

COMMITTEE DATE: 13/01/2016

APPLICATION No. **15/02057/MJR** APPLICATION DATE: 24/08/2015

ED: **PLASNEWYDD**

APP: TYPE: Full Planning Permission

APPLICANT: Modra Investments Limited

LOCATION: 21-27 CITY ROAD, ROATH, CARDIFF, CF24 3BJ

PROPOSAL: REMOVAL OF TEMPORARY STRUCTURES AND ERECTION OF STUDENT ACCOMMODATION (139 UNITS TO PROVIDE 140 BEDROOMS, ARRANGED AS 138 STUDIOS AND ONE 2-BED UNIT) WITH ASSOCIATED ACCESS, LANDSCAPING AND ANCILLARY WORKS

RECOMMENDATION 1: That, subject to relevant parties entering into a binding legal agreement with the Council under **Section 106** of The Town and Country Planning Act 1990, within 6 months of the date of this resolution unless otherwise agreed by the Council in writing, in respect of matters detailed in paragraph 8.8 of this report, Planning Permission be **GRANTED** subject to the following conditions:

1. C01 Statutory Time Limit
2. The consent relates to the application as amended and supplemented by the ArbTS Arboricultural Report (ref – 183.1) received 25th September 2015, the revised plans received 6th November and 17th December 2015, Design and Access Statement Addendum received 19th November 2015 and the amended Application Form, Waste Strategy and Management Plan, and Planning Statement Addendum received 25th November 2015.
Reason: The plans and documents amend, supplement and form part of the application.
3. E1B Samples of Materials
4. C2O Architectural detailing
5. Notwithstanding the approved plans, details of the bin storage enclosures shall be submitted to and approved in writing by the local planning authority. The approved bin storage facilities shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained. Refuse shall be stored and managed in accordance with the approved Waste Strategy and Management Plan.
Reason. To protect the amenities of future occupiers and the amenities of the area.

6. Prior to commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide that all habitable rooms exposed to external road traffic noise in excess of 63 dBA Leq 16 hour [free field] during the day [07.00 to 23.00 hours] or 57 dBA Leq 8 hour [free field] at night [23.00 to 07.00 hours] shall be subject to sound insulation measures to ensure that all such rooms achieve an internal noise level of 40 dBA Leq 16 hour during the day and 35 dBA Leq 8 hour at night. The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with an integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from –
- 1) an upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to
 - 2) a lower rate of between 10 and 17 litres per second against zero back pressure.

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

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

7. H7G Plant Noise

8. A scheme of sound insulation works to the floor/ceiling and party wall structure between the proposed residential units and the communal area shall be submitted to and agreed by the Local Planning Authority in writing and implemented prior to occupation.

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

9. No part of the development hereby permitted shall be occupied until a travel/parking/traffic/resident letting management plan to include, but not be limited to: the promotion of public transport and other alternative modes of travel to the private car, the management of traffic at the start and end of term, the control of vehicular access to the site, the exclusion and control of student resident car parking within the site and surrounding area, has been submitted to and approved by the LPA.

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

10. Notwithstanding the approved plans, details of the cycle parking shelters, providing secure and under cover parking, shall be submitted to and approved in writing by the local planning authority. The approved facilities shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.
Reason: In order to provide appropriate facilities for cyclists.
11. Prior to the commencement of development details of a scheme of highway improvements shall be submitted to the LPA for approval. Such a scheme should include, but not be limited to; the replacement of the existing pedestrian refuge near the junction of City Road/The Parade with a raised zebra crossing including the provision of SCOOT loops, improvements to the section City Road footway adjacent to the site between its junctions with The Parade and St Peters Street including the re-instatement as footway of the redundant existing access, and improvements to surfacing/drainage/street lighting etc of the cul de sac access from Bedford Street. (Refer to indicative plan 'Plan 1. Highway Improvement' attached).
Reason: To ensure the comprehensive improvement of the adjacent highway/footways in the interests of highway and pedestrian safety and to facilitate access to the proposed development.
12. Prior to the commencement of development a scheme of construction management shall be submitted to and approved by the LPA to include details of construction traffic routes, site hoardings, site access, delivery and storage of construction materials, parking by construction staff, and wheel washing facilities. The 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.
13. C7Za CONTAMINATED LAND MEASURES - ASSESSMENT
14. C7Zb CLM - REMEDIATION & VERIFICATION PLAN
15. C7Zc CLM - REMEDIATION & VERIFICATION
16. C7Zd CLM - UNFORESEEN CONTAMINATION
17. D7Z Contaminated materials
18. E7Z Imported Aggregates
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 2.63 of the Cardiff Unitary Development Plan.

20. No development shall take place until ground permeability tests have been undertaken to ascertain whether sustainable drainage techniques can be utilised and a drainage scheme for the disposal of both surface water and foul sewage has been submitted to and approved by the LPA. No part of the development shall be occupied until the scheme is carried out and completed as approved.
Reason: To ensure an orderly form of development.
21. C4P Landscaping Design & Implementation Pro
22. C4R Landscaping Implementation
23. The development shall be implemented in accordance with the tree protection and tree pruning specification detailed in the submitted ArbTS Arboricultural Report (ref – 183.1) dated 19th September 2015.
Reason. To ensure the protection of trees covered under The Parade conservation area.
24. C5A Construction of Site Enclosure
25. Notwithstanding the approved plans, details of any relevant security measures for future residents, including (but not limited to) CCTV, secured door entry, internal and external communal lighting, shall be submitted to and approved in writing by the local planning authority. The approved measures shall be implemented as approved prior to the beneficial occupation of the development and shall thereafter be retained and maintained.
Reason. In the interests of the safety and security of future residents.

RECOMMENDATION 2: The highway works conditions and any other works to existing or proposed adopted public highway are to be subject to an agreement under Section 278 of the Highways Act 1980 between the developer and Local Highway Authority.

RECOMMENDATION 3: To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

RECOMMENDATION 4: The contamination assessments and the affects 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.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 The application seeks planning permission to redevelop a mainly open site with a development for student residential use, comprising 138x one bed studio rooms and a single two bedroom flat (140 bedrooms total), in two separate buildings.

The application has been amended to reduce the scale of the rear annexe to the main building, amend the internal layout of the rear 'Mews' building, and remove reference to ground floor commercial uses, with this area now given to communal use by future occupiers. The reduction in the scale of development has resulting in a reduced number of bedrooms from 152 originally proposed.

The schedule of accommodation is:

Main building & annexe

Ground – Main entrance, management office, communal room & 12 single bedrooms;

First – 20 single bedrooms;
Second – 20 single bedrooms;
Third – 20 single bedrooms;
Fourth – 14 single bedrooms;
Fifth – 14 single bedrooms;
Sixth – 5 single bedrooms & 1 double bed roomed unit.

Mews building:

Ground – Entrance, 11 single bedrooms;
First – 11 single bedrooms;
Second – 11 single bedrooms.

- 1.2 The proposed City Road frontage building is predominantly of 6 storey scale, with the ground floor frontage being mainly glazed to the street elevation. This frontage area accommodates the communal area for future residents. The upper floors are finished predominantly in a 'Sinusoidal' profiled metal cladding, with the room windows formed by 'porthole' openings. The metal cladding finish is continued to ground level to one corner of the ground floor frontage, fronting the concierge area adjacent to the building entrance. A contrasting red metal feature wall has been inserted into the rear corner of the main building, visible when viewing the development from the north along City Road.
- 1.3 The top floor (ground +6) has a flat roof and is set back from the parapet to the front and side of the main frontage building and, whilst continuing the 'porthole' window system, is finished in a white render.
- 1.4 The amended rear annexe has a four storey scale in the main, with a further two storeys in a 'set-in' element that ties into the rear of the main frontage building. The 'porthole' window arrangement is continued to the rear elevation of the main building and the 'internal' face of the annexe. The windows to the outward facing elevation of the annexe (towards Bedford Lane) are rectangular in form and serve access corridors, halls and stairwells.
- 1.5 The area between the annexe and the adjacent property at no. 19 City Road accommodates an improved amenity area, along with facilities for the storage of refuse and parking of cycles. This area opens out towards the rear onto a hard surfaced parking and manoeuvring area before meeting the 'Mews' development.
- 1.6 The 'Mews' building is of a three storey scale, with a flat roof design. The use of 'porthole' windows, steel cladding and render are continued. There are multiple entrances to this block, all set in the north elevation. A further area for the storage of refuse also lies along the north elevation.
- 1.7 There are pedestrian and vehicular access gates off the Bedford Lane cul-de-sac, with the vehicular gate having a sliding opening/closing mechanism.

- 1.8 The application is supported by a Design and Access Statement and a Planning Statement. Subsequently to registration, the agent submitted an Arboricultural Report in support of the application.

2. **DESCRIPTION OF SITE**

- 2.1 Former buildings on the site fronting onto City Road were demolished some years ago, the site is mainly hard surfaced land currently used as a private car park. Along the south side of the site area a series of single storey, flat roofed portable buildings, which are used for car valeting and car spraying.
- 2.2 Vehicular access into the site is currently via City Road, there are additional gated accesses from Bedford Place and from the lane behind the site which do not appear to be in regular use.
- 2.3 The site lies between two three storey buildings on City Road, occupied by a restaurant on its south side and a shop to its north. The building on the north side frontage has a ridged gable roof and the building to the south is flat roofed. There are residential properties to the north and west sides in Bedford Place, East Grove, and City Road (Pascall Court), and office and educational premises to the south in The Parade including the twelve storey Coleg Glan Hafren building 40m to the south, on the corner of City Road and The Parade.

3. **SITE HISTORY**

- 3.1 12/1260DCI – outline planning permission granted (subject to a Section 106 agreement), for the demolition of existing single storey offices and workshops and the proposed mixed use development (residential/retail), of the site comprising 26no. apartments (14no. 2 bed and 12no. 1 bed), ground floor retail space, associated amenity space, car parking, cycle store and bin store.
- 3.2 11/872/DCI – resolution to grant full planning permission (subject to a Section 106 agreement) for mixed use development comprising fourteen apartments, ground floor retail, four townhouses with associated landscaping/amenity space, car parking, cycle storage and bin storage – Now withdrawn.
- 3.3 09/575C – resolution to grant full planning permission (subject to a Section 106 agreement) for residential redevelopment comprising sixteen 2 bed apartments and four 2 bed town houses, with landscaping/amenity space/car parking/cycle shelter/bin storage – Now withdrawn.
- 3.4 01/157W - planning permission granted for the use of the site as a car park following the demolition of previous buildings, permission was temporary on the advice of the Operational Manager Transportation.

4. **POLICY FRAMEWORK**

- 4.1 The site lies within the City Road Centre as defined by the proposals map of the City of Cardiff Local Plan and the City Road District Centre by the Deposit Unitary Development Plan (October 2003).

4.2 Relevant National Planning Guidance:

Planning Policy Wales (Edition 8, January 2016)
Planning Policy Wales TAN 12: Design
Planning Policy Wales TAN 21: Waste

4.3 Relevant City of Cardiff Local Plan Policies:

Policy 11: Design & Aesthetic Quality
Policy 12: Energy Efficient Design
Policy 17: Parking & Servicing Facilities
Policy 18: Provision for cyclists
Policy 19: provision for pedestrians
Policy 20: Provision for special Needs Groups
Policy 31: Residential Open Space Requirement
Policy 40: Development in City Road

4.4 Relevant Deposit Unitary Development Plan (October 2003) policies:

Policy 2.20: Good Design
Policy 2.21: Change of Use or Redevelopment to Residential Use.
Policy 2.24: Residential Amenity
Policy 2.26: provision of open space, recreation & leisure
Policy 2.36: District and Local Centres
Policy 2.53 Conservation Areas
Policy 2.55: Public Realm Improvements
Policy 2.57: Access, Circulation & Parking Requirements
Policy 2.74: Waste Management

4.5 Relevant Supplementary Planning Guidance:

Residential Design Guide (March 2008)
Energy Efficient Design for New Residential Development (1995)
Open Space (March 2008)
Waste Collection and Storage Facilities (March 2007)
Access, Circulation & Parking Requirements (June 2006)
Community Facilities and Residential Development (March 2007)

5. **INTERNAL CONSULTEE RESPONSES**

- 5.1 The Operational Manager Transportation has no objection, subject to conditions. The following comments are made:

Though only a small parking area – accessed via Bedford Street – is proposed, which will cater for occasional visitors and dropping off/picking up at the beginning and end of terms, this is acceptable mindful of the sustainable location close to the university and with ready access to public transport and shops/services etc – subject to the imposition of a Combined

Student Accommodation and Traffic Management Plan condition. I'd suggest the following wording;

'No part of the development hereby permitted shall be occupied until a travel/parking/traffic/resident letting management plan to include, but not be limited to: the promotion of public transport and other alternative modes of travel to the private car, the management of traffic at the start and end of term, the control of vehicular access to the site, the exclusion and control of student resident car parking within the site and surrounding area, has been submitted to and approved by the LPA. Reason: in the interests of highway safety and to regulate the impact of the development on the use of the adjacent highway.

I'm pleased to note the inclusion of 76 cycle stands which will encourage this mode of travel and help address the above aspirations. A further condition (C3S) is appropriate in this respect.

The proposed use as 140 student units will inevitably generate a significant increase in pedestrian movements in the vicinity of the development. Rather than seek a Section 106 contribution towards public transport enhancement, in this instance I consider it more appropriate to require the implementation of highway improvements which will assist safe pedestrian passage to and from the site.

To the north of the site there is an existing Toucan crossing at the junction of City Road with St Peter Street, though to the south there is only a rather unsatisfactory and vulnerable central refuge. I consider that this should be up-graded to a raised zebra crossing (incorporating SCOOT loops to enable any resulting queues of vehicles to be monitored and the impact on the City Road/Newport Road junction controlled). This would provide a safer environment for pedestrians crossing City Road and also serve to reduce vehicle speeds generally.

The existing access to the site will become redundant as a consequence of the development and will therefore need to be re-instated as footway. In addition damage to the frontage footway and beyond may be anticipated as consequence of construction work and would need to satisfactorily re-instated, while improvement to the section of cul de sac off Bedford Street is also appropriate in that it will serve as the primary access to a number of the proposed units. I'd therefore suggest a further condition along the following lines;

'Prior to the commencement of development details of a scheme of highway improvements shall be submitted to the LPA for approval. Such a scheme should include, but not be limited to; the replacement of the existing pedestrian refuge near the junction of City Road/The Parade with a raised zebra crossing including the provision of SCOOT loops, improvements to the section City Road footway adjacent to the site between its junctions with The Parade and St Peters Street including the re-instatement as footway of the redundant existing access, and improvements to surfacing/drainage/street

lighting etc of the cul de sac access from Bedford Street. I'd also suggest a second recommendation advising the applicant that these works will be subject to an agreement under Section 278 of the Highways ACT 1980.

I've attached a plan showing the location of the refuge to be improved.

A further condition, along the following lines, relating to a Construction Management Plan is also required; 'Prior to the commencement of development a scheme of construction management shall be submitted to and approved by the LPA to include details of construction traffic routes, site hoardings, site access, delivery and storage of construction materials, parking by construction staff, and wheel washing facilities. The 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.

- 5.2 The Council's Tree Protection Officer advises that an appropriate landscape plan should have been utilized to inform the design of the proposals. In light of the submitted Arboricultural Report, and on the condition that works to trees are undertaken in accordance with that report, there should be no unacceptable harm caused to trees of amenity value.
- 5.3 The Highways Drainage Manager has been consulted and any comments will be reported to Committee.
- 5.4 The Parks Planning Manager advises that the Council's Supplementary Planning Guidance on Open Space requires provision of a satisfactory level and standard of open space on all new housing developments, or an off-site contribution towards existing open space for smaller scale developments where new on-site provision is not applicable. As limited public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of open space off-site, or the improvement (including design and maintenance) of existing open space in the locality.

Based on the information given, allowing for an increased population of up to 140, the contribution required is **£83,598**. In the event that the Council is minded to approve the application, it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure payment of the contribution.

- 5.5 The Pollution Control (Contaminated Land) Manager has no objection, subject to contaminated land conditions and advice.
- 5.6 The Pollution Control (Noise & Air) Manager has no objection, subject to road noise, soundproofing and plant noise conditions.
- 5.7 The Waste Manager has no objection to the refuse storage facilities, having regard for the submitted Waste Strategy.

5.8 The Housing Strategy Manager advises that the proposals do not generate a requirement for any affordable housing provision given the occupancy by students.

5.9 The Neighbourhood Regeneration Manager advises:

Supplementary Planning Guidance (SPG) on Community Facilities and Residential Development states that 'the Council will seek a financial contribution for improvements to existing community facilities or the provision of additional community facilities on all significant developments because the increased population will result in increased demand for local community facilities'. If no onsite provision is proposed, a financial contribution is sought on residential developments containing 25 or more new dwellings including student accommodation.

*No onsite community facilities have been proposed therefore a contribution of **£57,400** is required towards community facilities.*

The nearest community facilities to the proposed development are likely to experience an added pressure as a result of the new population. It is envisaged that a forthcoming community facilities contribution would be directed towards investment in:

- **Penylan Library and Community Centre**
- **or other community facilities in the Plasnewydd ward.**

It is anticipated that these facilities are likely to experience added pressure as a result of the new population from the proposed development. Therefore, any financial contribution will help to provide the best possible facilities for the area and offset the impact of the additional population.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 Welsh Water have no objection, subject to a condition requiring the submission and approval of a drainage scheme.

6.2 South Wales Police have provided comments regarding crime prevention and the principles of 'secured by design'. These comments have been forwarded to the agent for consideration.

7. **REPRESENTATIONS**

7.1 Local Members have been consulted and any comments will be reported to Committee.

7.2 Adjacent occupiers have been consulted and no comments have been received.

7.2 The application has been publicised by site and press notice and no comments have been received.

8. **ANALYSIS**

- 8.1 The proposal raises no land use policy concerns, policy 40 favours the development of housing, shops and financial and professional services in this location.

The principle of tandem residential development on this site has been established by previous resolutions to grant outline and full planning permission, the latest being 12/1206DCI.

Whilst it is noted that the 'mixed use' element of the application originally submitted has been omitted under the amended scheme, it is considered that given the extant long term use of the site as a surface car park, with no substantial presence on the City Road frontage, there would be no harm caused to the vitality or viability of the area in not having a commercial ground floor use.

In terms of the 'on street' presence, the ground floor finish is not dissimilar to that of a shopfront, and the 'communal' activities that are likely to take place will add a degree of activity behind the windows.

- 8.2 With regard to the design of the proposals, there were a number of issues regarding the scheme as originally submitted, including:

- While this site has scope for a taller building, the proposed frontage element appeared bulky and would benefit from a set-back element;
- The rear annexe was considered too large in terms of the degree of rearward projection and the height;
- The window to window relationship at the point of junction with the main building and annexe was unacceptable;
- The siting of the 'Mews' building appeared cramped & the entrance is in a poor location;
- No amenity space provision;
- The refuse store was in an unacceptable position;
- There was a need to break-up the flank elevation of the main building facing north.

- 8.3 As a result of negotiations, an amended scheme has been submitted. The amendments include:

- The introduction of a sixth floor to the main frontage building;
- The reduction in height (less 1 floor), over the bulk of the annexe, and its reduction in depth of rearward projection;
- Reposition of the 'Mews' block further off the rear boundary of the site;
- A resultant increase in undeveloped land which is now available for amenity uses;
- Relocation of the refuse storage facilities to the rear area, with the former location now allocated as a management office;

- Use of the originally proposed commercial space as a common room for residents.

8.4 The provision of an additional storey is considered to be acceptable in Placemaking terms. This would be set back from the principal frontage by a reasonable distance and would not therefore inappropriately add to the perceived massing of the building from within the street scene. The through coloured render finish proposed for this floor of the building and its continuation within the stairwell is welcomed as this would aid in breaking up the massing of the side elevation of the building when viewed from within City Road when approaching from the north.

While the rear annexe of the proposed scheme remains relatively large in comparison to other rear annexes, or outbuildings, along this stretch of City Road, the depth at which it would now project back into the site has been significantly reduced. As such, the scale and massing of the rear annexe is now considered to be acceptable. The revisions made to the form, orientation and general design of the rear annexe would also enable the provision of a larger and more useable area of amenity space provision, which is welcomed.

The revised positioning of the rear block further back from the boundary of the site would allow for improved internal light provision and is therefore welcomed. Some concerns would however remain with regard to the positioning of the access to this building and the quality of the route leading to it.

8.5 Having regard for the amendments that have been made, the design, scale and massing of the proposed development is considered to be acceptable. However, as it is considered that the use of high quality materials is essential to ensure the development provides a real landmark building, it is considered appropriate to impose a condition requiring the submission and approval of samples of the finish materials. In addition, it is also considered appropriate to impose an architectural detailing condition, in order to ensure the material detailing is of a high standard.

8.6 The proposal would not result in any significant loss of amenity to neighbouring occupiers, both sides of the main frontage building are adjacent to the neighbouring buildings, and there are no habitable room windows to these elevations on the upper floors. The annexe windows overlooking no. 29 City Road serve a corridor, and the rear of no. 29 is a car park. The annexe windows overlooking no. 19 City Road do so from a distance of approx. 9.0m and it is of note that the rear of no. 19 is developed. The rear of the properties (offices) fronting The Parade are car parks. The windows to the rear elevation of the 'Mews' block are set approx. 8.0m off the boundaries to the rear of the properties fronting East Grove. The premises adjacent to and including 2 East Grove are in use by the YMCA, and the rear areas are used for car parking. The property at no. 4 East Grove is in residential use. However, there is an existing outbuilding at the rear, which effectively takes any amenity use beyond 10.0m from the windows.

8.7 The proposed external amenity area is to be the subject of further details, as required by condition 21 above. The amended plans indicate a small area of soft landscape to the rear of the proposed annexe, adjacent to the rear vehicle entrance, with an area set aside for up to four parking spaces and manoeuvring room for refuse vehicles. The vehicle tracking diagram submitted with the approved Waste Strategy document appears to indicate that there is capacity for this parking/manoeuvring area to be reduced in order to provide more soft landscape area. This will be the subject of further discussion.

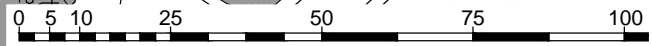
8.8 Section 106 matters – The following contribution requests have been made, with reference made to the Community Infrastructure Levy tests:

Parks – £83,598 – Towards the improvement or provision of open space in the vicinity. Details to be agreed in line with the CIL tests.

Community Facilities - £57,400 – Towards the improvement or provision of community facilities in the vicinity. Details to be agreed in line with the CIL tests.

The agent has confirmed that the applicant is willing to enter into a legal agreement regarding the above mentioned contributions, in addition to a Section 278 Highways Agreement in respect of the required highway improvements.

8.9 In light of the above, and having regard for adopted planning policy guidance it is recommended that planning permission be granted.



Rev	Date	Check	Description
-	31/07/15	AGW	FIRST ISSUE

HolderMathiasarchitects

T +44 (0) 20 7287 0735
 www.holdermathias.com
 London Cardiff Munich

Project
Student Residential
21-27 City Road, Cardiff
Modra Investments Limited

Title
Proposed Location Plan

Status
Planning

Scale at A3
1:1250

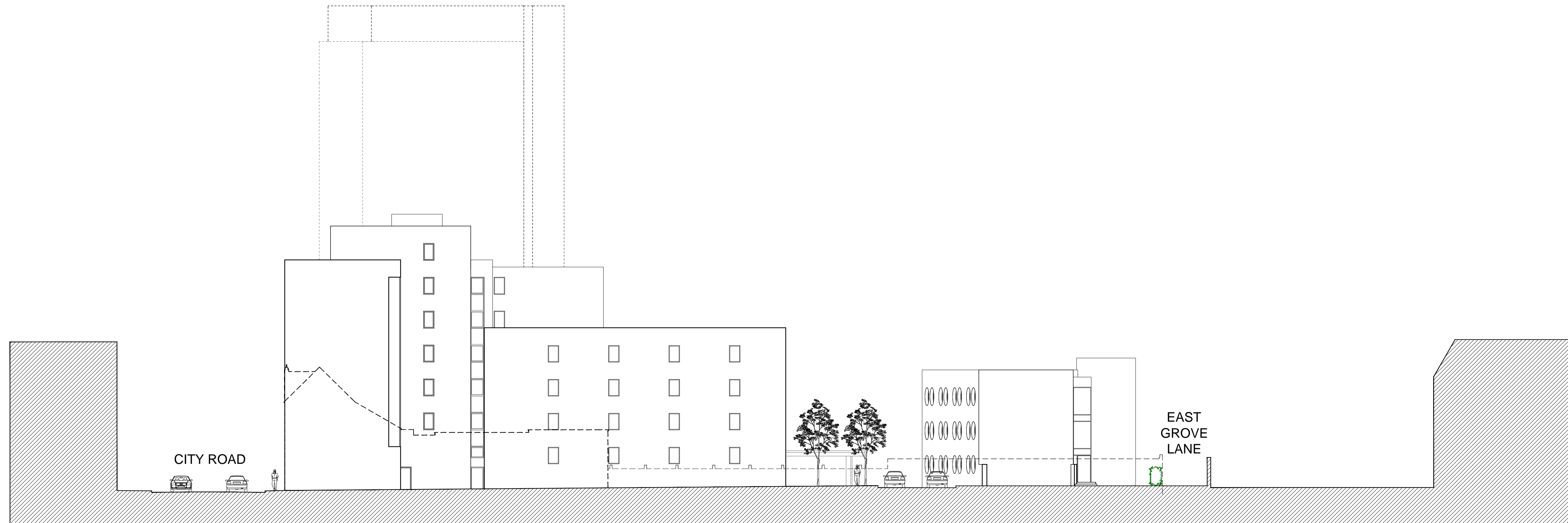
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ISO 14001 : 2004 ISO 9001 : 2000 RIBA Chartered Practice
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① - EAST ELEVATION [CITY ROAD]

Refer to drawing A-00-09 for larger scale elevation



② - NORTH ELEVATION

Refer to drawing A-00-14 for larger scale elevation



B	06/11/2015	CH	Changes following discussions with local planning authority
A	10/06/2015	SH	Main Frontage Block height altered following one-application discussions with the LPA
-	-	AGW	FIRST ISSUE
Rev	Date	Check	Description

HolderMathiasarchitects

T +44 (0) 20 7287 0735
www.holdermathias.com
London Cardiff Munich

Project
Student Residential
21-27 City Road, Cardiff
Modra Investments Limited

Title
Elevations; East [City Road] & North

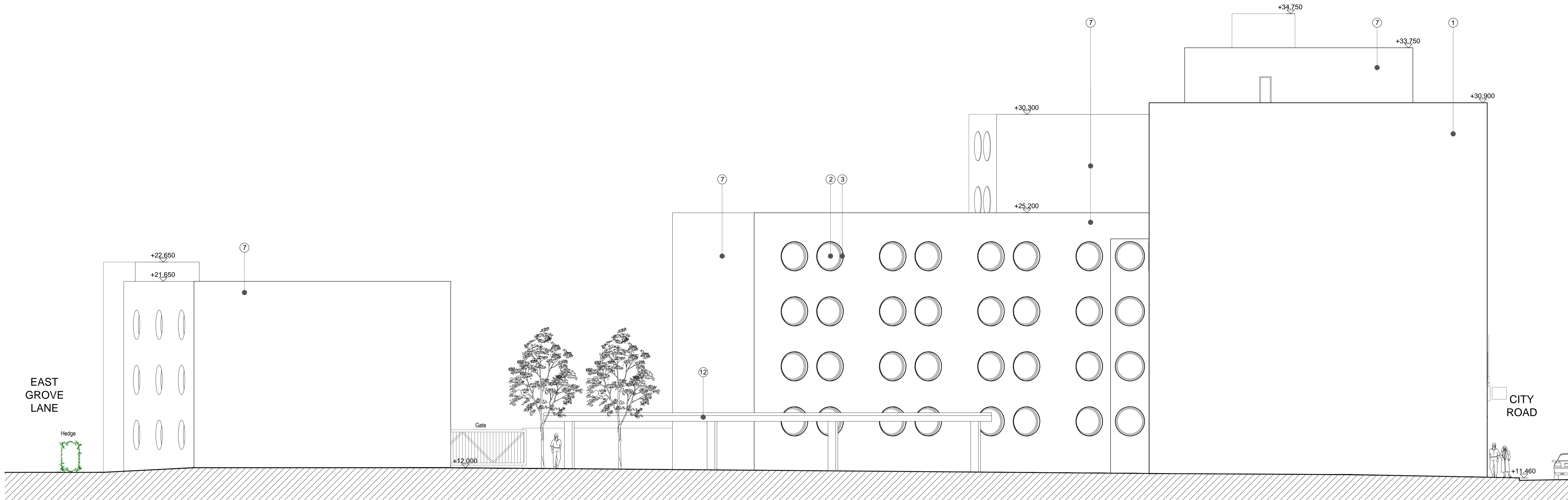
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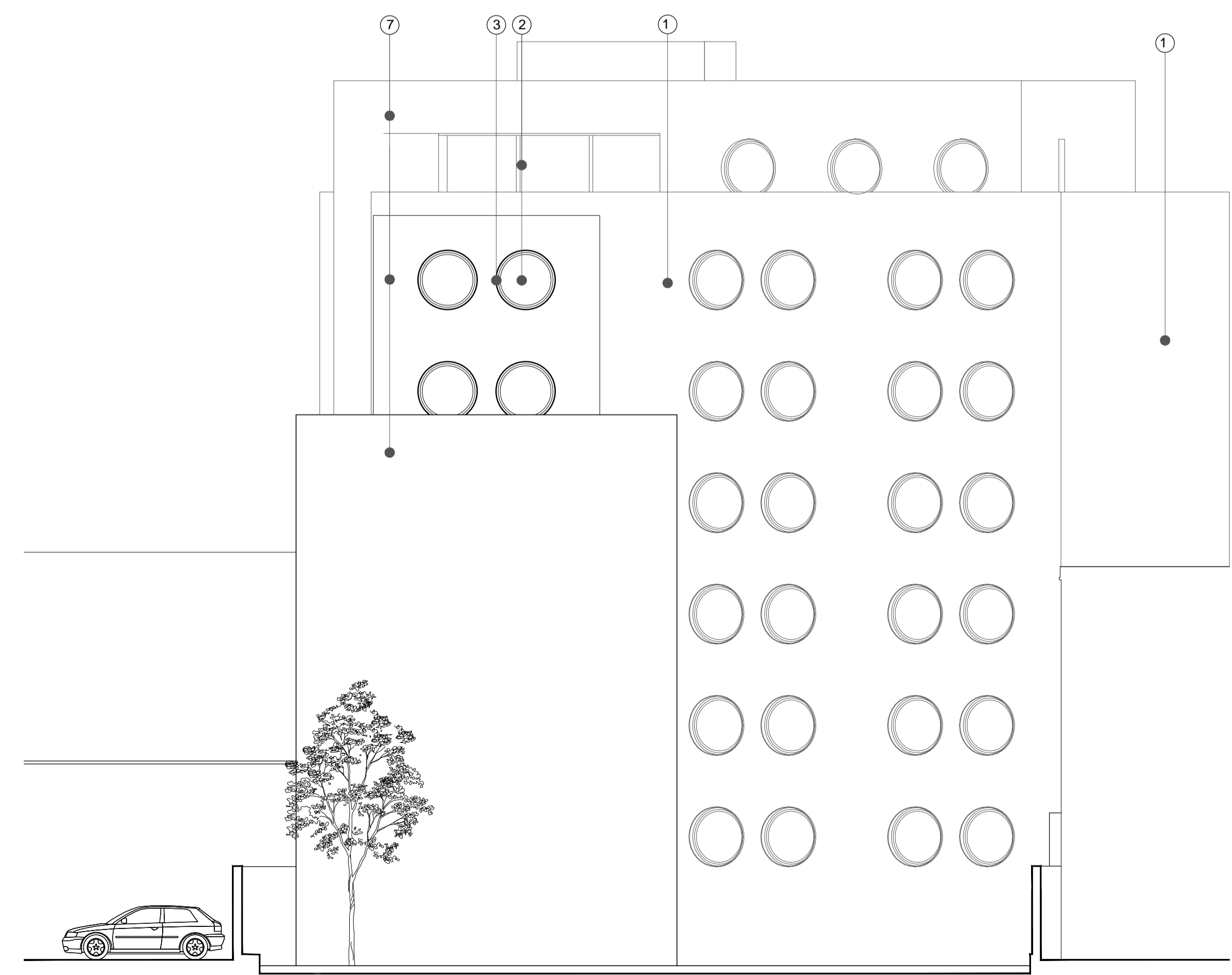


① - SOUTH ELEVATION

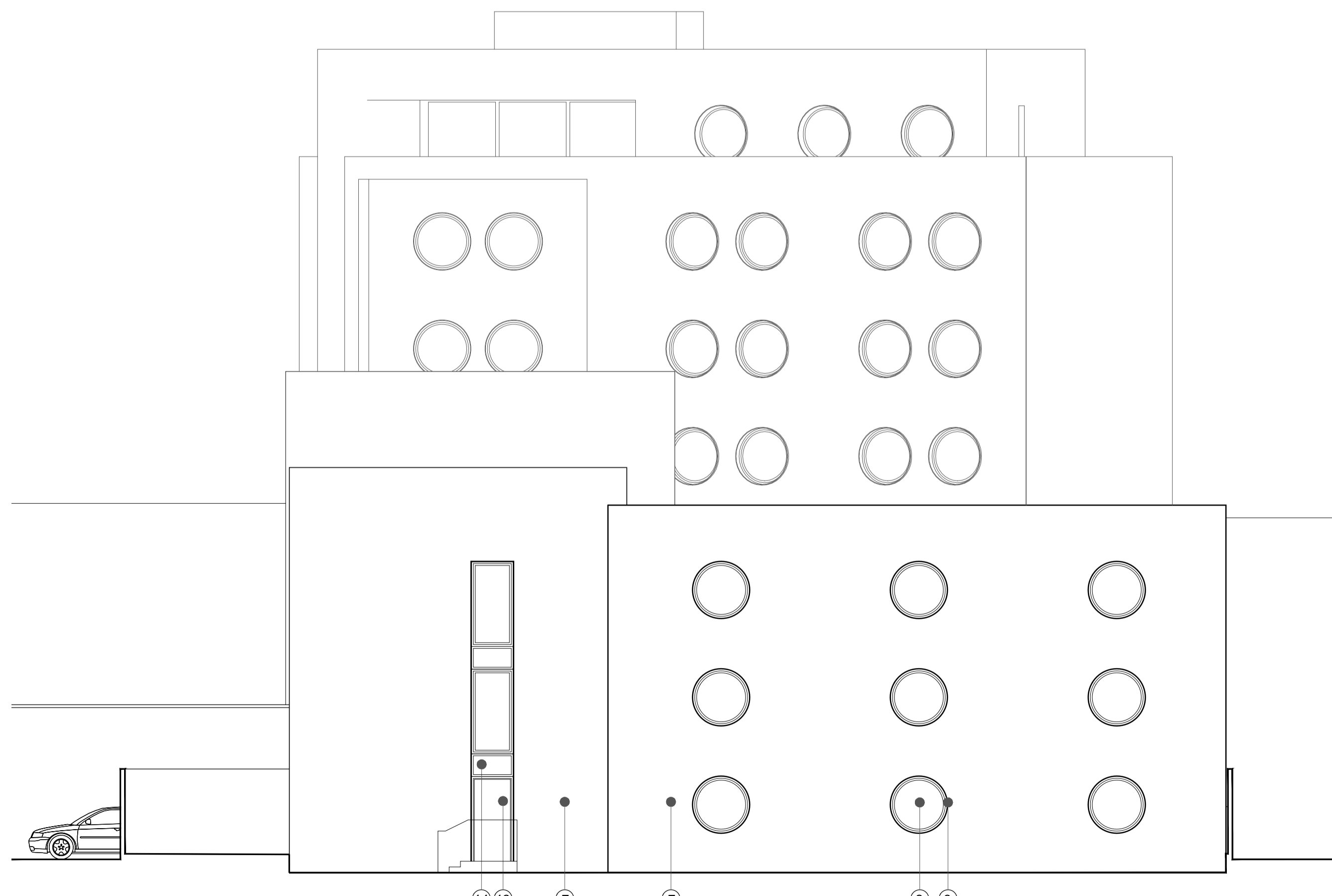


MATERIAL KEY

- 1 - SINUSOIDAL PROFILED METAL CLADDING. COLOUR: SILVER
- 2 - WINDOW. ALUMINIUM FRAMED DOUBLE GLAZING. COLOUR: GREY
- 3 - PPC ALUMINIUM FLASHING. COLOUR: SILVER
- 4 - GLAZING. ALUMINIUM CURTAIN WALLING SYSTEM. COLOUR: GREY
- 5 - ALUMINIUM FRAMED GLAZED DOOR. COLOUR: GREY
- 6 - COLOURED FEATURE COLUMNS. THROUGH COLOURED RENDER SYSTEM. COLOUR: WHITE
- 7 - FACIA SYSTEM, AS 7.
- 8 - FEATURE WALL, METAL PANEL SYSTEM: RED
- 9 - GLASS 'LOOKALIKE' SPANDREL PANEL
- 10 - PPC CLASSIC SHEFFIELD BIKE STAND
- 11 - DOUBLE BIKE RACK WITH PPC CYCLE CANOPY
- 12 - ACCESS DOOR. ALUMINIUM FRAMED DOOR WITH IN-FILL PANEL. COLOUR: GREY
- 13 - SPANDREL PANEL AND FEATURE MULLION: ALUMINIUM. COLOUR: GREY
- 14 - SPANDREL PANEL AND FEATURE MULLION: ALUMINIUM. COLOUR: GREY



② - WEST ELEVATION



③ - WEST ELEVATION [EAST GROVE LANE]



Changes resulting from discussions with local planning authority

Rev	Date	Check	Description
A	06/11/2015	CH	AGW FIRST ISSUE

HolderMathiasarchitects

T +44 (0) 20 7287 0735
www.holdermathias.com
London Cardiff Munich

Project
Student Residential
21-27 City Road, Cardiff
Modra Investments Limited

Title
Elevations; South and West

Status
Planning

Job No	Zone	Sheet No	Rev
4109		A-00-12	A

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View 1



View 2



View 3



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1	6.11.15	DG	FIRST ISSUE

HolderMathiasarchitects

T +44 (0) 20 7287 0735
www.holdermathias.com
London Cardiff Munich

Project
Student Residential
21-27 City Road, Cardiff
Modra Investments Limited

Title
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Job No	Zone	Sheet No	Rev
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Rev	Date	Check	Description
E	17/12/2015	AGW	NOTE ADDED TO COURTYARD LANDSCAPING Refuse updated to reflect waste management strategy
D	18/11/2015	AGW	Changes resulting from discussions with local planning authority
C	06/11/2015	CH	All units changed to studios
B	02/10/2015	AGW	Additional steps added to reflect raised Ground Floor
A	10/08/2015	SH	AGW FIRST ISSUE
-	-	-	-

HolderMathiasarchitects

T +44 (0) 20 7287 0735
www.holdermathias.com
London Cardiff Munich

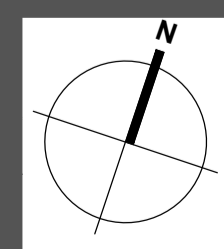
Project
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21-27 City Road, Cardiff
Modra Investments Limited

Title
Ground Floor Plan

Status
Planning

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