

PETITION, A.M. OBJECTION AND LOCAL MEMBER OBJECTION

COMMITTEE DATE: 13/06/2018

APPLICATION No. **18/00762/MNR** APPLICATION DATE: 04/04/2018

ED: **HEATH**

APP: TYPE: Full Planning Permission

APPLICANT: Mr RUSSELL

LOCATION: THANE & MEARS, 304A CAERPHILLY ROAD,
BIRCHGROVE, CARDIFF, CF14 4NS

PROPOSAL: PROPOSED DEMOLITION OF 304A CAERPHILLY RD &
ERECTION OF NEW DEVELOPMENT TO FORM A3
COMMERCIAL UNIT TO GROUND FLOOR WITH 5 NO
FLATS OVER

RECOMMENDATION 1: That, subject to relevant parties entering into a binding legal agreement with the Council under the provisions of SECTION **106** of the Town and Country Planning Act 1990, within 6 months of the date of this Resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 5.5 of this report, planning permission be **GRANTED** subject to the following conditions:

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

P551A L_001	Location Plan
P551A L_003 C	Site Plan as Proposed
P551A L_004 B	Ground Floor Site Plan
P551A L_200 A	Ground Floor Plan as Proposed
P551A L_201 A	First Floor Plans as Proposed
P551A L_202 A	Second Floor Plans as Proposed
P551A L_210 A	Elevations 1 of 3 as Proposed
P551A L_211 A	Elevations 2 of 3 as Proposed
P551A L_212 A	Elevations 3 of 3 as Proposed
P551A L_214 A	Street View as Proposed
P551A L_220 A	Perspective Views as Proposed

Reason: For the avoidance of doubt as to the extent of the permission.

3. Notwithstanding the details shown on the approved plans, prior to the commencement of development details of cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall show that a minimum of 6 no. secure and sheltered cycle parking spaces shall be provided for residents of the flats and at least

2 no. cycle parking spaces (1 no. long-stay for staff and 1 no. short-stay for customers) shall be provided for the commercial unit. The approved cycle parking/storage spaces shall be installed before the development hereby approved is brought into beneficial use and shall be maintained thereafter and shall not be used for any other purpose.

Reason: To ensure that adequate provision is made for the secure and sheltered parking of cycles in accordance with policies KP5 and T5 of the Cardiff Local Development Plan.

4. Prior to the commencement of development details of the highway access onto Caerphilly Road, including any changes to the existing parking bays, bollards and crossovers, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the development being put into beneficial use.

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 policies T5 and T6 of the Cardiff Local Development Plan.

5. Prior to the commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 57 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 40 dBA Leq 16 hour during the day and 35 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from :

- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
- 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

No habitable room shall be occupied until the approved sound insulation and ventilation measures have been installed in that room. Any private open space (excepting terraces or balconies to any apartment) shall be designed to provide an area which is at least 50% of the area for sitting out where the maximum day time noise level does not exceed 55 dBA Leq 16 hour [free field].

Reason: To ensure that the amenities of future occupiers are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.

6. A scheme of sound insulation works to the floor/ceiling structure between the ground floor commercial premises and first floor residential units shall be submitted to and agreed in writing by the Local Planning Authority and

implemented prior to occupation.

Reason: To ensure that the amenities of future occupiers are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.

7. No member of the public shall be admitted to or allowed to remain on the ground floor commercial premises, and no preparation and/or cooking of hot food shall take place, between the hours of 18:00 and 08:00 Monday to Saturday or at any time on Sundays.
Reason: To ensure that the amenities of future occupiers are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.
8. There shall be no arrival, departure, loading or unloading of delivery vehicles between the hours of 18:00hrs and 08:00hrs.
Reason: To ensure that the amenities of future occupiers are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.
9. Prior to the installation of any fixed, noise-emitting plant and equipment on the site, a noise assessment shall be carried out and submitted to the Local Planning Authority to ensure the noise emitted from the fixed plant and equipment achieves a rating noise level of background -10dB at the nearest noise sensitive premises when measured and corrected in accordance with BS 4142: 2014 (or any British Standard amending or superseding that standard).
Reason: To ensure that the amenities of occupiers of nearby properties are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.
10. If at any time the use of the ground floor premises is to involve the preparation and cooking of hot food, the extraction of all fumes from the food preparation areas shall be mechanically extracted to a point to be agreed with the Local Planning Authority, and the extraction system shall be provided with a de-odorising filter. Details of the above equipment shall be submitted to, and approved by, the Local Planning Authority in writing and the equipment installed prior to the commencement of use for the cooking of food. The equipment shall thereafter be maintained in accordance with the manufacturers' guidelines, such guidelines having previously been agreed by the Local Planning Authority in writing.
Reason: To ensure that the amenities of occupiers of nearby properties are protected, in accordance with policies KP5 and EN13 of the Cardiff Local Development Plan.
11. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.
Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, in accordance with policy EN10 of the Cardiff Local Development Plan.

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

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

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

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

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

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

The report of the findings shall include:

- (i) A desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) An intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;

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

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

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

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

14. 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.

15. The remediation scheme approved by condition 14 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.

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

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development

can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy EN13 of the Cardiff Local Development Plan.

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

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

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

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

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

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

19. 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.

20. The means of site enclosure shall be constructed in accordance with the approved details prior to the development being put into beneficial use.

Reason: to ensure that the amenities of the area are protected, in accordance with policy KP5 of the 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 developer is advised that, as mentioned in section 3.11 of the Waste Collection and Storage Facilities Supplementary Planning Guidance, it is considered best practice to have a Site Waste Management Plan for demolition projects. Materials should be reused and recycled as much as possible. Further information is available in the Supplementary Planning Guidance "Waste Collection and Storage Facilities", which can be found on the Council's website.

RECOMMENDATION 4: The applicant is advised that the owners/developers of new residential units are required to purchase the bins required for each unit. The bins have to meet the Council's specifications and can be purchased directly by contacting the Waste Management's commercial team on 029 20717501. Further information regarding waste/recycling and the types of bins required is available in the Supplementary Planning Guidance "Waste Collection and Storage Facilities", which can be found on the Council's website. If communal bins for the flats are preferred, the development will require 1 x 660 litre bin for general waste, 1 x 240 litre bin for food waste and 1 x 660 litre bin for mixed recycling. If communal bins are used the waste can be collected from the bin store providing the distance from the refuse vehicle to the bin store is less than 25 metres. Individual bins for each flat would need to be presented on Caerphilly Road.

RECOMMENDATION 5: The applicant is advised that a commercial contract is required for the collection and disposal of all commercial waste. By law (Environmental Protection Act, 1990, section 34) all commercial premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier. Owners or developers of commercial developments/properties who require Cardiff County Council to collect and dispose of their waste can contact the commercial services department on 029 20717500.

RECOMMENDATION 6: The applicant is advised that any required access junction and highway works relating to the adopted highway will be subject to an agreement under Section 278 of the Highways Act 1980 between the developer and the Local Highway Authority.

RECOMMENDATION 7: The applicant is advised that they may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property

boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com. Some public sewers and lateral drains may not be recorded on maps of public sewers because they were originally privately owned. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

RECOMMENDATION 8 : The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

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

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

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

RECOMMENDATION 9: The applicant is advised to contact Western Power Distribution (WPD) with regard to the possible presence of underground services associated with the electricity substation in the vicinity of the application site.

1. DESCRIPTION OF PROPOSED DEVELOPMENT

- 1.1 The application seeks full planning permission for the demolition of a commercial garage and the construction in its place of a three storey building containing a 98 square metre class A3 (i.e. "food and drink") commercial unit at ground floor level with 5 no. flats above, comprising four 1 bedroom flats at the front of the building on the first and second floors and one 2 bedroom flat at the rear which would have its bedrooms at first floor level and living room/kitchen on the second floor.
- 1.2 Five car parking spaces would be provided, accessed via a new crossover and a drive passing between the new building and 304 Caerphilly Road. Two of the parking spaces would be in an undercroft below the rear flat. Cycle parking facilities would also be provided and there would be more than 70 square metres of shared outdoor amenity space at the rear of the site along with a 14 sq.m single storey pitched roofed storage building. To the front of the commercial premises, on Caerphilly Road, there would be a 3m deep area for outdoor seating enclosed by a low wall and railings.
- 1.3 The building will be three storeys in height, with the upper storey partly within the roof space. The roof will be pitched and finished in slate grey tiles and there will be two projecting flat-roofed gables to the front which will be finished in grey cladding. The main walls will be white render. Windows and doors will be grey and the front and rear facing windows will have glazed external balustrades.

2. DESCRIPTION OF SITE

- 2.1 The application site measures approximately 460 square metres in area and lies on the eastern side of Caerphilly Road, between two end-of-terrace properties (an estate agent's office to the south and a hot food takeaway to the north). There are detached dwellings to the rear of the site, located within a modern housing estate. A public footpath runs along the northern boundary, linking Caerphilly Road and Milestone Close and there is an electricity substation between the footpath and the north eastern section of the application site.
- 2.2 The site currently contains a commercial garage/workshop with detached office cabin to the side and associated forecourt which is used for the parking of customers' vehicles.
- 2.3 Directly opposite is a large site which formerly contained warehouse and depot buildings and is now being redeveloped as a 1254 sq.m retail unit with associated car park.

3. SITE HISTORY

- 3.1 14/00455/DCO – Construction of single storey extension to create additional service bay with relocation of office unit.
- 3.2 09/00805/E – Single storey side extension of existing garage /workshop.

4. **POLICY FRAMEWORK**

4.1 *Cardiff Local Development Plan 2006-2021:*

KP5 (Good Quality and Sustainable Design);
KP7 (Planning Obligations);
KP13 (Responding to Evidenced Social Needs);
H3 (Affordable Housing);
H6 (Change of Use or Redevelopment to Residential Use);
EC3 (Alternative Use of Employment Land and Premises);
EN10 (Water Sensitive Design);
EN13 (Air, Noise, Light Pollution and Land Contamination);
T5 (Managing Transport Impacts);
R8 (Food and Drink Uses);
C3 (Community Safety/Creating Safe Environments);
W2 (Provision for Waste Management Facilities in Development).

4.2 *Supplementary Planning Guidance:*

Following the adoption of the Cardiff Local Development Plan, some existing Supplementary Planning Guidance documents are no longer linked to adopted development plan policies. However, where existing SPG is considered consistent with the new LDP policy framework, it will continue to be material to the Development Management process. The following Supplementary Planning Guidance is considered relevant to the determination of this application as it is either adopted or considered consistent with LDP policies KP5, H6 and T5 and can be used to help inform the assessment of relevant matters -

Waste Collection and Storage Facilities (October 2016);
Planning Obligations (January 2017);
Access, Circulation and Parking Standards (January 2010);
Infill Sites (April 2011);
Food, Drink and Leisure Uses (November 2017).

4.3 *Planning Policy Wales (November 2016):*

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

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
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises (especially small and medium sized firms) so as to enhance the economic success of both urban and rural areas, helping businesses to maximise their competitiveness
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare.
- Promote quality, lasting, environmentally-sound and flexible employment opportunities.
- Respect and encourage diversity in the local economy.
- 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.

4.11.9 The visual appearance of proposed development, its scale and its relationship to its 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.

7.1.3 The planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development.

7.2.4 Mixed use development should be promoted in and adjoin existing settlements, where appropriate. Policies and supplementary planning guidance should support mixed use developments, including flexible workplace/dwellings and commercial premises, where these are appropriate.

7.6.1 Local planning authorities should adopt a positive and constructive approach to applications for economic development. In determining applications for economic land uses authorities should take account of the likely economic benefits of the development based on robust evidence. In assessing these benefits, key factors include:

- the numbers and types of jobs expected to be created or retained on the site;
- whether and how far the development will help redress economic disadvantage or support regeneration priorities, for example by enhancing employment opportunities or upgrading the environment;
- a consideration of the contribution to wider spatial strategies, for example for the growth or regeneration of certain areas.

8.1.5 Land use planning can help to achieve the Welsh Government's objectives for transport through (inter alia)

- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;

8.2.3 Cycling should also be encouraged for short trips and as a substitute for shorter car journeys or, as part of a longer journey when combined with public transport.

8.4.2: Local Authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate.

8.7.5 Where necessary, planning conditions may legitimately be imposed on the grant of planning permission to secure on-site transport measures and facilities as part of the proposed development. Planning obligations may also be used in appropriate circumstances to secure off-site improvements in walking, cycling and public transport, where such measures would be likely to influence travel patterns to the site involved.

9.1.1 The Welsh Government will seek to ensure that: previously developed land is used in preference to greenfield sites; new housing and residential environments are well designed, meeting national standards for the sustainability of new homes and making a significant contribution to promoting community regeneration and improving the quality of life; and that the overall result of new housing development in villages, towns or edge of settlement is a mix of affordable and market housing that retains and, where practical, enhances important landscape and wildlife features in the development.

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; mixed use development so communities have good access to employment, retail and other services; attractive landscapes around dwellings; greater emphasis on quality, good design and the creation of places to live that are safe and attractive; the most efficient use of land; well designed living environments, where appropriate at increased densities;

9.2.12 Strong pressure for development may give rise to inappropriately high densities if not carefully controlled. Higher densities should be encouraged on easily accessible sites, where appropriate, but these will need to be carefully designed to ensure a high quality environment. In particular, local planning authorities should adopt a flexible approach to car parking standards.

9.2.14 A community's need for affordable housing is a material planning consideration.

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

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, construction and demolition stage should be made by developers.

13.15.1: Noise can be a material planning consideration, e.g. where proposed new development is likely to generate noise or in proposals to use or develop

land near an existing source of noise. Local planning authorities should make a careful assessment of likely noise levels and have regard to any relevant Noise Action Plan before determining such planning applications and in some circumstances it will be necessary for a technical noise assessment to be provided by the developer.

4.4 *Technical Advice Note 11 – Noise (1997):*

10. Local planning authorities should consider whether proposals for new noise-sensitive development would be incompatible with existing activities, taking into account the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future. Such development should not normally be permitted in areas which are, or are expected to become, subject to unacceptably high levels of noise and should not normally be permitted where high levels of noise will continue throughout the night.

4.5 *Technical Advice Note 12 - Design (March 2016)*

4.6 *Technical Advice Note 18 – Transport (2007)*

5. **INTERNAL CONSULTEE RESPONSES**

5.1 *Transportation:* The revised car parking layout is generally acceptable, although the space furthest south does not have a full 6m space in front of it as stated, however there should be room for residents to access it by turning in the area marked on the plan as 'Tarmacadam'. There are still concerns with the proposed cycle storage. The facility needs to be covered, and it does not appear that a door is proposed. Also, semi-vertical systems can be more difficult for some cyclists to access. However, it would be acceptable if an appropriate cycle storage facility were provided within the rear garden/amenity area (but within close proximity to its entrance to ensure distance from the residential area is not too great), as there are less space issues there. On that basis cycle storage can be dealt with via condition. A minimum of 6 cycle spaces should be provided for the residents (1 per bedroom), as well as a long-stay space for the commercial unit. In addition, a short-stay space should be provided for customers, although there should be space for this in front of the unit. More details of the cycle parking should be provided, showing the locations of cycles and the type of building/access point.

5.2 The principle of highway access onto Caerphilly Road from the southern part of the site (adjacent to Hern & Crabtree) is likely to be acceptable, subject to the provision of further details, and a Section 278 agreement would be required, given that there are a number of highway issues, including TRO's. It appears that the proposed access road would cut across an existing parking bay, and this would need to be moved, although the existing crossover towards the north of the site would be closed. In addition, some of the bollards could be removed. The details of the access junction/works for the Aldi store opposite the site are currently at an advanced stage, and this residential application would need to tie in with those works.

- 5.3 *Pollution Control (Noise & Air):* Request conditions requiring the submission of a road traffic noise assessment, a scheme of sound insulation between the ground floor commercial use and the flats, restriction of opening hours of the A3 use to 08:00 – 18:00, restrictions on delivery times, submission of an assessment of plant noise, insulation works for any room in which amplified music will be played, and details of kitchen extraction if the premises is to be used for the preparation of hot food.
- 5.4 *Waste Strategy & Minimisation Officer:* The amended plans detailing waste storage are acceptable. These facilities must be retained for future use for waste storage. As mentioned in section 3.11 of the Waste Collection and Storage Facilities Supplementary Planning Guidance it is considered best practice to have a Site Waste Management Plan for demolition projects. Materials should be reused and recycled as much as possible.
- 5.5 *Housing Strategy:* In line with the Local Development Plan (LDP), an affordable housing contribution of 20% of the 5 units (1 unit) is sought on this brown-field site. Our priority is to deliver on-site affordable housing, in the form of affordable rented accommodation, built to Welsh Government Development Quality Requirements. However, given the proposed design and the type of units on the scheme, we would be prepared to accept a financial contribution in lieu of on-site affordable housing provision. On that basis of the above, we would seek a financial contribution of **£69,426** in lieu of 1 x 1 bedroom apartment) which is calculated in accordance with the formula in the Planning Obligations– Supplementary Planning Guidance (SPG)(2017).
- 5.6 *Pollution Control (Contaminated Land):* Not consulted on this application but provided detailed requirements at pre-application stage, including conditions relating to ground gas and remediation works.

6. **EXTERNAL CONSULTEES RESPONSES**

- 6.1 *Welsh Water:* Request conditions and advisory notes relating to surface water / land drainage and connection to the public sewer.
- 6.2 *Western Power Distribution:* No response to consultation.

7. **REPRESENTATIONS**

- 7.1 The application has been advertised by site notice and neighbour notification. 3 individual representations have been received objecting to the development as follows:
1. The A3 use will lead to the same problems as caused by other A3 uses in the area, i.e. parking congestion in Milestone Close, litter and vermin.
 2. Existing parking spaces will be lost and there will be limited parking places for the residents of the flats. Any additional residents' and visitors' cars are likely to be parked on Milestone close leading to increased congestion in a residential road.
 3. Groups of teenagers congregate in the footpath between Caerphilly

Road and Milestone close, drinking alcohol etc. The new building will cause the footpath to become more secluded, leading to an increase in anti-social behaviour.

4. Loss of sunlight to the house at the rear.
5. Loss of privacy.
6. The building is too tall and won't fit in with neighbouring 2 storey buildings.
7. The nature of the A3 use is uncertain and could lead to more parking problems.
8. Windows will open over the access lane.
9. Existing small businesses have already suffered due to loss of short-term parking following the creation of the bus lane. This development will result in the loss of another parking bay and the businesses may suffer further.

7.2 A petition of 75 signatures has been received, opposing the development on the grounds of further loss of parking provision (the removal of the northerly parking bay outside 304A Caerphilly Road) "in an area already under serious parking pressures by reason of the bus lane – 5 bays were lost on the Aldi side". The petitioners urge the local authority to require compensatory provision to replace the lost space and are also concerned about the lack of detail about the A3 use and the impact this could have on parking.

7.3 Two individual representations have also been received raising concerns that at least 5 parking spaces should be provided (one per flat) and stating that replacing the current garage with a new building would be a good thing, that they are pleased that the building will be further away from the house at the rear and that the building will not be too tall, but raising concerns that the developer has not contacted them regarding the shared boundary wall, that the opening times of the A3 use should be restricted, it should be prevented from serving alcohol and a former CCTV camera should be re-instated (due to existing problems of anti-social behaviour in the area), the parking spaces should be restricted to residents only, any increase in parking on Milestone Close should be monitored, construction traffic should not be allowed to use Milestone Close, all waste should be removed from the site and the developer should take care not to damage the underground cables associated with the adjacent substation.

7.4 Julie Morgan, Assembly Member for Cardiff North, has asked that the following points be taken into consideration:

1. The proposed building is too high and overbearing. It is out of character with other buildings.
2. There is a paucity of detail on the proposed A3 commercial unit. Within the use class what activities will be carried out? This is important for determining the intensity of the proposed use. What will be the opening hours? There is concern that a takeaway with late hours will exacerbate existing anti-social behaviour in the vicinity of the nearby public footpath, putting community safety at risk. (Gating the lane has been suggested as well as restoring cctv to the street light pole, removed a few years ago).

3. Moreover, an A3 use will generate significant parking needs for the proposed 8 staff and customers for which there is no provision. There is concern that the proposed development will exacerbate parking and congestion in Milestone Close by visitors to this site who access it via the lane. I welcome the 10 cycle spaces but being realistic most customers are unlikely to be cyclists.
 4. Overall the parking provision is insufficient. Only 5 bays for 5 residential units and nothing proposed for the other site use.
 5. The position of the proposed entrance/exit results in the loss of a 1 hour restricted parking bay only designated as such in January 2018. There is no evidence of this factor being taken into account and provision to compensate proposed.
 6. The width of the new vehicular access to/from the main road is insufficient. Traffic needs to be able to enter whilst other traffic is exiting otherwise there is a danger of vehicles backing up on the main road, creating a traffic hazard – see point 7.
 7. This development should be considered in conjunction with the uncontrolled crossing being constructed across main road between the public footpath on the east side and the new entrance to Aldi's on the west side. There is no evidence of such consideration in the application.
 8. Windows of the proposed unit overhang the public footpath, projecting into the local authority's super-incumbent airspace. At a minimum a certificate B is surely required.
 9. There is an electricity substation in the corner of the plot on which the site is located and the cables which run to and fro are under the site. I also understand water mains run close by, if not under the site.
- It is therefore clear that there are a number of very unsatisfactory features to this development which requires complete rethinking. It is a pity that the applicant's agent did not undertake any consultation with the local community before submission. The creation of the bus lane and associated loss of parking in Caerphilly Road and the subsequent approval of the Aldi planning application, which includes the uncontrolled crossing over the main road, has aggravated a site already under pressure. Although the obligation to file a Design and Access Statement under the Town and Country Planning (Development management) Procedure Order 2012 as amended has not been triggered this is clearly a case where there is a need for more information and where the applicant should be encouraged to submit a voluntary statement in accordance with section 6 Design and Access Statements in Wales published by the Welsh Government in April 2017.

7.5 Councillor Graham Hinchey has submitted the following objections:

Please refuse the A3 element as this will cause significant problems of noise, litter and parking issues for local families. It contravenes our own SPG Guidance on locating all A3 (takeaway and evening fast food outlets) to within the local shopping centre where there are currently a number of vacant units within the nearby Birchgrove Shopping Centre, where adequate bins and parking exist to support any A3 fast food proposal.

- 7.6 If A3 is not rejected it should have a limited range of daytime hours and usage – not open after 17.30 and not fast food take away. For example a coffee shop may be more appropriate
- 7.7 The height and scale of the this 3 Storey development is out of keeping with other building in the street scene. The height should be reduced in accord with two storey buildings.
- 7.8 The angled side windows overhang the public area of the through lane between Caerphilly Rd and Milestone Close estate and directly view the private neighbouring property of 314A Caerphilly Rd. These windows should be made flat to the building and opaquely glazed to ensure privacy is protected.
- 7.9 The side doorways on the same north elevation access directly onto the above public lane. This access should be redesigned or moved to a front facing Caerphilly Rd elevation.
- 7.10 I do not have any objection to the introduction of suitable housing / apartments to replace the existing garage business, providing all other conditions, as set out above and below, are accepted and introduced as conditions for granting this application.
- 7.11 The electrical substation is located alongside the development and served from Caerphilly Rd side. It and serves a wide community. In order to prevent potential access should be maintained but the development covers the line of power which serves the community.
- 7.12 Parking and right turn into the proposed development would be reduced by the extended / moved access crossover into the site. The narrow access to the parking bays at the rear would cause vehicles to reverse onto the busy Caerphilly Rd. A wider passing passage is needed under the development to ensure safe access and egress to the off street parking bays.

8. **ANALYSIS**

- 8.1 The application site falls within the settlement boundary as defined by the LDP Proposals Map and has no specific designation or allocation. The existing commercial garage has no protection in land use policy terms. The application site is outside of a defined shopping centre and not located in an area where A3 uses are considered most appropriately located (Policy R8). However the site is already in commercial use as a garage/mot centre and car sales. In addition there are commercial premises adjacent (including an A3 use) and a retail unit is under construction opposite. Taking the above factors into account, the application raises no land use policy concerns.
- 8.2 The appearance of the proposed building is acceptable. A three storey development will not appear out of place on this site as the street is wide, there is a satisfactory gap between the new development and existing properties and there are buildings of a different heights and designs in the surrounding area. The development will respect the frontage building line and will include an

enclosed space to the front of the A3 unit which, whilst differing from existing commercial units in the area, which have open frontages, will reflect the enclosed front gardens of the houses on Caerphilly Road and is considered to be appropriate. The proposed development will replace a less attractive commercial use and will add interest to the street scene. The finishing materials will be appropriate to the site's context.

- 8.3 With regard to impact on adjoining residents, the rear-facing bedroom windows will overlook only a blank side wall of the neighbouring house and the side-facing windows will not overlook habitable room windows. Those in the southern side elevation will be angled and partially obscure to provide a reasonable outlook whilst protecting the neighbours' privacy. A 2.1m high brick wall will be erected around the rear boundary to screen the outdoor amenity area.
- 8.4 The standard of accommodation for future residents will be satisfactory – the flats are of an acceptable size, each will have an off-street parking space and cycle storage facility and the outdoor amenity space accords with the requirements of the Residential Design Guidance SPG. This SPG states that there should be a minimum of 75 sq.m of communal outdoor amenity space for up to 5 flats. The plans show that there will be 73 sq.m of garden, which will be secure, private and accessible to all occupants, plus an outdoor storage building, separate bin storage space and car/cycle parking areas.
- 8.5 In response to the objections set out in section 7 above:
1. No concerns have been raised by highways or pollution control officers with regard to parking, congestion or public health. Litter is subject to separate control under the Environmental Protection Act 1990. A potential increase in litter in the vicinity of A3 premises is not usually considered adequate grounds in itself for refusal of a planning application.
 2. One existing on-street parking bay will be lost. However, the highway arrangements on this part of Caerphilly Road are to be altered as part of the Aldi development and Highways officers have indicated that the space could be moved elsewhere. This is an issue that will be resolved as part of the S278 process under the Highways Act. The number of parking spaces provided for residents of the flats complies with the relevant Supplementary Planning Guidance and Highways/Transportation officers have raised no concerns.
 3. The new building will have windows overlooking the footpath, which will provide better surveillance and a deterrent to anti-social behaviour.
 4. Houses at the rear of the site will be to the east of the new building and will still receive an acceptable amount of sunlight.
 5. Habitable room windows will not overlook adjoining properties at short distances and there will be a high wall around the new amenity space (see 8.3 above).
 6. The scale of the building is considered to be acceptable in this context (see 8.2 above).
 7. Neither Planning Policy Wales nor Cardiff Council's own Supplementary Planning Guidance on parking standards require a minimum number of

parking spaces for any type of A3 development and Highways/Transportation officers have raised no concerns regarding parking. The site is in a sustainable location with good public transport links and there will be a 103-space car park (related to the Aldi development) on the opposite side of the road.

8. The plans have been amended so that windows will not project over the lane.
 9. Businesses should not rely on customers always being able to park on the public highway directly outside their premises. Local Authorities often need to amend highways by adding bus lanes etc and it would be unreasonable to prevent such measures, which have city-wide public benefits, just to retain parking spaces close to private commercial premises. In this case, it should also be noted that this proposal will result in the loss of only one parking bay (which is likely to be replaced elsewhere as part of the future highway works) and that there will be a large new car park on the opposite side of the road.
- 8.6 The petition relates only to the loss of one on-street parking space and the lack of detail about the A3 use. These issues are discussed above.
- 8.7 The concerns raised by the two neighbours have also been addressed – there will be 5 parking spaces for residents of the development, the boundary wall will have to be erected before the flats are occupied, the opening times of the A3 use will be restricted so that it cannot open late at night or on Sundays, the serving of alcohol is controlled by other legislation (a licence would be needed), the footpath will be overlooked by new windows, highways officers have no concerns about increased parking problems, the disposal of waste is covered by other legislation and the developer can be advised to contact Western Power Distribution regarding the substation. With regard to construction traffic, it is unlikely that Milestone Close would be used to access the site as there is no road link between the two. It would not be possible to prohibit vehicles associated with the development from parking on the public highway (including on Milestone Close) but this would be a temporary situation and any illegal, dangerous or obstructive parking would be controllable under other legislation.
- 8.8 Considering the points raised by Julie Morgan AM:
1. This issue is dealt with at 8.2 above.
 2. Further detail of the A3 use is not required – the possibility that it may be used for any type of food and drink use (coffee shop, café, hot food takeaway etc) has been considered. There is no difference in the parking requirements for different A3 uses and pollution control officers have considered the possibility that hot food may be cooked on the premises and have requested a suitable condition. Consideration has been given to opening hours and a condition is recommended preventing late night opening. These hours (08:00 to 18:00) are more restrictive than those imposed on the adjacent hot food takeaway, which can open from 9am to 10.30pm. The footpath alongside the site will be overlooked by windows and as a result will become a less attractive venue for anti-social behaviour. The proposed development will not make it a more dangerous place and it would therefore be unreasonable to require the

developer to provide additional security arrangements. Gating the path would severely reduce permeability within the surrounding area and would discourage walking and cycling. Use of the path by local residents is likely to increase substantially once the Aldi supermarket is built.

3. Planning Policy Wales (paragraph 8.4.2) states that Local Authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. The Council's Supplementary Planning Guidance also indicates that there is no minimum requirement for parking for A3 uses and Highways/Transportation officers have not requested that any off-street parking be provided for the A3 unit. The site is in a sustainable location close to an existing residential area from which customers and staff will be drawn, and which is well served by public transport and accessible by bicycle. The Council wishes to encourage non-car modes of transport and therefore a condition can be used to ensure that cycle parking facilities are provided.
 4. Five off-street parking spaces for 5 small flats is considered to be adequate and is in accordance with the Council's guidelines and with Welsh Government policies.
 5. The issue of the parking bay is discussed above. As part of the highway works in the vicinity of this site, the parking bay can be relocated. This will be a matter between the developer and the Highway Authority. Such works are not shown on the plans as the public highway is not within the application site.
 6. Highways officers have raised no concerns regarding the width of the access. This is a private drive serving a small number of private parking spaces and as such does not need to be wide enough for two vehicles to pass.
 7. See point 5. This is a matter that will be resolved between the developer and the Highway Authority. Details do not need to be included in the planning application. Highways officers have no objections to the proposals.
 8. The plans were amended to remove the overhanging windows.
 9. Western Power Distribution have not responded to consultation but the developer can be advised to contact them before work commences to ensure that no equipment is disturbed. Welsh Water have not identified any water main in the area that could be affected.
- 8.9 In response to the additional points, it is not considered necessary to request any amendments to the scheme. The applicant was not obliged to consult the local community before submitting the application, and an adequate amount of information has been supplied by the applicant to enable a full assessment of the proposals. As this is not a case where further information is necessary to enable the application to be determined, it is not appropriate to request a Design and Access Statement.
- 8.10 With regard to the objections raised by Councillor Graham Hinchey: the issues of noise, litter etc are addressed in the response given at paragraph 8.5 above. The guidance contained in the "Food, Drink and Leisure Uses" SPG has been taken into consideration but in this instance it is felt that as the site is already in

commercial use and as there are commercial premises adjacent (including an A3 use) and opposite (under construction) the area is not purely residential but is mixed in character and the replacement of a garage use with a mixed residential and commercial use is acceptable in principle. Furthermore, the A3 use will not necessarily be a fast food takeaway and conditions will be used to restrict its opening and cooking hours and control the installation of kitchen extraction equipment.

- 8.11 Restricted opening hours are recommended to ensure that the commercial use does not cause disturbance to residents. A closing time of 18:00, and no opening on Sundays, is suggested as this will tie in with the hours that the adjacent A3 use is permitted to cook hot food. Requiring the proposed use to close at 17:30, which would be an hour earlier than the existing A3 premises has to stop cooking hot food, would be unreasonable. The adjacent A3 premises can be open to customers between 09:00 and 22:30 Monday to Saturday but can only sell hot food between 12 noon and 18:30.
- 8.12 The issue of the height and scale of the building is addressed at 8.2 above.
- 8.13 The plans have been amended so that windows will not project over the lane but will be flush with the building. They will not face towards habitable room windows or private garden areas of the adjacent properties therefore do not need to be obscurely glazed.
- 8.14 There are no doors directly into the building on the side elevation, only a doorway in the boundary wall leading to the rear of the site from the public path, from which the building is accessed. Pedestrian access to the building can also be gained via the access drive off Caerphilly Road on the southern side. There are no planning reasons in this instance to require access into the upper floors of the building to be from the front of the building only.
- 8.15 The issue of the electrical substation is addressed above. The proposed development will have no impact on access to the substation.
- 8.16 Highways and Transportation officers have raised no concerns regarding access or parking issues, which area addressed earlier in this report. There is space within the site to turn a vehicle so as to avoid reversing onto Caerphilly Road.
- 8.17 In conclusion, there are no reasonable grounds for refusal of this application and approval is recommended subject to the signing of a S106 Obligation relating to a financial contribution in lieu of affordable housing (which the applicant's agent has confirmed is acceptable) and subject to the conditions set out above.

9. **OTHER CONSIDERATIONS**

9.1 *Crime and Disorder Act 1998*

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of

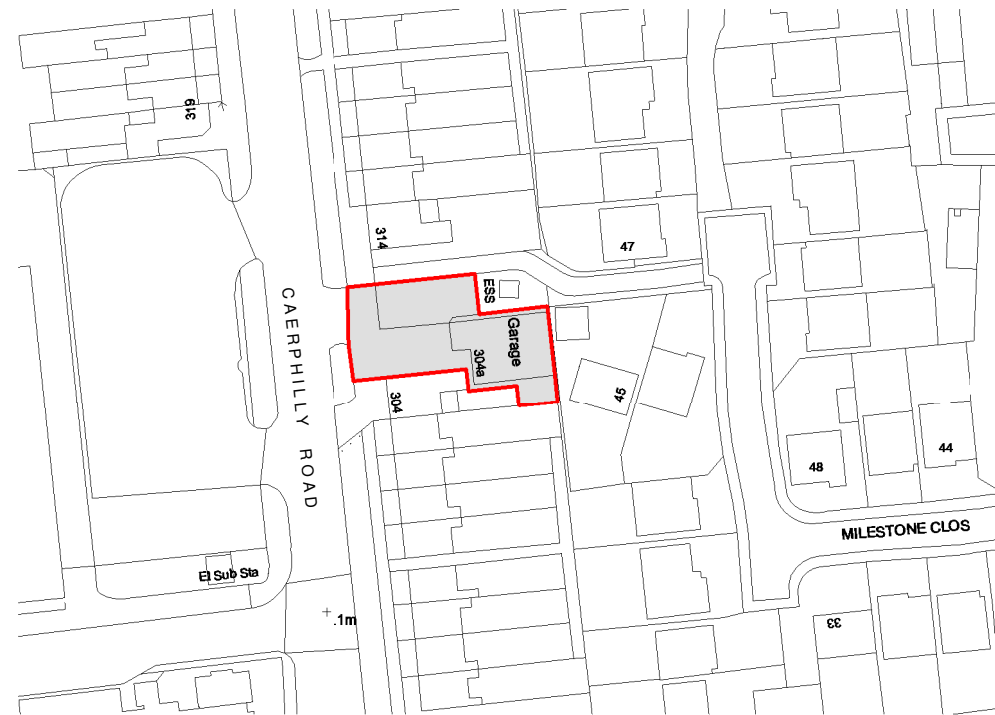
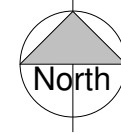
the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 *Equality Act 2010*

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

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

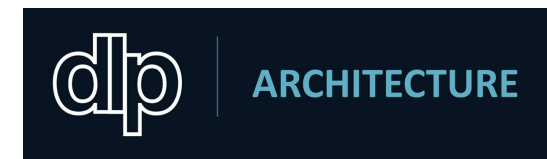
The Well-being of Future Generations (Wales) Act 2015 places a duty on the Welsh Ministers (and other public bodies) to produce well-being objectives and take reasonable steps to meet those objectives in the context of the principle of sustainable development. The duty to improve the economic, social,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



Location Plan
1 : 1250

Planning Issue

date	rev	name	chk	note
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Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT
Proposed demolition of 304a Caerphilly Rd & erection of new development to form A3 commercial unit to GF with 5 No flats over

304A Caerphilly Rd, Cardiff CF14 4NS

DRAWING TITLE
Location Plan

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 1250	21/02/18	PL	JR

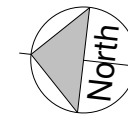
DRAWING NUMBER	REVISION
P551a L_001	







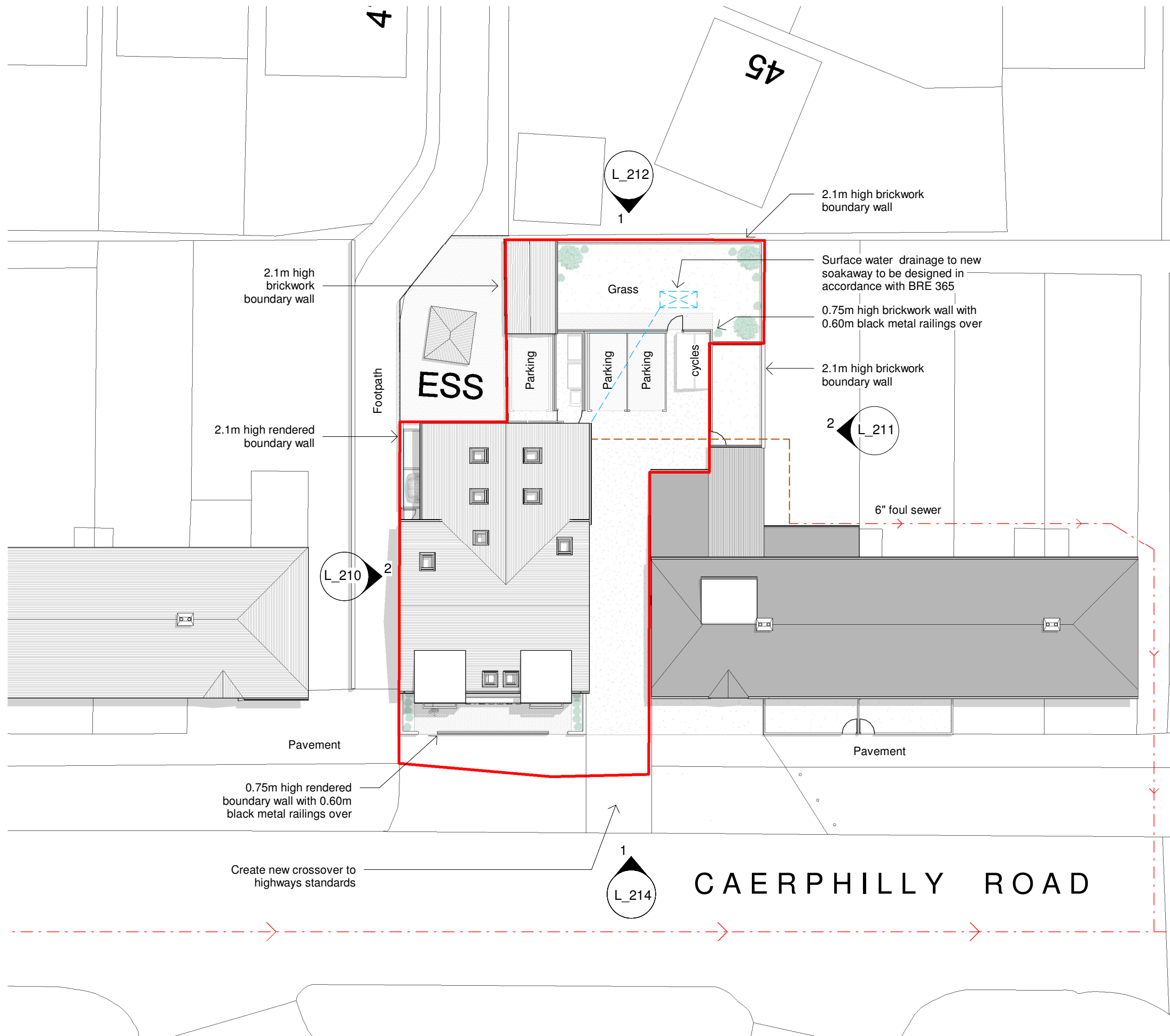




Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.

0mm 50mm

A3 Original Sheet Size



DRAINAGE NOTES:

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

HARDSTANDING FINISHES KEY:

- GRASS
- PERMEABLE PAVIOURS

DRAINAGE LEGEND:

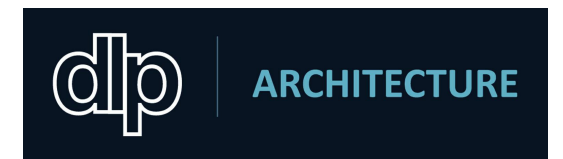
- FOUL DRAINAGE RUN - EXISTING
- FOUL DRAINAGE RUN - PROPOSED
- SURFACE WATER DRAINAGE RUN

WASTE STORAGE

- Flats:
- Recycling: 1 x 660L bins
 - Composting: 1 x 240L bins
 - Waste: 1 x 660L bins
- Commercial: 5 x 360L bins

Planning Issue

28/04/18	C	PL	Side windows amended	
26/04/18	B	PL	Parking & cycle storage amended	
24/04/18	A	PL	Refuse storage amended	
date	rev	name	chk	note



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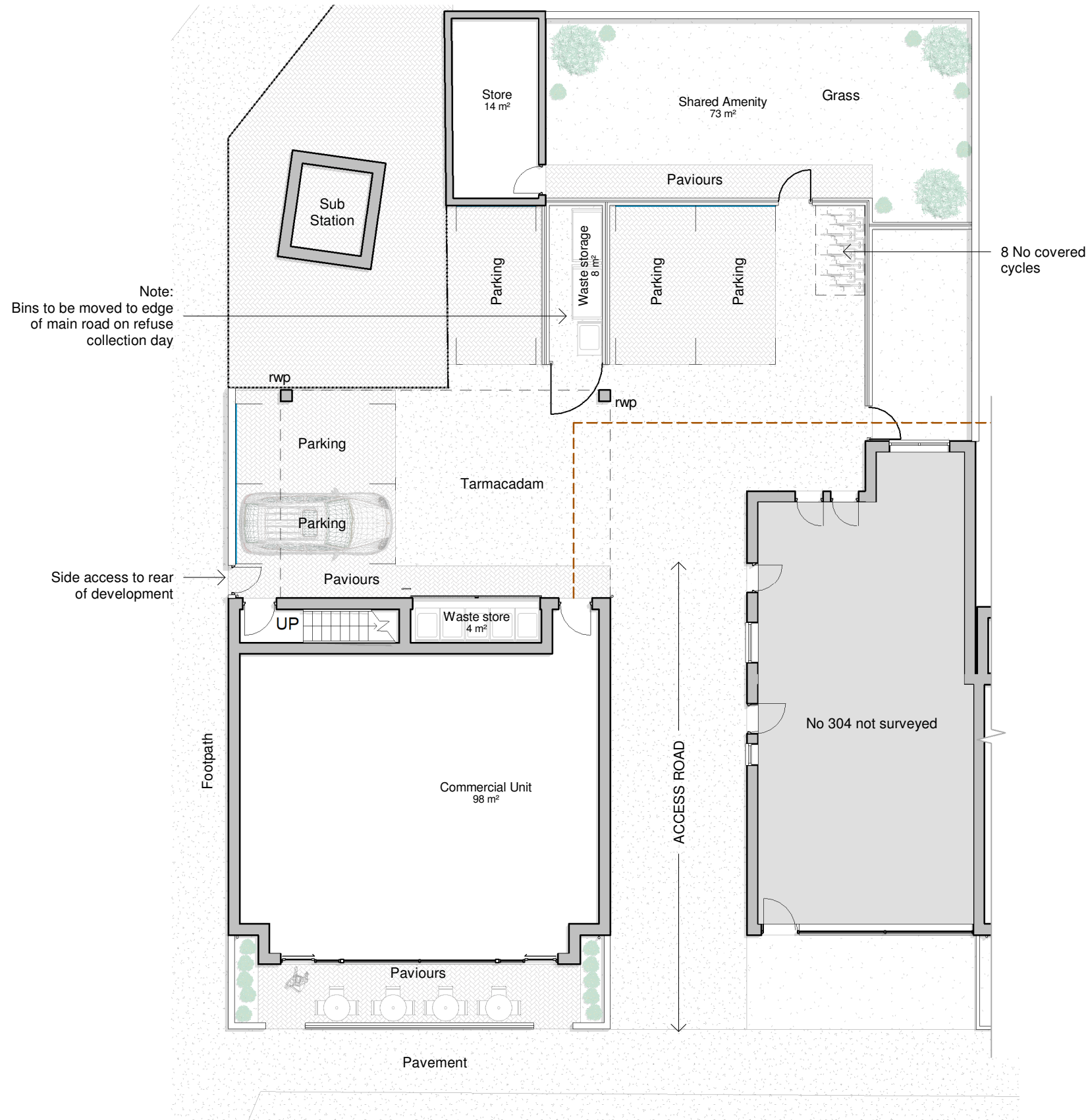
PROJECT
 Proposed demolition of 304a Caerphilly Rd & erection of new development to form A3 commercial unit to GF with 5 No flats over

304A Caerphilly Rd, Cardiff CF14 4NS

DRAWING TITLE
 Site Plan as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	21/02/18	PL	JR
DRAWING NUMBER	REVISION		
P551a	L_003		C



Site Plan as Proposed
 1 : 250






DRAINAGE NOTES:

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

HARDSTANDING FINISHES KEY:

-  - GRASS
-  - PERMEABLE PAVIOURS

DRAINAGE LEGEND:

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

WASTE STORAGE

- Flats:
- Recycling: 1 x 660L bins
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 - Waste: 1 x 660L bins
 - Commercial: 5 x 360L bins

Planning Issue

26/04/18	B	PL		Parking & cycle storage amended
24/04/18	A	PL		Refuse storage amended
date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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DRAWING TITLE

Ground Floor Site Plan

SCALE	DATE	DRAWN BY	CHECKED BY
As indicated	21/02/18	PL	JR

DRAWING NUMBER	REVISION
P551a L_004	B

Ground Floor Site Plan
1 : 150

FINISHES KEY:

- A : SLATE GREY ROOFING TILES
- B : GREY WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS
- D : WHITE SMOOTH FACED RENDERED EXTERNAL WALLS
- E : BROWN / RED BRICKWORK EXTERNAL WALLS
- F : ANTHRACITE GREY CLADDING
- G : GLAZED BALUSTRADE

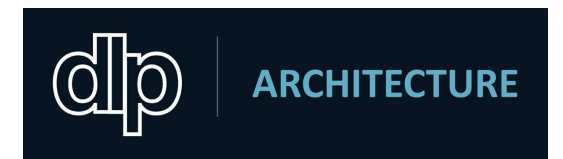


West (Front) Elevation
1 : 100

Planning Issue

28/04/18 A PL Side windows amended

date	rev	name	chk	note
28/04/18	A	PL		Side windows amended



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT
Proposed demolition of 304a Caerphilly Rd & erection of new development to form A3 commercial unit to GF with 5 No flats over

304A Caerphilly Rd, Cardiff CF14 4NS

DRAWING TITLE
Elevations 1 of 3 as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	21/02/18	PL	JR

DRAWING NUMBER	REVISION
P551a L_210	A



North (Side) Elevation
1 : 100



FINISHES KEY:

- A : SLATE GREY ROOFING TILES
- B : GREY WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS
- D : WHITE SMOOTH FACED RENDERED EXTERNAL WALLS
- E : BROWN / RED BRICKWORK EXTERNAL WALLS
- F : ANTHRACITE GREY CLADDING
- G : GLAZED BALUSTRADE

South (Side) Elevation
1 : 100



East (Rear) Elevation
1 : 100

Planning Issue

28/04/18 A PL Side windows amended

date	rev	name	chk	note
28/04/18	A	PL		Side windows amended



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
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PROJECT
Proposed demolition of 304a Caerphilly Rd & erection of new development to form A3 commercial unit to GF with 5 No flats over

304A Caerphilly Rd, Cardiff CF14 4NS

DRAWING TITLE
Elevations 2 of 3 as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	21/02/18	PL	JR

DRAWING NUMBER	REVISION
P551a L_211	A

FINISHES KEY:

- A : SLATE GREY ROOFING TILES
- B : GREY WINDOWS & DOORS
- C : BLACK UPVC RAINWATER GOODS
- D : WHITE SMOOTH FACED RENDERED EXTERNAL WALLS
- E : BROWN / RED BRICKWORK EXTERNAL WALLS
- F : ANTHRACITE GREY CLADDING
- G : GLAZED BALUSTRADE

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

0mm 50mm

A3 Original Sheet Size

Planning Issue



Street View - Caerphilly Road
1 : 100

28/04/18 A PL Side windows amended

date	rev	name	chk	note



Architectural Design - Feasibility - Planning - Building Control - Construction Details - Sustainable Design
Systems House 89 Heol Don Cardiff CF14 2AT
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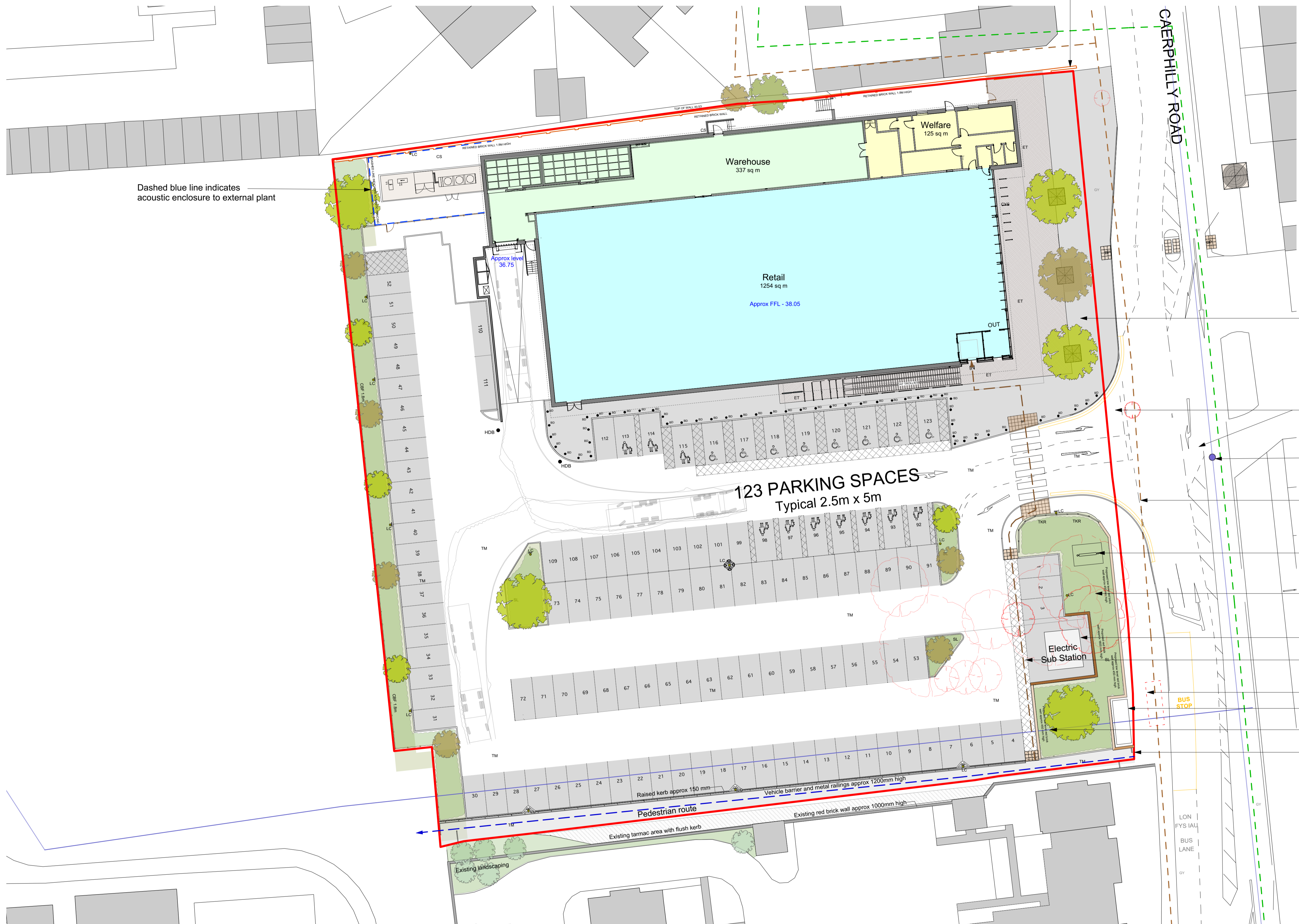
PROJECT
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DRAWING TITLE
Street View as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	21/02/18	PL	JR

DRAWING NUMBER	REVISION
P551a L_214	A



KEY:

- Application Area
- TM Tarmac Surfacing to Car Park
- TM Parking Bays Tarmac Surface
- ET 200sq ARGELITH FEINSTEINZEUG R12 External Tiles under canopy. Colour Dark Grey
- CS Concrete Slabs
- BP Tactile / blister paving
- SL Surface finish with soft landscaping
- C/C Concrete Surface
- BD Stainless steel bollard
- HDB Heavy duty bollard
- LC Lighting Column
- Proposed/Retained Tree / green
- Removed Trees
- TR Trolley Rails
- CYS Cycle Spaces
- TM Tarmac
- CBF Close Boarded Fence (1.8m high)
- TKR Timber Kneel Rail Fence
- Existing Brick Wall
- Proposed red brick wall approx 1.8m high 400mm high
- Proposed low level red brick wall approx 400mm high

SERVICES KEY

- Existing surface water sewer
- Existing water mains
- Existing foul water sewer, with 3M easement
- Existing fire hydrants

Dashed blue line indicates acoustic enclosure to external plant

Existing wall

CAERPHILLY ROAD

123 PARKING SPACES
Typical 2.5m x 5m

Electric Sub Station

New paved public realm area

Site access and right turn lane

Fire hydrant location (approximate)

Existing foul water sewer

Aldi 6M double pole sign

Landscaping to street frontage

Retained sub station

Proposed pedestrian access

Existing bus shelter repositioned

Proposed repositioning of bus shelter

Blue line indicates water main - Easement required

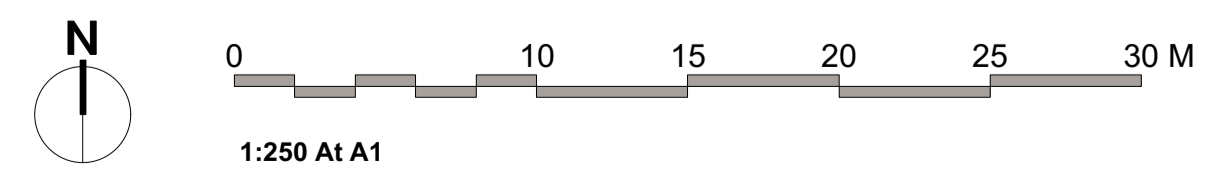
Proposed pedestrian footpath

- G 10/10/17 BH NR Pedestrian crossing widened
- F 24/8/17 HB NR Pedestrian crossing to site entrance moved further within the site
- E 18/8/17 BH NR Removal of the low brick wall and the low level soft landscaping to the east of the proposed store. Existing bus shelter repositioned to be included within the Aldi demise.
- D 28/7/17 MWBH Revision based on planners comments received 26/07/17. Alterations to the southern boundary to include a metal fence and a crash barrier. The pedestrian footpath to the west of the site has been relocated to the eastern side of the car park. minor alterat
- C 22/6/17 BH NR Addition of lighting columns
- B 20/6/17 BH NR Various amendments following Public Consultation: - Highways amended, soft landscaping amended, site parking amended, notes added.
- A 13/6/17 BH NR Addition of a red brick boundary wall around the eastern boundary. Addition of bollards along the southern boundary. Alterations to the trolley bay and other minor alterations and notes amended.

Rev Date By Ap Note

Drawing Title

Proposed Site Plan



Kendall Kingscott

Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

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Project: Aldi Stores, Caerphilly Road, Cardiff
Client: ALDI Stores Ltd
Scale: 1:250
Paper Size: A1
Filename: 120334 SITE MASTER.vwx
Date: 11/5/17
Drawn: HB
Checked: NR
Status: PLANNING

Project Number: 120334
Drawing Number - Revision: P(1)103 G

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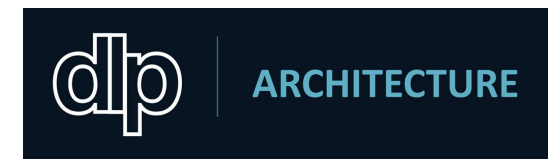
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DRAWING TITLE
 Perspective Views as Proposed

SCALE	DATE	DRAWN BY	CHECKED BY
1 : 100	21/02/18	Pete Legg	JR

DRAWING NUMBER	REVISION
P551a L_220	A



West Perspective Views