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LATE REPRESENTATIONS

Committee PLANNING COMMITTEE

Date and Time of Meeting WEDNESDAY, 12 OCTOBER 2016, 2.30 PM

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

8 **Late Reps Schedule** (*Pages 1 - 18*)

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LATE REPRESENTATIONS SCHEDULE
PLANNING COMMITTEE – 12TH OCTOBER 2016

PAGE NO. 19	APPLICATION NO. 16/00256/MJR
ADDRESS:	LAND TO REAR OF 90 MINNY STREET, CATHAYS, CARDIFF
FROM:	Occupier 8 Dalton St
SUMMARY:	Comments that previous objections remain valid. Indicates that two petitions of over 100 signatures show the strength of local opposition.
REMARKS:	Noted. The issues raised are discussed in the report. Only one petition, of 63 signatures has been received to date.

PAGE NO. 19	APPLICATION NO. 16/00256/MJR
ADDRESS:	LAND TO REAR OF 90 MINNY STREET, CATHAYS, CARDIFF
FROM:	Occupier 21 Dalton Street
SUMMARY:	Comments that previous objections regarding security, noise, litter and parking remain valid.
REMARKS:	Noted. The issues raised are discussed in the report.

PAGE NO. 19	APPLICATION NO. 16/00256/MJR
ADDRESS:	LAND TO REAR OF 90 MINNY STREET, CATHAYS, CARDIFF
FROM:	Occupiers 88 Minny Street
SUMMARY:	Further comments that concerns raise previously in respect of Bats has not been addressed.
REMARKS:	Noted. The issues raised are discussed in the report. With regard to the issue of Bats. As indicated in the report to Committee a Bat Survey has been submitted and reviewed by the Council's Ecologist (para. 5.7). In light of that Survey a condition is recommended (condition 9).

PAGE NO. 19	APPLICATION NO. 16/00256/MJR
ADDRESS:	LAND TO REAR OF 90 MINNY STREET, CATHAYS, CARDIFF
FROM:	Occupier 91 May Street
SUMMARY:	Comments that concerns previously raised are not addressed by the amended plan submission.
REMARKS:	Noted. The issues raised are discussed in the report.

PAGE NO. 19	APPLICATION NO. 16/00256/MJR
ADDRESS:	LAND TO REAR OF 90 MINNY STREET, CATHAYS, CARDIFF
FROM:	Councillor Merry
SUMMARY:	A petition of 63 signatures is submitted in objection to the proposals. The petition cites concerns in respect of the effect on light and privacy, and concerns regarding waste storage, parking and access to the site.
REMARKS:	Legal advice in respect of the submitted petition is as follows: The petition submitted by Councillor Merry contains a Political Party Logo and has not been accepted as it could be prejudicial to the determination of the application.

PAGE NO. 46	APPLICATION NO. 16/01558/MJR
ADDRESS :	WALKER HOUSE CHILDRENS HOME, 158 FIDLAS ROAD, LLANISHEN, CARDIFF
FROM:	Head of Planning
SUMMARY:	Conditions 3 (material samples), 4 (details of access road junction), 6 (details of roads) to be revised as follows: 3. 'No superstructure works shall commence' 4. 'No superstructure works shall commence' 6. 'No superstructure works shall commence'
REMARKS:	None.

PAGE NO. 64	APPLICATION NO. 16/01592/MJR
ADDRESS:	SITE OF FORMER FLATS 11-20 TY-TO-MAEN CLOSE, OLD ST MELLONS, CARDIFF
FROM:	Occupier, 9 Ty To Maen Close
SUMMARY:	Further to comments of the 20th September and the non-provision of an amended drawing, he expresses his dissatisfaction and confidence in the management of this project. He is further perturbed to witness Additional Information drawing of the 26th September which shows a swept path for what he assumes to be the design vehicle. The swept path fails to take into account of the presence of a vehicle parked on the public highway outside his house; there is no prohibition of parking at this location and hence any swept paths should be coherent of this constraint.
REMARKS:	Drawing No. CAM0000GAC107 Revision P1 shows the swept path analysis for a refuse vehicle, which can manoeuvre in the adopted highway to enter and leave in a forward gear. The Highways Authority has its own powers to impose parking restrictions should they consider it to be necessary.

PAGE NO. 64	APPLICATION NO. 16/01592/MJR
ADDRESS:	SITE OF FORMER FLATS 11-20 TY-TO-MAEN CLOSE, OLD ST MELLONS, CARDIFF
FROM:	Occupier, 25 Ty To Maen Close
SUMMARY:	<ul style="list-style-type: none"> (i) All of their previous objections to this Planning Application still apply as none of their objections have been addressed. The repositioning of 2 parking spaces and the planting of extra shrubbery didn't come into any of their objections. (ii) The road is still in the same position, four parking spaces are still being removed, green space is still being removed, far too many houses are being built in the space and the house design is not in keeping with the current design. (iii) Even though numerous Councillors and MP's have suggested a site meeting to discuss with residents, no site meeting has been offered.
REMARKS:	<ul style="list-style-type: none"> (i) All previous objections have been considered and are summarised at paragraph 7.11; (ii) Consideration of the road position, the parking

	<p>provision, the existing green space, the density of development, and the design and appearance of the dwellings have already been addressed in Section 8 of the report;</p> <p>(iii) Members will consider whether to defer determination to enable a site visit to take place. This will be decided when the application is heard at the Committee meeting.</p>
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PAGE NO. 64	APPLICATION NO. 16/01592/MJR
ADDRESS:	SITE OF FORMER FLATS 11-20 TY-TO-MAEN CLOSE, OLD ST MELLONS, CARDIFF
FROM:	Occupier, 25 Ty To Maen Close
SUMMARY:	Amended plans do not resolve any of the objections and cause further issues to neighbouring properties. Also planning officers report not published.
REMARKS:	The amended plans are considered to achieve an effective balance between the efficient re-use of this brownfield site, ensuring an acceptable relationship with neighbouring properties, and retaining a suitable habitat for Dormice, a European Protected Species. The Committee report was published on the Council's website on Friday 7 th October.

PAGE NO. 64	APPLICATION NO. 16/01592/MJR
ADDRESS:	SITE OF FORMER FLATS 11-20 TY-TO-MAEN CLOSE, OLD ST MELLONS, CARDIFF
FROM:	Occupier, 25 Ty To Maen Close
SUMMARY:	Requests that Members read the objections from the occupiers of 7 and 25 Ty to Maen Close as they feel they have not been reflected in the Planning Officer's Report. They also attach the Cardiff City Council's Infill Sites Guidance as these guidelines are not being adhered to. They are concerned that 3 minutes will not allow them to fully convey the points in detail.
REMARKS:	Paragraph 7.11 confirms that the objections of Nos. 7 and 25 Ty To Maen Close have been considered in the processing of the application. The amended proposals are considered to be complimentary with the scale and character of the area and the redevelopment is therefore considered to accord with the Infill Sites Supplementary Planning Guidance.

PAGE NO. 64	APPLICATION NO. 16/01592/MJR
ADDRESS:	SITE OF FORMER FLATS 11-20 TY-TO-MAEN CLOSE, OLD ST MELLONS, CARDIFF
FROM:	Occupier, 7 Ty To Maen Close
SUMMARY:	<ul style="list-style-type: none"> (i) Maintain their objections to be latest plan. The committee have chosen to ignore or overrule their objections. They strongly recommend that the committee visit the site to see for themselves that the development is much too large for the area. The previous block of flats had a much smaller footprint. (ii) The turning circle at the end of Ty To Maen Close has not been addressed. If you have a mini car you might just make the turn. If you have a family saloon or 4x4 or a transit type van you will not be able to make the turn unless you go over the pavement. Please look at the dimensions. (iii) How is the traffic management and parking for the labour force building the development to be handled. Are the lorries and cars going to be parked in the street in front of our houses exacerbating the present situation. If cars are parked both sides of the road lorries and emergency vehicles will be unable to get through.
REMARKS:	<ul style="list-style-type: none"> (i) The Committee will consider whether to defer determination to enable a site visit to take place. (ii) Vehicles which cannot make the turn at the end of Ty To Maen Close will be able to utilise the new access road for turning. There is no objection from the Council's Transportation Team on the proposed arrangements. (iii) Condition 3 requires the developer to submit a Construction Management Plan to the Local Planning Authority for approval prior to the commencement of development which will include parking arrangements for contractors, site operatives and visitors and details of traffic routes, delivery times and other construction-related activities.

PAGE NO. 95	APPLICATION NO. 16/01652/MJR
ADDRESS:	CARDIFF METROPOLITAN UNIVERSITY CYNCOED CAMPUS, CYNCOED ROAD, CYNCOED, CARDIFF
FROM:	Cardiff Civic Society
SUMMARY:	Objects to applications for student accommodation and a sports complex that would damage Queen Wood.
REMARKS:	Whilst the comments are noted, application 16/01652/MJR for the phase 2 sports hall do not have any impact on the area of woodland identified, which lies approx. 150m to the south of the application site.

PAGE NO. 95	APPLICATION NO. 16/01652/MJR
ADDRESS:	CARDIFF METROPOLITAN UNIVERSITY CYNCOED CAMPUS, CYNCOED ROAD, CYNCOED, CARDIFF
FROM:	Resident, Cefn Coed Road
SUMMARY:	Objects to applications 16/01652/MJR and 16/01760/MJR on grounds of insufficient on site parking exacerbating existing off site parking problems in the surrounding streets, noise and litter pollution.
REMARKS:	The issues raise are addressed in the report.

PAGE NO. 95	APPLICATION NO. 16/01652/MJR
ADDRESS:	CARDIFF METROPOLITAN UNIVERSITY CYNCOED CAMPUS, CYNCOED ROAD, CYNCOED, CARDIFF
FROM:	Occupier, Hillrise
SUMMARY:	Object to applications 16/01652/MJR and 16/01760/MJR on grounds of: Noise pollution (especially to Hillrise area); Offsite parking problems from campus users.
REMARKS:	The issues of noise and parking are addressed in the report.

PAGE NO. 95	APPLICATION NO. 16/01652/MJR
ADDRESS:	CARDIFF METROPOLITAN UNIVERSITY CYNCOED CAMPUS, CYNCOED ROAD, CYNCOED, CARDIFF
FROM:	Resident, Ael Y Bryn
SUMMARY:	Objects to applications 16/01652/MJR and 16/01760/MJR on grounds of insufficient on site parking, road safety and negative visual impact.
REMARKS:	The issues raise are addressed in the report.

PAGE NO. 95	APPLICATION NO. 16/01652/MJR
ADDRESS:	CARDIFF METROPOLITAN UNIVERSITY CYNCOED CAMPUS, CYNCOED ROAD, CYNCOED, CARDIFF
FROM:	Cardiff Met Action Group
SUMMARY:	Requests that Committee undertake a site visit prior to making any determination on the application, and that the application be considered simultaneously with the application for student accommodation (16/01760/MJR).
REMARKS:	<p>The request is noted and it is for Members to consider the site visit request.</p> <p>With regard to delaying determination, the application has undergone statutory consultations, and all responses necessary to make an informed recommendation have been received. There are no reasonable grounds to delay presentation of this application to Committee for determination.</p>

PAGE NO. 95	APPLICATION NO. 16/01652/MJR
ADDRESS:	CARDIFF METROPOLITAN UNIVERSITY CYNCOED CAMPUS, CYNCOED ROAD, CYNCOED, CARDIFF
FROM:	Occupier 138 Springwood
SUMMARY:	Objects to the proposals on grounds that the lack of additional onsite parking will exacerbate existing dangerous offsite parking problems.
REMARKS:	<p>Noted.</p> <p>The issue of parking and highway safety is addressed in the report.</p>

PAGE NO. 117	APPLICATION NO. 16/01779/MJR
ADDRESS:	CATHEDRAL VIEW, 95 GABALFA AVENUE, GABALFA, CARDIFF
FROM:	Shared Regulatory Services Environment Team
SUMMARY:	<p>The Shared Regulatory Services Environment Team has suggested two revised conditions to replace conditions 9, 10 and 11.</p> <p>RECOMMENDATION: Add additional word to end of the reason for condition 8 and reword conditions 9 and 10 to replace conditions 9, 10 and 11 and renumber conditions 12 - 19 to 11-18.</p> <p>Condition 8 : Reason: To ensure that the safety of future occupiers is not prejudiced.</p> <p>Condition 9 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 historic environment shall be submitted to and approved by the Local Planning Authority. The scheme shall include all works to be undertaken (including details of the soakaway design, how it will be constructed and associated leachate analysis), proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environment Protection Act 1990 in relation to the intended use of the land after remediation.</p> <p>All work and submissions carried out for the purposes of this condition shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2006).</p> <p>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.</p> <p>Condition 10: The remediation scheme approved by condition 9 shall be</p>

	<p>undertaken prior to the occupation of any part of the development. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.</p> <p>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 shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>All work and submissions carried out for the purposes of this condition shall be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WAG / EA guidance document ' Land Contamination: A guide for Developers' (July 2006).</p> <p>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 neighbours and other offsite receptors.</p>
REMARKS:	Noted

PAGE NO. 136	APPLICATION NO. 16/01855/MJR																				
ADDRESS :	LAND AT HERBERT STREET, ATLANTIC WHARF, CARDIFF																				
FROM:	Head of Planning.																				
SUMMARY:	<p>Email dated 4.10.16 from the applicant pointing out an error in the submitted plans. Condition 2 (approved plans) to be amended as follows:</p> <p>2. The consent relates to the following approved plans:</p> <table border="0"> <thead> <tr> <th><i>Dwg. No.</i></th> <th><i>Title</i></th> </tr> </thead> <tbody> <tr> <td>Location Plan:</td> <td>DWG No. 0200 P-01</td> </tr> <tr> <td>Site Plan:</td> <td>DWG No. 0300 P-00</td> </tr> <tr> <td>Ground Floor Plan:</td> <td>DWG No. 0310 P-02</td> </tr> <tr> <td>First Floor Plan:</td> <td>DWG No. 0311 P-02</td> </tr> <tr> <td>Levels 2-6 Floor Plan:</td> <td>DWG No. 0312 P-03</td> </tr> <tr> <td>Levels 7 Floor Plan:</td> <td>DWG No. 0316 P-03</td> </tr> <tr> <td>Level 8 Floor Plan:</td> <td>DWG No. 0318 P-02</td> </tr> <tr> <td>Levels 9-10, 12-19 Floor Plan:</td> <td>DWG No. 0319 P-02</td> </tr> <tr> <td>Level 11 Floor Plan:</td> <td>DWG No. 0321 P-00</td> </tr> </tbody> </table>	<i>Dwg. No.</i>	<i>Title</i>	Location Plan:	DWG No. 0200 P-01	Site Plan:	DWG No. 0300 P-00	Ground Floor Plan:	DWG No. 0310 P-02	First Floor Plan:	DWG No. 0311 P-02	Levels 2-6 Floor Plan:	DWG No. 0312 P-03	Levels 7 Floor Plan:	DWG No. 0316 P-03	Level 8 Floor Plan:	DWG No. 0318 P-02	Levels 9-10, 12-19 Floor Plan:	DWG No. 0319 P-02	Level 11 Floor Plan:	DWG No. 0321 P-00
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	<p>Levels 20-21 Floor Plan: DWG No. 0330 P-02</p> <p>Levels 22-23 Floor Plan: DWG No. 0332 P-02</p> <p>Level 24 Floor Plan: DWG No. 0334 P-02</p> <p>Roof Plan DWG No. 0335 P-00</p> <p>South/Herbert St. Elevation: DWG No. 0340 P-00</p> <p>East Elevation: DWG No. 0341 P-00</p> <p>North Street Elevation: DWG No. 0342 P-00</p> <p>West Elevation: DWG No. 0343 P-00</p> <p>Site Sections: DWG No. 0350 P-01</p> <p>Section AA: DWG No. 0351 P-01</p> <p>Section BB: DWG No. 0352 P-01</p> <p>Section CC: DWG No. 0353 P-01</p> <p>Section DD: DWG No. 0354 P-01</p> <p>Landscaping – Ground Floor: DWG 0360 P-00</p> <p>Landscaping – 01 Floor: DWG 0361 P-00</p> <p>Landscaping – 08 Floor: DWG 0362 P-00</p> <p>Reason: The plans amend and form part of the application.</p>
REMARKS:	None.

PAGE NO. 136	APPLICATION NO. 16/01855/MJR
ADDRESS :	LAND AT HERBERT STREET, ATLANTIC WHARF, CARDIFF
FROM:	Pollution Control (Noise & Air)
SUMMARY:	<p>Consultation responses dated 26.9.16 and 7.10.16 on noise and air quality respectively.</p> <p>The noise response objects to A3 uses at ground floor. No objection to the remaining proposals subject to standard road traffic, railway noise, railway vibration, sound insulation, opening hours, delivery times, and plant noise conditions.</p> <p>Add the following condition: F7G Railway Vibration</p> <p>The air quality response requests a pre-commencement condition requiring the applicant to quantify whether or not an air quality assessment should be undertaken, focusing on dust emissions at the construction phase and potential exposure of future residents to traffic derived nitrogen dioxide (NO2).</p> <p>Add the following condition: An air quality assessment shall be carried out prior to commencement of superstructure works, unless otherwise agreed in writing by the LPA. Reason: To</p>

	assess air quality and agree any mitigation measures that may be required to safeguard the amenity of future occupiers.
REMARKS:	None.

PAGE NO. 136	APPLICATION NO. 16/01855/MJR
ADDRESS :	LAND AT HERBERT STREET, ATLANTIC WHARF, CARDIFF
FROM:	Head of Planning
SUMMARY:	<p>In response to emails from the agent requesting that the pre-commencement triggers for conditions 13, 16, and 18 and questioning the need for condition 16 Details of Access Road Junction and condition 17 Highway Improvements. The following conditions are to be revised:</p> <p>Condition 13 to read “No development shall take place until details showing the provision of a minimum of 224 cycle parking spaces for student use, of which 200 shall be under cover, and a number of short stay spaces for visitors to the commercial uses, have been submitted</p> <p>Condition 16 to be omitted.</p> <p>Condition 17 to read: No part of the development hereby permitted shall be occupied until a scheme of environmental improvements to the adjacent footway on Herbert Street, to including widening the public footway to a minimum of 3m along its length and the modification/improvement of the site access, has been submitted to and approval in writing by the LPA. The works should include as required, but not be limited to surfacing, kerbs, edging, drainage, lighting, lining and signing, street furniture, soft landscaping and Traffic Orders as may be required as a consequence of the scheme. The agreed scheme to be implemented to the satisfaction of the LPA prior to beneficial occupation of the site. Reason: To facilitate safe and efficient access to and egress from the proposed development by the incoming residents; and reinstatement of the adjacent public highway in the interests of highway and pedestrian safety.</p>
REMARKS:	<p>The number of bike spaces proposed (124) is not considered sufficient to satisfy policy requirements or recent practice.</p> <p>The Highway Works condition is standard and required because the widened footway includes part of the</p>

	application site. It is our preference that these works are carried out by the contractor as part of the main contract.
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PAGE NO. 136	APPLICATION NO. 16/01855/MJR
ADDRESS :	LAND AT HERBERT STREET, ATLANTIC WHARF, CARDIFF
FROM:	Highways and Transportation consultation response
SUMMARY:	<p>Highways and Transportation consultation response dated 6.10.16 states:</p> <p>“I would confirm that the submission has been assessed and is considered to be acceptable subject to the following comments, conditions and S106 matters:</p> <p>Conditions: Standard Cycle Parking condition C3S; Combined Travel and Student Accommodation Traffic Management Plan condition; Highway works condition; Construction management plan condition</p> <p>Second Recommendation: The highway works condition and any other works to existing or proposed public highway/footway to be undertaken by the developer are to be subject to an agreement under Section 38/278 Highways Act 1980 between the developer and Local Highway Authority.</p> <p>Comments: The adopted Access, Circulation and Parking Standards SPG confirms that up to a maximum of one car parking space per 25 beds may be provided for operational use, amounting to a maximum of 26 parking spaces for the proposed development; there is no requirement for on-site resident or visitor car parking. I am therefore satisfied that subject to the cycle parking condition, the application is compliant with adopted parking policy as submitted.</p> <p>The proposed level of cycle parking (124 for 674 beds) equates to circa 1 space per 5.5 beds, which falls somewhat short of the common standard of 1 cycle space per 2 beds. I am nonetheless mindful of the central location of the site and walkable proximity of many of the likely daily destinations for the residents, as discussed in the Transport Statement, and in principle would accept a level of cycle parking below the usual standard. However the proposed level of cycle parking is still below what is considered acceptable and I would expect any submission related to the requested condition to increase the number of available spaces. In which respect, there appears to be some capacity</p>

	<p>to provide additional cycle parking within the courtyard car park, along with some short stay stands within the public realm.</p> <p>I am satisfied, subject to agreement of the Traffic Management Plan, that there is sufficient capacity within the adjacent public highway network to manage the arrival and departure of student residents at the start and end of term. It should be noted that this approach is consistent with a number of other similar student residences in Cardiff. It should also be noted that the incoming student residents would not qualify for Resident Parking Permits, and that the letting/management element of the plan controls vehicle access to and student car parking within the site, and surrounding area.</p> <p>It is also noted that the site is located within easy reach of a well-served, high frequency bus and train public transport services, with inbound and outbound stops/services. The site is also within an easy, level walk or cycle of the City Centre, with the employment, shopping, entertainment, leisure, university and other facilities/ amenities such a location affords.”</p>
REMARKS:	None. Conditions have been added – see other late rep.

PAGE NO. 136	APPLICATION NO. 16/01855/MJR
ADDRESS :	LAND AT HERBERT STREET, ATLANTIC WHARF, CARDIFF
FROM:	Parks consultation response
SUMMARY:	<p>Parks consultation response dated 10.10.16 states:</p> <p>“ <u>Design Comments</u> 1The dock feeder is the key environmental asset of the site offering the most potential for recreation. On the other side of Herbert Street it forms a major connecting feature between developments, is important for public amenity and is visually attractive. Creating an attractive and usable walkway on the Herbert street site is crucial to the success of the scheme.</p> <p>The majority of the building is set back 7m from the edge of the dock feeder, which gives room for pedestrian use and the row of trees will have room to grow without adversely impacting on the building. I concur with Ed Bakers comments that full details of the planting, including below ground root available soil volume, are needed in order to</p>

ensure the scheme is workable. The main pedestrian entrance off the dock feeder walkway and adjacent to the footbridge, along with the student social space, are positive features that make the dock feeder a key element of the design, which is much better than the previous scheme. Combined with the design for the Capital Quarter across the bridge, the new design gives potential for the dock feeder to form a vibrant and positive feature of the site.

Tree planting along the front of the site is also welcome, and should provide much needed tree cover to soften the outline of the building and improve the streetscape. The same comments relating to planting detail and below ground soil volume apply. It may be possible to increase the area of grass (or to provide planting beds although these will have maintenance implications), particularly on the right hand side (dock feeder side) of the main entrance which would be beneficial for tree planting.

2 The proposed bridge across the dock feeder is welcome and this needs to link to the footpaths and proposed courtyard / open space areas on the main site.

3 Creating a link along the east edge of the dock feeder, to connect to the existing road crossing is important in allowing residents/employees to access the dock feeder/walkway for recreation.

4 The internal courtyard proposals, although very basic, are a definite improvement on the previous application. Given the number of students these will be of significant importance for informal recreation and good quality design is crucial to maximise their potential. Therefore detailed designs and sketches in relation to the building and the railway, preferably produced by a landscape architect, will need to be submitted as part of the planning conditions. Access to the courtyards for maintenance on the higher levels will need to be considered in detail.

Open Space Provision

These comments relate to the current LDP (C5 Provision for Open Space, Outdoor Recreation, Children's Play and Sport; KP16 Green Infrastructure; EN8 Trees Woodlands and Hedgerows), supported by policies set out in the 2008 Supplementary Planning Guidance for Open Space which set the Council's approach to open space provision.

The Council's LDP requires provision of a satisfactory level and standard of open space on all new housing/student developments, or an off-site contribution towards existing

open space for smaller scale developments where new on-site provision is not applicable.

Based on the information provided on the number and type of units, I have calculated the additional population generated by the development to be **674**. This generates an open space requirement of **1.435 ha** of on-site open space based on the criteria set for **Student accommodation**.

As no public open space is being provided on-site, the developers will be required to make a financial contribution towards the provision of open space off-site, or the improvement (including design and maintenance) of existing open space in the locality. Based on the above assessment the contribution payable will be **£332,808**. I enclose a copy of the calculation.

However this figure doesn't take into account the amenity areas provided on site as part of the development, which include a potentially public realm space along the dock feeder, and other courtyards, which although not public open space will provide informal student recreational space. Based on the viability negotiations the contribution will be set at **£266,000** which Parks support.

Notes relating to provision for student housing

The calculation for student accommodation applies a lower rate compared to the full amount required for general purpose housing. This takes into account omission of the play provision element which is not applicable and the resident's accessibility to student sports facilities

However students will still regularly use public open spaces and sporting facilities within Parks, and therefore the off-site contribution relates to the increased intensity of use of facilities, along with a requirement for increased maintenance, more rapid upgrading and often expansion of existing facilities on existing or new sites.

In the event that the Council is minded to approve the application, I assume it will be necessary for the applicant and the Council to enter into a Section 106 Agreement to secure payment of the contribution.

The use of S106 contribution from this development will need to satisfy the current distance requirements set out in the 2008 SPG – play areas 600m (not applicable to student and sheltered accommodation), informal recreation 1000m,

	<p>and formal recreation 1500mm, measured from edge of the site.</p> <p>The closest areas of recreational open space to the development are Craiglee Drive Open Space, Letton Road Open Space and Canal Park. The most likely use of the contribution will be for improvements to Craiglee Drive Open Space, although other improvements to Letton Road and possibly the Dock Feeder waterside walkway will also be discussed with the Ward Member for Butetown. Due to delays in Parks being able to provide comments the final use will need to be confirmed at S106 stage.”</p>
<p>REMARKS:</p>	<p>The recommendation for approval is subject to a £266,000 POS financial contribution and standard landscaping conditions.</p>

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