

AM, MP and LOCAL MEMBER OBJECTION

COMMITTEE DATE: 13/12/2017

APPLICATION No. **17/01963/MJR** APPLICATION DATE: 21/08/2017

ED: **GABALFA**

APP: TYPE: Full Planning Permission

APPLICANT: Mederco (Cardiff) Ltd

LOCATION: LAND OFF MYNACHDY ROAD, MYNACHDY, CARDIFF

PROPOSAL: ERECTION OF 5 BLOCKS OF THREE STOREY STUDENT ACCOMMODATION, COMPRISING A TOTAL OF 350 BEDROOMS, ALONG WITH HARD AND SOFT LANDSCAPING, CYCLE PARKING, BIN STORAGE, DISABLED VEHICULAR PARKING AND A COMMUNITY CENTRE WITH ASSOCIATED VEHICULAR PARKING.

RECOMMENDATION 1: That, subject to the relevant parties entering into a binding planning obligation in agreement with the Council under **SECTION 106** of 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 10.1 of this report, planning permission be **GRANTED** subject to the following conditions and for the following reasons:

1. Statutory Time Limit (The development permitted shall be begun before the expiration of five years from the date of this planning permission. Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.)
2. The Development shall be carried out in accordance with the following approved plans:

L(00)001 Rev P1 – Site Location Plan

L(00)010 Rev P1 – Existing Topographical Site Plan

L(00)011 Rev P1 – Existing Site Plan – Sheet 1

L(00)012 Rev P1 – Existing Site Plan – Sheet 2

L(00)013 Rev P1 – Existing Site Plan – Sheet 3

L(00)014 Rev P1 – Existing Site Plan – Sheet 4

L(00)020 Rev A – Proposed Site Plan

L(00)021 Rev A – Proposed Site Plan – Sheet 1

L(00)022 Rev A – Proposed Site Plan – Sheet 2

L(00)023 Rev A – Proposed Site Plan – Sheet 3

L(00)024 Rev A – Proposed Site Plan – Sheet 4

L(00)030 Rev A – Building Footprint Comparison

L(01)500 Rev A – Proposed Ground and First Floor Plans - Block A

L(01)501 Rev A – Proposed Second Floor and Roof Plans - Block A
L(01)502 Rev A – Proposed Ground and First Floor Plans - Block B
L(01)503 Rev A – Proposed Second Floor and Roof Plans - Block B
L(01)504 Rev A – Proposed Ground and First Floor Plans - Block C
L(01)505 Rev A – Proposed Second Floor and Roof Plans - Block C
L(01)506 Rev A – Proposed Ground and First Floor Plans - Block D
L(01)507 Rev A – Proposed Second Floor and Roof Plans - Block D
L(01)508 Rev A – Proposed Ground and First Floor Plans - Block E
L(01)509 Rev A – Proposed Second Floor and Roof Plans - Block E

L(02)500 Rev A – Proposed Elevations - Block A
L(02)501 Rev A – Proposed Elevations - Block B
L(02)502 Rev A – Proposed Elevations - Block C
L(02)503 Rev A – Proposed Elevations - Block D
L(02)504 Rev A – Proposed Elevations - Block E

L(01)600 Rev C – Plans / Elevations – Community Centre / Boxing Club

UG_11504_LAN_DRW_01_GA Rev P03 – General Arrangement
UG_11504_LAN_DRW_03_HL Rev P02 – Hard Landscape Plan
UG_11504_LAN_DRW_02a_SL1 Rev P02 – Planting Plan Area 1
UG_11504_LAN_DRW_02b_SL2 Rev P02 – Soft Landscape Plan Area 2
UG_11504_LAN_DRW_02c_SL3 Rev P02 – Soft Landscape Plan Area 3
UG_11504_LAN_DRW_05_LSN Rev 04 - Landscape Supporting Note
UG_11504_LAN_DRW_04_FF Rev P02 – Fencing, Furniture & Lighting

Acer Ecology – Preliminary Ecological Appraisal, May 2017
Acer Ecology – Reptile Survey, November 2017
Acer Ecology - Preliminary Bat Roost and Nesting Bird Assessment
(October 2017)
Vectos – Transport Statement - VN70796 (October 2017)
Vectos - Waste Strategy and Management Plan - VN70796, July 2017
Landscape Strategy – Design and Access Statement July 2017
Acoustic Planning Report 0149/APR1 – Revision 1, dated the 6th July
2017
Phase II Site Appraisal – P7962, date May 2017
Arboricultural Report – ArbTS_331.1_Mynachdy Road, 27th April 2017
Planning Statement (Geraint John Planning), July 2017

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

3. Prior to construction of 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

4. 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 2012), 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

5. The remediation scheme approved by condition 4 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 2012), unless the Local Planning Authority agrees to any variation.

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

6. 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

7. 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

8. 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

9. 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 adopted Cardiff Local Development Plan (2006 - 2026).

10. No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall demonstrate how the site will be effectively drained, allow for foul flows to connect to or downstream of manhole reference ST16787708 located in Mynachdy Road and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in accordance with Policy EN10 of the adopted Cardiff Local Development Plan (2006 - 2026).

11. A potable water connection to serve the site shall only be made to the 6 inch distribution main at grid reference 316647, 178864.
Reason: To ensure the site is served by an adequate potable water supply in accordance with Policy EN10 of the adopted Cardiff Local Development Plan (2006 - 2026).
12. Details of the new site access from Radyr Place shall be submitted to and approved in writing by the Local Authority and the proposed car parking and manoeuvring areas shall be laid out in accordance with the approved details before the development is brought into beneficial use and thereafter maintained and retained at all times for those purposes associated with the development.
Reason: to make provision for the parking of vehicles clear of the roads so as not to prejudice the safety, convenience and free flow of traffic in accordance with policy T5 of the adopted Cardiff Local Development Plan (2006 - 2026).
13. No above ground development shall take place until details showing the provision of cycle parking spaces for 273 cycles have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented prior to the development being put into beneficial use. Thereafter the cycle parking spaces shall be maintained and shall not be used for any other purpose.
Reason: To ensure that adequate provision is made for the secure parking of cycles in accordance with policy T5 of the adopted Cardiff Local Development Plan (2006 - 2026).
14. No development shall take place until details of the junction between the proposed access road and the highway have been submitted to and approved in writing by the Local Planning Authority. Those 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 abutting the site in accordance with Polies T5, of the adopted Cardiff Local Development Plan (2006 – 2026).
15. No vehicular access shall be obtained to the site from the highway between 103 and 105 Mynachdy Road, other than to construct the new site access from Radyr Place and the first 60 metres of the site access road and for Network Rail maintenance vehicles.
Reason: To ensure the development does not adversely affect the free flow of traffic in the surrounding area in accordance with Polies T5 of the adopted Cardiff Local Development Plan (2006 – 2026).
16. A mechanism shall be provided in accordance with details to be submitted to and agreed in writing by the Local Planning Authority to ensure that no pedestrian or cyclist access shall be obtained to the site from the highway between 103 and 105 Mynachdy Road between the hours of 19:00hrs and 08:00hrs on any day.
Reason: To ensure the amenity of occupiers of other premises in the

vicinity are protected in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).

17. Prior to the commencement of any other development at the site, detailed plans of the new site access from Radyr Place and the first 60 metres of the site access road shall be submitted and approved in writing to the Local Authority and shall be constructed in accordance with the approved detailed plans to an adoptable standard.
Reason: To ensure that a safe means of access is provided to the site for construction vehicles.
18. No development shall take place until detailed plans showing the position and form of construction of all roads, hard and soft landscaping treatments and footpaths within the site and the method of disposal of all surface water drainage therefrom have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the roads, paths and all surface water drainage have been constructed and completed (except for final surfacing) in accordance with the approved plans and details.
Reason: To ensure an orderly form of development and to make provision for the satisfactory access to the development by future occupants, in accordance with polies KP5 and T1 of the adopted Cardiff Local Development Plan (2006 - 2026).
19. Prior to the commencement of development a comprehensive construction phasing plan shall be submitted to and agreed with the Local Planning Authority. The phasing plan shall identify phases of construction of development and shall ensure safe and convenient pedestrian, cycle and vehicular access around and through those areas not under construction or where construction is complete. The development shall be carried out in accordance with the provision of the approved phasing plan or any variation thereof agreed in writing with the Local Planning Authority.
Reason: To ensure an orderly form of development and safe access through and within the site in accordance with polies KP5 and T1 of the adopted Cardiff Local Development Plan (2006 - 2026)..
20. Prior to commencement of each phase of development a scheme of construction management shall be submitted to and approved by the Local Planning Authority to include details of construction traffic routes, site hoardings, site access, wheel washing facilities and parking of contractors vehicles. The development construction of the relevant phase shall be managed strictly in accordance with the scheme so approved.
Reason: In the interests of highway safety and public amenity in accordance with polies KP5 and T1 of the adopted Cardiff Local Development Plan (2006 - 2026).
21. No part of the development hereby permitted shall be commenced until a scheme of construction management has been submitted to and approved by the Local Planning Authority, to include as required but not

limited to details of site hoardings, site access and wheel washing facilities. Construction of the development shall be managed strictly in accordance with the scheme so approved.

Reason: In the interests of highway safety and public amenity.

22. No part of the development hereby permitted shall be commenced until a scheme of public footway reinstatement works to Radyr Place and Mynachdy Road adjacent to the site has been submitted to and approval in writing by the LPA. The scheme to include the resurfacing/reinstatement of the footway as may be required as consequence of implementation of the development; to include as required surfacing, kerbs, edging, drainage, lighting, lining, signing and street furniture as required as a consequence of the scheme. No part of the development shall be occupied until the approved scheme has been implemented.

Reason: To reinstate the footway and provide an improved pedestrian environment to facilitate safe commodious access to the proposed development in accordance with policies T1 and T5 of the adopted Cardiff Local Development Plan (2006 - 2026).

23. No part of the development hereby permitted shall be brought into beneficial occupation until a plan for the management of delivery and servicing associated with the Community Centre / Boxing Club building has been submitted to and approved by the Local Planning Authority; the plan to include as required but not limited to the management of day to day access, deliveries and servicing, details of the maximum vehicle size(s), times and days of permitted access, control and management of noise. Management of the delivery and servicing associated with the development shall be carried strictly in accordance with the plan so approved. Reason: In the interests of highway safety and public amenity.

24. Unless otherwise agreed with the LPA, the applicant is required to undertake a detailed dust assessment which shall quantify the magnitude of risk to surrounding/ nearby sensitive receptors, this being the various residential properties located within 350m to the site boundary, during the construction phase of the development. Prior to the commencement of development a scheme (Construction Environmental Management Plan) to minimise dust emissions arising from construction activities on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of dust suppression measures and the methods to monitor emissions of dust arising from the development. The construction phase shall be implemented in accordance with the approved scheme, with the approved dust suppression measures being maintained in a fully functional condition for the duration of the construction phase.

Reason: To assess air quality and agree any mitigation measures that may be required to safeguard the amenity of nearby residents in the area.

25. Prior to beneficial occupation the development details shall be submitted to, and approved in writing by, the local planning authority of the

measures installed to mitigate the impacts of railway noise highlighted in Acoustic Planning Report 0149/APR1 – Revision 1, dated the 6th July 2017.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).

26. No fixed plant and/or machinery shall come into operation until details of the fixed plant and machinery serving the development hereby permitted, and any mitigation measures to achieve this condition, are submitted to and approved in writing by the local planning authority. The rating level of the sound emitted from the site shall not exceed 48dB(A) between 07:00 and 23:00 hours and 33dB(A) at all other times to the south and west of the site and shall not exceed 45dB(A) between 07:00 and 23:00 hours and 29dB(A) at all other times to the north and east of the site. The rating levels shall be determined by the objective acoustic feature methodology of BS4142:2014 and calculated to the nearest noise sensitive premises.
Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006 - 2026).
27. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order amending or revoking and re-enacting that Order) the Coffee Shop unit proposed within the Community Centre / Boxing Club shall not be used for the sale of hot food for consumption off the premises.
Reason: To ensure that the use of the premises does not prejudice the amenities of the area in accordance with policies KP5, EN13 AND R6 of the adopted Cardiff Local Development Plan (2006 – 2026).
28. Blocks A – E shall not exceed 9m in height.
Reason: To ensure that the scale of development is in keeping with the scale of existing adjoining development in the area, and does not harm the living conditions of the adjoining residents in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 – 2016).
29. The accommodation blocks shall be used only for the purposes specified in the application (student accommodation) and for no other purpose.
Reason: The acceptability of the use of the development hereby approved for other 'residential' purposes has not been assessed.
30. A maximum of 350 student accommodation bedrooms shall be implemented.
Reason: The acceptability of additional bedrooms has not been assessed.
31. No above grounds superstructure works shall be commenced until samples of the external finishing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory finished appearance to the development in

accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).

32. Details of the public artwork proposed within the cladding of each of the buildings, including community centre, shall be submitted to and approved in writing by the Local Planning Authority prior to its introduction on site. The approved details shall be implemented on site and thereafter maintained.
Reason: In the interests of the visual amenity of the site and wider area in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006 - 2026).
33. Notwithstanding the submitted landscaping scheme, no development shall take place until full details of the structural soil product and its installation specification have been submitted and approved in writing by the Local Planning Authority, along with full details of the measures to be taken to protect the paved surface from root damage.
Reason: To maintain and improve the amenity and environmental value of the area in accordance with Policy KP5 of the adopted Cardiff Local Development Plan.
34. All planting, seeding, turf-laying and paving shown on the approved plans shall be carried out in the first planting and seeding season following the occupation of the building or the completion of the development, whichever is sooner. Any newly planted trees, plants or hedgerows, which within a period of 5 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced in the first available planting season and to the specification shown on approved plans and in supporting documents, unless the LPA gives written consent to any variation.
Reason: To maintain and improve the amenity and environmental value of the area in accordance with Policy KP5 of the adopted Cardiff Local Development Plan.
35. Prior to the commencement of site preparation and development, the applicant should submit a Reptile Mitigation Method Statement, to be agreed in writing by the Local Planning Authority. That Method Statement shall include measures to safely capture reptile and to translocate them to a previously agreed receptor site. The translocation set out in the Method Statement shall be carried out by suitably qualified and experienced ecologist, at an appropriate time of year, using currently accepted best practice techniques. Subsequently the Method Statement shall be implemented as agreed.
Reason: To ensure the protection of native reptile species, in accordance with Policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).
36. Prior to demolition of the Community Centre, further pre-demolition checks should be carried out to establish the bat use of this

building. Current best practice guidelines state that two separate survey visits should be undertaken on this building comprising one dusk emergence and a separate dawn re-entry survey. The surveys should be undertaken from May to September with at least one of the surveys between May and August. To ensure that all potential bat access/roosting features are covered both surveys will require two surveyors to be present (i.e. surveyors positioned at opposite ends of the building). Surveys should be timed to sample as much of the survey period as possible, and at intervals of at least two weeks apart or preferably more, to increase the possibility of encountering bats that may only use the building for short periods throughout the summer. At least one survey should be undertaken in the core maternity period mid-June to mid-July.

Reason: To ascertain the impact of the demolition of the Community Centre upon bats, which are European Protected Species, in accordance with Policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

37. No demolition works to Mynachdy Institute / Community Centre building shall commenced unless the local planning authority has been provided with either:

- a) A licence issued by Natural Resources Wales pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the specified activity/development to go ahead; or
- b) A statement in writing from Natural Resources Wales to the effect that it does not consider that the specified activity/development will require a licence.

Reason: To enable Cardiff Council to comply with its duty under Regulation 9(3) of the Conservation of Habitats and Species Regulations 2017, which is to have regard to the protection afforded to these species in the EU Habitats Directive.

38. No clearance of trees, bushes, shrubs or scrub, or demolition of buildings to take place between 1st March and 15th August unless otherwise approved in writing by the Local Planning Authority. This approval will be granted if a consultant ecologist can evidence that there are no birds nesting in this these features immediately (48 hrs) before their removal.

Reason: To avoid harm to nesting birds in accordance with policy EN7 of the adopted Cardiff Local Development Plan (2006 - 2026).

39. Notwithstanding the submitted plans, prior to any above ground development, details of the facilities for refuse storage shall be submitted to and approved in writing by the Local Planning Authority, consistent with the guidance contained in the Waste Collection and Storage Facilities Supplementary Planning Guidance (SPG). The development shall be carried out in accordance with the approved details. The facilities shall be provided prior to the beneficial occupation of the development and shall thereafter be retained and maintained.

Reason: To ensure an orderly for of development and to protect the amenities of the area in accordance with Policy W2 of the adopted Cardiff

Local Development Plan (2006 - 2026).

RECOMMENDATION 2: The applicant is advised to contact Wales and West Utilities directly in order to discuss any potential impact upon their apparatus prior to the commencement of any construction works on the site.

RECOMMENDATION 3: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints;
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;

- Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

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

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

RECOMMENDATION 4: The applicant 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.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Part or all of this development site is at a height where mains water cannot be guaranteed at all times. Under the Water Industry Act 1991, we are not obliged to provide mains water to a height greater than that it will flow by gravity from the service reservoir or tank the supply is taken.

To ensure an adequate mains water supply to service this development, a booster pump will need to be installed and associated watermains laid to the development site. Costs and the future maintenance will be the developer's responsibility.

RECOMMENDATION 5: Prior to the commencement of development, the developer shall notify the local planning authority of the commencement of development, and shall display a site notice and plan on, or near the site, in accordance with the requirements of Article 12 of the Town & Country Planning (Development Management Procedure) (Wales)(Amendment) Order 2016.

RECOMMENDATION 6: That the developer be advised that Network Rail have provided advice and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. This covers the following matters demarcation agreements, foundations, Drainage, Ground disturbance, Access points, fencing, site layout, piling, excavations/earthworks, signalling, environmental issues, landscaping, plant, scaffolding, cranes, lighting and safety barriers. A full copy of their advice has been sent to the agent.

RECOMMENDATION 7: That the developer is advised that the proposed new access to Radyr Place, including alterations to the footway kerbing, street lighting, traffic signage, road markings, highway drainage, traffic calming measures, and highway embankment will need to be undertaken via a Section 278 / Section 38 Agreement under the Highways Act 1980.

RECOMMENDATION 8: The public realm / highways works and any other works to the existing or proposed adopted public highway are to be subject to agreement under Section 278 of the Highways Act 1980 between the developer and the Council.

RECOMMENDATION 9: The applicant is encouraged to liaise with South Wales Police and to seek accreditation under the Secured by Design scheme.

RECOMMENDATION 10: The applicant / developer should seek the advice of the South Wales Fire and Rescue Service to ensure fire prevention, warning signs and appropriate evacuation policies are in place.

1. **DESCRIPTION OF PROPOSED DEVELOPMENT**

- 1.1 This application seeks full planning permission for the erection of 5 blocks of student accommodation, comprising 361 self-contained studio apartments, associated external hard and soft landscaped areas, roads, parking, cycle infrastructure and waste management facilities. The 5 blocks (A-E) would be organised in a linear arrangement along site with a central area of shared amenity space provided between blocks B and C. A new Community Centre building and Boxing Club will also be constructed adjacent to the entrance to the site.

Each of the student blocks would be 3 storeys, with a maximum ridge height set at 9.15m. Each floor of accommodation would be served by a common corridor and ground floor entrance lobby, laundry room and communal area. Each room would accommodate a bed, desk, wardrobe, small kitchen with a separate toilet/shower.

Block A would measure approximately 64.8m long by 16m wide, Block B 52.3m long by 15.9m wide, Block C 58.5m long by 12.7m wide, Block D 58.5m long by 12.7m wide and Block E 48.1m long by 12.7m wide. The proposed buildings are each of a bespoke design wherein their widths, lengths, internal layouts and the positioning of windows varies depending on the particular constraints of the differing sections of the site.

The accommodation blocks would be separated from the rear elevations adjoining dwellings in Mynachdy Road by a minimum distance of 21m, with the exception of one stairwell associated with Block C. Taking each block in turn, the minimum separation distances would be approximately 24m (Block A), 23.5m (Block B), 20m to the corner of the projecting stairwell, 22.5m for the rest of the building (Block C), 26m (Block D) and 31m (Block E). Block E would also be located approximately 21m from the rear of No's. 41 – 44 Maelog Place.

The windows proposed in the northern elevations of the five blocks would be located the following minimum distances from the boundary with the Mynachdy Road properties. Block A – 6.5m , Block B - 11.1m, Block C – 10.8m, Block D – 11.1m and Block E - 6.5m. The windows proposed in blocks A and E would be of a V shaped oriel design, with one side obscurely glazed and the other clear glazed, in order to reduce overlooking issues given their closer proximity to the site boundary. The Garden

Four accessible rooms would be provided on the ground floor of each of the proposed blocks with the exception of Block E which would have two. A total of 18 accessible rooms would therefore be provided in total.

The blocks would be positioned at intervals along the site, with an access road passing along the northern edge of the site adjacent to the rear gardens of the properties along Mynachdy Road. A strip of landscaping would be provided between the road and neighbouring gardens while a 2.4m high green screen acoustic fence would also be provided along this boundary. A matching fence

would also be added along the boundary of the site with the railway line to the south.

22 accessible car parking spaces are proposed for the student accommodation together with 273 secure cycle spaces.

Waste, recycling and cycle storage points would be located at intervals throughout the site and would therefore be located within a short walk from each of the differing blocks of accommodation.

A landscaped area of amenity space would be provide for the students in the central part of the site and long with one additional small pocket of landscaped space towards the southern end of the site. Numerous trees are to be planted along the boundaries with adjoining residential properties to soften the impact of the proposed development.

A minimum gap of 3 would be maintained between the proposed blocks and the boundary fence adjacent to the railway line to ensure that building maintenance can be undertaken without the use of Network Rail land and to ensure an appropriate levels of daylight and outlook is maintained for the future residents of the buildings.

The student accommodation blocks would be finished in terracotta brick slip cladding, polyester powder coated Aluminium roof flashing, grey polyester powder coated Aluminium windows, doors and curtain walling and Rockpanel cladding panels. A number of digitally printed images representing local historic events would be routed into the cladding on the north-west corner of each building, helping to individualise and differentiate each building whilst adding interest.

Vehicular access would be provided from a new site entrance off Radyr Place, with dedicated pedestrian footways provided either side of it. Access for pedestrians / cyclists from this entrance would be unrestricted, with vehicular access restricted by a barrier. Beyond the new access to the community centre, the site access road would change to a 3.0m wide shared surface for pedestrians and vehicles. Several passing bays are proposed and a turning head at the SE end of the site would allow a large refuse vehicle to manoeuvre and enter/exit the site in a forward gear.

The existing vehicular access to the site between 103 and 105 Mynachdy Road would be closed off at the site boundary to vehicles accessing the student development, but would be open daily from 8am to 7pm for pedestrians and cyclists, with the gates being locked at night. The access would not be completely closed to vehicular traffic as Network Rail has a Right of Way through the site directly to the railway tracks.

The proposed community centre and box club building would measure 28m by 10m in size. The building would be 7.2m in height along the majority of its length. The building would be finished in red Rockpanel cladding panels, fair faced brickwork and grey polyester powder coated Aluminium windows and doors. A

number of digitally printed boxing related images would be routed into the cladding of the building.

16 car parking spaces, including 4 disable spaces, would be provided for the community centre / Boxing Club building.

1.2 Amended Plans were received at the request of the Planning officer to overcome a number of raised concerns. The following amendment have subsequently be made.

- The number of units proposed has been reduced by 11 to 350.
- A communal study area has been included within each of the proposed block in addition to a general communal area.
- The number of student car parking spaces has been reduced from 22 to 20
- Ground to ceiling windows added to each of the student rooms
- Angled cladding panels added adjacent to the windows on the non Mynachdy Road fronting elevations to add interest and richness to the building.
- The finishing materials for the student block have been amended. The blocks would now be finished in terracotta brickwork, polyester powder coated Aluminium roof flashing, grey UPVC windows, doors and curtain walling and teal and grey Rockpanel cladding panels. The digitally printed images, representing local historic events, would be retained into the cladding on the north-west corner of each Block.
- The height of the student blocks has been reduced from 9.15m to 9m, consistent with the previously approved scheme on the site.
- The footprint of the five blocks has been amended along with their positioning within the site.
- A more bespoke approach has been taken to the design of the buildings, with an angular, wave like, form/approach added into the northern (Mynachdy Road) elevations.

The specific details of the design / siting changes, in terms of the revised dimensions and positioning relative to the neighbouring properties, it detailed below

- Block A would now measure 65.4m long by 19.3m wide, Block B 52.5m long by 15.9m wide, Block C 58.7m long by 12.9m wide, Block D 58.5m long by 12.9m wide and Block E 46.7m long by 12.9m wide. The proposed buildings are however each of a bespoke design wherein their widths, lengths, internal layouts and the positioning of windows varies depending on the particular constraints of the differing sections of the site.
- The accommodation blocks would be separated from the adjoining dwellings in Mynachdy Road and Maelog Place by a minimum distance of 21m, with the exception of one stairwell associated with Block C. This would be set approximately 19m back from the rear of No's. 93 and 95 Mynachdy Road, though would contain no

windows. Taking each block in turn, the minimum separation distances would be approx. 21m+ (Block A), 23m+ (Block B), 19m to the corner of the projecting stairwell, 21m+ for the rest of the building (Block C), 26m+ (Block D) and 31m+ (Block E).

- The habitable room windows proposed in the northern elevations of the proposed blocks would be located a minimum distance of 10.5m from the boundary of the site with the properties along Mynachdy Road for Blocks A - D. The habitable room windows in this elevation have also been angled such that any overlooking, or perceived overlooking, would be further reduced. The angled windows have been designed into the structure of the building specifically to address this issue.
- The habitable room windows in Block E would be located approximately 7m from the boundary of the site with the properties along Mynachdy Road. However, the angled windows here would restrict views into the closest neighbouring gardens, thereby taking direct views over the 10.5m. The garden of the properties adjacent to Block E are also approximately 35m long.

1.3 Amended plans have also been received for the Community Centre / Boxing club. The following amendment have been made to this elements of the application proposal:

- The height of the final 7m of the building has been reduced height from 7.2m to 6.3m in order to reduce its massing adjacent to the neighbouring properties.
- The finishing materials have been amended. The building would now be finished in red and grey Rockpanel cladding panels, terracotta brickwork and grey UPVC windows and doors. The digitally printed boxing related images would be retained as originally proposed.
- An externally mounted Beaumaris Woodstone Bat Box would be added to the eastern elevation of the building.

2. DESCRIPTION OF SITE

- 2.1 The application site extends to 1.38 hectares of vacant, partly overgrown, land that lies between Mynachdy Road and the existing Cardiff to Pontypridd railway line. There is an existing vehicular access to the site between 103 and 105 Mynachdy Road. The site approximately 480m long and 25m wide.
- 2.2 The site's previous use was as a coal storage depot and for railway sidings, whilst the DAS notes that the site has been used more recently for anti-social behaviour.
- 2.3 The site is bounded to the NW by Radyr Place – a local access road, to the NE by the Mynachdy Institute Community Centre and the gardens of the semi-detached dwellings on Mynachdy Road, and to the SE, by the gardens of the dwellings on Maelog Place. The SW boundary borders the railway line, on the

opposite side of which are the Llys Talybont student halls of residence, the sports facilities of Cardiff University and commercial buildings, accessed off Excelsior Road.

- 2.4 At its midpoint the site is almost level with Mynachdy Rd, but becomes lower as Mynachdy Road rises in level towards the NW and SE. In addition, the site itself drops in level at its south eastern corner.
- 2.5 There are a range of local bus stops and services, local facilities, shops and services within a 600m-800m walk distance, including Tesco Extra and facilities along North Road. An existing bus stop is located on Western Avenue, and is accessible by steps and an existing ramp, with 4 others located on Mynachdy Rd. The Llandaff Campus of UWIC is within walking distance, whilst Cardiff University is accessible by bus (and the University Hospital of Wales is less than a kilometre away in a straight line).
- 2.6 Whilst not a material planning matter, it is noted that the Council owns the land relating to the Community Centre, with a long lease to the Mynachdy Institute.

3. SITE HISTORY

- 3.1 16/00277 – vary condition 35 of 11/863 for full length ground floor corridor windows to blocks b and c – Approved.
- 3.2 15/03030/MJR - Approval of matters reserved under 11/00863/dci for the erection of 6 blocks of student accommodation comprising a total of 249 bedrooms and a 3 bedroom wardens house (scale and appearance of the buildings, the landscaping of the site and the proposed access details) – Approved
- 3.3 11/00863/DCI – Outline planning application for 6 blocks of student accommodation comprising a total of 249 bedrooms and a 3 bedroom wardens house –approved subject to a section 106 agreement 11/12/12 that requires community facility, public open space and highway and transportation contributions; a travel plan; and blocking off of the existing access to Mynachdy Institute.
- 3.4 11/00529/DCI – vary condition 1c of outline planning permission 06/739w – approved subject to s106 at October Planning Committee 2011. This application was, in effect, an application to extend the life of planning permission 06/739w; no changes to the design were proposed.
- 3.5 10/00669/W - Outline planning application for the erection of 23 blocks of student accommodation comprising a total of 345 bedrooms and a 3 bedroom wardens house - Withdrawn
- 3.6 06/00739/W - Construction of 70 residential dwellings – approved 03/04/2008.

4. POLICY FRAMEWORK

National policy

- 4.1 Planning Policy Wales (PPW) Edition 9, 2016 favours the sustainable re-use of previously developed land.
- 4.2 The following Technical Advice Notes (TANs) are relevant:
- TAN 12: Design
- 4.3 The following policies of the recently adopted 2016 City of Cardiff LDP are relevant to the consideration of this application:-
- KP5 Good Quality and Sustainable Design
 - KP6 New Infrastructure
 - KP7 Planning Obligations
 - H6: Change of Use or Redevelopment to Residential Use
 - C1 Community Facilities
 - C5 Provision for Open Space, Outdoor Recreation, Childrens' Play and Sport
 - EN12 Renewable Energy and Low Carbon Technologies
 - EN13: Air, Noise, Light Pollution and Land Contamination
 - T1 Walking and Cycling
 - T5 Managing Transport Impacts
- 4.4 The following Supplementary Planning Guidance relates to the previous 1996 Local Plan. It is under review following the adoption of the LDP however it remains a material consideration in considering the application insofar as it is consistent with LDP policy:
- Open Space (2008)
 - Community Facilities and Residential Development (2007)
 - Access, Circulation and Parking Requirements (2010)
- 4.5 In addition to the above, the following new Supplementary Planning Guidance is also relevant:
- Locating Waste Management Facilities Jan. 2017
 - Planning Obligations Jan. 2017

5. INTERNAL CONSULTEE RESPONSES

- 5.1 **Land Use Policy** - The application site is located within the settlement boundary as defined by the Local Development Plan proposals map. The site has no specific land use allocation or designation and is bounded by the Mynachdy Road residential properties to the north and east and further student accommodation to the south and west. The principle of student accommodation on this site has already been established by the grant of planning permission

(15/03030/DC). Taking into account the character of the surrounding area and the site history the development of the site for student accommodation raises no land use policy concerns subject to an assessment of residential amenity.

In relation to the community centre/boxing club Policy C1: Community Facilities favours community facilities within residential area, provided that issues of residential amenity, urban design (Policy KP5), and transportation are appropriately addressed.

The A3 element of the proposal should be assessed against Policy R8: Food and Drink Uses which identifies that food and drink uses are most appropriately located in the city centre (Central Business Area), the inner harbour/waterfront area of Cardiff Bay (Bay Business Area) and District and Local Centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential area, where they would cause nuisance and loss of amenity, or result in the loss of a residential property.

Taking the above factors into consideration the proposal would not raise any land use policy concerns, subject to an assessment of the impact of the proposal on residential amenity.

It is suggested that a condition should be applied to the grant of any planning permission to restrict the A3 element to a café use only (with no hot food takeaway function).

- 5.2 **The operational Manager Transportation** raises no objection to the proposals, subject to conditions and a financial contribution of £71,448, making the following comments.

The transport statement has been prepared to support an increase to the scheme approved in 2012 which received reserved matters consent in 2016. The original scheme proposed to build six residential blocks comprising 249 rooms of student accommodation. This application propose to increase the number of rooms to 350 one bedroom flats in five blocks.

The site would be accessed via Radyr Place, to the north west of the proposed development site. Access to an existing electricity substation and local community centre would need to be maintained. There is a secondary access to the site, off Mynachdy Road, which permits Network Rail to access the trackside for maintenance.

The site demonstrates good accessibility by alternative modes of transport. The site is within an acceptable walking distance to Cardiff Metropolitan University (LLandaff campus). The site is within an acceptable cycling distance from both Cardiff Metropolitan University (LLandaff campus) and Cardiff University. Cycling is supported by the proximity of advisory cycle routes (Mynachdy Road), traffic free cycle routes (North Road) and the national cycle route (No. 8). Bus stops are located with 400m of the site serving the city centre, Cardiff University and Cardiff Metropolitan University.

Vehicular access to the site would, be as proposed in 2012, via a new access off Radyr Place. The new access would incorporate access to the electricity

substation and community hall. The existing access to the electricity substation and community hall would be closed. Access to the development, beyond the electricity substation and community hall would be protected by barriers. The internal carriageway would be 3m in width. Servicing and refuse collection would use the Radyr Place access.

Pedestrian access at the new entrance would be via a new footway from Radyr Place adjacent to the access road. This would lead to a footpath to the west of the site, or following the shared surface. Pedestrian and cycle access will also be available between 8am and 7pm from the Mynachdy Road access. Outside these periods the gate would be locked all pedestrian access would be via Radyr Place.

Applying the same approach as used within the previous TS it is estimated that some 88 vehicle movements would be generated per day. Outside term time the number of vehicular movements is likely to be reduced. The site will include 22 disabled parking places. No provision would be made for staff. The hall would operate a no-car policy for residents. There would be 273 secure cycle spaces provided.

A travel plan co-ordinator will be appointed by facility management and travel plan packs will be provided to all new residents. A management strategy would be implemented to reduce congestion at the start/end of academic terms. This would entail provision of arrival times and on-site parking provision (using the disabled parking bays and adjacent hard standing) would be made available for specific time periods. Alternative modes such as park and ride from designated car parks may also be employed.

Parking - The adopted Access, Circulation and Parking Standards SPG confirms that up to one car parking space per 25 beds may be provided for operational use and that there is no requirement for on-site resident car parking for the sui generis use of student accommodation.

Cycles - Established practice is that one cycle parking space be provided per two to three beds for the proposed type of development (some 120 to 180 would be anticipated) therefore the proposal to include 273 spaces (or 75% of bedrooms) is acceptable. Being mindful of the location of the site I am satisfied that the proposed development is compliant with the provision of resident/visitor cycle parking as required by condition. It is also expected that active travel and demand for cycle parking will be monitored as part of the conditioned Travel Plan and provision of cycle parking enhanced as may be required to respond to any identified demand.

With reference to location the site has direct access to leisure, shopping, etc. opportunities and the main university campus/facilities. The site is also within an area where walking, cycling and public transport offer viable daily alternatives to the use of a private car; having access to bus based public transport services on North Road and Western Avenue and continuous footways/Cardiff's cycle network. The site is therefore considered to be sustainably located in transport terms and entirely appropriate for the proposed form of development.

It is nonetheless noted that the introduction of circa 350 residents who (apart from 18 to 22 mobility impaired residents) will be wholly reliant on walking, cycling and public transport for daily journeys will put additional non-motorised traffic onto the adjacent footways, cycleways and crossings in the vicinity of the site and toward the city centre/university campus. It would be anticipated that the applicant would be expected to make a financial contribution in respect of (increased cycling/walking).

These would include improvements to;

- Pedestrian and cycle facilities on North Road (toward the city centre and Cardiff University) and Western Avenue (toward Cardiff Met University, the Taff Trail and Heath hospital).
- public transport facilities to improve bus stops

The contribution would be used in accordance with the above headings, to facilitate access to the proposed development, is directly related to schemes associated with and supportive of Cardiff Council's emerging Cycle Strategy and Integrated Network Map, and on the alignment of the proposed north/south cycle super highway.

I am also satisfied, subject to agreement of the conditioned Traffic Management Plans, that there is sufficient capacity on the adjacent public highway to accommodate the arrival and departure of students at the start and end term, and daily servicing requirements of the scheme. The Traffic Management plan will also assist with the control of student car parking within the site and surrounding area.

Section 106 contribution:

A contribution would be required for the provision of a new/improved pedestrian/cycle/public transport provision, to support the proposed development and facilitate safe commodious access to/from adjacent facilities, sustainable transport options and encourage the uptake of active travel. This should include, but not be limited to;

- Cycle improvements at the new junction of the site to link to the existing cycle facilities on the Western Avenue and into Mynachdy Road. The design and potential works could involve widening the existing footway/ reducing the width of existing traffic island, to install new speed tables with uncontrolled crossing facilities (pedestrian & cycle) to the north & south of the access, improve link to the existing cycleway on Western Avenue
- TROs and associated signing & lining could be required following a review (and implement any required scheme) the on-street parking in the abutting roads adjacent to the site (between the site and North Road). The implementation of parking restrictions &/or waiting restrictions could better protect residential roads from any additional parking demand.
- TROs and associated signing & lining could be required following a review (and implement any required scheme) for a potential 20 mph

speed restriction in the abutting roads (between the site and North Road). The implementation of 20 mph could better protect pedestrians & cyclists using Mynachdy Road (and abutting roads) to access the proposed site.

The contribution sought will be used to improve the safety of the immediate junction for all users, by reducing traffic speeds, improving pedestrian & cycle crossing facilities Toward Cardiff Met, shopping facilities and other Cardiff student accommodation (Tal y Bont). As such, we would anticipate that the proposed development could provide a further £13k (to the £58k agreed previously for pedestrian & cycle improvements) as a contribution toward the local improvements. The additional amount relates to additional TRO and surveying work beyond that already agreed before.

- 5.3 **The Pollution Control Manager (Noise)** notes the submitted Acoustic Report and raises no objection to the proposal, subject to conditions.
- 5.4 **The Pollution Control Manager (Air)** has no objection, subject to a Dust Assessment & Control condition.
- 5.5 **The Pollution Control Manager (Contaminated Land)** has no objection, subject to conditions in respect of contaminated land issues, with further contaminated land advice.
- 5.6 **The Highways Drainage Manager** has been consulted and no comments have been received.
- 5.7 **The Regeneration Manager** considers the provision of a new community Centre, including Boxing Club, Multi-Use Hall, café and associated vehicular parking in place of the existing Mynachdy Institute / Community Centre, to be in line with the Community Facilities SPG and therefore acceptable.
- 5.8 **The Council's Ecologist** raises no objection to the proposal subject to further Ecology assessments being undertaken. In this case, conditions 32 - 35 are recommended.
- 5.9 **The Waste Strategy and Minimisation Manager** notes the submitted Waste Management Strategy Document and considers that the bin stores, vehicular tracking illustration and strategy are acceptable.
- 5.10 **The Council's Tree Officer** raises no objection to the proposal subject to conditions controlling the scheme of landscaping proposed and its ongoing aftercare.
- 5.11 **The Operational Manager, Parks and Open Space** raises no objection to the application subject to the provision of a financial contribution of £191,285 towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality.

6. **EXTERNAL CONSULTEE RESPONSES**

6.1 **South Wales Police**

South Wales Police have no objection to this proposal and are happy that most community safety and security issues have been addressed within the design and access statement. They do however recommend that the following points are passed onto the developers;

- There needs to be adequate fire risk assessments in place to ensure that appropriate detection, warning and evacuation takes place in event of fire **reason** *to protect life.*
- There is a scheme of work submitted for approval to the authority in terms of CCTV **reason** *to ensure an effective system is in place*
- There is scheme of work submitted for approval to authority in terms of lighting **reason** *to ensure adequate lighting personal safety.*
- All new major student accommodation in Cardiff in recent years has been built to Secured by Design standards, which has been proven to reduce crime risk and enhance safety, there is no indication in the Design and Access statement that the developers will seek a Secured by Design (SBD).

South Wales Police are happy to work with developers to ensure Secured by Design (SBD) can be achieved which has been proven to reduce long term crime risk by up to 75% more information on SBD can be found on www.securedbydesgn.com

6.2 **Network Rail**

Network Rail raise no objection to the proposed scheme but recommend that the Developer contact Network Rail's Asset Protection Wales Team well in advance of mobilising on site or commencing any works. The initial point of contact is assetprotectionwales@networkrail.co.uk. The department will provide all necessary Engineering support subject to a Basic Asset Protection Agreement. See Recommendation 6.

6.3 **Wales and West Utilities**

Wales and West Utilities raise no objection to the proposal however have utility apparatus within the vicinity and therefore recommend that the applicant contacts them. See Recommendation 2.

6.4 **Glamorgan-Gwent Archaeological Trust (GGAT)**

Information in the Historic Environment Record (HER), curated by the Trust, indicates that there are no recorded archaeological sites within the area of the proposed application.

The proposed application includes the erection of five blocks of student accommodation within a narrow strip of land and we note that it is situated parallel to the Taff Vale Railway, which opened in the 1840s and ran from Merthyr to Cardiff. The 4th edition historical ordnance survey map (1942) depicts several structures associated with the railway, within areas which have since undergone modern development. Therefore, it is likely that any archaeological remains have already been disturbed and destroyed during previous construction works.

As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust.

- 6.5 **Welsh Water** raise no objection to the proposal Conditions and an Advisory Note.
- 6.6 **Natural Resources Wales** raise concerns with the proposed development as submitted and recommend that planning permission should only be permitted if the scheme can meet the following requirement.

Requirement: European protected species - further surveys and further information are required to demonstrate the proposal will not be detrimental to the maintenance of the favourable conservation status of European protected species.

European Protected Species

The submitted Preliminary Bat Roost and Nesting Bird Assessment of Mynachdy Community Centre prepared by Acer Ecology, dated October 2017, found evidence of bats and identifies the Community as having moderate suitability to support roosting bats. The report concludes further surveys are required. We advise the further surveys should be carried out in accordance with '[Bat Surveys: Good Practice Guidelines](#) (3rd Edition)' published by the Bat Conservation Trust 2016.

The submitted Design and Access Statement prepared by Northmill Associates Limited, dated 06th July 2017, identifies on site there are areas of interspersed hard landscaping with a number of derelict small-scale buildings. However, the submitted Preliminary Ecological Appraisal (PEA) prepared by Acer Ecology, dated May 2017, identifies there are no buildings present within the survey area. Any buildings on site need to be surveyed, including a scoping assessment, to inform whether additional surveys will be required. Or confirmation is required that there are no other buildings on site.

Furthermore, the ground assessment of trees identifies the trees on site are considered negligible for bats. As recommended in the '[Bat Surveys; Good Practice Guidelines \(3rd Edition\)](#)' published by the Bat Conservation Trust 2016, where 'no or low suitability potential roosting features for bats are found, then further surveys are not necessary'. However, the guidelines state it must

documented how this decision has been reached, including photographs and detailed descriptions. The PEA does not include sufficient information to evidence this decision. Further information is required to evidence this decision. This could be a standalone assessment report of the tree inspections in respect of bats, or a revision to the PEA.

Land Contamination

We consider the controlled waters at this site are not of highest environmental sensitivity, therefore we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site. We recommend the requirements of Planning Policy Wales and the [Guiding Principles for Land Contamination \(GPLC\)](#) should be followed.

7. REPRESENTATIONS

- 7.1 Councillors Rhys Taylor and Ashley Wood, the Gabalfa Ward Members, have been consulted on the application proposal and the following objection has been received in response:

The objections to the application are based on feedback from residents regarding three key areas, namely; the type, scale and density of the development; parking and amenities, and; road safety.

1. Type, scale and density of the development

Mynachdy Road is typically comprised of three-bedroom semi-detached dwellings, occupied by long-term residents. If all 134 properties on Mynachdy Road remain as three-bedroom dwellings and assuming one person per bedroom, there is an estimated population of 402 residents. The proposed development of 361 student rooms represents a significant development in a majority residential area, equating to a population increase of 85% based on the estimation noted above.

The scale and siting of the development is out of character with the existing residential properties and surrounding area, and therefore represents a gross overdevelopment of the site. There is significant concern regarding the scale, height and density of the development, including the proximity of the buildings, particularly Block A, to neighbouring properties. The proximity of the development to adjacent properties does not afford adequate privacy for residents, particularly with regard to the quiet enjoyment of garden amenities. Whilst the development is within the requirements of Cardiff planning guidance, the combination of the scale, density and proximity of the development means that the development is discordant in the street scene.

The existing Llys Talybont student accommodation complex is located to the rear of the proposed site, with the Valleys Line railway representing a natural boundary between the Llys Talybont complex and residential Mynachdy Estate. Frequent noise complaints, generated by activity at Llys Talybont, represents an existing issue with noise pollution in the area. A second development in far greater proximity to the neighbouring properties is extremely likely to cause additional noise pollution, and affect the quality of life for residents. I would also like to raise concerns over and question the suitability of a development in such

close proximity and overlooking a busy railway. As such, granting permission to this type of development in such density and within such close proximity to a residential area is contradictory to the LDP policy EN13.

To summarise, the development is not in keeping with the existing character or context of the built setting, is not compatible with the use of neighbouring properties, and will not ensure the vitality of the community. The development will cause further problems with noise pollution, and does therefore not comply with the council's aim of creating distinctive places which are safe, accessible, vibrant and secure. This development is not compatible with existing properties by virtue of the type, scale and density of the development, and does not respect the amenities and privacy of existing communities.

2. Parking and Amenities

There is significant concern from residents regarding the existing pressure on parking in the area, and the likelihood that there will be additional car users seeking on-road parking in the area as a result of a significant increase in the population size. Similar policies prohibiting the use of cars applied to other student developments in the area, including at the Llys Talybont complex and Liberty Living on Clodien Avenue, have not succeeded in limiting the number of additional cars parked in resident parking areas.

Furthermore, existing pressures on parking on Mynachdy Road and neighbouring streets has been cause for concern by residents, with visibility, speed, and access considerably reduced when parking spaces are limited.

This development will have a negative effect on the amenity of neighbouring occupiers, will not connect positively to the surrounding community and is not compatible with neighbouring uses. Furthermore, the plans state that 'on site' monitoring of parking will take place, without reference to any steps the developer will take to monitor the surrounding area. As such, the development is not in keeping with the principles outlined in policy KP5 of the LDP.

In recent years local bus services to the Mynachdy Estate have been withdrawn, and planned changes to services will further exacerbate this problem. Whilst I welcome the focus of the development on promoting sustainable travel, I'm concerned that the existing routes will not be sufficient for the increase in the level of population, especially evening and Sunday services. In light of this, if the committee is minded to grant permission, I would invite the committee consider a Planning Condition, under Section 278 of the Highways Act 1980 and Technical Advice Note (TAN) 18. I invite the committee to consider placing a condition on the application which ensures that the development does not prejudice the future development of new a train station, in light of the Welsh Government New Rail Stations Prioritisation work programme which includes consideration of a train station at Gabalfa. This development is one that Welsh Government and the City of Cardiff Council have indicated their support for and is in keeping with the authority's aim to deliver a modal shift. Furthermore, it would be a one-time only opportunity to deliver tangible benefits to the community, which would be lost if this application were to be approved without safeguards in place to protect any future station development.

To summarise, whilst I welcome steps taken by the developer to mitigate against parking issues in the area, there is no certainty that these steps will be enforceable. Furthermore, evidence from other developments have proven that these measures are mostly ineffective in dealing with increased car usage. As such the street is ill-equipped for this type of development, particularly for a development of this density, and demonstrates an un-neighbourly development, having undue effect on the amenity of neighbouring properties.

Members would like to add that I welcome the re-development of the Mynachdy Institute and the community benefit the developer has considered as part of the proposals. I would note however that anecdotal evidence from the community is that the redevelopment of the Institute is not a priority.

3. Road safety

Road safety is an ongoing concern for residents and local members have raised these issues with the council on many occasions. These concerns relate to the risk of road traffic accidents due to the speed of vehicles using the slip way, increased traffic accessing the site and increased pedestrian footfall in combination to the vicinity of the proposed entrance for the site on Radyr Place. Speed monitoring by SWP has been requested by local PACT on several occasions.

An increase in population of 361 residents, representing an approximated 85% increase in the population, will have an impact on local infrastructure which will struggle to cope with the additional pressure as a result of the development, during construction and full operation.

The location of the entrance on Radyr Place is likely to reduce safety and accessibility for pedestrians, given the speed and volume of traffic exiting the sliproad onto the Mynachdy Estate. Furthermore, any increase in traffic will make the roads busier and less attractive for cyclists and pedestrians. Pedestrian safety on Mynachdy Road and Llantarnam Road (used as a cut-through to North Road) are an ongoing concern and have been identified as a priority at local PACT meetings in recent years. Therefore, the development is likely to have a negative impact on the function of the highway and conflicts with the LDP's objectives to create safer walking and cycling routes.

I therefore invite the committee, if the committee is minded to grant permission, to consider a Planning Obligation to improve road safety and introduce traffic calming measures to mitigate against increased traffic flow, under MV2 Commuted Payments of the Highways Act 1980.

In summary, existing pressures on the highway by means of parking and pedestrian and cyclist safety will be exacerbated by a development of this type and of this density. The likely increase in road users seeking parking spaces, despite policies designed to discourage this, have been proven to be largely ineffective. Furthermore, there will be a negative impact on the amenities of the existing community, which would be contradictory to the policies and principles of the Local Development Plan.

4. Additional issues

- *Concerns exist over the capacity of the drainage sewers in the vicinity, which already overflow following heavy rain, and the impact additional run off from the site will have.*
- *The legal situation of the Mynachdy Institute has not been explored in full by the developer in its application and therefore it is not for Institute to determine that the developer can amend the right of way across Coal Board land to access the site. I note that this is not a material planning consideration, however this is a cause for significant concern.*
- *I would also question the habitability of the accommodation, overlooking the rail line, and whether this development sets a precedence for future developments. The Residential Design Guidance (January 2017) states that 'Habitable rooms in individual dwellings, including single aspect flats, should have a pleasant outlook onto streets or amenity spaces...' In addition, the outlook of the residents of Mynachdy Road will be of a large, overbearing development.*

Conclusion

In conclusion, in considering this application on its own merits, I do not believe that the plans should be granted permission. The plans represent an un-neighbourly form of development that would have an adverse impact on the amenity of neighbouring properties by reason of an overbearing effect. Granting permission for this development would be of detriment of the quality, character and amenity value of the area.

Furthermore, the development is not in keeping with a number of the policies, or the principles outlined in the council's Local Development Plan or Supplementary Planning Guidance. The concerns noted above highlight that this development is not in keeping with the principles and ethos of the Local Development Plan in creating distinctive communities and enhancing the amenities of communities.

Neither members nor residents believe that the development is in keeping with the existing character, landscape or neighbouring uses, and distorts the character of the area as a result of a disconnect between the development and surrounding communities.

If the committee is minded to grant permission, local members would invite the committee to;

- *Include a Planning Condition which ensures that the development does not prejudice the future development of new a train station on the adjacent Network Rail land.*
- *Include a Planning Obligation to require the developer to improve road safety and traffic calming to mitigate against increased traffic flow.*

For the reasons outlined above, I would conclude that the street is ill-equipped for a development of this type and of this scale and density, and therefore the plans should not be granted permission.

7.2 Councillors Jennifer Burke-Davies and Dilwar Ali, the Ward Members in the adjacent Llandaff North ward, have been consulted on the application proposal

and the following objection has been received in response to the application from them, together with Julie Morgan AM and Anna McMorrin MP:

Together with Julie Morgan AM and Anna McMorrin MP, Councillor Ali and I have met with residents in regard to the proposed building works at the Mynachdy Institute site on Mynachdy Road in Gabalfa, that borders on our ward of Llandaff North.

Through these discussions, we have become aware of increasing concern on the Mynachdy estate in both Gabalfa and Llandaff North Wards over the management of the legal interest constituting the Mynachdy Institute. At a public meeting in Cathays High School last Friday, 6th October, this culminated in a demand for clarity from the local authority.

It has become clear to us that the land on which the Institute stands is leased by Cardiff County Council to custodian trustees holding on behalf of an unincorporated body called the Mynachdy Welfare Association (MWA). It is believed that the lease requires the Association to use the land exclusively for the benefit of the residents of Mynachdy.

On 4th March 1976, the City of Cardiff Council granted the trustees of the MWA a new lease of the land for a 99 year term at a nominal rent. This lease is still extant and expires in 2075. It is registered at HM Land Registry under Title WA47283. As demonstrated in Julie Morgan AM's letter to you, Paragraph (6) of the Third Schedule to the Lease imposes a duty on the Lessees to "use the property for the purposes of a Welfare Institute".

Paragraph 10 specifically prohibits the Lessees from granting any wayleave or other right of way or allowing any other rights over the land to be created and Paragraph 11 prevents the Lessees from assigning, underletting or parting with possession of the land without the written consent of the Lessor, i.e., the local authority.

We note that the Charges Register under Title WA47283 notes a covenant running with the land given by the Cardiff Corporation to the Marquis of Bute and another in a Conveyance dated 26th November 1919 that the land cannot be used otherwise than in accordance with the Housing Acts 1890 – 1919. It should be noted that there is a restriction in the Proprietorship Register of the title to the effect that without an order of the Registrar, registration of any disposition by the proprietors is barred "unless authorised by the rules for the time being of the Mynachdy Welfare Association as evidenced by a resolution of the members thereof". Enquiry of HM Land Registry reveals that a copy of the Rules has not been filed.

The position of MWA and the Mynachdy Institute has become a source of significant concern because of planning application 17/01963/MJR. This proposes the erection of five blocks of student accommodation of between two and three storeys in height comprising a total of 361 bedrooms together with other development on the former coal yard alongside railway sidings. Like the previous application (11/00863/DCI and 15/03030/MJR), this current application has generated widespread opposition. The overwhelming view of Mynachdy

residents is that this site is unsuitable for development for student lettings, commercial or otherwise, and in keeping with the character of the neighbourhood should be used for affordable homes for families.

Both 11/00863/DCI / 15/03030/MJR and 17/01963/MJR involve taking land vested in the MWA trustees let by Cardiff County Council under the 1976 lease forming Title WA47283. In other words, the co-operation of the MWA is critical to the viability of the proposals. In these circumstances, residents of Mynachdy, in their capacity as members of the MWA, should have been carefully consulted by the trustees and their views canvassed. However, it appears that this is not the case. A general meeting of MWA members, extraordinary or otherwise should have been convened but this has not happened.

Investigations by Julie Morgan's office demonstrate no fresh deed of appointment of new trustees has been filed in the Registry.

When 11/00863/DCI was submitted we believe that the Mynachdy Institute trustees were negotiating with the developers through valuer agents. We are concerned that trustees were acting without any mandate from residents. Julie Morgan wrote to the then Liberal Councillor for Llandaff North Jacqui Hooper, who she was told was the Institute secretary and manager. It was not clear then that the MWA had been registered as a charity and had had itself removed in 2008. In the absence of anything being shown on the then current Register of Charities. In 2012, Julie wrote to Ms Hooper seeking information on the Mynachdy Institute status including the names and addresses of trustees and the Institute's constitution. This information was not forthcoming.

In the time that has passed, it does not appear that there has not been a general meeting of members of the Mynachdy Welfare Association to elect a management committee to give instructions to any of the custodian trustees shown in the Proprietorship Register of Title WA 47283 or any legal successor appointed under the MWA's rules or constitution. We are told that there are ongoing discussions between the authority's Community Asset Transfer (CAT) Team on the disposition of the land comprising Title WA47283 and the replacement of the Mynachdy Institute under a possible Section 106 agreement but we know of no mandate being given to any person purporting to represent the MWA in such negotiations. We understand that the CAT Team have advised the Mynachdy Institute that any new community centre replacing the Mynachdy Institute will have to be held by a properly constituted charity run on a proper basis.

Owing to a lack of transparency by those currently managing the Mynachdy Institute it is impossible to say that they are acting in the best interests of the community and Councillor Ali and I have concerns that they may not be aware that they are contravening the agreements laid upon the Institute and its land.

Additionally, Cllr Ali and myself are concerned that residents of Mynachdy Estate are being put at a disadvantage and their quality of life affected by the proposed erection of the student flats owing to the inevitable increase in traffic and noise as well as how this will affect house prices, should any residents wish to sell.

This community have been left in the dark and cut out of the process in regards to the Institute and deserve to have their voices heard, not to be detrimentally affected by the proposed building works.

7.3 Over 52 neighbouring occupiers have been consulted and the application was advertised by way of press and five site notices. 10 letters of representation were received to the proposed scheme from the occupiers of 16, 47 (sent on the behalf of 26 families in the area), 95 and 103 Mynachdy Road, 12 Pendwyallt Road, Whitchurch, Mr Iain Claridge (Secretary of Gabalfa, Whitchurch and Tongwynlais Branch Labour Party and agent for the two Labour council candidates in Gabalfa) and 4 of unknown addresses, who object to the application, as originally submitted, on the following grounds:

- The development would result in increased noise generation in the area, beyond that which is already heard from the Talybont halls of residents. Such noise generation is also often at anti-social hours.
- The proposed development would be ugly
- The development would compromise safety in the area through adding increased pressure for parking.
- The development would result in more rubbish generation in the area
- The number of students who would be accommodated on site would be disproportionate to the number of family residences in the area.
- Restricting students from bringing cars through a tenancy agreement would be unenforceable.
- The development will result in the area going from a peaceful suburban location to an urban one.
- It is unclear if access would be retained along the access lane between 103 and 105 Mynachdy Road.
- The ownership of the Community Centre is unclear.
- The site would be better suited as family housing or as a metro stop.
- The proposal represents an over development of the site.
- The junction with Radyr place would be insufficient for the additional 101 units proposed.
- The development would prevent those residents whose back gardens abut the application site from enjoying their gardens through being overlooked.
- The lease of the Mynachdy Welfare association prevents development on the land which would cause nuisance, annoyance or cause damage to the Leassor.
- The development would impact upon the community spirit evident in the Mynachdy area.
- The development proposal would be out of character with the type of development in the estate, which generally comprises of low density residential properties.
- It is unclear what has been agreed with those who run/control the Mynachdy Institute and whether the appropriate consent has been obtained to undertake the proposed demolition and re-build works to it.
- The amenity space provision should reflect the number of student bedrooms proposed.
- There is a covenant on the land, which restricts its potential uses.

- The immense size of the buildings proposed is inappropriate on this slim pocket of land
- At 3 storeys, the heights of the buildings proposed are excessive.
- The development would cause issues relating to drainage, noise and parking.
- The proposal will result in the privacy of neighbouring residents being affected.
- The development would reduce the levels of light in which the adjacent properties along Mynachdy Road would receive.
- The development would lead to chaos on the local roads.
- The site should be used for a new train station as part of the Metro

7.4 Amended plans were received for the proposed development. These were advertised by way of site notice (x5), as well as neighbour and objector notification. 1 additional letter of representation has been received from the No. 95 Mynachdy Road. This re-iterates the comment made by the Gabalfa ward members, raising concerns over the following;

- The type, scale and density of the development proposed
- The impact the development would have on parking in the area
- The potential impact of the development on road safety in the area.
- The future outlook for residents of the development
- The impact which the development would have on drainage and sewers in the area.

7.5 Any further comments received will be reported to Committee

8. ANALYSIS

8.1 The key issues for consideration are set out below:

8.2 Environmental Impact Assessment

The works are not considered Schedule 2 development for the purposes of assessment under the Environmental Impact Assessment regulations and are not considered likely to have such significant environmental effects as to warrant the submission of an Environmental Statement to allow the Local Planning Authority to assess the environmental impact of the development / determine the application.

8.3 Background - Extant Planning Permission

Outline planning permission, Ref: 11/00863/DCI and reserved matters application, ref: 15/03030/MJR, was previously approved for the construction of a 249 bedroom student accommodation development on this site. This was arranged over 6 separate blocks of accommodation with each block being predominantly 3 stories in height. The re-development of the site was not however viable with the number of units approved or configuration of the blocks, these being single aspect to avoid creating potential overlooking issues. Additionally, it was also discovered that two easements run through the

application site, which would have restricted the construction of one of the previous blocks.

This subsequent planning application seeks permission for the redevelopment of the site to provide 350 student bedrooms/studios within 5 blocks of dual aspect accommodation. The footprint of the 5 blocks proposed would be similar to that of the previously approved scheme, though greater spacing would be realised between the blocks given the omission of the sixth block.

8.4 **Land Use**

The principle of the redevelopment of this site for purpose built student accommodation has previously been established through the grant of Outline planning permission in December 2012, and the subsequent grant of Reserved Matters approval in March 2016. The extant permission is for the provision of 249 student beds. The current proposal therefore differs from the extant permission in that an additional 101 bedrooms are proposed.

In addition to the above, planning permission is also sought for the construction of a new purpose-built Community Centre and Boxing Club building in place of the existing, tired, Community Centre building on site.

The provision of a replacement Community Centre and additional Boxing Club facility would raise no land use policy concerns.

8.5 **Design**

Form and Character

While the introduction of linear blocks of student accommodation would differ from that of the traditional two storey semi-detached properties which characterises the Mynachdy area, it would be difficult to sustain a refusal on the basis of the form of the proposed scheme given that planning permission was previously approved for a student accommodation scheme on this site of similar of a similar scale and form.

Scale and Massing

Each of the 5 blocks of student accommodation proposed would be three storeys in height with maximum height of 9m. The height of the proposed buildings would therefore be consistent with that of the previously approved student accommodation scheme on this site. There is therefore no objection to the height of the buildings proposed.

Five blocks of accommodation are proposed on site within this application, one less than on the previously approved scheme. These 5 blocks are of a broadly consistent length to those previously approved on site, as is demonstrated in Drawing Ref: L(00)030 Rev A (Building Footprint Comparison). The loss of the sixth block from the previously approved scheme has however enabled the remaining five blocks to be better spaced within the site thereby creating a more open and spacious feel to the development. This is considered favourable.

Taking the above into consideration, it is considered that the scale and massing of the proposed buildings would be largely consistent with those previously approved on site and therefore acceptable. The improved spacing of the buildings relative to the previously approved scheme would create a more open feel which would represent an improvement.

Siting

With the exception of part of Block A, Drawing Ref: L(00)030 Rev A (Building Footprint Comparison), also demonstrates that each of the proposed blocks would be set back further from the boundary with the adjacent properties along Mynachdy Road at their nearest points when compared to the previously approved scheme on the site. The blocks within the current proposal would therefore be considered to be more favourably sited / have a reduced impact upon the neighbouring properties when compared to those previously approved.

Density

The density of the development is considered to be acceptable within the context of the previously approved scheme on the site. At 350 student bedrooms, the application scheme proposes 101 more bedrooms than that of the previously approved scheme, which represents a 40% increase. However, the number of blocks of accommodation has been reduced from the previous scheme and the overall footprint of buildings reduced. Taking this into consideration and that the design and layout of the proposed schemes would meet the Councils standards in terms of privacy distances and general amenity considerations, it would be difficult to sustain an objection to the proposal on the increased number of units proposed alone.

Outlook

Whilst the proposed development would clearly have some visual impact on the rear outlook from the adjoining dwellings, the impact would be no greater than that of the previously approved scheme on the site. The development would not therefore be considered to be so great as to appear overbearing or to reduce the living conditions of occupiers below that which might reasonably be expected in such a location, taking into consideration: the layout, the proposed building heights, the separation distances involved, the indicative boundary treatment and recommended conditions, including those requiring details of the proposed acoustic barrier and means of enclosure to be submitted and implemented.

Privacy

Taking into consideration: building heights, separation distances, the proposed boundary treatment and tree planting, this coupled with the provision of angled windows serving the habitable rooms facing the adjoining residential dwellings along Mynachdy Road is such that is not considered that the proposal would result in an unacceptable loss of privacy as a result of overlooking into neighbouring dwellings or gardens, and a refusal could not be justified on such grounds.

Given the separation distances involved and the proposed use of the angled windows within the elevations of the proposed buildings facing the Mynachdy

Road properties, the proposal is considered acceptable with regards to the impact on the living conditions of neighbouring residential properties.

Overshadowing

It is not considered that the proposed development would reduce daylight to the adjacent properties given the separation distances involved. While no shadow cast analysis has been provided detailing any potential overshadowing impact upon the adjacent properties along Mynachdy Road, given the relative positioning of the proposed buildings relative to those previously approved on the application site under planning application 11/00863/DCI, for which a sun/shadow analysis was submitted, this coupled with the height of the proposed buildings matching that of the previously approved scheme is such that it is not considered that the current proposal would have an unacceptable impact upon the neighbouring properties beyond that previously approved.

Impact on the living conditions of future residents

The impact on the living conditions of future occupants would be considered acceptable, taking into consideration the useable amenity space which would be provided within the site, particularly within the central space, the outlook which each room would have, the proposed provision of shared communal study and social areas within each of the blocks, the provision for cycle parking and refuse storage, and recommended conditions, notably those relating to the control of road traffic noise, railway noise, railway vibration, sound insulation and plant noise.

The separation distance between the 5 blocks of student accommodation and the adjacent railway line would be broadly consistent with that of the previously approved scheme on site. Taking this into consideration and given the speed at which the majority of trains passing the site would be travelling at, it would be difficult to sustain an objection to the proposal on the basis of the privacy of the future occupiers of the site.

Materials and Detailing

The student accommodation blocks would be finished in terracotta brickwork, polyester powder coated Aluminium roof flashing, grey UPVC windows, doors and curtain walling and teal and grey Rockpanel cladding panels.

A number of digitally printed images representing local historic events would be routed into the cladding on the north-west corner of each building. This would help individualise and differentiate each building whilst adding interest. The artwork images will be controlled by way of condition. The proposed introduction of the provision of floor to ceiling height windows, along with angled cladding panels positioned next to the windows on the north, south and west elevations of the buildings are welcomed in adding greater interest and richness to these elevations of the buildings. The finishing materials and detailing of the buildings proposed are therefore considered acceptable.

The submitted elevations and illustrations demonstrate that the accommodation building proposed would have an enriched level of interest relative to those previously approved on the site.

8.6 Transportation

The Operational Manager Transportation has considered the amended plans and Transport Statement (TS) and raises no objection to the proposal subject to conditions and legal agreements.

Capacity

The TS predicts that the student accommodation element of the proposed development would generate a low number of vehicle trips per day based on the number of parking spaces proposed on the site and assuming 4 vehicular movement per day, per space. On this basis, the number of vehicular movements generated would be consistent with that of the previously approved 249 student bed scheme on the site and significantly lower than the approved scheme for 70 dwellings (06/00739/W). It is therefore considered that the local highway has sufficient capacity to accommodate the additional traffic generated.

16 car parking spaces, including 4 disable spaces, would be provided for the community centre / Boxing Club building. The submitted Transport Statement indicated that the building would generate a maximum of 14 two-way trips within any one hour period (19:00 – 20:00 being the peak time) and 90 trips (arrivals and departures) spread throughout the day.

The TS concludes that that combined trip generation of the Community Centre and Student Accommodation could comfortably be accommodated within the local highway network and that the car parking provision proposed would also be sufficient. The planning officer concurs with this view.

Highways Safety

An analysis of the personal injury road accident data for the area surrounding the application site has identified that only a single accident occurred over the most recent five year period (2012-2016). This accident happened at the junction of Mynachdy Road and Radyr Place and resulted in only a slight injury.

Wider off-site public realm/highway/cycleway works will be brought forward as part of the development proposal to facilitate the movement to and from the site to the local cycle network and public transport infrastructure will be required as part of the Section 106 Legal Agreement.

The proposed access arrangements are acceptable, subject to the required s278/s38 Agreement under the Highways Act 1980 and associated technical Approval process, S106 agreement and recommended conditions.

Modal Hierarchy

The principal site entrance is located within a reasonable 600-800 metre walking distance of shops, services and public transport facilities. The site is within 75m via steps (130m via a ramp) of a Bus Stop on Western Avenue and 400m of north and south bound bus routes on North Road. The site is also located within walking distance of Cardiff Metropolitan University Llandaff Campus and The University Hospital. Furthermore the site is located within a 5km, 25 minute cycle

catchment of Cardiff Metropolitan University and the Cardiff University. Taking the above into consideration, the application site is considered to be well located relative to goods, services, facilities and the City's University's without the need to travel by private car. .

The proposal would provide 273 long and short term cycle parking spaces, considerably more than the level required within the SPG. These would be located at various locations across the site to ensure maximum practicality. The cycle stands and stores would receive good levels of surveillance from the student bedrooms and communal rooms.

The comments of Councillors Taylor and Wood regarding a potential Metro stop being located on the application site are noted. However, consideration must only be given to those material planning considerations present at this time in the determination of this planning application. As such, whilst it is anticipated that a new Metro might be delivered in the South Wales region in the future, including a potential stop in the Gabalfa area, there is no evidence or policy to back this assumption up. Additionally, whilst the application site has a number of attributes which would make it potentially suitable for a new Metro station, there is no evidence to suggest that a station would be sought on this site, should one be sought in the Gabalfa area of the city. As such, it would be unreasonable to refuse planning permission for, or condition any planning permission to ensure that such a facility would not be compromised in the future, given the lack of certainty on this matter.

The car parking provision associated with the student accommodation element of the development would be 20 spaces, all of which would be accessible and would be allocated by the site management company. This level exceeds the standards set out in the SPG for operational use, which suggests a minimum provision of 14 operational spaces (1 per 25 beds).

In order to prevent students from bringing their cars and parking them on nearby roads, as part of their tenancy agreement, each student would be expected to sign a legal agreement restricting them from parking their car within a 1.5 mile radius of the application site.

The site would be managed facility using various mechanisms, through planning obligations and travel plans to implement and enforce this. The reservations raised by the Councillors Taylor, Wood, Burke-Davies and Ali , together with Julie Morgan AM and Anna McMorrin MP regarding access and parking concerns are noted, however it would be difficult to sustain a refusal of the application on such grounds given that:

- The on-site car parking provision satisfies the minimum requirement for operational parking set out in the approved SPG (1 space per 25 beds = 14 spaces). The SPG doesn't state a maximum provision and Transportation has not objected to the level of parking provision;
- The limited car parking provision accords with national policy and the Council's sustainable transport agenda in encouraging alternative more sustainable modes over that of the car;

- The incentive or need for students to have cars would be limited by the availability of 273 cycle parking spaces
- The accessibility of the site to bus stops and services, the location of the site within 600-800m walking distance of a range of facilities. These factors, together with the requirement for a Travel / Management Plan to further promote travel by sustainable modes and reduce the demand for travel by private car, would reduce the need to bring a vehicle to the site and surrounding area in the first place;
- A 1.5 mile no park rule is proposed in the Transport Statement, this initiative is not a specific requirement of the s106 and it is not required or relied upon to render the scheme acceptable. (Measures other than a '1.5 mile rule' could be proposed in the Travel / Management Plan.)

A travel travel/parking/traffic/resident/letting management plan, to include, but not be limited to, the promotion of walking, cycling, public transport and other alternatives to the ownership and use of the private car; the management of student drop-off and collection/traffic at the start and end of term; the control of vehicular access to the site and the exclusion, and control of student resident car parking within the site and surrounding area, will be required by way of s106 agreement / condition.

A contribution of £71,448 has been agreed as part of the s106 towards highways / transportation in the area, an increase of £13,000 of the previously approved scheme on the site. This additional money which will go towards the implementation of parking restrictions and speed control measures in the area.

8.7 **Pollution Control** **Noise and Air**

It is acknowledged that there is potential for noise at audible levels to be generated by students both on site, and when leaving and returning to the development by various modes, particularly late at night, causing disturbance to nearby occupiers. It is however also noted that Mynachdy Road is a residential street with attendant background noise levels given the proximity of busy roads and railway lines etc.

It is therefore, on balance, considered that it would be difficult to sustain a refusal on the grounds of potential noise generation by students residing on the site when taking the following factors into consideration;

- Planning permission was previously consented for both a 249 student bedroom scheme on the site and an earlier scheme for 70 dwellings,
- The separation distances involved between the buildings and nearby residential properties.
- The linear arrangement of the proposed blocks and consequent spreading out of students across the site,
- The proposed provision of 2.4m high acoustic barrier proposed along the boundary of the site with the railway line and Mynachdy Road properties.
- The extensive tree planting proposed along the shared boundary

- The fact that the development would be a 'managed' development with a resident warden (who would be an available contact point for complaints in the event of problems arising),
- the proposed provision of a 'drop down area' before the barrier as a picking up/dropping off area for taxis and other visitors (negating the need for taxis arriving late at night to stop along Mynachdy Rd),
- The recommended preparation and implementation of a Travel / Management Plan, the time-restricted access between 103 and 105 Mynachdy Road,

It is also acknowledged that no technical objection has been received from the Noise and Air Team, Pollution Control to the application proposal. In considering the issue of noise and anti-social behaviour, a Planning Inspector has also made the point that he is not entitled to assume that students would behave in a disorderly or boisterous fashion when arriving at or leaving the premises, and this point also applies here.

No objection has been received to the proposed development from the Operational Manager – Drainage or Welsh Water regarding drainage in the area.

8.8 **Environment / Ecology** **Amenity Space**

An area of shared amenity space would be provided in the centre between blocks B and C. This space will be landscaped as part of the development in order to give the space a more intimate feel and to restrict the potential for large gatherings here. A couple of smaller landscaped areas would also be provided between Blocks D and E. The amenity space provision would subsequently be largely consistent with that previously proposed on site.

The shared amenity space provision proposed is considered acceptable for the nature of development proposed, especially when considered against other schemes in the City which have a zero amenity space provision.

A financial contribution of £191,285 is sought by the Operational Manager, Parks towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality as a result of the proposed development. However, given the additional cost associated with the proposed construction of the Community Centre, approximately £350,000, this would represent an overpayment of £156,016 beyond the equivalent financial contribution which would be sought for Community Facilities provision. Accordingly, a reduced figure of £35,269 would be sought towards Public Open Space in the vicinity of the application site in order to bring the financial contributions consistent with the figures generated by the SPG. This has been accepted by the Parks Officer in this instance. In the event that the community facility is not delivered on the site, it is acknowledged that the financial contribution would be allocated between the Parks and Regeneration Service Areas, consistent with the approved SPG.

Trees and Landscaping

Existing trees on site will be retained where possible with numerous new trees added throughout the site, particularly adjacent to the site entrance and along the boundary of the site with the properties along Mynachdy Road. The submitted landscaping scheme is considered acceptable subject to implementation in accordance with the approved scheme.

Ecology

Bats

Two bat droppings were found attached to the outside of Community Centre building, which the ecological consultants who conducted the survey have interpreted as evidence that a bat roost is present. The consultants therefore suggest that further surveys are needed to characterise more precisely the bat roost. This view is supported by the County Ecologist and NRW.

All bats and their roosts are protected by law, and In accordance with Regulation 9(3) of the Conservation of Habitats and Species Regulations 2010 (as amended), Cardiff Council has a duty to ensure that the strict protection afforded to European protected species, which includes bats, is in place during the exercise of its functions. Section 6.2.2 of TAN 5 advises that, it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. Planning permission should not be granted subject to a condition that protected species surveys are carried out and, in the event that protected species are found to be present, mitigation measures are submitted for approval.

The County Ecologist considered that an alternative would be to assume the presence of a roost and to require a replacement roost to be built into the design of the new Community Centre. Details of this roost provision would need to be provided in support of the application, but it should be possible to reasonably estimate the species and numbers of bats likely to be present, and to provide a new roost space accordingly. This approach would be acceptable in the view of the County Ecologist because the evidence for roosting bats is tenuous (two droppings on the outside of the building) and the bat roost potential of the building is described as 'moderate'. In taking this approach, an EPS licence would still be required and the applicant would still need to apply to NRW for this licence after planning consent is granted. The requisite surveys would still need to be carried out in order to inform this licence application, but these could be carried out in the appropriate season next year.

The applicants have subsequently incorporate a replacement roost provision, in the form of a Bat Box, into the design of the new Community Centre within the amended plans. The position of the box was subsequently amended to a more appropriate location at the request of the County Ecologist.

As such, subject to the provision of the Bat Box and planning condition controlling the pre-demolition emergence / re-entry check prior to the existing

buildings demolition, the approach taken to the protection of any Bats is considered acceptable. While Natural Resources Wales have raised concerns with regard to the proposed impact of the development on bat roost potential, given the limited evidence of bats being present in the community centre building and the resulting conclusions reached by the County Ecologist, it would be difficult to sustain an a refusal on this issue.

For confirmation, aside from the Community Centre for which a Bat Survey was undertaken, there are no other buildings located on the application site which would be demolished as part of the application proposal.

Reptiles

The County Ecologist considers that the submitted Reptile Survey Report is likely to have underestimated the number of Slow-worms that would need to be translocated and agrees with the statement in section 5.4 of the report that surrounding habitats, such as along the railway embankments, are not suitable to allow the Slow-worm population on the present site to be 'encouraged' to re-locate. He agrees with the recommendation in section 6.1 of the report that a Method Statement should be provided, which sets out the translocation methodology, details of the proposed receptor site and the long-term management of that site for the benefit of Slow-worms. This Method Statement will be required to be provided and implemented by condition.

As such, notwithstanding the concerns raised over the survey methodology, the County Ecologists view is that the Slow-worm population is still likely to be low or low/moderate, so it is not considered essential that the receptor site be identified prior to determination, in this particular instance.

8.9 Community Facilities

The former Mynachdy Centre, which would be demolished as part of the proposed scheme, is not listed or located within a conservation area.

The Community Centre and Boxing Club building would measure 28m long by 10m wide and would be 7.2 in height at its maximum height. The height of this building would however be reduced to a height of 6.3 for its final (rear) 7m, in order to reduce the impact of its bulk on the adjoining residential properties, No's. 137 and 139 Mynachdy Road. The building would be located approximately 20m from the rear of these properties in a south-westerly direction.

Taking into consideration the scale of the proposed building, the separation distance it would have from No's. 137 and 139 Mynachdy Road and its orientation relative to these properties, the scale, massing and siting of the proposed Community Centre Building is, on balance, considered acceptable.

The building would be finished in red and grey Rockpanel cladding panels, terracotta brickwork and grey UPVC windows and doors. A number of digitally printed boxing related images would be routed into the cladding of the building. This will be controlled by way of condition. An externally mounted Beaumaris Woodstone Bat Box would be added to the eastern elevation of the building. The

design and finish of the proposed building is considered acceptable

16 car parking spaces, including 4 disable spaces, would be provided for the community centre / Boxing Club building. The submitted Transport Statement that the building would generate a maximum of 14 two-way trips within any one hour period (19:00 – 20:00 being the peak time) and therefore the local road infrastructure could easily cope with the additional traffic generated. The car parking provision proposed would also be sufficient to accommodate the level of demand.

The proposed introduction of a small coffee shop within the ground floor of the Community Centre, would potentially help contribute to the buildings long term upkeep. Given its small scale, its provision would not however be considered to unacceptably impact upon the amenity of local residents through increased noise generation or vehicular movements in the area. It is however considered reasonable for the use of this coffee shop to be restricted such that it could not be used for the sale of hot food for consumption off the premises. This would be controlled by way of condition.

The first floor of the building, forming the boxing club, would be occupied by St Joseph's Armature Boxing Club who would relocate from their existing premises in the former Viriama Jones School building in Mynachdy. The club offers training and education programmes together with gym equipment, boxing ring and changing rooms.

8.10 **Process**

A PAC report has been submitted alongside the planning application. The applicant publicised the proposed application by bilingual site notices in six locations surrounding the site for over the required period. Copies of proposed application were available online from 7th July 2017 until 9th August 2017. Seven public representations were submitted to the applicants planning agent in response to the PAC on the following grounds;

- The impact on parking in the area
- The restricted access to the site
- Concerns over the generation of noise
- Concerns over drainage
- The density of the proposed scheme
- Loss of privacy for neighbouring residents

Comments were also received from the Gablafa ward members Councillors Wood and Taylor who raised concerns over the proposed use of the site, the density of the development, road safety in the area, the impact on the privacy of neighbouring residents, the noise which would be generated as a result of the proposal, what security measures would be put in place, the impact on the local drainage infrastructure and the impact on local parking provision.

In addition to the PAC, a consultation event was held in the Mynachdy Institute / Community Centre building on 5th July 2017 where copies of the proposed

drawings were on display and member of the design team on hand to answer any questions.

8.11 **Other matters not covered above**

Matters relating to land ownership, land rights, constitution of Mynachdy Welfare Association (MWA) and the manner that MWA conducts its affairs are not material planning considerations.

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 Act 2016* – Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

10. **PLANNING OBLIGATIONS – SECTION 106**

10.1 The following planning obligations have been agreed with the applicant to mitigate any significant adverse impact of the proposed development as defined within LDP Policy KP7.

Community Facilities - The provision of the Community Centre & Boxing Club building, car park and associated landscaping works. The timing of the provision of the building would also be captured as part of the S106 agreement.

Highways and Transportation - £71,448 towards improving pedestrian & cycle safety / facilities at the access to the proposed site and in the area.

This would encompass, but not be limited to;

- Cycle improvements at the new junction of the site to link to the existing cycle facilities on the Western Avenue and into Mynachdy Road. The design and potential works could involve widening the existing footway/ reducing the width of existing traffic island, to install new speed tables with uncontrolled crossing facilities (pedestrian & cycle) to the north & south of the access, improve link to the existing cycleway on Western Avenue
- TROs and associated signing & lining could be required following a review (and implement any required scheme) the on-street parking in the abutting roads adjacent to the site (between the site and North Road). The implementation of parking restrictions &/or waiting restrictions could better protect residential roads from any additional parking demand.
- TROs and associated signing & lining could be required following a review (and implement any required scheme) for a potential 20 mph speed restriction in the abutting roads (between the site and North Road). The implementation of 20 mph could better protect pedestrians & cyclists using Mynachdy Road (and abutting roads) to access the proposed site.

Additionally :

- (a) a Travel / Management Plan shall be submitted to the Council which shall include, but not be limited to the following details:
 - i. proposals and targets and a timetable to limit or reduce the number of single occupancy car journeys to the site and to promote travel by sustainable modes;
 - ii. arrangements for the management of traffic/parking at the start and end of term;
 - iii. daily arrangements to be put in place to control the access and egress of pedestrians, cyclists and vehicular traffic;
 - iv. daily arrangements to be put in place for the exclusion and control of student resident car parking within the site and surrounding area;
 - v. details of CCTV monitoring arrangements within the site, including monitoring of the vicinity of both site entrances;
 - vi. details of wardening/ security presence within the site;
 - vii. details of site entrance information board displays providing 24hour contact details for local residents.
- (b) No building shall be occupied until the Travel / Management Plan has been approved in writing by the local planning authority.
- (c) The provisions of the Travel / Management Plan shall thereafter be fully adhered to, except for any modifications agreed to in writing by the local planning authority in the light of practical experience.
- (d) Reports demonstrating progress in promoting the sustainable transport measures in respect of i) shall be submitted annually to the Local Planning Authority, commencing from the first anniversary of beneficial occupation of the development. The arrangements in respect of ii), iii), iv), v) and vi) shall be subject to annual monitoring and review in light of experience in agreement with the Local Planning Authority.

- (e) Details of the junction between the proposed access road and the highway shall include the stopping up of the existing access to the Mynachdy Institute which shall be permanently closed off. The vehicular access to the sub-station shall be retained.

Public Open Space - £35,269 towards the provision of new open space, or the design, improvement and/or maintenance of existing open space in the locality.

In addition to the above, it is recommended that future occupancy by students only is secured through any legal agreement.

The agent has confirmed that the above mentioned contributions are acceptable to the applicant.

CONCLUSION

- 10.2 The proposal will redevelop a brownfield site and provide a significant quantum of purpose-built student housing within a site which already benefits from planning permission for student accommodation.
- 10.3 The quality of the layout and design represents an enhancement on that of the previously approved scheme within a similar footprint and scale of development.
- 10.4 The additional provision of the Community Centre / Boxing club proposed would represent a highly positive addition to the area.
- 10.5 In light of the above, and having regard for adopted planning policy guidance, it is recommended that planning permission be granted, subject to conditions and a Legal Agreement.

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- PLANNING NOTES:
1. Please read in conjunction with application drawings, documents and other supporting information.
 2. Proposals are subject to Building Regulations Approval and their related conditions.
 3. Drawings based on existing measured data provided by others.
 4. Proposals are subject to 3rd party agreements such as party wall agreements, rights of light, access easements and other legal covenants.
 5. These proposals are subject to Secure by Design requirements.
 6. External lighting subject to further detailed design.
 7. Internal arrangements shown for illustrative purposes only.

*PLEASE REFER TO DRAWING 11504_LAN_01 FOR LANDSCAPE DETAILS



Rev	Description	By	CHK	Date

NORTHMILL ASSOCIATES

Project: Student Residential Development
Mynachdy Road
Cardiff

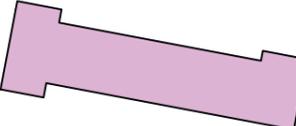
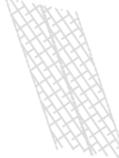
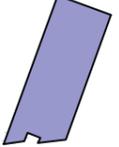
Client: Mederco (Cardiff Ltd.)

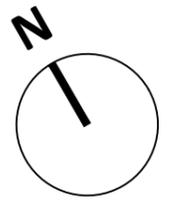
Drawing: Proposed Site Plan

Project No: 2387 Scale: @ A3 1:500 Date: 30/06/17
 Drawn: DW Checked: DB Status: PLANNING
 Drawing No: L(00)020 Revision: A

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LEGEND

			
Location of blocks from original planning approval (15/0303030/MJR)	Proposed location of new student residential blocks	Location of services intersecting the site with easement	Location of new Community Centre / Boxing Club



Rev	Description	By	Chk	Date
A	Building Footprints amended following discussions with Local Planning Authority	DB	DW	25.10.17
Project No: 2367		Scale @ A3 1:1250		Date: 20.06.17
Drawn: DB		Checked: -		Status: PLANNING
Drawing No: L(00)030		Revision: A		



Project
STUDENT APARTMENTS - CARDIFF

Client
MERDERCO (CARDIFF) LTD

Drawing
BUILDING FOOTPRINT COMPARISON

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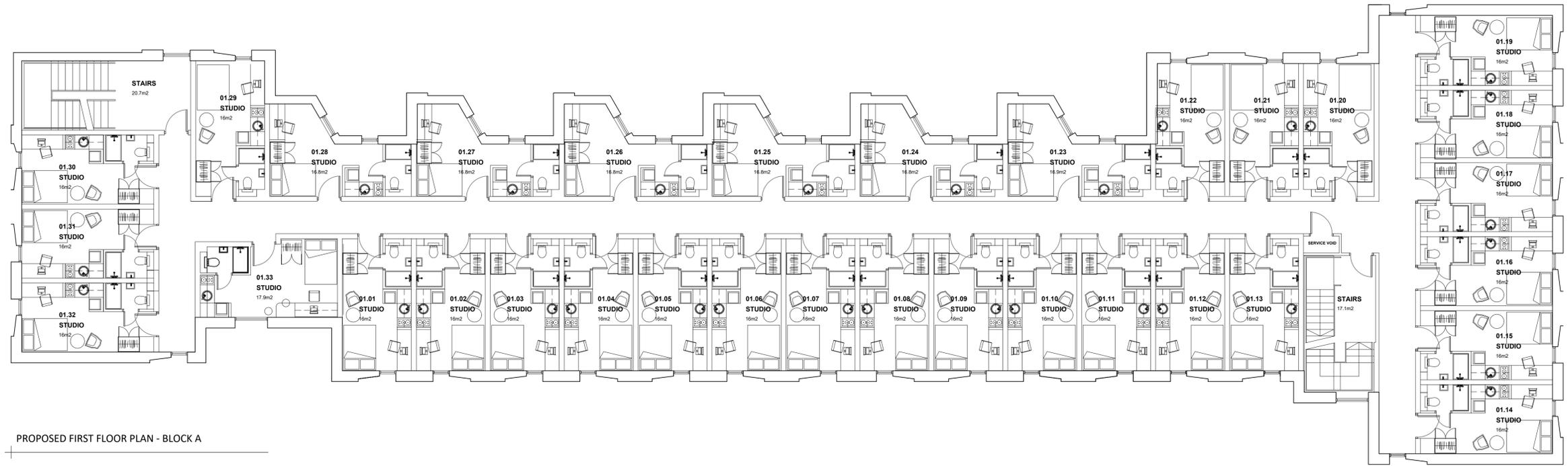


PLANNING NOTES:

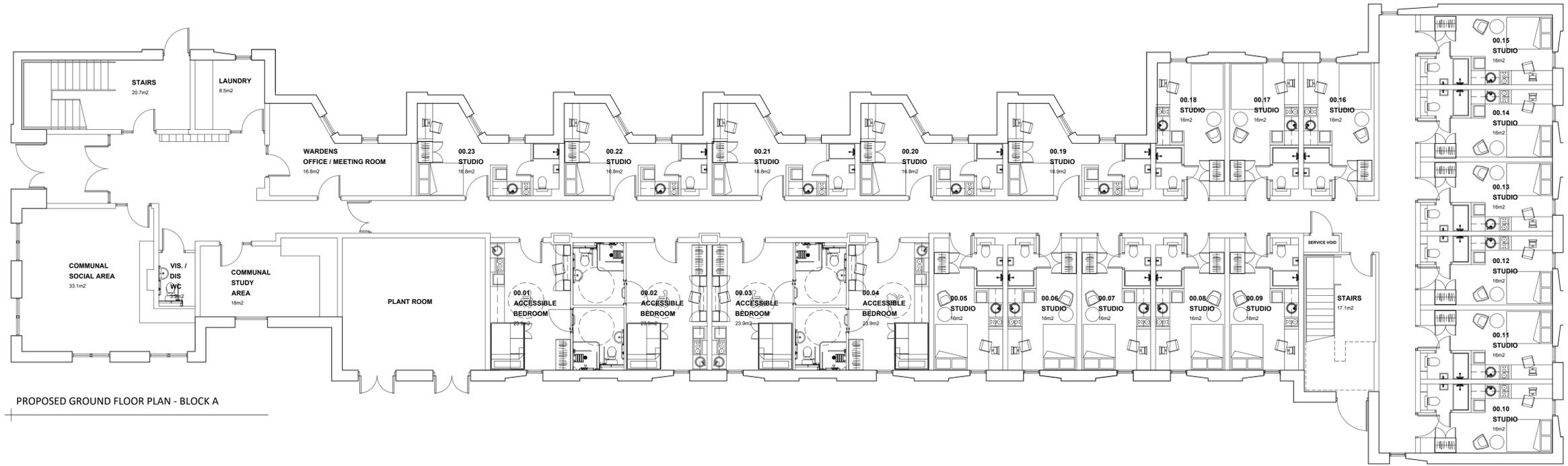
1. Please read in conjunction with application drawings, documents and other supporting information.
2. Proposals are subject to Building Regulations Approval and their related conditions.
3. Drawings based on existing measured data provided by others.
4. Proposals are subject to 3rd party agreements such as party wall agreements, rights of light, access easements and other legal covenants.
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6. External lighting subject to further detailed design.
7. Internal arrangements shown for illustrative purposes only.

BLOCK A: UNITS

Ground Floor - 23
 First Floor - 33
 Second Floor - 33
TOTAL UNITS - 89 UNITS



PROPOSED FIRST FLOOR PLAN - BLOCK A



PROPOSED GROUND FLOOR PLAN - BLOCK A



DEVELOPMENT PLAN - KEY (FOR INFORMATION ONLY)



Rev	Description	By	Chk	Date
A	Plan changes following discussion with Planners	HD	DMB	24/05/2017
P1	PLANNING ISSUE	HD	DMB	28/06/2017



Project
 Student Residential Development
 Mynachdy Road
 Cardiff

Client
 Mederco (Cardiff Ltd.)

Drawing
 Proposed Ground and First Floor Plans -
 Block A

Project No: 2367 Scale @ A1 1:100 Date: 28/06/2017
 Drawn: DW Checked: DMB Status: PLANNING
 Drawing No: L(01)500 Revision: A

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 - Internal arrangements shown for illustrative purposes only.

- PROPOSED MATERIALS**
- A Terracotta Brickwork
 - B Polyester Powder Coated Aluminium Roof Flashing
 - C UPVC Glazing - Colour: Dark Grey
 - D UPVC Curtain Walling (Colour: Dark Grey)
 - E Rockpanel Rockclad Cladding Panels with digital / routed image (Feature Colour: Teal RAL 250 40 15)
 - F Rockpanel Rockclad Cladding Panels (Feature Colour: Teal RAL 250 40 15)
 - G Rockpanel Rockclad Cladding Panels (Colour: Grey RAL 7037)
 - H UPVC Doors (Colour: Dark Grey)
 - I Polyester Powder Coated Aluminium Framed Louvred Doors (Colour: Dark Grey)
 - J Polyester Powder Coated Aluminium louvres (Colour: Terracotta)



BLOCK A
ELEVATION 1 - SOUTH WEST ELEVATION



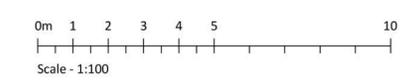
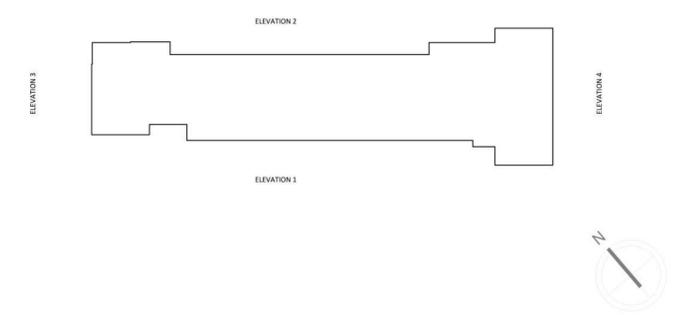
BLOCK A
ELEVATION 2 - NORTH-EAST ELEVATION



BLOCK A
ELEVATION 3 - NORTH-WEST ELEVATION



BLOCK A
ELEVATION 4 - SOUTH EAST EAST ELEVATION



Rev	Description	By	Chk	Date
A	Elevations updated following discussions with the Planners	DM	IG	28/02/2022



Project
Student Residential Development

Client
Mederco (Cardiff Ltd.)

Drawing
Proposed Elevations - Block A

Project No: 2367 Scale: @ A1 1:100 Date: 28/06/217
 Drawn: DW Checked: DMB Status: PLANNING
 Drawing No: L(02)500 Revision: A



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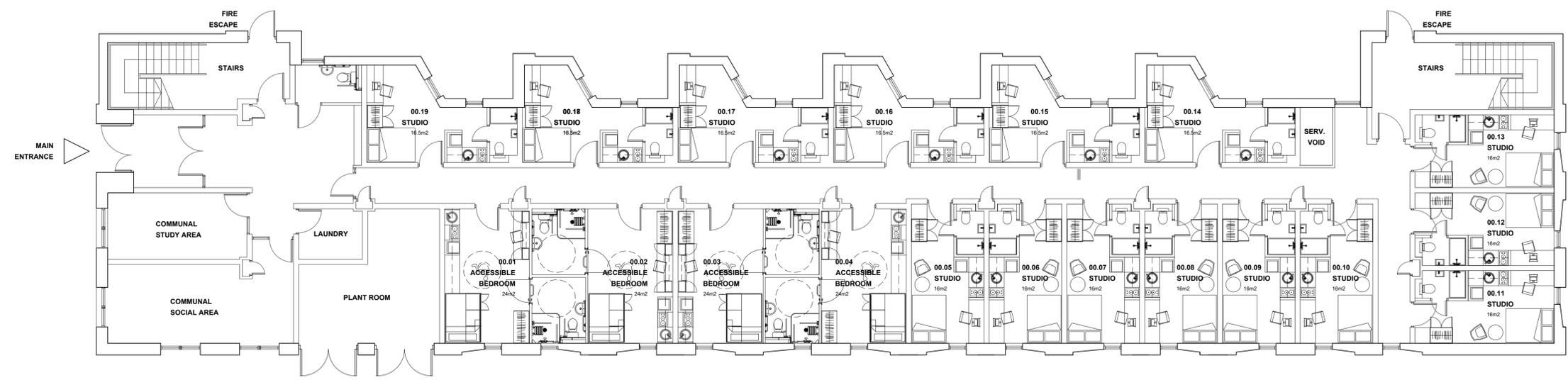


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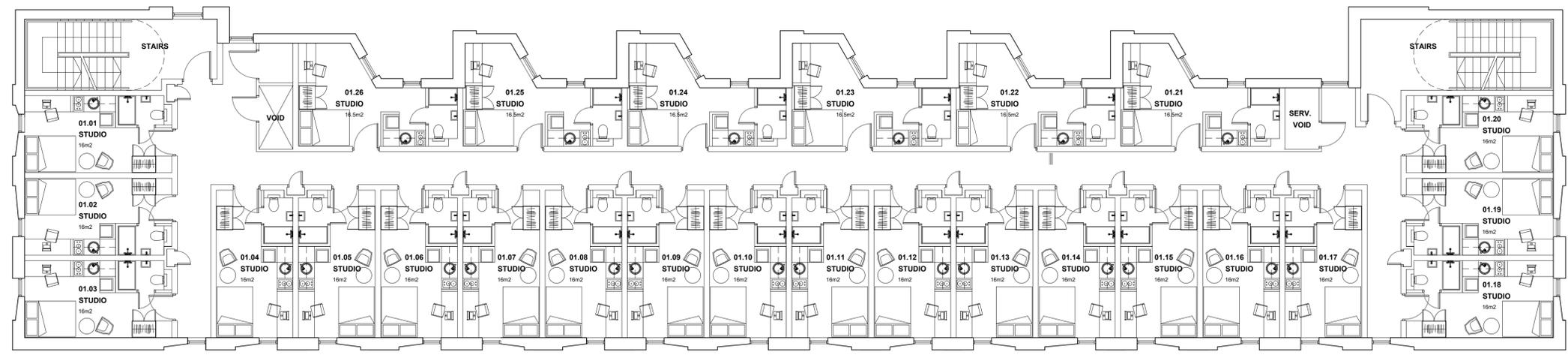
1. Please read in conjunction with application drawings, documents and other supporting information.
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BLOCK C: UNITS

Ground Floor - 19
 First Floor - 26
 Second Floor - 26
TOTAL UNITS - 71 UNITS



PROPOSED FIRST FLOOR PLAN - BLOCK C



PROPOSED GROUND FLOOR PLAN - BLOCK C



DEVELOPMENT PLAN - KEY (FOR INFORMATION ONLY)



Rev	Description	By	Chk	Date
A	Plan changes following discussion with Planners	HD	DMB	24/02/2017



Project
 Student Residential Development
 Mynachdy Road
 Cardiff

Client
 Mederco (Cardiff Ltd.)

Drawing
 Proposed Ground and First Floor Plans -
 Block C

Project No: 2367 Scale @ A1 1:100 Date: 28/06/217
 Drawn: DW Checked: DMB Status: PLANNING
 Drawing No: L(01)504 Revision: A

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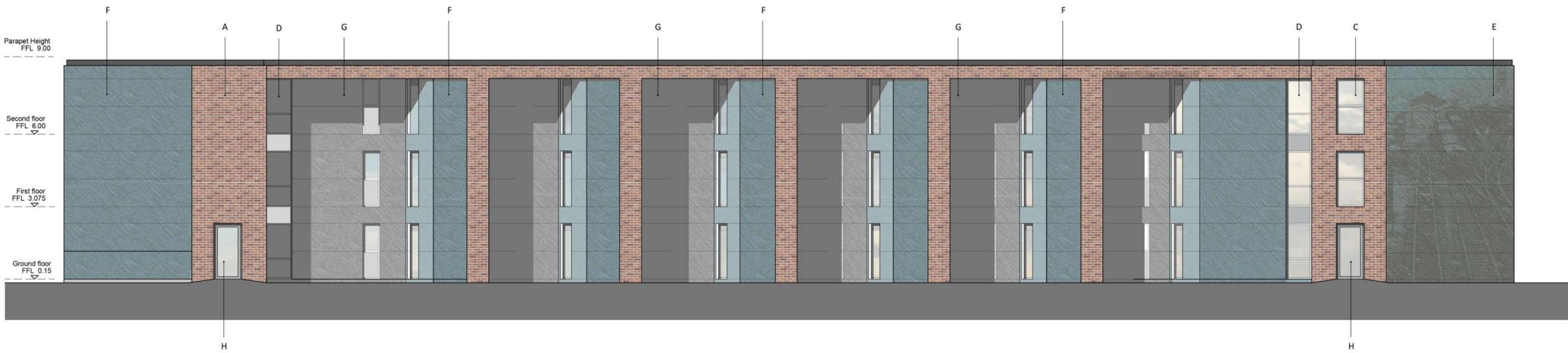


- PLANNING NOTES:**
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- PROPOSED MATERIALS**
- A Terracotta Brickwork
 - B Polyester Powder Coated Aluminium Roof Flashing
 - C UPVC Glazing - Colour: Dark Grey
 - D UPVC Curtain Walling (Colour: Dark Grey)
 - E Rockpanel Rockclad Cladding Panels with digital / routed image (Feature Colour: Teal RAL 250 40 15)
 - F Rockpanel Rockclad Cladding Panels (Feature Colour: Teal RAL 250 40 15)
 - G Rockpanel Rockclad Cladding Panels (Colour: Grey RAL 7037)
 - H UPVC Doors (Colour: Dark Grey)
 - I Polyester Powder Coated Aluminium Framed Louvre Doors (Colour: Dark Grey)
 - J Polyester Powder Coated Aluminium louvres (Colour: Terracotta)



**BLOCK C
ELEVATION 1 - SOUTH-WEST ELEVATION**



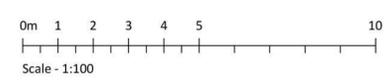
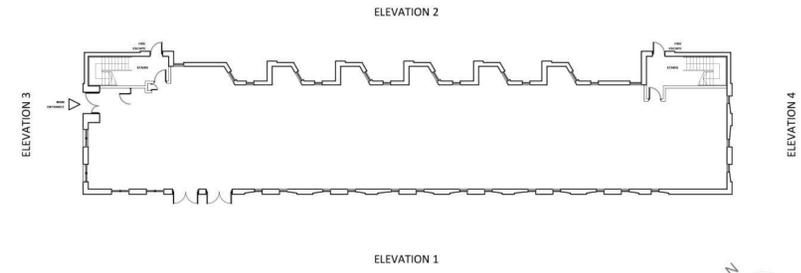
**BLOCK C
ELEVATION 2 - NORTH-EAST ELEVATION**



**BLOCK C
ELEVATION 3 - NORTH-WEST ELEVATION**



**BLOCK C
ELEVATION 4 - SOUTH-EAST ELEVATION**



Rev	Description	By	Chk	Date

1 North Parade Penarth Road, Cardiff CF15 11JL
01495 821411
info@northmillassociates.com

Project
Student Residential Development
Mynachdy Road
Cardiff

Client
Mederco (Cardiff Ltd.)

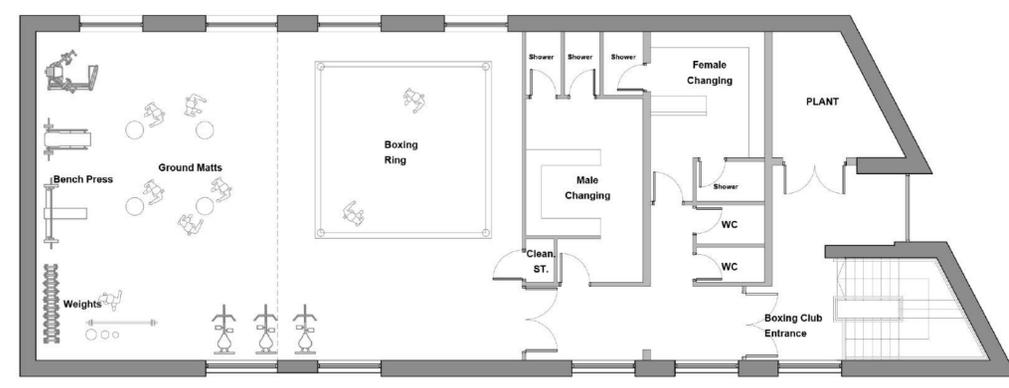
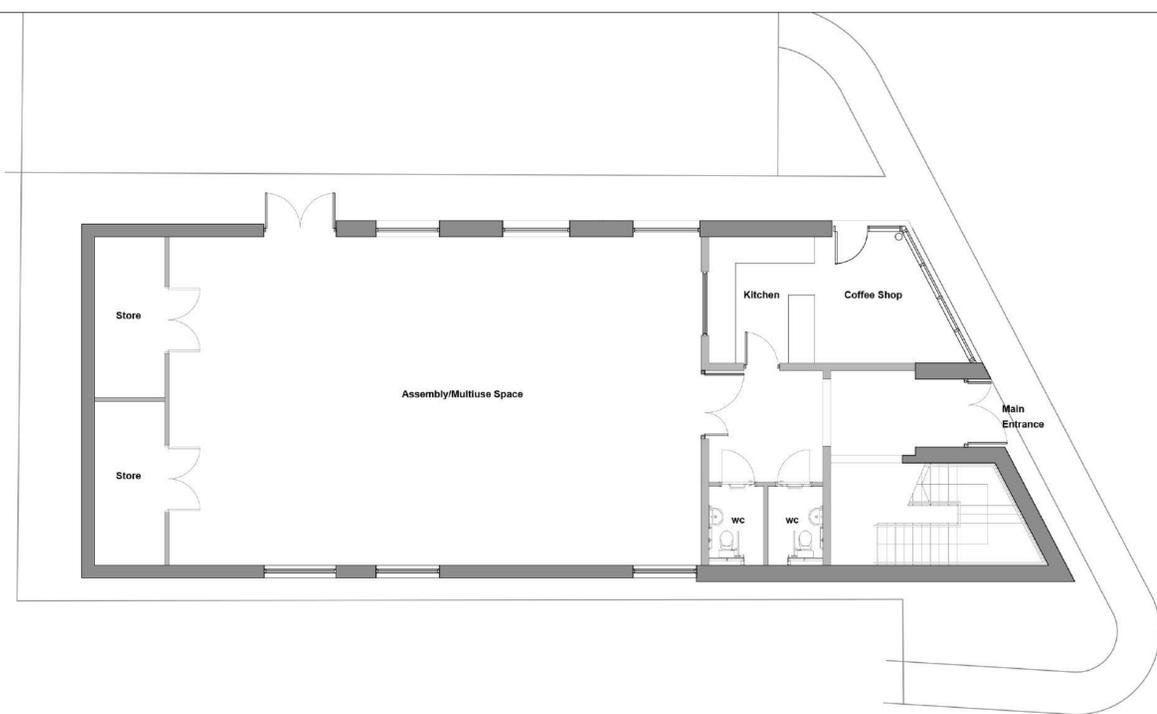
Drawing
Proposed Elevations - Block C

Project No: 2367	Scale @ A1: 1:100	Date: 28/06/217
Drawn: DW	Checked: DMB	Status: PLANNING
Drawing No: L(02)502	Revision: A	

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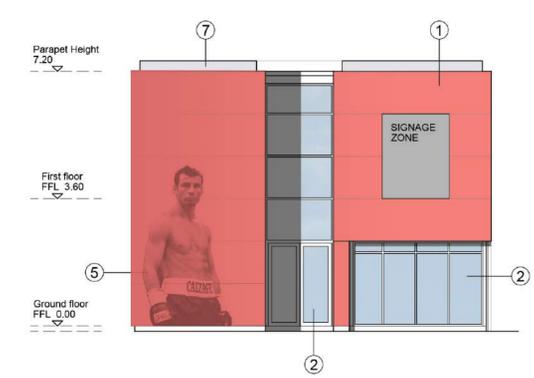


- MATERIALS**
1. Rockpanel Rockclad Cladding Panels (Colour: Red RAL 3016)
 2. UPVC Glazing (Colour Grey) Windows and Doors
 3. Terracotta Brickwork
 4. UPVC Glazing (Colour Grey)
 5. Rockpanel Rockclad Cladding Panels with routed / digital printed image (Feature Colour: Red RAL 3016)
 6. Rockpanel Rockclad Cladding Panels (Colour: Grey RAL 7037)
 7. Polyester Powder Coated Cover Flashing (Colour: Grey)
 8. Externally mounted Beaumaris Woodstone Bat Box (650mm high x 400mm wide x 280mm deep)

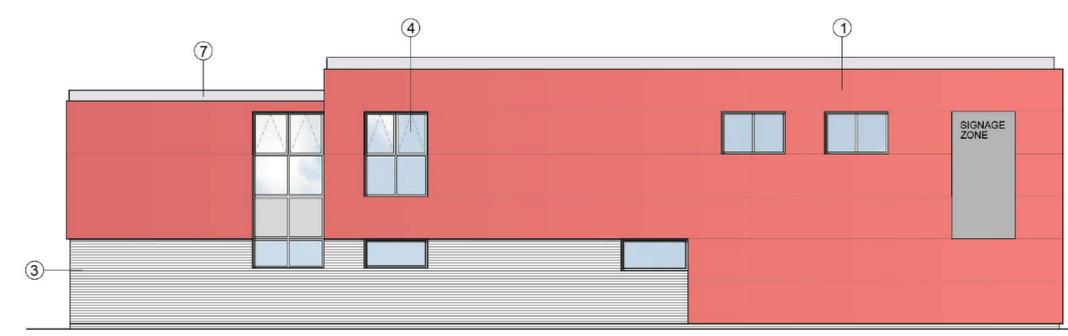


GROUND FLOOR PLAN - 1:100 @ A1

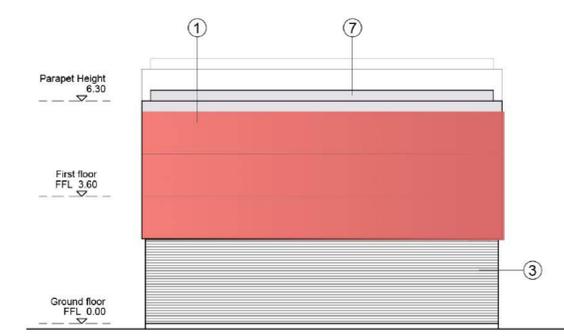
FIRST FLOOR PLAN - 1:100 @ A1



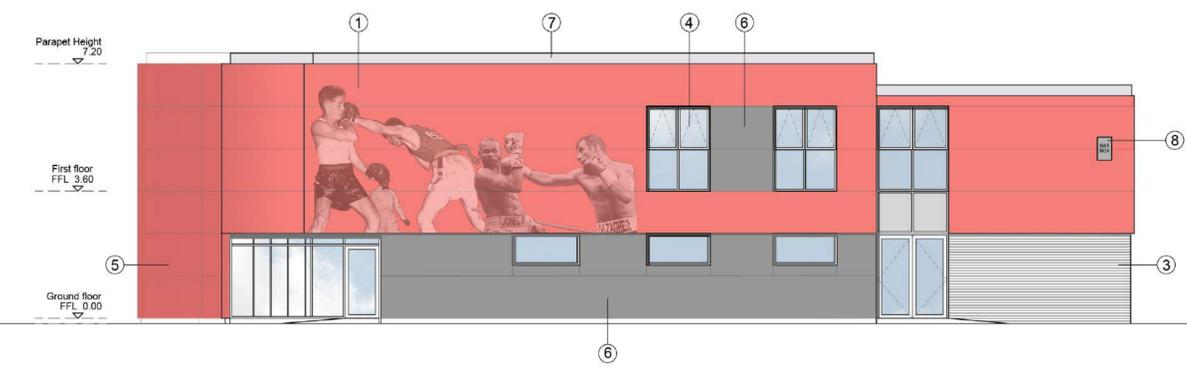
SOUTH ELEVATION - 1:100 @ A1



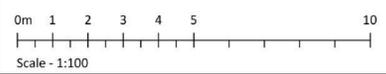
WEST ELEVATION - 1:100 @ A1



NORTH ELEVATION - 1:100 @ A1



EAST ELEVATION - 1:100 @ A1



Rev	Description	By	Chk	Date
D	FURTHER AMENDMENTS REQUESTED BY CCC	DR	IG	13.11.17
C	BUILDING HEIGHT REDUCED BY 500MM FOLLOWING DISCUSSIONS WITH THE PLANNERS.	DR	IG	10.11.17
B	BAT BOX SPECIFICATION INCLUDED	DR	IG	06.11.17
A	PROPOSED ELEVATIONS UPDATED	DR	IG	25.10.17



Project
Community Centre/Boxing Club
Mynachdy Road
Cardiff

Client
Mederco (Cardiff Ltd.)

Drawing
Plans/Elevations

Project No: 2367 Scale @ A1 1:100 Date: 03/07/2017
 Drawn: DK Checked: Status: INFORMATION
 Drawing No: L(01)600 Revision: C

