

LOCAL MEMBER CONCERNS

COMMITTEE DATE: 08/02/2017

APPLICATION No. **16/02710/MJR** APPLICATION DATE: 10/11/2016

ED: **PENYLAN**

APP: TYPE: Full Planning Permission

APPLICANT: Cardiff Council

LOCATION: HOWARDIAN CENTRE, HAMMOND WAY, PENYLAN,
CARDIFF, CF23 9NB

PROPOSAL: CONSTRUCTION OF NEW 2 STOREY PRIMARY SCHOOL
AND NURSERY BUILDING WITH SPRINKLER TANK AND
PUMP HOUSE, PARKING/SERVICING AREA, LANDSCAPING,
RECREATIONAL FACILITIES AND EXTERNAL LIGHTING

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

HOW-STL-XX-ZZ-DR-A-XXXX-01001, 01002, 01004 PL02, 01005,
01006, 01007, 02001 PL02, 03001, 03002; 6543-ATR-01B and
BHP-OO-XX-DR-S-(50)DR1; 60767_GA_HOW_001J;
HOW-ACM-E-00-ZZ-GA-(60)001 and 002;
Travel Plan and Addendum to Transport Assessment;
Drainage Statement;
Geo-Environmental investigation;
Draft Waste Management Strategy;
Ecological Impact Assessment;
Noise Impact Assessment;
Tree Survey, Arboricultural Constraints Plan and Tree Impact Plan;
Soil Resources Survey and Soil Resource Plan;

unless otherwise amended by any other condition attached to this
consent.
Reason: To avoid doubt and confusion as to the approved details.
3. Prior to the occupation, 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. 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:

- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets,
 - woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

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

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 must ensure that the site will not qualify as contaminated land under Part 2A

of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2006), unless the Local Planning Authority agrees to any variation.

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

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

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

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document 'Land Contamination: A guide for Developers' (July 2006), 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.

7. 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 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. No development on the drainage works shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul flows. Thereafter the approved scheme shall be implemented in accordance with the agreed details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
12. Surface water flows from the development shall only communicate with the public surface water sewer through an attenuation device that discharges at a rate not exceeding 5 l/s.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.
13. The development shall be implemented in accordance with Section 4.2 and 5 of the dormouse mitigation strategy attached at Annex B of the Cardiff Three Schools – Howardian, Ecological Impact assessment by Morgan Sindall dated Nov 2016 and drawing titled Morgan Sindall Cardiff Three Primary Schools, Howardian Primary School General Arrangement Landscaping LC PMcC 1:200 SEP/16 60767/GA/001F.
Reason: In the interests of safeguarding a protected species habitat.
14. Works that could effect on site vegetation shall not commence until the applicant has provided confirmation to the Local Planning Authority that a license has been issued by Natural Resources Wales pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations (2010) authorising the specified activity/development to go ahead.
Reason: In the interests of safeguarding a protected species habitat.
15. No development shall take place until a written scheme of historic environment mitigation which has been submitted to and approved by the Local Planning Authority. Thereafter, the programme of work 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 an archaeological resource.
16. No later than one month after the commencement of development on site 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, hard surfacing materials, proposed and existing functional services above and below ground, planting plans (noting schedules of plants, species, plant sizes and

proposed numbers/densities) and implementation programme. These works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority.

Reason: To maintain and improve the appearance of the area and in the interests of visual amenity.

17. All trees within the site shown for retention on the plan submitted with the application shall be preserved and maintained and in the event of any tree dying, being removed or becoming seriously damaged or diseased within a period of 5 years from the completion of the development a replacement tree of a similar species shall be planted and maintained unless the local planning authority gives written consent to any variation.
Reason: The trees are of value in the local environment and should be protected and maintained in the interests of visual amenity and biodiversity.
18. Notwithstanding the details indicated in the application no development on the exterior facades of the school building shall take place until samples of the external finishing materials together with their pattern and distribution 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.
19. Notwithstanding the details indicated in the application no means of enclosure to the west of the school building shall be erected before a plan indicating the positions, height, design, materials and type of boundary treatment to be erected has been submitted to and agreed 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.
20. Prior to the 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, contractor parking and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved.
Reason: In the interests of highway safety and public amenity.
21. Any plant installed on the site shall operate as indicated on the noise assessment section 5.3 Plant noise emissions of the Howardian School Ref 1620001734 – AC02 Noise Impact Assessment – Howardian Primary School and maintained to that effect.
Reason: In the interests of the amenities of adjoining residents.

22. Where the tree belt is removed along the southern boundary of the school a solid screen fence 1.8m high above the level of the path south of the school building shall be erected prior to the school being brought into beneficial use and then retained until the hedgerow shown on drawing 60767/GA/001F reaches a minimum of 1.8 m high.
Reason: In the interests of privacy of adjoining occupiers.
23. Prior to the school being brought into beneficial use details of two covered cycle storage areas shall be submitted to and approved by the local planning authority, and shall then be constructed in accordance with the approved details and retained thereafter.
Reason: To help promote sustainable travel and in the interests of visual amenities.
24. The car parking area shall be completed prior to the school being brought into beneficial use and shall be retained thereafter for this purpose.
Reason: To ensure sufficient staff car parking is available and to comply with policy KP8 of the LDP.
25. Prior to first beneficial use of the school, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The School Travel Plan shall set out proposals and targets, together with a timetable to limit or reduce the number of single occupancy car journeys to the site, and to promote travel by sustainable modes. The School 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 School Travel Plan shall be submitted annually for a period of 5 years to the Local Planning Authority for approval in writing, commencing from the first anniversary of beneficial occupation of the school.
Reason: To encourage sustainable transport and effect modal shift to non-car modes.
26. Details of the following road safety measures shall be submitted for the written agreement of the Local Planning Authority and then be implemented prior to the development being brought into beneficial use:
- Yellow box markings on Colchester Avenue at its junction with Hammond Road;
 - Right turn lane markings at the Colchester Avenue/Waterloo Road traffic signals;
 - Parking restrictions and crossing points on Hammond Way in the vicinity of the school access to create a school safety zone;
 - Parking restrictions and crossing point on Hampton Court Road in the vicinity of the pedestrian access to create a school safety zone;
 - Parking restrictions at the junction with Attfield Close;
 - Parking restrictions on Hammond Way opposite its junction with Woosnam Close,

- Parking restrictions on the north west side of Hampton Court Road extended in a north easterly direction to and including the cul-de-sac junction;
- Tactile kerb crossings on Hammond Way and at the junction with Woosnam Close.

Reason: In the interests of highway safety

27. The existing pedestrian (but not vehicular) link from Hampton Court Road shall be retained in perpetuity.

Reason: To ensure satisfactory pedestrian access to the school from the north.

28. The floodlighting for the carpark area shall not be operated between 11pm hours and 7am hours. Light into neighbouring residential windows generated from the floodlights shall not exceed 5*Ev (lux) (vertical illuminance in lux).

- Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.
- The floodlighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 2.5/5*%.

Reason: In the interests of the amenities of adjoining residents

29. Details of the position of security lighting to be erected within the school grounds and the timing control arrangements and the arc of coverage of the CCTV units shall be submitted to and agreed in writing by the local planning authority prior to their installation.

Reason: To safeguard the amenities of adjoining occupiers.

RECOMMENDATION 2 : This development falls within a radon affected area and may require basic radon protective measures, as recommended for the purposes of the Building Regulations 2010.

RECOMMENDATION 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

- determining the extent and effects of such constraints;
- 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.

RECOMMENDATION 5 : The applicant is advised to have due regard to the advisory notes provided by consultees.

RECOMMENDATION 6 : Prior to the school being brought into beneficial use and subject to any associated Traffic Regulation Orders being approved the “No Waiting”, “No Waiting/Loading” and “School Keep Clear” road markings and signage, and junction Buildout and bollards identified in the Transport Report dated Oct 2016 prepared by Cardiff City Council; and the “School Safety Zone Gateways” detailed on Appendix 8 of the Transport Assessment be provided.

RECOMMENDATION 7 : Any tree that is in a dangerous condition should be felled and any branches that are dangerous or likely to become dangerous shall be lopped provided that:-

- A dormouse licence has been obtained from NRW
- No dormice are harmed during clearance
- There is no net loss of habitat, in other words, compensatory planting takes place elsewhere before the trees are removed
- The bat roost potential of the trees is assessed beforehand, and if any bat roosts are identified, then the appropriate licences and mitigation are in place
- There are no other objections on arboricultural grounds
- Tree removal takes place outside the bird nesting season

RECOMMENDATION 8 : 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.

1. **DESCRIPTION OF DEVELOPMENT**

- 1.1 The proposal is for full planning permission for an English language two form entry primary school and nursery in a new two storey building measuring 20m x 68m (2477 sq m). The school will have a grey standing seam pitched roof (part covered in photovoltaic panels to generate 0.02 MW). Walls would be of buff brick to ground floor and upper floors in white render and grey curtain walling. The halls, kitchen and plant room would be finished in red and grey rainscreen cladding panels. Entrance to the nursery will be separate from entrance to the primary school. The school will be orientated along a generally north south axis and would be 19m from the nearest dwelling to the south.
- 1.2 There will be 2 reception classes, nursery and 2 classes on the ground floor and 8 classes above. In addition there would be various ancillary rooms including a hall on both floors.
- 1.3 The proposed car park would accommodate 29 car parking spaces. 20 covered cycle spaces are to be provided adjacent to the main primary school entrance. A separate servicing area is to be provided. All these elements would be sited in front of the school.
- 1.4 To the rear of the school there will be a tarmac area for use for netball/football, a MUGA, 5 aside grass pitch, forest school space and play area. A band of trees along the eastern and southern boundary would for the most part be retained but where a section of trees would be removed a row of trees will be planted.
- 1.5 The school would accommodate 420 pupils and the nursery 48. There would be 20 teachers, 16 teaching assistants and 14 ancillary staff. The school would be open 08.55 -15.15.
- 1.6 The application has been accompanied by a Pre –Application Consultation Report, DAS, Biodiversity Survey and Report, Land Contamination Assessment, Noise Impact Assessment, Transport Assessment, Draft Waste Management Strategy, Geo-Environmental Investigation and accompanying plans.
- 1.7 The current application is the first of 3 identical primary school proposals; the others are at Lewis Street and Hamadryad. These three schools will be developed as a package with staggered commencement dates. The design and build programme for these schools is intended to provide modern educational facilities in a cost effective manner and within a tight timeframe.

2. **DESCRIPTION OF SITE**

- 2.1 The site is 1.3ha in area. The site is generally rectangular in shape along its northern, southern and eastern boundaries and follows the angled line of an internal road along its western boundary. The site is mainly level with a 3m wide 1:2 slope along its northern boundary and a fall of 1.1m from north to south.
- 2.2 The site comprises an unused tarmac car park and an unused grass play area, separated by a high laurel hedge. A previous building on the site has been cleared from the front of the site. There is a belt of trees along the southern and eastern boundary.
- 2.3 There is housing bordering the site along the eastern, western and southern boundaries. The site is adjoined to the north by the Howardian centre, part of which is currently used as a primary school. The proposal does not include the Howardian centre to the north which would share the same access road leading to the proposed school.
- 2.4 Vehicular access to the site is from Hammond Way. Hammond Way is accessed off Colchester Avenue from a traffic lights controlled junction.

3. **SITE HISTORY (since 1997)**

- 3.1 08/1320 Demountable classroom to replace fire damaged classroom in same location approved 24/06/2008 (aerial photos do not identify classroom on this site after 2008).
- 3.2 16/0369 Demolition of Youth Club approved 20/04/2016.

4. **POLICY FRAMEWORK**

- 4.1 The following LDP policies are considered relevant.
 - KP5 Good Quality and Sustainable Design
 - KP8 Sustainable Transport
 - KP12 Waste
 - KP13 Responding to Evidenced Social Needs
 - KP14 Healthy Living
 - KP15 Climate Change
 - KP16 Green Infrastructure
 - 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
 - C1 Community Facilities
 - C3 Community Safety/ Creating Safe Environments
 - C4 Protection of Open Space
 - C6 Health
 - C7 Planning for Schools
 - T1 Walking and Cycling
 - T5 Managing Traffic Impacts

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 (i) Shared Regulatory Services states: The following report was submitted as part of the application:

Earth Science Partnership; October 2015; Geo-Environmental Investigation Report Ref: 6000b.2359

The above includes, a desk top study and an intrusive investigation, and an assessment of the potential risks to human health and these are taken into consideration in relation to my recommendations with regard to planning consent, (should this be granted).

With regards to potential risks from ground gases, the investigation and assessment provides a reasoned assessment and identifies the need for ground gas protection measures. An amended condition for ground gas protection measures is recommended, requiring submission of the appropriate information and subsequent verification of measured proposed.

With regards to the contamination assessment, the above report has provided information based on commercial end use. The report identifies low levels of contamination that are not of concern within a commercial context. However, it also advises the need for re-evaluation/assessment should the proposals differ and/include 'green growing or garden projects be included'.

Information submitted as part of the application indicates this to be a proposed primary school (with nursery); additionally school garden areas, outdoor nursery areas and forest school areas are identified. A contamination assessment, incorporating the risks to child and adult receptors is needed for any areas of the development where there is risk of exposure to potential contaminants. An amended contamination assessment condition is requested (the desk study and site based elements are excluded) along with the standard remediation and unsuspected contamination conditions

Shared Regulatory Services requests the inclusion of the 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.

- (ii) Shared Regulatory Services also state: The document details all issues raised in Chapter 2 "Summary of Consultation Comments" under the 'Amenity' sub-section;

- Construction traffic management issues; and
- Air Quality issues due to increased CO₂ emissions increased from idling cars

These statements fail to detail all the particular emissions associated with this development and fail to address concerns that potential air quality impacts, as a result of the works and completed development could have on identified sensitive receptors, these being both human and ecological receptors.

It must be highlighted that Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀) are also traffic derived emissions and their impacts on air quality needs to be acknowledged. Such emissions would be derived from the construction

vehicles and machinery used on site during the development and also from the cars of teachers and parents once the development is complete. It must be noted that the Air Quality Management Areas (AQMA) established in Cardiff have all been assigned based on increased/ exceeding levels of NO₂ traffic derived emissions, therefore it is very concerning to find that NO₂ has not been considered or detailed.

In terms of dust emissions, making reference to my previous comment, this is another pollutant which needs to be identified and is failed to be defined. As stated;

In reference to the development stage, in accordance with IAQM "Guidance on the assessment of dust from demolition and construction" Chapter 6, Step 1, Box 1 highlights certain screening criteria which needs to be considered and if a development qualifies for an assessment. The document states "An assessment will normally be required where there is: a 'human receptor' within: - 350 m of the boundary of the site; or- 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the site entrance(s)." It is apparent that adjacent to the development are areas of residential dwellings (Hammond Way & Woosmam Close), therefore satisfying the 'human receptor' criteria stipulated and the need for an assessment to be produced.

As emphasised, please make applicant aware that following the recent submission of ecological reports which addresses specific species in close proximity to the site, it would be best of best practise to quantify the potential pollutant impacts on not just 'human' receptors but also 'ecological' receptors.

(iii) The developer submitted further information in respect of air quality and the following revised comments were submitted by Shared Regulatory Services:

I can confirm I am satisfied by the traffic report and the conclusions and theories surrounding a reduced AADT due to the nature of the development;

And

I am satisfied that the Construction Management Plan would encompass the control of dust emissions during the construction phase of the proposal.It was highlighted in an ecological report of the potential for dormice being located in close proximity to the site. The findings of the report confirmed that no dormice were present therefore this factor does not need to be taken into consideration when assessing the potential impacts of air quality.

5.2 (a) The Tree Officer stated in respect of the original submission that:- The overall acceptability of this scheme, which necessitates quite significant loss of/disturbance to existing tree cover and vegetated soil, is dependent on the following: -

- Development being implemented in accordance with an approved Arboricultural Method Statement and Tree Protection Plan.

- Development being implemented in accordance with an approved Soil Resource Plan informed by a Soil Resource Survey, prepared in accordance with the 2009 DEFRA Code.
- Development being implemented in accordance with an approved landscaping scheme that has been informed by the Soil Resource Plan and comprises a scaled planting plan, plant schedule, tree pit section and plan views, topsoil and subsoil specification, planting methodology, 5 year aftercare methodology, long-term aftercare methodology for woodland planting in accordance with advice in the Tree Survey and an approved Arboricultural Method Statement.

I have attached an annotated version of the general arrangement landscape plan, suggesting some amendments to the palette to increase diversity, whilst maintaining the 'flowering and fruiting' theme. It seems likely, based on the geo-environmental information, that a re-usable soil resource will be available, but one that may be sensitive to mishandling, resulting in significant loss of functionality. Subsoils may need to be imported to ensure larger planted stock is not set on poorly drained, poorly aerated subsoil. I have suggested that *Crataegus laevigata* be considered for use in the woodland edge and woodland management area, based on the possibility that soils are 'heavy' and moisture retentive.

(b) The Tree Officer states in respect of the revised landscaping details received on 06/01/17 that:- I have no adverse observations with regard to the amended landscape plan. Full specification details (except for scaled planting plan and plant schedule) will be required in support as per bullet three of my original comments.

- 5.3 The Waste Management Officer states:- Plans detailing refuse storage are acceptable. This area must be retained as refuse storage for future use.

The Waste Management Strategy has also been noted and is acceptable.

- 5.4 The Highway Officer states:-

I note and share many of the concerns expressed by local members with respect to the impact of on-street parking by large numbers of parents dropping off/collecting children at the start and end of the school day.

However, such issues will invariably occur in the vicinity of any school – though especially a primary school, and these have been thoroughly investigated by this Service Area prior to submission of this planning application and a number of recommendations to address highway safety issues are contained in the Addendum to the Transport Report which was produced at the time – and which is referenced in para. 4.7 of the Transport Assessment from the Peter Evans Partnership.

These works include; the provision yellow box markings on Colchester Avenue at its junction with Hammond Road, right turn lane markings at the Colchester Avenue/Waterloo Road traffic signals, parking restrictions and crossing points

on Hammond Way in the vicinity of the school access to create a school safety zone, parking restrictions and crossing point on Hampton Court Road in the vicinity of the pedestrian access to create a school safety zone. There are also further recommendations with respect to; parking restrictions at the junction with Attfild Close, further parking restrictions on Hammond Way opposite its junction with Woosnam Close, an extension to previously proposed parking restrictions on Hampton Court Road, and tactile kerb crossings on Hammond Way and at the junction with Woosnam Close.

I'd therefore have no objection subject to a condition requiring that details of the measures described in the preceding paragraph be submitted to the LPA for approval, and implemented prior to beneficial occupation. I'd also suggest a second recommendation advising the applicant of the need to secure the consent of the Operational Manager, Network Management – via 'networkmanagement@cardiff.gov.uk' – prior to carrying out the approved works on the adopted highway.

Further standard conditions will be required with respect to the provision of a Travel Plan, a Construction Management Plan – and to the provision and future retention of the proposed car parking and cycle parking arrangements.

Whilst I acknowledge the concerns raised by Cllr Kelloway I'd reiterate that parking by parents dropping off/collecting children is a problem at all primary schools, and indeed have been experienced on Hampton Court Road in connection with the existing school – and subject to the aforementioned measures I'm satisfied that the new school will operate satisfactorily and safely. I don't consider that the creation of a vehicular link between Hammond Way and Hampton Court Road – though the school site - is at all advisable, and in fact would have the effect of negating the benefits which would be achieved by the provision the School Safety Zone.

My understanding is that in due course the existing school site is to be developed for housing – at which point the current problems on Hampton Court Road would effectively transfer to Hammond Way. In order both to mitigate this, and also improve ease of pedestrian access to the new school, I consider that a pedestrian (but not vehicular) link is an essential requirement. Such access to the new school via the existing school site is currently available and it's essential that this be maintained in the future.

The Highway Officer queried the appropriate mechanism for ensuring this – either by condition, or/and perhaps a second recommendation advising the applicant that the continuation of such a pedestrian link should be incorporated into future proposals for the existing school site.

6. EXTERNAL CONSULTEE RESPONSES

- 6.1 GGAT has raised no objection subject to a condition. Pen y Lan roman settlement a scheduled monument is 500m away and numerous artefacts have been found in the vicinity.

- 6.2 Welsh Water has raised no objection subject to two conditions.
- 6.3 South Wales Police have no objection to this development and having viewed application are satisfied with the community safety measures that are included in the proposal.
- South Wales Police are engaged in consultation with the developers to ensure the school is built with high levels of safety and security.
- 6.4 Wales and West Utilities identify a pipeline from Hammond Way to the entrance of the Howardian site.
- 6.5 NRW does not object subject to two conditions.

7. **REPRESENTATIONS**

- 7.1 This application has been advertised on site at the end of Hampton Court Road and on Hammond way close to the entrance to the Howardian Education centre and in the press. Local Members and 45 adjoining residents have been notified.
- 7.2 Councillor Joe Boyle states:-

I am writing in relation to a specific element of the planning application for the new Howardian Primary School (16/02710/MJR), namely the plans for tree management.

The Tree Impact Plan makes reference, among much else, to the shelterbelt that runs to the south of the site. The northern part of this shelterbelt will be removed. However, I am concerned and disappointed that there are no plans at present to deal with the southern part of the shelterbelt, in particular where it borders the Wales & West homes on Hammond Way.

Since 2012, I have made numerous requests on behalf of residents in those homes, who have been plagued by the trees that overshadow their homes. The worst problems are caused by the line of trees that immediately border their homes, particularly when the wind picks up.

As proof of their concerns, a large branch recently fell from one of those trees into one of their gardens. I raised this concern (member query 01FP680495), together with photographic evidence, on 21st September. In that query, I raised the hope, as I have done elsewhere, that the development of the Howardian site would provide the perfect opportunity to deal with the row of trees that border those homes on Hammond Way.

Indeed the tree impact plan acknowledges the risk that the trees in the rear of shelterbelt pose, a risk that will be exacerbated by the removal of shelterbelt elsewhere:

‘... the retained trees to the rear are likely to require further consideration and assessment to ensure that their increased exposure does not leave them

vulnerable to wind damage. Some thinning of the group is likely to be advisable in order to remove unduly tall and slender trees and to provide space in which the better specimens can develop to better effect.'

It is therefore frustrating that the actual proposals outlined in the tree impact plan have failed to take into account residents' concerns, the many years of canvassing on their behalf and the acknowledgement in the impact plan that some thinning is advisable.

We have witnessed the risk these trees pose to residents. The building of the school, should it get permission, will see tree specialists on site, with their equipment. It would be ludicrous to pass up the opportunity to use them to solve a long-standing and acknowledged problem. Failing to act now will, in due course, have a more costly impact.

I would therefore ask that a condition be attached to any permission stating that at least the first row of trees in the shelterbelt bordering homes on Hammond Way be removed.

7.3 Councillors Kelloway and Boyle state:-

We wish to express our general satisfaction that Cardiff Council, in acknowledging the shortfall in primary phase school places in the Penylan area, has generated plans for a two forms of entry primary school (plus nursery provision) to meet the rising demand that exists locally for such provision. We accept that the council was constrained in the options available to it for the location of the school and that the Council has had to deliver the school over a time-scale that is less than ideal. We, therefore, broadly welcome the proposals set out in the planning application documentation.

However, there is a point of detail which we believe warrants further consideration at the planning stage. This was raised as a point of concern when we responded to the "21st Century Schools Consultation Document 2014" on "The provision of additional English-medium primary school provision in Cyncoed, Penylan and parts of Plasnewydd" and as part of our submission to the pre-planning application consultation process. This concern was raised with the Schools Service nearly two years ago (2014) and it is, therefore, a matter of disappointment that it has not been adequately addressed in the planning application documentation. Our concerns are set out below:

The fact that the new Howardian School can only be accessed from roads that are cul-de-sacs means that parents who choose to transport their children to and from school by car will inevitably need to carry out reversing manoeuvres at or near the school gate(s). From a road safety perspective, such manoeuvres must be avoided at all costs and this could be achieved by the incorporation in the plans of a traffic management system that avoids the need for cars to turn around at the school gate(s) and which would enable motorists to proceed in forward motion at all times. The Howardian Centre occupies a large site which would be capable of accommodating a traffic circulatory system, with dedicated safe drop off/pick up points for pupils within the school curtilage.

The current school, in temporary accommodation at the Howardian Centre, serves 120 primary pupils plus 32 in the nursery. Even at these modest levels traffic congestion and dangerous vehicle manoeuvres in Hammond Way and Hampton Court Road can already be observed on a daily basis. When the planned school is fully operational it will serve 420 primary pupils and a 48 place nursery. The current congestion, parking and reversing problems will be compounded many times. There are school sites in Cardiff where traffic gridlock and road safety hazard are a daily fact of life and, due to the particular local circumstances, the council is powerless to take any action other than introducing reactive schemes such as school safety zones on the highway. At the proposed new Howardian School the council has the opportunity to deploy proactive measures to manage the inevitable traffic that will be attracted to the location. The Howardian Centre site is large enough to accommodate a safe, off-road, traffic circulatory system and we urge the council to take the opportunity to incorporate such a system into the plans for the new school at the planning stage when it is still possible and before the proposals are set in stone.

The transport assessment places great stress upon the policy which expresses the desire that pupils should be encouraged to travel to school by means other than the private car. However, it nevertheless acknowledges that many journeys will take place by car and it proposes reactive measures, such as school safety zones, to address this. The transport assessment seems to take no account of the fact that Hammond Way and Hampton Court Road are cul-de-sacs with restricted width (Hammond Way, for example, is only six metres wide) and that they do not have the capacity to permit heavy parking and reversing manoeuvres. Nevertheless the transport assessment feels able to draw the conclusion that "There is no reason to suggest that the proposals would give rise to road safety issues." The evidence, which can be currently observed on a daily basis at the school gates, would seem to be at odds with the conclusions of the transport assessment. It is our contention that the assessment is flawed and cannot be relied upon as an accurate representation of the likely problems that will arise.

We note, also, that parking provision within the school site will be inadequate to accommodate the likely demand from staff and potential visitors such as peripatetic practitioners etc. There could be a shortfall of a dozen or more parking spaces compared with the likely demand. The transport assessment report concludes that: "Adequate off-site parking is available. This would not adversely affect residents." This statement stretches the bounds of credibility and betrays a lack of local knowledge or sound reasoning on the part of the report's authors.

As local elected members, we support the council's aspiration to provide a new primary school in Penylan. However, something which has the potential to be a great success that sits well with its immediate community and surroundings could be soured by a lack of proper forethought, planning and understanding combined with an unwillingness to receive advice based upon local knowledge and experience.

On the back of that local knowledge, we were surprised by the transport assessment provided by the Peter Evans Partnership, which claimed 'there is no reason to suggest that the proposal would give rise to road safety issues.'

We queried that conclusion during the pre-application consultation phase, having already witnessed and received accounts from residents of the very road safety issues we had anticipated.

Indeed, included in the papers for the full application is a separate transport report, written in October 2016 by the council's transport projects team. It catalogues a series of road safety issues that are already occurring in Hampton Court Road and Hammond Way, despite the fact that the school is not yet even half full. In other words, the problems local councillors identified in 2014 are already coming to pass and acknowledged as such by the council itself. It is therefore mystifying that the report from the Peter Evans Partnership continues to be a part of the supporting evidence for the proposal while still maintaining 'there is no reason to suggest that the proposal would give rise to road safety issues.'

This is a stark illogicality. The proposal is already giving rise to road safety issues. To pretend otherwise is simply to bury one's head in the sand and hope the problems will magic themselves away.

Therefore, in the interests of community cohesion, neighbourly relations, road safety and pupil security we urge the Planning Committee, if it is minded to grant this application, to attach conditions which:

- Require the applicant to incorporate sufficient parking capacity within the school site for employees and visitors to the school in order to remove the need for vehicles to be parked in the adjacent road network.
- Require the applicant to incorporate a properly considered traffic management system within the school site which would enable parents and visitors to the school to drop off and pick up children in a safe and controlled manner without the need for vehicles to turn around in the adjacent cul-de-sac roads that serve the school.

7.4 A local residents objects against the demolition of one school to build another and against the traffic the school will generate, as parents are already parking in Hammond Way causing highway dangers which could then result in injury or worse.

7.5 The developer undertook a Pre-application Consultation which generated 29 responses of concern from local residents. Pre-application consultation is a relatively new procedure introduced by the Government which may have inadvertently led to the limited public response received since this application was publicised. The responses received with the Pre-application Consultation Report focussed primarily on site specific and wider highway concerns, required highway improvements, amenity issues and ecology.

8. **ANALYSIS**

- 8.1 The provision of a new primary school including a nursery to serve this area is welcome and in line with LDP policies. Nevertheless there are three major issues that need to be considered in the assessment of this proposal having regard to LDP policies concerning design quality, consultation responses and representations.
- 8.2 In terms of design quality the following issues were raised with the applicant's agent and the agent's responses are reproduced below:-

Boundary Treatments

- 8.3 A good boundary treatment to the front of the site is required, including brick and/or railings, rather than what appears to be a lower quality and less attractive mesh fence.

Applicant response - Alternative boundary treatments to the front of the site to complement those required to meet secured by design requirements can be provided and options are being developed following confirmation of secure line by insurers. We believe railings may be a good alternative to the front of the site.

The applicant has submitted amended plans showing revised boundary treatments with a 600mm wall with shrub planting fronting the road and hedging around the perimeter of the car park.

A condition (19) relating to final boundary treatments details would be accepted to allow final details to be agreed with the end user.

Staff car parking

- 8.4 The primary school places staff car parking right at the entrance of the scheme and require all people to navigate past this parking to access the site. This arrangement does not give suitable prominence to walking and cycling. Could not the parking be located next to the building, on the right, and the pedestrians and cyclists be given due prominence in the engineering priorities.

Applicant Response - Staff will be arriving to the school before pupils and will leave after pupils at the end of the day - the timing of the associated movements is such that this is not considered to result in a conflict. Parents will not be permitted to drive onto the school site.

The location of the area of car parking seeks to ensure that vehicle movements in the site are confined to the area immediately adjacent to the entrance and do not extend into the site longer than necessary.

An annotated plan to show access arrangements more clearly has been submitted. This highlights that the main pupil access route will be from the south, away from the car parking area. Pupils will access their classrooms from

the playground using individual external classroom doors.

Parent Waiting Area

- 8.5 The waiting space for parents seems quite small given the number of potential parents who might wait to pick up children and a designated service area is probably an inefficient use of the front of the site in this area. Could not the servicing be in some kind of shared arrangement with the parking, or within a larger waiting area for parents.

Applicant Response - The waiting area adjacent to the main entrance was provided as an interim arrangement before the gates of the school were opened. Parents would then be allowed beyond the secure boundary of the school into the playgrounds to collect pupils.

The suggestion of hard surfacing with benches etc can be taken forward as part of the more detailed landscape design. The comments from the Tree Officer on landscaping are such that a suitable condition has already been recommended and if deemed appropriate the suggestions could be addressed as part of that process.

(The applicant has submitted amended plans which enlarges the area parents could wait for children).

Materials

- 8.6 Whilst the prominence of the hall is appreciated, there was concern that the panels might be "quick to date". The plant room is located on the frontage, which is not a great treatment.

Applicant response - The suitability of the proposed panels is being explored and options will be developed. We would welcome a suitable condition on this matter.

The plant room has been sited to avoid the need for maintenance staff to access the playground of the school. This is located adjacent to the utilitarian part of the building within the service yard.

We understand that the Howardian Centre is scheduled to be demolished in the future and therefore the choice of brick was chosen to give the school its own identity.

The applicant has submitted an amended plan with revised proposed elevations to include an amended cladding panel colour pattern/arrangement and new nursery signage. In addition, one of the plant room doors has now been removed from the frontage, while a new window has been added to the western elevation.

A condition (18) relating to final materials and architectural/cladding details would be accepted to allow final details to be agreed with the end user.

Orientation

- 8.7 Given the size of the site the design would result in a gable within 5-8m of the neighbouring gardens, despite the tree/shrub planting. Given the parking issues, is there scope to re-orientate the school on the site?

Applicant response - We explored orientating a building along an east west axis rather than a north south one. There were two reasons why we discounted this solution:

- 1) By rotating the building 90 degrees this occupies a large part of the site. This divides the external playground areas into two with the northern part significantly shaded by the building and would likely to feel very enclosed with the existing bank to the north.
- 2) The building relies on natural ventilation, by orientating half of the teaching spaces facing south the levels of overheating increase significantly.

Ground Floor Layout

- 8.8 The ground floor appears to be quite complicated and the reception area seemed quite limited.

Applicant response - The reception area has been sized based on the anticipated staff and visitor movements to this area and our experience on other schools. As all pupils will use the individual classroom entrances a larger reception area was not considered necessary.

- 8.9 The applicant also responded to other issues as follows:-

The comments regarding the nursery and main entrances are noted and options to improve the legibility of these areas are being explored. (The applicant has subsequently submitted an amended plan with clear signage of the nursery location).

A covered cycle store would be provided and the design of this structure can be agreed to ensure it doesn't detract from the main entrance. Amended plans have been submitted showing that Cycle storage has also been increased to 40 spaces with provision close to the two entrances to the site.

We envisage pupil bike/scooter parking being provided within the main playground and that the cycle parking adjacent to the main entrance would be used predominantly by staff and visitors.

- 8.10 Consultation Responses can be addressed by means of suggested conditions and the advisories have already been forwarded to the applicant.

- 8.11 In terms of representations three issues have been highlighted. One is in

respect of the maintenance of existing trees on site, a second relates to the adequacy of parking for staff and with parents bringing/collecting children from school by car.

- 8.12 Councillor Boyle's comments appear primarily targeted at tree maintenance along the southern boundary of the existing site. The Council as landowner has a duty to ensure that these trees don't endanger local residents. However, the Authority also has a statutory duty to safeguard protected species and their habitats. It should be possible to remove the line of trees in question provided that:-
- A dormouse licence has been obtained from NRW
 - No dormice are harmed during clearance
 - There is no net loss of habitat, in other words, compensatory planting takes place elsewhere before the trees are removed
 - The bat roost potential of the trees is assessed beforehand, and if any bat roosts are identified, then the appropriate licences and mitigation are in place
 - There are no other objections on arboricultural grounds
 - Tree removal takes place outside the bird nesting season
- 8.13 Proposed conditions 13, 14, 16 and 17 and Recommendation 7 seek to safeguard protected species habitats and promote good landscaping, including the need for proper tree maintenance.
- 8.14 The Design and Access Statement explains that there will be significant removal of part of the southern tree belt south of the school building. There is also recognition that the tree belt has had very little management. The retained woodland belt will be 6m wide and will undergo management and enrichment planting.
- 8.15 In respect of the parking and highway safety issue raised by both local Members and a local resident the Highway Officer has confirmed that these issues have been thoroughly considered and there a number of recommended highway controls to address this. The Highway Officer has no objection to this proposal.
- 8.16 The Transport Assessment identified 263 on street parking spaces within approximately 5 minute walk of the school. The changes proposed to restrict parking around the school would reduce availability by 29 spaces. The Assessment identified that existing on street parking demand and that anticipated from the proposed school would be up to 230 spaces. This would provide sufficient space for school drop off and pick up and any staff parking not accommodated within the school within 400m of the school, without cars encroaching onto drive ways or footways. The majority of this parking would last for a limited duration. Parking would be monitored through a Travel Plan and parents would be further encouraged to make journeys by non-car means to reduce the demand for temporary on street parking.
- 8.17 The current parking standards do not identify parking numbers for schools. The former parking standards would have required a maximum of 43 spaces plus

provision for accessible spaces. The Transport Assessment states that the provision of 27 spaces plus 2 accessible spaces is appropriate.

- 8.18 The first parts of Policy KP8 are particularly relevant as it refers to achieving a target of 50:50 modal split between journeys by car and journeys by walking, cycling, and public transport; reduce travel demand and dependence on the car; and enable and maximise use of sustainable and active modes of transport.
- 8.19 Atkins undertook an independent audit of Peter Evans Associates Transport Assessment in November 2016. The audit concluded, as did Peter Evans Associates, that the school would not adversely affect the local highway network.
- 8.20 The applicant states in respect of the parking/highway issues that:-

Cardiff Council's policy is to encourage and promote the increased use of sustainable travel modes. Emphasis is placed on travel by active modes where this is possible and on providing the facilities and opportunities at the school for students to travel by walking, cycling and public transport. Encouraging active travel to school is a very important means of increasing levels of physical activity in children, and tackling growing problem of childhood obesity.

Reducing congestion at the school gate is key to ensuring the safety of pupils and to mitigating impacts on the local neighbourhood. Provision of parent parking places is generally not supported. This is because such provision would promote travel to school by car, generate local traffic, contribute to congestion and reduce pupil safety. Parking facilities provided at schools is generally only for staff and to meet operational needs.

Providing an area within the school grounds for parents to drop-off and pick-up their children would create a road safety hazard. Pupils would be in conflict with cars manoeuvring into and out of parking spaces. Historically, there have been incidents of school pupils sustaining injuries within school grounds due to collisions with vehicles. Consequently, it is recommended that pupils have separate and segregated access within school grounds, and parents should also be prohibited from driving into the school grounds.

The Schools Traffic Management Safety Group (STMSG) is a group of officers from Transport Projects in SPHTT, Schools (Planning and Development) and Health and Safety. The STMSG investigate road safety issues in and around schools. This group has discussed the provision of parental parking within schools and would object to the provision of parental parking within the school grounds.

If a parking area was provided within the school grounds, this would set a precedent and may encourage other schools to provide on-site parking. As such it is not recommended that an area is created within the school grounds to allow parents to drop-off or pick-up their children.

The Active Travel (Wales) Act 2013 places a duty on local authorities to plan for, improve and promote routes for walking and cycling for everyday journeys.

Cardiff Council's LDP sets out that 50% of all trips on the transport network are made by sustainable modes.

The Council has a Local Transport Plan (LTP) which has been approved by the Welsh Government. The LTP identifies the key transport issues relevant to Cardiff, the improvements which are required to address these issues and a prioritised five-year programme of schemes which outlines the infrastructure schemes to be delivered within each financial year. The proposed programme outlined in the LTP includes walking and cycling infrastructure, bus network and junction improvements, 20mph limits and road safety schemes.

The School will be required to have a Travel Plan and to appoint a Travel Plan Co-ordinator to engage with Staff, Pupils and Parents.

The 2010 version of the City of Cardiff Access, Circulation and Parking Supplementary Planning Guidance does not provide parking standards for schools. The 2006 version of the document identified the following:

Maximum of 1 parking space per teaching staff;
Maximum 1 space per 2 ancillary staff.

The proposal includes the provision of 27 staff parking spaces and two disabled parking spaces and therefore accord with the above standards. Providing car parking for all 50 members of staff would involve nearly doubling the size of the proposed car park and reduce the amount of recreational space for pupils. A balance is therefore needed and also one which seeks to avoid cars becoming the default option at the detriment of encouraging more sustainable options including car sharing.

Existing Problems - suitability of the road network and inappropriate parking

In response to comments raised as part of the consultation a Transport Report (October 2016, Cardiff Council) has been prepared that provides additional survey information on the availability of car parking within the vicinity of the school. The report therefore provides an additional evidence base on the parking situation in the vicinity of the school and sets out initial measures to

The report identifies 286 parking spaces available on the adopted highway within a 5 minute walk of the school access points. A total of 234 children are anticipated to be driven to school based on the Council's evidence (annual travel mode surveys) of the modal split of journeys undertaken to school.

The 'Park safe/walk safe or 'Park and Stride' approach encourages parents that choose to drive to the site to park safely away from the school and include walking in their daily route, resulting in less traffic congestion around the school. The Road Safety Education team can provide advice and support to establish a walking bus to the school.

While many comments referred to the inappropriateness of the road network as Hampton Court Road and Hammond Way are cul-de-sac's, a number of through routes are present in surrounding roads, allowing parents who choose to drive to the site to park safely and leave the area in a forward gear.

A series of enhancement works are outlined in the Transport Assessment including:

- Yellow box markings at the Colchester Avenue/Hammond Way traffic signals;
- Right turn lane markings at the Colchester Avenue/Waterloo Road traffic signals;
- Parking restrictions and crossing points on Hammond Way in the vicinity of the school access to create a school safety zone;
- Parking restrictions and crossing point on Hampton Court Road in the vicinity of the pedestrian access to create a school safety zone.

• Each of these measures is being or will be progressed through separate Traffic Regulation Order (TRO) processes. Any additional yellow lining and safety measures will be subject to review and implementation in future.

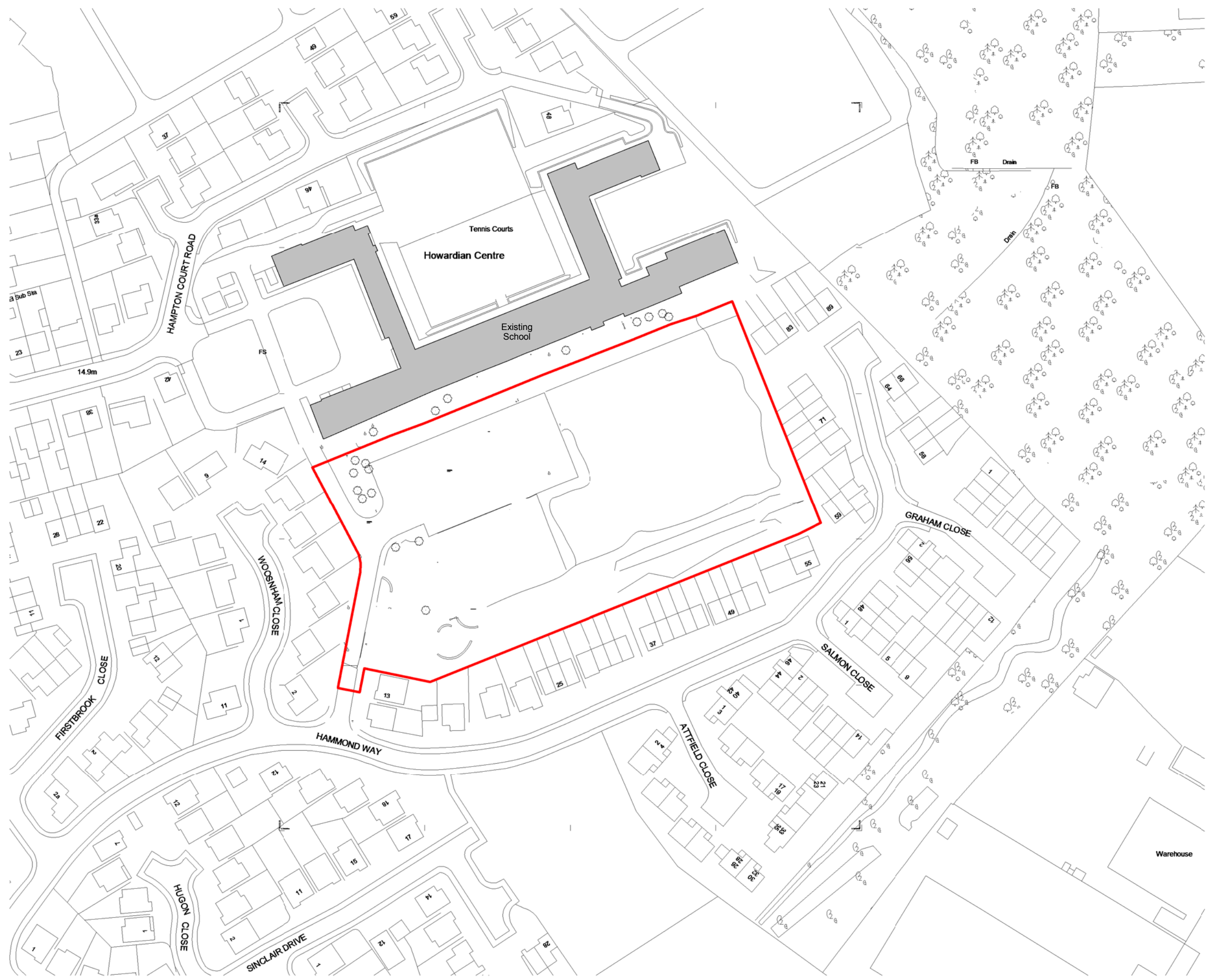
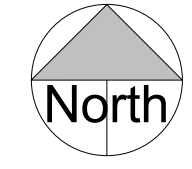
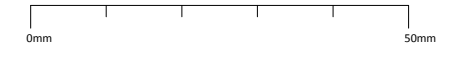
8.20 The windows in the southern elevation of the school will be fitted with obscure glazing and will be some 19m from the nearest dwelling to the south which would protect adjoining residents' privacy.

8.21 The retention of much of the existing tree belt and new planting will help safeguard privacy to adjoining properties. The school is a maximum of 10.5 m high and north of the nearest dwelling. The school would not dominate or overshadow adjoining dwellings in view of the separation distance and location, and future tree planting that will further soften that relationship.

8.22 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.

8.23 The proposal is considered to be acceptable in planning terms subject to conditions and complies with the policies of the LDP. The proposal will provide a modern school and nursery with sufficient external play and sports facilities to serve the pupils, whilst safeguarding habitat for a protected species, and amenities of neighbours and to which the Transportation Officer has no highway objections.

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



PL	PL01	09/11/16	Planning Application
PL	P2	20/09/16	DRAWING ISSUED FOR PLANNING PURPOSES
STATUS	REV	DATE	DESCRIPTION
CLIENT			
CARDIFF CITY COUNCIL			REVISOR GDD
			CHECKED BY AT
			ORIGINATOR NO 150050

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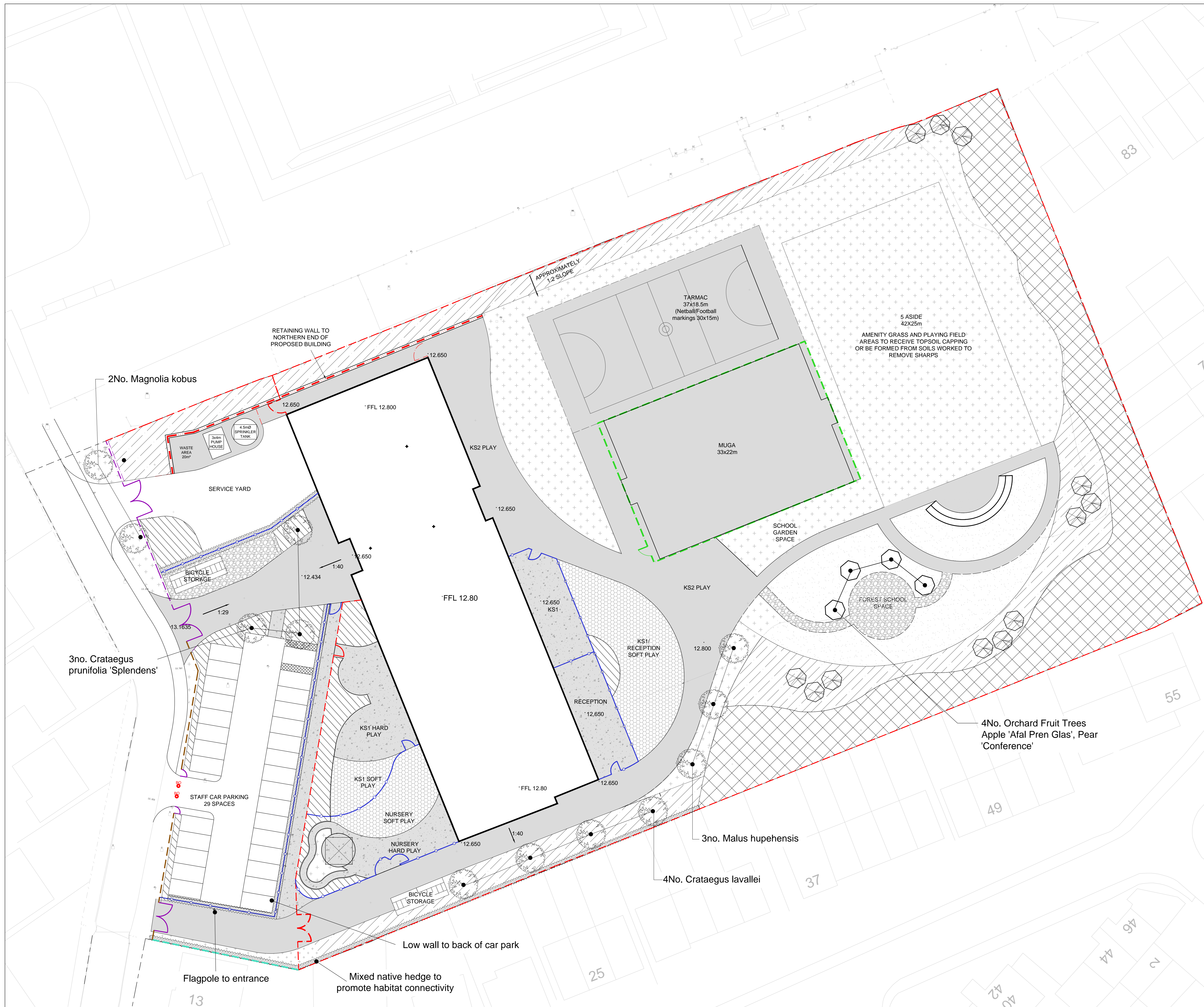
PROJECT
 CARDIFF PRIMARY SCHOOLS
 HOWARDIAN PRIMARY SCHOOL

DRAWING TITLE
 LOCATION PLAN

SUITABILITY STATUS PL : PLANNING	SCALE 1 : 1250 @ A3
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PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER	REVISION
HOW-STL-XX-ZZ-DR-A-XXXX-01001	PL01

Location Plan
1 : 1250



- Woodland management area
Existing woodland to be managed as per Arboricultural Assessment. Approximately 15% of the identified area to receive enhancement planting with native woodland planting at 2.0m ctrs to include:
Corylus avellana, Hazel
Crataegus laevigata
Euonymus alatus, Spindle
Lonicera periclymenum, Honey suckle
- Woodland Edge planting: (transplants planted at 1.5m c/s)
Acer campestre, Field Maple
Corylus avellana, Hazel
Cornus alba, Dogwood
Cornus stolonifera 'Flaviramea', Yellow-stem Dogwood
Crataegus laevigata,
Lonicera periclymenum, Honey suckle
Salix alba 'Chermesina', Scarlet Willow
Salix lanata, Woolly Willow
Sambucus nigra 'Aurea', Golden Elder
Sorbus aucuparia, Mountain Ash
Viburnum opulus, Guelder Rose
- Ornamental shrub species to include:
Choisya ternata 'Orange Blossom',
Elaeagnus pungens 'Gilt Edge'
Hebe 'Autumn Glory',
Hebe albicans,
Hedera helix 'Glacier'
Geranium Johnson's Blue
Jasmin nudiflorum
Lavandula angustifolia Munsted
Sedum spectabile
Viburnum tinus
Verbena bonariensis
Bulbs underplanted:
Allium Purple Sensation and *Narcissus February Gold*
- Native tree planting to be feathered trees (175-200cm):
Sorbus aucuparia, Mountain Ash,
Malus 'foribunda' Crab apple,
Malus 'John Downie' Crab apple
- Specimen tree planting: Heavy Standard (12-14cm girth) *Crataegus x lavallei*
Crataegus prunifolia 'Splendens'
Magnolia kobus
- Orchard tree planting
Apple 'Afal Pren Glas', Pear 'Conference'
- Native Hedgerow Planting - *Crataegus monogyna* (Hawthorn), *Corylus avellana* (Hazel), *Cornus sibirica* (Dogwood), *Acer campestre* (Field Maple), *Viburnum opulus* (Guelder Rose). Planted double staggered row at 8 per lin m, whips 60-40cm size
- Perimeter Fence - Weldmesh 2.1m
- Internal fence - 1.2m steel bowtop fencing
- MUGA fence - Ball Stop 3.0m
- 600mm High Wall and Railing
- 600mm High Wall
- Timber Fence - 2.1m high
- Retractable Bollards
- AMENITY GRASS
Germinal - Mix A24: Wear and Tear
Sowing rate - 20g/m²
- WILDFLOWER MEADOW GRASS
Germinal - Mix WFG2 Flowering Meadow
Sowing rate - 3-5g/m²
- Bitmac: Trafficked areas
- Bitmac: Pedestrian grade
Permeable construction
- Asphalt: Pedestrian grade with contrast colour aggregate chipping surface. Permeable construction
- Safety Surface
Wetpour, Colour - Black. Permeable construction
- Bark chip surface to Forest School space and paths
Play grade bark mulch (10-50mm particle size) 150mm depth over geotextile membrane

REV	DATE	DESCRIPTION	BY
J	06/01/17	FENCING AMENDED, BOLLARDS ADDED AT ENTRY	MS
I	20/12/16	FENCING ENTRY AMENDED, HEDGE ADDED	KD
H	20/12/16	FENCING ENTRY AMENDED, HEDGE ADDED	KD
G	06/12/16	RETAINING WALL OMITTED, TREE SPECIES AMENDED, EXTERNAL LEVELS REVIEWED	LC
F	08/11/16	LANDSCAPE PLANTING, VEHICLE TRACKING AND LEVELS AMENDED	LC
E	02/11/16	EXTERNAL LANDSCAPE PLANTING AMENDED	LC
D	31/10/16	MUGA SIZE AND POSITION ALTERED	LC
C	25/10/16	ACCESS AND PLANTING TO SOUTH OF BUILDING REVISED	LC
B	21/09/16	GRASS REGIME AMENDED TO 5.4 SIZE FITCH	LC
A	21/09/16	ADDITIONAL PLANTING TO BOUNDARY AND WASTE DISPOSAL AREA IN SERVICE YARD	LC

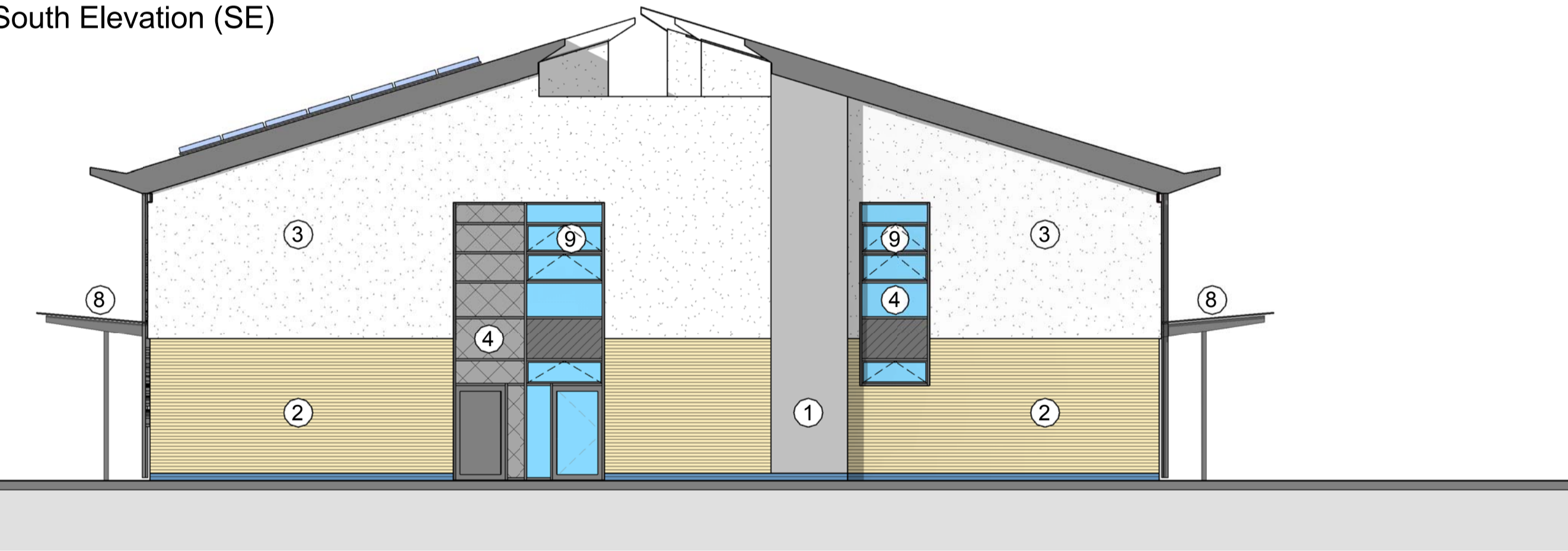
Environmental Consultants: Planners
 Landscape Architects: Landscape Managers
 Urban Designers: Ecologists
 Morgan Sindall
 Cardiff Three Primary Schools
 Howardian Primary School
 General Arrangement Landscape
TACP
 10 Park Grove Cardiff CF10 3BN T:029 2022 8966
 Drawn LC Checked PMcC Scale 1:200 Date SEP/16 Office Cardiff Draw No 60767/GA/001J



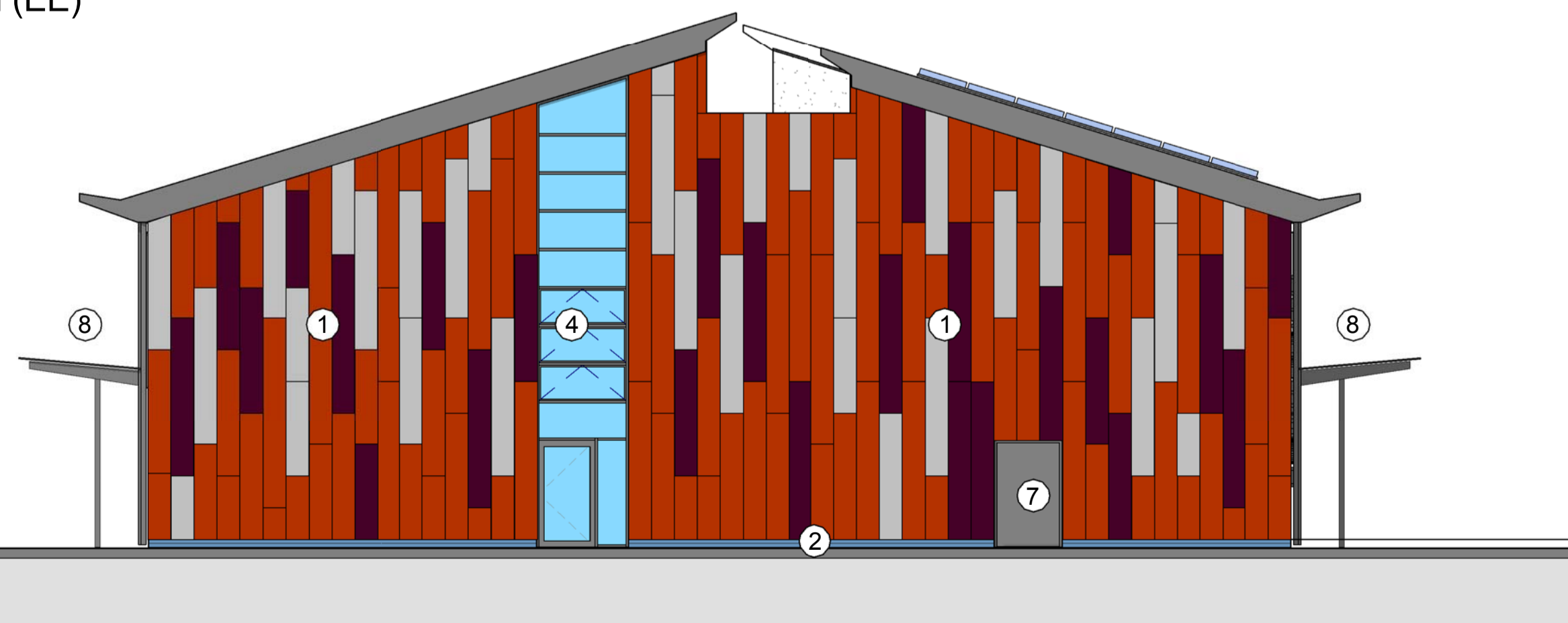
Proposed North Elevation (NE)
1 : 100



Proposed South Elevation (SE)
1 : 100



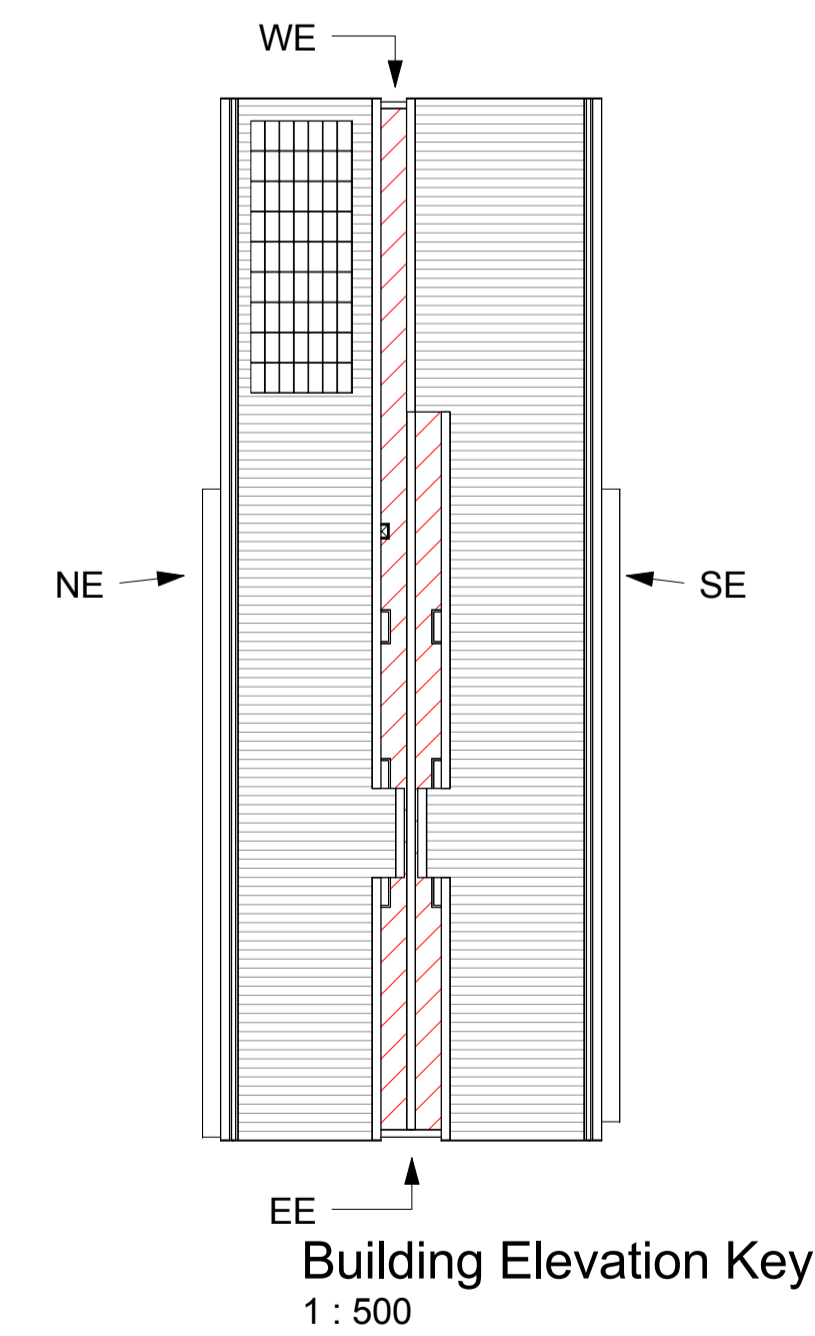
Proposed East Elevation (EE)
1 : 100



Proposed West Elevation (WE)
1 : 100

Materials

1. Rainscreen Cladding: Colour - Red / Grey
2. Brickwork: Engineering Brick below DPC / Buff brick finish above DPC (Colour TBC)
3. Render Finish: Colour - White
4. PPC Aluminium Window / Curtain Walling: Colour - Grey
5. Standing Seam Roof: Colour - Grey
6. Downpipes - PPC Aluminium (Exact location to be confirmed)
7. PPC Aluminium Doors
8. External play canopy
9. Opaque glass on South elevation



Note:
Window transom, mullion & louvre patterns are provisional only, subject to detail design development and should be made the subject of a planning condition.

Colours tbc. Final colours of all materials should be made the subject of a planning condition.

PL	PL01	09/11/16	Planning Application
PL	P2	20/09/16	DRAWING ISSUED FOR PLANNING PURPOSES

STATUS	REV	DATE	DESCRIPTION	REVISED BY
CLIENT				GDD
CARDIFF CITY COUNCIL				CHECKED BY
				AT
CONSULTANT				ORIGINATOR NO
STRIDE TREGLOWN				150050

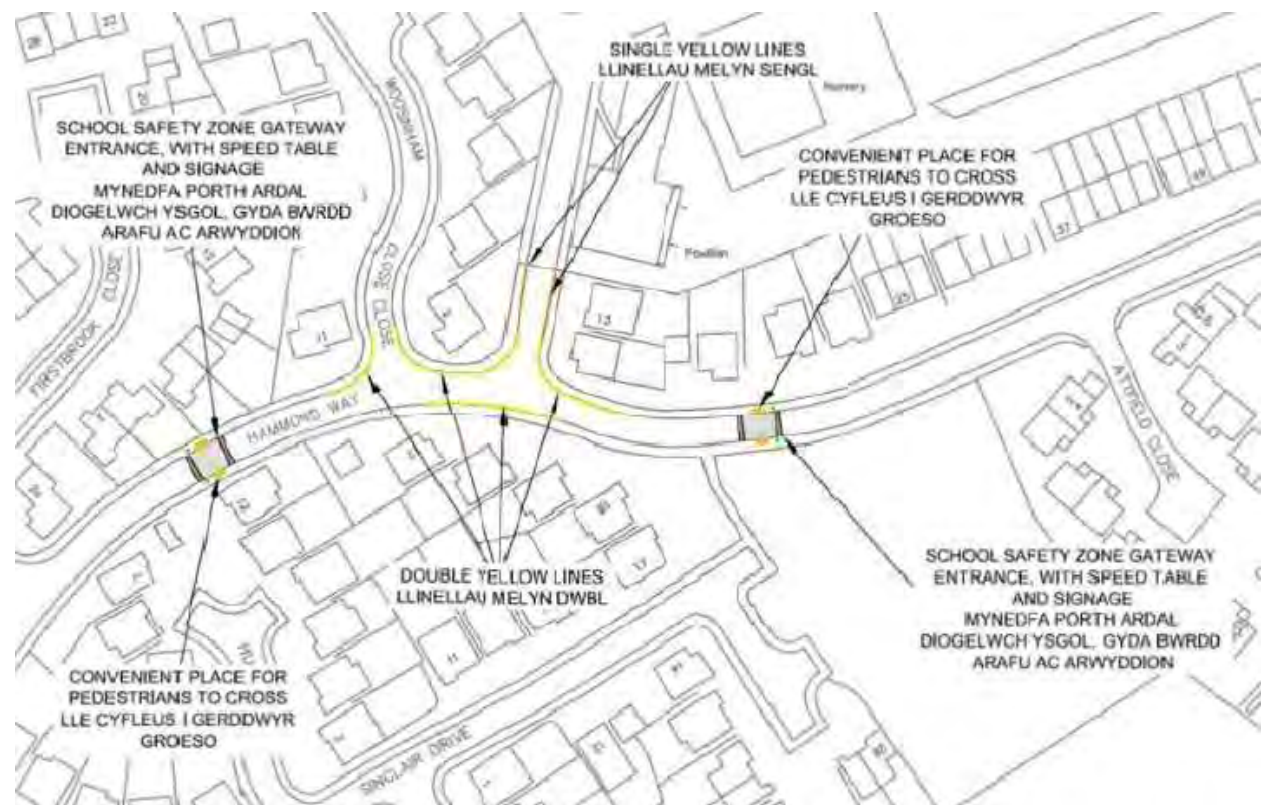
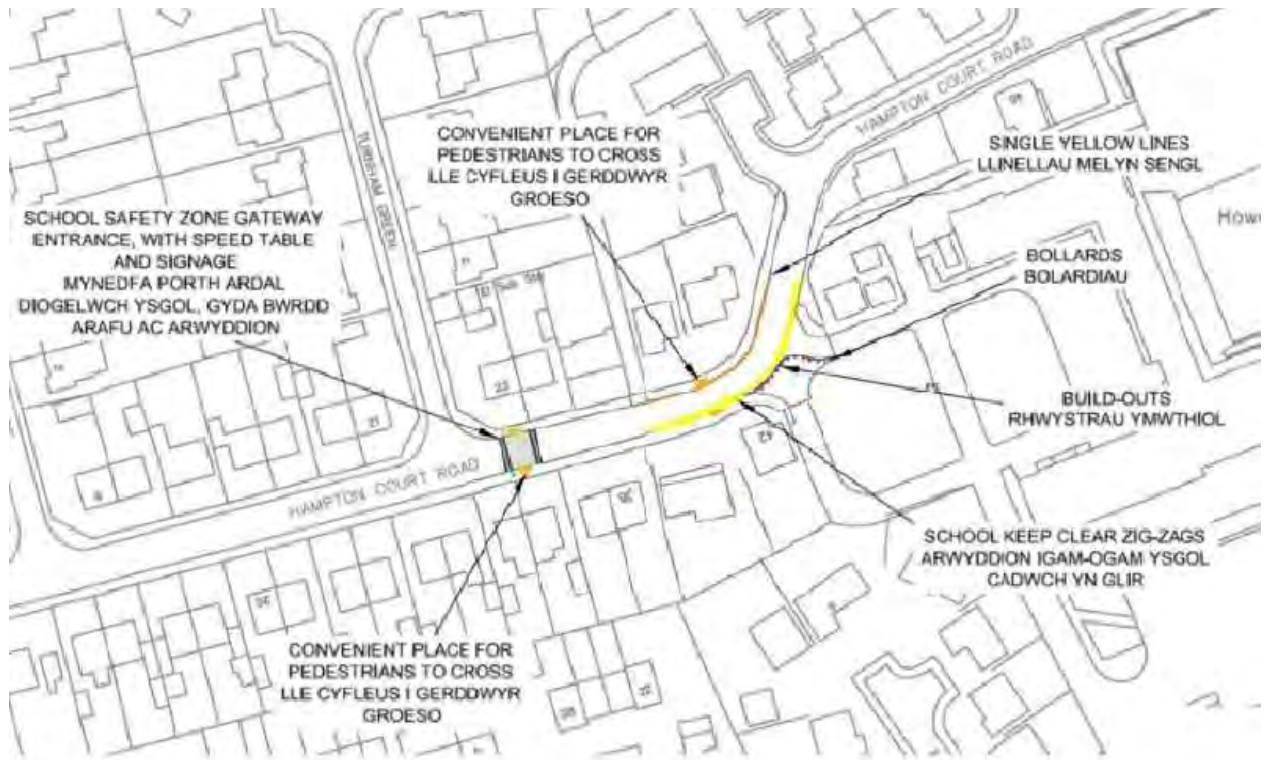
PROJECT
CARDIFF PRIMARY SCHOOLS
HOWARDIAN PRIMARY SCHOOL

DRAWING TITLE
Proposed Elevations

SUITABILITY STATUS PL : PLANNING	SCALE As indicated @ A1
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PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER	REVISION
HOW-STL-XX-ZZ-DR-A-XXXX-02001	PL01

N.T.S.



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