed in the AMS that can be shown graphically. The development shall be carried out in full conformity with the approved details. Reason: To protect the arboricultural and ecological resource.

## ENHANCEMENT OF LINKS TO HEATH PARK AND TREE MITIGATION

11. Further to the submission of HUB\_STL\_XX\_00\_DR\_L\_XXXX\_09950 Rev P67 (Link to Heath Park & Tree Mitigation Strategy), no development shall commence until a hard and soft landscaping scheme to reinforce the link to Heath Park and to help mitigate the loss of trees has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include a scaled planting plan, plant schedule, topsoil and subsoil specification, tree pit section and plan views, planting methodology and aftercare methodology, and details of wayfinding signage, phasing and implementation. The scheme and its phasing and implementation shall be implemented in accordance with the approved details. Reason: To help mitigate the loss of public open space.

## MEMORIAL GARDEN AND GREEN GYM LANDSCAPE LAYOUT

12. Notwithstanding the provisions of condition 2 and further to the submission of HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91004 Rev PL3 (Memorial Garden and Green Gym Landscape Layout), no development shall commence until a hard and soft landscaping scheme to enhance the part of the Memorial Garden shown on drawing HUB\_STL\_XX\_00\_DR\_L\_XXXX\_91004 Rev PL3 (Memorial Garden and Green Gym Landscape Layout) has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include details for planting of new trees and shrubs, the relocation of the pergola and gym equipment, an assessment of the in-situ soil by a soil scientist to assess fitness in supporting landscaping types, a specification of soils where the in-situ soil is found to be unsuitable, and details of phasing and implementation. The scheme and its phasing and implementation shall be implemented in accordance with the approved details. Reason: To help mitigate the loss of public open space.



### LIVING GREEN ROOF

13. The construction of the hub building above foundation level shall not commence until details of the living green roof have been submitted to the LPA for approval in writing. The green roof shall be implemented in accordance with the approved details prior to the beneficial use of the building. Reason: To help mitigate the loss of public open space and promote an integrated green infrastructure approach.

### CANOPY PLANTING BARRIERS AND PLANTING

14. Details of the canopy planting barriers, and their planting and soil specification shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development of the canopy and shall be implemented in accordance with the approved details prior to the beneficial use of the canopy. Reason: To help mitigate the loss of public open space and promote an integrated green infrastructure approach.

### MATERIALS SPECIFICATION AND SAMPLES OF MATERIALS

15. A schedule of materials, colours and finishes for the 'green wall' proposed on the lift/stair tower, the hub building and the walkway canopy, and a sample of the external finishing brick proposed for the stair/lift core building shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of development of the lift/stair tower, hub building and walkway canopy and shall be implemented in accordance with the approved details prior to the beneficial use of the development. Reason: To ensure that the finished appearance of the development is in keeping with existing buildings in the area.

### INCLUSIVE ACCESS MEASURES -ACCESS ACTION PLAN

16. A scheme of inclusive access measures shall be submitted to and approved by the LPA in writing and shall include:
- details of facilities and signage to secure cycle dismount within the covered walkway/canopy
  - details of bus terminal embarkation and disembarkation measures, including tactile paving
  - a signing plan for the new development and multi storey car park to facilitate use of the site post development, and most notably following the removal of the pedestrian crossing, the blocking up of the multi-storey car park at ground level, the 2 bus stops and re-routing of pedestrian traffic to level 2 of the car park
  - an amended 'Proposed Hub & Disabled Car Park Site Plan' to show proposals to close the gap shown between the proposed hedge and 1.1m high railings to the south of the disabled car park in order to prevent pedestrians walking out into the highway.

The approved scheme shall be implemented in full prior to the beneficial use of the development, the removal of the pedestrian

crossing and the blocking up of the multi-storey car park at ground level. Reason: To promote equality of access.

#### CYCLE PARKING

17. The construction of the hub building above foundation level shall not take place until details showing the provision of cycle parking spaces within the hub building have been submitted to and approved in writing by the local planning authority. The details shall include details of the racks proposed and illustration that the cycles proposed can be accommodated. 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.

#### UPDATED TRAVEL PLAN

18. A Travel Plan based on an up to date staff survey shall be submitted to the submitted to and approved in writing by the Local Planning Authority prior to beneficial use of the development. The Travel Plan shall set out proposals and targets to limit or reduce the number of single occupancy car journeys to and from the site, and to promote travel by sustainable modes. The Travel Plan shall be implemented in accordance with the timetable which shall be 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 annually for a period 5 years beyond final occupation to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the first phase of development. Reason: To encourage sustainable transport and effect modal shift to non-car modes.

#### CEMP

19. Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of site hoardings, site access, contractor parking, wheel washing facilities, dust suppression measures and the methods to monitor emissions of dust arising from demolition and construction activities on site. The demolition and construction phase shall be implemented in accordance with the approved CEMP. Reason: To manage the impact of construction in the interests of highway safety, protection of the environment and public amenity

#### ECOLOGY

20. No removal of hedgerows, trees, scrub or shrubs potentially affecting breeding birds shall take place between 1st March and 15th August inclusive unless otherwise approved in writing by the Local Planning Authority. 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.

#### **PART 4: COMPLIANCE CONDITIONS**

##### **WASTE MANAGEMENT**

21. Notwithstanding the provisions of drawing HUB\_STL\_XX\_00\_DR\_A\_XXXX\_01005 Rev PL3 (Proposed Bin Store Location Plan and Elevations), the side elevations of the bins store shall be constructed with solid sides (rather than the slatted sides shown) to prevent the bins being visible from the hospital gardens. The proposed waste storage facilities shall be laid out in accordance with the approved plans, with the above amendment, before the development is brought into beneficial use and shall be thereafter maintained and retained at all times for those purposes in association with the development. The waste shall be collected and managed in accordance with para 4.3.3 of the Scoping Transport Statement, dated October 2018, ref ADL/LER/2459/02B. Reason: To safeguard the amenities of the area.

##### **CCTV**

22. The CCTV proposals set out on drawings DR-732-ME-02 Rev P4 (Proposed External Services) and 'Proposed External Services Indicative Additional CCTV Position', LD, 02/10/2108 shall be installed and fully operational prior the beneficial use of the development and shall be thereafter maintained and retained at all times for those purposes in association with the development. Reason: To help prevent crime and disorder.

##### **FLOODLIGHTING**

23. No floodlighting shall be installed. Reason: To ensure the amenities of occupiers of other premises in the vicinity are protected.

##### **SALE OF HOT FOOD**

24. No food for sale to the public shall be cooked on the hub premises other than by toasting, grilling or by heating in a microwave oven. Reason: To ensure that odours and fumes from food preparation do not adversely affect the amenities of occupiers of other premises in the vicinity.

##### **TACTILE PAVING**

25. The layout of the site shall include tactile paving in compliance with the current guidelines and requirements for public highways. Reason: To ensure equality of access and safe pedestrian movement.

##### **LANDSCAPE IMPLEMENTATION**

26. Any trees, hedgerows or plants, 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

**RECOMMENDATION 2: R4 CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE**

**RECOMMENDATION 3: CONSTRUCTION SITE NOISE**

**RECOMMENDATION 4:** That the developer be advised of the advice from:

- Wales and West Utilities, dated 21.08.2018 and 05.11.18, a copy of which was sent to the Agent. WWU advise that they have pipes in the area, and that their apparatus may be affected and at risk during construction works. The developer is advised to contact them to discuss their requirements in detail prior to commencement, that any diversion works would be fully chargeable and that the developer must not build over any of their plant or enclose their apparatus.
- GGAT, dated 06/09/18, that should any archaeological features or finds be encountered the developer should contact them.
- DCWW, dated 07/09/18, a copy of which was sent to the Agent. DCWW: advise that the application site is crossed by a public sewer, the position of which shall be accurately located, marked out on site before works comment and no operational development shall be carried out within 6 metres either side of the centreline of the public sewer; provide advice in respect of connections to the public sewer network, the fact that some public sewers and lateral drains may not be recorded and that DCWW has rights of access to its apparatus at all times and that they can be contacted on 0800 917 2652 or by email at [developer.services@dwrwymru.com](mailto:developer.services@dwrwymru.com)
- Air Quality Consultants Ltd, further to paragraph 6.4 of the submitted Air Quality Assessment, that bus vehicles not fitted with stop/start engine technology be required to turn off their engines when allocated to their bay for more than two minutes.

**1. DESCRIPTION OF PROPOSED DEVELOPMENT**

1.1 This full application, as amended, has been submitted by the Cardiff & Vale University Health Board for a sustainable transport hub comprising:

- a new one-way bus access point and bus stopping area with modifications to existing car access /egress to facilitate one way bus use
- a hub building incorporating waiting area, coffee shop, 200 space bicycle store, bicycle repair/servicing facility and toilets, changing/shower facilities
- a replacement covered walkway extending directly from the main concourse
- a new bridge link facility from the covered walkway to level 2 of the main multi-storey car park, via a new stair and lift core building
- the removal of the existing pedestrian crossing across The Gateway - the main route to A&E - and the closure of the existing ground level pedestrian entrance to the multi-storey car park

- the removal of two existing bus stops
- modifications to the existing disabled car park, to include resurfacing, white lining and new pedestrian crossings
- tree removal and replacement works and other associated landscape works.

1.2 The primary aim of the proposal is to reduce reliance of site users on car transport. The Planning, Design and Access Statement, as amended, notes that the proposals will provide new facilities to improve movement to, from and within the site, bringing public transport users closer to the concourse in a facility that can accommodate multiple buses at once, as well as addressing the health board's requirement for new cycle parking. The proposal is described as a key component of the Sustainable Travel Plan, providing a single connection point, well connected to the existing hospital infrastructure, including parking, access points and the main entrance, and providing complimentary facilities including waiting areas, coffee shop, and cycle parking and maintenance to encourage wider use of sustainable modes.

1.3 The proposal also aims to improve the flow of traffic around the site and improve the separation of buses, cars and pedestrians in the interest of highway safety. The proposal would improve the layout of the existing disabled car parking area and keep it separate from the parts of the site used by buses. It would also address the need to promote safer, separated and more efficient movement of vehicles and pedestrians along the main route used by ambulances on their way to A&E, by facilitating the removal of the existing controlled pedestrian crossing across the main highway - known as The Gateway - through the provision of the new bridge link. The ground floor pedestrian entrance to the multi-storey car park would be closed to encourage pedestrians to cross the main highway along the level 02 bridge. As well as helping to reduce congestion and improve pedestrian safety by separating cars and pedestrians, the removal of the pedestrian crossing is also required to allow for the introduction of yellow box road markings to control the interaction between vehicles and buses at the junctions.

1.4 The proposed elements of the application include:

*Hub Building*

1.5 The single storey building would include a coffee shop (15m<sup>2</sup>), a waiting area (51m<sup>2</sup>), a staff bike storage facility for 200 bikes (191m<sup>2</sup>), a bike repair shop (25m<sup>2</sup>) and WC and shower facilities, including facilities for people with disabilities. Main entry to the hub building would be via the waiting area and the bike storage facility. A central corridor would connect the two, providing access to the WC's and showers. One of the disabled WC's would be accessible directly from the waiting area adjacent to the coffee shop. The coffee shop is described as a 'grab and go' facility where the extent of food preparation would be the heating up/ toasting of food.

1.6 The hub building would be approx 3.8m high, and broadly triangular in footprint, approx 25m x 25m x 31m. It would be finished in timber, with

elements of render and feature timber fins, and glazing to the waiting room area, with a sedum 'living' green roof.

*Bridge Link and Stair & Lift Core*

- 1.7 The bridge link would extend across The Gateway (the road to the south of the disabled car park) at high level and connect the existing multi storey car park at level 2 to the new, two storey stair/ lift core building, giving access to the ground floor level and canopy. The stair & lift core building would comprise of two lifts and a staircase. The building would be accessed from the ground floor via shutters on either side that would remain open to provide east west access for pedestrians. The bridge link would be clad in vertical larch timber fins (100mm x 50mm). The stair and lift core building would be approx 10.5m high, and would be finished in brick with a green wall. (Whilst having the appearance of a 'living' green wall, this would not be living, due to maintenance constraints.)

*Canopy*

- 1.8 The canopy walkway would provide a covered pedestrian link to the hospital, the disabled car park and the multi-storey car park (via the stair & lift core building and bridge link), the coffee shop and waiting area entrance and the bike store & repair entrance, as well as providing access to the buses for passengers. It would be approx 3.5m high. Cyclists would dismount at the start of the canopy and walk their bike through to the cycle storage. The canopy would have timber fins and planters with vertical climbing plants to the sides.

*Bus access point and bus stopping area*

- 1.9 The bus stopping area – which would also serve as a bus interchange facility - would provide space for 6 no buses, accessed by passengers via the covered canopy. Buses would have their own dedicated bus only entrance, whilst buses and cars would combine to exit the site, with buses having priority.

*Disabled car park*

- 1.10 The existing 82 space disabled car park would be upgraded to provide Part M Building Regulations compliant spaces, resulting in a loss of 9 spaces and reducing the allocation to 73 spaces. Access and circulation would be improved by removing the 'dead ends' at the end of the bays, which cause congestion, and providing a one way route for cars, a new east-west Central Pedestrian Walkway and pedestrians crossings.

*Landscape strategy*

- 1.11 The proposal would result in the loss of approx 30% of the Millennium Garden, the loss of 71 trees, 3 relocated trees and 33 new trees. To help mitigate this loss, the Applicant has undertaken an Open Space Audit which has informed a Green Infrastructure Strategy that considers the whole hospital site and proposes opportunities where further planting can take place in the long term. The Applicant has expressed willingness to accept conditions to provide an area of enhanced landscaping to the north east of the Millennium Garden, to include the relocated memorial trees, and existing benches and green gym equipment, a scheme to improve links through to

Heath Park through new planting and signage, and new tree planting beyond the application site, and has provided concept drawings of the same. The newly aligned disabled car park would be surrounded by new planting, including 10 new trees, hedges, shrubs and grass. As noted above, the canopy walkway would include raised planters which would include climbing plants, which would be trained up trellis wires to create a green screen, with the hub building's sedum green roof providing further mitigation.

- 1.12 The site would remain within private ownership, with no part of the proposal to be offered for adoption.
- 1.13 Amended plans were prepared and issued for consultation 18th, 24th and 30th October 2018 which included the following changes:
- amended landscaping and tree planting details
  - amended drainage strategy
  - details of landscaping enhancements to the Memorial Garden and the link to Heath Park provided for information and delivery through condition
  - clarification of lighting and kitchen extraction details.
  - amended position of the stair/lift tower to improve access and improve surveillance of the courtyard area
  - amended CCTV proposals to include an extra camera for surveillance in the social club courtyard area
  - clarification and assessment of the proposed removal of the pedestrian crossing and removal of ground floor access to the MS car park
  - provision of a plan of the ground floor of the canopy
  - Travel Plan information provided in support of the application in the form of an updated travel plan - Framework Travel Plan (October 2018)
- 1.14 In addition to a package of plans and drawings, the application is accompanied by a Planning, Design and Access Statement (as amended), Tree Survey and Plan, eDNA Survey for Great Crested Newt report, Preliminary Ecological Appraisal, Soils Resource Survey, Additional Outline Soft Landscape Specification Notes, Open Space Audit and Green Infrastructure Strategy, Landscape Maintenance and Management Strategy, Drainage Strategy Statement, Transport Statement (as amended), Framework Travel Plan, Holophane Lighting Brochure D Series, Equality Impact Assessment (as amended) and Access Action Plan (as amended).
- 1.15 A Planning Committee site visit took place on 12 November 2018.

## 2. **DESCRIPTION OF SITE**

- 2.1 The application site is located within the Heath Park Campus of the University Hospital of Wales, approx 1.5 miles to the north of Cardiff City Centre. The campus itself is located to the south of Heath Park, to the north of Eastern Avenue (A48), with residential properties located to the east and west. It can be accessed from the southwest via Gabalfa Interchange, from the north west via Rhydhelig Avenue, from the south via the A48 and from the west by Allensbank Road.

- 2.2 The campus is a major teaching hospital and services include an Accident and Emergency department, various specialist departments, retail outlets, multi-storey car parking and a helicopter pad.
- 2.3 The 0.9ha application site encompasses part of the Millennium Garden, the entrance to the multi-storey car park, the existing disabled surface level car park, the western part of the Sports & Social Club, an existing bus stop adjacent to Central Way, paths and the existing covered walkway to the main hospital concourse. The site is located immediately adjacent to the main hospital concourse entrance and to the north of the multi-storey car park.
- 2.4 The existing covered walkway extends to approx 76m and does not link directly into the concourse or multi-storey car park. The footway to the west of the Sports and Social Club and Cafe that provides the main pedestrian route from the multi-storey car park is 1.8m wide at its narrowest point.
- 2.5 The Millennium Garden is centred around a pond and the part that falls within the application site includes amenity grass, trees (b and c grade), shrubs, a small gazebo, exercise equipment and benches. It is surrounded by buildings to the north, east and west.
- 2.6 The surface level disabled car park includes 82 non-compliant space and includes 'dead ends' at the end of each row of spaces, preventing ease of circulation (see below). Access/Egress to the disabled car park is to the south of the site, off The Gateway.
- 2.7 The existing pedestrian entrance to the multi-storey car park is currently provided at ground floor level and falls within the application site. Access to the walkway and concourse from the multi-storey car park is provided by a light controlled crossing across The Gateway to the east of the application site. The multi-storey car park does not include any disabled parking bays.
- 2.8 The PDAS notes that the site suffers from congestion hot spots caused in part by the layout of the disabled car park and the existing pedestrian crossing. Pedestrians exit the multi-storey car park at ground level and alight at the bus stop south of The Gateway (one of the two bus stops proposed to be extinguished) and cross the light controlled crossing to cross the road and head towards the concourse. The frequent use of these traffic lights causes traffic to back up in both directions, which is a particular problem as this is the main ambulance access route to A&E. The existing disabled car park layout has dead end situations, causing vehicles to have to do many manoeuvres if they go down a route that doesn't have a free space and they have to turn their vehicle around to exit and find another space. This causes traffic to build up which results in queuing traffic in and outside of the car park.
- 2.9 The application site is broadly level, and is crossed by 2 no. combined sewers (600mm) and a large diameter (1200mm) surface water sewer. The application site and the surrounding 'blue' land is all owned by Cardiff and Vale University Health Board, and the highways private.



### 3. **RELEVANT RECENT SITE HISTORY**

#### **Site History**

- 3.1 A succession of applications, with those of most relevance including

94/00158/MJR - Five storey multi-storey car park and access road onto the A48 (Eastern Avenue) – permitted 26/09/94

94/00589/N – New access to hospital via south side of A48 (Eastern Avenue) including bridge link over covered walk way link from entrance to car park and slip roads – permitted 26/09/94

94/00590/N – New single storey main entrance and concourse to include office and shop units – permitted 14/06/94

95/00604/N – Single storey new entrance & concourse area with adjacent car park alternations and new pedestrian access to hospital – deemed refusal 08/03/96

95/01373/N – Single storey new entrance, concourse area with adjacent car park alternations and new pedestrian access to hospital – refused 14/12/95

### 4. **POLICY FRAMEWORK**

#### Local Policy

- 4.1 **Cardiff Local Development Plan 2006-2026** (Adopted January 2016)

Key Policies:

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

KP6: NEW INFRASTRUCTURE

KP7: PLANNING OBLIGATIONS

KP8: SUSTAINABLE TRANSPORT

KP12: WASTE

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

KP14: HEALTHY LIVING

KP15: CLIMATE CHANGE

KP16: GREEN INFRASTRUCTURE

KP18: NATURAL RESOURCES

Detailed Policies:

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

EN7: PRIORITY HABITATS AND SPECIES

EN8: TREES, WOODLANDS AND HEDGEROWS

EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION

EN14: FLOOD RISK

T1: WALKING AND CYCLING

T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS

T3: TRANSPORT INTERCHANGES

T5: MANAGING TRANSPORT IMPACTS

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

R1: RETAIL HIERARCHY  
R6: RETAIL DEVELOPMENT (OUT OF CENTRE)  
R8: FOOD AND DRINK USES  
C3: COMMUNITY SAFETY/ CREATING SAFE ENVIRONMENTS  
C4: PROTECTION OF OPEN SPACE  
C6: HEALTH  
C7: PLANNING FOR SCHOOLS  
W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

- 4.2 The application site falls within Cardiff's settlement boundary, as identified on the adopted Cardiff LDP Proposals Map, and part of the site is identified as open space (Amenity Functional ANG) in the most recent open space survey.

**Supplementary Planning Guidance (SPG) and other local guidance**

- 4.3 Relevant SPG approved following the adoption of the Cardiff Local Development Plan:
- Food, Drink and Leisure Uses (approved November 2017)
  - 'Green Infrastructure' (approved November 2017)
  - 'Planning Obligations' (approved January 2017)
  - 'Residential Design Guide' (approved January 2017)
  - 'Safeguarding Business and Industrial Land and Premises (November 2017)
  - 'Tall Buildings' (approved January 2017)
  - 'Waste Collection and Storage Facilities' (approved October 2016)
  - 'Managing Transport Impacts (Incorporating Parking Standards)' (April 2018)

National Planning Policy

- 4.4 Planning Policy Wales and the Wales Spatial Plan set out the land use policies of the Welsh Government. These are supplemented by a series of Technical Advice Notes and Circulars.

**Planning Policy Wales** (Edition 9, November 2016)

- 4.5 Section 1.2 explains that the purpose of the planning system is to manage the development and use of land in the public interest, contributing to improving the economic, social, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations (Wales) Act 2015. It notes that the planning system should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment. It recognises that a well-functioning planning system is fundamental for sustainable development (para 1.2.1).
- 4.6 PPW has been updated to include reference to the statutory purpose for the planning system introduced by the Planning (Wales) Act 2015 – that any statutory body carrying out a planning function must exercise those functions in accordance with the principles of sustainable development as set out in the Well-being of Future Generations (Wales) Act 2015. PPW has been updated to take into account the Well-being of Future Generations (Wales) Act 2015 more fully, and includes information on the provisions of the Act. It notes that the Act establishes a 'sustainable development principle' which it notes

means that a defined public body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs and lists a series of key principles that they expect all those involved in the planning system to adhere to:

- putting people, and their quality of life now and in the future, at the centre of decision-making;
- engagement and involvement, ensuring that everyone has the chance to obtain information, see how decisions are made and take part in decision-making;
- taking a long term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;
- respect for environmental limits, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of natural resources;
- tackling climate change by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change;
- applying the precautionary principle. Cost-effective measures to prevent possibly serious environmental damage should not be postponed just because of scientific uncertainty about how serious the risk is;
- using scientific knowledge to aid decision-making, and trying to work out in advance what knowledge will be needed so that appropriate research can be undertaken;
- while preventing pollution as far as possible, ensuring that the polluter pays for damage resulting from pollution. In general the Welsh Government will seek to ensure that costs are met by those whose actions incur them;
- applying the proximity principle, especially in managing waste and pollution. This means solving problems locally rather than passing them on to other places or to future generations;
- taking account of the full range of costs and benefits over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime; and
- working in collaboration with others to ensure that information and knowledge is shared to deliver outcomes with wider benefits.

4.7 In addition, PPW sets out a series of sustainability objectives that reflect the vision for sustainable development and which should be taken into account in taking decisions on individual planning applications in Wales, structured around 7 well-being goals: a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language, and a globally responsible Wales.

## **Technical Advice Notes (TANs)**

### 4.8 Key TANs and Circulars include:

- TAN 1: Joint Housing Land Availability Studies (2015):
- TAN 2: Planning and Affordable Housing (2006)
- TAN 4: Retail and Commercial Development (2016)
- TAN5: Nature Conservation and Planning (2009)
- TAN 8: Renewable Energy (2005)
- TAN 11: Noise (1997)
- TAN 12: Design (2016)
- TAN 15: Development and Flood Risk (2004)
- TAN 16: Sport, Recreation and Open Space (2009)
- TAN 18: Transport (2007)
- TAN 21: Waste (2014)
- TAN 23: Economic Development (2014)
- TAN 24: The Historic Environment (2017)

## 5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Pollution Control (Air Quality) confirm they have no concerns on grounds of air quality. They advise that the submitted air quality assessment (AQA) has been undertaken to a high standard and adopts best practise techniques, and conclude that they are in agreement with the consultant's conclusions that the operational air quality impact of the proposed development will not be significant. They note that the report recommends mitigation measures to discourage idling bus vehicles, with a 'no idling' policy recommended at the transport hub, with bus vehicles not fitted with stop/start engine technology required to turn off their engines when allocated to their bay for more than two minutes. Pollution Control request this policy is noted as a recommendation.
- 5.2 Pollution Control (Noise and Air) request conditions to require a floodlighting scheme, to control plant noise, to require kitchen extraction and an advisory notice in respect of construction site noise, and have no objection to the recommended conditions.
- 5.3 Pollution Control (Contaminated Land) have no objection and recommend standard conditions to control unforeseen contamination and imported aggregates, and an advisory notice in respect of contamination and unstable land.
- 5.4 Waste Management advise that plans detailing waste storage are acceptable.
- 5.5 Drainage Services have no objection.
- 5.6 Parks Services provide detailed comments in relation to the original submission which are summarised as follows:
- Express disappointment that the proposed loss of open space (approx 30%) required to build the transport hub indicated at pre-application stage remains, noting its importance for informal recreation and as therapeutic space, as well as its indirect benefits when viewed from buildings and wards

- Disagree with some of the analysis of the relative health benefits of the Millennium Garden and the sustainable transport hub, but accept that at this stage, further comments on the loss of open space is unlikely to result in design changes to the transport hub.
- Agrees that there is potential for design improvements to the retained area of Gardens outside the application site, but notes that only limited tree planting is possible without creating excessive shading.
- Welcomes the Open Space Audit and Green Infrastructure Strategy which set out a valuable analysis of remaining green spaces and proposals for improvement. A budget and timetable for design/delivery must be set out to ensure it results in improvements, noting that enhancing the design of the retained Garden and links to Heath Park are particularly crucial to offset the loss of open space.
- Welcome the proposals for additional tree planting across the wider site are welcome.

5.7 In respect of the final set of amended plans, Parks Services advise:

*Following our earlier comments, a number of issues have been addressed with the wider green infrastructure improvements across the site, notably improved links from the Millennium Gardens and main hospital entrance to Heath Park via the existing ramp, and adjacent to Ty Dewi Sant, accompanied by increased signage. These, along with improvements to the retained area of Millennium Gardens, are welcome and provide some mitigation for loss of a significant area of the Gardens to accommodate the new transport hub.*

*I believe that further work to assess green infrastructure and other improvements to the entrance from Allensbank Road will need to be considered, particularly if any of the previously discussed cycleway proposals go forward, but we accept that this doesn't directly relate to the hub scheme at this stage.*

5.8 The Council's Tree Officer provides detailed comments in relation to the original submission which are summarised as follows:

- Appreciates that it will be necessary to remove a large volume of soil to accommodate the development and that according to the Soil Resource report only a small volume (top soil only) is suitable for re-use as part of landscaping.
- The soil specification is unclear and must be clarified in respect of the storage and use of useable topsoil, and use of imported soils. It is also noted that the Soil Resource Report does not consider the soils in the peripheral landscape beds in the southern part of the re-line site or soils outside of the red-line site where new planting is proposed, such that their fitness for purpose is unclear.
- Soils in retained area of the Gardens where planting is proposed should be assessed by a soil scientist to assess fitness of the soils and to specify imported soils where soils are found to be unsuitable.
- The submitted tree pit section and plan view need to be amended in line with the annotations provided.

- The landscape specification and maintenance documents should be amended in line with the annotations provided.
- A finalised Arboricultural Method Statement is needed, supported by a scaled tree protection plan and should address the transplantation of existing memorial trees.
- It should be conditioned that no development takes place that is not in full accordance with the Soil Resource Report., noting that this may require updating to include areas outside of the red-line site.

5.9 The Council's Tree Officer provides detailed comments in relation to the first amended plans submission (18/10/18) which are summarised as follows:

- raises concern that whilst the previous version of the landscape plan proposed 10 no trees within the application site, the amended plan reduces the number to 4 no, all of which adjoin the eastern boundary of the car park and 3 no of which are fastigated trees in a narrow verge . Moreover, in an effort to off-set losses within the red line, the amended plan shoe-horns new trees into the remaining part of Millennium Gardens, which is not considered to be acceptable mitigation for the very substantial loss of trees and vegetated soil that would result, overall, would result in a more oppressive space with mutually supressing trees. The previous landscape scheme made the best of the limited soft landscape areas and new planting within Millennium Gardens was sensibly considered to prevent over-stocking and over-dominance. It is concluded that the amended plan conflicts with policy EN8 since the loss of trees for overriding design reasons is not satisfactorily mitigated by new planting.
- express concern that a major service easement should have been a design consideration at the outset, not dropped in at this late stage in the consultation process.
- advise that the Welsh Water guidelines might be considered unreasonable considering BS 5837:2012 (Trees in relation to design, demolition and construction) and advise that the use of root barriers and other methods should be considered.
- suggest that Welsh Water and the Applicant should consider an alternative approach to their standard at this site, otherwise key components of the soft landscape design, which was already a compromise due to the very large footprint of the hub, will be compromised to a very significant extent.
- note that their previous comments regarding soils and the landscape specification have not been addressed and that further amendments are required to the tree pit section.

5.10 Further to the second amended plans submission (re-instating 10 trees within the red line), 24/10/18, the Council's Tree Officer:

- confirms that the tree pit detail is acceptable
- has no adverse observations to the amended submission but reiterates their previous comments with regard to the need for an amended landscape specification which could be secured via a pre-commencement condition.

- 5.11 Further to the third amended plans submission (submitting drawings and tree protection details discussed with DCWW) 30/10/18, the Council's Tree Officer confirms they have no adverse observations and recommend that a pre-commencement condition be attached to require an amended landscape specification, as previously requested.
- 5.12 The County Ecologist provides detailed comments in relation to the original submission which are summarised as follows:
- welcomes the recognition that piecemeal development of the hospital site over the years has resulted in there being very little open space where people can sit and relax, that this a concern for the hospital and that open green space is seen as a vital connection to good health
  - the Open Space Audit should have included an assessment of the visual benefits of open space, a wider range of green infrastructure components apart from just trees, consideration of the extent, accessibility and quality of open space (in addition to connectivity)
  - welcomes one of the conclusions of the Open Space Audit that identifying open spaces on the site led to the discovery of areas which could benefit from 'green' design interventions, which should be considered in a strategy to compensate for the loss of green infrastructure as part of this and previous schemes, and to improve it for the benefit of all campus users. Does not see that the Open Space Audit puts forward any feasible strategy for enhancing links to Heath Park.
  - The Green Infrastructure Strategy seems to focus on trees and GI connectivity which should only be part of the overall strategy. Accepts that it is not possible to compensate for tree loss by re-planting in the remaining area of the Millennium Garden, but raises concern as to whether improvements elsewhere can adequately compensate for the reduction in the extent and quality of this garden.
  - the Landscape Maintenance and Management Strategy must include management prescription for wildflower areas
  - welcomes the attempt in the DAS to weight up the impact of the reduction in green infrastructure value of the Millennium Garden against the benefits of the Sustainable Transport Hub, the recognition that both bring benefits to health, air quality and climate change mitigation. Whilst questioning some of the research quoted, confirms they are ultimately satisfied that the Applicant recognises that the Millennium Garden and green infrastructure of the campus as a whole is of value to the well-being of campus users that that efforts should be made to see an overall enhancement of the green infrastructure of the campus, noting that this should include feasible measures to compensate for the loss or quality and quantity of the Millennium Garden, to counteract the on-going reduction of green infrastructure and to increase accessibility to Heath Park.
  - accepts the conclusions of the eDNA survey report
  - accepts the conclusion in the Preliminary Ecological Appraisal that no trees within the site are deemed suitable to support roosting bats, but would have preferred to have more supporting evidence. Notes that the

site supports protected species, in that it supports feeding and nesting birds and foraging bats.

- advises that the recommendations set out in section 9 of the PEA should be secured by condition.

5.13 Further to the first amended plans submission (18/10/18), the County Ecologist:

- advises that in general their previous comments remain with the following additions
- advises that they agree with the comments of the Tree Officer that the proposals to increase the planting of trees within the remainder of the Millennium Garden are not appropriate and that if there is to be further loss of trees or reduced planting, an alternative to increasing the tree planting in the Millennium Garden should be found
- the previous configuration of trees is shown in the DAS, such that this now needs to be amended.

5.14 Further to the final amended plans, the County Ecologist welcomes the proposal to create a green wall and green sedum roof, which would reduce the overall amount of green infrastructure to be lost.

5.15 The Operational Manager Transportation provides detailed comments in relation to the original submission which are summarised as follows:

- confirms that Transportation has reviewed the proposed amendments (further to the pre-application enquiry) to the existing disabled car park, access to/from the multi-storey car park and hospital entrance, staff cycle store, improved bus stop/terminal facility and cafe/coffee shop
- welcomes the width of the proposed walkway to allow more space for pedestrian/passenger waiting and circulation and advises that any table top within the bus station needs to be 6m
- advises that the removal of the existing pedestrian crossing leading from the MS car park to the hospital entrance will require the internal signing and layout of the MS car park to be amended. It is suggested that ground level pedestrian access points are closed, disabled parking bays are located adjacent to the bridge facility, internal signage is updated to illustrate the new arrangements with possible additional fencing installed across the extinct crossing point, details of which are to be secured by condition
- advises that it would be an opportune moment to improve internal pedestrian signing to/from car parks and the hospital entrance
- queries whether the cycle store is to be a staff provision and notes that there is no additional facility for patients/ visitors within the site, noting that the Transport Statement implies a 2% in cycle use for patients, visitors and staff
- notes that suggested reduction in vehicle movements are based on targets agreed as part of the 2012 TP, which they question have already been achieved as part of the five year plan



- recommend a condition to require plans of the internal signing to be provided which should indicate how an attendee would find their way to the appropriate car park/hospital entrance/ A&E
- recommend a condition to secure an updated Travel Plan and appropriate travel targets to set the existing base (rather than that of 2012) and determine updated travel targets

5.16 In response to the final amended plans submission, the Operational Manager Highways & Transportation advise that they are fully supportive of the proposed amendments to the disabled car parking, the bus hub and the provision of additional cycle parking space and cyclist facilities on the site of the University Hospital of Wales (UHW). The provision of a local bus interchange (hub) is seen as an important element supporting the council's stated approach of achieving the modal shift required to facilitate a wider 50/50 split between car borne and alternatives modes of transport. The UHW hub will provide the opportunity to improve bus links with the existing Cardiff East P&R and the proposed local bus interchange at Wern Gron (to the west of the city). The provision of improved cycle facilities for staff at the UHW will also support the increased use of cycling as a means of commuting to work for NHS staff and students working at the hospital. Conditions are recommended to request an updated Travel Plan based on an up to date staff survey, a signing strategy, to require details of the proposed dismount cycle facility at the entrance to the canopy and details to ensure that pedestrians cannot walk south from the proposed new crossing onto the roundabout.

## 6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 The Glamorgan-Gwent Archaeological Trust (GGAT) advise that the Historic Environment Record does not show any archaeological features within the vicinity of the application area and that, given the current information, it is unlikely that the work will encounter archaeological material of significance and that they do not recommend any archaeological mitigation or conditions. They note, however, that the Record is not definitive and that should archaeological features or finds be encountered they should be contacted.
- 6.2 Natural Resources Wales note that the submitted eDNA Survey which identified that Great Crested Newt DNA was not found and advise they have no adverse comments to make in relation to GCN. They note the Preliminary Ecological Appraisal identifies that trees on site are not suitable to support roosting bats and recommend that the advice of the Council's in-house ecologist be sought to determine if a bat survey may be required.
- 6.3 South Wales Police confirm they have no objection, recommend that the development is built to a standard to achieve a Secured by Design award, and make detailed recommendations in respect of the design of the bus bays, car park and building, CCTV, lighting, entrance doors and windows, location of the bicycle storage area, seating and benches, graffiti, landscaping, bin storage and smoke and fire alarms.

- 6.4 Dwr Cymru Welsh Water, in response to the initial submission:
- confirm that discussions have taken place with the Applicant's drainage consultant and understand that a further plan is to be submitted
  - confirm that they are satisfied with the covered walkway being within the easement of the public sewers and understand that sections will be demountable to allow for any future access
  - request further information regarding the landscaping strategy, advising that only approved planting (Sewers for Adoption 7th Edition) be allowed within the public sewer easement with suitable root barrier protection introduced to avoid any root ingress to the sewers
  - note their understanding that, in respect of surface water, further attenuation is to be provided to reduce the overall surface water discharge rate down to 20 l/s and that no new connections are required direct to the public sewer.
  - request a condition requiring a drainage scheme for the disposal of foul, surface and land water, including an assessment of the potential to dispose of surface and land water by sustainable means.
- 6.5 Further to the latest amended plans submission, DCWW confirm they have been working with the applicant to progress matters and based on the latest plans are satisfied that there would be no detrimental impact on the public sewer.
- 6.6 Wales and West Utilities provide advice in respect to pipes owned by them in the area.

## 7. **REPRESENTATIONS**

- 7.1 The application was advertised by means of 21 no site notices, and neighbour notification. No objections have been received.
- 7.2 The Local Ward Member Cllr Hinchey SUPPORTS the application, providing the following comments:

*Thank you for giving Local Members an opportunity to comment on the new proposed Bus Hub at UHW, near the concourse.*

*You will recall, as former Cabinet Member for Strategic Planning & Highways, that I was proposing the use UHW as potential strategically positioned site for a Metro and/or Bus Hub as far back as 2013.*

*Not only will the proposed 6 Bay Bus Hub provide a viable transport alternative for the 10,000 staff, visitors and out patients who visit the largest hospital in Wales everyday but it will also provide a geographical cross city hub alternative, allowing commuters to change direction other than in the city centre. The adjacent A48M, A470, A469 and other key routes close by will much improved cross city travel options to be developed to the east, west and northern parts of the city, therefore reducing congestion on Cowbridge Rd East, Newport Rd City Rd and Llandaff Rd.*

*The problems of on street car parking by hospital staff and other city bound car users in Heath & Birchgrove has been progressively worse over the last decade, with more development on the site and reduced space for staff and*

visitors. This has meant the area is now saturated by commuters taking every available space outside people homes during the week, resulting in careers, house maintenance, and family and friends not being able to visit.

At a recent Heath Residents Association meeting, attended by around 80 local people, I showed plans and discussed these proposals. There was overwhelming support for the scheme because of the above and I was given support to write to you on their behalf.

The project also delivers better connectivity to the UHW Site for less abled people, with the lift and covered walkway over the main access road providing much needed improvements to and from the main car park.

The inclusion of extensive cycle provision, lockers and changing facilities will complement the Nextbike hire station due to be installed shortly, providing and encouraging a healthy alternative

The cafe hub building provides an up to date waiting facility that will also encourage car users to make the "modal shift" the Council is supporting. The cafe and waiting building will provide a commercial income opportunity that could support improved services and connectivity in the nearby areas of Heath and Birchgrove and into UHW.

I have met with Geoff Walsh, Director of Planning and Estates and gone through the proposals as part of the local Member pre application consultation process

In short, and for the above reasons, I fully support the proposals of a new Bus Hub and improved ancillary facilities at UHW

## 8. **ANALYSIS**

8.1 The key issues for consideration are:

### ***(i) Assessment of Retail Proposals***

8.2 The proposed transport hub includes a Class A3 coffee shop (15m<sup>2</sup>) and an A1 retail unit (25m<sup>2</sup>). The Applicant has advised that both units would provide an active retail use to complement the facilities provided in the concourse, that that the retail A1 unit is expected to be occupied by a bicycle retailer/ servicer to compliment the storage facilities on site, and that the A3 element would operate as a satellite 'grab and go' facility to the main facility located in the hospital concourse, with the extent of food preparation being the heating / toasting of food for those wanting to purchase food before travelling.

### ***Class A3 Coffee Shop***

8.3 The A3 café use should be assessed against Policy R8 (Food and Drink Uses) of the adopted LDP and the Food Drink and Leisure Uses SPG (November 2017). Policy R8 states that food and drink uses are most appropriately located within existing retail centres and 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. Paragraph 1.4 of the SPG also acknowledges that there are instances where the provision of appropriately sized retail (including A3) units may be actively encouraged or required as part of redevelopment plans.

- 8.4 It is noted that the proposed floorspace of café is small in scale and the site is not located within or adjacent residential property. In addition, the proposed café forms part of the redevelopment of the site for a new transport hub and will both complement this new facility, and complement and enhance the existing retail facilities in the hospital concourse. Given this, the A3 coffee shop raises no land use policy concerns.

*Retail A1 Unit*

- 8.5 The A1 use should be assessed against Policy R6 (Retail Development (Out of Centre)) of the adopted LDP. Policy R6 states that retail development will only be permitted outside existing retail centres if the proposal can demonstrate it meets the following criteria:-

- (i) There is a need for the proposed floorspace;
- (ii) That need cannot satisfactorily be accommodated within or adjacent to an existing defined centre;
- (iii) The proposals would not cause unacceptable harm to the vitality, attractiveness or viability of the defined centres 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, were retail development can be shown to limit the range and quality of sites for such use.

- 8.6 Given the A1 retail floorspace will perform an ancillary function to the new transport hub it could be argued that there is a need for the proposed as part of the redevelopment proposals for a new transport hub. In addition, the scale of the proposed floorspace would not impact on designated centres or have any negative effect on shopping patterns in the catchment, as it will perform an ancillary retail function to the new transport hub and will complement and enhance existing retail facilities on the hospital site. Given this, the proposed new A1 retail use raises no land use policy concerns

***(ii) Loss of Open Space***

- 8.7 The application would involve the development of circa 0.3ha of the Millennium Garden, equating to approx 30% loss in the overall size of the area. As this land is identified as amenity open space in the most recent open space survey (2017), the application falls to be assessed against policy C4: Protection of Open Space and approved the Green Infrastructure SPG Technical Guidance Note (TGN) relating to Protection and Provision of Open Space in New Developments (November 2017). The submission (PDAS) includes an assessment of the loss of open space.

- 8.8 Policy C4 states that *'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.*

8.9 The assessment of the loss of open space against policy C4 is considered below:

*Impact on existing local provision of open space (criterion i)*

8.10 The TGN clarifies that this criterion is not relevant as it relates to the provision of functional open space, rather than amenity open space.

*The functional or amenity value of the open space (criterion ii)*

8.11 In terms of assessing functional and amenity value the TGN states:

*The characteristics of these open spaces can vary considerably and their particular amenity value may be based on different factors. The basis of assessing the amenity value of an area, whether recreational or amenity open space, will relate to:*

*a) **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.*

*b) **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 (para 4.3.4).*

8.12 The Millennium Garden provides important amenities to assist patient recovery, whilst also providing an outdoor social area for staff and visitors. The part of the garden that falls within the application site includes amenity grass, trees (b and c grade), shrubs, a small gazebo, exercise equipment and benches, but excludes the pond. Whilst not having city-wide or strategic importance that would require 'special protection' status noted in para 5.323 of the policy's written justification, the garden has significant value as one of a few amenity open spaces that remains available to staff, patients and visitors to slow down and relax in an otherwise hectic and stressful environment. The gardens are also significant for their visual amenity value, in providing attractive gardens in an otherwise built up hospital campus, and providing an opportunity for passive leisure activities, such as walking and use of the outdoor gym. The open space proposed to be lost also contains a large number of trees which have their own health benefits in aiding patient

recovery, and reducing stress levels, which is critical for both staff and visitors. Parks Services note the importance of the open space for informal recreation and as therapeutic space, as well as its indirect visual amenity benefits when viewed from buildings and wards.

- 8.13 In considering the functional and amenity value of the open space (ii), the Applicant notes the Millennium Garden functions as a social space for staff, visitors and patients and assists in patient recovery, that the garden has significant visual amenity value because of its location and the absence of a similar area on the hospital site, providing opportunities for relaxation, contemplation and an outdoor gym. Whilst having an outdoor gym, it is noted that its function is as a quiet amenity area, rather than a recreational area.
- 8.14 In recognition of the important functional and amenity value of the space and the loss of amenity value resulting from the loss of part of the garden, the Applicant has prepared a Tree Management Plan, and undertaken an Open Space Audit, which has informed a Green Infrastructure Strategy that considers the whole hospital site and proposes opportunities where further planting can take place in the long term. The Applicant has expressed willingness to accept conditions to provide an area of enhanced landscaping to the north east of the Millennium Garden to improve the quality of the remaining garden area, which would include the relocated memorial trees, existing benches and green gym equipment, and a scheme to improve links through to Heath Park through new planting and signage, with further new tree planting beyond the application site, and has provided concept drawings of the same. The newly aligned disabled car park would be benefit from new planting, including 10 new trees, hedges, shrubs and grass. The PDAS notes the proposal would result in the removal of 71 trees, the retention of 64 trees, 33 new trees and 3 relocated memorial trees within the central green space, with further new trees to be secured in other part of the campus. In the design of the buildings, their height and materials, the Applicant has sought to retain a 'green' character and protect the open nature of the gardens as far as possible. As noted above, the canopy walkway would include raised planters with climbing plants to create a green screen, and the proposed sedum green roof and green wall would provide further mitigation. These measures are welcomed and would help mitigate the reduction in amenity value resulting from the loss of part of the Millennium Garden.

*The quality of the open space (criterion iii)*

- 8.15 In terms of the assessment of quality (iii), the Applicant concludes that overall the quality of the area to be lost is not significant. This assessment is accepted, noting that: the site has been assessed as having moderate ecological value, that the trees to be lost are mostly of low quality and value (42), with the rest considered of moderate quality and value with no high value trees affected, the area to be lost is mostly amenity grass, that the facilities the space offers (benches, pergola and gym equipment) are proposed to be relocated as part of the enhancement works to the NE corner of the Millennium Gardens (to be secured under condition 12), that management and maintenance arrangements of the Millennium Gardens would not change in principle with condition 9 recommended to secure amended Landscape

Specification and Maintenance details and that the value of the space is not strategic, but local to the hospital campus. The contribution to local amenity is considered as part of criterion ii.

*Compensatory provision for loss of open space (criterion iv)*

- 8.16 Similar to criterion i), the TGN clarifies that this criterion does not apply to amenity open space.

*Whether the open space has significant nature or historic conservation importance (criterion v)*

- 8.17 In terms of the final criterion (v), it is agreed that the open space has no significant nature or historic conservation importance. It has no known historic importance, whilst its ecological value has been assessed as being of moderate ecological value due to the presence of hedgerows, scattered trees and a pond. The pond would not be directly affected by the proposals.
- 8.18 In summary, the proposal would comply with policy C4 on the basis that the part of the garden to be lost is not of significant quality and has no significant nature or historic conservation importance. However, it is acknowledged that the gardens as a whole have significant amenity value and that some of this would be lost as a result of the development. The development of the Green Infrastructure Strategy for the wider hospital campus and the mitigation measures proposed described above are welcomed and are a material consideration of significant weight, but are not, in themselves, considered to fully compensate for the loss of this important amenity open space, such that the proposal is considered to conflict with policy C4.

***(iii) Impact on wildlife and habitats***

- 8.19 The site largely consists of grassland, paths, scattered trees and a disabled car park. No part of the site contains or is within a statutory site of nature conservation interest. The site is within close proximity to two Sites of Importance for Nature Conservation, with Cathays Cemetery located around 300m to the east and Heath Wood and pond located 500m to the north of the site. A Preliminary Ecological Appraisal (PEA) was carried which identifies the site as having a moderate ecological value due to the presence of hedgerows, scattered trees and a pond. The pond would not be affected by the proposals and lies outside the red line boundary. No evidence of protected species was found, whilst the trees were not deemed suitable to support roosting bats. An eDNA Survey for Great Crested Newts was carried out in May 2018 which indicates that GCN are highly likely to be absent from the pond and that no further surveys are required. With respect to trees, the PDAS notes the proposal would result in the removal of 71 trees, the retention of 64 trees, 33 new trees and 3 relocated memorial trees within the central green space. The Tree Officer, NRW and the County Ecologist have no objection to the proposals. With respect to the recommendations of the PEA that the County Ecologist requests be conditioned, downward facing lighting is proposed by the Applicant and conditions are recommended to protect nesting birds, to retain as much of the ecological value of the site through appropriate replacement landscaping and to require appropriate landscaping specification and maintenance, including a management prescription for wildflower areas

as required by the County Ecologist. Subject to the conditions and mitigation proposed, the proposals would not have a significant adverse effect on habitats and species, and would not cause unacceptable harm to trees of significant public amenity value, in accord with policies EN7 and EN8.

***(iv) Placemaking***

- 8.20 The development is welcomed in design terms and is considered to accord with national and local design policy and guidance, being of a modern aesthetic, appropriate in terms of scale and layout, with natural external facing materials which complement its location within the Millennium Garden. The proposals have sought to help compensate for the loss of green space through integrating the natural environment into the proposals through the use of a green wall, living green roof, climbing plants on the sides of the covered walkway and timber cladding, in addition to a wider landscaping strategy. The proposals include well defined routes and boundaries that help separate pedestrians, buses and vehicles, and a good standard of lighting and CCTV proposals. Conditions are recommended to require materials specification and samples.

***(v) Impact on air quality, noise and vibration, light pollution and contaminated land***

- 8.21 The application is supported by an Air Quality Assessment and the Council's Air Quality Officer has confirmed they have no concerns on grounds of air quality. The Pollution Control (Noise and Air) Team has no objection and has recommended conditions to require details of floodlighting, and to control plant noise and kitchen extraction, and an advisory to control construction site noise. The Applicant has confirmed that no flood lighting is proposed, with lighting designed to achieve an acceptable level of access lighting for vehicle and pedestrian traffic to the car park and bus drop off area. Given this a condition is simply recommended to prevent the installation of floodlighting. They have also confirmed that the coffee shop would only provide hot and cold drinks and snacks, and only requires a duct mounted extract fan, rather than a full canopy supply & extract system, grease filters and deodorising filter. As such, the standard kitchen extraction condition is recommended, but amended to remove the specific reference to a de-odorising filter to allow for future consideration of its need. The Applicant has also advised that an air handling unit serving the hub building is proposed, to be housed internally. A condition is, therefore, recommended to require details of this to be submitted for approval and necessitates the recommendation of the plant noise condition advised by Pollution Control. The development is not considered to cause or result in unacceptable harm as a result of air quality, noise and contaminated land, taking into consideration the recommended conditions and comments from Pollution Control, in accordance with policy EN13.

***(vi) Whether the proposal would make satisfactory provision for access, parking and circulation***

- 8.22 The proposed development seeks to provide improved facilities for public transport users and cyclists, whilst also taking the opportunity to improve the flow of traffic by removing the need for a traffic light controlled pedestrian crossing to the main multi-storey car park through a new covered link facility.



The proposals would also improve the existing disabled car parking facility, bringing them up to building regulation standards, improving the layout through the removal of congestion causing 'dead ends' and providing a safe east west route. These proposals would help promote highway and pedestrian safety, and reduce congestion, particularly along the main route to A&E. Whilst the reconfiguration of the disabled car park would result in the loss of 9 spaces, this loss is considered to be outweighed by the benefits arising from the reconfigured layout. The Transport Statement also predicts that the proposals could reduce daytime demand for staff and visitor parking by around 270 car parking spaces, reducing congestion in the area, and this is welcomed.

- 8.23 The Operational Manager Highways & Transportation advise that they are fully supportive of the proposed amendments to the disabled car parking, the bus hub and the provision of additional cycle parking space and cyclist facilities on the site of the University Hospital of Wales (UHW). The provision of a local bus interchange (hub) is seen as an important element supporting the council's stated approach of achieving the modal shift required to facilitate a wider 50/50 split between car borne and alternatives modes of transport. The UHW hub will provide the opportunity to improve bus links with the existing Cardiff East P&R and the proposed local bus interchange at Waun Gron (to the west of the city). The provision of improved cycle facilities for staff at the UHW will also support the increased use of cycling as a means of commuting to work for NHS staff and students working at the hospital. Conditions are recommended to request an updated Travel Plan based on an up to date staff survey, a signing strategy, to require details of the proposed dismount cycle facility at the entrance to the canopy and details to ensure that pedestrians cannot walk south from the proposed new crossing onto the roundabout, to ensure appropriately designed tactile pavement and to require a Construction Environmental Management Plan.
- 8.24 Overall, the provision of improved public and sustainable transport infrastructure at a major employment and visitor site will contribute towards the 50:50 modal split target set out in policy KP8, improve facilities for cycling in line with policy T1, support interchange and provide high quality passenger facilities in line with policy T3, provide safe and convenient provision for pedestrians, cyclists, pedestrians, bus users and disabled people in line with policy T5, whilst the overall works will assist in improving traffic flow around the site, in line with policy T6. The proposed development is warmly welcomed in public transport and highway terms.

***(vii) Water Resources, Drainage and Flood Risk***

- 8.25 The current mechanism for surface water disposal from the site is a combination of positive drainage to the on-site private surface water drainage system for the impermeable areas, and gradual soakage to ground for the soft landscaped areas. The proposal would increase the impermeable area of the site and in turn the volume of surface water run-off. The drainage strategy notes that initial investigations have confirmed that discharge to ground is not a viable means of disposal for the development due to the underlying strata and lack of infiltration. It is therefore proposed to collect surface water from

impermeable areas and convey it via a series of gravity drains to a new connection onto an existing surface water drain within the existing car park. Attenuation storage is to be provided beneath the surface level car park to attenuate/store the additional volume of run-off during peak storm events. Foul flows from the proposed development would be connected to the dedicated private foul water drain that crosses the existing surface level parking area. Drainage Services and DCWW have no objection to the proposals, subject to the recommended condition to require a drainage scheme to be submitted for approval.

**(viii) Crime and Disorder Act 1998**

- 8.26 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. The canopy, hub building and bridge link would be well lit and are proposed to be used 24 hrs a day, providing a direct link into the hospital at all hours. The canopy will be permeable with hit and miss timber boards, vertical cladding and the soft vertical planting. CCTV would be installed in and around the site. The lifts would have an operational alarm system in the event of an emergency and would be connected to the main hospital network. The shutter entrance doors to the stair and lift core would remain open at all times, and only closed as a security measure if needed. With respect to the recommendations provided by SWP, it is noted that: the scheme has been designed to provide physical separation and protection between vehicles and pedestrians, lighting and CCTV details are proposed, the building and site layout has been designed to maximise surveillance and bin storage areas are to be secure. Taking into consideration the above, it is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

**(ix) Equality Act 2010**

- 8.27 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.
- 8.28 The Applicant has undertaken an Equality Impact Assessment and prepared an Access Action Plan with support from the Council's Access Officer. The Action Plan notes that a number of measures are proposed to improve access for all users, including: clear marking of areas for cyclists to dismount and routes to the bike storage area, reduction in potential areas of conflict between pedestrians and cyclists, the provision of a controlled crossing to the west, the provision of a canopy in the waiting area to reduce the potential for slipping due to adverse weather, the provision of tactile paving surface for bus embarkation and disembarkation, the bringing up to standard of the disabled car park including new crossing through the car park, the provision of a new lift and stairs for all users to access the new pedestrian footbridge, the

provision of pedestrian safety barriers to minimise conflict, the positioning of the stair/lift tower to ensure access to the social club and pool is unaffected, and the removal of the pedestrian crossing and bus stop and re-routing of pedestrian traffic to level 2 of the car park in the interests of highway and pedestrian safety.

- 8.29 These measures are welcomed. It is considered that the proposed development does not have any significant negative implications for, or effect on, persons who share a protected characteristic, and should have a positive impact on persons who share a protected characteristic. The proposal is centrally located, immediately adjacent to the hospital main entrance to encourage use by the widest range of users, with immediate covered connections provided to the main disabled car park and multi storey car park. The canopy and bridge link provides a suitable means for people to travel around the site and avoid having to cross a busy road to access facilities. The hub facility has been inclusively designed to enhance opportunities for independent travel for a wide range of disabled people and should help increase user confidence and make users feel safer. The removal of the pedestrian crossing and bus stop and re-routing of pedestrian traffic to level 2 of the car park help will promote highway and pedestrian safety, and reduce congestion. There are no disabled parking spaces in the multi-storey car park and existing height restrictions to the car park prevent transit vans from accessing the car park, such that there would not be an unacceptable impact on users of disabled car parking from the overhead link.

**(x) Well-Being of Future Generations Act 2016**

- 8.30 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. An assessment is set out on p.80 of the PDAS and this is considered acceptable.

**(xi) The Environment (Wales) Act 2016**

- 8.31 The Environment (Wales) Act 2016 enshrines in law principles and policies for managing natural resources in a sustainable way. Amongst other things, it introduces a new biodiversity duty on public authorities to seek to maintain and enhance biodiversity when exercising their functions, and in so doing to promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions. This duty and the resilience of ecosystems have been considered and discharged in the evaluation of this outline application, and has taken into consideration the following aspects of ecosystems - diversity, connections between and within ecosystems, scale, condition and adaptability. The mitigation measures sought in respect of green infrastructure, habitat connectivity, habitat compensation and protection of species are aimed at delivering the Biodiversity and Resilience of Ecosystems Duty (BRED).

***(xii) Response to third party and other objections***

- 8.32 No objections have been received at the time of writing this report. The support from the Local Ward Member is noted and welcomed.

**9. CONCLUSION**

- 9.1 The assessment, within this report, of the loss open space acknowledges that the Millennium Gardens as a whole have significant amenity value and that some of this value would be lost as a result of the development. Whilst the development of the Green Infrastructure Strategy for the wider hospital campus and the mitigation measures proposed are welcomed, demonstrate the Applicant's commitment to green infrastructure and its enhancement and are a material consideration of significant weight, they are not, in themselves, considered to fully compensate for the loss of this important amenity open space, such that the proposal is considered to conflict with policy C4. Whilst the open space to be lost is only 0.3ha and does not have city wide status or strategic importance that would warrant the 'special protection' status noted in para 5.323 of the policy's written justification, the garden, nevertheless, has significant value as one of a few amenity open spaces that remains available to staff, patients and visitors to slow down and relax in, in an otherwise hectic and stressful environment.
- 9.2 In weighing up the impacts, whilst the development would result in a loss of 0.3ha of open space of significant amenity value to the users of the hospital campus, the wider sustainable transport benefits of the scheme are, in this instance, considered to outweigh the loss of open space. In coming to this conclusion, it is noted that the sustainable transport hub facility would provide a much needed local bus interchange that is integral to the Councils transport strategy both at a local and city-wide level, would support and encourage healthy and sustainable forms of transport -thus having preventative health benefits that would serve a greater number of people, would help reduce parking pressure in the local area, and would help reduce congestion on the campus and improve the separation of buses, cars and pedestrians to the benefit of highway safety. Fundamentally, whilst both have health benefits, the loss of the open space would be felt at a local campus level, whereas the benefits of the transport hub would be wider and experienced at both a local and strategic level, benefitting greater numbers. It is noted that the application proposes significant compensation measures to mitigate the effects of the loss of open space and impact on green infrastructure, including the development of a long term Green Infrastructure Strategy, a scheme for the enhancement of the existing Millennium Garden, a scheme for improvement of links to Heath Park and replacement tree planting beyond the Millennium Garden (to be secured by condition). It is also a significant material consideration that the nature of the hub proposals are such that there are no alternative site options for the proposed development, given the design requirement for the sustainable transport hub to be centrally located, immediately adjacent to the hospital main entrance to encourage use by the widest range of users.

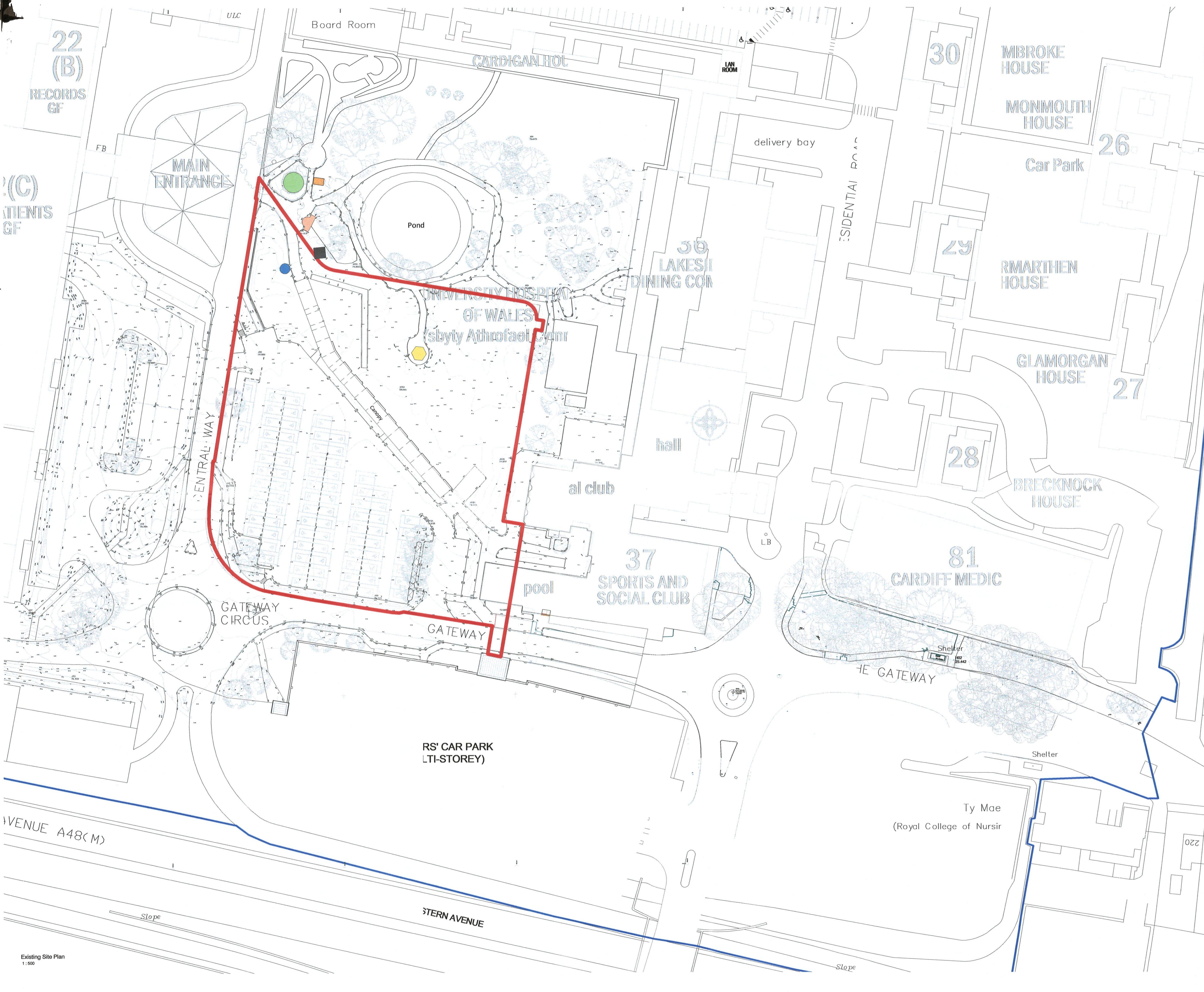
9.3 Taking the above into consideration, it is recommended that planning permission be granted, subject to the recommended conditions.

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



**Key**  
 Red Line Boundary  
 Site Area = 8,543 m<sup>2</sup>  
 Ownership boundary

**Key**  
 Pergola  
 Fenced Area - Contains power  
 Noah's Ark Charity Well  
 Fixed Monument  
 Seating Area  
 Fruit & Veg Stall



PL	PL3	27/07/18	Planning Submission
SI	PL1	06/07/18	Issued to RW for information
PL	PL1	11/04/18	Pre Application Issue
SO	P11	21/11/17	Pre Application Issue
SO	P10	15/11/17	Issued to design team
SO	P7	23/10/17	DRAWINGS REQUESTED BY NICOLA @ GLEEDS FOR BUILDING CONTROL CONSULTANT
SO	P6	29/09/17	Stage 2 WIP Issue

STATUS	REV	DATE	DESCRIPTION	REVISED BY
				FM
				KW
				151101

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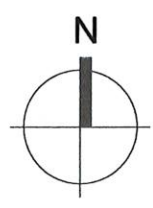
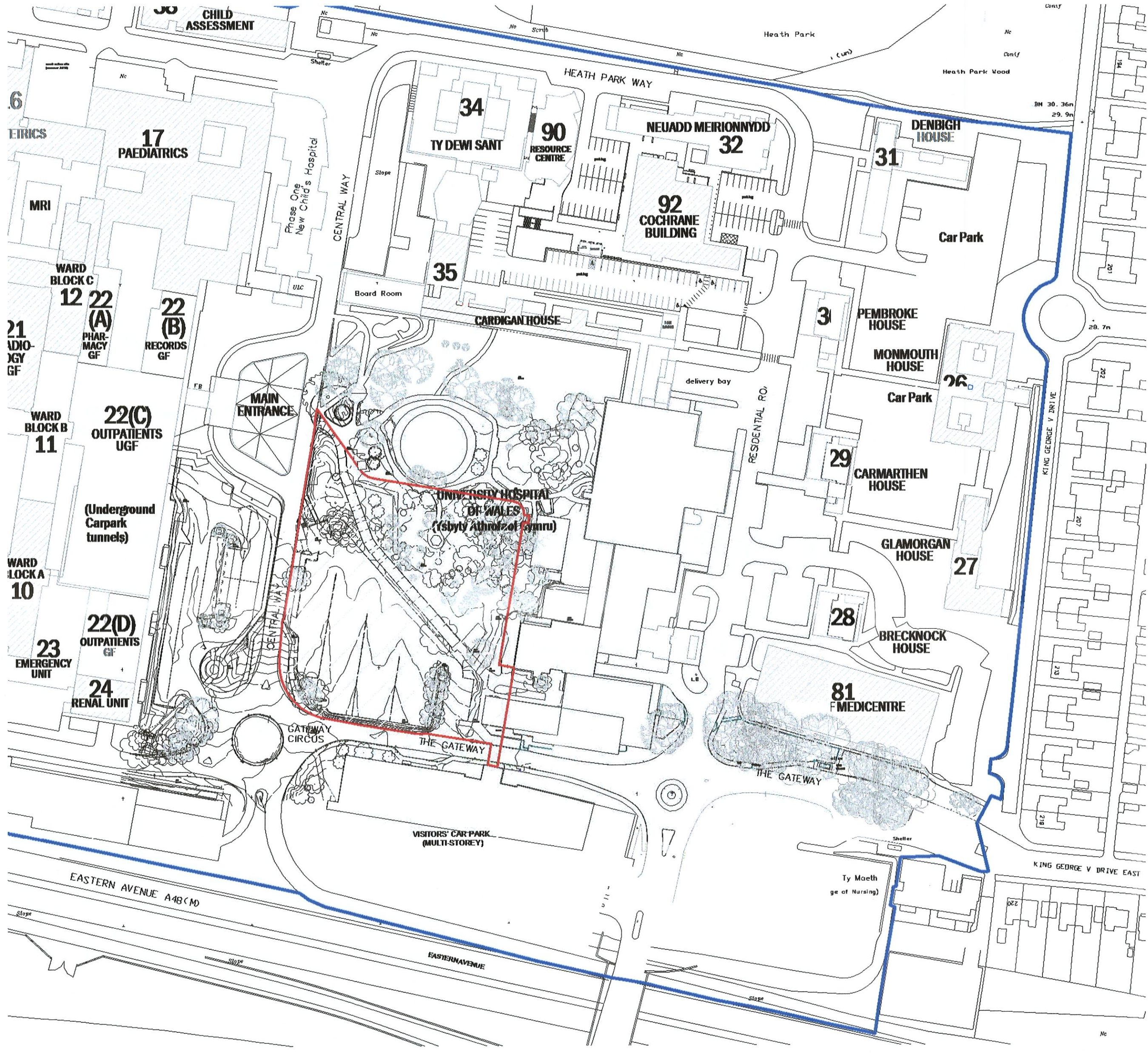
PROJECT  
**UHW Sustainable Transport Hub**

DRAWING TITLE  
**Existing Site Plan**

SUITABILITY STATUS  
**PL : PLANNING**

SCALE  
 As indicated @ A1

PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | CLASSIFICATION | NUMBER | REVISION  
**HUB-STL-XX-00-DR-A-XXXX-09002** | **PL3**



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Red Line Boundary  
Site Area = 8,543 m2

Ownership boundary

Site Location Plan  
1:1250



PL	PL3	27/07/18	Planning Submission
PL	PL1	22/06/18	Pre-Application Issue
SO	SO1	21/11/17	Pre-Application Issue
SO	SO10	15/11/17	Issued to design team
SO	SO7	28/10/17	DRAWINGS REQUESTED BY NICOLA @ GLEEDS FOR BUILDING CONTROL CONSULTANT
SO	SO6	29/09/17	Stage 2 WIP Issue
SO	SO4	07/09/17	Pre-Stage 2 Issue

STATUS	REV	DATE	DESCRIPTION	REVISED BY
CLIENT				FM
Cardiff and Vale University Health Board				SB/JE
				ORIGINATOR NO
				151101

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PROJECT  
UHW Sustainable Transport Hub

DRAWING TITLE  
Site Location Plan

SUITABILITY STATUS  
PL : PLANNING

SCALE  
As indicated @ A2

PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | CLASSIFICATION | NUMBER | REVISION  
HUB-STL-XX-00-DR-A-XXXX-09001 | PL3

18/10/18

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



**Key**

- Red Line Boundary  
Site Area = 8,543 m<sup>2</sup>
- Ownership Boundary
- - - Proposed Railings 1100mm High
- Proposed Box Junction Floor Markings. Placement and configuration TBC
- Controlled Crossing Fixtures. Location indicative only and to be confirmed by specialist
- Existing Pergola to be relocated to this location
- Existing retained trees
- Proposed trees
- Relocated memorial trees
- Fenced Area - Contains power Pergola
- Noah's Ark Charity Well
- Fixed Monument
- Seating Area
- Fruit & Veg Stall

**NOTE:**  
Refer to Landscape  
All Tree Position TBC by Landscape Architect  
**ALL DIMENSIONS TO BE CHECKED ON SITE**

STATUS	REV	DATE	DESCRIPTION
PL	P15	15/10/18	Tower position adjusted to address consultee feedback
S2	P61	09/10/18	Issued to RVW for information
S2	P47	15/08/18	Dimensions added to site plan for QS Pricing
PL	P13	27/07/18	Planning Submission
S1	P43	24/07/18	Issued to Design Team for Information
S2	P42	19/07/18	Issued to ADL Traffic for information
S1	P38	19/06/18	Updated Site Plan to Client Comments
PL	P13	13/06/18	Red Line and Cycle Route updated
PL	P12	08/06/18	Updated red line boundary
PL	P11	11/04/18	Pre Application Issue
SD	P31	20/03/18	Issued for Pre Application Information
SD	P27	08/03/18	Issued to DRACS for information
SD	P20	06/02/18	Issued to DRACS for information
SD	P11	21/11/17	Pre Application Issue

CLIENT	REVISOR
Cardiff and Vale University Health Board	FM
CHECKED BY	ORIGINATOR NO
KW	151101

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PROJECT  
**UHW Sustainable Transport Hub**

**AMENDED PLAN** ①  
CARDIFF COUNTY COUNCIL  
STRATEGIC PLANNING  
& ENVIRONMENT

DRAWING TITLE  
**Proposed Full Site Plan** 18/10/18

SUITABILITY STATUS  
**PL : PLANNING** SCALE  
As indicated @ A1

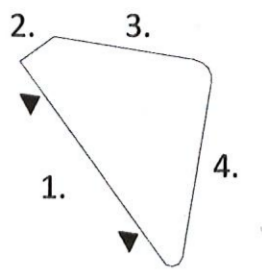
PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | CLASSIFICATION | REVISION  
**HUB-STL-XX-00-DR-A-XXXX-09003** | **PL5**



Site Plan  
1 : 500

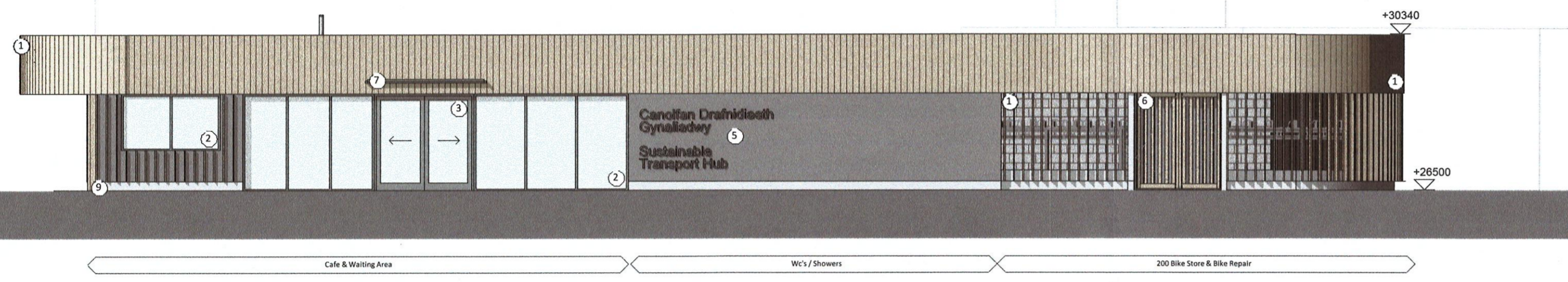


Key

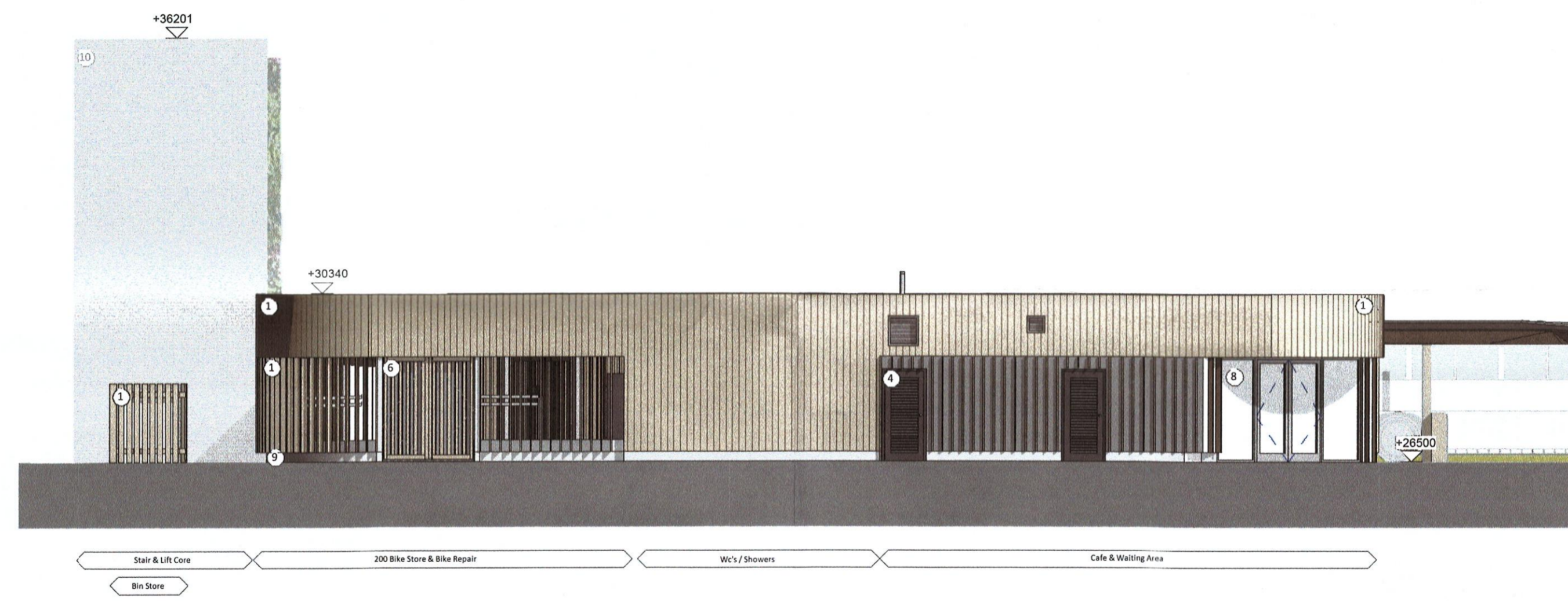


Building Material Key

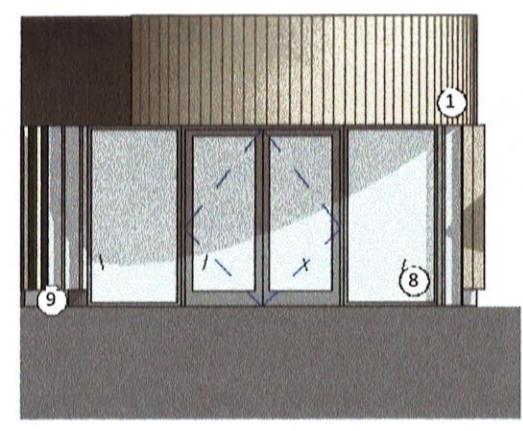
- ① Larch Timber Cladding
- ② Glazed Windows
- ③ Glazed Sliding Door
- ④ Louvered Plant Door
- ⑤ Aluminium Signage TBC. Building Name TBC. On render colour TBC
- ⑥ Timber Door to Match Cladding
- ⑦ Glazed Link Between Hub & Canopy
- ⑧ Glazed Double Doors & Windows
- ⑨ Concrete Plinth
- ⑩ Grey Engineering Brick



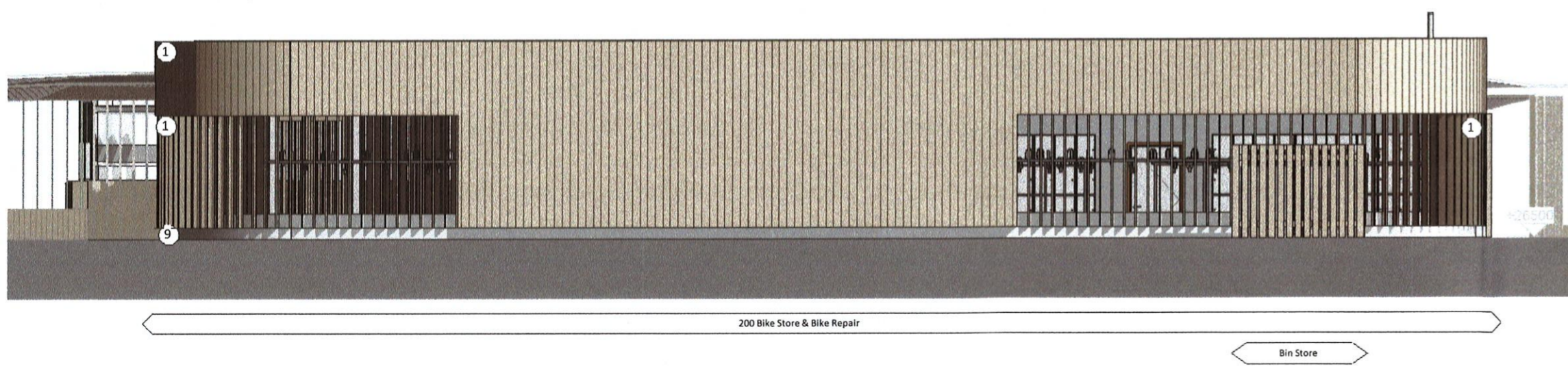
Elevation - Access to Cafe, Waiting Area & Bike Store



3. North Side Elevation - Overlooking Lake  
1 : 100



2. Cafe Doors  
1 : 100



4. East Side Elevation  
1 : 100



STATUS	REV	DATE	DESCRIPTION
PL	PL3	23/02/18	Planning Submission
PL	PL1	11/04/18	Pre Application Issue
SO	P15	23/03/18	Update for viewing at meeting with Bus Companies
SO	P11	23/11/17	Pre Application Issue
SO	P10	15/11/17	Issued to design team

CLIENT: Cardiff and Vale University Health Board  
 REVISOR: FM  
 CHECKED BY: KW  
 ORIGINATOR NO: 151101

CONSULTANT: **STRIDE TREGLOWN**  
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 PROJECT: UHW Sustainable Transport Hub

DRAWING TITLE: Proposed Hub Building Elevations

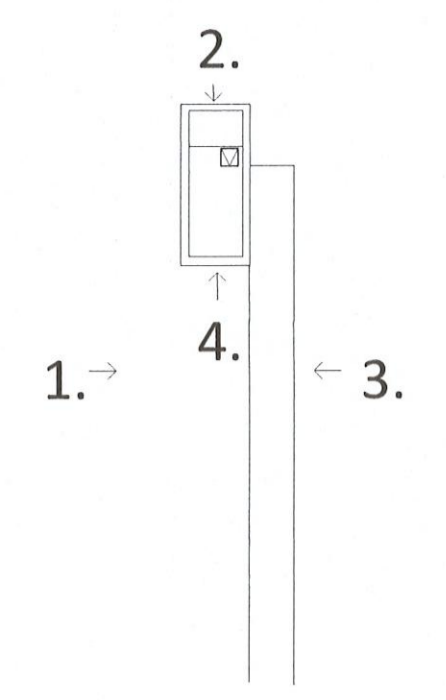
SUITABILITY STATUS	SCALE
PL : PLANNING	As indicated @ A2
PROJECT   ORIGINATOR   ZONE   LEVEL   TYPE   ROLE   CLASSIFICATION   NUMBER	REVISION
HUB-STL-XX-XX-DR-A-XXXX-02001	PL3

18/10/17/29

Responsibility is not accepted for errors made by others in scaling from this drawing.  
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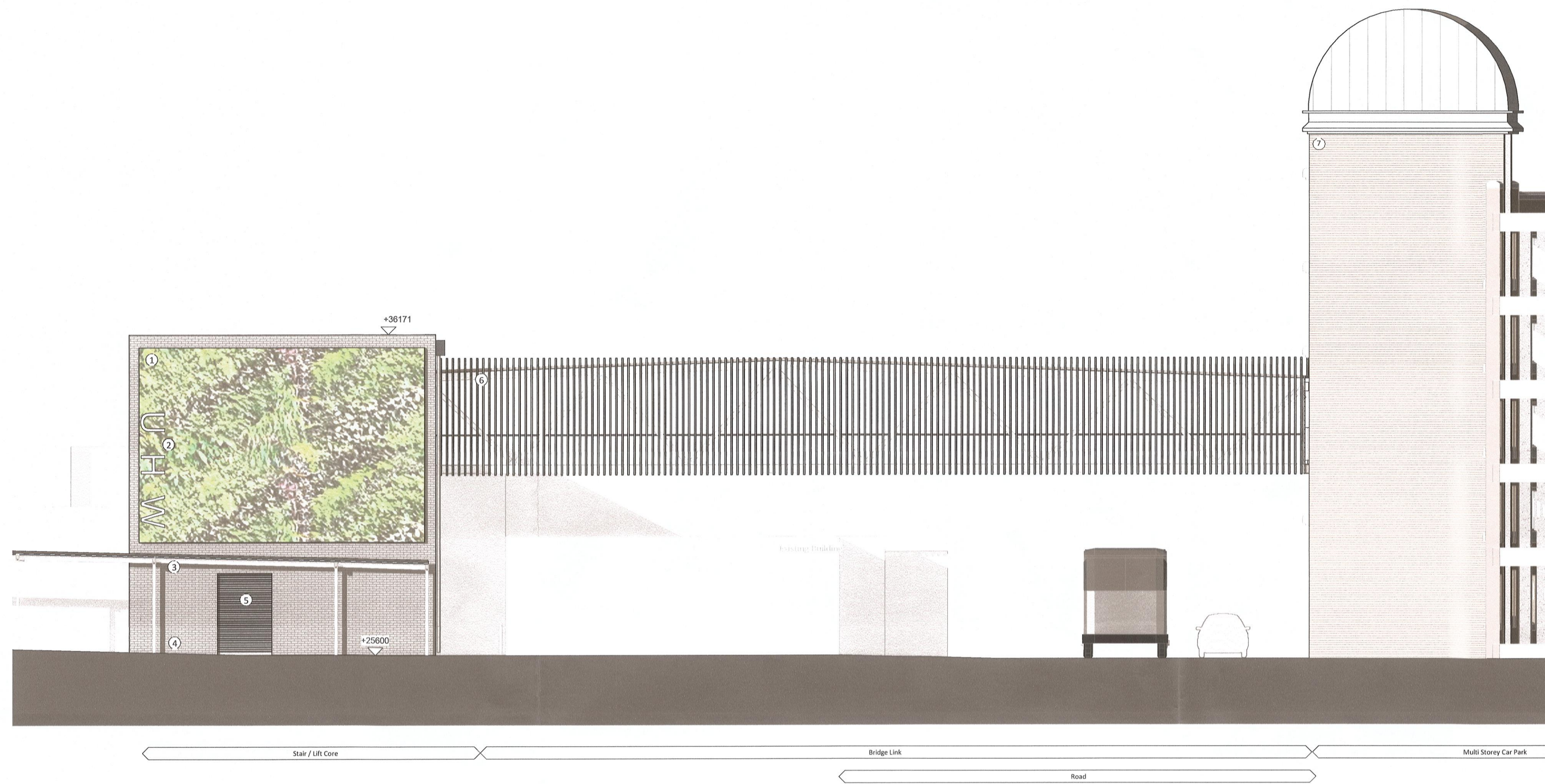


Key

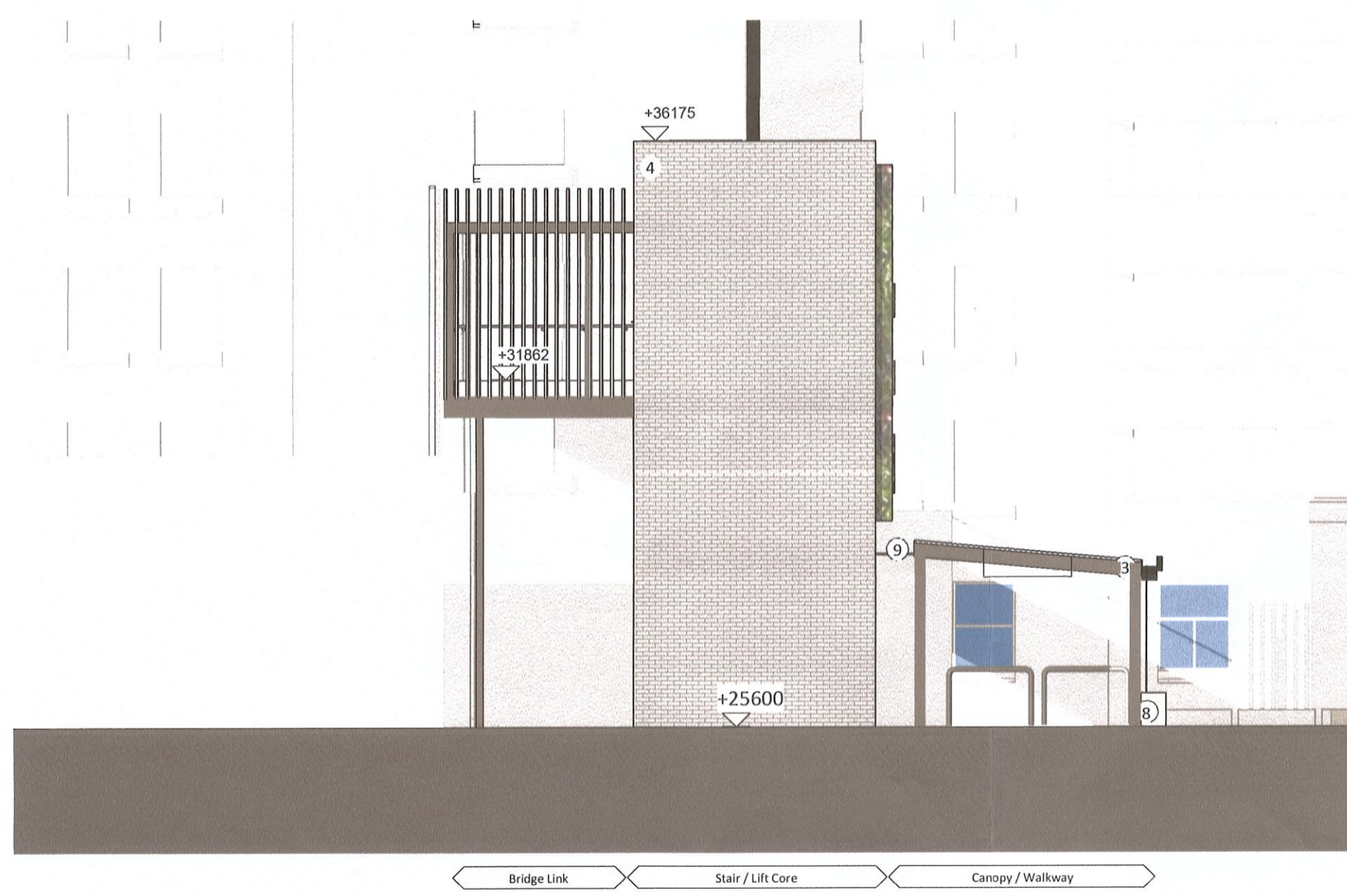


Building Material Key

- ① Green Wall
- ② Aluminium Signage & Name TBC
- ③ Canopy Walkway with Metal Deck Roof. Colour TBC
- ④ Grey Engineering Brick. Colour TBC
- ⑤ Entrance Shutter
- ⑥ Bridge Link - Larch Timber Fins 100 x 50mm
- ⑦ Existing Multi Storey Car Park
- ⑧ Planter Barriers With Intermittant Timber and Wire Planting
- ⑨ Glazed Canopy Link
- ⑩ Hopper and Rainwater Downpipe



1. Front Elevation - Bridge Link & Stair/Lift Core  
1 : 100



2. Side Elevation Towards MSCP - Bridge Link & Stair/Lift Core  
1 : 100

STATUS	REV	DATE	DESCRIPTION
PL	PL5	15/10/18	Tower position adjusted to consultee feedback
PL	PL3	27/07/18	Planning Submission
PL	PL1	11/04/18	Pre Application Issue

CLIENT	REVISOR
Cardiff & Vale University Health Board	FM
	KW
ORIGINATOR NO	151101

**AMENDED PL**  
 CARDIFF COUNTY COUNCIL  
 STRATEGIC PLANNING & ENVIRONMENT  
 DATE 18/10/18

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DRAWING TITLE  
**Proposed Bridge link and Stair/Lift Core Elevations 1 of 2**

SUITABILITY STATUS	SCALE
PL : PLANNING	As indicated @ A1

PROJECT   ORIGINATOR   ZONE   LEVEL   TYPE   ROLE   CLASSIFICATION	REVISION
HUB-STL-XX-ZZ-DR-A-XXXX-02003	PL5

Pond



Ground Floor GA  
1 : 100



PL	PL3	27/07/18	Planning Submission
PL	PL1	11/04/18	Pre Application Issue
SO	P31	20/03/18	Issue for Pre Application Information
SO	P17	24/01/18	Updated floor plan - Coffee Shop flipped and doors/windows introduced overlooking lake
SO	P15	23/01/18	Update for viewing at meeting with Bus Companies
SO	P11	21/11/17	Pre Application Issue
SO	P10	15/11/17	Issued to design team
SO	P6	11/10/17	Stage 2 WIP Issue
SO	P1	26.07.17	FIRST ISSUE

STATUS	REV	DATE	DESCRIPTION	REVISION NO
CLIENT				FM
Cardiff and Vale University Health Board				CHECKED BY
				KW
				ORIGINATOR NO
				151101

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PROJECT  
UHW Sustainable Transport Hub

DRAWING TITLE  
Proposed Ground Floor Hub Building (Bike Store & Cafe)

SUITABILITY STATUS PL : PLANNING	SCALE 1 : 100 @ A1
PROJECT   ORIGINATOR   ZONE   LEVEL   TYPE   ROLE   CLASSIFICATION   NUMBER HUB-STL-XX-00-DR-A-XXXX-01001	REVISION PL3

18/01/20

- General Notes:**
- Do not scale from this drawing, use figure dimensions only.
  - This drawing is to be read in conjunction with all relevant Architects, Engineers and Specialists drawings and the Specification.
  - All dimensions should be checked on site, prior to starting work on site.
  - Contact utility companies for location of services. Check precise location before undertaking any works on site.
  - Foundations, footings and haunching to be to engineers specification.
  - For drainage details and specification, refer to engineers drawings.
  - All manholes within paving areas to be recessed. For Manhole cover specification, refer to Engineers schedules.
  - For External lighting layout and specification, refer to M&E drawings.
  - Any ecology works to be completed in co-ordination with a qualified Ecologist.
  - All soil is subject to detailed testing and analysis and will be in accordance with the soft landscape specifications.
  - All treatment of softwork areas to comply to BS4428 Code of Practice for general landscape operations.

**Paving and Edging**

- Bound gravel paving
- Wet pour surfacing
- Stepping stones (concrete block paving in grassed area)

**Furniture**

- Relocated benches
- New benches

**Soft Landscaping**

- Existing retained trees
- Proposed trees
- Relocated memorial trees
- New shrub planting
- New grassed areas
- New hedgerows
- Existing planting to be retained



S1	P67	24/10/18	Tree locations demonstrated within easement
PL	PL5	15/10/18	Trees relocated outside DCWW easement
D2	P53	31/08/18	Issue for Tender
PL	PL3	27/07/18	Planning Submission

STATUS	REV	DATE	DESCRIPTION	REVISED BY
CLIENT				MN
Cardiff and Vale University Health Board				CHECKED BY CS
				ORIGINATOR NO 151101

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PROJECT  
**UHW Sustainable Transport Hub**  
 AMENDED  
 CARDIFF COUNTY COUNCIL STRATEGIC PLANNING & ENVIRONMENT  
 DATE 29/10/18

DRAWING TITLE  
**Proposed Landscape Layout (inc. site wide tree planting)**

SUITABILITY STATUS S1 : SUITABLE FOR CO-	SCALE As indicated @ A1
PROJECT ORIENTATION   LEVEL   TYPE   ROLE   CLASSIFICATION HUB-STL-XX-00-DR-L-XXXX-91003	REVISION P67



**PETITION & LOCAL MEMBER OBJECTION**

COMMITTEE DATE: 21/11/2018

APPLICATION No. 18/02078/DCH      DATE RECEIVED: 03/09/2018

ED: LLANDAFF

APP: TYPE: Full Planning Permission

APPLICANT: Ms Jenkins

LOCATION: 14 High Street, Llandaff, Cardiff, CF5 2DZ

PROPOSAL: ALTERATIONS TO PROVIDE HARD SURFACE, GATES AND REBUILD WALL PILLARS

---

**RECOMMENDATION:** That planning permission be **GRANTED** subject to the following conditions:

- 1      C01 – Statutory Time Limit
  
- 2      The development, other than where expressly detailed at conditions 3 and 4, shall be carried out in accordance with the approved drawing numbered A102.  
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 commencement of the development hereby approved, and notwithstanding the approved drawing, details of the extent of the hard surface and its finish, which shall precisely confirm the areas of gravel, shall be submitted to and approved by the Local Planning Authority and the development shall thereafter accord with the approved details.  
Reason: To ensure the character of the Llandaff Conservation Area is preserved in accordance with Policy EN9 of the Local Development Plan.
  
- 4      Prior to commencement of the development, hereby approved, a planting schedule shall be submitted to and approved by the Local Planning Authority and planting shall be undertaken in accordance with the approved details during the first planting season following implementation of the development. Any plants which within a period of five years from completion of the development, die or are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.  
Reason: To ensure the character of the Llandaff Conservation Area is preserved in accordance with Policy EN9 of the Local Development Plan.

## 1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application seeks planning permission to provide a hard surface, gates and rebuild wall pillars to the front of a dwelling house.
- 1.2 An existing low stone wall has been cut back to provide a 3.5m wide opening with re-constructed pillars at either side. It is proposed to reinstate the original pillar capping and install a 1.4m tall black painted wrought iron sliding gate within the opening.
- 1.3 It is proposed to provide a central path section of salvaged flagstones up to the front door of the dwelling, and the areas to both sides of the path to consist of loose buff gravel on a hardcore and stabilisation grid base. New landscaping is proposed in addition to retaining existing around the perimeter of the hard surface, and a condition is proposed to ensure details are agreed prior to the installation of the hard surface should consent be approved. The hardcore base of the hard surface has already been partially laid.

## 2. **DESCRIPTION OF SITE**

- 2.1 The site comprises a two storey dwelling on the north-west side of High Street, immediately adjoining the Butchers Arms public house, and the Llandaff Institute Social Club. The front elevation of the public house is positioned at the back edge of the pavement in line with the front wall of the application site, obscuring the dwelling and its front garden from view when approaching from the south west. The social club is set back from the pavement aligned with the main front wall of the application dwelling but incorporates a raised hard surfaced external drinking area, enclosed by railings and a high ivy covered common boundary wall shared with the application site. The site is not prominent in the context of the wider street scene, but is located within the Llandaff Conservation Area. The building is included on the Council's list of buildings of local merit.

## 3. **SITE HISTORY**

- 3.1 14/01655/DCH – planning permission granted and implemented for a two storey rear extension.

## 4. **POLICY FRAMEWORK**

### 4.1 **Relevant National Planning Guidance:**

Planning Policy Wales (Edition 9, 2016)  
Technical Advice Note 12: Design

### 4.2 **Relevant Cardiff Local Development Plan (2006-2026) policies:**

Policy KP5 (Good Quality and Sustainable Design)  
Policy EN9 (Conservation of the Historic Environment)  
Policy T5 (Managing Transport Impacts)

#### 4.3 Relevant Supplementary Planning Guidance

Residential Extensions & Alterations (2017).  
Llandaff Conservation Area Appraisal (2006).

#### 5. INTERNAL CONSULTEE RESPONSES

- 5.1 Transportation – highways have licensed the installation of a crossover at the above property, as detailed in the planning application, and that the finished works have now been inspected. Inspection of the works has confirmed that the crossover has been installed in accordance with the license as far as dimensions and kerb interface with the carriageway are concerned. The submission has been assessed and is considered to be acceptable, the provision of on-plot parking is policy compliant and use of the proposed crossover is not considered to represent a risk to other road users. I therefore have no objection to the application as submitted.
- 5.2 Highways & Parks (Drainage) - no formal objection to the principle of the application as the increase in impermeable area being negligible.

#### 6. EXTERNAL CONSULTEE RESPONSES

- 6.1 Llandaff Society – object to the application on the grounds that it conflicts with Local Development Plan and Conservation Area policy and would neither conserve nor enhance Llandaff Conservation Area. The Society is strongly of the view that: (i) work undertaken in advance of obtaining permission for use of a small front garden in the heart of a Conservation Area for parking cannot be used to justify obtaining permission for that use on the basis that it would tidy up the mess created. (ii) ownership of a locally listed property within the oldest and – we suggest – the most significant Conservation Area in Cardiff confers responsibilities to conserve and enhance the property and its setting for general community benefit. (iii) inaccurate dimensions, and lack of consideration of the porch, in this application (and that for the cross-over) suggest that it does not comply with the Council’s requirements for use as a vehicle hardstanding - even if there weren’t objections on other grounds, including its location in a Conservation Area; (iv) in relation to points made by Ms Jenkins in support of this planning application: (a) discussions with Officers do not tie decision-makers hands; (b) permission for a cross-over was obtained based on misleading information (see (iii) above) which was clearly not checked before permission for that facility was granted. (c) re para 1.1 in her covering letter, a sliding gate as proposed can clearly not “match the design of the original” small garden gate. By using inappropriate comparisons with properties that open directly onto High Street she does not appear to understand the significance of the street pattern, nor the importance of her property and its garden, stone wall, pillars and pedestrian gate as an integral part of the character of Llandaff. (d) re her para 1.3, Myrtle Villa was not a “forgotten” house with a “forgotten” front garden. It was much loved by its former owners - long-term occupants Mrs Caruana and her sister (unfortunately now both deceased) - and by residents and visitors. Ms Jenkins

bought the property knowing that it was in a Conservation Area and had no parking. Previous work undertaken is not relevant to whether the current proposal should be approved. (e) re para 2 Ms Jenkins cites as local precedents numerous cases which are either new builds, which have been subject to scrutiny, or those established before 1968 when the Conservation Area was designated. No: 51 Cardiff Road is not comparable because the garden directly in front of the house was not affected by the new driveway and parking. (f) re para 3.5 parking enforcement (or lack of it) is no justification for further exacerbating the deplorable conditions re parking on the High Street. (g) re para 4.2 we want to make it clear that Llandaff Society has not been approached by Ms Jenkins or her agents to discuss this matter. (h) para 5.1 appears to be a direct threat to retain the eyesore of a half-demolished front garden and should be given no weight in the decision. (i) we are convinced that conserving and enhancing Llandaff Conservation Area is of the utmost importance as a jewel in the crown of Cardiff in terms of its visitor appeal and tourism offer. To allow a substandard proposal - which would detract significantly from that jewel - would be a travesty.

## 6.2 Llandaff Conservation Group – object for the following reasons:

- a) The application is to remove a small front garden to replace it with car parking immediately and closely in front of the front door and windows of a terraced dwelling house in a prominent location in the heart of the Llandaff Conservation Area. This is a small location. There is insufficient space if used for car parking for a hinged gate as previously, and a sliding, double vehicular access gate is proposed in the stone walling. This proposal if permitted will adversely affect the conservation area by disrupting the conserved quality of Llandaff High Street, creating unsightly parking between the property and the carriageway, thereby obscuring the front and spoiling the view of locally listed properties. It will also distract from the quality of the stone walling that is a noted feature of the Llandaff Conservation Area.
- b) This proposal is a significant departure from the existing situation. There is no other such arrangement in the High Street, there being no other dropped kerb leading to a single dwelling house for the parking of an individual vehicle. The applicant suggests there are nine dropped kerbs in High Street. However, dropped kerbs in this area include pedestrian provision put in place to support the carefully created pedestrian environment which is a result of significant Council investment in the High Street. There are only two vehicular dropped kerb provisions and they are entirely different in style and purpose from that now proposed. One leads to a small street area containing businesses and housing and the other is access to the doctor's surgery building. Importantly, these locations can accommodate numerous vehicles, unseen from the High Street and with suitable space to turn and enter and exit the High Street always moving forward with suitable vision. This application at 14 High Street is not comparable.
- c) No other single house or dwelling has unique dropped kerb access for vehicles over the pavement of the High Street. There is no reason now to disrupt this pattern of the conservation of frontages of the High Street to



provide parking for one property alone and which is located amongst attractive locally listed buildings. Other dwellings and houses such as those on the opposite side of the High Street shops have to make parking arrangements elsewhere as has this property previously.

- d) This location is an important part of Cardiff's Conservation Areas being the road to Llandaff Cathedral. It is a general visitor area and highly visible and prominent when televised in use for significant all Wales or Cardiff occasions for example when used by visiting dignitaries such as the Queen and members of the royal family. To allow this particular single parking provision to impact disproportionately on the conserved High Street of the City of Llandaff area would notably detract from the conservation area. It would be a poor planning decision in relation to other Council initiatives and significant investment within the last fifteen years to enhance and promote the conserved High Street area and its pedestrian environment.

#### Other matters of concern

'Precedent' as stated in the application:

The Llandaff Conservation Area Advisory Group is aware that all applications are judged on their merit but is highly concerned at the references to 'precedent' and the following statement made in the application: *"Nearly all houses and properties in the Llandaff Conservation Area have already replaced their front lawns for hard surface frontages/forecourts, driveways or parking bays, and as such resident/customer practice of parking at the front of their houses and properties is long established in the area."*

This is not correct and is particularly misleading when stated in relation to terraced dwelling houses with frontages of a similar nature to 14 High Street. There are numerous walled small front gardens in Llandaff Conservation Area that have not been converted to car parking. Notably these are terraced properties on Cathedral Green, Bridge Street and Cardiff Road. Size of frontages vary but are equivalent or larger than 14 High Street in many instances. If other properties are permitted to convert their frontages to car parking in the same manner as proposed in this application a major quality of the Llandaff Conservation Area would be destroyed. Article 4 provision and Conservation Area status has previously been used to prevent or discourage such development.

Photographs submitted with the application:

The Conservation Area Advisory Group notes the photographs provided are described as precedent photographs in support of the application. The Advisory Group seriously believes they demonstrate the case *against* the application by showing how where parking for dwellings has been permitted or established in the Llandaff Conservation Area it has always been distinctly in situations and properties entirely and critically different from 14 High Street, in locations providing far greater space and vehicle safety and less adverse impact on well conserved locations. *Specifically:*

On Cardiff Road: Number 51 is offered as a comparable situation. But it is a large entrance accessing garages and a substantial car park capable of

accommodating several vehicles with turning space and is not a terraced house front. Entrances to public properties such as to the St Michael's College car parking area, and buildings and Cathedral School Nursery buildings are also indicated. Also identified on the Cardiff Road aerial photographs are large commercial concerns such as the Pritchard Court and Pegasus retirement home sites with purpose-built carparks and traffic flow. These examples do not present comparable circumstances to 14 High Street or present the same negative conservation or vehicle safety issues.

On Cathedral Green: Older cathedral related houses (the notable 'white' buildings) are shown with long established parking inside the curtilage of the sites. These are enclosed spaces with suitable room to move vehicles safely, drive out forwards safely and to shield vehicles from significant public view without masking buildings of note, sometimes also including provision of matched garages. These do not present comparable circumstances to 14 High Street or have the same negative conservation or safety issues.

On Cathedral Close: Nos 6 and 8 were built in the 1960's. Their parking areas and integral garages were in the original plans and are entirely appropriate. Large dwelling houses are shown that have significant space to allow for vehicle access and egress for properties. These do not present comparable circumstances to 14 High Street or have the same negative conservation or safety issues.

On Bridge Street: Spencer's Row (effectively a Victorian street of eight houses with full vehicular access and egress) and the Old Police Station together with Pen Pentre House having substantial enclosed off-road parking is pictured, as are various comparatively modern properties with long driveways built to include parking alongside them. A mix of very different locations, once again these do not present comparable circumstances to 14 High Street or have the same negative conservation issues. The Old Mason's Arms is an end terrace property, a former public house converted to housing and adjacent to modern detached housing allowing greater vision for moving vehicles. It does have an enclosed front parking space big enough to include hinged gates, believed pre-Article 4 provision, pictured without a vehicle in it. When viewed, especially when containing a vehicle, this does arguably detract significantly from the conserved quality of the rest of Bridge Street where the frontages all remain and where further such developments have not been permitted or taken place. Such development has a negative impact here and if similar is now located in a more prominent position in the conservation area such as 14 High Street it will have an even greater negative conservation impact.

On Bridge Road: This area of the Llandaff Conservation Area pictured contains mixed twentieth century housing built with garages to the rear and off-road parking. This built environment does not present relevant circumstances to 14 High Street in the heart of the conservation area or in the specific context of this application.

Photographs presented of the interior renovations at 14 High Street do not offer material considerations in relation to this application regarding impact on

the surrounding conservation area. They should not inform this application. The building is not a listed building so interior adjustments are not material consideration in this application.

Photographs of garage door vehicular access showing rear or side access in Chapel Street show ugly provision of other examples using sliding doors that disrupt the stone wall environment and detract from the conservation area. They are significantly different from the frontage of a terraced house on the High Street.

Road Safety and the Crossover Terms and Conditions:

The applicant states the house location as being on '*an unclassified no through road*'. This refers to Llandaff High Street which is a very busy two-way road that is the main access route to the cathedral and heavily used daily by large numbers of vehicles and pedestrians. These include cars, heavy lorries making deliveries to food shops, cafes, pubs and restaurants on High Street and to houses on the Cathedral Green. The road regularly carries coaches visiting the cathedral and also funeral corteges. Vehicles enter High Street and can exit by turning in the Cathedral Green area and back through the High Street or by turning off to use the roundabout adjacent to the large Council Pay and Display car park serving the area which is also accessed and egressed through Llandaff High Street. Vehicles can also enter the High Street from the Cathedral Green having accessed it by Heol Fair, the street that is parallel to the High Street which provides access to the Cathedral Green from Cardiff Road and then on to the High Street. Llandaff High Street is without any doubt a very busy location indeed with significant traffic input from both ends passing through a pinch point passing in front of 14 High Street, the site of the proposed car standing. There is often serious traffic congestion. There is high pedestrian usage in this location to access the varied shops and food premises but also to make pedestrian access to the Cathedral School, Bishop's Palace Gardens and in particular, the new Memorial Hall. This is used as part of the school in the day and receives high evening use by the community.

In the context of the above: The Llandaff Conservation Area Advisory Group feels it is likely to be an unwise and unsafe decision to allow and promote the vehicle movements that will result from this parking space in this specific location. The Group calls on the Highways Authority to confirm it has undertaken, and also to present publicly, the proper risk analysis conducted in relation to this permission and without which it would be unsafe to proceed.

It is clear there is limited space, limited visibility ('vision splay') in this location and it is probable that vehicles parking in the space are likely to reverse in or out of the standing from time to time. The Group notes that the Crossover Terms and Conditions agreed in relation to this application specify:

- *Crossings are approved on the basis that vehicles will drive out forward onto the highway.*
- *The maximum width of a single crossover is 3 metres. (Minimum is 2.4m) The maximum width of a double crossover is 4.8 metres. The depth of the forecourt must be at least 4.8 Metres, in order to ensure that vehicles do not overhang onto the public footway. Vehicles overhanging onto the footway are liable for prosecution.*

- *If you have a porch, bay windows, or steps to your front door, will need to be considered in the space available to park your car. Also the position of your front door and if space is available to the side of your house within your property may need to be considered in your application.*

It is clearly apparent that there is very limited space and limited visibility ('vision splay') in this location at 14 High Street and it is likely that vehicles parking in the space will reverse in or out of the frontage, over the pavement, from time to time. The Group calls on the Council to confirm it has thoroughly checked all dimensions and practicalities in relation to the above required terms and conditions and to ensure that any building development permitted will safely ensure they must be properly observed.

Measurement of the scaled drawings with the application suggests the distance between the edge of the porch to the footway is 4.2 metres which is less than the 4.8 required. The proposed planting, indicated to attempt to reduce the negative visual impact of the development, would also reduce the total space further. The document A104 - Proposed View submitted to support the application gives an entirely false impression of the size of the space and the way in which vehicles could be parked facing the building. This must be addressed with full and proper consideration.

## 7. **REPRESENTATIONS**

7.1 The application was publicised by neighbour letter, site and press notices. A petition of objection was received, signed by 61 residents with addresses in Cardiff, all of which could reasonably be affected by the matter when passing the application site. Full details are viewable online.

7.2 Objections have been received from the following addresses:

- no. 4 Pendinas, The Cathedral Green.
- no. 33 Cardiff Road.

Full details are viewable online, their comments are summarised as follows:

- a) The works already and illegally performed have been done shoddily. To allow them to remain makes a mockery of conservation.*
- b) To permit this application would set a precedent for development of all Cathedral Green's frontages.*
- c) Damaging to the amenity of the conservation area;*
- d) Hazardous to pedestrians;*
- e) The Llandaff Conservation area was the first to be designated in Wales;*
- f) Myrtle Cottage is of local importance which could justify an official listing.*

7.3 Cllr Phillipa Hill-John objects to the application as follows:

*I would also like to request the opportunity for a site visit in order for the planning committee to appreciate the context of this proposal. It should be noted that there is considerable local interest in this case, and I am aware*

*both the Llandaff society and the Conservation group for Llandaff have also submitted their objections. Without repeating all the points the respective groups have raised I would like to endorse their objections and have recorded particular points of concern.*

*Road Safety and the Crossover Terms and Conditions:*

*I would like to request that the council confirm that they have conducted a full and detailed assessment of the crossover and that the proposal meets all requirements, in terms of measurements, dimensions, (Measurement of the scaled drawings with the application suggests the distance between the edge of the porch to the footway is 4.2 metres which is less than the 4.8 required.) Also the Terms and Conditions for Crossovers as noted by the conservation group and noted again below:*

- Crossings are approved on the basis that vehicles will drive out forward onto the highway.*
- The maximum width of a single crossover is 3 metres. (Minimum is 2.4m) The maximum width of a double crossover is 4.8 metres. The depth of the forecourt must be at least 4.8 metres, in order to ensure that vehicles do not overhang onto the public footway. Vehicles overhanging onto the footway are liable for prosecution.*
- If you have a porch, bay windows, or steps to your front door, will need to be considered in the space available to park your car. Also the position of your front door and if space is available to the side of your house within your property may need to be considered in your application.*

*The property faces onto a busy high street with high levels of pedestrians, school children, visitors to the area and the visibility is poor with the requirement - as set put in the conditions - for the vehicle to reverse into Parking area will be difficult. All aspects relating to the safety need to be considered prior to any application being approved.*

*Planning conditions:*

*It should also be noted that article 4(2) direction that was presented to Cabinet in July was as a direct result of the demolition of this walled enclosure, Which clearly states - 'that planning permission will be required to carry out ..... any planning operation consisting of the demolition of the whole or part of any gate, fence, wall or other means of enclosure .....' Whilst I respect that this cannot be applied retrospectively it certainly needs consideration, given that such conditions are now in place to stop such activity and to conserve what is becoming an increasingly altered landscape in the conservation area.*

*Conservation area:*

*By allowing this proposal, it will adversely affect the conservation area by disrupting the conserved quality of Llandaff High Street, creating unsightly parking between the property and the carriageway, thereby obscuring the front and spoiling the view of locally listed properties. It will also distract from the quality of the stone walling that is a noted feature of the Llandaff Conservation Area and listed in the Conservation area appraisal. It*

*will do nothing to enhance the frontage of a locally listed property of interest to have a vehicle parked directly outside that will obscure the remaining original features. No other property in the High St has its own unique dropped kerb arrangement and therefore why should this proposal be permitted. As noted by the conservation group – There are only two vehicular dropped kerb provisions and they are entirely different in style and purpose from that now proposed. One leads to a small street area containing businesses and housing and the other is access to the doctor's surgery building. Importantly, these locations can accommodate numerous vehicles, unseen from the High Street and with suitable space to turn and enter and exit the High Street always moving forward with suitable vision. This application at 14 High Street is not comparable.*

*In light of careful consideration for Road safety, compliance to Crossover Terms and Conditions, the Conservation Area Appraisal Review, the recent amendments to the Article (4)2 direction I would seek to request that the planning committee consider this application very carefully.*

- 7.4 A petition of support for the proposal was received, signed by 39 residents with addresses in Cardiff, all of which could reasonably be affected by the matter when passing the application site. Full details are viewable online.

## 8. **ANALYSIS**

- 8.1 The key issues are the effect of the proposal upon the character of the Conservation Area, highway safety and the setting of a locally listed building.

### 8.2 Highway Safety Considerations

In respect of highway safety, Highways have confirmed that the vehicular crossover has been licensed and is not considered to represent a risk to other road users.

### 8.3 Design Considerations

In respect of the effect upon the Conservation Area the Llandaff Conservation Area Appraisal notes the contribution made by boundary walls and gates to the character of the area: *There are a variety of ways in which verge gardens and footpaths have been formed. In repairing and restoring boundaries or hedges, it is important to plant a species in character. Tree Preservation Officers may be able to advise on species suitable for your particular situation. Whilst hedges become established a temporary post and wire or mesh fence may be an acceptable method for providing security to a garden. Boundary walls should be regarded as an extension of the building which it protects. In Llandaff they define ownerships, provide privacy and often identify the age and character of the buildings they enclose, or their predecessors. Most importantly, walls define space and provide definition and character to the street scene. New walls should seek to fulfil the same objectives. There are a number of different building materials in Llandaff and a huge variety of stone. Where natural stone walls are retained they should be repaired and*

*maintained to ensure that stone work, joints, mortars and copings all respect the original structure. Black painted railings on a stone base are also typical of Llandaff. They should be maintained and if necessary replaced, using profile and sections to match.*

- 8.4 The works to partially demolish the front boundary wall were undertaken in late 2017, and have been determined to be lawful by virtue of Class B of Part 31 of the General Permitted Development Order 1995 as there was no Article 4 (2) Direction in place removing the right to undertake such works within the Llandaff Conservation Area. Also, the works did not require Conservation Area Consent as the requirement for Conservation Area Consent is only applicable to total/substantial demolition of a means of enclosure. Having regard to the existing lawful situation with an open aspect between the retained sections of wall, the proposed re-introduction of an enclosure is considered to represent an enhancement to the character of the Conservation Area. The gate would be of traditional decorative design and its material and colour would match the previous gate. Original pillar capping would also be reinstated along with new mortar pointing to the stonework. Having regard to the existing lawful situation and proposed enclosure, it is not considered that the proposal would adversely affect the character of the locally listed building.
- 8.5 The Llandaff Conservation Area Appraisal also notes the contribution of front gardens to the character of the area: *Llandaff was largely developed before car ownership became widespread. Constructing further off-street parking within the curtilage of individual houses can result in the loss of front gardens and hedges. Where there is room for a garage, it should be designed in sympathy with the house to which it relates and without detriment to the overall area. Grassed and planted front gardens and continuous hedging help to give the Conservation Area its special charm. The need to preserve this character may preclude the grant of planning permission to form a hard-standing in the front garden. Each case will be considered on its merits. The location of a hard-standing should not result in cars being parked directly in front of the house. Many roadsides include a grass verge contributing to the green character of the area. These should be protected. The creation of paved forecourts with turning areas usually reduce grassed areas, flower beds and the line of hedging, and result in the loss of a simple garden with concrete path.*
- 8.6 While the creation of a hard surface would not be consistent with the guidance set out in the Conservation Area Appraisal, it is recognised that each case will be considered on its merits. In this respect, it should be noted that the Highways department have licensed the installation of the vehicular crossover into the site. Furthermore, as set out in paragraph 8.4, the partial demolition of the front boundary wall is deemed lawful. Therefore, these unique circumstances have created a situation where vehicular access can be lawfully secured from the highway directly into the front curtilage.
- 8.7 The above context cannot be dismissed, as regardless of the decision upon this application and any potential enforcement, the owner would continue to retain the right to park a vehicle in the curtilage to the front of the

dwellinghouse. Therefore, and while not strictly in accordance with the guidance as described above, the current proposal is considered to represent an opportunity to secure a high quality treatment to the front boundary enclosure of the front garden area. The central path section would be of salvaged flagstones presenting an enhanced appearance to the previous concrete path, and the areas at both sides would consist of loose buff gravel on a hardcore and stabilisation grid base. Landscaping would be provided around the perimeter.

8.8 It should be noted that the visual impact is limited in terms of the street scene. Views of the front garden from the south west are obscured by the adjoining building at no. 16 (Butchers Arms public house) which projects forward to the pavement, and views from the north east are partially obscured by a vegetation covered boundary wall with no. 10 (Llandaff Institute) and the view from this direction is dominated by the raised front forecourt of which consists of a hard surface of concrete paving.

8.9 It is not considered that the proposal would set a precedent for hard surfaces within the Llandaff Conservation Area. The application property is an isolated residential dwelling within a terrace of otherwise commercial buildings on the north west side of High Street. It should also be noted that an Article 4(2) direction has subsequently been served on 11<sup>th</sup> August 2018 to remove permitted development rights within the Llandaff Conservation Area for alterations to means of enclosures under Part 31 of the General Permitted Development Order 1995, thus preventing further partial demolition of front enclosures.

#### 8.10 Representations

The representations received from Cllr Phillipa Hill-John, the Llandaff Society, the Llandaff Conservation Area Advisory group and local residents are noted and have assisted in the consideration of the matter.

a) Impact upon the character of the Conservation Area: Having regard to the lawful widened opening created by the partial demolition of the original boundary wall as detailed in paragraph 8.2 it is considered that the proposed enclosure would not impact to an unacceptable degree on the preservation and enhancement of the Conservation Area as a whole. While noting the replacement of the original garden, the introduction of the hard surface as proposed, when taken into consideration with the enclosure and new gate, will not, it is considered unacceptably harm the character of the Conservation Area. The hard surface will incorporate landscaping and a new path to the front door.

b) Impact upon Highway Safety: It is considered the proposal would not have any adverse impact upon highway safety. The Council's Highways section have agreed the installation of the vehicular crossover, allowing vehicular access to the front curtilage with the property. The distance between the front elevation of the building and the front enclosure has been measured on site as 5 metres which confirms the scaled proposed plan drawing as



accurate. Whilst the distance from the porch to the footway is less than the minimum of 4.8m as recommended by the Highways section to ensure vehicles do not overhang the footway, in this particular instance it should be possible to park at an angle without the vehicle overhanging the footway.

#### 8.11 Other Legal Considerations

*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.

*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.

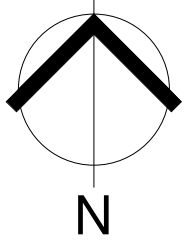
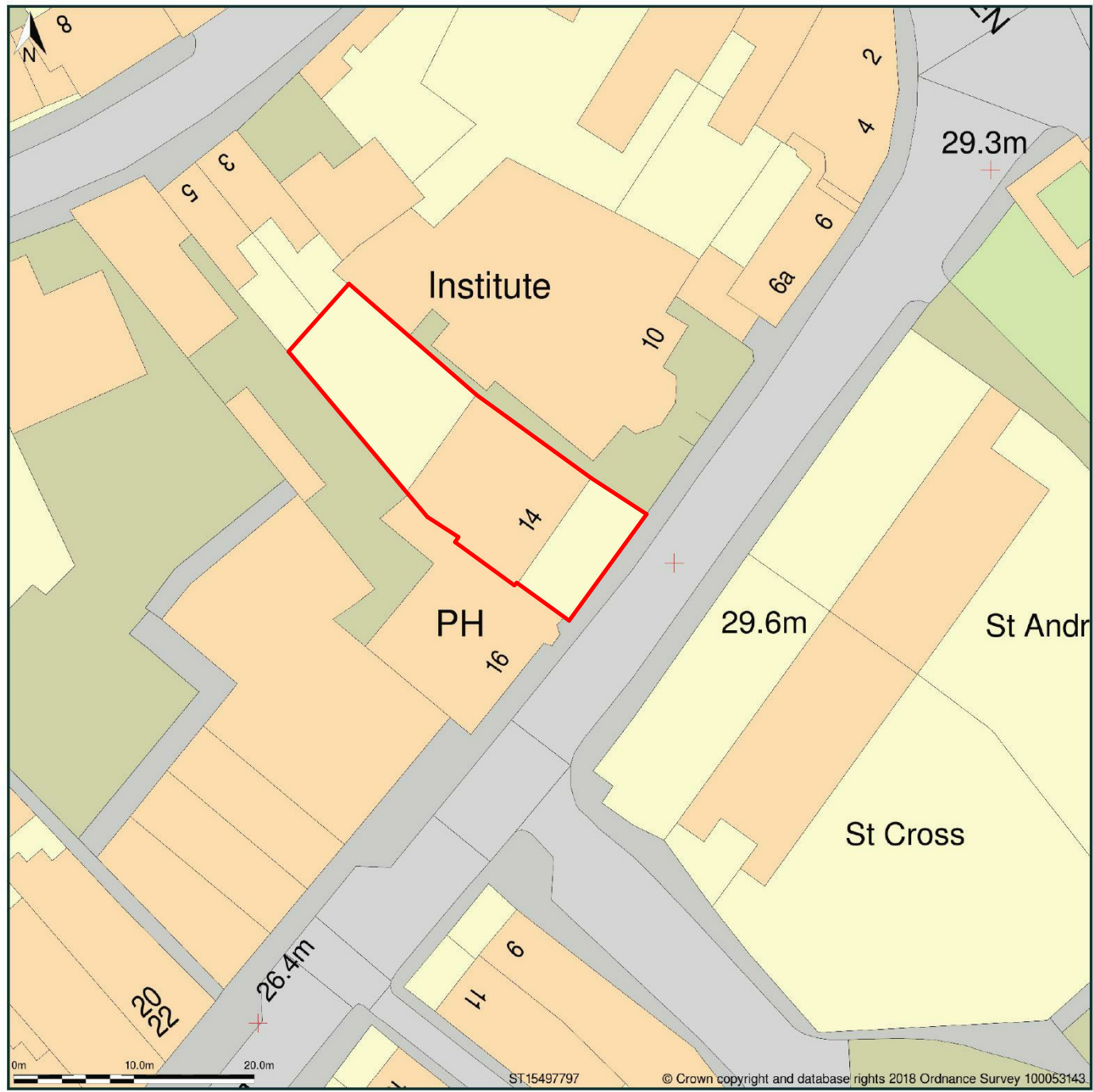
*Well-Being of Future Generations Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability 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.

#### 8.12 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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14 High Street, Llandaff, Cardiff CF5 2DZ



Location Plan  
 Alterations to provide hard surface, gates & re-build piers  
 to No 14 High Street, Llandaff, Cardiff

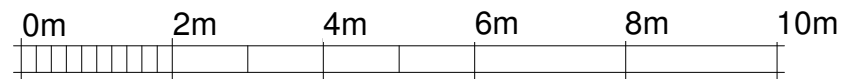
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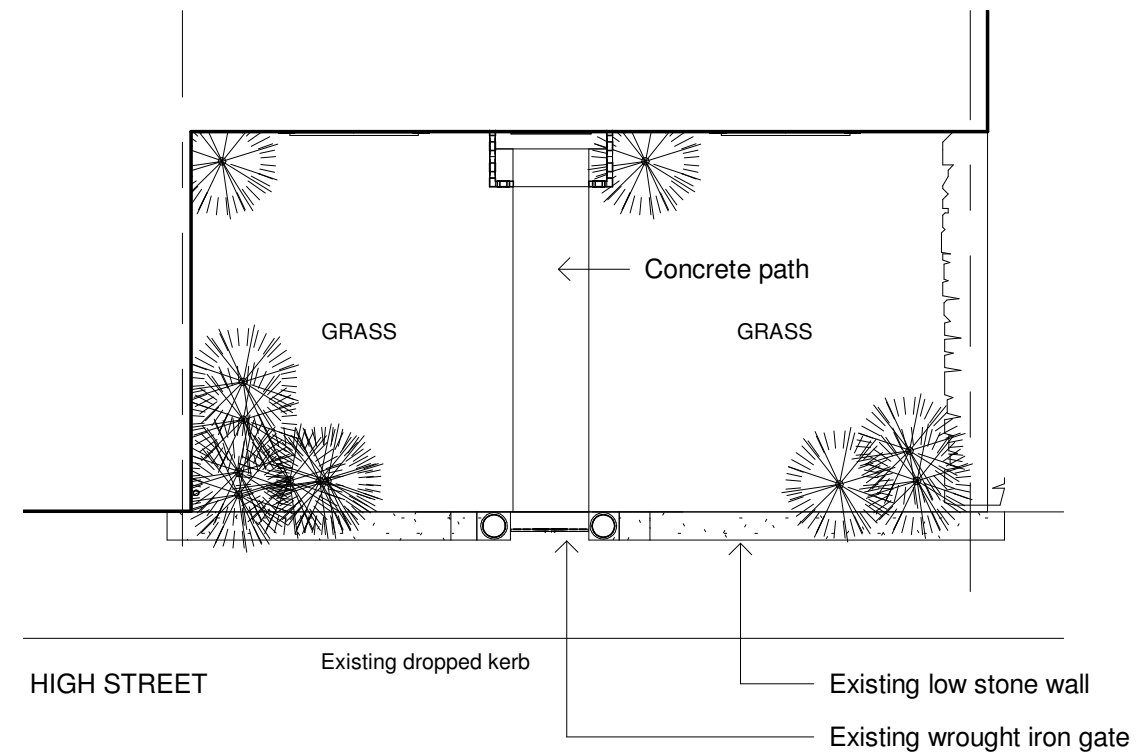
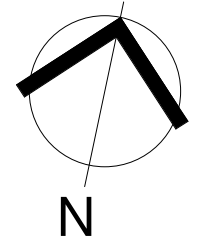
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SCALE 1:100 @ A3



Original Elevation

## Existing Plan

1 : 100



Original stone wall demonstrating plant growth effecting joints and wall integrity



Further indication of plant growth that has penetrated the mortar joints in places



## Existing Elevation

1 : 100

Existing Plan & Elevation  
 Alterations to provide hard surface, gates & re-build piers  
 to No 14 High Street, Llandaff, Cardiff

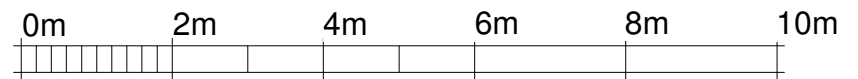
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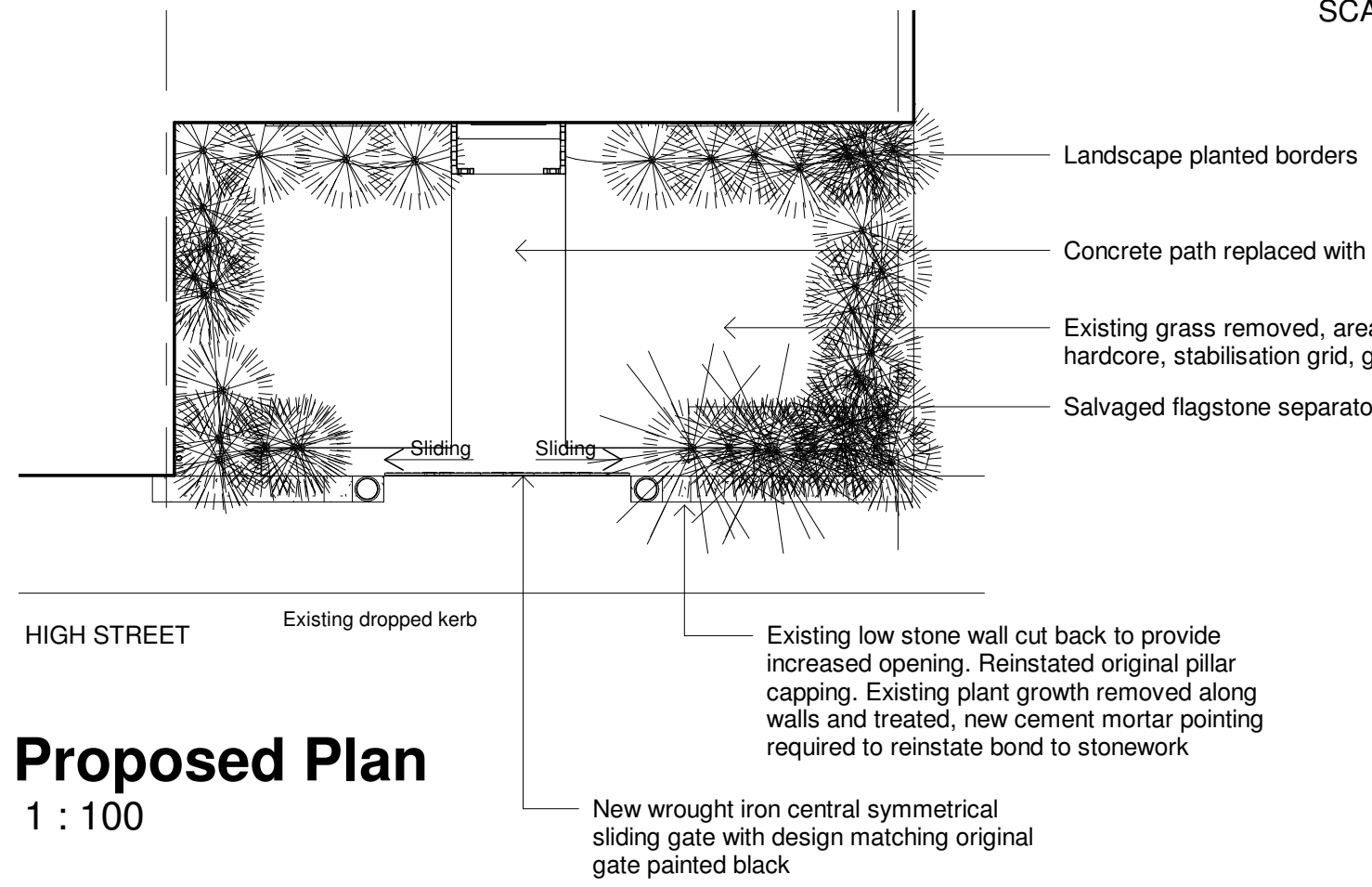
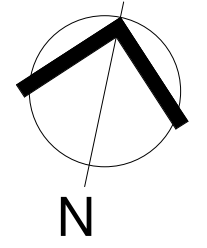
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SCALE 1:100 @ A3



**Proposed Plan**  
1 : 100



**Proposed Elevation**  
1 : 100



Proposed Plan & Elevation  
Alterations to provide hard surface, gates & re-build piers  
to No 14 High Street, Llandaff, Cardiff

A102

Project number	277
Date	MAR 2018
Drawn by	MD
Scale	1 : 100@A3

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Existing concrete path with stamped paviour effect



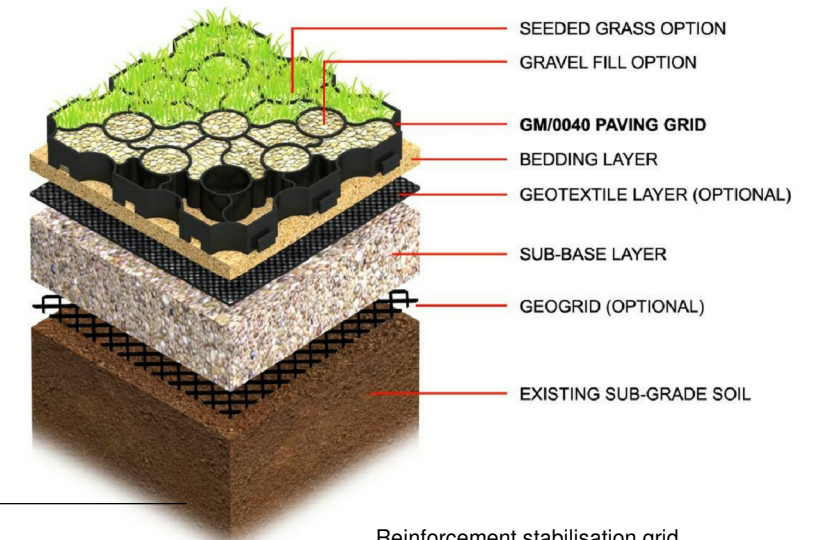
Original View  
 Alterations to provide hard surface, gates & re-build piers  
 to No 14 High Street, Llandaff, Cardiff

A103

Project number	277
Date	MAR 2018
Drawn by	MD
Scale	@A3

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Reinforcement stabilisation grid



Salvaged flagstones to form new path and separator strip to front wall

New wrought iron sliding gate to increased opening formed in existing wall, design to incorporate features of original gate, painted black

Increased opening formed in original wall to accept new sliding gate. New formed pillars to be reinstated with original salvaged stone and original capping stones

**Proposed View**  
 Alterations to provide hard surface, gates & re-build piers to No 14 High Street, Llandaff, Cardiff

A104

Project number	277
Date	MAR 2018
Drawn by	MD
Scale	@A3

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## LOCAL MEMBER OBJECTION & PETITION

COMMITTEE DATE: 21/11/2018

APPLICATION No. **18/02065/MJR** APPLICATION DATE: 06/09/2018

ED: **SPLOTT**

APP: TYPE: Full Planning Permission

APPLICANT: Celsa Manufacturing (UK) Ltd.

LOCATION: SIMS METAL UK METAL RECOVERY PLANT, ROVER WAY,  
PENGAM, CARDIFF, CF24 2RX

PROPOSAL: PROPOSED INDUSTRIAL BUILDING (CLASS B2) TO HOUSE  
SCRAP METAL SORTING MACHINERY, IN ADDITION TO  
RELATED WORKS, ASSOCIATED WITH EXISTING SITE USE

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:
  - 18.41 Drawing No. P01 Rev B
  - 18.41 Drawing No. P02
  - 18.41 Drawing No P03 Rev 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. The rating level of the noise emitted from fixed plant and equipment on the site shall not exceed 53 dBA between 07:00-17:00, 50 dBA 19:00-23:00 and 47 dBA between 23:00-07:00 at any residential property when measured and corrected in accordance with BS 4142 : 2014.

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).

4. During the construction wheel washing facilities shall be located at the entrance of the site and shall be used before accessing Rover Way.  
Reason: To ensure that the public highways is free of any contaminates in accordance with Policy T6 of the adopted Cardiff Local Development Plan (2006-2026).

**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** : 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 PROPOSED DEVELOPMENT**

- 1.1 Full planning permission is sought to erect a building that would house new scrap metal sorting machinery.
- 1.2 The building would measure approximately 46 metres in length x 31 metres in width with a maximum ridge height of 13.2 metres. The building would be finished in white cladding.
- 1.3 Access to the site would be from the existing access point on to Rover Way.
- 1.4 The application has been supported by a Pre-application consultation report (PAC), Design and Access Statement (DAS), a flood consequence assessment (FCA), a noise assessment and an Air Quality screening letter

## 2. **DESCRIPTION OF SITE**

- 2.1 The application site comprises 0.23 ha of land situated to the east of Rover Way, opposite the main Celsa production facility. The site is already utilised for the sorting of scrap metal. Within the site there are a number of existing buildings and plant/machinery.
- 2.2 The site is primarily within Flood Zone 'B', although a small area of the northern most part of the site is located within flood zone 'C2'.

## 3. **SITE HISTORY**

- 3.1 Nil

## 4. **POLICY FRAMEWORK**

- 4.1 Planning Policy Wales, Edition 9 (November 2016).

*4.2.2 The planning system provides for a presumption in favour of sustainable development to ensure that social, economic and environmental issues are balanced and integrated, at the same time, by the decision-taker when...taking decisions on individual planning applications.*

*4.2.4 Legislation secures a presumption in favour of development in accordance with the development plan for the area unless material considerations indicate otherwise.*

*4.3.1 All those involved in the planning system are expected to adhere to (inter alia):*

- *putting people, and their quality of life now and in the future, at the centre of decision-making;*
- *taking a long term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;*

- *respect for environmental limits, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimising harmful emissions, and promoting sustainable use of natural resources;*
- *tackling climate change by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change; and*
- *taking account of the full range of costs and benefits over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime.*

*4.4.1 The following sustainability objectives for the planning system reflect our vision for sustainable development and the outcomes we seek to deliver across Wales. These objectives should be taken into account...in taking decisions on individual planning applications in Wales. These reflect the sustainable development outcomes that we see the planning system facilitating across Wales.*

*4.4.3 Planning policies, decisions, and proposals should (inter alia):*

- *Contribute to the protection and improvement of the environment so as to improve the quality of life and protect local and global ecosystems*
- *Ensure that all communities have sufficient good quality housing – including affordable housing – in safe neighbourhoods*
- *Promote access to employment, shopping, education, health, community facilities and green space*
- *Foster improvements to transport facilities*
- *Foster social inclusion.*
- *Locate developments so as to minimise the demand for travel, especially by private car;*
- *Support the need to tackle the causes of climate change by moving towards a low carbon economy.*
- *Play an appropriate role to facilitate sustainable building standards (including zero carbon) that seek to minimise the sustainability and environmental impacts of buildings.*
- *Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems.*
- *Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare.*
- *Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity.*
- *Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the*

*development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car.*

#### 4.2 Technical Advice Notes (TANs):

11	Noise
12	Design
15	Development and Flood Risk
18	Transport
21	Waste
23	Economic Development

#### 4.3 Local Development Plan (January 2016):

KP5	Good Quality and Sustainable Design
KP6	New Infrastructure
KP7	Planning Obligations
KP8	Sustainable Transport
KP12	Waste
EC1	Existing Employment Land
EN3	Landscape Protection
EN13	Air, Noise, Light Pollution and Land Contamination
EN14	Flood Risk
T1	Walking and Cycling
T5	Managing Transport Impacts
T6	Impact on Transport Networks and Services

#### 4.4 Supplementary Planning Guidance:

Waste Collection and Storage Facilities (October 2016)  
Planning Obligations (January 2017)  
Safeguarding Business and Industrial land and Premises (2017)

### 5. **INTERNAL CONSULTEES RESPONSES**

5.1 The Operational Manager, Transportation: No objections

5.2 The Operational Manager, Environment (Contaminated Land), request details of contamination measures

5.3 The County Ecologist: No objection

5.4 The Operational Manager, Environment (Noise & Air)

Noise

No objection subject to a condition to limit noise, in line with the submitted noise report

Air

No objections

5.5 Economic Development: No comments received

## 6. **EXTERNAL CONSULTEES RESPONSES**

6.1 Natural Resources Wales: No objections

## 7. **REPRESENTATIONS**

7.1 The application has been publicised by site/press notices. A 50 signature petition has been received which objects to this application on the grounds of dust being generated from the proposal

7.2 Local Members have been notified. Councillor Henshaw objects to this application on noise and dust potentially impacting upon local residents

## 8. **ANALYSIS**

8.1 The key material planning considerations are:

- I) The principle of development;
- II) The impact upon the character of the area;
- III) The impact upon neighbouring properties;
- IV) The impact upon parking and highway provision;
- V) The impact upon protected species; and
- VI) Other matters raised

8.2 Principle of development

The site is identified as existing employment land on the adopted LDP Proposals Map. The supplementary text of Policy EC 1 (Existing employment land) states in paragraph 5.42 the following:

*“The protection of employment sites also allows for the modernisation and refurbishment of land and property and increasing density of development on site thereby making the most efficient use of land”*

The erection of the building will allow efficient use of the site for the sorting of scrap metal and as a result it is considered to accord with policy, subject to amenity considerations outlined below.

8.3 Impact upon the character of the area

Local Development Plan Policy KP5 seeks, amongst other matters, high quality, sustainable design. In defining good design, the development must respond to its context. The proposal is of a functional design. However, given the context of the application site within the wider steel works, and having regard to other nearby industrial buildings the proposal is not considered to result in a built scale, form or massing that would be harmful to visual amenity. The use of white cladding is noted and is consistent with that used elsewhere within the steel works and therefore it is considered acceptable at this location.

8.4 Impact upon neighbouring properties

The concern of the potential of noise and impact on air quality from the local councillor and residents is noted. Both national advice and Policy EN13 recognise noise and air quality as material planning considerations.

#### 8.4.1 Noise

An Acoustic Report has been submitted which has assessed the likely noise implications from this development. The report concludes that the development will have a low impact on nearby noise sensitive receivers (i.e. the noise from the equipment would be equal to the background noise). The Council's noise section have reviewed the submitted report and are satisfied that the conclusion accords with national and local guidance. However, to ensure compliance with the recommendation of the report, a condition has been imposed to limit the noise to acceptable levels.

#### 8.4.2 Air Quality

The applicant has submitted an air quality letter which states:

*"The development will not increase traffic on local roads, thus there will be no impacts as a result of road traffic emissions on either the AQMAs or the existing receptors.*

*There are no national standards defining levels of dust that can cause an annoyance or loss of amenity, or formal criteria for the assessment of dust from scrap metal works. The guidance developed by the Institute of Air Quality Management (IAQM) for dust impacts from mineral sites states that only dust impacts within 400 m of the dust source require assessment. This guidance has been produced to address the potential impacts of dust emissions arising from large mineral sites, and the potential of a scrap metal works to generate dust is much lower than that of a mineral site. This screening distance is thus considered to be conservative. There are no sensitive receptors within 400 m of the proposed development, thus it can be concluded that any impacts due to fugitive dust emissions will be insignificant."*

The Council's Air Quality Officer has viewed the submitted letter and concurs with its findings.

#### 8.5 Impact upon parking and highway provision

The Council's Transportation Section have been consulted on the proposal and believe that given the existing use of the site, and that the proposal will be utilising the existing access point, it is considered that the proposal would not result in any highway implications and would accord with policy.

#### 8.6 Impact upon protected species

The site is located in close proximity to the Severn Estuary both the County's Ecologist and NRW have been consulted and have raised no objections to the proposal.

#### 8.7 Flood risk

National Policy (PPW & TAN15) and adopted Policy EN14 (Flood Risk) seek

that the proposal and flood risk are assessed within any defined flood zones. The site is located within flood zone B/C2 on the adopted DAM maps. A Flood consequence assessment has been submitted by the applicant and has been reviewed by Natural Resources Wales, who have confirmed that the proposal is not “Highly Vulnerable Development” and accords with the objectives of Planning Policy Wales and TAN15

8.8 Other matters no assessed above

It is noted that the Council’s contaminated land section has requested details in relation to land assessment/remediation. Planning Policy Wales outlines the requirements for assessment and is in part based upon its proposed use. As the use is already established and permission is sought for building that continues the existing use, it is considered that in this instance, the requested conditions are not necessary or reasonable and therefore fails the test of a valid condition as set out in Welsh Government Circular 16/2014 ‘The Use of Planning Conditions for Development Management’

9. **CONCLUSIONS**

The proposed structure complements the existing use of the scrap metal works and would support the existing employment use. The proposal accords with national and local policies. Whilst noting the objections, which are material consideration, these are not supported by the submitted evidence that has been assessed by the relevant experts.

10. **RECOMMENDATION**

Planning permission is recommended for approval subject to conditions

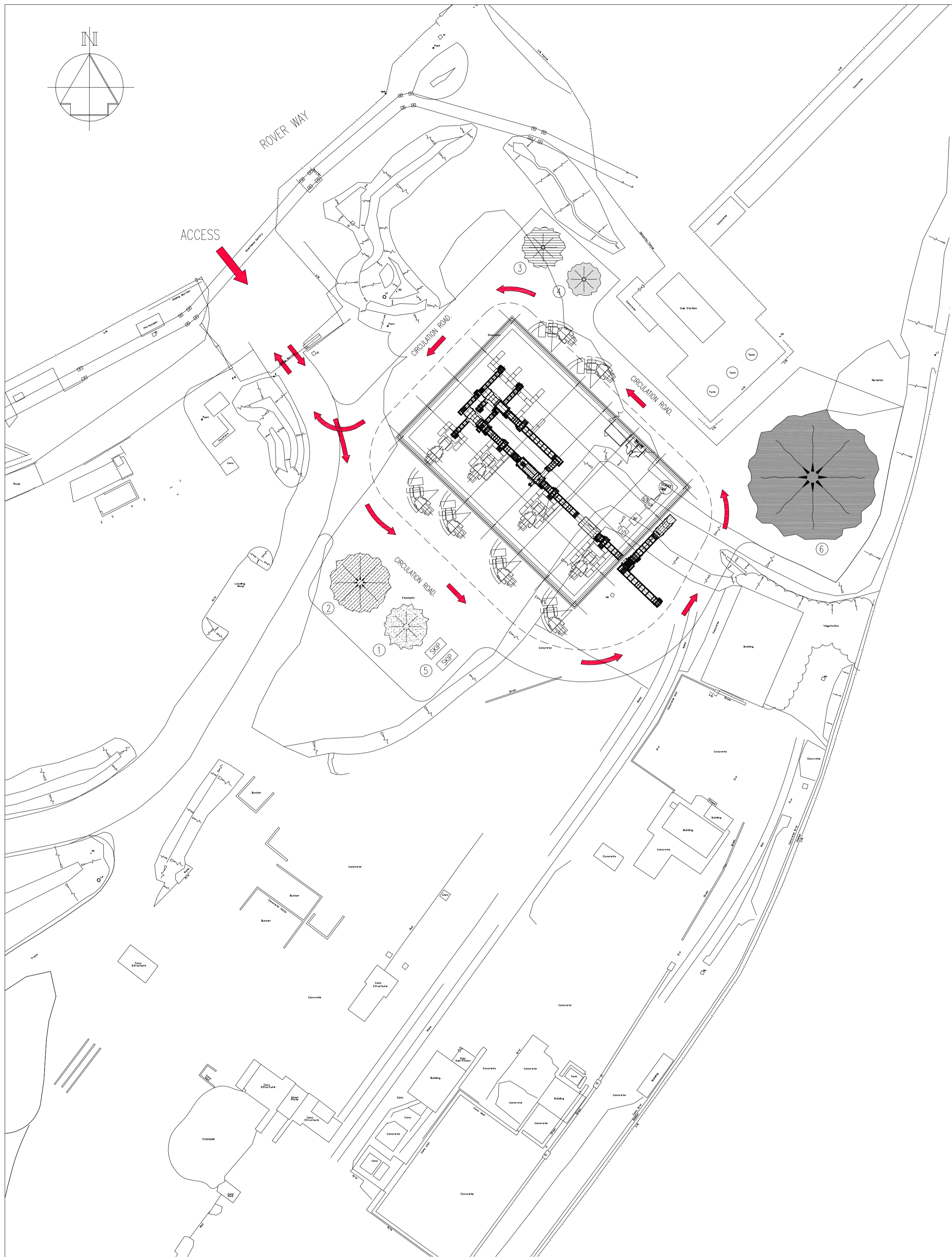
11. **OTHER LEGAL CONSIDERATIONS**

*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.

*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

*Well-Being of Future Generations Act 2016* – In reaching this decision the Local Planning Authority have taken into account the requirements of sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. It is considered that this decision is in accordance with the Act’s sustainable development

principle through its consistency with the objectives concerning environmental well-being and supporting cohesive and attractive communities



**SITE LAYOUT**  
(SCALE 1:500)

**LEGEND**

DENOTES SITE OWNERSHIP  
AREA = 150,669m<sup>2</sup> (15.07ha)

**STOCKPILES OUT**

- ① UNDERSIZE
- ② STONE AND STAINLESS
- ③ WOOD/PLASTIC
- ④ FERROUS
- ⑤ NON FERROUS
- SKIP

**STOCKPILES IN**

- ⑥ NON PROCESSED



**SITE LOCATION PLAN**  
(SCALE 1:2000)

Rev: B	Drawing No: C01	Scales: 1:500, 1:2000 (A1 SHEET)	<b>No. REVISION</b>		<b>by date</b>		<b>No. REVISION</b>		<b>by date</b>	
			A	MINOR REVISION	T.V.B.	05.07.18				
			B	DRAWING NUMBER CHANGED FROM ESK01 TO C01 TRAFFIC FLOW ARROWS INDICATED FROM SITE ACCESS	P.R.	11.10.18				

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**Job title**  
NEW HAITH SCRAP SORTER, TREMORFA WORKS, CELSA

**Drawing title**  
SITE LAYOUT INDICATING STOCK PILE LOCATIONS

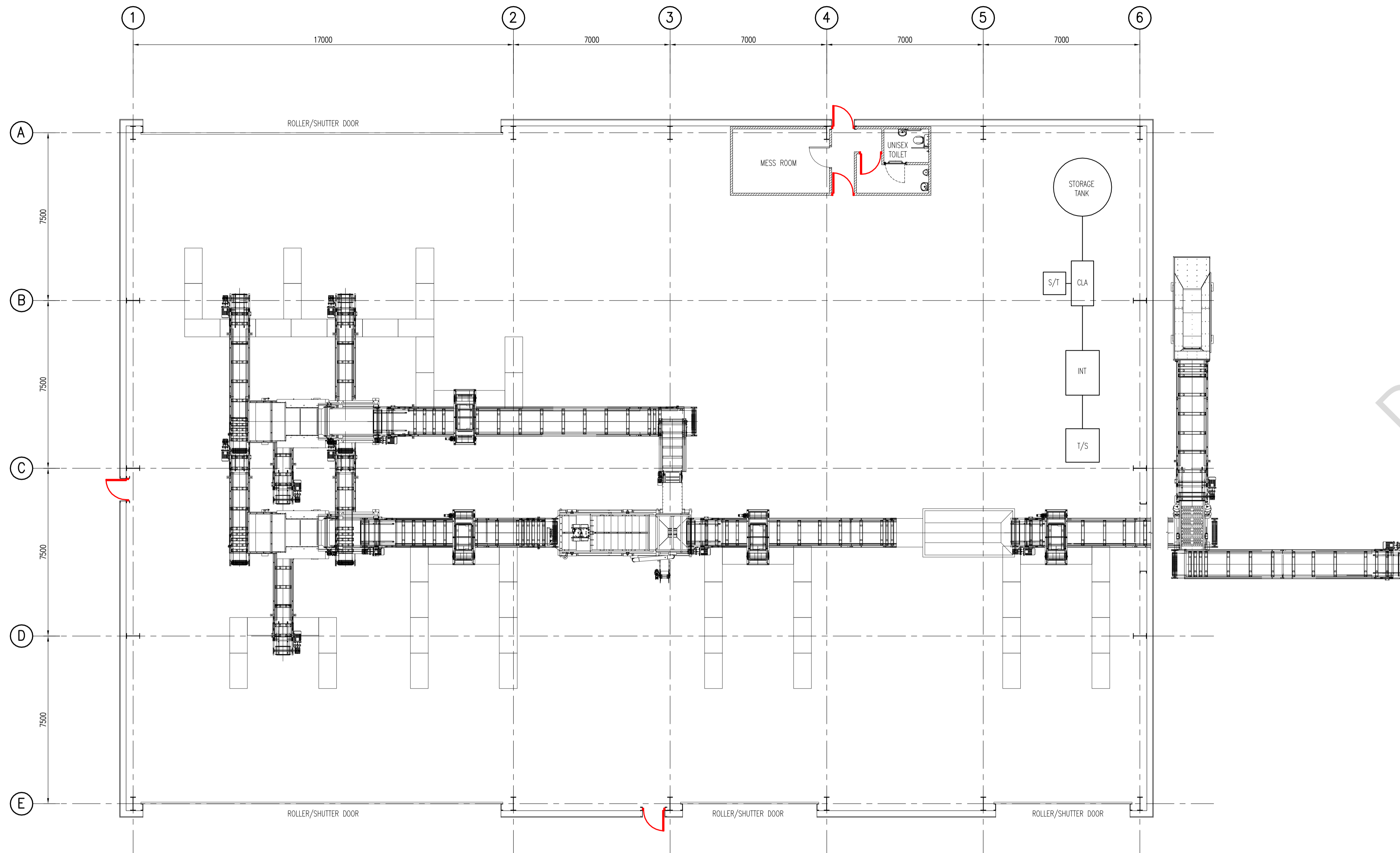
drawn	T.J.	26/06/2018
checked	J.R.	26/06/2018
approved	J.R.	26/06/2018

**Job No:** 18.41  
**Drawing No:** C01  
**Rev:** B

**Scales:** 1:500, 1:2000 (A1 SHEET)

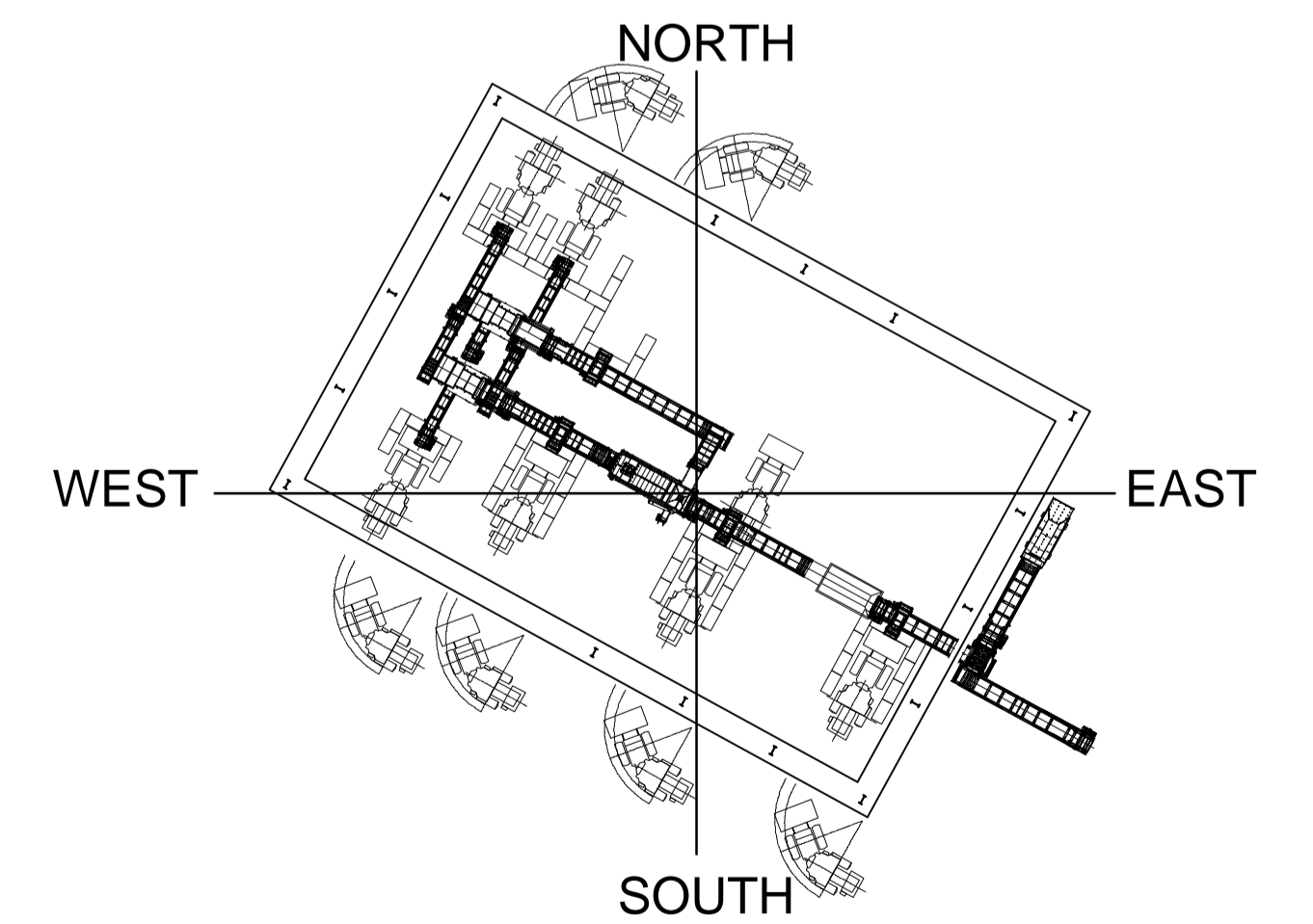
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DRAFT

**FLOOR PLAN**  
(SCALE 1:100)



Job No: 18.41 Drawing No: PO3 scales: 1:100 (A1 SHEET)	No. REVISION A DRAWING SCALE ANOMALY AMENDED. by TJ date 6/9/18		No. REVISION by date	
	No. REVISION by date		No. REVISION by date	

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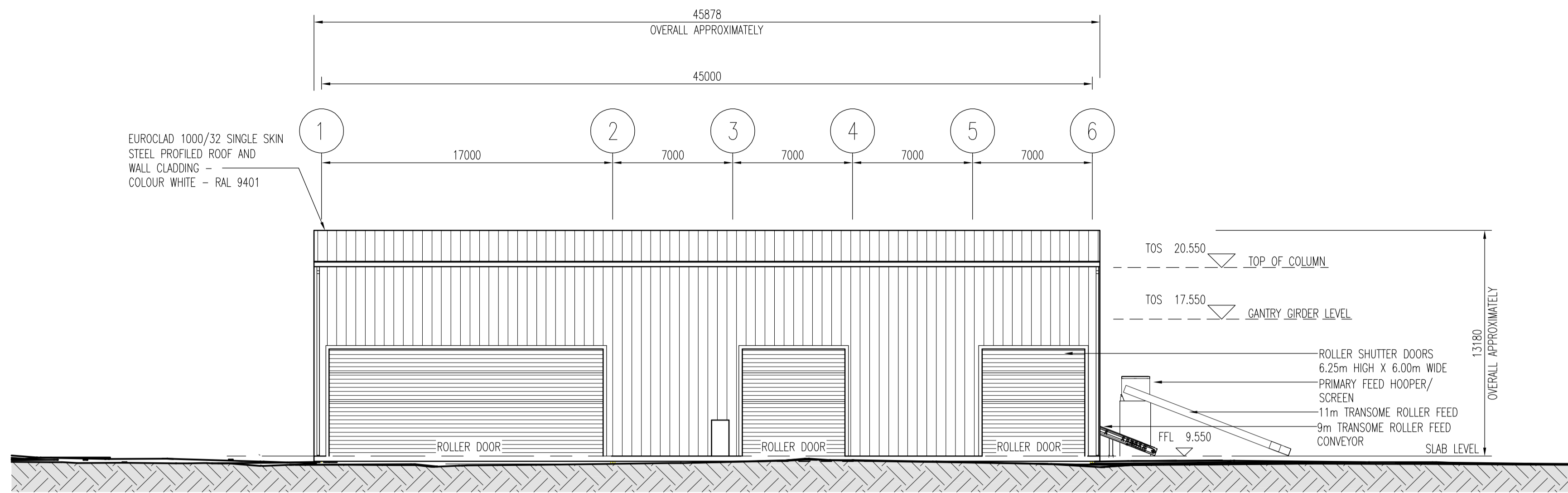
**Drawing title**  
FLOOR PLAN.

drawn	T.V.B.	18/07/2018
checked	INITIALS	DATE
approved	INITIALS	DATE

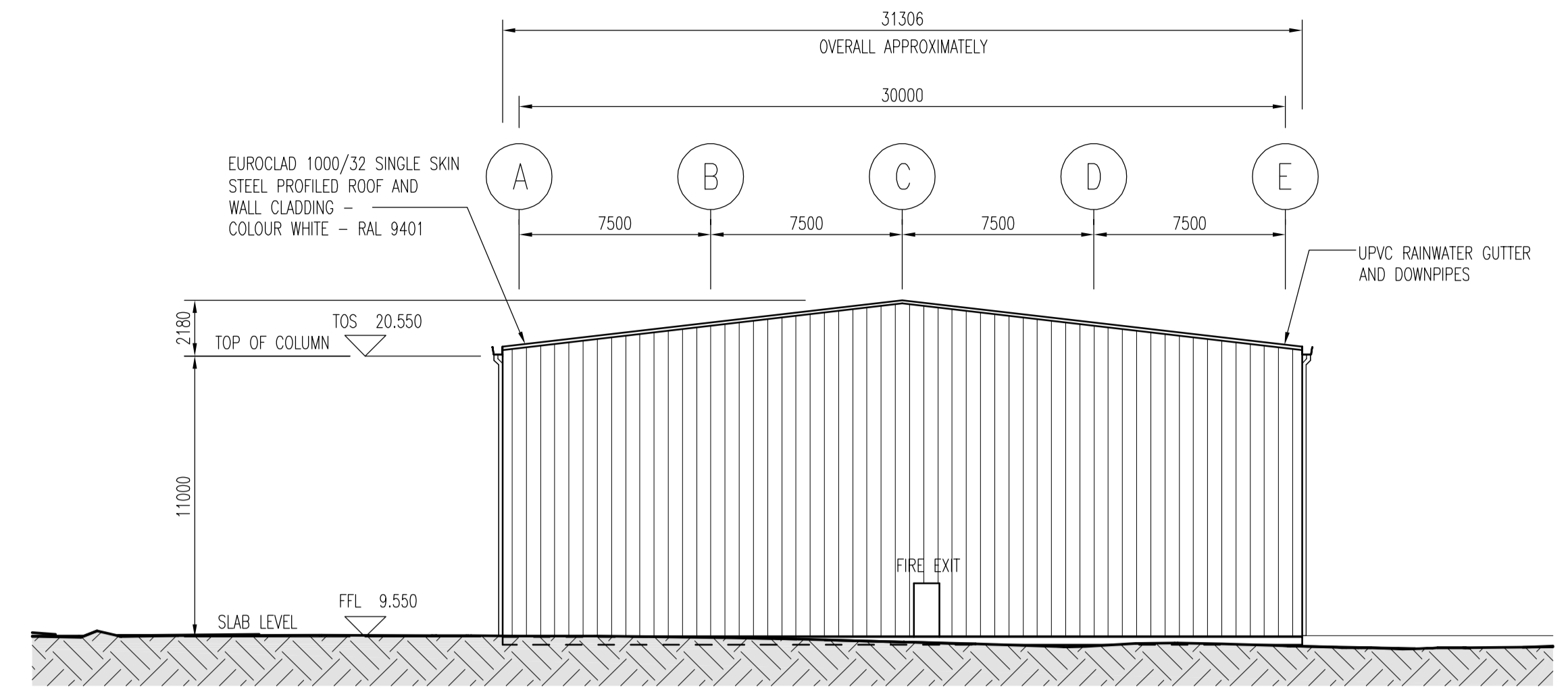
Job No:	Drawing No:	Rev:
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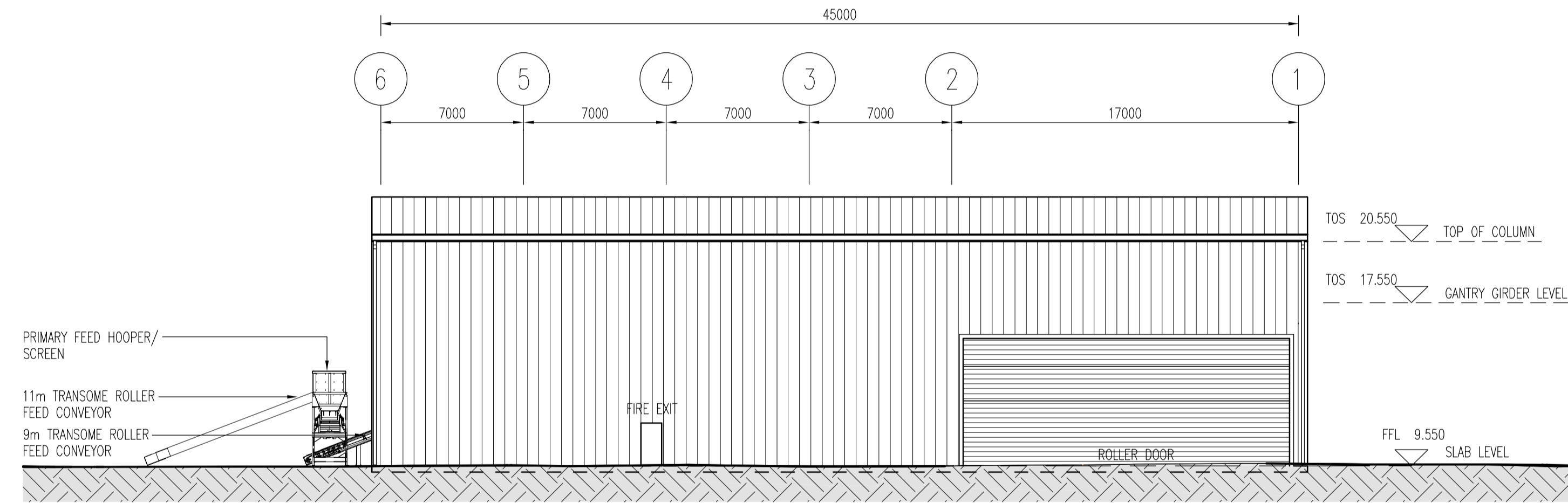
**SOUTH WEST ELEVATION**

(SCALE 1:200)



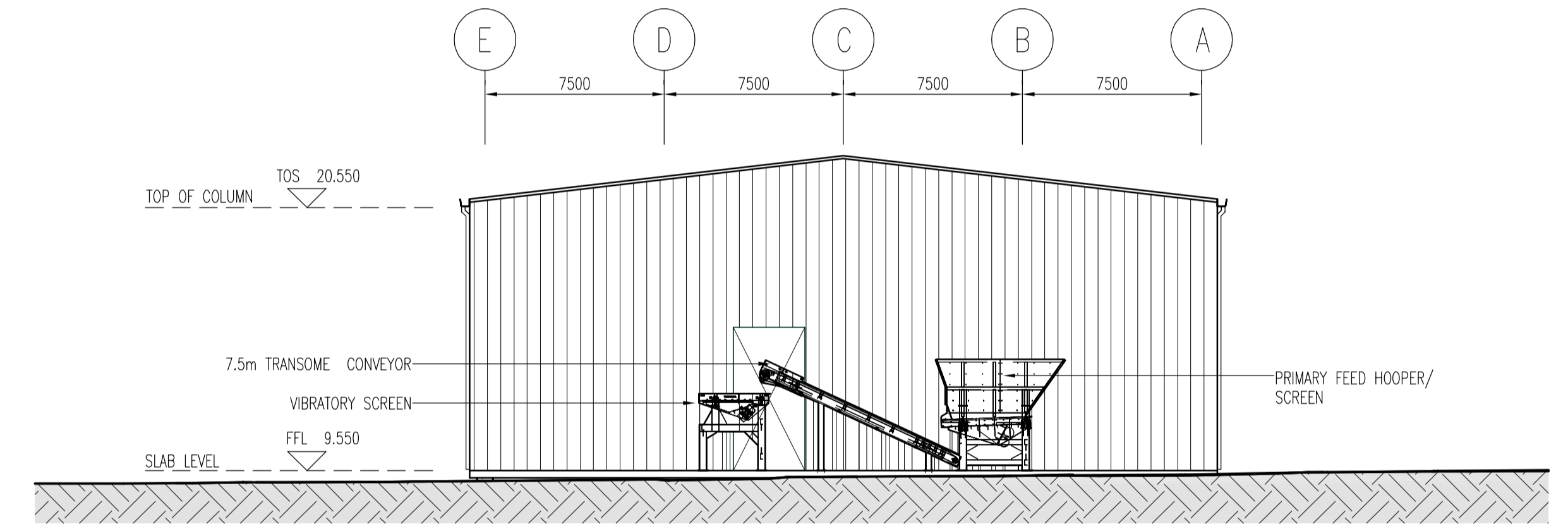
**NORTH WEST ELEVATION**

(SCALE 1:200)



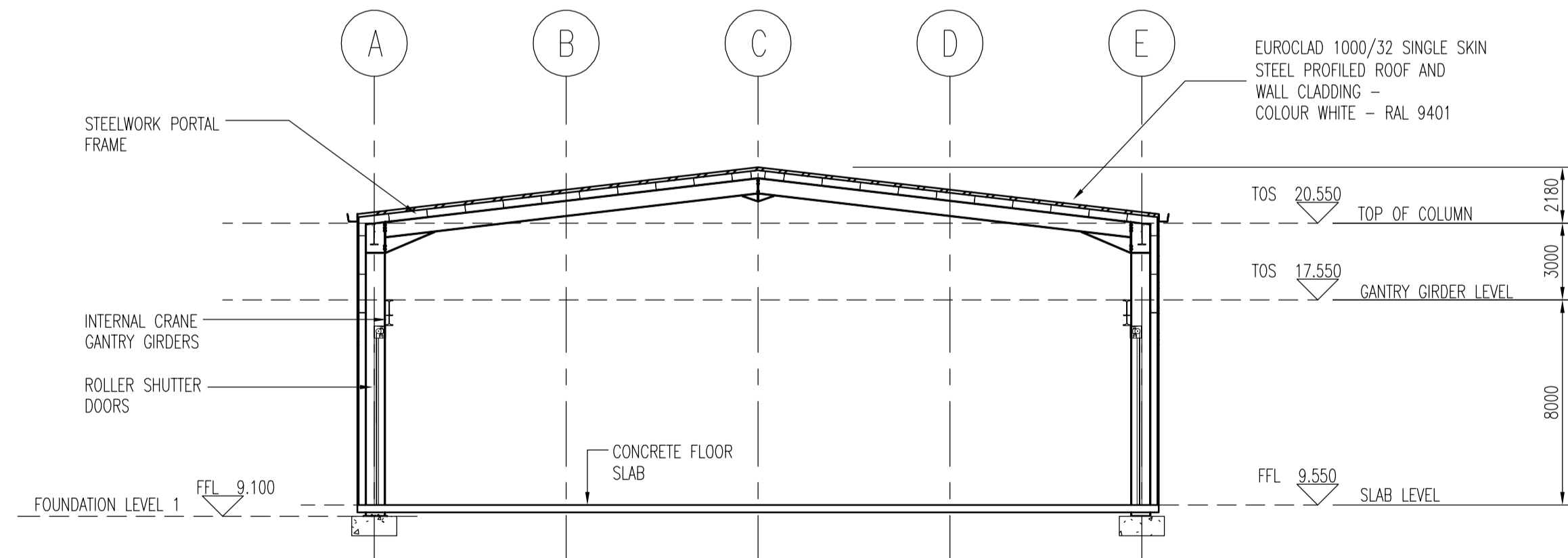
**NORTH EAST ELEVATION**

(SCALE 1:200)



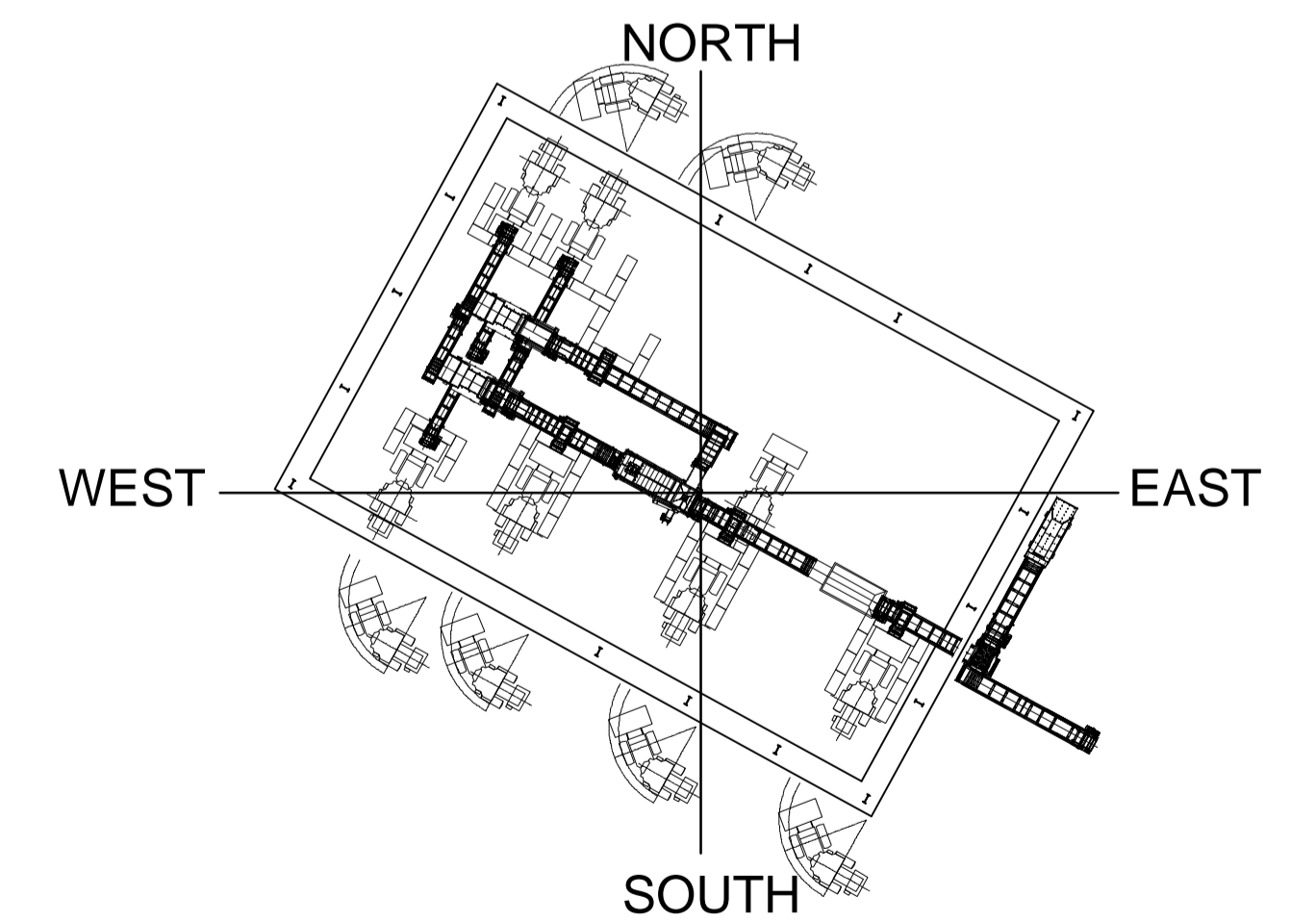
**SOUTH EAST ELEVATION**

(SCALE 1:200)



**SECTION 1-1**

(SCALE 1:200)



No.	REVISION	by	date	No.	REVISION	by	date

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**Drawing title**  
 PROPOSED ELEVATIONS

drawn	checked	approved	initials	date

**Job No:** 18.41 **Drawing No:** P02 **Rev:** /

**scales:** 1:200 (A1 SHEET)

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Mae'r dudalen hon yn cael ei adael yn wag yn fwriadol

COMMITTEE DATE: 21/11/2018

APPLICATION No. 18/01280/MAJ

APPLICATION DATE: 31/05/2018

ED: **BUTETOWN**

APP: TYPE: Full Planning Permission

APPLICANT: Waterfront 2000

LOCATION: LAND ADJACENT TO 12-14 DRAKE WALK, ATLANTIC WHARF  
 PROPOSAL: SIX STOREY STUDENT ACCOMMODATION BLOCK (91 BEDS) WITH GROUND FLOOR COMMERCIAL UNIT, RE-ROUTING OF PUBLIC RIVERSIDE WALKWAY, AND RENOVATION OF EXISTING DOCK FEEDER FOOTBRIDGE.

**RECOMMENDATION 1:** That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of **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 Section 9.1 of this report, 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:
  - AL(90)01 Location plan
  - AL(90)02 revA Site plan
  - AL(00)01 revA Ground floor plan
  - AL(00)02 revA 1<sup>st</sup> - 4<sup>th</sup> floor plans
  - AL(00)06 revA 5<sup>th</sup> floor plan
  - AL(00)10 revA East & North elevations
  - AL(00)11 revA West & South elevations
  - AL(00)30 Canal Walkway detail

Reason: For the avoidance of doubt.
3. *Material samples:* 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 a satisfactory finished appearance to the development.
4. *Architectural detailing:* No development shall take place until a scheme showing the architectural detailing of all building facades 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.

5. *Drainage scheme:* No development shall take place 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. The works shall be implemented in accordance with the approved details. Reason: To prevent hydraulic overloading of the public sewerage system and ensure no pollution of the environment.
6. *Public realm improvements:* No part of the development hereby permitted shall be commenced until a scheme of public realm improvements to the footways adjacent to the site, including an adoptable standard, minimum 3m wide, replacement footpath between the building and the Dock Feeder Canal, to tie into the existing network, and widening and surfacing improvements to the junction of the dock feeder path with Tyndall Street, in accordance with the consultation response from Strategic Planning ( Regeneration) dated 12.7.18: *Plan 1 Proposed public realm enhancements for application 18/1280/MJR*, has been submitted to and approved in writing by the LPA. The works should include as required, but not be limited to retaining structures, full depth footway construction, surfacing, kerbs, edging, drainage, lighting, guardrail/street furniture, soft landscaping and any other matters as may be required as a consequence of the development. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site. Reason: To facilitate the provision of acceptable, safe alternative footpath provision to replace that lost as a consequence of the development, and to provide a meaningful connection to the adjacent highway network, in the interests of pedestrian safety.
7. *Dock feeder works:* Prior to commencement of any works to the dock feeder details of the proposed construction and methodology, including an assessment of the impact on the flow of water along the canal and potential impact on flood risk upstream, shall be submitted to and approved in writing by the LPA. The works shall be implemented in accordance with the approved details. Reason: To prevent an adverse impact on water flows and flood risk.
8. *Combined Travel and Student Accommodation Traffic Management Plan:* 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. The operation of the development shall be managed strictly in accordance with the scheme so approved. Reason: in the interest of highway safety and to regulate the impact of the development on use of the adjacent highway.

9. *Cycle parking:* No development shall take place until details showing the provision of 80no. secure, covered long-stay cycle parking spaces and publicly accessible short-stay cycle parking spaces (number to be determined) have been submitted to and approved in writing by the LPA. The approved details shall be implemented prior to beneficial occupation. 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.
10. *Pedestrian footbridge:* Prior to beneficial occupation a scheme for the new or rehabilitated footbridge linking the Waterfront 2000 development with Craiglee Park shall be submitted to and approved by the Local Planning Authority. The scheme shall include the provision of a path link on the applicant's land and the creation of a gated entrance into the Craiglee Park and the provision of a 3m wide path to match existing to link the new entrance to the existing path network in the Park, total approximately 25m length of 3m wide path. The scheme shall be implemented in accordance with the approved details prior to beneficial occupation. Reason: In the interests of pedestrian movement and amenity.
11. *Construction management plan:* Prior to commencement 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, noise and dust control measures, wheel washing facilities and parking of contractors vehicles. The development construction shall be managed strictly in accordance with the scheme so approved. Reason: In the interests of highway safety and public amenity.
12. C4P Landscaping Design and Implementation Programme
13. C4R Landscaping Implementation
14. D4X Tree protection – complex sites with on-site monitoring.

15. C5A Construction of site enclosure
16. *External lighting & CCTV coverage:* Prior to occupation an LPA approved scheme for external lighting and CCTV coverage of the realigned footpath and perimeter of the building shall be implemented. Reason: In the interests of public safety and amenity.
17. *Plant noise:* The rating level of the noise emitted from fixed plant and equipment on the site shall not exceed the existing background noise level at any time by more than 5dB(A) at any residential property when measured and corrected in accordance with BS 4142: 1997 (or any British Standard amending or superseding that standard). Reason: To ensure that the amenities of future occupiers of the development and occupiers of other premises in the vicinity are protected.
18. *Ground gas protection:* 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. Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy EN13 of the Cardiff Local Development Plan.
19. *Contaminated land measures – assessment:* Prior to 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; ground waters and surface waters; adjoining land; property (existing or proposed); ecological systems; and any other receptors identified above;

(iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

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.

20. *Contaminated land measures – remediation and verification plan:* 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. 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.
21. *Contaminated land measures – remediation and verification:* The remediation scheme approved by condition x (PC14B 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 in accordance with policy EN13 of the Cardiff Local Development Plan.

22. *Unforeseen contamination:* 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. *Imported soil:* 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.

24. *Imported aggregates:* 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.
25. *Use of site-won materials:* 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.
26. *Archaeological work:* No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved scheme. 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.
27. *Nesting birds:* No site clearance/demolition to take place between 1st March and 15th August unless otherwise approved in writing by the Local Planning Authority. 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.

**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 that a large proportion of the proposed building footprint sits on the adopted public highway (in this case footpath and landscaped embankment) and that this highway will need to be stopped-up by way of an Order under the Town and Country Planning Act 1990 prior to implementation of any permission.

**RECOMMENDATION 4:** The applicant is advised that in addition to any third party approvals that may be required, the Council will require a Technical Approval in Principle in connection with the revised canal wall/embankment and any retaining structures that will support the adoptable footway. Further details of these requirements can be obtained by contacting Tony Williams, Cardiff Council.

**RECOMMENDATION 5:** The applicant is advised that the highway works condition and any other works to the existing or proposed public highway (to be undertaken by the developer) are to be subject to an agreement under Sections 38 and/or 278 of the Highways Act 1980 between the developer and Local Highway Authority.

**RECOMMENDATION 6:** Resident Parking Permits: The applicant is advised that incoming residents will not be eligible to receive resident parking permits in the adjacent streets, where such schemes already exist or are developed in the future.

**RECOMMENDATION 7:** Welcome Pack: In addition to matters covered by the conditioned Travel Plan, the applicant is requested to provide residents (upon their arrival) with a welcome pack detailing sustainable transport options available in the area, to help promote sustainable transport options.

**RECOMMENDATION 8:** S177 Oversail License: The applicant is advised that any part of the building structure that oversails the existing or proposed public highway (verge or footpath) will be subject to licence under Section 177 of the Highways Act 1980.

**RECOMMENDATION 9:** 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 10:** That the applicant takes advice from an ecological consultant as to what measures may be appropriate to offset the loss of potential bird and bat nesting/roosting habitat. These measures could include placement of bird nest boxes or bat roost boxes on remaining trees at the site, and incorporation of features into the new building which allow for house-nesting birds such as swifts, swallows and house-martins.

## 1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 A detailed application for a six storey block of student accommodation on a landscaped area on the west side of the Brigantine Place office development (Waterfront 2000) parking area, adjacent to the Dock Feeder. The student accommodation comprises 91 student rooms in 10 cluster flats and 15 studios above an independent ground floor commercial café/restaurant unit, entrance lobby, staff parking (2 spaces), cycle parking, and bin storage.
- 1.2 *Amended plans:* Following discussions amended plans were received on 19.9.18 removing the rear wing of the building bridging over the Dock Feeder and reducing the number of student rooms from 99 to 91, adjusting the footprint of the building to accommodate a 3m footpath to the rear of the building, revising the elevations, and increasing the floor area of the top storey. Neighbours and representators were re-consulted on the amended plans (14 days).

- 1.3 The development requires the stopping up of the adopted footpath and the rerouting of the path further to the west to run alongside the Dock Feeder. The new pedestrian link will be a minimum 3m wide and will link with the existing route to the south via a small area of landscaped amenity space, and to the existing footpath next to the Dock Feeder to the north that leads to Tyndall Street.
- 1.4 The Dock Feeder eastern bank (currently a steep landscaped embankment) will be remodelled and replaced with a sheet piled retaining wall to support the new rerouted footpath link.
- 1.5 The building is predominantly red brick, dark metal cladding, render and glazing. The central section of the upper storeys project 3m to the rear of the building bridging over the new riverside walkway. A new covered pedestrian walkway formed by projecting the upper storeys over the ground floor runs the full length of the front of the building and wraps around its northern end.
- 1.6 Unlike its neighbours the building has a flat roof with the upper storey set back 2.7m at the northern and southern ends of the building. The architecture adopts a modern business park style with an active glazed ground floor at the northern end of the building.
- 1.7 The proposals result in the loss of 13 'B' category (moderate quality and value) trees and a large number of 'C' category (low quality and value) trees that function as linear woodland bounding the dock feeder canal. The footprint of the proposed building leaves very little space for replacement planting on the application site.
- 1.8 The trees have formed a dense screen and provide a significant area of landscaping to the western edge of the car park. The trees are not protected.
- 1.9 The proposals include the removal of the private bridge over the dock feeder and its replacement (or refurbishment of existing depending on condition), with a new pedestrian bridge linking Craiglee Park and Lloyd George Avenue with the Waterfront 2000 office development and Schooner Way. NB The existing bridge is closed to the public.
- 1.10 The following information is submitted:
  - Statutory Pre-application Consultation report
  - Design and Access Statement
  - Tree Survey

## 2. **DESCRIPTION OF SITE**

- 2.1 The rectangular application site has an area of 0.23ha and is located in the Central Business Area, at the western boundary of the Waterfront 2000 office park. Immediately to the west of the site is the Dock Feeder Canal, to the east is the car park and 12-14 Drake Walk offices, to the north is the northern wing of the office block and the Converted Edward England Wharf residential development to the other side of the Dock Feeder, and to the south is an area of open space adjacent to the Dock Feeder with residential development beyond that.
- 2.2 The site is currently landscaped with a large number of trees and shrubs located in planting beds. The western half of the site is adopted highway and forms part of the network of landscaped walking and cycling routes linking Herbert and Tyndall Street with Schooner Way, Lloyd George Ave., and Cardiff Bay to the south. The site also includes a closed footbridge over the Dock Feeder linking the site to Craiglee Park on the west side of the Canal and the flatted development fronting Lloyd George Avenue.
- 2.3 The immediate area is characterised by a mixture of 2 and 3 storey residential and 4-5 storey office uses, mainly comprising modern development interspersed with the occasional traditional waterside warehouse building.

## 3. **PLANNING HISTORY**

- 15/00087/MJR: Planning Committee resolved to grant planning permission (subject to the signing of a legal agreement) in June 2015 for a 5 storey office building with undercroft parking, re-routing of public riverside walkway and renovation of existing dock feeder footbridge.
  - 98/528/C: Outline planning permission granted June 1999 for residential development of approx. 351 units and associated open space, parking, landscaping and retail unit on Lloyd George Ave. This permission is for the land to the west of the Dock Feeder and includes Craiglee Park public open space.
  - 88/318R: Planning permission granted in April 1988 for 117,000 sq ft of office development (Waterfront 2000) and associated car parking at land bounded by existing Dock Feeder Canal, LMS Warehouse and Tyndall Street, Atlantic Wharf. This permission required the submission of a landscape scheme.
- 3.1 Pre-application discussions were held with planning (SPA/18/001/MJR) and focussed on the height, footprint and appearance of the building. Without prejudice pre-application advice was given on 7.3.18.
- 3.2 The developer's statutory pre-application consultation was carried out in May 2018 and a report of the consultation feedback accompanies the application.

#### 4. **POLICY FRAMEWORK**

- 4.1 Planning Policy Wales (PPW) Edition 9, Nov 2016 favours the sustainable re-use of previously developed land.
- 4.2 The following Technical Advice Notes (TANs) are relevant:
- TAN 12: Design (2009)
- 4.3 The following policies of the 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
  - KP10 Central and Bay Business Areas
  - KP16 Green Infrastructure
  - C1 Community Facilities
  - C5 Provision for Open Space, Outdoor Recreation, Childrens' Play and Sport
  - EN6 Ecological Networks and Features of Importance for Biodiversity
  - R8 Food and Drink Uses
- 4.4 The following current Supplementary Planning Guidance applies:
- Planning Obligations (Jan 17)
  - Food, Drink & Leisure Uses (Nov 17)
  - Green Infrastructure (Nov 17)
  - Managing Transportation Impacts (Including Parking Standards) (Jul 18)
  - Waste Collection & Storage Facilities (Oct 16)

#### 5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 Land use: The site is located within the Central Business Area (CBA) of the adopted Cardiff Local Development Plan. As such, the main land use planning policy issues relate to the acceptability of student accommodation and a ground floor commercial use at this location.
- 5.2 Policy KP10 of the LDP (Central and Bay Business Areas) describes the range of uses appropriate within the Central Business Area, which includes residential development. Whilst student accommodation is a 'sui generis' use, the nature of such a use exhibits many characteristics of a typical high density city centre residential scheme, particularly in terms of impact on its surroundings / environs and the need to protect the amenity of future residents and adjoining businesses. It is acknowledged that student / residential uses can be appropriate within city centre locations, as evidenced by similar recent developments along Tyndall Street and Adam Street.



- 5.3 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. Taking into consideration the relatively small scale of the floor space and the nature of the use as a café, the proposal is considered acceptable in this instance.
- 5.4 Strategic Planning (Regeneration): This is a large scale proposal, where the introduction of 99 student beds will place increased pressure on the surrounding pedestrian environment.
- 5.5 Planning Policy Wales, Paragraph 3.4.3 states that 'When a new building is proposed, an existing building is being extended or altered, or a change of use is proposed, developers should consider the need to make it accessible for all those who might use the building. The appropriate design and layout of spaces in, between and around buildings, including parking provision and movement routes, is particularly important in ensuring good accessibility'. As this proposal is for student accommodation, where movements to and from the building will predominantly take place on foot, the public realm in the immediate vicinity of the site should be considered in this context.
- 5.6 The pedestrian entrance to the site at Tyndall Street (along the Dock Feeder Canal walkway) is currently of a poor quality and a financial contribution of £18,800 is sought towards upgrading this area to a standard commensurate with recently completed and programmed public realm improvements along Tyndall Street. The works would comprise: Footway widening and resurfacing with block paving, Extension and realignment of dock edge railings, Installation of bollards and wayfinding at the entrance to Dock Feeder Canal Walkway.
- 5.7 *Strategic Planning Advice*: For the above reasons, the proposal is considered acceptable in land use policy terms, subject to detailed design and amenity considerations. Subject to the application being acceptable in all other respects, a financial contribution of £18,800 is sought towards the upgrading of the public realm at the Tyndall Street entrance to the Dock Feeder Canal Walkway.
- 5.8 Transportation: The officer makes the following comments: I confirm that the submission has been assessed and is considered to be acceptable in principle subject to the following comments and conditions.
- 5.9 *Transportation Comments*: The adopted Managing Transport Impacts SPG confirms that up to one car parking space per 25 beds may be provided for operational use associated with purpose built student accommodation, there is no on-site parking requirement for either residents or the ground floor commercial use detailed in the application. The proposed 2 number

operational spaces shown on the proposed ground floor plan are therefore considered to be compliant with adopted parking policy.

- 5.10 In addition, a minimum of one undercover and secure cycle parking space per 2 beds should be provided for this type of residential development. The proposed provision of 80 number cycle spaces on the ground floor is therefore considered to policy compliant and otherwise acceptable. Details of the layout, type and arrangement of the racks etc. will be controlled by proposed condition.
- 5.11 Being mindful of the sustainable location of the site and that of the proposed use I am satisfied that the development is otherwise acceptable with the 2 on-site operational parking spaces and the provision of resident cycle parking as proposed/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/shortfall.
- 5.12 With reference to the site location and wider development considerations it is noted that the site is in the vicinity of Cardiff's main pedestrian shopping area, with 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 high frequency bus and rail services at Central Station. The site is therefore considered to be sustainably located in transport terms and entirely appropriate for the proposed form of development.
- 5.13 It is nonetheless noted that the new residents (plus staff, visitors and customers) will be reliant on walking, cycling and public transport for daily trips, resulting in additional pedestrian traffic on the adjacent footways. In keeping with the approach taken in connection with the previous application and other student developments locally, and given the impact on the existing adopted footway network, a Highway Works condition is sought to secure improvements to the footways adjacent to the site.
- 5.14 In terms of the impact on the adjacent adopted footway, it is noted that approx. 2 thirds or more of the footprint of the proposed building sits on an adopted footpath and verge alongside the dock feeder. I have attached for information a copy of the highway record showing the adopted public highway shaded pink, with the approximate outline of the building footprint and proposed new canal wall shown by red lines. You will note from the plan the minimum area of highway that will need to be stopped-up to accommodate the building, along with the area of new footpath required to replace that lost as a consequence of the proposed development.

- 5.15 The proposed highway works condition is required to secure the provision of the new, replacement footpath and improvement of the remainder of the footpaths adjacent to the site and north to tie into Tyndall Street. The new and improve footpaths will provide access to the Bay to the south and city centre, and public transport services accessible from Tyndall Street to the north.
- 5.16 With the exception of vehicle trips that are likely to be generated at the start and end of term, when student residents will generally be dropped-off/collected by car, it is not anticipated that the development will generate any noticeable daily vehicle trips or additional parking demand. The management of traffic, dropping off/collection, and parking of vehicles also subject to a Traffic Management Plan condition and I am satisfied, subject to agreement of this condition, that there is sufficient capacity on the adjacent public highway network to accommodate the arrival and departure of students at the start and end term.
- 5.17 The conditioned Traffic Management Plan will also assist with the control of student car parking within the site and surrounding area, where parking is either private or largely controlled by existing TRO. It should be noted that incoming student residents will not be eligible to receive Resident Parking Permits (where such schemes exist or are established in the future) and as such will not add to any burden on any existing resident parking bay provision. In addition to which a S106 contribution has also been sought towards the investigation and implementation of new TROs in Craiglee Drive, Celerity Drive and Vellacott Close as may be required as a consequence of any overspill parking that is generated by the development.
- 5.18 Given the sustainable location of the site and compliance with parking policy I must conclude that any objection on parking or traffic grounds would be unsustainable and any reason for refusal on this basis would not withstand challenge.
- 5.19 *Conditions:* Standard cycle parking condition in respect of the proposed 80 cycle parking spaces; combined travel and student accommodation traffic management plan condition; highway works condition; and construction management plan condition.
- 5.20 *S106 contribution:* In accordance with the previous application, a financial contribution of £4,000 (current costs) towards the investigation and implementation of new parking control Traffic Orders in Craiglee Drive, Celerity Drive and Vellacott Close as may be required as a consequence of any overspill parking generated by the development. The contribution is required to specifically mitigate any impact on the existing residential area, in the interests of highway safety.

- 5.21 Additional recommendations: Resident Parking Permits; Welcome Pack; Highway Works; S177 Oversail License; Adopted Highway; Structures Technical Approval.
- 5.22 Trees and Landscaping: The Council's Tree Preservation Officer comments as follows on the amended plans: The plans represent a slight improvement in terms of the total number of trees lost, but the losses remain substantial (at least 12 'B' category trees as far as I can ascertain), and the implications for retained trees in terms of wind loading, as per my previous observations, remain pertinent.
- 5.23 I note the proposed section 106 agreement including £5,000 for 10 new trees, but where are these trees to go? Craiglee Park appears well stocked and additional planting within the Park may serve to increase lurking space? If there is a proposal to offset losses via new planting, I'm of the view that we need to see details of this planting upfront to be able to ascertain whether or not it will mitigate the losses.
- 5.24 In general terms the loss of trees and vegetation bounding the canal represents a precedent that may invite similar proposals elsewhere and that could significantly erode this important green corridor.
- 5.25 Tree Officer's previous comments: The absence of a topographical site survey plan means that direct comparison between existing and proposed is not possible, but it is clear from the Tree Constraints Plan, that at least x13 'B' category trees and a swathe of 'C' category trees, forming a continuous green corridor on the banks of the dock feeder and adjoining the POS to the rear of Sorrento House, will be lost to accommodate development. No space is available to offset the loss and there will no longer be a green corridor, which was clearly a laudable design aim of the original Drake Walk/Brigantine Place layout.
- 5.26 In addition to the direct loss of trees, those that remain to either side of the development will suffer increased wind exposure and wind tunnel effects, putting them at increased risk of failure in whole or part. Finally, in addition to the loss of trees there will be a very large volume of vegetated soil that is lost or sealed – there is no opportunity to offset this loss in terms of water management, pollution absorption, biodiversity or microclimatic amelioration, by de-sealing and creating new green corridors.
- 5.27 Given the above I must object to the proposed development since it is at odds with EN8, KP15 and KP16.
- 5.28 Ecology: The Ecology Officer makes the following comments: The amended plans represent some improvement on the original scheme, as the interruption to ecological connectivity by the loss of trees is now limited to one

embankment of the dock feeder canal, as opposed to both embankments as previously.

- 5.29 However, the proposed development would still result in the loss of a significant green infrastructure resource in the form of the mature trees alongside the dock feeder. Loss of this resource should be considered in the context of our statutory duty under section 6 of the Environment (Wales) Act to '*...seek to maintain and enhance biodiversity in the exercise of our functions and in doing so to promote the resilience of ecosystems.*'
- 5.30 One of the five attributes of ecosystem resilience is connectivity, and the proposed development would inevitably significantly compromise the connectivity of habitats along the dock feeder corridor. Therefore in considering this application we should seek to ensure that there is no loss, and ideally a net gain, of biodiversity and habitat connectivity. I can see nothing in the submitted documents to suggest that this would be possible.
- 5.31 The application should be considered in the light of LDP Policy KP16 – Green Infrastructure, and LDP Policy EN6 – Ecological Networks and Features of Importance for Biodiversity.
- 5.32 The text of KP16 makes it clear that if development results in overall loss of green infrastructure then appropriate compensation is required. The supporting text of KP16 reiterates that new developments should incorporate new and/or enhanced green infrastructure to ensure no fragmentation or loss of connectivity. There is no compensation for fragmentation or loss of connectivity proposed in this instance.
- 5.33 Similarly, in respect of EN6 there is a requirement for it to be demonstrated that there is no satisfactory alternative location for the development and for compensatory provision to be made of comparable ecological value to that lost. It is difficult to see how it is possible to compensate for such a significant interruption to habitat connectivity.
- 5.34 Therefore I do not see that the present application is compatible with those policies.
- 5.35 Public Rights of Way (PROW): The PROW Officer comments as follows on the amended plans: No objection to the amended plans as the footway along the canal is now accessible for the public to use.
- 5.36 PROW Officer's previous comments: PROW formally object to the application as the footway alongside the canal will no longer be accessible for public use but rather for maintenance only. The canals are key historic features and quiet area to enjoy by the public away from the busy roads and need to be retained as an important asset to Cardiff city centre.

- 5.37 The proposed refurbishment to the footbridge over the canal is welcome by PROW as it is a historic feature, provides character and improves access.
- 5.38 The proposed development will impede on the existing adopted highway therefore if planning consent is given, there will be a requirement for the applicant to apply to Welsh Government for a change of use in order to extinguish the area to be affected.
- 5.39 Flood and Coastal Risk Management: The Officer states that the design reduces the cross sectional area of the watercourse and is therefore an increase in flood risk as an obstruction to flow. He advises that any works will require consent under Section 23 of the Land Drainage Act 1991.
- 5.40 Highways and Waste Management: The Drainage engineer has not provided comments.
- 5.41 Pollution Control (Noise & Air): Pollution Control raises the following concerns: Firstly, I am concerned about any fixed plant that may be installed. The area is particularly quiet, especially at night, so any fixed plant to be installed will need to be done sensitively.
- 5.42 Secondly, the development is, as I understand it, likely to straddle the dock feeder. Careful consideration needs to be made of what construction methods are to be used, and due to the relative tranquillity of the area, what noise levels the construction methods are to make.
- 5.43 With that in mind, a detailed Construction and Environmental Management Plan needs to be carried out prior to determination. In addition, should any fixed plant be planned, an assessment of the likely impacts also needs to be carried out prior to determination.
- 5.44 I consider both to be necessary prior to determination so that the applicant can demonstrate that they are not causing unacceptable harm to health or to local amenity due to noise and vibration, as per policy EN13 of the LDP.
- 5.45 Pollution Control (Contaminated land): No objection subject to standard ground gas protection, suite of contaminated land conditions, and imported and recycled aggregates conditions.
- 5.46 In reviewing available records and the application for the proposed development, the site has been identified as within an area of former industry and sited over part of the infilled Bute West Dock. 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.

- 5.47 Additional former landfill/raise sites have also 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.
- 5.48 Waste Management: The Waste Management Officer has no objection.
- 5.49 Parks Services: The Parks Officer has no objection and makes the following comments on the amended plans: The revised proposals look to be a significant improvement on the earlier design with the dock feeder footpath next to the building retained, which will maintain important connectivity to the existing footpath links along the dock feeder.
- 5.50 The loss of trees and green infrastructure link where the building is to be located is regrettable from a green infrastructure point of view, but in order to accommodate a building I accept this is unavoidable, and I note that £5000 has been included for up to 10 replacement trees, plus a commuted sum (costs to be confirmed).
- 5.51 The retention of the pedestrian link across the bridge is welcome, to allow access into Craiglee Drive open space, although more detailed discussions will need to take place on how the link is designed and delivered as I presume at present there is no pedestrian entrance into the park at this point, or connecting footpath within the park, and how these would be funded. Given that the off-site POS contribution for the development is not listed in the sums to be provided below, some mechanism for carrying out these works needs to be established.
- 5.52 Park's preference is for the developer to implement the footpath connection across Craiglee Drive rather than provide an off-site contribution for the work. The work could be carried out under licence on council land as part of the main contract. Clarification should be sought to confirm responsibility for the ongoing long term maintenance and management of the refurbished/ replacement bridge, and the connection as far as the boundary of the open space. Parks would only consider taking over responsibility for the maintenance of the footpath within the curtilage of Craiglee Drive open space from the fence to the connection with the existing paths.
- 5.53 A financial contribution of £49,734, calculated in accordance with the 2017 Cardiff Planning Obligations SPG, is sought towards the improvement of community facilities in the vicinity of the development.
- 5.54 Community Facilities: The Neighbourhood Regeneration Officer makes the following comments: If no on-site provision is proposed a financial contribution

a financial contribution is sought on residential developments (including student housing) of 25 or more new dwellings.

- 5.55 Policy KP6 of the Cardiff LDP supports the provision of community facilities as part of new residential developments. A development proposing a significant increase in population would create pressures on existing local facilities that need to be offset via a financial contribution. It would be unacceptable to grant planning consent in the absence of such provision.
- 5.56 A financial contribution of £50,436, calculated in accordance with the 2017 Cardiff Planning Obligations SPG, is sought towards the improvement of community facilities in the vicinity of the development.

## 6. **EXTERNAL CONSULTEE RESPONSES**

- 6.1 Welsh Water: No objection subject to a condition requiring submission to the LPA of a detailed drainage scheme, including an assessment of the potential to dispose of surface and land water by sustainable means. DCWW understand that the intention is to drain both foul and surface water to the main sewer for which they can only comment on the acceptability of the foul water proposal at this stage. The site is located in close proximity to the dock feeder which offers a sustainable means to dispose of surface water and therefore they will not consider the communication of this flow to the public sewer at this stage.
- 6.2 The proposed development is crossed by a 100mm distribution water main. A map showing the approximate location of the water main, and DCWW conditions for development near a water main, are provided. It may be possible for the 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.
- 6.3 NRW: No objection and advise that in the event that gross contamination is found to be present at the site the LPA may wish to re-consult NRW.
- 6.4 Police Architectural Liaison: South Wales Police have no objection but raise concerns in relation to the proposed use: 'Students can be considered to be a vulnerable group as many will be young people, away from home for first time and possibly foreign students who lack experience of living in the UK'. They recommend adequate lighting, CCTV coverage, and security measures. A copy of their advice has been forwarded to the agent.
- 6.5 Glamorgan Gwent Archaeological Trust: The Trust note that the site lies on the NE corner of the former Bute West Dock. The proposals will therefore require archaeological mitigation which requires the submission of a written scheme of investigation taking into account the nature of the known



archaeological resource and the elements of the groundworks that impact on this.

- 6.6 Associated British Ports: The build-out will have an impact on the flow of water along the feeder and would appreciate an understanding of what this is or how this can be prevented or minimised. The narrowing will also impact flood risk by potentially hold water back upstream in the city centre.
- 6.7 We need to request details of the construction methodology. Will the feeder be closed for a length of time to enable construction? If so what provision will be put in place to maintain the flows or will we be compensated for the additional impounding required to maintain the dock level? The methodology will also need to cover off any contamination of the water.

## 7. **REPRESENTATIONS**

- 7.1 The proposals were advertised as a major application in the press and on site, and Local Members and neighbours were consulted. Amended plans were also consulted on for a period of 14 days.
- 7.2 A total of 18 representations were received, primarily from neighbouring Drake Walk residents, Waterfront 2000 businesses, and residents of Edward England Wharf, one supporting the application while raising some concerns, the remainder objecting to the application plans on the following grounds:
- Scale and appearance of the office block – too big and not in keeping with its neighbours.
  - Loss of trees and landscaped area and associated visual amenity and habitat for wildlife
  - Rerouting of footpath resulting in a tortuous route of inadequate width and potentially dangerous because of its location adjacent to the dock feeder
  - Negative impact on Dock Feeder Canal
  - Loss of privacy for the residents of Edward England Wharf
  - Reduction in daylighting for the occupiers of the neighbouring offices
  - Impact of increase in traffic on narrow access roads
  - Inadequate parking provision
  - Disruption, noise and impact on existing parking provision during construction period
  - Negative impact on commercial interests of adjoining businesses during construction period
  - Oversupply of student housing
  - Adverse impact on setting of listed Edward England Wharf building
  - Adverse impact on Craiglee Park amenity
  - No ecology survey carried out
  - Requesting right to speak
  - Failure to consult residents of EEW during the statutory pre-application consultation

- 7.3 A petition from the Director of the Edward England Wharf Management Committee with 28 signatures of residents objecting to the application was received on 19.7.18. A letter was sent to the lead petitioner on 20.7.18 stating that the points raised will be considered when the application is determined, and pointing out that as the petition has been signed by less than 50 people, there is no right to speak if this application is considered by the Planning Committee. The letter outlined the criteria that would need to be met for a petition to be considered valid.
- 7.4 A further representation has been received from a neighbouring business objecting to the amended plans on the same grounds, and raising additional grounds relating to the proposed student use on the existing business use and parking arrangements.

## 8. **ASSESSMENT**

- 8.1 The main issues to be assessed are the proposed land use, the scale and design of the building, the loss of the landscaped amenity area and associated trees/ habitat, the adequacy and design of the rerouted public footpath and external areas, and parking provision.
- 8.2 Proposed land use: The site is located within the Central Business Area. Policy KP10 of the LDP (Central and Bay Business Areas) describes the range of uses appropriate within the Central Business Area, which includes residential development. Student/ residential uses can be appropriate within city centre locations, as evidenced by similar recent developments along Tyndall Street (Capital Quarter) and Adam Street.
- 8.3 The site is in the vicinity of Cardiff's main pedestrian shopping area, with 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 high frequency bus and rail services at Central Station.
- 8.4 The proposed land use is policy compliant.
- 8.5 Scale and Appearance: The design has been amended to significantly reduce the footprint of the building so it no longer spans the dock feeder, and the floor area of the top storey has been increased. The footprint of the building is similar to the previously approved 4 storey office scheme but it is approximately 3.5m higher at 16.5m. The appearance of the building and proposed materials are similar to the office scheme and are in keeping with the neighbouring office blocks.

- 8.6 The immediate context of the site is 3 / 4 storey buildings with pitched roofs. The ridge height of the 4 storey 12-14 Drake Walk adjacent to the site is approx. 14m. Given this context the scale and appearance of the building is acceptable.
- 8.7 Loss of the trees and the landscaped area: The Tree Officer objects on the grounds that the proposed development will result in unacceptable harm to trees of amenity value. However this needs to be balanced against the fact that the previous scheme, which had a similar impact on trees and ecology, has a resolution to grant subject to the signing of the legal agreement, that the trees are not protected, and the benefits accruing from the provision of additional purpose-built student housing in a sustainable location and a replacement/ repaired footbridge over the Dock Feeder linking the Waterfront 2000 development to Craiglee Park.
- 8.8 The visual amenity and habitat value of unprotected trees is related both to size and longevity, with a greater degree of protection afforded to ancient woodlands and veteran trees and hedges. Other trees and woodlands should normally be retained and a tree survey should determine the priorities and practicalities of retention. Where trees are lost compensatory landscaping will be sought.
- 8.9 It is acknowledged in this case that the trees to be lost do offer significant amenity value for the business occupiers of the Waterfront 2000 development and the users of the pedestrian footpath, and that they form part of a green corridor along the dock feeder. A condition has therefore been imposed requiring the applicant to provide detailed landscaping proposals including the planting of new replacement trees on the site, including the west bank of the dock feeder which forms part of the application site.
- 8.10 However the extent of replacement tree planting possible on the application site is limited in extent because of site constraints, and the grant of planning permission is also therefore made conditional on the signing of a s106 legal agreement to secure a public open space (POS) financial contribution towards POS improvements including off site replacement tree planting in Craiglee Park public open space (or other open space to be agreed).
- 8.11 Ecology: The Ecology Officer objects on the grounds that the amended scheme would still result in the loss of a significant green infrastructure resource in the form of the mature trees alongside the dock feeder, contrary to LDP policies EN6 and KP16. However this needs to be balanced against the fact that the previous scheme, which had a similar impact on trees and ecology, has a resolution to grant subject to the signing of the legal agreement, that one side of the green corridor is retained (Craiglee Park bank side), and a Section 106 financial contribution has been secured for compensatory replacement tree planting in mitigation for the loss of habitat.

- 8.12 Details of the landscaping and the means of enclosure are required by condition. A standard nesting birds condition, and a recommendation advising enhancement measures to compensate the loss of habitat have also been added.
- 8.13 Re-routed footpath and external works: The rerouted footpath is of adequate width. Public Rights of Way has no objection. A pre-commencement condition has been added requiring full details of its design, including safety measures and appropriate lighting.
- 8.14 A pre-commencement condition has also been added requiring full details of the proposed footbridge over the dock feeder. This includes for the provision of a path link on the applicant's land and the creation of a gated entrance into the park through the existing fencing and the provision of a 3m wide path to match existing to link the new entrance to the existing path network in the Park, totalling approx. 25m length of 3m wide path.
- 8.15 Transportation: The number of parking spaces provided and the access arrangements meet policy guidelines and are considered acceptable. The existing Waterfront 2000 parking arrangements are not affected by the development.

### **Representations**

- 8.16 Objections to the proposed use, incongruous scale and design of the building, loss of trees/ habitat/ amenity landscaped area, rerouting and adequacy of pedestrian footpath, and inadequate access and parking provision are addressed above.
- 8.17 Daylighting/ overlooking: The proposals are of a similar scale and sited at right angles to the existing office blocks and will not therefore result in any loss of daylighting for the existing office occupiers, nor will the future occupiers of the student housing block overlook the residents of Edward England Wharf which is located approx. 25m away on the other side of the Dock Feeder.
- 8.18 Oversupply of student housing in the area: The supply of purpose-built student housing developments in the city centre is not a material planning consideration. There is no specific LDP policy that seeks to control the number or location of purpose built student housing developments, other than that they should be located close to campuses and in sustainable locations. The Bay and central Areas are considered appropriate locations for student accommodation, which would complement existing uses within these areas.
- 8.19 Disruption and noise during construction: There will inevitably be a degree of noise and disruption during the construction period. A condition requires the

approval of a construction management plan prior to commencement covering the construction traffic routes, site hoardings, site access, dust and noise control measures, wheel washing facilities and parking of contractors vehicles. A construction noise advisory is also attached to the permission.

- 8.20 *Impact on neighbouring commercial interests:* Loss of custom is not a material consideration in assessing a planning application. Compensation for loss of trade as a result of the building works is not a planning matter. It is a matter between the representator and the applicant.
- 8.21 *Adverse impact on setting of listed Edward England Wharf (EEW) building:* The proposed development is of a not dissimilar scale to the EEW building and will be located approximately 25m away on the other side of the dock feeder, and visually separated by the trees along the western bank. The development will not therefore have an adverse impact on the setting of the listed EEW building.
- 8.22 *Adverse impact on Craiglee Park amenity:* The development is of modest scale and separated from the Park by the dock feeder and associated tree belt and landscaping. The impact on the amenity of the park is negligible.
- 8.23 *No ecology survey carried out:* No ecology survey was carried out. The decision on whether such a survey is required is made by the Ecology Officer on a case by case basis (in general where protected species or habitats are likely to be affected an ecology survey is required). In this case (removal of young trees and partial loss of connecting green corridor) a habitat and species survey was not required.
- 8.24 *Requesting right to speak:* There is no public right to speak at committee unless a valid petition has been submitted
- 8.25 *Failure to consult residents of EEW during the statutory pre-application consultation:* The legislation requires that the owner or occupier of any land adjoining the land to which the proposed application relates be notified by the developer, and that a site notice be displayed. It is understood that the land on which the EEW building is located does not adjoin the application site and the residents were not therefore consulted. A site notice was posted in accordance with the legislation (28 day consultation period ending 21.5.18).

#### **Other Matters**

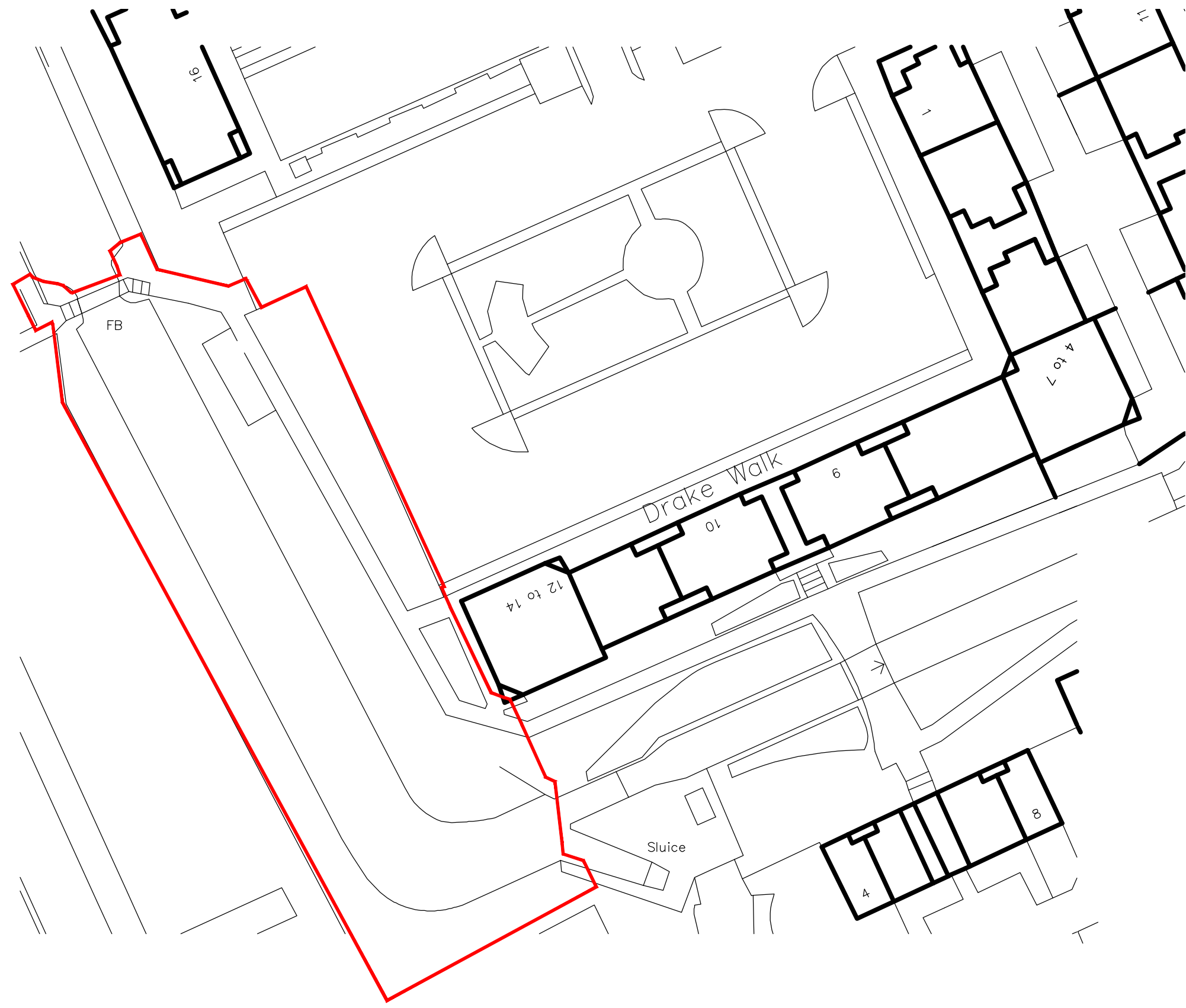
- 8.26 Associated British Ports (ABP) raise concerns over the impact of the narrowing of the dock feeder on the flow of water and flood risk, and request details of the construction methodology and programme. A condition has been added to this effect.

8.27 Further to the South Wales Police (SWP) consultation response a condition is attached requiring details of external lighting of the realigned pedestrian route and the building perimeter, and the installation of CCTV cameras at locations to be agreed with the SWP in the interests of public safety and amenity.

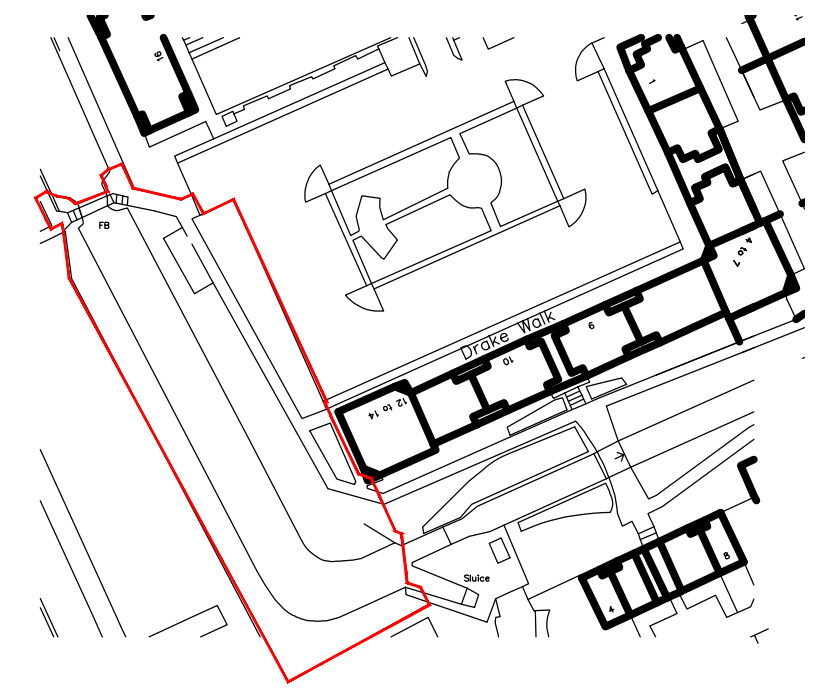
## 9. **CONCLUSION**

9.1 It is recommended that planning permission be granted, subject to conditions and a section 106 agreement to secure a financial contribution of £109,000, allocated as follows:


- a public open space financial contribution of £55,000 for improvements to public open space, including replacement tree planting (exact number, location and species to be agreed), in Craiglee Park or other public space in the vicinity of the development;
- a community facilities contribution of £50,000 towards improvements of community facilities in the vicinity of the development;
- a financial contribution of £4,000 towards the investigation and implementation of new parking control Traffic Orders in Craiglee Drive, Celerity Drive and Vellacott Close as may be required as a consequence of any overspill parking generated by the development.

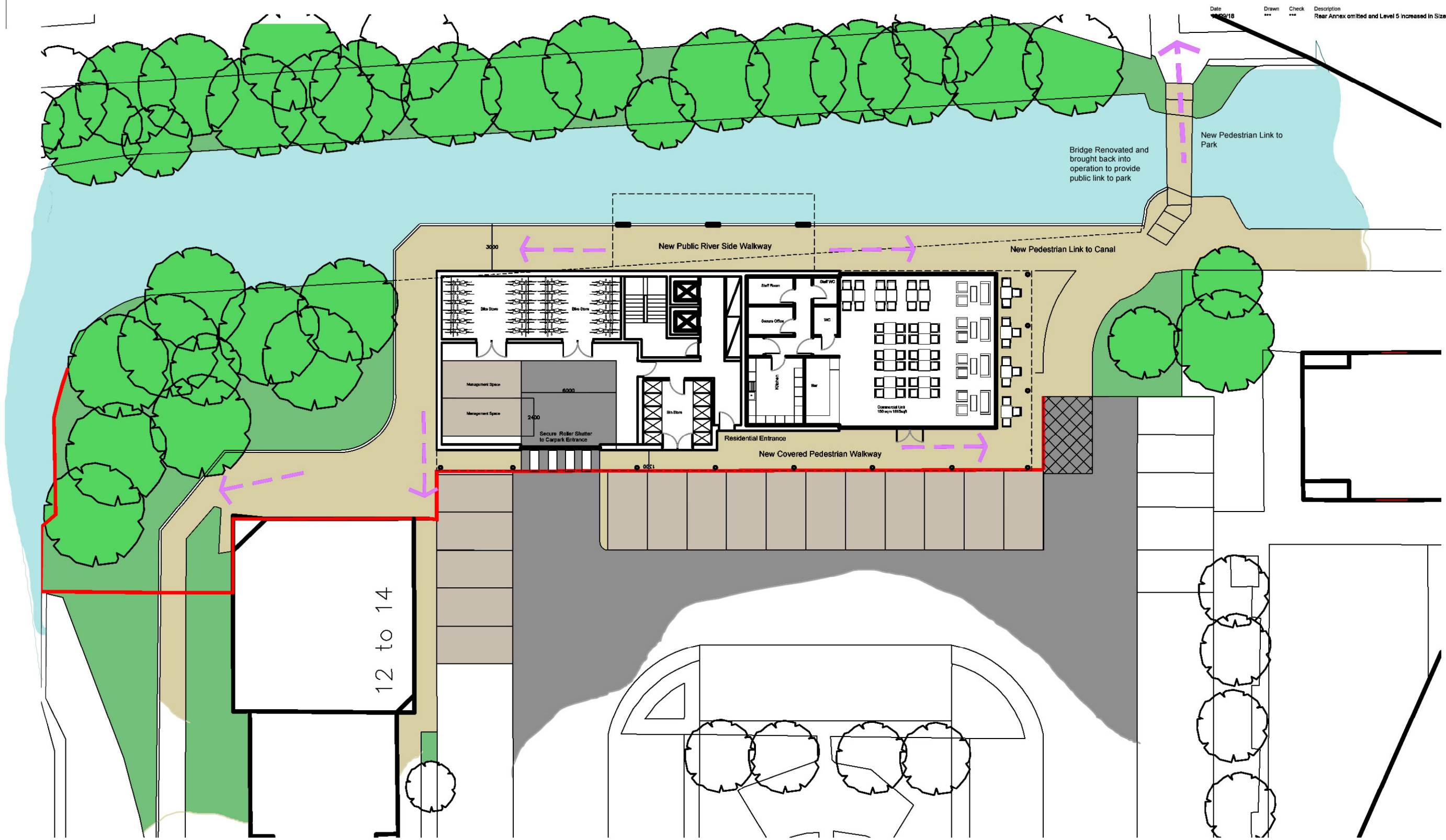


**LOCATION PLAN**  
1:500




**LOCATION PLAN**  
1:1250

Drake Walk Student Accomodation Waterfront 2000		Job No. 17_093
Location Plan		Dwg No. AL(90)01
Date 18/12/2017	Drawn BK	Scale 1:500 & 1:1250 @ A3
		
<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 6HL. www.cjarchitects.co.uk tel: 029 20452100</small>		



Site Plan  
1:250 @ A3

Drake Walk Student Accommodation Waterfront 2000		Job No. 17_093
		Dwg No. AL(90)02
		Rev. A
Title: Proposed Site Plan		
Date: 18/12/2017	Drawn: MC	Scale: 1:250 @ A3
 <b>Architects</b>		Town planners
Environmental & Urban design		
<small>Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 5HL</small>		<small>www.cjarchitects.co.uk tel: 029 20452100</small>





The Canal Walk



Architects Town Planners  
Environmental & Urban Design

Unit 1A, Compass Business Park, Pacific Road, Ocean Park, Cardiff, CF24 5HL  
tel: 029 2045 2100 fax: 029 2045 1777  
web: www.c2jarchitects.co.uk e-mail: enquiries@c2jarchitects.co.uk

Materi didaktika dan teori belajar dan mengajar

Applications decided by Delegated Powers between 01/10/2018 and 31/10/2018

Total Count of Applications: 248

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>
18/02224/DCH	21/09/2018	Andrew Kelly & Bethan Herbert	REAR EXTENSION AND INTERNAL ALTERATIONS	65 RICHARDS TERRACE, ROATH, CARDIFF, CF24 1RW	33	True	Permission be granted	24/10/2018
18/02236/DCH	21/09/2018	Cashin	NEW REAR EXTENSION AND INTERNAL ALTERATIONS	63 RICHARDS TERRACE, ROATH, CARDIFF, CF24 1RW	34	True	Permission be granted	25/10/2018

<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>
18/02397/MJR	15/10/2018	easyHotel UK Ltd	DISCHARGE OF CONDITION 4 (SCHEDULE OF EXTERNAL MATERIALS) OF 18/00666/MJR	CROMWELL HOUSE, 1-3 FITZALAN PLACE, ADAMSDOWN, CARDIFF, CF24 0ED	3	True	Full Discharge of Condition	18/10/2018
18/02259/MJR	25/09/2018	Crosslane Student Developments (Howard Gardens) Ltd	NON-MATERIAL AMENDMENTS TO PLANNING PERMISSION 17/02618/MJR - TO SUBSTITUTE 49 NO. STUDIOS WITH CLUSTER BEDROOMS COMPRISED IN 61 NO. CLUSTER FLATS AND ASSOCIATED ALTERATIONS TO WINDOW LAYOUT / POSITIONS AND OTHER MINOR WORKS TO ACCOMMODATE REVISED INTERNAL LAYOUT. AMENDMENT OF BIKE STORE POSITION AND LAYOUT	LAND AT HOWARD GARDENS, ADAMSDOWN, CARDIFF	9	True	Permission be granted	04/10/2018

<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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18/01982/MNR	22/08/2018	Debesai	CHANGE OF USE FROM SHOP (A1) TO CAFE (A3)	14 BROADWAY, ADAMSDOWN, CARDIFF, CF24 1NF	56	True	Permission be granted	17/10/2018
18/01427/MNR	10/08/2018	Mebrahatu Berhe	RETENTION OF COFFEE SHOP	37 BROADWAY, ADAMSDOWN, CARDIFF, CF24 1QE	59	False	Permission be granted	08/10/2018
18/01856/MNR	16/08/2018	IB contractors	GROUND FLOOR AND REAR DORMER EXTENSIONS AND CONVERSION OF THE PROPERTY INTO TWO SELF CONTAINED FLATS	12 RUBY STREET, ADAMSDOWN, CARDIFF, CF24 1LN	53	True	Permission be granted	08/10/2018
18/02055/MNR	31/08/2018	Kutkut	ERECTION OF DWELLING	PART OF LAND AT 262 NEWPORT ROAD, ADAMSDOWN, CARDIFF, CF24 1RS	49	True	Planning Permission be refused	19/10/2018
18/02147/MNR	11/09/2018	Hussain	RETENTION OF GROUND FLOOR REAR FLAT	31 BROADWAY, ADAMSDOWN, CARDIFF, CF24 1QE	34	True	Permission be granted	15/10/2018
18/02102/MNR	05/09/2018	Wolfson Capital Ltd	CONVERSION OF A PROPERTY WITH 3 ONE BEDROOM & 1 STUDIO FLATS INTO 4 ONE BEDROOM FLATS WITH SINGLE STOREY AND TWO STOREY REAR AND SIDE EXTENSIONS AND LOFT CONVERSION WITH REAR DORMER AND EXTERNAL ALTERATIONS	30 STACEY ROAD, ADAMSDOWN, CARDIFF, CF24 1DU	27	True	Permission be granted	02/10/2018

## BUTE

<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>
18/02094/MJR	04/09/2018	Schroders UK Real Estate Fund	EXTENSION OF EXISTING FOOD AND DRINK UNITS	UNITS 22, 23, 23a and 24 MERMAID QUAY, TACOMA SQUARE, CARDIFF BAY, CARDIFF, CF10 5BZ	43	True	Permission be granted	17/10/2018

18/02199/MJR	21/09/2018	Cardiff Council	DISCHARGE OF CONDITIONS 6 (REMEDICATION SCHEME), 13 (SECURITY LIGHTING DETAILS) AND 16 (CYCLE AND SCOOTER PARKING) OF 16/02916/MJR	LAND TO THE SOUTH OF HAMADRYAD CENTRE, HAMADRYAD ROAD, BUTETOWN, CARDIFF, CF10 5UY	12	True	Partial Discharge of Condition (s)	03/10/2018
18/02290/MJR	27/09/2018	Associated British Ports (ABP)	ALTER THE APPROVED EXTERNAL CLADDING ON THE HMS CAMBRIA SECURE TRAINING AND EDUCATION FACILITY AND A EVOLUTION AXIS PANEL IS NOW PROPOSED OVER A EVOLUTION RECESS PANEL - PREVIOUSLY APPROVED UNDER 18/00792/MJR	LAND ADJACENT TO ATKIN GROUP, CARGO ROAD, CARDIFF BAY, CARDIFF, CF10 4RP	15	True	Permission be granted	12/10/2018
<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>
18/01999/MNR	03/09/2018	Mitchells & Butlers	INTERNAL & EXTERNAL ALTERATIONS INCLUDING INSTALLING NEW GARDEN HUT & FESTOON LIGHTING.	ELI JENKINS, 7-8 BUTE CRESCENT, CARDIFF BAY, CARDIFF, CF10 5AN	45	True	Permission be granted	18/10/2018
18/01998/MNR	03/09/2018	Mitchells & Butlers	INTERNAL & EXTERNAL ALTERATIONS INCLUDING INSTALLING NEW GARDEN HUT & FESTOON LIGHTING	ELI JENKINS, 7-8 BUTE CRESCENT, CARDIFF BAY, CARDIFF, CF10 5AN	46	True	Permission be granted	19/10/2018
18/01789/MNR	30/07/2018	Welsh Government	FENCING	Old Canal Bridge, Lloyd George Avenue, Cardiff, CF10 4AR	66	False	Permission be granted	04/10/2018
18/02212/MNR	27/09/2018	Day	DE-CONSTRUCTION OF EXISTING PORTAL FRAME (FOR RE-USE ELSEWHERE) AND BREAKING OUT OF GROUND FLOOR SLAB (ALL MECHANICALLY)	EVANS HALSHAW CITROEN, 1 EAST BAY CLOSE, ATLANTIC WHARF, CARDIFF, CF10 4BA	19	True	Prior Approval be granted	16/10/2018
A/18/00099/MNR	11/09/2018	Mitchells & Butlers	REPLACEMENT EXTERNAL SIGNAGE	ELI JENKINS, 7-8 BUTE CRESCENT, CARDIFF BAY, CARDIFF, CF10 5AN	37	True	Permission be granted	18/10/2018

18/02122/MNR	11/09/2018	Mitchells & Butlers	REDECORATION OF THE EXTERNAL PAINTED AREAS OF THE ELI JENKINS AND REPLACEMENT SIGNAGE AND LIGHTING	ELI JENKINS, 7-8 BUTE CRESCENT, CARDIFF BAY, CARDIFF, CF10 5AN	37	True	Permission be granted	18/10/2018
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#### CAER

<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>
18/02007/MJR	28/08/2018	The City of Cardiff Council	DISCHARGE OF CONDITIONS 27 (FENCING BETWEEN BUILDINGS), 29 (EXTERNAL STRUCTURES), 31 (HOOPS) AND 33 (RETAINING WALLS) OF 17/01453/MJR	LAND AT AND ADJACENT TO THE FORMER GLYN DERW HIGH SCHOOL, PENALLY ROAD, CAERAU, CARDIFF	59	False	Full Discharge of Condition	26/10/2018
18/02014/MJR	31/08/2018	The City of Cardiff Council	VARIATION OF CONDITION 2 TO ALLOW SUBSTITUTION OF APPROVED PLANS), CONDITION 21 TO VARY THE HOURS OF FLOOD LIGHTING OPERATION AND 22 PLAYING FIELDS - HOURS OF OPERATION OF 17/01453/MJR	LAND AT AND ADJACENT TO THE FORMER GLYN DERW HIGH SCHOOL, PENALLY ROAD, CAERAU, CARDIFF	56	True	Permission be granted	26/10/2018

#### CANT

<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>
18/02060/DCH	03/09/2018	King	SINGLE STOREY REAR EXTENSION TO EXISTING DWELLING CREATING LARGER KITCHEN AND SITTING AREA.	6 WESTBURY TERRACE, CANTON, CARDIFF, CF5 1FZ	52	True	Permission be granted	25/10/2018
18/01907/DCH	14/08/2018	HJB HOMES	SINGLE STOREY AND FIRST FLOOR REAR EXTENSION AND REAR DORMER ROOF EXTENSION	24 PENLLYN ROAD, CANTON, CARDIFF, CF5 1NW	56	True	Permission be granted	09/10/2018

18/02246/DCH	28/09/2018	Lewis	SINGLE STOREY FLAT ROOF EXTENSION TO REAR OF TERRACED HOUSE	8 NOTTINGHAM STREET, CANTON, CARDIFF, CF5 1JP	27	True	Permission be granted	25/10/2018
18/02134/DCH	10/09/2018	O'Brien	SINGLE STOREY REAR FLAT ROOF EXTENSION WITH ASSOCIATED INTERNAL ALTERATIONS	30 AUBREY AVENUE, CANTON, CARDIFF, CF5 1AQ	32	True	Permission be granted	12/10/2018
18/01970/DCH	31/08/2018	Mr	SINGLE STOREY REAR EXTENSION TO REAR OF THE PROPERTY	143 PENCISELY ROAD, CANTON, CARDIFF, CF5 1DN	35	True	Permission be granted	05/10/2018

<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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18/01966/MJR	23/08/2018	Lovell Partnerships Ltd	VARIATION OF CONDITION 1 OF 16/01331/MJR TO ALLOW FOR THE AMENDMENT OF APPROVED PLANS	FORMER ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF	57	False	Permission be granted	19/10/2018
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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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18/01190/MNR	21/05/2018	Ely Bridge Development Company Ltd	VARIATION OF CONDITION 1 OF 16/02691/MJR TO READ AS FOLLOWS: A. PRIOR TO THE COMMENCEMENT OF EACH PHASE OF THE DEVELOPMENT AS APPROVED BY THE LOCAL PLANNING AUTHORITY, DETAILS OF THE APPEARANCE, LANDSCAPING, LAYOUT, AND SCALE (HEREINAFTER CALLED "THE RESERVED MATTERS") OF THAT PHASE OF THE DEVELOPMENT SHALL BE SUBMITTED TO AND APPROVED IN WRITING BY THE LOCAL PLANNING AUTHORITY AND THE DEVELOPMENT SHALL BE CARRIED OUT AS APPROVED. B. APPLICATION FOR APPROVAL OF THE RESERVED MATTERS SHALL BE MADE TO THE LOCAL PLANNING AUTHORITY BEFORE THE DECEMBER 31ST 2019. C. THE DEVELOPMENT HEREBY PERMITTED SHALL BE BEGUN EITHER BEFORE THE EXPIRATION OF FIVE YEARS FROM THE DATE OF PERMISSION 14/02277/MNR OR BEFORE THE EXPIRATION OF TWO YEARS FROM THE DATE OF THE LAST OF THE RESERVED MATTERS TO BE APPROVED, WHICHEVER IS THE LATER.	FORMER PAPER MILL ARJO WIGGINS, OLD MILL BUSINESS PARK, SANATORIUM ROAD, CANTON, CARDIFF	135	False	Permission be granted	03/10/2018
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#### CATH

<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>
18/01951/DCH	06/09/2018	Din	ERECTION OF SINGLE STOREY GARAGE OUTBUILDING	DIN & CO, 140 CRWYS ROAD, CATHAYS, CARDIFF, CF24 4NR	50	True	Permission be granted	26/10/2018



18/02311/DCH	01/10/2018	Khalidi	REAR DORMER	93 MAINDY ROAD, CATHAYS, CARDIFF, CF24 4HN	16	True	Permission be granted	17/10/2018
18/02350/DCH	04/10/2018	Jeffreys	GROUND FLOOR EXTERNAL ALTERATIONS, REAR DORMER ROOF EXTENSION AND INTERNAL ALTERATIONS ASSOCIATED TO DWELLING HOUSE, ROOF LIGHTS TO FRONT ROOF OF PROPERTY	51 CRANBROOK STREET, CATHAYS, CARDIFF, CF24 4AL	21	True	Permission be granted	25/10/2018
18/02241/DCH	01/10/2018	Ruff	SINGLE STOREY REAR EXTENSION 2M WIDE X 2.5M DEPTH. INTERNAL ALTERATIONS INCLUDING REFITTING BATHROOM AND KITCHEN	3 ROBERT STREET, CATHAYS, CARDIFF, CF24 4PB	25	True	Permission be granted	26/10/2018
<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>
18/01873/MJR	08/08/2018	Hermes Property Unit Trust	DISCHARGE OF CONDITIONS 2 (APPROVED DRAWINGS), 3 (DEMOLITION / CONSTRUCTION MANAGEMENT PLAN), 5 (MATERIALS), 6 (ARCHITECTURAL DETAILING), 7 (EXTERNAL FIRE ESCAPE AND MAINTENANCE ACCESS), 8 (PLANT), 16 (SOUND INSULATION), 17 (NOISE), 18 (EXTRACTION DETAILS) OF PLANNING PERMISSION 16/02343/MJR	5-10 CHURCH STREET, CITY CENTRE, CARDIFF, CF10 1BG	75	False	Partial Discharge of Condition (s)	22/10/2018
18/01774/MJR	20/08/2018	Cardiff University	DISCHARGE OF CONDITION 27 (CYCLE PARKING) OF 16/01739/MJR	46-48 PARK PLACE, CATHAYS PARK, CARDIFF, CF10 3BB	51	True	Full Discharge of Condition	10/10/2018
18/02017/MJR	30/08/2018	Legal & General Investment Management	INSTALLATION OF CYCLE SHELTER AND SMOKING SHELTER AND NEW SECURITY FENCE.	HODGE HOUSE, 114-116 ST MARY STREET, CITY CENTRE	53	True	Permission be granted	22/10/2018

18/02031/MJR	09/10/2018	Sanguine Hospitality Limited	ALTERATIONS TO CANOPY - PREVIOUSLY APPROVED UNDER 11/01877/DCI	HOTEL INDIGO, DOMINIONS ARCADE, CITY CENTRE, CARDIFF, CF10 2AR	14	True	Permission be granted	23/10/2018
<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>
18/01801/MNR	06/08/2018	Pawlin	SHOPFRONT REFRESH	NATIONWIDE BUILDING SOCIETY, 47-49 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2AS	65	False	Permission be granted	10/10/2018
A/18/00082/MNR	06/08/2018	Pawlin	SHOPFRONT GLAZING VINYLs, SHOPFRONT FASCIA AND LOGO SIGNAGE, ATM SHROUD SIGNAGE AND PROJECTING SIGNAGE.	NATIONWIDE BUILDING SOCIETY, 47-49 QUEEN STREET, CITY CENTRE, CARDIFF, CF10 2AS	65	False	Permission be granted	10/10/2018
18/01934/MNR	16/08/2018	Ashi Properties	PROPOSED CONVERSION OF DWELLING TO FORM 4NO SELF CONTAINED FLATS, COMPRISING DORMER EXTENSION WITH SINGLE STOREY REAR EXTENSIONS AND INSERTION OF ROOFLIGHTS TO FRONT ELEVATION	25 MINNY STREET, CATHAYS, CARDIFF, CF24 4ES	47	True	Permission be granted	02/10/2018
18/01946/MNR	17/08/2018	Karseras	DEMOLITION OF OUT-BUILDING & CONSTRUCTION OF TWO BEDROOM ANNEX MAISONETTE, REAR DORMER TO MAIN ROOF & MINOR EXTERNAL ALTERATIONS	127 CATHAYS TERRACE, CATHAYS, CARDIFF, CF24 4HU	46	True	Permission be granted	02/10/2018
18/01862/MNR	14/08/2018	The Parochial Church Council of the City Church of St John the	ALTERATIONS TO RAISE THE BOILER HOUSE ROOF AND INSTALLATION OF 2 NEW FLUES	ST JOHN THE BAPTIST CHURCH, CHURCH STREET, CITY CENTRE, CARDIFF, CF10 1BG	56	True	Permission be granted	09/10/2018
18/01892/MNR	13/08/2018	MILLAR	INSTALLATION OF REPLACEMENT ILLUMINATED AND NON ILLUMINATED SIGNS AND REPAINTING OF EXTERIOR	4 WHARTON STREET, CITY CENTRE, CARDIFF, CF10 1AG	57	False	Permission be granted	09/10/2018
18/01827/MNR	06/08/2018	George Capital (Cardiff) LLP	CHANGE OF USE FROM CLASS A2 (PROFESSIONAL & FINANCIAL SERVICES) TO CLASS A3 (FOOD & DRINK)	1-3 WINDSOR PLACE, CITY CENTRE, CARDIFF, CF10 3BX	56	True	Permission be granted	01/10/2018

18/02039/MNR	29/08/2018	afia	REPLACE EXISTING SHOP FASCIA AND 1ST FLOOR CLADDING	9 ST JOHN STREET, CITY CENTRE, CARDIFF, CF10 1GJ	48	True	Permission be granted	16/10/2018
18/01993/MNR	29/08/2018	Jones	CHANGE OF USE OF LOWER GROUND FLOOR FROM OFFICE TO TATTOO STUDIO	14 CHURCHILL WAY, CITY CENTRE, CARDIFF, CF10 2DX	47	True	Permission be granted	15/10/2018
18/01949/MNR	20/08/2018	Zaidi	VARIATION OF CONDITION 4 (OPENING HOURS) OF 16/01953/MNR TO ALLOW OPENING UNTIL 03:00 ON ALL DAYS	13 CASTLE STREET, CITY CENTRE, CARDIFF, CF10 1BS	56	True	Permission be granted	15/10/2018
18/01980/MNR	22/08/2018	Piazza Estates Ltd	CHANGE OF USE FROM VACANT CLASS A2 (ESTATE AGENTS) TO CLASS A3 (CAFE)	51 CATHAYS TERRACE, CATHAYS, CARDIFF, CF24 4HS	43	True	Permission be granted	04/10/2018
18/02079/MNR	03/09/2018	Constantinou & Sons	REMOVAL OF EXISTING SHOP FRONT AND CONSTRUCTION OF NEW PROJECTING SHOP FRONT WITH METAL FENCE AND GATES TO FRONT CURTILAGE	CONSTANTINOU & SONS, 99 CRWYS ROAD, CATHAYS, CARDIFF, CF24 4NF	51	True	Permission be granted	24/10/2018
A/18/00097/MNR	03/09/2018	Constantinou & Sons	NEW SHOP FASCIA SIGN ABOVE SHOP WINDOW	CONSTANTINOU & SONS, 99 CRWYS ROAD, CATHAYS, CARDIFF, CF24 4NF	51	True	Permission be granted	24/10/2018
18/02034/MNR	29/08/2018	Salih	ERECTION OF DWELLING	REAR OF 27 RHIGOS GARDENS, CATHAYS, CARDIFF, CF24 4LS	57	False	Planning Permission be refused	25/10/2018
18/02105/DCH	05/09/2018	Aseeley	GROUND FLOOR AND FIRST FLOOR REAR EXTENSIONS AND REAR DORMER TO MAKE 4 BEDROOM HOUSE IN MULTIPLE OCCUPATION INTO A 6 BEDROOM HOUSE IN MULTIPLE OCCUPATION	42 THESIGER STREET, CATHAYS, CARDIFF, CF24 4BN	54	True	Permission be granted	29/10/2018
A/18/00104/MNR	14/09/2018	Mountain Warehouse	TIMBER FASCIA WITH BUILT UP HALO LIT LETTERS AND FACE ILLUMINATED LOGO	30 ST DAVIDS WAY, CITY CENTRE, CARDIFF, CF10 2DP	28	True	Permission be granted	12/10/2018
18/02137/MNR	14/09/2018	Burger Theory Cardiff Ltd	VARIATION OF CONDITION 3 OF 13/02445/DCI TO ALLOW THE PREMISES TO BE USED AS A RESTAURANT/TAKEAWAY AND FOR NO OTHER PURPOSE	92 ST MARY STREET, CITY CENTRE, CARDIFF, CF10 1DX	26	True	Permission be granted	10/10/2018

18/02026/MNR	03/09/2018	Principality Building Society	REPLACE EXISTING WINDOWS WITH LOUVRES FOR PLANT ROOMS. FORM NEW OPENING FOR LOUVRES TO PLANT ROOM.	PRINCIPALITY HOUSE, THE FRIARY, CITY CENTRE, CARDIFF, CF10 3HX	28	True	Permission be granted	01/10/2018
A/18/00106/MNR	19/09/2018	Neal	SIGNAGE	CAFE FLOYD, 23 HIGH STREET, CITY CENTRE, CARDIFF, CF10 1PT	26	True	Split decision (part app./part ref.)	15/10/2018
A/18/00098/MNR	10/09/2018	Morgans Consult	5 NO. FASCIA SIGN AND 1 NO. PROJECTING SIGN	PROPOSED PRINCIPALITY BUILDING SOCIETY, TOWN WALL, CITY CENTRE	36	True	Permission be granted	16/10/2018
18/02136/MNR	10/09/2018	Chowdhury	CONVERSION OF HOUSE TO 3 FLATS WITH GROUND & FIRST FLOOR EXTENSION & NEW DORMER TO REAR OF DWELLING.	24 LLANTRISANT STREET, CATHAYS, CARDIFF, CF24 4JB	35	True	Permission be granted	15/10/2018
18/02215/MNR	19/09/2018	Ahmed 2005 Family Settlement	REAR DORMER AND CONVERSION FROM TWO TO THREE FLATS	88 LISVANE STREET, CATHAYS, CARDIFF, CF24 4LN	35	True	Permission be granted	24/10/2018
A/18/00117/MNR	03/10/2018	GOURMET BURGER KITCHEN	SIGNAGE	GOURMET BURGER KITCHEN, 15 MILL LANE, CITY CENTRE, CARDIFF, CF10 1FL	23	True	Permission be granted	26/10/2018
A/18/00105/MNR	19/09/2018	Estee Lauder Companies	INTERNALLY ILLUMINATED SCREEN	JO MALONE LIMITED, 49 THE HAYES, CITY CENTRE, CARDIFF, CF10 1GA	40	True	Permission be granted	29/10/2018

**CRE**

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18/02315/DCH	05/10/2018	Honeybun	SINGLE STOREY REAR EXTENSION	9 MAES-Y-GOLLEN, CREIGIAU, CARDIFF, CF15 9JW	21	True	Permission be granted	26/10/2018

18/02085/DCH	04/09/2018	Davies	SINGLE STOREY EXTENSIONS TO REAR AND SIDE. CONVERT EXISTING ATTACHED GARAGE INTO OFFICE, UTILITY ROOM AND W/C.	62 PARC CASTELL-Y-MYNACH, CREIGIAU, CARDIFF, CF15 9NZ	28	True	Permission be granted	02/10/2018
<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>
18/00276/MJR	06/02/2018	Persimmon Homes East Wales	DISCHARGE OF CONDITION 32 (PUBLIC ART) OF 14/00582/DCO	LAND TO THE NORTH OF M4 JUNCTION 33, CREIGIAU, CARDIFF	267	False	Partial Discharge of Condition (s)	31/10/2018
18/02452/MJR	22/10/2018	Persimmon Homes (East Wales)	AMENDMENT TO PARKING ARRANGEMENT AFFECTING PLOT 74 - PREVIOUSLY APPROVED UNDER 15/02826/MJR	LAND OFF MICHAELSTON ROAD, MICHAELSTON ROAD, ST FAGANS, CARDIFF, CF5 6DW	4	True	Permission be granted	26/10/2018
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18/01973/MNR	22/08/2018	Rankin	DISCHARGE OF CONDITIONS 4 (CONSTRUCTION MANAGEMENT PLAN), 5 (SITE ENCLOSURES) AND 9 (LANDSCAPING) OF 18/01259/MNR	PART OF LAND AT DAN Y GRAIG, HOLDINGS LANE, CAPEL LLANILLTERN, CARDIFF, CF5 6JA	54	True	Full Discharge of Condition	15/10/2018
18/02004/MNR	24/08/2018	Bricknell	DISCHARGE OF CONDITIONS 8 (MATERIAL SPECIFICATIONS), 9 (SITE ENCLOSURE DETAILS), 10 (LANDSCAPING DESIGN) AND 12 (ACOUSTIC REPORT) OF 17/00091/MNR	LLANFAIR FACH FARM, HEOL ST Y NYLL, CAPEL LLANILLTERN, CARDIFF, CF5 6HF	55	True	Full Discharge of Condition	18/10/2018
18/02005/MNR	24/08/2018	Bricknell	DISCHARGE OF CONDITIONS 3 (METHOD STATEMENT) AND 4 (DETAILS OF WINDOWS AND DOORS) OF 17/00092/MNR	LLANFAIR FACH FARM, HEOL ST Y NYLL, CAPEL LLANILLTERN, CARDIFF, CF5 6HF	55	True	Full Discharge of Condition	18/10/2018

18/01863/MNR	08/08/2018	St Fagans National Museum of History	DEMOLITION OF EXISTING 'LEAN-TO STRUCTURE' (CORRUGATED SHED EXTENSION). FORMATION OF NEW EXTERNAL SEATING AREA AND ERECTION OF PARTIALLY ENCLOSED TIMBER PERGOLA. CONVERSION OF EXISTING CAFE TO NEW VISITOR FISH AND CHIP SHOP. MINOR HARD/SOFT LANDSCAPING ALTERATIONS INCLUDING NEW BOUNDARY FENCE AND WALL PROVISION	MUSEUM OF WELSH LIFE, MICHAELSTON ROAD, ST FAGANS, CARDIFF, CF5 6XB	56	True	Permission be granted	03/10/2018
18/01864/MNR	08/08/2018	St Fagans National Museum of History	DEMOLITION OF EXISTING 'LEAN-TO STRUCTURE' (CORRUGATED SHED EXTENSION). FORMATION OF NEW EXTERNAL SEATING AREA AND ERECTION OF PARTIALLY ENCLOSED TIMBER PERGOLA. CONVERSION OF EXISTING CAFE TO NEW VISITOR FISH AND CHIP SHOP. MINOR HARD/SOFT LANDSCAPING ALTERATIONS INCLUDING NEW BOUNDARY FENCE AND WALL PROVISION	MUSEUM OF WELSH LIFE, MICHAELSTON ROAD, ST FAGANS, CARDIFF, CF5 6XB	56	True	Permission be granted	03/10/2018

#### CYNC

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18/01835/DCH	06/08/2018	Powell	PROPOSED ALTERATIONS TO INCLUDE REAR EXTENSION WITH TERRACE ABOVE, LOFT CONVERSION, FRONT DORMER WINDOW, REPLACEMENT WINDOWS, RECESSED SWIMMING POOL TO REAR GARDENS AND DRIVEWAY ALTERATIONS	189 LAKE ROAD WEST, ROATH PARK, CARDIFF, CF23 5PN	70	False	Permission be granted	15/10/2018
18/01854/DCH	10/08/2018	Dineen	LOFT EXTENSION WITH HIP TO GABLE ROOF CONVERSION AND TWO STOREY EXTENSION TO SIDE	8 WOODLAND CRESCENT, CYNCOED, CARDIFF, CF23 6BU	70	False	Permission be granted	19/10/2018

18/01526/DCH	20/07/2018	Amir	SINGLE STOREY REAR EXTENSION, GROUND FLOOR SIDE EXTENSION, ALTERATIONS & HIP TO GABLE LOFT CONVERSION WITH DORMER EXTENSION TO REAR	52 FIDLAS ROAD, CYNCOED, CARDIFF, CF14 0ND	91	False	Permission be granted	19/10/2018
18/02028/DCH	29/08/2018	Imperial Services	PART TWO STOREY SIDE AND PARTSINGLE STOREY REAR EXTENSION, REAR DORMER AND TAKEDOWN REAR GARAGE	47 LLANDENNIS AVENUE, CYNCOED, CARDIFF, CF23 6JF	57	False	Permission be granted	25/10/2018
18/01905/DCH	23/08/2018	Bartlett Jenkins	HIP TO GABLE WITH REAR DORMER ROOF TO FRONT PORCH. WINDOW & DOOR REPLACEMENT	59 TORRENS DRIVE, LAKESIDE, CARDIFF, CF23 6DR	40	True	Permission be granted	02/10/2018
18/01638/DCH	03/09/2018	Morgan	HIP TO GABLE ROOF EXTENSION AND REAR DORMER, AND REAR EXTENSION TO GARAGE	18 NANT-FAWR ROAD, CYNCOED, CARDIFF, CF23 6JR	32	True	Permission be granted	05/10/2018
18/02207/DCH	19/09/2018	Dar	DEMOLITION OF EXISTING GARAGE, RECONSTRUCTION OF SAME SIZE ANNEXE 600MM AWAY FROM NEIGHBOURING EXTENSION WALL - PREVIOUSLY APPROVED UNDER 18/01609/DCH	11 CARNEGIE DRIVE, LAKESIDE, CARDIFF, CF23 6DH	20	True	Planning Permission be refused	09/10/2018
18/02320/DCH	02/10/2018	Vitolo	INCREASE WIDTH OF PORCH BY 565MM. INCREASE WIDTH OF REAR DORMER BY 2080MM AND CHANGE FROM PITCHED TO FLAT ROOF. REDUCE WIDTH OF REAR SINGLE STOREY EXTENSION BY 380MM TO PROVIDE CLEARANCE FOR 450MM INSPECTION CHAMBER, ALSO CHANGE ROOF FROM HIP TO GABLE END AND REPLACE TWO SETS OF 2400MM FRENCH DOORS WITH A SINGLE SET OF 4850MM BIFOLD DOORS - PREVIOUSLY APPROVED UNDER 16/00647/DCH	9 LEVEN CLOSE, LAKESIDE, CARDIFF, CF23 6DN	13	True	Permission be granted	15/10/2018
18/02218/DCH	01/10/2018	Chowdhury	FIRST FLOOR REAR EXTENSION	26 RANNOCH DRIVE, LAKESIDE, CARDIFF, CF23 6LQ	24	True	Permission be granted	25/10/2018

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18/02110/DCH	18/09/2018	Albertelli	PROPOSED SINGLE STOREY REAR KITCHEN EXTENSION	34 PATREANE WAY, ELY, CARDIFF, CF5 4SA	27	True	Permission be granted	15/10/2018

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18/01988/MNR	23/08/2018	Mill Development (Cardiff) Ltd	CONSTRUCTION OF FOUR SELF CONTAINED FLATS WITH ASSOCIATED CAR & CYCLE PARKING.	LAND ADJACENT TO 10-12 COWBRIDGE ROAD WEST, ELY, CARDIFF, CF5 5BS	56	True	Planning Permission be refused	18/10/2018

**FAIR**

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18/02057/DCH	06/09/2018	Parker	DEMOLITION OF EXISTING REAR EXTENSIONS AND GARAGE, RECONSTRUCTION OF SINGLE LEAN-TO WRAP-AROUND EXTENSION.	153 BWLCH ROAD, FAIRWATER, CARDIFF, CF5 3EE	48	True	Permission be granted	24/10/2018
18/02120/DCH	07/09/2018	Flat 1 Lindway Court	DEMOLISH SINGLE STOREY GARAGE FIRST FLOOR EXTENSION TO EXISTING GROUND FLOOR ANNEXE	17 ASHCROFT CRESCENT, PENTREBANE, CARDIFF, CF5 3RJ	53	True	Permission be granted	30/10/2018
18/02068/DCH	11/09/2018	HILL	TWO STOREY SIDE AND REAR EXTENSION	9 KENLEY CLOSE, FAIRWATER, CARDIFF, CF5 2PA	45	True	Planning Permission be refused	26/10/2018



18/01883/DCH	10/08/2018	Jones	TWO STOREY EXTENSION RUNNING THE LENGTH OF GABLE ELEVATION TO ACCOMMODATE DOWNSTAIRS WC AND ADDITIONAL DINING/LOUNGE/FUTURE ADAPTABLE BEDROOM AND UPPER FLOOR BEDROOM & REVISED BATHROOM	56 TANGMERE DRIVE, FAIRWATER, CARDIFF, CF5 2PQ	69	False	Permission be granted	18/10/2018
18/01816/DCH	03/08/2018	Wallbank	PROPOSED REPLACEMENT ENTRANCE PORCH AND LOFT CONVERSION WITH DORMER TO REAR	84 KEYSTON ROAD, FAIRWATER, CARDIFF, CF5 3NH	59	False	Permission be granted	01/10/2018

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18/01363/MNR	25/07/2018	Maqueline	NEW DETACHED DWELLING INCLUDING ACCESS, PARKING AND BOUNDARY FENCING.	PART OF LAND AT 19 FAIRWOOD ROAD, FAIRWATER, CARDIFF, CF5 3QF	93	False	Planning Permission be refused	26/10/2018
18/01979/MNR	22/08/2018	Mr Coffi (Bunker Station) Ltd	VARIATION OF CONDITION 4 (TO ALLOW HOURS OF OPENING FROM 07:00 MONDAY TO FRIDAY AND CLOSING 21:30 MONDAY TO SATURDAY) AND CONDITION 20 (TO ALLOW THE SALE OF HOT FOOD) OF 13/02323/DCO	BUNKER COFFEE HOUSE, ST FAGANS ROAD, FAIRWATER	65	False	Permission be granted	26/10/2018

#### GABA

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18/01936/MNR	17/08/2018	Wickens	TWO STOREY REAR EXTENSION AND LOFT CONVERSION WITH REAR DORMERS TO MAIN ROOF AND CHANGE TO GABLE END OF THE MAIN ROOFS, TO RETAIN 195 AS A DWELLING AND CONVERT 197 TO 3 SELF CONTAINED FLATS	195-197 NORTH ROAD, MAINDY, CARDIFF, CF14 3AG	49	True	Permission be granted	05/10/2018
18/02238/MNR	24/09/2018	Hecksagon Ltd	CHANGE OF USE FROM A SINGLE DWELLING INTO 2 FLATS	26 MANOR STREET, GABALFA, CARDIFF, CF14 3PU	30	True	Permission be granted	24/10/2018
18/02217/MNR	19/09/2018	Ahmed 2005 Family Settlement	REVISION OF INTERNAL LAYOUTS - PREVIOUSLY APPROVED UNDER 17/00654/MNR	45-47 WHITCHURCH ROAD, GABALFA, CARDIFF, CF14 3JP	12	True	Permission be granted	01/10/2018

#### GRAN

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18/00924/DCH	24/08/2018	Miah	PROPOSED GROUND FLOOR UTILITY EXTENSION. TO REAR. FIRST FLOOR REAR EXTENSION. NEW DORMER TO REAR	95 CORPORATION ROAD, GRANGETOWN, CARDIFF, CF11 7AQ	49	True	Permission be granted	12/10/2018
18/02103/DCH	05/09/2018	Ahmed	SINGLE STOREY, REAR EXTENSION & EXTERNAL ALTERATIONS	3 PAGET STREET, GRANGETOWN, CARDIFF, CF11 7LB	30	True	Permission be granted	05/10/2018
18/02179/DCH	20/09/2018	Mepani	FIRST FLOOR SIDE EXTENSION AND INCREASE OF RIDGE HEIGHT	11 POWDERHAM DRIVE, GRANGETOWN, CARDIFF, CF11 8ND	29	True	Permission be granted	19/10/2018
<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>

18/01996/MJR	29/08/2018	Taff Housing	DISCHARGE OF CONDITION 24 (VERIFICATION REPORT) OF 09/01846/C	FORMER LAUNDRY SITE, CORNER OF MARDY STREET/PENDYRIS STREET, GRANGETOWN, CARDIFF	35	True	Full Discharge of Condition	03/10/2018
<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>
18/01990/MNR	24/08/2018	Pitt	DEMOLITION OF EXISTING GARAGE, AND ERECTION OF NEW DWELLING WITH ASSOCIATED EXTERNAL WORKS	GP MOTORS REAR OF 128, PAGET STREET, GRANGETOWN, CARDIFF, CF11 7LA	56	True	Planning Permission be refused	19/10/2018
18/02111/MNR	06/09/2018	Wild Thing Cardiff	CHANGE OF USE FROM TANNING SALON (A1) TO VEGAN CAFE (A3)	104 CLARE ROAD, GRANGETOWN, CARDIFF, CF11 6RT	53	True	Permission be granted	29/10/2018
18/02116/MNR	06/09/2018	Bari Holdings Ltd	CHANGE OF USE OF COMMUNAL HALL INTO FOUR FLATS INCLUDING CONSTRUCTION OF NEW FIRST FLOOR LEVEL. DEMOLITION OF REAR LOWER GROUND FLOOR, SINGLE-STOREY ANNEX TO FORM COMMUNAL AMENITY SPACE AND STORAGE SPACE. ADAPTATION OF EXISTING WINDOW OPENINGS TO FRONT AND SIDE ELEVATIONS. NEW WINDOW OPENINGS TO REAR ELEVATION. LOWER GROUND FLOOR: COMMERCIAL USE TO REMAIN AS EXISTING WITH NEW WINDOWS TO SIDE AND REAR ELEVATION.	33 CLARE ROAD, GRANGETOWN, CARDIFF, CF11 6QP	53	True	Permission be granted	29/10/2018
A/18/00109/MNR	28/09/2018	Cardiff City Council	REPLACEMENT SIGNAGE	175 AND 177 PENARTH ROAD, GRANGETOWN, CARDIFF, CF11 6JW	31	True	Permission be granted	29/10/2018
18/02263/MNR	28/09/2018	Cardiff City Council	NEW SHOPFRONTS	175 and 177 PENARTH ROAD, GRANGETOWN, CARDIFF, CF11 6JW	31	True	Permission be granted	29/10/2018

18/02132/MNR	03/10/2018	Murphy	REMOVAL OF CONDITION 4 - EXTINGUISHMENT OF CROSSOVER - PREVIOUSLY APPROVED UNDER 14/00233/DCI	ARTHUR HOUSE, 102 TAFF EMBANKMENT, GRANGETOWN, CARDIFF, CF11 7BH	9	True	Permission be granted	12/10/2018
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## HEAT

<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>
18/02081/DCH	07/09/2018	Jones	SINGLE STOREY REAR EXTENSION AND REMODELLING OF DWELLING HOUSE	13 LON-Y-PARC, WHITCHURCH, CARDIFF, CF14 6DF	42	True	Permission be granted	19/10/2018
18/01844/DCH	06/08/2018	Bailey	HIP TO GABLE LOFT CONVERSION WITH VELUX ROOF LIGHTS TO FRONT & REAR NOT EXCEEDING 150mm ABOVE ROOF PLANE	102 HEATH PARK AVENUE, HEATH, CARDIFF, CF14 3RJ	59	False	Permission be granted	04/10/2018
18/02107/DCH	11/09/2018	Wilson	TWO STOREY REAR EXTENSION AND ROOF ALTERATIONS	26 ST MALO ROAD, HEATH, CARDIFF, CF14 4HN	48	True	Planning Permission be refused	29/10/2018
18/02210/DCH	28/09/2018	Thomas	SINGLE STOREY REAR EXTENSION	41 ST AMBROSE ROAD, HEATH, CARDIFF, CF14 4BH	19	True	Permission be granted	17/10/2018
<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>
18/02074/MNR	05/09/2018	PATEL	PROPOSED CHANGE OF USE OF GROUND FLOOR FROM A1 TO A3 USAGE WITH NEW WALL AND RAILINGS TO FRONT	161 PANTBACH ROAD, RHIWBINA, CARDIFF, CF14 1TZ	56	True	Permission be granted	31/10/2018
18/02054/MNR	31/08/2018	Carter	ERECTION OF DWELLING	PART OF LAND AT REAR OF 32 NORTON AVENUE, BIRCHGROVE, CARDIFF, CF14 4AJ	49	True	Planning Permission be refused	19/10/2018

18/02000/MNR	24/08/2018	BANCROFT	CHANGE OF USE FROM MEDICAL BUILDING INTO 4 RESIDENTIAL DWELLINGS	LLWYNBEDW MEDICAL CENTRE, 82-88 CAERPHILLY ROAD, BIRCHGROVE, CARDIFF, CF14 4AG	52	True	Permission be granted	15/10/2018
17/00673/MNR	27/03/2017	Taylor	CHANGE OF USE FROM DENTAL LABORATORY TO 2NO APARTMENTS	GROVE HOUSE, 1 CORONATION ROAD, BIRCHGROVE, CARDIFF, CF14 4QY	553	False	Permission be granted	01/10/2018
A/18/00116/MNR	04/10/2018	Morgans Consult	BUILT UP ACRYLIC LOGO & LETTERS WITH HALO ILLUMINATION	2-4 HEATHWOOD ROAD, HEATH, CARDIFF, CF14 4XE	6	True	Permission be granted	10/10/2018

#### LISV

<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>
18/01891/DCH	20/08/2018	MORGAN	PROPOSED CONSTRUCTION OF ENTRANCE HALL AND FIRST FLOOR BEDROOM AT THE REAR	WHEATHAM, CHERRY ORCHARD ROAD, LISVANE, CARDIFF, CF14 0UF	51	True	Permission be granted	10/10/2018
18/01974/DCH	28/08/2018	Holland	TWO STOREY SIDE EXTENSION & SINGLE STOREY REAR EXTENSION	41 ROWAN WAY, LISVANE, CARDIFF, CF14 0TD	49	True	Permission be granted	16/10/2018
18/02143/DCH	13/09/2018	Hicks	DEMOLITION OF EXISTING BALCONY AND CONSTRUCTION OF NEW TWO STOREY EXTENSION WITH NEW BALCONY	19 LLWYN Y PIA ROAD, LISVANE, CARDIFF, CF14 0SX	39	True	Permission be granted	22/10/2018

<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>
18/01442/MJR	26/06/2018	Waterstone Homes	DEMOLITION OF 1 NO. DWELLING	MOOR LYNCH, RUDRY ROAD, LISVANE, CARDIFF, CF14 0SN	112	False	Prior Approval be granted	16/10/2018

18/02063/MJR	05/09/2018	Redrow Homes Limited	DISCHARGE OF CONDITION 25 (INVASIVE SPECIES) OF 14/02891/MJR	PHASE 2, CHURCHLANDS LAND NORTH AND EAST OF LISVANE, MAERDY LANE, LISVANE	55	True	Partial Discharge of Condition (s)	30/10/2018
18/02302/MJR	01/10/2018	Redrow Homes Limited	MINOR AMENDMENT TO ALIGNMENT OF APPROVED SPINE ROAD AT CEFN MABLY ROAD/BROOK COTTAGE AND REMOVAL OF CENTRAL ISLAND - PREVIOUSLY APPROVED UNDER 14/02891/MJR	PHASE 2, CHURCHLANDS, LAND NORTH AND EAST OF LISVANE, MAERDY LANE, LISVANE, CARDIFF	25	True	Permission be granted	26/10/2018

<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>
18/01943/MNR	17/08/2018	Probert	RENEWAL OF OUTLINE PLANNING PERMISSION 13/01298/MNR	PART OF LAND AT 7 MILLHEATH DRIVE, LISVANE, CARDIFF, CF14 0GA	59	False	Permission be granted	15/10/2018

#### LLAN

<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>
18/01628/DCH	09/07/2018	Pritchard	SINGLE STOREY EXTENSION TO THE REAR	18 EAST RISE, LLANISHEN, CARDIFF, CF14 0RJ	106	False	Permission be granted	23/10/2018
18/00718/DCH	26/03/2018	Jerrett	CONSTRUCTION OF AN ATTACHED GARAGE WITH MONO PITCH & FLAT ROOF	25 HUNTSMEAD CLOSE, THORNHILL, CARDIFF, CF14 9HY	189	False	Permission be granted	01/10/2018
18/01855/DCH	13/08/2018	Mounsher	COVERED PERGOLA TO REAR OF HOUSE	20 WATKINS SQUARE, LLANISHEN, CARDIFF, CF14 5EQ	53	True	Permission be granted	05/10/2018
18/02141/DCH	11/09/2018	Worton	CONSTRUCTION OF A PITCHED AND FLAT CAR PORT ROOF OVER EXISTING PARKING AREAS	4 MILLGATE, LLANISHEN, CARDIFF CF14 0TY	45	True	Planning Permission be refused	26/10/2018

18/02277/DCH	26/09/2018	Lowndes	MINOR GROUND FLOOR INFILL EXTENSION TO SIDE OF KITCHEN	28 THORNHILL ROAD, LLANISHEN, CARDIFF, CF14 6PF	30	True	Permission be granted	26/10/2018
18/02294/DCH	03/10/2018	Rees	TO ASSEMBLE A CARPORT IN FRONT OF THE GARAGE	26 EVEREST WALK, LLANISHEN, CARDIFF, CF14 5AX	26	True	Planning Permission be refused	29/10/2018

<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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18/00246/MJR	19/03/2018	Prosser	RESIDENTIAL DEVELOPMENT AND ASSOCIATED WORKS	LAND AT CHILTERN CLOSE, LLANISHEN	206	False	Permission be granted	11/10/2018
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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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18/02100/MNR	07/09/2018	Bakhtiarvand	CHANGE OF USE TO SKIN CARE BEAUTY CLINIC	42A STATION ROAD, LLANISHEN, CARDIFF, CF14 5LT	40	True	Permission be granted	17/10/2018
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**LLDF**

<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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18/00737/DCH	27/03/2018	SMITH	PROPOSED DEMOLITION OF EXISTING SINGLE STOREY REAR ANNEXES. SINGLE STOREY REAR AND SIDE EXTENSIONS AND ALTERATIONS TO EXISTING DWELLING. CONVERSION OF EXISTING OUTBUILDING TO GARAGE WITH OFFICE / GYM ABOVE. REBUILDING OF FRONT BOUNDARY WALL AND PILLARS, REPLACEMENT SLIDING GATE AND CREATION OF FORECOURT PARKING	35 PALACE ROAD, LLANDAFF, CARDIFF, CF5 2AG	206	False	Permission be granted	19/10/2018
18/01767/DCH	26/07/2018	Mehta	SINGLE STOREY FRONT &SIDE EXTENSION WITH EXTERNAL ALTERATIONS	54 BUCKLEY CLOSE, DANESCOURT, CARDIFF, CF5 2DG	74	False	Permission be granted	08/10/2018
18/01880/DCH	13/08/2018	Spiteri	DEMOLITION OF EXISTING GARAGE AND ERECTION OF SINGLE STOREY SIDE EXTENSION TO PROVIDE BEDROOM AND SITTING ROOM, REAR EXTENSION OF FIRST FLOOR OVER EXISTING KITCHEN TO ACCOMMODATE RELOCATED BEDROOM WITH NEW ENSUITE AND BATHROOM AND NEW DORMER TO EXISTING SIDE ROOF TO ACCOMMODATE NEW STAIRS TO EXISTING SECOND FLOOR ATTIC ROOM	16 VAUGHAN AVENUE, LLANDAFF, CARDIFF, CF5 2HR	73	False	Permission be granted	25/10/2018
18/02151/DCH	18/09/2018	Sargent	SINGLE STOREY EXTENSION TO EXISTING SEMI-DETACHED DWELLING	1 ST MICHAEL'S ROAD, LLANDAFF, CARDIFF, CF5 2AL	27	True	Permission be granted	15/10/2018
18/02189/DCH	17/09/2018	Caveill	PROPOSED DOUBLE STOREY REAR EXTENSION	61 NICHOLSON WEBB CLOSE, DANESCOURT, CARDIFF, CF5 2RL	28	True	Permission be granted	15/10/2018
18/02296/DCH	03/10/2018	Price	DEMOLISH EXISTING REAR CONSERVATORY BUILD NEW CONVENTIONAL LEAN-TO SINGLE STOREY EXTENSION TO REAR	48 HERBERT MARCH CLOSE, DANESCOURT, CARDIFF, CF5 2TD	27	True	Permission be granted	30/10/2018
18/02265/DCH	28/09/2018	Mullane	REMOVAL OF EXISTING CONSERVATORY AND ERECTION OF NEW SINGLE STOREY REAR EXTENSION	15 BAYNTON CLOSE, LLANDAFF, CARDIFF, CF5 2NZ	28	True	Permission be granted	26/10/2018



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18/02281/MJR	26/09/2018	Cardiff Council	PROVISION OF SUPPLEMENTARY DRAINAGE CHANNELS TO THE EXISTING CAR PARK TO DIRECT STORM WATER RUN-OFF INTO EXISTING ROAD GULLIES AND PROVISION OF A PERMEABLE RESIN BOUND SURFACE TO THE CAR-PARKING BAYS TO REPLACE THE EXISTING DEFECTIVE SELF-BINDING GRAVEL FINISH - PREVIOUSLY APPROVED UNDER 12/00207/DCO	INSOLE COURT, FAIRWATER ROAD, LLANDAFF, CARDIFF, CF5 2LN	27	True	Permission be granted	23/10/2018

#### LLDN

<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>
18/01851/DCH	15/08/2018	Feisal	PROPOSED GROUND AND FIRST FLOOR SIDE EXTENSION WITH REAR SINGLE STOREY KITCHEN EXTENSION	23 CALDY ROAD, LLANDAFF NORTH, CARDIFF, CF14 2LG	61	False	Permission be granted	15/10/2018
18/02020/DCH	30/08/2018	Sas	IMPROVEMENTS AND ALTERATIONS TO EXISTING REAR AND SIDE EXTENSIONS. HIP-TO-GABLE WITH DORMER LOFT CONVERSION. FRONT PORCH EXTENSION.	110 RIVER VIEW, GABALFA, CARDIFF, CF14 2QH	50	True	Permission be granted	19/10/2018

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18/01647/MNR	16/07/2018	Henricksen	DISCHARGE OF CONDITIONS 6 (EXTERNAL FINISHING MATERIALS) AND 7 (DRAINAGE) OF 16/02833/MNR	1 LYDSTEP CRESCENT, GABALFA, CARDIFF, CF14 2QY	95	False	Full Discharge of Condition	19/10/2018
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#### LLRU

<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>
18/02062/MNR	31/08/2018	HADLEIGH BAKERY	CONVERT FIRST AND SECOND FLOOR OFFICES INTO 2NO APARTMENTS AND CREATE NEW SHOPFRONT	FIRST AND SECOND FLOOR, WILLIAM HILL, 16-20 COUNTISBURY AVENUE, LLANRUMNEY, CARDIFF, CF3 5SJ	56	True	Permission be granted	26/10/2018
18/01685/MNR	30/07/2018	CMB Engineering	EXTENSION TO THE REAR OF THE BUILDING TO FORM A NEW COMMUNITY CRECHE AREA SERVING THE BUILDING AND ALTERATIONS TO THE FRONT ELEVATION FORMING A NEW POSITION FOR THE ENTRANCE TO THE PROPOSED CAFE AREA	LLANRUMNEY HALL, BALL ROAD, LLANRUMNEY, CARDIFF, CF3 4JJ	66	False	Permission be granted	04/10/2018
18/01686/MNR	10/08/2018	CMB Engineering	EXTENSION TO THE REAR OF THE BUILDING TO FORM A NEW COMMUNITY CRECHE AREA SERVING THE BUILDING AND ALTERATIONS TO THE FRONT ELEVATION FORMING A NEW POSITION FOR THE ENTRANCE TO THE PROPOSED CAFE AREA	LLANRUMNEY HALL, BALL ROAD, LLANRUMNEY, CARDIFF, CF3 4JJ	55	True	Permission be granted	04/10/2018
18/02450/MNR	18/10/2018	CMB Engineering	DISCHARGE OF CONDITION 4 (WRITTEN SCHEME OF HISTORIC ENVIRONMENT MITIGATION) OF 18/01685/MNR	LLANRUMNEY HALL, BALL ROAD, LLANRUMNEY, CARDIFF, CF3 4JJ	6	True	Partial Discharge of Condition (s)	24/10/2018

#### PENT

<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>
18/01460/DCH	04/09/2018	Chen	REAR CONSERVATORY	250 WYNCLIFFE GARDENS, PENTWYN, CARDIFF, CF23 7FE	45	True	Permission be granted	19/10/2018

18/02187/DCH	17/09/2018	Nasir	TWO STOREY SIDE EXTENSION	193 THE HAWTHORNS, PENTWYN, CARDIFF, CF23 7AT	28	True	Permission be granted	15/10/2018
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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>
18/02269/MNR	25/09/2018	Bow Brand International Ltd	CHANGE OF USE OF UNIT 4 FROM CLASS A1 RETAIL TO CLASS B1 OFFICES	UNIT 4, DERYN COURT, WHARFEDALE ROAD, PENTWYN, CARDIFF, CF23 7HA	30	True	Permission be granted	25/10/2018

#### **PENY**

<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>
18/02077/DCH	05/09/2018	Sullivan	TWO STOREY SIDE EXTENSION	14 BABER CLOSE, PENYLAN, CARDIFF, CF23 9BX	51	True	Permission be granted	26/10/2018
18/00759/DCH	06/04/2018	Hooper	TWO STOREY AND SINGLE STOREY REAR EXTENSIONS	53 OAK WOOD AVENUE, PENYLAN, CARDIFF, CF23 9EZ	203	False	Planning Permission be refused	26/10/2018
18/02003/DCH	30/08/2018	GREENWELL	PROPOSED 2 STOREY SIDE EXTENSION WITH REAR ROOF EXTENSION & TERRACE	HALEWELL HOUSE, MELROSE AVENUE, PENYLAN, CARDIFF, CF23 9BA	57	False	Planning Permission be refused	26/10/2018

18/01701/DCH	03/08/2018	Ciocca	REMODELLING EXISTING DETACHED HOUSE AND GROUND FLOOR EXTENSION AND ROOF TERRACE	40 LADY MARY ROAD, PENYLAN, CARDIFF, CF23 5NT	70	False	Permission be granted	12/10/2018
18/01247/DCH	25/05/2018	Sarhan Inverstments	AMENDMENTS TO PREVIOUSLY APPROVED SIDE EXTENSION AND REAR LEAN-TO	15 TY-DRAW ROAD, PENYLAN, CARDIFF, CF23 5HB	143	False	Permission be granted	15/10/2018
18/02182/DCH	17/09/2018	DREW	DISCHARGE OF CONDITION 6 (SAMPLES OF THE EXTERNAL FINISHING MATERIALS) OF 17/00657/DCH	22 WATERLOO ROAD, PENYLAN, CARDIFF, CF23 5AE	39	True	Full Discharge of Condition	26/10/2018
18/02121/DCH	07/09/2018	Shemshaki	ENCLOSURE OF EXISTING CAR PORT TO CREATE GROUND FLOOR EXTENSION	97 CARISBROOKE WAY, PENYLAN, CARDIFF, CF23 9HU	32	True	Permission be granted	09/10/2018
<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>
18/02011/MNR	28/08/2018	Browning Jones & Morris Ltd	PART CHANGE OF USE OF WAREHOUSE (B8 USE CLASS) TO PLUMBERS MERCHANT (SUI GENERIS) FOR THE DISPLAY, SALE, AND STORAGE OF PLUMBING SUPPLIES AND ASSOCIATED EXTERNAL ALTERATIONS SUBDIVISION OF UNIT FOR USE CLASS B8 INCLUDING TRADE COUNTER AND SHOWROOM AND ASSOCIATED WORKS.	NUMBER 9, IPSWICH ROAD, PENYLAN, CARDIFF, CF23 9XX	42	True	Permission be granted	09/10/2018
A/18/00094/MNR	28/08/2018	Browning Jones & Morris Ltd	NEW SIGNS	NUMBER 9, IPSWICH ROAD, PENYLAN, CARDIFF, CF23 9XX	42	True	Permission be granted	09/10/2018

18/02208/MNR	20/09/2018	Jefferies	REVISION OF VELUX ROOF WINDOWS ON REAR ELEVATION TO DORMER WINDOWS TO MATCH THE EXISTING ON NO 16 LYWYN-Y-TERRACE, AND AMENDMENT TO GROUND FLOOR WC ARRANGEMENT - PREVIOUSLY APPROVED UNDER 16/02478/MNR	PART OF LAND AT 16 LLWYN-Y-GRANT TERRACE, PENYLAN, CARDIFF, CF23 9EW	28	True	Split decision (part app./part ref.)	18/10/2018
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**PLAS**

<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>
18/01616/DCH	06/07/2018	Griffiths	NEW DORMER TO REAR ELEVATION OF MAIN ROOF, INSERTION OF ROOF WINDOWS AND REMOVAL OF CHIMNEY	24 TYDFIL PLACE, ROATH, CARDIFF, CF23 5HP	103	False	Permission be granted	17/10/2018
18/01896/DCH	15/08/2018	Campbell	RETENTION OF GROUND FLOOR REAR EXTENSION TO EXISTING C4 HOUSE IN MULTIPLE OCCUPATION	123 BEDFORD STREET, ROATH, CARDIFF, CF24 3DB	56	True	Permission be granted	10/10/2018
18/02073/DCH	31/08/2018	Xu	ADDITION OF FIRST FLOOR AND GARAGE CONVERSION INTO ASSOCIATED ANNEX FOR MAIN DWELLING TO PROVIDE ADDITIONAL BED SPACE FOR INDEPENDENT LIVING	17 ST PETER'S STREET, ROATH, CARDIFF, CF24 3BA	56	True	Planning Permission be refused	26/10/2018
18/02052/DCH	07/09/2018	Aris	REPLACE EXISTING SINGLE GLAZED SASHES WITH SLIM DOUBLE GLAZED HARDWARE SASHES. TWO NON-ORIGINAL WINDOWS TO BE REPLACED WITH TRADITIONAL SASH WINDOWS WITH PULLEYS, CORDS AND WEIGHTS	103 NINIAN ROAD, ROATH, CARDIFF, CF23 5ER	52	True	Permission be granted	29/10/2018
18/02091/DCH	07/09/2018	Hampshire	REPLACEMENT OF EXISTING TIMBER SASH WINDOWS WITH NEW TIMBER SASH WINDOWS TO MATCH EXISTING	28 TYDFIL PLACE, ROATH, CARDIFF, CF23 5HP	47	True	Permission be granted	24/10/2018

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18/01721/MJR	26/07/2018	c/o Agent	DISCHARGE OF CONDITION 6 (STUDENT MANAGEMENT PLAN), CONDITION 7 (MANAGEMENT PROCEDURES), CONDITION 11 (SOUND INSULATION SPECIFICATIONS) AND CONDITION 24 (GATE DESIGN) OF 17/01869/MJR	11-13 CITY ROAD, ROATH, CARDIFF, CF24 3BJ	76	False	Full Discharge of Condition	10/10/2018
18/01053/MJR	03/05/2018	Draycott Construction imited	VARIATION OF CONDITION 2 OF 17/0111/MJR TO ALLOW REPLACEMENT DRAWINGS AMENDING SOME DESIGN DETAILING AND VARIATION OF CONDITION 13 TO ALTER THE TIMESCALE OF APPROVAL OF DESIGN PROPOSALS FROM 'PRIOR TO COMMENCEMENT' TO 'WITHIN SIX MONTHS OF THIS PERMISSION'	199-209 CITY ROAD, ROATH, CARDIFF	154	False	Permission be granted	04/10/2018

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18/01613/MNR	12/07/2018	Acorns Nurseries Ltd	DEMOLITION OF EXISTING OUT BUILDING AND REBUILDING SINGLE STOREY OUTDOOR CLASSROOM AND NEW BOUNDARY WALL	BABY ACORNS, 14-16 OAKFIELD STREET, ROATH, CARDIFF, CF24 3RD	85	False	Permission be granted	05/10/2018
18/01689/MNR	09/08/2018	Ashi Properties Ltd	CONVERSION OF 6 NO. BEDROOM HMO (C4) TO 2 NO. ONE BEDROOM FLATS (C3) AND A 4 BED FLAT IN MULTIPLE OCCUPATION (C4) TOGETHER WITH SMALL SINGLE STOREY REAR EXTENSION	28 RUSSELL STREET, ROATH, CARDIFF, CF24 3BG	67	False	Permission be granted	15/10/2018
18/02056/MNR	31/08/2018	Symons	CONVERSION OF FIRST FLOOR OFFICES TO SOCIAL CLUB & COMMUNITY BARBERS.	148 CITY ROAD, ROATH, CARDIFF, CF24 3DR	49	True	Permission be granted	19/10/2018

18/01842/MNR	15/08/2018	Akhtar	CONVERSION FROM OFFICES TO FOUR FLATS.	168 RICHMOND ROAD, ROATH, CARDIFF, CF24 3BX	56	True	Permission be granted	10/10/2018
18/01787/MNR	30/07/2018	Ibrahim	VARIATION OF CONDITION 2 OF 18/00664/MNR TO ALLOW FOR THE SUBSTITUTION OF PLANS NUMBERED 101 AND 102 OF JULY 2018	152-154 CITY ROAD, ROATH, CARDIFF, CF24 3DR	64	False	Permission be granted	02/10/2018
18/01904/MNR	14/08/2018	JRN DEVELOPMENTS	PROPOSED CHANGE OF USE & CONVERSION INTO 4 NO APARTMENTS. SINGLE & DOUBLE STOREY REAR EXTENSIONS 2NO SIDE & REAR DORMERS INCREASE IN REAR ANNEXE HEIGHT DEMOLISH EXISTING GARAGE.	1 THE WALK, ROATH, CARDIFF, CF24 3AF	49	True	Permission be granted	02/10/2018
18/01912/MNR	14/08/2018	Aseeley	CONVERSION OF A PROPERTY WITH 6 BEDROOMS INTO FOUR SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS	9 FAIROAK ROAD, ROATH, CARDIFF, CF23 5HH	52	True	Permission be granted	05/10/2018
18/01262/MNR	29/05/2018	Property Direct	DISCHARGE OF CONDITIONS 5 (SAMPLES OF MATERIALS) AND 6 (NOISE REPORT) OF 17/02890/MNR	167 CITY ROAD, ROATH, CARDIFF, CF24 3BQ	139	False	Full Discharge of Condition	15/10/2018
18/01911/MNR	14/08/2018	Qureshi	CONVERSION OF 7 BEDROOM HOUSE INTO TWO SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS	63 PEN-Y-WAIN ROAD, ROATH, CARDIFF, CF24 4GF	77	False	Permission be granted	30/10/2018
18/02272/MNR	26/09/2018	Alkhafaji	TO INTRODUCE A PEDESTRIAN LINK AS SHOWN IN ELEVATION DRAWINGS - PREVIOUSLY APPROVED UNDER 16/01834/MNR	1 RAVENSCOURT, 108-114 RICHMOND ROAD, ROATH, CARDIFF, CF24 3BW	29	True	Permission be granted	25/10/2018

**PON**

<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>
18/01817/DCH	02/08/2018	Canter	PROPOSED SINGLE STOREY REAR EXTENSION & OPEN FRONT PORCH	9 EURWG CRESCENT, OLD ST MELLONS, CARDIFF, CF3 5UT	63	False	Permission be granted	04/10/2018

18/02310/DCH	01/10/2018	Stuart	GROUND FLOOR EXTENSION TO FRONT AND REAR	3 HEOL TY FFYNNON, PONTPRENNAU, CARDIFF, CF23 8QB	29	True	Permission be granted	30/10/2018
18/02123/DCH	12/09/2018	Young	SINGLE STOREY REAR EXTENSION AND ELEVATION ALTERATIONS	46 HASTINGS CRESCENT, OLD ST MELLONS, CARDIFF, CF3 5ET	28	True	Permission be granted	10/10/2018
18/02129/DCH	10/09/2018	Santochirico	FIRST FLOOR SIDE EXTENSION OVER GARAGE	62 YOUGHAL CLOSE, PONTPRENNAU, CARDIFF, CF23 8RN	35	True	Permission be granted	15/10/2018
18/02144/DCH	11/09/2018	Luintel	ALTERATION TO ROOF DESIGN, AND REDUCE WIDTH OF EXTENSION - PREVIOUSLY APPROVED UNDER 18/01360/DCH	4 IDENCROFT CLOSE, PONTPRENNAU, CARDIFF, CF23 8PH	23	True	Permission be granted	04/10/2018

<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>
17/02727/MJR	10/11/2017	Persimmon Homes East Wales	DISCHARGE OF CONDITION 37 (LANDSCAPE) OF 17/00731/MJR	PHASE 1, LAND EAST OF CHURCH ROAD AND NORTH AND SOUTH OF, BRIDGE ROAD, OLD ST MELLONS	346	False	Full Discharge of Condition	22/10/2018
18/01908/MJR	15/08/2018	Persimmon Homes East Wales	DISCHARGE OF CONDITION 14 (EXTERNAL MATERIALS) OF 17/01787/MJR	PHASE 3, LAND EAST OF CHURCH ROAD AND NORTH AND SOUTH OF, BRIDGE ROAD, OLD ST MELLONS	48	True	Partial Discharge of Condition (s)	02/10/2018
17/02192/MJR	13/09/2017	Persimmon Homes East Wales	DISCHARGE OF CONDITIONS 8, 9 AND 10 (LANDSCAPING) OF 17/00488/MJR	PHASE 2, LAND EAST OF CHURCH ROAD AND NORTH AND SOUTH OF, BRIDGE ROAD, OLD ST MELLONS	404	False	Partial Discharge of Condition (s)	22/10/2018



18/02305/MJR	08/10/2018	Mr Jones	IMPLEMENTATION OF AN ADDITIONAL BRICK (IBSTOCK NEW CAVENDISH STOCK) DUE TO SUPPLY ISSUES OF THE ALREADY APPROVED IBSTOCK MELLOW REGENT STOCK. PLOTS AFFECTED ARE HIGHLIGHTED ON THE ATTACHED HOUSE FINISHES PLAN. PLOTS 30 & 32 HANDING CHANGED FROM 'OPPOSITE' TO 'AS' - PREVIOUSLY APPROVED UNDER 16/01325/MJR	LAND AT CHURCH ROAD, LLANEDEYRN VILLAGE, PONTPRENNAU/OLD ST MELLONS, CARDIFF	4	True	Permission be granted	12/10/2018
18/02345/MJR	05/10/2018	Taff Housing Association	AMENDMENT OF SURFACING MATERIALS TO REPLACE THE BRICK PAVING APPROVED FOR THE ACCESS ROAD WITH TARMAC. CAR PARKING SPACES WOULD REMAIN AS BRICK PAVING. PREVIOUSLY APPROVED UNDER 17/01801/MJR	FORMER DROKE HOUSE, 948 NEWPORT ROAD, OLD ST MELLONS, CARDIFF, CF3 5UA	20	True	Planning Permission be refused	25/10/2018
18/02159/MJR	12/09/2018	Mr Gareth Jones	DISCHARGE OF CONDITION 11 (CONTAMINATED LAND) OF 16/01354/MJR	LAND AT CHURCH ROAD, LLANEDEYRN VILLAGE, PONTPRENNAU/OLD ST MELLONS, CARDIFF	20	True	Partial Discharge of Condition (s)	02/10/2018
<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>
17/02033/MNR	29/08/2017	Bellway Homes Wales	DISCHARGE OF CONDITIONS 5 (LANDSCAPING DESIGN AND DETAILS) AND 9 (DRAINAGE DETAILS) OF 17/00487/MNR	LAND OPPOSITE ST EDEYRNS CHURCH, CHURCH ROAD, OLD ST MELLONS, CARDIFF	419	False	Partial Discharge of Condition (s)	22/10/2018
18/00983/MNR	14/05/2018	Hinchley	PROPOSED DEMOLITION OF EXISTING WORKSHOP AND ERECTION OF BUNGALOW	PARKWALL COTTAGE, HEOL-Y-PARC, PONTPRENNAU, CARDIFF, CF14 0HY	140	False	Planning Permission be refused	01/10/2018
18/02008/MNR	30/08/2018	Watkins	ALTERATIONS TO APPEARANCE - PREVIOUSLY APPROVED UNDER 15/00101/MNR	PART OF LAND AT THE BLANDINGS, DRUIDSTONE ROAD, OLD ST MELLONS, CARDIFF, CF3 6XD	32	True	Permission be granted	01/10/2018

**PYCH**

<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>
18/02047/DCH	31/08/2018	Griffiths	CONSTRUCTION OF A SINGLE STOREY SIDE EXTENSION AND MINOR ALTERATIONS TO THE EXISTING EXTENSION TO THE FRONT.	THE ROCK, PARC ST CATWG, PENTYRCH, CARDIFF, CF15 9LJ	55	True	Permission be granted	25/10/2018

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18/01667/MNR	16/07/2018	Laurels Day Nurseries	INCREASE OF THE NUMBER OF CHILDCARE PLACES PROVIDED FROM 51 TO 71 PLACES	PILI PALA DAY NURSERY THE LAURELS, TY-NANT ROAD, GWAELOD-Y-GARTH, CARDIFF, CF15 8LB	77	False	Permission be granted	01/10/2018

**RADY**

<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>
18/01806/DCH	07/08/2018	Olsen	GROUND FLOOR EXTENSION TO SIDE OF EXISTING HOUSE. CREATING LIVING SPACE FROM EXISTING GARAGE AND CARPORT AREA	6 KING'S ROAD, RADYR, CARDIFF, CF15 8EB	55	True	Permission be granted	01/10/2018

18/01798/DCH	14/08/2018	Harrison	BALCONY EXTENSION TO THE REAR ELEVATION, INSTALL ALUMINIUM BI-FOLDING DOORS, CONSTRUCT A LIGHTWEIGHT STEEL BALCONY STRUCTURE WITH SPIRAL STAIRCASE AND FRAMELESS GLASS BALUSTRADING	13 PLAS Y MYNACH, RADYR, CARDIFF, CF15 8GB	56	True	Permission be granted	09/10/2018
18/00868/DCH	13/04/2018	Jenkins	PROPOSED SINGLE STOREY SIDE/REAR EXTENSION	32 PENTWYN, RADYR, CARDIFF, CF15 8RE	180	False	Permission be granted	10/10/2018
18/01706/DCH	25/07/2018	Landen	SINGLE STOREY REAR EXTENSION, CREATION OF A SECOND STOREY ABOVE EXISTING GARAGE TO SIDE AND RAISED PLATFORM TO REAR	6 WINDSOR AVENUE, RADYR, CARDIFF, CF15 8BW	86	False	Permission be granted	19/10/2018
18/01729/DCH	25/07/2018	Lazarou	FIRST FLOOR AND REAR EXTENSION, FRONT PORCH AND ALTERATIONS	7 CLOS Y GWYDDFID, MORGANSTOWN, CARDIFF, CF15 8EX	96	False	Permission be granted	29/10/2018
18/01810/DCH	13/09/2018	Taylor	KITCHEN EXTENSION	53 HEOL ISAF, RADYR, CARDIFF, CF15 8AH	33	True	Permission be granted	16/10/2018

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18/02245/MJR	24/09/2018	Redrow Homes (South Wales)	DISCHARGE OF CONDITION 17 (TREE ASSESSMENT) OF 14/02157/MJR IN RESPECT OF THE AREA COVERED BY RESERVED MATTERS APPLICATION 18/01746/MJR	PHASE 1A (PART 2), LAND NORTH OF LLANTRISANT ROAD, CARDIFF	37	True	Full Discharge of Condition	31/10/2018

#### RHIW

<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>
18/01932/DCH	22/08/2018	Jones	SINGLE STOREY SIDE EXTENSION	18 HEOL WEN, RHIWBINA, CARDIFF, CF14 6EG	56	True	Permission be granted	17/10/2018

18/01879/DCH	13/08/2018	Pesticcio	TWO STOREY SIDE EXTENSION WITH GABLED WALL. DORMER LOFT CONVERSION. SINGLE STOREY REAR EXTENSION	2 LANSDOWNE AVENUE, RHIWBINA, CARDIFF, CF14 6AT	67	False	Permission be granted	19/10/2018
18/01840/DCH	10/08/2018	George	DOUBLE SIDE EXTENSION WITH EXTENDED PORCH	56 HEOL-Y-FELIN, RHIWBINA, CARDIFF, CF14 6NT	55	True	Permission be granted	04/10/2018
18/01763/DCH	26/07/2018	Payne	REAR SINGLE EXTENSION AND LOFT CONVERSION CONSISTING OF 2 HIP TO GABLES AND A REAR DORMER	75 HEOL-Y-NANT, RHIWBINA, CARDIFF, CF14 6BT	68	False	Permission be granted	02/10/2018
18/01405/DCH	27/06/2018	Frederick	FIRST FLOOR REAR EXTENSION AND SINGLE STOREY SIDE PORCH	71 PEN-Y-DRE, RHIWBINA, CARDIFF, CF14 6EJ	103	False	Permission be granted	08/10/2018
18/01406/DCH	27/06/2018	Frederick	FIRST FLOOR REAR EXTENSION AND SINGLE STOREY SIDE PORCH	71 PEN-Y-DRE, RHIWBINA, CARDIFF, CF14 6EJ	103	False	Permission be granted	08/10/2018
18/01634/DCH	09/07/2018	Chichester	PROPOSED EXTENSIONS AND ALTERATIONS	8 LON-Y-DAIL, RHIWBINA, CARDIFF, CF14 6DZ	91	False	Permission be granted	08/10/2018
18/01635/DCH	09/07/2018	Chichester	PROPOSED EXTENSIONS AND ALTERATIONS	8 LON-Y-DAIL, RHIWBINA, CARDIFF, CF14 6DZ	91	False	Permission be granted	08/10/2018
18/01964/DCH	21/08/2018	Pontone	ATTIC CONVERSION OF ATTIC SPACE TO CREATE TWO ADDITIONAL BEDROOMS WITH ADDITION OF DORMER TO FRONT ELEVATION	102 CAE'R WENALLT, PANTMAWR, CARDIFF, CF14 7HQ	42	True	Permission be granted	02/10/2018
18/01431/DCH	14/06/2018	Macalister-Smith	TWO STOREY SIDE EXTENSION AND REAR DORMER	24 PORTHAMAL ROAD, RHIWBINA, CARDIFF, CF14 6AR	119	False	Permission be granted	11/10/2018
18/02287/DCH	27/09/2018	Aubrey	DISCHARGE OF CONDITION 5 (MATERIALS) OF 17/01457/DCH AND 17/01458/DCH	16 PEN-Y-DRE, RHIWBINA, CARDIFF, CF14 6EP	27	True	Full Discharge of Condition	24/10/2018
18/02285/DCH	02/10/2018	Sullivan	DISCHARGE OF CONDITION 6 (MATERIALS) OF 17/02235/DCH	33 LON ISA, RHIWBINA, CARDIFF, CF14 6EE	21	True	Full Discharge of Condition	23/10/2018
18/02286/DCH	02/10/2018	Sullivan	DISCHARGE OF CONDITION 6 (MATERIALS) OF 17/02236/DCH	33 LON ISA, RHIWBINA, CARDIFF, CF14 6EE	21	True	Full Discharge of Condition	23/10/2018

18/02398/DCH	10/10/2018	Ms Sarah Frederick	DISCHARGE OF CONDITION 4 (EXTERNAL FINISHING MATERIALS) OF 18/01406/DCH	71 PEN-Y-DRE, RHIWBINA, CARDIFF, CF14 6EJ	13	True	Full Discharge of Condition	23/10/2018
18/02243/DCH	26/09/2018	Prankerd	DEMOLITION OF DETACHED GARAGE AND CONSTRUCTION OF SINGLE STOREY REAR EXTENSION	47 PENYGRAIG, RHIWBINA, CARDIFF, CF14 6ST	28	True	Permission be granted	24/10/2018
18/02282/DCH	26/09/2018	McLeod	REPLACEMENT OF EXISTING REAR EXTENSION AND CONSERVATORY WITH NEW SINGLE STOREY REAR EXTENSION	25 HEOL CAERHYS, RHIWBINA, CARDIFF, CF14 6AN	34	True	Permission be granted	30/10/2018
18/02201/DCH	20/09/2018	Baranski	REMOVAL OF CONSERVATORY AND CONSTRUCTION OF SINGLE STOREY EXTENSION	22 HEOL WEN, RHIWBINA, CARDIFF, CF14 6EG	29	True	Permission be granted	19/10/2018
18/02196/DCH	18/09/2018	Spencer	CONSTRUCTION OF REAR DORMER WINDOWS	17 THORNHILL ROAD, RHIWBINA, CARDIFF, CF14 6PD	27	True	Permission be granted	15/10/2018
18/01987/DCH	04/09/2018	Pithers	SINGLE STOREY REAR EXTENSION TO EXISTING DWELLING	3 TY-WERN ROAD, RHIWBINA, CARDIFF, CF14 6AA	27	True	Permission be granted	01/10/2018

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18/01847/MNR	10/08/2018	Bray	CHANGE OF USE FROM A1 (SHOP) TO A3 (FOOD & DRINK), NEW SHOPFRONT AND ALTERATIONS TO REAR ELEVATION AND INSTALLATION OF FLUE	4A HEOL-Y-DERI, RHIWBINA, CARDIFF, CF14 6HF	56	True	Permission be granted	05/10/2018
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## RIVE

<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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18/00370/DCH	16/02/2018	Rees	SINGLE STOREY EXTENSION TO REAR OF THE PROPERTY TO PROVIDE ADDITIONAL ANCILLARY ACCOMODATION	15 TURBERVILLE PLACE, PONTCANNA, CARDIFF, CF11 9NX	234	False	Permission be granted	08/10/2018
18/01965/DCH	21/08/2018	Briggs	RETENTION OF 3NO ROOFLIGHTS TO REAR	32 TALBOT STREET, PONTCANNA, CARDIFF, CF11 9BW	42	True	Permission be granted	02/10/2018
18/01818/DCH	02/08/2018	Jones	ATTIC CONVERSION WITH ONE FRONT VELUX AND 2No DORMA WINDOWS ON REAR. REAR 1ST FLOOR EXTENSION WITH SLOPING/HIP ROOF NEW FRONT BAY WINDOW. REAR WINDOW ON GROUND FLOOR	74 CONWAY ROAD, PONTCANNA, CARDIFF, CF11 9NW	69	False	Permission be granted	10/10/2018
18/01950/DCH	20/08/2018	Cutler	SIDE AND REAR SINGLE STOREY EXTENSIONS TO PROVIDE IMPROVED KITCHEN/DINING AND UTILITY/WC	30 MARK STREET, RIVERSIDE, CARDIFF, CF11 6LL	45	True	Permission be granted	04/10/2018
18/01438/DCH	06/08/2018	Cole	TO REPLACE 2 WINDOWS AT THE BACK OF THE HOUSE	6 BERTHWIN STREET, PONTCANNA, CARDIFF, CF11 9JH	65	False	Permission be granted	10/10/2018
18/01631/DCH	09/07/2018	Jones	ALTER AND EXTEND TWO EXISTING REAR EXTENSIONS	1 DENBIGH STREET, PONTCANNA, CARDIFF, CF11 9JQ	98	False	Permission be granted	15/10/2018
18/01209/DCH	22/06/2018	PRITCHARD	NEW HARDSTAND TO REAR AND INSTALLATION OF ROLLER SHUTTER	55A LLANFAIR ROAD, PONTCANNA, CARDIFF, CF11 9QA	126	False	Permission be granted	26/10/2018
<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>
17/02700/MJR	08/11/2017	Cardiff Cathedral Investments Limited	AMENDMENTS AND REVISIONS TO A PREVIOUS CONSENT (REF 14/02860) - CONVERSION, ALTERATION, REFURBISHMENT AND EXTENSION OF EXISTING BUILDINGS TO PROVIDE 3 TOWNHOUSES AND 11 APARTMENTS	27-29 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9HA	352	False	Permission be granted	26/10/2018

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15/02359/MNR	21/09/2015	Zammit	CONVERSION OF HOTEL INTO TEN FLATS AND DEMOLITION AND RECONSTRUCTION OF THE ANNEX WITH A NEW 2ND FLOOR ROOF OVER REAR ANNEX	PENRHYS HOTEL, 127 CATHEDRAL ROAD, RIVERSIDE, CARDIFF, CF11 9PJ	1131	False	Permission be granted	26/10/2018
18/02128/MNR	10/09/2018	Hughes	DISCHARGE OF CONDITION 6 (BIN/CYCLE ENCLOSURES) OF 15/00955/MNR	60 SEVERN GROVE, PONTCANNA, CARDIFF, CF11 9EP	46	True	Full Discharge of Condition	26/10/2018
A/18/00093/MNR	22/08/2018	FOOD PROGRAMME DELIVERY ORCHID GROUP	1 X INTERNALLY ILLUMINATED FASCIA. ONLY THE CO-OP LOGO ILLUMINATES. 1 X INTERNALLY ILLUMINATED CO-OP PROJECTOR.	89-93 PONTCANNA STREET, PONTCANNA, CARDIFF, CF11 9HS	55	True	Permission be granted	16/10/2018
18/01457/MNR	18/06/2018	Uniquely Blended Ltd	DEVELOPMENT OF A CAFE ON THE GROUNDS OF CARDIFF RIDING SCHOOL, TO INCLUDE NEW CAFE BUILDING TOGETHER WITH A CLASSROOM/COMMUNITY SPACE AND OUTSIDE SEATING AREA	CARDIFF RIDING SCHOOL, WESTERN AVENUE, PONTCANNA, CARDIFF, CF5 2AY	109	False	Permission be granted	05/10/2018
18/02072/MNR	31/08/2018	Gunsekera	SINGLE AND FIRST FLOOR REAR EXTENSIONS WITH LOFT CONVERSION INCLUDING REAR DORMER TO CONVERT PROPERTY INTO 3 SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS.	11 MACHEN PLACE, RIVERSIDE, CARDIFF, CF11 6ER	42	True	Permission be granted	12/10/2018
18/02075/MNR	31/08/2018	Gunsekera	SINGLE AND FIRST FLOOR REAR EXTENSIONS WITH LOFT CONVERSION INCLUDING REAR DORMER TO CONVERT PROPERTY INTO 3 SELF CONTAINED FLATS WITH EXTERNAL ALTERATIONS.	9 MACHEN PLACE, RIVERSIDE, CARDIFF, CF11 6ER	42	True	Permission be granted	12/10/2018
18/02152/MNR	19/09/2018	Blackler	CHANGE OF USE FROM BED AND BREAKFAST TO RESIDENTIAL, DEMOLITION OF EXISTING REAR EXTENSION AND ERECTION OF NEW SINGLE STOREY REAR EXTENSION AND ALTERATIONS	THE TOWN HOUSE, 70 CATHEDRAL ROAD, PONTCANNA, CARDIFF, CF11 9LL	40	True	Permission be granted	29/10/2018

18/02186/MNR	18/09/2018	Llandaff Holdings Ltd	PROPOSED CHANGE OF USE OF FIRST & SECOND FLOORS TO FORM 3 FLATS	158A COWBRIDGE ROAD EAST, RIVERSIDE, CARDIFF, CF11 9ND	27	True	Permission be granted	15/10/2018
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## RUMN

<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>
18/01967/DCH	21/08/2018	Smale	SIDE & REAR DOUBLE STOREY EXTENSION WITH DORMER LOFT CONVERSION	19 TY-FRY GARDENS, RUMNEY, CARDIFF, CF3 3NP	41	True	Permission be granted	01/10/2018
18/02010/DCH	03/09/2018	Christopher	PART DOUBLE AND PART SINGLE STOREY REAR EXTENSION	38 NORTHLANDS, RUMNEY, CARDIFF, CF3 3AQ	39	True	Permission be granted	12/10/2018
18/02048/DCH	30/08/2018	Maz Builders Ltd	EXTENSION TO A SINGLE STOREY TO THE REAR OF THE EXISTING PROPERTY. REMOVE THE EXISTING FLAT ROOF TO THE SINGLE STOREY AND REPLACE IT WITH PITCHED ROOF.	163 WENTLOOG ROAD, RUMNEY, CARDIFF, CF3 3HE	36	True	Permission be granted	05/10/2018

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18/01958/MNR	22/08/2018	PENDRAGON (DESIGN +BUILD )Ltd	DISCHARGE OF CONDITIONS 7 (REFUSE STORAGE) AND 11 (CYCLE PARKING) OF 14/02380/MJR	FORMER CARDIFF FLAT ROOFING SUPPLIES LTD, NEW ROAD, RUMNEY, CARDIFF	41	True	Full Discharge of Condition	02/10/2018

## SPLO

<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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18/01809/MJR	06/08/2018	Cardiff Council	DISCHARGE OF CONDITIONS 19 (TRAVEL PLAN) AND 23 (SCHOOL SAFETY ZONE) OF 17/01960/MJR	PUBLIC OPEN SPACE AT LEWIS ROAD, SPLOTT, CARDIFF	71	False	Full Discharge of Condition	16/10/2018
18/02167/MJR	13/09/2018	Dogs Trust	DISCHARGE OF CONDITIONS 4 (GAS PROTECTION), 6 (REMEDICATION SCHEME) & FINAL DISCHARGE OF 12 (CONTAMINATION) OF 17/01824/MJR	LAND AT NETTLEFOLD ROAD, SPLOTT, CARDIFF	39	True	Full Discharge of Condition	22/10/2018

<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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18/01953/MJR	10/09/2018	Princes Ltd	AMENDMENT TO THE PROPOSED EXTENSION WITH THE SOUTH YARD. RELOCATION OF PROPOSED EXTERNAL STORAGE VESSELS AND TANKER BAYS WITHIN THE SOUTHERN YARD. RELOCATION OF THE PROPOSED NEW SUB-STATION. AMENDMENT TO THE PROPOSED PLANT ROOM EXTENSION. PARTIAL RAISING OF THE ROOF TO THE EXISTING BUILDING 68 - PREVIOUSLY APPROVED UNDER 12/00959/DCI	PRINCES SOFT DRINKS UNIT 72, PORTMANMOOR ROAD INDUSTRIAL ESTATE, PORTMANMOOR ROAD, SPLOTT, CARDIFF, CF24 5HB	39	True	Permission be granted	19/10/2018
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#### TROW

<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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18/02012/DCH	28/08/2018	Sanderson	RETENTION OF A STORAGE SHED/GARAGE	31 KEMBER CLOSE, ST MELLONS, CARDIFF, CF3 0NW	52	True	Planning Permission be refused	19/10/2018
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18/01822/DCH	10/08/2018	Jones	CONSTRUCTION OF OUTBUILDING TO BE USED AS RESIDENTIAL ACCOMMODATION ANCILLARY TO THE ENJOYMENT OF THE DWELLING	15 SALVIA CLOSE, ST MELLONS, CARDIFF, CF3 0JF	77	False	Planning Permission be refused	26/10/2018
18/02247/DCH	26/09/2018	Budd	CONSTRUCTION OF GROUND FLOOR EXTENSION TO REAR	42 FIELDFARE DRIVE, ST MELLONS, CARDIFF, CF3 0PB	19	True	Permission be granted	15/10/2018
18/02118/DCH	12/09/2018	Reid	ALTERATIONS TO EXTEND FRONT PORCH AND ALTERATIONS TO GARAGE	55 BRYTHON DRIVE, ST MELLONS, CARDIFF, CF3 0LR	28	True	Permission be granted	10/10/2018

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18/02108/MJR	06/09/2018	United Welsh Housing Association	DISCHARGE OF CONDITIONS 9 & 10 (NOISE), 11 (GREEN INFRASTRUCTURE STATEMENT), 12 (SOFT LANDSCAPING SCHEME), 15 (JUNCTION DETAILS) AND 17 (CONSTRUCTION MANAGEMENT PLAN) OF 18/00089/MJR	LAND AT, HARRISON DRIVE, ST MELLONS	33	True	Full Discharge of Condition	09/10/2018
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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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18/01830/MNR	08/08/2018	UK Laser Supplies Ltd	ADDITION OF 9 SMALL WINDOWS ON THE FIRST FLOOR	UK LASER SUPPLIES CAPITAL POINT, CAPITAL BUSINESS PARK, PARKWAY, WENTLOOG, CARDIFF, CF3 2PX	68	False	Permission be granted	15/10/2018
18/02106/MNR	10/09/2018	AHMED	PROPOSED ALTERATION OF APPROVED DWELLING TO INCLUDE REAR CONSERVATORY EXTENSION	75 CYPRESS CRESCENT, TROWBRIDGE, CARDIFF, CF3 2WL	28	True	Permission be granted	08/10/2018

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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>
18/01753/DCH	07/08/2018	c/o agent	2 STOREY SIDE EXTENSION PLUS REAR DORMER AND FRONT BAY EXTENSION	4 FFORDD CELYN, WHITCHURCH, CARDIFF, CF14 1LF	64	False	Permission be granted	10/10/2018
18/01866/DCH	08/08/2018	Wicks	VARIATION OF CONDITION 2 FOR AMENDMENTS TO EXTENSIONS PREVIOUSLY APPROVED UNDER PLANNING PERMISSION 17/00904/DCH	50 ATHELSTAN ROAD, WHITCHURCH, CARDIFF, CF14 2EP	79	False	Permission be granted	26/10/2018
18/02340/DCH	03/10/2018	Wilsher	1. REDUCTION IN SIZE OF KITCHEN EXTENSION TO EAST ELEVATION AND MODIFICATION OF OPENING FROM DOOR TO WINDOW 2. RE-POSITIONING OF PATIO DOORS TO REAR(SOUTH) ELEVATION 3. CREATION OF NEW WINDOW OPENINGS IN ENSUITE AND FAMILY BATHROOMS - PREVIOUSLY APPROVED UNDER 18/00651/DCH	127 VELINDRE ROAD, WHITCHURCH, CARDIFF, CF14 2TG	16	True	Permission be granted	19/10/2018
18/02030/DCH	29/08/2018	Virdee	SINGLE STOREY FRONT EXTENSION	140 SILVER BIRCH CLOSE, WHITCHURCH, CARDIFF, CF14 1EL	37	True	Permission be granted	05/10/2018
<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>
18/01957/MNR	23/08/2018	GE Healthcare	DEMOLITION OF EXISTING ENTRANCE CANOPY. CONSTRUCTION OF A NEW ENTRANCE CANOPY TP AN EXISTING BUILDING INCLUDING THE CONSTRUCTION OF A RAMPED APPROACH, FORMING A NEW LEVEL ENTRANCE TO THE BUILDING	THE MAYNARD CENTRE, FOREST FARM ROAD, WHITCHURCH, CARDIFF, CF14 7JH	54	True	Permission be granted	16/10/2018

18/02270/MNR	25/09/2018	Whitchurch Builders Supplies Ltd	DISCHARGE OF CONDITION 7 (DRAINAGE) OF 18/00336/MNR	57 MERTHYR ROAD, WHITCHURCH, CARDIFF, CF14 1DD	20	True	Full Discharge of Condition	15/10/2018
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