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LATE REPRESENTATIONS

Committee PLANNING COMMITTEE

**Date and Time
of Meeting** WEDNESDAY, 9 MAY 2018, 1.30 PM

Please see attached Late Representation Schedule received in respect of applications to be determined at this Planning Committee

9 **Late Reps** (*Pages 1 - 34*)

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LATE REPRESENTATIONS SCHEDULE

PLANNING COMMITTEE – 9TH MAY 2018

PAGE NO. 1	APPLICATION NO. 17/03026/MJR
ADDRESS :	LAND AT JCT. OF NORTH RD/MAINDY ROAD
FROM:	The Owner 103 Maindy Road
SUMMARY:	<p><i>As a resident -</i></p> <p>I have grave concerns regarding the appropriateness of further student residences on this site. This is borne out of the experience of living with existing student residences behind our property. The location means that noise created by students late at night – particularly in the lane at the back of our property – already wakes us and our 8-month-old child to the point where we cannot use the back rooms of our house for sleeping. This will clearly get worse should the proposal be approved.</p> <p>Despite the requirement for students not to use cars at the existing student residences - they do – leaving the street congested with parking. We have written to local councillors regarding this at various points, but there is understandably not the budget available to police this. Consequently, the developer takes the money for the development and the community bears the cost of the affect, despite assurances that this would not be the case when the existing residences were approved. The proposed scheme has 2 car parking spaces for over 150 students, and without any acknowledgement of the reality of this affect, they have not realistically modelled the outcomes of their approach. My belief based on our existing day-to-day experience, is that it will create an excess of cars and a dangerous street environment - particularly on changeover days for which no detailed management proposal has been produced.</p> <p><i>As an architect -</i></p> <p>From a recent Planning Committee site visit I understand that the proposed recommendation of the proposal has been arrived at despite the project being in contradiction to the development plan for Cardiff. I presume that this is particularly in relation to the criteria for exceptional design for such buildings. I am particularly concerned with regards to this point, as there seems to be no suitably qualified, independent professional in the process to act as the arbiter of what represents exceptional design.</p> <p>I have previously written to the local authority highlighting the need for such a project to be reviewed by an external design review panel such as the Design Commission for Wales. The planners' remit is to judge whether the scheme is acceptable in terms of the planning criteria. They are not trained in the subtleties of design however, and consequently not able to qualify what meets the standards of exceptional design. As a Design Review Panel member for the South West region, I feel I have some capacity and qualification to state that the proposed scheme does not meet the standard for several obvious</p>

	<p>reasons including:</p> <ul style="list-style-type: none"> • inappropriate massing • overlooking of rear gardens of adjacent properties • breaking of the terrace line, and • disregard for and failure to engage with the surrounding community including entrances that do not address the street, and actively turning its back on the community by creating a gated courtyard that we have been told that 'we can peer through the fence at'! <p><i>Conclusion</i></p> <p>Whilst I recognise that my concerns as a resident might not be sufficient for you to refuse the proposal, my concerns as an Architect have a basis in planning. I therefore implore you to reject this application for the detrimental effect that it will have on the community of this close knit residential street, together with the wider detriment to Cardiff. This prominent site will be many visitors initial impression of Cardiff. In breaking with planning requirements it is setting the standard for development across the city. It is inappropriate in scale, massing and quality, whilst giving nothing to its surrounding community. As such it will heighten the already existing divide between students and residents. A more integrated approach is required that considers the context of such buildings and their existing communities together. Furthermore, in not complying with the Cardiff development plan criteria, I do not see how it would be successful on appeal either.</p>
<p>REMARKS:</p>	<p><u>Parking/Highway safety</u></p> <p>This has been assessed in para 8.6 of the report. The late representation does not raise any matters not already considered. For clarity, the objector states over 150 students occupying this site, the figure is 137.</p> <p><u>Impact upon neighbouring properties</u></p> <p>This is assessed in para 8.4 of the report. Whilst the impact of noise upon the objector's use of their property is noted, no objection has been raised by statutory or technical consultees in this regard, and the application is considered to be in accordance with the Council's noise policy.</p> <p><u>Design concerns</u></p> <p>In response to the concern that officers are not suitably qualified to assess its own design policies, the application was considered in detail by the Council's internal Design Review Panel. The Panel includes an Architect, Urban Designers, Conservation Officer, as well</p>

	<p>as other experienced officers. This application has been through this process, and is considered to meet the Council's design objectives.</p> <p>In terms of scale and massing, this has been considered within report in para 8.3 of the report.</p> <p>The proposed scale, massing and materials are considered appropriate, and in accordance with the Council's adopted LDP policies and Supplementary Planning Guidance.</p>
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PAGE NO. 1	APPLICATION NO. 17/03026/MJR
ADDRESS :	LAND AT JCT. OF NORTH RD/MAINDY ROAD
FROM:	Asbri Planning
SUMMARY:	<p>With reference to the above application, comments made at the first consideration of the application at Planning Committee on the 19th April and the Planning Committee Site Visit on the 30th April, the applicant would like to bring the following points to the attention of members and officers in advance of the Planning Committee on the 9th May.</p> <p>Comments in relation to matter raised at Planning Committee on the 19th April and the Site Visit on the 30th April</p> <ul style="list-style-type: none"> • Extensive pre-application discussions have been held with officers resulting in the current scheme. • The fenestration on the eastern elevation of the 4 storey north – south flank at the eastern end of the site has been revised. Angled oriel windows have been introduced on the first, second and third floors on this flank so that windows are now facing south rather than south east, thereby further reducing any overlooking, or the perception of overlooking, to and from neighbouring properties. • Shadow studies have been produced in compliance with BRE guidance. The shadow diagrams show the adjacent buildings due to their south facing orientation are unaffected by shading of the proposed building which lies to the west in relation. BRE guidelines recommend that at least half of the garden or open space can receive at least two hours sunlight on March 21. The diagrams illustrate that all gardens to the adjacent properties will regularly receive well in excess of 2 hours of direct sunlight throughout the year due to their south facing orientation, meaning that the existing gardens easily comply with the BRE guidance, with no impact from the proposed development. • Further, a horizontal and vertical 45 degree test has been undertaken for the revised scheme and it demonstrates that in both instances that there is no adverse effect on daylight for

	<p>the adjacent dwelling and it would not be affected by the proposal.</p> <ul style="list-style-type: none"> • The existing building covers approx. 1,218sqm of the site. The proposed building covers approx. 920sqm of the site. This is illustrated on Drawing No LO_60_10 that accompanies this letter. • Approx. 450 sqm of the existing built form will comprise the landscaped courtyard and the parking area – • i.e. approx. 450sqm of the existing building will not be built upon. This is illustrated on Drawing No LO_60_10 that accompanies this letter. • The gap between the existing built form and the adjacent property is approx. 933mm. The pre-application scheme increased that gap to 1974mm. After discussions with officers this gap has now been increased to 3827mm therefore the separation distance between the two buildings is now 3m wider than the existing situation. • In relation to the above, the following measurements are useful: <ul style="list-style-type: none"> <input type="checkbox"/> 133 Maindy Road is approx. 5.8m high to eaves and approx. 7.5m high to ridge. <input type="checkbox"/> The two storey element of the new building is approx. 6.1m high and 3.8m from 133 Maindy Road. <input type="checkbox"/> The three storey element of the new building is approx. 9.1m high and 7.5m from 133 Maindy Road. <input type="checkbox"/> The four storey element of the new building is approx. 12.1m high and 12.5m from 133 Maindy Road. <input type="checkbox"/> The six storey element of the new building is approx. 18.1m high and 37m from 133 Maindy Road. <input type="checkbox"/> The six storey element is set back approx. 9m from the existing building frontage on Maindy Road, therefore there is no six storey element on the ‘straight’ north west-south east part of Maindy Road. The six storey element is introduced where it turns the corner to North Road. <input type="checkbox"/> The four storey rear wing is approx. 13m from the boundary of 133 Maindy Road whereas the existing building is 933m from the boundary. <input type="checkbox"/> The rear of the building comprises a graffitied wall of poor appearance, running for approx. 37m from 133 Maindy Road towards North Road. The proposed built form on this rear access lane will ‘front’ the lane for approx. only 14m, and will be set back 1.5m from the existing building line, creating a much more attractive public realm. • Members will have noticed the surrounding student accommodation at Talybont, Cambrian Point and Liberty Point as well as the scale of Maindy Leisure Centre. Whilst Talybont is built at a lower level than the proposed development, it comprises 7 storeys at its highest point, and a plant room on top.
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- Members will have also noted that whilst Maindy Road is of a domestic scale, the corner of Maindy Road/North Road is very much commercial/non-domestic including the leisure centre, large scale student schemes, three garages, a petrol filling station, the dual carriageway A road of North Road and the current commercial premises on the development site.
- Comments have been raised regarding Policy EC3 and that it applies to vacant premises and that as the premises are not vacant, a policy conflict has been raised. Firstly, Policy EC3 is a permissive criteria based policy that specifically enables the redevelopment of employment sites. It is important to note that the policy itself does not mention or refer to vacancy. The supporting text, when referring to evidence that could be submitted to justify the redevelopment of such sites, suggests a number of criteria which *include* 'Whether and for how long land or premises have been vacant and actively marketed and the expressions of interest during this period'. This is the only reference to vacancy in the policy or supporting text. It is important to note here that the supporting text states *include* – i.e. it is not a *requirement* to provide such evidence. As the premises are not vacant this criterion is therefore not considered to be applicable to the development proposals. The proposed development is therefore not contrary to Policy EC3 in this regard. Further, the site is white land within the LDP and therefore does not benefit from any LDP policy protection.

The existing premises

As set out in the Planning Statement that was submitted with the planning application, the existing building comprises a 1930s single skin building. The conservatory showroom and Autocraft have a pitched tiled roof whereas the rear 2 units have a multi pitched corrugated sheeting roof. Despite the conservatory showroom element of the whole building appearing to be in good condition, this is superficial as the whole building is in a poor state of repair given its age and construction, particularly the roof, which also contains asbestos. The poor condition of the roof has meant that the landlord has excluded Roof & Gutter repairs obligations from the tenants' leases. Therefore as the roof ages there is an ever increasing cost to maintain the roof in a water tight condition.

In terms of the existing businesses, there are currently four units on site – Nolan Conservatories, Autocraft (garage), Cardiff Personal Training Studio (private gym) and a storage unit. One of the existing tenants has stated that there are 25 staff on site. It is not considered that this is an accurate reflection of the number of Full Time Employed (FTEs) on site, with the number of FTEs likely to be approx. 50% of the stated figure. Further, the new student accommodation will create temporary jobs through demolition and

construction, will create full time jobs in the running of the student accommodation and the cafe, and supply chain employment for local businesses serving the student accommodation and cafe.

All tenants have been aware of their expiry dates for a number of years and that the building was coming to the end of its useful life and there would be little likelihood that the lease would be extended beyond 2020. The landlord contacted the tenants on the 4th August 2017 confirming this, prior to planning being submitted. The exception being CPTS who was advised of the potential development prior to the lease being agreed some 12 months ago.

Common practice when a lease is due to expire is for the landlord to contact the tenants approx. 6 months in advance to agree new terms. In this instance.

Autocraft

- The lease expires in June 2020. A new lease was granted to the existing tenants after the retirement of previous owner and it was explained by the applicant/landlord at that time that a longer lease could not be granted because of the condition of the building.
- The tenant was notified by the applicant/landlord of the intention not to extend the lease in August 2017. In effect therefore, the tenants have been advised some 3 years in advance of the intention not to renew the lease beyond June 2020 due to the condition of the building.
- Autocraft were contacted by the applicant/landlord in August 2017 offering the services of an agent to assist in their relocation. Autocraft, on the 7th August 2017, confirmed to the Landlord's Agent that "he hasn't yet had opportunity to review this but that he will be in touch as soon as he does".
- Autocraft has not taken up this offer or entered into discussions with the landlord/applicant, 9 months after the initial offer was made.
- The applicant was responsible for setting up the workshop in the mid 1980's (Smart's Garages) when ramps as well as other equipment were provided free of charge, as well concessions on the rent. When that tenant passed away unexpectedly a new lease was granted to another occupant who subsequently retired. A new lease was then given to the current tenants in 2015, and as such the existing tenants have been direct beneficiaries of the initial investment made by the applicant/landlord 30 years ago.
- Further, there are 3 other repair garages within 200 metres of Autocraft therefore it is not considered that the relocation of the premises will have a negative impact on motor vehicle repair provision in the immediate environs.

Cardiff Personal Training Studio

- The lease on Cardiff Personal Training Studio was arranged in 2017 and expires in June 2022, with a break clause for both parties in June 2020. Should the landlord initiate the break clause in 2020, CPTS will be recompensed financially, The lease agreed is outside the ACT and as such the compensation level is well above any statutory requirements.
- The break clause was inserted because of the condition of the building and the redevelopment plans, which the owner of CPTS was aware of.

Nolan Conservatories

- The lease expires in June 2020.
- The tenant was notified by the applicant/landlord of the intention not to extend the lease on 4th August 2017. In effect therefore, the tenants have been advised some 3 years in advance of the intention not to renew the lease beyond June 2020 due to the condition of the building.

Storage unit

- The license on the storage unit expires in July 2018
- The tenant has a short tenancy which expires well within redevelopment date of 2020

In terms of rental values the applicant has provided two independent letters from Cushman and Wakefield and Emanuel Jones (enclosed). Both letters confirm that the rental values being obtained for Nolan Conservatories are below market rates, primarily as a result of the condition of the building and roof. Both letters confirm that the rental values for the other units are at market rates considering the age, size, configuration, available circulation space and existing parking provision for the premises. However, because of the condition of the building and roof, the applicant (and not the tenant) has responsibility for Roof and Gutter repairs (including internal roof/ceiling repairs). Consequently, the rental values are effectively lower than market rates because of the extra responsibilities of the applicant/landlord over and above normal arrangements. The headline rents do not reflect the ever increasing cost of the roof maintenance.

Other matters

In addition to the above, it is important to note the following aspects of the proposed development:

- There are approx. 36,000 full time students in Cardiff universities (including USW campuses based in Cardiff). Taking into account privately-owned and university-owned

	<p>student accommodation and the 'pipeline' of unimplemented planning permissions, there are still approximately 14,000 students in existing housing stock, with the majority within the wards of Cathays, Plasnewydd and Roath.</p> <ul style="list-style-type: none"> • This development will reduce the pressure on the existing housing stock within Cathays, Plasnewydd and Roath, potentially returning it to the open market for family homes. • Whilst the development will be high quality it will not be 'top-end', and will therefore target the students who are likely to occupy existing housing stock in the area. In addition, as this scheme is not 'top-end' it is not likely to lead to difficulties in letting, which it is understood some of the more expensive student schemes in Cardiff are currently experiencing. • It is noted that a recent Wales Online article dated 16th January titled "Cardiff needs more affordable student accommodation" (enclosed with this letter), identified that both Cardiff University and Cardiff Metropolitan University were expanding and that there was still a huge demand for bespoke student accommodation. The 'affordable' element of the article referred to the fact that too many studios were being built, which are more expensive to let. The proposed development comprises 11 studios with the remaining 126 being the more 'traditional' cluster arrangement of, generally, 6-8 beds with a shared kitchen/lounge behind one front door. This scheme therefore provides more affordable student accommodation • A further Wales Online article dated 31st January 2018 titled "Student spending adds £2bn a year to the Welsh economy" (enclosed with this letter) demonstrates that value that students bring to Cardiff and Wales, and that Welsh universities bring £5bn to the Welsh economy and provide 50,000 jobs • Public realm improvements are proposed in the vicinity, including improved landscaping and footpaths. • Over £200,000 of planning obligations for public open space, highways and community facilities • improvements in the area will be secured via a Section 106 Agreement. • <p>It is therefore considered that the proposed development is acceptable, as set out by officers in the Committee Report, and members are respectfully requested to approve the application subject to the completion of a Section 106 Agreement in accordance with the officers' recommendation.</p>
REMARKS:	Noted

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8th May 2018

Dear Pete,

112 North Road & 135-137 Maindy Road, Cardiff

This letter outlines my agency opinion in respect of the rental levels currently being achieved at 112 North Road & 135-137 Maindy Road, Cardiff ("**the Property**").

Please note, I have not been instructed to provide any formal valuation, nor have I inspected the Property, therefore any information provided, including financial details giving any indication of values, has not been carried out in accordance with the formal requirements of the Royal Institution of Chartered Surveyors, and should be read in conjunction with the below Supporting Note.

- It is my opinion that the understood passing rent at 112 North Road (£6.06 per sq ft) is below the level that one might anticipate a premises of this size, locational prominence (fronting a busy arterial route) and configuration (showroom and premises with parking provision and loading) to let for in the open market. I would anticipate any rent for accommodation of this nature (assuming both a retail planning consent and a property in full repair) being in the region of circa £7.00 to £8.00 per sq ft. Whilst I appreciate that the property is not in a fully repaired state (understanding the condition of the roof), for which I would anticipate an element of rent reduction to reflect the same, I do however understand that the landlord undertakes roof and external repairs at their own cost - hence, this limited tenant repairing obligation will undoubtedly serve to uphold the passing rent to a degree (when compared to a full repairing lease).
- It is my opinion that the understood passing rents at 135 (both front and rear) and 137 Maindy Road are largely rack (fully) rented (ranging from £3.08 to £5.77 per sq ft), when considering the premises age, size, configuration, available circulation space and existing parking provision.
- Furthermore, I am of the opinion that were these 3 premises at 135-137 Maindy Road to be refurbished, namely to address the apparent roof repair issues (which the landlord is again understood to presently repair, at their cost), in contrast to 112 North Road, it would *not* equate any material increase in the rental levels currently being derived (on these particular premises). This is a result, in my opinion, of the physical constraints / configuration of these particular properties, something Cushman & Wakefield experienced when formerly marketing the same - notably the limited parking and loading provision, along with restricted circulation space, which presented issues for a number of prospective tenants.

I trust the above is of assistance but should you wish to discuss further please do not hesitate to contact me.

Yours sincerely



Chris Yates MSc MRICS
Associate
Cushman & Wakefield

Supporting Note

1. *This agency opinion is strictly for guidance only, is not intended to be, and must not be, relied upon as a substitute for the valuation conclusions that would be reached by Cushman & Wakefield following a formal valuation commissioned and carried out on Cushman & Wakefield's standard valuation and advisory terms and conditions. Any such conclusions may well be materially different.*
2. *We have not inspected the property(ies) nor have we undertaken full verification or research to validate the information provided to us by you. This agency opinion is entirely dependent on the adequacy and accuracy of the information supplied by the addressee to us and the assumptions (if any) made by agreement in advance with the addressee. It should be noted that should these assumptions prove to be incorrect, the accuracy of this opinion may be affected.*
3. *This agency opinion is confidential to the addressee for the specific purpose to which it refers and is for the use of the addressee only. Neither this opinion nor any part hereof may be reproduced or referred to in any document, circular or statement, nor may its contents, or part thereof be disclosed orally or otherwise to a third party.*
4. *Cushman & Wakefield has not been advised of, nor investigated, any recent purchase/sale price of the property as part of providing this agency opinion. Any recent marketing of the property is likely to provide the best evidence as to the current value. If instructed to undertake a formal valuation of the property, Cushman & Wakefield would investigate any recent marketing of the property and such an investigation may have a material impact on the opinion provided. If a purchase / sale price has been agreed, we request that we are advised of it as soon as possible so that we can establish whether it is necessary to reconsider our agency opinion.*
5. *Cushman & Wakefield expressly disclaims any and all liability to the addressee or any third party in respect of this agency opinion.*
6. *If the addressee requires a formal valuation on which it is entitled to rely for a specific purpose, the addressee may instruct Cushman & Wakefield's Valuation & Advisory team to carry out a formal valuation on and subject to Cushman & Wakefield's standard valuation and advisory terms and conditions*

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Pete Sulley
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CF23 8RS

8th May 2018

Dear Pete,

RE: North Road/ Maindy Road Cardiff

Further to our discussion as you know the property is an older style building which had issues with the roof and this was excluded from the existing leases.

In terms of design, configuration and repair as well as the issues of a lack of car parking the unit is not desirable to some operators.

The current rent passing equates to between £3 psqft and £6 psqft.

Roadside units are achieving more than this. The current units configuration and roof issues have had a detrimental effect on rent.

The most desirable unit is that occupied by Nolan and on the basis this was in good repair we would anticipate there being rental growth to that approaching £10 psqft from the present £6 psqft based on roadside evidence. However even with a refurbishment this would not be able to address the issues such as car parking and design therefore there would likely be limited rental growth on the other units.

Yours sincerely

David Williams
Emanuel Jones

IN ASSOCIATION WITH
NHS HEROES AWARDS



BUSINESS

Cardiff needs more affordable student accommodation

Cardiff University and Cardiff Metropolitan have both seen growth in student numbers over the last five years



COMMENTS

By [Chris Kelsey](#)

15:17, 16 JAN 2018



Student accommodation under construction in Cardiff (Image: Rob Browne)

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nuch of the wrong sort of the student accommodation in Cardiff
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more affordable rooms instead, a property expert has said.

David Feeney of Cushman & Wakefield said developers had been driven by price rather than demand in building a large number of studio flats for students.

He said there was now a risk of oversupply in the market. And he added that cheaper, shared accommodation would provide a more “social experience” for students.

Mr Feeney, who is advisory associate at the real estate firm, said: “It is encouraging that the student accommodation market continues to flourish despite initial concerns following the EU Referendum and the impact of increased student tuition fees.

provide a cheaper bed and more of a social experience, with communal and shared spaces.

“There is a real opportunity for developers to meet the demands for more affordable accommodation and provide more standard or en-suite rooms for students. Studios are 45% more expensive but do they offer a 45% better experience?

“It is all about the value of the experience and this will increasingly drive students’ preferences for accommodation.”

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▶ [New £75m student accommodation scheme on former Cardiff hospital site on track for 2019 opening](#)

Cardiff University and Cardiff Metropolitan have both seen growth in student numbers over the last five years, with large increases in the number of students from outside Wales, including international students.

There are now 12,111 purpose-built student accommodation bed spaces in the city with a further 1,756 due to be delivered this year. The number of studio rooms in particular has grown from just 3% of the market in 2015-16 to 14% in 2017-18 – above the UK national average.

Despite this growth in supply there is still a shortage, and rents for en-suite rooms have grown 5% and for studios by 2%.

But a number of studio beds were unfilled last year and discounts of up to £500 were being offered as affordability and value come to the forefront of student decision making.

LOADING

Proposed student accommodation in Cardiff's Capital Quarter (Image: Collect unknown)

According to Cushman & Wakefield, this highlights the need to provide accommodation of true value if large numbers of students are to be tempted out of traditional shared houses in areas such as Cathays into purpose-built stock in the city centre.

Andrew Gibson, investment and development partner at Cushman & Wakefield in Cardiff, said: "With the surge in completion of studio-led schemes and pressures on the operators to achieve occupation of these rooms, a number of the schemes have amended planning consents to allow for general residential occupation.

"This suggests that the studio market is likely to have achieved its saturation point in the city; however, demand for smaller cluster-led schemes still appears to be prevalent."

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► Plans for 17-storey student accommodation scheme with a public restaurant revealed for the centre of Cardiff

Across the UK more students than ever (1.04 million) are studying away from home, meaning the demand for accommodation continues to grow. Full-time student numbers are now 4% higher than in 2012-13, when maximum tuition fees rose to £9,000 per year, and continue to drive growth in the sector.

has attracted additional applications from non-EU students, with their numbers rising 5% over the last year.

“It is a key market, as 23% of the UK student population is now from overseas.

“In funding terms, foreign students have a much greater impact on the income profile of UK universities, making up 26% of all tuition fee income. It is clear that the UK remains a highly attractive place for students to study and this continues to be reflected in the growing student accommodation market.

“The sector will continue to prove attractive to investors and if developers are able to meet student demand for en-suite rooms, rising student numbers will provide suitable and reliable returns.”

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► More student flats are planned for Cardiff and people living nearby are unhappy

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PROMOTED STORIES

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BUSINESS

Student spending adds £2bn a year to the Welsh economy

Altogether Welsh universities add £5bn to the economy and support 50,000 jobs



By [Chris Kelsey](#)

05:00, 31 JAN 2018 | **UPDATED** 10:46, 31 JAN 2018

19°



(Image: Aled Llywelyn Photography)

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Wales' universities support nearly 50,000 jobs and generate more than £5bn for the Welsh economy through their spending, a report published today shows.

The report, produced for sector body Universities Wales by Viewforth Consulting, also shows that the higher education sector added £2.67bn to Welsh GVA in 2015-16.

And it found that the benefits were not restricted to the towns and cities where universities are located but are spread throughout Wales.

The report, *The Economic Impact of Higher Education in Wales*, measures only the impact Wales' eight universities have through their own spending and those of their students. It does not assess the effect the sector has on the economy through the development of skills, research and the creation of spin-offs and start-ups by graduates.

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19°

Even so, the impact of the sector is substantial. The export earnings from the presence of international students, for example, adds up to £544m, or 4.1% of Wales' export earnings.

Julie Lydon, chair of Universities Wales, said: "The report shows the significant value of universities, which in 2015-16 generated over £5bn of output for Wales, and created almost 50,000 jobs.

"These aren't small numbers, and demonstrate the way in which universities further individual and national prosperity, offer opportunities through employment and generate significant impact in their communities as local anchors for regional and community-led economic growth.

"Even those towns and regions which may not have a campus on their doorstep still benefit from the value generated by the sector, with over 21% of all GVA created by universities generated in regions without a university presence."

Education Secretary Kirsty Williams added: "This report highlights the vital contribution that our universities make to the economic fortunes of our country.

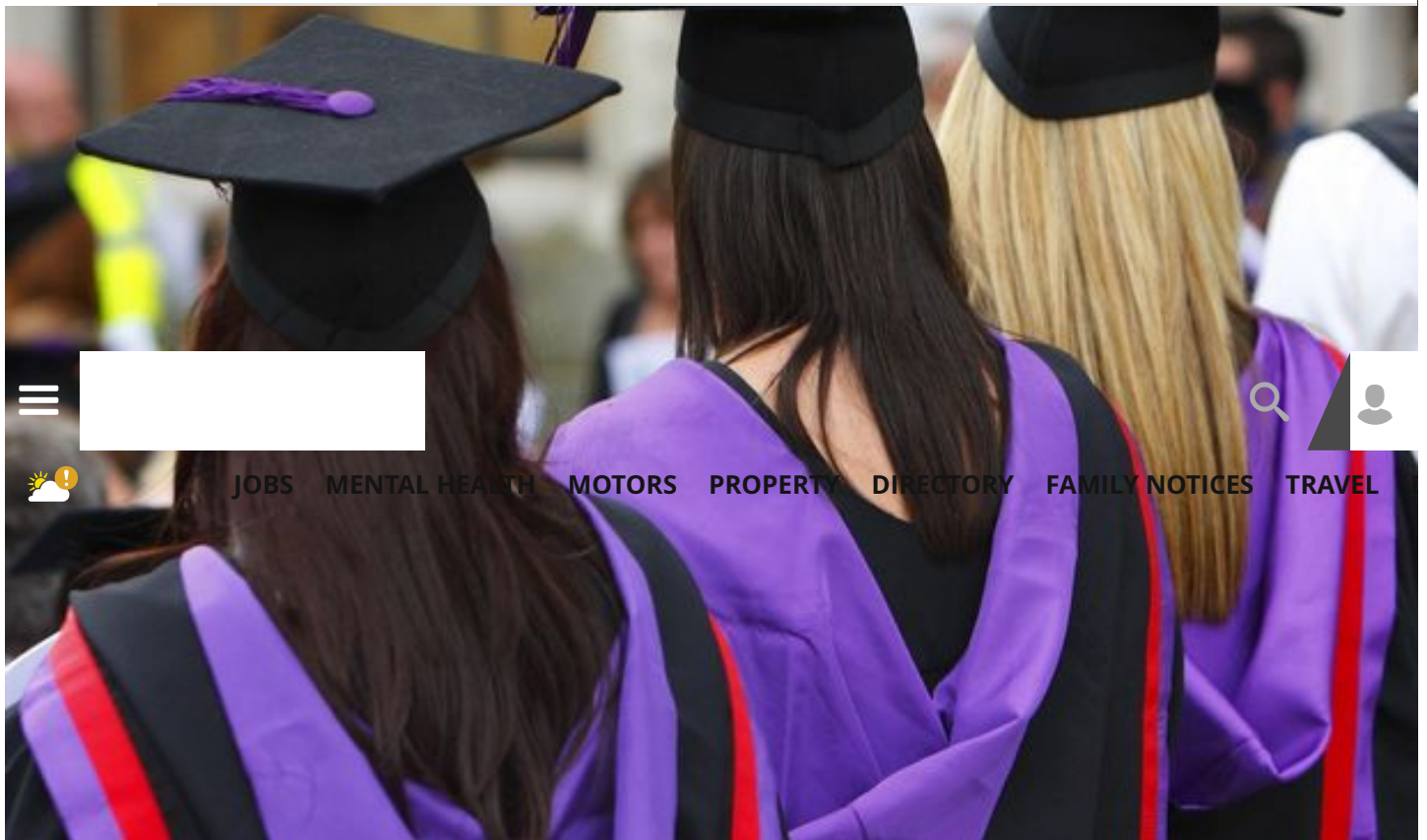
"I'm delighted that this report shows that this contribution has continued to grow, and is benefiting communities right across Wales."

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▶ Warning that south Wales could lose investment through a lack of office space

Students and their spending

19°



File photo dated 16/07/08 of university graduates as the BDO Employment Index, has shown that job prospects for graduates are the best since the onset of the financial crisis. PRESS ASSOCIATION Photo. Issue date: Monday August 11, 2014. See PA story CITY Jobs. Photo credit should read: Chris Ison/PA Wire

The total student headcount in 2015-16 was 128,670, of whom 53% were from Wales, 30% from the rest of the UK, 4% from other EU countries and 13% from the rest of the world.

As well as paying fees to their university, students spend money on rent, food and other expenses, making a visible impact on their communities in bars and services that support the student population.

This is reflected in the figures, which show that off-campus spending by students was responsible for £1.98bn of output in Wales, generating 16,665 jobs.

During the year Welsh universities attracted more than 22,190 students from outside the UK. Their off-campus expenditure on rent, food, travel and entertainment, was estimated at £280m.

19°

2015.

The sector directly provides 16,685 full-time equivalent jobs across a range of occupations, though professional roles unsurprisingly account for the largest single type at more than 50%.

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► Cardiff needs more affordable student accommodation

Universities' spending



Universities spent £1.45bn on staff and other costs. Through indirect and induced effects they generated £2.07bn in output in other industries across the UK, £1.51bn of it in Wales.

Unsurprisingly the impact varies across the country with Cardiff getting the benefit of 31.5% of the sector's output.

19°

In Ceredigion 7.5% of jobs were related to university activity, a higher proportion than Cardiff. In Flintshire it was 1.02%.

Ian Price, director of CBI Wales, said: "As businesses themselves, and through the creation of jobs, generation of expenditure through their activities and the furthering of skills, universities in Wales do much to support the local and national economies, benefitting businesses and communities across Wales."

Wales' universities range from Cardiff which has more than 30,000 students to Wrexham Glyndwr with just over 6,600.

Lead study researcher Ursula Kelly of Viewforth Consulting added: "Thousands of people study at Welsh universities every year, increasing the skills base of Wales.

"As well as university research underpinning many business and innovation developments, the universities are important to communities right across Wales, generating output and GVA and employment even in areas without a university. University supply chains generate jobs in all parts of the country."

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PAGE NO. 35	APPLICATION NO. 17/03034/MJR
ADDRESS :	LAND AT DE CLARE DRIVE
FROM:	Email from Charlotte Grey
SUMMARY:	<p>10. 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.</p> <p>Comment: It is <u>unclear how with the provision of such a small number of car parking spaces that this will be policed.</u> It is not possible for the social landlord to prevent their residents parking their cars on the street outside their home – which are public roads - which will obstruct traffic on narrow roads, cause a risk to children trying to access the playground due to reduced visibility for crossing, and prevent through flow of traffic and make it more difficult for emergency vehicles to access residential areas.</p> <p>12. No development shall commence, including any works of demolition, until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The approved CMS shall be adhered to throughout the construction period. The CMS shall provide for: (i) The parking of vehicles of site operatives and visitors; (ii) Loading and unloading of plant and materials; (iii) Storage of plant and materials used on constructing the development; (iv) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; (v) Details of highways/footway closures; (vi) Wheel washing facilities; (vii) A dust assessment with measures to monitor and control the emission of dust and dirt during demolition and construction; and (viii) A scheme for the recycling/disposing of waste resulting from demolition and construction works. Reason: In the interests of highway safety and public amenity.</p> <p>Comment: <u>It is concerning that in such a built up established residential area, that access roads will be able to be blocked, as traffic is already difficult.</u> Dust/dirt is a big concern also for adjacent buildings, for health and nuisance reasons.</p> <p>13. No part of the development hereby permitted shall be occupied until a travel plan which shall include, but not limited to, the promotion of public transport and other alternatives to the private car; control of resident car parking within the site, provision of a named travel plan co-ordinator, has been submitted to and approved in writing by the Local Planning Authority. The plan shall be presented to all new residents and be monitored for a period of five years following occupation of the final dwelling. Reason: in the interest of highway safety and to regulate the impact of the development on use of the adjacent highway in accordance with policy T5 of the Cardiff Local Development Plan.</p>

Comment: It is not clear how a 'travel plan' will work. Control of resident parking on the site, means that parking will therefore spill over on to adjacent roads. This does also not address the concerns that with 36 dwellings, potentially each with two adult residents, that there could be 74 plus cars being used by residents and more for visitors. There is also no provision for visitor parking on the plans within the site. No evidence has been supplied to back up the provision of 34 spaces.

1.3 Both blocks of flats (known as blocks A & B) would be 'L shaped and be three storeys in height. The blocks would have hipped roofs with gable frontage features. The proposed finished materials would be render on the ground floor with the upper floors being red brick and the roof finished in tiles and capped with red coloured ridge tiles.

Comment: This is a convoluted roof design, and consultation with residents is that a three floor block of flats will be overbearing in this site.

1.5 A total of 34 car parking spaces (2 of which are proposed for disabled use) would be provided to service the 36 proposed units . The vast majority of the proposed parking spaces (30) would be located within an inner courtyard that would be accessed under the 'flying' first floor floors of the side (south-west / north-east) of the development.

Comment: This is not adequate. No evidence has been supplied for the provision of only two disabled spaces. No evidence has been supplied for 34 spaces being adequate, or how residents will be prevented from spilling over on to the narrow streets.

5.1 The assessment concludes "that the forecast traffic generation associated with the proposed residential units is of a low level with approximately 10 vehicles in 2-way movements predicted during the peak periods. This is equivalent to 1 additional vehicle per every 6 minutes. Such a minor increase in traffic flow will not be a noticeable and will fall within the bounds of normal daily fluctuations in traffic flows along local highway network. "

Comment: Assuming that there are 36-74 cars parked run by the new residents, that will be used daily. As most people use their cars in peak hours to get to schools/GPs/work/other – one could expect a minimum of 50 vehicles in two-way movements. I fail to understand the traffic assessment and how it came to this figure, or how it can be correct. It is unlikely that this would not be noticeable

5.8 It seems unlikely that this development will have significant impact on school place provision in the local area.

Comment: However from this consultation with current residents this is not the conclusion that they have from their experiences and should not be dismissed so out of hand. Also there is no consideration of other heavy duty building that is currently underway in the local area (e.g. Plasdwr) for which the new residents who have already starting moving in, are also attending the local schools – primary and secondary. This is not acceptable.

8.3 The proposed application through its mixture of building types (i.e. 3 storey block of flats fronting the open space with 2 storey housing sited to the rear) is considered to accord with the design brief and responds well to the wider urban grain of the area. The suggested finish of buildings is considered to be acceptable in this location and would add a focal point at a prominent location within the area.

Comment: The height, density, convoluted roof design, location is not deemed acceptable by local residents. The new development is too dense, tall, overbearing, will be an eye sore and not a pleasant ‘focal point’. It will remove light and visible access to green (in fact any) space, and will look directly into adjacent buildings removing any privacy. The buildings are not only too overbearing and tall, but will be built at such close proximity to adjacent buildings with narrow roads, that it is likely to be used for overspill parking.

8.4.1 The proposed development would be sited approximately 12 metres from the frontages of the adjoining properties. However, this distance is considered acceptable, given the windows would not be sited on the private side of neighbouring properties. In addition, the proposed siting and windows relationship is consistent with the separation distance of other houses within the estate and is not considered to undermine the privacy of neighbouring properties. Where habitable room windows within the development are between the private sides of properties, the distances are above the 21 metre privacy distance required.

Comment: The proposed buildings will be 12 meters away from bedroom windows and kitchens, all of which are habitable rooms. The design of most of the rest of the development is that in these situations the location of windows/building are staggered to aid privacy; which is not the case in this proposal.

8.4.2 It is considered that the proposal will not result in an overbearing or un-neighbourly form of development.

Comment: This is not the view of over 120 local residents who commented on the proposal.

The proposed separation distance between the development and the existing housing would be approximately 12 metres. This is consistent with the separation distance within the estate and therefore this

development responds to, and respects, the urban grain of the area.

Comment: This is not the view of over 120 local residents who commented on the proposal. Particular in light of the height, scale and density of the development.

12. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

Comment: There is no supporting evidence to back this up. A risk assessment or confirmation of evidence from the police should be provided.

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.

Comment: There is no supporting evidence to back this up. The Act also imposes a duty on public bodies (in this case the local authority) to:

- Create a Wales of cohesive communities that are attractive, viable, safe and well-connected communities.
- A healthier Wales that is a society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- The importance of balancing short term needs with the need to safeguard the ability to meet long term needs, especially where things done to meet short term needs may have detrimental long term effect;

No evidence has been supplied to back up how this proposed development may impact on the health and wellbeing of existing and proposed residents, with regard to the cohesive communities or healthier Wales. Long term concerns have been raised about traffic – road traffic crashes, accessibility for emergency vehicles, air pollution; access to schooling and health services; visual impact from the density of the proposed buildings; impact on play activities (children safely accessing the green space) with an increase in traffic and parked cars; there is no statement or assessment on impact on crime and disorder. In applying the sustainable development principle the five ways of working need to be demonstrated – particularly

	<p>considering long term, prevention and involvement. The comments from residents are not seriously considered in this response, so it cannot be stated with the local authority has considered the Act. <u>The feelings of the consultees are that the development will impact on their wellbeing, as detailed in over 120 responses.</u> A Health Impact Assessment could be considered under the new Public Health (Wales) Act 2017, particularly in light of the other large housing developments occurring in the local area.</p> <p><u>One of the major concerns is the high density of the proposed development, this has been raised by local residents, the community council, and Mark Drakeford, AM and Kevin Brennan, MP. The planning officer's report does not address this concern.</u></p>
<p>REMARKS:</p>	<p>In terms of the number of objections received and the weight to be given to those objections, Planning Policy Wales advice is: <i>“ When determining planning applications local planning authorities must take into account any relevant view on planning matters expressed by neighbouring occupiers, local residents and any other third parties. While the substance of local views must be considered, the duty is to decide each case on its planning merits.”</i> No technical objections have been received to the proposal and the proposed scale and massing accords with the design master plan of the area and it is considered in character with the context of the area and therefore accords with the councils;’ design policies. The proposed privacy distances are in accordance with that found within the site and therefore the proposal accords with the character of the area.</p> <p>The proposed density of the development would predominately one bedroom in nature (the flat blocks), this density is considered appropriate for the site.</p> <p>The proposed parking is in accordance with the council’s parking standards, even if they are at the higher level of acceptance. The proposal does not represent an overdevelopment of the site or the wider area.</p> <p>The proposed conditions meet the test of a valid condition and are imposed to ensure that the proposal would not have an adverse impact upon residents to warrant refusal.</p> <p>In terms of the obligations within the Future Generations and Wellbeing Act, the proposal is reuse of previous developed land and makes efficient use of the land, at an appropriate density, without comprising the future of existing residents.</p>

	Given the scale of the development is it not considered that a Health Impact assessment is necessary or reasonable for this proposal.
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PAGE NO. 35	APPLICATION NO. 17/03034/MJR
ADDRESS:	LAND AT DE CLARE DRIVE
FROM:	Mrs T Landen, 68 Goetre Fawr, Radyr
SUMMARY:	<p>I am writing to formal object to the planned proposal 17/03034/MJR</p> <p>They are several reasons why myself and the community are objecting including traffic congestion, road safety, over-subscribed community services etc.</p>
REMARKS:	<p>The grounds for the objection to this application are noted.</p> <p>Details regarding traffic congestion, road safety and community service provision have been considered by the Council's Highways, Education and Neighbourhood renewal (community facilities) teams, with each team assessing the application proposal and providing comments in response. These have subsequently been considered in the preparation of the committee report and recommendation for the application.</p>

PAGE NO. 35	APPLICATION NO. 17/03034/MJR
ADDRESS :	LAND AT DE CLARE DRIVE
FROM:	The Owner of 148 De Clare Drive
SUMMARY:	<p>At the outset, I would say that in my view the Planning Officer's report sets out a fair and balanced summary of the key issues relating to this application. I see that the Officer has sought to address some of the concerns raised in objections by recommending a number of planning conditions. I am also grateful to the Committee members for having attended a site visit, to gain greater insight into the issues specific to this application. I trust the Committee members will bear in mind that traffic and parking issues would have been at their least problematic level in the middle of a working day, and a significantly different impression would have been gained had the site visit taken place during peak commuting times.</p> <p>I completely appreciate that the Committee has a difficult decision to make, in balancing a range of sometimes conflicting factors and material considerations. As highlighted in the Planning Officer's report, the overarching principle of the planning system is to achieve "sustainable development", and "putting people, and their quality of life now and in the future, at the centre of decision-making". The delivery of additional housing is certainly of high priority, but the "principles of sustainable development and the creation of cohesive communities, which forms the basis of the Welsh Government's</p>

	<p>planning policy remains and should not be undermined by the need to increase housing land supply”.</p> <p>i) The root of many people’s objections to this particular development is its density. Concerns about traffic, parking, school provision, community cohesion etc, all stem from the fact that a disproportionately large number of dwellings would be crammed into a relatively small plot of land, in the centre of the existing estate. At the proposed density, the development is simply not sustainable.</p> <p>ii) Transport issues remain a significant problem. I note that the Planning Officer’s report has not addressed the concerns raised by objectors regarding walking routes, access to buses and the capacity of train services. The undisputed facts are that:</p> <p>A recent survey for the Welsh Government has shown that trains from Radyr station during morning rush hour are already full, and people cannot physically get on (details provided in my letter of objection).</p> <p>The proposed walking route to Danescourt Primary School is via an unlit, unmade path, which is entirely unsuitable for walking with small children or prams (photographic evidence previously provided).:</p> <p>The bus service from Ty Mawr Road is accessed via similarly poor paths (again, photos previously provided), and there are no services at times which would enable people to get to work for normal office hours.</p> <p>The bus stops at Heol Isaf are almost 1km walk from the closest point of the development site. There has been no assessment of whether it is reasonable to expect that people will walk and take the bus to work in preference to the convenience of driving in a private car.</p> <p>Radyr Primary School is approximately a 1.5km walk from the closest point of the development site. Again, there has been no assessment of whether it is reasonable to expect that people will walk this distance with a young child, in preference to driving in a car.</p> <p>The Transport Statement is incorrect in stating that there are internal cycle paths on the estate. The existing speed calming measures actually make cycling more difficult around the estate.</p> <p>The objector has also questioned why School services</p>
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believe there isn't an issue with school provision given that the local schools are already oversubscribed.

The objector reiterate again that the key question for the Committee to consider is whether this development as currently proposed is sustainable and creates a cohesive community. The factual evidence shows that access to public transport is impracticable, and the primary school provision is inadequate. The desire to deliver additional housing, particularly social housing, cannot in itself override the need to consider the overall sustainability of the proposals. Indeed, the piecemeal development of the estate as a whole has already resulted in a substantial overdevelopment, and the question has to be asked to what extent the original plans for a sustainable community of 350 dwellings and two community use plots can simply be disregarded.

I would strongly urge the committee to consider whether delivering additional housing in a way which meets the overarching need for sustainability can be better met though a similar development with a smaller number of units and a reduced density. A development of, say 20 to 25 units, would have a number of benefits, including:

- Being more in keeping with the character and appearance of the rest of the Sidings estate
- Avoiding the new residents being crammed into a relatively small site
- Preventing marking out the new development as an "island" of social housing, thus contributing to community cohesion
- Allowing a more reasonable level of car parking to reflect the reality of the high level of car use that is necessary on this estate
- Reducing the additional pressures on traffic, schools and local amenities
- Still achieving the pressing objective of delivering much needed additional social housing.

Finally, I note that nearly £100,000 is proposed as a s.106 financial contribution from the applicant. It is unclear from the Planning Officer's report how this money is proposed to be spent for the benefit of the existing Sidings community. The Old Church Rooms are a 20 minute uphill walk away, and the Morganstown Village Hall is a 40 minute walk away, so most residents will gain little benefit from further funding of these facilities. These cannot be described as being "in the vicinity of" the development site. As previously noted in many of the objections, the proposed development is actually removing a potential community use which was originally envisaged for this plot. A community use in the heart of the estate cannot be replaced by something 20-40 minutes away.

<p>REMARKS:</p>	<p>The Councils' Transportation Officers reviewed all objections received, including photographs, prior to providing their formal response. The TRICS assessment is an industry recognised methodology on assessing the traffic impacts of various development. The submitted assessment considered the proposed use vs the previous use (community care home) and on this basis, found the proposal acceptable in highway terms. The Transportation section have also considered trics in relation to the context of the site, i.e. one way in and out. In addition the Transportation Section also had regard to its own data on accidents reported in the area. Based upon all this information the Transportation Section believe that the proposal does not raise any highway safety concerns to warrant the scheme being refused.</p> <p>Parking provision: The objector is correct that the SPG does allow for an element of flexibility to be considered. This has been exercised in this case by approving an upper figure for parking provision rather than a lower figure, as is advised in national and local policies.</p> <p>The concern of the objector over the perceived lack of consideration from the Transportation Section over the need for the footpaths around the site to be up graded is noted. The adjoining paths are public rights of way over private land and therefore, the Transportation section cannot impose conditions for their upgrade as part of this application.</p> <p>Education Before submitting their comments, the Education section did have regard to the objections received but in their professional opinion, given the tenancy mix i.e as a mainly 1 bedroom development, they consider that there is provision within the area to accommodate the likely demand generated as a result of the proposed scheme. It also worth noting that the development is significantly below the threshold for seeking S106 contribution, as outlined in the approved Planning Obligations SPG to offset the impact (see paragraph 5.8).</p> <p>Planning Obligations Planning obligations have to meet strict tests of law. Planning Policy Wales advises that: <i>"Planning obligations should only be sought where they are necessary to make a proposal acceptable in land use planning terms. Planning permission may not be bought or sold and negotiations should be conducted in a way that is seen to be fair, open and reasonable. Unacceptable development should never be allowed because of unrelated benefits. Acceptable development should never be refused simply because an applicant is unwilling to offer such benefits."</i> The objectors believe that they should be compensated for due to the</p>

	<p>loss of a 'community' care home and that the S106 fails to achieve that in noted. The community care home was however never just for the residents of Radyr Sidings or for that matter Radyr. The S106 seeks to lessen the impact of the development on those services that are likely to affected, in accordance with the approved SPG. The S106 agreement meets those tests.</p>
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