

LOCAL MEMBER OBJECTION

COMMITTEE DATE: 08/02/2017

APPLICATION No. **16/01477/MNR** APPLICATION DATE: 11/07/2016

ED: **PENYLAN**

APP: TYPE: Full Planning Permission

APPLICANT: Mr James

LOCATION: 50 BRONWYDD AVENUE, PENYLAN, CARDIFF, CF23 5JQ

PROPOSAL: DEMOLITION OF EXISTING BUILDING AND ERECTION OF NEW BUILDING FOR 3 NO THREE BEDROOM FLATS

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

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

P528 L_003 A, P528 L_214, P528 L_215, P528 L_216, P528 L_210 A, P528 L_211 A, , P528 L_212 A, P528 L_200 A, P528 L_201 A, P528 L_202 A, P528 L_001, P528 L_001

Scoping Survey for Presence of Bat Roosts: Spectrum Ecology, dated 10th August, 2016 (as amended by the version attached to the agent's e-mail communication dated 4th October, 2016).

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

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

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

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

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

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

Reason: In the interests of visual and residential amenity, in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.
6. No equipment, plant or materials shall be brought onto the site for the purpose of development until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, hard surfacing materials, planting plans (including schedules of plant species, sizes, numbers or densities, and in the case of trees, planting, staking, mulching, soil protection and after care methods) and an implementation programme. The landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity, in accordance with Policy KP5: Good Quality and Sustainable Design 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 must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

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

11. Prior to the erection of the flats hereby approved, a scheme for the drainage of the site and any connection to the existing drainage system shall be submitted to and approved in writing to the local planning authority. Prior to the submission of the drainage details, ground permeability tests shall be undertaken to ascertain whether sustainable drainage techniques can be utilised and the results of the tests shall be incorporated in the submitted scheme. No part of the development shall be occupied until the scheme is carried out and completed as approved.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure

no pollution of or detriment to the environment and in accordance with Policy EN10: Water Sensitive Design of the Cardiff Local Development Plan.

12. The development shall not be put into beneficial use until the approved refuse facilities are provided and thereafter the facilities shall be retained for the use the occupiers of the development.

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

13. The following windows shall be non-opening below a height of 1.7 metres above internal floor level, glazed with obscure glass and thereafter be so retained:

The first floor windows on the side elevations of the building.

The roof lights in the side roof planes facing towards 48 Bronwydd Avenue and nos. 37 and 39 Cyncoed Road shall be constructed such that their lower sill level is a minimum of 1.7 metres above internal floor level.

Reason: To ensure that the privacy of adjoining occupiers is protected in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.

14. The shared amenity area shown on the approved plans shall be provided before the development hereby permitted is occupied and thereafter the amenity areas shall be retained for the benefit of existing and future occupiers of the site.

Reason: To provide adequate amenity space for future residents of the development in accordance with Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan.

15. The car parking spaces shown on the approved plans shall be provided prior to the development being brought into beneficial use and thereafter shall be maintained and shall not be used for any purpose other than the parking of vehicles.

Reason : To ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing along the highway, in accordance with Policy T5: Managing Transport Impacts of the Cardiff Local Development Plan.

16. No part of the development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include as required, details of the site/compound, hoardings and site access/egress, and reinstatement of any part of the public highway affected by construction. Construction of the development shall be managed in accordance with the scheme so approved.

Reason: In the interests of highway safety and public amenity in accordance with Policy T5: Managing Transport Impacts of the Cardiff Local Development Plan.

RECOMMENDATION 2 : 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 licence. The following must not be imported to a development site:
 - Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

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

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

RECOMMENDATION 4: The Waste Strategy and Minimisation Officer advises

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

RECOMMENDATION 5: The applicant is recommended to undertake the proposed development in accordance with the proposed precautionary mitigation measures set out in Spectrum Ecology's Scoping Survey for Presence of Bat Roosts dated 10th August, 2016 attached to the agent's e-mail communication dated 4th October, 2016.

RECOMMENDATION 6: The applicant is advised to contact highways@cardiff.gov.uk prior to undertaking the works associated with the access in order to obtain the necessary licence.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This planning application relates to the site of 50 Bronwydd Avenue where permission is sought to demolish the existing two storey dwelling and redevelop the site with a building containing 2 no. three bedroom flats and a two bedroom flat. Details of the siting and appearance of the development are shown on the attached plans. Accommodation would be provided on three floors with the second floor partly contained within the roof space. Three of street parking spaces are provided at the front of the site.
- 1.2 The proposed building would rise to a height of between 5.5 metres and 5.7 metres at eaves level and approximately 9.0 metres to the ridge line of a pitched roof.
- 1.3 Following discussions with the agent concerning the effects of the proposed development on the character and appearance of the street scene and the general amenities of the neighbouring occupiers, the scheme has been amended in a number of respects. The principal amendments are as follows:
 - i) The footprint of the building has been reduced with a corresponding increase in the size of the front parking area. Although the number of parking spaces has not changed, the reconfiguration of this area permits improved manoeuvring of vehicles and the opportunity to provide a degree of soft landscaping at the front of the site.
 - ii) The overall massing of the block has been reduced, primarily by amending the roof design from a gable to a hip arrangement.
 - iii) The front and rear elevations are shown to be articulated with projecting bay elements. As originally proposed, the building contained extensive areas of glazing and balconies on the rear elevation overlooking the proposed shared external amenity area. The revised proposals reduce the extent of glazing and balcony areas on this elevation.
- 1.4 Proposed materials comprise primarily red/orange brickwork, anthracite grey

cladding panel elements together with a grey slate roof.

- 1.5 The building is shown to be set back between 6.0 metres and 9.0 metres from the back edge of footway along Bronwydd Avenue. This compares to between 5.0 metres and 6.0 metres as originally submitted. The front of the site is shown to be enclosed with a 1.0 metres high brick wall and a sliding gate. A modest unprotected tree would be removed from the site frontage to facilitate the development.
- 1.6 The south western (side) elevation of the proposed building is shown to be located approximately 1.5 metres from the side of the neighbouring dwelling at 48 Bronwydd Avenue. That property comprises a two storey hipped roof dwelling with a 1 ½ storey element located next to the application site. The submitted plans show the rear elevation of the proposed building extending a distance of approximately 0.4 metres beyond the rear elevation of no. 48.
- 1.7 The north eastern (side) elevation of the proposed building is shown to be sited next to the garage at the rear of 39 Cyncoed Road and between 4.4 metres and 7.8 metres from the rear garden boundary with 37 Cyncoed Road.
- 1.8 The layout provides for bin and cycle storage.

2. **DESCRIPTION OF SITE**

- 2.1 50 Bronwydd Avenue comprises a two storey hipped roof property occupying a site on the eastern side of the street, approximately 40.0 metres from its junction with Cyncoed Road. Ground levels rise along the Avenue from south to north such that adjacent properties generally have a 'stepped' relationship.
- 2.2 The neighbouring property to the south west at 48 Bronwydd Avenue, comprises a two storey hipped roof dwelling with a 1 ½ storey element located next to the application site. The property occupies a ground level which is approximately 1.0 metre below that of no. 50. To the north east, the application site adjoins the rear garden boundaries of nos. 35, 37 and 39 Cyncoed Road which comprise two storey semi-detached houses. The rear boundary of the application site adjoins the rear garden of no. 10 Greenlawns; a detached house which occupies a lower ground level than the application site.
- 2.3 The side and rear of site is enclosed by a mix of brickwork walls and hedges. The front of the site is partly enclosed by a stone boundary wall. A footway crossover provides access to hard surfaced drive and an attached garage.
- 2.4 Although this part of Bronwydd Avenue generally comprised two storey detached dwellings of varying designs and external appearance, there are flats nearby at Green Lanes, Ty Gwyn Crescent and a contemporary three storey flat development has been built at 'The Stafford' next to the road bridge over Eastern Avenue to the south.

3. **SITE HISTORY**

- 3.1 92/00119/N: Proposal: Dormer to rear for bedroom Decision: 27/02/1992
- 3.2 08/02800/E: Proposal: Two storey extensions and alterations to roof including increased ridge height: Decision: 19/03/2009

4. **POLICY FRAMEWORK**

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

KP5: Good Quality and Sustainable Design
EN13: Air, Noise, Light Pollution and Land Contamination
T5: Managing Transport Impacts
EN11: Water Sensitive Design
EN8: Trees, Woodlands and Hedgerows

- 4.2 Supplementary Planning Guidance: Design Guidance for Infill Development (2011)
Supplementary Planning Guidance: Access, Circulation and Parking (January, 2010)
Supplementary Planning Guidance: Waste and Collection and Storage Facilities (2016)

- 4.3 *Planning Policy Wales Edition 9 (2016):*

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

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

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

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

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

4.11.11: Local planning authorities and developers should consider the issue of accessibility for all.

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

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

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

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

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

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

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

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

13.2.1: Flood risk is a material planning consideration.

- 4.4 TAN *Technical Advice Note 12 (Design)*: provides further WAG guidance on design issues. Paragraph 4.9 advises that '*opportunities for innovative design will depend on the existing context of development and the degree to which the*

historic, architectural, social or environmental characteristics of an area may demand or inhibit a particular design solution. A contextual approach should not necessarily prohibit contemporary design

5. INTERNAL CONSULTEE RESPONSES

- 5.1 The Operational Manager, Transportation advises that he has no objection on parking or highway safety grounds subject to appropriate conditions. He comments that the Traffic Regulation Order Team are unaware of any complaints regarding the issues outlined by the residents and have advised that the road is of sufficient width for vehicles to manoeuvre past parked cars.

The Officer advises that there are currently no current traffic orders on Bronwydd Avenue and comments that from previous traffic surveys there are less than a 100 vehicles using the road in a peak hour (which is the busiest), the 85% average speed is 25mph and that the proposal will not result in a significant increase in traffic. The Officer states that he has visited the site and whilst acknowledging there were parked vehicles on the pavement, these were located on either side of the bridge above the A48.

- 5.2 Pollution Control (Noise & Air): Standard recommendation on construction site noise.

- 5.3 Pollution Control (Contaminated Land):

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

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

- 5.5 The Operational Manager, Waste Management advises that plans detailing refuse storage are acceptable.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 Welsh Water/Dwr Cymru notes the information submitted with the application and, in particular, the drainage arrangement shown on dwg P5 12L-003 showing surface water connecting to a soakaway. The Company advises that no surface water and/or land drainage should be allowed to connect with the public sewerage network.

7. REPRESENTATIONS

- 7.1 The following objection has been received from Councillor J Boyle and Councillor B Kelloway:

We note the many objections raised by residents in relation to the following

potential breaches of the Council's supplementary planning guidance on residential alterations and extensions:

- *6.3: understanding the character of your area*
- *7.24: siting, scale and & impact on the street scene*
- *7.25 overlooking*
- *7.27 avoiding overbearing design*
- *7.49 highway safety and parking*

We choose not to repeat each of the points made in those submissions but associate ourselves with them. In particular, we have serious concerns in relation to 6.3: Understanding the character of your area.

The development of a three floor block of flats, of a resolutely modern design, would not sit comfortably within the context of the detached properties of Bronwydd Avenue, Greenlawns and the western side of Cyncoed Road, onto which the site backs.

The risk of allowing this development, not least a three-floor property in a street of two-floor properties, is that it would create a precedent for other similar developments in future. Such a piecemeal approach to planning and development would over time erode the unique character of these streets, which are a distinct part of Cardiff.

While the design is modern, it is not sufficiently daring or innovative to merit its siting on the grounds of architectural interest.

In relation to the supplementary planning guidelines on infill development, we have concerns in relation to the following paragraph:

2.15 The intensification of a site often means that additional car parking needs to be accommodated within the site boundary. Parking design is an important consideration with all infill development but the increased unit densities can specifically create problems for site redevelopment. Front gardens are important for biodiversity, amenity, drainage, street character and therefore parking should not intrude on these areas where they contribute to the character of the area. Parking should be designed and sited to encourage the use of street frontage to access dwellings. Proposals which create car-dominated frontages that harm the street scene, and/or create blank frontages at the ground floor will not be accepted.

The proposals by necessity create a car-dominated frontage, out of context with how parking is managed in neighbouring properties and therefore damaging the street-scene. We do not see how the plans can be modified to prevent this breach of the guidelines.

Finally, although supplanted by the recently adopted Local Development Plan, it is our understanding that the tenets of the formerly deposited Cardiff UDP, particularly in relation to Policy 2.20 (Good Design), still stands.

Policy 2.20 carries a requirement that good design will be sought in all development and that all development will be required to demonstrate good design by:

- a) Satisfactorily responding to local character and context;*
- b) Achieving a legible development which relates well to adjoining spaces and the public realm;*
- c) Providing a safe and accessible environment for everyone who might use or visit it;*
- d) Providing for the efficient use of resources and adaptability to changing requirements; and*
- e) Satisfactorily addressing issues of layout, density, scale, massing, height, detailing and landscaping*

We do not believe that a), b) and e) have been met. As argued above, the proposals run counter to local character, do not relate well to adjoining spaces, creating an illegible street scene, and by dint of being a three-floor development break guidelines relation to scale, massing and height.

- 7.2 The Occupier of 27 Bronwydd Avenue objects to the application for the following reasons (summary):

Bronwydd Avenue is a residential housing street of detached high quality housing. The addition of 3no.three bedroom apartments will undoubtedly increase the traffic and parking problems which already exist as it is already extremely difficult to exit either driveway entrance of No. 27 due to the volume of cars parked opposite or pass other cars in the street. The occupier believes that there is an accident waiting to happen.

The height of the building is out of proportion to the rest of the houses (No. 27 had a flat roof and lower levels imposed on it so as not to overshadow neighbouring properties and is only 2 stories high). The houses on either of No. 50 would be overshadowed by a 3 story block of apartments taking light from their gardens. The occupier refers to other flat developments in the vicinity and the potential for other similar scheme which would upset the balance between apartments and quality detached houses in the area and lower the value of the properties in the street.

- 7.3 The occupier of 35 Cyncoed Road states that he is pleased to see that the rear balconies at first and second floor levels are deeply recessed and will have obscure glazed screens which will restrict the opportunity for overlooking of neighbouring gardens and would expect the obscure glazed screens to be made a condition of any approval.

The occupier requests the retention of the mature boundary hedge between his property and the application. He states that he and his neighbour (37 Cyncoed Road) only have dwarf walls behind the hedge and if it were to be removed, they would be left with unsatisfactorily open rear boundaries that would compromise both the privacy and security of our properties. He notes from the scheme drawings that it appears to be the intention to retain the hedge, but request that

its retention be made a condition of any approval.

7.4 The occupier of 9 Greenlawns objects to the application for the following reasons (summary):

Bronwydd Avenue is a well-established quiet residential area; a tree lined avenue, lovely gardens with a mix of 'old and new' housing styles but which complement each other well. A 3-storey apartment block is out of context in this environment in relation to its scale, style and positioning. It will appear 'unbalanced' situated between smaller detached older houses and will not fit in with the wider street style.

The plans show that this 3-storey apartment block is not at all subservient to the existing building nor in keeping with its setting in Bronwydd Avenue. Although some of the houses have had extensions into the loft, none are purpose built 3-storey.

The apartments will result in adverse loss of privacy not only to the immediate neighbours but also to the neighbours in Greenlawns and Cyncoed Road. The height of the building, the planned balconies and the living space of the proposed apartments are all now facing Greenlawns and the houses on Cyncoed Rd. This will impinge on the existing private nature of the houses in this area.

The proposed 3-storey design will 'swamp' and over shadow its neighbours. The height, width, sheer depth and numerous balconies will appear overbearing in relation to the surrounding houses. There will be significant reduction in the size of a mature garden. The proposal plan will have an adverse impact on highway safety. There appears to be insufficient provision for car parking at the apartments. This will invariably lead to more cars being parked on an already congested avenue, which leads onto a busy junction with Cyncoed Road.

7.5 The occupier of 48 Cyncoed Road objects to the application for the following reasons (summary):

(i) Serious loss of privacy. The proposed building has on its south-east (rear) elevation three sets of stainless steel glazed balconies with balustrades with access respectively from the kitchen and two of the three bedrooms. While the balconies on the ground and first floor are recessed, and the longer one on the top floor incorporates a 1.8m high opaque glazed side screen, the occupants of these flats, especially the top one, will be able to see straight into the garden of no. 48. The current building has windows – two on the first floor and one a dormer window. The windows in the existing dwelling offer a much more limited view than a balcony running along most of the back of the proposed development and flats will inevitably be much more regularly occupied during the day than are the current bedrooms.

Furthermore the proposed development, especially the part furthest from no. 48, would extend further "backwards" (i.e. to the south-east) than the current building which will put even more of the garden into view. Overall, the proposed

development would seriously reduce privacy.

(ii) It is likely to affect the flow of traffic in this part of Bronwydd Avenue and the safety of those who live there. The plans incorporate no garages, and provide only one parking space per flat. It seems extremely likely that the occupants of each flat will have (at least) two cars each. Currently there are only 8 buildings between the Cyncoed Road junction and the Ty Gwyn Avenue/Ty Gwyn Crescent junction, all of which have garages and/or adequate provision for off-road parking. The parking space provided by the proposed development is clearly inadequate and will exacerbate the existing problems for traffic flow, parking availability and road safety at the top end of Bronwydd Avenue. The upper part of Bronwydd Ave is a well-known "rat-run" because it provides a convenient short cut between the A48 and central and north Cardiff and is free of both traffic lights (unlike Penylan Hill) and speed bumps (unlike Ty Gwyn Road). An increasing number of people appear to be using it as a car park from which they catch a bus into town. As a consequence the road often becomes "narrow" and busy, creating the possibility of accidents. This is particularly so at the Ty Gwyn Avenue/Crescent junction, but the occupiers have also found that left-hand turns onto Bronwydd Avenue from Penylan Hill almost always now have to be made without being able to see what is coming up Bronwydd Avenue. Frequently therefore we have to brake sharply and stop and even reverse, and this can feed the congestion back onto a very busy Cyncoed Road.

(iii) The occupiers also state that they regularly have cars parked both sides of their house's driveway meaning that they have to exit with very little sight of what is coming up or (especially) down Bronwydd Avenue. The proposed development, by very probably increasing on-road parking, can again only make this particular problem worse.

iv) The development is out of character with the other buildings in the vicinity, and overbearing. There is not a single 3-storey building in Bronwydd Avenue. Both the existing apartment buildings in the road (4 flats each) are only two storeys high. Having 3 storeys would make the proposed building overbearing, an effect added to by the fact that number 50 is right at the top of the hill.

7.6 The occupier of 4 Green Lanes objects to the application for the following reasons:

The proposed development is for a 3 storey apartment complex significantly different in appearance from the 2 storey detached house which it will replace and would be at variance with the surrounding properties all of which are of 2 storeys. There are major parking problems at this part of Bronwydd Avenue which is used for parking by residents and visitors. Vehicle access to and from nearby properties is already difficult and is particularly hazardous at times when the Bronwydd Avenue/Ty Gwyn Avenue route is used as a rat run by commuter traffic avoiding Penylan Hill. The development would seriously exacerbate these problems.

7.7 The occupier of 42 Bronwydd Avenue objects to the application for the following reasons (summary):

Parking and Traffic issues: Bronwydd Avenue is already congested especially at rush hour. The top junction with Cyncoed Road is especially busy and Bronwydd Avenue and Cyncoed Road residents parking here making the road single track. People use this road as a cut through and drive over the speed limit. Residents struggle to park and are unable to get out of their driveways safely. If there are 1 to 2 cars per apartment plus visitors, this will exacerbate the parking issues and with the road being so narrow will be extremely dangerous. An increased volume of traffic in such a crowded area is of major concern. Residents of the flats further down Bronwydd Avenue's already tend to street park. Our own car when parked on the road has already been hit overnight with no contact details left.

Bronwydd Avenue consists of mainly detached housing. Two multi flat developments have already been built affecting the residential nature of the street, considerably increasing traffic and creating parking problems. The proposed three story design is out of keeping with the rest of the dwellings in the street with all other houses being two storey. Residents have major concerns that the development will significantly damage the character of the residential street and overshadow neighbouring properties.

There are concerns regarding the impact of water on no. 42, with flooding/water logging of the garden which appears to be contributed to by run off from the houses uphill. There is concern that the larger building and increased paved/concrete area will exacerbate this problem.

7.8 The occupier of 10 Greenlawns objects to the application for the following reasons (summary):

It is considered that the proposal represents overdevelopment of the site in this context and that it will have a significant material impact upon the character of the area and diminish residential amenity of adjoining properties.

The proposal fails to provide details of the ridge height, only the height of the eaves above the first floor of development. This is misleading since unlike the existing building, the roof has been designed to include an entire level of living accommodation only marginally smaller than that of the ground and first floors. The proposed ridge height must be significantly higher than that of the existing, especially to the street front. Furthermore, the proposal shows gable ends to the side boundaries which both significantly increase the building mass and is out of character of the area. The majority of homes in the neighbourhood have roofs hipped to the side boundaries which create a sense of spaciousness and separation between buildings, and effectively a 'step down' at the meeting point between two buildings. The SPG that deals with infill development states that 'roofs should remain in proportion with those in surrounding buildings to create a successful transition between buildings' (point 3.25). The proposal also steps up to the boundary thus increasing the height change between it.

The other buildings along Bronwydd Avenue are limited to two storeys (with one instance of undercroft parking cut into the slope). There are some instances of

dormer windows to the rear of properties, however, the roof pitch and form when viewed from the street is unchanged. This proposal is for 3 storeys of living accommodation and the building reads as a 3 storey apartment block within the context of a much lower density residential environment. There is precedent for this sort of intensity of development along arterial routes, for example, Cyncoed Road. However, in this instance the additional scale is offset by being adjacent to open space or a wider road corridor.

The building would be very prominent in the street scene, and significantly increase the degree of street enclosure and continuity of frontage, both elements more appropriate to an urban context or corner site.

The proposed net density is over 50 dwellings per Hectare, significantly higher than that found locally, or in other suburban locations in Cardiff. It is a key objective of the adopted Cardiff Local Development plan to ensure development is of an 'appropriate density' (4.a.9 p.32), and to ensure the development respects local context.

The increased footprint of the buildings and lack of soft landscape at the boundary or within the front curtilage will create an extremely 'hard' frontage to the street which will have a negative impact upon the existing street scene. The increased height along with the proposed roofline will mean that the gap between properties will appear less, and the frontage will appear much more continuous than is characteristic of the area. Therefore, overall the proposed development will fail to maintain the appearance of the established spacing between buildings on Bronwydd Avenue and creates a pattern and layout that is more urban and dense than that found in the vicinity of the site.

The removal of the stone boundary wall to be replaced with a standard brick wall will deteriorate local distinctiveness and the quality of the street scene. The front curtilage is proposed to be used solely for car parking and circulation thus creating a totally car dominated frontage. The loss of any front garden or landscape zone has a detrimental impact upon amenity, local biodiversity, drainage and street character.

It seems that there is insufficient space for manoeuvring cars, pedestrians, bins and bicycles. The route from the bin and bicycle store to the street appears particularly convoluted and likely to be obstructed by cars.

Residential Amenity -Three storey development, including kitchen/living/dining areas and balconies on the third storey would create an unacceptable level of intrusion to existing residents in terms of privacy, overbearing and overlooking. The principle objection is to the third storey living accommodation which will directly overlook adjacent properties and gardens. At present there is a single room, presumably a bedroom in the roof facing the southern boundary. The proposal will create direct views from primary living spaces and outdoor spaces into the adjacent properties internal and external spaces, particularly in winter. The existing Leylandii Cypress at the shared rear boundary is overgrown, becoming precarious and is therefore due to be removed so will no longer offer the visual screen between the properties. Furthermore, since the application site is approaching the top of the ridge, the development will tower over

adjacent properties down the hill, rather than stepping up the slope in an appropriate manner as is currently the case. The slope between Bronwydd Avenue and Greenlawns (approximately 5m) will increase the relative scale of the building by up to two storeys. The occupiers state that the impact upon the quiet enjoyment of rear gardens and interior space will be severely compromised. It is the addition of a third storey living space and related increased building height that will have a significant and unacceptable impact on neighbouring amenity, including their own property.

The increased height and mass of the building will have a particular overshadowing effect upon the gardens of houses to the east of the property along Cyncoed Road.

The drawings do not show if the proposed shared garden is secure, but if public access is possible the security of their rear boundary would be of concern.

The proposals do not show how the development intends to respond to Cardiff Council's sustainability objectives, especially related to energy, water and waste. It is not clear how the proposal will ensure that all surface water will be managed on site.

Green Infrastructure and Ecology KP16 states that new development should seek to enhance on site Green Infrastructure, and that natural heritage assets are key to Cardiff's character, distinctiveness and sense of place. As previously noted, there is an absence of soft landscaping to the front and side of the property and it is not clear how the development intends to enhance on site Green Infrastructure.

7.9 The occupier of 39 Cyncoed Road objects to the application for the following reasons:

The proposed development is not sympathetic in its context in terms of scale, positioning, detailing and materials. It would not fit comfortably into the wider street scene of traditional detached houses, resulting in an unbalanced appearance.

The application indicates that there are no trees or hedges on site. This is not true and the occupier requests that any approved development should secure by condition the retention of the mature hedging (2.7m. high) including that in the area of the proposed bin and cycle storage. The occupier comments that the existing garage is attached to the garage of 39 Cyncoed Road and has been partly demolished leaving the adjoining garage exposed. The occupier requests that any approved development should secure by condition the agreement of acceptable construction details to secure the integrity of the adjoining garage.

7.10 The Occupier of 3 Green Lanes objects to the application for the following reasons:

The proposed development is not in keeping with the surrounding properties. This is particularly with reference to its height but also with regard to the rest of

the design. The traffic situation on the upper part of Bronwydd Avenue is giving serious concern. It is used regularly as a cut through by rush hour traffic and also suffers as a result of parked cars (presumably left by commuters who have transferred to the bus). The off-road parking facilities as depicted look wholly inadequate and the number of cars associated with three flats will compound an already dangerously busy road.

7.11 The occupier of 1 Green Lanes objects to the application on traffic/parking grounds stating that there are already cars parked on both sides of Bronwydd Avenue which was not intended for the amount of traffic now experienced. The occupier states that getting in and out of the Avenue sometimes proves very difficult and to add additional congestion would not be advisable or safe.

7.12 The occupier of 40 Bronwydd Avenue raises the following concern:

(i) The occupiers state they have experienced for a number of years water that has tracked to the rear and side of their house which they say has caused flooding and damage to a boundary wall between No 40 & No 42. They comment that it is quite likely a number of houses above their level on Bronwydd Ave have water soak away systems in their gardens. They would strongly object to any further soak away system in the rear garden as this could compound our on-going problem.

(ii) A development of 3 flats, even allowing for a small parking area to the front of the development, is sure to require further roadside parking. The upper part of Bronwydd Ave narrows considerably and is frequently congested. Adjacent properties and those opposite the proposed development already have difficulty parking, as you can only park on one side of the road.

(iii) The height of the development would also be of some concern especially if the building is out of proportion with the height of the surrounding houses.

7.13 The occupier of 2 Green Lanes objects on grounds relating to the safety of road users and pedestrians stating that the number of additional vehicles parked on the road from the proposed development will only add significantly to the difficulties and danger that already exists.

7.14 Local members and neighbouring occupiers have been consulted on amended plans. The following additional representations have been received:

7.15 The following additional objection has been received from Councillor J Boyle and Councillor B Kelloway (summary):

Having reconsidered the comments we submitted in response to the original plans, we think there has been no serious effort made by the applicant to meet the concerns that were raised either by ward members or a significant number of local residents.

In particular, we are unhappy that no effort has been made to address the following issues:

- *The impact of an inevitable increase in on-road parking so close to the*

junction with the busy Cyncoed Road;

- *A failure in the designs to pay heed to the character of the area;*
- *The proposal's siting, scale and its impact on the street scene.*

In addition to points made in our original objection, we are disappointed that the plans show such little architectural panache. This proposal displays none of the design flair currently evident elsewhere on Bronwydd Avenue and the roads that run off it. It is, to use the words officers recently used in relation to a controversial application in Penylan, a 'poor pastiche' of what passes for contemporary design. As Cardiff's Local Development Plan notes:

'The city has a particularly rich Victorian and Edwardian legacy that is reflected in the city centre, its inner suburbs and in the civic centre and religious building. Churches and chapels, schools and public houses remain prominent and often create focal points on streets and junctions. As Cardiff continues to grow, high quality design will be required which takes this local distinctiveness into consideration.'

We do not believe these proposals meet this test of distinctiveness. As Cardiff develops, it is incumbent on the city's planners and its planning committee to demand originality and innovation from our architects.

A design that met that LDP's test of distinctiveness would not have resulted in a proposal that ignores the character of the area, rides roughshod over the existing street scene and breaks the existing uniformity of scale that makes Bronwydd Avenue a significant part of Cardiff's architectural heritage.

- 7.16 The occupiers of 27 Bronwydd Avenue advise that their previous objections remain more or less the same as previously submitted, and, specifically, as outlined by Councillors Kelloway and Boyle in their written objection, viz. changing in the character of the street (and area), the overbearing design of the property, the intrusiveness of the building vis a vis other properties surrounding it and the very real problem and danger of highway safety due to overcrowding of parked cars in this already very narrow street. The occupiers state that they can only exit their driveway with great difficulty due to the amount of parked cars. They state that putting up apartments in the middle of a street full of high quality two story detached houses would be incongruous and affect the character and balance of the neighbourhood and is intrusive to neighbouring houses. They comment that the difference between the existing height of the current property and the proposed apartment block is unacceptable and that the application appears to be an opportunistic financial venture disregarding neighbours privacy, the surrounding environment and the impact on the street itself.
- 7.17 The occupier of 4 Green Lanes comments that the development would not be sympathetic to its context as all existing structures are 2 storeys. He also considers that the frontage is of inadequate size to accommodate a **6 flat** complex and would impact adversely on the street scene. He considers that the development would be overbearing in relation to other properties and that the proposed parking provision is inadequate resulting in traffic flow being impeded

and residents being seriously inconvenienced.

- 7.18 The occupiers of 48 Bronwydd Avenue comment that whilst the revisions have gone some way towards meeting some of their original objections they feel they do not go far enough and that the proposed development still represents a serious incursion on their privacy with windows/balconies directly overlook their garden. If the proposed development were to go ahead they would still feel overlooked in their garden.

The occupiers comment that the proposed development continues to have inadequate provision for off-road parking. They state that there is a tendency for cars to be parked at the top of Bronwydd Avenue and the use of Bronwydd Avenue as a rat-run regularly produces dangerous congestion at the junction with Cyncoed Road. They comment that the natural curve of the road makes a left turn into it from Cyncoed Road blind with drivers frequently having to brake suddenly which can lead to a dangerous feed-back of suddenly stationary traffic into the even busier Cyncoed Road. They believe that the extra cars parked on Bronwydd Avenue as a result of the proposed development would be likely to exacerbate this problem.

They comment that the proposed development would still overbearing, being higher than the existing building and a dominant feature in the road which would be of character.

- 7.19 The occupier of 1 Green Lanes reiterates her objections stating that the development will be out of keeping with the surrounding homes in the area and would increase parking difficulties in the street.

- 7.20 The occupiers of 10 Greenlawns state that their previous objections remain, commenting as follows (summary):

The proposal changes the character of the area; will have a negative impact on their privacy and amenity and create a dangerous parking situation at the junction of Bronwydd Avenue and Cyncoed Road.

The building's height and mass is significantly larger and more dominant than is appropriate.

Despite changes to the proposed roof form, the drawings still show an increased ridge height and roof pitch which along with the increased bulk will mean that the development will not remain in proportion with the surrounding buildings.

Although the revised proposal now shows a hipped rather than gable end roof, the proposal is still overbearing, of inappropriate bulk and mass, and thus out of character with the area.

The revised proposal does not address concerns about the lack of landscaping, particularly at the front (and rear) boundary. The increased width of the driveway crossover to include a parking space alongside the drive changes the

character of the street, reducing enclosure and amenity and also creates an unsafe environment for both drivers and pedestrians.

Increasing the quantum of cars parking on the street in the area will create a road safety problem as parked cars encroach on the junction with Cyncoed Road and also park on the pavement obstructing pedestrian movement.

It can be expected that a development of this nature could introduce anywhere between say 6 and 10 additional cars to the site and the immediately surrounding roads. This would be quite out of keeping with the local area and the safe use of the local street network.

The occupiers remain very concerned about the impact of the proposed development upon their amenity. They comment that the proposed development moves the proposed building some distance down the garden and continues to propose 3 storey living accommodation with windows and balconies directly overlooking them.

The landscape proposals for the rear garden do not include sufficient screening along the rear boundary adjacent to their property. Any development of the subject site should include a significant planted buffer at the line of boundary of at least 3m in height.

7.21 The occupier of 23 Bronwydd Avenue objects for the following reasons:

i) Insufficient off road parking is being provided. The occupier states that when she turns left into Bronwydd Avenue from Cyncoed Road, most of the time she has to drive over to the 'wrong' side of the road into the incoming traffic due to the amount of parked cars on the left side of the road. Additional cars parked on the road will exacerbate the situation.

ii) Bronwydd Avenue consists mainly of 2 storey detached houses. The proposed development will change the character of the street and look imposing.

7.22 The occupier of 39 Cyncoed Road comments that the amended plans area big improvement but that his previous concerns still stand.

7.23 The occupiers of 19 Bronwydd Avenue object on the following grounds:

i) Inadequate parking provision which will result in increased on street parking obstructing traffic flow through the upper part of Bronwydd Avenue;

ii) The adverse effect of the development of three-storey flats on the character of the neighbourhood.

7.24 The occupiers of 9 Greenlawns, having reviewed the amended plans, advise that they still have strong objections which, in summary, are as follows:

A 3-storey apartment block is out of context in Bronwydd Ave in relation to its scale, style and positioning. It will not fit in with the wider street style and is not

at all subservient to the existing building nor in keeping with its' setting in Bronwydd Avenue.

The apartments will result in adverse loss of privacy not only to the immediate neighbours but also to the neighbours in Greenlawns and Cyncoed Road.

There appears to be insufficient provision for car parking at the 3 apartments. This will invariably lead to more cars being parked on an already congested avenue.

The plans for the apartments do look good and the adjustments that have been made do try to avoid an overbearing design but the proposed building will be inappropriate for the above reasons.

7.25 The occupier of 40 Bronwydd Avenue reiterate their previous concerns/objections (refer to paragraph 7.12).

8. **ANALYSIS**

8.1 Planning permission is sought to demolish the existing two storey dwelling at 50 Bronwydd Avenue and redevelop the site with a building containing 2 no. three bedroom flats and a two bedroom flat. The site is located within a residential area and there is no objection, in principle, to the development of flats in this location; There are flats nearby at Green Lanes, on the opposite side of the street and a development has been built at 'The Stafford' next to the road bridge over Eastern Avenue to the south.

8.2 The main planning issues are considered to relate to:

- (i) the effects of the proposed development on the character and appearance of the street scene and the general amenities of neighbouring occupiers.
- (ii) whether the proposed development will provide an acceptable living environment for prospective occupiers.
- (iii) parking/transportation.

8.3 Policy KP5: Good Quality and Sustainable Design of the Cardiff Local Development Plan states that... *all new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by* (inter alia):

(i) responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;

(x) ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;

8.4 Planning Policy Wales at paragraph 4.11.9 states that '*visual appearance, scale and relationship to surroundings and context are material planning*

considerations.'

8.5 Further guidance on residential infill development is provided in the Council's Supplementary Planning Guidance: *Design Guidance for Infill Development (2011)*. Although the SPG was approved as supplementary guidance to the City of Cardiff Local Plan, the advice contained within it is consistent with the aims of LDP Policy KP5 and guidance in Planning Policy Wales and therefore remains pertinent to the consideration of the current application, assisting in informing the assessment of relevant matters.

8.6 At paragraph 3.8, the SPG states that:

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

8.7 At paragraph 3.12, the SPG states that:

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

8.9 At paragraph 4.3, the SPG states that:

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

8.10 At paragraph 4.11, the SPG states that:

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

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

i) The proposed building would be no wider than that of the existing dwelling and garage and whilst it would project back deeper into the site, its principal rear elevation would be broadly consistent with that of the neighbouring dwellings (No. 48).

ii) The height of the building at eaves level would be broadly consistent with that of

the existing dwelling and its overall ridge height would marginally taller than the roof ridge of the existing house (by approximately 0.6 metres).

iii) The overall massing of the block has been reduced with the roof design amended from a gable to a hip arrangement which reflects the roof form of its neighbours.

iv) The reduction in the footprint of the block footprint of the building allows for a degree of soft landscaping at the front of the site and a less vehicular dominated frontage.

- 8.10 The likely impact of the proposed development on the living conditions of neighbouring occupiers has been carefully considered.
- 8.11 The south western (side) elevation of the proposed building is shown to be located approximately 1.5 metres from the side of the neighbouring dwelling at 48 Bronwydd Avenue. That property, which occupies a lower ground level than the application site, comprises a two storey hipped roof dwelling with a 1 ½ storey element located next to the application site. The submitted plans show the rear elevation of the proposed building extending a distance of approximately 0.4 metres beyond the rear elevation of no. 48. As indicated in paragraph 8.9, the height of the building at eaves level would be broadly consistent with that of the existing dwelling and its overall ridge height would be marginally taller (approximately 0.6 metres) than the roof ridge of the existing house.
- 8.12 The north eastern (side) elevation of the proposed building is shown to be sited next to the garage at the rear of 39 Cyncoed Road and between 4.4 metres and 7.8 metres from the rear garden boundary with 37 Cyncoed Road. The neighbouring properties at nos. 35, 37 and 39 Cyncoed Road have relatively long rear gardens such that the proposed building would be sited between 14.0 metres and 25.0 metres from the their rear elevations. The existing high hedge along the boundary is shown to be retained.
- 8.13 A distance of approximately 16.0 metres would be retained between the rear elevation of the proposed block and the garden boundary with 10 Greenlawns which adjoins the site to the south east.
- 8.14 As originally submitted, the proposed building contained a bulky pitched roof design with extensive areas of glazing and balconies over three floors on the rear elevation. The revised proposals have reduced the mass of the block by hipping the roof and the extent of glazing and balcony areas on this elevation have also been reduced. Whilst some concern has been raised regarding upper floor windows overlooking neighbouring gardens, especially as a number would serve habitable rooms, a degree mutual overlooking is inevitable in such residential areas and it is not considered that the impact of the revised proposal on the privacy of the neighbouring occupiers would be so significant as to justify refusal of the application on this ground or that the proposed building, as amended, would have an unduly overbearing effect on the adjoining neighbours.

- 8.15 With regard to the prospective living environment for future occupiers, the proposed flats have acceptable internal living space and outlook. The shared amenity space (some 290 sq metres) is considered to be of an appropriate size for three flats.
- 8.16 Appropriate landscaping of the site can be satisfactorily addressed by condition. The submitted bat survey has not identified issues that cannot be addressed by mitigation.
- 8.17 The Transportation Officer advised that he has no objections to application in terms of off street parking provision confirming that the proposal accords with the Council's Parking Guidelines. He comments that the Traffic Regulation Order Team are unaware of any complaints regarding the parking issues outlined by the residents and advises that the road is of sufficient width for vehicles to manoeuvre past parked cars.
- 8.18 No technical objections have been raised by Welsh Water/Dwr Cymru or by the Council's Drainage Officer to the approval of the application on drainage grounds. An appropriate drainage condition is recommended.
- 8.15 On balance, the proposal, as amended, is considered acceptable on planning grounds and approval is recommended subject to the attached conditions.



Location Plan
1 : 1250

16/01477

Planning Issue

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

PROJECT
Demolition of existing building and erection 3
No three bedroom flats at
50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE
Location Plan

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 1250	17/06/16	PL	AJ

DRAWING NUMBER	REVISION
P528 L_001	



Front Elevation



Side Elevation

16/01477



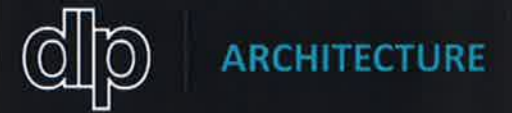
Rear Elevation



Side Elevation

Planning Issue

date rev name chk note



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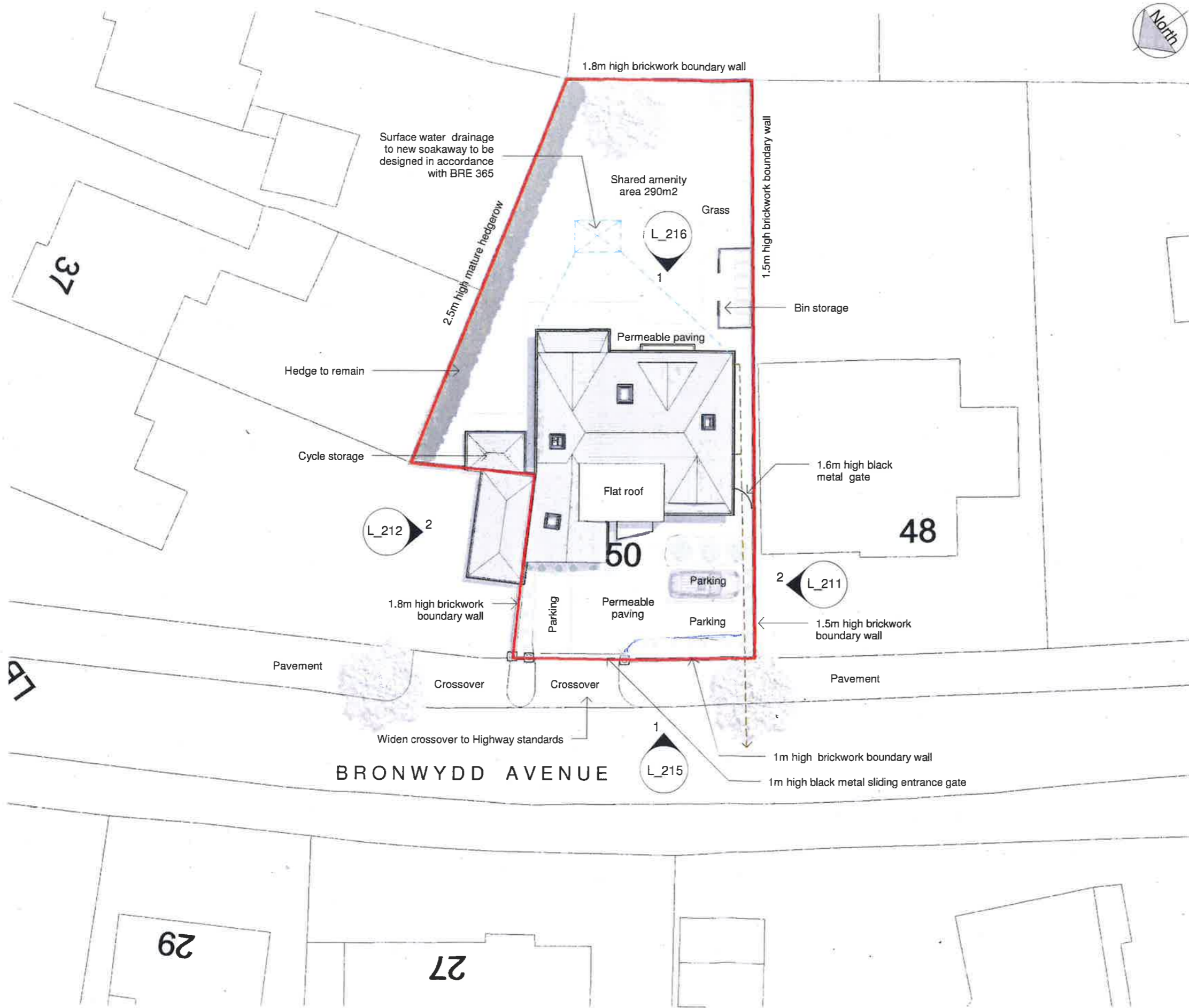
PROJECT
Demolition of existing building and erection 3
No three bedroom flats at
50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE
Photographs as Existing

SCALE DATE DRAWN BY CHECKED BY
17/06/16 PL AJ

DRAWING NUMBER REVISION
P528 L_100

A3



AREAS:
Proposed site area:
 595m²
Private amenity areas:
 Flat 1: 4m²
 Flat 2: 4m²
Shared amenity area:
 290m²

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

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

HARDSTANDING FINISHES KEY:
 - GRASS
 - PERMEABLE PAVIOURS

Planning Issue

14/12/16	A	PL	AJ	Scheme amended in line with planners feedback
date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT
 Demolition of existing building and erection 3 No flats at
 50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE
 Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	17/06/16	PL	AJ
DRAWING NUMBER	REVISION		
P528	L_003	A	

Site Plan as Proposed
 1 : 250

14/12/16

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

- FINISHES KEY:**
- A : SLATE ROOFING & RIDGE TILES
 - B : GREY ALUMINIUM WINDOWS & DOORS
 - C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
 - D : ANTRACITE GREY TRESPA CLADDING PANELS
 - E : RED / ORANGE BRICKWORK EXTERNAL WALLS
 - F : STAINLESS STEEL & GLAZED BALUSTRADE

A3 General Sheet Size



Street View - Bronwydd Avenue
1 : 100



-North East Elevation
1 : 100

Planning Issue

date	rev	name	chk	note
14/12/16	A	PL	AJ	Scheme amended in line with planners feedback

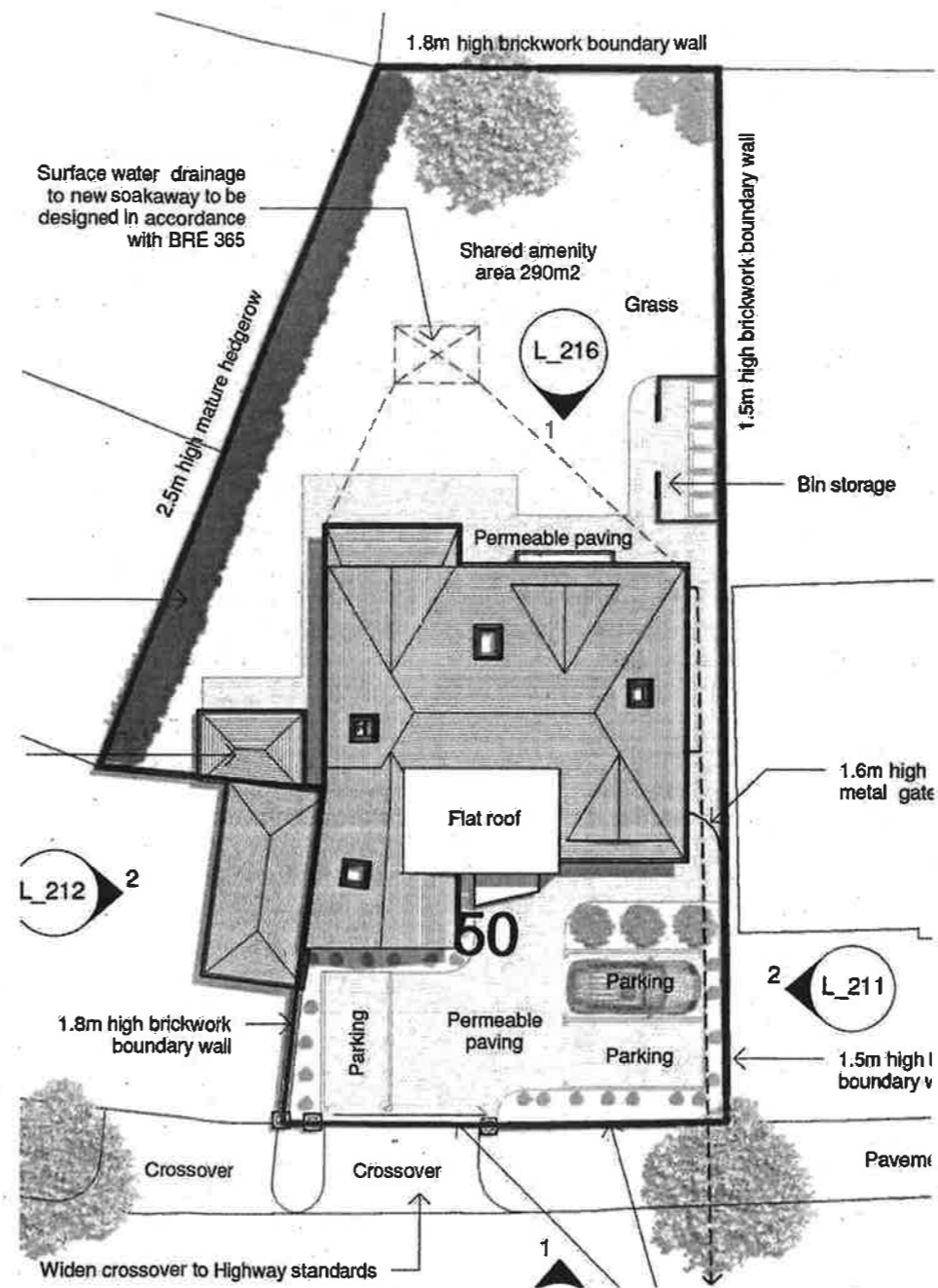
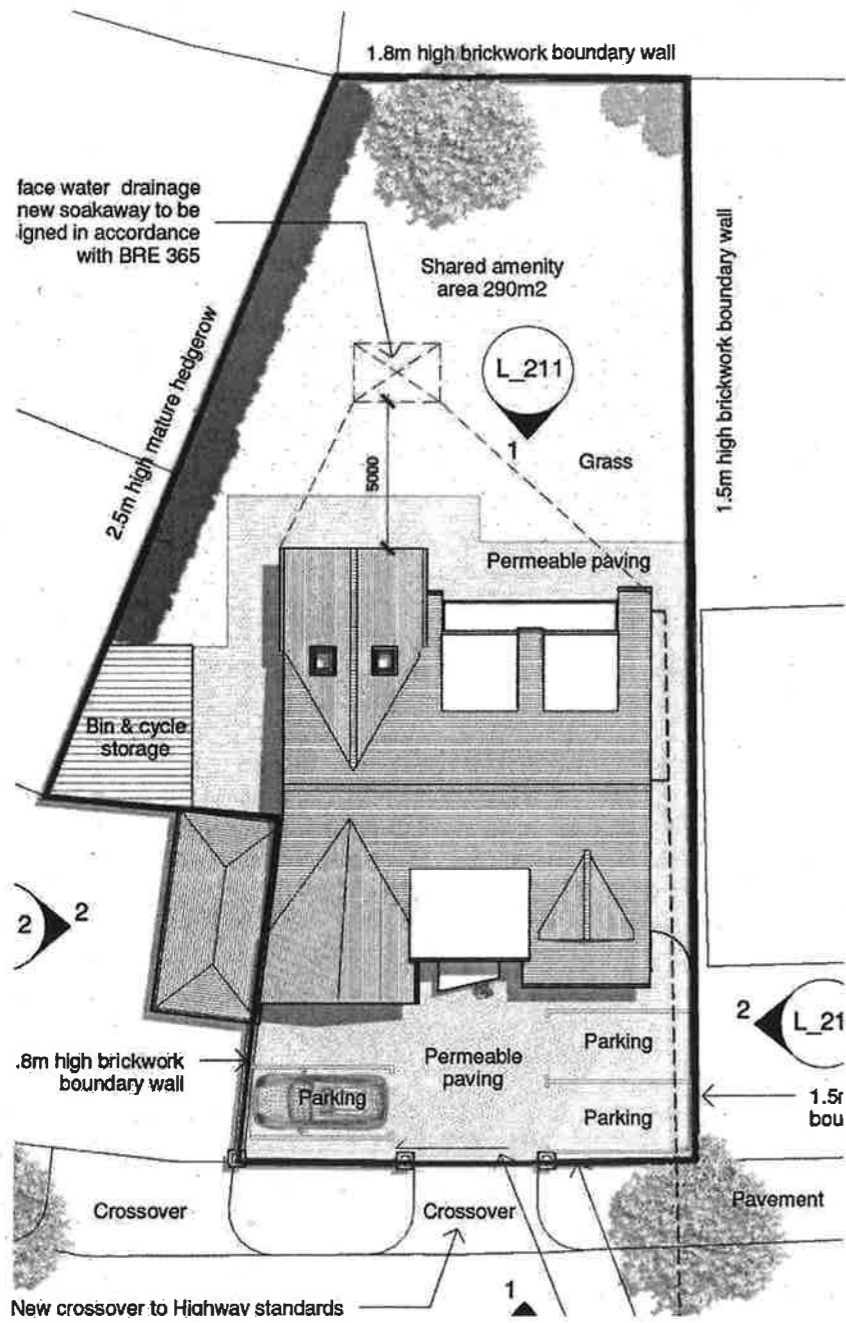


Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT
Demolition of existing building and erection 3
No flats at
50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE
Street View as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	16/06/16	PL	AJ
DRAWING NUMBER	REVISION		
P528	L_212		A



Planning Issue

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

PROJECT
Demolition of existing building and erection 3 No flats at 50 Bronwydd Avenue, Cardiff CF23 5JQ

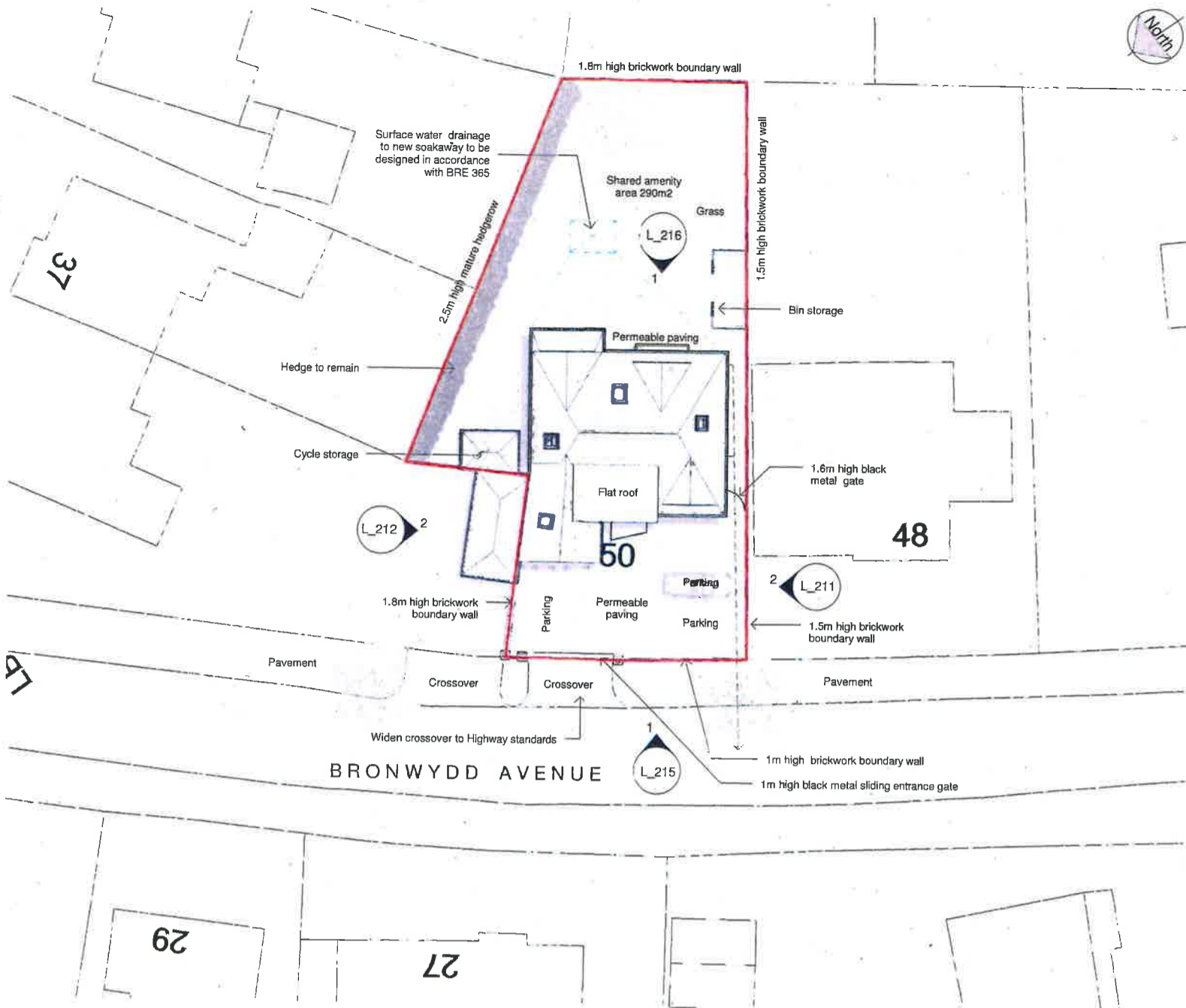
DRAWING TITLE
Site Plan comparison

SCALE	DATE	DRAWN BY	CHECKED BY
	24/01/17	PL	PL
DRAWING NUMBER	REVISION		
P528	L_004		

24/01/2017 12:26:36

Amended layout

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



AREAS:
Proposed site area: 595m²
Private amenity areas:
 Flat 1: 4m²
 Flat 2: 4m²
Shared amenity area: 290m²

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

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

HARDSTANDING FINISHES KEY:
 - GRASS
 - PERMEABLE PAVIOURS

Planning Issue

14/12/16 A PL AJ Scheme amended in line with planners feedback
 date rev name chg note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT:
 Demolition of existing building and erection 3 No flats at 50 Bronwydd Avenue, Cardiff CF23 5JQ

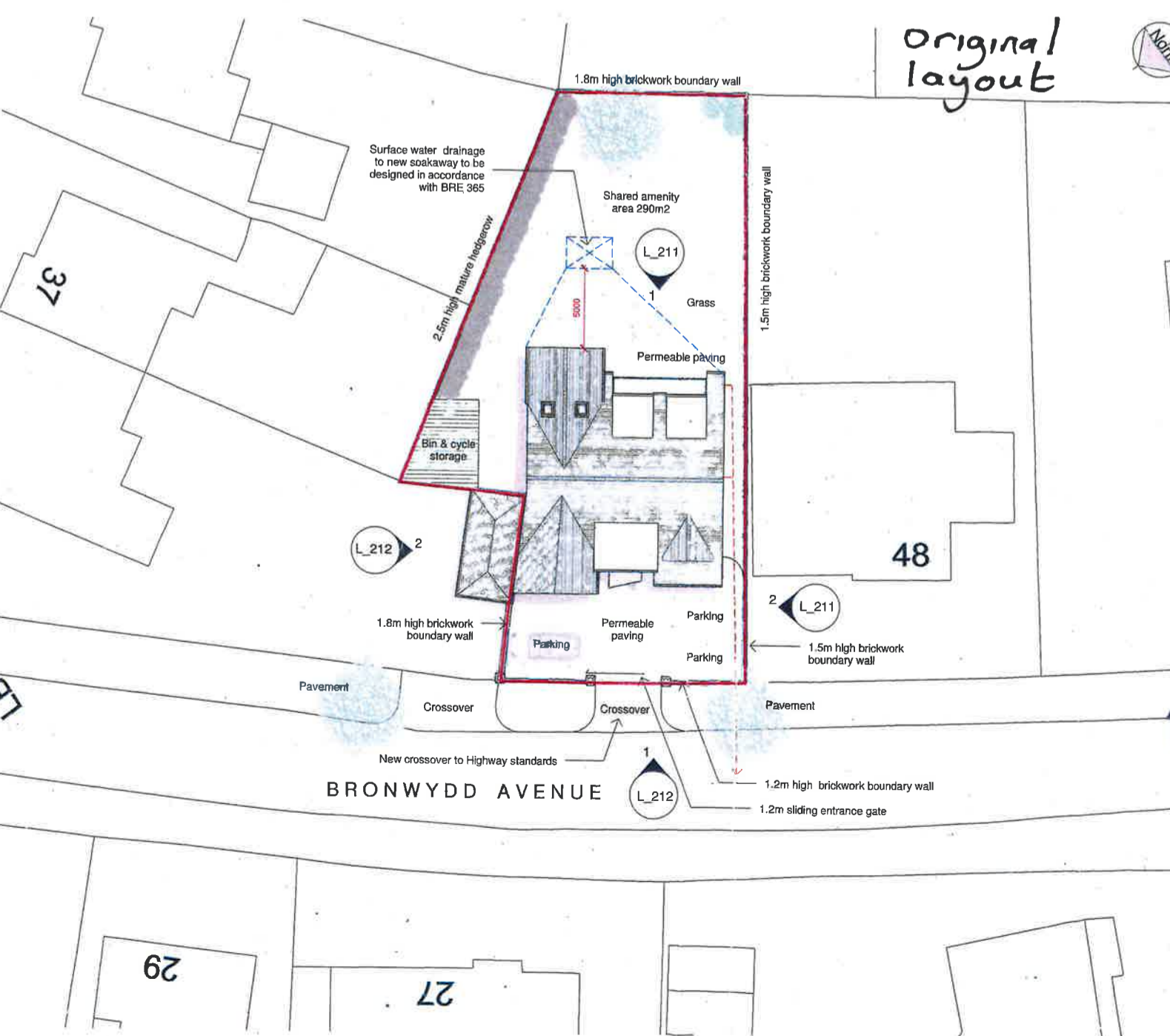
DRAWING TITLE:
 Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	17/05/16	PL	AJ
DRAWING NUMBER	REVISION		
P528	L_003		A

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

Site Plan as Proposed
 1:250

Original layout



AREAS:
Proposed site area: 595m²
Private amenity areas:
 Flat 1: 14m²
 Flat 2: 14m²
 Flat 3: 13m²
Shared amenity area: Flat 1: 290m²

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

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

HARDSTANDING FINISHES KEY:
 - GRASS
 - PERMEABLE PAVIOURS

Planning Issue

16/01477



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

PROJECT:
 Demolition of existing building and erection 3 No three bedroom flats at 50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE:
 Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	17/08/16	PL	AJ
DRAWING NUMBER	REVISION		
P528	L_003		

Site Plan as Proposed
 1:250

14/12/16

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

A3



North West (Front) Elevation
1 : 100

FINISHES KEY:

- A : SLATE ROOFING & RIDGE TILES
- B : GREY ALUMINIUM WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : ANTRACITE GREY TRESPA CLADDING PANELS
- E : RED / ORANGE BRICKWORK EXTERNAL WALLS
- F : STAINLESS STEEL & GLAZED BALUSTRADE



North West Elevation - Rev A
1 : 100

Planning Issue

date	rev	name	chk	note
<small>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</small>				

PROJECT
Demolition of existing building and erection 3
No flats at
50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE
Elevation comparison 2 of 3

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	14/12/16	PL	AJ
DRAWING NUMBER	REVISION		
P528	L_215		

A3



FINISHES KEY:

- A : SLATE ROOFING & RIDGE TILES
- B : GREY ALUMINIUM WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : ANTRACITE GREY TRESPA CLADDING PANELS
- E : RED / ORANGE BRICKWORK EXTERNAL WALLS
- F : STAINLESS STEEL & GLAZED BALUSTRADE

South East (Rear) Elevation
 1 : 100

Planning Issue

date	rev	name	chk	note
				
<small>Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design</small> Systems House 89 Heol Don Cardiff CF14 2AT T 02920316857 M 07785562007 info@dlparchitecture.co.uk				

PROJECT
 Demolition of existing building and erection 3
 No flats at
 50 Bronwydd Avenue, Cardiff CF23 5JQ

DRAWING TITLE
 Elevation comparison 3 of 3

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	14/12/16	PL	AJ
DRAWING NUMBER	REVISION	P528	L_216



South East Elevation - Rev A
 1 : 100



West Perspective View



East Perspective View

0mm 50mm

A3 Original Sheet Size

FINISHES KEY:

- A : SLATE ROOFING & RIDGE TILES
- B : GREY ALUMINIUM WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS ON BLACK FASCIA
- D : ANTRACITE GREY TRESPA CLADDING PANELS
- E : RED / ORANGE BRICKWORK EXTERNAL WALLS
- F : STAINLESS STEEL & GLAZED BALUSTRADE

HARDSTANDING FINISHES KEY:

-  - GRASS
-  - PERMEABLE PAVIOURS

Planning Issue

14/12/16	A	PL	AJ	Scheme amended in line with planners feedback
date	rev	name	chk	note



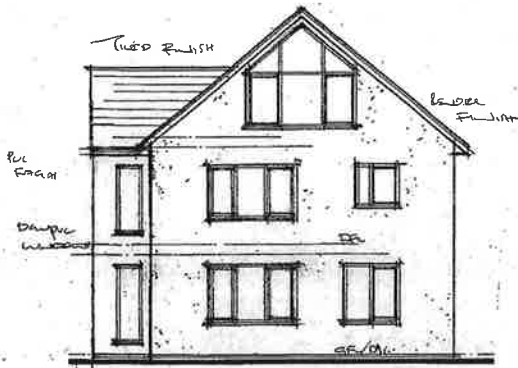
Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
T 02920316857 M 07785582007 info@dlparchitecture.co.uk

PROJECT
Demolition of existing building and erection 3 No flats at
50 Bronwydd Avenue, Cardiff CF23 5JQ

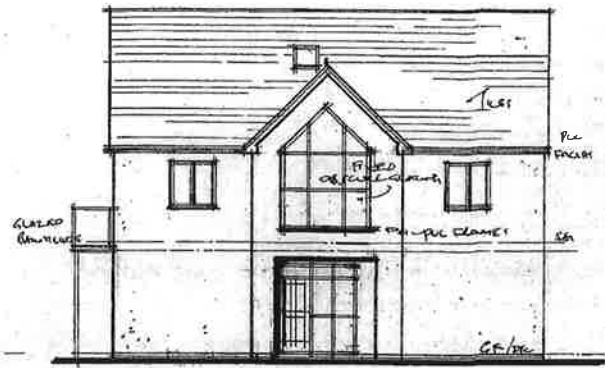
DRAWING TITLE
Perspective Views as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	17/06/16	Pete Legg	AJ

DRAWING NUMBER	REVISION
P528	L_220



FRONT




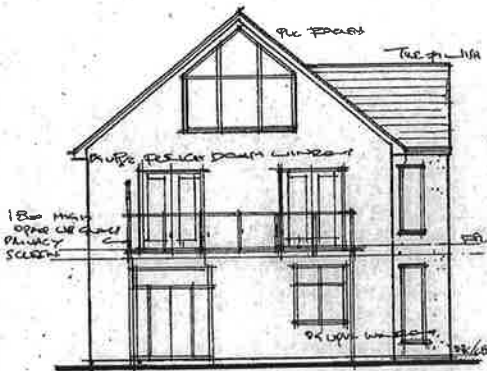
SIDE FACING REAR OF 39 CYNCOED ROAD.

FRONT ELEVATION PROPOSED 1:100 SIDE ELEVATION PROPOSED

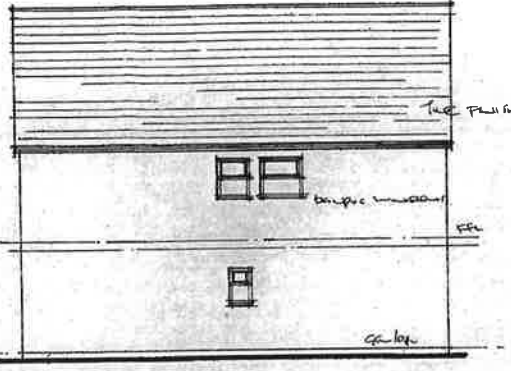
AMENDED PLAN
CARDIFF COUNTY COUNCIL
RESUBMITTED
DATE 08/2800

PROPOSED

DTB DESIGN 285 NORTH ROAD CARDIFF CF14 3BN TEL 029 2069 4100 FAX 029 2069 4101			
			
REVISIONS	DATE	REVISIONS	DATE
TP CORRECT	1/08		
DESCRIPTION			
ALTERATIONS			
50 BRONWYDD AVENUE			
CARDIFF			
SCALE 1:50-1:100	DATE SEPT 2008	PLAN NO AWB3/A7/A	



REAR




SIDE FACING 48 BRONWYDD AVE

REAR ELEVATION PROPOSED 1:100 SIDE ELEVATION PROPOSED

AMENDED PLAN
CARDIFF COUNTY COUNCIL
RESUBMITTED
DATE 08/2800

PROPOSED

DTB DESIGN 285 NORTH ROAD CARDIFF CF14 3BN TEL 029 2069 4100 FAX 029 2069 4101			
			
REVISIONS	DATE	REVISIONS	DATE
TP CORRECT	1/08		
DESCRIPTION			
ALTERATIONS			
50 BRONWYDD AVENUE			
CARDIFF			
SCALE 1:50-1:100	DATE SEPT 2008	PLAN NO AWB3/A8/A	